

## How the Queen Travels.

WITH PHOTOGRAPHS BY THE AUTHOR—REGINALD H. COCKS.

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ENTRANCE TO ROYAL WAITING-ROOMS AT PADDINGTON STATION.

Osborne, on the other hand, which is undertaken in saloons the property of the Great Western Company, is, of course, in comparison, a very much shorter distance. There is a popular error that special signalmen, pointmen, engine-drivers, etc., are employed on these occasions, but such is not the case. Suffice it for the present to say, that all the ordinary officials concerned are at their accustomed posts, but under very stringent regulations.

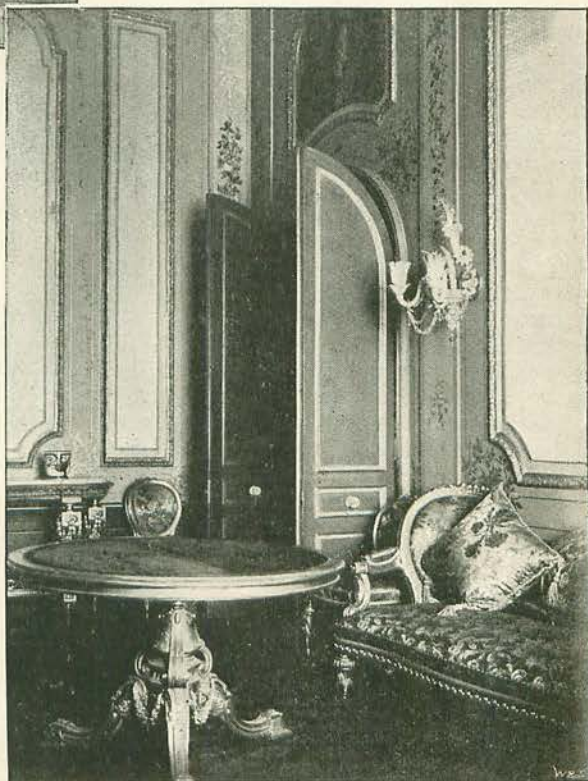
Let us first, in the case of the journey south to Osborne, make a visit to the Royal waiting-rooms at Paddington Station. Although these magnificent apartments are in the very centre of this immense terminus, they are so located that a casual observer would pass them by without notice.

The entrance is at the front of the station beneath the glass covering on the departure side, and the illustration is taken from this point, giving a view directly through the hall on to the departure platform.

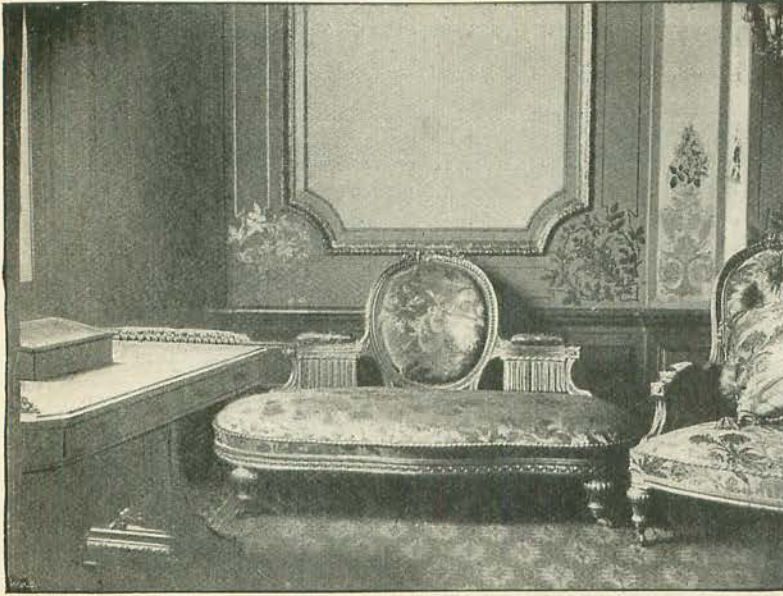


THE winding and seemingly interminable lengths of burnished steel rails which we see extending through city, hamlet, hill and dale, throughout the kingdom, are a medium for the conveyance of many valuable lives, but none more so than that of Our Gracious Sovereign, about whose journeys I propose to narrate a few details.

