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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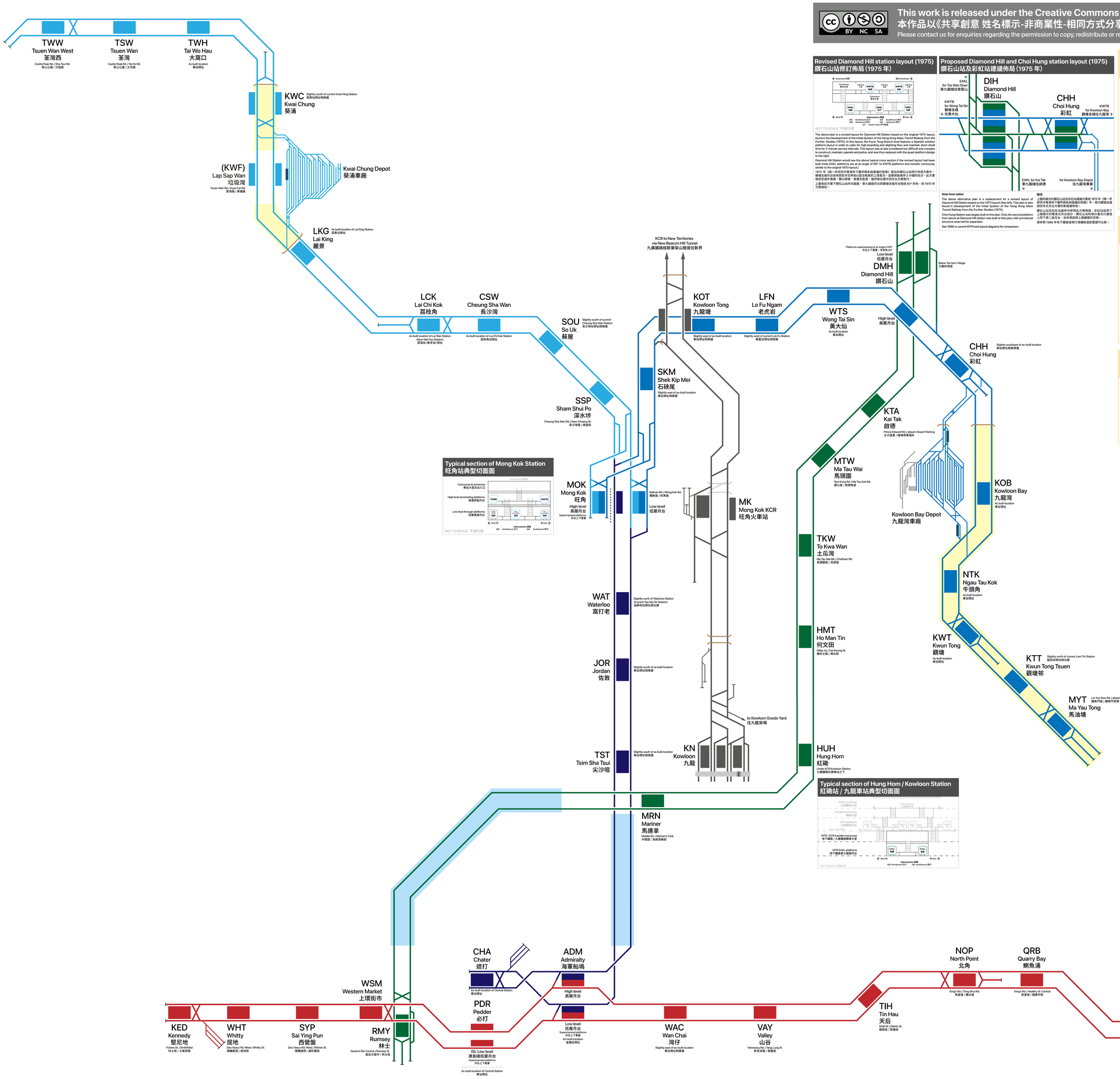

Disclaimer 內容聲明

This track diagram relies on Freeman Fox & Partners' Hong Kong Mass Transit Further Studies (MTFS) published in August 1970. Other early proposals for Hong Kong's Mass Transit were also considered. Also, Hong Kong Map Service's survey maps were also consulted. E. & O. E.. Please reach out to the editor for any inaccuracies in this diagram.

