

## Chairman's Thoughts

This year St George's Day falls on Wednesday the 23rd April and the Sunday before is Easter Sunday, so, if we are going to have our traditional Cream Tea Sunday, it could be 27th April. Watch this space for confirmation.

Although the weather has been bad we managed to have a good Sunday clearing all the piles of branches that have accumulated over the years and many loose branches were picked up. We ended up with a very large pile that the Littledown Groundsman chipped and sprayed into the central area of the track. Thanks to all the Members who turned up at short notice - many hands did make light work.

A list of jobs that will need completing before IMLEC will go up in the Engine Shed next month, so please lend a hand in completing them.

William and Steve have made a good start on relaying the paving slabs and John Hancock has jet washed the platform and surrounding area. When the daffodils have died down we will jet wash the fencing and other areas to remove the green algae. Many thanks also to Bob Devereux for sitting astride the track and lubricating the fish plates - well done.

If this spell of dry weather keeps up we should be able to lift our parking restrictions so we will be able to park in the triangle next to our entrance. We will send an e-mail to all the Members as soon as parking on site is possible - **please wait until then before resuming normal parking.**

I am going to make one last appeal for the person or persons who have removed - sorry borrowed - one large spanner and the adjustable wrench to return them please.

*David Martin*



Photographs by John Hoyle

## Editor's Ramblings

The eagle-eyed amongst you will have noticed that I have changed the font throughout this issue of the *Newsletter*. Previous issues have been set in Gil Sans but one or two Members who receive their copy via e-mail have told me that they have been unable to read the file once they had opened it. After a lot of effort trying to find what the problem is I have changed the font to Helvetica. Please let me know if you have any problems with the PDF file on your computer.

On the subject of how you receive your *Newsletter*, if you have an e-mail address but still receive it via Royal Mail, please consider taking it in future via e-mail. Not only does it save the cost of a postage stamp, but it saves on the paper, ink and envelope, as well as my time printing it, Peggy's time collating and folding it, stuffing it in the envelope and a trip to the post box!

*Dick Ganderton*

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## IMLEC 2014

Entry Forms are steadily being returned in the special plain brown envelopes for IMLEC 2014 to be run at Littledown Miniature Railway on 12<sup>th</sup> & 13<sup>th</sup> July 2014. Please keep these dates free in your diaries as we will need all the help we can muster to ensure that the event runs smoothly.

## Committee Matters

The April 2014 Committee Meeting will be held at the Littledown Centre at 7.30pm on Wednesday 7<sup>th</sup> April 2014. The Minutes of the March Committee Meeting will be available for perusal at the March 2014 Meeting.

*George Wheatley, Secretary*

## Direction of Running

The way in which we alternate the direction of running at the Littledown Miniature Railway has been changed. The direction of running will now be clockwise for even months and anticlockwise for odd months. So March 2014 will be anticlockwise and April 2014 clockwise.

The 16mm Narrow Gauge Garden Railway will still be running on the First and Third Sundays of each month, weather permitting. The next dates are 16<sup>th</sup> March, 1<sup>st</sup> & 18<sup>th</sup> April 2014.

## Engine Shed Mobile Phone

A Mobile Phone has been installed in the Engine Shed at Littledown for the convenience of Members. It can be used for outgoing calls on Society business and in an emergency. Members who are at the track can also be contacted if required. The number, 07879355399, is on the 'Contacts' page of the Society's Website [www.littledownrailway.co.uk](http://www.littledownrailway.co.uk)

## Insurance & Membership Lists

The Policy for the Society has been renewed. A copy of the policy has been placed in the desk in the Engine Shed. The original documents are held by the Secretary and can be viewed by arrangement.

For Members who wish to run their locomotives at locations which require evidence of Public Liability cover there are a number of copies of the Certificate at the back of the same folder as the copy of the policy. This will need to be signed by a Committee Member on an individual basis before it becomes valid.

The success of the redesigned Application and Renewal Forms has made it possible to keep our Membership Lists up-to-date and as all the Forms were signed, details can be distributed to other members. An abbreviated list, which omits addresses, can be obtained on application to the Secretary. A copy is kept in the desk in the Engine Shed

*George Wheatley, Secretary*

## B&DSME Diary Dates.

19 <sup>th</sup> March 2014	Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>Richard Knott's Video Show.</i>
6 <sup>th</sup> April 2014	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Venue to be advised.</i>
19 <sup>th</sup> April 2014	Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>Kevin Patience. The Real Story of the African Queen.</i>

## Luscombe Valley Happenings

[www.luscombevalleysteam.com](http://www.luscombevalleysteam.com)

Cobweb Run	April 19 <sup>th</sup> & 20 <sup>th</sup>
Grand Gala	July 26 <sup>th</sup> & 27 <sup>th</sup>
Autumn Run	September 20 <sup>th</sup> & 21 <sup>st</sup>
Humbug Day	December 20 <sup>th</sup>

## Newsletter By E-mail

If you want to receive your copy of the Society's monthly Newsletter as a .pdf file, in full colour, you must let Dick know, by e-mail, sent from the computer you want to receive it on.

Typeset by Dick Ganderton in Helvetica using Adobe InDesign CS5 v7.0 on an Apple Mac mini 2.3GHz Intel Core i5 running Mac OS X v10.9 Mavericks.

