

The Squeaky Wheel



Issue 9 - May 2013

SOCIETY NEWS

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Welcome to the ninth issue of the Squeaky Wheel.

An extremely busy but satisfying few weeks culminated in the successful debut of the Newcomen engine at the Glenbrook Steam and Country Festival over the weekend of March 23-24. Occupying centre stage between the rail activities and vintage cars and other steam equipment, hundreds of people were able to see for the first time a fully operational atmospheric steam engine. Hats off to Ken and Andre Pointon, and members of both the Auckland Steam Engine Society and MOTAT's own steam section, who after years of hard work were able to demonstrate their unique abilities in bringing this form of technology back to life. The Society is very grateful for the recent support received from MOTAT on behalf of the members of the Board in authorising a sum of \$12,000 to enable the engine to be displayed at Glenbrook. It is now the Society's aim to have this machine on display at MOTAT in the near future.

To all members and affiliates, I must advise that our Chairman, Andre Pointon is temporarily stepping down to take a well deserved break from activities. I shall be taking over his duties as Acting Chairman for a period of three months. Andre will continue to assist with the publication of the Driving Wheel however.

Looking forward to upcoming events, the Society in conjunction with Bomber Command is hosting a special screening of the movie "Dam Busters" on Friday 17th May to commemorate the 70th Anniversary of "Operation Chastise" in the MOTAT Aviation Display Hall next to the Avro Lancaster. We are holding two screenings, at 2:30pm and 6:30pm. Please confirm your attendance at this unique event with our committee member, Bob Jessopp, his details are on the ad on the last page. We hope to catch up with many of you there.

- Leyton Chan, Acting 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.

If you interested in helping with the construction, editing or funding of the magazine, please let us know as we are actively looking for extra help with this and currently considering options for the future of the magazine.

Material and ideas can be submitted via the society administrator, Tessa Phillips:

Email:

admin@motatsociety.co.nz

MOTAT Society CONTACTS

Website:

www.motatsociety.org.nz

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admin@motatsociety.org.nz

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Pt Chevalier, Auckland 1246

Ph queries: Tessa Phillips by
mob 021-0479973

Glenbrook Steam and County Festival – March 2013

A few words on the MOTAT Society's involvement by Andre Pointon:

“The weekend of the 23-24th of March saw a great many heritage engines, machines and equipment descending upon the Glenbrook vintage railway to take part in the 2013 Glenbrook Steam and Country Festival. This is a huge event that is held every three to four years and was last held in 2009. It is attended by most of the heritage transport and technology organizations from around Auckland, and also Northland and other parts of the country.

There were many wonderfully restored and working pieces of our history from horse drawn plows and transport, stationary engines trucks and bulldozers, steam boats, steam cars, veteran and vintage cars, vintage tools, heritage re-enactment clubs and of course the steam locomotives and train rides at the railway.

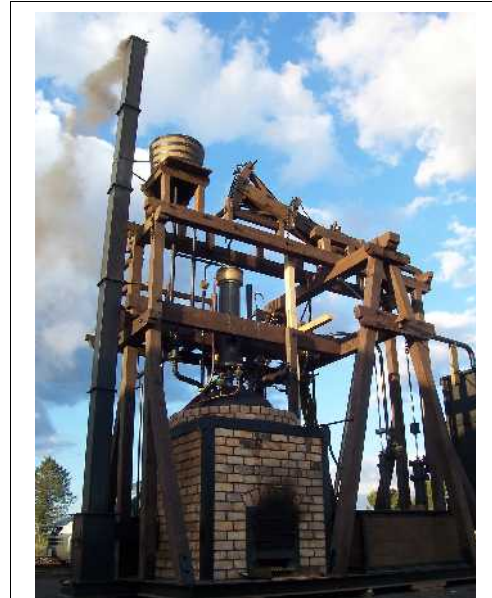
The MOTAT Society's display was in conjunction with The Auckland Steam Engine Society and MOTAT. The display demonstrated and explained the genesis of the steam engine and its subsequent development and the effect it has had on the Industrial Revolution and technology development from 1712 until now, along with promoting MOTAT as a great place to visit for young and old and promoting The Auckland Steam Engine Society which is one of the MOTAT Society's affiliate member groups.

