

TB3 fundraising is getting there.

STEPHEN TAYLOR brings us up to date

Fundraising progress continues, but slowly, and further funds are still required—even once we reach our target as the target doesn't include any building fit-out costs or building consent fees.

Two notable recent additions to the fundraising are a grant of \$10,000 from the ASB Bank, and a grant of \$5,000 from Westpac Bank, both of these donations being as a result of applications to each of these respective bank's "Community Assistance Earthquake funds" for not-for-profit organisations in Christchurch. These grants were also mentioned at the recent AGM.

On a related note on other fundraising initiatives, all the wine has now been sold, but a number of Don McAra's paintings are still available. Whilst Don is currently overseas, he still appears to have access to his email from time to time and would be pleased to receive more indications of purchases.

DAVE HINMAN adds: July *Tracts* reported that we hoped that building consent was only days away. Unfortunately the bureaucratic machine has continued to take its time and we are still not quite there. We do have the resource consent approved (and a partial refund of fees!) It took

some time to find an acceptable Geotech engineer—we are in the "white" zone but we finally managed to contact GeoScience Consultants NZ Ltd who said while there is now a 16 week turnaround time they would give us priority and do it in 4-5 weeks! Well within a few days of signing the contract with them, their drilling subcontractor was on site (had been expected to be at least two weeks away) and we had the full report back less than two weeks later—it was favourable, and recommended approval with no additional foundation work required!

What should be the final step is a fire report commissioned by TotalSpan and about to be submitted to the Council. Watch this space!

Fundraising Thermometer page 7.

Coming events

Society Annual Dinner

When Sunday 18 September

Time 6pm

Where Garden Restaurant 110 Marshland Road Shirley.

Cost \$28.50 Adults

\$26.50 Seniors

Names and numbers by **Sunday 11 September** please (I need to know numbers by this date thanks).

Either phone Phyllis or Graeme on 3524872 or email

shigirl@ihug.co.nz



Bravo Lachlan!

THE SOCIETY owes real thanks to this five year old boy who, according to his parents, Vanessa Rowan and Mark Jansen, is a huge fan of the Christchurch trams. Concerned for the welfare of the refugee trams at Ferrymead he decided he would like to raise some money for their shelter. He set up a fudge stall at the end of his drive and raised \$35.00.

Thank you, Lachlan, what a great thing to do! We really hope that the trams will be running again in the City and we are looking forward to seeing you coming in for a ride.

Next work party

The next work party is scheduled for **Saturday 17 September 2011**. Formal work parties are held every **third Saturday** of the month and Alan Roi provides a cooked midday meal. There are also activities every **Saturday** and on **Monday evenings**.

From the president's desk



WHAT ELSE can mother nature throw at us? Even with the snow the spirit of Christchurch and Canterbury people can't be broken.

Insurance claims are progressing albeit slowly. The Red Stickered trolley bus shed has been inspected and it is hoped that the repairs will be completed in the next couple of weeks. Once the repairs are done an application is made to CERA to have the sticker removed. On going track repairs continue, also rearranging the shelving in tram barn 1 goes on.

The Tram Barn 3 project is progressing slowly while we wait for the Geotechnical report to be prepared. We have sufficient funds to start the building but must continue raising funds to complete it. Our treasurer Stephen Taylor will report in more detail about this else where in *Tracts*.

We held our AGM on 17 August and I would like to thank the members who turned out on such a cold night straight after the snow. All incumbent members of the Management Committee were elected and the Chairman of the Operation Committee John Honeybone was also elected back on. I tabled my annual report which will be posted on the society's web site and hard copies are available to those who want one.

The Society has suffered a drop in income as a result of the days the Park was closed and what appears to be a general down turn in the number of visitors. With careful management by our treasurer Stephen Taylor we will keep our head above water and wait for better times.

Keep smiling and with our positive attitude we will survive all mother nature can throw at us.

Graeme Belworthy

President.

