MTRC Airport Express and Tung Chung Line

Hong Kong Station

The Central Reclamation as part of the Airport Core Projects, as seen in 1994, provided land for the terminus of the Airport Express and Tung Chung Line at Hong Kong's central business district.

The Central Reclamation as seen in mid-1995 with land formation works being completed and the station construction in place.

Early stages of the station construction. The station structure was constructed in a top-down manner. This photo shows the forming of the first slab at ground level before full scale work commenced on the four-level underground station structure.

Forming the approach tunnel section linking the station and the cross-harbour tunnel. The approach tunnel was constructed in a cut-and-cover method with the sides supported by soldier pile walls tied back with ground anchors.

The station structure took shape in late 1996. Two link bridges were also erected to provide future connections to International Finance Centre Phase 2 which formed part of the overall development of the Airport Railway project.

A closer look at the station exterior with the commercial buildings of Central in the background.

Hong Kong Station and nearby developments as seen in mid-2003.

Hong Kong Station and the nearby International Finance Centre have formed a new landmark in the heart of Hong Kong. This photo shows the development as seen from the roof garden of a newly opened public ferry pier.

Kowloon Station

Aerial view photographed in mid-1997, showing the southern tip of the West Kowloon Reclamation where the MTRC Kowloon Station is located.

Forming Kowloon Station's first slab, which was used as a separating plate to facilitate further construction of the underground structure in a top-down manner.

A close-up view of the early stage of the station work in mid-1995.

Falsework erected for forming the station foyer with a 45 m headroom.

Besides being a station for the Airport Express and the Tung Chung Line, the Kowloon Station project also provided land for development of a new district. This photo shows the station's podium deck which will become a common area for the future developments.

The completed roof deck with a cover hood for the skylights of the station concourse.

The Kowloon Station development now holds many residential towers, as shown in this 2004 photo.

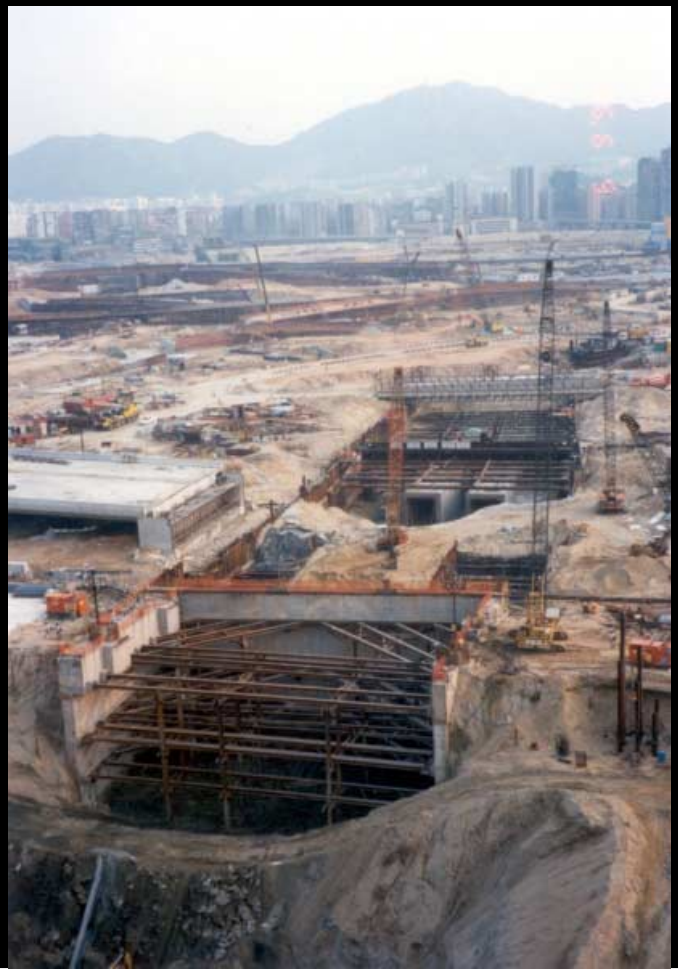
Alignment along the West Kowloon Reclamation

An overview of the southern tip of the West Kowloon Reclamation where the railway from Hong Kong side lands.

The connecting tunnel section receiving the immersed tunnel tube onto the ground approach.