The two Royal journeys which have the most significance are, firstly, that to Balmoral from Windsor, and, secondly, when the Court adjourns south to Osborne. The first, namely, that to Balmoral, is traversed in the Royal saloons provided by the London and North-Western Company, and being by far the longer journey of the two—some 589 miles—I shall devote more space to an account of it. The journey to



ROYAL WAITING-ROOM, PADDINGTON STATION.



A CORNER OF THE ROYAL WAITING-ROOM, WITH WRITING-TABLE—PADDINGTON.

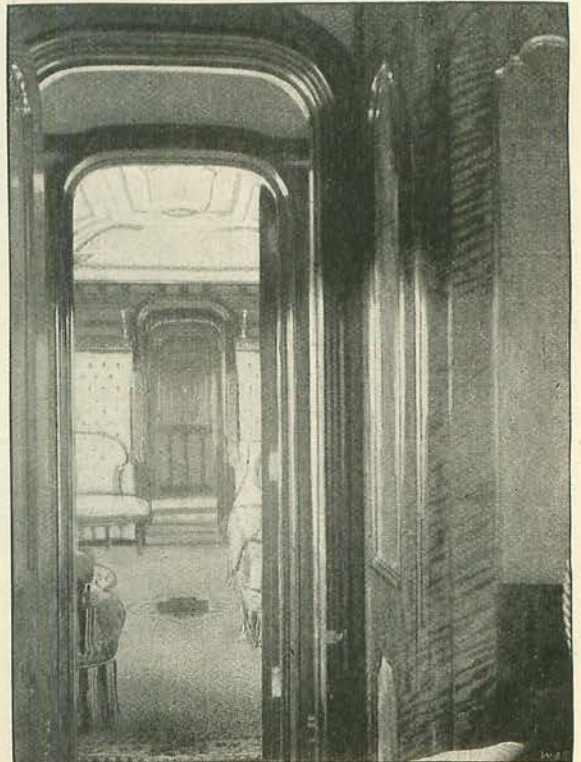
To the left of this hall (as we face it from the entrance) is the waiting-room, luxuriously furnished, and, on entering, we are struck with the loftiness of its proportions, and notice a portrait of the late Prince Consort over the doorway on one side, and that of Her Majesty corresponding on the opposite side. This room is lighted by one window filled with ground glass facing the front, and barred on the outside with artistic iron-work. The upholstery of the furniture is very handsome, and when not in use is carefully protected by covers, which render it impervious to dust or London fog. The walls are panelled with a material of silken texture, surrounded by a hand-painted floral border. Then there is the writing-table, situated against the window, which is, for the most part, utilized by Princess Christian, who patronizes this room sometimes as often as twice in the week; the Queen, as a rule, only passing straight through the hall.

The Great Western Company's Royal saloon must next be admired. From the exterior, in contrast to those of the North-Western Company's, it would appear at first glance to have nothing unusual about it differing from an ordinary first-class saloon, but on close inspection there

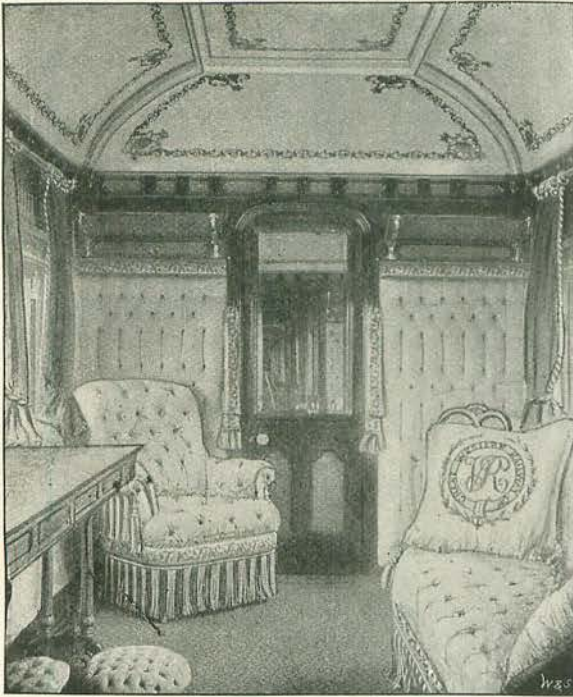
are these points: Firstly, it is 40ft. in length, and at both ends the buffers are covered with thick vulcanized padding to obviate any concussion. Then at each bottom corner there is the carved head of a lion, and the steps leading out from the four doors fold out to twice the breadth of an ordinary carriage foot-board.

