

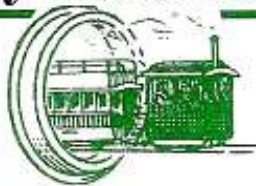
A TALE OF TWO TRAMWAYS

Pictorial Review 2016-2018



The Tramway Historical Society Inc.

Operating the
FERRYMEAD TRAMWAY,
269 BRIDLE PATH ROAD,
FERRYMEAD, CHRISTCHURCH



P.O. BOX 1126
CHRISTCHURCH 8140
NEW ZEALAND
www.ferrymeadtramway.org.nz

• CHRISTCHURCH •
TRAM

Two years ago, many of you were in Christchurch for the last COTMA conference – 6 years after our devastating earthquake sequence had begun. There was a lot going on, but still a long way to go on the road back to normality.

Another two years have passed, so lets have a look at the major happenings and progress in Christchurch and with its tramways over that time.

Firstly we will go to Ferrymead....

And starting with....



Hills Car No. 24 Restoration Project

As for elsewhere in the city the rebuild continues !



Painting by Don McARA

What it will look like when completed (final – early 1950s style) 4



No. 24 - prior to start of its “rebuild”

This project involves both volunteer and paid (HTT) effort, with paid staff taking on some of the more complex tasks when funding permits.



24 Roof progress – the 3 “R’s” - Removal, Repair and Refitting



Repair - Roof lowered and cradle being placed for support after turning over







Roof rolled over - paint to be removed and repairs including some new roof bows



Progress!



Time to turn over again







Ready fur roof Refit



Roof in position - tram moves under







Roof on and re-attached !



Varnish v. Paint debate !

1950s – varnish had all
been painted over.
Found under old paint -
should we or
....shouldn't we??



This ?



Or

This ?



THS tram barn tea room - where there are many debates!

**HILLS CAR No. 24
and
DREADNOUGHT TRAILER
No. 118**



CONSERVATION PLAN

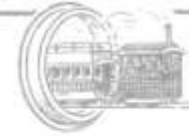
Including a Specification for Implementation

**THE TRAMWAY HISTORICAL SOCIETY
INCORPORATED**

Prepared by Graeme Richardson

The Tramway Historical Society Inc.

Operating the
FERRYMEAD TRAMWAY,
HEATHCOTE, CHRISTCHURCH.



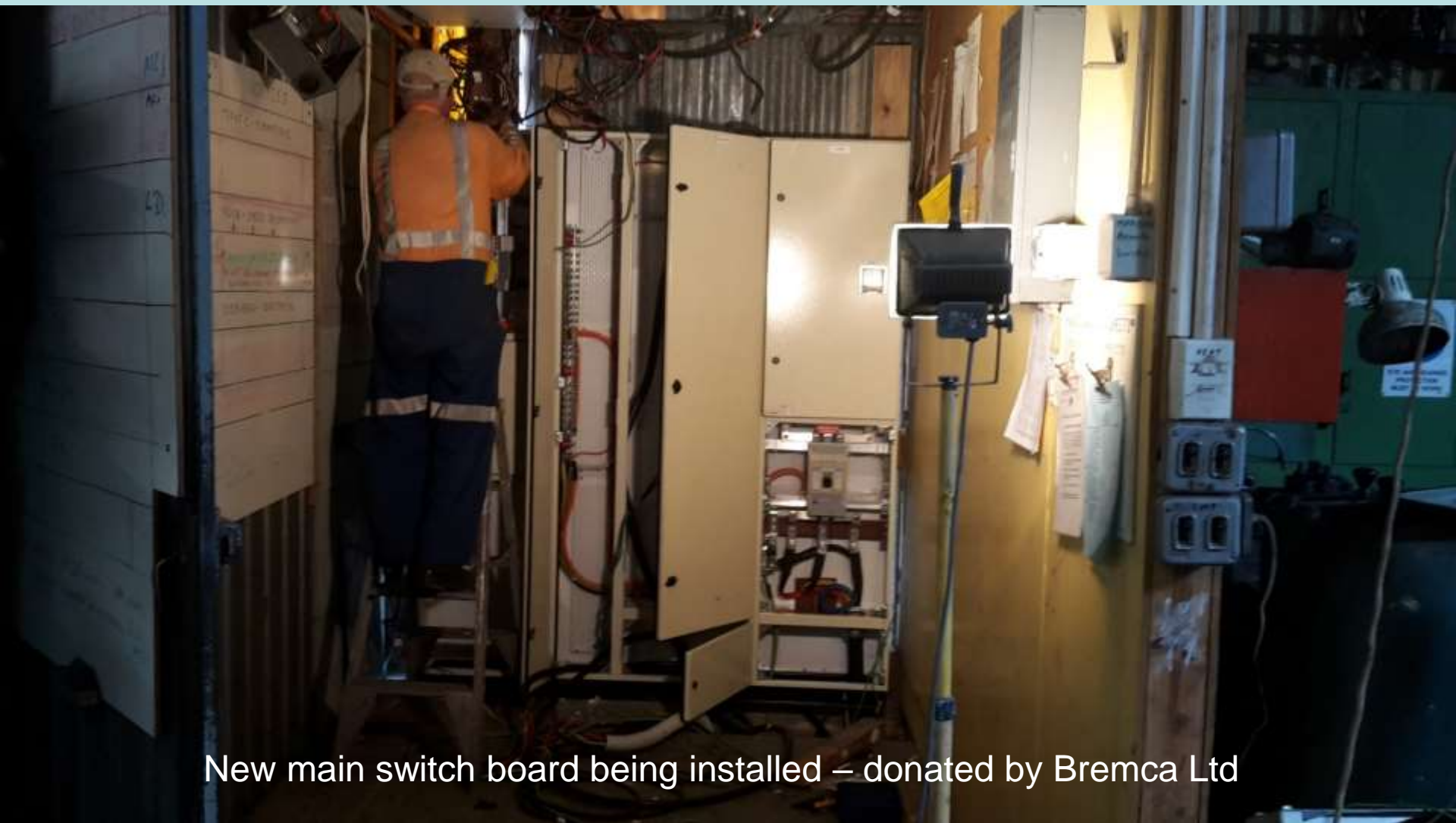
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CHRISTCHURCH,
NEW ZEALAND.

DRAFT - REVISED FROM 2010 - STILL TO BE COMPLETED

**COLLECTION POLICY OF THE
TRAMWAY HISTORICAL SOCIETY
INCORPORATED**

20 May 2007

But after consulting our agreed conservation plan and collection policy - confirmed to continue the “final style” period - paint and not varnish – we do have another Hills car body to do in “original” livery !!