The cut-and-cover tunnel section after Kowloon Station heading towards the northern part of the newly reclaimed West Kowloon land. The tunnel section ascends gradually to grade before it reaches Olympic Station 2.2 km north of Kowloon Station.

The partially complete tunnel section between Kowloon Station and Olympic Station.



A section of the cut-and-cover tunnel passing under an elevated roadway which was constructed in a deferred stage.

Construction of the double-deck approach tunnel section heading to the harbour crossing's tunnel tubes.

Tunnel section constructed using rather traditional tunnel formwork inside a trench supported by sheet-pile walls.

A section of the approach tunnel constructed in an open-cut manner.

Olympic Station, as seen in the lower part of the photo, in early 1997. In the northern portion, the rail line ran at grade alongside the West Kowloon Expressway.

The West Kowloon Expressway on the northern part of the West Kowloon Reclamation. The railway track runs at grade under the elevated deck of the expressway.

A temporary service depot located near the newly commissioned Container Terminal No. 8 at the north portion of West Kowloon Reclamation to support the laying of the rail tracks.

The West Kowloon Expressway with the Airport Express and Tung Chung Lines running along and underneath it as seen in early 1998 when the expressway and rail services were put into operation.

The at-grade section of the railway line leaving Olympic Station, as seen in early 1998. About 1 km north of this point, the Nam Cheong Station of the KCRC West Rail was constructed four years later to serve as an interchange station for the two lines.

Looking south from Olympic Station to see the rail line ascending to grade. The typhoon shelter and the cargo handling area on the right was a new facility to replace the old Yaumatei shelter that was closed to make way for the West Kowloon Reclamation.

Alignment from Kwai Chung to Tsing Yi

Rail tracks inside the railway's Rambler Channel Bridge before entering Tsing Yi Station. Like Hong Kong Station and Kowloon Station, Tsing Yi Station also provides interchange facilities between the Airport Express and the Tung Chung Line. The upper deck of this bridge is used for the Tung Chung Line service.

Rail tracks leaving Lai King Station, which was extended from the existing MTRC station to serve as an interchange station between the Tsuen Wan Line and the Tung Chung Line. The new elevated roadway in the background is the Route 3 Kwai Chung Section and its interchange at Lai King.

A section of viaduct leaving Tsing Yi Station before entering a 1.8 km connecting tunnel to the Tsing Ma Bridge.

Rail tracks of the Airport Express and the Tung Chung Line run at the lower deck of Route 3 in the Kwai Chung Section.

Entrance to the connecting tunnel to the Tsing Ma Bridge. This tunnel was the only solely drill-and-blast tunnel constructed in the Airport Express and Tung Chung Line project.

The newly completed extension portion of Lai King Station in late 1997.

