



The Squeaky Wheel



Issue 2 December 2011

SOCIETY NEWS

The last three months have passed by quite quickly, the Society Committee has been busy with the following news:

Membership cards update

The new membership cards have been printed at the MOTAT Printing Section. We hope to have them finished and distributed to all members around the end of this year or early next year. Also we would like to thank the MOTAT Printing Section for all their help and hardwork in getting the new cards and envelopes printed.

AGM Awards

Brain Henshall was awarded a life membership to the society in recognition of his service to the society over the last decade.

Paul Spearpoint was this year's recipient of the Lush Family Award as a small token of recognition of his many years service and hard work in the Rail section

THE MOTAT SOCIETY WEB SITE

www.motatsociety.org.nz

The MOTAT Society committee has been working hard, not only on the Squeaky Wheel and Driving Wheel magazine, but also on developing a web site for the Society for the first time in its history. This is a remarkable achievement given the fact the Society has received no funding from the museum for the last five years!

The web site is now up and running and is calling for articles, photos and things of interest, past or present, to do with the volunteers, Society members and MOTAT.

It has been developed with the purpose of communicating directly with its members and growing its membership and volunteers. It will become a voice for the Society and will inform, enlighten and entertain.

It has names and contact details of all your committee members from each section so that they can be contacted if there are any issues that you would like to be taken to the committee to be discussed.

News articles, research articles, legal opinions, stories and upcoming Society meetings, information and events will be posted shortly and updated regularly.

Once again, please contribute to this as it is **YOUR** web site by emailing articles and photos to n.taylor@civicchambers.co.nz.

Society Visit to Navy Museum and North Head Tunnels/Fort Takapuna



The Society has made arrangements for a visit by members to the Navy Museum at Torpedo Bay Devonport, and a special tour of the 1880's Fort Takapuna underground tunnels on North Head, with access to a range of tunnels not open to the public.

Sunday January 22nd at 2.30 pm - start at Navy Museum (64 King Edward Parade)

**Wives and families welcome
Barbeque/picnic afterwards**

Numbers are restricted to the first 60 accepting for the tunnels

Please email

Bob Jessopp: jessopp@slingshot.co.nz or Bill Rayner: brayner@xtra.co.nz
before January 16th to advise if attending

Alan Curtis v The Motat Society - UPDATE

After Mr Curtis discontinued his judicial review application against the MOTAT Society, the MOTAT Society filed papers for an order for costs to be made against Mr Curtis.

Justice Lang at the Auckland High Court accepted the Society's application and has awarded costs on what is referred to as a 2B basis (the High Court Rules); this refers to a contribution towards costs.

Justice Lang did not accept Mr Curtis' argument that costs should be further reduced from this "2B" basis.

The costs awarded to the MOTAT Society are approximately half of what it cost the Society to defend itself in regards to this matter.

A copy of this judgment is available on the Society web site to download.

The 2011-2012 Society's Executive

Chairman Andre Pointon

Deputy Chairman Leyton Chan

Treasurer/Secretary Bill Rayner

Events Sub Committee

Bob Jessopp
Bill Rayner

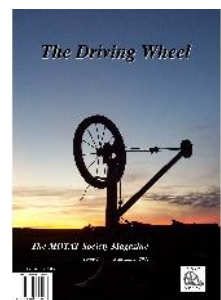
Board/Society Sub Committee

Bill Rayner
Leyton Chan
Andre Pointon

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

The dead line for sending in material for the next issue is January 18th 2012

Material can be sent to Andre Pointon.
Email: colonial.energy@actrix.co.nz





Part time position available Secretary needed

A paid position is available for a MOTAT Society secretary.

Approximately 5-10 hours per month.

Role description:

To attend at Society meetings; record, type up and present minutes of the meeting; clear and deal with incoming Society post; assist with Society membership administration and the Squeaky Wheel and Driving Wheel publications as required.

Previous secretarial skills are beneficial. The applicant should have good written skills and be computer literate, particularly with email and Microsoft Word applications.

Please apply to the Chair of the Society in writing by 1 February 2012.
Andre Pointon, colonial.energy@actrix.co.nz

Ian Hambly

On 1 June 2011 Ian Hambly , then Motat Board Member and volunteer with the Road Transport Collection, lodged a complaint with the Human Rights Commission regarding a breach of the Protected Disclosures Act 2000, in relation to a disclosure he had previously made to the Office of the Auditor General. The parties met in Mediation on 14 September 2011 and as a result of that mediation it was agreed that the following statement should be released for publication:

“In late 2009 MOTAT became aware of what appeared to be an anomaly in respect to Mr Hambly’s use of a MOTAT fuel card. Mr Hambly accepts that as a publicly funded organisation the actions taken by MOTAT management to investigate any matters that have the appearance of an anomaly in relation to all financial matters is appropriate and prudent.

