



The Squeaky Wheel



The MOTAT Society Newsletter
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Issue 18 - December 2014

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Editorial

This is the first full newsletter since the AGM on 24th September - though we reported back briefly on the AGM in our short November newsletter. The new committee have been settling in and is now almost at full strength with 9 of 10 positions filled (page 7). Many of the committee have also been busy with their MOTAT commitments. There have been many MOTAT events these last few months including the MOTAT 50th Live Day in October (page 9) and Olde Hallows Eve, along with ongoing re-structuring at MOTAT, including of volunteer sections.

To complement MOTAT's 50th celebrations the Society hosted a 'MOTAT Inc' Reunion on 7th December (page 4). Frances and I have also been working hard on the 'MOTAT's first 50 years' themed special edition of *The Driving Wheel* magazine (see right). This has just arrived back from the printers, so will be posted to members before Christmas. Thank you to all those that contributed materials or gave advice and feedback.

The Museum's draft annual plan has just been released for public feedback, so over the Christmas / January period the committee will be compiling a submission (more see page 10).

A reminder to members that we are always looking for articles and items for inclusion in this newsletter and our magazine, so perhaps put pen to paper over the summer.

On behalf of the committee I'd like to pass on Season's Greetings, and wish everyone a Happy New Year for 2015!

- Tessa Phillips, MOTAT Society Administrator

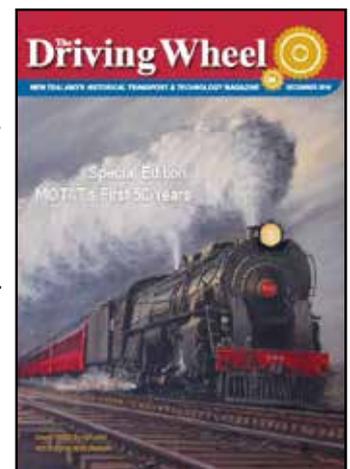
The Driving Wheel - Issue 8

The latest *Driving Wheel* magazine has just arrived back from the printers. It is a bumper 68 page (+cover) edition, looking back on MOTAT's first 50 years. The document was delivered to the printers on 15th December and magazines delivered 22nd December, so a big thank you to PMP for the very fast turn around. They have been very helpful even with us needing to delay the original delivery date.

Hopefully the magazine will give the general reader an interesting insight into how the Museum has developed and its remarkable progress over 50 years. We have tried to include a taste, if only passing, of most aspects of the Museum's history, collections and people, with pointers to resources for further reading on individual subjects. We hope it may help serve as a reference guide for current and future Society and MOTAT Team members too.

With regards to the cover, we have chosen a more book style design, with the cover art being an iconic painting of K900 by noted rail artist and historian W.W. Stewart, father of two of MOTAT's founders, Ian and Graham Stewart. An article on K900 is included in the

... continued page 2



(Magazine update continued from page 1...)

magazine. If you are interested, the 1970 Reed book "When Steam was King" by W.W. Stewart includes many of Bill's other railway paintings, along with many fine photographs.

It was hard to find the perfect photo to represent MOTAT with its wide ranging stories, so we decided upon this spectacular piece of art as a nod to early New Zealand Transport, while the backcover image is a nod to future technology.

We apologise for the delay in producing the magazine but it was a big undertaking - hopefully you'll be happy with the final product. The magazine has taken over eight months to compile, with a combination of direct contributions supplied by members, and Frances and Tessa compiling other parts of the story. Information came from interviews and discussions with members and others, along with researching and cross referencing with primary sources.

Thanks to all those that have shared their thoughts with us (either about the museum's history, providing images or resources, or general feedback on articles) including: Derek Albrechtsen, Sarah Askew, Mike Austin, Barry Birchall, Lucinda Blackley-Jimson, Mishaela Brown, Carl Busing, David Cawood, Albert, Leyton and Vincent Chan, Richard Croker, David Crozier, Alan Curtis, Margaret Dearing, Vincent Dirks, Carissa Donnan, Les Downey, Danielle Dunn, Andy Freer, Caroline Foster-Atkins, Michael Frawley, Patsy Gellatly, Ross Goldsworthy, Paul Gourley, Jane Groufsky, Philip Heath, Kim Heppner, Toby Hutton, William Irwin, Ian Jenner, Bob Jessopp, Allen Jones, David Kannu, Grant Kirby, Murray Lane, Dave Lennard, Michael Lofthouse, David Maciulaitis, Dave Martin, Norm McKelvey, Tony Messenger, Megan Mills, Ian Mison, Lisa Murdoch, Richard Neville, Belinda Nevin, Colin North, Agnes Nun-Toon, Graham O'Keefe, Michelle Pawsey, Mark Perrett, Greg Pittams, Andre Pointon, Ken Pointon, Matt Polland, Jonathan Pote, Shane Price, Bill Rayner, Jeremy Richards, Barry Robert, Linda Rosvall, Allen Rudge, John Sansom, Errol Shute, Ray Smith, Paul Spearpoint, Les Stenersen, Ian and Margaret Stewart, Graham Stewart, Gwen Stone, John Strevens, Henry Swan, John Syme, Paul Tibbutt, Jude Tewnion, Shae Trewin, John Tutchen, John Walker, Robyn Winks, Peter Wheeler, John Wolf ... and others we've probably forgotten to list, thank you too!

