

AUSTRALIAN ASSOCIATION OF LIVE STEAMERS TROPHY 2022



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The Australian Association of Live Steamers Trophy is presented to the Federation of Model Engineering Societies to commemorate the affiliation of the two Associations. It is presented for annual competition at the 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 FMES 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.

FMES shall convene a Judging Panel comprised of the previous year's winner, a representative of FMES 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 FMES, 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 FMES or AALS.



With paintwork gleaming, BR Standard Class 2 No.78018 departs from Loughborough Central 21st October 2020.

Photo: Ken Simms.



BR STANDARD CLASS 2 2-6-0 built by David Mayall

My introduction to engineering began when I became an apprentice at the National Gas Turbine Establishment, Pyestock, near Farnborough in Hampshire, in September 1966. Following my apprenticeship I became involved as a fitter with the gas turbine noise reduction section and then moved onto the Naval Gas turbine test section.

In the late 70s I started my model engineering career. My first engine was LBSCs *Doris* (LMS Black 5) and I joined Bracknell Railway Society in the early 80s where I ran the engine for a few years and visited other clubs. I then built and finished a Don Young 4F. Whilst building the 4F I saw the drawing for the BR 2, another Don Young design. This I could not resist even though it said it was for 'the more experienced builder' and the drawings were poor on dimensions.

Not having the finance to fund the BR 2, I had to sell *Doris* to buy the castings. *Doris* went to an ex-pat in Australia 1985. I have recently been contacted by its second Australian owner for some history of this engine as he had seen my name in the modelling press. Pleased with his purchase, he says the engine runs like new and the boiler has passed its test, more than thirty years after being built.

Together with *Conway* for my wife, I have built nine locomotives, all involving different aspects of the hobby including inside cylinders, Joy valve gear, leaf springs, and detailing. I have also been involved with some rebuilds of other locos and have also built my own boilers plus some for other club members, 16 in total, all copper. I bought the castings for the BR Std 2 in 1985 and collected these from Don Young when he was visiting the Ascot club before it moved to the race course. A long term project, it required a lot of research and photographs. Thankfully, in this period of

preservation, access was a lot easier than it is today. Where today would we be allowed to climb all over a nearly completed locomotive to take photos?

Unfortunately Don mixed up the details between the LMS Class 2 2-6-0 and the BR Class 2 2-6-0. You really do need to do your research to sort this one out before deciding which version you are building!

As I built the loco, the front lubricator system became a challenge to get the detail correct and to give it an accurate look. The smaller copper pipes were $\frac{3}{8}$ inch in full size, and the larger ones $\frac{3}{4}$ inch. At approximately 0.088 to the inch in this scale, it was a challenge to find the correct size looking copper. The smaller one is from multi-strand copper wire and the larger one is cable core from a TV aerial.

Bolts were another issue. They are everywhere on these locomotives and finding the right size hex was a nightmare. I eventually decided to buy standard sized 10BA and 12BA bolts and machine the heads down to $\frac{3}{32}$ for the 10ba and 0.080 in. for the 12BA. I also made some stainless 12BA for the manifold bolts - plus spares for my next loco!

When building the boiler, I had to decided what extras were needed before commencing construction, i.e. extra bushes for a second gauge glass, where to mount a pressure gauge / whistle take off, regulator mounting pad, etc, and none of these extras affected the design of the boiler. Axle pumps - love them or hate them - I decided to fit twin pumps so had to fit eccentrics to the axle very early on, with a drop ash pan instead of fixed, and a cover over the rear axle to prevent ash ingress. All these details and modifications created problems in construction later on but to a model engineer, that's what the challenge is all about!