For trolley bus fans—another urgent fundraising exercise

ALAN ROI ADVISES that one of two recent trolleybus acquisitions—Dunedin No 1 currently stored at Wellington Tramway Museum at McKays Crossing, just north of Paekakariki, needs to be relocated to Christchurch as it is outstaying its welcomes in Wellington.

Unfortunately, the cost of transportation—especially across the ditch from Wellington to either Picton or Lyttelton is now proving to be somewhat expensive—with likely costs quoted so far significantly in excess of \$2,000. Given the somewhat precarious nature of the Society's funds at present, the Society is going to need to fund raise to cover the transportation as we do not have "spare funds" for this purpose. (A generic donation form can be found on the Society web site www.ferrymeadtramway.org.nz on the MEMBERSHIP page). Wellington Volvo 258 (the last of this model) stored until recently at Kilbirnie bus workshops has already been brought to Ferrymead.

The Society is interested in any one—particularly those members who purport to have an interest in trolleybuses—to make a donation towards this cause. (Donations over \$5 to be tax deductible as usual). Not only will such donations support a good cause, they will help give credibility to the fund raising applications the Society undertakes to show that we are just trying to "bludge the whole amount".

In addition, anyone who knows of—or even thinks they know of—a cheap/inexpensive method of transporting the trolleybus either the whole way or part of it from Wellington to Ferrymead is also encouraged to get in touch. (As an indication, the bus is about 11-12 metres long each, and probably would need a transporter if travelling any distance by road. Also, remember that it is unpowered). Any transportation suggestions should be sent to Alan Roi in the first instance, or can be sent c/o secretary@ferrymeadtramway.org.nz for forwarding on to Alan.



Photos: Alan Roi

Wellington 258 trolleybus is at Ferrymead. It arrived on the Heogh Chennai along with a vintage Leyland Cub—see inset. The Cub is to be at Ferrymead for a short time and is then off to the Otago Settlers Museum for display in the old Road Services Building. It comes from the Omnibus Society in Wellington and was NZRRS 759.

Central City Plan open for comments

DAVE HINMAN brings us this update

THE CHRISTCHURCH CITY Council has released its draft Central City plan for public comment. The plan once adopted by the Council and the Canterbury Earthquake Recovery Authority (CERA) will guide the redevelopment and recovery of the Central City (ie within the “four Avenues”. The closing date for the receipt of comments is **Friday 16 September at 5:00pm**. Here’s a chance to have your say on what you like or don’t like about the plan. Perhaps of most interest to readers of *Tracts* are the light rail and tram proposals that are suggested and which are already

causing considerable debate and controversy.

You can see the plan either on line at www.centralcityplan.org.nz or at Council service centres, or at the Christchurch Events Village in Hagley Park (5-11 September).

You will find reference to the light rail proposals firstly in the intro. (“The Big Picture”) on page 1 where it is item 3 on the list of top ten changes. The detail is to be found in the “Transport Choice” chapter starting at p.87. It shows an initial line between the University and the city centre, later extending to the airport, with further

suburban lines, including integration with the existing heavy rail tracks. This suggests narrow gauge trams and raises issues (not discussed) about what this might mean for the existing (standard gauge) heritage tramway.

The heritage tramway is also referred to in the “Transport Choice” chapter (p.92) and the current issues relating to unsafe buildings around the route, need to repair the track, overhead etc are noted while observing that the tramway “*would assist in the recovery of the central city as it provides a visible and practical link between many of the key precincts as they re-establish...*” This includes areas along stage 1 of the extension and there are a number of plans which show the tramline but only as far as Tuam-Poplar Streets. Stage 2 is not shown, but there is a comment as follows: “*The Central City’s heritage tram service will be re-assessed to explore which routes it might best serve as the city is reconstructed, as well as opportunities to link it better with the Central City’s daily public transport needs.*”

The Tourism section in the “Market City” chapter (p.113) displays a nice picture of a decorated tram 244 but there is no discussion about the tourism role of the tram—past or future.