Special thanks go to MOTAT for their ongoing support of our efforts with *The Driving Wheel*.

The research has also unearthed and provided links to invaluable sources of future material for the magazine and website. It should also help the Society to be able to provide assistance with the Museum's archives.

No doubt there will still be errors and omissions in the magazine despite our best efforts and it is hard to cover everything in such a comparatively slim volume. Please send feedback on the magazine if you get a chance, so we can compile a corrections list / feedback letters in the next issue if necessary, and perhaps you will be inspired to share some of the stories you have been involved in that perhaps only get a passing mention.

Note that with the size and time needed to pull this edition together we will probably only get to do two large rather than three smaller Driving Wheels this financial year, with the next magazine planned for around April. We have almost enough content for the next issue (9) but we are always looking for further articles so please think about putting pen to paper or fingers to the keyboard and spread the word too! •



'MOTAT Inc' Reunion

Sunday 7th December 2014 3pm-8pm

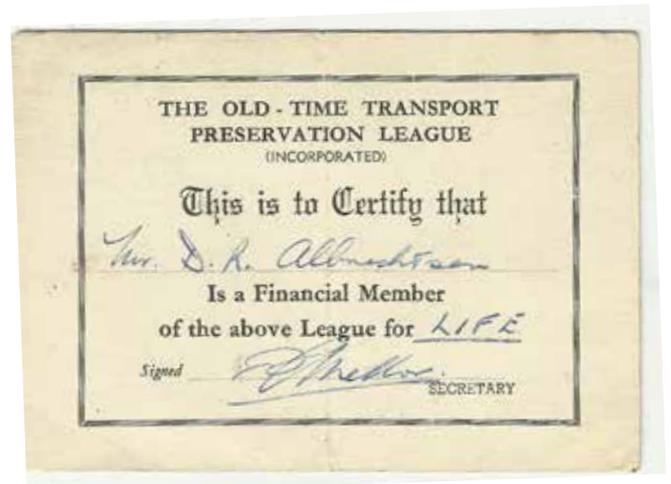
- Text and photos by Tessa Phillips

Our 'MOTAT Inc' reunion went very well on Sunday 7th December with just over 70 attendees comfortably filling our seating arrangement, in the large function room at the Point Chevalier RSA.

We were lucky to have attending many of those involved from the Museum's earliest days, along with a good mix of those from many different sections, old and new members and even a few affiliates.

We were especially pleased to see Ian and Margaret Stewart, Ian being one of the original founding 6 signatories for the proposed "Society of the Museum of Transport and Technology (Inc)", in 1960. Also Gwen Stone who, along with family, participated in many early museum exploits as wife of Harold Stone (the museum's first full time employee and author of *The Museum Makers* book). There were many attending that were involved as volunteers since their youth in the 60s such as John Wolf, Ian Mison, Les Stenersen, and Richard Croker, as well as many other members from across all areas of the Museum some of whom can no longer be actively involved, and including some that came especially from out of town such as Aviation Life member John Ellin from Waihi.

Derek Albechtsen, general supporter and one of the earliest (and last remaining) subscription Life Members attended all the way from Invercagill. Subscription based life memberships, as opposed to honorary life memberships, were a fundraising mechanism used until 1968 which generated much of the Museum's early capital. Originally Derek paid 50 pounds to become a life member of the Old Time Transport Preservation League, before it disbanded, then paid he thinks a further 100 pounds to become a MOTAT life member, a huge amount in those days.





The reunion was a good chance for an informal catch up and reminiscences as part of acknowledging everyone's contributions over 54 plus years that have gone into developing the Museum. We also used this as an opportunity to do a few presentations.

At 5:30pm committee member Henry Swan and Chair Bill Rayner introduced our new life members: Ken Pointon, Andre Pointon, Colin Zeff and Brian Claney. Bruce Johnson spoke on behalf of the steam section, in support of Ken and Andre's work with the steam section. Henry also spoke to Andre's contributions to the Society, and Ken said a few words. John Wolf read a few words from Leyton Chan and spoke on behalf of the Tramway for Colin Zeff's contributions. Unfortunately Brian Claney passed away since the AGM but John Wolf said a few words and Brian's brother Steve



Henry passes Ken the mic while Bill presents Andre his certificate.

accepted the certificate on behalf of his family.

Also acknowledged was Lush Award 2014 recipient Evan James, with Ian Mison speaking to his contributions as editor of The Controller magazine and more. Unfortunately Evan was in hospital and unable to attend, so his son Bryan and family attended to accept on his behalf. Bryan was also a rail section member for many years. Evan is still in hospital but is making positive progress and our thoughts go out to him and his family during this time.

