

A LIST OF LOCOMOTIVES, RAILWAY
VEHICLES AND OTHER LARGE RELICS
PRESERVED BY THE BRITISH TRANSPORT
COMMISSION.

With the exception of vehicles exhibited at the Railway Museum, York, and on Railway Stations, it must be understood that the exhibits are stored and for the time being it is not possible to make them available for general inspection by the public.

Any enquiries must therefore be addressed to the :-

Curator of Historical Relics,
British Transport Commission,
Triangle Place,
Clapham,
London, S.W.4.

Tele: MACaulay 3241.

Permission to publish information from these lists must be obtained from the Curator.

BRITISH TRANSPORT COMMISSION

PRESERVATION OF STEAM LOCOMOTIVES

LOCOMOTIVES PRESERVED BY THE RAILWAY COMPANIES PRIOR TO 1948.

Date Built			
1822	Hetton Colliery	0-4-0	
1825	S. & D.R.	0-4-0	"Locomotion"
1837	G.W.R.	2-2-2	"North Star"
1845	G.J.R.	2-2-2	No.45 "Columbine"
1845	S. & D.R.	0-6-0	No.25 "Derwent"
1846	Furness R.	0-4-0	No.3 "Coppernob"
1847	L. & N.W.R.	2-2-2	No.173 "Cornwall"
1857	Wantage Tramway	0-4-0WT	No.5 "Shannon"
1865	L. & N.W.R.	0-4-0T	Narrow Gauge "Pet"
1868	S. Devon R.	0-4-0T	Broad Gauge "Tiny"
1869	N.E.R.	2-2-4T	No.66 "Aerolite"
1870	G.N.R.	4-2-2	Stirling 8' class No.1
1874	N.E.R.	0-6-0	No.1275
1875	N.E.R.	2-4-0	"901" class No.910
1880	L.B. & S.C.R.	0-6-0T	"A" class No.82 "Boxhill"
1885	N.E.R.	2-4-0	"1463" class No.1463
1886	C.R.	4-2-2	No.123
1892	L. & N.W.R.	2-4-0	"Precedent" class No.790 "Hardwicke"
1893	N.E.R.	4-4-0	class M.1 No.1621
1893	L. & S.W.R.	4-4-0	class T.3 No.563
1893	S. & M.R.	0-4-2T	"Gazelle"
1894	H.R.	4-6-0	No.103
1898	G.N.R.	4-4-2	No.990 "Henry Oakley"
1899	M.R.	4-2-2	"115" class No.118
1902	G.N.R.	4-4-2	class C.1 No.251
1903	G.W.R.	4-4-0	"City" class No.3440 "City of Truro"

LOCOMOTIVES PRESERVED BY THE BRITISH TRANSPORT COMMISSION 1951.

1866	M.R.	2-4-0	class 1 No.158A
1907	G.W.R.	4-6-0	"Star" class No.4003 "Lode Star"

LOCOMOTIVES PRESERVED BY THE BRITISH TRANSPORT COMMISSION 1953.

1866	Met. R.	4-4-0	"A" class No.23
1889	L. & Y.R.	2-4-2T	class "K.2" No.1008
1895	G.E.R.	2-4-0	class T.26 No.490
1898	H.R.	4-4-0	"Small Ben" class No.2 "Ben Alder"
1901	S.E. & C.R.	4-4-0	"D" class No.737
1902	M.R.	4-4-0	class 4 No.1000
1903	G.W.R.	2-8-0	class 28xx
1909	L.T. & S.R.	4-4-2T	"79" class No.80 "Thundersley"
1911	L. & N.E.R.	2-8-0	class 0.4

LOCOMOTIVES PRESERVED SINCE 1953.

1897	G.W.R.	0-6-0	"2301" class No.2516
1913	N.B.R.	4-4-0	"Glen" class No.256 "Glen Douglas"
1920	G.N. of S.R.	4-4-0	"F" class No.49 "Gordon Highlander"

LOCOMOTIVES DONATED SINCE 1953.

1865	L. & N.W.R.	0-4-0T	No.1439
1872	Met. R.	0-4-0	Tram Loco. No.807
1882	L.B. & S.C.R.	0-4-2	B.1 class No.214 "Gladstone"
1885	Mersey R.	0-6-4T	No.5 "Cecil Raikes"

LOCOMOTIVES SCHEDULED FOR PRESERVATION 1960.