The whole saloon is supported by laminated springs of

bright polished steel, which are sensitive to the slightest oscillation. The cost of making



G.W.R. ROYAL SALOON. LOOKING THROUGH FROM GENTLEMAN'S COMPARTMENT.



G.W.R. ROYAL SALOON. HER MAJESTY'S COMPARTMENT.

English cream-coloured morocco, which matches the sides of the compartment, cushioned with the same material. The doors are made of sycamore, with satin-wood mountings, and the handles, as well as the key latches, are of carved ivory. The border design in silk round the furniture consists of the rose, shamrock, and thistle, which also figure conspicuously on the window-sashes and arm-rests, which again have the crown worked in silk upon them. In the centre of the carpet and on the cushions we notice the Royal Coat of Arms. The roof has a border of hand-painted work, and oil is the artificial illuminant when daylight is shut out by the blinds and curtains made of cream teddy silk.

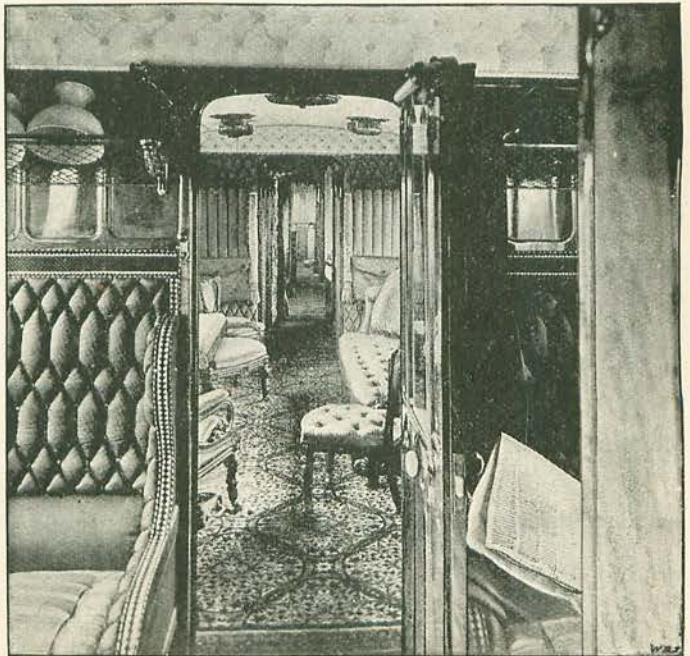
Let us next view the North-Western Company's Royal saloons. The great length of these several saloons, as seen from end to end, is very striking, together with their handsome fittings throughout. The upholstering in these saloons is for the most part in a darkish blue silk,

this magnificent coach is estimated at about £5,000—and although it has been running for some seventeen years, it looks as though it had just been turned out from the Swindon works.