The Society has a piece of art, a painting by Ken Athy, which it would like to present to the Museum in recognition of the Museum's 50th anniversary, along with a plaque to act as a lasting acknowledgement of the Stewart family's contributions to MOTAT. There has not yet been a suitable occasion to formally present the painting to MOTAT, so we used this occasion to announce the intent, show the painting to members, and for Ian Stewart to say a few words.

Lastly Henry presented flowers to Frances Young for her sterling work on the latest MOTAT 50th Special Edition of the Driving Wheel, and to Tessa Phillips for her work also on the magazine but also across all areas of assistance provided to the Society in her role as Society Administrator. "She is the glue which holds the Society together!" - thanks Henry!

People continued to catch up until about 8 o'clock.

We would like to thank the Pt Chevalier RSA for kindly

allowing us to use the function room on a complimentary basis, the goodwill of this new affiliate is greatly appreciated. Thank you also to Peter and the RSA's Jasmine restaurant for providing a steady stream of finger foods throughout the function, enough for everyone's supper in the end, with enough cake left over to take to MOTAT the next day (we did get extra cake with that in mind!)

Thanks to Henry Swan especially for helping set up seating and mc-ing the evening, John Wolf and Frances for help with set up, and Tessa and Frances on door duty. Thanks go to Frances and MOTAT for use of the two projectors and screens running background footage from the Walsh memorial library, and images from our magazine research. Thanks also to Paul Warner for his compilation DVD of footage from 1969 to mid 80s which he kindly also donated for future use. Also thanks to Paul Gourley for printing and laminating many of Ian Stewart's slides for people to peruse. We also had many of the Museum and Society's past newsletters and magazines, from the 1960s to today, for people to look through. •



Ian Stewart and Bill Rayner with the Ken Athy painting for MOTAT

New Affiliations:

Welcome to all these groups that have affiliated with the MOTAT Society over the last nine months:

- Auckland Meccano Guild
www.amg.nzfmm.co.nz
- IPENZ Engineering Heritage Auckland Chapter
www.ipenz.org.nz/heritage
- New Zealand Vintage Tool Collectors' Club (Inc)
www.nzvtcc.org.nz
- Point Chevalier Memorial RSA (Inc)
www.rsa-point-chevalier.co.nz

Rethinking the Museum

For those of you that are members of LinkedIn.com, new committee member Bruce Wild would like to let you know of a LinkedIn discussion group you might be interested to join: "Rethinking the Museum". Set up by NWFed (www.nwfed.org.uk, a federation representing museums in England's north west), members provide a range of material relevant to all museums in this ever changing arena.

LIFE MEMBERSHIPS

At the September 2014 Society AGM, the following members were nominated and enthusiastically approved for Life membership of the MOTAT Society, for their outstanding service to MOTAT and/or the Society. These Life Memberships are also jointly acknowledged by MOTAT.

Ken Pointon

Ken has a long and distinguished Engineering career, and from 2001 to 2014 the Museum was very fortunate that Ken shared his invaluable skills and knowledge by working with MOTAT's Steam and Engineering Section.



His Life Membership acknowledges the huge contribution he made as honorary Section/Collection manager, resurrecting, rejuvenating and inspiring this volunteer section and leading the restoration of MOTAT's iconic Western Springs Beam Engine back to original steam operation. Coupled with this, his team tackled innumerable steam artefact restorations and ongoing maintenance and repairs, established the old style engineering workshop (used both as a working workshop and for training), as well as producing several books and articles on steam and diesel artefacts.

In our latest magazine, The Driving Wheel - Issue 8, we include an article by Ken with a brief history of MOTAT's Steam and Engineering section (pages 26-30), including details of some of these projects, which were as Ken will always say team projects, but all agree Ken's leadership made all the difference. The Pumphouse restoration and section's efforts have been recognised through a UNESCO award and the Australasian Colin Crisp Engineering award.

Ken's Heritage interest goes back to the late 1950's when he became a member of the Old Time Transport Preservation League while still a school boy. After leaving high school he trained as an engineering apprentice with the New Zealand Railways when steam locomotives were still abundant. From the Railways he 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.

Along with MOTAT he has been involved with the Railway Enthusiast Society, Model Engineers, Auckland Steam Engine Society, Maritime Museum and other allied groups. He has 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 he operated the steam

plant at the Chelsea Sugar Refinery in Auckland managing the steam power house and later the boiler house. During this time he instigated the saving of the four remaining Belliss & Morcom steam engines with the two larger engines now being in MOTAT's collection.

For over thirty years he has run his own manufacturing engineering business (www.colonialenergy.co.nz) designing and building windmills, water wheels, hydraulic rams and other farm pumping equipment. Later this included 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. It was an engineering contract for work on the pumphouse at MOTAT in 2001 that began his fuller connection with the museum.