The plan is a very comprehensive document, with a second volume setting out the regulatory changes which are proposed to be made and there are many other issues which as citizens we should be interested in commenting on.

If you do want to support, oppose or otherwise comment on any part of the draft plan it can be done in several ways;

- on line (section by section), <http://www.centralcityplan.org.nz/info/submissions.aspx>
- downloading and printing a comment form and posting to Freepost 178 Central City Plan PO Box 73001 Christchurch 8154
- Filling out a form at a Council facility or the Events centre
- Sending in your own comments by post or email (centralcityplan@ccc.govt.nz)



Trams return to the streets of Auckland

Wynyard Quarter redevelopment includes a heritage tramway

Auckland's Waterfront area, known as the Wynyard Quarter and once thought of as the Tank Farm, has been revamped and the new development includes a 1.6 km heritage tram loop running near the waterfront along Jellicoe Street. From Jellicoe Street it runs up Halsey Street into Gaunt Street, once the home of Auckland's main tram depot and right into Daldy Street, passing through a piece of land containing a two-road tram depot. It then crosses Madden Street and runs back to Jellicoe Street. It is planned to extend the route to Britomart in the next three years.

There are two trams: an ex-Melbourne W2 leased from Bendigo, numbered 258 (original Melbourne number 441), and a privately restored X1 numbered 257 (original Melbourne number 466). A third tram may join the fleet at some point.

Ken Henderson and I had the job of training six tram drivers for the system and three more will be trained in the near future. We thus got to spend a fortnight being involved in all the last-minute work and excitement that characterises such ventures.

The new drivers include a couple of enthusiasts: David Maciulaitis, latterly of Shantytown, and Naimesh Rupa a tramdriver from Motat. Another Motat member, Paul O'Ryan, will also join the team. We also had the valued input from Motat's Colin Zeff and James Duncan, both of whom obtained licences to drive on the tramway.

A grand opening ceremony for the whole development was held on Saturday 6 August and the first tram was driven by Mike Lee, an Auckland City Councillor who had been chairman of the Auckland Regional Council and also of the Transport Committee. Mike is a tram enthusiast and was the one who promoted the idea of a tram loop.

All photos except where otherwise credited: David Maciulaitis

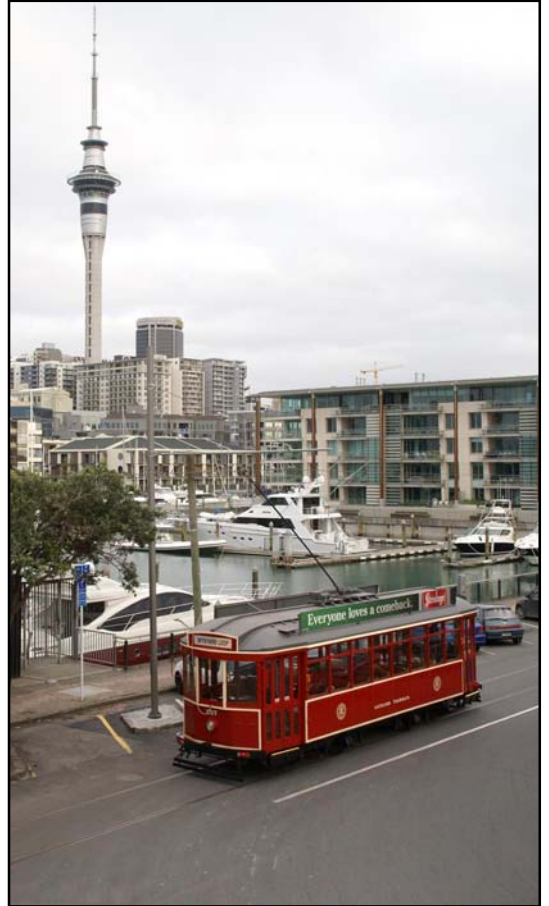


Top left: Thernit welding in progress. Note the "I" section steel "sleepers" and the rail attached with Pandroll clips.