At the centre of the display was a working representation of an early type of Newcomen engine that was built by the Auckland Steam Engine Society over the last three to four years to mark the tercentenary (300 years) of the invention of steam power in 1712.

None of the very early type of Newcomen engines have survived, and there is only one other working replica that was built in the UK in the 1980's. So this engine will be the only working early design Newcomen engine outside of Britain.

The display was a great success, usually surrounded by large crowds of people asking many varied questions about the engine, how it was built, how it works and how it has led to today's technology.

It was an action packed and fun weekend and we look forward to the next one.”



Newcomen Engine under steam

– Photo: Andre Pointon



Newcomen Engine - Photo courtesy of Dr Vincent Chan



Interesting general displays at Glenbrook included this Roper Steam Bicycle 1896 – Photo courtesy of John Wolf



*General setting of the MOTAT Society display
- Photo courtesy of Andre Pointon*

And a few words on MOTAT Rail section involvement by Peter Cairncross:

“At the recent Glenbrook Steam and Country Festival Motat Rail relocated two of their locomotives, L507 a 2-4-0T built by Avonside Engine Company number 1205 of 1877 and Y542 an 0-6-0 built by Hunslet Engine Company number 1444 of 1923. The locomotives were used exclusively for the enthusiast special trains on the Friday. The initial trains were a reproduction of country travel in the early 20th century with L507 and Glenbrook Railways 60ft carvan AF 1182 dating from 1911, and a country mixed goods train hailed by Y542. After a number of photo opportunities and run byes, Y542 was joined on the mixed goods train by L507

for several more photo opportunities of the locomotives double heading.

The two locomotives provided scheduled train services on the Glenbrook line on both Saturday and Sunday of the event. The faultless performance of the locomotives across the three days is testament to the significant efforts put in by the volunteers of the MOTAT Rail section.”

We are planning to put up some photos on the website from the Glenbrook festival, so if you have any interesting photos you would like included please send these through including who to credit photos to.

We would like to include an article on the Glenbrook festival in the next Driving Wheel magazine so. If you would like to help with writing a general article on the festival as a whole please could you let us know.



*MOTAT's rail section joins in at Glenbrook with Y542 and L507
- Photos courtesy of David Maciulaitis*



*See the MOTAT Website for details of this Steam themed day at MOTAT as part of May's steam month
www.motat.org.nz*

Tramways Tower Waggon

- by John Wolf

MOTAT's Western Springs Tramway section now have an operating "Tower Waggon" which will allow us to carry out a lot of deferred maintenance on the overhead wires that supply power to run the trams. The tower waggon is a 1970's TK Bedford truck fitted with an elevating tower and work platform and required a lot of up grading work to get it to comply with current safety standards. The highly visible team consisting of Paul Gourley, John Clifford and Mike Jarka have been starting at 7am on Saturdays (before the tram service starts) to carry out inspections of the overhead wires and action the necessary repairs.



Photo courtesy of Michael Jarka



Photo courtesy of Dr Vincent Chan

2014: MOTAT's 50th Anniversary - MOTAT Requesting ideas

As mentioned in the latest Driving Wheel magazine (Issue 4 - Pg17, "Genesis – Laying the Foundations of MOTAT"), 1964 was the year the museum was officially opened to the public. We would like to pass on the following, from MOTAT CEO Michael Frawley, to the wider MOTAT Society membership.

"MOTAT will be 50 years old next year and we are looking for your input on how we can celebrate this milestone. Can you please send your suggestions to

paul.swift@motat.org.nz by the end of May 2013?

I will donate a bottle of wine to the top three people, teams or sections selected by a panel of judges that has yet to be selected."

- Michael Frawley

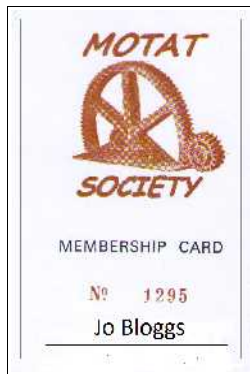
MOTAT's WALSH MEMORIAL LIBRARY is moving

- by Caroline Foster-Atkins

The Walsh Memorial Library is moving temporarily to premises in Morningside while work is being done on Building 1 (Pioneers of Aviation building). While we are off site, work will continue on the Library's digitisation project alongside preparations for MOTAT's 50th anniversary and WWI commemoration projects.

