

# The Christchurch Tram Scene 2011-12

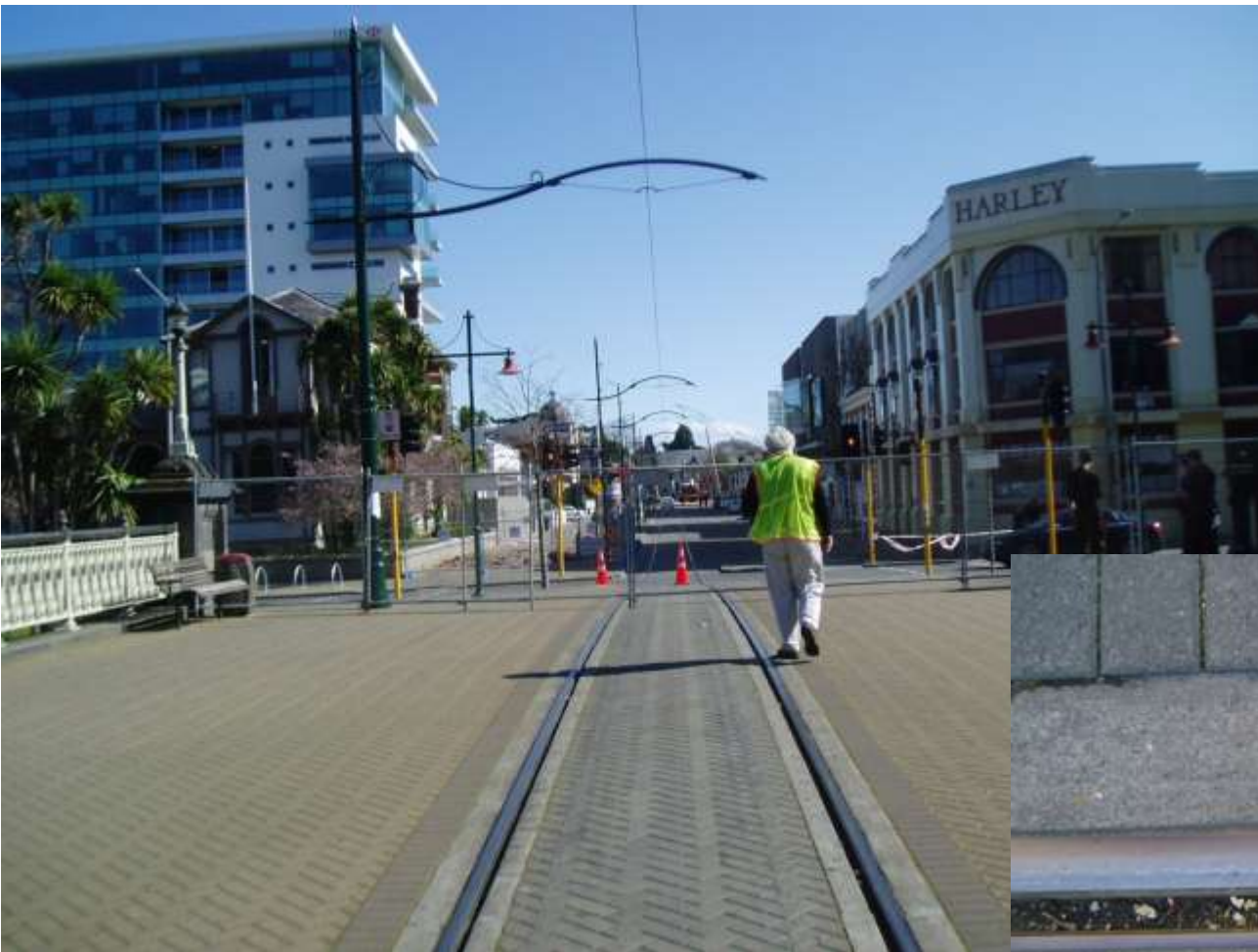
*From dream to nightmare in 30 seconds!*



REPRISE: “Footnote: **EARTHQUAKE!!!**

## **Saturday 4 September at 0435**

- Totally unexpected 7.1 magnitude earthquake hits Canterbury
- Present tramway and extension works undamaged
- Relatively little damage to buildings on existing route – no overhead building attachments affected
- Work on extension ceased – contractor diverted to essential works



