MEANZ Update
February 2014

Presidents Report.

BGM FOLLOW UP
It was great to see such a good turnout club representatives present for our biennial general meeting held during the Canmod 14 convention. It was a long meeting held in a hot room and I thank those present for their patience. We do have to look at the timing of the BGM i.e. morning, afternoon, evening as the afternoons are the busy times during conventions with railway operations and other attractions so some feedback is invited please.

ADR
As outlined by Rob Wilson at the BGM the approach made to MP Kate Wilkinson to assist us with our concerns with the ADR registration process was unsuccessful. Although Kate Wilkinson is still very supportive of our hobby and our concerns over the ADR documents and process her approach to the current Minister of Labour did not produce any movement from MBIE officials. Subsequent to the response back from the MBIE officials Rob Wilson and I had a meeting with the Registrar Amusement devices Maurice Flood and Richard Steel, to discuss their requirements re what information gets put onto the 2a form or attached to it. As some clubs desire or need to have the certificate of registration in their possession, the MEANZ executive felt that we needed to move re our position on this issue and to get some closure re registering as an amusement device. So this means that:

- All locomotives and rolling stock engaged in giving rides to the public whether club owned or owned by your club members are to be listed with photos on a separate sheet or computer
- spreadsheet to be sent with or emailed separate directly to the registrar or via the MEANZ secretary.
- Do not include locomotives and rolling stock that operate on your track that are not engaged in giving rides to the public
- MEANZ is compiling a list of all club/private locomotives and rolling stock engaged in giving rides to the public that visit other clubs/miniature railways for inclusion onto the 2a form when an ADR application is made for your club.

Kapiti Woes
You may be aware that the Kapiti Miniature Railway in the lower North Island has been having some difficulties over the last couple of months due to a complaint having been laid with the MBIE/Worksafe over an incident during the opening of their track extension in September. Early in December the club was notified that a complaint had been received that a train had rolled over and spilled a family onto the ground due to excessive speed i.e. a capsize. Under the ADR regs a capsize is serious and is a notifiable event and will get Worksafe excited. The Kapiti club were able to refute the alleged capsize event stating that only one member of the group came off the train and that this happened because the person failed to remain seated as per the safety advice given by station staff. At the time of the incident the club provided a good level of care for the affected party with first aiders quickly on the scene to access for any injuries etc. No obvious injuries were found but due to concerns over the level of response an ambulance was called. This incident set off a chain of events resulting in a prohibition notice being issued over some technical matters involving the track and ride cars shutting the clubs railway down until it was registered under the ADRs which remained in place for a couple weeks until registration was under way.
The Kapiti club feel that their treatment by officialdom has been somewhat harsh and has caused a lot of stress to their executive over the holiday period, so are deserving of our and your continuing support. We as club officers need to learn and to reinforce previous experience from Kapiti’s experiences over the last couple of months.

- No matter how small an incident/accident may appear at the time it needs to be recorded accurately at the time with who, where, what etc as you do not know when it may bounce back as a complaint to Worksafe.
- That you are following all off our operating procedures and your own club operating rules so as to be able to state that you are following best practice with regards to miniature railway operations.
- Make the best possible effort to provide duty of care to any affected persons regardless of blame re any incident/accident.
- Managing your social media sites i.e. Facebook. Some clubs are very active Facebook users for marketing purposes which is all good when things are positive but when negative comments are posted about any incidents it can soon become a train wreck in its own right. As you do not have control over who or what is written about your club by the public or your own club members there is a capacity for a public spat to develop which can only have of negative benefit for your club. Prudent management of any clubs Facebook pages need to take place and use the delete button where necessary.

CSMEE CONVENTION
The 2014 convention was held at the CSMEE track on the Halswell Domain between 2nd and 6th of January. This event went very well with every one having a great time. Five brilliant days of train driving and socialising was had by all. Thanks must go to CSMEE for running this very successful convention and we look forward to the next convention in 2016 in Tauranga.