MOTAT has completed its investigation and is fully satisfied that there was no evidence of any inappropriate conduct by Mr Hambly and has advised the same to the New Zealand Police. MOTAT regrets any distress that its investigation caused to Mr Hambly”.

*Paul Bayly
Chairman*

MOTAT Board

81 Ponsonby Rd Update

In our previous Squeaky Wheel we had an article about the prospects of a Victorian cottage from Ponsonby featured in Auckland Council heritage publicity in the Press possibly coming to MOTAT.

This is not to be, At the request of the Society the Museum inspected the cottage, and fully investigated its background and the prospects of becoming another addition to the Victorian Village but the overall assessment was that it was not an appropriate item for the Museum to acquire at this stage.

We thank the



management team for responding to the Society’s request, and appreciate the professional way the assessment was done even though the cottage has gone to another home.

By the way, the Council has suggested that we look at the old Carlton Bowling Club buildings going for a song !!

2011 MOTAT SOCIETY COMMITTEE MEMBERS

Bob Jessopp



I have been a member of MOTAT for a number of years, initially looking after the photographic section, But as time passed and the section was disbanded I turned to helping other sections promote their activities

by way of short video programs and promotional DVD's. I have been involved in many clubs and societies over the years from a point of being an active member or sitting on the committee.

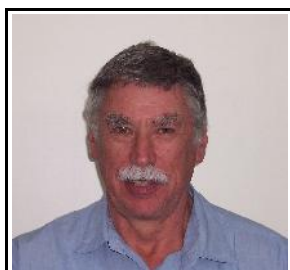
I also served the community for 6 years as a member of the local community board. This I found most rewarding but at the same time very challenging.

I have returned to MOTAT after a break to initially serve the members on the MOTAT Society Committee. I also hope to become more involved in the Steam section giving what expertise I have in this area.

Best wishes to you all for a very safe and Happy Christmas.

Bob Jessopp **Contact: jessopp@slingshot.co.nz**

John Wolf



I joined MOTAT in 1964 when I was still at school. I have an interest in anything mechanical and this has influenced my whole working career which started with a 5 year

apprentiship as a Diesel Mechanic working on earthmoving equipment. I have travelled and worked overseas as a Diesel Mechanic. I have been married to my wife Joan for over 30 years and we have two daughters who are overseas doing their OE. Joan and I are part of the rostered Tram crew so I guess some of my enthusiasm for MoTaT must have rubbed off onto Joan over the years. I believe the volunteers are the glue that that holds MoTaT together when it comes to knowledge of artefacts and I would like to see the administration making more use of the knowledge that the volunteers have.

Contact: wolf.family@xtra.co.nz

**Lyndsay Whittle
(Road Transport Section)**



I have been a MOTAT volunteer since 1995 and have largely worked in the Road Transport section. In 2004 I became the Bus Section Collection Manager.

For two years I have been a member of the Executive Committee of the Society, having being elected at the Society AGM. I am currently on the Executive as the elected Road Transport rep and am enjoying working with our current committee members, who are all committed to ensuring the preservation of our heritage and our volunteer culture.

Contact: lyndsay.whittle@xtra.co.nz

**Leyton Chan
(Tram Section)**



"I've been a volunteer within the Tramway Division at MOTAT since 2004, having long grown up been associated with the museum with my father Albert.

In these years I've been privileged to be involved in the restoration of two tramcars (No.s 44 and 47),

and am a rostered motorman and conductor.

Presently I'm project manager for the Wanganui No. 21 tram-trailer restoration. I'm also a committee member with the Toroa Preservation Society.

In my not so spare time I'm an Engineer at Alloy Yachts International Ltd engaged in structural and mechanical design of large private motor and sailing yachts.

This is my first year of active involvement with the MOTAT Society and look forward to promoting the aims and enthusiasm of the volunteers on which MOTAT depends."

Contact: zitan@woosh.co.nz

**Peter Cairncross
(Rail Section)**



I have been with MOTAT Rail since 2009 and have enjoyed being part of the volunteer team that makes MOTAT so successful. I am an Accountant with a strong IT and Project management interest, so working with big machinery gives me the chance to learn new skills. I hope that my time on the Society Committee will help to build the volunteer base of MOTAT and develop a strong vision for the future.

