

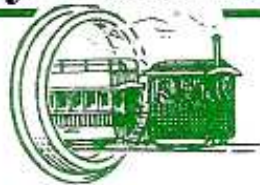
A TALE OF TWO TRAMWAYS

Part 1 – Pictorial Review 2012-14



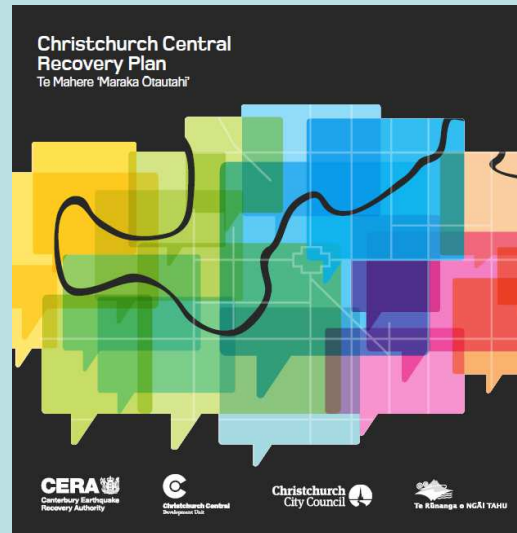
The Tramway Historical Society Inc.

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



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

• CHRISTCHURCH •
TRAM



COTMA report two years ago –earthquake aftermath:

- demolitions, temporary buildings
- Central City Recovery Plan getting started



Since then:

Rebuild well under way, no more big shakes, but nature did come calling again - briefly....



We had a few drops of rain! - at Ferrymead



Ferrymead Park Drive – tramway adjacent



And in town: - Worcester Bridge





And Worcester Boulevard

However - no serious damage!

And as they say *“that’s now all water under the bridge.. !”*

So, lets have a look at the major happenings and progress in Christchurch

Its been a very busy time!

Firstly we will go to Ferrymead....



Hills Car No. 24 Restoration Project

As for elsewhere in the city it's been
A story of demolition followed by
rebuild !



Painting by Don McAra



No. 24 - prior to “demolition”

This project involves both volunteer and paid (HTT) effort, with paid staff taking on the more complex tasks when funding permits (Community Trust, pub charity grants etc)



Body and Chassis separation







Chassis (underframe)
repairs and rebuild

Steelwork removed
for sandblasting & painting





Woodwork repair and reassembly







Underframe almost complete again



Reuniting with the body





Bulkhead and canopy removed



Saloon side under repair



Bulkhead repaired and re-installed





Truck manufacture in progress



Pony wheel and axle manufacture

All photos:
Stephen Taylor



No. 162 in 1967 and 2014



And a trip to ChCh"s "Last trams" Hills cars 162 & 165 for parts retrieval 27



Demolition time - 165's route number box off to a new destination





Traverser repair and extension project

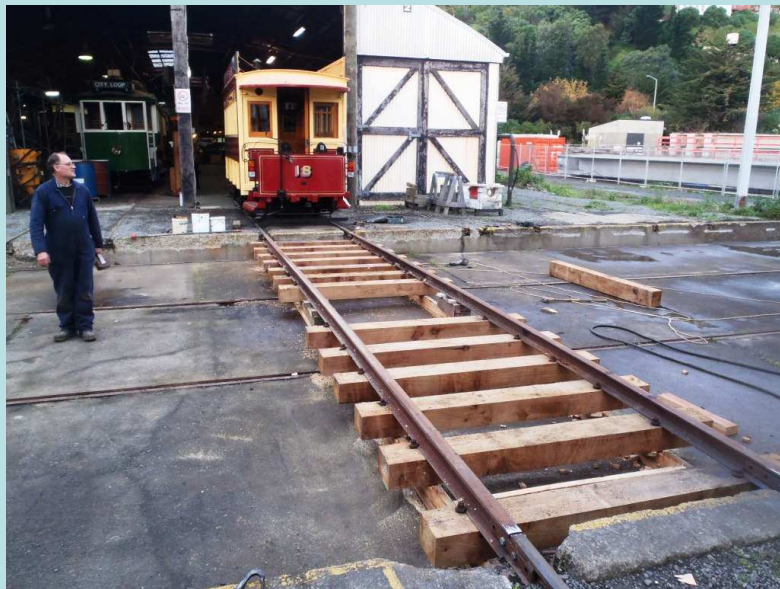


Extending the rails





Traverser removed for repair



Temporary bridge – including maintenance pit!



36

Forecourt excavation – for services to Tram Barn 3, traverser repairs etc.



New deck – job almost done



New acquisition

Roslyn Cable Car No. 97 at the Toy and Transport Museum, Wanaka. 38



Temporary storage at Wigram Air Force Museum



This may return to Dunedin if Dunedin Cable Car Trust is successful in re-establishing Mornington Line (High St)



Mornington Cable trailer No. 111 restoration



Now completed - winner of FRONZ tramcar award 2014



Tram repairs for the City - Dunedin No. 11



After the repair came the repaint





And the sign writing



All done and ready to roll



Likewise Christchurch Brill No. 178



1952

Completion of Birney No. 15

2009





May 2013 –only the sign writing to do!





