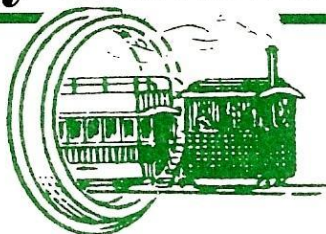


# The Tramway Historical Society Inc.

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



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## PRESIDENT'S REPORT

to the

### 49th Annual General Meeting

of The Tramway Historical Society Inc.

17<sup>th</sup> August 2011

Ladies and Gentlemen:

I have great pleasure in presenting the President's Report for the 2010 / 2011 year. Two particular events of significance are:

#### **50<sup>TH</sup> ANNIVERSARY CELEBRATIONS**

Tuesday 8<sup>th</sup> February 2011 was the 50<sup>th</sup> anniversary of that first meeting held at the home of Mr & Mrs Shanks, (that's John's parents) which formed the Tramway Preservation Society. From this came the present Tramway Historical Society Inc that we know today. To mark the occasion a weekend of celebrations was arranged. Things started on Saturday afternoon with a walk led by Dave Hinman around the new tram extension. As part of organising the walk, Dave produced a hand out describing the route with then and now photos which is now a very important document. After what has occurred since this was the last time most of us saw the inner city before it was destroyed. Following the walk City Tramway made available two of their trams for our members and guests to ride the original circuit for free. A formal dinner was held on Saturday night and attended by about 115 members and guests. During the evening some early members and past presidents spoke on their memories of the Society. A birthday cake was cut by two of the original members, John Shanks and Russell Kent. The society was very fortunate in having Graham Stewart as the guest speaker to round off a great night. On Sunday we had every tram out including horse car 43 which ran around the birthday loop. From the comments I heard it appears everyone enjoyed the weekend and as one person said just as well those forefathers decided to hold that initial meeting at the beginning of February and not the end.

#### **EARTHQUAKES**

The City Tramway Extension and the restoration of Invercargill Birney 15 were making good progress and on schedule for completion in time for the Rugby World Cup but Mother Nature had other ideas. It started at 4.35am on the 4th September 2010 when our lives started changing for ever. Impact of this on the Society was relatively minor. While the Park was

closed for a week or so, both the Park and City Tramway were both back up and running fairly quickly.

However things took a serious turn for the worse on 22nd February 2011 with major damage throughout the city and the loss of life as a result of a severe quake and aftershocks. There have also been a number of subsequent shakes, particularly those on June 13th which have caused further damage. As a result, the Park was closed from 22nd February until Easter, and the City Tramway has been closed since 22nd February.

Some of the Society's assets have also suffered damage in the quakes – more specifics are included throughout this report, but a summary of major areas includes

- movement of sleepered track
- some cracks in track in township
- minor damage to Square Shelter
- more significant damage to Trolley Bus Shed
- damage to shelving in various parts of Tram Barn 1
- sagging of Trolley Bus overhead in places
- also, tramway overhead has dropped
- damage to the sides of traverser pit.

But overall, we got off relatively lightly all things considered.

## **OTHER ACTIVITIES**

### **1. Tramway Operations**

In the eyes of the public, the most visible part of the Tramway Historical Society Inc is the operation of the trams at Ferrymead Heritage Park. The Society continues to host many visitors not only from other parts of New Zealand but from all over the world.

A number of aspects of tramway operation should be mentioned.

- **Operations Committee**  
The Operations Committee continues its responsibility for the day to day running. A lot of what they do goes unseen by members. I would like to take this opportunity to thank John Honeybone and his committee for their hard work and effort they have put into making everything run smoothly.
- **Safety Case**  
Murray Sanders has continued to oversee the Safety Case and in conjunction with the Management and Operations Committees has submitted any necessary updates to NZTA for approval.
- **Maintenance of Trams.**  
Thanks to Frank Doherty for his work as maintenance officer, Alan Roi as records officer, and for all those who helped with the maintenance work. Without their effort the trams would not run as smoothly as they do.
- **External Audit**  
Ian Jenkins preformed the annual external audit on behalf of NZTA and he was happy with what he found with only a couple of minor recommendations made.

