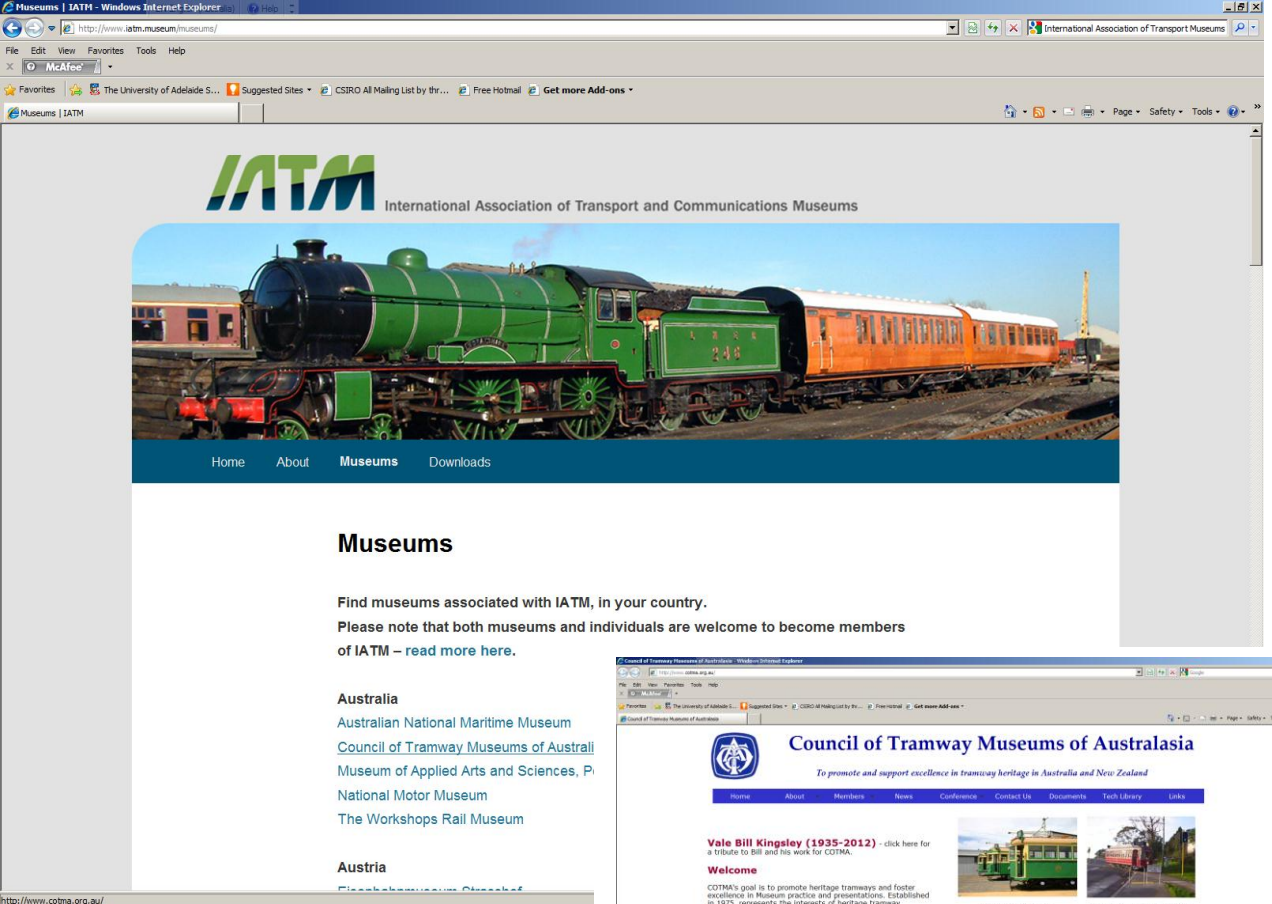


# COTMA CONFERENCE – IATM REPORT 2012

- COTMA remains a member (no 114) of the International Association of Transport Museums (IATM)
- John Radcliffe attended the 2010 IATM Conference in Dresden and Nuremberg, in the course of which a paper was presented in conjunction with Dave Hinman on the extensions being undertaken to the Christchurch City tramway. The paper itself was subsequently updated (albeit written before the Christchurch earthquakes, though these were acknowledged in an introductory update) and published in the 2011 Yearbook of the IATM (see overleaf). After publication, some enquiries were received from IATM members as to the impact of the earthquakes on the tramway.
- The 2011 IATM Conference was hosted by the London Transport Museum and the 2012 Conference by the Dutch Railway Museum, Utrecht, The Netherlands.
- News of Australian and New Zealand tramway museums was submitted to the IATM for New letter 34 in 2011 but unfortunately the Newsletter was never completed and published.
- However, the IATM now has a new web address, viz <http://www.iatm.museum/> and lists member museums with links to their own websites. COTMA is so represented and that in turn has links to COTMA constituent museums



The screenshot shows the IATM website with a navigation menu (Home, About, Museums, Downloads) and a large image of a green steam locomotive. Below the image, the 'Museums' section is titled, followed by the text: 'Find museums associated with IATM, in your country. Please note that both museums and individuals are welcome to become members of IATM – read more here.'