Date Built		
1874	L. & S.W.R.	2-4-0WT "3298" class
1891	N.E.R.	0-6-0 "C" class No.1576
1897	L. & S.W.R.	0-4-4T M.7 class
1899	L. & S.W.R.	4-4-0T T.9 class
1904	G.E.R.	0-6-0T P.57 class No.87
1919	N.E.R.	0-8-0 class T.3
1920	G.C.R.	4-4-0 Class 11F. No.506 "Butler Henderson"
1921	L. & N.W.R.	0-8-0 class G.2.
1923	G.W.R.	4-6-0 Castle class No.4073 "Caerphilly Castle"
1924	L.M.S.R.	0-6-0 class 4F
1925	S.R.	4-6-0 "King Arthur" class
1926	S.R.	4-6-0 "Lord Nelson" class
1926	L.M.S.R.	2-6-0 class 5
1927	G.W.R.	4-6-0 "King" class No.6000
1930	S.R.	4-4-0 "Schools" class
1934	L.M.S.R.	4-6-0 class 5
1935	L.M.S.R.	2-6-4T class 4 (3 cyl.)
1936	L. & N.E.R.	2-6-2 class V.2
1937	L.M.S.R.	4-6-2 class 7P No.6235 "City of Birmingham"
1938	L. & N.E.R.	4-6-2 class A.4 No.4468 "Mallard"
1942	S.R.	0-6-0 class Q.1
1945	S.R.	4-6-2 "West Country" or "Battle of Britain" class
1947	G.W.R.	0-6-0PT class 94xx
1951	B.R.	4-6-2 class 7 No.70000 "Britannia"
1954	B.R.	4-6-2 class 8 No.71000 "Duke of Gloucester"
1956	B.R.	4-6-0 class 5 (with Caprotti Valve Gear)
1960	B.R.	2-10-0 class 9 No.92220 "Evening Star"



John H. Scholes,
Curator of Historical Relics.

British Transport Commission,
Triangle Place,
Clapham,
S.W.4.

SOME LOCOMOTIVES PRESERVED IN GREAT
BRITAIN BY OTHER BODIES

Date Built	Locomotive	Location
1813	Wylam Colliery Locomotive "Wylam Dilly"	Edinburgh, Royal Scottish Museum.
1813	Wylam Colliery Locomotive "Puffing Billy"	Science Museum, London.
1829	Shutt End Railway: "Agenoria" 0-4-0	Railway Museum, York on loan from Science Museum, London.
1829	L. & M.R. Locomotive "Rocket"	Science Museum, London.
1829	Locomotive "Sans Pareil"	Science Museum, London,
1830	C. & W.R. "Invicta" 0-4-0	Canterbury, Local Authority.
1830	Killingworth Colliery	Newcastle, Museum of Science & Engineering.
1838	L. & M.R. "Lion" 0-4-2	Crewe on loan from Liverpool Engineering Society.
1874	Furzebrook Tramway "Secundus"	Birmingham, Museum of Science & Industry.
1874	Bauxite No.2	Science Museum, London.
1883	Portstewart Tramway: 0-4-0 Tram Engine No.3	Belfast Transport Museum.
1889	C. & S.L.R. Electric Loco. No.1	Science Museum, London.
1895	Duke of Sutherland's "Dunrobin"	New Romney (R.H. & D.R.)
1901	Belfast & County Down	Belfast Transport Museum.
1906	Larne Aluminium Works	Belfast Transport Museum
1906	Welsh Highland Railway	Talyllyn Railway Co.
1910	"Woolmer" War Department Engine	Longmoor
<u>REPLICAS</u>		
1829	Locomotive "Rocket"	Science Museum, London.
1829	Locomotive "Novelty"	Science Museum, London.

