



Model Engineering Association of New Zealand Incorporated.

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MEANZ Update

May 2021.

Safety Concerns

A recent spate of accidents on Hobby Club Miniature Railways involving our membership is of concern to the MEANZ executive. Any accident involving a MEANZ club has the potential to reflect poorly on the hobby as a whole and may even impact on the future viability of being able to carry passengers on our miniature railways at all.

Over the last eighteen months Worksafe NZ has formally investigated three accidents involving our member clubs with one of these investigations still in process.

Where Worksafe NZ issues a formal accident report into an accident involving one of our member clubs this triggers an action under our MEANZ Administration Policy MAP-5, Professional Engineer Quality Assurance Program. The report is reviewed by the Engineer to ascertain whether any actions/recommendations contained within the report need to be addressed at a national level rather than to an individual club.

The formal Worksafe NZ report into an accident at the Kapiti Miniature Railway has been reviewed by our Professional Engineer Quality Assurance team and has identified that MEANZ needs to do further work around developing a best practice for how our clubs engage with their customers as regards to the safety briefings given

before the departures of our miniature trains.

As a precursor to developing a best practice for safety briefing, clubs are asked to **review their current practice** to ensure that there is a high degree of engagement with their patrons, even where automated audio recordings are in use the safety message still needs to be reinforced by your station staff, not forgotten about! Also that the locomotive driver is verbally informed by your station staff that engagement with the patrons on that train has been achieved before departure rather than whether the tickets have been clipped etc!

Your Ride cars are designed to remove any risk of your patrons from coming into contact with the track or ground etc. whilst in motion. However it has been observed that where ride cars that are designed to have the locomotive driver seat at the front of said ride car i.e. guards/covers are not incorporated into the design or are removable to allow the driver to perform his tasks with a degree of comfort, a significant risk arises where these ride cars are placed into a train where there is no driver seated on them opening up the risk of a patron coming into contact with the track or ground with the potential for significant injuries to accrue.

This would indicate that there is a gap in the training of our clubs membership i.e. the knowledge of why ride cars are designed as they are is not being passed onto the new membership of our clubs and

hence the knowledge of the misuse of ride cars is not in their mindset.

Regardless of whether your club has just had a Safety Audit or an Engineers inspection or that you think that your club is well run, we the MEANZ executive ask all of our member clubs to **urgently have a safety meeting** with all your railway operational staff to address our concerns on the design i.e. guarding, hand grabs of our ride cars and why they all need to be in place when the ride car is in service!

Richard Lockett.

Pres MEANZ



Noel Wilson driving his new Lil Critter 7 1/4 loco.

Canmod 2021 Jan 6th -10th

CANMOD 2022 is to be held at the Canterbury Society of Model & Experimental Engineers in Halswell Domain, Christchurch.

January 6th to 10th 2022.

The MEANZ BGM will be held on the Saturday morning. Times and venue to be given at a later date. The Auditors meeting to be held on the Sunday morning. Times and venue to be given.

Registrations are due to open on the 1st of September. CSMEE will be asking for model locomotive driving licences and equipment information to streamline the check in and registration process.

You can also register on the day but will need to have your club membership card and licence with you, along with any

required documentation for your equipment (boiler ticket, WoF, etc.).

Equipment - you are welcome to bring along anything that you normally run on your home track, ideally ride cars will be braked but provided you can safely stop your consist you can run. If required, we may limit the number of passengers to ensure your safe ability to stop in an emergency.

Running times - we have reduced the running times we are open to the public for the convention to allow more opportunity for us to be model engineers. There will most likely still be people wanting rides during this time and we will cater for them with one of the club locomotives. At this stage the expectation is that public will only be hauled from around lunchtime until 4, allowing the mornings and late afternoons for open track operations for attendees.