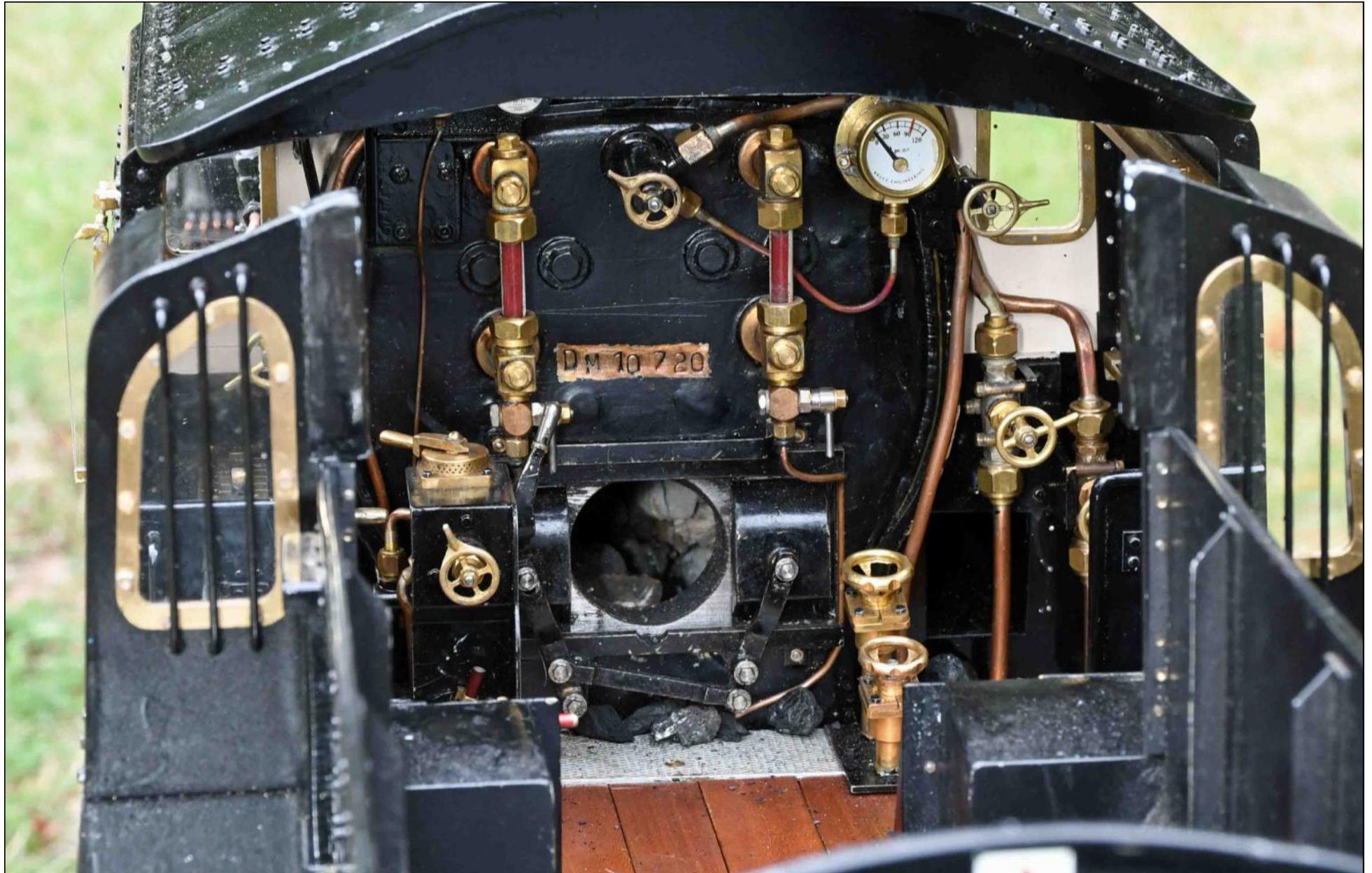


Facing page and above: Fresh from the works.

