



# The Squeaky Wheel



The MOTAT Society Newsletter  
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**GOLD MEDAL  
PERFORMANCE  
BY PRINTERS**

*Printing Section head Graham O'Keeffe (left) and section member Willy Coenradi proudly show off one of the two gold medals that a book printed in the MOTAT printing shop won at the prestigious Pride In Print Awards for 2016. The book, entitled "Little Wing Book" was produced by Willy's partner Claire Delaney and won a gold medal in the Specialty Products section of the Limited Edition and Fine Art Prints category for letterpress printing, and then was awarded the gold medal for the best letterpress printed entry at the awards. See story on pages 4 and 5. Evan James photo*

# JOHN SYME ELECTED AS SOCIETY LEADER

There has been a change at the helm of the MOTAT Society with John Syme being elected chairman at the October committee meeting.

This came after previous chairman, Henry Swan, announced his intention to step down from the position, but agreed to take on the deputy chairman's position.

Also announcing her resignation was administrator Francis Young who will retain her position as editor of The Driving Wheel magazine.

It was decided to leave the administrator's position vacant for the time being, with the duties being covered by other committee members.

Frank Hannay will continue his role as treasurer of the Society.

John Syme is a previous Society committee member and was Director of the museum in 2000-2003.

He served as Board Deputy Chair in 2000 before his appointment as Director and subsequently was a Board member on a further occasion.

John was a former senior executive with Fletcher Challenge and Commercial Director of St Lukes Group.

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## AVOIDING POTENTIAL CONFLICT OF INTEREST

The disbaring of paid employees of MOTAT from standing for the MOTAT Society committee provoked some discussion at the Society's annual general meeting.

Chairman Henry Swan advised this brought the conflict of interest rules in line with the MOTAT Act s5(3) and the interpretation was made under the Society rules s23.

He said this covered long time volunteers, including section heads, who now had managerial roles in the museum, and paid tram drivers. However, they do have voting rights if they are signed up members of the society

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## WHAT'S COMING UP AT MOTAT

**November - Saturdays and Sundays**

Weird and Whacky Transport

**November 13**

Bubble Day

**November 26**

Time Travellers' convention

**December 3**

Tattoo Show

**December 4**

Bikes, Bands and Barbecue

**December 3-4**

Lego Weekend

**December 8**

MOTAT team Christmas party

**December 15-24**

Christmas Lights

**Coming Soon**

Innovators - Ideas Unleashed

## STAR LOCOMOTIVE SHIFTED INTO STORAGE

Star attraction locomotive K.900 has been removed from its long term resting place at MOTAT 1 and placed in storage at MOTAT 2 where work can begin on removing asbestos insulation.

Asbestos was a common form of heat insulation for locomotives until alternatives forms were invented, and K.900 was no exception.

It has been a feature near the entrance to MOTAT 1 since December 20 1975, and Rail Section's Richard Croker said he hoped it would eventually form part of a major display at MOTAT 2.

Writing in The Driving Wheel magazine, Mr Croker said he hoped that the Waitakere station building and the Mt Albert signal box would also be relocated to MOTAT 2, and form part of an extensive rail exhibition along with the operational Western Springs Railway.

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## ROAD TRANSPORT COLLECTION REVIEW

A review of the MOTAT road transport collection has started.

Chief Executive Officer Michael Frawley told a recent MOTAT Board meeting that the review was a pilot and undertaken in accordance with the collection policy adopted by the Board.

The processes would be reviewed after the first 20 objects had been assessed to ensure that the process works, he said.

# EXPERTISE IN NEW MOTAT BOARD APPOINTMENTS



*Ms Helen Atkins*



*Dr Bruce Hucker*

A former deputy mayor of Auckland and a barrister of the High Court have been appointed to the MOTAT Board of Governors by the MOTAT Society.

The appointments of Dr Bruce Hucker and Ms Helen Atkins were announced at the MOTAT Society annual general meeting by Chairman Mr Henry Swan.

They were the first Society appointees to the Board since the Society decided to leave a joint Auckland Council/MOTAT Society body to appoint Board members and will join the Hon Judith Tizard and Mr Bill Rayner as the Society appointees to the board.

Mr Swan said the Society is confident that their experience would add value to the Board's existing expertise.

Under the MOTAT Act 2000, the museum is governed by a 10 person Board of Governors, six of whom are appointed by the Auckland Council's Regional Facilities Authority (RFA) and four by the MOTAT Society.

Mr Swan said he was confident that the expertise of the two new Board members would add value to the Board. Mr Swan said Ms Atkins had approximately 25 years' experience acting in the areas of environmental law, public law and local government law.

