



The Squeaky Wheel



Issue 8 - February 2013

SOCIETY NEWS

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Welcome to the eighth issue of the Squeaky Wheel.

Even though we are well into 2013 I'd like to take the opportunity to wish all of our readers a prosperous new year. The Society kicked off the year with a very successful outing to the SS Toroa followed by a BBQ and film screening at Bob Jessopp's theatre. Thank you to Bob for extending the invitation to visit, and for organising the afternoon. We are very impressed at the efforts by the members of the Toroa Preservation Society in the progress made on the ferry. I strongly encourage readers to make an effort to visit her on a Saturday if you haven't done already.

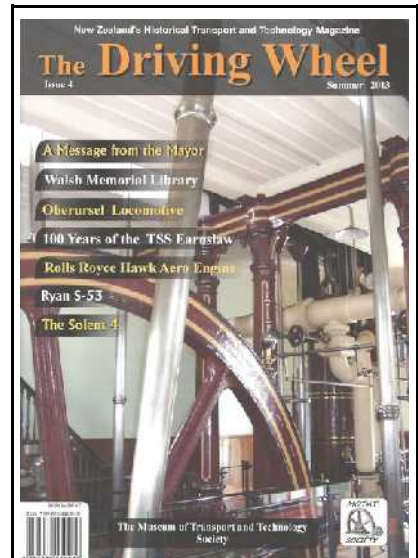
The Society took delivery of some 30 tonnes of English Oak which had to be removed from the Waterview interchange, in conjunction with the Star Mills Preservation Group (more in this issue). This timber (in log form) is to be made available to heritage organisations as well as MOTAT. Please contact us if you would like to know more.

It is with sadness that I advise the passing of Gloria Pointon, wife of Ken and mother of our chairman Andre on Sunday 17th of February. On behalf of the Society I would like to pass on our deepest sympathy and condolences to the Pointon family. Wives and partners of the volunteers at MOTAT are just as much a part of our Society as our members; with them there is much patience and understanding never expressed but given without question.

Our latest Driving Wheel magazine (issue 4) is now out, and is also being sent to the wider Auckland area Vintage Car Clubs (VCC) members with their Beaded Wheels magazine. Many thanks to this magazine for allowing us to further extend the Society's reach.

The Society's next major event is in conjunction with MOTAT and the Auckland Steam Engine Society at the Glenbrook Vintage Railway's Steam and Country Vintage Festival. Making its debut will be a working example of a Newcomen atmospheric steam engine. We would like to see as many people there as possible so book a day out with the family during the weekend of 23-24th March.

- Leyton Chan, Deputy Chair



We are actively seeking contributors or ideas for articles, photos, interesting stories or experiences for publication in the Driving Wheel magazine & Squeaky Wheel newsletter. In addition we are seeking advertisers and relevant events to promote.

Issue 5 will be coming out mid year, with the deadline for materials early April.

Material and ideas can be sent to Andre Pointon. *Email:* colonial.energy@actrix.co.nz
Or Tessa Phillips: *Email:* admin@motatsociety.co.nz

MOTAT Society CONTACTS

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Celebrating 30 years of Rail at MOTAT Meola Road

by Pete Cairncross

The weekend of December 15 and 16, 2012, saw a MOTAT event to recognise 30 years of rail operations on the Meola Road site. The weekend saw some interesting and different activities and for the first time at the Meola Road site four engines were in steam, Y542, L507, Bertha and Cb117 from the Bush Tramway Club,



Some of the steam locomotive collection, from L to R, Kerr Suart, Orenstein and Koppel "Bertha", Cb117 and L507. This is the first time that these locomotives have been together since the A.G. Price of Thames built CB moved from MOTAT to the Bush Tramway Club in September 1976. Our thanks go to the Bush Tramway Club for their support of our event. Roger Curl photograph



The Bush Tramway Club's White truck Mamaku Jigger, L507 and Y542 lined up at the station. Photo David Maciulaitis

also from the Bush Tramway Club was the White truck bush jigger.