- **Traffic Manager**  
A thank you goes to Dave Rushworth for his continuing duties as Traffic Manager and Jonathan Day for his role as Roster Clerk. Jonathan took over this role from Phyllis Belworthy during the last year.
- **Drivers and Conductors**  
Finally, I would also like to thank all the drivers and conductors for their efforts. And I would like to re-iterate the need for all licensed drivers to assist with the tram driving – even if you can only manage half a day at a time. The current driving roster is also now uploaded to the Society’s web site.

## 2. **Bus Operation Committee**

The Bus Committee is up and running and functions in a similar fashion to the (Tramway) Operations Committee. It is responsible for both diesel and trolley buses. Additional membership for this committee is still being sought.

- **Trolley Bus Group**  
The trolley bus system has not operated as much as we would have liked since the earthquakes. Alan Roi has had health issues and is unable to drive trams or buses at the moment. At present, all our operating Trolley Buses have their registration on hold except for Wellington 103, but we would hope to add additional buses back to the running fleet in the summer season – drivers permitting – normally we have had 79 and 210 running in the summer as well.

Alan has led a team tidying up the Trolley Bus Shed but with each of the larger quakes undoing all their effects it becomes very disheartening. The building was yellow stickered in February and red stickered in June and as a result is in the hands of the insurance company to access and repair.

Some of the overhead has sagged because the traction poles have moved as a result of the quakes and these are also in the hands of the insurance company.

The proposed extension to the Trolley Bus Barn – 2 roads wide and the full length of the barn – is now in the process of seeking approval from the Park Trust. This extra storage will enable some of our plant that is presently outside and our latest acquisition Volvo trolley bus 258 to be put undercover and clear some out of the present Trolley Bus building to allow work to be done on the buses.

On a more positive note, the Society received a grant of \$10,000 from The Canterbury Community Trust for a refurbishment of the exterior of Christchurch Trolley Bus 210, and in particular a repaint and replacement of perished window rubbers.

- **Bus Operations**  
Ken Watson has been using the Double Decker, 510 and 538 for charters. Virtually all charters are going to him at present. It is pleasing to see that there is an ongoing income stream from this source as the Society still has a significant outstanding

account with Scotts Motors for the completion of the engine work on the Double Decker, and Scotts thankfully allowed us to pay this account off over time.

However, the remainder of the bus fleet remains idle with their registration put on hold.

The Society finally accepted the MAN 202 bus 612 offered by Red Bus Ltd. These were the last buses ordered by the old Transport Board before deregulation. Bus 612 was one of the first of these buses and this was handed over at a function at the Park on Sunday 7th November, after being delayed by the first earthquake.

The proposed Bus Barn is on hold awaiting the completion of the land deal which still appears to be held up,

### **3. Workshop Activities**

The Workshop remains a hub of activity with many different jobs on the go throughout the year. And a special thanks goes to HTT employees Graeme Richardson, John King and Brian Fairbrass who continue their excellent efforts.

The concrete floor of the main running road in tram barn 1 has been replaced. The major part of the job was completed over 3 weeks. The 1<sup>st</sup> weekend the concrete was cut broken up and removed. The next 2 weeks and the 2<sup>nd</sup> weekend the preparation work was done and on the 3<sup>rd</sup> weekend the concrete was laid. A big thanks goes to Murray Sanders for spearheading this project. In addition, there was a substantial amount of prep work, and a lot of shelving was temporarily relocated. Thanks also to Pub Charity and The Lion Foundation for providing funding for this work.

### **4. Community Service Workers**

Thanks also to the Department of Corrections for the Community Service workers sent to the Tram Barn. A special thanks to Graeme for looking after these people. They seem to fit in with everyone else and make a worthwhile contribution.

### **5. Powerhouse Project**

The Powerhouse project is not progressing at the moment.