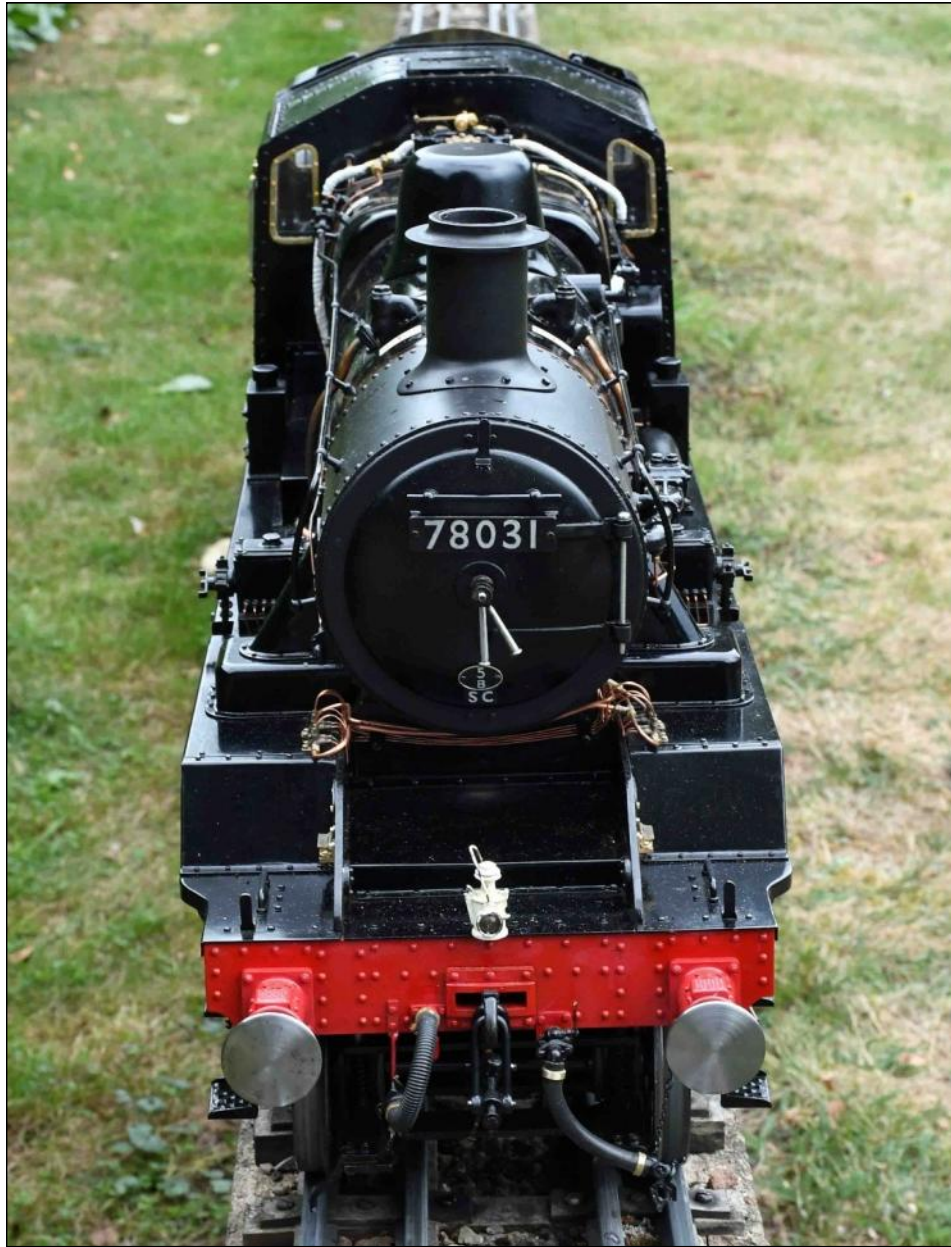




Blower valve and control for steam drain cocks mounted on pedestal to right of reverser which also carries a dummy vacuum brake lever.



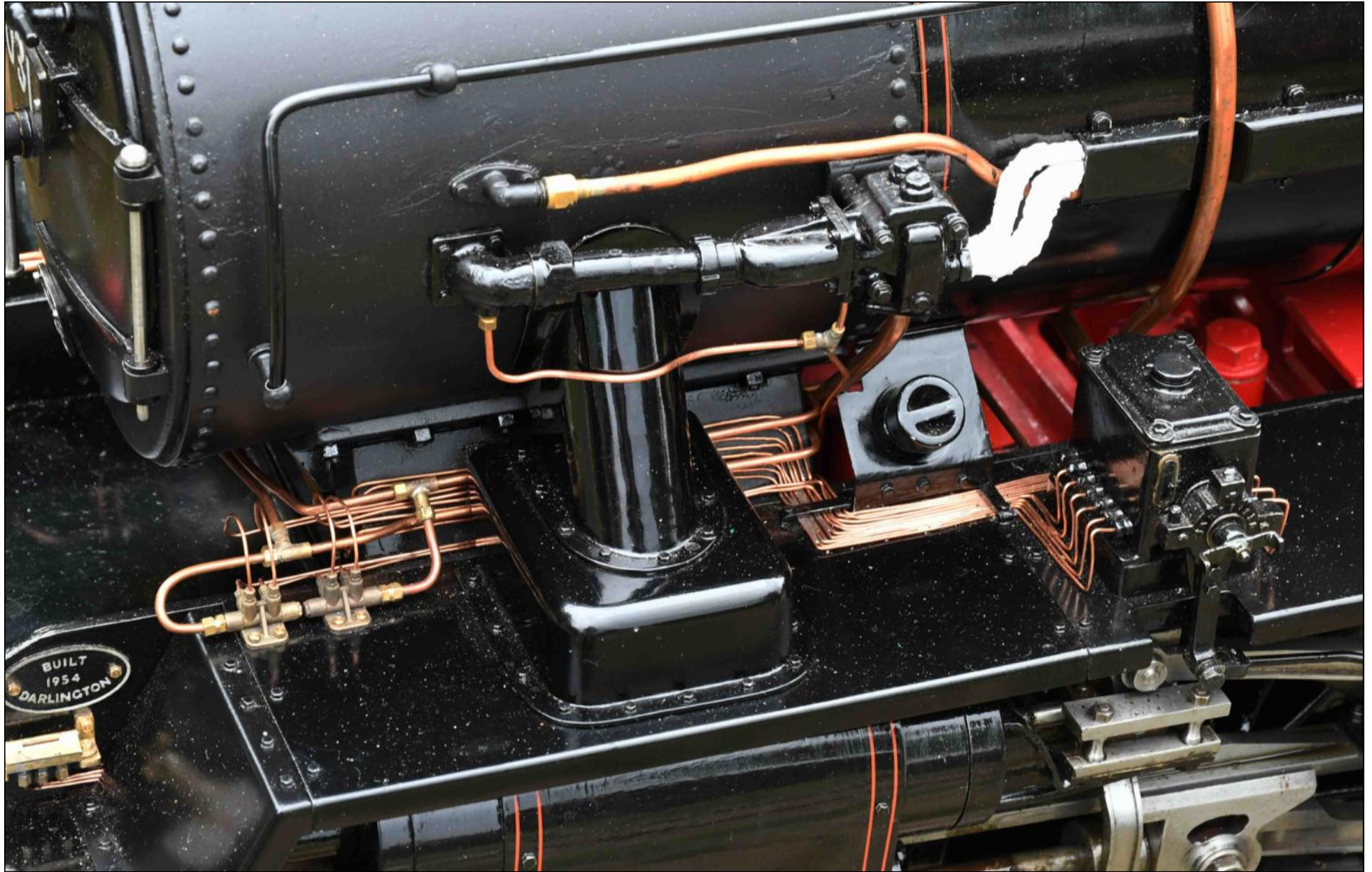
Control valve situated between the gauge glasses at top of backhead is a conventional spring return whistle valve. Damper controls to right of fire door are dummy. Injector steam feeds are located further to the right.