Track inspection after first quake



One small crack on rail head





ChCh Tramway loses group marketing office

## Tram Damage!

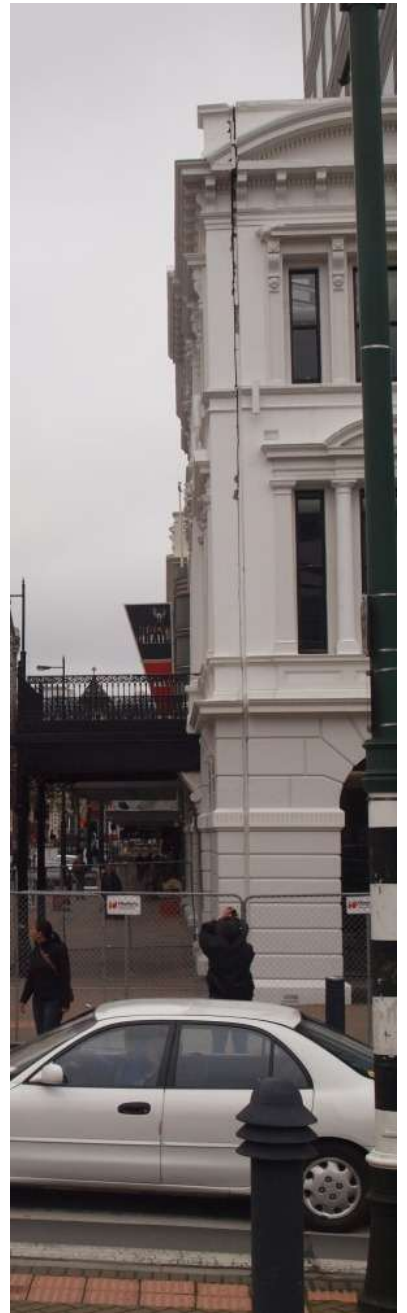


Just a gentle kiss from W2 244





Crack on façade of  
Clarendon







Arts Centre – temporary repairs





Old Girls' High, Cranmer Sq – façade damage



## Wed 15 September

- *“The tram project is temporarily suspended whilst the Capital Programme is reviewed. I will advise project status as soon as I know myself.”* - Matt Cummins, Project Manager
- Public meeting held with Council, organised by Central City Business Association. One of the questions asked - “tram project and current upgrades – are they to be finished, and if so when? -Assurance from Mayor that tram will be finished – in time !.....”

## Mon 27 September

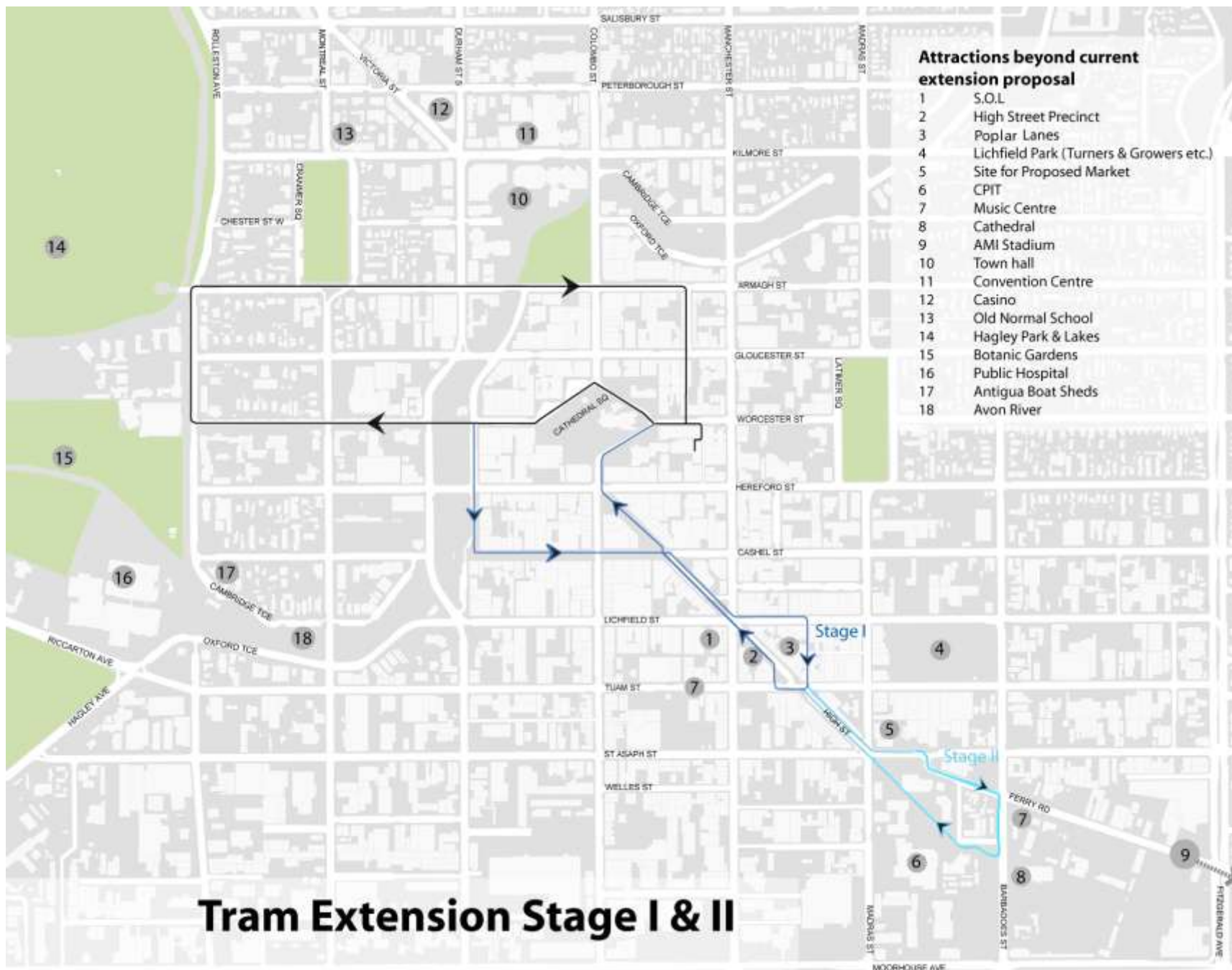
- **TRAM WORK (on 3 fronts) - RECOMMENCED !!**