New main switch board being installed – donated by Bremca Ltd





D. L. A. Turner



Bremca team switch power back on
and unveil the plaque



New lathe

CHRISTCHURCH Heritage Tramways Trust



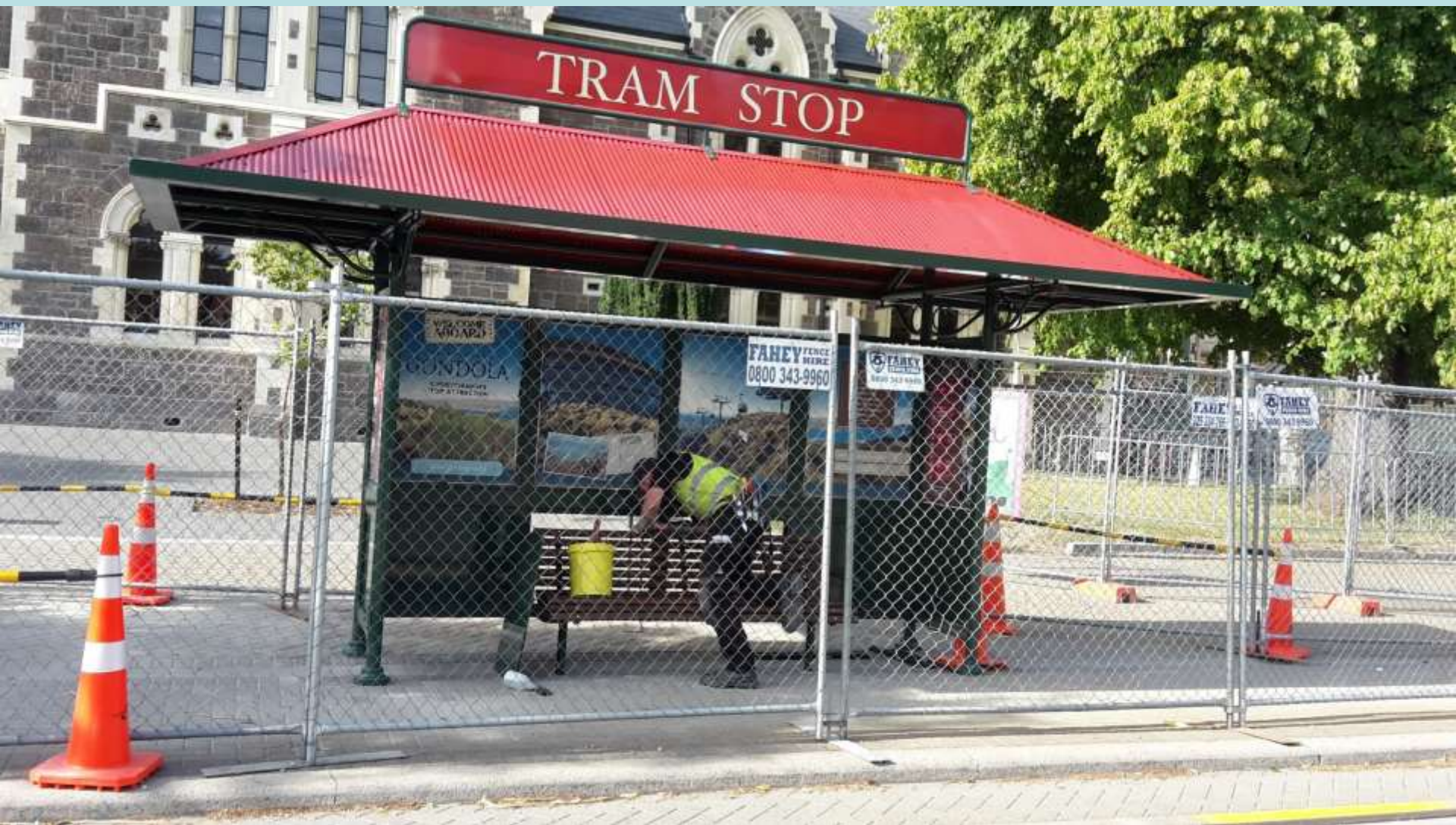
Worcester Bld tram shelter repair for CCC













Back in use – outside the new “I” Site



Punt storage and refurbishment



P Class tram truck manufacture for Sydney



Truck frames painted following fabrication of 2







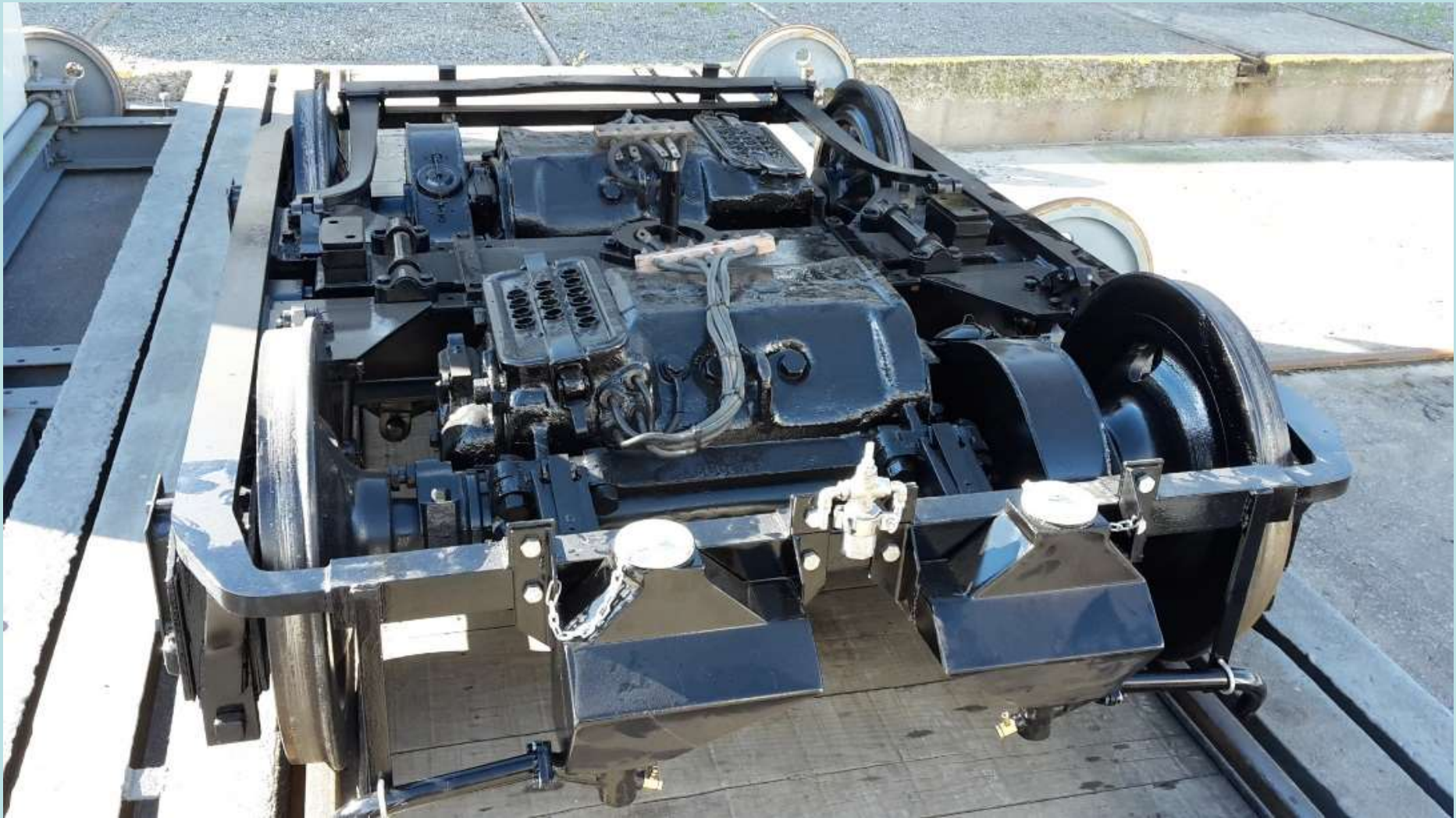
GE 247 Suspension bearing caps
And motor end caps stolen!



MOTAT came to the rescue
with a damaged motor.
We recycled the motor case
{including bearing caps!