"She regularly advises the public and private sectors on a variety of matters relevant to resource management, environmental and local government law and practice and is a member of the Environmental Protection Authority's Hazardous Substances and New Organisms Committee," he said.

"Ms Atkins has significant local government experience starting in the late 1980s and early 1990s (1989 to 1993) in England where she headed the Litigation and Licensing legal team at the Oxford City Council.

"Since that time Ms Atkins has continued to advise extensively on local and central government matters.

"From 2004 to 2010 Ms Atkins was the primary provider and client relationship manager for the Papakura District

Council (now part of the Auckland Council).

"This work included all aspects of legal services that a local authority requires and Ms Atkins has continued to advise the Auckland Council on a number of issues.

"Ms Atkins now has a similar role for Waipa District Council where she advises on a range of matters for that Council in conjunction with its local legal providers.

"Dr Hucker strengths include experience in regional leadership, governance and directorship experience in business enterprises and the ability to move comfortably between different social and ethnic groups.

"He has worked with community groups for all his adult life including 18 years as an Auckland City councillor.

"As chairman of the Watercare Services Shareholder Representatives Group (representing Auckland local councils), Dr Hucker was instrumental in achieving a reduction in the price of water and wastewater services including a multi-million dollar rebate; and, as chairman of Auckland Regional Transport Network Limited's Shareholder Representatives Group, he has been active in successfully promoting improved ferry and railway infrastructure for Auckland.

"First elected to Auckland City Council in 1986, he served as deputy-mayor from 1998 to 2001 and was until recently a councillor for the Western Bays ward.

"Most importantly Dr Hucker was the Chair of the MOTAT Board that introduced the MOTAT Act in 2000 and therefore has a deep understanding of all things MOTAT," said Mr Swan.

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## NO ELECTIONS NEEDED FOR SOCIETY COMMITTEE

No elections were necessary for members of the MOTAT Society committee at the annual general meeting on September 13.

This was because there were five nominations for the five members required to fill the 10-person committee, in addition to representatives of the five largest sections, as decreed by the number of Society members in those sections.

In order they were Aviation, Trams, Rail, Steam and Printing.

The nominations for the committee were required to be in by August 30.

The section representatives are Frank Hannay (Aviation), John Wolf (Trams), and Bruce Johnson (Steam). Of those Bruce Johnson was not a sitting member.

Two members later nominated by their sections were Richard Croker (Rail) and Evan James (Printing)

Those from outside the sections are Greg Pittams, Andre Pointon, Henry Swan, John Syme, and Nick Taylor, all sitting members.

For the Printing Section it will be the first time it has been entitled to a representative on the committee, while for the Rail Section both its previous representatives, Bruce Wild and Richard Wilson had announced their intentions not to stand again.

### In this issue

Page 4-5 - Gold medal performance by printer

Page 5 - Rail Section news

Page 6 - Lush Award, Frank Hannay  
Tram Section news

# ELITE PRINT QUALITY BY VOLUNTEER WINS TWO GOLD MEDALS

Using skills passed on to him from retired tradesmen printers, MOTAT Print Section member Willy Coenradi has been named as one of New Zealand's elite printers.

Willy printed a book at the MOTAT print shop which won two gold medals at the prestigious Pride In Print Awards.

The book, entitled "Little Wing Book" was produced by his partner, Claire Delaney and entered in the awards by Willy's Dendrocalamus Publishing, and won the gold medal for the best letterpress printed job at the awards after winning the Limited Edition and Fine Art Prints sub-category.

It was a children's story book accompanied by artwork which started with line drawings modelling after dolls Claire had made.

The judges comments were that it was a "sweet little book and prints".

Print section manager Graham O'Keeffe said the book was printed by Willy on the section's Heidelberg KSD cylinder press using polymer plates produced by Inline Graphics from digitally produced artwork.