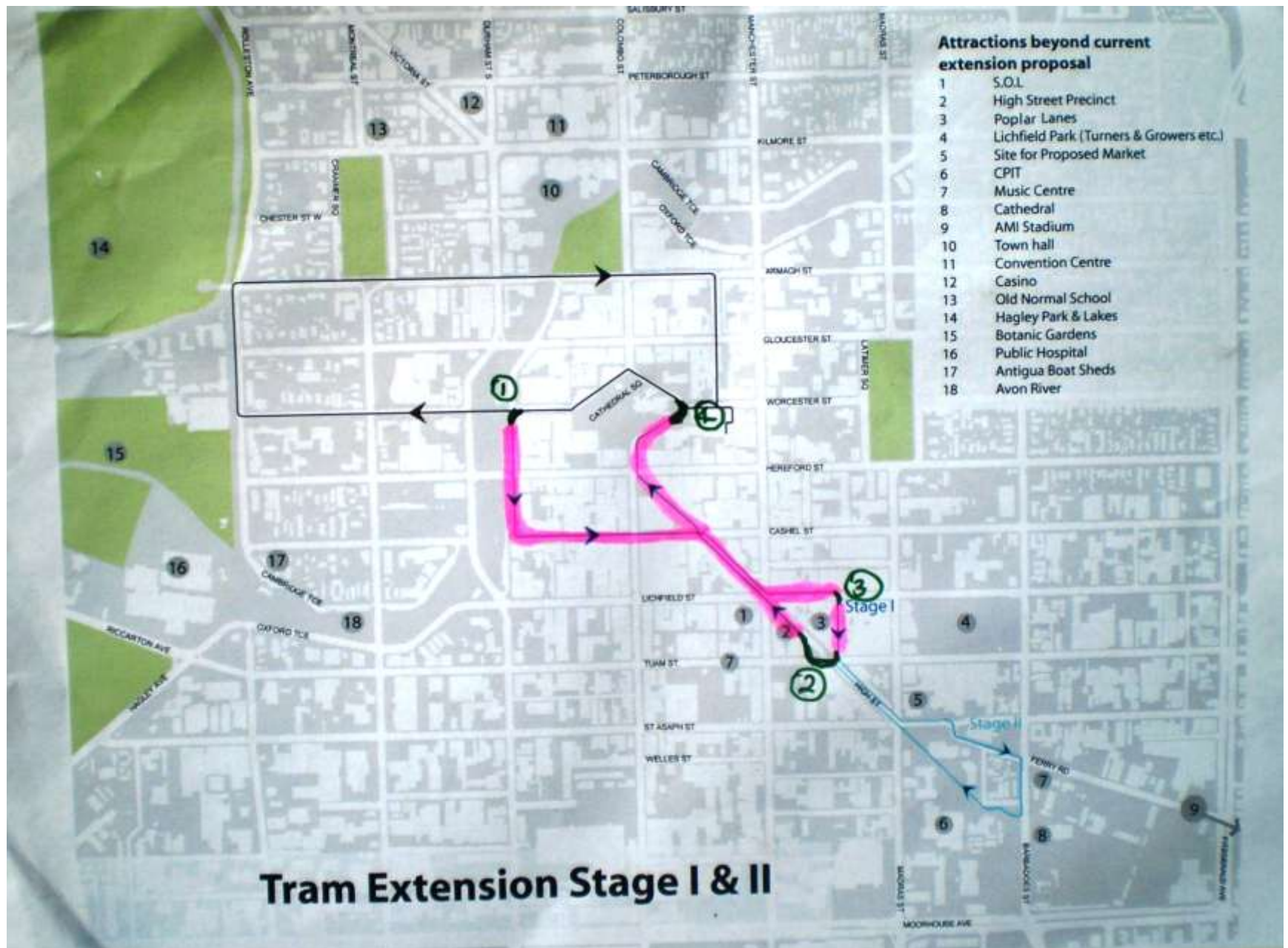
# Diary 2011

## Situation morning Feb 22

- Minor disruption from September 4 quake, and Boxing day aftershock. Trams back in operation.
- Stage 1 of tram extension back on target for completion in time for Rugby World Cup, with Stage 2 to commence by end of 2011
- Track work proceeding on three fronts – Lichfield St, High St and Cathedral Sq
- Point work to be installed April (Tuam/High) and in May (with tram close down – Cathedral Sq.) Castings had arrived from Melbourne, other parts due to arrive from Germany
- Overhead system parts (some) on order. Balance to be ordered over next few weeks.
- Additional trams for extension - Birney 15 making good progress at Ferrymead, and Sydney 37 progressing well at Sydney Tramway Museum.<sup>10</sup>







Just four areas to finish Stage 1



Track laying on 3 “fronts” and progressing well.



