



In May 1888, the Tramway was officially opened by the Governor, Sir William Des Voeux. The wooden tram's haulage system was powered by coal fired steam boilers.



An electrically-powered haulage gear system replaced steam power and the tramcar could now carry 52 passengers.



After the war, a 62 seat, all-metal tramcar was introduced to meet the increasing demand of the local population.



To protect passengers from the weather, a fully enclosed, lightweight, all aluminium tramcar with 72 seats was put in service.



Over 100 years of tramway excellence, The Peak Tram, the pride of Hong Kong

A significant modernisation of the system was undertaken, introducing microprocessor-control technology and brand new tramcars carrying 120 passengers.

Technical Information

- The Peak Tram is a double reversible funicular railway
- The track is 1.4 km long with a gradient of between 4 to 27 degrees, rising from 28m to 396m above sea level
- The haulage rope is 44mm in diameter with a breaking force of 139 tonnes
- Fully computer-controlled with automatic system check before accepting a start command
- Starting controls are interlocked between the two cars to ensure that both cars run simultaneously
- 100% backup for service and emergency brakes which are spring applied and hydraulically held off, ensuring fail-safe operation
- Featuring emergency rail clamp brakes capable of stopping a fully-loaded tramcar at the steepest part of the track





Every **10-15** minutes
Daily **7am - 12 midnight**

You can reach the lower terminus:

- on foot. Exit from MTR Central Station J2, or walk across the Hong Kong Park from Admiralty (takes approx. 10 min.).
- by taking shuttle bus **No. 15C** from Star Ferry Concourse in Central.
- by taxi. Show the driver this: 花園道山頂纜車站



Lower Terminus: 33 Garden Road, Central, Hong Kong
Tel: (852)2522 0922 Fax: (852)2849 6237
Website: www.thepeak.com.hk
Email: info@thepeak.com.hk

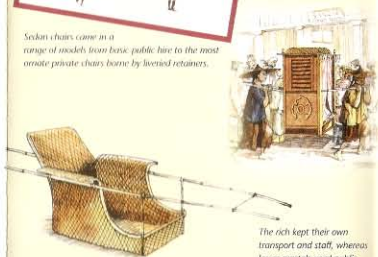


The Early Transport System for the Peak

In the early days (circa 1880), most people were carried to and from the Peak by sedan chair - a frail bamboo chair supported by two strong coolies. It was the most popular, if not the most comfortable, mode of transport.



Sedan chairs came in a range of models from basic public hire to the most ornate private chairs borne by liveried retainers.



The rich kept their own transport and staff, whereas lesser mortals used public chairs, hired out by contractors to coolies on a daily basis.

	Uphill Journey	Downhill Journey
1st Class	30 Cents	15 Cents
2nd Class	20 Cents	10 Cents
3rd Class	10 Cents	5 Cents

In **1881**, an enterprising Scotsman, Alexander Finlay Smith, requested the Governor of the day to grant approval for a tramway running between Garden Road and Victoria Gap at the Peak.

Between **1908** and **1949**, the first two seats of the tram were permanently reserved for the Governor. A brass plaque on the back of the seat read: "This seat is reserved for His Excellency, The Governor."

Until **1926**, there were three classes on the tram. First class was restricted to government officials and Peak residents. Second class was for soldiers and policemen only. Third class for servants of those dwelling on the Peak.



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