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The News Sheet

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FROM THE CHAIR

As this is the first News Sheet of 2010, may I offer you all my best wishes for a busy productive year on your many projects, and hope that we shall see the results of your endeavours in the months to come.

The harsh snowy winter has delayed many of our activities at Colney Heath. Work on the Garden Railway development and the new station area for the Ground Level Railway is at a standstill. A few of us do continue to meet at the track site where some internal maintenance work can still go ahead. At the end of last year, Mike Foreman discovered that the coach fabric had severely deteriorated, allowing the door frame to drop. He, with support from others, is already tackling this difficult problem. At least the work can be done in relative 'warmth'!

Our first General Meeting, members' workshop videos, was called off due to the difficult weather conditions. If any members turned up on that Friday, I apologise for a wasted journey. The videos will be shown on another date.

Ian Johnston tells me that he has all the arrangements in hand for our stand at the London Model Engineering Exhibition at Ally Pally. I thank him and his supporters for their efforts in this activity on behalf of the Society.

Although the February News Sheet seems to be a long way off from the AGM in May, certain preparations have to be made well in advance of the AGM. It has been the Council's intention to seek an amendment to the Constitution whereby there is a more formal representation of the Tyttenhanger Site Committee on the Council. Notice of an Extraordinary General meeting to discuss these amendments was made in the December News Sheet and will take place on Friday, 5 February 2010. I urge all members to attend this important meeting and vote on this issue.

Next month we will be seeking nominations for all the Council positions, as is our usual procedure. Please bear in mind that Mike Chrisp and I will be vacating the positions of Vice-Chairman and Chairman respectively; therefore new nominations will be required for these two posts.

David Harris

5322 was built as part of the 43xx class of GWR Mogul's by Swindon in 1917 and sent to France as new for the Great War to transport supplies to the front line. It was demobbed in 1919 at Chester and finally withdrawn from BR service in April 1964. The loco was saved from Barry scrap yard in 1969 (3rd loco saved). It is currently restored to running order (Nov 2008) in First World War livery, and is seen here on the demonstration line at The Didcot Railway Centre. Photo: Gregory Metcalf

TREASURER'S REPORT

Happy New Year everybody. Those members and friends who broke away from their armchairs and visited the track on Boxing Day enjoyed a very pleasant time with four steam engines and two electrics running, warm mince pies and hot refreshments. Since then we have had one burst pipe and limited progress on projects because of the weather, except in the coach where the new bothy sink and tea making facilities are approaching completion. However, we have found that part of the structural framework of the coach itself is in need of urgent attention and this is being attended to over the next few weeks.

The Council Meeting on the 11th January accepted one new member.

Mr. Robin Thorn, Interests: Locomotives and Traction Engines.

Welcome and we look forward to seeing you in the future.

Earlier this month I had an email from Martin Jeffries regarding his father, Laurie. He has been a member of the Society since the mid 70's but is now sadly in a care home since the death last year of his wife, Muriel. If anybody wishes to get in touch, contact the webmaster.

Members will be aware that the Society pays for a telephone line at the Colney Heath site for emergency use. It is disappointing to find on the last BT bill a call to Directories Enquiries on the 27th September costing £1.42 and no other call made that day. I trust that the person concerned has already or will when next visiting the Track put the relevant money into the Honesty Box in the Kitchen.

Whilst I know that we have a number of projects in the pipeline, the financing of which are still to be agreed, I am not of the view that subscriptions to the Society will need to be raised at the April renewal to cover our day to day running expenses. However, section members interested in the projects may wish to give additional donations specifically towards them to start the funds building.

Mike Foreman

THE DECEMBER GENERAL MEETING BY OMAH

Not really a General Meeting but the annual pre-Christmas social evening. There was no business to discuss, just good food, good company, a continuous film show of events at the track. The evening ended with the showing of a specially made video showing things as they “really are” on working mornings and the ‘jiggery pokery’ used to con people into doing things they don’t really want to. It caused considerable amusement, especially the shots of a well known GLR section leader issuing orders from the comfort of an arm chair while consuming champagne! We then had a further general rabbit, wished each other compliments of the season, and departed into the night. Once again, we are indebted to Jean Chrisp for the delicious comestibles and Mike for getting there early and setting them all out. Thank you both for another successful evening.

MARINE MUMBLES (Rides Again).

A bit of a quiet time for us Marine Old Salts this month. We would have tried Dave’s new toy but as we are running low on “Semtex”, to blow a hole in the pond ice, we have to leave it till next month. A month without hearing about that damn pond is a holiday, do I hear.

A big thanks to Malcolm and the Garden Railway Boys for taking the pond nets off. Great fun eh, when they are full of leaves.

