

**AUSTRALIAN ASSOCIATION OF LIVE
STEAMERS TROPHY**

2023

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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 for annual competition at the Federation's 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

Winners of AALS Trophy since 1988

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

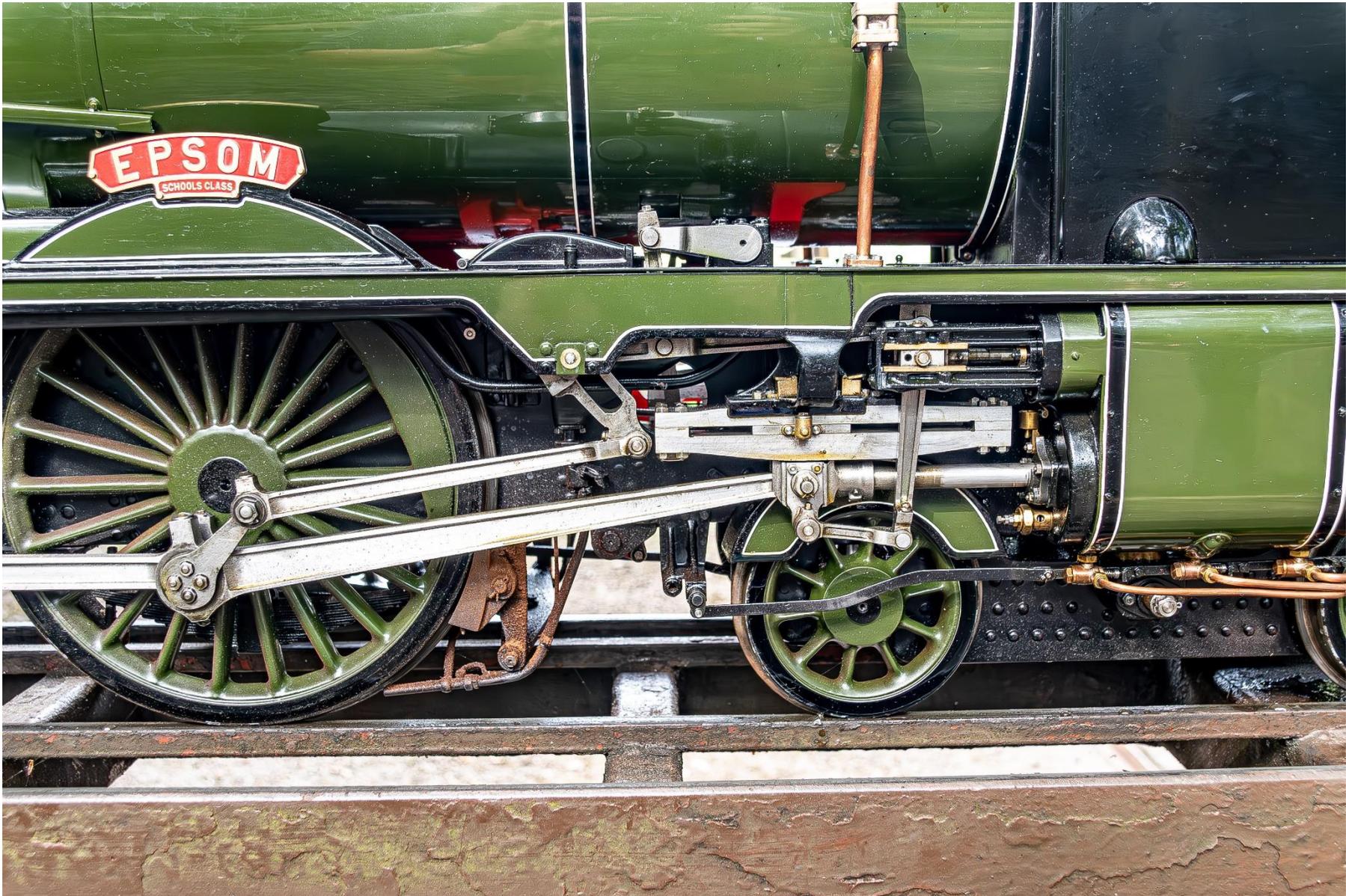
Year	Winner	Club	Loco	Venue
2010	Alan Ruston	Birmingham SME	5" Merchant Navy	Rugby
2011	David Beale	Leeds SME	5" LMS Black 5	Nottingham
2012	Glyn Winsall	Rugby MES	5" SR/BR 2-6-0	Chelmsford
2013	Bernard Clark	Northampton SME	3 ½" Ivatt Class 4	Northampton
2014	David Kerry	Chesterfield DMES	5" BR Class 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	Les Pritchard	Harlington LS	5" L&Y 0-6-0 A Class	Maidstone
2020	Rally cancelled due to Covid Pandemic			
2021	Martin Parham	Maidstone MES	5" GW 28XX	Reading
2022	David Mayall	Bracknell	5" BR Std Class 2	Sutton Coldfield
2023	Paul Norrington	Romney	5" 'Schools' Class Epsom	Frimley
2024				
2025				







