



The Squeaky Wheel



Issue 5 August 2012

SOCIETY NEWS

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Well it's hard to believe that a year ago we were sitting down to write the first issue of the new Squeaky Wheel

A lot has happened in the last year. We have produced five Squeaky Wheel newsletters including this one and three Driving Wheel magazines (number three is at the printers as you read this). There has been a very successful visit to the Devonport Navy Museum and the Fort Takapuna complex. Recently we had the MOTAT Society Movie event at the Hollywood cinema in Avondale which was a great success – see later in the newsletter. Thanks to **Ezi tools** and **Machinery House** for supplying the raffle prizes.

The last month or so has been busy for the committee with us making our initial submission to the 2013-2014 MOTAT Draft Annual Plan and ongoing involvement with this year's Board appointment process soon to be completed. Very positive steps have been taken to build closer links with the MOTAT Board and Management that has resulted in the reinstatement of the Society's base funding.

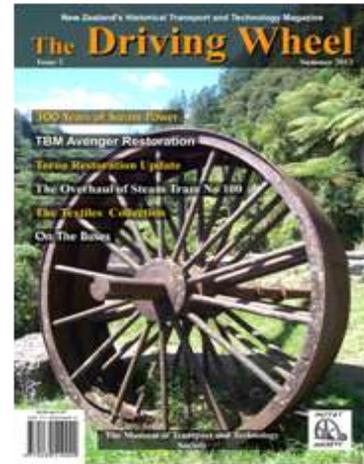
Issue 3 of the Driving Wheel Magazine is completed and at the printers, you should receive it within a few weeks.

We bid our Director Jeremy Hubbard farewell and wish him well in his next endeavour.

I wish to thank the current committee and Tessa Phillips for all the hard work and support that they have put into the Society during the last year to enable us to achieve as much as we have.

Hope to see many of you at the AGM

Andre



We are actively seeking contributors or ideas for articles, photos, interesting stories or experiences for publication in the Driving Wheel magazine & Squeaky Wheel newsletter.

The deadline for issue 4 of the Driving Wheel is the 19th October.

Material can be sent to Andre Pointon by email at colonial.energy@actrix.co.nz

2011-2012 MOTAT Society Executive

Thanks to the 2011-2012 Committee Members for all their efforts this year

Chairman: Andre Pointon (Steam rep)

Deputy Chair: Leyton Chan (Tramways rep)

Secretary/Treasurer: Bill Rayner

- Bob Jessopp,
- Henry Swan (Aviation section rep),
- John Wolf,
- Ken Pointon,
- Lyndsay Whittle (Road Transport rep)
- Nick Taylor,
- Peter Cairncross (Rail section rep),

Bruce Johnson's Reflections – 35 Years at MOTAT

On the 1st July 1977 I applied to join the Museum Society as a volunteer with special interest in Traction engines or Farm Machinery/Tractors. Growing up in Timaru there were both across the road where I grew up and I had a special friend, Billy Gudsell. His father, Alex Gudsell, had an agricultural contracting business in Winchester just north of Timaru. There were Traction Engines, Galleys, Stinkies, [sleeping quarters for about 6 men] Tractors, Tin mills, Thrashing mills, Chaffcutters and a horse drawn water cart that Billy and I drove to get water. I became a water Joey. A cold beer at the end of the day and my first cigarette. Age was ten and this was my first earnings.

Joining MOTAT a lot later provided two things for me, firstly the experience of firing up and driving a steam machine and secondly giving something back to the community in which I lived. That was something I had enjoyed as a member of a Jaycees for a number of years.

Joining the Steam Section I met Warren Green, John Hager, Pat McGreggor, Peter McCallum [Now with the Taieri Railway], Bill Montgomery and several others all under the control of Ted Harding, a full time employee and a retired chief engineer with a special chief's ticket which was like a degree in steam. A very knowledgeable and precise person in all that he did. Not much of a sense of humour, but a good engineer, and a scary driver.

