100

鐵路百年

One Hundred Years of Railway Operations in Hong Kong

香港鐵路的蛻變

Hong Kong's Railways – Past, Present and Future

序言
Foreword

1910年10月1日，香港開始單軌火車服務。雖然鐵路發展在隨後的60年只有漸進的增長，但鐵路網絡在過去40年卻擴展迅速。網絡現仍不斷擴展，反映鐵路對香港本身及推動中港一體化方面的重要性。

本小冊子旨在簡述香港的鐵路由始至今的發展史。如想更進一步了解，請參觀位於大埔墟的香港鐵路博物館；而香港的公共圖書館、香港歷史檔案館以及互聯網上，均載有很多珍貴資料。

100 years ago, on 1 October 1910, railway operations first began in Hong Kong making use of a single track line. Although only incremental growth occurred in the first 60 years of the following century, the last 40 years have seen a major expansion of the rail network. That expansion still continues today, reflecting the importance of railways to Hong Kong, both domestically and in supporting closer integration with the Mainland.

This booklet tries to provide a brief summary of the development of Hong Kong's railways, from their very earliest beginnings to the present day. For those who wish to learn more, a visit to the Hong Kong Railway Museum at Tai Po Market is highly recommended. There are also many excellent resources to be found in Hong Kong's public libraries, Hong Kong's Public Records Office, and historical research sources readily available on the internet.

香港鐵路的蛻變

Hong Kong's Railways – Past, Present and Future

早期歷史 Early History

1825 最早的蒸汽火車定期客運服務在英國開展。
First regular passenger and freight train service drawn by a steam locomotive in Great Britain.

1863 李鴻章否決在上海及蘇州之間興建鐵路的建議。
Li Hung Chang rejects petition to construct a railway between Shanghai and Soochow.

1863-64 士蒂文生爵士擬建中國鐵路網絡的提議被拒。
Sir Rowland MacDonald Stephenson's proposals for building a railway network in China rejected.

1876-77 上海至吳淞的"吳淞路"窄軌鐵路開通，但約18個月後被拆卸。
Woosung Road narrow-gauge railway opens between Shanghai and Woosung, and dismantled about 18 months later.

1881 唐胥(開平)鐵路開通，該鐵路日後發展成關內外鐵路的一部分。
Kaiping Railway opens, later extended to form part of the Imperial Railways of North China.

1898 中英銀公司獲特許權，興建廣州至香港的鐵路。
Concession granted to build a railway between Canton and Hong Kong.

1906 九廣鐵路九龍至羅湖段(英段)工程展開。
Construction begins on British Section of KCR from Kowloon to Lo Wu.

1907 成功籌集一百五十萬英鎊貸款，用以興建九廣鐵路羅湖至廣州段(華段)。
£1.5 million loan raised to fund construction of the Chinese Section of the KCR from Lo Wu to Canton.

1908 九廣鐵路(華段)工程展開。
Construction begins on KCR Chinese Section.

百年鐵路大事回顧
Timeline

1910 九廣鐵路(英段)通車。
KCR British Section opens.

1911 九廣鐵路(華段)通車。
KCR Chinese Section opens.

1912 沙頭角窄軌支線通車。
Sha Tau Kok narrow-gauge branch line opens.

1916 尖沙咀九龍總站全部完工。
Kowloon Station at Tsim Sha Tsui fully opens.

1928 沙頭角支線停用。
Sha Tau Kok branch line closes.

1938 日軍於香港以北15英里切斷九廣鐵路。
Japanese forces cut KCR line 15 miles north of Hong Kong.

1941-45 日軍佔領香港。
Hong Kong occupied by Japanese forces.

1945 香港政府重掌九廣鐵路。
Hong Kong Government resumes control of KCR.

1946-47 12輛Austerity級蒸汽火車頭抵港，以替代日軍佔領香港時期所損失的火車頭。
12 Austerity steam locomotives delivered to replace locomotives lost during the Japanese occupation.

1949 通往內地的直通車服務終止。
Through train passenger services to the Mainland cease.

蒸汽火車年代 Steam

柴油機車年代 Diesel

1955 首批柴油機車抵港。
First diesel locomotives delivered.

1962 蒸汽火車頭被全面取代。
Steam locomotives replaced entirely.

1960's 當局決定將尖沙咀總站遷往紅磡。
Decision taken to relocate Kowloon terminus from Tsim Sha Tsui to Hung Hom.

九鐵電氣化及地鐵修正早期系統
Electrification of KCR and MTR Modified Initial System

1975 九廣鐵路紅磡總站啟用。
KCR Hung Hom terminus opens.

地鐵修正早期系統施工。
Construction of MTR's Modified Initial System begins.

1978 九廣鐵路鋪設雙軌及電氣化工程展開。
Double-tracking and electrification of KCR commences.

1979 通往內地的直通車服務恢復。
Through train passenger services to the Mainland resume.

地鐵修正早期系統通車。
MTR's Modified Initial System opens.

1982 地鐵荃灣綫通車。
MTR Tsuen Wan Line opens.

九廣鐵路不再是政府部門，而成為九廣鐵路公司。
KCR ceases to be government department and becomes KCRC.

1983 九鐵完成鋪設雙軌及電氣化工程。
KCR double-tracking and electrification completed.

1985 地鐵港島綫通車。
MTR Island Line opens.

1988 九廣輕鐵早期系統通車。
Initial phase of KCRC Light Rail opens.

1989 地鐵東區海底隧道啟用。
MTR Eastern Harbour Crossing opens.

1997 八達通卡發行。
Octopus Smart Card launched.

1998 地鐵機場快綫及東涌綫通車。
Airport Express and Tung Chung Line open.

2000 地鐵公司上市。
MTR Corporation becomes a listed company.

2002 地鐵將軍澳綫通車。
MTR Tseung Kwan O Line opens.

2003 九廣西鐵通車。
KCRC West Rail opens.

2004 九廣馬鞍山鐵路通車。
KCRC Ma On Shan Rail opens.

九鐵尖沙咀支線通車。
KCRC Tsim Sha Tsui Extension opens.

2005 地鐵迪士尼綫通車。
MTR Disneyland Resort Line opens.

2007 九鐵落馬洲支線通車。
KCRC Lok Ma Chau Spur Line opens.

地鐵與九鐵鐵路網絡營運合併。
Merger of the operations of the railway networks of MTR and KCRC.

2009 港鐵康城站啟用。
MTR Lohas Park Station opens.

九鐵九龍南綫通車(由港鐵營運)。
KCRC Kowloon Southern Link opens (operated by MTR).

2010 立法會撥款興建廣深港高速鐵路香港段。
Legislative Council funding approval given for the construction of the Express Rail Link.

近期鐵路網絡擴展 Recent Expansion of Rail Network

牌樓門旁的牛車。
Buffalo cart by a gate.
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來源：中國資源的歷史照片。
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Source: Historical Photographs of China resource.

早期中國鐵路歷史

Early History of Railways in China

鐵路面世之前，客貨的運輸是依靠人力、動物、水力或風力。第一條肩負起客貨運的鐵路 — 史達克頓 — 達靈頓鐵路(Stockton – Darlington Railway)於1825年9月27日開始營運，列車由一台蒸汽車頭所拖動，綫路全長只有9英里(14.4公里)，隨後鐵路網絡在歐洲、美國和印度迅速發展起來，大勢所趨，中國亦準備迎接鐵路開發大計。

1863年7月20日由27個團體所組成的財團(大部份為英國公司)，上書時任五口通商大臣及江蘇巡撫的李鴻章，欲取得興建一條由上海至蘇州鐵路的專利權。李鴻章認為在中國建造和營運鐵路，應由中國人全權負責，所以拒絕財團的建議。

在1863年至1864年間，曾經參與建造印度第一批鐵路的英國工程師，羅蘭・麥當奴・士蒂文生爵士(Sir Rowland MacDonald Stephenson)(1808-1895)來到中國，展開游說工作，欲推動鐵路的開發。然而，他的建議只獲得有限度支持，大多數人並不認同他的看法。

內河帆船。
Junks on a river.

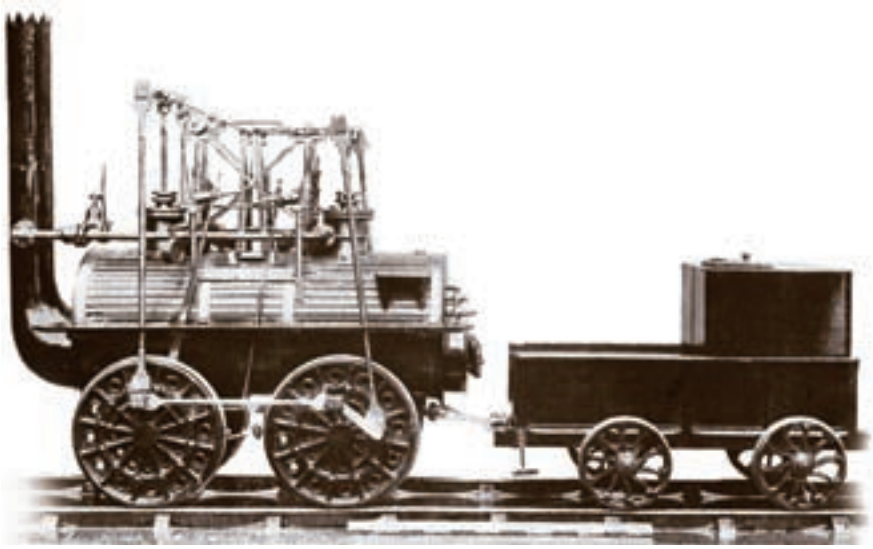
第一條在中國興建的商用鐵路名為吳淞路，是一條只有2英尺6英寸(0.76米)濶的窄軌鐵路。它以"路"為命名，目的是向清政府當局隱瞞建造鐵路的事實。吳淞路在1876年7月開通後，清政府不滿被誤導，便以成本價收購該鐵路，並於1877年10月20日最後一班車開出後，迅即將鐵路拆卸。

中國手推車。
Chinese wheelbarrow.