The Pointon family are well known for their engineering prowess, with 5 generations involved in steam and rail. Ken's Father, Grandfather and Great Grandfather all worked for New Zealand Railways, and son Andre continues the tradition. Ken's brother Ted even built the small scale Whangaparaoa Railway (today providing family run for all), next door to where Ken and Andre continue to live and work on sites the envy of many a Steam museum - including as home to the Auckland Steam Engine Society's large scale replica Newcomen Steam Engine. They are the ultimate experts in Steam, and nationally recognised for their work.

Andre Pointon

Along with father Ken Pointon, Andre first became involved at MOTAT in 2001 with the Western Springs Pumphouse restoration, initially as part of the family's heritage engineering company, as above. With resurrection of the Steam section he became a well respected member for the next thirteen years.



Andre's MOTAT Society life membership acknowledges this work but also his extraordinary efforts as Chair of the MOTAT Society from 2011 - 2013, following a difficult period in the Society's history. His leadership helped rebuild a positive relationship between the Society and Museum as well as leading to a new period of rejuvenation, especially restarting regularly communications with members via The Squeaky Wheel newsletter and The Driving Wheel Magazine - initially he was editor and compiler of both along with the extensive work required as chair, negotiator and champion of the Society's ideals. He volunteered huge amounts of time into the Society and these efforts alongside his work with the steam section make him well worthy of his life membership award.

Originally Andre 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. He obtained an advanced trade certificate in the last year of the old

apprenticeship system and went on to receive a Steam Marine Engineer's certificate.

Later he joined the family business in which he had grown up, and became involved in all aspects of the business (as per above). He also has wide ranging interests across most of MOTAT's fields of interest, not only Steam and Engineering but also vintage car restoration, old aircraft, early science equipment, experimenting with electrostatics and magnetism, Astronomy, Physics, History, NZ spaceflight and dabbling in electronics to name a few. Andre is also a Life member of the Auckland Steam Engine Society.

- Information on Ken and Andre compiled from speaking with other MOTAT volunteers and Society members, their profiles in Squeaky Wheel Issue 2, and the Colonial Energy and Whangaparaoa Railway websites.

Colin Zeff

Colin's contribution to MOTAT as Tramway collection manager for the past 7 years until September this year, and his work from 2003 on the Western Springs Tramway extension to Meola Road, has undoubtedly helped put the Tramway where it is today – an efficient, working connection between the two museum sites.

A mechanical engineer by profession, Colin has had a lifelong interest in trains and trams. In 1996 he started his own engineering consultancy, with a growing interest in heritage engineering. In 2003 the late Dr. Bruce Gamble invited Colin to do some project work for MOTAT. This led to his involvement in the planning, design and building of the Tramway extension from the Zoo to MOTAT's Meola Road site. The extension was completed and opened in 2007.

The Tramway extension was an enormous undertaking but Colin's background in engineering was well up to the task, dealing with the massive amount of paperwork required from resource consents to technical drawings and building supervision. Just to demonstrate how transformational the extension was, in the year after its opening, there was a 25% increase in the number of passengers carried, and consequently the visitorship to the MOTAT Meola Road site has increased significantly. The Tramway's work has continued to increase accordingly.

By 2007 Colin was already a volunteer in the Tramway Section, alongside the project work. Chris Cameron was the Section manager at that time, after the death of Dr. Gamble, but retired from the position in 2007 and Colin became Tramway Collection Manager in September of that year thereby continuing on the professional engineering expertise which had been a hallmark of tramway managers from the Tramway's inception.

Not resting on his laurels, Colin continued to lead progress on infrastructure improvements in the Tramway, catching up on many years of long overdue track and overhead maintenance, including developing a thoroughly reliable method of repairing broken or sunken track joints. In his tenure he has also seen the improvements in tram maintenance and restoration, as well as the professional image and training of all the tram crew.

As the contact for the NZTA (New Zealand Transport Authority) he also had the task of maintaining the rail safety case documentation and audit reports for the



Above: Colin Zeff and Ian Stewart planning the Tramway extension in May 2005. Photo: Colin Zeff collection

tramway's statutory requirements. On top of this, for the past 5 years he was also the traffic manager, producing a traffic staff roster every two months. This alone is a task requiring understanding of interpersonal relationships amongst the volunteer traffic staff, and without fail there was always a tram in service because of this.

He is well respected by local and international peers in the tramways fraternity, has until recently been the primary contact for all Tramway related issued within the Museum. The recent Museum restructure, saw many of the above responsibilities split between various new positions, but Colin continues as a Tramway volunteer and maintains his heritage interests as an active member of IPENZ Engineering Heritage - Auckland Chapter.

Absolute dedication and professionalism make Colin a truly deserving recipient of life membership to the MOTAT Society.

- Information compiled from that provided by Leyton Chan (who stepped in to his shoes for a couple of month last year and came to really appreciate Colin's role!), Colin, and other tramway members.

