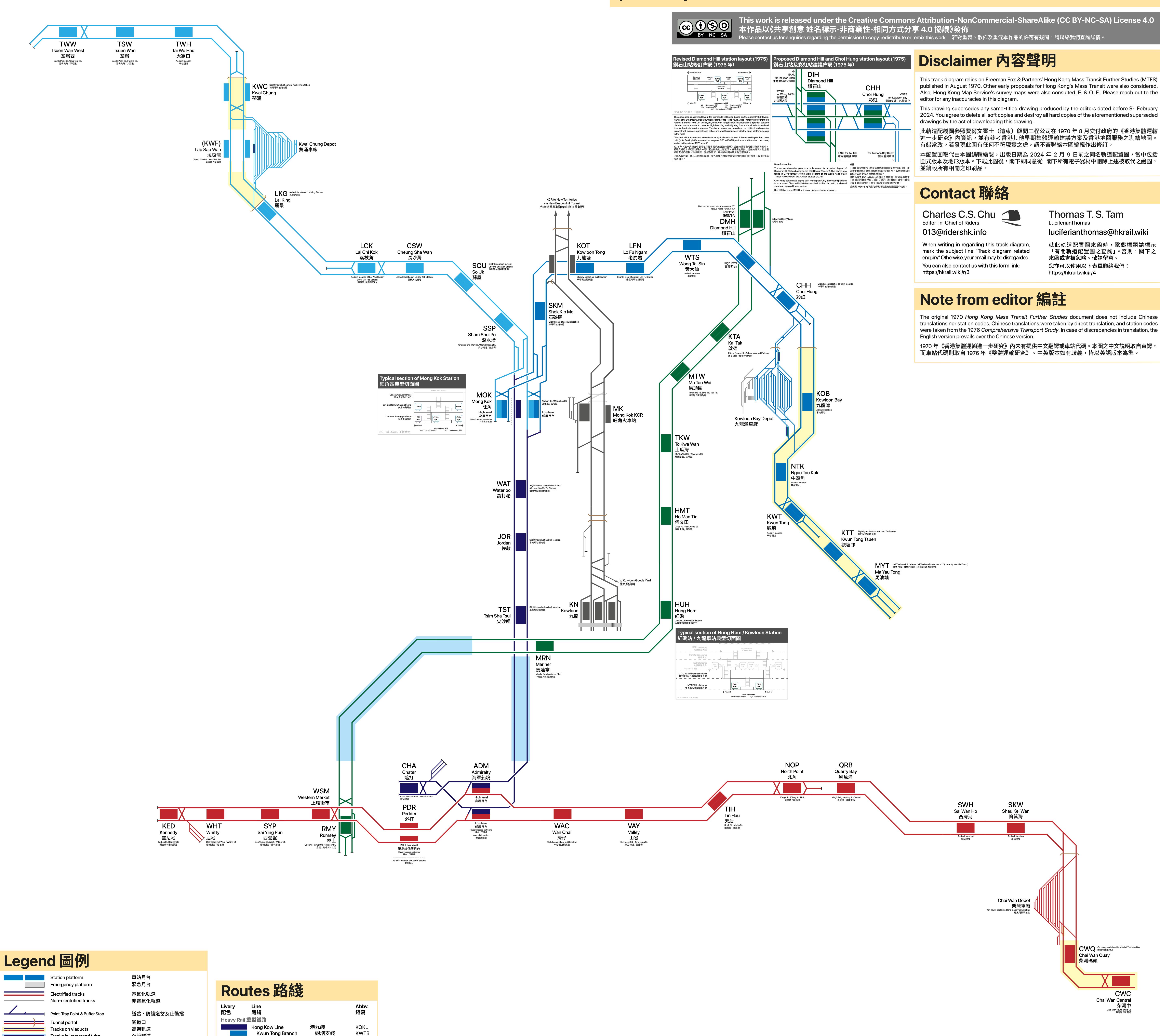
Hong Kong Mass Transit Further Studies (1970) Preferred System Track Diagram