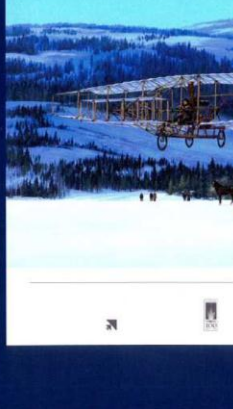
**Australia**

- [Australian National Maritime Museum](#)
- [Council of Tramway Museums of Australia](#)
- [Museum of Applied Arts and Sciences, Perth](#)
- [National Motor Museum](#)
- [The Workshops Rail Museum](#)

**Austria**

- [First Steamway Steam](#)

At the bottom of the screenshot, there is a smaller screenshot of the Council of Tramway Museums of Australasia website. This website has a header with the title 'Council of Tramway Museums of Australasia' and a tagline 'To promote and support excellence in tramway heritage in Australia and New Zealand'. It features a grid of images of various trams and trolleys from different locations, including Haddon - Victoria, Auckland - New Zealand, Ballarat - Victoria, Rockhampton - Queensland, Ferrymead - Christchurch NZ, and Wanganui - New Zealand. There is also a 'What's New?' section with recent news updates.



## Doubling the Christchurch City Tramway's Length and Daily Services using Museum Cars and Principles

By John C Radcliffe<sup>1</sup> and David Hinman<sup>2</sup>, Council of Tramway Museums of Australasia

### Editor's Note:

On Tuesday, 22 February 2011 the beautiful city of Christchurch, New Zealand was devastated by a powerful earthquake – following a less powerful one five months earlier – which destroyed much of its central area and caused much loss of life. The consequences of this catastrophe for the imaginative re-creation of the inner-city tramway system using heritage rolling stock as described in this article are not clear as this edition goes to press.

The article was prepared many months in advance of the earthquake, and its discussion of the future course of events may now be irrevocably altered as a result of the events of 22 February 2011. Nevertheless, it is included here in tribute to the people of Christchurch whose city lies in ruins.

We can only hope that as Christchurch rises again the rebuilding process will provide for the continuation of their evocative and successful heritage tramway system. We wish the Tramway Historical Society and its members our warmest best wishes as they deal with the personal and professional challenges associated with recovering from this tragedy.

The Tramway Historical Society, located in Christchurch, New Zealand, is one of the members of the Council of Tramway Museums of Australasia. The members between them own, curate and display a collection of 111 vintage horse, steam, replica cable and electric trams in Australia and New Zealand. The museums between them have 254 operable trams and a further 155 awaiting restoration or conservation.

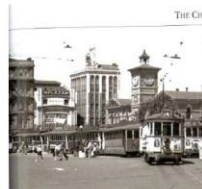
Christchurch is New Zealand's third largest city, with a current population of about 370,000. Steam tram services, using Kilsen tram motors from Leeds, UK, towing horse trams as trailers began in 1880, later supplemented by the use of horse trams.

Electric trams were introduced from 1905 and provided the principal form of urban transport for almost fifty years. These systems fanned out from the geographic centre of the city, Cathedral Square, in which a gothic cathedral was completed in 1904.

The last electric tram ran on 13 September 1954. Only two relics from the tram era were retained – one Kilsen steam tram motor and a small Stephenson horse tram dating from the 1880s.



Christchurch Kilsen



Electric trams in Cathedral Square, Christchurch.



A tramway was developed through the Ferrymead Historic Village.

### THE CHRISTCHURCH CITY TRAMWAY'S LENGTH

to lease some trams. The Council leased the operation of the tramway to a private sector tourism company, and the service was formally opened on 6 February 1995. The project was a success, and subsequent arrangements were made for the Sydney Tramway Museum to supply two additional rebuilt trams from Melbourne, one of them as a restaurant car. However, these cars have no cultural or historical relevance in Christchurch or New Zealand.

