

1951

ROYAL TRAIN

Train for the Royal Visitors

The train to provide the railway transportation for Princess Elizabeth and the Duke of Edinburgh, on their visit to Canada, consisted of steam locomotive and 10 cars, and is described in this article.

The train provided by the Canadian railways for Princess Elizabeth and the Duke of Edinburgh, on their Canadian visit, consisted of a steam locomotive and 10 cars, eight cars providing living and dining quarters and the other two affording baggage accommodation. One of the baggage

briefly described in the following.

Car No. 1.—The suite for Princess Elizabeth in the rear car consisted of a bedroom, a dressing room and a bathroom. The bed and dressing rooms were painted shell pink and had brown carpets. Blending with

ed cream. A light brown carpet covered the floor, and drapes and coverings were of blue and white glazed chintz. Mauve tile and white fixtures were in the bathroom.

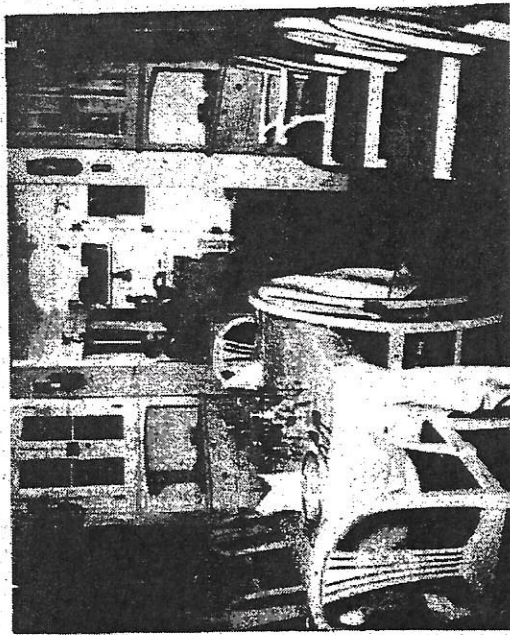
The maid's bedroom was painted cream. Drapes and coverings were green and brown printed linen and the carpet was light brown. White tile was used in the bathroom.

The bedroom assigned to the Lady-in-Waiting also was painted cream. Drapes and coverings were of pink, glazed chintz and the carpet was light brown.

The sitting room in the rear car was panelled in curly birch of a golden brown tone. It had an ivory ceiling and an overall carpet of light brown. The furniture was covered with green self-toned damask which blended with the green taffeta drapes. Golden bronze toned lighting fixtures contrasted with white parchment shades. The corridor had a mottled rubber floor, oak panelled walls and blue drapes.

Car No. 2.—The sitting and dining rooms in the second car had surf green walls and ceilings. The furniture coverings and drapes were green and an overall light brown carpet covered the floors. Golden bronze tone lighting fixtures with white parchment shades completed the color schemes. In the dining room, seating 12 persons, a case containing an atlas of maps was installed. Next to the dining

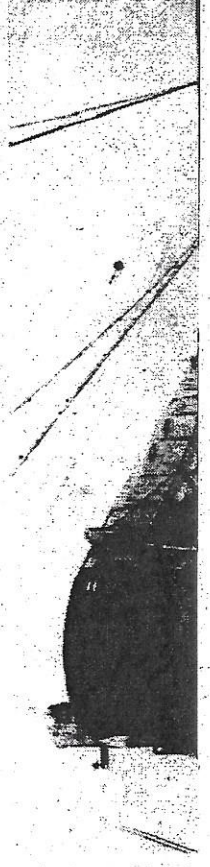
Dining Room on Living Quarters Car on Royal Train, with Sitting Room of Car in Background.

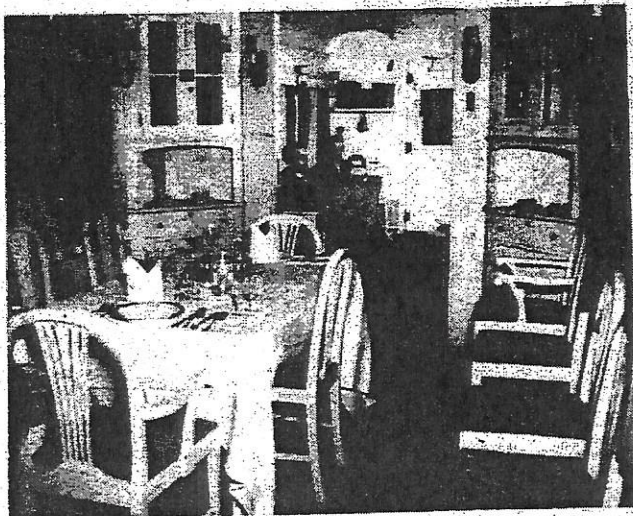


these colors were dust pink damask coverings and drapes of dust pink taffeta. Clothes hangers and the linen bag were covered to match the damask coverings. The bathroom was decorated with mauve tile and white fixtures.