The main reason for writing this month is to re-remind all marine interested parties of the first marine meeting at HQ on Friday 12th February at 8.00 pm. Don’t be frightened, bring something marine to show us.

Santa Claus still didn’t bring the Swedish Blond I ask for every year. Oh well, Sandra wouldn’t let me have one anyway.

Peter Stern.

Notice of Extraordinary General Meeting Of The North London Society of Model Engineers.

Council gives notice of an Extraordinary General Meeting to be held at Head Quarters Finchley on the 5th February 2010 commencing at 8.00 pm to discuss and vote upon the resolution proposed by Council “to amend the Constitution of The North London Society of Model Engineers to incorporate the amendments to the Constitution as published in the News Sheet of October 2009”.

A E T Marshall (Secretary)

Opening Times
 10.00am – 5.30pm
 Friday & Saturday
 10.00am – 4.00pm
 Sunday

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 one hour before closing
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 daily at 9.00am

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TYTTENHANGER COMMITTEE PROPOSED CHANGES SUGGESTED BY COUNCIL

The proposed change by Council to the Tyttenhanger Committee to have an elected Chairman who is also a Council member has raised some interesting questions from some members.

The following explanations may provide clarification and answer some of the questions raised.

The Tyttenhanger Committee is a devolved committee of Council and is responsible for all activities at the Colney Heath site. Its make up (as proposed) is an elected Chairman who is also a Council member, the Society Treasurer and all the section leaders (or their nominated representative) of activities at the Colney Heath site, namely Ground Level Railway, Raised track, Marine, Garden Railway and Stationary Steam. The Committee has the right by majority vote to co-opt onto the Committee any Society member who it thinks necessary and who is willing to perform any specific duty that it has to discharge as a Committee.

The first consequence of this is that the "Loco Section" leader who traditionally has run the Committee at Colney Heath in all its previous guises will no longer be responsible for that task.

As we have a Ground Level Railway Section leader it perhaps naturally follows that the "Loco Section leader" now becomes the "Elevated Track Section leader" or some such other description that the membership supporting that section may decide.

This then leaves open as to what happens to the "Loco Section" meetings at HQ and the organisation thereof. One suggestion is that the two railway section leaders agree to split the meetings and the arrangements for their content between them throughout the year. There may be other alternatives, such as including the Garden Railway in the arrangements and describing the meetings as "Railway meetings".

The second consequence is that the currently known "Loco Section" leader no longer has to organise the Stewarding Rota as this becomes a Tyttenhanger Committee responsibility.

Thus the responsibilities of the new "Elevated Track" Section Leader are reduced from those of the current Loco Section leader, perhaps making it a more attractive proposition to volunteers to take on that role should the need arise.

The responsibilities of the GLR Section leader and the Garden Railway Section leader increase a little resulting from the sharing of the HQ meeting arrangements if the above suggestion is adopted.

The new Tyttenhanger Committee will need to share out amongst its members (co-opted or otherwise) various tasks associated with running the site, e.g. stewarding organisation, running the coach etc. to name the two main obvious ones and it is in the hands of its Chairman to guide and encourage participation in such activity.

As the Chairman is also a Council Member it follows that the link between Council and its Tyttenhanger Committee is more firmly established and reporting and communication should be enhanced. Likewise any decision making process involving major projects should be better coordinated between the two bodies. The Chairman's task is to manage the Committee, establish the mechanisms by which the Committee will manage its affairs, especially in respect of projects undertaken at the site, encourage committee members to distribute the various tasks required to manage the site and assets amongst themselves (and him) and to oversee that they are ably undertaken.

The Society Treasurer will also be a member of the Tyttenhanger Committee in order that the finances involved in running the site are managed with good governance. The Tyttenhanger Committee has control over the funds raised from events occurring at the site and the way it distributes these funds is in general related to the sections contributing to the fund raising event. It is not intended to place any financial ceiling on what can and cannot be decided by the Tyttenhanger Committee as the society projects as a whole are self funded by members' donations towards a specific project and section fund raising events. Some projects have significant financial requirements and it is the practice for Council to approve a loan from central funds to facilitate the project proceeding. Such occurrences would transpire from recommendations from the Tyttenhanger Committee. On rare occasions Council may chose to donate from central funds towards a project. The funds available to the Tyttenhanger Committee from time to time therefore act as a self regulating control on expenditure.

It is important to bear in mind that we all enjoy the Society as a hobby and that it is not a business. We have to tread a path that allows for some structure in the Society so that members know how it is run yet does not prevent us from enjoying the participation of enhancing our Society assets in the Sections. It is hoped that the above provides suitable answers to queries raised so far. Should there be other questions do not hesitate to contact the Secretary who will attempt to provide appropriate answers.