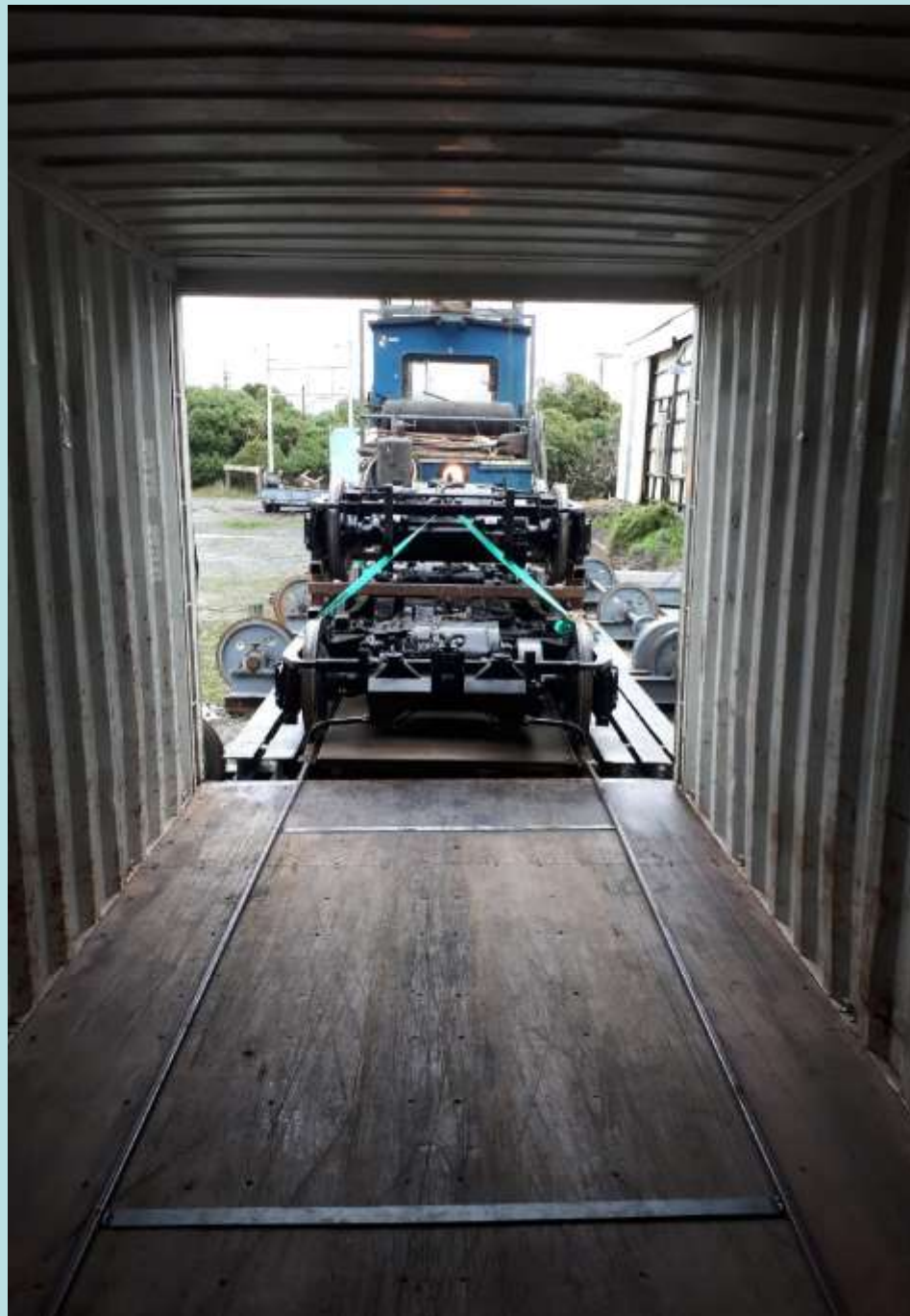


Complete and ready to ship to Sydney









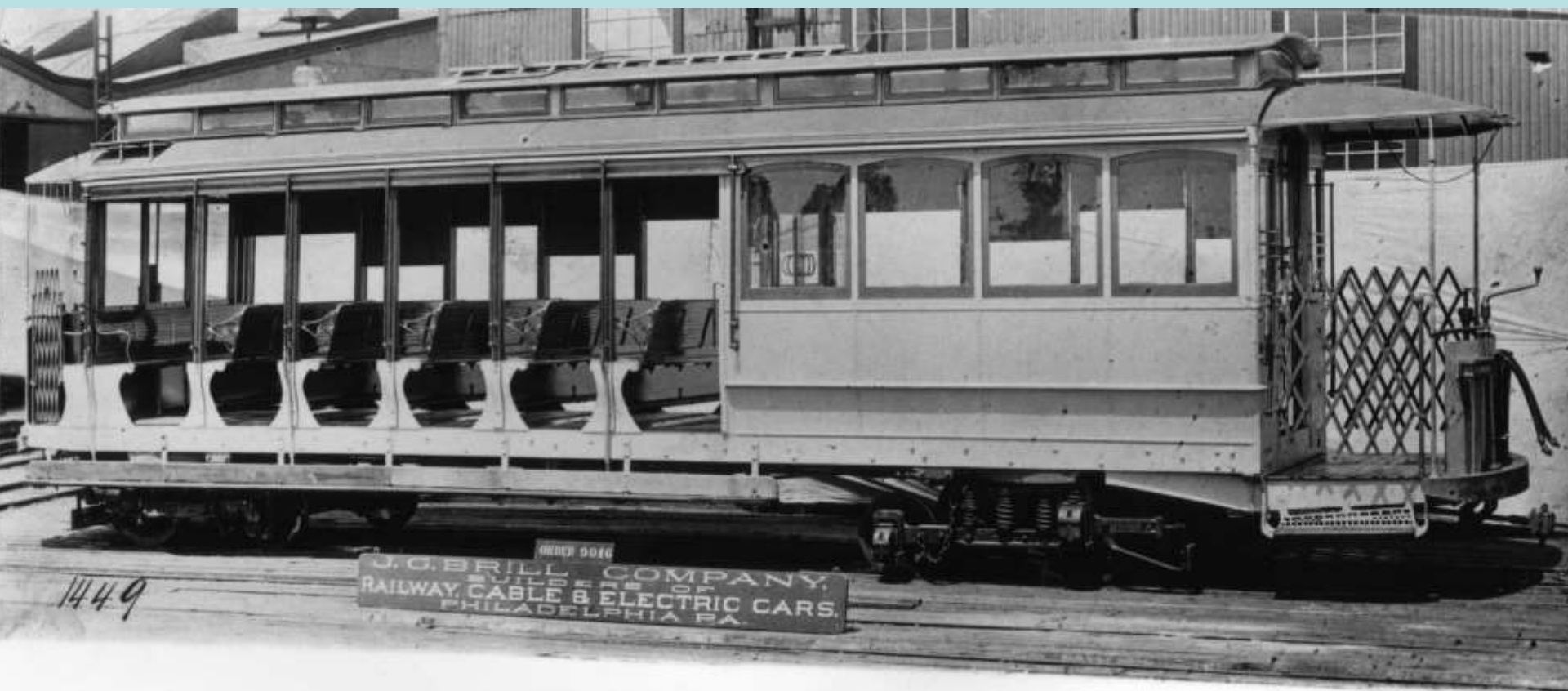
Departed Ferrymead 3 September 2018



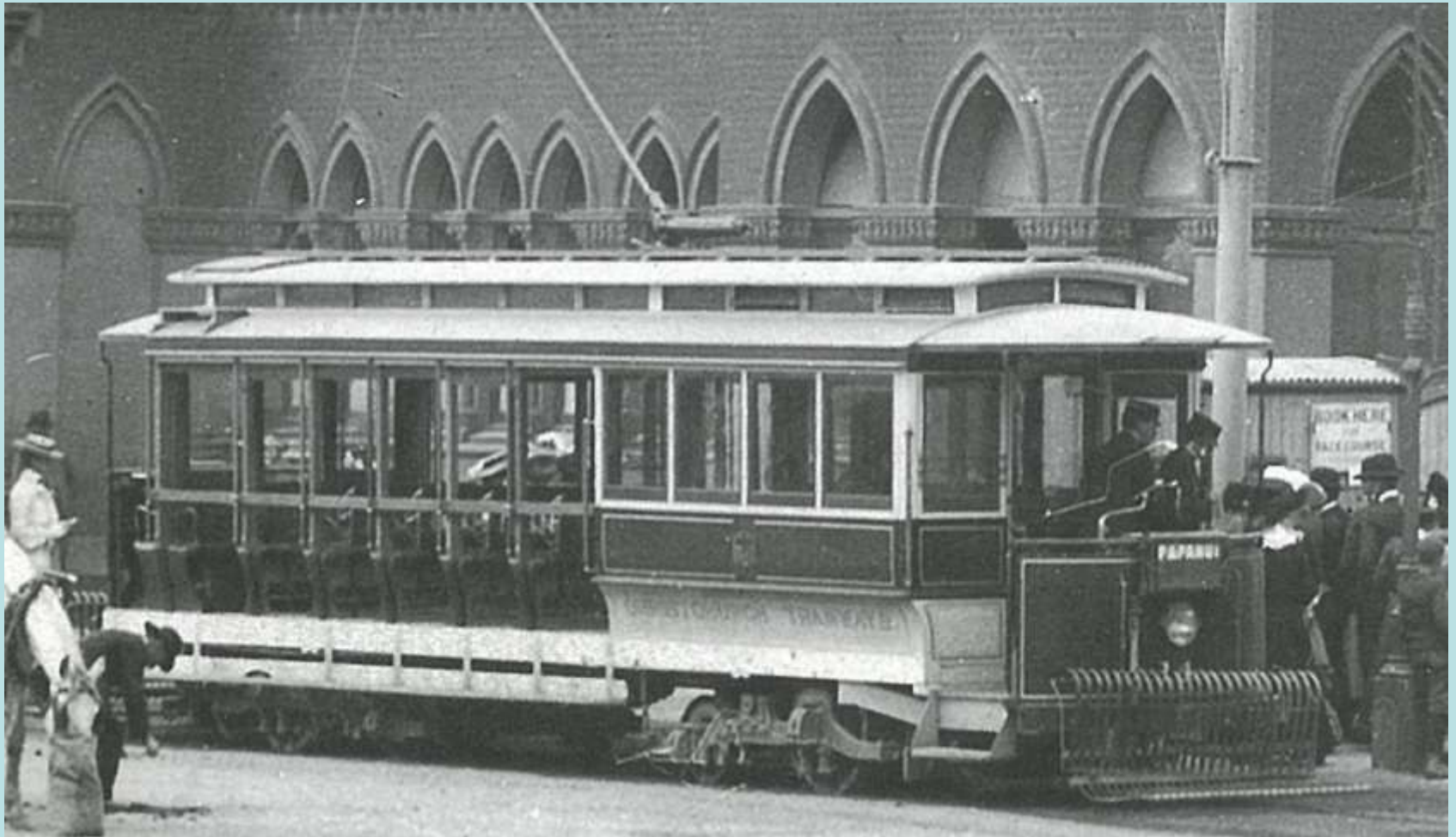
And even tram dismantling and restoration evaluation for Sydney!



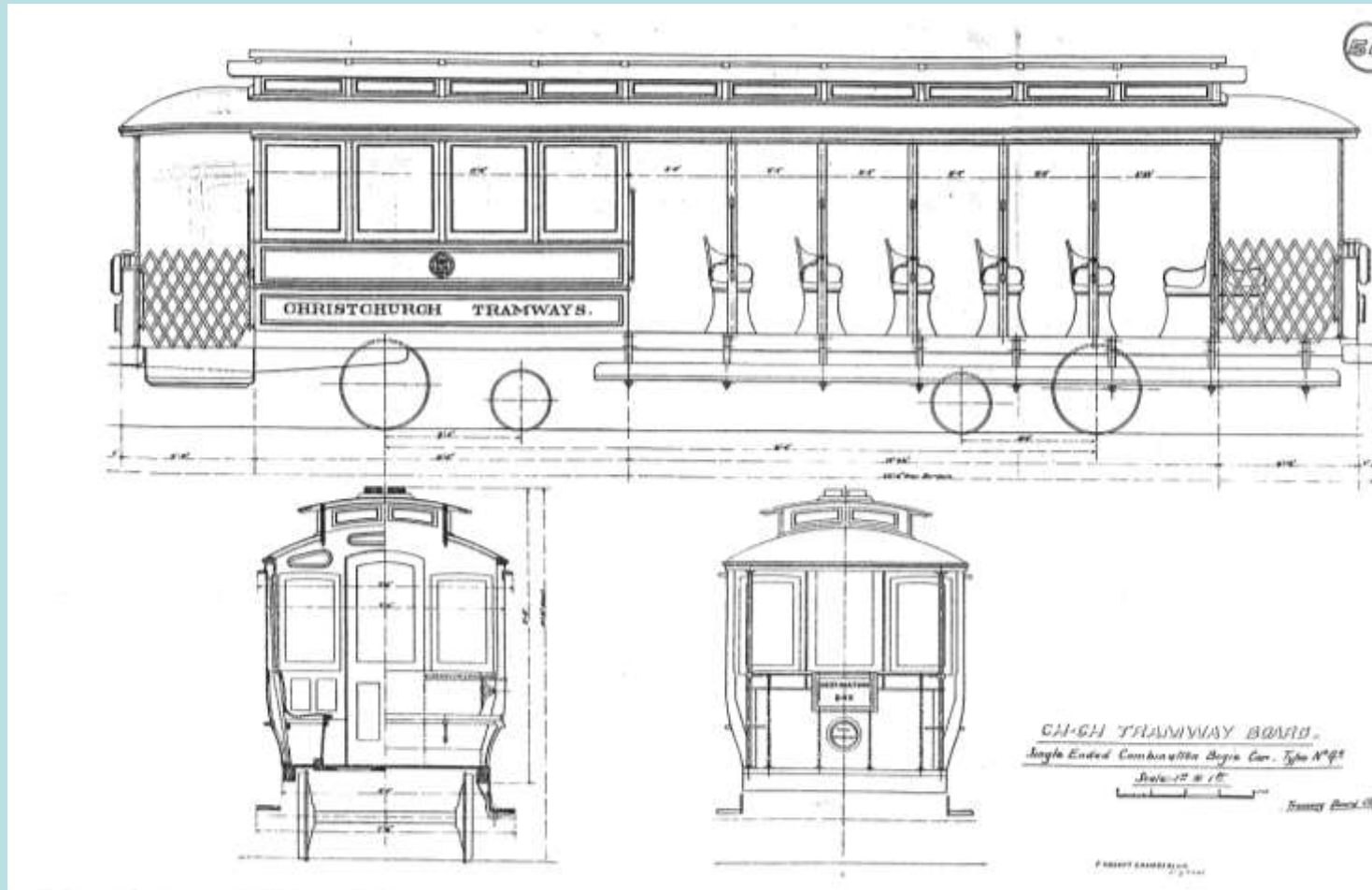
Right down to chassis level!



Sydney G Class tram at Brill factory 1899



Christchurch "Yank" tram – 1905



Very closely resembled the Sydney G class trams - scrapped in the 1920s !



But the ChCh Yanks ran in modified form until the 1950s



And became garden sheds and holiday cottages when the system closed



But no longer wanted in the 21st Century



PHOTO: DAVID HALLETT

Century-old Christchurch tram bound for Sydney

Tram engineer Steve Lea mans a nearly 100-year-old tram that has been used as a bach in Takamatua, Banks Peninsula, since 1954. The New York-built tram, which ran on the streets of Christchurch from 1905 to 1954, has been bought by

the Sydney Tramway Museum. The museum hopes to have it restored at Ferry-mead Heritage Park in Christchurch before it is shipped across the Tasman. Mr Lea said the restoration and shipping would cost about \$250,000. The tram

would need a major overhaul but was remarkably intact, given its use over the last 50 years, he said. It was similar to trams that had run in Sydney, and two Sydney trams were operating in Christchurch, he said.

So purchased by Sydney in 2002 and stored at Ferrymead – outside - for a further 10 years



The outside years – 2002-2012



Then inside new Tram Barn 3 until Jan 2017 when some funds became available



Volunteer labour removed the post 1905 additions







Container purchased to hold the dismantled parts and HTT staff then took over the more complicated tasks



Removing the roof – wedged and ready to lift!



