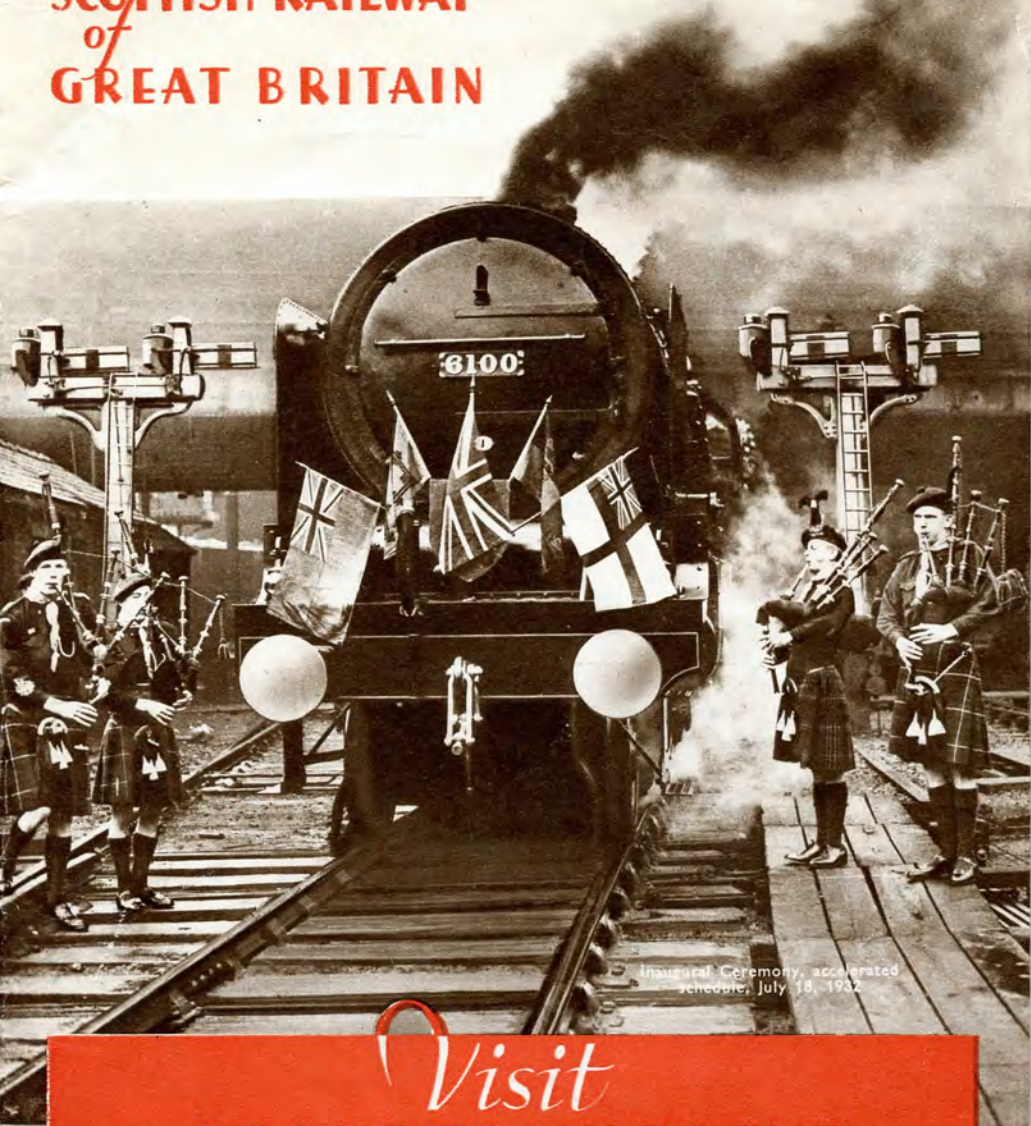


THE ROYAL SCOT

LONDON MIDLAND &
SCOTTISH RAILWAY
of
GREAT BRITAIN



Inaugural Ceremony, accelerated
schedule, July 18, 1932

Visit

OF THE TRAIN TO THE
NORTH AMERICAN CONTINENT
and the CENTURY of PROGRESS EXPOSITION
CHICAGO - 1933

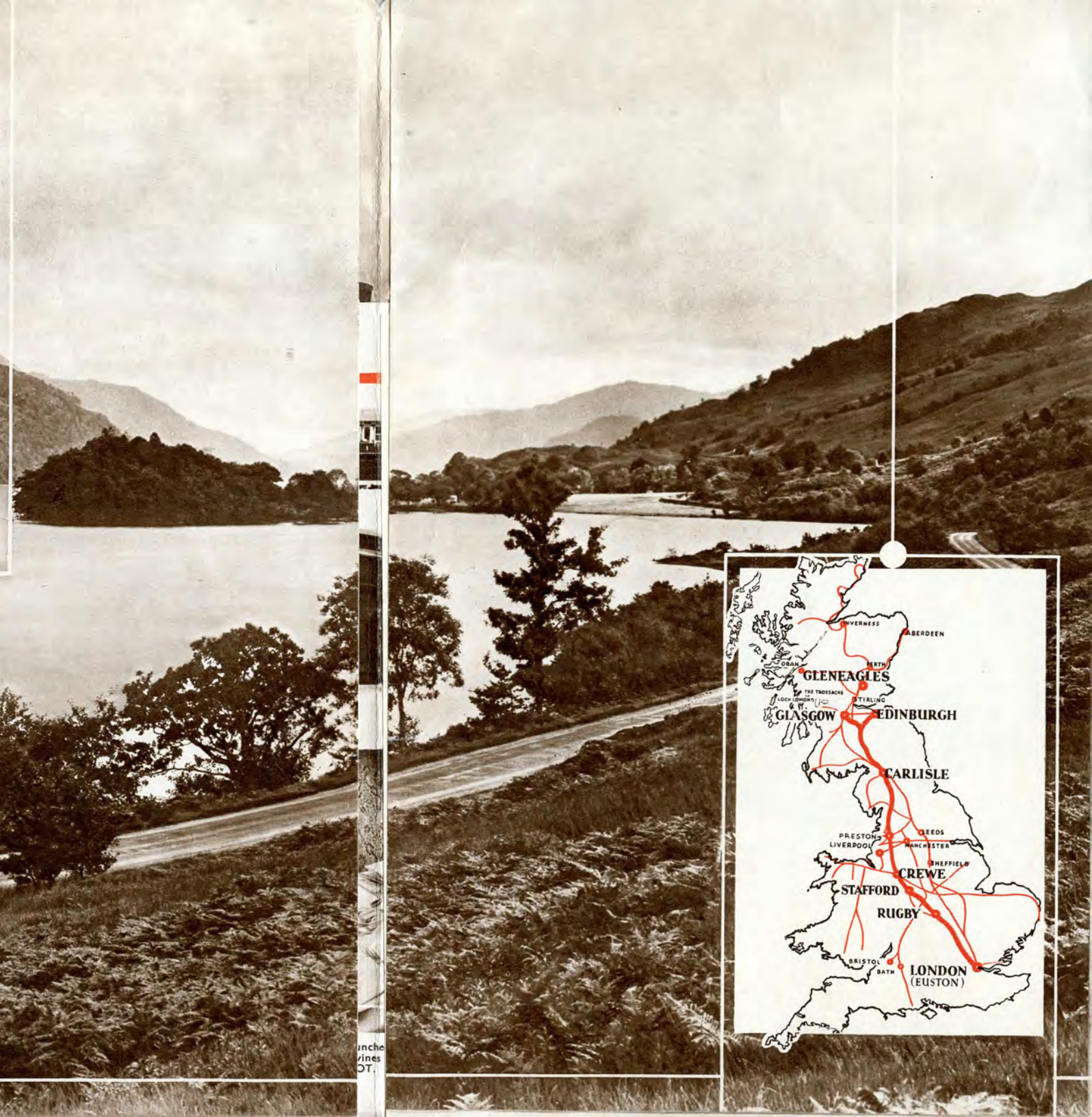
LOCH LOMOND

By yon bonnie banks, and by yon bonnie braes,
Where the sun shines bright on Loch Lomond ;
Where me and my true love were ever wont to
gae,
On the bonnie, bonnie banks of Loch Lomond.

Oh ye'll tak' the high road and I'll tak' the low
road,
And I'll be in Scotland afore ye ;
But me and my true love will never meet again
On the bonnie bonnie banks of Loch Lomond.

I mind where we parted in yon shady glen
On the steep, steep side of Ben Lomond,
Where in purple hue the Highland hills we view
And the moon coming out in the gloaming.