RAILWAY VEHICLES PRESERVED BY
THE BRITISH TRANSPORT COMMISSION

<u>Date Built</u>	<u>Vehicle</u>	<u>Location</u>
1797	Peak Forest Canal Quarry Truck	York
1816	Belvoir Tramway Wagon	York
1826	Cramlington Colliery Chaldron Wagon	York
1834	B. & W.R. Composite Coach	Clapham
1834	B. & W.R. Second Class Coach	York
1834	B. & W.R. Open Third Class Coach	York
1840	S. & D.R. Locomotive Tender No.18	York
1842	L. & B.R. Royal Coach (Queen Adelaide) 	Clapham
1845 c.	S. & D.R. Chaldron Wagon	York
1845	S. & D.R. Composite Coach	York
1846	S. & D.R. Composite Coach No.31	Stockton
1850 c.	E.C.R. Coach	Stratford
1850 c.	South Hetton Colliery Chaldron Wagon No.1155	York
1850	Forcett Rly. Coach	York
1860 c.	N.E.R. 3rd Class Coach	York
1861	N.B.R. Dandy Coach	Carlisle
1869	L. & N.W.R. Royal Saloon (Queen Victoria) 	Clapham
1870	Seaham Harbour Chaldron Wagon	Clapham
1872	N.L.R. Directors' Saloon No.1032	Clapham
1885	W.C.J.S. Post Office Sorting Van No.186	Clapham
1890	G. & S.L.R. Coach	York
1898	E.C. J.S. 3rd Class Coach No.41805	Wolverton
1899	Private Saloon (Duke of Sutherland)	Clapham
1900	L. & N.W.R. Royal Dining Saloon No.65	Clapham
1903	L. & N.W.R. Royal Saloon (King Edward)	Clapham
1903	L. & N.W.R. Royal Saloon (Queen Alexandra)	Clapham
1903	L. & S.W.R. Coach No.6474	
1914	M. and G. & S.W.Jt. Dining Car No.3463	Clapham

HORSE DRAWN ROAD VEHICLES
PRESERVED BY THE BRITISH TRANSPORT
COMMISSION

Located at Clapham

<u>Date Built</u>	<u>Vehicle</u>
1876	Douglas Double Decker Horse Tramcar No.14 (d)
1881	Chesterfield Single Decker Horse Tramcar No.8 (d)
1851 c.	Tilling Knifeboard Horse Omnibus
1880 c.	Horse Tram Truck: Eade's Reversible Underframe
1886 c.	L.G.O.C. Garden Seat Horse Omnibus
1890 c.	A. Adams. Pantehnicon Furniture Van
1895	Cale. R. Horse Breaking Cart
1900 c.	L. & S.W.R. Horse Ambulance
1900 c.	N.E.R. Goods Trolley Van
1900 c.	G.W.R. Open Van
1900	Mid. R. Cattle and Plate Glass Wagon
1900	K. & E.S.R. Station Omnibus
1903	N.B.R. Goods Trolley Van (Mutter Howey & Co.)
1908	L. & Y.R. Yard Sweeper No.17784
1910	L. & Y.R. Parcel Van No.18148

**MECHANICALLY PROPELLED ROAD VEHICLES
PRESERVED BY THE BRITISH TRANSPORT COMMISSION.**

Preserved by the British Transport Commission
(Contd.) Located at Clapham

Date Built	Vehicle	Date Built
1886	Manchester, Bury, Oldham & Rochdale Tram Engine (a)	1886
1896	Douglas Head Marine Drive Tram No.1 (d)	1896
1903	L.C.C. Tramcar Class "B"	1903
1903 c.	Milnes Girder Truck (d)	1903
1907	Sheffield Corporation: Tramcar No.342 (d)	1907
1908	L.C.C. Tramcar Class E.1. No.1025	1908
1910	West Ham Corporation Tramcar No.290	1910
1910	L.G.O.C. "B" Type Omnibus	1910
1912	G.W.R. Dennis Fire Engine No.3 from Swindon	1912
1914	Llandudno & Colwyn Bay Electric Railway Co. Tramcar No.6 (d)	1914
1919	L.G.O.C. "K" Type Omnibus	1919
1920	L.G.O.C. "S" Type Omnibus	1920
1923	L.G.O.C. "NS" Type Omnibus	1923
1923	Tilling-Stevens Petrol-electric Omnibus Chassis (d)	1923
1928	Jersey: Leyland Lion Single Deck Omnibus P.L.S.C. (d)	1928
1929	L.G.O.C. "ST" Type Omnibus	1929
1929	L.G.O.C. "LT" Type Omnibus	1929
1929	Leyland Titan Omnibus (d)	1929
1930	Green Line: "T" Type Coach	1930
1930	Ipswich Single Deck Trolleybus No.44 (d)	1930
1930	L.M.S.R. M.H. Karrier Cob Minor	1930
1930	Feltham Type Tramcar (d)	1930
1930 c.	Tramcar Bogie Class HR2.	1930
1931	London United Trolleybus	1931
1931	A.E.C. Regal Craven-bodied Omnibus	1931
1931	L.C.C. Tramcar No.1 (d)	1931
1931 c.	Tramcar Bogie Class HR2 with Radial Arm Axle boxes	1931
1932	L.N.E.R. M.H. Scammell 3 tons.	1932
1932	L.G.O.C. "Q" Type Omnibus	1932
1933	L.G.O.C. "STL" Type Omnibus	1933
1933	L.N.E.R. Fordson 2 ton No.FE 4123	1933
1934	L.M.S.R. Albion (Gardener Engine) 6 ton No.1020B	1934
1934	G.W.R. Scammell Mechanical Horse No.6271	1934
1934	Northern General Omnibus Co. Ltd. Motor Omnibus No.604	1934
1935	L.P.T.B. C2 Type Standard Trolleybus No.260	1935
1936	L.N.E.R. Commer Van I.T. No.EB.2105	1936
1936	L.M.S.R. Dennis A Type 2 ton No.180/B	1936
1937	L.M.S.R. Latil Tractor	1937