Two Dunedin trams together - briefly



Birney 15 and 178 test running at Ferrymead



City trams on display – Rail 150 – Labour weekend 2013



8 trams in the township - Rail 150



Time to return to town – November 2013



Traverser extension makes it easy





Birney to the City

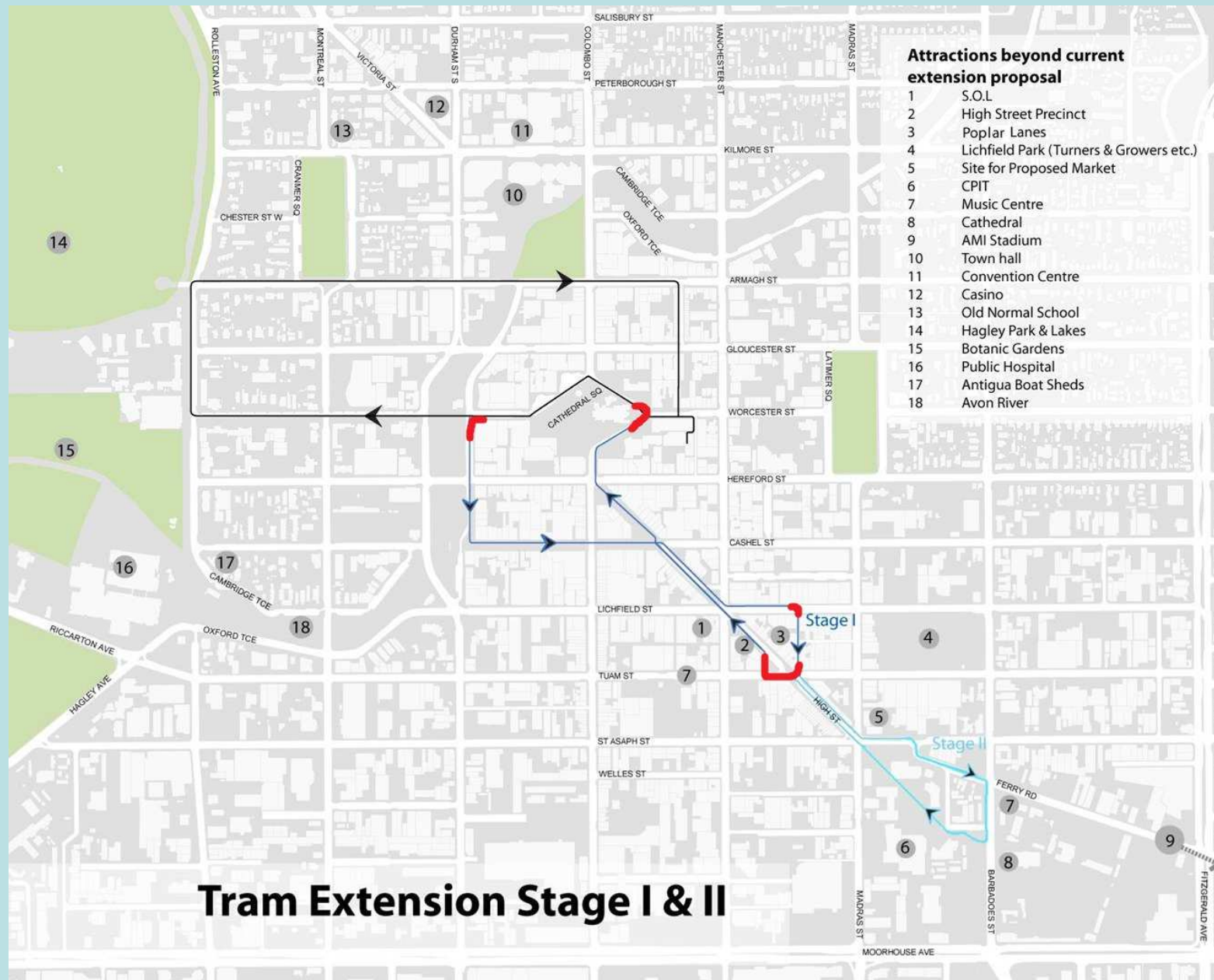




Meanwhile, back in the city....

Christchurch – CITY TRAMWAY





Red lines indicate uncompleted Stage 1 track – 22 Feb 2011

Three key Council decisions about the city tramway, which were influenced by strong public comment, including from CTL, HTT and THS.

- **November 2012** - Council approved restoration of the existing tram loop, plus installing point work to link the extension to the main line.
- **October 2013** - Council agreed to proceed with the extension as far as Cashel and High Street, and to open part of the existing line (New Regent to Rolleston Av via Cathedral Square) as soon as practicable.
- **June 2014**, (Annual Plan Meeting). Further funding confirmed to get tram extension completed and open as far as Manchester Street and return via High and Colombo to the Square. With more than 120 submissions received (all in support) this was the largest single item commented on in the 2014 annual plan.
- Council acceptance of and enthusiasm for the tram is a result of it being convinced (by local business, tourism interests and the tram groups and individuals) that it will help regenerate the city by linking attractions and business nodes as well as providing the heritage tram riding experience.

These decisions led to the following actions:

- New point work installed at Worcester/ Oxford cnr, and behind the Cathedral
- Overhead repairs undertaken, including reinstatement of contact wire from New Regent Street to Worcester Bridge.
- Preparation for re-opening part only of the existing loop, because of demolition issues and a damaged bridge still needing repair
- Provision for a cross over to be installed on the double track section of High Street to allow the extension to open as far as Manchester Street, pending resolution of issues beyond that point, plus allocation of additional funding.
- Target dates of October 2013 for the partial loop re-opening, November 2014 for the remainder, and February 2015 for the first stage of the extension, this to be in time for the Cricket World Cup opening in Christchurch.

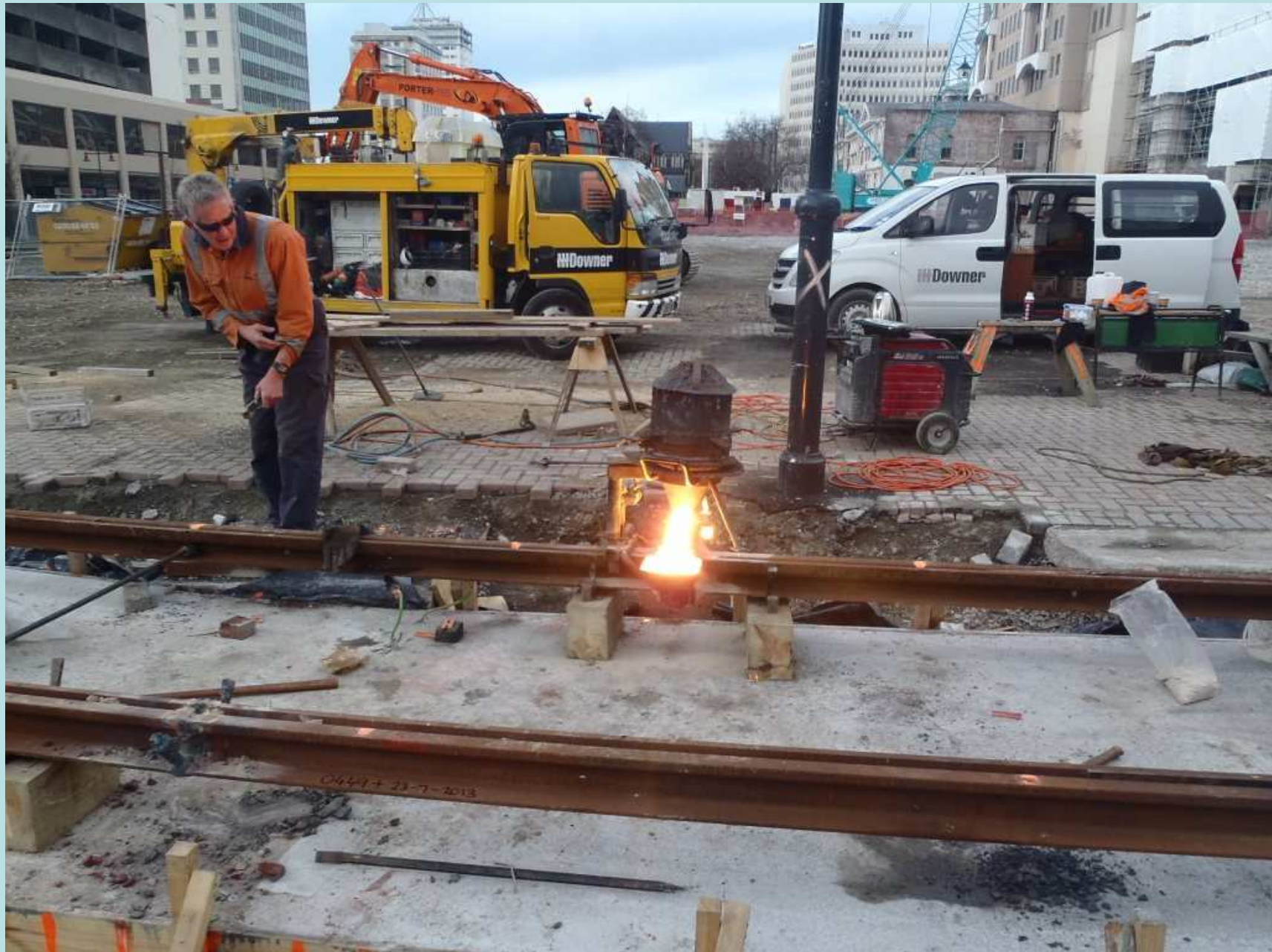


And the point is?