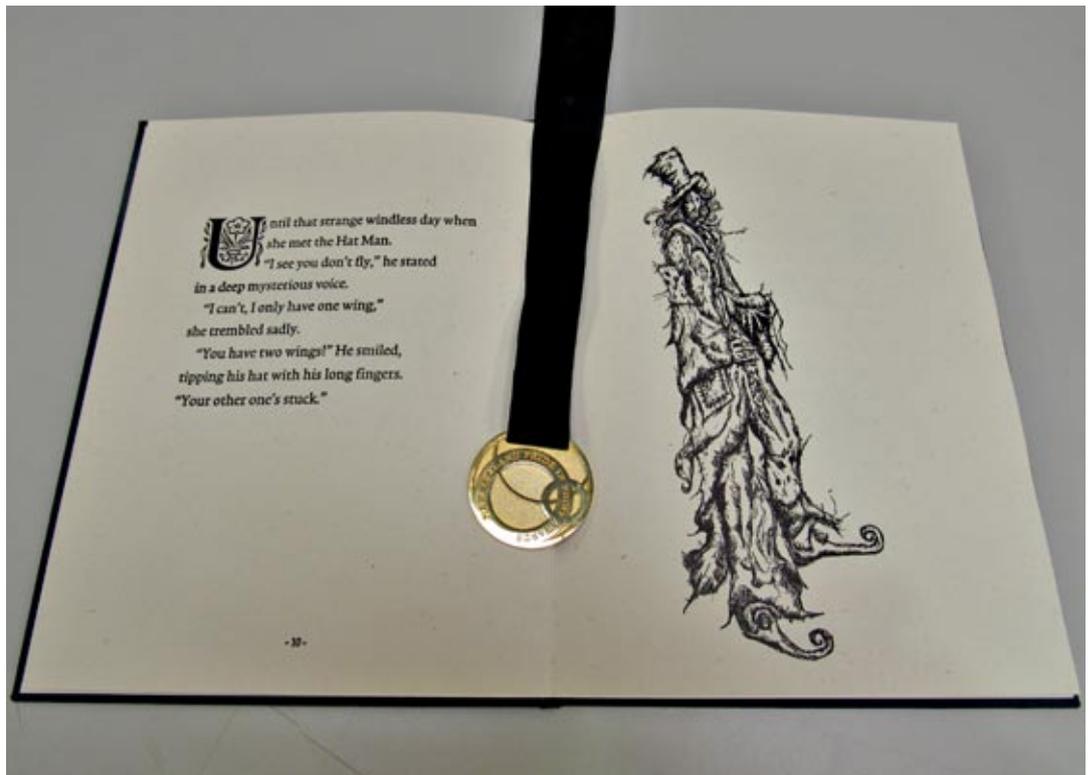
The book was bound by The Binding Studio in Blockhouse Bay.

Graham said that Willy, a horticulturist was taught the printing trade by retired tradesmen because letterpress printing is now a vanishing part of the printing trade.

Once virtually the only form of printing it has been superceded by off-set and more lately digital printing, and is now virtually confined to niche printing shops.

This means that there are now very few, if any, people learning the trade through the apprenticeship system, and the skills are having to be passed on by former tradesmen at places such as MOTAT, he said.

"This is a huge coup for MOTAT and for all the printers who give their time to pass on their knowledge," said Graham.



*Gold medal winning pages of verse and illustrations from the award winning "Little Wing Book".*



*Print section head Graham O'Keeffe (right) teaching Willy Coenradi how to set up the MOTAT Print Shop's Heidelberg KSD for printing in May 2015. A year later Willy was named as one of New Zealand's top printers for a job he printed on that machine.*

*Evan James photos*

## PRINTING

### COMPETITION PROMOTES EXCELLENCE

Pride in Print medals are the most sought after trophies in the New Zealand printing industry.

The awards, first established in 1993, are recognised as the premier event on the printing industry's calendar, where the aim is to promote a culture of excellence within the New Zealand printing industry.

The event is divided among various categories, and restricted to work produced solely in the country the previous year.

The entries are judged by a panel of about 50 judges, who are leaders in their various fields in the industry. The judging is based on technical excellence in all facets of the production processes.

The winners in each sub-category are awarded gold medals, with highly commended certificates for other recognised works, and the gold medal winners then go on to vie for gold medals in that category.

According to the awards manager, Sue Archibald, the awards are the showpiece of the industry with a gold medal telling the printer they have reached the status of the elite.

## PRINTING IN HIS GENES

For gold medal winning printer, Willy Coenradi, printing is in his genes.

His father was in the graphics industry and his grandfather was a printer, so when Willy, a horticulturist and landscaper, was looking for a hobby, he looked to the printing industry.

Six years ago he started with a small printing press he purchased on e.Bay which he installed in an especially constructed shed at home, followed by a Charter and Price treadle press, a small Heidelberg platten press, and later by a hand guillotine and an Albion press.

But a conversation with former MOTAT Print Section member Graham Judd changed his direction, and the quality of his work.

Graham persuaded him to join the MOTAT Print Section where he was able to learn the printing trade from the tradesmen printers in the section.

"For all intents and purposes I have been doing an apprenticeship there," he said.

"I feel extremely privileged to have been able to learn the craft of printing from the retired tradesmen volunteers at the Print Shop," said Willy

## RAIL SECTION



Work is now well underway on making the distinctive saddle tanks for F.180, Meg Merillees in the Rail Section workshops. In the foreground is the finished tank top while in the background is the tank base with one of the ends rivetted on and the other end waiting to be fitted.

