



Model Engineering Association of New Zealand Incorporated.

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MEANZ Update

April 2012

Further negotiations with DoL.

A request was received from DoL for a meeting to discuss the Institution of Professional Engineers New Zealand (IPENZ) involvement with the registration process.

On the 29th March John Romanes, Peter Anderson and Richard Lockett meet with Richard Steel and Kathy Drysdale of DoL and Jeff Wastney of IPENZ. When asked about the status of the interpretation document Richard Steel replied that it was not yet finished and that the meeting was to progress the one remaining item emanating from our discussions from 2010, namely some form of quality control around our audit process.

IPENZ see themselves as still having a role in the certifying of ADR's under their charter and DoL see a role for them addressing the issue of the quality of our audits. IPENZ know that they have members who have some involvement in our hobby and the suggestion was made that these persons be utilized to perform some sort of overview function re our audits, namely the vetting of our auditors for suitability.

We (MEANZ) were comfortable in discussing this as it is to our benefit to ensure that the best possible people from within our ranks become safety auditors and that they do a good job.

All that we agreed to do at present is to identify participants within our member clubs who are also IPENZ members before we take this further.

I (Richard Lockett) would like to thank John and Peter for their continued support for MEANZ in our ongoing discussions with DoL. John had to leave Hastings at 4.30am to attend the one hour long 11am meeting before returning home the same day.

IPENZ Engineers

As part of finalizing the Interpretation document MEANZ need to identify whether we have any IPENZ engineers within our member clubs.

IPENZ have three classes of engineers:

Copy for Secretary
Copy for MEANZ Rep

- **Chartered Professional Engineer (CPEng)**
- **Engineering Technology Practitioner (ETPract)**
- **Certified Engineering Technician (CertETn)**

The particular discipline, ie, mechanical, civil, environmental, etc of the engineer does not matter.

If you could identify these persons from within your club and if they are agreeable please pass their names to the MEANZ secretary as it will assist in our ongoing dialog with DoL.

Keirunga Park Railway derailment.

President Richard Lockett meet with DoL inspector Anne Parker on the 5th March to discuss her recommendations following the issue of her report into the events leading up to the derailment of the locomotive and two ride cars.

The Havelock North Live Steamers and Associates have been issued with an improvement notice for failing to take all practicable steps to ensure that no hazard that is, or arises in the place of operations harms any person. This notice requires the club to:

- Clearly state what type of loco driver licences are for and that they have an expiry date on them.
- Licences are sighted before drivers haul passengers.
- Have an up to date register of locomotives that run at the club regularly available for inspection.
- That the club register as an amusement device.

Apart from the requirement to register as an amusement device the MEANZ audit one year previously had shown that the club had good systems in place to cover these items and that they were using them, however it appears that the administration had

got a little complacent after a satisfactory audit and were not following MEANZ operating procedures on that weekend.

- The report lists various contributing causes of the accident:
- The driver not being licensed to drive a steam locomotive
- A vacuum hose connection came apart.
- A wet track.
- No vacuum gauge fitted to the locomotive.
- Driver had not received instruction in the use of the newly fitted vacuum braking system.
- Locomotive brakes were sticking.

Apart from the fact that the locomotive owner, the driver and the operator of the railway on the day were fully conversant with MEANZ operating procedures they chose to ignore them on the day. The locomotive had a steam operated forward/reverse system, which if not operated correctly could result in the quadrant being in reverse but with the valve gear still in forward gear which would explain the acceleration of the train downhill. The locomotive has since been converted to mechanical forward/reverse operation.

This accident resulted in three people suffering serious harm injuries in the form of fractures to a hand, a knee and ribs and could have resulted in far more serious consequences for all concerned.

All participants in our railway operations need to learn from this event, from individual locomotive owners./drivers, club/railway management, safety auditors and MEANZ executive and not to turn a blind eye when complacency creeps into our operations.

Club ADR Registrations

In spite of the niggles with the Whangarei registration we would like to proceed with further processing of applications for registration of our miniature railways as amusement devices and there is an expectation from DoL that we are in due process with this.

- If your club has an open weekend on its calendar this is a good opportunity for an audit and competent person inspection as there may well be auditors attending anyway. If your club doesn't have a special event you will need to arrange for the audit/inspection to happen during a normal club running day.
- If possible have two auditors to do the audit/inspection, one of whom will need to sign off the Certificate of Examination form 2a.

- Two photos are required to go with the application being not less than 150mm x 100mm in size showing your station area from different angles with some of your locomotives and rolling stock in view. Please don't show photos of bridges tunnels etc which may unsettle the registrar of amusement devices and may cause further delays and additional conditions.
- Please send photos and completed form 2a to the MEANZ secretary who will make the application for registration on your behalf.

It would be appreciated if you could advise the MEANZ secretary of a time as to when you will get an audit/inspection underway as we have been asked by DoL for a schedule of applications.

Update of club information.

I have attached an information form to this update and would request the secretary complete the form and return to me.

Cambridge Rotorua Live Steamers Track laying Tuesday 10th April

The fine weather came at last to enable the concrete contractor to begin the laying of the concrete base to the track. Just over 200 metres was laid on the day. It is hoped to have the complete track poured in two other sessions.



John Heald giving the thumbs up

Dennis Searle

Sec/Treas MEANZ 18th April 2012