Turnout for the extension, Worcester -Oxford





Thermit welded track joints



Electric point mechanism, driver activated





Done!



And behind the Cathedral





But the containers needed replacing by a Cathedral-proof fence







Done!



Time to put some poles back in



And the overhead back up



New Regent Street – open and most shops restored and refilling





Temporary end of the line



Tramway lane issues - damaged adjacent building



Restricted entry for trams negotiated



Tram shed repairs



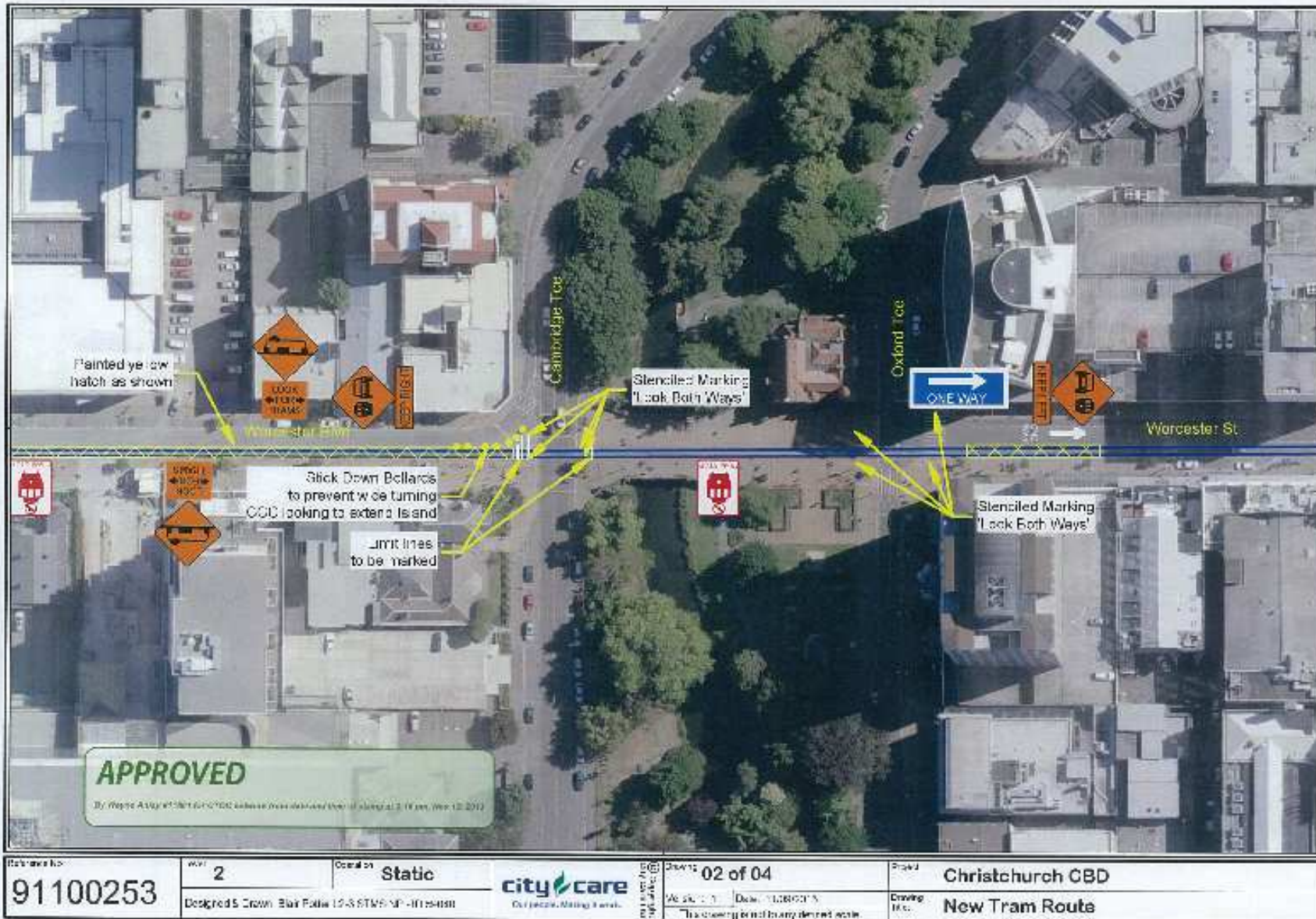
Wall done, enough to allow access and limited use



