Lisbon has a network of quaint, old-fashioned trams that lurch and screech around the narrow streets of the capital. No visit to Lisbon is complete without taking a ride on one of these classic, pre-war, Remodelado trams. In total there are five different tram routes, which either head east (towards Alfama) or west (towards Belem).

The E15 Tram provides a useful link from central Lisbon to the Belem District and the E28 cuts through the Alfama District.

The number E12 also follows much of the E28 route through Alfama but has a very limited service.

The Lisbon tram routes are given a number with a preceding E which stands for “eléctrico”. The first tram of the day is at 6am and most services continue until 11pm. All routes have multiple services per hour and passengers do not have to wait long between services.

**LISBON TRAM TICKETS**

A single Lisbon tram ticket costs **€2.85 can be purchased onboard** from either the driver or the ticket machines. Note that the machines only accept coins. However, a much better option is to use the **Viva Viagem pre-paid ticket, which makes a single tram journey cost only €1.40**. The Viva Viagem ticket is a rechargeable ticket that can be used throughout the public transport network of Lisbon. The ticket must be initially purchased for €0.50 and the fares are charged to the card using the metro ticket machines.

An unlimited 24-hour ticket costs €6.00 and can be used for the metro, trams and buses; these tickets can be purchased from the metro station ticket machines. All tickets need to be validated on boarding the trams.
There are five tram lines with 58 trams operating across a combined distance of 48km. Tourists will notice that trams servicing Belem and Baixa have been modernised but the rest of the trains are pre-war Remodelado style and eight have been specially painted for the tourist tram routes. The following list outlines each of the tram routes, running from the most interesting for tourists to those that are used only for local commuters.

TRAM ROUTE E15
The E15 tram route extends west from the Baixa District towards the Algés District. This route is highly recommended to tourists as it connects central Lisbon to the pretty district of Belem, the location of the Torre Belem and the Mosteiro dos Jeronimos.

The E15 Tram departs from the Praça da Figueira and can also be boarded in the Praça do Comércio.

The tram takes 22 minutes to travel from Praça do Comércio to Belem, and the route is quite scenic, as it passes beneath the suspension bridge and follows the estuary. E15 Tram runs a frequent service (waiting times are less than 9 minutes) and also runs late into the night, continuing until 1:00. The trams on this service are modern and air-conditioned but lack the charm of some of the classic trams serving other routes.

LISBON TRAM ROUTE E28

The E28 tram covers the classic tram route of Lisbon; depicted in countless images and tourist material. The route cuts through the heart of the Alfama District and passes directly in front of the ancient Se Cathedral, providing tourists with a perfect photo opportunity.


The actual E28 route is one of the longest in Lisbon, connecting Baixa to Graça and then heading west towards Campo Ourique, via Alfama and Estrela. The tight corners and steep gradients of the E28 route are unsuitable for modern trams and, as such, only classic 1930s single carriage trams can navigate this undulating track.

Most visitors simply catch the tram to head into Alfama, but the opposite direction also leads to the peaceful Estrela District, with the mighty Basilica. There are departures every 11 minutes and the Alfama District is also served by the E12 circular route. The E28 tram service continues until 21:00 and it is worth noting that the trams through Alfama can get very crowded, especially during the height of the tourist season and are unfortunately popular with pickpockets.

Lisbon Tram 28 Guide

A highlight of any visit to Lisbon is a ride on the number 28 tram. This enjoyable tram route passes through many of Lisbon’s finest districts, including Baixa, Graça, Alfama and Estrela, but most visitors travel on it to climb the steep hill from Baixa to the castle and Alfama.

Due to the undulating route, only the classic Remodelado trams, which were originally commissioned in the 1930s, are able navigate the steep inclines or sharp twists of the tracks. These trams (that would be in a museum in any other city) are an integral part of Lisbon public transport network, and a ride on the number 28 tram is a highlight of any trip to Lisbon.

E12 TRAM ROUTE

The E12 Tram has the shortest route of all of the trams, and performs a one directional circuit from Baixa (Praça da Figueira), up the hill to São Tomé and then through Alfama, before returning to Baixa. The short route is only served by two trams but, with departures every 20 minutes, it manages to take some of the strain off the E28 route. Tourists should expect lots of
halts and stops on this route, which is only 4km long but takes around 20 minutes to complete. The E12 is recommended for those wishing a short tram tour of Lisbon.

MAP (12): [http://carris.transporteslisboa.pt/fotos/produtos/12e.pdf](http://carris.transporteslisboa.pt/fotos/produtos/12e.pdf)

**LISBON TRAM E25**

The E25 Tram route connects the main ferry terminal just east of Praça do Comércio with Campo de Ourique, in the west. This provides an alternative service from downtown Lisbon to the Estrela District, which passes along the estuary. As this is more of a commuter than a tourist service, there are no departures at the weekends, and the timetable focuses on rush hour periods. This service finishes by 20:00.


**LISBON TRAM E18**

This route is of little importance for tourists, as it connects the train station of Cais de Sodré to the residential area around Cemitério da Ajuda, to the north-west. There are departures every 20 minutes and the entire E18 route takes 30 minutes, with the last service around 19:30.


**HISTORY OF LISBON TRAMS**

The first tram tracks were laid in 1873 and the early trams used horse pulled carriages. The tram lines became electric in 1901 and this gave rise to the Portuguese name ‘Carro e létrico’ (carriage with electricity), which over time became Eléctrico. Between 1936 and 1947 there was massive investment in the tram network and remodelado trams were constructed. In 1950 at the height of the Lisbon tram network there was a maximum of 76 km of track (twice that of today) served by 24 tram routes.
The remodelado trams are based around the original trams but, thankfully, the engines, brakes and electronics were completely upgraded when the 500 series trams were purchased. The trams are operated by Carris (Companhia Carris de Ferro de Lisboa) a state-owned company that employs 163 tram drivers. The gauge of Lisbon tram network is 90cm and is classified as a narrow gauge.