Convention Awards.
MBM 7.5 Most Popular NZR AB
Bill Krippner Manukau

MBM 3.5 or 5ins Sir Christopher Wren
Gary Coburn Picton

Colin Burleigh Best non steam loco Em 80
Logan Crook Manukau

Gough Award Best Road Vehicle
Win Holdaway (Showmans traction engine)
Blenheim

Canterbury Award Best Model
Bob Wines Manukau

IKon Cup Best Phantom
Bruce KcKennis Tauranga.

Les Moore challenge Palmerston North.

Australian Model Engineering Magazine,
Best first Model John Hamilton, CHCH.

The New MEANZ Executive.
President Richard Lockett of the Palmerston North Model Engineering Club

So how did I end up in this position? As I’ve liked from an early age to build things I did metalwork through high school and went on to an engineering apprenticeship as a teenager. While having a spell living in England, in the early 1980’s I used to visit the Model Engineering Exhibition at Wembley Stadium each year. Before I returned to NZ castings were purchased for the 1¼” scale Allchin Traction Engine.

On joining the Palmerston North Model Engineering Club I found out that there is a process to follow to construct and certify model boilers and eventually you end up on the club’s boiler team. Next is a spell on the club’s committee, then a spell as treasurer, and I am currently the club’s President and the Manager of the club’s railway operation, the Marriner Reserve Railway.

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At this time, the late 1980’s, the PNMEC were extending their ground level railway track so I became involved in this side of the hobby, shifting dirt, pouring concrete, fabricating steel bridges, plantings trees, building track and I’m still doing it.

PNMEC has always had a healthy interest with issues at a national level and were always present at any meetings pre MEANZ. I was present at the meeting in Taupo where MEANZ was formally set up and have been at most, if not all, of the meetings since. I suppose ending up on the executive team was going to happen at some stage.

I did finish building the Traction Engine and some of you may have seen it running, and then purchased a 7 1/4

"G Kerr Stuart Wren class locomotive called “ROBYN” and operated it while I built a 7 1/4

"G NZR tank loco W192. I am currently building a 7 1/4

"G NZR ‘U’ class loco

U193. Both of these locos were products of the Addington Railway Workshops

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North Island Rep.
Bill Krippner of Manukau Live Steamers.

I am the current MEANZ club rep, past president and vice president. I am married with 2 boys. I have been involved in the hobby for 24 years. I started with a Phantom built like Thomas the Tank engine then continued on to build other NZR locos and rolling stock. I have travelled and ran locos at most of the North Island clubs and 6 South Island Clubs. I have a passion for NZR prototype, particularly steam while always encouraging the building of any model be it rail, boats, traction engines, tooling and all aspect of our hobby. I am employed by URS NZ as a professional engineer where my practice area is electrical engineering, Critical Facilities, (Hazardous Substances and New Organisms) HSNO compliance and project management.

Bill Krippner
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South Island Rep.

Rob Wilson of Canterbury Society of Model & Experimental Engineers.

Aged 64 years, married 42 years, 2 kids and 2 grandkids. Currently working as the Engineering Manager for Timtech Chemicals Ltd, providers of timber treatment chemicals. Interested in trains of all sizes and scales from an early age. Have also had over the years many exhibition quality G gauge layouts and still have a rather overgrown garden railway at home. I am loco forman at SMEE and enjoy producing all documentation used at our railway, Running Rules, check sheets etc. In my spare time I coach and referee local ice hockey in CHCH having represented NZ overseas in the late 80's both as a player and as a referee. Enjoy constructing and running the unusual with my Galloping Goose #2 being the latest example. Quake damage has limited activity in the workshop as of late, with a complete house and garages rebuild to happen.

South Island Rep.

