

# Tramcar

JL Elias

**The Electric Tramcar Handbook for Motormen, Inspectors and Depot Workers** W. A. Agnew,1920

**The Gas Tramcar** John Hannavy,2023-02-16 The Gas Tram was a short-lived phenomenon which briefly seemed to herald a new way forward in tramcar design, replacing horses and steam locomotives on the streets with quieter and smoother travel. One of the major advantages of the gas tram, according to those who proposed it, was the low capital cost of the conversion, and all without the need to install the expensive overhead catenary required for electric traction. Designs for gas tramcars were patented all over the world, and systems were briefly operated in Germany, Australia, Holland, Switzerland and the UK, and proposed in France, New Zealand and the USA. The fuel was invariably domestic 'town gas' drawn from the local gasworks, and the vehicles were said to be very cheap to run. This was a development which was probably a century ahead of its time – with twenty-first century gas systems, using much greener biomethane as a fuel, currently being developed in the UK, Korea, China and elsewhere, and biomethane-fuelled trams already in service in Dubai and Aruba. Derived from the natural decomposition of organic waste which would otherwise be released into the atmosphere, biomethane is a clean and green alternative to fossil fuels. Other vehicles, using hydrogen fuel cells to generate electricity, are being developed in several countries. This book – the first ever comprehensive history of these vehicles – uses many previously unpublished photographs, drawings and patents.

**The Electric Tramcar Handbook for Motormen, Inspectors, and Depot Workers** W. A. Agnew,1905

**Tramcar Rolling Stock Handbook** ,2015

**The Classic Trams** Peter Waller,1993-01-01

The Electric Tramcar Handbook for Motormen, Inspectors, and Depot Workers W. A. Agnew,2015-09-01 This work has been selected by scholars as being culturally important, and is part of the knowledge base of civilization as we know it. This work was reproduced from the original artifact, and remains as true to the original work as possible. Therefore, you will see the original copyright references, library stamps (as most of these works have been housed in our most important libraries around the world), and other notations in the work. This work is in the public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or corporate) has a copyright on the body of the work. As a reproduction of a historical artifact, this work may contain missing or blurred pages, poor pictures, errant marks, etc. Scholars believe, and we concur, that this work is important enough to be preserved, reproduced, and made generally available to the public. We appreciate your support of the preservation process, and thank you for being an important part of keeping this knowledge alive and relevant.

**Tramcar Rolling Stock Book** ,2007

**The Electric Tramcar Handbook for Motormen, Inspectors, and Depot Workers** W. A. Agnew,2013-09 This historic book may have numerous typos and missing text. Purchasers can usually download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1905 edition. Excerpt: ...anyone operating the controller unless he is in possession of the power handle. To operate the controller the power lever must be pushed slightly forward to position P.L. 2 (see Fig. 57). By this movement the speed lever is unlocked, and can be brought back to the position of maximum field strength of the motors. The power handle can then be moved to P.L. 3 so as to allow current to pass through the motor armatures, and start the car slowly on the resistances. During this movement of the power handle the speed lever is locked, but when the power handle reaches the on position P.L. 4 the speed lever can be pushed forward, and by reducing the strength of the field magnets causes the car motors to run faster. The controller cover has notches which can be marked with numbers indicating the speeds at which the car will travel, and if the lever is allowed to remain at any particular notch the speed will remain practically constant whether running up hill or down. s s 50MP qwinp 1 1--WHP 58!8!--1 f f\_f Diagram Showing Arrangement Of Armatures And Fields. To brake the car or control its descent down inclines the speed lever is pulled back notch by notch according to requirements. To reduce the speed below the minimum given when the speed lever is at full excitation position the armatures are short circuited through resistances on position S.L. 4, and power handle on P.L. 2. In addition to the shunt winding the motors are furnished with a few series coils, so that in emergencies, such as the trolley leaving the wire and the shunt excitation failing, the series coils can be brought into operation, and the car pulled up by this means. This emergency brake position is shown at S.L. 5, where the speed lever is pulled back to full extent....