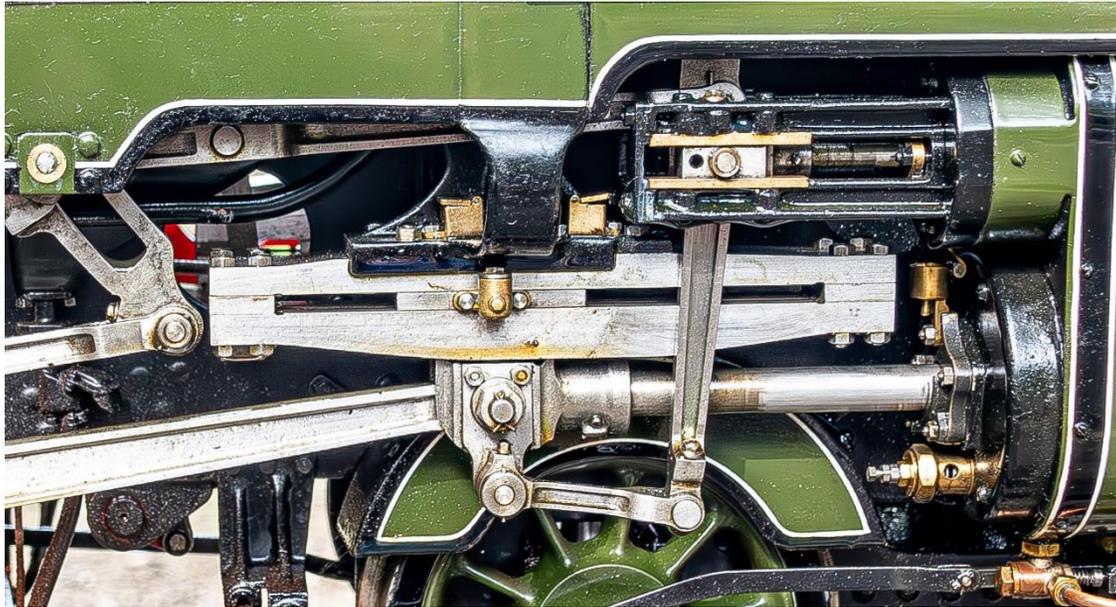








Owner and builder Paul Norrington



Top left: close up of cross heads;
above: close up of working brake valve
and, left: buffer beam and leading
truck detail.

All photos with thanks to Phil Weaver, FALC

Paul Norrington's discourse

The basic design is based on the late Neville Evans' drawings as published in Model Engineer, with considerable extra detail based on original works drawings, contemporary photographs and measurements from No. 928 Stowe at the Bluebell Railway. Here I must thank the Workshop Manager at Sheffield Park and the Maunsell Locomotive Society who have been most helpful in giving me complete access to the full-size locomotive during its major overhaul.

I have also acquired original manufacturer's literature for the brake ejector, the exhaust steam injector and the cylinder lubricator, all of which helped in making reasonable miniature versions of the original components.

Construction is fairly orthodox for model engineering practice. All axle bearings are on needle rollers (but maybe difficult to replace), castings for the wheels and cylinders came from Polly Models and I made patterns for the tender axleboxes, spring hangers etc. Apart from a few commercial items such as fasteners, vacuum and steam-heat hoses, cab window frames, etched nameplates etc., everything is my own work.

I built the boiler myself, and I modified Neville's tube arrangement to allow installation of six of Doug Hewson's superheater elements. I liked the concept, which gives a very neat smokebox arrangement and no welded or brazed pressure-containing joints exposed to the fire.

The motion is all correctly fluted using home-made cutters to give the correct radii. Some of the valve gear links are only fluted on one side; this is correct to drawing and the prototype (No 928 Stowe at the Bluebell Railway).

Both injectors are home-made and are approximately to scale external dimensions. The right-hand injector is "dressed up" to look like a Davies & Metcalf No 10H exhaust steam injector as per the prototype. All valves and fittings are fabricated. Those fittings that are unpainted have been shot blasted and then electroplated with brass in order to disguise the soldered joints.

I resisted the temptation to steam No 937 until I had entered the Midland Model Engineering Exhibition competition the Midlands Show, where I was very surprised to be awarded first-in-class against some very fine models.

Since the exhibition, the loco has been out a few times. It rides steadily and steams well but is a bit light on its feet, as expected, but overall I am happy with it. The worst part is cleaning after a run, especially between the frames!



Original locomotive [30]937, post war

Photo from Epsom and Ewell History Explorer web site, source stated 'not known'



Paul receiving the AALS trophy from
Bob Polley, Chairman of FMES