Before the construction of railways, transport of goods and people depended on human, animal, water or wind power. The first railway to successfully operate both freight and passenger services drawn by a steam locomotive was the 9-mile (14.4 km) long Stockton – Darlington Railway in Great Britain, which was opened on 27 September 1825. Thereafter railway networks were rapidly developed in Europe, America and India. It was only natural, therefore, to expect proposals to be made to develop railways in China.

On 20 July 1863 a petition seeking a concession from the Imperial Chinese Government to construct a railway between Shanghai and Soochow was presented by a group of 27, mostly British, companies to the Imperial Commissioner for Foreign Trade and Governor of Kiangsu, Li Hung Chang. Li rejected the petition, considering that railways in China should be built and run by the Chinese people.

轎子。
Sedan chair.



英國史達克頓 — 達靈頓鐵路的火車"Locomotion No.1"。
"Locomotion No.1", Stockton – Darlington Railway, UK.

In 1863-4, Sir Rowland MacDonald Stephenson (1808-95), a British Engineer who had extensive experience of developing the first railways in India, visited China with the object of promoting similar development. However, his proposals were given only limited support, with most resisting his ideas.

The first commercial railway to be built in China was the 2ft 6in (0.76 m) narrow-gauge Woosung Road, so named to disguise from the Chinese authorities the fact that a railway rather than a road was being constructed. After its opening in July 1876, the Chinese authorities, who were upset at having been misled, purchased the railway at cost and proceeded to dismantle it immediately after the last train service was run on 20 October 1877.

李鴻章
Li Hung Chang

唐景星
Tong King Sing

克勞・金達
Claude Kinder

詹天佑
Jeme Tien Yow

詹天佑在1888年受僱為金達的助手，之後成為中國赫赫有名的土木工程師。1905年，他負責建造清朝的京張鐵路 — 第一條毋須外國協助而在中國境內建造及營運的鐵路。

Recruited as an assistant by Kinder in 1888, Jeme later became one of China's most distinguished civil engineers. In 1905 he was given responsibility for the construction of the Imperial Peking-Kalgan railway, the first to be built and operated in China without foreign assistance.

吳淞路鐵路：1876年7月1日通車日。照片左方所見的較小火車，是專用以建造鐵路的「先導」號"Pioneer"。較大的火車為"Celestial Empire"「天朝」號，作長期使用，以拖曳客卡。

Woosung Road: The Opening Day, 1 July 1876. The smaller locomotive to the left of the photograph is the "Pioneer", which was used to construct the railway. The larger permanent locomotive being used to haul passenger carriages is the "Celestial Empire".

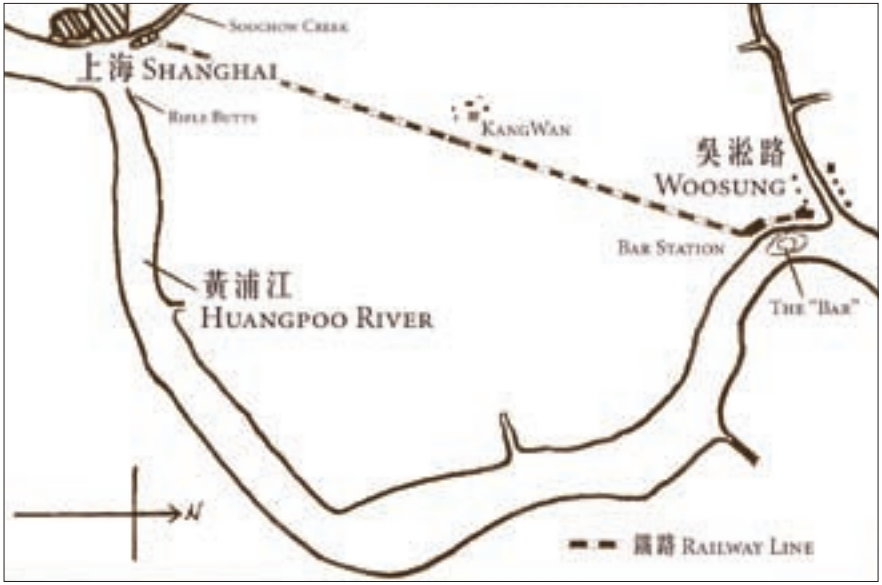
在1880年至1881年間，有人提議在直隸（1928年改名為河北省）開平區興建一條鐵路，將開平煤礦的煤炭運往附近河邊的船隻。該鐵路項目由廣東商人唐景星主理。他最初加入香港政府任職翻譯員，後來成為輪船招商局的總辦。該公司由時任直隸總督的李鴻章於1872年創立，並作為自強運動的一部分，意圖打破外國列強壟斷主要航運路綫。

正如吳淞路一樣，鐵路建造商向清政府隱瞞他們的真正意圖。清政府當局批准唐景星興建一條7英里（11.2公里）由騾馬拖運礦車的軌道，由英國土木工程師克勞金達（Claude Kinder）負責施工。但在李鴻章及唐景星支持下，他興建了一條完整及符合國際標準軌距的鐵路（4英尺8½吋）（1.435米），甚至利用礦場的卷揚機零件建造了一輛蒸汽火車頭，並把它命名為"中國火箭號"。

唐胥（開平）鐵路於1881年6月9日投入服務，並且非常成功地運作。往後二、三十年間，該鐵路不斷擴展成為清政府關內外鐵路的一部分。

In 1880/81 another attempt was made to build a railway to carry coal from a colliery located in the Kaiping district of Chili Province (renamed Hebei Province in 1928) to ships moored on a nearby river. Leading the project was the Cantonese merchant Tong King Sing, who began his career as a Hong Kong Government interpreter, later becoming Director-General of the China Merchants' Steam Navigation Company, which had been founded in 1872 by Li Hung Chang, the now Viceroy of Chili, as part of the "Self Strengthening Movement" in China in an attempt to break the foreign powers' monopoly on major shipping routes.

As with the Woosung Road, the true intentions of the builders remained concealed. Tong received permission from the Chinese authorities to build a 7-mile (11.2 km) mule-pulled tramway and the British civil engineer Claude Kinder was given responsibility for its construction. Kinder, with the backing of Li and Tong, built a full-scale railway of international standard gauge (4ft 8½in) (1.435 m)



吳淞路鐵路路線圖。
The route of the Woosung Road.
獲版權擁有人 Peter Crush同意刊登。圖片出自其著作"吳淞路：中國首條鐵路的故事"。
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中國火箭號。
Rocket of China.
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and even constructed a steam locomotive called the Rocket of China using parts from one of the colliery's steam winding engines.

The Kaiping railway began operations on 9 June 1881 and proved highly successful, with the line being extended over the following 20-30 years as part of the Imperial Railways of North China.

九鐵機車第2號。
KCR Locomotive No. 2.

九廣鐵路在列強爭奪開發鐵路下誕生

The Scramble for Railway Concessions Leading to the Building of the Kowloon-Canton Railway

中英銀公司於1907年發行面額100英鎊的債券，為建造廣九鐵路(華段)籌集資金。
One of the £100 bonds issued by the British and Chinese Corporation in 1907 to finance the construction of the Canton-Kowloon Railway (Chinese Section).

19世紀末以前，中國鐵路的開發比較緩慢。隨著19世紀的完結，這一切將會改變。

清政府當時處於弱勢，為了貿易和政治原因，越來越多外國政府爭相鞏固其在中國廣大地區的權力和影響力，逼使清政府給予特許權，讓他們的公司可以在中國融資，建造和營運鐵路。

1898年5月，由怡和公司和香港上海匯豐銀行合資組成的中英銀公司取得特許權建造一段從廣州至香港的鐵路。

當時只有1英里(1.6公里)長度的路綫位於英國殖民地的香港，但一個月後，即1898年6月，中英政府簽署展拓香港界址專條，把新界正式租借給英國，由1898年7月1日開始，為期99年，納入香港的路段因而增長至約22英里(35公里)。

就興建鐵路的走綫，中英銀公司於1899年進行了初步勘測，但由於中國內的義和團動亂(1899年 — 1901年)和南非的波耳戰爭(1899年 — 1902年)，令該公司出現財政困難，無法為該項目籌得足夠資金。

二十世紀初期列強在中國的勢力範圍。
Foreign powers' spheres of influence in China in the early 1900s.

直至1900年已批出的鐵路特許權。
Railway concessions granted by 1900.

So far the development of railways in China had been relatively slow. This was to change as the 19th century drew to a close.

The Chinese Empire at this time was weak and increasingly, for trade and political reasons, foreign governments and companies scrambled to consolidate their power and influence over large parts of China by pressing the Imperial Chinese Government to grant concessions to enable their companies to finance, build and operate railways.