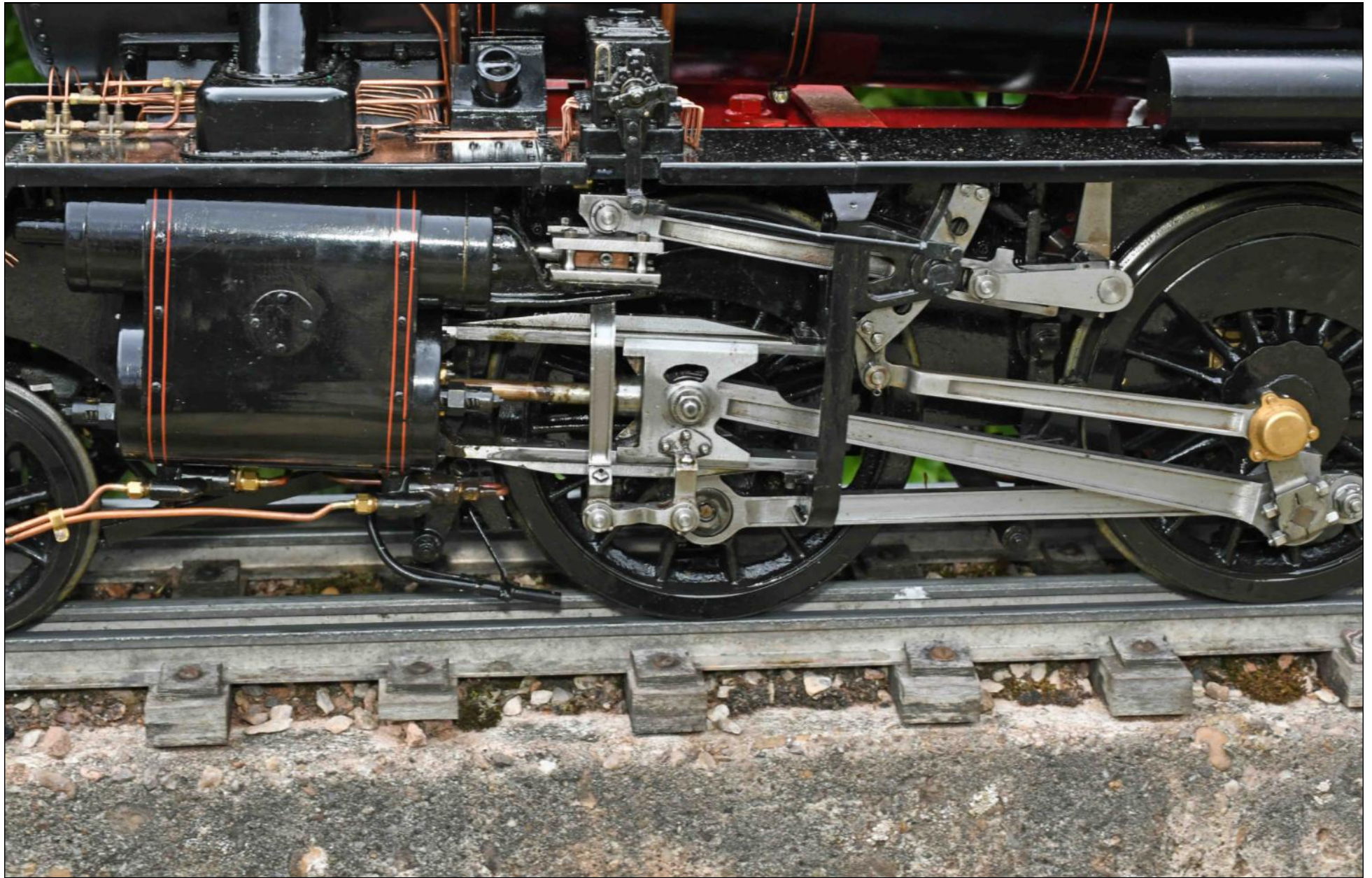
Pony truck lubrication.

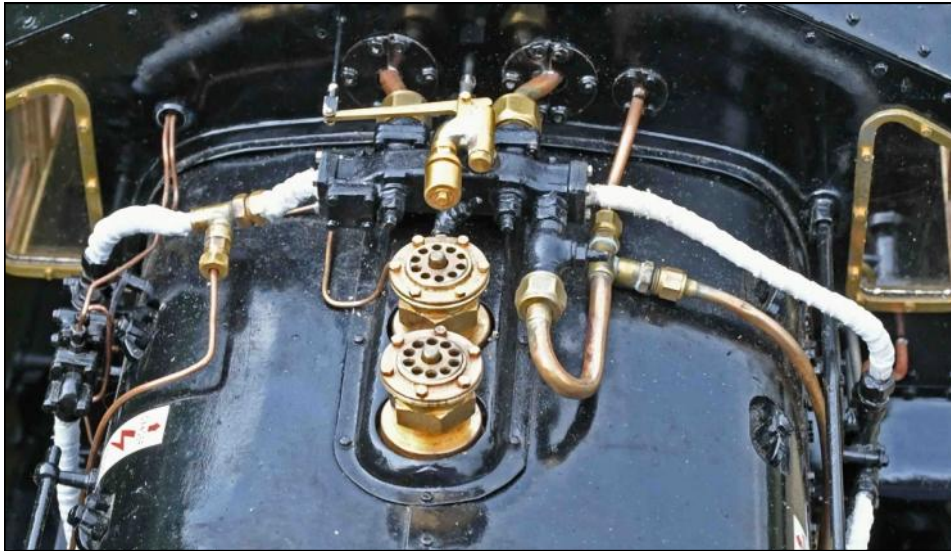


Movable coupling hook and associated front pipework.