香港集體運輸進一步研究(1970年)建議系統軌道配置圖

presented by hkrail.wiki & Riders 呈獻



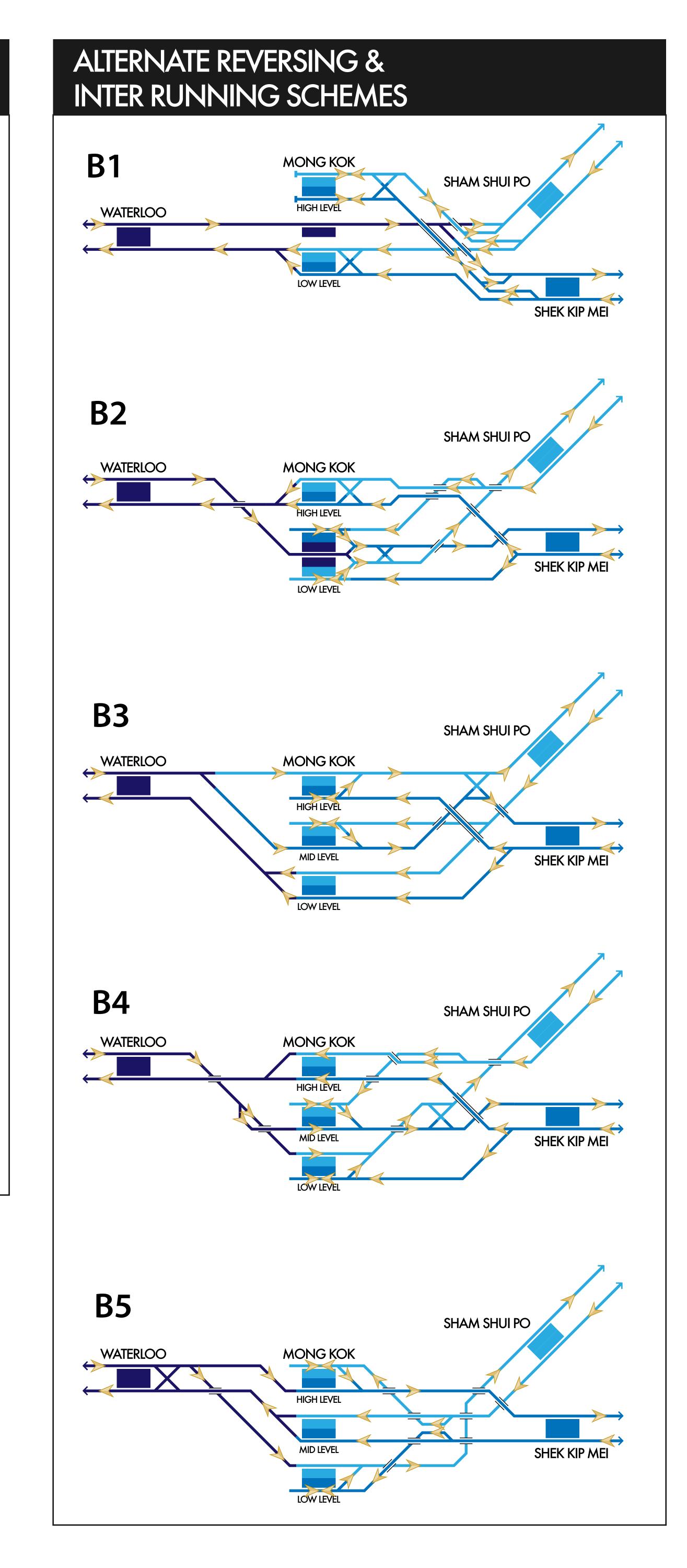
