



AUSTRALIAN ASSOCIATION OF LIVE STEAMERS TROPHY 2019

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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 shall 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 2½ in. and 7¼ inch.

Competition for the AALS Trophy shall be 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 on the day but not nominated.

SFMES shall convene a Judging Panel comprised of the previous year's winner, a representative of SFMES and a person nominated by the host society.

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 may hold the AALS Trophy for a period of twelve months or less as directed by SFMES and shall subsequently receive a suitably inscribed memento of the award bearing his or her name and a brief description of the winning locomotive.

A locomotive may only win the AALS Trophy once.

Only the owner of a locomotive is eligible to compete but may nominate a driver for the event. If not the builder, the owner shall declare ownership and identify the builder.

Professional model engineers shall not be eligible to compete

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

A photographic record of each winner shall be prepared for AALS 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 2019 competition for the Australian Association of Live Steamers Trophy was held at the Southern Federation Rally hosted by Maidstone Model Engineering Society on 7th September.



5in. gauge Lancashire & Yorkshire Railway Aspinall A Class 0-6-0 No. 127 built by Les Pritchard of Harlington Locomotive Society

My introduction to model engineering was at the age of 14 when I built an oscillating steam engine at school without the use of a lathe. I learned to use the school's Southbend lathe for my next project, a 10cc glow plug i.c. engine.

My first locomotive was a Bond's *Royal Scot* in 3½ in. gauge built using my own 5 in. 1917 Drummond lathe and Pools milling machine. I built LBSC's *Juliet* next, also in 3½ in. gauge, and made the boiler for it using a gas and air blow torch. *Juliet* still runs well and has won LittleLEC twice.

Juliet was followed by LBSC's *Maid of Kent* in 5 in. gauge with Joy valve gear and then Martin Evans' LMS No. 46103 *Royal Scots Fusilier*, another 5 in. gauge locomotive, which I started when the series began in *Model Engineer* magazine. I began by cutting out the frames for the Fowler version but scrapped them in favour of the Stanier type with its tapered boiler. The finished locomotive was entered in the 1980 Model Engineer Exhibition at Wembley Conference Centre where it was awarded a Silver Medal. Later, it won IMLEC at Guildford and again at Bristol.

By this time I was working at Feltham Marshalling Yard where I encountered the LSWR 700 Class Drummond *Black Motors* which I thought were very handsome. With the experience of several engines behind me, I decided my next project was to be a super-scale locomotive. With its similarity to the Drummond *Black Motors* which I admired, Don Young's then new design for the Aspinall 'A' Class locomotive in 5in. gauge fitted the bill perfectly.

Having made my decision, I purchased a set of Don Young's drawings and was so impressed with his draughtsmanship that I bought the castings. The wheel castings, with their very thin spokes, were really nice but unfortunately Don was unable to supply a casting for the drag box. To complete the frame assembly I had to fabricate the unit from eight silver-brazed components.

Involving inner frame angles and spacers, assembly of the double frame tender was a challenge as were the spring hangers and working leaf springs. The original locomotive was fitted with vacuum operated water pick-up gear which I made but never fitted.

I built the boiler but was unable to seal the blowdown bush joint in the throatplate. I explained my problem to Don Young when we met at the following Guildford MES Rally. Soon afterwards, he sent me a postcard telling me to take my boiler to Reeves where Alec Farmer would sort it out for me. My father and I made the trip to Birmingham, left the boiler with Alec, visited my uncle nearby and collected the sound boiler from Alec on our way home.

Don Young was always there to offer help, support and advice in any way he could and loved to see the end product. I shall never forget when he said "*Les could get me a Gold Medal and win IMLEC with this engine.*" I never did get the Gold Medal – only a Silver – but I did win IMLEC!

(In memory of Don Young)





Australian Association of Live Steamers Trophy Winners



Year	Winner	Club	Locomotive	Venue
1988	Francis Staines	Staines SME	5 in. Britannia	Whitchurch (Cardiff)
1989	Graham Gain	Birmingham SME	5 in. LTSR 4-4-2T	Canvey
1990	Ron Price	North London SME	3½ in. A4	Peterborough
1991	Gerry Tull	SMEE	5 in. King Arthur	Worthing
1992	John Heslop	Ryedale SME	5 in. LNER P2	Brighouse & Halifax
1993	Martin Parham	Maidstone MES	5 in. LMS/BR Duchess	Frimley
1994	Robert Booth	Brighouse & Halifax	5 in. LSWR T3	Edinburgh
1995	David Mayall	Bracknell RS	3½ in. BR Std Class 4	Newport
1996	Not awarded - no eligible entry			Ascot
1997	Andrew Breeze	Worthing & District	5 in. LBSC 0-4-2	Fareham
1998	Roland Thomas	Merthyr Tydfil	5 in. LNER B1	Nottingham
1999	John Richardson	Brighouse & Halifax	5 in. Crampton	Cardiff
2000	Not awarded - few attended due to petrol crisis			Kinver
2001	Graham Rayner	Brighouse & Halifax	5 in. GCR 4-4-2	Chesterfield
2002	John Hancocks	North Wilts MES	5 in. GWR Hall	Hereford
2003	Bernard White	Maidstone MES	5 in. Britannia	Saffron Walden