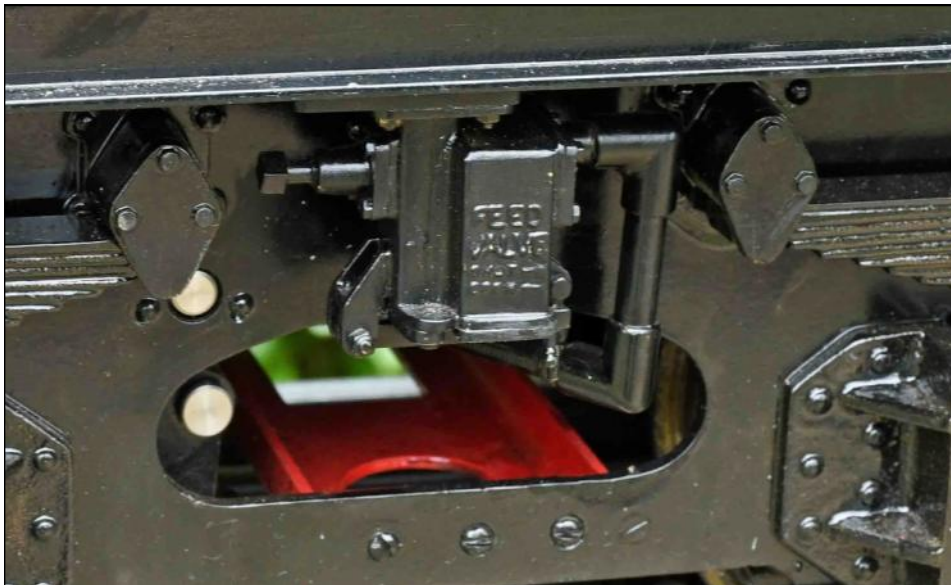
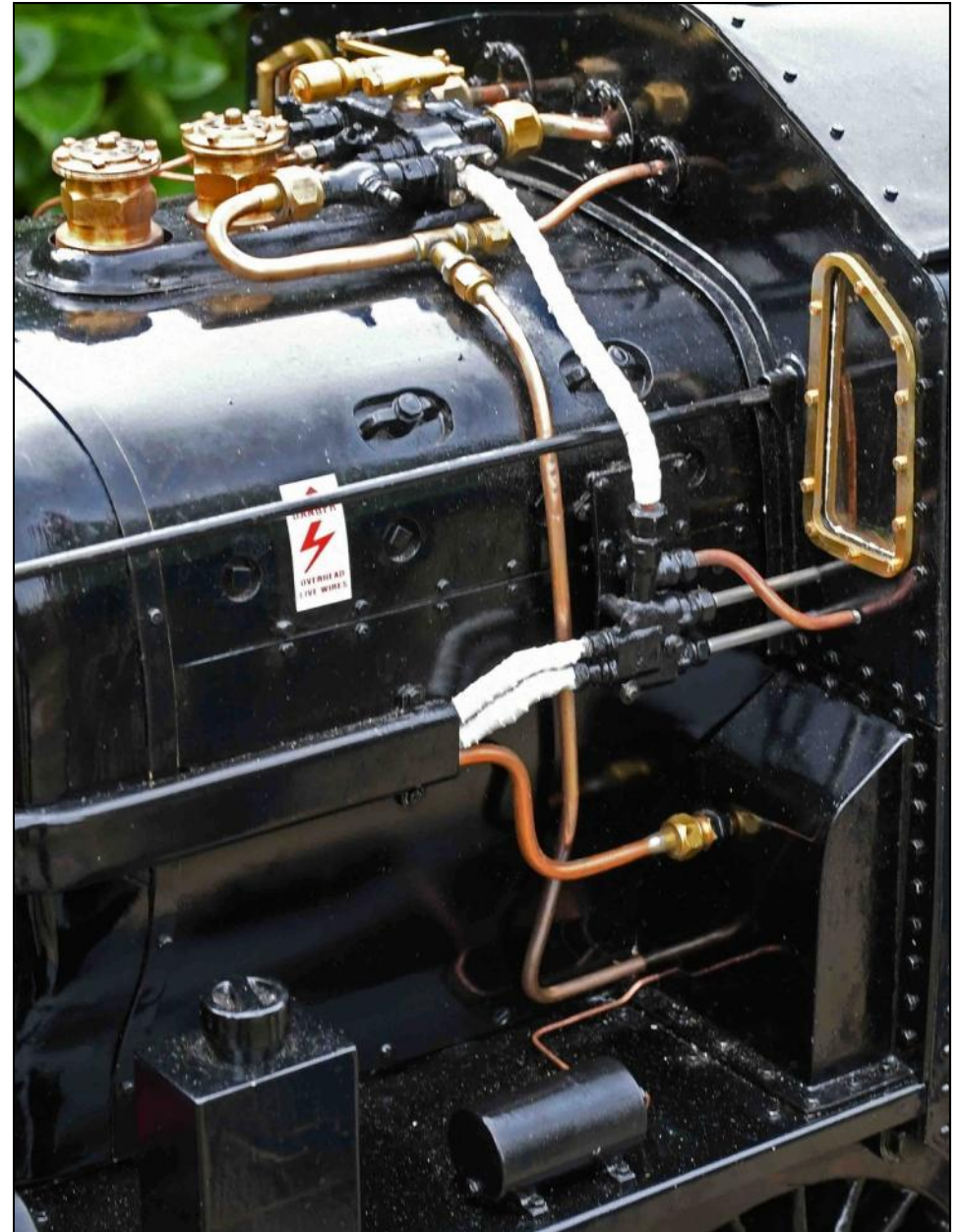