We are unable to move all the collection but are busy identifying key items and are open to suggestions from Society members. If you have any upcoming projects and think there might be material that would be of use to you in the collection over the next 6 to 12 months, please contact myself or Allan and we will make the necessary arrangements. You can either email us at library@motat.org.nz or call on 09 8155810.

Please check the website as we will update it when we have more information regarding specific dates etc. <http://www.motat.org.nz/explore/library/about-the-library>



Membership Renewals for the 2013-2014 year:

Hopefully everyone received their membership renewal notice with the last newsletter. Many thanks to the large portion who

have sent in their renewals and a big thank you too for the kind donations which have been coming through.

For those of you who have yet to renew, a gentle reminder to have a quick look at the letter and drop me a line (by any of post, email, ph) to confirm membership, or please let me know if you would like to be taken off the membership list. I am back from leave now so once you have renewed I can post out your new membership card.

Thanks everyone - Tessa Phillips,
MOTAT Society administrator.



Calling for copies of Issue 2

We are getting a steady stream of requests for Issue 2 of the The Driving Wheel magazine but have run out of stock! Do you have a spare copy you no longer need? It would be great to be able to let a few more people have a look so if you are happy to, perhaps could you drop your copy back to the society. For those in MOTAT you can pop them in the MOTAT Society cubby hole in the admin block or MET office. Thanks for your help.

- Tessa

MOTAT Society committee news

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)

Please note that Andre Pointon is on leave from the role of Chair for the next 3 months (until Aug) and Leyton Chan will be taking on the role of Acting Chair. .

The MOTAT Society is always looking to improve its relationship with its members and its role with MOTAT itself. The committee is seeking feedback from interested people as to how they see the Society should function, so that we are better able to support the museum. Submissions can be made via the Society Administrator, and to assist we would like to pose the following three questions:

1. Are we, the Society, representing our members effectively through communication and submissions to the Board of Directors and/or the Museum CEO?
2. Are we effective at promoting the values of volunteers and their technical and academic expertise, and what can we improve?
3. For those who are not involved directly with MOTAT, how can we be or offer better value to you?

Remember that in order for the committee to represent the society membership's views we need to hear these views. You can always drop us a line with your thoughts and ideas by email, mail or phone (via the society administrator), or by talking with one of the section representatives, chatting at one of our events or attending committee meetings.

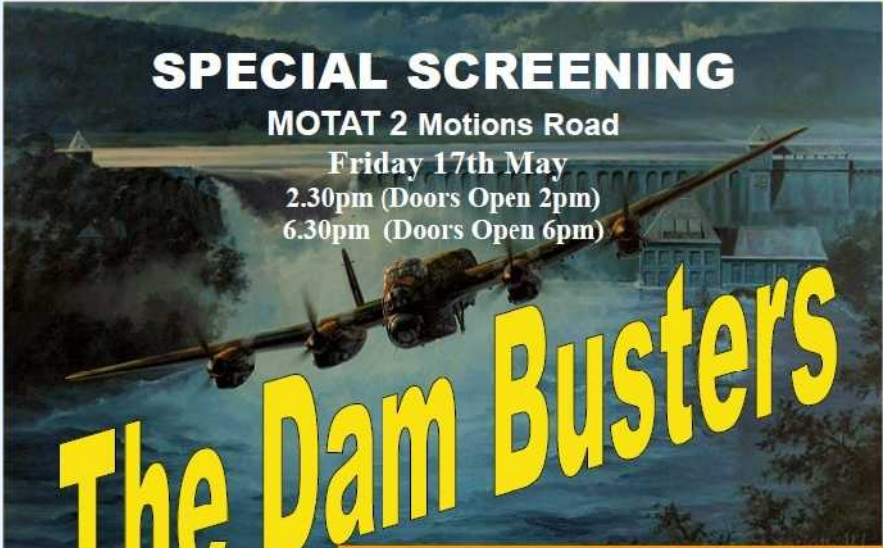
Committee Meetings are generally held from 6pm on the **LAST TUESDAY of each month** at MOTAT. You can request to come along as a guest but as this is outside museum opening hours we need to arrange access so let us know in advance, also to confirm location, date and time.

The MOTAT Society's New Home!!