### **6. Sprinklers**

There is a requirement to resolve the situation with the Sprinkler systems in Tram barns 1 & 2. These systems are important to the Society for protection of their collection, but there are issues their ongoing maintenance and compliance. The work to resolve this situation has been on-hold due to the impact of the earthquakes, but this will need to be progressed in the upcoming year.

### **7. Christchurch City Council and Progress with Heathcote Valley Park**

The Society continues to enjoy an excellent working relationship with the officers of the Christchurch City Council, and I would like to thank City Council staff for their help with many issues.

### **8. Old Ferrymead Lift Bridge**

Work on the bridge has not progressed much in the past year with staff efforts directed to other projects.

**9. Christchurch Tramway Limited**

Unfortunately the earthquake on the 22<sup>nd</sup> February caused so much damage in and around the city centre that Christchurch Tramway Limited has been unable to operate since. On the 22<sup>nd</sup> February there were 3 trams and 1 trailer in service in the city and they become stranded in various parts of the circuit. Over the next few weeks when allowed these vehicles were salvaged and transported to Ferrymead. It was realised very early on that some sort of covered storage would be needed to house these vehicles. Various options were investigated and it became clear that the best choice was the a 3<sup>rd</sup> tram barn of 3 roads with each road capable of housing two Christchurch bogie cars. A Totalspan design was chosen and fundraising was started. An approach to Mayor Bob Parker has seen a generous City Council grant from the Christchurch Earthquake Mayoral Relief Fund of \$49,700, sufficient to pay the two major instalments of the basic building costs, plus underwriting of any shortfall. A building consent has been applied for but progress is held up waiting for a Geotechnical report from an appropriately qualified organisation which is proving very difficult to find. In preparation for the new building, Yank 12 has been relocated to the track adjacent to Tram Barn 1 and a new traction pole has been planted to replace a pole which is on the building site. Once the span wires have been relocated the existing pole will be removed to make way for the new building.

The remaining trams which were located in CTL's tram shed in town remain there at present.

**10. Tamaki Maori Village and Murder Mysteries**

Unfortunately, Tamaki operations appear to have ceased and the new operator who took over the operation also appears to have ceased.

However, on a positive note, a new venture - Murder Mystery has started and is making some use of trams during weekend evenings. The Park Company is responsible for providing crews for these trams.

**11. Ferrymead Park Limited**

The Society continues to have a good working relationship with the Ferrymead Park Limited.

Since the February quake the Ferrymead Heritage Education's programmes have all but stopped which is reflected in reduction in revenue, and in addition the Park was closed from the February Quake to Easter which has also impacted on revenue.

**12. Heritage Tramways Trust**

The Heritage Tramway Trust suffered a major drop of income when the city tramway ceased operating. More detail on this will be covered in Dave Carr's report.

Particular thanks goes to their hard working chairman Dave Carr for his tireless work for the Trust in addition to his THS Committee work. Dave has indicated his intension to stand down as chairman of the HTT but continue as a trustee in the meantime.

### **13. Restoration of Invercargill Birney 15**

This project was progressing well until impacted by the February Earthquake. It is intended that the THS volunteers will complete the restoration of Invercargill Birney #15 with some assistance from HTT staff. It will operate at Ferrymead before it hopefully enters service in the city once operations there start getting back to normal.

### **14. Restoration of Mornington Cable Car Trailer 111**

The trailer continues to make steady progress with its enthusiastic team of volunteers. Work is currently underway on getting wheels and axles engineered and other components for the wheel sets.

The project is self-funding thanks to donations and the continuing collecting and selling of scrap by Trevor Craib.

### **15. Kitson Steam Tram**

Thanks goes to Mike Lawson for his efforts as Steam Officer. Part of the Steam Officer's duty is the routine maintenance on the tram and arranging the annual boiler inspection as well as arranging crew.

Kitty now generally operates on the first Sunday of each month as well as most event weekends.