The start of MOTAT's rail collection can be traced back to the early 1960's, in 1967 a start was made at the now MOTAT 1 site to establish a railway that could one day extend beyond the museums boundaries into Western Springs Park. The railway opened to the public in October 1974, soon after this the Keith Park (Meola Road) site was identified as a way for MOTAT to expand and suggestions of building a longer railway were seriously considered.

The first part of this new railway was built in 1982 as part of a government work scheme, the final spike was driven on 1st November 1982 and on 18 December 1982 the railway was opened by the Minister of Railways, Hon. George Gair.

Over the weekend many old Rail Section members dropped in as well as a great number of rail enthusiasts from many of the well and lesser known enthusiast groups. They were treated to demonstration goods trains, double headed passenger trains, the Cb going very slowly along the main line, cab rides and a chance to see an excellent display of the history of the rail section at MOTAT.



The original rail yard at the MOTAT Great North Rd site in the early 70s, photograph Ian Jenner.



*The line up of locomotives on Saturday the 15th December 2013, 8 steam engines, 5 internal combustion engines and the White truck based Mamaku Jigger. Of note is F180 "Meg Merrilies" well advanced through her major rebuild.
Photo David Maciulaitis*

WATERVIEW : A RICH HISTORY IN THE PATH OF A MOTORWAY

by Peter McCurdy

It can be surprising to discover that Waterview, in living memory always a residential suburb, was for a long time previously a colonial industrial village on Oakley Creek, with a brickworks and a flour mill, followed by a tannery, and was the only settlement between Auckland and Henderson.

Towards the end of its life, the mill became the subject of poetic photographs: one of these from 1898, taken with the tide out, is reproduced in Dick Scott's splendid West Auckland history *Fire on the Clay*. In the early 1980s when Peter McCurdy was sitting in a dinghy on Oakley Creek (with the tide in) looking back at the property he had recently bought, he realised he was looking at the same view as the 1898 photographer, and that his new home at the end of Cowley Street was the site of Thomas' & Barraclough's Star Mills and the Garrett bros' Star Tannery. A site whose location had been largely forgotten until quite recently.

Cowley Street no longer exists but at least some of the physical history of the area will survive. Despite the current swathe of destruction through the northern end of the suburb for the

building of the SH20 motorway link, key archaeological remains will be preserved in a new historical reserve, especially on the left bank of Oakley Creek at the end of what used to be Cowley St. The preservation of the Star Mills and Star Tannery remains is not least due to strenuous efforts over the last seven years by the Star Mills Preservation Group in the face of motorway plans – an early interchange layout by Transit showed a ramp right through the site of the mill.

Northern Waterview and Oakley Creek hold an archaeological landscape, rich in remains from Maori & colonial occupation of this area, which has been and still is food basket, refuge and transport hub. Along with the colonial remains comes a glorious and ever-growing documentary record – in newspaper articles, advertisements, notices, deeds, mortgages and inventories – of the events and minutiae of industry & business, domestic life and scandal. This can all be told at a later date; here is just a taste of the story.

Continued page 4...

Waterview article continued from page 3...

In 1859, John Thomas, son of a Devon miller and mason, bought Pt. Lot 18A (the land between Cowley St-to-be and the Creek) and Lot 61 on Oakley Creek. Here he built a water-mill to grind flour. The wheel was fed from a mill pond impounded by a dam on the Creek just to the east of the Great North Rd and stretching up to the waterfall.

Thomas also made some of the bricks for the new lunatic asylum, until conscription for the war in the Waikato lost him his contract. He died soon after, but the mill – to be called the Star Mills – was carried on by his widow and son, and her new husband. In 1873 the mill burnt down and was rebuilt within six months, all of this reported in great detail in the newspapers.

By the late 1870s, Canterbury and Australian wheat production had made the local small mills uneconomic, and the mill and its settlement were bought in 1878 by the Garrett Brothers for a tannery. The Garretts, who sold boots from a number of stores around the country, carved tanning pits in the rock on the other side of the Creek, built a currier's cottage, and installed a 'powerful Vickers pumping engine' to distribute fresh water around the plant. They carried on their business here until declaring bankruptcy in 1890, when their geared-mortgage property acquisitions crashed in the depression.