Lichfield into Poplar



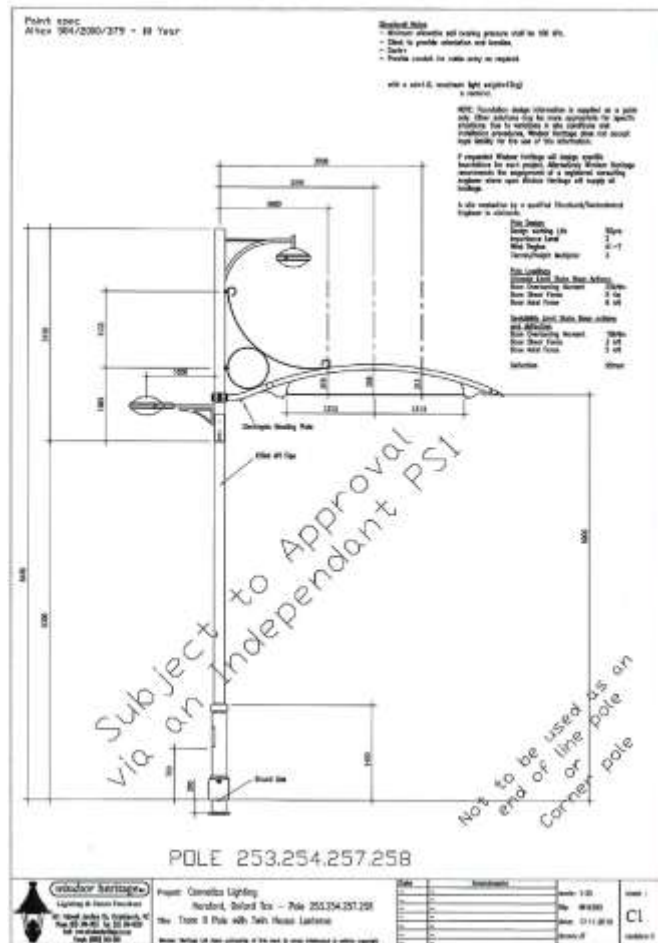
High St - to Alice's



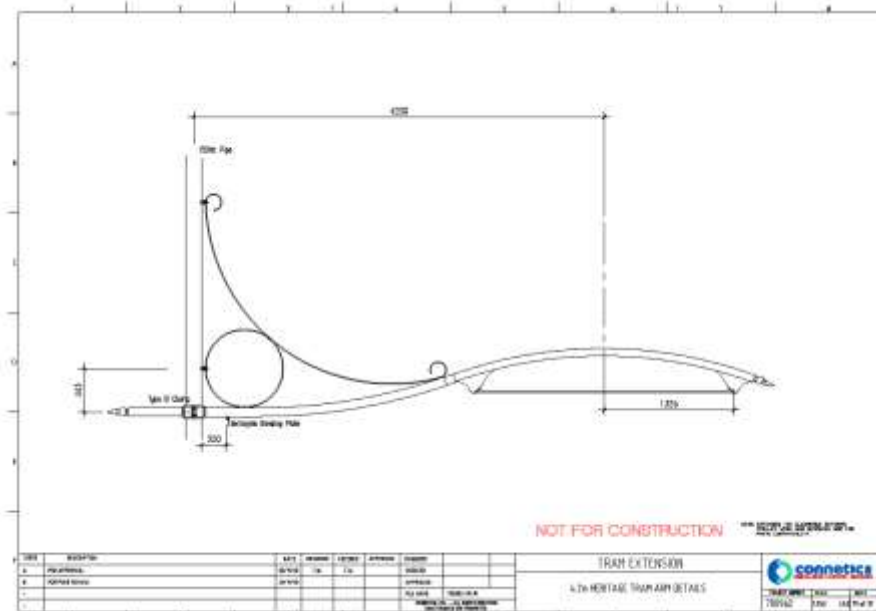
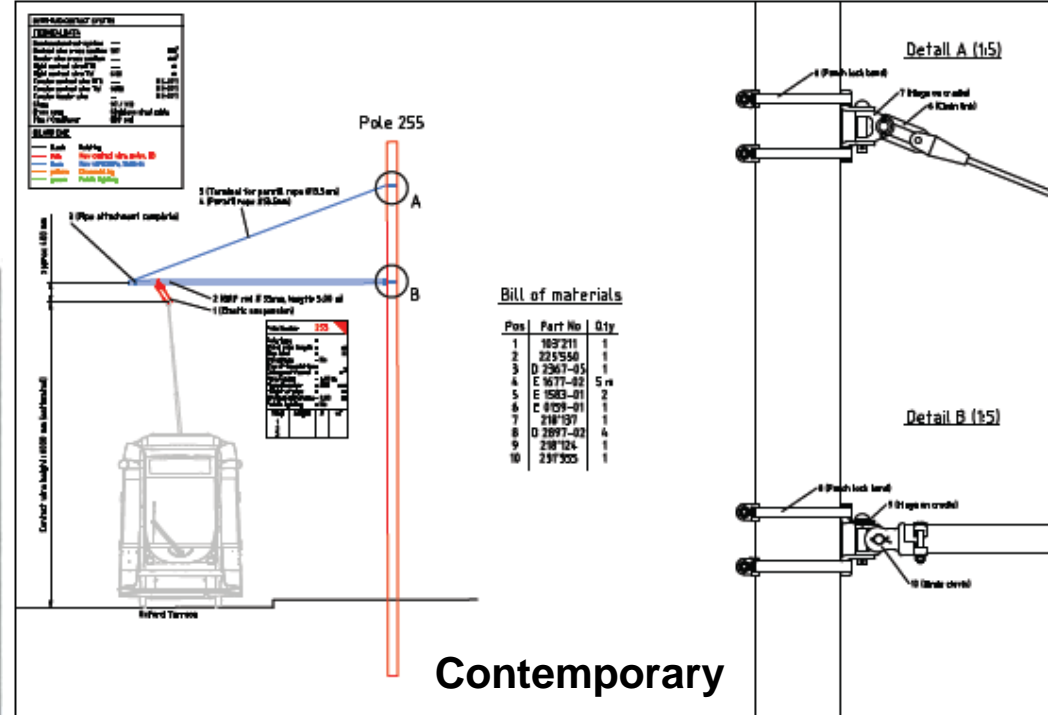


Cathedral Square

## Overhead designed and some orders placed



## Heritage Oxford Tce



## Heritage

And in preparation for the additional carrying capacity that the extension would need.....





Invercargill Birney tram No. 15 Dec. 2009



Invercargill Birney tram No. 15 Feb 2011





Sydney tram no. 37  
under restoration  
at S.T.M.





## Feb 22 – afternoon and beyond

- Power cut when quake struck at 12:51pm. Four trams stranded in streets – two and a trailer in Armagh St, one in Cathedral Sq
- Track damage – mainly limited to Armagh St – 5 breaks plus issues with Armagh St bridge at Victoria Sq. Extension tracks survived well
- Overhead damage in Worcester St outside Cathedral Junction and Tramway Lane – Mayfair building façade badly damaged
- Relatively minor damage to tram shed and the three trams inside. Shed initially within fall zone of Grand Chancellor hotel and at some risk from adjacent former State Insurance building
- Central city shut down – no access
- No tram service – no income – lease payments to HTT ceased



