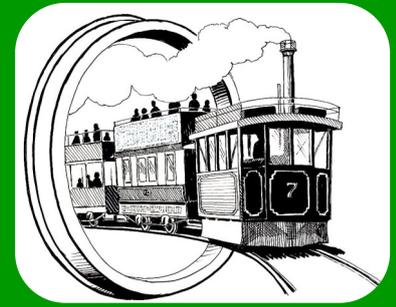


# FERRYMEAD

## Tram Tracts



*The Newsletter of the Tramway Historical Society Inc.*

*February 2022*



***Hills Car 24 Update.  
Kitson Repairs Continue.  
Vale Joe Pickering.***

*Monthly Newsletter of the Tramway Historical Society*  
*Editor: Alex Hunter*

*Contributions welcome. Please send to [tracts@ferrymeadtramway.org.nz](mailto:tracts@ferrymeadtramway.org.nz)*

## President's Prattle — Stephen Taylor



Time for my first President's report for 2022 – being written in late January. The start of the year is now a distant memory, and the Society's projects active at the end of last year have all restarted and are progressing well. But it was pleasing to see the year start with Dave Hinman being recognised with a QSM in the 2022 New Year's Honours list for "services to tramways and heritage" were.

Unfortunately, COVID has raised its ugly head again with the

whole country having just moved from Orange to Red traffic light level with the Omicron variant now apparently loose in parts of the community. This has meant that the Park is now restricting visitor number to 100 in the Park at any time, and as a consequence has now cancelled its planned events for early February such as the night Market. We expect the "Fun Day" planned for later in February may also be cancelled, and probably the annual Nostalgia Festival. We will have to wait and see how long this lasts, but we are still waiting on further messaging from the Park.

Also, please remember that the Society is also continuing to require vaccine passes for all members, volunteers and visitors to Society's venues under the vaccine mandate (as does the Park), but the red level also means more "masking up", especially on Society vehicles such as buses and trams. And on a personal level, I hope all of you who are fully vaccinated are now looking to get your booster shots as soon as you are able.

I am also somewhat unhappy to report that the service tram didn't run every day that we could over the January period which we normally undertake to do. This was due to unavailability of tram drivers for a number of days. This is a pity as running the trams on the Ferrymead Tramway is the main source of funding for the day-to-day operational funding of the Society. I know that those who didn't put their names forward would all have good reasons for their unavailability, but it has meant that the January driving has only used 10 different drivers, with John Harris having to shoulder way more than his fair share of driving. It would be good also to try and boost the number of members on the driving roster, so if this is something you think you might be interested in, please contact David Jones our driving trainer. Driving the service tram is one of the easier ways to share your interest in the Society and its activities with the general public.

I should also note the passing of a long standing Life member Joe Pickering late last year, and the Society passes on our condolences to Joe's wife Helen and their family. Joe was one of our early members, a past Society president, Tracts Editor for

many years, and heavily involved in the electric traction side of CRS, among other activities. I understand there will be a fuller obituary on Joe elsewhere in this edition of Tracts.

I would like to welcome new member Richard Parsons, who joined us in November last year, and I am pleased to report that Richard has already starting his driver training.

And finally from me this month, I would like to acknowledge the Society's thanks to the HTT board for purchasing a replacement fridge for the upstairs kitchen in Tram Barn 1. The old fridge was well past its "use by" date and long overdue for replacement.

### Member Subscription Renewals

These were e-mailed out in late December to all members and volunteers on our membership database – by e-mail to those with e-mail addresses, and posted to those - few – members (currently about 25) who are not on e-mail or who prefer communications to be by post. We have already received renewals from over 40% of our members.

However, if you have not received your membership renewal, or have lost it or cannot find it, or even if you want to join the Society as a member, please e-mail [membership@ferrymeadtramway.org.nz](mailto:membership@ferrymeadtramway.org.nz) or the Society by post or speak to one of the management committee.

### Annual Sunset Tour 2022

The Society's Annual Sunset Bus Tour traditionally occurs in January to a mystery destination as chosen by the Society's President. So, this year on the evening of Wednesday 26th January, 23 members and friends of the Society donned their masks, scanned the Bus's QR code and boarded the Society's ex CTB MAN bus #612 which then left the tram barns at Ferrymead at 7:30pm for an unknown destination.