Getting ready for the crane















SO much lighter and easier to see without the roof



Some original livery found under a later patch

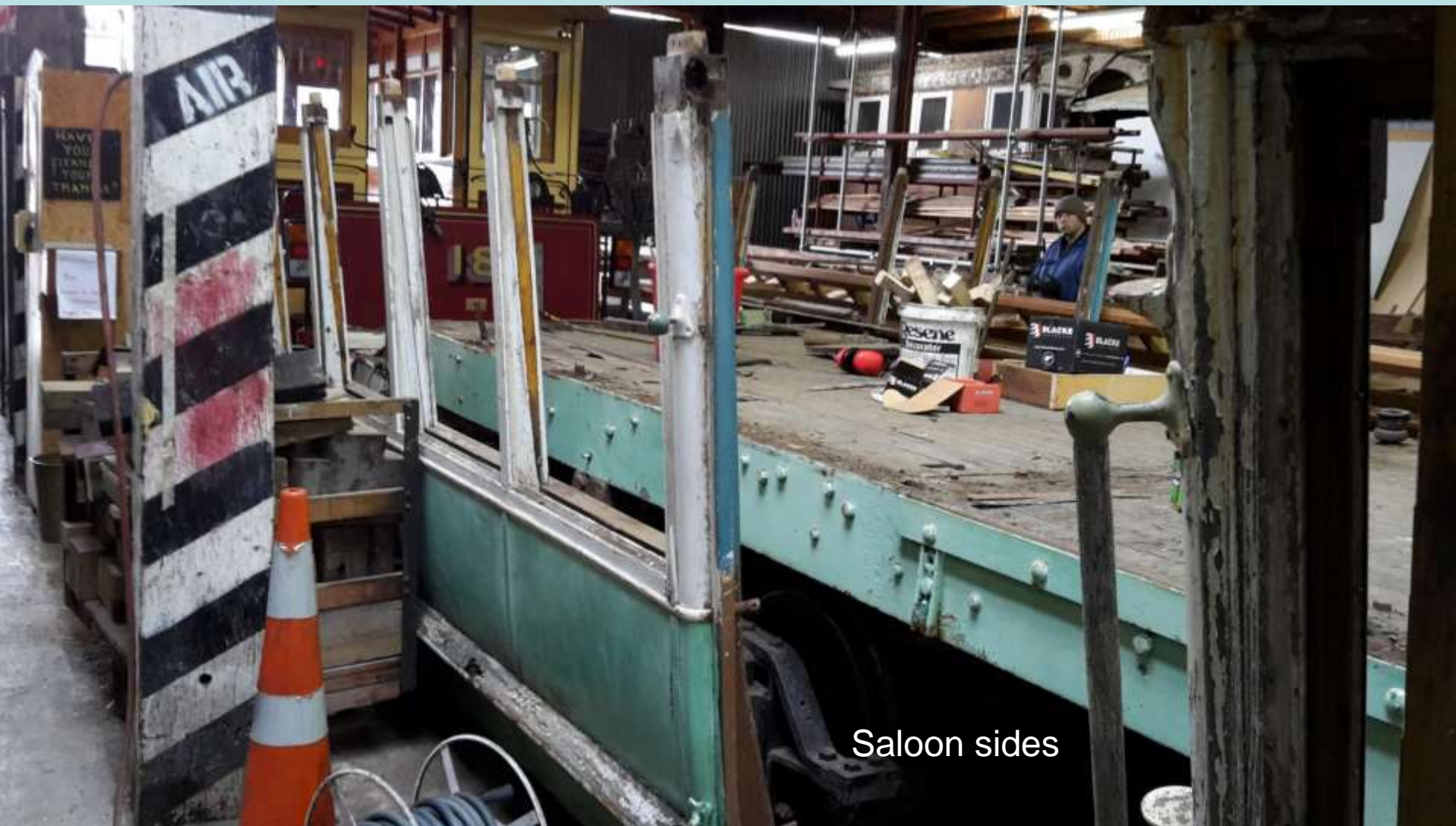




Mezzanine storage



Bulkheads



Saloon sides



Pillars



Steel sides come off too





Container filling up



Hand brake and trailer coupling parts needed for MOTAT's Wanganui 21



Handbrake parts castings



Link & Pin coupling castings



Couplings made and fitted to Baldwin No. 100









And another HTT task for/with CTL....



Sydney R 1808 comes to Christchurch –and needs work done before use on city tramway.



Arrival at Lyttelton from Auckland August 2017



A rather damp day at Ferrymead!







Brisbane and Sydney unite!





Tight fit on the traverser!



But not so simple to get into or past Tram Barn 2 !



Repairs, modifications and preparation for a repaint







Into the Tram Barn 3 paint booth



And a new identity as decided by lessee CTL - artist's impression



May be it should be Brisbane grey?



But then again perhaps not



Definitely not – that was just the undercoat!



Trial run with HTT and CTL staff with Howard Clark (STM) in attendance



Installing some period Sydney advertising



Ready for its new life in the city – with a further touch of originality – trolley wheels rather than carbon skids! And so to town.....



Time for some roof repairs to Brill 178



“T” time - Time for 22 to Tow this tram from the Township to the
Tram Barn



Stripping the roof for recanvassing



Monitor roof repairs



And the streamlined end destination boxes



Protecting the paintwork



Canvassing done – on with the paint



And the catwalk and fittings





Time for a test run - also with trolley wheels





Early midwinter start to the township for the ride back to the city 121

Ferrymead Tramway – 50 years Ago - 6 Jan 1968







Official (steam tram) opening outside the new tram barn
– speaker is John Fardell CTB GM



Kitson 7 emerges out the door and through the ribbon



Runs to the end of the line (just short of the reserve)
with trailers 115 and 10





50 Years Later - preparing for re-enactment



Saturday 6th January 2018



THS Founder John Shanks addressing the crowd
The traverser is just one of many changes over 50 years



John Fardell's successor, Max Taylor, cuts the ribbon



No 7 and trailers about to emerge. 1968 Steam tram driver (Don Spicer) relives the experience





With her boiler needing repair, Kitty was “assisted” by Dunedin 22 (out of camera shot). The clouds obliged with a steam effect !



First of 2 official runs - At the 1968 terminus







Ian Spicer and Henry Deer chat over afternoon tea in the tram barn





Reminiscing at the celebratory dinner - Don Spicer again



Russell Kent



Michael Kerr



Sunday morning - a ride in 152 and a stop for photos at the current city terminus in High Street





And back at Ferrymead
an “early Christchurch”
electric tram day.





Kitson Steam Tram No.7 repairs – time to change boilers.

This one was last renewed in 1928. – now has firebox corrosion and other issues





Thicker walls and restorable! Some external corrosion needed attention



Forging the replacement piece of boiler plate



Alex and Mike - restorers at work. We have also had much help from local firm, Lyttelton Engineering. To meet more modern standards other relatively minor repairs – second gauge glass to be added, old holes to be plugged, bosses fitted around washout plugs.



Next task – re-tubing. Tubes already purchased - flue tubes (red plugs) and stay tubes (blue plugs)

THS Buses



Most are still outside and suffer from deterioration and vandalism



So progress is being made on the new bus barn!



New Bus Shed

Don McARA showing what it will look like

Resource Consents Unit

Application for a Resource Consent: Land Use

Resource Management Act 1991 - Form 9

Submit this form online at: onlineapplications.scc.govt.nz; or
 Email to: resourcesconsentapplications@scc.govt.nz; or
 Deliver to: Resource Consents Unit, Christchurch City Council, 53 Hereford Street, Christchurch; or
 Send to: Resource Consents Unit, Christchurch City Council, PO Box 73014, Christchurch Mail Centre, Christchurch, 8154
 For enquiries phone: (03) 941 8999

About this form

This form is to be used for an application for land use consent under Section 88 of the Resource Management Act 1991. It must be accompanied by plans, a Certificate of Title and other supporting information.

A deposit (minimum application fee) is required to be paid before processing will commence (refer Resource Management [Fee Schedule](#)). An invoice will be issued when the application has been received.

Applications are checked for completeness prior to acceptance. Please ensure that you have completed your documents carefully to avoid delays in accepting your application. A checklist is included at the end of this form.

Please also refer to the important information for applicants contained in Sections 14 and 15 of this form.

1. Pre-application information

Have you had a pre-application meeting or other discussions with Council staff about this proposal?

☒ Yes ☐ No

If yes, what was the name of the planner or other staff member(s)?