In May 1898, a concession to construct a railway from Canton to Hong Kong was granted to the British and Chinese Corporation, a joint venture partnership between Jardine Matheson and Company, and the Hong Kong and Shanghai Bank.

At that time only about one mile (1.6 km) of the line would have been within the then British Crown Colony of Hong Kong. One month later however, in June 1898, the British and Chinese governments signed the Second Convention of Peking, which formally leased the New Territories to Britain for a period of 99 years commencing 1 July 1898, thereby lengthening the line required to be built within Hong Kong to some 22 miles (35 km).

The British and Chinese Corporation undertook a preliminary survey of the proposed route of the line in 1899, but the Boxer Rebellion in China (1899-1901) and the Boer War in South Africa (1899-1902) created financial difficulties for the Corporation, making it impossible for funds to be raised for the project.

1909年興建中的筆架山隧道。
Beacon Hill Tunnel under construction in 1909.

進入20世紀初期，香港政府決定把該項目急切上馬，並和中英銀公司及在倫敦的英國殖民部進行三方面的談判。1904年年底，各方達成協議，由香港政府負責融資，建造和營運位於香港範圍內的鐵路(英段)，以羅湖為終點。餘下由羅湖至廣州的路段(華段)將會由中英銀公司代清政府透過貸款形式來籌集資金和負責建造，工程完成後將交由清政府營運。

1906年香港政府為英段鐵路展開施工。雖然路綫只有22英里(35公里)長，但由於地形的問題，施工期間遇上不少困難。這項工程涉及建造5條隧道、48條橋樑、66條暗渠和推土3千萬立方碼來建造多條基堤和人造坡。

地方性的疾病，如瘧疾、腳氣病和痢疾增加了施工的困難。本地和外籍工人的發病和死亡率頗高。此情況在筆架山以北的地方尤其嚴重，原因是大圍的水稻田和沼澤做成不良的衞生條件。當局花了相當大的努力和費用才能把問題逐漸控制下來，所採取的措施包括把塘中積水排走，改善衞生條件，和為工人建造一所醫院。

筆架山隧道全長二千四百碼，是中國當時最長的隧道，在工程上遇到頗大的問題。由於風水問題，當時很難說服本地工人在地下隧道內工作。這情況在1908年才得以紓緩，因為當時有大量本地工人從南非礦場回流返港。儘管如此，由於疾病和工作的艱苦，仍然有需要從海外聘請勞工，例如從印度聘請曾經在當地鐵路工作過的印度人，和曾經在雲南替法國建造鐵路的意大利人。

大埔滘以南的建造工程。
Construction works south of Tai Po Kau.

筆架山以南的工地。
Works area south of Beacon Hill.

建造鋼樑大橋。
Construction of steel girder bridge.

By the beginning of the 20th century, the Hong Kong Government decided that urgent action was required. Discussions took place between the British Colonial Office in London, the Hong Kong Government and the British & Chinese Corporation, which led to an agreement in late 1904 that the Hong Kong Government would undertake the financing, construction and operation of the section of the line within Hong Kong up to Lo Wu (the British Section). The remaining section to Canton from Lo Wu (the Chinese Section) would be financed through a loan raised by the British & Chinese Corporation on behalf of the Imperial Chinese Government, which would operate the section after its construction by the Corporation.

The Hong Kong Government started construction on the British Section in 1906. Although the line was only some 22 miles (35 km) in length, considerable difficulties were encountered, due in large part to the terrain. The work involved building five tunnels, 48 bridges, 66 culverts and moving some 30 million cubic yards of material to create the many embankments and cuttings.

Adding to the difficulties was the high rate of death and sickness amongst both local and expatriate workers as a result of endemic diseases such as malaria, beri beri and dysentery. This was especially true north of Beacon Hill because of the unhealthy conditions created by the paddy fields and marshy ground in the Tai Wai area. Only at considerable cost and effort was the problem gradually brought under control by introducing measures such as draining stagnant ponds, improving sanitary conditions and building a hospital for workers.

Construction of the 2,400 yard-long Beacon Hill Tunnel, which at the time was the longest tunnel ever constructed in China, created the greatest engineering problems. It proved very difficult to persuade local workers to work underground inside the tunnel because of fung shui objections. The situation was only eased in 1908 when large numbers of local workers returned who had worked in mines in South Africa. Even so, due to sickness and the arduous nature of work, it was still necessary to recruit others from overseas, such as Indians who had worked on the railways there and Italians who had worked on the French railway built in Yunnan.

筆架山以北的工地。
Works area north of Beacon Hill.

1907年的英籍建造員工。
British construction staff 1907.

英段鐵路為單軌，建造成本為每英里約七萬五千英鎊，是當時世界上最昂貴的鐵路之一，而華段由羅湖到廣州的建造成本則為每英里一萬二千五百英鎊。英段鐵路高昂的成本在香港和倫敦惹來不少批評。

成本高昂的原因之一，是當時決定沿綫預留位置以便日後鋪設雙軌，唯一例外是筆架山隧道，因為在該段建造一條能容納雙軌的隧道，費用相當驚人。

時間證明，在可行範圍內預留鋪設雙軌的位置是一個明智的決定。因此，當七十年後鐵路提昇至雙軌時，可節省大量成本，並對鐵路日常營運和沿綫業權人的影響減至最小。

1909年廣九鐵路(華段)的廣州總站奠基，當局設宴慶祝。
Banquet held in 1909 to celebrate the laying of the foundation stone for the Canton Terminus of the Chinese Section.

廣九鐵路圖。
Canton-Kowloon Railway Map.
來源：廣九鐵路(華段)1925年年報。
© Source: Annual Report of the Canton-Kowloon Railway (Chinese Section) 1925.

The completed single-track railway was amongst the most expensive in the world at the time in terms of cost per mile, being about £75,000 per mile as compared to the £12,500 per mile for the Chinese Section north of Lo Wu to Canton. The high cost of the British Section generated considerable criticism in both Hong Kong and London.

Contributing to the cost was the decision to construct the railway so that it could be double-tracked in the future. The only exception to this was the Beacon Hill Tunnel, as it would have been very costly to have built a tunnel capable of accommodating two tracks.

As time would show, the decision to provide for double tracking where practicable was a wise one, which resulted in considerable cost savings and minimal impact on the day-to-day operations of the railway and adjacent landowners when the line was finally double-tracked some 70 years later.

開幕慶典
Opening Celebrations

設於羅湖的清朝海關關卡。
The Chinese Imperial Customs Post at Lo Wu.

香港的署理港督梅軒利爵士。
旁為代表兩廣總督的華段總辦魏瀚先生，攝於羅湖。
The Acting Governor of Hong Kong, Sir Henry May, standing next to his Excellency, Mr. Wei Han, the Managing Director of the Chinese Section representing the Viceroy of Canton, at Lo Wu.

The British Section was finally opened on 1 October 1910. The opening day celebrations with invited guests commenced at 3:00 pm in Tsim Sha Tsui with the Acting Governor, Sir Henry May, officiating. Present as one of the honoured guests on the dais with the Acting Governor was Mr. Wei Han (the Managing Director of the Chinese Section, which was opened one year later on 5 October 1911) representing the Viceroy of Canton. Several thousand other people, both European and Chinese alike, mingled at vantage points around the site to watch the proceedings.

At that time there was no permanent terminus in Kowloon. Part of a godown belonging to the Hong Kong & Kowloon Wharf and Godown Company next to the Kowloon Star Ferry Pier was rented and turned into a station, with the railway line itself occupying part of Salisbury Road.

Following speeches by the Acting Governor and Mr. Lindsey, the first General Manager of the KCR, the official party and their guests boarded locomotive No.1 and, accompanied by the explosions of signal detonators placed on the tracks, departed for Lo Wu. There the arrival of the train was welcomed by staff of the Chinese Maritime Customs, who also set off a great many firecrackers. After stepping down from the train, the passengers were given afternoon tea and refreshments at the temporary station, followed by a short walk along the tracks to the border. The train and passengers returned back to Tsim Sha Tsui at 7:00 pm.

Ordinary passenger services started the following day with some 240 passengers, who were fortunate enough to be able to obtain tickets in the scramble that took place to be amongst the first, departing on the train at 2:30 pm.

英段鐵路在1910年10月1日正式開通。當天應邀出席的嘉賓在下午3時齊集尖沙咀參加慶祝活動，並由署理港督梅軒利爵士主禮。陪同署理港督坐在主禮台上的嘉賓包括代表兩廣總督的魏瀚先生(華段鐵路於一年後，即1911年10月5日通車，由魏瀚出任該公司的總辦)。當日出席嘉賓包括中外人士，人數達幾千人。

當時永久總站尚未於九龍興建。靠近九龍天星小輪碼頭的香港九龍碼頭及貨倉有限公司的部分貨倉被租用作為車站，而鐵路本身則佔據了部份的梳士巴利道。

署理港督和首任九廣鐵路總經理林賽先生(Mr. Lindsey)先後致辭。隨著主禮人士和嘉賓登上1號火車，放在路軌上的信號雷管響起來，首航火車便前往羅湖。中國海關人員在終點迎接，並燃放了很多鞭炮。嘉賓離開車卡後，在臨時搭建的車站享用下午茶點，隨後沿路軌步行至邊境。火車載著乘客於下午7時返回尖沙咀。

日常客運服務於第二天展開。人們爭相欲取得首班車票，約有240名乘客幸運地登上首班車，在下午2時30分出發。

1911年10月5日中英官員慶祝華段通車。
Chinese and British Officials celebrate the opening of the Chinese Section on 5 October 1911.

