

New L.M.S.R. Royal Coaches



The Queen's saloon with protection plate shutters in open position.

IN 1941 the L.M.S.R. built at Wolverton carriage works three new coaches for inclusion in its Royal Train. They comprise one saloon for the use of the King, one for the Queen, and a convertible sleeper, brake, and power car to provide accommodation for the train staff, generator sets and luggage. Each vehicle runs on two 6-wheel bogies and is 69 ft. long over body ends and 9ft. wide over side panels. The exteriors are painted in L.M.S.R. standard livery. The weight of each saloon is 57 tons and of the power car 52 tons.

The arrangement of the two saloons is similar. Each includes a lounge, bedroom, and bathroom, and accommodation for the valet and the maid respectively. At each end of the coach are spacious vestibule balconies with a door opening into the lounge. Entrance is gained through recessed double doors. The steps are folding and hand operated from inside the coach; an electric red warning light is displayed when the steps are down to indicate that the loading gauge is exceeded, and to illuminate the bottom step.

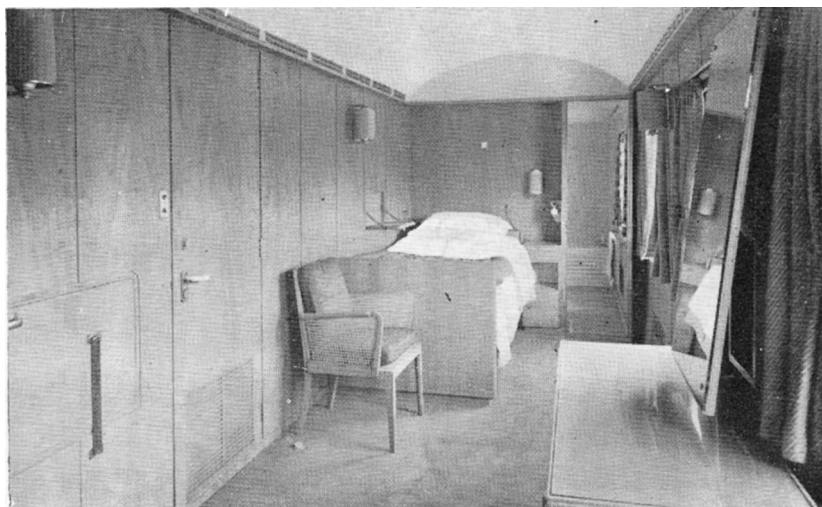
Electricity for lighting, heating, and ventilating is supplied by a power plant in the convertible sleeper, brake, and power car, whence cables lead to all coaches of the train. Also in this car is a 25-line automatic telephone exchange which gives communication throughout the train. The air-conditioning of the Royal saloons is by means of steam and electricity for heating, and wet ice for cooling. In both the heating and cooling cycles a choice of six temperatures may be made, and thermostats automatically maintain the temperature.

Besides the engine room for the generator sets and a brake and luggage compartment, the convertible sleeper, brake and power car has three and a half compartments which may be converted for day or night use, giving sleeping accommodation for 14 train staff and two lavatory compartments.

The two saloons are finished in multi-ply panelling and the interiors have been designed to provide a unique scheme of decoration, and at the same time to reduce resonance. The vestibule ceilings are of three-ply, in removable sections to give access to the air-conditioning units, filters, and Pullman gangway control springs situated above.

Underframes and bogies are built up from mild-steel rolled sections electrically welded throughout. Rubber shock-absorbing pads and bushes eliminate metal-to-metal contact and rubber springs are used for buffing and drawgear. Pullman gangway equipment is fitted at both ends of each saloon and at the passenger end of the convertible sleeper, brake and power car. There are hinged side buffers, and the centre coupler also is hinged to enable the vehicles to work with ordinary stock. The bodies are fabricated; the side, roof, and end panels are of steel" sheets with welded joints, thus forming a complete panel from end to end. Insulation against sound and changes in external temperature is given by a thickness of asbestos on the inside of the panels.

New L.M.S.R. Royal Coaches



The King's bedroom



The Queen's saloon

Railway Magazine, November/December 1946 issue, pages 370 and 371.