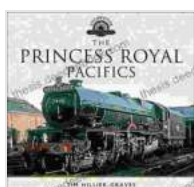


The Princess Royal Pacifics: A Photographic Portfolio of British Steam Locomotives

The Princess Royal Pacifics were a class of express passenger steam locomotives designed by William Stanier for the London, Midland and Scottish Railway (LMS). They were built between 1933 and 1937, and were the most powerful steam locomotives in Britain at the time.



The Princess Royal Pacifics (Locomotive Portfolios)

by Christian Wolmar

★★★★☆ 4.9 out of 5

Language : English
File size : 40641 KB
Text-to-Speech : Enabled
Screen Reader : Supported
Enhanced typesetting : Enabled
Word Wise : Enabled
Print length : 414 pages
Lending : Enabled



The Princess Royals were named after members of the British royal family, including Princess Elizabeth, Princess Margaret, and Princess Mary. They were designed to haul heavy express trains on the LMS's main lines, and were capable of speeds of up to 100 mph.

The Princess Royals were a successful design, and they remained in service until the end of steam traction on British railways in the 1960s.

Today, several Princess Royals are preserved in museums and heritage railways.

Design and Construction

The Princess Royal Pacifics were designed by William Stanier, who was the LMS's Chief Mechanical Engineer from 1932 to 1944. Stanier was a highly skilled engineer, and he was responsible for designing some of the most successful steam locomotives in British history.

The Princess Royals were built at the LMS's Crewe Works in Cheshire. They were constructed using a combination of steel and iron, and they were fitted with a variety of innovative features, including:

- A streamlined casing to reduce wind resistance
- A high-pressure boiler to generate more steam
- A large tender to carry water and coal

The Princess Royals were also fitted with a variety of safety features, including:

- A dead man's switch to stop the train if the driver became incapacitated
- A whistle to warn other trains of their approach
- A fire extinguisher to put out any fires that might start

Service History

The Princess Royal Pacifics entered service in 1934, and they quickly became some of the most popular locomotives on the LMS. They were used to haul a variety of express trains, including the Royal Scot, the Coronation Scot, and the Irish Mail.

The Princess Royals were also used to haul special trains, such as the Royal Train and the funeral train of King George VI. They were also used to test new technology, such as the experimental high-speed diesel locomotive, the DP1.

The Princess Royals remained in service until the end of steam traction on British railways in the 1960s. The last Princess Royal to be withdrawn from service was No. 6229 Duchess of Hamilton, which was withdrawn in 1964.

Preservation

Several Princess Royal Pacifics have been preserved in museums and heritage railways. These locomotives include:

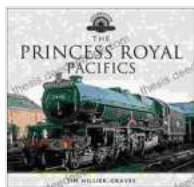
- No. 6233 Duchess of Sutherland (National Railway Museum, York)
- No. 6235 Duchess of Gloucester (Science Museum, London)
- No. 6238 City of Birmingham (Midland Railway-Butterley, Derbyshire)
- No. 6239 Duchess of Norfolk (National Railway Museum, York)
- No. 6240 Queen Elizabeth (National Railway Museum, York)

These locomotives are a reminder of the golden age of steam traction on British railways. They are a testament to the skill and engineering prowess of William Stanier and his team.

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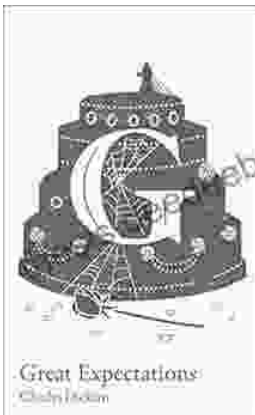
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