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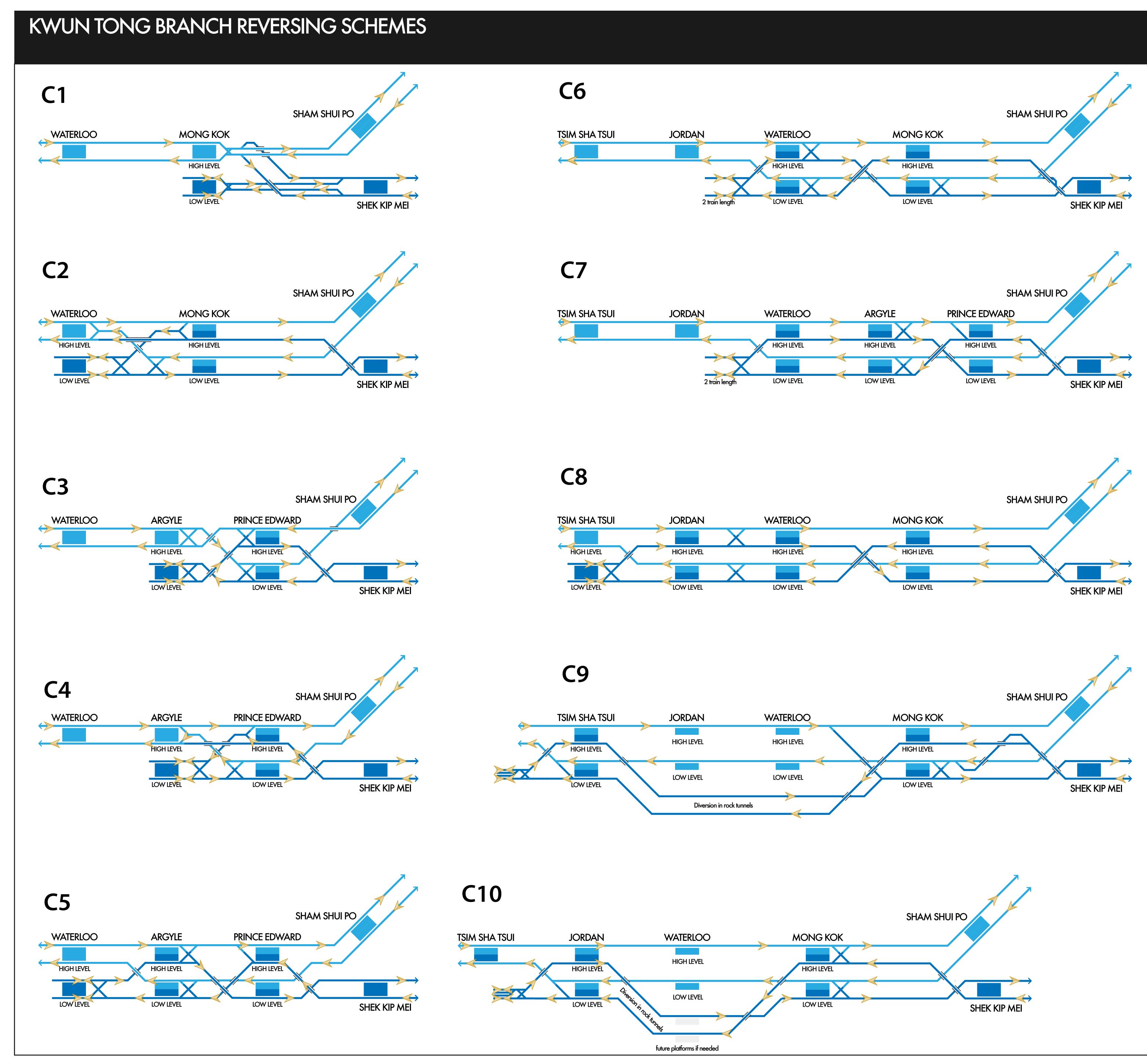
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EAKL