Year	Winner	Club	Locomotive	Venue
2004	John Peterson	Norwich & District	5 in. North London 4-4-0	Maidstone
2005	Edgar Playfoot	Maidstone MES	5 in. MR 4-2-2	Reading
2006	Tony Wall	Leeds SMEE	5 in. LNER B2	Brighouse & Halifax
2007	John Cousins	Harrow & Wembley	5 in. BR Std Class 5	Canvey
2008	John Wilks	Crawley ME	5 in. GNR Sturrock Steam Tender 0-6-6-0	Bracknell
2009	Richard Linkins	Romney Marsh MES	5 in. BR Std Class 2	Oxford
2010	Alan Ruston	Birmingham SME	5 in. SR Merchant Navy	Rugby
2011	David Beale	Leeds SMEE	5 in. LMS Black 5	Nottingham
2012	Glyn Winsall	Rugby MES	5 in. SR/BR 2-6-0	Chelmsford
2013	Bernard Clark	Northampton SME	3½ in. Ivatt Class 4	Northampton
2014	David Kerry	Chesterfield DMES	5 in. BR\$ Class 9F	Leeds
2015	Ian Roberts	Basingstoke DMES	5 in. GWR 0-6-0 PT	Southampton
2016	Ivan Hurst	Bracknell RS	5 in. SR/BR 2-6-0	Guildford
2017	Bernard White	Maidstone MES	5 in. SR Merchant Navy	Fareham
2018	Tom Parham	Maidstone MES	5 in. LMS Jinty	Cambridge
2019	Les Pritchard	Harlington LS	5 in. L&Y Aspinall A Class 0-6-0	Maidstone

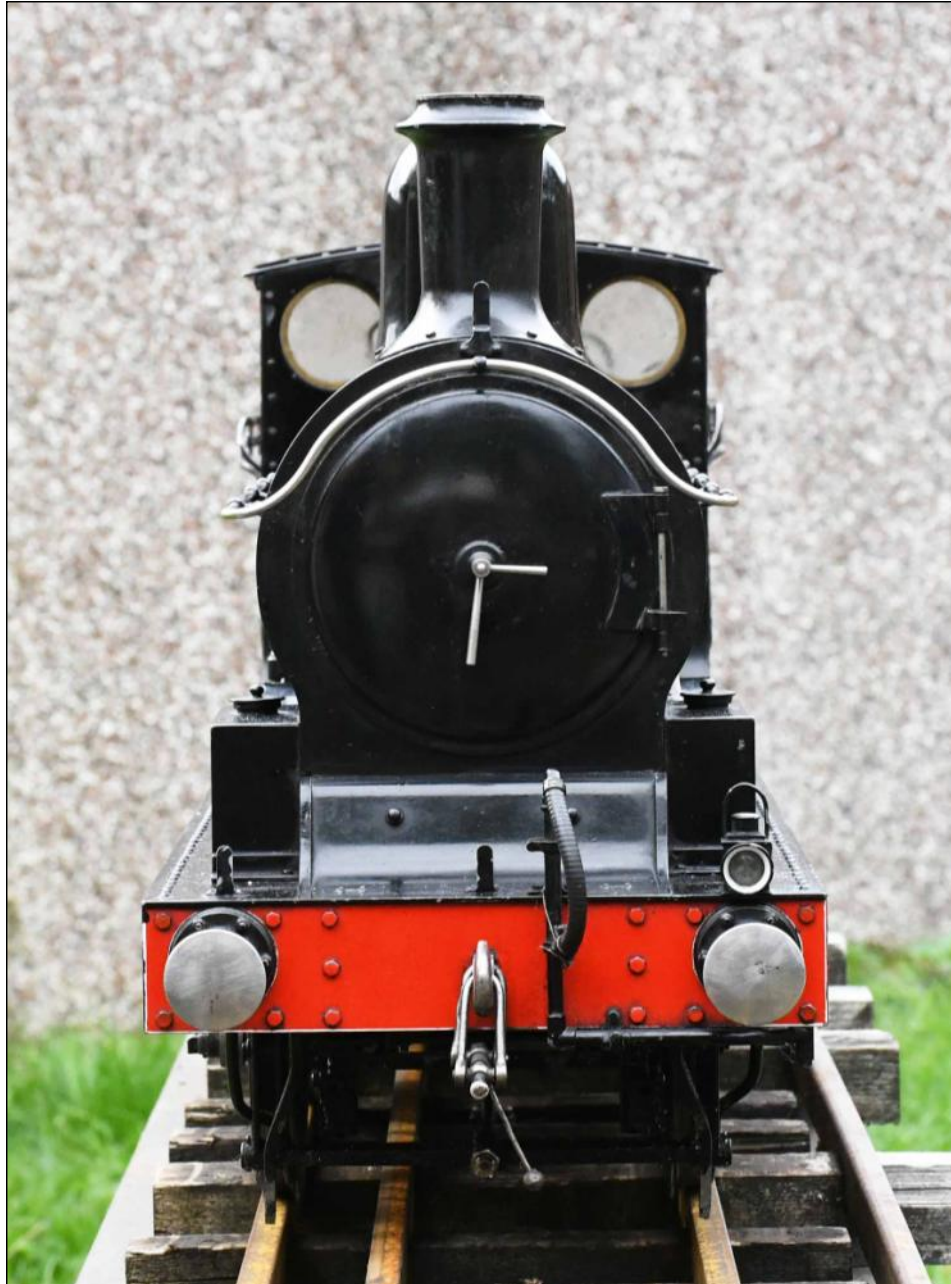
Base information collated by Ivan Hurst with additional data from Mike Chrisp, David Mayall and Norman Rogers - September 2019