Rob Wilson
45 Penrith Ave Christchurch 8024
My name is Heather Wilson and I have been involved with Model Engineering Clubs together with my husband Noel for many years. I have two children. I was fascinated with the operation of steam locos from an early age and learned how to drive these. I regularly drive Steam, IC and electric at our club the Otago Miniature Road and Rail Society that is situated at Wal’s Funland in Mosgiel. My paid employment is the Manager of the Otago/Southland Myalgic Encephalopathy society. I am president of ANZMES, Vice President of the Otago Rock and mineral club, a committee member of the Dunedin Community House executive. I have over 5 years’ experience in the position as secretary of Model Engineering Clubs and at present secretary at OMRRS so have a solid background in the running of Clubs and Incorporated Societies and knowledge of Rules and paper work that Model Engineering clubs must run under. I am a keen photographer and run Facebook pages for several organisations.

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

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.
   - 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)

<table>
<thead>
<tr>
<th>Loco I.D.Number</th>
<th>Type</th>
<th>Colour</th>
<th>Wheel Arrangement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wa 192</td>
<td>Steam</td>
<td>Black</td>
<td>2-6-2</td>
</tr>
<tr>
<td>UP</td>
<td>Diesel</td>
<td>Yellow/Red/grey</td>
<td>2 x 6 wheel bogies</td>
</tr>
</tbody>
</table>

   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.)

<table>
<thead>
<tr>
<th>Wagon I.D. Number</th>
<th>Type</th>
<th>Major Colour</th>
<th>Wheel arrangement.</th>
</tr>
</thead>
<tbody>
<tr>
<td>CSMEE #1</td>
<td>Straddle type ride wagon</td>
<td>Green</td>
<td>2 x 4wheel bogies.</td>
</tr>
<tr>
<td>RCW #2</td>
<td>Gondola type ride wagon</td>
<td>Blue</td>
<td>2 x 4 wheel bogies.</td>
</tr>
</tbody>
</table>

   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. Photos of "typical" locos, say a couple of steamers and a couple of diesels/electrics plus a couple of "typical" ride cars to accompany the two photos showing the general view of the operation.

   d. Attach a list of all possible MEANZ affiliated members of other clubs who "may" visit the club.
to run and convey the public on any given Open or Running day.

**Note 1:** This list will be collated and distributed back to each individual MEANZ Affiliated club, 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.

Send all of the above to the MEANZ Secretary and they will forward to the relevant Workplace Safety, Registrar of Amusement Devices with a cheque to cover the (first) cost of the application.

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**Welsh Anthracite Coal for Model Locomotives.**

Our company is now offering stocks of Original Welsh Anthracite Coal in New Zealand to Model Engineering Clubs and Societies.

A supply of Welsh Anthracite Coal has been procured from the exact same supplier many English Model Engineering Societies obtain their fuel from.

Welsh Anthracite Coal is a naturally occurring smokeless fuel, very shiny hard and dense with a slow burning rate but very high heat output.

Due to the current situation with fuel, and the requirement for clean emissions, particularly when operating with passengers, we thought it prudent to investigate the further sourcing of this highly desirable fuel and to make it available to New Zealand Model Engineers.

We have arriving in March a quantity of 1 tonne initially and will offer to clubs a quantity sample of this coal for trial. We will have available 4 sizes available in stock ex-Timaru. The fuel is size graded and free of fines that are common with re-sized fuels commonly available. An added advantage is that the sizes on offer will fit into the firehole ring, eliminating further crushing and wastage.

The sizes offered in pre-packed 20 kg bags are;

- **Anthracite Grains** 5 x 15mm (for small boilers)
- **Anthracite Beans** 10 x 22mm (most commonly used in locomotives of 5” gauge)
- **Anthracite-Small Nuts** 22 x 45mm (ideal for larger boiler and traction engines)
- **Anthracite- large Nuts** 50 x 69mm (for larger traction engines)

Personally I have steamed my own Don Young 5” gauge Rail Motor on the Anthracite beans with much success even considering my inexperienced capabilities. I have found it very consistent in size allowing easy stoking with no visible emission allowing for long running and an enjoyable experience with very little ash accumulation. It also does not produce any of the sulphur deposits the other coal fuels do in fire and superheater tubes.

I would ask that you trial this fuel and have complete confidence that your members will like it very much. As I have mentioned I have used it myself and have pleasure in recommending original Welsh Anthracite Coal for any model boiler.

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