

AUSTRALIAN ASSOCIATION OF LIVE STEAMERS TROPHY 2018

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The AALS Trophy is presented to SFMES to commemorate the affiliation of the two Associations. It is presented for annual competition at the Southern Federation MES Autumn Rally under the following rules:

The AALS Trophy is to be awarded annually to the miniature working steam locomotive judged to be the best example of a Commonwealth prototype in any gauge between and including 2½in. and 7¼ inch.

Competition for the AALS Trophy is open to all members of Clubs and Societies affiliated to SFMES and such members may nominate their locomotive for judging. If deemed appropriate, the Judges may include other locomotives present but not nominated on the day.

SFMES will arrange a suitable panel of Judges.

In the event that the Judges do not consider a required standard has been attained they may decline to award the AALS Trophy.

The winner will hold the AALS Trophy for a period of twelve months or less as directed by SFMES. The winner will receive a suitably inscribed memento of the award which will carry his name and a brief description of the winning locomotive.

A locomotive may only win the AALS Trophy once.

Only the owner and builder of a locomotive is eligible to compete but may nominate a driver for the event.

Professional model engineers are not eligible to compete

AALS requests to be informed of the outcome each year, whether or not the AALS Trophy is awarded.

AALS requests a photographic record of each winner for their records.
Photographs should show the builder with the AALS Trophy and views of the locomotive.

The Judges' decision is final and no correspondence will be entered into by either SFMES or AALS.



The 2018 competition for the Australian Association of Live Steamers Trophy was held at the Southern Federation Rally hosted by Cambridge & District Society of Model Engineers Ltd on 9th September.

5in. Gauge LMS 3F 'Jinty' No. 47279 built by Tom Parham of Maidstone Model Engineering Society

Having been born into the hobby, for me it was always a question of when and what I would build rather than if.

As a special treat to celebrate my thirteenth birthday, I was taken to visit the Kent & East Sussex Railway. Through their connections, my parents managed to arrange a round trip for me on the footplate. The locomotive in question was No. 47279, on loan from the Keighley & Worth Valley Railway. At Northiam, the driver allowed me to drive for the run around and my love for the 'Jinty' was born.

Dad remembered that Martin Evans' design for this loco had been published in *Model Engineer* and, having heard me say I'd like to build one, he bought me the castings, material for the main frames and the drawings for Christmas.

Progress was slow and was halted for about fourteen years for various reasons, including the rebuild of two other locos and getting a model steam tug working, before returning to the build.

I had often wondered why so few of these models had been built, especially since the **fundamental loco is so similar to LBSC's Pansy**, a fairly common model. At the time I had **never seen a 5in. gauge 'Jinty' running**. The reason became evident during the build when I encountered a number of fundamental errors in the drawings. Had I not been so fond of the design I may well have been tempted to put it aside. However, I persevered and in 2017 finished the build approximately twenty years after starting.

As well as being riddled with errors, the drawings were also for a basic looking locomotive. I used them as a basis and, with the aid of a great many photos, made things up as I went along to create what to me is a much more accurate representation of the full size loco. Although many of the detail pictures came from the loco preserved on the Great Central Railway, I still gave it the number of the Keighley & Worth Valley loco which I drove.

I experimented with a number of things, redesigning the boiler tube layout with a greater number of slightly smaller tubes and an additional superheater flue, taking the total to four. It is fitted with a set of fully welded stainless steel concentric tube superheaters and a stainless steel arch in the firebox.

The backhead has been completely redesigned to bring it closer to scale. The injector clacks were moved onto the backhead as per full size, rather than on the sides of the boiler

barrel. I now wish I'd lowered the crosshead pump clack which interferes with the fire hole door mechanism.

Instead of a hand pump, I fitted two injectors and a crosshead pump, none of which have given any problems. The injectors are fed from the bunker, the tanks are all balanced, the pump is fed from the balance pipe between the side tanks and returns to the bunker.

The safety valves are to the Gordon Smith design and, for convenience for hydraulic boiler tests, I have a 'gag' to hold down the pins. A dummy whistle covers the thread required for our club's test gauge.

Piston rings are made from 4mm diameter PTFE rod wrapped around the piston. Since the cylinder block has the valve chest below the cylinders, only one drain cock is fitted. This is manually operated at the valve as it is only used during steaming up to warm the block before running. I have installed a couple of small coil springs onto the valve drive blocks, in the hope of holding them on the valve faces prior to steam being applied.

A displacement lubricator is used instead of the mechanical one as I didn't like the idea of it being driven from the valve rod and losing travel when notched up.

The loco has been fitted with a rosebud grate from new which has proved very successful. It steams extremely well despite its small boiler and small firebox. However, it is susceptible to suffering when the quality of the coal is poor.

Wherever I could, I increased the weight of the locomotive in order, hopefully, never to struggle for grip. The running boards are made from solid steel plate, the smokebox saddle has been welded up from 10mm plate rather than using a casting and the smokebox is thick walled steel tube turned to the maximum thickness rather than thin tube with a joining ring at each end. So far this has proved successful as it has pulled up to eight people with no signs of slipping.