Sean Ward

Date of pre-application meeting (if applicable):

[Click here to enter text.](#)

Meeting reference number:

[Click here to enter text.](#)

2. Application site

Location of the proposed activity (street address): 275 Bridle Path Road, Heathcote

Legal description of application site: Lot 2 DP 365075

☐ I have provided a Certificate of Title (Computer Register) less than 3 months old, including a copy of any consent notice, covenant or other encumbrance to which the Council is a party. Note: These can be obtained from Land Information New Zealand: <https://lins.govt.nz/survey-title/order-copy/>

OR

☒ I request that the Council obtain a copy of the Certificate of Title (Computer Register) and any relevant encumbrances from Land Information New Zealand and on-charge the cost to me.

3. Applicant details

Please note that the applicant is responsible for the fees associated with this application, unless specified otherwise in Section 5. It is the Council's practice to communicate with the agent and the applicant.

Full name (including middle name):

[Click here to enter text.](#)

OR

Registered Company / Trust / Organisation name:

The Tramway Historical Society Incorporated



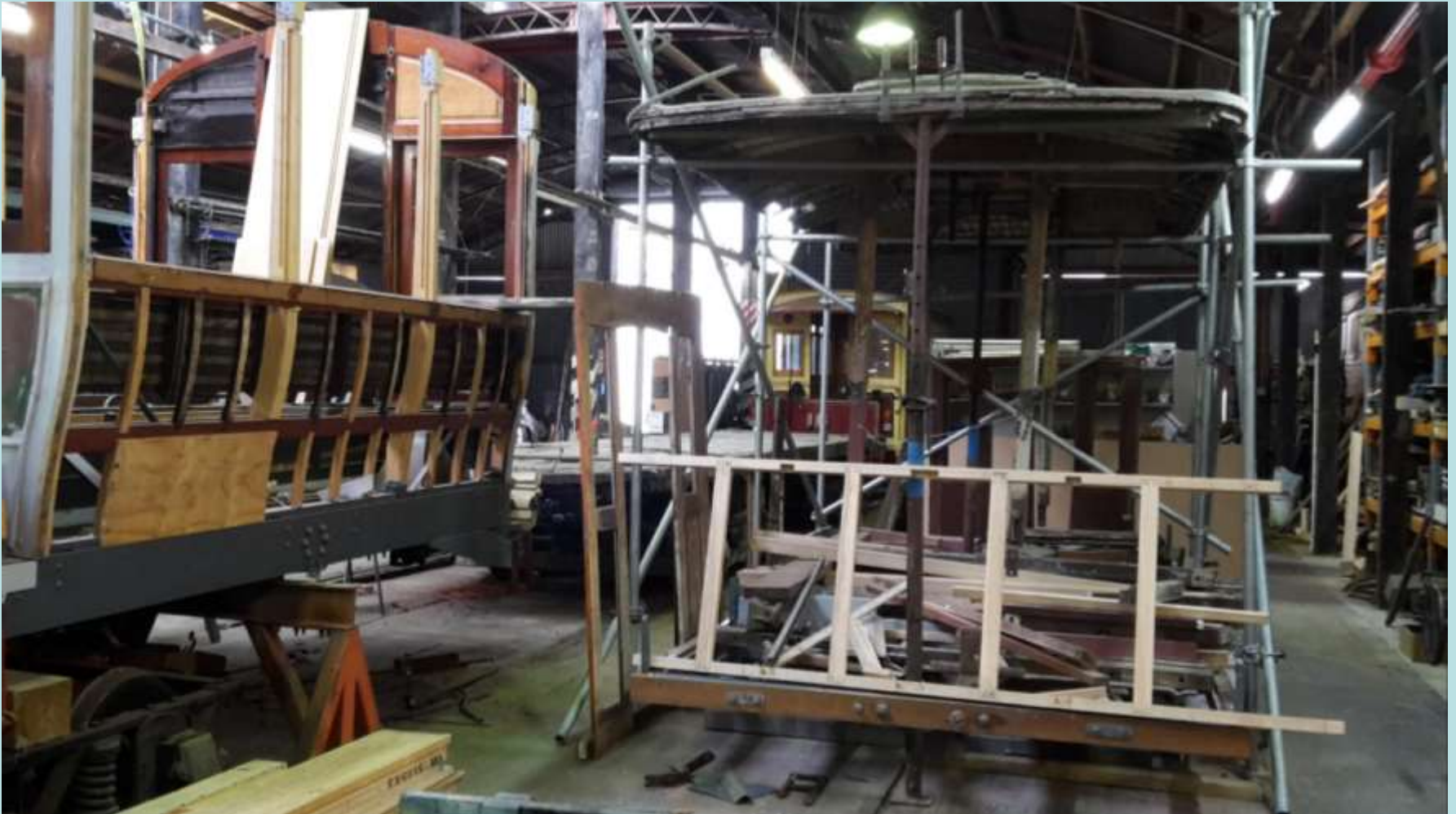
Resource Consent approved

And progress with our new “partners”

THE DUNEDIN HERITAGE LIGHT RAIL TRUST



Next cable car for restoration – No. 103, prior to removal from chassis



103 progress - roof about to be lifted!