We had the responsibility of looking after everything in the Steam Pavilion, the McLaren Traction Engine which was then mobile, the Wallis and Steevens road roller, the RD7 Caterpillar tractor, the Rock and Roll diesel road roller, the Windmill by Cropper House the Water Wheel by the Library, the Submarine Periscope in the ASB building and anything else that no one wanted to look after but had mechanical parts or needed lubricating.

Annual surveys kept us busy with the 8 H.P. Speedway boiler, the Daniel Adamson boiler, the roller and traction engine which had a Clayton steam generator but no boiler as such, and a Masport petrol engine to work the



Bruce, rescuing the Aveling & Porter diesel roller (above) and with the Wallis and Steevens road roller (below).



pumps and diesel blower.

There was also operation of the Boiler House on Saturdays and Sundays. This involved firing up the Speedway boiler and running the smaller engines in the pump house but not the Triple Expansion. That was for special days only. There was also the Ruston Diesel in the pump house and that ran every hour on the hour for 15 minutes at a time as it was noisy. Also there was a jury rigged drive on the Beam Engine flywheel and that had to be set in motion on occasions. Climbing out of the pit as the cranks went by was a bit scary as one had only about 30 seconds after the cranks went past to get out!

Ted also did any other special engineering jobs the museum required and he called on Warren Green and Peter McCallum if welding was required. He also wanted to see the Beam Engine motivated as part of the display in the Pump House although it was thought there wasn't enough steam to drive it from the Adamson boiler and also parts of the pump had been removed during a wartime scrap drive.

Warren carried out some exploratory work

beam engine through a wheel on the rim of the flywheel. The Donkin engine was subsequently removed and motivation was ultimately a reality with Warren's drive design and various truck parts.

It only took about 10 years to do with hard work and help from a lot of people that probably never knew they had supplied such help. Warren Green was single minded about the goal and it was ultimately achieved. There were some nights when after removing ancient tallow soaked packing from glands I was not allowed inside the house with my MOTAT clothes on and had to strip outside and streak inside for a shower. This motivation ultimately led to the Beam Engine being restored to its present condition by others who came along later.

As with all things, change occurs and for various reasons people move on or depart this earth and the section dropped to about 3 members which was not enough to keep it all going and the Speedway boiler had died. The Daniel Adamson boiler was re-configured with Warren Green getting bits and pieces we needed to get it to run on wood or coal. We were awarded the Ron Richardson trophy for this as it was all done at no cost to the museum for its modification. We burnt all of the old pine trees that had occupied space around the museum. I wonder where that trophy is now?

Warren and I were still around and decided that we could not do what needed to be done and so pretty much withdrew but came back to help oversee the refurbishment of the Pump house by removing all the small engines and pipe work and attending many meetings with the builders, architects, historic places people and so on and duly saw the wonderful building now restored. This gave rise to a much younger group of people with a great deal of expertise and knowledge and they were able to re-engineer the steam supply to the beam engine and run it on steam once again.

This has enabled me to continue as a volunteer on Thursday nights and occasionally steam up the Roller and enjoy what is really a nostalgia trip. I did manage to get a "ticket" to drive the roller along the way and so achieve one of my personal goals.

Bruce Johnson
Born 6. 3. 35.

And famous in the South Island but not in the North.

MOTAT THE MUSEUM OF TRANSPORT AND TECHNOLOGY OF NEW ZEALAND (INC)
WESTERN SPRINGS, AUCKLAND 2, NEW ZEALAND - TELEPHONE 860-199

Date 1st July 1977

MEMBERSHIP APPLICATION FORM

I wish to become a member of the Museum Society, and undertake to support the objects and observe the Rules of the Society.