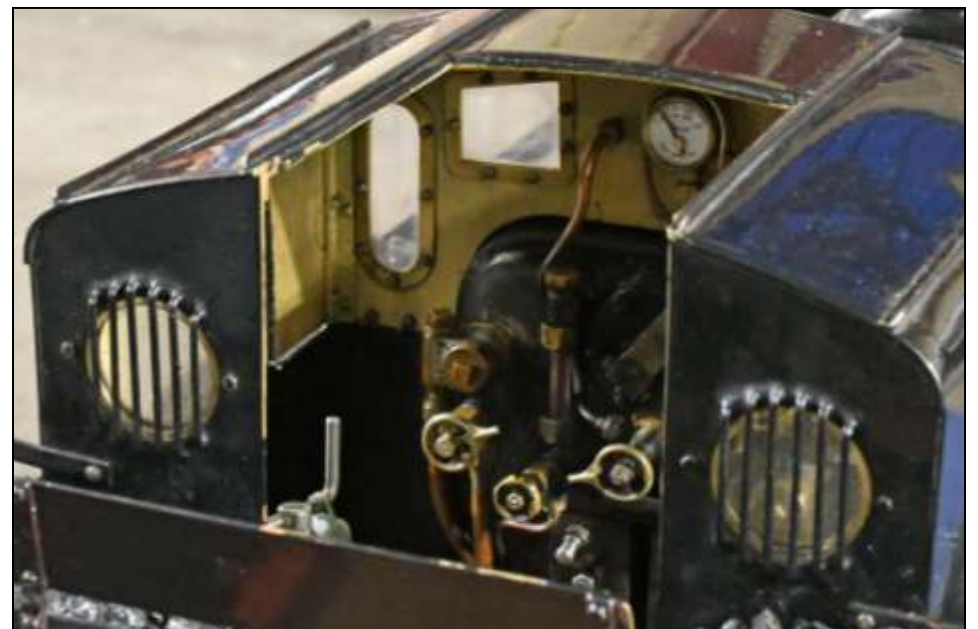
Although not intended to be a regular passenger hauling loco, as I have other engines which **can do this job, the 'Jinty' is a very capable loco and when compared to running light, its performance improves as the load increases.**

The eagle eyed will notice the slightly out of territory shed code of 73D. This is because I **have given it the code for my own local shed, since that's where this model lives.**























Designed and built by Andrew Hardy as a small scenic diorama, this interior model of a generic locomotive running shed has been built using CNC machines and 3D printing with every part created from either laser scans or 3D CAD drawings.



Australian Association of Live Steamers Trophy Winners



Year	Winner	Club	Loco	Venue
1988	Francis Staines	Staines SME	5' Britannia	Whitchurch (Cardiff)
1989	Graham Gain	Birmingham SME	5' LTSR 4-4-2T	Canvey
1990	Ron Price	North London SME	3½' LNER A4	Peterborough
1991	Gerry Tull	SMEE	5' SR King Arthur	Worthing
1992	John Heslop	Ryedale SME	5' LNER P2	Brighouse & Halifax
1993	Martin Parham	Maidstone MES	5' LMS/BR Duchess	Frimley
1994	Robert Booth	Brighouse and Halifax	5' LSWR T3	Edinburgh
1995	David Mayall	Bracknell RS	3½' BR Std Class 4	Newport
1996	Not awarded – no eligible entry.			Ascot
1997	Andrew Breese	Worthing and District	5' LBSC 0-4-2	Fareham
1998	Roland Thomas	Merthyr Tydfil	5' LNER B1	Nottingham
1999	John Richardson	Brighouse and Halifax	5' Crampton	Cardiff
2000	Not awarded, few attended due to petrol crisis			Kinver
2001	Graham Rayner	Brighouse and Halifax	5' GCR 4-4-2	Chesterfield
2002	John Hancocks	North Wilts MES	5' GWR Hall	Hereford
2003	Bernard White	Maidstone MES	3½' Britannia	Saffron Walden
2004	John Peterson	Norwich and District	5' North London 4-4-0	Maidstone
2005	Edgar Playfoot	Maidstone MES	5' MR 4-2-2	Reading
2006	Tony Wall	Leeds SMEE	5' LNER B2	Brighouse
2007	John Cousins	Harrow and Wembley	5' BR Std Class 5	Canvey
2008	John Wilks	Crawley ME	5' GNR Sturrock Steam Tender 0-6-6-0	Bracknell
2009	Richard Linkins	Romney Marsh MES	5' BR Std Class 2	Oxford

Year	Winner	Club	Loco	Venue
2010	Alan Ruston	Birmingham SME	5' Merchant Navy	Rugby
2011	David Beale	Leeds SME	5' LMS Black 5	Nottingham
2012	Glyn Winsall	Rugby MES	5' SR/BR 2-6-0	Chelmsford
2013	Bernard Clark	Northampton SME	3 ½' Ivatt Class 4	Northampton
2014	David Kerry	Chesterfield DMES	5' BR Class 9F	Leeds
2015	Ian Roberts	Basingstoke DMES	5' GWR 0-6-0 PT	Southampton
2016	Ivan Hurst	Bracknell RS	5' SR/BR 2-6-0	Guildford
2017	Bernard White	Maidstone MES	5' Rebuilt MN	Fareham
2018	Tom Parham	Maidstone MES	5' LMS Jinty 0-6-0T	Cambridge
2019				
2020				
2021				
2022				
2023				
2024				
2025				

Base information collated by Ivan Hurst with additional data from
Mike Chrisp, David Mayall and Norman Rogers.

September 2018



Booklet by Mike Crisp
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