

1908

The extensions to Miramar and Seatoun have been opened during the year and about the same number of additional cars as in Auckland have been examined and tested and passed for traffic.

1909.

Alterations to the track in Broadway, Miramar, were completed and traffic authorised on the 29th of September 1908.

1910.

The extension to the tramway to Lyall Bay was constructed during the year. It was inspected and passed for traffic, likewise two tramcars also.

1911.

An extension of the Karori tramway to the Karori Park has been carried out during the year. The construction of an electric tramway to Wadestown has also been carried out. The duplication of a portion of the Kilburnie route has been completed. Also two portions of Thorndon Quay route have been duplicated. The construction of a second car shed at Thorndon has been completed. The removal of centre poles supporting the overhead wires along the single tracks forming the Thorndon Quay and Oriental Bay routes has been completed, with very great convenience to the working of the tramway and the safety of the public. The whole of the cars are now able to travel over these routes, without restriction.

The construction of the connecting link between the tramway in Willis Street and that in the vicinity of the General Post Office has been put in hand. When completed the Brooklyn cars will run through, to the General Post Office which will form the termination of the first section on that route.

During the past year several new cars have been put into commission, and several old ones have been reconstructed with a view to increased accommodation. As completed these cars were duly inspected and passed for traffic.

1912.

During the year the construction of the connecting link down Customhouse Quay between the tramway in Willis Street and that in the Quay in the vicinity of the Post Office has been completed and put into use.

The line at Wadestown was extended a few chains at the Wadestown terminus to its final end.

The alteration of the connection of the Moleworth Street tram line with Lambton Quay via Charlotte Street has been made. The Moxham Avenue duplication on the Kelburne section from Nelson Street to Goa Street intersection has been completed.

During the year several new cars have been put into commission, and several old ones have been reconstructed and the accommodation increased. The number of cars in service being now up to ninety.

1913.

The duplication of the Brooklyn route from Nairn Street to the top of the hill is now in hand and the Kilburnie route duplication has been completed. During the year four new cars were inspected and passed for traffic. Cross seat cars are being altered to provide central passage ways.

1914.

The duplication of the Brooklyn line from Nairn Street to the top of the hill was completed.

Short extensions with balloon loops have been laid at Newtown, and at Lyall Bay. Several new cars have been inspected and passed also a number of converted cars.

1915.

A loop was put in at Ohiro Road, and portion of the Kilburnie route duplicated. Work is in hand on the extension of the Constable Street line over the hill into Kilburnie. Several new cars were passed for traffic.

1916.

The Constable Street duplication and extension has been completed and passed for traffic. Also sundry loops, crossovers and several new cars.

1917.

The large new car-shed in Onepu Road, Kilburnie has been completed, with the necessary sidings.

1918.

A duplication of the line in Cuba Street and an extension of a loop on the Island Bay route near Duppa Street have been inspected and passed.

1922.

Plans have been examined for sidings in Waitoa Road, and duplications and crossovers at Athletic Park and Barkanpore - Island Bay. The works were inspected when completed. A number of cars have been tested and passed.

1923.

Plans were examined and approved for the Island Bay duplication (3) stages. Willis Street reconstruction, and sidings at Miramar. All these works were examined and passed for traffic on completion. A number of cars were also tested and passed for traffic.

1924.

A considerable amount of work was carried out on the Wellington City Tramways during the year. Plans were examined and dealt with for a number of works, and inspections made and certificates issued on their completion. The principal works completed and in hand are duplication of track in Coutts St., Kilburnie, and in Thorndon Quay, extensions along the Clyde Quay, Wakefield Street, Victoria Street, and Wallace Street. Ten New cars passed for traffic.

1925.

The main works completed by the City Council were the Johnson Street loop line, Thorndon Quay duplication, siding in Kent Terrace with crossover from Elizabeth Street, and siding at Clyde Quay. Fourteen new cars were added to stock after being tested and passed for traffic.

1926.

The tram track was duplicated in Onemu Road, Kilburnie for a distance of about 40 chains, and for almost 10 chains along Kilburnie Crescent. An extension along Wallace and John Streets 29.5 chains in length to connect with the existing track in Riddiford Street was also inspected and passed for traffic. Five new cars were built and passed for traffic.

1927.

Thirty-seven chains of new track in Wakefield Street, 7 chain in Hunter Street, and 15 chains in Brooklyn Road as well as a loop in Hobart Street were inspected and passed for traffic.

Various plans for new developments were considered and dealt with, but construction had not been proceeded far enough to be included in this report. Eight new cars were examined and certificates issued for them.

1928.

Twenty three chains of duplication at Rangotai, Seatoun 5 chains of loop at Pitt Street, Wadestown and 3.5 chains at Wellington Road, Miramar. These all being inspected and passed for traffic. Twelve new cars were examined tested and passed for traffic.

1929.

Fifty-six chains of new track was inspected during the year comprising 19 chains in the Chaytor Street duplication Karori, and thirty-seven chains with the Northland extension.

1930.

The following construction work was carried out this year. The works being examined and approved. Karori line duplication Claytor Street 14.4 chains, Molesworth Street loop 4.63 chains, Upper Cuba Street 16.3 chains. Park Street 18.66 chains, Glenmore Street 4.32 chains of temporary track and 7.57 chains of double track duplication. Twelve new cars of the standard combination type were tested and passed for traffic.

1931.

The following new works were carried out and approved. Aro Street extension 3.4 chains, Whitmore Street extension 10.5 chain double track. Customhouse Quay realignment 26.36 chains, Grosvenor Terrace 41.1 chains of Duplication. Hobart Street Miramar 28.9 chains of duplication. Five new cars put into use.

1932.

The following new works were carried out and approved. Lang-street Miramar 19.5 chains duplication. Tinakorai-road and Glenmore-street 106.06 chains of re-location and duplication. One car was inspected and passed for traffic.

1934.

One car was inspected, two duplications of tracks were inspected, and one extension of loop. The automotive working of the electrical installation on the Kilburn Tramway was tested and passed.

1935.

Three new cars were inspected and passed for service. An extension of loop track 320 feet in Richmond Avenue, Karori has been inspected.

1936.

Two new cars were inspected and certificates issued. 26 chains of track were duplicated in Broadway, Miramar, and a certificate issued.

1937.

No new trams were submitted for inspection during the year, and no new track has been completed. The construction of double tracks in Bunny St, to give access to the new Railway Station is in hand, but no connection has yet been made with the main system.

1938.

Track extensions in Stout Street, and Bunny Street to serve the new Railway station and curved track to connect the northern ends of Lambton Quay and Featherstone Street, have been completed and put into use. Car 233 was inspected and a certificate issued.

1939.

Cars numbered 234; 235; 236; 237 and 238 were inspected and certificates issued. Duplications of track between Fancourt Street and Reading St, Karori, and between St. Mary's Street and the entrance of the Botanical Gardens were inspected and passed for traffic.

1940.

Cars numbers 239 to 256 were inspected and certificates issued. New tracks at Hamilton, Calabar, Tirangi, Darlington, Onepu, and Seatoun Roads at Endeavour, Yule, Resolution and Allen streets, and at the Kilburnie carshed have been inspected and passed for traffic and put into service.