Track damage Armagh Street









Track remnants from Armagh St



Other breaks in Armagh St



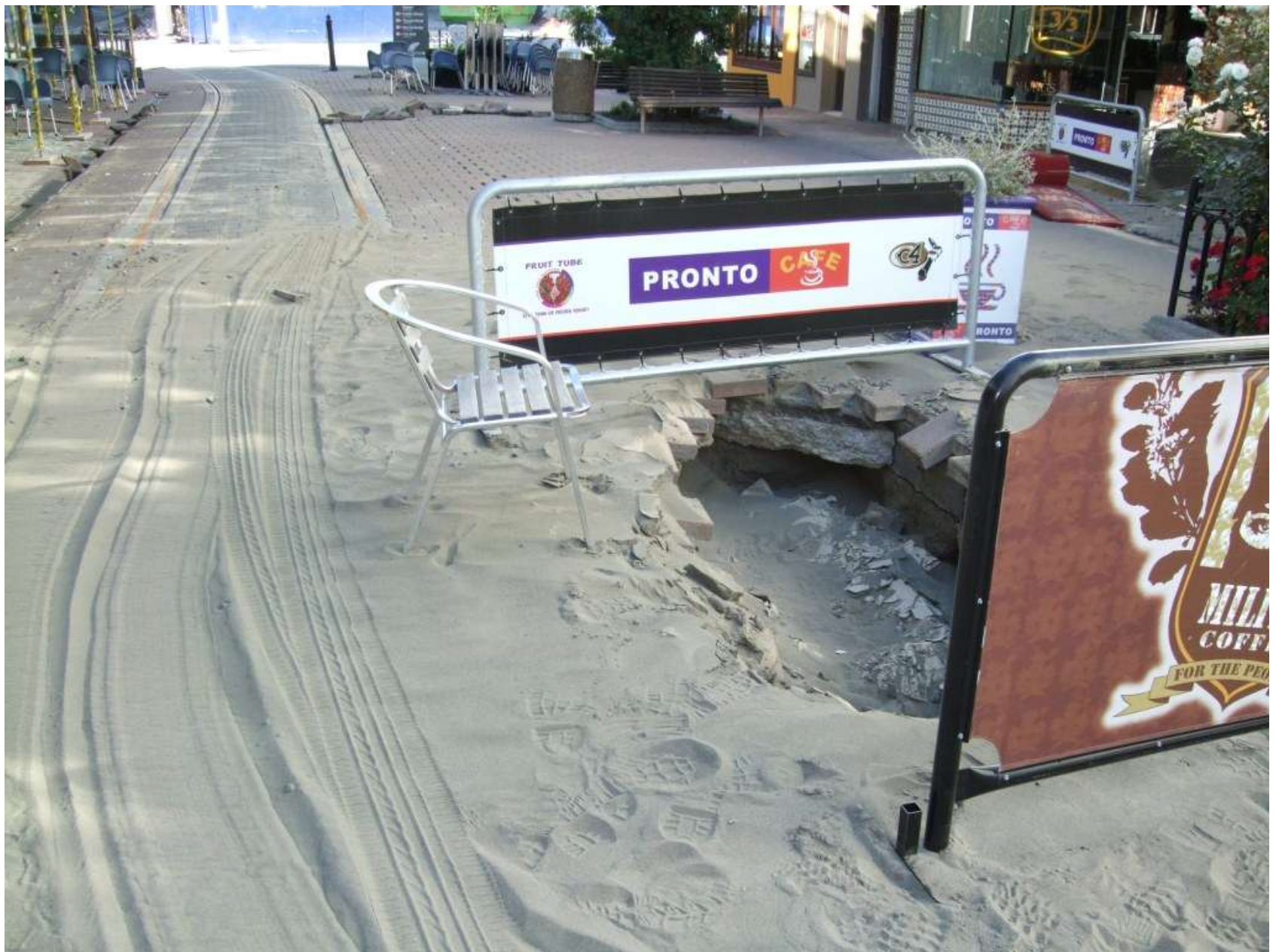


Provincial Council building – stone tower Armagh St





New Regent St - March 2011







Outside Cathedral Junction





Tramway Lane – shadow of Grand Chancellor





Inside 411 – Restaurant Tram





Cathedral Sq – Regent Theatre building







Cashel Mall







## **By late March 2011**

- Trams transported to Ferrymead – no covered shelter available
- Overhead in Worcester St and part of Cathedral Square removed (some chopped, some with care)
- Brief access into tram shed to source computers, files, car and Birney parts
- Preliminary survey of tram track – need for more detailed work.
- CCC staff indication that track will be repaired (insurance claim) and that stage 1 to be completed – in due course - not publicly acceptable to give it priority at this stage. Overhead parts orders on hold for now
- Apparent that re-opening will be at least 12 months away – damaged buildings around tram route, no public access, no tourists























# NO ENTRY

THANK YOU

This tram, from the Christchurch City Tramway, is temporarily stored at  
Ferrymead due to the February 22 Earthquake

FUNDRAISING IS UNDER WAY TO PROVIDE COVERED STORAGE FOR THE CITY TRAMS. IF YOU  
CAN ASSIST, PLEASE PHONE THE TRAMWAY HISTORICAL SOCIETY TREASURER - 337 4065.

OR VISIT OUR WEBSITE FOR MORE DETAILS AND A DONATION FORM - [www.ths.org.nz](http://www.ths.org.nz)





Overhead wire down – Cathedral Square





# City's trams need shelter

By BERNADETTE COONEY

Christchurch's iconic trams are at risk of damage and deterioration if they are not housed soon.