Contact: pcairn@xtra.co.nz

Henry Swan
(Aviation Section)

The new Motat Society member for Aviation has a long history of engineering and associated management. Following an apprenticeship in navigation systems in the Royal Air Force where a variety of aircraft was worked on over a period of twelve years the decision was made to emigrate with a young family to New Zealand in 1972.



The 1974 Commonwealth Games was being set up and Xerox was supplying the results to journalists around the world and so we flew to Hong Kong on one of the first Boeing 747 (a big thrill) then on to Christchurch via Auckland. Setting up the distribution was very manual as this was very early days of Info Systems so a lot of IBM golf ball typewriters and many giant copiers were involved. From then a long involvement with industrial production ancillary (but essential) systems such as rotating machinery and factory condition monitoring, barcode tracing systems and so on paid the mortgage, fed children and provided an interesting engineering and management role up until a few years before retirement. Upon retirement an ambition was fulfilled which was to go back to working on aircraft this time as a volunteer It has to be Motat so this started three years ago. Could there be a more satisfactory fulfilment than restoring aeroplanes, I believe not ??? That is if you are not a steam engine addict or like those great chuffing monsters of steel that keep many fixated on rails....

Contact: swans@xtra.co.nz

I have been involved with the Railway Enthusiast Society, Model Engineers, Auckland Steam Engine Society, Maritime Museum and other allied groups. I have a First Class Steam Engine Driver's certificate, Locomotive and Traction Engine Driver's certificate along with Steam Marine Engineer's certificate. During the 1980's and 1990's I was fortunate to be able to operate the steam plant at the Chelsea Sugar Refinery in Auckland, managing the steam power house and later the boiler house. During this time I instigated the saving of the four remaining Belliss & Morcom steam engines with the two larger engines now being in MOTAT's collection. The other two engines were in my own personal collection for a number of years before moving them on. For over thirty years I have been running my own manufacturing engineering business designing and building windmills, water wheels, hydraulic rams and other farm pumping equipment. Later this included designing and building heritage steam engines and boilers for steam launches along with other steam machinery including an old time steam powered sawmill. The original work at MOTAT was contract engineering involved with creating, designing and installing new steam reticulation and equipment in the boiler-room of the Pump House to again have machinery back running on steam. During this time the Director, John Syme persuaded me in becoming the Collection Manager of the Steam and Engineering Section which had become dysfunctional. I was able, with the help of one or two others to muster a group of volunteers together and organise a start on restoring the Beam Engine so it would again run under its own steam power. This we achieved within a three year period to later win two International Awards for our effort after which to organise and create an old time engineering workshop for further restoration and training of others.

Contact: colonial.energy@actrix.co.nz

Ken Pointon



I became involved with MOTAT in 2001 when the Pump House building was under restoration. My heritage interest goes back to the late 1950's when I became a member of the Old Time Transport League while still a school boy. This organization was started at Matakoe about 1957 – 1958

to later to be the nucleus for the creation of the Museum of Transport and Technology. Later the residue artifacts of this League developed into the Matakoe Kauri Museum as we know it today. After leaving high school I trained as an engineering apprentice with the New Zealand Railways when steam locomotives were still abundant. From the Railways I moved into the commercial manufacturing industry; designing and building machinery, tool-making and other production and heavy machine work. Overseas experience in Australia was to follow with work in various engineering industries including sugar refinery, elevator servicing, marine engineering, ship building, engineering at the Applied Arts and Science Museum, (now the Power House Museum in Sydney) and later as Sales Engineer with Clyde Engineering who were building and supplying diesel electric locomotives to the Queensland Railways along with steam boilers and other heavy equipment to industry and coal mining companies.

Bill Rayner



Bill was first involved in MOTAT in the 1960's through his father-in-law, John Malcolm, a retired NAC pilot who was involved in establishing MOTAT, and its early management. He

had a career in international shipping and aviation as a senior finance executive, and has been an active heritage activist in Auckland for many years. He was appointed to the initial MOTAT Board in 2000, was Aviation Curator for two years, and has been involved in the MOTAT Society for 11 years serving as Chairman and Secretary. His particular interest is aviation and he is back working as a volunteer with the Aviation Section.

