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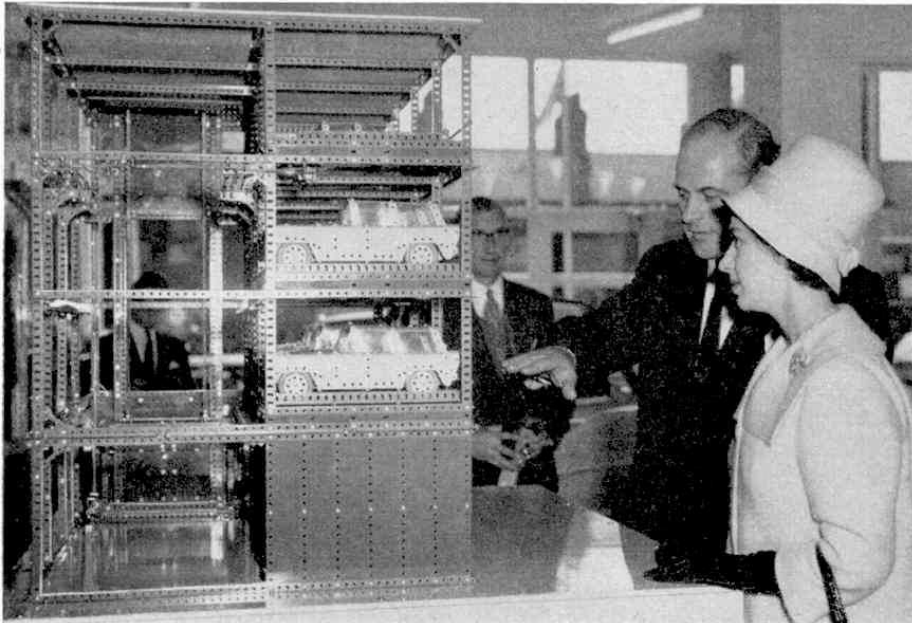
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# MECCANO MAGAZINE

Volume XLVI

No. 7

July 1961



## Royal View Of A Meccano Model

OUR picture this month shows Princess Margaret on a visit to Woolwich where, some weeks ago, she opened a fine new building—the Autostacker. This is a completely automatic garage accommodating 256 cars on eight floors, and the mechanics of it began with experiments involving the use of Meccano. How it came about is related inside this issue, where the building is described. To coincide with the opening ceremony Meccano Limited built a model of the garage with standard Meccano parts but using, as power for the lifts, Ring Field Motors similar to those used in Hornby-Dublo electric locomotives. In the picture above Princess Margaret is seen with the designer of the Autostacker (Mr. J. A. Stirling) studying the Meccano model, which was on view at the opening ceremony.

Another article in this month's *M.M.* which I am sure will appeal to readers is that on *Trams and Trains in the Isle of Man*. The Island's 3-foot gauge steam trains are quite famous, and are very popular with holidaymakers, but since our story was written it has been announced that diesel railcars are to be introduced into the Island.

Mr. A. M. Sheard, General Manager of the Isle of Man Railway Company, tells me that they will come into use this winter between Douglas and Port Erin. The service, he adds, will be operated by two Walker diesel railcars bought from the County Donegal Railway, which ceased to function on the last day of 1959. They are numbers 19 and 20 and were the most recent additions to the County Donegal's fleet.

Each railcar holds 41 passengers and their introduction into the Isle of Man system calls for an innovation. Since they cannot operate in reverse, they will have to be turned at the terminal stations, and this will necessitate the introduction of turntables, which have never previously been needed on the Isle of Man Railway.

THE EDITOR.

**Next Month: POWER FROM NIAGARA**

Registered at the G.P.O., London, for transmission by Canadian Magazine Post.

EDITORIAL AND ADVERTISING

OFFICES:

LIVERPOOL 13, ENGLAND.  
Telegrams: "Meccano, Liverpool."