Brian Claney

Brian was a dedicated team player who first joined the museum around 1968 after a MOTAT group outing on the Auckland Trolley Bus System. At that time Brian was employed by the Auckland Regional Authority on the buses at the May Rd depot and proved a fountain of knowledge on



Above: Brian Claney on duty, April 15, 2010. Photo: Albert Chan

everything to do with Auckland's bus network at that time.

He joined the tramway around 1968/69 as a conductor and as John Wolf says "took to it like a duck takes to water". He has continued to serve the tramway since, both on the weekday and weekend services at different times.

By the nature of Brian's 45 years role as conductor on the trams, he would without exaggeration have met more people than any other individual who has been involved at the Museum, a much loved public face of the Museum. The face count would be in the many hundreds of thousands.

Fellow section members recall the skills and professionalism Brian brought to the role and passed on to others. His attention to details, and knowledge ensured he knew exactly what was needed to keep the trams operating successfully, especially when operating multiple trams where timing is critical.

As well as conducting duties, Brian was always willing to help out with any other jobs, be it in the workshop, sorting parts or preparing trams for service. He was also strongly involved with the bus collection, especially in securing the A.E.C bus. 359, which was one of the first series of under floor engine buses in the Auckland Transport Board fleet from 1949. He was also involved in the initial preservation of the Bedford tow truck from the Passenger Transport Service, which has recently been restored by the Road Transport Section.

Brian was a totally dedicated member of the Tramway Team, always prepared to go the extra mile. His dedication, professionalism and commitment over many years make him a truly deserving recipient of a Society lifetime award.

Sadly Brian passed away since the AGM but he will be fondly remembered. We are glad to have this opportunity to acknowledge Brian's contributions.

Brian was given a deserving last honour by over thirty uniformed traffic staff of the Western Springs Tramway as they assembled in full uniform for a guard of honour at his funeral. Three double-bells were rung on an Auckland conductors' bell as he made his final journey, the double-bells representing 'all clear go ahead' signals and three for 'car full, do not stop', signifying the full life and selfless dedication that Brian had lived. •

- Information compiled from that provided by John Wolf, and Leyton Chan on behalf of the Tramway team.



Evan James and David Robb by Steam Tram 100, from 'The Controller' Issue 47. Photographer David Cawood, Evan James collection.

LUSH AWARD 2014

- Evan James

The Lush award is made in recognition of the dedication and effort of a volunteer worker in their service to the Museum and especially for behind the scenes tasks willingly undertaken that enhance the section's activities.

At this year's AGM there was resounding support for the proposal to give this year's Lush Award to Evan



James for his sterling work as editor of the Western Springs Tramway's magazine, *The Controller*.

Evan is a long serving volunteer at MOTAT, who originally started out helping lay tram tracks inside the museum grounds behind the pump house in the 1960s. After a stint away from Auckland in Tokoroa, he returned to the Museum and joined the rail section in 1981 where he carried out sterling restoration work on several items of rolling stock, including the Section's Sleeping Car. He was always a willing helper on track upgrading work at MOTAT's Meola Road site. It was because of his enthusiasm that he was able to earn his steam ticket while with the Rail Section and was regularly rostered on as either driver or fireman on the Western Springs Railway. His enthusiasm encouraged his son Bryan, a highly skilled machinist to also lend a hand to things when required.

Up until 2009 Evan was the Rail section's editor for their newsletters, 'MOTAT Express' and 'Mo-tracks', but after an invitation by the then Tramways manager Colin Zeff, Evan became editor of *The Controller* for the past 5 years. This publication is deeply rooted in the history of tramways in Auckland, first having been published in 1932, and restarted by MOTAT's Tramway section in 1990 (with Dr Bruce Gamble and later Erik Holst as early editors). Evan's last 16 issues have continued the excellent work and high standard set by both professional editors and volunteers alike. The previous editor, David Cawood is thoroughly satisfied with how Evan has consistently kept everyone in tramway circles well informed, while putting his own style on the magazine.

Evan's journalism and typesetting experience has certainly come in handy for his role, and he is often seen at meetings with a small notepad and pen, jotting down quotes for the next magazine. When not behind a computer or camera, Evan's passion within the tram section has been with the steam tram No. 100. He holds a steam ticket and is a regular fireman whenever the opportunity arises to take her for a run. This interest extends to being a regular volunteer helping in the current restoration of the Wanganui trailer, No. 21, which will eventually be towed by the steam tram. As part of the regular Tuesday night team, his help has been extremely welcome as we all gain skills in re-building a tram essentially from scratch.

Owing to this dedication, in print, workshop or out on the tracks, Evan James is a thoroughly deserving recipient of the MOTAT Society Lush Award for 2014. •

- Information compiled from that provided by Leyton Chan, Ian Mison, Richard Croker and Bryan James.

COMMITTEE NEWS

As noted in the last newsletter, at the MOTAT Society's AGM in September we only filled 7 of 10 positions on the committee, although we are now up to nine. Please get in touch if you know any member who might be interested to join.

