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“FMES Autumn Rally 2021”

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The 2021 Annual Federation rally was held on September 18th at the Reading Society of Model Engineers hosts Federation Rally. Having missed the 2020 one this was surely a sign that our lives may be getting back to a sort of normal.

Reading had prepared a splendid show, and the hobby was well represented with 19 steam locos, three traction engines, 5 diesel outline, 2 petrol hydraulic and one splendid if not rather eccentric ‘hit and miss’ contraption!

Comfortable areas to sit and watch, delicious catering and lots to see made for a very happy day. Those who attended were given a souvenir cup and a prize was awarded for the longest travelling attendee and of course the Australia Trophy was presented to the ‘best’ loco attending. Credit for the hard work in preparing for the rally must go to Peter Harrison who had sleepless nights worrying if any locos would show up or what to do if too many arrive. It turned out he got is about right. But far better to see the rally through pictures with less chatter!



Alan Thatcher's Hit 'N' Miss engine. For those of us not familiar, let us quote from Wikipedia, A Hit 'N' Miss is a type of internal combustion engine that is controlled by a governor to only fire at a set speed. They are usually 4 stroke but 2-stroke versions were made. It was conceived in the late 19th century and produced by various companies from the 1890s through approximately the 1940s. The name comes from the speed control on these engines: they fire ("hit") only when operating at or below a set speed, and cycle without firing ("miss") when they exceed their set speed. This is as compared to the "throttle governed" method of speed control. The sound made when the engine is running without a load is a distinctive "Snort POP whoosh whoosh whoosh snort POP" as the engine fires and then coasts until the speed decreases and it fires again

to maintain its average speed. The snorting is caused by the atmospheric intake valve used on many of these engines



Above is 'Firefly' a 6" Savage. There are none of these existing or preserved. Interesting name plate tells us, Savage Brothers Limited, Manufacturers of Steam Lorries and Tractors and Steam Sanitary wagons. Kings Lynn ENGLAND! Not sure we need to discuss what the last-mentioned vehicle did.



Ray Line's Royal Scot from High Wycombe,



A fine collection of railway lamps by Reading's Karl Tressler.



"IVY" a 4" Burrell single crank compound road loco owned by Michael Allwood.



A pair of petrol hydraulic locos running in tandem, the creation of Aubyn Mee, Rugby's Chairman. The power is Honda industrial engines adapted for this interesting role. Photo John Billard.



This magnificent Duchess was brought by Geoff Elliot from Northwest Leicester and driven as well by his son Nick Elliot.



Could not resist borrowing this shot of No 6238 at the COSME Dreaming Spires Rally a weeks earlier passing your editor's Spinner. As Joy Brown wrote "main line magic". Photo Joy Brown.



1370, a Kingscale pannier driven by owner Alan Redgrave from Oswestry and North Shropshire pulling a small train of good wagons.



A happy Frances Mayall with her husband David's GWR 15XX Speedy. David placed second at the 2021 IMLEC held at Maidstone. Frances and David are members at Bracknell Federation of Model Engineering Societies.

A 'rare treat' is awarded the Australia Trophy. The proper name is 'Australian Association of Live Steamers Trophy'. Commemorating their affiliation, the Australian Association of Live Steamers and the Federation of Model Engineering Societies promote mutually supportive annual competitions.

Trophies are awarded to miniature working steam locomotives judged to be the best examples of Commonwealth prototypes in any gauge between and including 2½ and 7¼ inches. Open to all members of affiliated Clubs and Societies, competitions are held in Australia at the Association's Easter Convention and in the UK at the Federation's Autumn Rally, the first of which was contested in 1988. Only the owner, who is preferably also the builder of the locomotive, is eligible to compete.

This year's winner is Martin Parham from Maidstone with his GWR 2-8-0 No. 2889. The significance of the running number is that Martin started construction in 1984 when this loco was first described in the Model Engineer and he finished it in 1989. There were no commercially available castings, so he found suitable ones from other locos, as he commented typical GW practice! Congratulations to Martin.

Martin received his trophy from Federation Secretary Peter Squire.



Martin Parham's winning GWR 2-8-0 2889.



And with a rake of twenty coal wagons.



The wagons were courtesy of Bill Hall from Sutton Coldfield with Police diesel 37999. Making the wagons was his physiotherapy after an accident to his arm.



Martin and Sue Parham, ladies first!



A long-time member of SMEE, Peter Wardropper joined when he was 16 years old and today brought us his 3 1/2" County of Dorset.



John Denton loves diesels and owns a few. Today he was driving a Class 52 Western in a golden ochre livery.



We suspect this may be another John Denton diesel driven by Dave Giddings. Today Dave was driving a Class 40 that was built between 1958 and 1962. and this particular one was involved in the Great Train Robbery. On withdrawal it was cut up at Doncaster with indecent haste (as they say) to avoid souvenir hunters.



This is "Spitfire". Owner Andy Nash tell us, "she was built (with 2 cylinders) in 1934 by G W Smith, I know no more about him. It was a Flying Scotsman, so it should really be referred to as an A1, I

guess. Her last owner, Stewart Christenssen (also a Romney Marsh model engineering society member) rebuilt it with a new boiler in 2013. He has made her resemble the RH&DR locos Typhoon and Hurricane. She is painted in BR experimental express loco blue, with black and white lining. Stewart's wife's grandad was a Spitfire pilot in the war, so the fighter plane name follows on, although of course the locos names are inspired by the wind names.