NAME BRUCE CLIFFORD JOHNSON (Mr/Ms/Miss)
(Block letters please)

ADDRESS 17 Watling St, Mt Eden, B. PHONE 689 255 (Home)
94 GARDEN DRIVE 33 125
AUCKLAND 1 33 8009 (Work)

OCCUPATION TELEPHONE TECHNICIAN NZPO

SPECIAL INTERESTS TRACTION ENGINES FROM MACHINERY (TRACTORS)

CATEGORY: Working member
Sustaining (non working) member
(Please delete that which does not apply)

AVAILABILITY TO ASSIST WEEK ENDS - SUBS
(Indicate when and how)

For office use only	SIGNED <u>B.C. Johnson</u>
Subscription paid \$ <u>10.00</u>	NOMINATED BY <u>[Signature]</u>
Card No. <u>1054</u>	SECONDED BY <u>[Signature]</u>
Receipt No. <u>1025</u>	APPROVED BY DIRECTOR <u>[Signature]</u>
Section _____	CONFIRMED MEMBERSHIP SUB COMMITTEE
Section Leader advised _____	

Please note: It is necessary to produce your membership card to enter the Museum grounds at all times.

Bruce's volunteer application form dated July 1 1977.

and one night we put 2x100 ton jacks under the cross-heads of the beam engine and moved them about one quarter of an inch. Success we said, it will probably move and can be motivated. That was a memorable night and when I went home I woke my wife at 11pm to tell her and she said "You Woke me to tell me that!!"

However we persevered and built a pit under the floor for a Donkin steam engine to be installed but the Daniel Adamson boiler was not allowed to operate, as the Museum could not afford the fuel to run it any more, so steam was no longer an option and it was decided to use an electric motor and gear box to drive the

MOTAT Society Funding Reinstated

At the 21st June 2012 MOTAT Board meeting, Henry Swan spoke on behalf of the MOTAT Society, and following Henry's presentation and a good positive discussion, the Board agreed to reinstate annual funding of the MOTAT Society to the value of \$20k (from 1st July 2012), as well as immediate funds for current projects to the value of \$10k and consideration of office space at MOTAT for the Society.

Following this, at the MOTAT Society committee meeting on 26th June, MOTAT Director Jeremy Hubbard, Acting Board Chair James Doughty, and Board member Chris Chitty attended the start of the meeting to discuss various ideas. The committee expressed their thanks for attending, for the re-establishment of funding and working towards a closer relationship between the MOTAT Society, MOTAT Board and MOTAT Management.

Details regarding the nature of future payments to the Society are yet to be formalised.

Congratulations Due for MOTAT's Front-of-House

An exceedingly busy June where all visitors were admitted to the museum free of charge regardless of where they lived resulted in a record attendance of 71,796. For the year to June attendances were 321,935, up by more than 54,000 over the previous year. Not surprisingly, numbers carried on the trams for this month alone were conservatively recorded as 43,461, the busiest month ever (the trams were so full that not everyone could be issued with tickets). Committee member Lyndsay Whittle did some simple sums and worked out that MOTAT is currently tracking at approximately 880+ people per day for every day of the year that MOTAT is open.

The Society recognises that this is a huge task for staff members and volunteers to

constantly keep up with almost two people coming and going from the museum every minute of every day, particularly where we realise that the main entry on the Great North Rd site is still through the original single door which has been there from day one!

Of particular amazement is the fact that on one day alone MOTAT dealt with the logistics of processing 8,000 people (Sunday 17th). Not only did 8,000 people get in but they had to get out as well. 8,000 customers divided by 420 minutes = 19.05 people per minute coming into the museum.

That is a huge ask of MOTAT's shop staff. Congratulations are long overdue to all staff members, in particular the front of house who make that happen!

A Board Member's Apology

On 12 April 2012 at a meeting of the MOTAT Society Subcommittee a comment was made about Mr Ian Hambly by a member of MOTAT's governing board (MOTAT Board) which was disparaging of Mr Hambly. The comment was made in the MOTAT Board member's personal capacity, and is not the view of the MOTAT Board. The MOTAT Board acknowledges the comment was completely unwarranted. The individual MOTAT Board member who made the comment apologises for the harm done to Mr Hambly's reputation by the comment. The Board Member has agreed to retract his comments and apologise at the next meeting of the MOTAT Society Subcommittee.