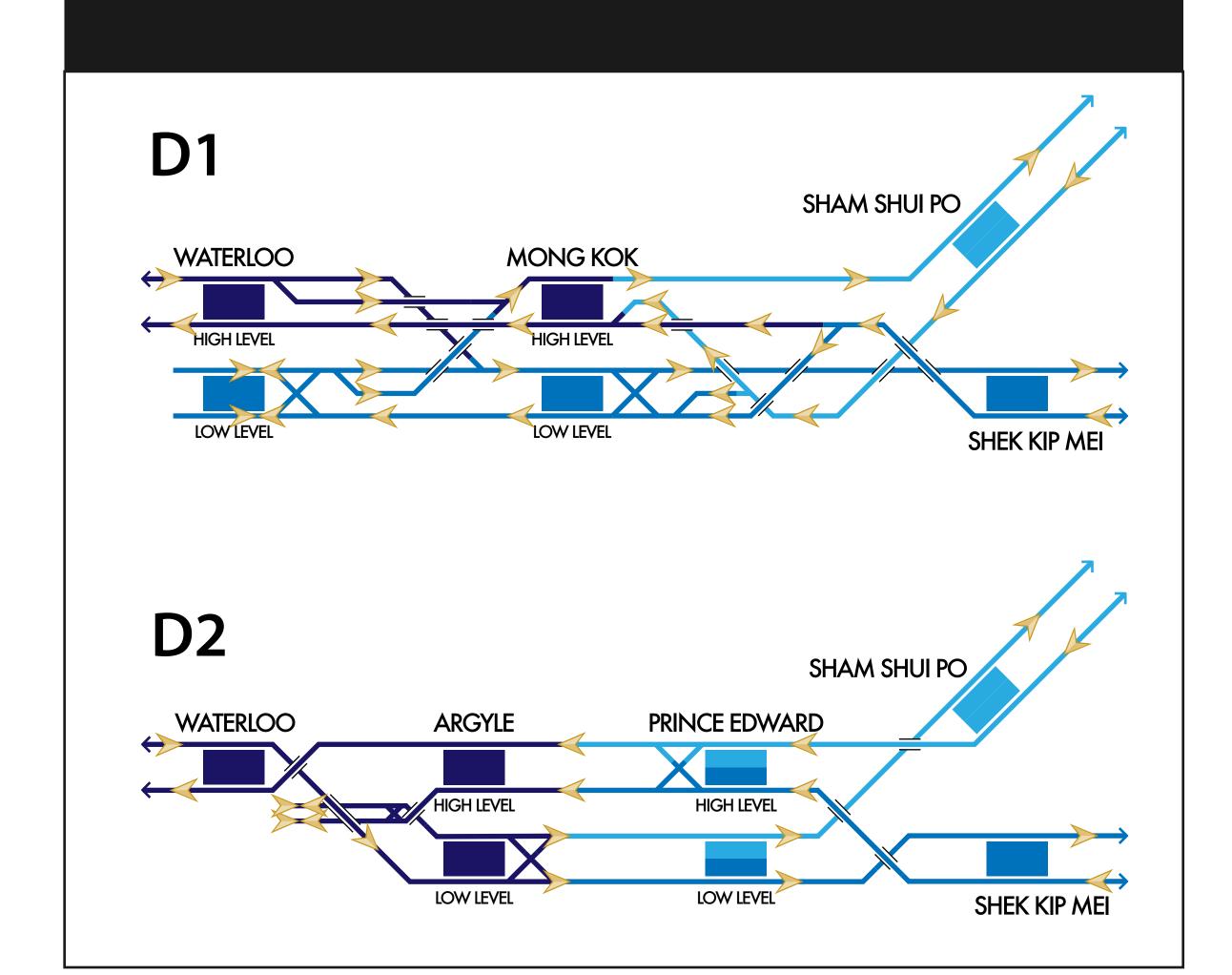
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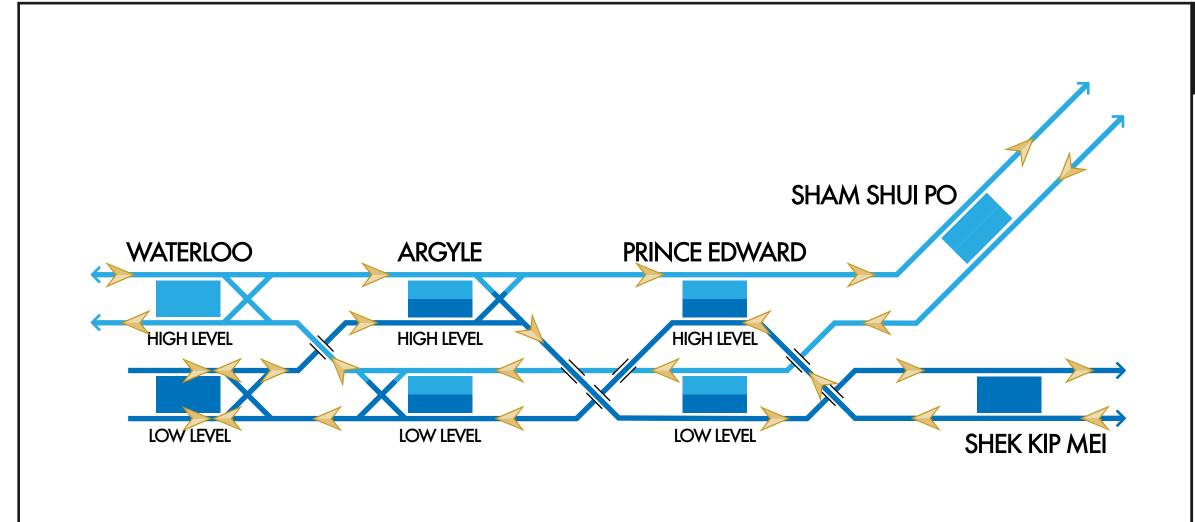
TRIANGULAR JUNCTION SCHEMES SHAM SHUI PO





TRIPLE MODE SCHEMES





DEVELOPED PREFERRED LAYOUT

Based on plan C5 with minor changes. This layout was adopted with further adjustments, where the scissors crossover north of Waterloo (later Yau Ma Tei), designed for engineering train movement in case of failed trains blocking, was not built, possibly in favour of that later built between Tsim Sha Tsui and Jordan Stations, which also allowed opening the Initial System in stages.

Appendix 1 - Alternate alignment along Nathan Rd.

In the Development of the Initial System of the Hong Kong Mass Transit Railway from the Further Studies Proposal (1975), a whole section is dedicated to the junction arrangement at Mong Kok. This is because its design would have serious implications for the system's operations, safety, reliability, and the public's confidence in the system.

A total of 21 alternate plans are outlined in the section. These are grouped into several schemes and rated in terms of benefits to passengers, operating factors, and costs. Some plans replaced Mong Kok with stations at the crossings of Argyle St. and Prince Edward Rd. with Nathan Rd.

Plan C5 is rated the best in the end, followed by plans C7, C6, C4, A1. It can be seen that the C schemes, *i.e.*, Kwun Tong Branch Reversing Schemes, are generally best received. Plan C5 was then revised and developed as the preferred layout of the Initial System.