We travelled through the road tunnel to Lyttelton, around the bays and over Gebbies pass and discovered the mystery destination was the old Motukarara Railway station, and a location which also marks the start of the Little River Rail Trail which follows the old Christchurch to Little River Railway and uses the old railway formation between Motukarara virtually all the way into Little River. After a "leg stretch", examination of the restored railway station and a group photo at Motukarara, the bus then returned to Ferrymead along the Akaroa – Christchurch highway through Halswell and back to the tram barns at Ferrymead and supper.

*(Photos of the trip are on page 8)*

*Cover Photo: Bob Williams machining one of the Kitson steam tram cylinder valve faces.*

## Hills Car 24 Update - Stephen Taylor reports.

Work continues on #24 – with a planned interruption in progress as the HTT paid staff had their Christmas break. But the “B” end motormans compartment is now been painted inside and out, and the ‘A’ end is now following. A lot of photos of recent progress here have been reported on with photos the Society’s facebook page.

Some of the attached photos specifically show the replica Peckham I4D5 Trucks being manufactured for #24, including the 4 Axle boxes that have been cast for the driving wheel axles. These more closely replicate the look of the original Peckham I4D5 axle boxes that were fitted to these trucks. They finally arrived back from A&G Price in Thames where they were cast just before Christmas.

Once these axle boxes are machined, they can be then fitted to the two new trucks (second photo) which are being built, which will then allow the setup of the brake rigging to be finalised and is a major step to getting the trucks completed.

Note: now we have a pattern for these axle boxes, we hope that in the future we can cast additional of these axle boxes to allow them to be fitted to the replica I4D5 trucks that are fitted to both restored ex-CTB trams - #26 (Double Decker) and #152 (Boon which is leased to CTL and currently operate on the City Tramway).



Above: ‘B’ end cab all painted and awaiting final assembly.

Mid Above: ‘B’ end of 24 looking great with just a few details to finish it off.

Photos: Stephen Taylor and Alex Hunter.

Above left : HTT Staff Brian and Graeme working on the ‘A’ end Cab.

Mid right : HTT Engineer Bob Williams machining an Axlebox for the I4D5 truck.

Lower left: The I4D5 trucks taking shape nicely.

Lower Right: Murray Sanders and John Ainsworth attend to a resistance grid



## Kitson Steam Tram - Alex Hunter reports.

The Kitson steam tram continues to make steady progress, since the successful boiler inspection, work has carried on with sorting the boiler cladding, this was large chunky sheets of rolled iron of which was quite a challenge to get through the cab doorway and then onto the boiler. The late Mike Lawson had split the cladding sections in half and fitted a joining plate to allow the cladding to be more user friendly, Recently Steve Lea and myself have fitted this up finally and got the cladding to fit, the great folks at HTT have sand blasted the cladding and painted it, the cladding is now all fitted and looking pretty. ( Bottom Photo with Steve Lea)

The right hand steam cylinder was removed on Saturday 4th December, Cam Lill assisted me in removing it, this is to allow the machining flat of the valve faces, ( Top and Middle Photos) and the fitting of new piston rings. The chimney base has been removed and sandblasted, Bob Williams will be welding up a couple of cracks in it before it is bolted back on. The Cylinder that was removed has been refitted, Bob Williams has made some fitted bolts to allow the cylinder to be put back in place nice and snug, hopefully for at least another 140 years!!

Meanwhile I have been making pins and bushes for the valve gear as some of it is worn, once this is done we can sort the valve timing and make it run better.

### Research on the Kitsons travel to NZ.

Over the Christmas break I have been doing some research on the Kitson Tram engine's travels to NZ, the Papers Past website is a valuable tool in finding this information out.

