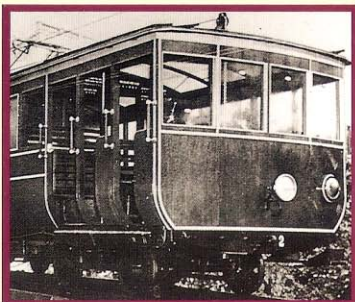


C.1888



C.1926-1948



The Peak Tram Today



MTR STATION

STAR FERRY PIER

Trams run daily every 10-15 minutes

from 7am to midnight,

from the Garden Road lower terminus.

You can reach the lower terminus by taking

the free shuttle bus from Hong Kong

Star Ferry Concourse from 10am to 8pm daily.



No.33 Garden Road, Central, Hong Kong
Tel: 2522 5641 / 2522 0922 Fax: 2849 6237

THE PEAK TRAM -
SERVING HONG KONG
FOR MORE THAN
100 YEARS



PEAK TRAMWAYS COMPANY LIMITED

The Peak Tram has been an integral part of Hong Kong life and one of its best-loved attractions for more than 100 years.

Since it carried its first passengers on 30 May 1888, millions of residents and visitors have been enthralled by the spectacular panorama unfolding as the tram transports them smoothly to 396 metres above sea level.

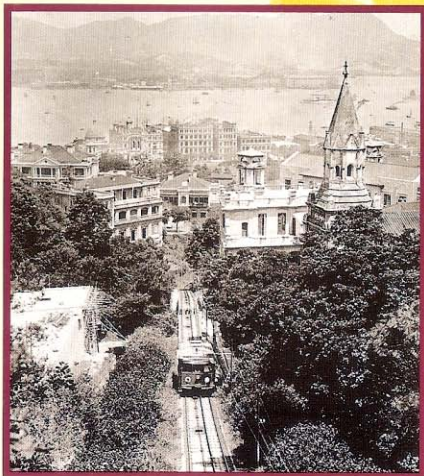
The Peak Tram - proudly serving Hong Kong since the last century and into the next.

History

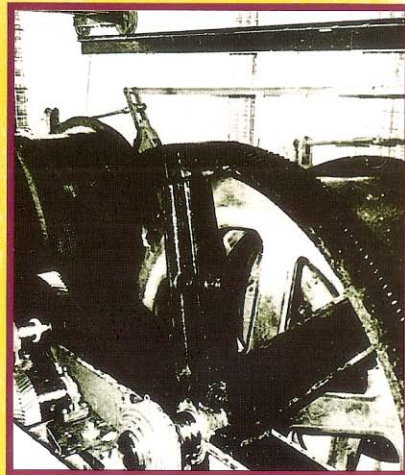
- September 1885: construction begins.
- 30 May 1888: the Tramway is officially opened by the Governor, Sir William Des Voeux.
- 1888 - 1926: tramcars are powered by coal-fired steam engines. Seating capacity was 30 and more than half of the carriage had open sections.
- 1926: an electrically-powered haulage gear system is installed. The seating capacity is 52, with 18 seats partially exposed at the rear of the tramcar.
- 1948: 62 seat, lightweight, all-metal tramcars introduced.
- 1959: 72 seat all-aluminium body cars introduced.
- 1989: upgraded to microprocessor-controlled electric drive system.

Technical Information

- Two tramcars, each with a capacity of 120 passengers, including 25 standing, and weighing 25 tonnes fully loaded.
- Two ropes of nominal diameter of 44mm, 6 x 19 stranded dyform section with a breaking strain of 139 tonnes.
- The track is 1,365m long and gradients range from 4 to 27 degrees, rising from 28m above sea level at the lower terminal to 396m above sea level at the upper terminal.
- Automatic switchless crossover at the passing loop.
- Computer-controlled, with automatic system check before accepting starting commands that require a ready signal from each operator.
- 100% backup for service and emergency brakes which are spring applied and hydraulically held off, ensuring fail-safe operation.
- Emergency rail clamp brakes on tramcars capable of stopping a fully-loaded tramcar at the steepest part of the track.
- Ward Leonard drive system, double reversible funicular railway.



The Peak Tram, with Victoria Harbour in the background



Main engine Overhaul C. 1938