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ERNEST MILLER

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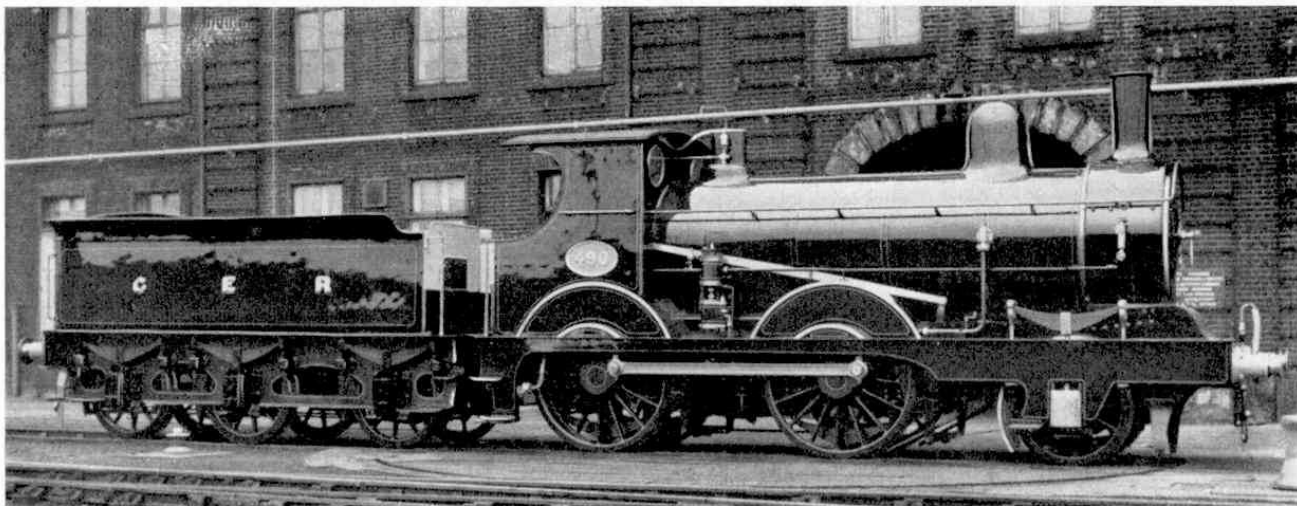
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## OUR FRONT COVER

The rather unusual picture that forms our front cover this month shows a Leyland "Beaver" fire engine chassis, carrying a 100-foot long escape, being loaded into the hold of the Ben Line cargo-passenger liner "Benvrackie," at London Docks.

The fire appliance was being shipped overseas for duty with the Hong Kong Fire Brigade and was loaded into the Benvrackie's hold by the ship's own 70-ton jumbo derrick. Built by David Haydon Ltd., of Birmingham, the appliance is 31 feet long, 8 feet wide and 11 feet high and is equipped with a fully-hydraulic Magirus turntable ladder. Its total weight is nearly 12 tons. The cover picture is reproduced by courtesy of Leyland Motors Ltd.





## A STRATFORD ENGINE PRESERVED

SOME time ago I breathed a sigh of relief that an old Great Eastern engine, 2-4-0 No. 490, had been restored to its proper form and livery and placed in the British Transport Museum! Many would have preferred to see a majestic "Claud Hamilton" 4-4-0 with its great 7-ft. coupled wheels, but all the survivors of that class were rebuilt. However, it is rewarding to gaze at a true Stratford engine lovingly restored to the rich royal blue, with vermilion lining, polished copper and brass fittings, and with fluted coupling rods painted red.

In addition to its number plate the only important restorations found necessary on No. 490 were a G.E. no-nonsense stovepipe chimney, in place of the Gateshead L.N.E.R. pattern carried latterly, and the change back from small

"pop" safety valves to the old pattern enclosed in a shapely "box" with the mellow whistle mounted on its seating.

The lucky survivor was one of the first batch of a class of smallish mixed-traffic locomotives introduced in 1891. They were so

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BY

R. S. McNAUGHT

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successful that they were multiplied until there were precisely one hundred of them. Although officially mixed-traffics they were only rarely to be seen on goods trains, the Great Eastern always seeming able to produce a less gaudy 0-6-0 at a moment's notice.

It was on the many cross-country and branch lines that the 2-4-0 Intermediates, to use their official title, made their name for smart running and giving the minimum amount of trouble. Next to the army of smart little side-tanks nicknamed "Buck-jumpers" they were the company's bread-and-butter engines, and it was not possible to travel far on the Great Eastern without encountering one.

The mixed-traffics were really a small-wheeled version of James Holden's 2-4-0 standard T19 passenger engines with driving wheels seven feet in diameter, some of which were rebuilt as 4-4-0s, while others, still as 2-4-0s, were given a short high-pitched boiler. This made them look grotesquely top-heavy and earned them the nickname "Humpty Dumpties". Evidently the Intermediates filled the bill without attempts to improve them, and so we were spared the sight of a possible "Humpty-Dumpty" 2-4-0 with little 5 feet 8 inch coupled wheels.

The Intermediate class was still intact when the Great Eastern ceased to exist in 1923, but a few were worn out and were scrapped between 1926 and the war years, when many veteran engines due for breaking up were repaired and breathed again.

### A head-on crash

Two of the E4s, as the London and

The restored G.E.R. Intermediate 2-4-0 No. 490 (above) now preserved in the British Transport Museum at Clapham. The engine is seen here standing outside Stratford Works, where it was originally built. Left: a G.E.R. T19 2-4-0 locomotive No. 762 in the rebuilt form which caused such engines to be nicknamed "Humpty Dumpties". No. 762 was withdrawn in 1913. This picture and that at the top of the page are from British Railways Eastern Region official photographs.