Meanwhile in Dunedin..... Another Don McA creation



Starts to take shape at Mornington Park –
Using tram rail from Christchurch









Not far from being finished



So back at Ferrymead it's time for a couple of cable cars to return south



Restored Mornington trailer No. 111



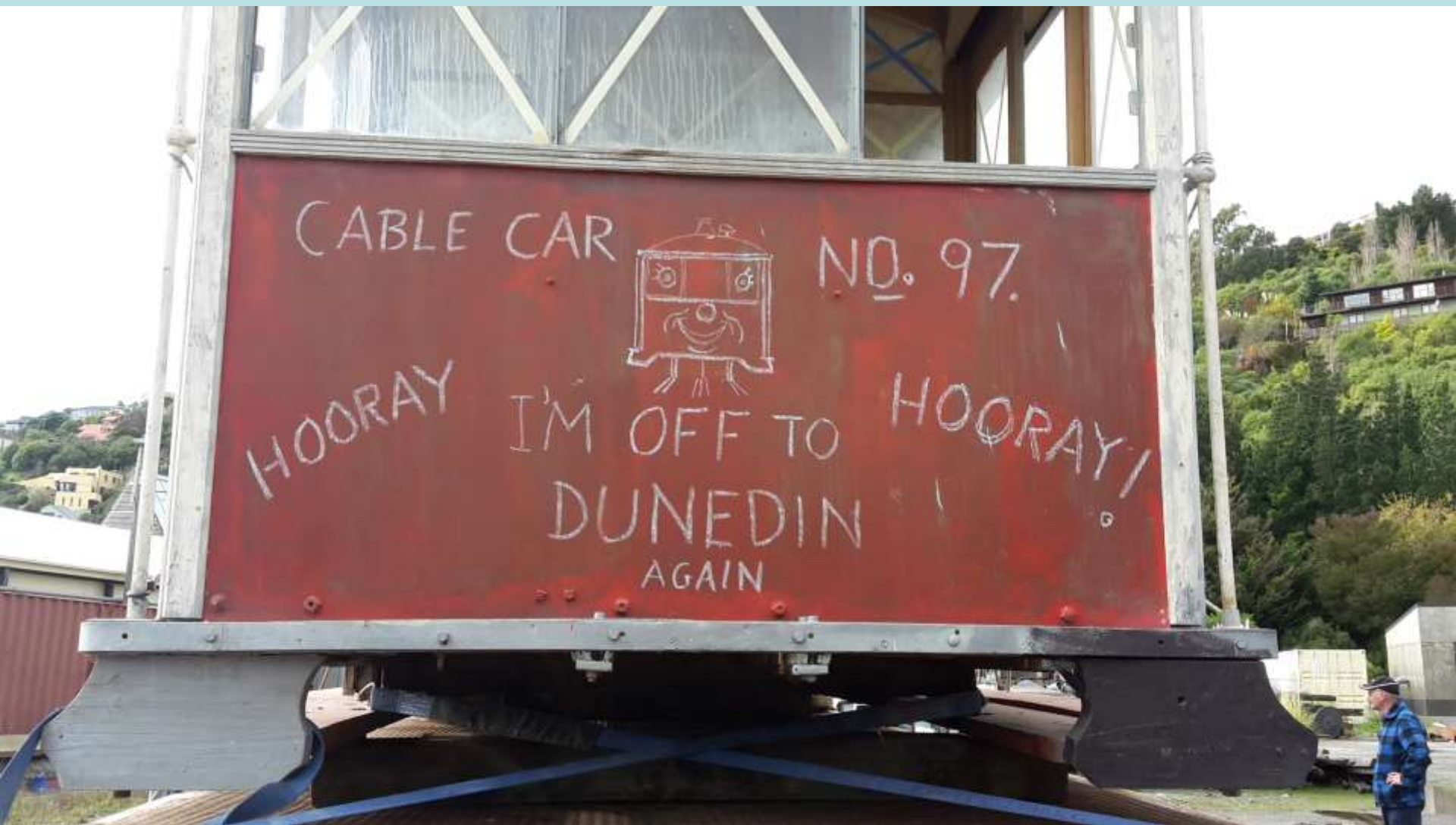
And unrestored Roslyn car No. 97















And so a few days later – first arrivals



Next it's the turn of Roslyn Cable Car 95, rather buried in the Hall of Wheels



Need to pull some railway rolling stock forward with Dave's trusty Land Rover



And then No. 95 – on its own 3ft 6” gauge wheels

And now the tricky bit - need to transfer it on to standard gauge trolley 177



All done and the journey home to the tram barn begins



Some careful easing over the point work in the township



Around the big curve after the bridge

D. L. A. Turner



5W pulls it through the paddock loop



And towards the traverser





D. L. A. Turner



And into the shed for
minor repairs and
paint work touchup.



Don McAra – painting and clear coating



All ready and waiting to return home to Dunedin



Some THS Track work – sleeper renewals
(1910 Blackball railway sleepers, relaid at Ferrymead in 1967 !)







This track was set in grass





Sleepers now OK for firewood – just!







Job done! 18 Aug 2018



Ferrymead Saturday Night Market (first Sat in the month)



Track blocked in main (Bowman Street) so tram uses “Birthday loop”



Demand is for double decker, so 26 used most times









We also tried 1 and trailer 74 - most wanted to ride on the top deck!



Meanwhile in various parts of the city, tram remnants have been found as a result of repairs to earthquake damaged underground services

Riccarton Rd Tram Relics

Digging up some tramway history!



Copy of part of emails copied to DDH
on 23 March 2017

“I have been on site this afternoon and they showed me an unidentified object that runs down the centre of the road. They have exposed it near the railway line where they will be excavating their thrust pit. They had approximately 20m marked out by GPR on both sides of the railway line. The thoughts are it may be something to do with the old tram line.” with a response:

“...yes , it does look a bit cable car related..”







So what was it?







A roller of some kind !



Here's some in use on the Ferrymead Railway –rodding from points to signal box



So what has this to do with tramways you may well ask ?



Christchurch had 5 tram/train level crossings – all with interlocked signals and catch points and signal boxes. This was Fendalton Road



And here's Riccarton Road - with semaphore signals



And its signal box/crossing keeper's hut





Catch point rodding underground, and signal cables overhead



Mystery solved!



Rails from the Riccarton line exposed in Oxford Tce near ChCh hospital, prior to removal



Rail from the Richmond and North Beach line- unused since the 1930s. Exposed and removed with sewer replacement works



And some rail in Colombo St, near Armagh St and Victoria Square

Meanwhile, back in the city....

Christchurch – CITY TRAMWAY





COTMA report two years ago –Conference was in Christchurch. The full Armagh loop had re-opened in November 2014 followed by the first part of the extension along Oxford Tce, Cashel and High Sts in February 2015.



Central city rebuild
Continuing with
major shopping
blocks approaching
completion and
tram operating
through and along
side building sites.



2014 - Artist's impression of the Oxford Tce "Strip" – renamed the "Terrace" 227





2015 Oxford Tce - work site plus trams and pedestrians





2016 – road paving completed



2017 – buildings well under construction



2018 – complete at last – and close enough to the original concept!



Imagined



Real



Transition - Cashel Mall (E end) from a tram track through a building site









To a pedestrian mall once more



And from this



To this !





High Street Mall – 2016 – tired and damaged



High Street Mall 2018

7



Armagh St – Victoria Square works - earlier in 2018 – one way road traffic and tram fenced off as part of Vic. Sq refurb.

















Vic sq – finished!



New kid on the block - “1888” hits town















CTL Operations Manager John Smith – contemplating retirement



And finally takes the plunge – May 2018



Progress on the extension



Current terminus – Manchester St



But the track goes on!

On to Lichfield - back from High

And into Poplar





Poplar St track completed and extended, repaved and light/tram poles installed -by Otakaro Ltd 2016



**Mckenzie & Willis rebuild completed
By Richard Peebles 2016**



And in High Street short of Tuam

**Track ends at Poplar/ Tuam St intersection
(19 traffic light poles – including “T” lights!)**

Gap in the track !





High St rebuild and Repairs under way

2017

The new “Billens” - replacing an earthquake damaged and burnt heritage building.



2018

High St rebuild and repairs under way (2)

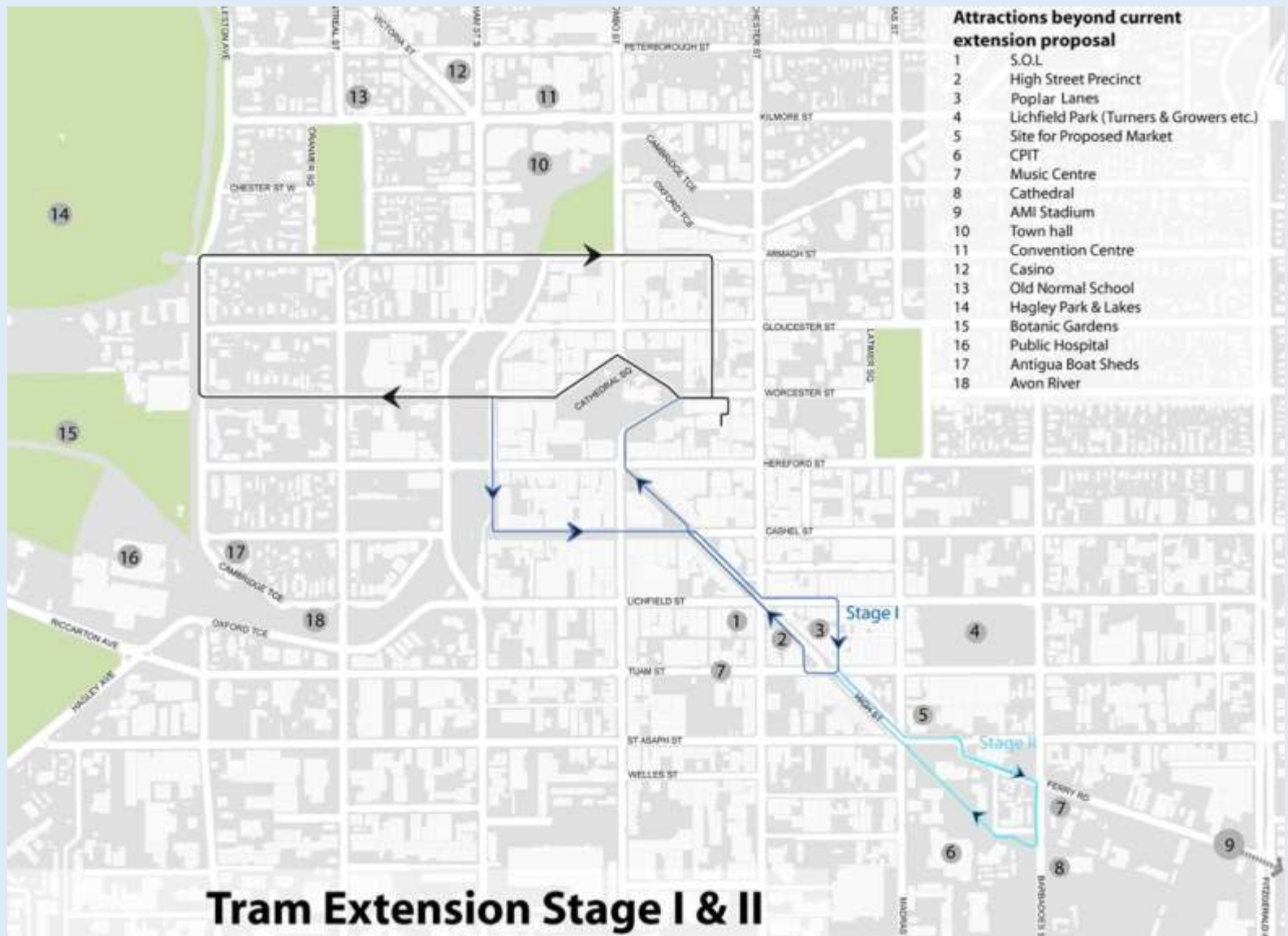
Duncans buildings to be restored/rebuilt

