



# Model Engineering Association of New Zealand Incorporated.

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## MEANZ Update April 2010

Copy for Secretary.

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### Nelson's Steam & Cinders Convention

The Nelson Society of Modellers Inc are to be congratulated on the running of an excellent convention and the huge effort they put into it for the model engineers and live steamers of New Zealand and beyond. We take our hats off to them, and look forward to our next visit to that great spot. Over the years they have built up some great facilities in a lovely setting and are an established part of the community. Running an event like this can only enhance this relationship. Thanks to the Nelson Society of Modellers.

### MEANZ Biennial GM

The MEANZ General Meeting and the Auditors meetings were held as scheduled and the minutes of the MEANZ meeting are attached to this Update.

Should there be any essential amendments required please forward them to the Secretary as soon as possible.

### Auditors' Meeting

A dedicated band of auditors met on Friday 8 Jan to discuss the progress and problems of the Audit system. The notable comment was that no club was found to be operating in an unsafe manner. At the same time most operations had some things that could be improved to reduce the risk to members and visitors. Clubs need to follow up on these items.

As a result of discussion the check list is to have some wording amended to clarify problem areas and once this is completed a second round of audits will be commenced in order to consolidate experience and establish the level of improvement in the general safety standard.

### Safety Issues.

Here are some topics raised by incidents over the past year that should be addressed

by all clubs to see if some improvements need to be made. *Can you do something to reduce the risk on your track or operation?*

**Inter trolley connections** - - New Plymouth are going ahead with fitting protection covers between their raised track trollies to prevent hands or feet getting near the rail or track structure through the gap. Robbie Galvin had a sample 'concertina' type at the recent Palmerston North open day that looked very professional.

Auckland SME has fitted a tarp material cover between their club trollies to give this protection.

### Rear end collisions or hitting

**obstructions** is still a cause for concern and drivers need to be constantly vigilant and ready to stop in the distance they can see ahead. It is one thing to know where the train ahead of you is, and another to stop short of a foreign object on the track. This means that on parts of the track we need to travel at much less than the nominal speed limit. Some clubs test their drivers by placing a 'Stop' sign in an unexpected spot.

**Changing of points under a train** - Some protection needs to be instituted to minimise the possibility of points being moved in front of, or under a train, where the driver expects them to remain as set. It can be serious enough on ground level track but can be worse for a raised track section that moves under a train.

**Live loads can derail trollies** - Warnings are generally given to passengers to refrain from reaching out to plants or lineside structures, or not to video while travelling. "Keep good balance and ride it like a bike" can help some people but the impulsive attempt of a passenger on a raised track

trolley to make a splash in the waterway the train was passing over did tip a trolley. Fortunately the only damage was to the passenger's ego. The locomotive ended up in a precarious position but was saved from a nose dive.

**Colin's Comment --  
MEANZ commitment to safety for the future of our hobby.**

For those people who were not at the very successful convention at Nelson it is important that all clubs realize that at last the Department of Labour are listening to our problems with the ADRs and have been directed by the Minister to sort out a new form of certification with MEANZ. This has resulted in a significant change of attitude by DoL staff who now accepted our MEANZ commitment to safety, supported by our Safety audit system. All but two clubs have had their first safety audit and several are already applying for their second audit after benefiting from the first. Clearly the MEANZ safety management system is supporting our negotiations with the Department which are at a critical stage at present.

We (all members of MEANZ associated Clubs) have placed responsibility on our Safety Auditors and the Lead Auditors in particular **to set good examples for the clubs they are working with.** It is totally unacceptable to denigrate individual club efforts to develop good safety management systems. Clubs are free to achieve safety outcomes at their club in the way they consider is best for their club and track circumstances. MEANZ provides guide lines and the desired safety outcome, but The Club makes the decisions. This does not mean that discussion on safety issues can not be entered into. All members of associated MEANZ clubs visiting other clubs need to realize that they operate at that host club under their safety management system and rules.

MEANZ executive is relying heavily on the Safety auditors and Lead Auditors to provide consistent assessment, and supportive suggestions to clubs, and at all times to be courteous, and set good examples through their own actions and contact with clubs. MEANZ has set standards in reference documents, and administration policy. If our actions are seen to be inconsistent with our stated commitment to safety, our hobby will not last the distance. If there is any concern Government Regulators will step in with an even heavier high cost system. We want to continue to enjoy our hobby and keep it

affordable for us, and the public, for the next 90 years.

**So be alert , be helpful, and be safe out there.**

Regards, *Colin Burleigh* President MEANZ

### **Meetings with Department of Labour.**

On Thursday 21 January Colin, John and Peter met with Rex Moir and Kathy Drysdale and further discussion took place over the problem areas of the Amusement Device Regulations in order to clarify wording prepared by Rex for a proposal he is required to have vetted by the Department's legal advisors. A further meeting between DoL and MEANZ Exec. was held on 25 March to further refine ideas around some of the comments made by the legal people. No dramatic progress, and another meeting is scheduled for 22 April.

As stated previously the DoL is not looking to make substantive changes to the ADRs, and will not be giving us an exemption from the ADRs. Some form of 'Guidelines' will define how specific areas of the ADR are applied to MEANZ operations. While our talks continue there is an understanding that no untoward pressure will be brought to bear on our members in relation to registration. In the case of an accident however, normal reporting and investigations would naturally take place on the part of both parties.

Should there be any such difficulty with your local DoL officers please advise one of the MEANZ Executive.

A Departmental timeline indicates that a Regulatory Change could come into effect about the end of this year.

### **Correction**

The September Update had a photo of a group of auditors at the Canterbury Halswell track and the caption had the names of Nigel Gibbs and Andrew Evans, both of Nelson, reversed. Sorry for this inaccuracy. It was not until your Secretary got to the convention that he was brought to heel, hence this late correction and apology.

*Peter Anderson,*

Sec/Treas.

MEANZ

7 April 2010

DoL - Department of Labour  
ADR - Amusement Device Regulations  
WPS - Work Place Services