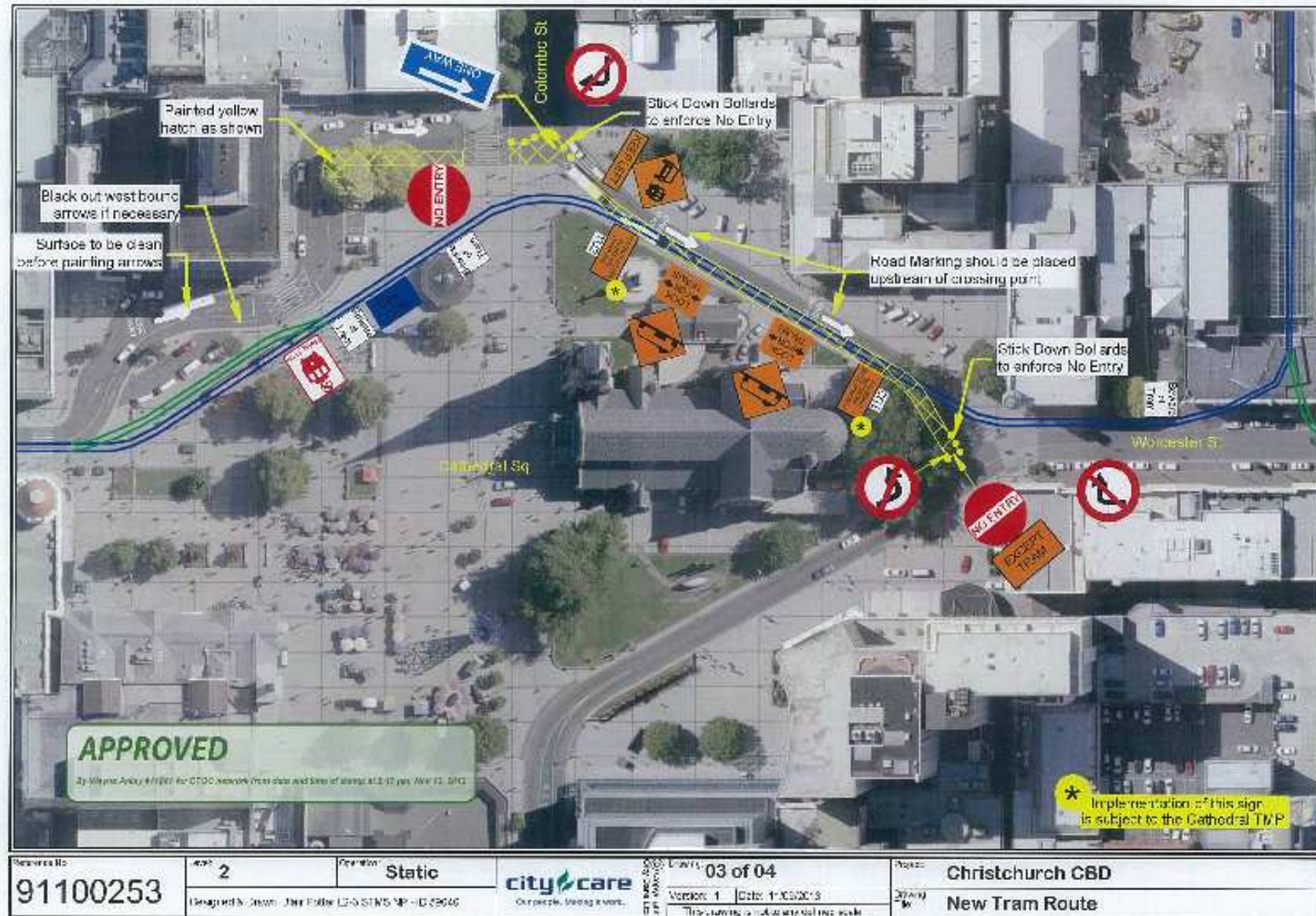
New floor for Cathedral Junction



cleaning and repairing passing loop points



Running both ways on single track meant temporary traffic management plans



And signage, and barriers, and cones, and much YELLOW paint on the road ! ⁹¹









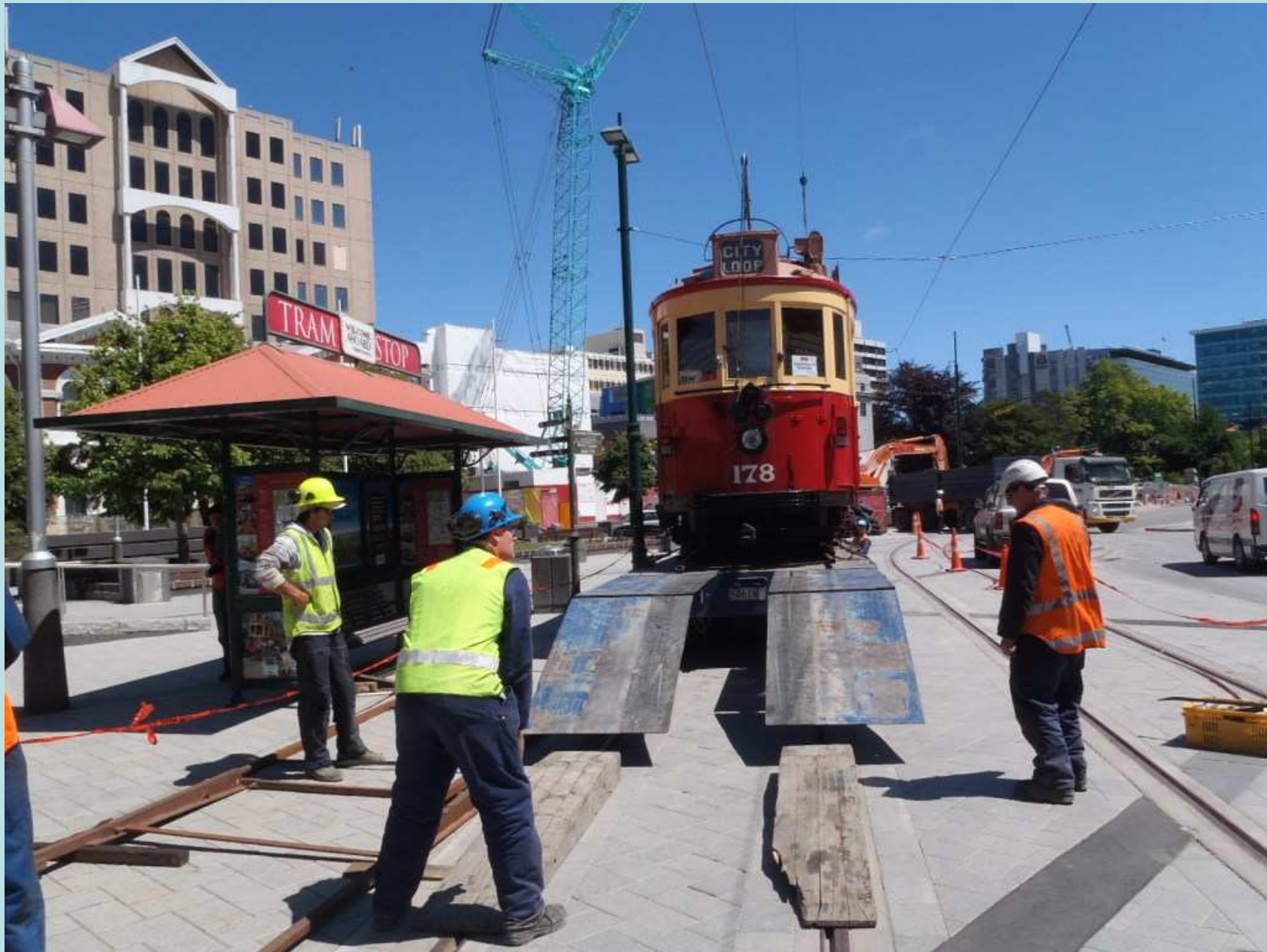
Trams return to town – November 2013







No power yet through Tramway Lane



And 178 returns



Birney 15 in town for the first time



Opening day at last – 27 November 2013



Michael Esposito, CTL, and Mayor Liane Dalziel



And Jack the Wizard



D. L. A. Turner

Parade of trams to and from temporary terminus at Rolleston Avenue

Progress on Armagh Street



track repairs –underway!



This was former railway line, with a bolt on single check rail



Small relay required - insurance paid!







And completed!



Sewer renewal works are almost done



Clearing the way in Armagh Street – Victoria Apartments





No wonder the track grooves need cleaning!

David Cunliffe said.

represents our association with years ago," he said.

others that also appeared.

1/23/14

12/3/14

P.3



Under way: A dam is erected under the Armagh St bridge before repairs start.

Photo: IAIN MCGREGOR/FAIRFAX NZ

Repairs start on damaged heritage bridge

Five layers of brick will have to be investigated and repaired before the Armagh St bridge can reopen.

The Stronger Christchurch Infrastructure Team (Scirt) yesterday started work on the damaged

central city bridge.

Scirt's Downer team is installing dams to allow dewatering of the river so the bridge abutments can be accessed.

Repairs are expected to take

between six and nine months.

A Scirt spokeswoman said because the bridge was a heritage structure, five layers of brick would need to be "investigated and repaired layer by layer, carefully"

as part of the repair.

"There are also structural and strengthening elements incorporated into the ties between the layers of bricks... and the guard rails will all be removed and fully

restored."

A stone pillar on the bridge is etched with the name J.C. Ruddenklau, the mayor of Christchurch at the time of the bridge was built in 1883.

It's the big chop for

Father's death downstates family

And Armagh Bridge



Bridge repaired, Sept 2014 – but concerns about “hump”



SO early one foggy morning in September...



Restaurant tram towed to the bridge



Is there enough clearance (waste tank is the issue!)



Only just! But that's with the tram (and the tank) empty!



Back to New Regent Street







Then a trundle down the Boulevard for more clearance checks - all good! 125

Progress on the extension



Oxford Terrace – track already laid in mass concrete



But Government's plan for its "anchor project" the Avon River Precinct envisages high quality paving and a perfectly straight road (with tram)





Pavers - trial run – successful !