### **16. Restoration of 24**

Progress with the restoration of 24 has not proceeded as fast as we would have liked with most volunteer focus being on the Birney restoration. However some progress has been made on getting castings for the Peckham 14D5 replica done (with the assistance of a grant of \$4000 from the City Council to help with this) and machining of side frames. It is hoped that work can soon start on assembly of these trucks.

Some additional parts have also been obtained from Australian Tramway Museums – in particular some K10 controllers. Work is expected to accelerate on refurbishment of the interior, with work on window frames having commenced. It is hoped that this project will become more of a focus once the Birney work is completed.

Brill 185 has been donated to the Society and was due to be transported to Ferrymead complete with its own fully enclosed shed. This was another victim of the quakes and the present owners have generously agreed to leave the tram in situ in the mean time. It was planned to restore 185 for the City Tramway extension.

### **17. Trackwork**

Thanks to the efforts of Permanent Way and Structures Officer Ken Henderson with assistance from members, work continues on ongoing track maintenance, repairs and upgrades. We still have sleepers on hand and this has allowed the ongoing replacement of sleepers as time and manpower are available. As a result of the quakes we have had some sleeper creep and shifting of ballast. There have also been some cracks to the track in the township which has been temporarily welded.

After the February quake a team from Pleasant Point Railway travelled up to Ferrymead and spent the day helping sort the sleepers track. Their assistance was very much

appreciated. Unfortunately, more recent after shocks – particularly June 13<sup>th</sup> has caused further movement and a speed restriction is currently in place.

However, there has been significant damage to the sleepered track into the reserve plus some liquefaction occurring on this track. This area of track is currently closed until it can be fixed.

Most of the path between the Square Shelter and the railway platform, including the Gisborne point sleepers has been laid in concrete

#### **18. Tramway Overhead**

Murray Sanders has undertaken ongoing maintenance work on the Tramway overhead with repainting of poles and renewing of span wires.

Unfortunately, another effect of the quakes has been the movement of the traction poles resulting in some of the overhead dropping in height, particularly by the Truscott's road crossing. This has necessitated the confining of tram 26 to the triangle around the tram barn.

#### **19. Square Shelter restoration**

Work on restoring the square shelter is continuing with Allen Harbrow and John Harris. However, the Shelter also sustained some damage in the quakes.

#### **20. Grants, Sponsors & Donations.**

Grants and donations from funding providers can be particularly significant as these can enable us to tackle non-glamorous projects such as track repairs, which are absolutely vital to the continuation of tramway operations.

In particular, mention should again be made of the Christchurch Mayoral Relief Fund for their grant towards the funding for the construction of tram barn 3 to give secure covered storage for the city trams now at the Park. The Council has also undertaken to underwrite a loan to allow completion of the building, but this will need to be paid back. A grant of \$10,000 also for tram barn 3 has been received from the ASB Christchurch Community Group Assistance Grant and we have just been advised of a \$5000 grant from Westpac Bank. In addition, a number of Society members and members of the public have provided donations towards this project, however further funding for this project is still required.

Other significant grants/donations already referred to elsewhere include Pub Charity and The Lion Foundation (Tram Barn 1 Running Road), Christchurch City Council (Tram 24) and The Canterbury Community Trust (210 repaint).

The Society acknowledges here its very real gratitude and appreciation of the support of our sponsors for our projects. Without this support our rate of progress would be substantially slowed. Thank you all for your continuing and very generous support of the Society.

## **21. Promotions and Funding Committee**

The main focus of this group currently is to raise awareness of and promote the Society in the wider community and seek corporate sponsorship and action and coordinate fundraising efforts.

Unfortunately, this group has only met twice over the year – and both times in connection with Tram Barn 3 fundraising. This group needs to become more active in the coming years.

## **22. Finances**

The finances of the Society have taken a cut as a result of the Park closures because of the quakes. It appears there may also be a reduction in visitor numbers even when the Park is open.

Insurance and other operation costs still need to be covered and has caused the Society to dip into its reserves. These reserves will need to be re-established in the upcoming year and the budget for projects and activities without separate funding will be tight to non-existent. The Treasurer will report on this in more detail.