WALSH MEMORIAL LIBRARY NEWS:

Over the last few months we have added some new titles to the main collection, Sean Millar's excellent *The NZR Steam Locomotive*, two titles suggested by our conservator Gerry Baton to assist with current projects, *Plastics in art: a study from the conservation point of view* by Friedricke Waentig and *Transport design : a travel history* by Gregory Votolato, we have also received a number of donations.

One of the volunteers has recently finished creating records for the documents and photos in the Les Downey Collection so we can now search the collection using Vernon.

We are also starting to work on our digitisation project and if you have any suggestions for possible digitisation please let the Library Coordinator know.

Caroline Foster-Atkins, ph (09)8155810
library@motat.org.nz

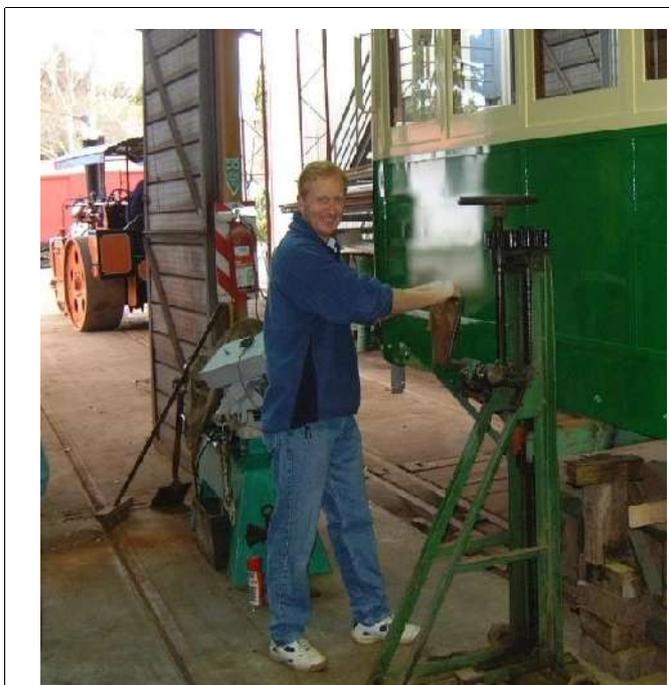
End of an Era – MOTAT's Director Steps Down

An announcement was made on the 31st of July that director Jeremy Hubbard will not be seeking another term of office when his second five year appointment term expires. As staff and volunteers were personally informed by Mr Hubbard, he reinforced his original desire to bring the museum to the standard which it is today, and felt that it was time for another person to take it to the next level.

The announcement comes soon after news that the Chairman of the Board, Mr Paul Bayly had tendered his resignation, a move which the Society views as prudent given that he had moved to Australia.

The Society recognises that at times relationships with the director have not been easy but would like to highlight the some of the achievements that have occurred during his time in office including:

- The completion of the restoration of the historic Western Springs Pumping Station building in 2002, and subsequent re-activation under steam of the beam engine in 2008.
- The opening of the tramway extension from its former terminus at the Auckland Zoo to MOTAT 2 in 2007.
- The opening of the new Aviation Display Hall in 2011.
- Under Jeremy's leadership a progressive increase in annual attendance has continued from just over 130,000 in 2002-3 to over 320,000 this year to date.



MOTAT Director Jeremy Hubbard gets cranking during the first year as director in 2002. Photo: D. Pitt

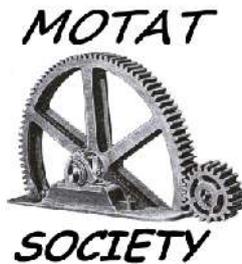
Given all of these and other achievements we thank and farewell Jeremy and wish him well in his next endeavour.