The first batch of 5 engines were completed by August 1879 and were tested before being dispatched, the first 2 were transported on the iron clipper ship 'Waitara', sailing from Gravesend ( East London) on 7 September and arriving at Lyttelton on 24th December 1879. The next engine was transported on the Iron clipper ship ' Hereford', sailing from Plymouth on 6th October and arriving at Lyttelton on 30th December 1879. The last engine was transported on the Iron clipper ship 'Piako', sailing also from Gravesend on 23rd October and arriving in Lyttelton on 16th January 1880. The last tram engine of the first batch was held back by Kitson and company for some weeks (months?) for use as a display model and was trialed at a few tram systems around the UK, however its trip to Lyttelton is not recorded.

The next batch of 3 engines of which No 7 was one of them, arrived on the iron clipper ship 'Gareloch', sailing from Gravesend 24th December 1880 and arriving at Lyttelton on 9th April 1881. The 106 day voyage must have been quite an ordeal as there was an onboard fire while passing the Bay of Biscay, Passenger reports show it had to berth in Spain for the repairs. The shipment also included new tyres for the first batch of tram engines. More to come.



## Cable Car Update - Don McAra reports.

At close of play before the holiday break all the roof slats were in place and varnished underneath, so the ceilings are looking good. On top, much sanding and grinding has taken off the ridges that had been formed due to "cupping" of the slats. Once this levelling had been achieved, and the leading and trailing roof ends tidied into smooth curves, several coats of sealing undercoat have been brushed on.

The next step will be to cover the main roof entirely with Dynel cloth. This is a smooth, relatively slippery material over which the canvas can be stretched and tacked. The advice from paid staff is to canvas each cabin roof separately, then the roof sides between the base of the clerestorey and the side edges.

Finally enough coats of off white paint will be applied to bring about a smooth surface like that on the top of the clerestorey.

(Photos by the Editor, It is looking really good and its great to see these guys working away on this grand project. Ed.)



*Above: The roof ready for another coat of paint before the Dynel Cloth is fitted.*

*Below Right: Don McAra and Richard Holland work out the finer detail for the brackets that hold on the roof sign board.*

*Below Left: Richard Holland and Don McAra applying paint to the roof .*



## Health and Safety – Dave Sanders

Changes to the electrical safety tag:

- The new tag that will be on our equipment from January to the end of June 2022 is **Yellow**,
- As usual, if the electrical appliance you want to use does not have a current tag please leave it in the Electrical Workshop for testing,
- Likewise if you come across a damaged electrical appliance leave it in the Electrical Workshop with a note identifying the fault.

Effective Incident recording and reporting:

Tramway related incidents:

- Reported to Jonathan Day (or those of schedule 2b of Safety Case if JD is not available). From there Jonathan will make a judgement call in regard
- NZTA notification. He would also notify any other appropriate people needed to respond. John Harris would be notified (unless he's involved in the incident or initial response) likewise if it's an injury event then Dave Sanders would be brought in as part of the response team.
- The first priority would be to get to site to make an assessment and remove any risks for further injury or damage to tram / infrastructure.
- All tram events are to be recorded on FORM 11/11A "Accident or Incident Report" which is found in the TBI Driver / Transformer room.

Workshop incidents or any other non-tram near miss or event:

- Reported to the H&S Committee on FORM 61 "Non Tram Incident-Near Miss Event Report" which is found on the TBI Safety Notice Board.
- Dave Sanders will decide if reporting to WorkSafe is required and will provide the appropriate WorkSafe form. Prior to WorkSafe being notified Jonathan Day will be informed to ensure that notification protocols with NZTA are met.

The event will be considered by the H&S Committee and appropriate action/s taken.



## Tramway Operations - Dave Jones

Changes to the 9a check sheet.

Following the December Management Meeting and following other feedback, to enhance safety we have made the following changes to FORM 9/9A "Daily Running Sheet":

### FORM 9 "Daily Running Sheet";

- Under "Pre-service Safety Checklist" – a new item 3 requiring / reminding drivers to "Add name and phone number to board",
- Under "Post-service / Shutdown" – a new item 5 reminding drivers to remove their name and number from the board when finished,
- Under "Track Servicing" – enhancing the requirement to complete Yes or No to the question of track grease application,

### FORM 9A "Fault and Damage Report";

- Changed references from General Manager to "Safety Case Manager" in two locations.