The wee birdies sing, and the wild flowers spring,
And in sunshine the waters are sleeping ;
But the broken heart will ken nae second spring
again,
Tho' the wae'ful may cease frae their greeting.



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vines
OT.



Passengers by the ROYAL SCOT can choose between travelling in an open-type car such as this or in a compartment for four passengers as shown opposite.



Sleeping cars are not attached to the ROYAL SCOT, which makes its journeys in the daylight hours, but these cars, available for first and third-class passengers, run on her sister expresses, THE NIGHT SCOT and THE ROYAL HIGHLANDER, and other principal night trains.



LMS restaurant cars, serving breakfast, luncheon, afternoon tea, dinner and light refreshments, supply four million meals every year. The wines carried come from the LMS Hotel cellars. Lunch and tea are served daily on the ROYAL SCOT.



Up-to-date lavatory accommodation is a feature of LMS express trains. This is one of the items which go far to provide comfort on the journey. Problems of lighting, heating and ventilation, too, have been exhaustively studied to devise the perfect system.



Uniformity of design in exterior decoration has marched hand in hand with diversity of design and colour in interior equipment. This view shows a typical ROYAL SCOT First-class compartment.



ROBBIE BURNS' BIRTHPLACE
Ayr, 93 miles from Carlisle is the birthplace of Scotland's National Poet. The cottage is still much as it was when he was born.



DRYBURGH ABBEY
12th Century monastic ruin on River Tweed, burial place of Sir Walter Scott, Scotland's famous poet and novelist.



GLASGOW AND THE FIRTH OF CLYDE
Only a few miles from Glasgow—second city of the British Empire—lies the bonnie Firth of Clyde, on whose blue waters the L.M.S. operate up-to-date pleasure steamers for fascinating excursions.



DUNVEGAN CASTLE
Ancient castle in the Isle of Skye, long the seat of the Macleod family.



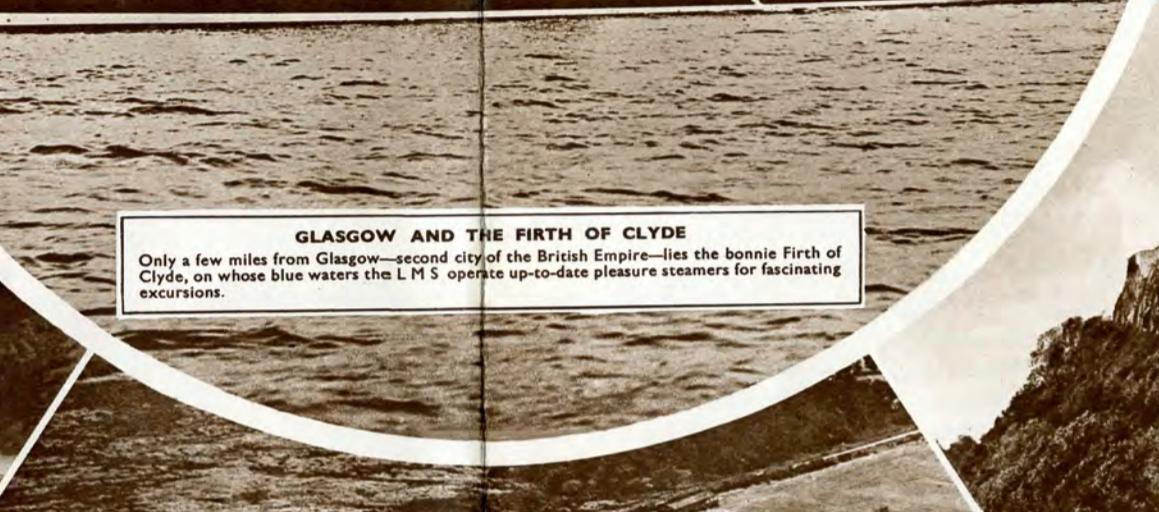
FINGAL'S CAVE
Remarkable cave on the Island of Staffa, reached by steamer from Oban, pleasure resort of the Western Highlands.