SO - break out the concrete







Remove some of the rail





Clean the concrete off the rail

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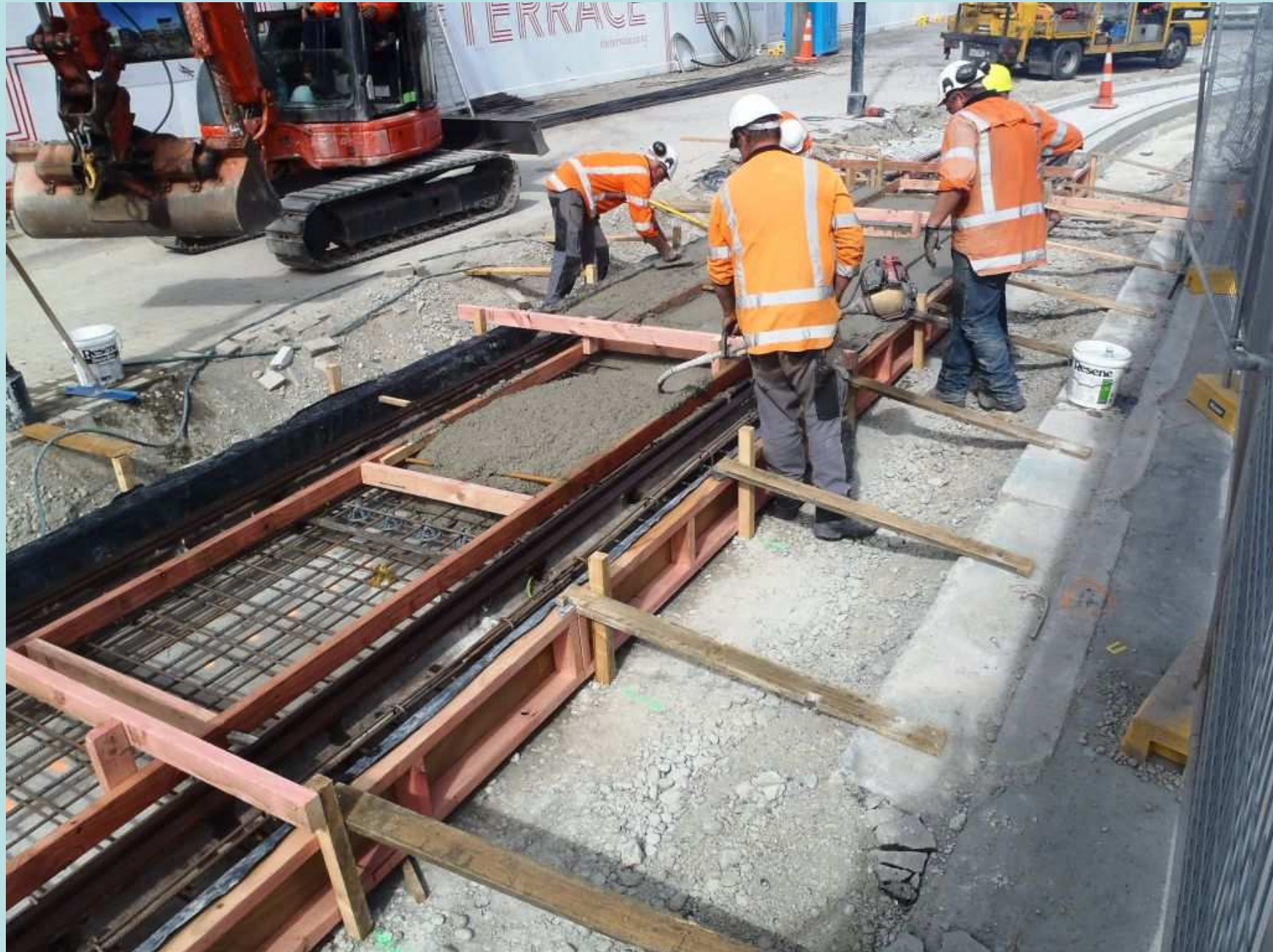


And relay





Plenty of steel - like every other building project in ChCh !







Caption anyone ?



One could say “oops”



Still to be done – under way this week



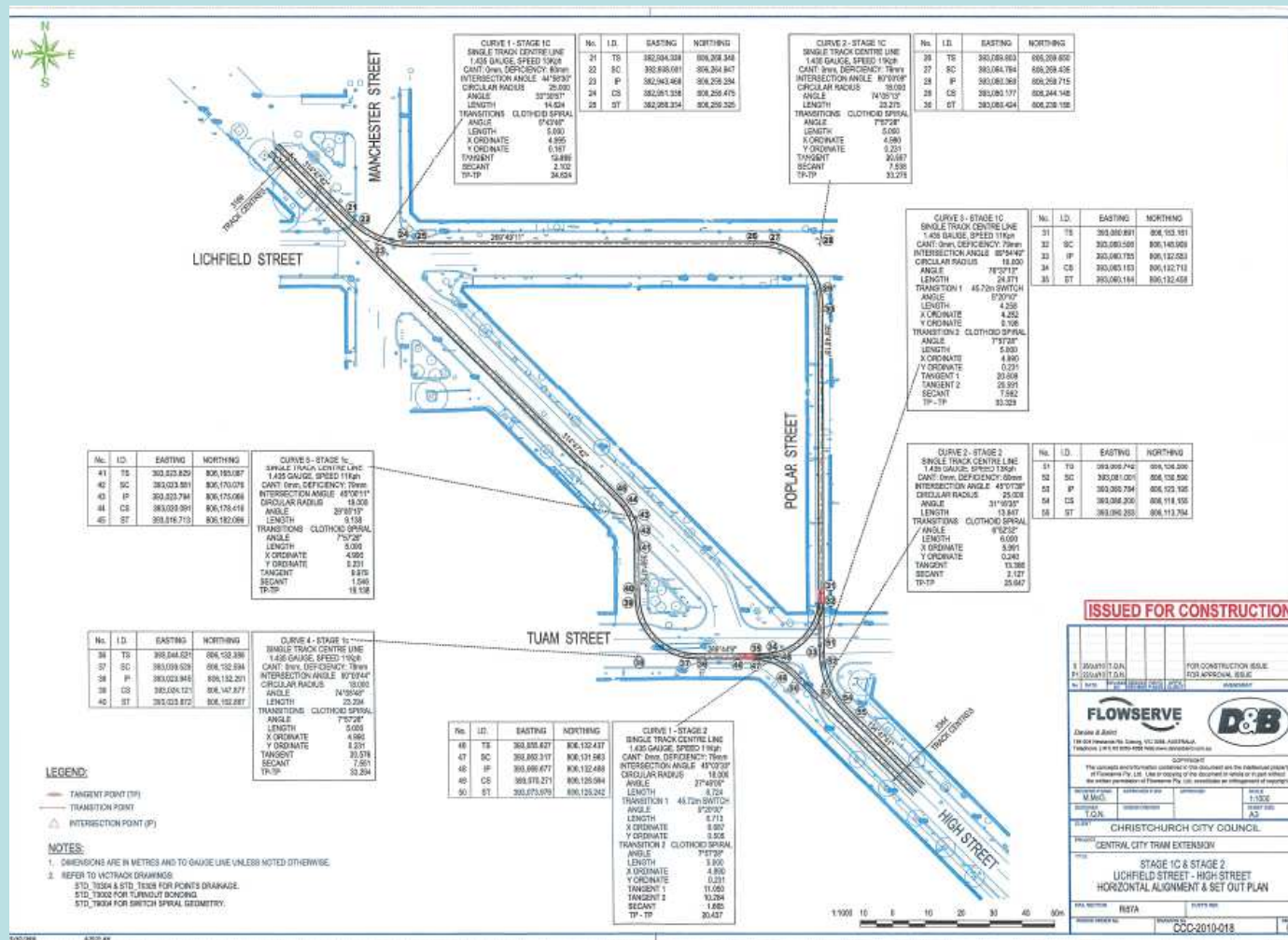
There's still a gap in the track behind the Cathedral !