Alan Marshall (Secretary)

MIKE'S MUSINGS.

May I take this opportunity to wish you all the very best for the forthcoming year and may all your modelling aspirations be achieved.

Talking about the New Year, I spent mine with some friends in Brussels (no not the sprout, the city) We travelled by Eurostar which was a first for me, I must admit that for short European trips it beats flying hands down, door to door times are shorter and its more comfortable. However, I have to admit that whilst standing in the buffet car and running parallel to a motorway at over twice the speed of the cars then this does tend to give you a strange feeling.

Although Eurostar was a first for me I have been through the tunnel sitting in a car, which is also a bit strange. One can not fail to be in total admiration of the engineering technology involved in such a project such as Euro Tunnel. OK they did have some problems over the run up to Christmas and as I write these notes they are still ongoing. If one of the problems is the ingress of powder snow then I can empathise with the Eurostar engineers.

Before retiring I spent 15 very pleasurable years as Engineering Support Manager at Cockfosters LUL Depot. One day in the early ninety's it started to snow heavily. At about 4 o'clock in the afternoon when most of the day shift had departed I decided to have one of my walk rounds to check that all was OK. On entering the exam shed (which can accommodate about a dozen trains for work that does not entail lifting) I was staggered at the site that greeted me. Although the shed had all of its shutters down in the closed position the snow was getting in. Small drifts had accumulated on the roofs of the trains but what was of concern to me was that there was a dense wet fog in the shed, much like the fogs of yesteryear. The fog was in fact tiny particles of snow which can and will infiltrate the smallest of gaps and as we all know electrical circuits have a tendency to short circuit when wet. My immediate action was to turn off the overhead power supplies before a flash-over could occur which might have set fire to the wooden roof structure.

Sometimes even the ingenuity of man does not always overcome nature at the first attempt but I bet the engineers will solve the problem and it won't happen again. Engineers are clever people but they are human like the rest of us and do not provide for every eventuality. It's a sad fact that the press always seems ready to knock them but very rarely praises them. One fact all the knockers should bear in mind is that if it were not for engineers we would have nothing, not even a pencil to write their copy! Unfortunately the Eurostar folk did not have this luxury.

This month I have included the provisional stewards rota, unfortunately at this stage I have not been able to fill in all the tea stewards, however I'm confident that the empty spaces will be filled by next month. Obviously some of you may not be able to make the date allocated, please let me know if this

is the case and I will endeavour to accommodate your chosen date. There may also be some members who are unable to attend for health reasons; age or location once again please let me know.

Forthcoming Loco Section Meetings.

Friday February 19th: -

Tonight I am very pleased to introduce you all to Russell Newland who will be giving us a presentation entitled 'The BR Standard and the Hengist Project'. This sounds like a very interesting evening, so lets have a bumper turn out, feel free to bring along friends who may be interested in this project.

Friday March 19th: -

Tonight it gives me great pleasure to introduce you Dave Cockle who will be giving us an illustrated talk entitled "Thirty eight years on the Railways in North London & Herts".

Friday April 16th: -

Work in progress from the winter workshop.

Friday May 7th : -

Please note the change of date for this month's meeting. This is due to the AGM which is scheduled for the 21st. Subject to be announced.

Mike Ruffell.

Loco Section Leader

Tony Dunbar

Following his back operation, he continues to make progress although this is a lot slower than both he and I would wish for. Today (12th January) he was transferred back to the QE2 at Welwyn Garden City where he will continue to have physio. He is going to be assessed by a rehabilitation unit (The Danesbury Unit attached to the Queen Victoria Memorial Hospital, Welwyn) and, hopefully, will be transferred there. There is one person in front of him waiting rehab so, hopefully, the wait won't be too long.

Visiting times at the QE2 are 2 til 4 and then 6:30 til 8 - Knebworth Ward. He is in the second bay. Visitors would be very welcome - I think he's fed up with 'girl-talk' but if you could try to avoid the evening visiting hours then I can continue to do some exercises with him which he might not want to do if he has other visitors. Obviously though, if this is the only time you can visit then that's fine.