2013-14 committee members continuing for 2014-2015:

- **Bill Rayner (Acting Chair),**
- **Henry Swan (Aviation rep),**
- **Frances Young (Driving Wheel Editor),**
- **Kim Heppner (Road Transport rep):**
- **Philip Heath:** We are pleased to announce that Philip Heath, has now re-joined the committee following the December 2014 meeting. Philip originally joined the committee in September 2013, bringing with him extensive experience from his time with the Auckland Museum Institute, before resigning to take up an interim MOTAT Board member position from Jun - Oct 2014, following Nick Taylor's resignation.

Profiles for these five members were given in the November 2013 newsletter (Squeaky Wheel Issue 12).

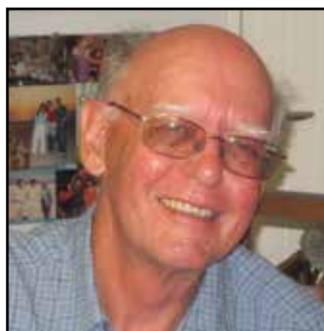
New members:

- **Bruce Wild** (Rail rep) : see below
- **William Irwin** (Telecommunications rep): see below
- **Jonathan Pote** - see below
- **John Wolf:** John has been co-opted onto the committee following the November 2014 committee meeting. He has been involved in various capacities with the Museum since it first opened in 1964, when he was still at school. His involvement has been primarily as a member of the Tramway section. John's career has centred around his interest in all things mechanical (beginning with an apprenticeship and many years as a diesel mechanic). He has also been on the Society committee off and on for many years, including as Chair in the 1990s, and was mostly recently on the committee in the 2012-2013 year. (profile - see Squeaky Wheel Issue 2)

PROFILES:

WILLIAM IRWIN (BSc BEng DIC MStructE FSAICE)

I am a Structural Engineer having been involved in concrete bridge design and construction in South Africa. During postgraduate study at Imperial College in London in the 1960s I was exposed to computer programming for the first time using the University of London Atlas computer, the largest computer in the world at that time. During my career in South Africa as a partner in VKE consulting engineers I was also in charge of implementing their in house computing facilities throughout the country. My wife and I shifted to New Zealand after my retirement in 1998 to join our family already here.



I first became involved with MOTAT in 2001 when I was

co-opted onto a committee to oversee the restoration of the Cambridge Differential Analyser. In 2002 John Syme persuaded me to become a volunteer. From 2003, with the support of the new director Jeremy Hubbard, I was mainly involved in the restoration of the differential analyser to operational condition in 2008. In the meantime I had also kept an eye on the other Motat computer artefacts after the Machines that Count exhibition had closed. As Motat did not want to start up a Computer Section I joined up with the Telecoms Section from 2009, becoming the Computer Division within that section.

As a long time Meccano model builder I also had the opportunity, in conjunction with the Auckland Meccano Guild (AMG), to organise a 3 month Meccano exhibition in 2004 ably assisted by the Motat exhibitions team. In 2012 I again co-ordinated the staging of an AMG Meccano exhibition at MOTAT over the Father's Day weekend.

Currently I am very involved in the cataloging and assessment of all the Computer related artefacts both on and off site together with the inventory team. I have a special interest in all aspects of the history of computing over the years.

As the newly appointed Telecoms Section representative on the Motat Society committee I look forward to promoting communications in general which includes telephony, radio, TV, computing, networking, and the Internet both in the historical context and right up to the current rapidly changing scene where all these disciplines are coming together, as will be evident in the new Get Smart exhibition next year. I do believe that exhibits should be interactive wherever possible as we have ably demonstrated over the years in our Telecoms section displays.

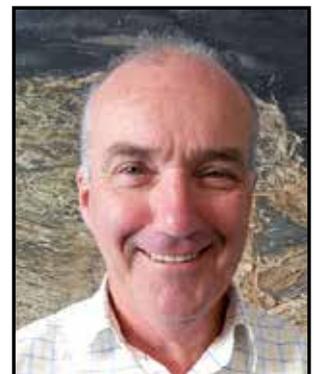
BRUCE WILD

I am a registered architect in private practice in Auckland, married to Deirdre, with four adult children (none living in Auckland - two living overseas) and one grandson.

I have a passion for architecture and art and more carpentry skills than engineering. I joined the rail section as a volunteer in 2011 and my rail section skills are developing.

As a volunteer I have resurrected a railway wheel barrow (used as a set prop on the Waititiko Station platform) and repaired and restored, using conservation principles, a motorised four person jigger. Spending time with other volunteers with diverse backgrounds and skills is a great pleasure. On live days I am learning the role, skills and responsibilities of fireman and guard.

Volunteering at MOTAT is a privilege. The museum is fortunate to have such a site in the centre of Auckland and such a rich body of artefacts in operational and other condition. As a committee member of the MOTAT Society I hope to facilitate good experiences and understanding of the rail section for the Museum and MOTAT Society members.



