



The Squeaky Wheel



The MOTAT Society Newsletter
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Five year old William Wratt is a fireman for a minute as he aims the fire hose helped by Laingholm volunteer fireman Bryn Litherland at the MOTAT Fire and Rescue Day on February 14. See back page for more photos from the day.

Evan James photo



SOCIETY SEEKING NOMINATIONS FOR BOARD REPRESENTATIVES

The MOTAT Society will be seeking nominations for its representatives on the MOTAT Board.

Under the MOTAT Act 2000 the Society was allocated four seats on the 10 person Board, with Auckland City providing the other six members.

However, in the past few years the Society has been a part of a joint selection interviewing process for Board members, and this has resulted in a Board which the Society has perceived to have an unbalanced perspective of the running of the Museum.

The Board currently comprises Lindsay Corban, Bruce Howat, Richard Jeffery, John McElhinney, Lesley McTurk (chair), Graeme Osborne, Bill Rayner, Mike Spraggon, Judith Tizard, and Susan Wood, with only Mr Rayner declaring an interest of being involved with museums.

Ms Tizard and Mr Rayner are the Society's representatives on the Board.

Chairman Henry Swan said over recent years an intention of combining the historical interests and financial skills within the Board had been lost to a dominance of commercial skills only, rather than one concerned with skills of restoration, conservation and preservation.

"That position has been proved to be untenable and had led to a loss of real information flow from the Museum to the Board about daily activities and other issues that needed addressing," he said.

At the March meeting of the MOTAT Society committee it was decided that the Society, in future, would conduct its own independent selection process for its members for the Board.

It would draw up and place advertisements for MOTAT Board positions based on its distinctive requirements considering: Museum preservation; artefact knowledge or restoration knowledge; and harmonious relations with the voluntary and paid working staff at MOTAT. CVs would then be shortlisted and considered by the MOTAT Society which would then conduct its own interviews.

Mr Swan said the Society would be working strictly to the spirit and letter of the MOTAT Act 2000 and had taken legal advice to ensure that would be the case.

"The intention of the Act is clear, in that the MOTAT Society and the Auckland Council were to be a shared governance model.

"The reason why four members of the Board are selected by the MOTAT Society is to make sure that a different perspective and approach to running the Museum is represented on the Board in contrast to the members who are provided by the Council," he said

"The MOTAT Society is indistinguishable from the Museum as a whole, its history and construct is one and the same.

"The Society-elected members on the MOTAT Board are there to promote the interests of the Society as it constitutes the very best interests of the Museum, its artefacts, heritage and history as well as that of the 'Taonga te Tangata' who created the MOTAT and have until recently been able to preserve it.

"The MOTAT Society is indistinguishable from MOTAT and has no conflict, s13 (1) of the MOTAT Act 2000. This is very different to the Council appointed members who have

no history with, and are not part of the Museum, and could be seen to be acting from governance-only interests and not for the preservation of the Museum and harmonious relationships producing greater success" he said.

Should any members be interested in becoming a Board member could they please prepare a full CV with their reasons for wanting to join the Board in readiness for viewing during the second half of May 2016. The selection process will be conducted in strict accord with the letter and spirit of the MoTaT Act 2000, said Mr Swan

CHRISTMAS CHEER FOR CHARITIES

More than 2000 gifts were bought for two Auckland charities from money raised at the Christmas Lights, MOTAT Nights held in December last year.

MOTAT CEO Michael Frawley reported that the event attracted 20,192 visitors, despite Christmas Eve being very wet.

This raised \$35,645 which was used to purchase 2392 gifts which were donated to the Starship Foundation and the Auckland Women's Refuge.

COMING UP AT MOTAT

- **April 9**
Electric Vehicle Day
- * **April 16 - May 1**
Holiday Experience - The Force "Energy Go"
- * **May 8**
Mum's The Word
1950s fashion, movies, cars and rock 'n roll

MOTAT Society Contacts:

Postal:

PO Box 44430
Pt Chevalier, Auckland 1246

Administrator:

Frances Young
admin@motatsociety.org.nz

Driving Wheel magazine editor:

Frances Young
drivingwheeditor@gmail.com

Squeaky Wheel editor:

Evan James
evanjames100@gmail.com
phone (09) 846 5851
mob 021 894 616

Website: www.motatsociety.org.nz

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PRINTING

HANDS ON PRINT SHOP EXPERIENCE

A colouring-in book with a difference is planned by the MOTAT Printing Section.

