



Model Engineering Association of New Zealand Incorporated.

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MEANZ UPDATE October, 2024 (No 3.)

1. Te Paerewa

A lot of work has been done by the MEANZ Executive to update the MEANZ documents to prepare them for submission. These documents have now been submitted for IANZ to carry out their review for accreditation of the Te Paerewa program.

IANZ have some work ahead of them with setting up Te Paerewa. They are still building the infrastructure for this system. We look forward to hearing from them once they have progressed further with our application.

The public MEANZ documents submitted, can be found in the documents area of the MEANZ website.

2. Driver age special meeting

On the 30th of September a special meeting was held to define the minimum driver age accepted by the majority of clubs.

To summarise the meeting:

- Donald explained a proposed driver age matrix defining the minimum driver age and minimum controls required for different situations.
- Discussion was held within the club representatives regarding the driver age. A number of points were raised, from a variety of proposed ages, discussion around differences between clubs.
- Following the discussion, clubs jointly voted on the minimum driver age and each point within the matrix was agreed. Details of this are summarised on PAGE 3

The MEANZ Manual of operating procedures (O-001) has been updated to include a section specifically on driver age. The driver age matrix provides a minimum age and level of supervision required as agreed by the majority of the clubs. It is up to the clubs to ensure that all drivers have suitable competence to operate at their club. This may mean that some clubs require either more supervision or have a higher driving age.

Thank you to all the clubs that attended the special meeting and contributed to this meeting.

3. Next MEANZ Q&A session.

Following this update, if your club would like a Q&A session, please contact Heather.
If a number request a Q&A session, we will organise one.

4. Convention 2025

Steam and Steel 2025 Convention is being hosted by the Hamilton Model Engineers between the 9th and 14th of January. Hopefully lots of members will be able to attend.

Now is the time to get your registration in. If you go onto Hamilton Model Engineer's Webpage at <https://www.hme.co.nz/steam-n-steel-2025/> you can find the link for the Facebook page for the Convention. <https://www.facebook.com/steamnsteel2025/> You can register through this page or download and fill out the form and email to 2025@gmail.com or post to Bianca Betts, C/O Hamilton Model Engineers, PO Box 5090, Frankton, New Zealand.

5. Notice of MEANZ Biannual General Meeting 2025.

Reiterating from the June update, MEANZ executive are giving notice that the Biannual General Meeting (BGM) will be held at 9am on the Saturday morning the 11th of January 2025 at the Distinction Hotel, 100 Garnett Avenue, Te Rapa, Hamilton.

Any remits or items for General Business to be discussed at the meeting must be in by the 6th of December, 2024. If you have nominations for executive positions please send these to the secretary before the 6th of December, 2024 at meanz.secretary@gmail.com or send to 154 Scott Street, Waverley, Dunedin, 9013, through your MEANZ rep or club secretary. Nominations must be proposed by one club and 2nd by another. Positions are President, Vice President, North Island Rep, South Island Rep and Secretary/Treasurer.

The agenda for the BGM will be sent out in December to clubs and any remits and general business received will be listed.

6. Auditors Meeting.

The Auditors Meeting will be held in the signal box on the Sunday morning the 12th of January at 9am. Steam and Steel 2025.



MOP - Driving Age

Driving Age

The minimum age of drivers for public operation at a MEANZ affiliated club is defined by the matrix on page 2 of this document. Individual club's rules may be more stringent than the MEANZ minimum age.

Underlying Principles

MEANZ recognises the need to encourage young people to participate in the hobby, gain enjoyment from and experience in operating models. This must be tempered providing an appropriate level of supervision, taking into account the aptitude of the young person, the complexity of the locomotive/or miniature road vehicle and the operation. In all cases the assessment must conservatively consider risk to others operating in the environment and the public, which is to be as low as reasonably practicable.

History on this Topic is:

- 2006 BGM - Agreed Age was 15 years old.
- 2012 BGM - It was suggested to reduce age to 15. Agreed outcome was: With public passengers, ages 15 years or less must be supervised by a licensed driver. A small child in front of the driver is not allowed.
- 2014 MEANZ Manual of Operating Procedures - Recommended minimum age for full licensed driver carrying passengers is given as 16 years old.
- 2020 BGM - It was suggested to reduce age to 14. Remit was lost, the age to carry passengers without supervision remains at 15.
- 2023 WorkSafe meeting - The drivers age was discussed and WorkSafe indicated that they might be happy with a young person such as a smart 8+ year old under direct supervision
- 30th September 2024 – Member clubs discussed and agreed by majority vote to applying the minimum driving ages shown in the driver age matrix on page 2 of this document.

Driver Age Matrix

	Club open for normal public passenger rides	Club event for members only & club not open to the public. Other Trains running/ vehicles operating	One train operation, private event on club grounds e.g., family running models & club not open to the public.
Fully licensed driver, 15 years and above	U	U	U
*Trainee driver, 15 years and above	DS	U1	U1
*Trainee Driver, 12 - 15 years	DS	U1	U1
*Trainee Driver, < 12 years	DSNP	DS	IS

Notes.

* Person in charge of the locomotive/vehicle must take into account the aptitude of the young person and the complexity of its operation when deciding on the appropriate level of supervision, and may choose to apply a higher level of supervision than these minimum recommendations.

- U = May operate towing public passengers unsupervised
- U1 = May operate towing other members/family passengers unsupervised
- DS = Must have supervision, i.e. the supervisor is riding on train directly behind driver.
- DSNP = Must have direct supervision, i.e. the supervisor is riding on train directly behind driver, and must not carry public passengers.
- IS = Indirect supervision – supervisor must be able to see majority of track and may supervise from fixed position.