(a) Stored at Crews
(d) Donation

May, 1960.

May 1960.

MECHANICALLY PROPELLED ROAD VEHICLES
 PRESERVED BY THE BRITISH TRANSPORT COMMISSION
MECHANICALLY PROPELLED ROAD VEHICLES
 PRESERVED BY THE BRITISH TRANSPORT COMMISSION (Contd.)

Date Built	Vehicle	Date Built
1937	L.P.T.B. "TF" Type Coach	1937
1939	Eastern National Bristol "K" Type Omnibus	1939
1939	L.P.T.B. "CR" Type Omnibus	1939
1944	Brighton, Hove & District Trolleybus	1944
	Sheffield Corporation: Trolleybus No. 312 (d)	1947
	L.G.O.C. Trolleybus Class B.1. No. 1025	1948
	West Ham Corporation Trolleybus No. 290	1949
	L.G.O.C. "B" Type Omnibus	1949
	G.W.R. Dennis Fire Engine No. 3 from Swindon	1949
	Manchester & Colwyn Bay Electric Railway Co. Trolleybus No. 6 (d)	1949
	L.G.O.C. "K" Type Omnibus	1949
	L.G.O.C. "S" Type Omnibus	1950
	L.G.O.C. "NS" Type Omnibus	1953
	Thilling-Stevens Petrol-electric Omnibus Chassis (d)	1953
	Jersey: Leyland Lion Single Deck Omnibus P.L.S.G. (d)	1958
	L.G.O.C. "ST" Type Omnibus	1959
	L.G.O.C. "LT" Type Omnibus	1959
	Leyland Titan Omnibus (d)	1959
	Green Line: "T" Type Coach	1959
	Leyland Single Deck Trolleybus No. 44 (d)	1959
	L.M.S.R. M.H. Karrier Cab Minor	1959
	Pelham Type Trolleybus (d)	1959
	Trolleybus Bogie Class HRS.	1959
	London United Trolleybus	1959
	A.R.G. Regal Craven-bodied Omnibus	1959
	L.G.O.C. Trolleybus No. 1 (d)	1959
	Trolleybus Bogie Class HRS with Radial Arm Axle boxes	1959
	L.W.E.R. M.H. Scammell 3 ton	1959
	L.G.O.C. "Q" Type Omnibus	1959
	L.G.O.C. "STU" Type Omnibus	1959
	L.W.E.R. Fordson 2 ton No. FR 4123	1959
	L.M.S.R. Alford (Gardner Engine) 5 ton No. 1020B	1959
	G.W.R. Scammell Mechanical Horse No. 6271	1959
	Northern General Omnibus Co. Ltd. Motor Omnibus No. 604	1959
	L.P.T.B. O2 Type Standard Trolleybus No. 260	1959
	L.W.E.R. Commer Van I.T. No. HB.2105	1959
	L.M.S.R. Dennis A Type 2 ton No. 1807B	1959
	L.M.S.R. Laitli Trolley	1959

(a) Stored at Crewe

(d) Donation.

May, 1960.

May, 1960.