MOTAT Society Affiliates

As part of ongoing work to establish strong relationships with kindred groups, the MOTAT Society would like to announce recently confirmed affiliations with the following groups:

- **The Auckland Inventors Club (www.aucklandinventors.co.nz)**
- **Auckland Steam Engine Society**
- **Auckland Society of Model Engineers (www.asme.org.nz)**
- **Driving Creek Railway & Potteries (www.drivingcreekrailways.org.nz)**
- **Horseless Carriage Club of NZ (www.horseless.co.nz)**
- **NZ Bomber Command Association (www.nzbombercommand.co.nz)**
- **NZ ex Firefighters' Association Inc (www.aucklandfirebrigades.co.nz/ExFireFighters.html)**
- **NZ Warbirds Association Inc (www.nzwarbirds.co.nz)**

The Society looks forward to a fruitful exchange of ideas, knowledge, and enthusiasm, and thanks them all for their support. If your group or club is interested in affiliating with the MOTAT Society please contact admin@motatsociety.org.nz



Notice of **Annual General Meeting** of the
MOTAT Society

to be held

7pm Wednesday, September 26, 2012.
Cropper House, MOTAT 1, Gt North Rd

**Nominations are called for
Committee members**

Guest Speakers: **Dame Cheryl Sotheran**
and
MOTAT Board Chair **James Doughty**

All correspondence to
PO Box 44 430, Pt Chevalier, Auckland 1246
or admin@motatsociety.co.nz

MOTAT Society members are requested to attend to
assist in the election of the new committee for the
2012-2013 year. Full agenda, nominations process
and annual accounts will be sent to all individual
members.

BRIAN STANISH

It is with regret that we inform you of the recent death of Brian Stanish. His contribution to MoTaT extended from 1964 to the very recent past. Over the years he worked for the Aviation team as well as the Military unit. Among his many achievements, were the re-wiring of several major vehicles restoring them to life and assisting in the installation of a working new upper gun turret in the Lancaster with too many more to mention. For his dedicated input and devotion Brian was awarded the Lush Award for services to MoTaT.

Brian died peacefully at the Everill Orr Rest Home early morning on Tuesday 21st August. His funeral was at Mangere Lawn Cemetery Friday 24th August. We extend our condolences to his many friends and family. His name will be remembered for many years with respect for his achievements and with affection for his ongoing good natured input with his colleagues at MoTaT.

If you would like to find out more about Brian's life see Driving Wheel Issue 2.

THE AUCKLAND SOCIETY OF MODEL ENGINEERS

The Auckland Society of Model Engineers (Inc) will be holding its **2012 Model Exhibition** at their Clubrooms at Peterson Reserve, Panmure Basin (with access off Waipuna Road)

Saturday 29th and Sunday 30th September 2012. The exhibition will be open for viewing between 11am and 4pm on both days with entry by gold coin donation.

The exhibition will include models of all sorts, including traction, marine and stationary engines, live steam locomotives, clocks, tools and workshop equipment, model ships and boats. In addition the ASME miniature railway will also be operating during the same time (weather and cows on the track permitting) with rides available for \$2 per person."

"THE LONGEST DAY" MOVIE EVENT

The Motat Society Movie event at the Hollywood cinema in Avondale on the 1st of July was a great success and thoroughly enjoyed by the good turn out of enthusiastic Society members. The Hollywood's newly restored Wurlitzer Organ greeted and entertained us before the movie started, it set a wonderful atmosphere in the classic cinema now nearly fully restored. The Longest Day, a truly classic movie very much of its time and still relevant today was enjoyed by all who were there. In the interval, a few ice creams and bags of chips later, the raffle prizes were drawn and some very happy winners took away a wonderful prize each of an electric cordless drill set kindly donated by Ezi tools NZ and a professional mechanic's style tool box kindly donated by Machinery house. All up a great event enjoyed by all, which we are hoping to do again later this year, different movie and at a (hopefully) very inspirational venue!

RAFFLE Winners were:-

Tool Box

- Anne Martin, MOTAT Supporter

Cordless Drill

- John Tutchen, Military Section



In the Box seat Andre Pointon, Chairman