## Drivers Tips

### -Lunch Breaks -

**The timetable allows for a service run at 12 noon. By the time this run has been completed and you have returned to the tram barn to take your break it will be after 12:30.**

**The next service run is scheduled for 1:30 which means leaving the tram barn end around 1:20. This leaves less than one hour for your break.**

**If you get away at 12 due to lack of passengers you may take lunch early and do your next run from the church at 1 pm if that suits.**

### -Signing yourself in to Drive-

**When signing on to drive a tram, Motormen are requested to write their name and cell phone number on the white board attached to the power house door. It is intended to have a printed list of traffic staff and their cell phone numbers placed in this area. This will not void the need to write your cell phone number on the white board as numbers can change more quickly than the list can be updated.**

*Left: Dunedin boxcar 11 at Church Corner on a test run before its return to CTL, looks the part with the Aerial telephone lines in the background, 14th May 2021.*

## Bus Update - Alan Roi reports.

### BUS PARK:

Since the last Tracts we have placed most of our buses on the new hardstand. Having the buses at the trolleybus area has created some interest with the public, but there is still a long way to go. As part of the tidy of the area we have decided to remove the 2 steel poles that were in the parking area along with one at the rear of the shed. A group of us have moved the trolleybus overhead off the poles and attached it to the shed. While the overhead was going on, the buses have resided on the lawn in front of the "Gate Cottage". It is hoped by the time you read this that the time you read this that the poles will be removed and the buses back beside the shed. Helping us with the overhead shift was our friend Michael Jarka from Dunedin. Michael travels up to help with overhead work and his recent efforts were appreciated.

### BUS 612:

Our MAN bus No.612 has been used on a small number of charters recently. We were invited by our good friends in the Otago Heritage Bus Society to assist them with transport for participants in the Rhythm and Alps concert in Wanaka at the New year. Larry Day took the bus down there assisted by Jonathan and Michaela. Unfortunately, the air compressor failed at Wanaka. We are extremely grateful to Anthony Holiday, who organised for his own bus (Dunedin 306, cared for by the OHBS) to come up and replace 612 so we could keep faith with the Festival participants. Anthony also obtained us a replacement compressor and 612 is now back home.

### AROUND THE SHED:

One of the less glamorous tasks is to keep the area around the shed tidy and some of us have been cutting grass and controlling the weed growth. We want the area looking nice and appealing for visitors.

### LUNCH ROOM:

We have put a lot of work over the last year into our members' facilities upstairs. Lyn Cannell has recent painted the lunch room interior and it is almost complete at the time of writing, though there is an exterior window that will need replacing at some stage.

*Photo Captions:*

*Top: The lunch room receiving a much needed coat of paint*

*2nd down: Larry Day and Mike Jarka attend to some overhead line alterations.*

*3rd down: The buses lined up to allow the overhead poles to be removed in the hard standing area.*

*Bottom: Alan Roi tending to some weeds with the weed whacker!*





Above left; The THS Buses parked on the new Hard standing area.  
 Above Right; Drawing of CTB 'New Reliance' 452 by Dylan Roberts.



From page 2.  
 Above left: THS Sunset bus tour with all punters in front of the bus.  
 Above Right: inspecting the facilities at Motukarara

## Cranmer Building Update - Stephen Taylor reports

Following on from the picture and report in the last - Nov/ Dec 2021 - issue of Tracts, we have now removed almost all the remaining old damaged chipboard floor from the proposed display hall area of Cranmer. The attached photos show the previously remaining "display case" that was in the north west corner in the process of being "narrowed" to make better use of that area.

The next step is to lay new chip board – which is H3.1 "Strandfloor" to match what has already been laid (once we can get some as it is currently in very short supply), then seal the new floor, and start tidying up the walls ready for painting. We are also planning to replace the existing double doors at the west end of the building (both of which are damaged and only one of which opens) with a roller door.

Regarding the two large side rooms on the south side of the proposed display hall – we also need to remove all the carpeting and then replace some of the chipboard flooring in those rooms that is also water damaged, but will do this as a separate phase once the display hall itself is mostly complete.