The tramways were likely to be out of action for "many months yet" and donations were urgently required if the trams were to be preserved, Dave Carr of Heritage Tramways Trust, said.

"With winter coming on there is an urgent need to get these four city trams covered and secure," he said.

Remarkably none of the electric powered trams were damaged in the February earthquake.

"With the power supply down, the trams just stopped where they were," he said.

"They were winched onto trucks and transported here within a week. But their fragile wooden frames and canvas bodies are at risk the longer they stay outside," Mr Carr said.

Short of depot space at the trust's Ferrymead workshops, the tram custodians have launched an appeal to raise the \$100,000 needed to complete the 24 metre x 12m Total Span shed.

The trust leases the trams to the city council, and is in talks with council staff to help fund the shed.

However, nothing has yet been agreed. The trust missed the latest funding round of the Community Trust and Lotteries Commission but will reapply. Donations to the Tramway Historical Society Inc, a registered charity, can be made directly to its bank account.

Tramway Historical Society Inc  
PO Box 10000  
Christchurch 8140  
Treasurer Stephen  
Carr, treasurer@ferry-  
mashed.co.nz

Kicker: Tramway Historical Society president Graeme Behworthy, left, and chairman Dave Carr are appealing for donations for a tram shelter.





Ian Athfield

## Get rid of trams – architect

Ben Heather

The central Christchurch Bus Exchange should be replaced by two terminals on the edge of a reduced central business district, Wellington architect Ian Athfield says.

A vision for rebuilding the quake-shattered city was urgently needed, he said in Christchurch yesterday.

"It's really important we get a vision for this place, and it has

to be done bloody quickly."

The city centre should be contained within Tuam, Kilmore and Madras streets, with the bus terminals on its edge, with only dedicated services allowed to operate within.

"Get rid of the trams, get rid of the one-way street system, get rid of those buses that don't need to run through town, get rid of the underground bus station and we allow people to come back into town," he said.

## Athfield would create a shemozzle in our

Something must be done about Ian Athfield "bloody quickly" – to use his own words (May 5). There comes a time in life when even the most quenching fount of wisdom dries up.

He wants to allow people back into town but limits their options to get there, such as one-way streets. And having two bus exchanges – as he wants – would make busing absolutely hopeless. Which one would connect with which routes? Transfers would require a third trip across the CBD. A complete shemozzle.

If Athfield's vision comes to pass, truly it will be said that they serve who only stand and wait, and wait, and wait.

PHILLIP REX ROBINSON  
Waltham

### Keep city where it is

"Get rid of the architect, not the trams." That is how yesterday's headline, about Ian Athfield's plans for Christchurch, should have read.

The city centre should be based around Cashel and Colombo streets, where it is now – geotechnical advice allowing – rather than restricting it according to Athfield's plan.

I can't believe what I read about Athfield's vision. It's only the buildings we need changing, not the location.

Athfield shouldn't presume his ideas are best, because they are not. Ask the people.

C A BOULDEN  
Northwood

### Must have transport

Who does Ian Athfield think he is when he advocates getting rid of trams, buses and the one-way system (May 5)? How are people without cars going to get into town without our present public traffic infrastructure? The system worked very well before the earthquakes.

J L THOMPSON  
Aranui

### Start doing

The CEO of the New Zealand Society for Earthquake Engineering says, "The Building Code is for the building not to collapse so people can get out safely. That a building might come down later is just a fact of life (May 5)."

What a shame the insurers and owners of damaged buildings are not listening to these experts. If they were, the CBD rebuild would be taking place. Instead, we have continual bickering about whether it is cheaper to demolish or rebuild. Either way, stop talking and start doing.

LISA WILSON  
West Melton

### With our own eyes

The Press on Wednesday ran a story about Christchurch city councillors being shown through the central city. If it is safe enough for them to walk through, it is safe for all of us to walk through.

There should be controlled guided tours of these streets, which we know and love.

After giving access, City Council from the streets see who has been let that ex council We responsibly are not going to run randomly into demolished buildings or put ourselves at risk. We just want to see with our own eyes our streets and central city.

Cera should make this happen.  
CLAIRE MCCORMICK  
Merivale

### I love the trams

I don't think Ian Athfield is a good architect. I have a yearly tram and gondola pass and I love riding on them. My favourite tram is the green one. Some of the drivers are funny and some are a bit grumpy. Sometimes I got to ring the bell. I don't understand many of the passengers, because they speak different languages. I like looking out of the window of the tram. I miss not being able to use my pass. I can't wait until I have a meal on the restaurant tram.

