



Model Engineering Association of New Zealand Incorporated.

President -
Colin Burleigh, REA
Tech Member IPENZ
<burleigh@paradise.net.nz>
(04)297-2213

Secretary -
Peter Anderson, BE
<pjand@clear.net.nz>
(04)232-4533
Website www.meanz.org/

Secretary, 10 Spicer Place, Tawa, Wellington 5028.

MEANZ Update April 2008

Copy for Secretary
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This mailing has been delayed in the hope of having more to report about the latest meeting with the Department of Labour. It has taken us another step ahead but there is still no definitive statement on our status. See further comments under Safety Management,

AGM Minutes

The Minutes of our meeting held at the time of the Manukau convention are enclosed with this Update. Those who were present should check that they are accurate to their requirements and advise if any changes are necessary. By the time of the next meeting it will be too late for our memories to cope.

Safety Management - Progress on Audit Scheme.

The minutes and President's Report contain comments on the present state. The follow up meeting with Work Place Safety (WPS was old OSH) has just been held, on 31 March.

This meeting was with the Technical Support Manager, Richard Steel, and he was brought up to speed with our overall situation, and progress in the auditing. He appreciates the long term problems and is looking at our standing, and how it will relate to the Amusement Device Regulations. He is hopeful of some progress within one month.

Audits have been completed for over one third of our membership so far. Those completed in alpha order are: Canterbury, Gore, Havelock, Kapiti, Manukau, New Plymouth, Otago, Palmerston North, South Canterbury, and Thames. There is one other in the pipeline at the moment that I am aware of.

Generally good things have come out of the audits, as they are designed to be helpful and to promote awareness of safety issues, and the need for ongoing procedures to identify problems.

If your Society would be prepared to have an audit please put in a request direct to a Lead Auditor or through the Secretary.

The last Update of October 07 had the complete list of the Auditors and contact details. To this list must be added - Accredited auditor

Brian McCammon (Otago), brianmcc@southnet.co.nz, 03-488-3828

Audit Check List

In line with the request made at Manukau, a compressed form of the check list (MAP-6F-2) at present being used is attached. Items included in it all come from the four base documents we have agreed to as our safety management system. Other items from those documents could be commented on in the audit if appropriate, and the scope of the audit should not be limited by the Check List.

Pressure gauge verification.

Chris Morton has kindly offered his services, with the aid of a deadweight pressure gauge tester, to calibrate test gauges for our clubs. Check with him on conditions and carriage if you are interested.

Mr C E Morton, 92a Sherwill St, West Feilding. 06-323-8001

Incident Report

One of our clubs has been faced with the tipping of a passenger wagon that turned into a full blown investigation. It was apparently a simple case of the vehicle tipping to the outside of the curve on about a 45 degree angle bringing the train to a stand. The passengers were contained in the wagon which had higher sides than usual. Apart from some shock the woman involved claimed some injury, possibly to her arm, and club officials offered to take her to the medical centre. All help was refused and no further details could be obtained. Investigation of the event was undertaken and detailed in an incident report for the club records, including the OSH accident report from the back of our Guidelines. Inspection and assessment of the vehicle and track parameters were carried out. Some small discrepancies were found but there had not been any other problems on the section or with the particular vehicle so passenger movement could well have been a factor. Speed was claimed to be normal but could have been a factor also. It transpired that she did seek medical help, and she reported the incident to WPS who arranged for one of their inspectors to investigate.

During the visit from the WPS inspector they were able to show the records of the incident and the action taken, and checks carried out including an independent engineering report on the passenger vehicle involved. All first aid and information for access to medical treatment was on hand, though in this case the injured person refused help along these lines. The Inspector was happy with the safety of the operation. An audit had been carried out not long before this incident.

The moral of the story is to record incidents, investigate causes, and take action on problems that may have been uncovered. As ever, make sure that speeds are reasonable and within the limits your club specifies. As they say - 'the lower the speed the less the mess', though none of us will be advocating zero speed.

AALS Convention - Cobden

We had representation in Australia with Colin Burleigh and Dave and Lynne Giles attending the event. Official meetings of the Association, Boiler, and Safety Committees took place over the time and our reps were able to contribute as well as gain from the Aus. Experience. This was apart from the convention fun of socialising and playing trains.

It is worth noting, to give some scale to the organisation, that the AALS represents 84 Australian clubs now, and 340 people were registered for the convention along with 112 locos.

The Convention next year, 2009, will be at Castledare, Western Australia, and the 2010 one is set for Wamer, Queensland.

Peter Anderson,

Sec/Treas.

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