So what is left? On the left bank the most obvious features are the basalt seawalls along the Creek, lining Thomas' barge landing and watermill tailrace; the Garretts' Cornish boiler and the foundations of the Vickers engine; and the recently exposed mill race and a 19th-century well, and the foundations of Thomas' clamp kiln for his brick making – these last three to disappear under SH20 ramps. On the right bank, tanning pits, a grid-like formation which could be anything from a hide store to a kumara stone garden, and the extensive remnants of basalt quarries.

And the trees: innumerable karaka trees from Maori occupation, a food source to go with the



The surviving Cornish boiler from the Garretts' Star Tannery in Waterview, 1879-1890. Photo courtesy of Peter McCurdy

profusion of kai moana from the Creek; cottonwood poplars as WWII memorials; Monterey pines planted by the Council to replace the pohutukawa they knocked over in the '30s; and many old oak trees.

The generations of Waterview oaks might date from the Star Tannery days, perhaps planted by the Garretts for tanning bark supply (they did also import mimosa bark) or associated with their Oakleigh Park to the south. Perhaps the oaks are older again, associated with Edwin Oakley whose name was given to the Creek where he was a squatter before the time of Hone Heke and his flagpoles up north.

Five of these large old oak trees in the way of the motorway have been felled. Their timber is available via the Motat Society for heritage projects. Is there a volunteer to count the rings on the largest boles so we can determine age of the trees?

The MOTAT Society would like to thank the Star Mills Preservation Group for passing on the use of the timber, and MOTAT for allowing storage of the timber at the MOTAT Meola Road site. If your group is interested in using some of the timber for heritage projects or restorations, please contact admin@motatsociety.org.nz with an outline your project and requirements for consideration by the committee.



Just a quick reminder that you can view full colour copies of the Western Springs Tramway's newsletter "The Controller" on our website

www.motatsociety.org.nz

This contains all sorts of interesting news on the tram section as well as MOTAT generally. We will be putting up an archive of old Controllers shortly.

Full colour Squeaky Wheel's are also online.

MOTAT Society Visits SS Toroa

By Leyton Chan, photos by Dr Vincent Chan

The MOTAT Society kicked off 2013 with a very well attended visit to the old Devonport ferry SS Toroa in Henderson, followed by a BBQ and short film at Bob Jessopp's place in Massey on Sunday the 20th of January. Even though the ferry has been up on the hard at the Lincoln Rd interchange for eleven years; for many it was a first time look inside to see the progress being made on rebuilding the vessel.

A short introduction was given by the group's president Mr Don Henwood, followed by a guided tour within the hull. Visitors got a chance to see the original triple expansion steam engine and scotch marine boiler, as well as have a look inside both deck cabins and one of the wheelhouses. Impossible to overlook once up close is the sheer scale of the job at hand for the guys at the Toroa Preservation Society, who are presently three quarters through a frame replacement program.

The current work plan is to complete the internal steelwork within the next two years, concurrently procuring and preparing new kauri timber to begin the mammoth task of re-planking the hull and weather-decks. Volunteers working on Toroa are excited at the prospect of the heavy shipwright work that will be coming up, given that it will be highly visible external work.

After visiting Toroa, Society members adjourned to Bob Jessopp's theatre in Massey where he kindly put on a BBQ and carried the ferry theme on with the short film "Down and Out on the Waitemata" (NZ Film Unit) shown on the big screen. The film relived the last days of Toroa when she was the only steam ferry left in service, particularly poignant was a short segment with W.W. (Bill) Stewart standing on the deck of the Toroa pointing across to the other ferries laid up at St Mary's Bay which did not make it into preservation.

The MOTAT Society wishes to extend its gratitude to the Toroa Preservation Society for hosting the visit, and also to our own Bob Jessopp for inviting members to his place. As one of the largest and most difficult restorations in Auckland, the Society wishes to congratulate the group on the impressive progress made to date. and wishes them well in the job ahead.