(...Committee news continued from page 7)

JONATHAN POTE

Although at the other end of the planet then, I first heard of MOTAT in 1964. A group of us in the UK, titled the 'Historical Aircraft Preservation Society', successfully asked Aeronavale if we might have one of their last three Lancasters, and even managed to raise ten thousand pounds in Australia to fly it (NX611, G-ASXX) back to the UK. Apparently some museum in New Zealand acquired one of the other two....

Working in Queensland in the mid-seventies, I was an early member of the Queensland Air Museum but it was not until I immigrated to New Zealand in 2003 that I could get really involved in aircraft preservation. I particularly like researching into the histories of the aircraft, and MOTAT indeed has some very valuable airframes and engines, not yet adequately researched and documented. A real treasure trove.

When not at MOTAT, I'm likely to be flying my fifty-six year old Schleicher Ka-6 glider, a flying museum piece itself. Previously I owned and flew the prototype Auster AOP 9 and penultimate Chipmunk, both over fifty years old. I firmly believe that old technology is best operated. •



MOTAT's recently restored Grumman Avenger on one of its rare outings in the sunshine, 15 October 2014. Photo: Jonathan Pote

2015 COMMITTEE MEETINGS:

Please note that committee meetings for 2015 have moved to the

Second MONDAY of each month, at 6:30pm at MOTAT (food from 6pm).

The exception to this is the first meeting for 2015 which is to be held on Monday 2nd February. All members are welcome to attend meetings, but please call Tessa on (09)3909160 or mobile 021-0479973 at least 3 days prior if you would like to attend, to confirm location, after hours MOTAT access and catering.



Da1400 being moved from MOTAT's Great North Road site around 1 Oct 2014. Photo: MOTAT

Web Snippets - thanks for pointing these out Philip

Air New Zealand has teamed up with Te Papa to celebrate the companies 75th anniversary with an exhibition:

- article - <http://www.scoop.co.nz/stories/BU1412/S00754/air-nz-unveils-te-papa-exhibition-celebrating-75-years.htm>

- video - <http://tvnz.co.nz/national-news/exhibition-celebrates-air-nz-s-75th-anniversary-video-6208863>

From the TVNZ brief news clip, Te Papa's replica flying-boat interior, based on the interior restoration of MOTAT's Short Solent 'Aranui' by the team of MOTAT Conservator Gerry Barton, appears to be a reasonable copy. The clip also gives a brief run down on the introduction of passenger flying boats and TEAL / Air New Zealand.

"World's first aircraft carrier restored after it was found rusting by the Thames - and it's just 58 FEET long"

see <http://www.dailymail.co.uk/news/article-2596903/World-aircraft-carrier-restored-rusting-Thames.html>

"Brothers find remains of the plane flown by their grandfather in the First World War and spend 12 years restoring it to working order" - a Bristol Scout Type-C plane

Read more: <http://www.dailymail.co.uk/news/article-2806201/>

"Three Lancasters unite for flypast 8 September 2014 - Thousands turned out in Lincolnshire to watch three Lancaster bombers unite in Britain for the first time in nearly 60 years."

see <http://www.bbc.co.uk/news/uk-england-lincolnshire-29109650>

A special thank you to Longley Printing Company Ltd for their longstanding help as printer of these Squeaky Wheel newsletters. www.longley.co.nz

They have always done a great job and been extremely helpful and accomodating, even when I've been disorganised!



MOTAT 50th LIVE DAY

On Sunday 5th October 2014, MOTAT held its special 50th Anniversary themed Live Day. This was a very successful day with about 2,500 attendees.

There were the usual range of Live Day activities such as: tram, train, Little Flick, horse and carriage, and military vehicle rides; volunteers in the various workshops and displays; print shop activities; pumphouse back in action; actors in 60s themed costumes; village games; blacksmith; lollipop man; face painting; The Bicycle Chap on Penny-farthing & Yike Bike; and hands on activities. There were also a few special additions and extra vehicles out and about. These included some of the Museum's tractors and road rollers and a number of extra vehicles on static display that are normally in storage, including a number of fire appliances.

Several musical groups also performed such as the City of Sails Chorus (formerly the MOTAT Chorus from 1979 to the late 1980s) and the 1960s band "Tom Sharplin and the Cadillacs" performing at the Western Springs Site. At the Aviation Display Hall the RNZ Artillery Band performed under the hull of the Solent Flying boat. The newly refurbished corner shop was also operating, and the newly opened 'Welcome To The Machine' and 'MOTAT Story' exhibitions were also open for visitors.

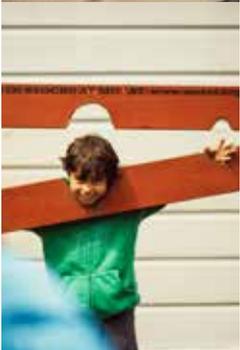
Of special note at MOTAT Meola Rd, was the addition to the Railway of the large Diesel locomotive Da1400, following its move the week before from next to K900, the iconic steam locomotive at the Western Springs site. Da1400 had been on static display there since 1984, and has been moved to allow for a viewing platform to be built in its place so visitors can walk all the way around K900. Da1400 although not operating itself was to be seen being pulled along the tracks at the Meola Road site, its first run of sorts in 30 years!