2017

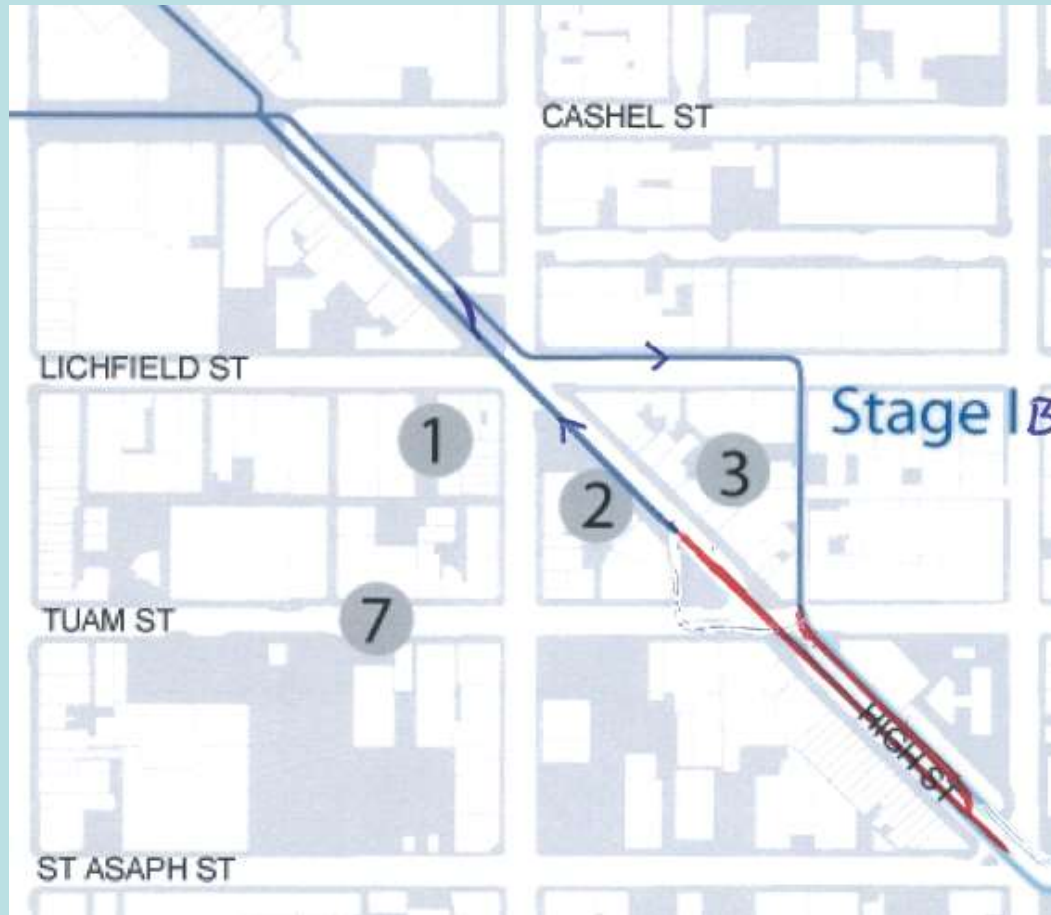


2018

But will the tram now come this far?



Pre-earthquake plan for the tram



Post-earthquake intentions since the new Tuam St one way (east bound) prevented a return loop



With the intention of continuing to Barbadoes St in the longer term

But now another option has emerged!

STAGE 1B - TUAM LOOP OPTION



Track already in place

Connecting loop to be laid

This won't work



Tuam St is now one way
- in the wrong direction!

But what about this?



With an empty site now on the
corner, tram can avoid Tuam St.

**This has become a favoured
option!!**

So... some questions and answers

Q. How many \$\$\$ in the Capital Works Programme for tram?

A. In the Long term Plan as approved in June 2018 there is now **\$3,084,400** shown for the tram spread over two years 2019- 2021.

The plan also includes funding (**\$3,691,348**) for non- tram street improvement works in High St from Manchester to Madras.

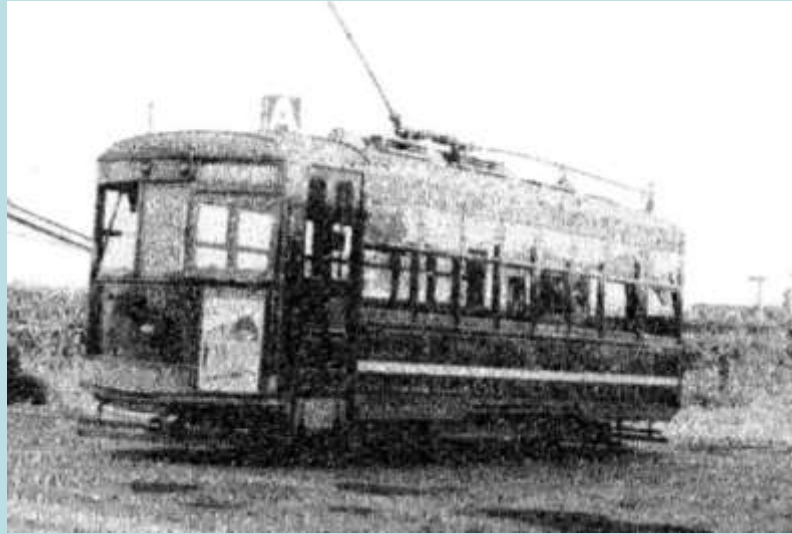
Q. So when will something actually start to happen?

A. ***“Engagement” and “Consultation” is happening now, much of it to do with the detail of the road design rather than the tram eg one way v. two way, shared zone?, street trees. To avoid appearing too keen and therefore raise expectations of a high price, negotiations have been slow to get under way for purchasing the land for the tram to use, turning from Poplar into High. Hoping for resolution by the end of the year so detailed design followed by tendering can get under way.***

“Engagement” and “Consultation” is happening now, much of it to do with the detail of the road design rather than the tram eg one way v. two way, shared zone?, separate cycle lane, street trees etc.

To avoid appearing too keen and therefore raise expectations of a high price, negotiations have been slow to get under way for purchasing the land for the tram to use, turning from Poplar into High.

Hoping for resolution by the end of the year so detailed design followed by tendering can get under way.



And finally: an update on the South Island's
second Birney - Invercargill No. 16

found near Te Anau in 2015 and now under restoration (as a
static exhibit) at **BILL RICHARDSON TRANSPORT
WORLD** in Invercargill)







THS are in touch with and assisting and advising the museum curator and his paid staff and volunteers as reconstruction of the tram proceeds





Edit!

The End

Photo Credits

Include: Dave Hinman, Graham Stewart, Stephen Taylor, David Maciulatis , Gary Webber, Don McAra, DLA Turner, Tramway Historical Society.