1910年10月1日於尖沙咀開出的首班火車。
The first train leaving Tsim Sha Tsui on 1 October 1910.

1910至1960年代的九廣鐵路英段

1910年至1915年間，九廣鐵路在尖沙咀使用臨時總站，路軌佔用部分梳士巴利道。在紅磡還有一個用木搭成的臨時車站。

與此同時，香港政府利用建造九廣鐵路主綫時所使用過的現成路軌及兩部工程機車，興建一條由粉嶺至沙頭角、闊2英尺(0.6米)的窄軌鐵路支綫。支綫全長7.25英里(11.6公里)，於1912年4月1日建成。沿綫的三個車站，都設有簡單上蓋，為候車乘客遮擋風雨。

九廣鐵路由羅湖至廣州的華段於1911年10月5日正式落成和通車，乘客可乘搭直通車由香港直達廣州。華段鐵路在深圳設有一個車站，取代了英段自直通車後在羅湖使用的小型木搭臨時車站。該臨時站亦隨即被拆掉，而深圳則成為中英雙方的廣九直通車火車頭交接的地方。

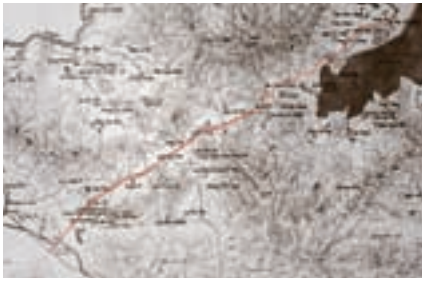
同年在尖沙咀的永久總站開始動工。該站連月台和調車道佔地41英畝(16.6公頃)。車站月台於1914年開始使用，但整個九龍站的工程直到1916年3月才正式完成。

1941年12月日軍佔領香港之前，新界生活和九廣鐵路本地線的運作模式經歷極少變動，除了在1928年，沙頭角支綫由於附近一條新建道路帶來競爭而停用。同樣，前往大陸的過境服務，亦不是毫無變化。

華段自1911年投入服務後，因為滿清時代結束之後多年的政治及民間動亂，以及面對行走香港和廣州之間的內河船所帶來的競爭，收入大受影響。至1927年，中方由於入不敷支，財政拮据，火車頭日漸失修，於是同意由英方火車頭行走直通車全程至廣州，不須在深圳轉換中方火車頭。

這原屬一項短暫的安排，但由於中方無力購置新的火車頭，香港政府於1929年出手相助，同意代中方購置三輛火車頭，並由英段當局投入服務，直至中方以按月分期的方法償還有關費用。這批火車頭於1930年運抵香港，並投入直通車服務，由英段當局營運，直至1936年才移交中方。

沙頭角支線早期以開篷車卡運載乘客。
At first open wagons were used to carry passengers on the Sha Tau Kok branch line.



1915年地圖所示的沙頭角支線定綫。
Alignment of the Sha Tau Kok branch line shown on map dated 1915.

九龍總站攝於1916年落成後不久。
(當時鐘樓並沒有鐘面，因時鐘要到1921年才裝上)
Kowloon Terminus shortly after completion in 1916.
(Note the absence of the clock face in the tower as the clock was not installed until 1921)

1910至1960年代的九廣鐵路英段

The KCR (British Section) in the Period from 1910 to 1960s

From 1910 until 1915 the KCR made use of the temporary terminus in Tsim Sha Tsui, with the railway track occupying part of Salisbury Road. There was also a temporary wooden station built at Hung Hom.

During this time the Hong Kong Government took the opportunity to re-use the existing track and two works locomotives used during construction of the main KCR line to build a 2-foot (0.6 m) narrow-gauge branch line between Fan Ling and Sha Tau Kok. As completed on 1 April 1912, the 7.25 miles (11.6 km) long line had three stops, each provided with a simple overhead structure to enable waiting passengers to shelter from the rain.

The Chinese Section of the KCR from Lo Wu to Canton was completed and opened to traffic on 5 October 1911, enabling passengers to enjoy through train services from Hong Kong to Canton. The small wooden station that had temporarily been provided at Lo Wu following the opening of the British Section was also removed and replaced by the new Shum Chun Station on the Chinese Section, which also became the point where the change was made between Chinese and British locomotives for through trains operating between Hong Kong and Canton.

In the same year construction was started on the new permanent terminus at Tsim Sha Tsui. The site with platforms and sidings occupied some 41 acres (16.6 ha) in area. The platforms themselves were put into service in 1914 but the complete Kowloon Station was not finally commissioned and opened until March 1916.

Up to the Japanese occupation of Hong Kong in December 1941, little changed in the life of the New Territories and in KCR's domestic operations, apart from the closure of the Sha Tau Kok Branch line in 1928 because of competition from road transport using an adjacent newly completed road. The same was not true for train services to the Mainland.

After the Chinese Section opened in 1911, its earnings suffered badly both as a result of the many years of political and civil unrest that followed the fall of the Manchu dynasty, and from competition by river steamers plying between Canton and Hong Kong. Because the revenue from the railway was unable to cover all expenditure, by 1927 the Chinese Section's locomotives were in such a bad state of repair due to lack of funds that the Chinese authorities agreed to British Section locomotives making the full journey to Canton, instead being replaced by Chinese Section locomotives at Shum Chun.

Although the through running by British Section locomotives was intended only as a short-term solution, the Chinese authorities were unable to purchase new locomotives. In 1929 the Hong Kong Government agreed to assist by purchasing three new locomotives on behalf of the Chinese authorities, with the British Section being able to operate them until the Chinese authorities could repay their cost by way of monthly instalments. The locomotives were delivered in 1930 and operated on through train services by the British Section until their transfer to the Chinese authorities in 1936.

由港府代中國當局購買的三輛火車頭其中之一。該三輛火車頭於1930年交付。從1931年起，英段當局將其投入九廣直通車服務中。直至1936年，當有關費用清還後，火車頭便移交中國當局。
One of three locomotives purchased by the Hong Kong Government on behalf of the Chinese authorities and delivered in 1930. They were used by the British Section on through train services to Canton from 1931 to 1936, when they were handed over to the Chinese authorities upon repayment of their cost.

1914年的粉嶺車站。眾士兵旁邊為沙頭角支線所採用的開放式車卡。
Fanling Station in 1914. Open-sided carriages used on the Sha Tau Kok branch line can just be seen beyond the assembled soldiers.

1900年代初期的羅湖。
Lo Wu in the early 1900s.

1949年11月乘客在直通車服務中斷後於羅湖排隊。
Passengers queuing at Lo Wu in November 1949 after through-train services were halted.
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1960年代的羅湖。
Lo Wu in the 1960s.

乘客橫過舊羅湖橋前往內地。
Passengers crossing the old Lo Wu bridge to the Mainland.

1960年代的三等車卡。
Third class carriage 1960s.

直至1930年代，從香港出發的旅客多以廣州或更遠的地方為目的地。由於廣州禁賭的壓力日增，一所大型賭場於1931年在深圳開業，而在此之前深圳是相當荒蕪的。由於當時沒有其它的陸路跨境交通，香港居民要乘搭九鐵前往深圳的賭場。就跨境開賭的不良情況，香港立法局非官守議員至少一次(1934年9月)公開表示關注。中方引入嚴峻的禁賭法例，賭場隨即於1936年9月1日關閉，九鐵的票務收入亦隨即大幅減少。

中國抗日戰爭於1937年7月爆發，同年8月18日中方緊急建成一條9英里(14.4公里)的鐵路支綫把廣漢綫和九鐵連上，以便把主要的戰爭物資從香港快速運往內地。此舉增加了九鐵的貨運收入。

但此情況沒有維持很久。由1937年10月開始華段鐵路經常受到轟炸，但大多數的襲擊沒有造成嚴重的破壞。1938年10月12日，日軍登陸大亞灣，並分成兩支部隊向內陸推進；其中一支北上攻陷廣州。另一支向西移動，在香港以北約15英里將九廣鐵路切斷。

三年後日軍佔領香港。在日佔時代，鐵路的維修水平下降，尖沙咀火車站鐘樓上的鐘也停頓下來，而大量的鐵路及火車零件都被送進大陸，供當地的日軍使用而損失了。

英國於1945年收復香港後，鐵路需要進行大維修，初期由英軍負責，此情況維持至1946年文人政府接管香港後才結束。為了維持適當的服務，1946年至1947年期間，當局從英國軍部購入12台Austerity級蒸汽火車頭。

生活逐漸回復正常，而來往廣州的載客直通車服務亦恢復，但在1949年10月中再度終止，原因是解放軍進駐廣州。

直到這個時候，羅湖只不過是一個駐車的地方。按原先協議，華段及英段拖拉列車的火車頭在深圳站進行交接。但往後的三十年，英段的載客列車只能以羅湖為終點，乘客要下車徒步走過跨越邊境河的大橋，才能登上華段的列車，繼續往廣州的旅程。

1950年代，政府決定由柴油機車取代已經老化的蒸汽火車頭。首兩台的柴油機車於1955年9月正式投入服務，並以當時的總督和他太太的名字命名，分別稱為“亞歷山大爵士號”和“慕蓮夫人號”。1956年4月在紅磡車廠內一台蒸汽火車頭的鍋爐發生爆炸，造成六名九鐵員工死亡，更換蒸汽火車頭的計劃變得更加迫切。政府因此迅速訂購更多柴油機車及將其投入服務。至1957年年底，全部的蒸汽火車頭已停止定時行走，只用於拖拉貨卡及在特別情況如節日中使用，直至1962年始為柴油機車全面取代。

Up to the 1930s the main Mainland destination of most travellers from Hong Kong was Canton or beyond. Due to pressure for a ban on gambling activities in Canton, a large casino was opened in 1931 in Shum Chun, which until then had remained relatively undeveloped. In the absence of alternative road transport, many Hong Kong residents made use of the KCR to travel to Shum Chun to visit the casino. The Unofficial Members of the Hong Kong Legislative Council expressed concern on at least one occasion (in September 1934) about the undesirable gambling situation just across the border. The casino was finally closed on 1 September 1936 as a result of the Chinese authorities introducing severe anti-gambling legislation, with KCR's daily fare revenues immediately experiencing a major drop.

