



The Ambulance Train made at Wolverton Railway Works

A newspaper report from the Wolverton Express and Bucks Weekly for
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In the ward cars for lying-down cases, cots are arranged in 3 tiers. Above each tier is a plate indicating the number of cots. Eight of the cars have 36 beds each and the other has 18 beds. At the end of the latter car are also the Guard's compartment and living room. The beds are of the folding type, attached to the side of the coaches. Double doors are provided to all lying-down patients' cars in order that stretcher cases can easily be dealt with and there are plenty of windows and ventilators.

Thoughtful provision is made for the needs of the patients, in the shape of portable electric fans, paper racks, ash trays, spittoon holders and other details. Each ward has its own drinking water tanks, cupboard, dresser and lavatory. The ward car for the sitting-up infectious cases has no upholstery; the seats and backs are of three-ply wood which can be very easily washed down and kept free from germs.

The kitchen and mess room is mainly for the use of the staff and includes accommodation for the Field Officers' kit, a mess room, Cooks' room with three beds, and a large kitchen, fitted with Army Service range, refrigerator, crockery racks, etc. The kitchen and stores car is practically the same as this, except that the steward has his store-room in this vehicle.

The brake and stores car carries the Guard who has his living room in an adjacent compartment. The remaining space is utilised for stores.

The staff car is reserved for the doctors and nurses. The doctors' compartment being at one end of the coach and the nurses' at the other. Dining and sleeping accommodation is set apart for both.

The pharmacy car will perhaps attract as much attention as any on the train. It includes a medical comforts stores, an office for the Officer Commanding with a safe, writing desk and other fittings, a treatment room (zinc lined) with operating table, appliances etc, a fully equipped dispensary and a linen store.

The personnel car for the use of the crew of the train will seat 56 men with the upper berths dropped to form the back of the seat and will sleep 28 when the upper berths are in position.

All the cars used by the staff and personnel are fitted with special self-heating equipment so that they are independent of the ordinary steam heating system.