Lubricator atomisers and clutch drive lubricator, one for each cylinder. Unlagged top pipe is blower feed.

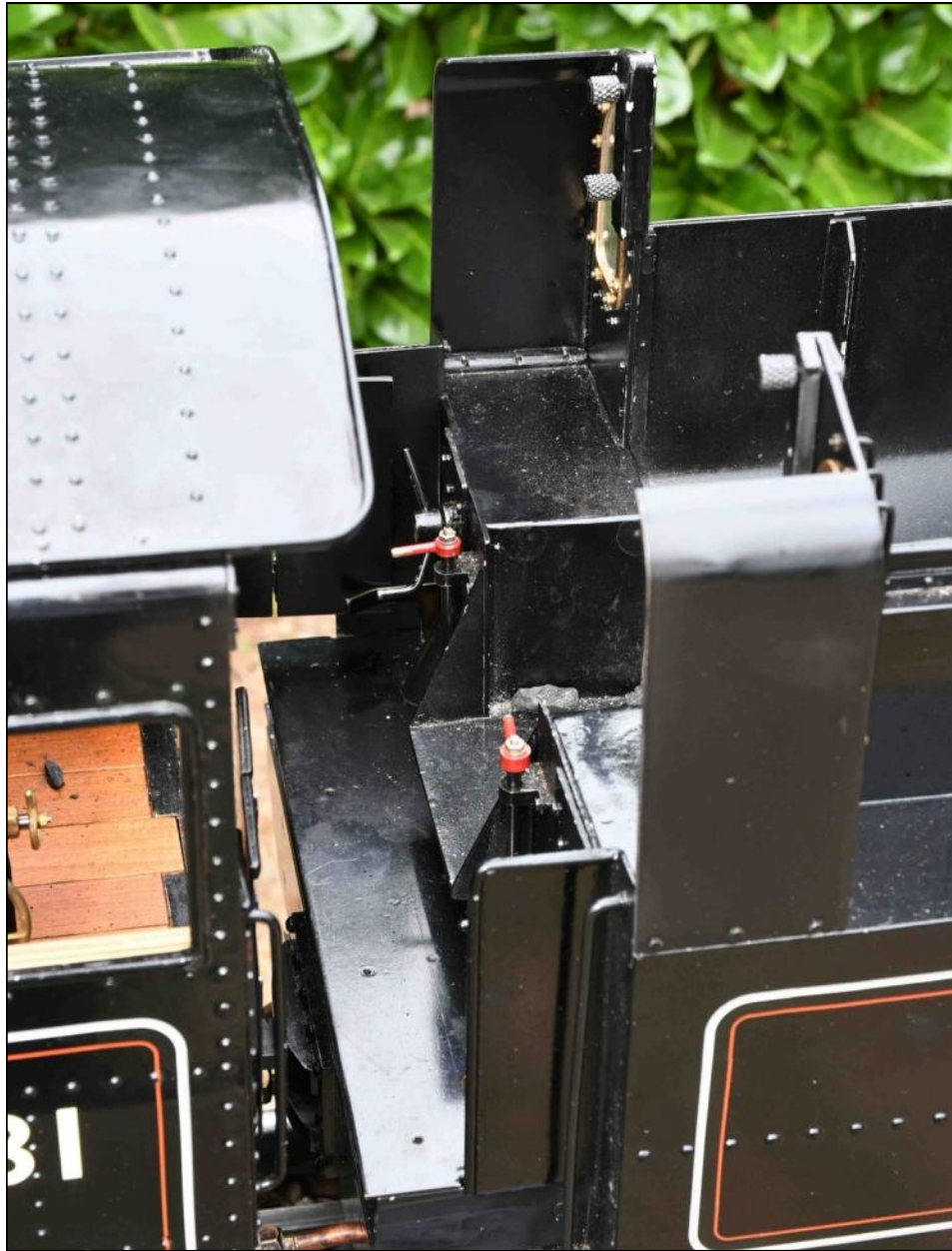




Steam turret; front unlagged pipe feed to pedestal; injector feeds through cab front at rear.