This drawing supersedes any same-titled drawing produced by the editors dated before 9th February 2024. You agree to delete all soft copies and destroy all hard copies of the aforementioned superseded drawings by the act of downloading this drawing.

此軌道配綫圖參照費爾文霍士（遠東）顧問工程公司在 1970 年 8 月交付政府的《香港集體運輸進一步研究》內資訊，並有參考香港其他早期集體運輸建議方案及香港地圖服務之測繪地圖。有錯當改。若發現此圖有任何不符現實之處，請不吝聯絡本圖編輯作出修訂。

本配置圖取代由本圖編輯繪製，出版日期為 2024 年 2 月 9 日前之同名軌道配置圖，當中包括圖式版本及地形版本。下載此圖後，閣下即同意從 閣下所有電子器材中刪除上述被取代之繪圖，並銷毀所有相關之印刷品。

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When writing in regarding this track diagram, mark the subject line "Track diagram related enquiry". Otherwise, your email may be disregarded.

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就此軌道配置圖來函時，電郵標題請標示「有關軌道配置圖之查詢」。否則，閣下之來函或會被忽略。敬請留意。

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Note from editor 編註

The original 1970 *Hong Kong Mass Transit Further Studies* document does not include Chinese translations nor station codes. Chinese translations were taken by direct translation, and station codes were taken from the 1976 *Comprehensive Transport Study*. In case of discrepancies in translation, the English version prevails over the Chinese version.

1970 年《香港集體運輸進一步研究》內未有提供中文翻譯或車站代碼。本圖之中文説明取自直譯，而車站代碼則取自 1976 年《整體運輸研究》。中英版本如有歧義，皆以英語版本為準。

Legend 圖例

Station platform	車站月台
Emergency platform	緊急月台
Electrified tracks	電氣化軌道
Non-electrified tracks	非電氣化軌道
Point, Trap Point & Buffer Stop	道岔、防護道岔及止衝擋
Tunnel portal	隧道口
Tracks on viaducts	高架軌道
Tracks in immersed tube	沉管隧道
Water & Acid Wash Machine	列車洗水機 及 洗酸機
Wheel Lathe	車輪磨床

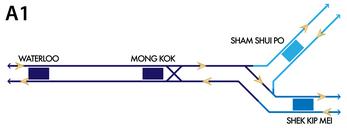
Routes 路綫

Livery 配色	Line 路綫		Abbv. 縮寫
Heavy Rail 重型鐵路			
	Kong Kow Line	港九綫	KOKL
	Kwun Tong Branch	觀塘支綫	KWTB
	Tsuen Wan Branch	荃灣支綫	TSWB
	Island Line	港島綫	ISL
	East Kowloon Line	東九龍綫	EAKL

Document Control 文件控制	File name 檔案名	Revision 版本號	Date 日期
	TD_MTFS.pdf	A1	29/02/2024

TRIANGULAR JUNCTION SCHEMES

A1



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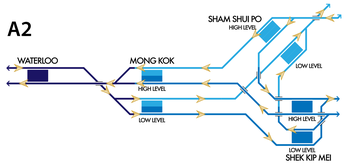

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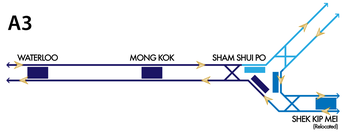

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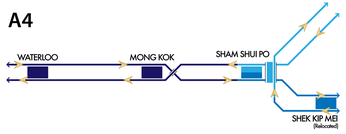