*all photos by Evan James*



Work on the Rail Section's wagon restoration project, crane runner wagon Ea.3271, is now nearing completion, with just the final paint touch ups and signwriting among the jobs outstanding.



Two of the tradesmen printers who passed their knowledge onto Willy Coenradi, which enabled him to be named as one of New Zealand's elite printers. They are Norman Taylor (left) and Jim Swabey. Jim, aged 83, has been a MOTAT member for several years. He now lives in Morrinsville, but travels to Auckland once a month to pass his knowledge on in the MOTAT print shop, and because "he missed the companionship". They are pictured operating the Heidelberg KSD printing press on which the winning job was printed.

*We look at the changing face of Auckland, firstly looking back with photographs from the Graham Stewart collection, and more laterley from the camera of Society member Albert Chan, taken from an almost identical position.*

*The scene in Albert's photograph will soon change yet again with some of buildings in the foreground to be demolished for the building of the central rail tunnel.*



**THEN & NOW: Lower Queen Street near Quay Street, 1927 and 2013**





## THEN & NOW Queen Street and Victoria Street 1908 and 2013

*A lot of Auckland's heritage buildings are still in place on the eastern side of Queen Street near Victoria Street. The upper photo, from the Graham Stewart collection shows double decker tram 18, a sister tram to number 17 in the MOTAT collection awaiting restoration, and number 68, a K class tram which had been in service for one year following its importation from England to alleviate a tram shortage. Number 17 is on MOTAT's short list for trams to be restored after trailer 21 is finished.*

*The lower picture was taken by Albert Chan 105 years later from an almost identical location.*



# LUSH AWARD FOR FRANK HANNAY - AIRCRAFT ENGINEER

*The following article contains excerpts from an article on Frank Hannay by Henry Swan in Issue 10 of The Driving Wheel magazine.*

Recognition for his work in the Aviation Section has seen the MOTAT Society's Lush award being awarded to Frank Hannay.

Society chairamn Henry Swan said that the award was recognition for Frank's exceptional work as a volunteer in the Aviation Section.

An aircraft engineer by trade, Frank worked for Air New Zealand and its predecessor, Tasman Empire Airways (TEAL) after leaving school to go into an aircraft technical apprenticeship with TEAL.

He retired after 48 years of service, and became one of four retired Air New Zealand staff in the Aviation Section each with more than 40 years of service with the airline, the others being, Peter Kelly, Norm McKelvey and Rex Stanners

During his apprenticeship Frank was involved with the maintenance of the TEAL Short Solent flying boats, and it is this knowledge that he has been using as team leader in the restoration of MOTAT's two flying boats, the Short Solent and its predecessor, the Short Sunderland.

Learning to be an aircraft engineer with TEAL involved learning a variety of skills from metallurgy and its hand-working, rivetting, and wiring, in all parts of an aircraft.

Those skills have been put to use, on all restoration and maintenance programmes at the Aviation Section.

With the Solent, Frank has rewired large sections of the cabins and flight deck and brought them up to date to modern electrical safety requirements, replacing the interior lighting with low current LED lamps that look as close as possible to the original lighting, that has been designed to run cooler, last longer, and cost a lot less to run.

Frank is now one of the team currently working on eliminating extensive corrosion on the aircraft.

This has included work on the hull skin plates which has involved drilling out and replacing thousands of individual rivets and replacing corroded framework and bow section skins. They are is now working on corrosion under the floor of the lower deck.



*Frank Hannay rivetting the skin on an aircraft panel under restoration at MOTAT.*

*all photos by Evan James*

At the same time the team is also working on the Sunderland, stripping, corrosion proofing and re-building the aircraft.

Mr Swan said that it is through the efforts of Frank and the former TEAL trained engineers that the skills required to restore the two flying boats and other aircraft in the MOTAT collection have been passed on to other Aviation Section volunteers.

"Many of those skills would have been lost for all time had they not been passed on, and the success of their work can be seen in the aircraft which came to MOTAT as rotting wrecks and now glow proudly in their individual magnificence," he said.

## TRAM NEWS

### SLATS FOR 21's FLOOR

Production of the slats for the floor of trailer 21 has started.

These are being made in native rewarewa wood, as per the original specifications.

Rewarewa, also known as New Zealand honeysuckle or bottlebrush, is a very hard wood which machines well, and has already been used on the handbrake brakeblocks for steam tram 100 which will tow the trailer.

*RIGHT: Slats of native Rewarewa wood being prepared for the floor of trailer 21. These have been cut to their final shape and sealed with shellac prior to their installation and painting.*