Following the outbreak of the Second Sino-Japanese War in July 1937, by 18 August the Chinese authorities had urgently completed a 9-mile (14.4 km) branch line to connect the Canton-Hankow line with the KCR. This branch line thereafter enabled vital war materials to be moved quickly into the Mainland from Hong Kong, generating additional freight revenue for KCR.

But matters did not improve for long. The Chinese Section was bombed regularly from October 1937, although most attacks failed to do serious damage. However, on 12 October 1938 Japanese army units landed at Bias Bay (Daya Wan) and advanced inland in a two pronged attack. One force moved north to capture Canton, with a second moving west to cut the KCR line some 15 miles north of Hong Kong.

Three years later the Japanese occupied Kong Kong. During the occupation the railway deteriorated and even the clock in the tower of Kowloon Station stopped working. Much of the railway equipment and rolling stock was also lost in this period through being sent into China for use by the Japanese forces there.

When British control resumed over Hong Kong in 1945, the railway needed major repairs, which were undertaken initially by the military until civilian management resumed in 1946. Twelve Austerity steam locomotives were also acquired from the British War Department in 1946/47 to enable adequate services to be maintained.

Gradually life returned to normal until mid October 1949, when through passenger services to Canton again ceased following the People's Liberation Army entering Canton.

Up to this time Lo Wu had been nothing but a stabling point for rolling stock, as Shum Chun Station had previously been the agreed location for changing locomotives between the British and Chinese Sections. For the next 30 years all British Section passenger trains had to terminate at Lo Wu, with passengers having to walk across the railway bridge spanning the river that marked the border. They then were able to board a Chinese Section train on the other side to make the remaining journey to Canton.

During the 1950s the decision was taken to replace the aging steam locomotive fleet by diesel locomotives. The first two diesel locomotives, "Sir Alexander" and "Lady Maurine", named after the then Governor and his wife, were commissioned in September 1955. In April 1956, the need to replace the steam locomotives became even more urgent as a result of the explosion of the boiler of one of the Austerity engines at Hung Hom depot which killed six railway staff. Additional diesel locomotives were quickly ordered and entered the fleet, with the former steam locomotives all withdrawn from regular service by the end of 1957. Thereafter they were only used to haul freight or on special occasions, such as festivals, until 1962, when they were replaced entirely by diesel locomotives.

1946/47年運抵香港的12部Austerity級火車頭之一。
One of 12 Austerity locomotives being delivered to Hong Kong in 1946/47.

第29號火車頭 — Austerity級其中一部火車頭正在行駛中。
Locomotive No. 29 – one of the Austerity locomotives in service.

1974年建造的第60號柴油機車。
Diesel Locomotive No.60 built in 1974.

1960至1980年代的鐵路發展

Railway Development in 1960s, 1970s and 1980s

雖然香港人口在二次世界大戰期間從160萬下降至1945年的60萬，戰後有大量人潮從內地湧入，1960年代人口已遠超過300萬。舊九龍車站已不能應付需求，候車的人龍在節日期間長達一英里，所以政府決定將九鐵的總站從尖沙咀遷往紅磡。新總站於1975年正式啟用。舊總站所在的位置已重新發展，但鐘樓仍在原址保存下來，讓人懷緬往昔時光。

進入1970年代，政府決定把九鐵沿綫的小鎮：沙田、大埔、粉嶺和上水發展為新市鎮。原來的規劃是各個新市鎮會成為自給自足的社區。隨後的經濟變化和住房壓力，導致新市鎮從第一天開始已成為近郊的住宅區，許多居住在新市鎮的市民每天都要使用交通工具來往市區。當時九鐵每日只提供18班車的服務，這顯然不能滿足因新市鎮人口迅速膨脹所帶來的大量乘客需求。

1975年紅磡總站啟用。
Hung Hom Terminus opened in 1975.

前大埔滘站，於九鐵電氣化後停用。
Former Tai Po Kau Station, which was closed after electrification of the KCR.

柴油機車第54號「邵嘉號」。
Diesel Locomotive No.54, "R Baker".

羅湖直通車服務於1979年恢復。
Through train services at Lo Wu resumed in 1979.

Although Hong Kong's population had fallen during the Second World War from around 1.6 million before the War to some 600,000 in 1945, the post war years saw a massive influx of people from the Mainland with the population rising to well over three million by the 1960s. Because the old Kowloon Station could no longer cope, the queue of passengers waiting for trains sometimes stretched for up to a mile on festival days. The decision was therefore taken in the 1960s to relocate the terminus from the Kowloon Station in Tsim Sha Tsui to Hung Hom, with the new terminus being opened in 1975. The site of the former terminus was subsequently redeveloped except for the clock tower, which still remains as a reminder of those days.

Also in the 1970s the Government took the decision to develop the small market towns of Sha Tin, Tai Po, Fan Ling and Sheung Shui into a series of new towns along the KCR. While the original planning for the various new towns had called for them each to be independent self-supporting communities, subsequent economic changes and housing pressures resulted in the new towns becoming predominantly dormitory suburbs from day one, with many of their inhabitants having to commute on a daily basis to the urban area. The existing KCR line, with only 18 services per day, clearly could not be expected to cope with the massive growth in passengers that would follow as the populations of these new towns rapidly swelled.

沙田站的早期面貌。
Early Sha Tin Station.

現代化及網絡擴展
Modernisation & Network Expansion

基於所述原因，政府決定把九鐵的鐵路網絡擴展和現代化。從1970年代初開始，九鐵進行鋪設雙軌和電氣化的工程，舊有只能容納單軌道的筆架山隧道會由一條全新建造的雙軌隧道取代，同時在何東樓興建一所新的維修廠；沙田站和旺角站會進行重建，以及加設新車站，例如九龍塘、馬場及太和。為了增加收入來補貼鐵路的營運，新建的車站在可能範圍內都會增設商用樓面以供出租。

九鐵亦購置全新的電氣化車隊，以提供快捷和可靠的客運服務，紅磡至羅湖的行車時間從原來的70多分鐘減少一半，柴油機車只保留作拖拉貨卡和工程維修車卡之用。

The Government therefore decided to proceed with a major expansion and modernisation of the KCR line. Starting in the early 1970s, this work involved double-tracking and electrification, replacing the existing single track Beacon Hill tunnel with an entirely new tunnel capable of accommodating two tracks, the construction of a new railway maintenance depot at Ho Tung Lau, reconstruction of existing stations like Sha Tin and Mong Kok, and the provision of entirely new stations at locations such as Kowloon Tong, Racecourse and Tai Wo. The opportunity was further taken where possible to introduce commercial space in the new stations to generate additional income to support the railway.

An entirely new fleet of electrically powered rolling stock was also purchased to provide fast and reliable passenger services, cutting the previous journey time of 70 minutes to Lo Wu by more than half, with diesel locomotives being retained only to haul freight and works trains.

九鐵電氣化後的中央控制室。
KCR central control room after electrification.

敷設雙軌工程。
Double tracking works.

電氣化工程。
Electrification works.

九鐵第一代的電動組合列車。
First generation KCRC Electric Mutiple Unit (EMU).

1970年代的後期，隨着大陸開放和深圳特區的開發，過境旅客人數亦急速上升。為了滿足過境需求，羅湖站在1980年代亦進行多項大型改善工程。

同時政府也意識到新市鎮的發展逐漸對市區內的公共交通構成壓力，需要盡快解決這問題。

政府出資的顧問研究報告《香港集體運輸研究》在1967年發表。報告指出採用加建路面的方法來應付未來交通需求是不切實際的做法，因為這方法涉及大規模的清拆和樓宇拆卸行動。該項由費爾文霍士施偉拔顧問工程公司（Freeman Fox, Wilbur Smith and Associates）所作的報告，建議香港興建一個快速運輸系統。

1977年興建中的地鐵海底隧道路段，照片攝於此等路段未被拖出海面及下沉至適當位置前。
Tunnel segments for MTR cross-harbour tunnel under construction in 1977, before being floated out and sunk into position.

1977年地鐵隧道內壁被吊至適當位置。
Lifting of MTR tunnel linings into place in 1977.

地鐵於地底的挖掘及建造工程。
Excavation and construction of MTR under road.

第一期修正早期系統。
The first section of the Modified Initial System.

In addition to domestic passenger demand, the late 1970s saw the beginnings of what would prove to be massive growth in cross boundary passengers arising from the opening up of the Mainland and the development of the Shenzhen Special Economic Zone. This required a series of several major improvements having to be made to the Lo Wu Station starting in the 1980s.