Section leader Graham O'Keefe said a 12-page booklet is in the planning stage, with the difference being that the MOTAT patrons themselves would be involved in its production.

To be called "My Colouring-in Book", the book will feature line pictures of MOTAT artifacts, which the patrons would be able to colour-in later.

He said the idea is to have the patrons involved in some stages of the production, exactly what is still to be determined.

Some of the line pictures are already in the MOTAT collection in the form of printing blocks, but Graham is hoping to produce black and white line drawings from photographs through a computer programme.

The book would then be printed from digitally produced polymer plates on the Heidelberg cylinder printing press. It would then be folded and either stitched or bound, depending on the Book Binding Section.

The book could also be gold-leaf embossed.

Mr O'Keefe said that a trial run of 1000 books was run off using printing blocks in the section's collection and these proved very popular with only 40 left from an original run of 1000 a little over a month ago.



Young Rosa Downer is all attention as bookbinder Lynne Melton explains how a book is constructed, watched by mum, Tammy, and dad, Richard.

MODEL RAIL ARTICLE NEXT ISSUE

Space constraints in the current issue of The Squeaky Wheel magazine have meant that the planned second part of Les Downey's history of the MOTAT model railway will hold over until the next issue.



The workings of a Heidelberg platen press are explained by Printing Section member Brendan Laing to Elise Friedman

photos by Evan James

WHO'S ON THE BOARD

The current Board, with their register of interests, comprises:

Lindsay Corban: Managing director of Lindsay Corban Associates Ltd; director of Corban Consultants Ltd, and Ngatarawa Wines Ltd; and trustee of Oakfield Trust and Foundation for Youth Development.

Bruce Howat: CEO Worldskills NZ; director of Universal Writers.com Limited trading as The Story Mint, and Howat Services Limited, trading as The Thinking Company; board member of Professional IQ; and member of the advisory board of NZ Ed Tech.

Richard Jeffery: CEO Counties Manukau Pacific Trust; director/owner Like Gallery Ltd; director of ATEED, and Knightstar Covenants Ltd; and trustee of The Rising Foundation.

John McElhinney: General manager fundraising and shared services, The Fred Hollows Foundation NZ; director Macuity Ltd; board member The Northern Club; trustee NZRTS Trust.

Lesley McTurk: Board member St John Priory Trust Board, and Ormiston Hospital; regional manager ADIO Trust (Auckland Drug Information Outreach).

Graeme Osborne: Director The New Zealand Company Limited; chairman Hamilton Waikato Tourism Limited; section manager Waikato Regional Council.

Bill Rayner: Heritage advisory panel - Auckland Council; board alternate, Taurahere, Ngati Kahungunu Iwi Inc; board audit and finance committee, Ngati Kahungunu Iwi Inc; member Ngati Kahungunu Tamaki Makarau Taurahere Executive; Auckland Regional Zone Director, Grey Power Federation; member, MOTAT Society; committee member, Devonport Museum and Historical Society Inc and Devonport Heritage Inc; member Museums Aotearoa, Auckland Museum Institute/Royal Society, Civic Trust, Character Coalition, North Shore Historical Society, Friends of the Solent group, NZ Bomber Command Association, Passchendale Society, NZ Rugby League Museum, Air New Zealand Retired Staff Assn, NZ Genealogical Assn, Shore Exhibition Centre Trust, Lopdell House Gallery/Te Uru Waitakere, Auckland Steam Engine Society, Royal Aeronautical Society, Aviation Historical Society, Warkworth Museum, NZ Rugby Museum, Vintage Car Club - North Shore Branch, Warkworth Town Hall Preservation Group.

Mike Spraggon: CEO, Baldwins Intellectual Property.