REPLICAS OF HISTORICAL VEHICLES
IN THE POSSESSION OF THE BRITISH
TRANSPORT COMMISSION

Date Built	Company	Vehicle	Location
1807	Oystermouth R. or T.R.	Horse drawn Coach	Clapham
1828	S. & D.R.	Dandy Cart	York
1829	L. & M.R.	Locomotive "Rocket"	Crewe
1829	Shillibeer	Horse Omnibus	Clapham
1834 c.	L. & M.R.	1st class coaches (3)	(Clapham (1) (Derby (2))
1834 c.	L. & M.R.	2nd class coaches (3)	(Clapham (1) (Derby (2))
1838	G.J.R.	Travelling Post Office Van	Clapham
1874	G.W.R.	Queen Victoria's Day Saloon (Section)	Clapham
1878	Mid. R.	3rd class compartment (Section)	Clapham
1890 c.	Pullman Car Co.	Pullman Car (Section)	Clapham
1951	B.R.	1st cl. compt. of standard stock (Section)	Clapham
1951	B.R.	3rd cl. compt. of standard stock (Section)	Clapham
1954	B.R.	Cab of P8 Loco. No. 71000 "Duke of Gloucester"	Clapham

STATIONARY ENGINES PRESERVED AND SCHEDULED
BY THE BRITISH TRANSPORT COMMISSION

Date	Engine	Location	Remarks
Purchased 1821	Pumping	Hawkesbury, Coventry	Date possibly 1770
Purchased 1802	Pumping	Crofton, Kennet & Avon Canal	Still capable of work
1810	Pumping	Crofton, Kennet & Avon Canal	Still capable of work
1810	Beam	Railway Museum, York	Sawmill Machinery
1810 c.	Pumping	Claverton, Kennet & Avon Canal	Water powered
1825	Beam	Railway Museum, York	From Shildon Works
1827	Pumping	Holyhead	
1833	Winding	Railway Museum, York	From Swannington
1833	Winding	Railway Museum, York	From Weatherall
1845	Beam	Railway Museum, York	Warehouse machinery
1849	Pumping	Lea Wood, Cromford Canal	
1850	Pumping	Kings Cross	From Hitchin

OTHER LARGE RELICS PRESERVED BY THE
BRITISH TRANSPORT COMMISSION

Date	Relic	Location
1836	Barge Weighing Machine, Glamorganshire Canal	Clapham
1850	Horse Vehicle Wheel Lathe	Clapham
1896	Mather & Platt Manchester Dynamo from Anderton Lift.	Clapham
1899	Swash Plate Engine, Marine Workshops, Dover	Canterbury
1901	Turbines from s.s. "King Edward"	Glasgow Museum
1911	Turbine Gears and case from s.s. "Hantonia" Tyre Borer, J.126.	Glasgow Museum West Grinstead

BRITISH TRANSPORT COMMISSION

OFFICE OF THE CURATOR OF HISTORICAL RELICS

Publications for Sale

Postal applications should be made to the Curator of Historical Relics, British Transport Commission, Triangle Place, Clapham, S.W.4. or to the Curator, Railway Museum, York.

		<u>Price</u>
ROYAL JOURNEY	Royal Train Travel in the British Isles. Illustrated.	1s. Od.
STEAM LOCOMOTIVE	A Retrospect of the Work of Eight Great Locomotive Engineers. Illustrated.	1s. Od.
POPULAR CARRIAGE	Two Centuries of Carriage Design for Road and Rail. Illustrated.	1s. Od.
TRANSPORT TREASURES	Some Historical Relics of British Transport. Illustrated.	1s. Od.
RAILWAY MUSEUM, YORK	A general description of the Museum collections with illustrations.	1s. Od.
BRITISH RAILWAY LOCOMOTIVES	Colour plate showing 21 types.	5s. Od.
BRITISH TRANSPORT SHIPS	Colour plate of 21 types.	5s. Od.

POSTCARD PHOTOGRAPHS OF LOCOMOTIVES

6d. each
(Six for 2s/6d.)
Postage 3d.