On behalf of all Society members, I would like to express our particular thanks to Stephen Taylor, our Treasurer for his excellent efforts for the Society over the past year and also to express our thanks to Douglas Johns for his work in the background supporting the Treasurer and to Alan Robb our Auditor for all his efforts.

## **23. Functions Committee**

The Functions Committee has arranged a number of Society functions during the year. Generally there events for every month except December and January although our schedule this year has been disrupted a number of times by the earthquake. Please keep an eye on Tracts or the Website for details and come along. Thanks to the members of this committee – who include Alan Roi, Phyllis Belworthy and others for organising and supporting these functions.

I would also like to thank Alan Roi for the organising of the workday lunches on the 3rd Saturday of each, month and also undertaking most of the cooking.

## **24. Tracts**

I would like to take this opportunity to thank Joe Pickering for the excellent job he does as editor. This is the members' publication and Joe is always on the lookout for items suitable for publishing. Thanks to those who have contributed this year. Material can be sent to Joe at [tracts@ferrymeadtramway.org.nz](mailto:tracts@ferrymeadtramway.org.nz) or his postal address P.O. Box 17 Woodend.

I would also like to thank Barry Marchant and Colin Loach for undertaking the distribution. On the matter of distribution, Tracts can also be sent by e-mail. This saves the Society money as well as the recipients receiving Tracts in colour. Recent copies of Tracts are also put onto the Society's web site.

## **25. Health and Safety Committee**

The matter of Trambarn Safety has been a work in progress for some time. A Health and Safety Policy and handbook were introduced in 2010 and a joint Health and Safety Committee established with HTT.

The committee got off to a good start with regular meetings and work on improving workshop safety. However its effectiveness has slowed with the loss of volunteer members due to work commitments and the effects of the earthquakes.

At this stage there has not been any real progress since February earthquake. HTT have recognized their obligations and are dealing with hazards in their own activities but what is really needed is a joint approach.

Whilst Society members working in the workshop are not paid employees they are still deemed to be covered by the Health and Safety in Employment Act 1992 Therefore there is an obligation on the Society to provide a safe workplace. Because the HTT has paid staff also working on the site there is also an obligation on their employees as the professionals to ensure that the workplace is safe and that all people working there are following the Health and Safety policy

Members may have seen media reports over the years of businesses being fined large sums following accidents where employees have suffered major accidents or death. Our Society is leaving itself at risk if we have a workplace accident and have not had proper management of our Workplace Health and Safety Policy. Being a volunteer organization is not defence.

The Society will be seeking representatives from the workshop floor to join the Health and Safety Committee. If you are a regular volunteer and get your shoulder tapped please give the matter serious consideration. If you are prepared to help with the committee please let us know

## **26. Membership**

I would like to welcome the following new members who have joined in the last 12 months, John Cooke, Hamish Dale, Keith Mobbs, Jennifer Pugh and Devon Wilson.

Any changes to member's details can be sent to [membership@ferrymeadtramway.org.nz](mailto:membership@ferrymeadtramway.org.nz) or posted to the Membership Secretary, P.O. Box 1126.

## **27. Goals and Projects**

A particular focus of the Society was to start to prioritise the ongoing Goals and Projects of the Society. This has been done informally by the Management Committee in previous years, but this year, this planning work was opened to members with meetings in November 2010 and April 2011.

As a result, the Society has prioritised its immediate Goals and projects for the year and the results were published on the Society Web Site. It is hoped that this process – or something similar – will continue in similar format in upcoming years.

## **28. Management Committee**

Finally, I would like to take this opportunity to thank my fellow committee members for their support and effort; it makes my year much easier.

However, I would also note that there are a number of vacancies on the Committee and it would be good to see the committee grow to reach its full size to allow the workload on individual members to decrease.

## **CONCLUSION**

I wish to thank the membership for their continued support of the Society, and I feel we have a good and positive future to look forward to.

Thank you.

**G J Belworthy**

**President**

**Tramway Historical Society Inc**

**17<sup>th</sup> August 2011**