Sue Wood: Director, Sue Wood and Associates Limited; chair, New Zealand Hearing Industry Association; deputy chair, National Intestinal Failure Service Clinical Governance Board, National Health Board; board member, Auckland Future Inc

all photos by Albert Chan

TRAM NEWS

GRINDER NOW ON THE RAILS

After a gestation period of almost five years, the Western Springs Tramway's rail grinder has finally hit the tracks. After sitting in the tramway workshops since its arrival from Australia on June 15 2011, the grinder has now started to do what it was obtained for, to dress the rail surface of the tramway.



The track grinder makes for an unusual sight as it works on track alongside Motions Road observed by Tony Messenger (left), Leyton Chan and John Wolf.



Sparks fly from the grinding wheel as it dresses the track surface, cooled by water from tanks on the roof of the vehicle. The large grey cylinder on the left houses a light for night operation.



Noel Ashley is in the driving seat as the grinder reprofiles a section of track alongside Motions Road, observed by Tony Messenger (left) and Leyton Chan.

On loan from the Sydney Tramway Museum, the grinder will be used to smooth and reprofile the surface of the rail. When it arrived it was the only rail grinder in the country, for trams or trains, although KiwiRail now has since obtained a rail grinder.

It was built by Essanee Company of Bath, England for the New South Wales Government Tramway. Built as No. 2 for the New South Wales Government Tramways in Sydney, one of five similar vehicles which were introduced to remove track irregularities and corrugations, and grind welded track joints. It remained in use in Sydney until about 1935 when it was transferred to Newcastle. It returned to Sydney when the last lines in Newcastle closed in 1950, the only item of rolling stock to be returned from that city.

In 1958 it was sold to the Melbourne and Metropolitan Tramways Board (M&MTB) where it was fitted with an enclosed cab at one end and was allocated the number 3.

In its original condition the cab was open with canvas blinds which could be lowered in wet weather.

It was purchased by the Sydney Tramways Museum in 1971, and became one of several way and works trams in that museum's collection.

The machine features adjustable grinding wheels at the non-cab end, with a seat for the operator to adjust the wheels up and down and sideways.

There are two speeds, a dead slow speed for grinding, and track speed when the grinders are disconnected. Two large water tanks on the roofs feed water to the grinding wheels to help minimize sparks.

All the belts, pulleys, clutches etc are open to view, and this has been enclosed in a cage, but are still visible.

Since its arrival at MOTAT in 2011, No 3 has required quite a bit of work by Wayne Smith and his team, especially Vern Ballance and the late Nigel Cruze, with electrical work by Noel Ashley and Paul Gourley to get it running and looking good.

Work included replacing bearings and shafts on two belt guides and making new drive chain guides, replacing all the grease nipples and freeing up seized assemblies, especially those that adjust the grinding wheels, stripping and repainting the steel and woodwork, with some rewiring. The machine had been thoroughly steam cleaned and water blasted before it left Australia.

Former section manager Colin Zeff said the section had been looking at obtaining a rail grinder for some time because the track was not as smooth as it should be, and the rail head was not the right angle.

135 EMERGES AFTER REPAINT

Former Wellington tram 135 has emerged from a refurbishment at the Western Springs Tramway's coachworking shops.

After several months' work which included replacing some body and interior parts, and a complete repaint, the tram has now re-entered service.

Tram 135 was one of MOTAT's original trams.

It arrived at the museum on May 29 1964, and was later restored to its as-built condition.

But in the 35 years since that restoration the paint had become jaded with cracked panels, and also faded on one end where its nose had been poking out of its storage barn

The latest work involved a complete repaint in the chocolate brown and transport ivory colour scheme, as well as other work, including filling in some of the gaps in the original restoration.



James Duncan watches as Paul Gourley brings 135 from the coachwork shop after its refurbishment, resplendent in a new coat of chocolate brown and transport ivory paint, and new signwriting.

Albert Chan photo

KITSET OF BODY PARTS FOR TRAILER 21

A collection of pieces for the body of trailer 21 is being manufactured by tramway volunteers, and project leader Leyton Chan is hopeful that work can start assembling the body within the next month or so.

Work so far has involved manufacturing kauri and totara roof bows, as per the original specifications, and once finished, work will start on cutting mortices and tenons in the door frames

While work has been proceeding smoothly on parts being manufactured at the MOTAT shops, the same could not be said for parts that had been contracted out, including ash roof beams.