Margo

Track Stewards Rota 2010

Date	Senior Steward	Track Steward	Track Steward	Track Steward
04-Apr	Brian Apthorpe	David Jones	Robert Johns	Peter Brown
11-Apr	Richard Castle	Maurice Cummins	Graham Price	Jack Edwards
18-Apr	Graham Ainge	Robert Hatton	John Johnston	Nicholas Bone
25-Apr	Roy Hall	Reg Piper	Mark Braley	Nicholas Gear
02-May	Lawrence Steers	Peter Prior	John Sandwell	Michael Dear
09-May	Alan Marshall	Roger Brown	Nigel Griffiths	Michael Smith
16-May	Derrick Franklin	Victor Burgess	Paul Godwin	Keith Bartrop
23-May	Jim Robson	Derek Smith	John Riches	Peter Fraser
30-May	Keith Hughs	John L Morgan	Naughton Morgan	Geoffrey Mogg
06-Jun	Mike Avery	Geoffrey Burton	Johnathan Avery	Nick Rudoe
13-Jun	Roy Chapman	Mike Hodgson	Peter Badger	Anthony Mason
20-Jun	Ian Clift	Peter Lancaster	John West	Steve Coffill
27-Jun	Owen Chapman	Keith Bartlam	Gerald Moore	David Metcalf
04-Jul	Mike Chrisp	Chris Dean	Alex Chapman	David Foster
11-Jul	Mike Ruffell	Brian Baker	Richard Hall	Guy Ellerby
18-Jul	David Broom	Peter Precious	Mike Franklin	Adrian Newson
25-Jul	Donal Corcoran	Mervyn Smith	Richard Deal	R Thompson
01-Aug	Tony Dunbar	Colin Thompson	Dave Chisnall	Malcolm Barnes
08-Aug	Brendan Corcoran	Peter Gooch	Michael Gibbs	Peter Badcock
15-Aug	Jim MacDonald	Peter Sheen	David Marsden	Peter Brewster
22-Aug	Mike Foreman	Dave Green	John Firth	Martin Ginger
29-Aug	Kieran Corcoran	Roger Bell	Paul Lacey	Barrie Davies
05-Sep	Dick Payne	Gavin Lang	John Mills	Richard Hesketh
12-Sep	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
19-Sep	David Harris	Peter Fox	Mathew Stallard	Rosemary Turner
26-Sep	Terry Baxter	Peter Weeks	Ian Buswell	Roger Clarke
03-Oct	Edward Kitchener	Peter Funk	Bill Bass	Tim Watson
10-Oct	Derek Eldridge	Dave Laurance	Roy Mears	John Cattle
17-Oct	Peter MacDonald	Les Brooks	Robert Ambler	David West
24-Oct	Tony Guerrier	Les Brimson	Robbie Brimson	Roy E Tyler
31-Oct	Peter Davies	Chris Stewart	Brian Lees	Daryl J Lapham

For Sale

Metal off cuts for sale. Sold as seen, no cutting. Aluminium, Brass, Copper, Mild Steel, Stainless Steel. Every Saturday Morning 09:00 to 13:00.

Aluminium £7.50 per kg, Brass £5.00 per kg, Copper (sheet only) £8.00 per kg, Mild Steel £1.50 per kg, Stainless Steel £3.50 per kg, some silver steel and from time to time machine tooling.

Callers only. See Colin West . Details with the webmaster

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
04-Apr	Derek Perham	Alan Crttenden	Mrs Apthorpe	
11-Apr	Ron Price	Rai Fenton	Mrs Betty Fenton	
18-Apr	Frank Hills	Ashton Miles		
25-Apr	Patrick O'Donnell	Steve Jones		
02-May	Robert James	Trevor Smith		
09-May	Graham Gardner	Leslie Dobbs	Mrs Marshall	Mrs Griffiths
16-May	Nicholas Griffin	David Brand	Frank Inman	
23-May	Richard Cross	Paul Godin		
30-May	Dave Rose	Steven Francis	John Morgan (M)	Mrs J Morgan
06-Jun	Dave Snellgrove	Steven Don	George Case	
13-Jun	John Beesley	Andrew Burbury	Mrs Badger	
20-Jun	Gregory Metcalf	Mike Randall	Mrs Clift	
27-Jun	Jeffrey Bolton	Matthew Stallard	Rachel Chapman	
04-Jul	Rob Brook	David Lapham		
11-Jul	Norman Back			
18-Jul	David Morgan	Ian Johnston	Val Johnston	
25-Jul	David Burman			
01-Aug	Bryn Morgan			
08-Aug	Michael Woolsey		Mrs P Corcoran	
15-Aug	Doug Smith		Mrs MacDonald	
22-Aug	Adam Gorski		Ron Thorogood	Mrs Thorogood
29-Aug	Peter Stern			
05-Sep	Paul Bexfield			
12-Sep	Tim Clementson			
19-Sep	Mike Dwyer		Mrs Harris	
26-Sep	David Dunlop		Mrs Baxter	Jenny Baxter
03-Oct	R Lidzey			
10-Oct	Peter Smith			
17-Oct	Robin Barfoot			
24-Oct	Susie Frith			
31-Oct	Thomas Betteridge			

For Sale Free

Complete set of Plans for *Caribou*. By Martin Evans.