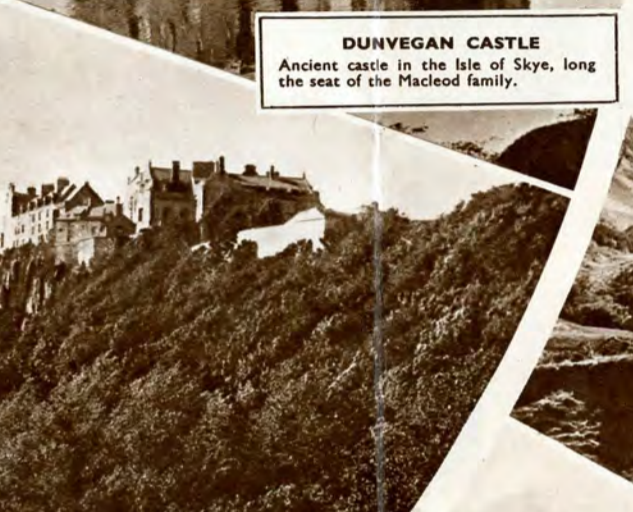
TURNBERRY HOTEL
Turnberry, golf resort 120 miles from Carlisle, with two superb courses and a palatial hotel owned and managed by the L.M.S. Railway.



LOCH LEVEN
Lovely lake 20 miles from Edinburgh. Contains Castle Island, prison of Mary, Queen of Scots in 1567.



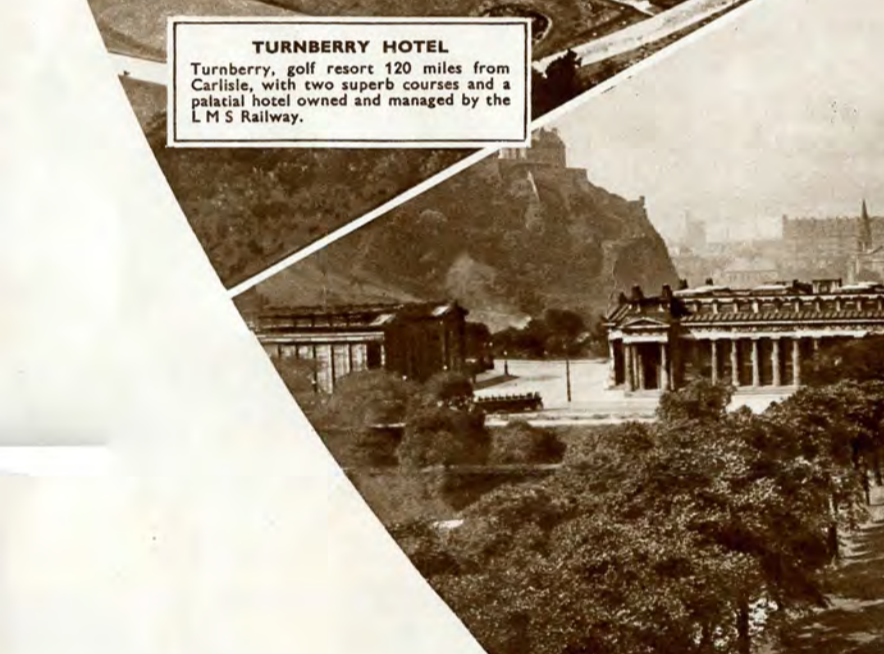
GLENEAGLES HOTEL
One of the finest hotels in Europe, Gleneagles Hotel in Perthshire is the centre of a holiday resort of international importance: three golf courses, all other sports, set in perfect scenery.



STIRLING
City of great beauty and interest, only excelled in historic associations by Edinburgh.



THE PASS OF GLENCOE
Melancholy, gloomy glen where in 1692 occurred the terrible massacre of the Clan Macdonald. Scottish scenery at its most imposing.



EDINBURGH
Edinburgh, 399 1/2 miles from Euston Station, London, is one of the most romantically beautiful cities in Europe. The Castle contains the Scottish Regalia. See also the Palace of Holyroodhouse.
continued opposite