# Christchurch Tramway Ltd update. From the editors camera.

## Workshops

Tram 15 has had its roof painted as part of ongoing maintenance, at the same time it was lifted up and the wheels removed to reprofile the flanges as there was a defect. And to replace the 2 worn motor pinion gears. More next month.

## Poplar lane track extension.

The contractors are making good progress on the track extension, The new track runs along Lichfield st, then turns right in to Poplar lane, there is a new tram stop located outside the Vodafone building on the corner of High/Poplar. The track then continues onto High st to join in where the present terminus is, Track length approx 750m.

Latest photos show some of the span wires have been put up and 95% of the track is in place, the last remaining curve just up from the new points is to be placed in the next week or so. There isn't a finish date at this stage, but will keep you posted in the next couple of months as it progresses.

## Photo Captions

1. Birney 15 lifted to allow the truck to be removed, this picture shows the simplicity of the truck.

2. Tram 15 in Cathedral Junction sporting its newly painted roof.

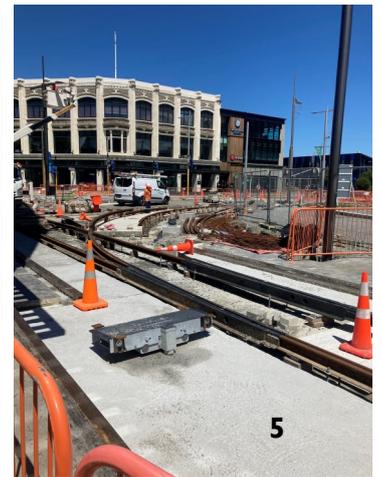
3. The truck in pieces allowing the wheelsets to be removed and the fitting of 2 new motor pinions.

4. The new track in Corner of Poplar lane and High st

5. looking from Poplar lane towards the curve onto High st, approx where the van is located is the new tram stop.

6. High st looking back towards the tram stop, showing the finished track and some of the overhead span wires up.

7. From the opposite direction on High st, looking back towards the present terminus. (The building on the left of the picture is C1 Coffee, they have the most fantastic Lamson Tube system for delivering various food items, worth a look if you are in the area.) More next month, Ed.



## Vale - Anthony John (Joe) Pickering. 1939-2021

Sadly Joe passed away on the 7th December after an illness.

Joe Pickering was a much valued member of the THS and had been involved since the early years.

A Teacher by profession, during the early 1960's Joe would travel daily along with (the late) John Shanks, to Lyttelton where they taught, travelling behind an Ec locomotive. At times Joe would travel in the cab .

Joe was President for a time, between 1969 and 1973, in these years were very pivotal for the THS, the restoration of Christchurch Electric tram Brill 178, and the electrification of the tramway between the trambarn and the far end of the Ferrymead reserve.

Joe was also a Motorman trainer for the Ferrymead tramway and trained and examined many Motormen ( including the editor..) for their electric tram license, he also was a driver of the Kitson Steam tram obtaining his steam ticket in 1972.

I personally shared the footplate on the Kitson with Joe a few times and it was always a laugh, if we had a trainee on with us, he was always happy to sit in the trailer and chat to the passengers if the fireman was happy to drive, a real boost for a young person gaining steam experience. At this time he also drove a cream Triumph 2500, of which we used to joke about the average reading on the speedometer, it would give a reading plus or minus 20kmh...

More recently he was a Motorman and Motorman trainer for the Christchurch Tramway Ltd, from the earlier part of the operation Joe did all the motorman training and more recently with Ken Henderson and then the training was handed over to David Maciulaitis. Joe was also involved in the setup of the Dockline tramway in Aucklands 'Wynyard Quarter'. In the early days of that some of the staff from CTL ( at that point CTL was not operating due to the Earthquake damage) went north to setup the new operation, and this was managed by John Smith , former CTL operations manager, and most of the staff including Joe, lived in a flat in downtown Auckland, and some great laughs were had during this time.

Joe retired from the CTL staff in 2016, and was able to spend more time with his great passion the Electric Railway at CRS doing various tasks on the system and maintenance on the locomotives.