In parallel with the development of the new towns, the Government also recognised the need to urgently address the resulting pressures increasingly being placed on the urban area public transport system.

In 1967 the results of a Government funded consultancy study entitled "Hong Kong Mass Transport Study" were published. The study, which was carried out by Freeman Fox, Wilbur Smith and Associates, recommended the construction of a rail rapid transit system for Hong Kong on the grounds that the alternative of undertaking large scale clearance and demolition of properties to enable the road system to be expanded to cope with future transport demands would be impracticable.

其後，政府及其顧問就集體運輸作出進一步的詳細研究，並於1970年發表第二份更明確的報告，名為《集體運輸計劃總報告書》。報告建議興建一個集體運輸系統，總長52.7公里，由4條綫組成，3條位於九龍區，1條在港島區。該報告由費爾文霍士組合顧問工程公司(Freeman Fox and Partners)所作出。

1972年，政府批准興建系統的第一期，稱為早期系統，全長約20公里。隨後政府和4大財團展開談判，目的是以固定價格批出單一的合同，並於1974年與一日本財團簽署了一份意向書。但該財團於1974年12月撤回參與興建該系統的申請。

數星期後，集體運輸臨時管理局宣佈一個修正早期系統的計劃，把原先早期系統的長度縮減為15.6公里(即今天的觀塘及荃灣綫一部分)，並放棄單一合約的方式，把全部工程細分為25份主要土木工程合約和10份機電工程合約。


興建中的美孚站，攝於1980年8月。
Construction of Mei Foo Station in Aug 1980.


興建中的九龍灣站，攝於1978年5月。
Construction of Kowloon Bay Station in May 1978.


興建中的金鐘站，攝於1978年2月。
Construction of Admiralty Station in Feb 1978.

同時，政府透過立法程序於1975年成立地下鐵路公司，並成為地鐵唯一的股東。地鐵公司的主要任務是建造和按審慎的商業原則來營運一個集體運輸鐵路系統，同時要兼顧香港的合理運輸要求。

修正早期系統於1975年11月開始施工，第一期工程由觀塘至石硤尾段於1979年10月完成。第一條連接港島和九龍半島的過海鐵路於1980年2月正式投入服務，使港人乘搭交通工具的模式起了深遠的變化。

此後，其他的路綫相繼迅速地獲得批准和完成。荃灣綫和港島綫分別於1982和1985年投入服務。隨著東區海底隧道於1989年開通，觀塘綫伸延至港島成為第二條的過海鐵路。

直至1982年，九鐵一直是以政府部門的模式來運作。但它在具競爭性的運輸環境下，迅速成為一個大型的商業機構，已不再適合繼續由公務員來管理。當九鐵鋪設雙軌和電氣化的現代化工程接近完成，政府於1982年12月24日制定法例把九鐵轉型為一所公營公司(九廣鐵路公司)。雖然它仍然由政府全資擁有，但法例要求九鐵按審慎的商業原則來營運鐵路，期望在資產上取得一定的回報。

1984年，九鐵同意負責設計和建造一個新的輕鐵系統，以便滿足屯門和元朗新市鎮之間的內部公共交通需求。早期路綫於1988年完成。隨後數年，網絡分階段擴展，最重要的擴展是在1990年代初期，把輕鐵服務伸延至最新而發展迅速的天水圍新市鎮。

地鐵首班載客列車於1979年10月1日正式行走觀塘至石硤尾。
1st MTR train running from Kwun Tong to Shek Kip Mei operates on 1 October 1979.

地鐵列車車廂。
Interior of MTR train.

輕鐵列車。
Light Rail vehicle.

Following further detailed consideration by the Government and its consultants, the results of a second more definitive study conducted by Freeman Fox and Partners were published in 1970 in a report entitled "Hong Kong Mass Transit: Further Studies". The report recommended the construction of a mass transit system with a total length of 52.7 kilometres, made up of four lines, three in Kowloon and one on Hong Kong Island.

In 1972 the Government authorised the construction of the first phase, called the Initial System with a length of some 20 kilometres. Negotiations followed with four major consortia for the work to be placed as a single fixed price contract and in 1974 a letter of intent was signed with a Japanese consortium. However, in December 1974, the Japanese consortium withdrew.

Within a matter of weeks the Mass Transit Provisional Authority announced plans for a reduced version of the Initial System called the Modified Initial System with a length of 15.6 kilometres (today part of the Kwun Tong and Tsuen Wan lines). Instead of adopting a single contract approach, the work was divided into 25 major civil engineering contracts and 10 electrical and mechanical contracts.

In parallel, legislation was enacted by the Government enabling the establishment of the Mass Transit Railway Corporation in 1975, with the Hong Kong Government being the sole shareholder. The Corporation's principal purpose was to construct and operate, under prudent commercial principles, a mass transit railway system having regard to the reasonable transport requirements of Hong Kong.

Construction of the Modified Initial System began in November 1975, with the first section from Kwun Tong to Shek Kip Mei completed in October 1979. In February 1980, the first cross-harbour rail link connecting Hong Kong Island and the Kowloon Peninsula opened for service, bringing profound changes in the way Hong Kong people commuted.

Thereafter other extensions were approved and completed in rapid succession. The Tsuen Wan Extension opened in 1982 and the Island Line in 1985. With the completion of the Eastern Harbour Crossing in 1989, the Kwun Tong Line was extended to Hong Kong Island to provide the second rail link across the harbour.

Until 1982 KCR had remained a government department. It was recognised, however, that it was no longer appropriate for civil servants to continue operating what was rapidly becoming a major business in a competitive transport environment. Towards the end of the modernisation programme of double-tracking and electrification, the Government enacted legislation on 24 December 1982 to change the status of the KCR into a public corporation (KCRC). Although remaining wholly owned by the Government, the legislation required the Corporation to operate the railway on a prudent commercial basis with a view to achieving a rate of return on its assets.

In 1984 the KCRC agreed to take on the design and construction of a new light rail system to serve the internal public transport needs of the new towns of Tuen Mun and Yuen Long. The initial phase was completed in 1988, and over the following years the network was extended in stages, the most significant expansion being in the early 1990s to serve the latest rapidly developing Tin Shui Wai new town.

1990年代至今的鐵路發展

Railway Development in the 1990s and up to the Present

新市鎮在新界西部和東部的發展持續。政府於1994年公佈《鐵路發展策略》。報告作出多項建議，包括興建一條西部鐵路。九鐵於1998年10月開始動工興建西鐵第一期，全長30.5公里，共有9個車站，以九龍市區內的南昌站為起點，以及屯門市中心的屯門站為終點。

With the continuing development of further new towns in the western and eastern New Territories, the Government published its Railway Development Strategy in 1994, which amongst other recommendations identified the need for a western railway line. In October 1998 KCRC began work on the construction of West Rail, Phase 1, which was 30.5 kilometres long with nine stations, starting from Nam Cheong Station in urban Kowloon and ending at Tuen Mun Station in the centre of the new town.

西鐵屯門站。
West Rail's Tuen Mun Station.

興建中的西鐵南昌站。
West Rail's Nam Cheong Station under construction.

高架路上的西鐵列車。
West Rail train on viaduct.

新式建造方法
New Construction Methods

西鐵高架鐵路上用以減低火車嘈音的浮動路軌結構。
Floating track structure used on West Rail viaduct to reduce noise from trains.

用以鑽挖隧道的鑽挖機的切割面，攝於鑽挖機放置就緒，以便進行鑽挖隧道前。
Cutting face of tunnel boring machine being lowered into place before commencing tunnel boring.

車站挖掘工程後可見未打通隧道的末端。隧道鑽挖機打通隧道後，便能與車站月台連接。
End face of tunnel after station excavation before tunnel boring machine breaks through to connect the station.

柯士甸站主路軌旁用以停泊回廠火車的存車軌道。
Pocket track next to the main track at Austin Station to park out-of-service trains.

西鐵的建造是經過小心規劃和設計，目的是減低鐵路的實質和對環境的影響。為了減輕噪音，西鐵路軌大多鋪設在地底下或高架橋(44%的鐵路長度)上。為了減低新鐵路特別是在高架橋段的噪音，除了在列車兩旁安裝吸音板，高架橋的結構亦加設吸音組件，而路軌亦加上橡膠軸承的浮動結構，使西鐵成為世界上最寧靜的鐵路之一。經過5年的施工，西鐵的客運服務於2003年12月正式展開。

Care was taken during the planning and design to mitigate the physical and environmental impact of the new line, and much of the West Rail track was either constructed underground or carried on a viaduct (44% of the railway's length). So as to mitigate the noise from the new railway, especially along the viaduct section, in addition to installing sound absorbing panels on the sides of trains, the viaduct structures were designed with noise absorbing components and the railway track itself laid as a floating structure on rubber bearings, making West Rail one of the world's quietest mass-transit railways. After five years of major engineering work, the railway was opened for regular passenger services in December 2003.