Prince Philip's bedroom was painted

cars housed an auxiliary electric generator for use when the train was standing for comparatively long periods. The other baggage car was also equipped to provide living quarters for the dining car crew when off duty. The equipment from which the train was made up included cars owned by the Dominion Government, Canadian Pacific and Canadian National. Unlike the Royal train in 1939, the car exteriors were not painted in a uniform color, but continued to exhibit the Canadian Pacific red and the Canadian National green. However, a considerable amount of redecoration work was done, particularly on those cars occupied by the royal couple and





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The cars forming the train are

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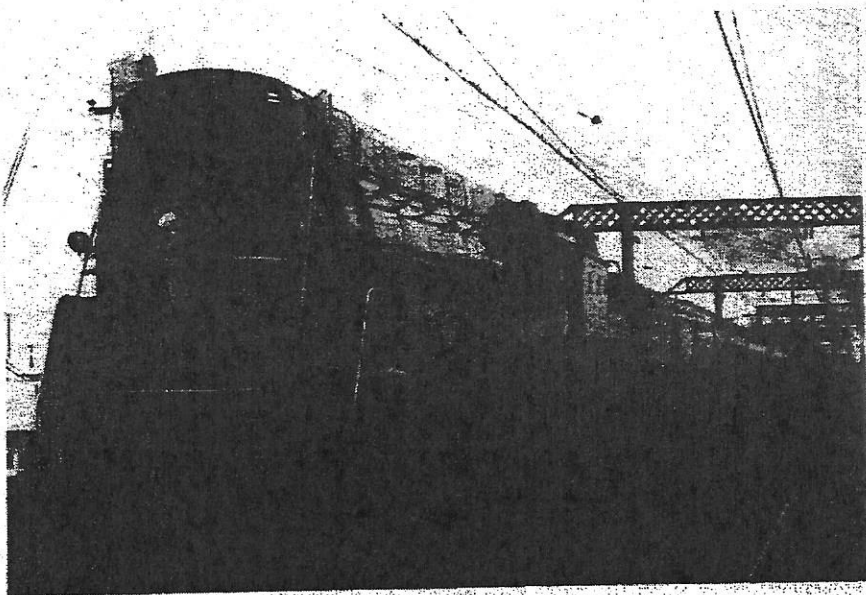
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The 14-car Royal Train, Provided for the Visit of the Princess Elizabeth and Duke of Edinburgh to Canada. Eight cars provided living and dining quarters for the entourage, and there were two baggage cars.

room were a pantry, a kitchen and a steward's room.

Other rooms in this car included a bedroom and an oak panelled office. The bedroom was painted cream, had an overall light brown carpet and drapes and coverings of blue and beige printed homespun. The corridor was oak panelled with blue drapes and had a mottled rubber flooring.

Car No. 3 (Canadian Government).—In the third car, the lounge, dining room and passageway were panelled in walnut with cream ceilings and a green carpet. The first bedroom was painted green with a cream ceiling and green carpet. The second bedroom was finished in walnut panelling with a cream ceiling and green carpet.

Car No. 4 (C.P.R. Glen Arif).—This car contained 10 compartments which could be made into two-compartment suites. The upholstery was green with green curtains and brown carpeting. The woodwork was beige.

Car No. 5 (C.N.R. Pacific).—This car had five rooms, a lounge and a shower bath. The lounge had blue upholstered chairs and a blue carpet. The walls were panelled in mahogany and the ceiling was cream. Venetian blinds were on all the windows.

Car No. 6 (C.N.R. Atlantic).—This car had six rooms, a lounge and a shower bath. The decorative scheme was the same as in Car No. 5, the Pacific.

Car No. 7 C.P.R. (Elm Grove).—This car had ten roomettes for single occupancy and five double bedrooms. Four of the bedrooms were separated by folding bulkheads and could be made into two two-double bedroom suites. Half of the roomettes and double bedrooms were upholstered in rust material and the other half in green. Beige painted woodwork went with the rust upholstery and light green with the green.

Car No. 8 (C.N.R. diner No. 1333).—This car had seating capacity for forty persons. It was finished in modern plastic-coated hardboard of Prima Vera and Zebrawood design. There was a blue carpet on the floor, and the blinds were silk-faced with aluminum backing. The drapes were of yellow homespun material. Tables of oak and chairs of natural finished

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***Facilities.—**There was a radio in each of the lounges of Cars 1, 2 and 3. Cars 5 and 6, the Pacific and Atlantic, had a radio in the lounge and receiving outlets in each room. Car No. 5 (Pacific) and Car No. 1 carrying the Royal couple had facilities for outside telephone service when the train was parked. One of the rooms in Car No. 5, (Pacific) was outfitted as an office for use in conducting business incidental to the tour.

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