Joe will be remembered for his vision, sound advice, and his enthusiasm for electric traction and trams.

At this time we would like to pass our deepest sympathies to Helen and family at this difficult time.



*Dave Hansen has kindly put together the following memory of their friendship and contribution to Electric traction from the last 50 years.*

I first met Joe at the Ferrymead Tramway in the late sixties. There was talk that the Ec,s would be withdrawn from service in the near future. Eo 3 had already been donated to the trust and was stored at Linwood loco depot.

Joe was a teacher at one of schools at Lyttelton. A new teacher joined the staff his name was John Shanks. Once Joe and John got talking Joe found out John was investigating obtaining spare tram parts from Australia for the Ferrymead Tramway Museum. From this Joe joined the Tramway Society.

Joe and John Shanks used to travel to work at Lyttelton on the Ec,s so it was time to make a move.

A submission done by Joe was sent to the minister of Railways on why one of these locomotives should be preserved. A letter came back saying one would be donated to the Tramway society.

After the Ec's were withdrawn THS members organized to shift the Eo and Ec by road to Ferrymead. track was laid on the north side of the tram barn to store them.

Once here Joe spent hundreds of hours scraping and cleaning all the muck and old paint off and then repainted the Ec.

Sometime later a cable was connected to the tramway 600-volt system to the Ec. With help from Dave Berry (an NZR Engineer) the Ec was able to move under its own power a short distance on this track.

Joe organized meetings with CRS with the idea of moving the Eo and Ec to their site. This was agreed to.

A plan was made to move both loco's. this was done with a long 600volt cable with the Ec under power towing Eo3 with help from Bob Murrays loader. This took about 4 weekends leap frogging the track until we reached CRS rails.

After this the two electric locomotives were stored at the other end of Ferrymead on Canterbury Railway Society rails. With Joe's contacts about 2 or 3 hundred meters of overhead wire was obtained from NZ Railways. After some time, we thought we should erect some wire so these locos could run again. Through my job in the Post Office several poles were dropped off at Ferrymead. (continues next page).

These were then erected by the MED. Joe had contacts there, so there was no charge. The first section of overhead wire was erected by an ex-power board lineman on one of the government work schemes. Soon after the Ec was able to be driven on this short section of track with the tramway 600 volts.

The next move was to obtain two 1500-volt mercury rectifiers and associated equipment. Once again Joe spoke to his contacts and these arrived on site. I don't think we paid for these either. The 1500-volt system was livened in 1988. As 1500-volt Wellington electric Locomotives and units were written off we were able to buy one of each at scrap value from the raffle funds. First the Ed then an Ew and lastly a two-car multiple unit. As usual Joe did all the corresponding with the New Zealand Railways Dept.

Sometime later it was decided to electrify the line to Ferrymead about 1 km but we had no poles or wire. The days of getting equipment for free had come to an end. We needed more poles and wire. Fortunately, I ran a Pub raffle at the Valley Inn Tavern for several years, so money was not a problem.

The poles and wires were erected. Joe was always there he could be seen on top of the overhead vehicle helping with the wire installation, The official opening to Ferrymead was in 2007. Joe was in his element driving the Ec and Eo hauling passenger trains.

In these early years, most people only had one dial phone and toll calls were expensive. On many occasions Joe would go to the Heathcote Station and with the Station Masters permission would ring on NZR's internal phone system various people in Wellington about things to do the CRS electric locomotives and equipment

Joe and Helen used to visit Wellington from time to time. Joe was in his element here, filming and riding the electric commuter trains.

Joe was the PR person and did all the correspondence with the CRS and the old NZR this included all dealings with obtaining the Ed, Ew and. In 1988 Joe and I decided to buy a retired two coach electric Wellington commuter train. Until 2009 it was stored in a shed at Ferrymead. Kiwi Rail heard about this unit and approached us to see if they could lease it back as they were short of commuter trains in Wellington. The unit had an extensive overhaul and was put back to service at 58 years of age. A group of us travelled to Wellington where our unit was rostered on a Saturday service to Upper Hutt and Paraparaumu. Imagine how Joe and I felt being able to travel on the main line in our own train.