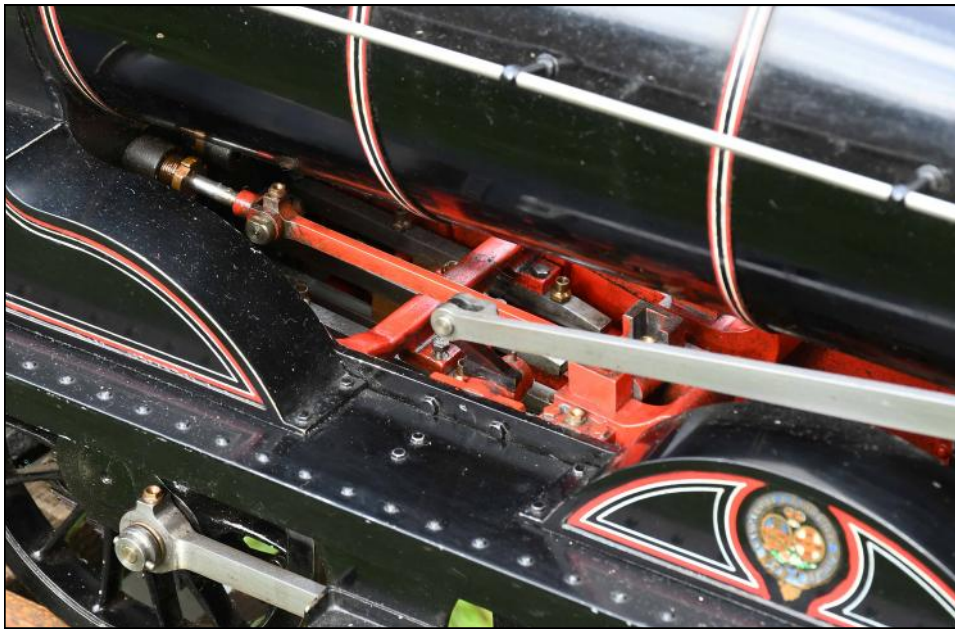


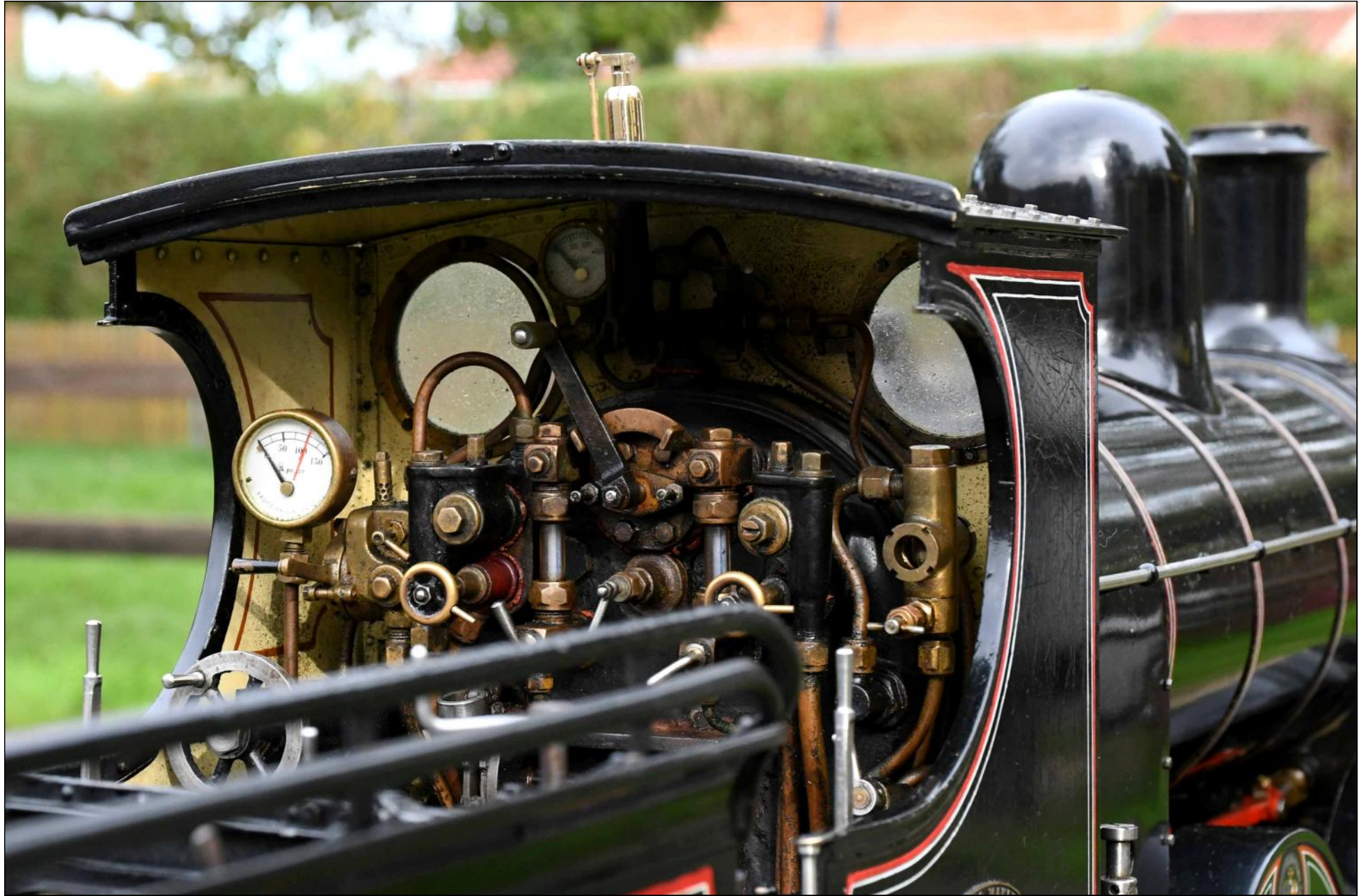
Southern Federation MES Hon. Vice Chairman Mike Chrisp presents Les Pritchard with the Australian