

1908.

A start has been made to construct the necessary buildings and laying the tracks in the streets

1909.

During the year the authorised tracks totalling 5 miles 10 chains were constructed in Wanganui, a power house erected and the trams started running on the 10 of December 1908.

1910.

One new car inspected and passed for traffic.

1912.

Gonville and Castlecliffe Tramway. The first portion 2 miles 30, ch. or the circuit known as Route 1 of the order in Council from its start with the Wanganui Through Tramway in Boundary Road, and thence along Alma, Matai, Abbot, Bignell, Tawa and Koronoko Streets to its finish again on Boundary Road has been completed and opened for traffic last June. The rest of of the tramway some 2 miles 76 chains on Route No. 2 out to Castlecliffe is also nearing completion and should be opened this year.

1913.

New cars and trailers were inspected and passed for traffic making a total of 12 cars and two trailers in service. Route No. 2 Gonville Castlecliffe portion 2 miles 76 chains long was completed and passed for traffic. A duplication was made along Tampe Quay and Victoria Avenue.

1914.

Plans have been received for the Aramohe and Wanganui East extensions and in connection with the latter, rails have been laid across the new bridge at Dublin Street.

1915.

The extension of the tramway from Dublin Street Bridge to Eastown Stn.

1916.

At the beginning of the period the Wanganui Electric Tramways were extended for about a mile along the river bank road from the railway at Aramohe.

1921.

Several new cars have been tested. Proposals for extensions examined and the Order in Council issued.

1922.

Proposals were received for a proposed extension to St. Johns. This was after considerable investigation finally approved. A baloon loop on the Aramohe extension was also dealt with and several cars examined and tested.

1924.

Proposals have been put forward by the Borough Council for an extension to St. Johns Hill. These proposals which involved considerable street alterations have now been approved.

1928.

One of the existing trams was satisfactorily converted to one man control and is now in operation.

1930.

Two new cars operating on the one man principal were added to stock being tested and passed for traffic.

1931.

Four cars have been reconditioned and arranged for one man operation, being fitted with compressed air emergency service, and rheostatic brakes and have been tested and approved for traffic.

1932.

One four wheel bogie car was purchased from the Takapuna Tramways and Ferry Company. It was reconditioned and made into a one man control motor car, fitted with compressed air emergency service and rheostatic brakes and automatically air operated folding doors. This car was inspected and passed.

1933.

One four wheel bogie car purchased from Takapuna Tramways Co has been reconditioned, converted to one man control fitted with compressed air emergency service brakes and automatically air operated folding doors. The car was duly inspected and passed. The whole of the Wanganui service is now a one man operated service. Four miles and a quarter of track from the Chief Post Office to Aramohe Park has been reconditioned.

1934.

All the tram cars have now been converted to one man control and fitted with condensers to eliminate power interference to wireless operators. One mile of trolley wire has been renewed mostly on curves.

1935.

A short length of track 20.5 chains long has been laid in Dublin Street. The whole of the track over Dublin Street Bridge has been renewed with 74lb and 63lb rails. Two miles of copper trolley wires have been renewed. One old tram has been converted into a one man tram, tested and put into service.

1936.

The double track in Taupo Quay was completely lifted and replaced by a single track with loops at Wilson Street and Victoria Avenue. The length of line affected was 16 chains. The track in Rangiora Street was extended a further 80 feet towards the sea to enable trams to be shunted without blocking the motor parking area. New motors were installed in one car and trolley grips (to enable motormen to safely handle broken wires) have been issued to all cars.

1937.

Double tracks were extended in Victoria Avenue and a total of 2.5 miles of new trolley wire was erected in various sections where wear had occurred.