- 0-4-0 Hetton Colliery Locomotive built 1822.
- 0-4-0 "Locomotion No.1" built 1823.
- 0-2-2 "Rocket" built 1829.
- 0-4-0 "Agenoria" built for Shutt End Colliery in 1829.
- 0-6-0 "Derwent" No.25 built 1845.
- 0-6-0 "Derwent" No.25 built 1845 (In steam during Centenary Celebrations 1925)
- 2-2-2 "Columbine" built 1845 for Grand Junction Railway.
- 2-2-4 "Aerolite" built 1869.
- 4-2-2 G.N.R. Stirling No.1 built 1870.
- 0-6-0 No.1275 built 1874 for Stockton and Darlington Railway.
- 2-4-0 Fletcher 910 built 1875. North Eastern Railway.
- 0-4-2 "Gladstone" built 1882. London, Brighton & South Coast Railway.
- 4-4-0 No.1621 built 1893 for North Eastern Railway.
- 4-4-2 "Henry Oakley" No. 990 built 1898.
- 4-4-0 "City of Truro" built for Great Western Railway 1903.
- 4-6-2 "Mallard" Class A.4. (Pacific) built 1938.
- 2-4-0 Tennant No. 1463. North Eastern Railway built 1885.
- 4-4-2 Ivatt No. 251 built for the Great Northern Railway in 1902.
- 4-4-0 Johnson No. 1000 built at Derby in 1901 for the Midland Railway.
- 2-4-2 Aspinall Tank Locomotive No. 1008, built at Horwich in 1889.

John H. Scholes,
Curator of Historical Relics

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NOTES ON ROYAL SALOONS AT CLAPHAM.

QUEEN ADELAIDE'S STATE CARRIAGE

Consort of William IV - Adelaide Amelia Louisa Theresa Caroline sister of the Duke of Saxe-Meiningen, married 1818 died 1849.

Built for the London & Birmingham Railway in 1842. Under-frame built at Euston Works the coach body being built by a coachbuilder in Gough Street, London.

Length over buffers	21 ft. 9 in.
Width of body	5 ft. 6 in.
Width over stepboards	8 ft. 6½ in.
Weight	3 tons.

The carriage is in all probability very much like the standard first class carriages of the London & Birmingham Railway of which at that time there were over a hundred, except for the bed arrangement in the boot and the peculiar shape of the half compartment at one end. It is not known why the carriage is numbered 2.

The monograms and arms on the door panels are those of the London & Birmingham Railway, being the shields of the City of London and the City of Birmingham and as insignia of office the sword of the City of London and the mace of the City of Birmingham. The carriage is painted in the deep claret colour which became after a few years the standard coaching stock livery of the London & Birmingham and remained during London & North Western days as long as the Southern District remained free of Crewe. The accessories consist of two oil-pot lamps in the roof, one over the sleeping compartment and one between the ordinary and coupé sections and venetian slatted ventilators over the windows. It runs on eight-spoke iron wheels, without brakes, with 5 ft. 9 in. laminated springs. The door handles and commode handles are gold plated.

QUEEN VICTORIA'S CARRIAGE

Built by the London & North Western Railway as a pair of six wheeled saloons, designed by Richard Bore and built at Wolverton in 1869. These vehicles were the first British railway carriages to be connected by an entirely closed flexible gangway. In 1895 the two bodies were united on a single frame to form the present twelve wheeled carriage. The interior fittings and arrangements are as originally installed in 1869 and present a very beautiful example of mid nineteenth century styling at its best. For the Queen's personal use separate day and night compartments with toilet facilities were provided in the centre part of the carriage. At one end of the vehicle is a compartment provided for

the use of the Queen's dressers and at the opposite end similar accommodation for the Sergeant Footman.

The day compartment is furnished with a sofa, easy and occasional chairs, footstools and a table. The ceiling and sides are heavily quilted in white and blue watered silk. The night compartment is similarly treated with red leather and contains two brass bedsteads, the second bed being provided for the Queen's travelling companion, who was usually her daughter Princess Beatrice.

The floor of the carriage is of double boarding, the intervening space being filled with granulated cork to lessen vibration and deaden the noise of the wheels.

The exterior of the vehicle is as elaborate and ornate in colour and decoration as the interior. The cornice moulding is carved with an acorn and oak leaf design and the ends of the buffer beams are fashioned in the shape of lion's heads and covered with gold leaf. The door and commode handles are hand chased and gold plated. The coach is painted in the purple brown and off-white livery of the former London & North Western Railway and the panels are decorated with the Royal Arms and the emblems of the Orders of the Garter, the Thistle, St. Patrick and the Bath.