Visitor gather before the tremendous bulk of the ferry's hull



Toroa Society President Don Henwood explains how bad the frames and steelwork was with an example taken from the hull



Inside Toroa's engine room - 99% new steel, with bulkheads that will be watertight



Old and new - the new frames march towards each end of the hull

MOTAT Society committee news

The date for the MOTAT Society AGM has been set for the evening of Wed 25th September 2013, if you would like to pop this in your calendars.

Committee Meetings are generally held from 6pm on the **LAST TUESDAY of each month** at MOTAT. You can request to come along as a guest but as this is outside museum opening hours we need to arrange access so let us know in advance, also to confirm location, date and time.

Committee: Andre Pointon (Chair and Steam rep), Leyton Chan (Deputy Chair and Tram rep), Bill Rayner (Secretary / Treasurer), Henry Swan (Aviation rep), Lyndsay Whittle (Road transport rep), Pete Cairncross (Rail rep), John Wolf, Bob Jessopp, Ken Pointon, Nick Taylor (also on the MOTAT Board)



Membership Renewals for the 2013-2014 year:

Just to let you know that all members should receive by post a renewal letter outlining how to confirm your MOTAT Society membership for the 1st April 2013 to 31st March 2014 subscription year.

Please take the time to review the letter carefully and take appropriate action to ensure you continue to receive your MOTAT Society membership benefits. If you have not received the letter please let me know. Many thanks for your assistance in this.

- Tessa Phillips, administrator.

INTRODUCING CLAUDETTE HAUITI

Further to our profiles on other MOTAT Board members in previous issues, we would like to introduce you to Claudette Hauiti.

Claudette Hauiti is the newly appointed Deputy Chair of the MOTAT Board. The multi-media broadcaster has had a lifetime association with MOTAT firstly as a young girl growing up in near-by Owairaka. In fact her father was one of the hundreds of keen Auckland residents who donated their much loved well-worn garden hand mowers for display back in the Museum's infancy in 1967.

Claudette's passion for MOTAT grew during her time as a waitress at the Lunchbar - a tight ship run by a bouffant blonde named Betty. This was in the very early 1980's and MOTAT was a hive of activity; PEP Government Schemes had work gangs busy building tramlines, rail-lines and sheds. The Pioneer Village made and gave away damper bread baked in camp fires by the Barnes' boys whose father had the catering license at Cropper House – the same restaurant that held Auckland's monthly Tripe and Onion evenings.

Claudette is looking forward to assisting the Board and Chair Grant Kirby deliver great service to MOTAT.

“We have an exceptionally strong leader in Grant, particularly in governance and operations. This complements the strategic expertise of our new Chief Executive Michael Frawley. “ says Claudette. “MOTAT's strength of course is and always has been in its people, the Staff, the Society and the Volunteers.”

In fact Claudette has already recommended to the Board that its monthly meetings are held at different exhibition sites around MOTAT to allow the staff and volunteers better access to information.

“Grant Kirby and the Board are adamant that there's clearer and more transparent lines of communication, and a way to assist that is to get the Board out and about to where the real action is on the shop floor,” says Claudette.

Claudette's background is in Media, Marketing and Maori Stakeholder Relationships. “My experience in Treaty and Maori issues is significant and so I hope to be able to add value to MOTAT's vision by bringing a Maori dimension to the organisation's overall strategic vision. In the meanwhile I'm enjoying working with a great Board who are united and focussed on achieving great results for MOTAT and the residents of Auckland. ”



Claudette with her 4 year old daughter Manawa having a great time at MOTAT's 2012 Halloween.

For those that missed this, here is a copy the MOTAT Board press release of 25th January 2013.

MOTAT BOARD WELCOMES ITS NEW CHIEF EXECUTIVE

‘The Board of MOTAT, The Museum of Transport and Technology, is pleased to announce the appointment of the Museum’s Chief Executive Officer Michael Frawley.

Mr Frawley has extensive corporate experience and is the former Managing Partner of the international law firm Taylor Wessing in the United Kingdom. He has a long standing involvement with the National Portrait Gallery in London.

MOTAT Chair Grant Kirby says Mr Frawley will bring extensive commercial experience and leadership strength to one of Auckland’s iconic organisations.

“His strategic expertise along with entrepreneurial vision will assist MOTAT’s aspirations of becoming New Zealand’s leading innovation and learning centre for transport and technology,” says Mr Kirby.