## 16mm Update

**A**t last some warm dry weather has helped to encourage the operation of steam on our running days. We have been closely inspecting the track for signs of weather damage and we are pleased to report no unexpected damage. Some of the 12mm ply anti-vandal covers on the top loop are showing signs of increased delamination. Readers will be aware that these are the original boards, whereas the larger 18mm boards used on the straight are relatively new and were given a new paint job last year. The new, more expensive, paint system has stood up well and will be used on the existing or replacement boards on the top loop.

Within the Southern Federation there are sometimes exchanges of society *newsletters* or other such news publications. It has come to our notice that the Romney Marsh Club, who also operate a 16mm track similar to ours, have questioned the latest regulations for 16mm/Gauge 1 interests. Dick Ganderton, who heads our liaison with the Southern Fed, has been given permission from Romney Marsh to re-print their response to these regulations, which will be found under a separate item in this B&DSME *Newsletter*. It is interesting to see how other Societies/Clubs have responded to these regulations. I (Gordon) know that within the 16mm/Gauge 1 fraternity and the Southern Fed there are differing interpretations and it appears that the differences in application are hardening. As the 16mm NGM Boiler & Gas Tank Tester for the B&DSME, I (Gordon) would remind Members that some repeat annual or bi-annual testing is now due. Hopefully, in next month's *Update* I will be able to give individual Members their test requirements. (I cannot do this at present as I keep the certificate copies at Littledown and I am drafting this update at home).

See you at Littledown on the First and Third Sunday of each month, weather permitting.

**Gordon Miles & Dave White**

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## Merlin's Mutterings

**N**ot much this time other than to report that John Hancock has spent quite some time pressure washing most of the concrete paths, the station platform area and the concrete runway that the traverser runs on. In my opinion it all looks quite spick and span. Sad to say, several members have not even noticed it. I must mention, just in case i get into any trouble, our Chairman did take a turn whilst John had a cup of coffee. All for this time.

**Merlin**



The latest issue of the Romney Marsh Model Engineering Society's *Newsletter* has an interesting article on their interpretation of the Small Boiler Testing Code. The author, Clive Young and the Editor, John Wimble, have given permission for it to be reprinted here.

## **RMMES Boiler Certification For Small Boilers**

*Clive Young*

**T**here are still heated discussions by model engineers regarding the introduction of the new boiler test code BTC 2012, and it is an emotive subject particularly so far as small boilers are concerned.

However, I have recently been advised about the catastrophic failure of a small boiler by a club member who was fortunate not to be injured by flying debris. Also, whilst at the Sinsheim Exhibition in Germany a few years ago I did witness, fortunately from a safe distance, a catastrophic boiler failure. So there are sound reasons for formal testing requirements on our small boilers, particularly in a club or public environment. The owners of private small railways must make their own judgement about whether they require or not boiler certification on their site.

So first of all, small boilers are defined as those having a pressure/volume product below three bar litres. Where the Pressure Systems Safety Regulations 2000 (PSSR) apply there are no exemptions from the requirements of the test code. This is confirmed in the Model Engineering Liaison Group (MELG) publication "*Examination & Testing of Miniature Steam Boilers (Revised Edition 2012) clause 1.6 and section 14*".

After much deliberation, the RMMES committee decided that our Rolfe Lane club site is a public place, therefore PSSR 2000 is applicable. RMMES members owning small boiler locomotives, and wishing to run on the garden railway are therefore required to have them hydraulic tested, steam tested and validated on the simplified form issued by the MELG.

RMMES members who are also members of G1MRA or the 16mm Association have the choice of certification by either the RMMES or their relevant Association. The latest version of the G1MRA/16mm Association certificate is acceptable as valid at Rolfe Lane due to it complying with BTC 2012, because the boiler will have received a twice times working pressure hydraulic shell test (2 x Wp), followed by a 1½ x Wp hydraulic test after all the fittings have been attached, and a steam test. Hydraulic certificates issued for small boilers are valid for the life of the boiler unless any repairs are required that affect its integrity. The steam test must be repeated at twelve month intervals.

An RMMES member whose boiler has a current G1MRA or 16mm Association certificate, showing that it has a valid 2 x Wp and 1½ x Wp certification can have the annual steam test carried out by an RMMES Boiler Inspector, which must be recorded on the relevant MELG form, NOT on the G1MRA/16mm Association certificate. The RMMES cannot carry out test procedures on boilers owned by members of G1MRA/16mm Association who are NOT members of the RMMES, but there is a protocol whereby an RMMES Boiler Inspector can carry out an inspection for a boiler owner on behalf of another club affiliated to the Southern Federation, Northern Association, etc. "Such an arrangement shall be made between clubs on behalf of the member(s) concerned and not directly between the member and the Boiler Inspector" (BTC 2012 clause 3.9 d)

I trust that this article clarifies the position, and puts minds at rest by confirming that one does NOT need both RMMES and G1MRA/16mm Association certificates to have a steam up on the garden railway at Rolfe Lane. It is an 'either/or' position. Be aware, however, that there will be some garden rail type locomotives with boilers over three bar litres, which will require testing in accordance with the relevant larger boiler documentation.

Finally, I am also aware of two further incidents with larger boilers involving firebox stay failures, therefore we must be seen to be operating a safe system.

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