More containers to move, another Cathedral proof fence to build and track behind the Cathedral to install - due to be done in late November



Cross over at High Street

- why do we need one?



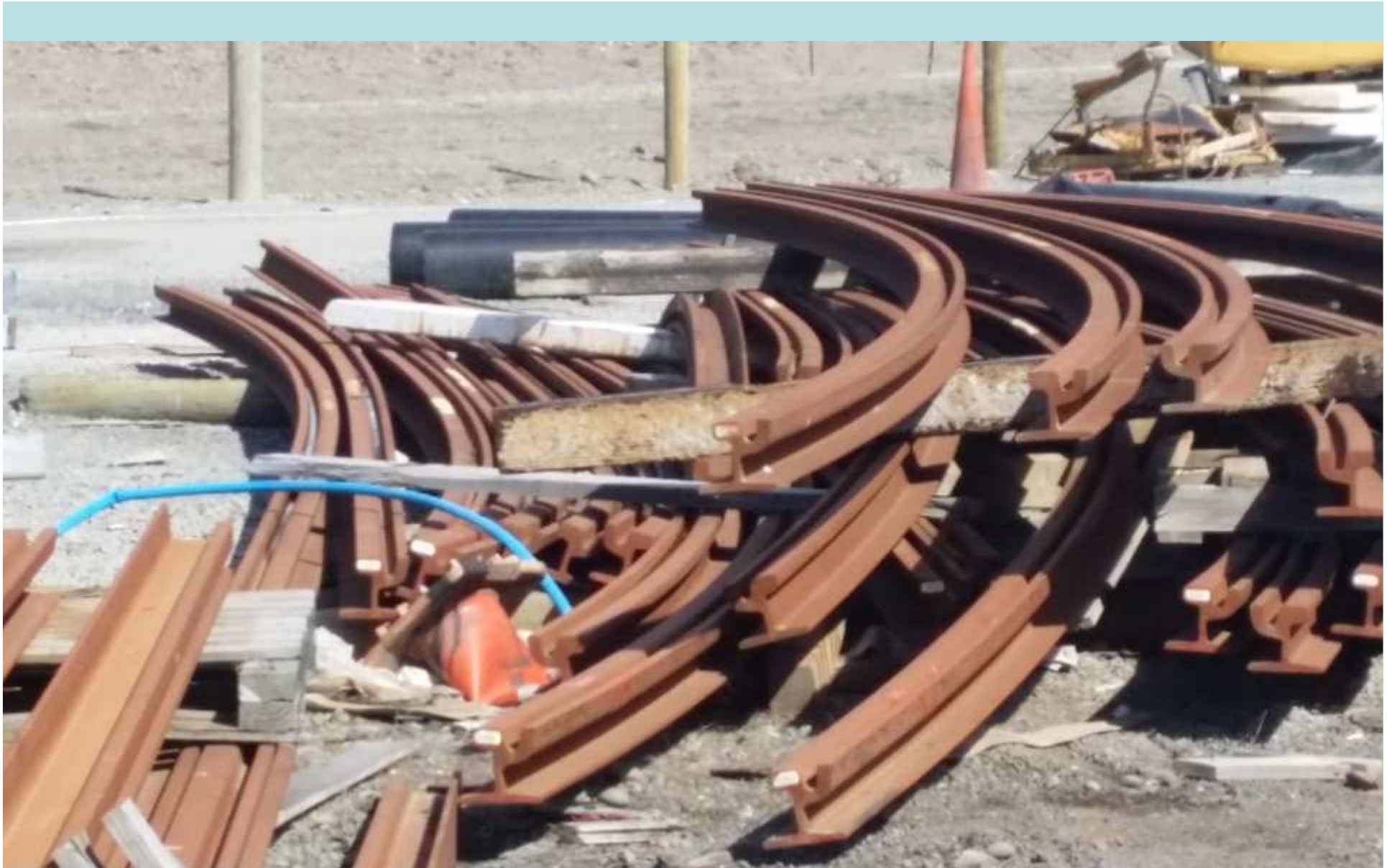
- Because this layout at Poplar/Tuam is no longer possible
(Tuam Street will be one way – the wrong way!)
- Lack of funding at present to go beyond Manchester St
- The need to avoid tram going in both directions on same track