Joe will be Sorley missed.



A video filmed and narrated by Joe is on Youtube,  
All about the Johnsonville Line electrification.  
link [https://www.youtube.com/watch?v=pfWth\\_oLFU](https://www.youtube.com/watch?v=pfWth_oLFU)  
A very good documentary



Above left: Joe in action installing a disk insulator on a pole during the Overhead line installation to Ferrymead station.

Above right: A great occasion was the running of the Kitson on CTL tracks in October 2003, L-R Graeme Richardson, Alex Hunter, Joe Pickering, Libby Beard, Don Spicer. Joe was one of the crew for that memorable day.

(Photos D.Hansen, DLA Turner and D. Maciulaitis, P. Markholm.

### Joe Pickering - A celebration of life

A Celebration of Joe's life is to be held in the near future for all to come together to pay tribute to him.

This will be held at the Valley Inn Tavern, 2 Flavell st Heathcote.

Fred Gear is putting together some photos and videos for the evening, If anyone has some photos or video featuring Joe, please get in contact with Fred on [fredgearnz@outlook.com](mailto:fredgearnz@outlook.com) or 0274398696

Date and Time to be confirmed soon once the pandemic levels ease.

### Dave Hinman QSM Medal.

By Don McAra

In the New Year's Honours list the Tramway Historical Society members have been delighted to see that our David Hinman has been awarded the Queen's Service Medal for all his years dedicated to the history and preservation of tramways, mainly in New Zealand but also, through his past presidency of C.O.T.M.A., with allied tramway preservation groups Australasia wide.

This is the kind of award that the Society regrets not having been able to have conferred on others of its founding fathers such as the inimitable John Shanks who suddenly passed away before the honour we had decided upon in his name could actually be applied for.

In Dave's case we are grateful for Lois Lea's determination that the same would not happen to him. This is particularly important as unfortunately his health problems have now prevented him from participating any longer in his former role as Society Secretary. Earlier too he did his stints as President and as Editor of Tracts.

But above all for Christchurch it was Dave whose tireless energy and work led to the successful establishment of the City Tramway and applied the necessary pressure to bring its nearly complete extension to fruition. Along with Christchurch Tramway Limited, the day to day operator supported by the

Society's paid staff and volunteers, it was Dave who created what is indisputably a major icon of the city itself.

Dave's Q.S.M. was richly deserved. In all his achievements he has been so ably supported by his wife, Dot, and their family.



# Dave and Dot Hinman Celebrate 50th Wedding Anniversary 1971-2021.

## -By Dave Hinman.

On Saturday the 23rd of October 2021 Dave and Dot Hinman celebrated their 50th wedding anniversary. They met at the tramway at MOTAT 51 years earlier and got married in Auckland, on 23 October 1971, partly over the blacksmith's anvil at MOTAT and were on national television.

At short notice they decided to hire the restaurant tram and invite family and friends for this epic occasion. As well as family members and other friends, THS invitees included Dave Hansen, Margaret Shanks, Janice and Alan Robb, Steve and Lois Lea, and Larry day who was our driver. Larry Day and his first wife Marie and Steve Lea had attended our wedding in Auckland (*Lower left photo*).

Joe and Helen Pickering had also been invited, but Helen had advised Dot that Joe was ill and that they were unable to come, but she hoped we would catch up soon. Sadly, it was not to be. We all met at Cathedral Junction and after making final arrangements with Christchurch Tramway staff we set off for two circuits around the tramway. The restaurant staff provided a delicious three course meal which was enjoyed by all. We were surprised by the lovely cake provided by our family and the bunch of flowers by the staff of CTL. When we returned to the junction for the last time a member of the restaurant staff took a photo of all who had travelled on the tram. (*Mid left Photo*)





## A Brill Tram VS Header Harvester... 7th January 1952

Dave Hinman has supplied 2 photos of an accident between Brill 175 and a header harvester, the pickup towing the harvester looks to be a 1946 Chevrolet. Location of the photo is Moorhouse and Antigua corner.

The tram is heading for St Albans park on route 16.