

An Update on the Christchurch Tramway Operations
Sean Rooney, Christchurch Tramways Limited.

Gave an extensive slide show – Some pictures from these would be great.

Sean spoke primarily about the Cathedral Junction project, a multi-million dollar job. CCL was to be a major feeder of people to the project, but work on it came to a halt at the time of the opening of the tramway. For six years, the area was known as “Little Bosnia”.

Equity Trust Pacific took it over eventually and scaled back the project. Multiplex, an Australian Contractor, secured the contract to build. It was their first contract in NZ. The big issue was how to build across an operating tramway?

Effectively the site was two separate sites, with the tramway in the middle and a car park underneath. Sean show some great photos of the various stages of the project, with the tramway suspended over the car park being built and then with a large 100 tonne crawler crane mounted on a major temporary structure over the track itself to build the adjacent buildings. The crane was positioned during a 24 hour shutdown. It was in place from May to November 2003. An atrium structure envelopes the tram track, with automatic doors at one end to be provided. It provides an all weather tram stop.

A permit to work system was established, to enable the contractor to work near the overhead. Where needed, total shutdowns were done at night. The overhead in the area was re-configured to have section isolators in the affected section. Tram depot had power as did most of the circuit.

During the construction of the basement, there was one truck access point, with a flagman. During Feb. 2003, the site was very busy. The LTSA Rail Safety team was very supportive and gave good advice.

Sean finished off his talk by saying that the term “Little Bosnia” is no longer used.