Top right: X1 257 in Gaunt Street with the Sky Tower in the background.

Middle: The striking mural on one end of the tram barn. Taken from a Graham Stewart photo it looks positively three-dimensional.

Bottom: ready for a test run, 258 is towed round the circuit by a tractor. The trolley pole is up to see how it tracks the overhead.



*Above. The X1 in Halsey Street.
Top left: The W2 under tow in Jellicoe Street.
Left: ready for the first run under power.
Below: The front of the depot with the doors adorned with the historic photos supplied by Graham Stewart.*



Photo: Roy Sinclair



Top: W2 358 turning into Gaunt Street from Halsey Street.

Above left: The W2 made it successfully and now it's the X1's turn for a run under power. Here she is being towed out of the barn (the depot road overhead has not yet been livened).

Above: X1 267 turning from Jellicoe Street into Halsey Street.

Left: Both cars pass the site of the former tram depot in Gaunt Street.

Slow progress on Hills Car No 24

STEPHEN TAYLOR brings us up to date

Progress on Christchurch Hills Car No 24 has been slow in recent months whilst the focus has been on the Birney restoration and other projects, and distractions with recent events such as earthquakes have also paid their part. However there has been some work occurring behind the scenes on the new replica Peckham 14D5 trucks.

Firstly, the side frames were shipped down to Ashburton where they were machined. This took – elapsed – somewhat longer than expected, but this work has now been completed and they have been returned to Ferrymead.

In addition, earlier in the year, a number of components to be fitted to the trucks were cast from patterns that the Society has used in the past. In addition, much of the remaining steel work for the basic truck frames was purchased last year.

It is hoped that in the near future

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Photo: Roy Sinclair

Top: Interior view of the X1. Colin Loach would have ben proud of the upholstered seats.

Middle: Both trams have passed the test with flying colours and are now back at the tram shed.

Above: X1 turning into Gaunt Street from Halsey Street

TB3 fundraising progress

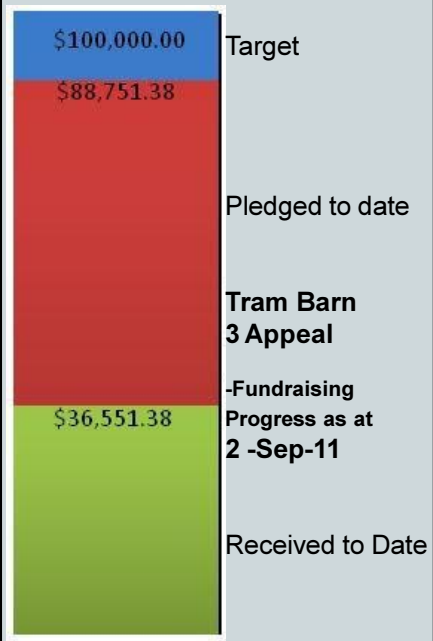




Photo: Dave Carr

>>>Slow progress on Hills Car from Page 7

that a start may be made on re-assembly of all these component into the two trucks needed. I understand from Dave Carr that John King (HTT staff member) may be able to make a start on this when returns from leave, subject to other HTT tasks and workload allowing this, and space becoming available in the tram barn.

Letter to the Editor

Sir,
Recently the THS passed a major milestone—50 years of progress—well done.

However, recently while in conversation with a “small bird” I was told of another Golden Anniversary that slid quietly past almost unnoticed. Your editor Joe and his charming wife Helen celebrated 50 years of marriage.

Well done, Congratulations.

Best wishes

Colin and Win Loach

Thank you Colin and Win. Yes it's true. We're now getting into our second half-century. —Joe.



Photo: Stephen Taylor

Top: One of the side frames being machined in Ashburton in late July 2011. A pallet load of castings—with a protective coat of black paint—not long after they arrived back from the foundry in April.