Leyton said that the woodbenders had resigned themselves to not being able to bend the ash to the correct profile so he had accepted a quote to laminate the beams instead from 6mm stock.

"Being quarter-sawn the difference shouldn't be very noticeable," he said



Totara roof bows being worked on in the MOTAT coachwork shop. Behind them are stacks of timber which will form other parts of the body frame.

Evan James photo

The woodbenders were also working at getting the roof top bows right, reported Leyton.

WHANGAREI INSPECTION



MOTAT Tram Section members inspect a truck for a former Brussels tram at the Whangarei Settlers Museum during a visit earlier this year. The truck will be re-gauged to 3ft 6in gauge to fit the museum's NZR track gauge, and it is planned for the tram to tow a generator on a trailer for power supply. From left they are Albert Chan, Ian Mison, JohnWolf, Bruce Pullar, Chris Cameron and Dave Lennard.

Evan James photo

MILITARY

MILITARY HISTORY ON DISPLAY

One of MOTAT'S more popular themed display days, the Military Display Day, was held on March 6.

This drew large crowds of people to MOTAT 2 where military collectors and re-enactment clubs put on static and live displays including mock battles.

Among those taking part were re-inactment groups including Historical Re-inactment Society (NZ), SAS Re-inactment Group, 82nd Airborne, Black Powder, NZEF, 21st and 23rd New Zealand, and the 3rd German Parachute groups.

Also there were the Auckland and Waikato branches of the Military Vehicles Club. as well as MOTAT'S own collection of military vehicles

Warbirds aircraft also featured in two fly-overs, by a Spitfire and a Mustang.



all photos by Evan James

ABOVE LEFT: A White half track anti-aircraft gun keeps guard over "allied troops" during the Military Display Day.



LEFT: MOTAT's John Tutchen is under the hood of the Military Section's GMC truck, replacing the spark plugs, assisted by Harry Pilatipiya. The truck had developed engine problems while carrying patrons, but was easily fixed with a change of spark plugs.

BELOW LEFT: Barbed wire holds back the audience for a battle re-inactment.



ABOVE: Toby Battin poses for mum taking a picture on her cellphone of him holding a STG44 rifle, with "German Paratrooper" Richard Cleghorn.



ABOVE: Playing a game of chess to keep wits sharp between engagements, are Maurizio Piglia (left) and David Gunson, at a replica of the New Zealand 5th Battalion headquarters.



ABOVE: New Zealand Land War enthusiasts John and Ben Walters, depict members of the 65th Yorkshire North Riding Regiment which featured in the Land Wars. Ben said they believed it was essential that that part of New Zealand's history was kept alive.



LEFT: John Tutschen fastens safety strapping on the rear of the Military Section's GMC truck before it takes patrons on a ride around the course at MOTAT 2.



FIRE ENGINES LINE UP FOR FIRE AND RESCUE DAY



A feature fire truck on display was the Los Angeles City Fire Department's Wagon 10, a Crown Firecoach built in 1961, serial number F1259. W10 is powered by a Hall-Scott 1091 cubic inch petrol engine and fitted with a 1250 gpm Waterous pump and a 400 gallon water tank. After being restored in the US, W10 was donated to the Museum of Transport and Technology in Auckland. Crown Coach Corporation, a school bus manufacturer, made fire appliances from 1951 until 1985, with the Los Angeles Fire Department buying 146 of them. The company became part of General Electric and ceased to exist in October 1990 when its school bus market dried up.



Nigel Bennett, cell phone camera at the ready, watches as five year old son Alfie pretends to be a fireman in the driver's seat of MOTAT's Crown fire truck.

all pictures by Evan James

Fire and Rescue Day at MOTAT gave the museum a chance to show off some of its fire engine collection. The day, which featured fire engines, speed cameras and rescue demonstrations proved very popular with the patrons. MOTAT's web site boasts that the museum has one of the largest fire engine collections in the world.



Christina Lim, aged 11, is all smiles as she takes over the driver's seat of MOTAT's Crown fire truck