ALTERNATE REVERSING & INTER RUNNING SCHEMES

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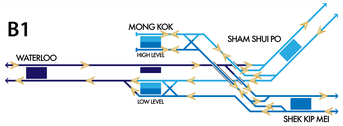

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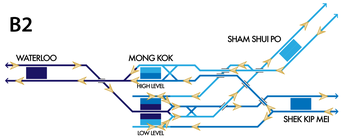

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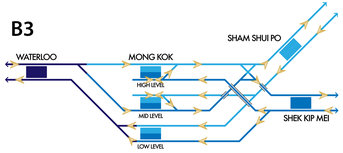

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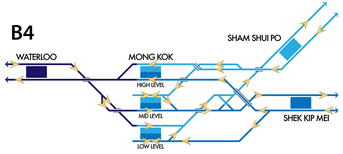

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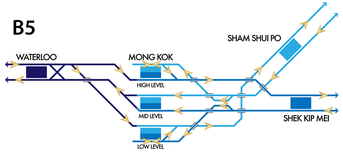

KWUN TONG BRANCH REVERSING SCHEMES

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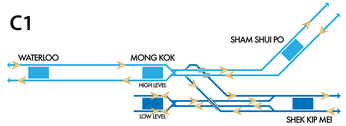

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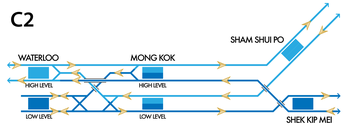

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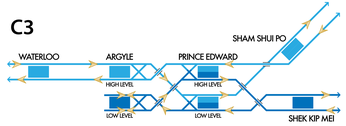

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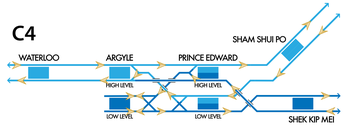

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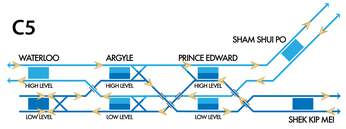

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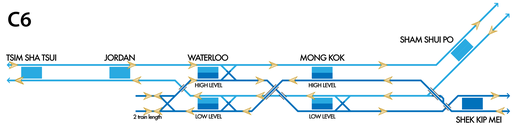

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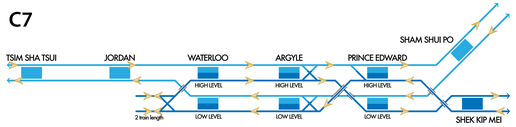

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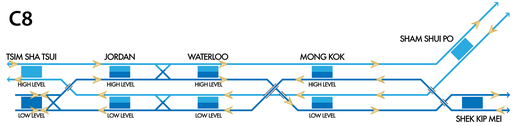

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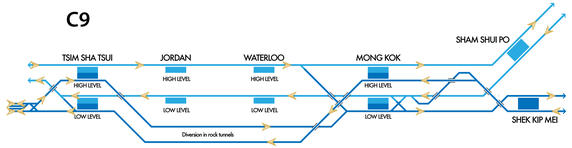

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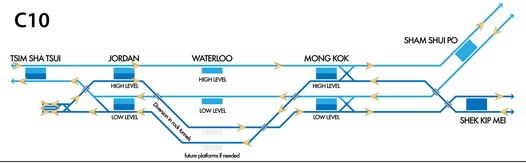
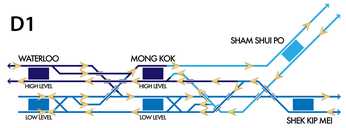


TRIPLE MODE SCHEMES

D1



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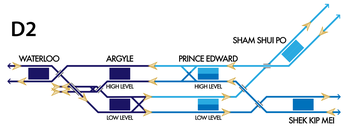

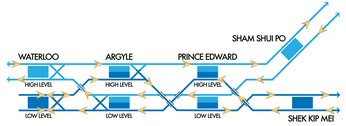

DEVELOPED PREFERRED LAYOUT

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.