We considered this option



Using switches no longer needed elsewhere

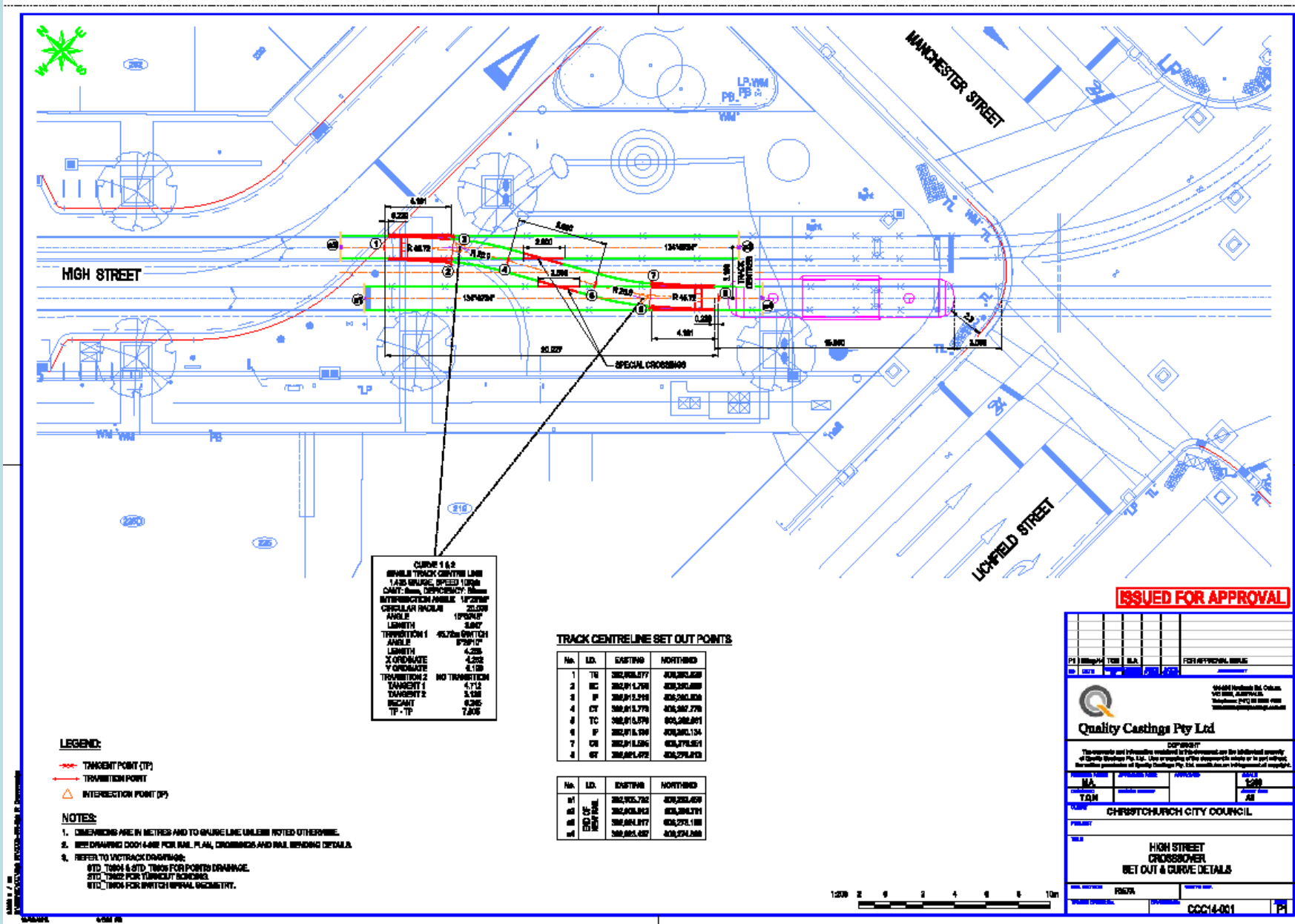


And also adapting some curved rail sections, also not currently needed 151





But needing two new crossings cast - these ones won't do for a cross over! ¹⁵³



The design is done

And where are they coming from?

Quality Castings Pty Ltd, Coburg, Vic.

- formerly Davies & Baird (D&B)
- back in business since Sept 2013



Quality Castings Pty Limited

Victorian Division

184 – 204 Newlands Road Coburg VIC 3058

Ph: (03) 9350 4088

Fax: (03) 9350 2840

Which just leaves the poles and overhead

- Some poles (Cashel and High St Malls) already in place
- Additional poles, brackets etc have been ordered
- Some will be temporary, because of ‘missing’ buildings
- Most of the new poles and wiring will be “contemporary”
– elastic (K&M) suspension (pole and panto. compatible)
- Aim is to have it installed early in the new year in time for a February 2015 opening!

And finally

some tram scenes in present day Christchurch



Our model Birney (8th floor HSBC building)



Tram and yellow paint



Tram on the yellow paint road



Tram and coffee



Tram and mural



Another tram, another mural



Tram and reflections



Heritage tram, heritage setting



Tram and husky power (Ice Fest – 27 September 2014



Tram and penguins with Mayor and Lady Hillary - Ice Fest opening

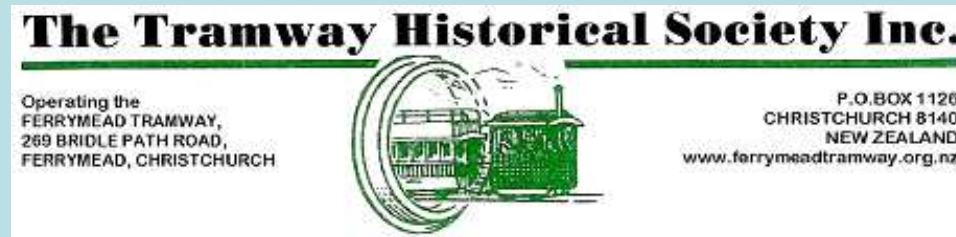
End of Part 1

Photo Credits

Dave Hinman, Graham Stewart, Roy Sinclair,
Merv Harvey, Dave Turner, Don McAra,
Stephen Taylor, Dave Carr

Part 2

Our Tramway Museum in 2024



and

Welcome Aboard Group
(Christchurch Tramway Ltd)

(operating the Christchurch Tourist Tramway)



Q1 – Where will the Society be in 2024?

To answer this we need to describe our particular situation, including a number of key dependencies/other players. These will, at least in part, shape where we will be in 10 years time.

THS & FERRYMEAD

- The THS is an independent Incorporated Society (and a registered charity)
- Together with some 20 other societies and groups, it is a Member of the Ferrymead Trust which through its Park Company (partially City Council core funded) operates the Ferrymead Heritage Park.
- The park includes an Edwardian village, museum display and storage buildings, many having a transport theme, as well as an operating tramway, railway and trolley bus circuit THS have built and own and operate the tramway and trolley buses.

- The THS owns and funds its own storage and other buildings (3 tram barns, a trolley bus barn, tram waiting shelter etc as well as nearly 2kms of electrified tramway, and trolley bus line 1km in length.
- It currently owns 16 restored trams and trailers plus 18 bodies awaiting restoration, including 4 not yet on site. It also has a trolley bus and motor bus collection, with some buses operable and others awaiting restoration
- It has a membership of 122 of which 35-40 can be described as active. The average age of our members is estimated to be in the mid 60s!



Monday evening work night – supper time!

THS & the CITY TRAMWAY

- Since 1994 the Society has been in a three way partnership – with the Christchurch City Council, and Christchurch Tramway Ltd, as supplier of trams to the Christchurch Tourist Tramway
- It set up a separate Trust (the Heritage Tramways Trust) to undertake professional tram restoration for the city, including paid staff, largely funded by rentals from the trams leased to the City. The HTT also undertakes other restoration work by contract.
- Prior to the 2011 earthquakes, 6 of the 7 trams in the city were provided by the THS. Currently there are 3 THS trams back in town, with a 4th returning any day soon!

SO..

The future of the Society (*where it will be in 10 years time*) is going to be influenced by the progress and development of :

- a) Ferrymead Heritage Park (Trust and Park Company)
- b) The City Tramway (ChCh Tramway Ltd & Welcome Aboard Group), which in turn is in part dependent on:
- c) The Christchurch City Council

This presentation will focus on where both THS and CTL would like to be in 2024, noting how this will be influenced by a number of factors, including Ferrymead Heritage Park progress, and the Central City Rebuild and the policies and actions of the Christchurch City Council.

Two scenarios - optimistic and realistic!

Ferrymead Heritage Park in 2024

- On going development of the park has always been a struggle due to shortage of funding due to lack of sustained support from both the public and private sectors, as well as fragmented and inadequate leadership. The earthquakes have not helped.
- Some new visitor attracting activities are progressing, most notably the National Rail Museum, being assisted by community funding and some central government support
- The promotion of functions and events is also being pursued to improve viability, and it is hoped that a new multipurpose function centre, suitable as a conference venue will be completed by 2016. If so COTMA 2016 may be one of its early users !

- A review of park management, funded by CCC is approaching completion, and may see some improvements to the way the Trust is structured to the benefit of the Park as a whole.
- THS would gain from site improvements, better marketing and more attractions, including conferences, if this brings higher profile and more people through the gates.
- Current Park management does see the tramway as a vital component of its offering to the public, with 7 day a week operation recently reinstated, improving the income stream for the THS.

