

NEW PLYMOUTH TRAMWAYS

EXTRACTS FROM PUBLIC WORKS DEPARTMENT ANNUAL REPORTS..

1914.

Plans of this tramway was submitted for approval.

1915.

Construction of the tramway was in hand.

1916.

The undertaking was practically completed. All permanent way had been laid and the power plant and overhead equipment was almost completed. Two sections of this tramway was passed as fit for traffic and five cars passed.

1921

Proposals for the use of one man cars have been investigated and approved by order in Council, subject to certain conditions.

1922.

One man cars have been adopted for portions of this system and have been examined and tested before being put into operation.

1923.

Plans of the Westown route were examined and approved.

1924.

Plans were examined and approved for the Liardet Street extension and the work inspected on completion.

1925

A loop was constructed in Devon Street between Hobeon and Watson Streets and passed by the Department on completion. One new car was tested and passed for use in traffic.

1927.

Eight and a quarter chains of single track were laid from the terminus at the Breakwater to facilitate passenger traffic from the wharves. This was inspected and passed as suitable for traffic.

1930.

One two man car was satisfactorily converted to one man operation and tested accordingly.

1931.

Three cars were converted for one man operation and fitted with compressed air emergency service and rheostatic brakes and automatically air operated doors. These were inspected and passed for traffic.

1932.

One car was converted to one man control and fitted with compressed air emergency service ~~doors~~ and rheostatic brakes and automatically air operated folding doors. This was inspected and passed.

1933.

Two four wheel bogie cars were converted to one man operation and fitted with compressed air emergency service brakes and automatically air operated doors. These cars were inspected and passed for traffic.

1934.

All tramcars that have been converted to one man control are working

1935.

Progress is being made with the bonding of rails by welding rails ends together. Two miles of trolley wire and fittings have been renewed.

1936.

Progress is being made with the bonding of rails by welding. There being approximately one mile to do. One mile of trolley wire was renewed.

1937.

The realignment of sixteen and a half chains of single track was carried out in conjunction with road and railway improvements at the Moturoa terminus. This work has been inspected and passed.

1938.

The Liarlet Street, branch together with the short siding in Gilbert St., have been removed except for the triangle junction at the Devon Street which is periodically used for turning cars.

The rails have been used for reconditioning the mainline at Fitzroy and also towards Moturoa. About sixty chains of track have been and a turning loop opposite the Moturoa Cool Stores has been altered to turn out on the left instead of the right, of the single track.

1939.

The triangle junction at the corner of Liarlet Street and Devon Streets which had been left for turning cars has now been removed and a turning loop installed at the Tramway depot instead. Car No. 10 was converted for one man control.