Why not bugger up your winter completely by taking the plans for Caribou off my hands. The plans are in virginal condition and are ready willing and able to help you convert your workshop into a frustrated hell.

If you are interested then I can bring them to the track on a Sunday or to Headquarters for your delectation. Contact webmaster.

GARDEN RAIL

(all photos by Dave Metcalf)

Here we are with another little offering from the 'GR section'. It seems strange that we are in 2010, another decade is upon us. Although as I write this there is still plenty of snow on the ground, in early December we did have some very nice days running, clear sunny blue skies, but very cold, this does have a bonus side as it has the effect of showing off the steam from our loco's really nicely.

It gave me a chance to take some photo's off Norman Back's new G.C.R. Robinson 4-4-2 Atlantic class locomotive "Jersey Lily". Norman has scratch built the model from plans by Paul Forsyth, doing all the turning, soldering & fabricating work, it is at present in brass. Norman tells me he will be painting her into Great Central colours in the near future.

The workmanship Norman has displayed in the construction of the model is of the highest order, as you can see the model locomotive looks really superb, and with a performance as good to match. As with most of our models she is 'meths' fired and raises steam fairly quickly. She is powerful and holds to the regulator well, water consumption through the axle pump is



G.C.R. 4-4-2 'JERSEY LILY' steamed and running with load on

moderate and she will produce an excess of steam if allowed. For a brand new model performance is excellent, my own experience tells me she will give 20 to 40 years good service with routine and regular maintenance.

Norman's 'Atlantic' is a good companion to my G.C.R. J.G.ROBINSON class 8C as the photo shows (note that both have the same tender). The 8C was originally built by Beyer Peacock as engine No. 195. Entering service in December 1903 (sole class sister entered service in Jan 1904). Both were superheated in 1926. Although classed 8C by the Great Central, LNER classed them B1, then B18 so as not to confuse them with the new B1 LNER two cylinder Thompson 4-6-0's.

They had 6'7" driving wheels for comparison to the two GCR ROBINSON Atlantics No. 192 & 194 with 6'9" drivers, also built by Beyer Peacock using the same boiler. In the event the Atlantic designs were preferred so 195 & 196 were the sole examples of their class. Neither were ever named and both were withdrawn in Dec 1947 just missing being BR engines. They would have become 61479 & 61480 respectively.

My 8C was in fact also built to a Paul Forsyth design, in fact built by Paul Forsyth himself in 1992. I bought her from her original owner 6 years ago and since then have steamed her at least twice a month. She has only ever let me down once when the seal on the axle pump blew.



G.C.R. 4-4-2 'JERSEY LILY' cooling after a good run

With the weather conditions we have had at the track, (snow before and after Christmas) the last meeting before Christmas we had our annual "office party", a good 'fry-up' with all the trimmings, cakes, mince pies, a little drop of red wine etc., we all enjoyed it. We have had no running since Christmas, owing to the amount of standing snow, although we have a net 'debris' cover over the track the thickness of frozen snow on top of the cover has precluded us removing it.

Now to the new track, again the weather has been against us. We cannot be concreting post into the ground with the conditions as they are. This has though given us the opportunity to sit and discuss exact track layout plans. We are all beginning to feel that we should have at least a twin track up and running by (hopefully) late next summer. The rest we can do at a more leisurely pace.

We would also like to give many thanks to Vic Burgess for his generous donation of 10yds of straight track and 3 sets of points. They are into storage for the new track!

Lastly, but perhaps most importantly, we would all like to pass on our very best wishes to our friend and fellow member Patrick O'Donnell. We look forward to seeing you back running your 'City of Truro' with us in the near future. You are in our thoughts at this time.

David Metcalf.



G.C.R. 4-4-2 'JERSEY LILY' with G.C.R. 4-6-0 Class 8C

Catering Arrangement at Tyttenhanger

The time of year is upon us that we need to start getting names down for the coach catering on Sunday afternoons, as you are all aware the 'GR' section has taken on the job of organising the supplies and stewarding. We do know though that many people who have in the past done the Sunday afternoons are still very keen to do so, we of course will be pleased for their help. Can I ask you to contact either myself, Geoff Mogg or Mike Ruffell.

Doing the catering on Sunday afternoon's can be real good fun, I know most people we talk to at the end of the afternoon have a slightly battered look about them but have enjoyed themselves.

We unlocked the coach a couple of Wednesdays before Christmas and found that the contents of the waste bin had been pulled out, ripped up and spread all over the kitchen floor, this is a sure sign that mice have been busy! We need to ensure that nothing is available for them to get at and feed on.

