

香港電車有限公司 Hongkong Tramways Limited

營辦路線 Routes operated

筲箕灣至跑馬地	Shau Kei Wan to Happy Valley
北角至屈地街	North Point to Whitty Street
跑馬地至堅尼地城	Happy Valley to Kennedy Town
筲箕灣至上環街市	Shau Kei Wan to Western Market
銅鑼灣至堅尼地城	Causeway Bay to Kennedy Town
上環街市至堅尼地城	Western Market to Kennedy Town

車費 (截至 2002 年 12 月 31 日止)

Fares (as at 31.12.2002)

成人	Adult	\$2.00
小童	Child	\$1.00
高齡人士優惠票價	Senior Citizens Concessionary Fare	\$1.00

	2001 ('000)	2002 ('000)	變動率 (%) % Change
車輛行駛里數 (以公里計) Vehicle kilometres operated	6 326	6 075	-4.0
接載乘客人次 Passengers carried	87 439	87 123	-0.4

軌距 : 1 067 毫米
Track gauge : 1 067 mm

電力 : 500 伏特 (高架電纜)
Electrification : 500V d.c. overhead trolley wire

鐵路車輛 (截至 2002 年 12 月 31 日止) Rolling stock (as at 31.12.2002)

類型 ⁽¹⁾ Type ⁽¹⁾	載客量 ⁽²⁾ Passenger Capacity ⁽²⁾	車輛數目 Number of vehicles
(a) 雙層有蓋式, 1987 年系列 Double-deck enclosed tram, 1987 series	45+70=115	160
(b) 雙層有蓋式, 1949 年款式 Double-deck enclosed tram, 1949 style	45+70=115	1
(c) 雙層開蓬露台式 Double-deck open balcony tram	80	1
(d) 雙層半開蓬式 Double-deck semi-open-top tram	80	1
(e) 雙層路軌維修專用車 Double-deck maintenance tram	80	1
合共 Total		164

註：

(1) 所有電車均經香港電車有限公司裝配，只有第 28 號電車(c 款)及第 128 號電車(d 款)例外。這兩輛電車由 Taikoo Dockyard & Engineering Ltd. 製造，在 1954 年至 1955 年間出廠，在 1986 年至 1987 年間由香港電車有限公司改裝為出租及觀光電車。(a) 款電車包括第 1 至 27 號、第 29 號至第 43 號、第 45 號至第 119 號、第 121 號至第 127 號、第 129 號至第 143 號、第 145 號至 163 號、第 165 號及 166 號電車，全部在 1987 年至 1991 年間製造，底架由 W.J. Brown Engineering Ltd. 供應。車身由 Full Arts Metal Works Ltd. 及 Leeway Engineering and Trading Co. Ltd. 供應（前者 109 輛、後者 51 輛）。第 120 號電車(b 款)參照 1949 年以後的電車款式設計，在 1991 年新製，車身由 Leeway 提供。這輛有傳統特色的電車，現正用於普通載客服務。在 1998 年，電車公司製造了一輛路軌維修專用車。

所有電車均採用原裝或本地製造的卡車和機電設備，卡車來自 Peckham、Maley and Taunton、香港電車有限公司及 Taikoo Dockyard & Engineering Ltd.。電車的馬達由 Dick Kerr、Metropolitan Vickers 及 English Electric 生產，控制器由 Dick Kerr、English Electric 及 Maley and Taunton 製造。

在 2001 年，電車公司將所有電車(除兩部古董觀光電車及一部傳統特色電車外)的舊式車速控制系統，改裝成配備無人操控裝置的電車電子速度控制器，並更換全新的低煙阻燃無毒電線及裝置牽引機車專用的電源轉換器。車隊中總共有三部載客電車已改裝成為金屬車身電車服務乘客。八達通收費亦引入於所有載客電車。

(2) 載客量是名義上的數字，根據憲報刊登的服務詳情表，(a)、(b) 兩款電車的載客量應為 115 人。至於(c)、(d) 兩款電車，載客量僅供參考。

Notes:

(1) All trams were assembled by Hongkong Tramways Ltd. except cars No. 28 (type c) and No. 128 (type d) which were originally built by Taikoo Dockyard & Engineering Ltd. in 1954/55 and rebuilt by Hongkong Tramways for charter and tourist duties in 1986/87. Cars in group (a) comprise Nos. 1-27, 29-43, 45-119, 121-127, 129-143, 145-163, 165 and 166. They were built from 1987 to 1991 with underframes by W.J. Brown Engineering Ltd. and bodies by Full Arts Metal Works Ltd. (109 cars) and Leeway Engineering and Trading Co. Ltd. (51 cars). Leeway also supplied the body for car No. 120 (type b) which was built new in 1991 to the design of the previous generation of trams dating from 1949: car No. 120 is a "heritage" tram, but is used in normal traffic. The maintenance tram was built by Hongkong Tramways in 1998.

All trams use the original or locally manufactured trucks and electro-mechanical equipment. Trucks were built variously by Peckham, Maley and Taunton, Hongkong Tramways and Taikoo Dockyard & Engineering. Motors are by Dick Kerr, Metropolitan Vickers and English Electric, and controllers are by Dick Kerr, English Electric and Maley and Taunton.

During 2001, all trams (except two antique trams and one heritage tram) had rotary controllers replaced by electronic speed controllers incorporating Deadmans handles and were completely rewired with LSF cabling and fitted with traction grade convertors. A total of 3 conventional trams have been converted into metal body trams to serve passengers. Octopus payment has also been introduced on all passenger trams.

(2) Passenger capacities are nominal. Capacities for car types (a) and (b) are listed in the gazetted schedules as 115. Capacities quoted for car types (c) and (d) are guidelines only.

香港電車有限公司由九龍倉(集團)有限公司全資擁有。該公司根據第 107 章《電車條例》所賦予的權力，由 1904 年起營辦電車服務。

Hongkong Tramways Limited is wholly owned by The Wharf (Holdings) Ltd. The tramway began operations in 1904. The system operates under the authority of the Tramway Ordinance, Cap. 107.