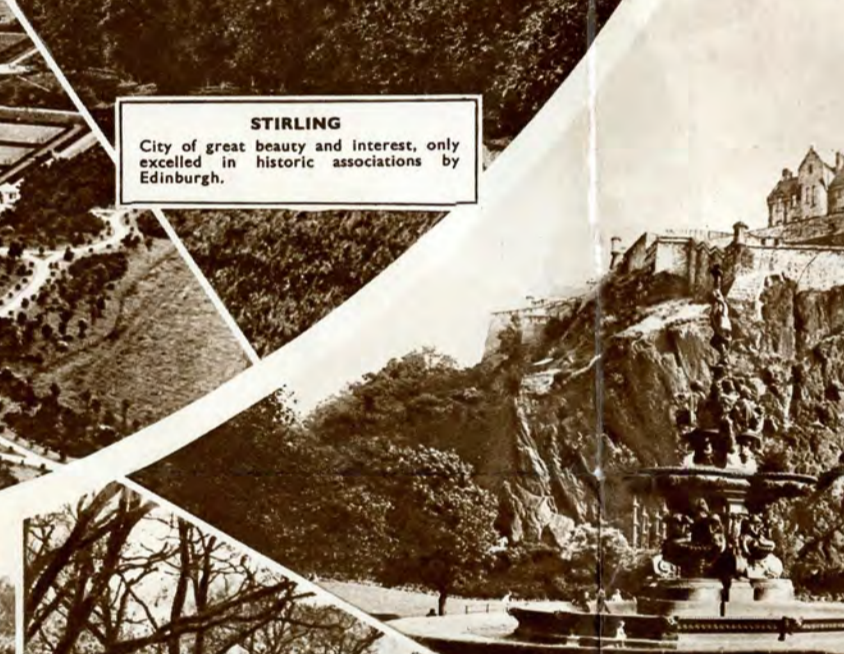
THE TROSSACHS TOUR—LOCH KATRINE AND LOCH LOMOND

All visitors from overseas include the one-day Trossachs Tour in their itinerary. This is the country of the Chase in Scott's, "The Lady of the Lake," the poem which Baedeker says makes other guide books to the district almost superfluous. Every wayside place-name has a poetic sound—Ben Ledi, Coillantogle Ford, Loch Vennachar, Loch Achray, Ben A'an, Ellen's Isle and the rest. The tour, which can be taken in either direction, starts from Edinburgh or Glasgow, and provides a fair sample of the glories of the Highlands—their heathery hills, their shimmering lochs, and their colourful forests of aromatic pines and shining birches. All this between sunrise and sunset, and combining the joys of travelling by railway, by motor, and by steamer.

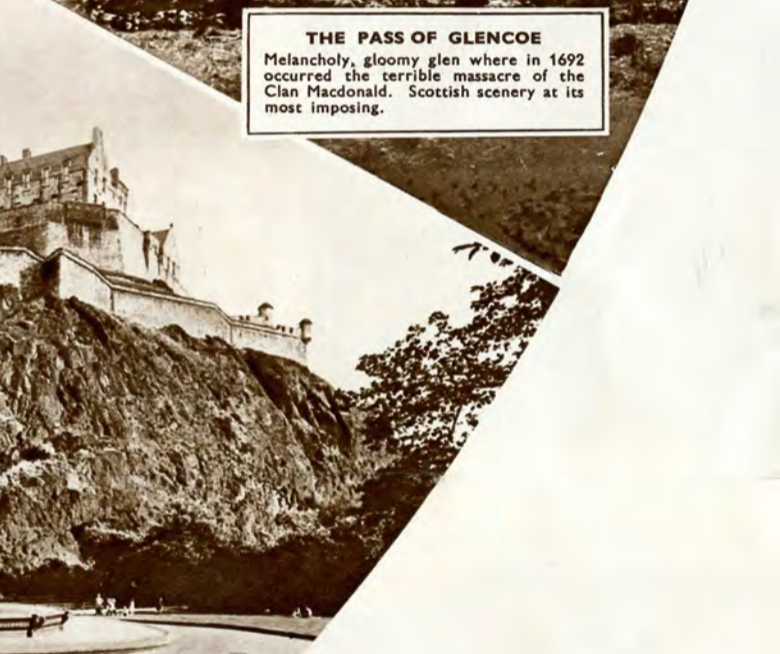
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THE ROYAL SCOT—1933
The first railway train to make the through journey from London to Scotland left Euston Station (southern terminus of the L.M.S. Railway) on February 15th, 1848.



—continued
scene of the love and tragedy of Mary, Queen of Scots, and of the brave gale and short-lived triumph of Prince Charlie. The famous circular tour of the Trossachs can be made in a day from Edinburgh.