Interestingly the same day also aptly demonstrated our technological dependence, as there were major power outages in large chunks of the Eastern Suburbs most of the day. This also affected traffic signals, so there was a Civil Defence travel advisory urging the public to avoid unnecessary travel.

The MOTAT Society had a presence on the occasion with Tessa (and Frances at lunch thank you!) chatting to visitors from the Society's base in the Turnbull and Jones Shop. We gave away copies of Driving Wheel issue 5, which happens to include an article on MOTAT's historic Meccano Differential Analyser (DA). We also helped promote William Irwin's regular demonstrations of the DA throughout the day, as the DA is tucked away upstairs above the 'I Am The Last Tram' exhibition somewhat off the beaten track.

All in all a very successful day, enjoyed by all.

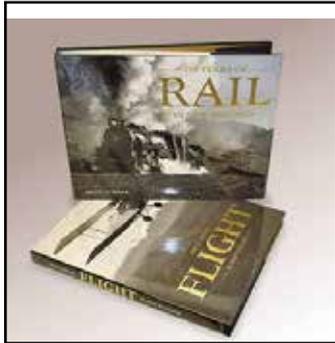
Photos courtesy of MOTAT, by David St George Photography





New Book “150 years of RAIL in New Zealand”

In October, MOTAT in conjunction with Penguin books released this new glossy coffee table book, along similar lines to the previously released “Flight” book. Penguin contracted a writer Matt Turner and is the publisher, while MOTAT provided rail related resources and materials.



This book is a “Record of how New Zealanders have interacted with trains and railways since first European settlement to more recent times. ... primarily showcasing an array of machines in their full glory, it also portrays epic feats of construction, the identities and personalities who influenced our rail story, tragedies that gripped a nation, how rail was instrumental in shaping our fledgling and largely agricultural economy, and restoration and renaissance into the modern day.” - Penguin via the National Library’s catalogue entry.

Copies are available from the MOTAT Shop and leading retailers, and could make a great present!

First of the Few

www.firstofthefew.co.nz

As part of WW1 centenary commemorations, MOTAT has developed this online project to collect and share the stories of the First World War pilots who trained at the New Zealand Flying School (established by brothers Leo and Vivian Walsh) in Auckland between 1915 and 1919. The project is designed to help bring these pilots’ stories to life, by encouraging members of the public to choose a name from the list of graduates and upload research about that pilot to the website. Various MOTAT education programs have also been developed around the project, and schools are encouraged to get their students to participate.

This website will become a memorial to the pioneering First World War pilots of New Zealand, as well as commemorating the New Zealand Flying School’s contribution to New Zealand and WWI.



LOCAL HERO AWARD

The MOTAT Society would like to congratulate Life member Norm McKelvey on being one of this years “Kiwibank 2015 Local Hero Of The Year Medal Winners”, awarded at a ceremony in Auckland on 2nd December 2014:

“For nearly 20 years, Norman has been the volunteer Collection Manager for the Aviation Section at the Museum of Transport and Technology (MOTAT). Under Norman’s care the museum has been re-organised and rejuvenated and is now a noted Auckland heritage asset and tourist attraction.”

- www.nzawards.org.nz/kiwi-local-hero/2015/auckland

MOTAT related news:

Draft MOTAT Annual Plan 2015-2016: The Museum’s plans for the 2015-2016 financial year are currently being formalised. Their draft Annual Plan, which is based on and aligned to the 2014-2019 Strategy, has just been released for public submissions. It is downloadable as a pdf from

www.motat.org.nz/about-motat/corporate/annual-plan/

The MOTAT Society committee will be preparing a submission on behalf of the Society, and we welcome help from members with its preparation.

To make your own submission, see the link above for information on their submission process which closes 30 January 2015. There is a chance to speak to the submission at the Board’s annual plan subcommittee meeting in February.

MOTAT’s Annual Report 2013-2014 gives a full description of the museum’s activities and accounts for the last financial year. This is now available for viewing on MOTAT’s Website at

www.motat.org.nz/about-motat/corporate/annual-report/

Westpac Business Awards: Congratulations to MOTAT on its finalist placing in the Westpac Business Awards 2014 – Central, in the Excellence in Marketing category.

Recent MOTAT events: As well as the special 50th themed Live Day on 5th October and the usual 3rd Sunday Live Days, MOTAT has also hosted its now Annual “Olde Hallows Eve” Event on 31st October and through December its “MOTAT Nights, Christmas Lights”, while also opening the “Welcome To The Machine” and “MOTAT Story” exhibitions at the end of September.

Coming up: Over the school holidays if you have children to entertain why not take them to MOTAT’s holiday program ‘Under Pressure’ (3 Jan- 1 Feb) or they could try out one of the Lightbulb-Lab holiday workshops - see www.motat.org.nz for more details.