- An "optimistic" scenario would see a significant boost in funding, with consequent step change in content, presentation and marketing, of the Park, resulting in a major boost in patronage. THS should benefit from both access to capital funding and improved income from gate takings..
- A "realistic" scenario would see more of the same as at present , with slow progress on new projects, and potentially loss of market share as other attractions are developed in the city. The "nostalgia" card in a city which has lost much of its built heritage should be able to be exploited to some extent.

City Tramway in 2024

The “Optimistic” Scenario

- City tramway was closed from Feb 2011 until Nov 2013. It is having to rebuild its patronage levels –
 - 2010 status: 5 trams, 280,000 pax per annum
 - 2014 status: 3 trams, 110,000 pax per annum
- Growth will occur with reinstatement of the existing tram loop (November this year) and the first stage of the extension (February next year). The restaurant tram is due to be back in operation by the end of this year.
- By 2024 all of the extension will be complete and operating) and a second tram shed will have been built, and additional heritage trams restored and supplied

- As part of Welcome Aboard Group CTL sees a significant growth in Christchurch tourism, expecting double digit customer growth over the 10 period (NZ visitor growth - 4%) There will be a separate Tours division within the Company. Push for complete experience – composite ticketing, privileges etc
- The Group is targeting trams to be the number 1 city tour and one of the best heritage tram experiences in the world.
- A second restaurant tram should be operating by 2024.

- Under the Christchurch Central Recovery Plan, by 2018 Christchurch will be a world class destination in the “must see” list of all visitors to New Zealand and from elsewhere in New Zealand. The Arts , Avon River Precinct, Convention Centre and leisure activities will offer a vibrant, greener more central and accessible city.
- There will be a changing face to our visitor mix: though growth from UK/Australia remains strong, China/India are emerging markets. China will be one of our largest visitor markets by 2024
- The new Convention Centre will assist to lessen the seasonal impact by developing a year-round market. Conventions are already being booked for 2019

- We need to keep improving our product to meet the needs of our ideal visitors.
- We will need to adapt as competition will get stronger. A Māori cultural dimension will be included in the product.
- We will work closely with our partners to ensure we are positioned to meet growth demands i.e. HTT/THS/STM as well as the CCC and the Central City Business Association as investment in the infrastructure is needed to meet customer demand.

How will all this be achieved?

- Growth in tourism
- marketing, composite ticketing- upselling packages
- Maintaining good relationships with CCC and with Ferrymead. CCC will need to complete the later stages of the extension, adapted as necessary because of post-earthquake conditions. (e.g. loss of former attractions, street changes)

What are the road blocks?

- Cruise ship issue (Lyttelton Port company focus on freight - Akaroa a long way away. Expected to be solved by 2018)
- Cost and magnitude of the ChCh rebuild – CCC and other supporters (e.g. retailers) may focus on other things - need to ensure ongoing interest in and funding for expansion of the tramway. Future light rail option?
- Supply of trams ? Cost and time it takes. Balancing “heritage” and “local heritage” , authenticity with modern customer needs

Succession Plan?

- Average age of drivers is 67. But a good demographic re availability, knowledge, skills and interest - need to keep renewing...
- Company as a whole also needs to “renew” over time. Diversity of products require varying skills but also interesting career paths.
- CTL is a commercial business so not so dependent on volunteer enthusiasm and effort as THS/HTT etc.

Do we have a future plan and is it freely available for everyone to see and follow?

The Company does have business plans, covering all facets of its various operations. This predicts the growth and move to new products referred to earlier.

These are not public documents, but the Group keeps its staff and stakeholders well informed of its progress and plans.

THS (Ferrymead Tramway) in 2024

- Since 2009 the Society has identified a comprehensive list of goals and projects it wishes to achieve
 - Lots of discussion of “goal” vs “project” – so we combined them
 - Having them on the “list” doesn’t mean they necessarily progress!
 - Online version on our website
- These are updated annually, following consultation at a general meeting of Society members
 - Goals are discussed and prioritised
 - Aim is to get buy-in from membership
- The goals/projects are grouped
 - (aligned to objectives from THS constitution)
 - Refer to our groupings on next page
- Separately – we are developing a “Strategic and Business Plan (which is a goal)

- **Protection of Collection**
 - This group of Goals/Projects tend to be those relating to storage (eg buildings) and protection (eg fire sprinklers) to enable our collection to be properly cared for.
- **Restoration of Vehicles**
 - This group is primarily about restoration of vehicles – Trams, Buses, Trolley Buses
- **Maintenance**
 - This group is Goals/Projects primarily associated with maintenance of our collection and infrastructure. It relates more to “major” heavy or capital maintenance items, rather than day-to-day maintenance.
- **Society Promotion History & Sustainability**
 - This group of goals is primarily those around keeping the Society going, recording its history and promoting itself
- **Display & Museum Functions**
 - This group of Goals/Projects are more about the Society’s museum function
- **Other/Independent**
 - These projects are those projects that do not fit into the other five categories, and that can be progressed independently of other Society activities

The “Optimistic” Scenario

Many of the goals and projects identified in the Society’s Business and Strategic Plan (incorporating its earlier “Goals and Projects “ document), have been completed, with others progressing well. These would include:

- Society is on a sound financial footing – good team of both professionals and volunteers restoring, maintaining and operating heritage vehicles, with good quality display and storage areas at Ferrymead Heritage Park

- Adequate storage for trams (inc bodies) and buses and bus workshop area built
- High quality static display area, temporarily in the refurbished Cranmer building, with permanent “Town Shed” either complete or well under way
- Completion of Hills car no. 24, a further electric tram and at least one electric era trailer

- Cable car projects (eg 103, 97) completed in conjunction with Dunedin interests, and some vehicles leased for display and operation in Dunedin
- Trolley bus system expanded and maintained to a high quality, with further buses restored and operating
- Motor bus collection well housed and maintained with one early (pre 1952) heritage bus restored and operable
- Infrastructure is well maintained with a repair and renewal programme in place and being achieved

- Great working relationship further developed and maintained with city tram operator and CCC.
- HTT thriving, and still restoring trams for city (and assisting in restoration of Ferrymead trams and buses) as well as undertaking other work to continually improve its skill base, profile and cash flow.

The “Realistic” Scenario

- Only a few of the goals and projects have been achieved..
- The “litany of struggle” continues.....

How will all this be achieved? (ie Optimistic Scenario)

- Keep working on the Business and Strategic plan and the approaches being planned to get the private sector on board
- Encourage/help Ferrymead Heritage Park to meet the Optimistic scenario
- Work hard on relationships with CTL and CCC

What are the road blocks?

- Aging, static membership - lack of interest/time by most of the community
- Loss of older skills - dependence on one very skilled handyman who may move on..
- FUNDING - for projects, employing staff, maintaining our collection
- Ever increasing regulation, concerns about safety – impact on heritage vehicle operation

Succession Plan?

- Needed for HTT staff as well as volunteers
- Maintain and increase membership
 - Encourage youth/ younger members
 - Encourage older members/retirees - menz shed model etc
 - Continue tram driving experience to encourage new members (*see goals for more complete list*)

Do we have a future plan and is it freely available for everyone to see and follow?

- Yes - we have had a Society goals document since 2009. In March each year we have a general meeting and discuss/confirm/amend goals and projects as needed.
- A Business and Strategic Plan is currently in preparation This will be used in fundraising applications and in our discussions when seeking support from business interests...

The End