The carriage was first used by Queen Victoria on 14th May 1869 between Windsor and Ballater and last used by her on 6th and 7th November 1900 between Ballater and Windsor.

KING EDWARD'S SALOON

Designed by J.C. Park and built at the London & North Western Railway's Carriage and Wagon Works at Wolverton in 1903. It is 69 ft. 2½ ins. in length over buffers, 9 ft. 1 in. wide over stepboards, 12 ft. 7½ ins. high and weighs 46 tons. Originally it was painted in the purple brown and off-white livery of the London & North Western Railway, with gold-plated door and commode handles, hand painted royal coats of arms and with gilt lions heads on the headstocks. The livery was changed to its present London Midland & Scottish red during the war to make it less conspicuous. Internally the arrangement of compartments included a lavatory and side corridor, dressing room, bedroom, day saloon and smoke-room, with a vestibule at each end. The vestibules have double doors and in one, accommodation is fitted for the Sergeant-Footman. During the Great War George V and Queen Mary lived in the train for days on end when touring the munition centres and a bath was added in the dressing room. The first bathroom to appear on any British train, it was further modernised

in 1939. The bedroom furniture is of satinwood from West Africa and the bed is silver plated. The monogram at the foot of the bed is that of George V. The day saloon is decorated in white enamel with upholstery of a Jacobean design chosen by Queen Mary, who spent much thought on the furnishings of the train. The smoke-room is carried out in fiddle-back mahogany, with furniture upholstered in green leather. It will be noticed that the absence of a side corridor allows of outside windows on both sides of the vehicle, this has given each room a spaciousness surprising in a British railway carriage.

QUEEN ALEXANDRA'S SALOON

Designed by J.C. Park and built at the London & North Western Railway's Carriage and Wagon Works at Wolverton in 1903. It is 69 ft. 2½ ins. in length over buffers, 9ft. 1 in. wide over stepboards, 12 ft. 7½ in. high and weighs 46 tons. Originally it was painted in the purple brown and off-white livery of the London & North Western Railway, with gold-plated door and commode handles, hand painted royal coats of arms and with gilt lion's heads on the headstocks. The livery was changed to its present London Midland & Scottish red during the late war to make it less conspicuous. Internally the arrangements included a day saloon, dressing room, bedroom, second dressing room, lavatory and side corridor with a vestibule at each end. When the train was first built the bedroom had two beds in it, one being for Princess Victoria. Queen Mary ordered the second bed to be removed and part of the bedroom was partitioned off to form a small sleeping compartment for her dresser. A bathroom was also installed in place of the second dressing room. The decorative scheme of all the compartments was in white enamel with ornamentation and mouldings after Robert Adam. The Bedroom contains satinwood furniture and a silver plated bedstead bearing Queen Mary's monogram. The day saloon is perhaps the most beautiful compartment of all, the curtains and pelmets strike rather a heavy note, but apart from these the impression given by the saloon is one of pleasing lightness and space.

ROYAL DINING SALOON.

Built at Wolverton Works in 1900 for the London & North Western and Caledonian Railways, this saloon was exhibited at the Paris (Vincennes) Exhibition 1900 where it won the Grand Prix. On its return from the Exhibition it was added to the Royal Train. It is 69 ft. 6 ins. in length over buffers, 8 ft. 8 in. wide over cornice and 12 ft. 7½ in. high between rail and top of elevated roof outside. The vehicle contains a kitchen, butler's pantry, a large dining compartment 20 feet in length and a smaller compartment 13 feet in length. The kitchen was

fitted with a gas cooking range provided with oven, grill, hot plate and bunsen rings for boiling. It had a full set of cooking utensils, sinks, with hot and cold water supply and a large refrigerator with top arranged as a table. A smaller refrigerator for cold entrees etc. is fixed on the side. The pantry has the usual cupboards and racks for silver, cutlery and china. There is a refrigerator for cooling wine and in the corridor there are two zinc lined cupboards for block ice.

The interior of the dining compartments is finished in polished American walnut with mahogany panels, with inlaid marquetry designs. The ceilings are figured Lincrusta Walton with floral design picked out in gold on a dull white ground with bright borders.

The chair frames and tables are in padauk, a wood of rich red colour. This Saloon came out of service in 1956.

JOHN H. SCHOLDS,

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