Registration costs - we are very fortunate that our club is located in a popular public park with very good support from our community and city. As a result we are running this convention "registration free" - we are hoping to cover the registration costs for attendees with the public running throughout the weekend. There will be a charge of \$25 for the Saturday night dinner (children \$10), again subsidised by the club to reduce costs for attendees. All attendees will still need to be registered to attend the convention and/or dinner.

The Les Moore challenge will be advised at the convention with all required materials provided.

Some basic specs for you

Ground Level Track: 970m long, 5in, 7.25in.

Raised Level Track: 270m long, 2.5in, 3.5in, 5in.

Traverser: 4m long. Max height is around 1m from ground level.

Gauges on the lift: 3.5in, 5in, 7.25in.

Christchurch Live Steamers at McLean's Island will have their track open for visitors for 2 days after CANMOD (Tues 11th, Wed 12th Jan).

Executive from Jan 2022 to Jan 2024.

All MEANZ executive positions are open for nominations. If anyone is interested in taking one of the roles, then get in touch with a present executive member if you would like more information. If there are more than one person with a nomination in for a position, this will lead to a vote at the BGM by the club representatives. Nominations need to be proposed and seconded through clubs not individuals.



Bill Krippner driving at the OMRRS track.

N.Z.O.A.D. Meeting.

On the 9th of March Richard Lockett and Heather Wilson attended by Zoom the NZ Operators of Amusement Device's meeting. Bob White and Alannah MacShane from MoBIE had been invited to update on the regulation changes. Maurice Flood had put an apology in but had sent in a report.

One decision at the meeting was the establishment of membership fee of \$100

per organisation for N.Z.O.R.D. The members also discussed the best possible protection on workplace risks, miss-use of Drugs and Alcohol are a risk to the workplace. This needs to be in clubs Health and Safety manuals.

MoBIE & WorkSafe NZ update

Allannah MacShane gave a general update on the Plant & Structures review, which incorporates and impacts the Amusement Device regulations. Covid-19 & then the General Election caused some delays however, good progress has been made on the background supporting material and that is ready to be reviewed. Hopeful that Cabinet is able to review in the coming few weeks. Expecting more consultation at the back end of the year potentially for more technical input. BW advised that in relation to Amusement Devices specifically, there isn't a great deal of content in the proposals to be put to Cabinet. A package of information has been put together for the minister to take to Cabinet. You need Cabinet permission to consult then get agreement on the Policy intent on what is intended to be done. A 30-page Cabinet paper which is supported by a 300-page Regulatory Impact Statement. The impact statement has been approved by Treasury and it has also been through agency consultation. All relevant parties within Government are on-board, it now needs to go to the decision makers. High Risk Plant is the area that includes Amusement Devices and covers things like cranes & large scale industrial plant. There are four recommendations that effect Amusement Devices including incorporating Amusement Devices into the regulations following the Australian pattern, main recommendations are:

- Maintain the AD registration process
- Stay with the CPEng inspection requirement

- Changing Local Authority involvement
- Including a general provision around training & competency of operators
- Model Engineering industry to be covered by being a registered amusement device and holding IANZ accreditation and MEANZ will be an inspection body.

Hoping for Cabinet decisions around April 2021, next step will be drafting instruction preparation, then three months after those an exposure document will be drafted which is intended to be put before industry for discussion. Later in the year consultation using the exposure document will be undertaken.

David Mitchell asked if the other sectors covered by the same legislation may slow down the progress and asked for timings on expected final enforceable legislation. Bob White suggested there is still hope that final Cabinet checks will be done in April 2022 with the legislation coming into force mid-2022

.David Mitchell asked if it was still the intention to present the final document & consult with our industry prior to the legislation being finalised. Bob White (MoBIE) clarified that the exposure document is the tool for that and will likely drive more discussion. Invitation to talk will be at that point to finalise the drafting. Bob White expressed appreciation to the Group for the engagement during the feedback & consultation phases.

Malika Rose (NZORD secretary) gave a very brief overview from Maurice Flood, WorkSafe NZ who was unable to attend due to technical/connectivity reasons – WorkSafe NZ are just about managing to adhere to processing times for registrations.