**Streetcars of New Jersey** Joseph F. Eid, Jr.,Barker Gummere,2007-11 This is Volume III of a 3 volume set. It chronicles the history of Streetcars in New Jersey, from the first horsecars to the modern trolleys and light-rail cars. this volume covers the Metropolitan Northeast portion of the state. Photographs are included as well as routes and rosters for each company.

Chicago Trolleys David Sadowski,2017 Chicago's extensive transit system first started in 1859, when horsecars ran on rails in city streets. Cable cars and electric streetcars came next. Where new trolley car lines were built, people, businesses, and neighborhoods followed. Chicago quickly became a world-class city. At its peak, Chicago had over 3,000 streetcars and 1,000 miles of track--the largest such system in the world. By the 1930s, there were also streamlined trolleys and trolley buses on rubber tires. Some parts of Chicago's famous L system also used trolley wire instead of a third rail. Trolley cars once took people from the Loop to such faraway places as Aurora, Elgin, Milwaukee, and South Bend. A few still run today.

Philadelphia Trolleys Allen Meyers,Joel Spivak,2003 Streetcar service arrived in Philadelphia in the 1850s, shortly after the consolidation of the city. After the Civil War, the horse-drawn omnibus gave way to a comprehensive network of streetcar lines with some routes measuring nineteen miles in length. By 1915, the electrification of the streetcar increased the number of routes in Philadelphia to a total of eighty-six. During the trolley's heyday, the city provided a vast test track for such companies as J.G. Brill, Kimball and Gorton Car Manufacturers, and the Budd Wheel Company. The Wharton Railroad Switch Company revolutionized the manufacture of switches and tracks. Of the lines that once operated in Philadelphia, five are still running today. Philadelphia Trolleys contains a variety of rare images, including a postcard of the Point Breeze Amusement Park, photographs of motormen's uniform badges and buttons, architectural drawings, early stock certificates, and a photograph of the Toonerville Trolley used in the silent movies produced by Lubin Studios in the 1920s.

Trolley Trips Through Southern New England ,1908

**Twin Cities by Trolley** John W. Diers,Aaron Isaacs, The recent development of light rail transit in the Twin Cities has been an undeniable success. Plans for additional lines progress, and our ways of shopping, dining, and commuting are changing dramatically. As we embrace riding the new Hiawatha light rail line, an older era comes to mind—the age when everyone rode the more than 500 miles of track that crisscrossed the Twin Cities. In *Twin Cities by Trolley*, John Diers and Aaron Isaacs offer a rolling snapshot of Minneapolis and St. Paul from the 1880s to the 1950s, when the streetcar system shaped the growth and character of the entire metropolitan area. More than 400 photographs and 70 maps let the reader follow the tracks from Stillwater to University Avenue to Lake Minnetonka, through Uptown to downtown Minneapolis. The illustrations show nearly every neighborhood in Minneapolis and St. Paul as it was during the streetcar era. At its peak in the 1920s and early 1930s, the Twin City Rapid Transit Company (TCRT) operated over 900 streetcars, owned 523 miles of track, and carried more than 200 million passengers annually. Recounting the rise and fall of the TCRT, *Twin Cities by Trolley* explores the history, organization, and operations of the streetcar system, including life as a streetcar operator and the technology, design, and construction of the cars. Inspiring fond memories for anyone who grew up in the Twin Cities, *Twin Cities by Trolley* leads readers on a fascinating and enlightening tour of this bygone era in the neighborhood and the city they call home. John W. Diers has worked in the transit industry for thirty-five years, including twenty-five years at the Twin Cities Metropolitan Transit

Commission. He has written for Trains, and has served on the board of the Minnesota Transportation Museum. Aaron Isaacs worked with Metro Transit for thirty-three years. He is the author of Twin City Lines—The 1940s and The Como-Harriet Streetcar Line. He is also the editor of Railway Museum Quarterly.

**Western Connecticut Trolleys** ,2007 Throughout history, Americans have embraced technology with a special enthusiasm, and the innovation of the trolley car is no exception. This industry fueled the growth of many towns and cities in Connecticut, and Western Connecticut was able to keep pace with other parts of the state because of it. Although short lived, the trolley changed the landscape of the state and spurred progress in ways never imagined just a few years before. Marking an important milestone in the documentation of Connecticut's street railway heritage, Western Connecticut Trolleys is the sixth Arcadia Publishing book chronicling the history of all the streetcar lines and companies in the state.