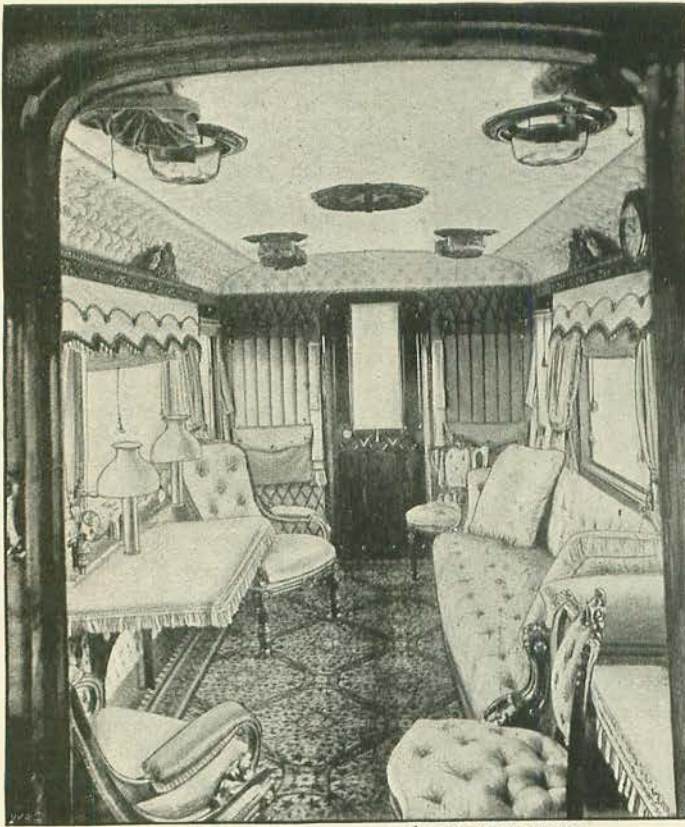
We will next glance round the interior, which has three main divisions, Her Majesty's compartment being central, and those of the lady and gentleman attendants are on either side. Electric bells are in the central boudoir, which ring when required continuously until stopped by the attendant.

Entering first Her Majesty's compartment, we notice that it resembles a private drawing-room rather than a travelling saloon. There are easy chairs (that on the left being the one usually occupied by the Queen), and a couch which extends to twice the breadth shown in the photograph. These are covered in

which my photographic readers will recognise as being represented white in the illustrations.



L.N.-W. ROYAL SALOON. VIEW LOOKING THROUGH FROM THE GENTLEMAN ATTENDANTS' COMPARTMENT.



L.N.W. ROYAL SALOON. HER MAJESTY'S DAY COMPARTMENT.

Her Majesty's day compartment, with its handsome ceiling of cushioned satin partitions covered with the same material, displays much splendour. The lighting of these saloons, as in the others mentioned, is also effected by oil lamps, and electricity is the agent for the bell communication throughout.

Now that we have inspected the Royal saloons, a few details about the Royal journeys will not be out of place. It may be here mentioned that the journey to Osborne is by far the heavier of the two narrated, by way of extra luggage, for which a special train is chartered, taking some twenty-nine truck-loads, including the Royal carriages, horses, etc.

The Royal train from Balmoral to Windsor usually consists of sixteen (L.N.-W.) coaches including the Royal saloons, which always occupy a central position in the train, and is, as far as Wolverhampton, drawn by the company's own engines (the "pilot" engine also belonging to this company); but after this point is reached (where a stay of seven minutes is usually made), the Great Western Company's

locomotives take it in hand, but the London and North-Western officials superintend their train throughout the entire journey.

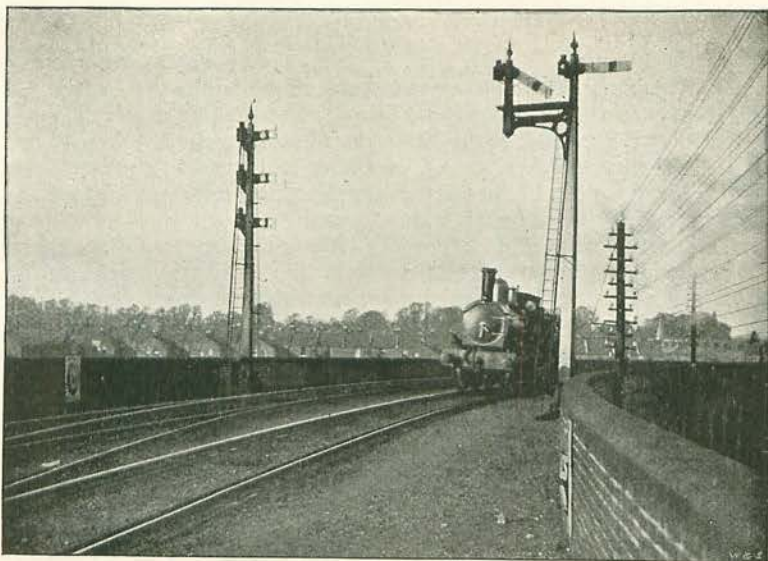
The "pilot" engine, as represented in the photograph on the next page, is running into Windsor Station, and the signals are "down" for the Royal train, of which the "pilot" is fifteen minutes in advance.