Among his heritage/museum activities he has been a member of the Auckland Museum Institute Council, Te Papa National Services Sector Standards Panel, an advisor to the Ministry of Arts, Culture and Heritage on the review of the Antiquities Act, a Board member for two years of the International Association of Transport Museums of Copenhagen, and is currently a member of the Auckland Council Heritage Advisory Board. He has a strong interest and involvement with the small community museums sector and is interested and active in the local and national political environment promoting heritage issues.

Contact: brayner@xtra.co.nz

Nicholas Taylor BA LL.B

My background is in history and archaeology. After graduating I worked as a professional archeologist for a time before undertaking law. I am currently a Barrister and have been for the last 16 years.



I have active interests in model engineering, steam engines, boat building, jewellery making, damascus knife making, vintage car and motorcycle restorations, antique firearms restoration, and an interest in vintage and warbird aircraft. I am a volunteer in the steam section at MOTAT. I am a Society appointee to the MOTAT Board.

Contact: n.taylor@civicchambers.co.nz

Andre Pointon
(Steam Section)



I became involved at MOTAT in 2001 with the Pumphouses restoration and subsequent reestablishment of the Steam & Engineering Section and restoration to running condition of the Beam Engine.

I served an apprenticeship in Fitting Turning and Machining

doing vintage and veteran car engine and mechanical reconditioning/ remaking along with white metal bearings, a long lost trade. I obtained Advanced trade certificate in the last year of the old apprenticeship system and went on to receive a Steam Marine Engineer's certificate.

Later I joined the family business in which I grew up, with my father Ken building windmills, water wheels, hydraulic rams and other farm pumping equipment. As well as designing and building installing and testing heritage type steam engines and boilers for steam launches along with other steam machinery and doing boiler servicing, repair and maintenance work.

I am a life member of The Auckland Steam Engine Society and a member of the New Zealand Spaceflight Association. Recently I have been involved with a high altitude balloon launch and recovery of a camera package over the Waikato that reached 52 thousand feet as part of a Kiwispace foundation initiative that may become an education programme for students in practical aerospace experimentation in the future, this has proved to be quite challenging within New Zealand because of narrowness of the country and the high speed of the jetstream winds that blow across the country and tend to blow the balloons out to sea.

Some of my other interests include vintage car restoration, old aircraft, early science equipment, experimenting with electrostatics and magnetism, Astronomy, Physics, History and dabbling in electronics to name a few.

Contact: colonial.energy@actrix.co.nz

Society Submission To Auckland Plan

The Society made a submission to the Auckland Council Auckland Plan joining with other heritage groups in asking for the importance of heritage in all its aspects to be highlighted in the Plan setting out Auckland's future for the next 30 years.

Specific points made were:

The MOTAT Society is one of the key constitutional stakeholders in the Museum of Transport and Technology at Western Springs, established by the MOTAT Act to support the Museum and to appoint Board members. It has a long standing traditional role of representing the interests of the volunteers at MOTAT, maintaining the underlying philosophy of a core volunteer enthusiast and expert involvement being a cornerstone of the MOTAT psyche, with a special focus on supporting the Museum's heritage conservation, curatorial, and collection development functions.

The MOTAT Society is particularly concerned that the Auckland museums continue to receive strong Council support, and that community linkage which is a key part of the MOTAT Society's philosophy is recognized as an important part of museum activity.

Also important is recognition of the important part volunteers play in the sector, particularly at MOTAT which was founded and developed on a concept of the key museum functions being driven by the passion and expertise of skilled and enthusiastic volunteers, particularly in the curatorial and conservation areas, blended with a supporting team of paid staff and managers. This concept should be continue and be developed as the Museum grows.

The Society also believes it important that the social role of MOTAT and other museums is recognized in providing a mutually beneficial environment where volunteers, particularly older men, can share and enjoy social and working contact while making a major contribution to New Zealand's heritage preservation and presentation.

It is also very important to ensure that the craft and technical skills of early days are preserved and passed on as part of heritage recognition and conservation training.

There is also a significant cost saving to the community and Council in developing the volunteer expert base at MOTAT, and linkages to kindred heritage organisations in the transport and technology world. Other museums and heritage groups make a similar contribution, the overall benefit to the community being very significant, if relatively invisible.

The submission was very well received by the Hearings Panel who expressed their support for MOTAT and continuing strong support.

MOTAT RNZAF Memorial

Visitors to MOTAT Aviation will have noticed the memorial at the base of the Sir Keith Park Hurricane dedicated to the eight RNZAF pilots lost in January 1945 in an attempt to rescue a fellow pilot shot down over Rabaul Harbour by the Japanese forces. The incident was one of the major losses by the RNZAF in World War II.