*Dreaming on a Trolley Car* Ernest Davis,1914

**Trolleys of the Capital District** Gino DiCarlo,2009-02-09 When it came to first-class transportation, not many regions of North America had more to offer than the trolley lines of New York’s Capital District. From their humble beginnings as horse roads forming belts around Albany, Schenectady, and Troy, these trolley lines helped move people around Upstate New York from the late 1800s until their final exit after World War II. The lines of the United Traction Company, Schenectady Railway, and the Hudson Valley Railway provided hundreds of miles of track around their home cities, as well as direct routes to resorts in the Adirondacks, Lake George, and Saratoga Springs. The trolley lines became famous for disasters that made national headlines, labor disputes, and engineering wonders that included the longest trolley bridge in the world. The vintage images in Trolleys of the Capital District provide insight into an era gone by and an often forgotten form of transportation.

**Philadelphia Trolleys: From Survival to Revival** Roger DuPuis II,2017 Using evocative photographs from private collections, Philadelphia Trolleys: From Survival to Revival carries readers on a nostalgic trip through nearly 50 years of transportation history, starting with the takeover of local transit service from the private sector by Southeastern Pennsylvania Transportation Authority (SEPTA). Sporting a rainbow of paint schemes in the 1970s, Philadelphia's fleet of streamlined 1940s trolley cars brought a welcome splash of color to gritty city streets. But more than a coat of paint was needed for America's largest surviving streetcar network, and SEPTA faced tough choices about how much to keep as aging vehicles and infrastructure desperately required renewal or replacement. Long-lived Presidents' Conference Committee (PCC) streamliners were retired, and SEPTA invested in Kawasaki light-rail vehicles, which are still serving Philadelphia commuters 35 years later. Many SEPTA PCC cars found new homes, from Maine to San Francisco--and, more recently, on SEPTA's own revived Girard Avenue line. The story comes full circle as SEPTA officials once again gear up to select a new generation of Philadelphia trolleys.

**Los Angeles Railway Yellow Cars** Jim Walker,2007 Local rail-borne transit in Los Angeles began with horsecars in 1874, evolving with cable-powered and later electric-powered passenger vehicles. Yellow Cars describes the principal local transit system in and around Los Angeles in the first half of the 20th century. The canary-colored local streetcars formed the inner-neighborhood lines between a vast rail network of main lines known as the interurban system, primarily the Pacific Electric Railway Red Cars, which spiderwebbed throughout Los Angeles County and into Orange, Riverside, and San Bernardino Counties. Rail tycoon Henry Edwards Huntington consolidated several independent lines into this great interurban empire. He sold it in 1910 to the Southern Pacific Railroad, keeping the Los Angeles Railway Yellow Cars. These evocative photographs illustrate travel during decades of change, progress, economic setbacks, war, and postwar retrenchment, when streetcar service was taken over by bus lines.

**Straphanging in the USA** Martin W. Sandler,2003 An illustrated look at how the problem of moving large numbers of people within cities has been addressed through a series of vehicles and systems, from horse-drawn cars to the modern subway.

*Electric Trolleys of Washtenaw County* H. Mark Hildebrandt,Martha A. Churchill,2009-06-29 Electric streetcars and interurbans appeared in Washtenaw County in the 1890s. Evolved from horse-drawn streetcars, electric cars were ideal for public transportation. They were cheap, fast, and went to plenty of places. The system developed around Ann Arbor and Ypsilanti, branching out to Detroit to the east and Jackson to the west. Bigger and better equipment was added, and larger companies took over the small ones. In western Washtenaw County, two interurban railways engaged in a struggle for survival. Occasionally the interurbans crashed into buildings or one another, with disastrous results. Electric Trolleys of Washtenaw County explains how electric mass transportation flourished starting in the 1890s, why it bloomed, and why it suddenly became extinct after only a few decades.

Ignite the flame of optimism with Crafted by is motivational masterpiece, **Tramcar** . In a downloadable PDF format ( \*), this ebook is a beacon of encouragement. Download now and let the words propel you towards a brighter, more motivated tomorrow.

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