The Royal train, which, by the way, runs at an average speed of from forty to forty-five miles an hour, requires the lines cleared of all traffic some thirty minutes before it is due. Every precaution possible is taken to insure a comfortable, safe, and undisturbed journey. At the level crossings nothing is permitted to cross after the pilot has run through, and men have to be on duty at all these points thirty minutes before this. Then all shunting operations

on sidings near the main lines must be suspended at least half an hour before the train is due to pass, and all drivers of trains waiting are required to prevent their engines "emitting smoke, making a noise by blowing off steam, or whistling" at this precise moment.

The approach over the viaduct to Windsor is strictly guarded, for beneath every arch men are stationed, and no one is permitted on any pretence whatsoever to be near the line or stations, except, of course, the officials and servants on duty, who are also forbidden to cause any demonstration. These regulations are in force at every point on the journey. To everyone who is in any way employed in connection with the working of this train, a special time-table is given, stating the exact time that the Royal train will pass or stop at each station, along with full particulars for the stoppage of certain trains—and some twenty other regulations.

Every station-master is required to be on duty to see both the "pilot" and train pass through his station, and it is also his business to see that men are stationed wherever there



THE PILOT RUNNING INTO WINDSOR STATION. THE ROYAL TRAIN SIGNALLED.

are points (which in some cases are pad-locked). He is, in addition, responsible for the signalman's knowledge of the special block telegraph instructions in use on these occasions; he has to satisfy himself that everyone under his employ is thoroughly acquainted with the full arrangements; and, lastly, to see that goods on luggage trains do not protrude so as to be near the Royal road.

The Royal train, in addition to having electrical communication throughout each saloon and carriage to the two guards (who have, of course, the usual cord attachment to the whistle of the engine), conveys a telegraph instrument superintended by competent officials, who, in case of emergency, are able to establish a communication or connection at any point on the line.

There is no dining-saloon or kitchen on the Royal train, as the distance between stopping points is at no period of the journey sufficiently long to require refreshment other than that supplied at the station buffets; and the customary stay of seven minutes at the prescribed stations *en route* allows an opportunity for the necessary provisions to be conveyed to the train, the refreshment-room authorities having had due notice to prepare all in readiness.

In the "baby" saloon (so-called on

account of its being especially adapted for the conveyance of the Royal children) there is a kitchen attached, but the saloon is seldom in use, and, although the pseudonym might suggest a diminutive coach, it is even larger than its *confrère*, the Queen's saloon (of which mention has been made before), and this, too, is the property of the Great Western Company.

An incident may be narrated as showing how, at one time, the idea of building these State railway carriages, and embellishing them, blinded the eyes of their designers to their practical utility. So much attention was paid to magnificence and grandeur that, shortly before the trial trip of the saloon in question, it was discovered that no one had thought of testing the height, and it was then discovered, to the chagrin of the builders, that the saloon would pass under all arches with the exception of one, and on these grounds it was found expedient to reconstruct it, with a low-pitched roof.

In conclusion, I am much indebted to the several authorities by whose kind courtesy and attention I have been enabled to give a few details of the Royal train; and that our Sovereign may long be spared to undertake these journeys in the enjoyment of good health, is the true wish of each and all of her loyal subjects.