Rob Wilson trialling Nigel Wilson's new Lil Critter.

An Explanation of what is required of clubs to complete their Application for Amusement Device Registration.

There have been changes in personal in several clubs so we are sending this explanation out again.

1. All clubs must have had a MEANZ Audit within the previous 3 months of lodging an Application for Registration. This Audit does not have to accompany the Application for Registration.
2. Each club to have their own Club Secretary or President fill out and sign off the details on the Amended ADR's Form 1.
3. Each club to complete 1 of the following: (their choice)

Use Form 2 (from Amended ADR's) and use a Chartered Mechanical Engineer to complete using the 18 Condition and Requirement Form 2.

Or:

Use Form 2A (available shortly from MEANZ website) and use a "Competent Person" from another club to fill out/complete, (can be the MEANZ Auditor

who recently completed the required Audit).

You must use the 18 Condition and Requirement Form 2A.

4. Information to be included with Application:

a. A complete list of **all the club and privately owned locos** that regularly pull passenger trolleys that convey the public on Open or Running days, in the following format: (Use Excel Spreadsheet)

Loco I.D.Number	Type	Colour	Wheel Arrangement
Wa 192	Steam loco	Black	2-6-2
UP	Diesel	Yellow / Red/ grey	2 x 6 wheel bogies

b. A complete list of **all the club and privately owned passenger Ride-On trolleys** that convey the public on Open or Running days, in the following format: (Use Excel Spreadsheet.)

Wagon I.D. Number	Type	Major Colour	Wheel arrangement.
CSMEE #1	Straddle type ride wagon	Green	2 x 4 wheel bogies.
RCW #2	Gondola type ride wagon	Blue	2 x 4 wheel bogies.

Note they do not need the owners name or any other details than the above. They will only accept the 4 columns on the spreadsheet.

c. **Two,(2)** clear photos from two different angles showing the facility with made-up

trains as would be seen at an Open or Running day.

Two photos of **different** typical club steam locos.

Not 2 different pics of the same loco.

Two photos of **different** typical club electric locos

Two photos of **different** typical club IC locos

Two photos of **different** typical club passenger carriages.

A total of 10 photos.

d. Attach a list of all your locos and carriages that may visit other MEANZ affiliated clubs to run and convey the public on any given Open or Running day. (travelling locos)

Travelling loco list to be in this format.

Loco I.D.Number	Type	Colour	Wheel Arrangement
Wa 192	Steam loco	Black	2-6-2
UP	Diesel	Yellow / Red/ grey	2 x 6 wheel bogies

Note 1: This list will be collated and sent to Worksafe with applications after every club has provided to the MEANZ Secretary a list (as above) of their own club or members equipment that may wish (or do) travel to attend other tracks.

Note 2: The privately owned equipment on the “Travellers List” (for want of a better name) does not have to be accompanied by the owners name or any other personal details.

All Applications to now be sent online to Worksafe.

They will not accept hardcopy applications.

Send all of the above to the MEANZ
Secretary by email to
meanz.secretary@gmail.com and they will
forward to the relevant Workplace Safety,
Registrar of Amusement Devices .

**No cheques are accepted now by
Worksafe.**

When the applications goes to Worksafe
please pay the application fee of \$34.50
Direct debit to

Westpac account 03-0251-0040-445-00

**Include your ADR number as a
reference for the payment**



**Rob Wilsons's new loco. An Austrian
narrow gauge diesel.**

Club Personal Changes.

IF there are club changes for President,
Secretary or MEANZ representatives
please let MEANZ secretary know the new
person's name, email address and phone
number. If you don't let MEANZ know of
changes then emails will continue to go to
your clubs past secretary, MEANZ rep etc.

Copy for Secretary

Copy for MEANZ Rep

Heather Wilson

MEANZ Sec/Treas May, 2021.