政府1994年的《鐵路發展策略》還建議加建兩條東鐵支線。其中一條是從東鐵大圍站加建一條延綫至馬鞍山，另外一條是把紅磡站伸延至尖沙咀東部。政府還要求九鐵規劃和建造第三條延線，由東鐵上水站開始，以落馬洲為終點站，以紓緩羅湖日益增加的過境壓力，及連接在建造中的深圳地鐵。由於有人士關注擬建鐵路對環保地區塱原的影響，因此，原先以高架橋方式建造鐵路的構思，改以雙管的地下隧道方式建造，以解決這問題。尖沙咀支線於2004年10月投入服務，馬鞍山鐵路和落馬洲支線則分別於2004年12月和2007年8月落成。

正當九鐵擴展它的網絡之際，地鐵的網絡也同時擴張起來。早前政府的研究確立把香港繁忙的國際機場，從擠迫的啟德舊區遷移至位於赤鱲角的新選址。1991年開始動工興建新機場及配套的基建，統稱為機場核心計劃。該方案細分為十個核心工程項目，是香港有史以來的最大基建工程。其中一個主要項目是由地鐵興建一條鐵路 — 機場鐵路 — 連接香港市區和赤鱲角島上的新機場及東涌新市鎮。機場鐵路，包括機場快綫和提供本地日常客運服務的東涌綫，於1998年投入服務。同一期間，地鐵開始規劃和設計一條支綫延伸至將軍澳新市鎮，支綫第一期設有7個車站連接北角和寶琳，於2002年8月開始投入服務。

在此期間，香港亦引入突破性的車資收費技術。1994年，五個主要公共交通營辦商成立了一間聯營公司，由地鐵和九鐵作為主要股東。聯營公司開發了一種不用接觸的智能卡 — 八達通卡，以取代當時的儲值收費方法。這方法既靈活又方便，而且可以適用於同一個模式內及不同模式間的公共交通工具。八達通卡於1997年9月引入，最初打算作為交通卡使用，適用於鐵路，專營巴士及渡輪營辦商。其後系統的使用已經廣泛擴展至幾乎所有香港公共交通公具，以及在各主要購物點(例如在超市和便利店)作小額購物。

地鐵公司於2000年也經歷了一項蛻變。它由政府全資擁有的法定機構，化身為上市公司。在2000年6月首次公開招股中，政府把地鐵有限公司已發行股本的23%出售給私人投資者，並於2000年10月5日在香港聯合交易所正式上市。

新羅湖橋及總站。
New Lo Wu bridge and terminus.

落馬洲支線。
Lok Ma Chau Spur Line.

機場快綫列車。
Airport Express Train.

機場快綫列車車廂。
Interior of Airport Express Train.

The Government's 1994 Railway Development Strategy also recommended two extensions to East Rail. One required the construction of a new line from East Rail's Tai Wai Station to Ma On Shan and the other an extension of the East Rail line from Hung Hom Station to East Tsim Sha Tsui. The Government also requested the Corporation to undertake planning of a third extension, which involved the construction of a spur line from East Rail's Sheung Shui Station to a new station to be located at Lok Ma Chau, to alleviate the increasing pressure on Lo Wu and provide a link to the future Shenzhen metro system. To address concerns about the impact of the proposed project on the environmentally sensitive area of Long Valley, the initial design of that section of line was changed from a viaduct structure to a twin-tube underground tunnel. The Tsim Sha Tsui Extension was completed and opened in October 2004, Ma On Shan Rail in December 2004 and the Lok Ma Chau Spur Line in August 2007.

In parallel to the growth of the KCR network, expansion also took place in the MTR network. Earlier studies by the Government had shown the need to relocate Hong Kong's busy international airport away from the old congested Kai Tak to a new site at Chek Lap Kok. In 1991 work started on the construction of the new airport and supporting infrastructure, collectively described as the Airport Core Programme. The Programme, comprising ten core projects, was the largest infrastructure project in Hong Kong's history. One of the core projects was the construction by MTR of a railway – the Airport Railway – connecting urban Hong Kong with the new airport on Chek Lap Kok Island and the Tung Chung new town respectively. The Airport Railway, comprising the Airport Express and the commuter Tung Chung Line, went into service in 1998. During this same period the MTR also began planning and design of an extension to serve the new town of Tseung Kwan O, the first stage of which, with seven stations between Po Lam and North Point, began operation in August 2002.

New ground-breaking fare collection technology was also introduced. In 1994 Hong Kong's five major public transport operators established a joint venture company, with MTR and KCRC as its main shareholders, to develop a contactless smart card – the Octopus Card – to replace the previous stored value payment system by enabling flexible and convenient collection of fares within and across different modes of public transport. The Octopus Card was launched in September 1997, and although initially intended as a travel card for use only with the major rail, franchised bus and ferry operators, the Octopus system has since been expanded widely to encompass virtually all of Hong Kong's public transport system and small purchases made in many major shopping outlets such as supermarkets and convenience stores.

In 2000 the MTR Corporation also underwent a metamorphosis from a wholly government-owned statutory body to a listed company. The Government sold 23% of the MTR Corporation Limited's issued share capital to private investors in an Initial Public Offering in June 2000, with listing on the Stock Exchange of Hong Kong taking place on 5 October 2000.

興建中的馬鞍山鐵路車公廟站。
Construction of Che Kung Temple Station on Ma On Shan Rail.

列車由馬鞍山站開出。
Train leaving Ma On Shan Station.

迪士尼站。
Disneyland Resort Station.

第三代電動組合列車運抵，供西鐵使用。
Third Generation Electric Multiple Unit being delivered for use on West Rail.

九龍南綫的柯士甸站。
Austin Station on the Kowloon Southern Link.

在工場內最新一代的輕鐵車輛。
Latest Generation Light Rail Vehicle in the workshop.

隨著政府決定投資在大嶼山興建迪士尼樂園度假區，地鐵建造了一條3.5公里長的單軌鐵路，連接東涌綫的欣澳站和迪士尼站。該綫於2005年8月1日投入服務，成為香港第一條使用全自動模式來運作的載客鐵路。雖然最新型的九鐵列車也具備全自動運作的功能，但只是用於非載客服務。

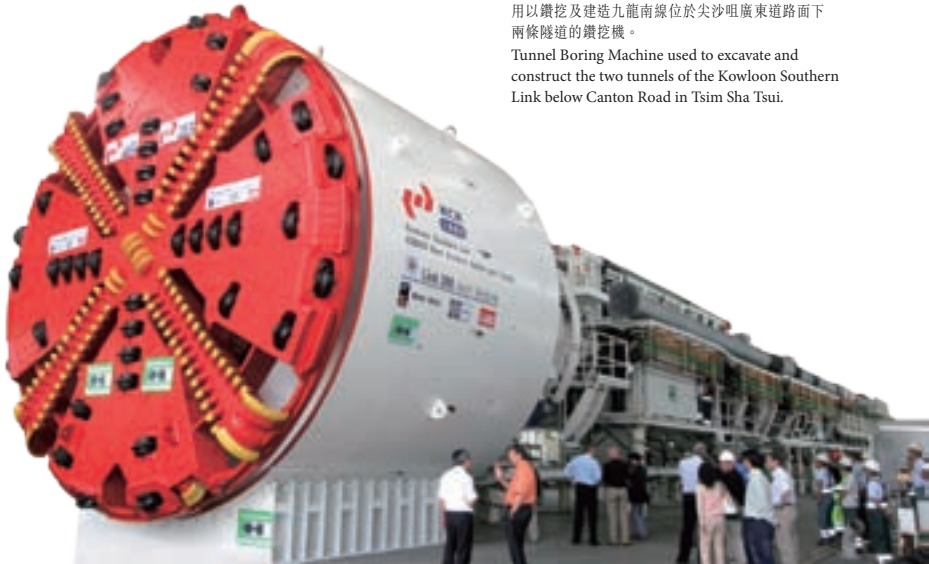
地鐵於2005年開始興建將軍澳支綫的第二期，工程包括在毗鄰地鐵車廠的日出康城加設一個新車站，和在將軍澳站設置分岔口使列車可南行至日出康城，北行至寶琳。該工程已完成，而新延綫亦於2009年7月投入服務。

政府於2000年5月發表的《鐵路發展策略2000》，制定了香港往後十五年的鐵路發展大計，當中提出多項建議，包括由九鐵興建九龍南線，把東鐵和西鐵連接起來，延線全長3.8公里，它連接起西鐵的南昌站和尖東站，中間有一個位於西九龍的中途站(即今日的柯士甸站)。

九鐵於2006年8月就九龍南線開始施工。該項工程包括興建一條行人隧道以銜接中間道行人隧道，使九鐵尖沙咀東站的行人隧道網和北京道及九龍公園徑的行人隧道連接起來，目的是為該區作為商業和旅遊區提供更好的一體化行人設施。

2007年12月2日，地鐵和九鐵鐵路網絡的日常營運實行合併，為乘客提供更方便及有效率的服務。但兩間鐵路公司並沒有合併，各自仍然為獨立實體。九鐵賦予港鐵(地鐵合併後稱為港鐵)經營權，以營運九鐵的鐵路資產50年(可延長)。港鐵須每年向九鐵支付一筆定額款項，並於2010年12月2日起，另外每年支付非定額款項。

隨著合併，港鐵獲委任為九鐵公司的項目經理負責監督九龍南線的施工，包括增置多6列西鐵車卡和22輛輕鐵車卡，以應付預期增加的乘客需求，由九鐵負責支付所有的費用。九龍南綫於2009年8月16日完成，港鐵公司隨即肩負起該鐵路的日常營運。



用以鑽挖及建造九龍南線位於尖沙咀廣東道路面下兩條隧道的鑽挖機。
Tunnel Boring Machine used to excavate and construct the two tunnels of the Kowloon Southern Link below Canton Road in Tsim Sha Tsui.