MOTAT has recently approved for the Society to set up a new base at MOTAT's Great North Road site, inside the 1920's Electrical Shop in the block of Victorian shops by the Tram workshop. This gives us a publically accessible space from which to operate. We hope to use this as a base for publications, volunteer promotion and we hope to display some of the society/museum's history, and acknowledge some of its pioneers. **More news soon!** - Tessa Phillips

MOTAT Society MOVIE EVENT - 17th MAY

“The DAM BUSTERS” (1954)



MOTAT SOCIETY

May 2013 is the 70th Anniversary of one of the most memorable operations of the Second World War. MOTAT Society and Bomber Command invite you to Join us at MOTAT 2 commemorating the innovation of the engineers and the heroism of the Airmen involved.

MOTAT

SPECIAL SCREENING
MOTAT 2 Motions Road
Friday 17th May
2.30pm (Doors Open 2pm)
6.30pm (Doors Open 6pm)

The Dam Busters

As seating is limited it is important that you advise us which performance you are attending
Email: jessopp@xtra.co.nz or phone (09) 8337162 before 6pm.

Location: by the Avro Lancaster in the Aviation Display Hall at MOTAT's Meola Road site.

Parking: Available at MOTAT Meola Road site's carpark, main entry from Meola Road.

When: Friday 17th May 2013, two showings at 2:30pm and 6:30pm

Admission: Matinee - Gold Coin Collection, Evening - \$5.00

RSVP by 15th May as limited seating: Bob Jessopp – jessopp@xtra.co.nz or (09) 8337162 before 6pm

May 2013 is the 70th Anniversary of one of the most memorable operations of the Second World War. To commemorate this the MOTAT Society and Bomber Command NZ invite you to Join us in commemorating the innovation of the engineers and the heroism of the Airmen of 617 squadron who, on the night of 16th/17th May 1943, carried out a low level attack on three dams in the Ruhr Valley. They were the Moehne, the Sorpe and the Eder. There were also three other Dams that could have been attacked also, they were, the Schwelm, Ennepe and the Diemel.

The Avro Lancasters of the squadron each carried one special Barnes Wallace designed bomb that was shaped like a giant 44 gallon drum and was pre-rotated before release and thus able to bounce over defensive netting. Wing Commander Gibson led the attack. It took five attempts to breach the Moehne Dam. Gibson then led the three remaining Lancasters to attack the Eder Dam. Of the three, two - the Moehne and Eder, were breached whilst the Sorpe remained largely undamaged.

8 of 19 dispatched Lancaster bombers and 56 men did not return. The breached dams did not have very much effect on the German industry and it was not long before the dams were

repaired. However, one thing the Dambusters did do was raise the morale of the British which was sorely needed after four years of war.

The film is largely very accurate with a bit of 'artistic licence' taken here and there. The number of aircraft taking part in the raid is reduced in the film, presumably due to the lack of airworthy Lancasters. The Upkeep mines used were still secret at the time the film was made and so the mock-ups fitted to the Lancasters were inaccurate. The flying scenes were mostly accurate apart from a few scenes where models had to be used, however the low-flying scenes of the aircraft on the outward journey were real and presumably flown during the day with a filter used over the camera lens to make it appear to be moonlight. The low flying is one of the most impressive things about the film (and the real operation) as the aircraft used were heavy bombers, and not easily manoeuvrable types, such as fighters. IIRC, the Lancaster had a ~102ft wing span and the outward trip was flown at around 120ft altitude, coming down to 60ft for the attack itself, so the operation was flown very low indeed. The film can't be classed as 'fiction' as, compared to some notorious Hollywood war films, it's almost all completely true with just a few justifiable alterations because of resources,

German sources tell us that 1069 people were killed and 225 listed missing for the Moehne-raid. Most victims were Ukrainian 'women', "Fremdarbeiterinnen" (foreign workers - 'slave workers' would be a more honest translation) from a camp near Neheim. Due to the thin population of the Eder-valley the number of victims here was much less, listed as just 69.

Of the surviving aircrew 33 were decorated by the King, Wing Commander Gibson was awarded the Victoria Cross. Please come and help us remember some of the heroes who worked and died to prevent the rest of the world from falling to the Nazi oppression practised in Europe.

- Henry Swan of MOTAT Aviation Section.