

## BOILER RECORD

**FOR SIMPLE "SMALL BOILERS" COMMERCIALY MANUFACTURED BY A KNOWN MAKER, WHICH DO NOT HAVE WORKING COMPONENTS OTHER THAN A SAFETY VALVE.**

LOCOMOTIVE DETAILS	
<b>MANUFACTURER</b>	
<b>MODEL NO.</b>	
<b>PAINT/LIVERY</b>	
<b>IDENTIFYING MARKS</b>	
<b>DATE OF MANUFACTURE</b>	
<b>OWNER</b>	

BOILER DETAILS	
<b>VOLUME IN LITRES</b>	
	It is best to measure the volume of the boiler in millilitres with a syringe. This measurement is taken to fill the boiler completely. Otherwise the volume can be calculated by external measurement using the formula $\pi \times r \times r \times l$ . $\pi$ is 22/7, r is boiler radius and l is the length of the boiler. Note BL locos have a lubricator at the front of the boiler.
<b>SAFETY VALVE SET POINT - BAR</b>	This is the manufacturers' advertised setting. Typically for Mamod & Bing = 1.0 bar, Bassett-Lowke = 1.3 Bar, Bowman = 1.5 – 2.0 Bar. No valve should be set above 2.0 bar and most should be around 1 Bar.
<b>BAR LITRE MEASURE</b>	
	This is the boiler volume in litres (or part thereof) multiplied by the safety valve Bar measurement. The result is the bar litre measurement. No engine may be above 3.0 Bar litres to qualify as a small boiler.

**DECLARATION AS FAR AS I KNOW, THE BOILER ON THIS LOCOMOTIVE IS AS ORIGINALLY MANUFACTURED AND HAS NOT BEEN ALTERED. IN ADDITION THE BOILER AND ASSOCIATED PIPEWORK IS UNDAMAGED AND HAS RUN WITHOUT LEAKAGE ON THE PREVIOUS OCCASION IT WAS STEAMED.**

**OWNER'S SIGNATURE**

**THIS FORM MUST BE COMPLETED BEFORE YOUR SAFETY VALVE IS CHECKED.**