GUY HESLOP (aged 6)  
Opawa

### Trams should be free

I was in Adelaide and Melbourne recently and made good use of the free city trams in both places. Far from getting rid of the Christchurch trams, as Ian Athfield proposes, we should have more of them and make them free.

That would be one more step towards encouraging people and business back into the city and helping to create a vibrant centre.

BARBARA MORETON  
Halswell



## By end May 2011

- THS well underway with fundraising campaign for new tram shed at Ferrymead for city trams – \$40,000 reached in cash and pledges. Great support from as far away as Denmark.
- Following THS/HTT/CTL meeting with Mayor, application for assistance from Mayoral Earthquake fund to go to Council on 23 June. Price reduction negotiated with TotalSpan. Building consent application lodged.
- Council “share an idea” weekend about central city rebuild – strong support for light rail and for tourist tram but opposition from some
- Business community favour tram and tourism.
- CCC Annual plan likely to suggest delay of stage 2 of tram extension.
- Temporary road works in Armagh streets sees removal of small section of track and sealing over.
- Apparent that many of city’s heritage buildings along tram route (and elsewhere) will not survive. Effort being made to retain precinct in High St.
- Impacts of February quakes still not fully understood – and June and December quakes and big snow still to come

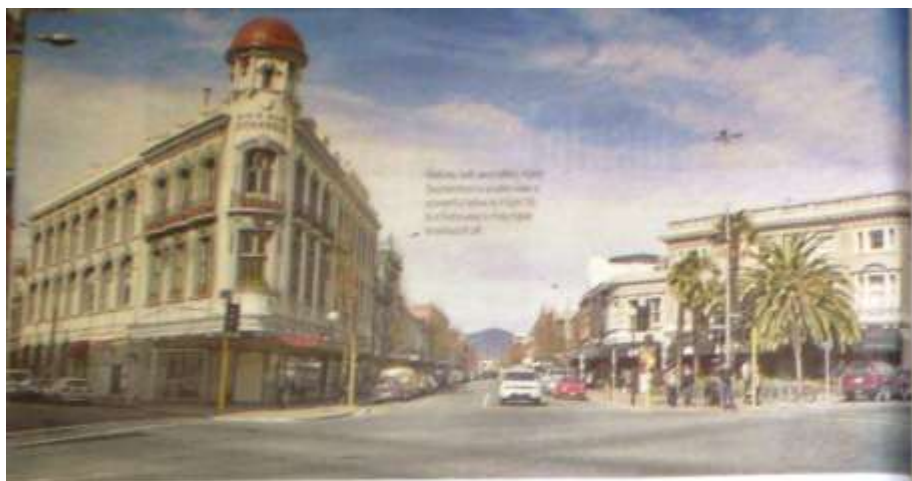






Armagh St track damage





# Boulevard of broken dreams

High-St retailers say they worked hard to create a special part of Christchurch. But has the earthquake destroyed the magic? Beck Eleven asks if the boutique community can rise again.

**I**f we're honest, Chomsky isn't too intelligent for today's average. Given his conservatism, not much is at stake, but his high IQ is always challenged by someone in the crowd. This, then, and especially his use of the single word *to* before the very first letter of an line is a jab at the perception of Chomsky as an overly talking creature.

Standing at its connection with the American and London streets, shoppers were passed by someone shouting to someone about the someone. All this "Chomsky" and "right" and "wrong" and "single" and "word" and "to" and "single" to pass away in a glimpse of the New York to London, possibly of London to New York and London.

David Childs and wife Joan (below) visited the 100 Dignity cars in 1988 and named stops. Green stars (see how many) had the following effect on the lives of the 100 who were for all the people in America. And eventually, they did.

Before the grand finale meeting, I'd compiled an aggregate, and was about to read it. I said, "I think it's a little 'too many of these places that we live in as well as a limited list." Childs said, "Weedy areas in fact - and these are places like cities, where we have local stops, shelter and some stores. These places are growing rapidly and are the 'boomtown' places."

By the time the first stoppage was 1st in September, Childs said, "Right it was 'too many'."

"Add we wanted had to make sure we were in it. These little towns that have some of the places."

With the more sophisticated, multi-party environment that followed, the student organization grew along with the student base and the school. A second meeting by the High School Students Union, also elected a high percentage of representatives from the two ethnic student bodies. These bodies had been set up to increase the student turnout.

[illegible][illegible][illegible]





Birney approaches completion

# First emerging themes from “Share an Idea”

“Fewer cars in the Central City, greater use of the Avon corridor as a pedestrian/cycle route and integration of the tram into the public transport network are some of the emerging themes from the 40,000 ideas Greater Christchurch residents have shared for the redevelopment of the central City.”

The Press 28 May 2011





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