—continued
First by rail to Callander, then by road across the River Leny and along the shores of Loch Vennachar, the route comes by way of Brig o' Turk to the Trossachs, "The Bristled Territory": a labyrinth of rugged mounds and rocks, overhung with a fantastic variety of vegetation, with ever-changing views of shadowy woodland and overhanging mountain. The next stage is by steamer along Loch Katrine, with cliffs fringed with heather, and past dark wooded Ellen's Isle, a voyage all too short. At Stronachlachar the steamer is met by a coach for the journey to Inversnaid, and the long passage by water down lovely Loch Lomond, with its distant guardian mountains, its utter peace and its friendly little islands poking their heads here and there out of the quiet waters. From Balloch Pier a short railway journey ends this memorable trip.

THE TRACK OF THE ROYAL SCOT.

(The Train with a Tradition.)

The ROYAL SCOT travels daily in each direction between Euston Station, London, and Princes Street Station, Edinburgh (400 miles), and Central Station, Glasgow (401 1/2 miles), a train leaving each of the three stations at 10 a.m. At this hour, for seventy years without interruption, an express has left Euston for Scotland; so that our ROYAL SCOT carries on a great tradition of transportation service.

The locomotives of the ROYAL SCOT class, first built in 1927 to operate these heavy expresses over difficult gradients, number seventy, and have been named after

(a) regiments of the British Army, and (b) the early locomotives of the constituent companies of the London Midland & Scottish Railway. It was one of these engines which, in April, 1928, made the longest individual non-stop run ever performed on any railway in the world from Euston to Glasgow. They are also capable of exceptional speed performances, and in September last, No. 6100 drew a train over the 94 miles from London to Coventry in 82 minutes—an average speed of 68 miles per hour.

The route of the ROYAL SCOT express lies by way of Rugby, Stafford, Crewe and Carlisle* to Symington where the Edinburgh and Glasgow portions of the train are divided. The English and Scottish counties traversed are:—Middlesex, Hertford,

Buckingham, Northampton, Warwick, Stafford, Cheshire, Lancashire, Westmorland, Cumberland, Dumfries, Lanark, Lothian.

Now all Scotland lies before you—the stern majesty of her mountains, the blue loveliness of her lochs and firths, the green excellence of her incomparable golf courses.

But Scotland has more than the charms of nature and sport to offer to those who visit her. Every district north of the Tweed is touched in greater or less degree by the magic finger of history, the romance of the past. And this romance has the superb setting it deserves—an environment of matchless beauty. Whether in the ancient

streets of Edinburgh, where every stone echoes names memorable in Scotland's heroic story; in Ayrshire with its simple haunts of Robbie Burns; or in the ruined abbeys of the Walter Scott country—we feel the spell of Scotland's past, re-live her days of glory, honour anew her poets—learn something of the history of a nation.

*Thy rugged hills are sacred from the feet
Of heroes; and thy bards (a countless throng)
With tuneful tribute make the charm complete—
Each moor a memory and each stream a song.*

*RUGBY—Famous for its School—Charles Dickens's Mugby Junction.
STAFFORD—Noted for its industries, including Engineering and Salt-making.
CREWE—Important railway junction with L.M.S. Locomotive Works (5,000 employees).
CARLISLE—Cathedral City—scene of bygone border raids.

THE
ROYAL SCOT
THE TRAIN
WITH A
TRADITION



● **LUXURY NIGHT TRAVEL**

The ROYAL SCOT'S sister expresses, the ROYAL HIGHLANDER (7.30 p.m. from Euston) and the NIGHT SCOT (12.35 a.m. from Euston) are famous night trains to Scotland.

Luxury night travel is not only very popular in England—it is surprisingly cheap: and the farther you go the cheaper, per 100 miles, is the rate charged. For instance, the first-class single fare (including a private one-berth sleeping compartment with wash-hand basin, writing table, reading lamp, etc.) from London to Glasgow is only £5 3s. 8d.—at the rate of 25s. 11d. per 100 miles—and there are no supplements of any kind. To Gleneagles, 33 miles further north, the rate falls to 25s. 6d., while to Inverness, 568 miles from Euston, it is 22s. 10d.

These rates are at the ordinary full fares, but at various times of the year "Tourist" and "Holiday" tickets bring the rate even cheaper still—a third-class Holiday return ticket from London to Inverness (with sleeper in each direction) is at the rate of only 9s. per 100 miles for the double journey.