Following the Government's decision to invest in a Disneyland Resort on Lantau Island, MTR constructed a 3.5 kilometre single line railway between Sunny Bay Station on the Tung Chung line and Disneyland Resort Station. The line was opened on 1 August 2005, becoming the first to use fully automated trains carrying passengers. Although the latest KCRC trains also have driverless capability, this is used only in a non-passenger carrying mode.

Also in 2005 MTR commenced construction of the second phase of the Tseung Kwan O Extension, which included the provision of a new station at Lohas Park, adjacent to MTR's depot, and the bifurcation of the existing line at Tseung Kwan O Station to enable trains to run south to Lohas Park and north to Po Lam. The works were completed and put into operation in July 2009.

The Government's Railway Development Strategy 2000, published in May 2000, mapped out the proposed development of railways in Hong Kong for the following 15 years. Included in the Strategy was a proposal by KCRC for the Kowloon Southern Link (KSL), which would link East Rail and West Rail by way of a 3.8 kilometre extension of West Rail from Nam Cheong Station to East Tsim Sha Tsui Station, with an intermediate station located in West Kowloon (now Austin Station).

KCRC commenced construction of the KSL in August 2006. Also forming part of the project was the construction of an extension of the Middle Road Subway to connect KCRC's East Tsim Sha Tsui Station's network of subways with the existing public subways in Peking Road and Kowloon Park Drive, the purpose being to better serve the pedestrian needs of the busy commercial and tourist area as a whole.

In order to provide passengers with more seamless and efficient railway services, on 2 December 2007, the daily operations of the rail networks of MTR and KCRC were merged, but not the two corporations, which remain separate entities. MTR was granted a Service Concession to operate KCRC's railway assets for 50 years (which may be extended) in exchange for annual payments being made to KCRC, comprising a fixed annual payment and, starting from 2 December 2010, an additional variable annual payment.

Following the merger, MTR was appointed as KCRC's project manager responsible for overseeing the construction of the KSL, including the procurement of six additional West Rail train sets and 22 new light rail vehicles to cater for the anticipated additional passenger demand, with KCRC remaining responsible for meeting all costs. MTR also assumed responsibility for operating the KSL after it was completed on 16 August 2009.

將軍澳車廠。
Tseung Kwan O Depot.

列車行走於迪士尼綫。
Train on Disneyland Resort Line.

藝術品：宇宙。
Artwork: COSMOS.

藝術品：茶壺、碗、杯及匙。
Artwork: Tea Pots, Bowl, Cups and Some Spoons.

車站藝術建築
Art in Station Architecture

港鐵於一九九八年機場快綫及東涌綫通車時推出「車站藝術建築」，除了在港鐵站或機場快綫車站裝置不同的藝術品外，更把藝術品融入車站的設計和建築內。

The "art in station architecture" programme was introduced by MTR in 1998 when the Airport Express commenced service. In addition to art pieces being installed at MTR and Airport Express stations, artworks are also incorporated into the actual design of station architecture.

廣深港高速鐵路走綫圖。
The alignment of Guangzhou-Shenzhen-Hong Kong Express Rail Link.

政府的《鐵路發展策略2000》亦建議興建沙田至中環綫及高速鐵路連接內地。原先九鐵負責為這兩個項目進行可行性研究。合併後，港鐵公司接手負責這些項目的詳細規劃和建造，並由政府支付所有的費用。政府還表示打算在這兩個項目完成後，將兩條鐵路歸屬予九鐵，或以象徵性收費，將它們租予九鐵，以納入港鐵公司的服務經營權範圍內。

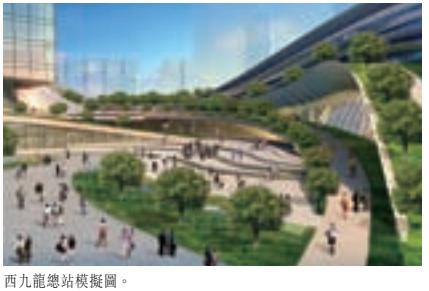
沙田至中環綫自2008年初已開始展開一系列的公眾諮詢工作。立法會的財委會於2010年1月通過政府撥款建造全長26公里的廣深港高速鐵路香港段，當此項目於2015年落成後，香港便能連接上長達16,000公里的國家高速鐵路網。

立法會財委會於2009年7月亦批准向港鐵公司撥款建造西港島綫，把現有的港島綫由上環伸延至堅尼地城。沿綫有三個新站，全長3公里，預計在2014年落成。在2009年7月同期間，政府為南港島綫(東段)的鐵路計劃刊憲。該綫為一中型鐵路，全長7公里，提供客運服務來往金鐘和海怡半島，中間設有三個站，一個靠近海洋公園，其他兩個車站位於黃竹坑及利東邨。

政府亦於2009年11月刊憲建造觀塘綫延綫，該延綫長3公里，從觀塘綫的油麻地站伸延至黃埔的一個新車站。延綫在何文田區設有一個中途站，同時為沙田至中環綫提供一個方便的轉乘點，令全港的鐵路網更趨完善。

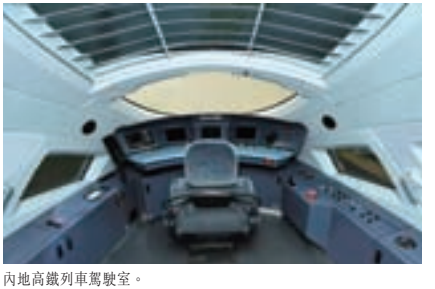
未來發展

Future Projects



西九龍總站模擬圖。
Photomontage of West Kowloon Terminus.

內地高鐵列車車廂。
Train cabin of High Speed Train in China.



內地高鐵列車駕駛室。
Driver's compartment of High Speed Train in China.

The Government's Railway Development Strategy, 2000 proposed as future projects the construction of the Shatin to Central Link and the Express Rail Link to the Mainland. KCRC initially assumed responsibility for conducting the feasibility studies for these two projects. Following the merger, MTR took over responsibility for detailed planning and construction, with the Government funding the capital cost. The Government also indicated its intention that upon completion of the two projects, it would vest them in or lease them for a nominal amount to KCRC for inclusion in the service concession to MTR.

In the case of the Shatin to Central Link, a series of public consultation exercises were commenced in early 2008. In January 2010, the Finance Committee of the Legislative Council approved government funding of the construction of the 26-km Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, which on completion in 2015 will connect with the Mainland's 16,000-km National High Speed Rail Network.

In July 2009, funding approval was given by the Finance Committee of the Legislative Council to MTR's West Island Line Project which will extend MTR's existing Island Line from Sheung Wan to Kennedy Town. Along with three new stations, the 3km long line is expected to be completed in 2014. Also in July 2009, the Government published in the Gazette the railway scheme for the South Island Line (East). The proposed railway line will be a seven-kilometre long medium capacity railway, providing domestic passenger service between Admiralty and South Horizons with three intermediate stations, one near the Ocean Park and the others at Wong Chuk Hang and Lei Tung Estate.

The Kwun Tong Line Extension, a 3 km extension of the Kwun Tong line from Yau Ma Tei Station to a new station to be constructed in the Whampoa area, was gazetted in November 2009. This proposed extension will further improve the network and provide a convenient interchange with the Shatin to Central Link at a new station to be built at Ho Man Tin.

南港島綫(東段)將推動南區的舊區重建，並可促進商業活動及帶來更多就業機會。
South Island Line (East) will help promote urban rejuvenation, business and more job opportunities for the Southern District.

堅尼地城站入口模擬圖。
Photomontage of the entrance at Kennedy Town Station.

港鐵公司五個新鐵路項目的建議走綫圖。
Map showing the proposed alignments of five new railway projects of MTR.

結語

Summary

從九廣鐵路於1910年投入服務時每天只有約1,000名乘客開始，發展到今天的港鐵本地綫(包括輕鐵)平均每天為430萬名乘客服務，香港鐵路已經歷百年的歷史。東鐵綫仍然是從陸路進入內地跨界旅客的主要交通工具。但不久將來，當高速鐵路於2015年落成後，鐵路在連繫香港和內地的角色會再加強，因為它會直接連上內地的高速鐵路網。

毫無疑問，那些鐵路先驅們曾致力促進中國的鐵路發展，與及推展中港之間以鐵路連繫的重要性；假若他們知道些努力已帶來如此豐碩的成果，他們定當引以為傲。時至今日，鐵路發展對經濟和社會發展的重要性，在內地和香港的規劃上都廣為認同。一百年前，香港的鐵路開始為中國南北鐵路網肩負起南大門的角色，對香港的發展影響深遠，到今天仍肩負此重任。

2010年10月9日

From a single line carrying only about 1,000 passengers per day when the KCR was first opened in 1910, today in this centenary year Hong Kong's network of domestic railways (including Light Rail) now operated by MTR carries an average of about 4.3 million passengers per day. East Rail remains the primary route for cross-boundary passengers travelling by land into the Mainland, but will soon be reinforced by completion of the Express Rail Link in 2015, providing a direct link into the Mainland's National High Speed Rail Network.

There can be little doubt that those early pioneers who promoted the development of railways in China, and the importance of a link to Hong Kong, would have been proud to know that their efforts were to prove so successful. Today planners in the Mainland and Hong Kong continue to recognize the vital economic importance of railways and their development, and that the case for the importance of railways to Hong Kong and its role as the southern gateway to the Mainland's north-south railway system remains as valid now as it was a century ago.

9 October 2010

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