Within a few years of its commencement, the Christchurch City Tramway had become a recognised icon of the city, but whilst it linked a number of historic precincts, it did not venture into the main retail heart of Christchurch, located in Cashel and High Streets. These streets had previously been converted to shopping malls, but by 2005 were becoming "dead". The Christchurch City Council determined that it wished to retain and strengthen city shopping, facilitate the development of additional commercial and tourist precincts in the south of the city and encourage heritage conservation. Plans included the refurbishment of the malls, and the question was raised as to whether vehicles should be allowed into the malls. In a survey of about

550 respondents, nearly 70% expressed opposition to traffic, including private vehicles being returned to the streets that had formed the malls. However, about half of the business and property owners expressed interest in having some traffic return to the streets. Although not originally conceived as part of the refurbishment, a survey was undertaken about attitudes to extending the City Tramway through the malls. Positive support averaged 63%, comprising 67% of shoppers, 73% of business and property owners, 74% of local workers, 64% of those visiting cafes and restaurants, 69% of residents, 44% of students and 27% of school pupils. The Council was encouraged by this response, recognising that the trams would be an acceptable compromise to those both for and against having a road with private vehicles. The trams would create movement, be slow and safe and bring more people to the shopping precinct than was currently occurring.

As the refurbishment of the malls was about to begin, the Council determined to lay tram rails in them as part of the upgrade while it considered where the ultimate route might go.

to recognise the tenth anniversary of the closure of the tram system, a group of enthusiasts arranged to have the horse tram on a section of electric track remaining on Paparua Road, Christchurch. This established the foundation of the not long established Tramway Historical Society and led to the identification with railway enthusiasts of a location at suburban Ferrymead where an historic could be established and managed by a Trust. Tram bodies were located. Some were selected and repaired for conservation and potential return to operating use. Over the ensuing twenty years, historic buildings located to the park, a village created and tramway workshop built. The development included a electric tramway linking the entrance on Bluffe Path to the heritage village which contained among other

aspects, a "Hall of Wheels" interpreting the transport development of Christchurch. Assisted technically by other members of the Council of Tramway Museums of Australasia, five electric trams were returned to working order along with the steam motor and a number of trailers. The Ferrymead Trust developed visitor programs from schools, tourists and the local community to interpret the village and Christchurch's history.

In 1988, the Christchurch City Council sought ideas to revitalise the centre of the city and the concept of a heritage tramway was born. A 2.2 km single track loop line was developed in the period 1991-1994 at a cost of NZD 5.45M.

The Christchurch City Council built and owns the infrastructure and negotiated with the Heritage Tramway Trust, which has title of the Tramway Historical Society's trams,



Christchurch Tramways, 1920s.



Route of the Christchurch City Tramway as built, 1995.



The Christchurch City Tramway has become successfully integrated into the social and commercial life of the city.

### THE CHRISTCHURCH CITY TRAMWAY'S LENGTH



Tracks were laid in the Cashel Street Mall during its refurbishment in 2005.



New Zealand one-man trolley car conserved by Tramway Historical Society since 1981 and suitable for refurbishment. It would be good for winter use.

At the same time, it recognised that tram tracks laid in 1932 in High Street were still in position and exploration showed the rails were still in good condition except in a few locations where they had been cut for the laying of pipes and other services. After much debate, the Council provisionally approved a two-stage plan as the most likely to be acceptable. Stage 1 involved laying tracks down part of High Street with an interim terminus. Stage 2 involved extending the route to terminate in Barbadoes Street adjacent to the impressive Catholic cathedral.

The routes could incorporate use of several small lanes where intensive residential and commercial activities could be encouraged. The provisional approval included provisions



Proposed two-stage route (blue) chosen for the tramway extension.

to build the NZD 13.5M to build the tramway infrastructure in two stages by November 2007. A consultation held in March-April 2005 had support from 40% of submissions, with public hearings to follow. All this development was predicated on the preferred use of historic New Zealand trams as the earlier consultations showed that only 10% of respondents favoured modern vehicles such as electric battery trams. As a result, the Tramway Historical Society has had to initiate evaluating what scope there is to regenerate historic trams which have not operated for 50 years and may well have been exposed to the elements for much of that time.

The first requirement is for the Society to appraise what is available and what can be secured. It has some equipment that it has been conserving since the early 1980s.

But it has also mounted a search for other bodies which might be capable of being rebuilt while retaining much of the original fabric. Several have been discovered encased within buildings so all is not lost. But the task is not simple. The requirements are daunting, involving:

- drawing up conservation plans for those trams to be used;
- determining the historical period to which the cars will be rebuilt;
- checking what adaptations may be required under current safety legislation and regulations without destroying the integrity of the vehicles;
- securing sources of authentic parts from reliable suppliers;
- ensuring adequate records are made of the compromises that have to be made to the originals such as the use of modern substitutes, and the addition of safety features such as stop lights, turning indicators, mirrors etc.