To this end we now have put the bagged reserve supplies of sugar into the fridge freezer (vermin proof). If you need to open a bag can you please decant the rest into one of the large empty coffee jars on the side, place some in the small sugar bowl and keep it covered with a saucer to deter the vermin.

We have also put a biscuit tin on the side, can we please keep all biscuits in this sealed tin and not spread about all over the place in half opened packets as at present. We are pretty certain that, if the door is kept securely shut & dogged, the large green cupboard is vermin proof.

Please remember to take all food scraps home with you or leave crumbs, crusts, broken biscuits etc out where the resident robin's can clear them up. Also if you can please ensure that the lids are securely placed on the outside bins so the foxes cannot get into them.

Many thanks again to all who are using the coach during the winter for remembering to pay for what small supplies they use from the fridge.

David Metcalf.

GENERAL MEETINGS 2010 – FORTHCOMING PROGRAMME

Unless otherwise stated, General Meetings are held 8–10pm at our Legion Way Headquarters in North Finchley. Thanks to Peter Davies (a man with a persuasive manner) we usually have a raffle (donations of suitable prizes appreciated), and thanks to Ron Thorogood (maestro of kettle and teapot), we usually have refreshments around 9pm. All profits from meetings go directly to club funds. All members are welcome at any of our General Meetings and we are always happy to see members' friends and family, too. We like to see a good attendance to support our speakers and look forward to your company.

Suggestions (and volunteers) for suitable General Meetings topics are always welcome.

5 FEBRUARY 2010 EXTRAORDINARY GENERAL MEETING

An evening set aside to discuss proposed amendments to the Society's Constitution.
See *The News Sheet* No. 707: October 2009 pp17-19 and elsewhere in this issue.

5 MARCH 2010 MEMBERS' WORKSHOPS

Owing to the cancellation (for which we apologise) of the meeting scheduled for 8 January 2010 due to bad weather, our Daring Duo (Mike and Dave) have agreed to try again to reveal what they have discovered in some more of our home workshops.

2 APRIL 2010 – SHARPENING LATHE TOOLS THAT REALLY CUT!

Avoid problems with accuracy and surface finish by making sure that tools used are properly ground.

7 MAY 2010 – LOCOMOTIVE SECTION MEETING

To permit the Society's Annual General Meeting to be held on 21 May, thereby avoiding a clash with the popular Harrogate Exhibition (8-10 May 2010), Mike Ruffell has kindly agreed to move the Locomotive Section meeting forward for this month only.

21 MAY 2010 – ANNUAL GENERAL MEETING

All members with an interest in Society affairs and their management are urged to attend this meeting.

CE Marking of Boilers

There has been much discussion amongst model engineers upon the subject of CE marking of boilers (indeed it may have a much longer life!) but as a result of the various discussions, the Southern Federation put a number of questions to the Department for Business Innovation & skills and their answers together with the questions asked are contained in a letter which is published in full below.



SOUTHERN FEDERATION of MODEL ENGINEERING SOCIETIES

INFORMATION SHEET No. 12

DATE: DECEMBER 2009

**SUBJECT: PRESSURE EQUIPMENT REGULATIONS AND
MINIATURE STEAM BOILERS**

There has been some misunderstanding regarding the Regulations in respect of CE marking of miniature steam boilers which has raised a number of questions from members of the Southern Federation. The Southern Federation has therefore been in touch with Andrew Lunnon of the Department for Business Innovation & Skills (BIS) and put to him the queries that have been raised. He has replied to these queries in the form of a letter based on questions and answers which we have published over leaf. The response by the BIS has been approved by the Health and Safety Executive (HSE) as the enforcing authority. Andrew Lunnon has given his permission to publish this formal documentation in full and we feel that it is the best way of advising you of the current situation.

Thanks go to members of the Department for Business Innovation and Skills and the Health and Safety Executive for their kind assistance in this matter

If there are any other queries regarding this subject please contact the Southern Federation Boiler/Safety Officer Wally Pearson. E-mail: wallycpearson@aol.com

BIS Ref: 01.07.06/855P

Mr W Pearson,
Safety Officer,
Southern Federation of Model Engineering
Societies
8 Pamela Avenue,
Paulsgrove,
Portsmouth,
Hants.
PO6 4QX

28 September 2009

Dear Mr. Pearson,

Pressure Equipment Regulations and miniature steam boilers

Thank you for your letter of 15 September, in which you asked a number of questions related to the Pressure Equipment Regulations 1999 (as amended) and miniature steam boilers.