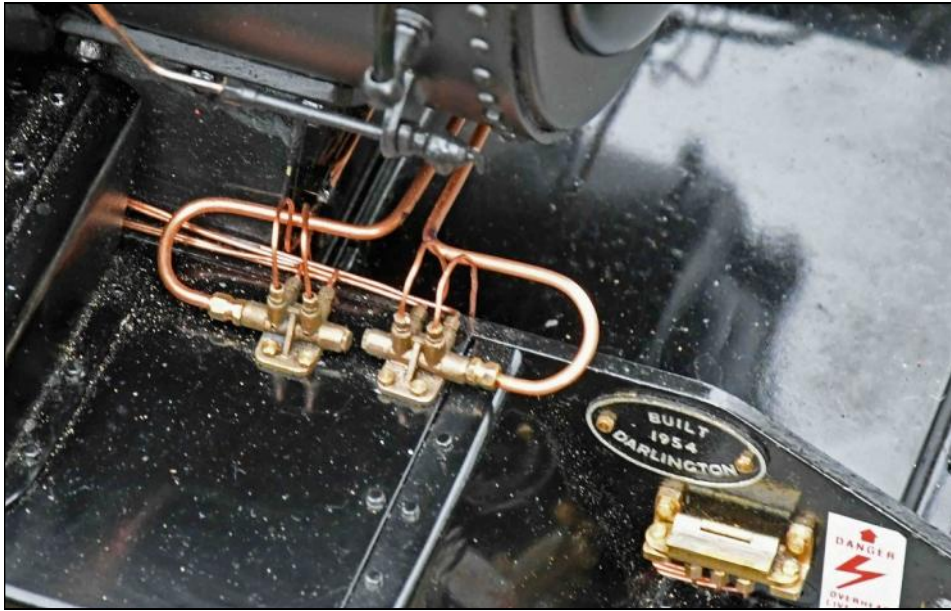
Filter box with internal filter unlike other BR filter boxes.



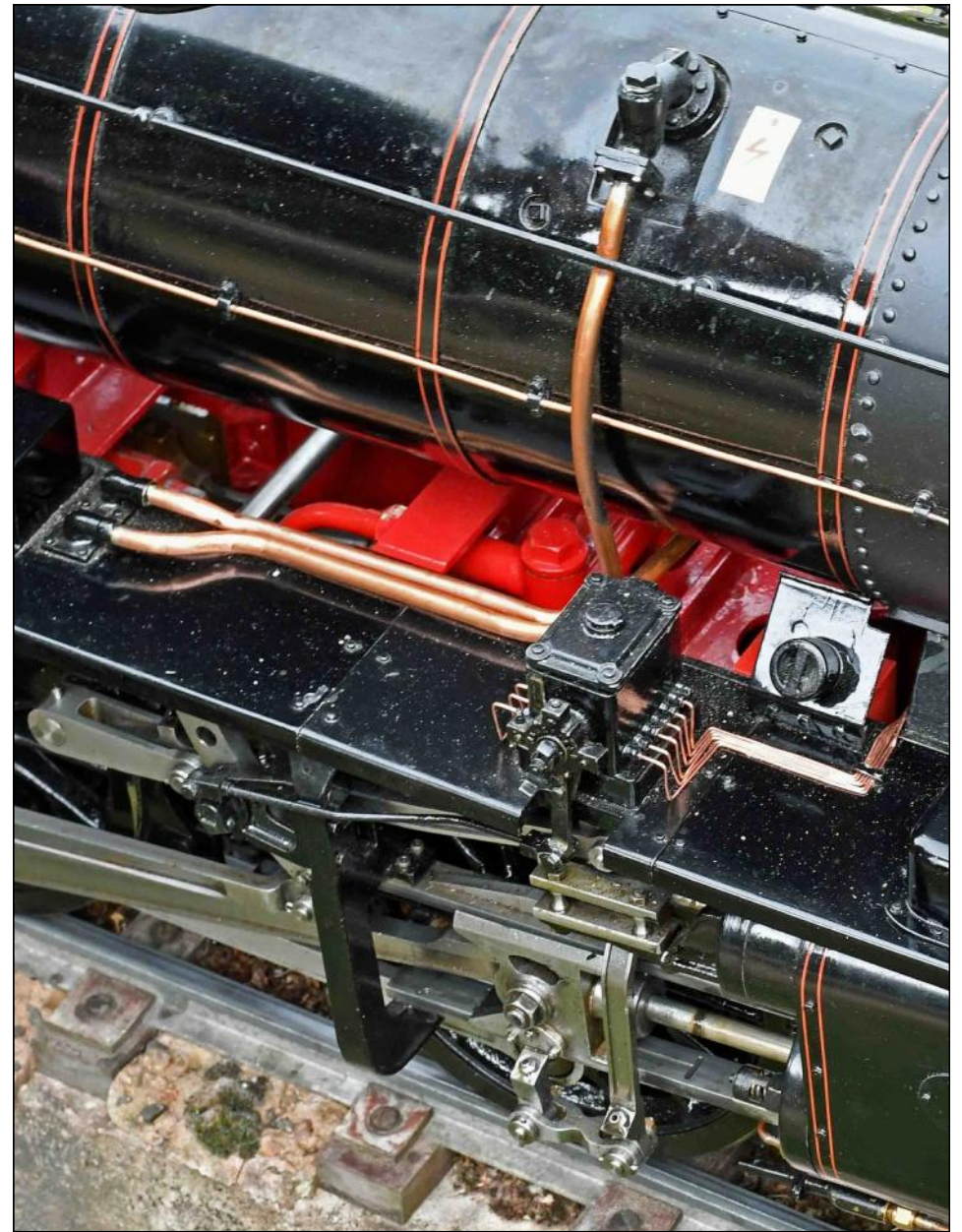
Injector water feed and pump bypass controls.