The memorial was established in a joint project by the MOTAT Society and the Society Affiliate member, N.Z.Fighter Pilots Assn., initiated and organized by Brian Cox, a well known Auckland aviation identity and a surviving pilot from the incident.

On January 15th, 1945, F/Lt Frank O'Keefe bailed out from a burning Corsair over Rabaul Harbour in the morning, and later in the day after an unsuccessful rescue attempt, another seven pilots crashed while returning to their base on Green Island in the Solomon Islands after flying into a tropical storm in darkness. Five pilots were from No. 14 Squadron and three from No. 16 Squadron.



Brian Cox and Mrs O'Keefe at the unveiling of the memorial.

F/Lt. O'Keefe was captured but died while a prisoner two weeks later from injuries suffered when his Corsair was hit by ack ack fire during a dive bombing attack and caught fire.

The other pilots lost were F/L.B.S.Hay, F/O. A.N.Saward, F/Sgt.J.S.McArthur, F/O. G.Randall. F/Sgt. I.J.Munroe, F/L R.F.Johnson, and F/Sgt. R.W.Albrecht.

The memorial has become a focal point for the families of the pilots on Anzac Day.

VOLUNTEER MATTERS

The Society Committee has for several years now accepted that they are not a 'Union' representing individual Society members in dispute with MOTAT. Our prime role is to support the Museum. However, as part of the governance structure set up by the MOTAT Act 2000, we often become aware of issues that need resolving.

One such issue is that of Ted Leach, a long time volunteer with the Rail Collection, and an immediate past member of the Committee. In 2010 Ted became involved in a disciplinary dispute with MOTAT management. The actual incident leading to the disciplinary action has never been debated and despite Ted following the procedure outlined by the Museum to resolve such matters, Ted has had his Volunteer Agreement terminated by the Museum and he is prevented from attending as a Rail volunteer.

This brings into question the validity of the Volunteer Agreement. The Employment Relations Authority ruled in January 2011 that this Agreement was "not a contractual, and therefore enforceable, document". This raises an issue that affects all volunteers (and therefore the majority of Society members). The Committee sees the volunteer culture as an important part of the heritage of the Museum itself and necessary for the ongoing care and development of MOTAT's collections. The Society can best support this culture by ensuring that fair and proper treatment of volunteers is part of MOTAT's ethos. Indeed, it is a requirement of the MOTAT Act.

The Society Committee is endeavouring to seek Board review of Ted's case.

Motat Rail Section News

A major step forward in the restoration of F180 – Meg Merrilies

Way back in October of 1982 a start was made on taking apart New Zealand Railways locomotive F180 “Meg Merrilies” ready for some repairs to the boiler, many things over the years have transpired to make this a long and protracted process.

But on the 16th on November 2011 the boiler hosted its first fire in over 36 years. This is a major step forward in the restoration which should see F180 back in revenue service in 2012.

F180 was built by the Yorkshire Engine Company in 1875, was in regular railway service until 1936, when unlike a lot of other locomotives of this class which were sold for industrial use to it was allocated to the East Town Works as their shunter. It was used for a number of Rail Enthusiast special trains around Auckland in the 1960's and



arrived at MOTAT in 1965



Major items in F180's restoration have included a new front tube plate and steam dome fitted to the boiler, full overhaul of the underframe, new coal bunkers, smokebox and cab rear, and a new steam dome cover. All new parts have been made using the traditional methods including hot-riveting so the loco will be as authentic as possible.

F180 has passed her pressure test and steam test. The major items to be completed are now lagging and cladding of the boiler, repairs and modifications to the water tank, the cab repaired and fitted

Above, Paul Spearpoint at the controls, note the wheelie bin being used as a temporary water tank. Roger Curl took the photo.

5TH - 9TH JANUARY 2012



INTERNATIONAL
CONVENTION 2012



HERITAGE PARK

S.H.14, MAUNU, WHANGAREI

Public Running Friday 6th, Saturday 7th, Sunday 8th

Come and enjoy rides behind one of 40-plus steam and diesel locomotives visiting this convention from all over New Zealand.



Web Site: www.wmec.org.nz
Convenor's Mobile Phone: 027 4857 495
Convenor's email: rlr@xtra.co.nz

The Committee would like to thank all of the membership for your ongoing support.

We hope to see you in the new year at the Devonport/Fort Takapuna visit.

So have a happy Christmas and New Year and we will see you all back at MOTAT next year

The MOTAT Society Committee.