Association of Live Steamers Trophy.



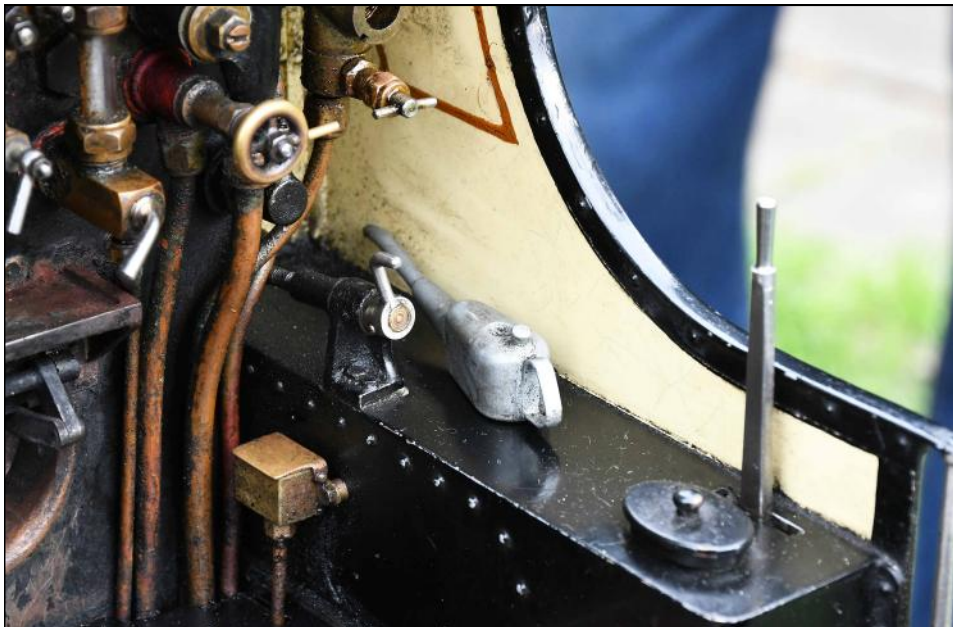
















Booklet by Mike Crisp
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