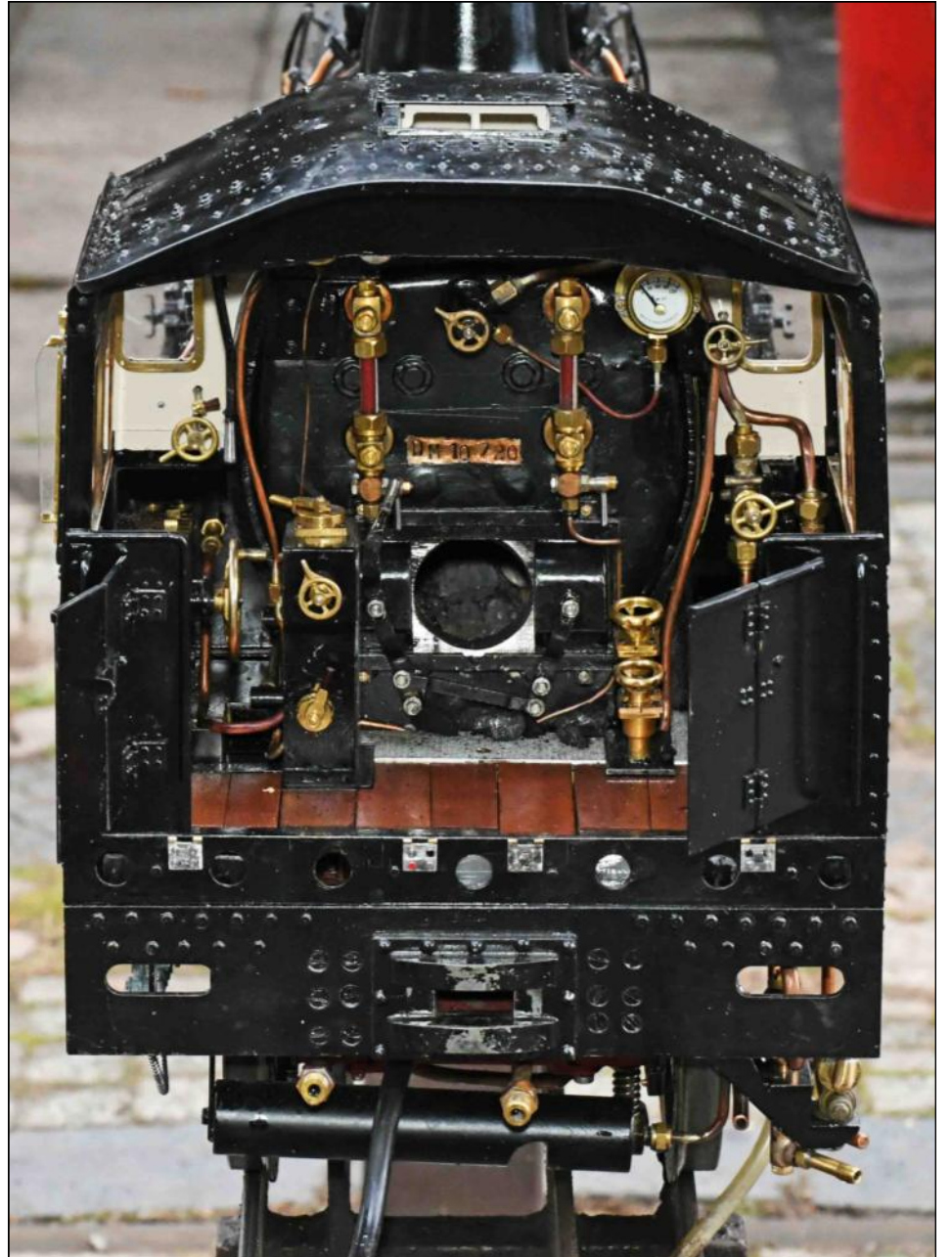
AWS battery box.



Dummy outer BR injector; working model injector mounted behind.



Live injector feed outer pipe, dummy injector feed behind.







Main image: Photo: Frances Mayall

Inset: Mike Chrisp presents David Mayall with the AALS Trophy. Photo Bob Whitaker.



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. LTR 4-4-2T	Carvey
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
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

Year	Winner	Club	Locomotive	Venue
2006	Tony Wall	Leeds SMEE	5 in. LNER B2	Brighouse & Halifax
2007	John Cousins	Harrow & Wembley	7¼ in. BR Std Class 5	Carvey
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
2020	Not awarded - event cancelled due to Covid-19 pandemic			
2021	Martin Parham	Maidstone MES	5 in. GWR 28xx 2-8-0	Reading
2022	David Mayall	Bracknell RS	5 in. BR Std Class 2	Sutton Coldfield

Base information compiled by Ivan Hurst with additional data from Mike Chrisp, David Mayall and Norman Rogers - September 2022



Booklet by Mike Crisp
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