First of all, it is important to establish that all commercially built boilers should comply with the Regulations. As you have said in your letter, any manufacturer that does not comply runs the risk of prosecution and incurring the penalties set out in the Regulations. However, as you are aware, there is an exclusion provided for by the Pressure Equipment (Amendment) Regulations 2002. The effect of the amendment is that that an item of pressure equipment, such as a boiler, that is sold or given to another person (i.e. in the eyes of the Regulations, "placed on the market") after having been used other than in the course of business (including in a third country) since its manufacture, shall not be subject to the requirements of the Pressure Equipment Regulations 1999. This amendment is intended to apply to home-built equipment for non-business use only and commercially built equipment would have to comply with the Regulations.

To address your questions in the order they were asked, I have copied them below and added our responses in bold text:

1. Can the PER (Amendment) Regulations be applied to a boiler manufactured to the requirements of the Directive 97/23/EC? **The boiler can be covered by the 2002 Amendment, provided it meets all of the criteria (i.e. it has only been used privately since its manufacture etc).**

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2. Does a boiler that has been manufactured by a person (not the owner) free of charge where the boiler material only was supplied to the manufacturer by the owner have to be CE compliant? **From a safety point of view, it might be easier to think of this type of question not as one of "supply" or "placing on the market", but of "responsible person". It is preferable that welding is carried out by someone who has the appropriate qualifications, even if they are not charging for the work. Although the Regulations define the "responsible person" as the manufacturer or his representatives within the European Community (e.g. an importer), even in the case of a boiler built on a non-commercial basis, there will be somebody with whom the responsibility will rest in the event of a boiler failure. A judge may rule that the person who carried out the welding is responsible, rather than the builder of the locomotive.**
3. If the above definition is accepted and the Regulations do not apply can all manufacturers charge only for materials and avoid CE marking? **The 2002 Amendment to the Pressure Equipment Regulations is intended to apply only to privately built boilers that have been used other than in the course of business since their construction.**
4. Does a boiler that was manufactured prior to the date of 30th May 2002 and put on the market but not sold until late 2003 have to be CE marked? **All equipment placed on the market after 29 November 1999 should carry a CE mark if required, unless it falls into the scope of the 2002 Amendment to the Pressure Equipment Regulations.**
5. At some point the status of the model engineer building a boiler for his/her own use and not having to comply with PER will change to having to comply depending on the level of assistance from a person who is not the owner. Under the following conditions, at what point does the manufacture of the boiler have to comply with the Regulations? **See response to question 2.**
 - A person building a boiler in his own home is assisted by a friend who simply helps.
 - A person building a boiler in his own home is assisted by a friend who takes an active part in the manufacture of the boiler, for example carries out some of the welding operations.
 - A person building a boiler at home but is unable to complete the manufacture and passes it on to a friend to for completion.
 - A person building a boiler at home but is unable to complete the manufacture and passes it on to a professional person for completion. Any of the above, is there any difference if the assistance is carried out free of charge or if a payment in cash or kind is made?
6. With reference to the Pressure Equipment (Amendment) Regulations 2002 contact was made with your Department for additional clarification in July 2008. A response

was given at that time by Mike Dodds, Assistant Director stating that there is an exemption from PER for privately built boilers and that a *steam powered model that has been in private use otherwise than in the course of business at all times since being built does not need to comply with PER, no matter how many times it is sold on*. Will you please confirm that this statement is still valid? **This statement is still valid.**

7. Does a boiler that is imported personally by the owner directly that has been manufactured by a private person in a foreign country not in the EU (e.g. America, Japan) have to be CE marked? **If the boiler has been used privately since manufacture, it can be covered by the 2002 Amendment.**
8. Does a boiler that is imported personally by the owner directly that has been manufactured by a commercial company in a foreign country not in the EU have to be CE marked? **Yes.**
9. Does a boiler that is manufactured in a foreign country not in the EU but purchased from a supplier in the EU have to be CE marked? **Yes.**
10. A boiler that has been manufactured in a foreign country, including those in the EU, will have been manufactured to meet the design standards in the country of origin. Will those design standards be acceptable to operate the boiler in this country? **Often the standards are not directly comparable, although in some cases, they are close to EU standards – a notified body should be able to advise.**

I hope that the responses above help with the questions. I think many of them fall into "grey areas" and so it is not easy to provide a definitive answer.

If you have further questions or if you would like to discuss this further, please let me know.

Yours sincerely,



Andrew Lunn

Senior Directive Negotiator (Pressure Equipment and ATEX)

G.L.R. News

Happy New year everybody,

And well-done to all the 7¼ G.L.R nuts who have ventured out and made their way up to the track. It seems as though so much progress has been accomplished since the start of winter working parties, no thanks to the Weather Gods who seem to be throwing their worst at us, first torrential rain, then snow, and now frozen ground, but still enthusiastically the crew have managed to dig out the new base for the station and platform areas.