Mr Frawley says that he is, "Looking forward to working with the Board, staff and volunteers so that

MOTAT hits its full potential and becomes a rewarding and exciting place to visit and work."

Mr Frawley is married with two daughters and is of Ngati Maniapoto descent. His personal interests include classic cars, airplanes, historic houses and cooking.

His tenure as Chief Executive Officer of MOTAT commences on the 4th February 2013.

MOTAT Board and MOTAT Society also welcomes new Chair Grant Kirby ONZM and Deputy Chair Claudette Hauiti.

Mr Kirby will bring value and expertise to the Board, particularly governance and strategic change. He is a former director and board member of MOTAT and a current Commissioner and former Chair of the Local Government Commission.

Ms Hauiti is from Nga Puhi, Ngati Porou, and is a broadcaster and multi-award winning television programme producer. An innovative entrepreneur, her media marketing knowledge is an asset to the Board.

For more information please do not hesitate to contact Chair: Grant Kirby on 021938076, email: grantconsult@xtra.co.nz.

Introducing new MOTAT CEO Michael Frawley

*The MOTAT Society would like to warmly welcome new MOTAT CEO Michael Frawley.
He would like to take this opportunity to say a few words to the Society's members.*

I joined the MOTAT team on 4 February 2013 and everyone has made me feel very welcome and I am impressed with the quality and historical significance of MOTAT’s key collection items.

In order to get up to speed I have asked everyone involved with MOTAT on a day to day basis to provide me with feedback on: a) What do you like about MOTAT? b) What don’t you like about MOTAT? c) What would you like MOTAT to start doing? d) What would you like MOTAT to stop doing? Please do not hesitate to contact me if you would like to answer one or more of these questions.

I am aiming to present an overview of the feedback to the MOTAT Team in early March and outline the steps that can be taken so that MOTAT can become one of the leading Museums in New Zealand and a ‘must see!’

If you are at the Museum and happen to see me around please make yourself known as I would be delighted to meet you.

Finally I would like to take this opportunity to congratulate and thank the Tram section on reaching the significant milestone of carrying its 1,000,000th passenger. This is truly a great achievement for the Tram section and for MOTAT.

Nga mihi
Michael

MOTAT Society Affiliates

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

- Mainline Steam Heritage Trust: www.mainlinesteam.co.nz

The Society looks forward to a fruitful exchange of ideas, knowledge, and enthusiasm, and thanks them for their support. If your group or club is interested in affiliating with the MOTAT Society please contact Tessa at admin@motatsociety.org.nz or ph (09)8156625.

www.gvr.co.nz

2013

STEAM & VINTAGE COUNTRY FESTIVAL



AT THE

GLENBROOK VINTAGE RAILWAY

Near Waiuku, 50 minutes south-west of Auckland

SATURDAY 23rd and SUNDAY 24th MARCH

9AM TO 5PM



Featuring

- Steam Trains
- Traction Engines
- Horse Ploughing
- Vintage Tractors
- Steam Boats
- Vintage Cars
- Steam Cars
- Vintage Aircraft
- Models
- Big Band Music
- Kids Activities
and Much More ...



Plus

Special Appearance!

A WORKING Example of
The WORLD'S FIRST
STEAM ENGINE, of 1712



ADMISSION – Adults \$10, Children Free (Rides Optional & Extra) PARKING – FREE

Follow the Drury – Waiuku, or Pukekohe – Waiuku Route, Turn into Glenbrook Station Rd (signposted)

Further information: Ph (09) 636 9361, or email the organiser at: rosscrook@ihug.co.nz

The MOTAT Society in conjunction with the Auckland Steam Engine Society and MOTAT will be presenting the reconstruction 1712 Newcomen Steam engine as a centre piece at the 2013 GVR Steam & Vintage Country Festival. For more information on the Newcomen engine see the Driving Wheel magazine Issue 2 article "300 Years of Steam". For more information on the Glenbrook Festival see the Glenbrook Vintage Railway website at www.railfan.org.nz (and click on GVR-HOME). We hope to see many of you there!