(Bryan Baker has found a new way of detecting mains water pipes with a pick axe quite effective really!! Just wish I had a camera handy)

With Type One laid and tamped in the hole, a small group of diehards were even up there on Saturday 2nd January putting in the shuttering for the concrete edging; it never rose above freezing all day. Well done lads.

If anyone interested looks at the shuttering runs, these outline the platform areas and the middle of these will eventually be filled with brick sets, of which some have been donated by Nigel Griffiths and some by Chris Vousden. Chris also kindly gave us a large pile of hard core (not porn). The crew picked this up during their lunch break they told me (such dedication) and couldn't understand why Mrs Vousden was so pleased to be rid of the huge mound of rubble. Apparently it had only been in the back garden for a year? Anyway with the brick sets we already have, plus the latest batch, we almost have enough for both platforms, so if you have some left over from your new drive and you don't want them we will be pleased to come and get them, in our lunch break of course!

As soon as the weather breaks we shall start building some new track panels for the station. I will be helping Peter Brewster to weld up the 3 sets of points for the new layout some time soon, so it's all going to come together all at once.

This is the fifth winter we have been building the G.L.R. and by far the wettest and coldest yet. It never ceases to fill me with delight to see Robin Red Breast join in with us looking for a tasty morsel, or seeing the flock of Partridges running for cover across the new land having been disturbed by someone dumping a wagon load of soil; on the bottom bend. How the animals survive this extreme weather is beyond me.

See you when its warmer. As ever in the muck

P. Funk

G.L.R. Section Leader

COUNCIL MEETING 11TH JAN 2009

A new projection screen has been donated by John Riches for HQ.

Up at the track in the coach a new sink and microwave oven have been installed in the crew room ("bothy"). Another large microwave oven will also be installed and one of the existing microwave ovens will be removed. These facilities will obviate the need to access the kitchen area which can be locked. The air conditioning unit is to be removed.

The Vice Chairman has received a letter from Mr Philip Bellamy (Switzerland) offering a portable 3½/5 inch gauge track consisting of 60 x 1.5 metre lengths raised some 30cms off ground. He is prepared to donate this and the Vice Chairman has replied stating that he is interested. The Vice Chairman stated that NLSME would give a donation from NLSME funds for the track.

Also on offer, but for reasonable sums, are some 3½ inch gauge locos, namely a Rob Roy, Firefly, Juliet and a King, and some Britannia castings. A 5 inch gauge Britannia is also on offer. Philip Bellamy will be at Ally Pally at the Model Engineering Exhibition to discuss matters further (especially the locos).



An estimate has been received from Peter Brewster for the repair of the disc brakes on the passenger cars. This assumes the use of the existing wheels and bearings. The Chairman suggested a 50/50 funding from Central and TSC funds.

Tony at the Royal Free
11th Jan 2010

Photo Margo

📖 Dates for your Diary 📖

W'end 22-24 Jan	London Model Engineering Exhibition at Alexandra Palace Ian Johnston is organising this.
Friday 29 Jan	8:00pm Workshop Evening;HQ, Legion Way, Nth Finchley
Friday 5 Feb	8:00pm General Meeting Extraordinary General Meeting to discuss the society Constitution ;HQ, Legion Way, Nth Finchley
Monday 8 Feb	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 12 Feb	8.00pm Inaugural Marine section meeting at HQ Legion Way, North Finchley
Friday 19 Feb	8.00pm Loco Section, Russell Newland will give a presentation entitled 'The BR Standard and the Hengist Project'; HQ, Legion Way, North Finchley
Monday 22 Feb	8.00pm Tyttenhanger Site Committee meeting; St Mark's Church Centre, Colney Heath
Monday 22 Feb	<i>Deadline for copy to Editor for March News Sheet</i>
Friday 26 Feb	8:00pm Workshop Evening;HQ, Legion Way, Nth Finchley
Friday 5 Mar	8:00pm General Meeting video of Member's Workshops ;HQ, Legion Way, Nth Finchley
Monday 8 Mar	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 12 Mar	8.00pm Marine section meeting at HQ Legion Way, North Finchley
Friday 19 Mar	8.00pm Loco Section, Dave Cockle will give a presentation entitled Thirty eight years on the Railways in North London & Herts; HQ, Legion Way, North Finchley
Monday 22 Mar	8.00pm Tyttenhanger Site Committee meeting; St Mark's Church Centre, Colney Heath
Monday 22 Mar	<i>Deadline for copy to Editor for April News Sheet</i>
Friday 26 Mar	8:00pm Workshop Evening;HQ, Legion Way, Nth Finchley
Friday 2 Apr	8:00pm General Meeting Sharpening Lathe Tools that Really cut; HQ, Legion Way, Nth Finchley
Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.