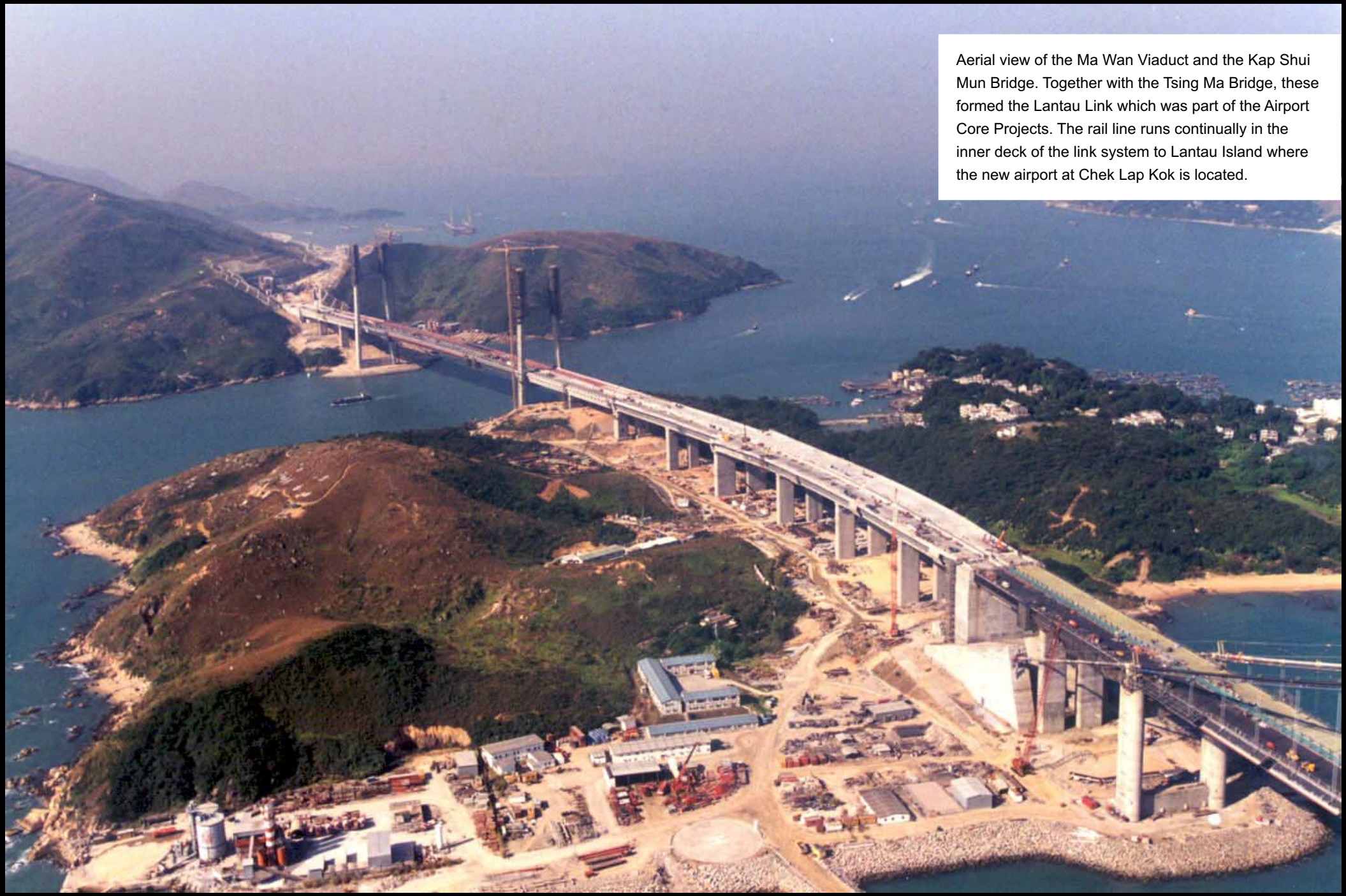
An external view of Tsing Yi Station with its property development on top of the podium-type station structure.

A section of rail tracks on viaducts split into upper and lower levels heading towards the double-deck Rambler Channel Bridge.

Alignment within the Lantau Fixed Crossing

The 1,377 m span Tsing Ma Bridge with the tracks of the Airport Express and Tung Chung Lines running within the inner deck.

Construction of the bridge approach seated on an expansion joint located in the bridge abutment and further connected to the connecting tunnel from the Tsing Yi Station side.



Aerial view of the Ma Wan Viaduct and the Kap Shui Mun Bridge. Together with the Tsing Ma Bridge, these formed the Lantau Link which was part of the Airport Core Projects. The rail line runs continually in the inner deck of the link system to Lantau Island where the new airport at Chek Lap Kok is located.

Rail tracks leaving the approach section of the Kap Shui Mun Bridge on Lantau run immediately into another section of tunnel formed by mixed cut-and-cover and drill-and-blast arrangements before heading at grade along the coast of the North Lantau Reclamation.

Construction of the Ma Wan Viaduct with the inner deck for the rail track constructed in steel RC composite clearly visible.

The approach section of the Kap Shui Mun Bridge on the Lantau side, as seen before its opening in mid-1997.

Placing the seating plate inside the Ma Wan Viaduct.

Preparing the seating blocks before laying tracks inside the Ma Wan Viaduct.

Final touch-up of the rail tracks inside the deck of the Tsing Ma Bridge.

Alignment along the North Lantau Expressway

The original coast of North Lantau near Yam O Bay as seen in late 1994 before the full-scale commencement of land formation to construct the North Lantau Expressway and the Airport Express/Tung Chung Line.

The newly formed land corridor made by reclamation and rock cutting took shape in early 1995.

Early stages of reclamation to form land for the new rail line's depot facility at Siu Ho Bay.

An aerial view of the Siu Ho Depot with the railway tracks and the expressway on its eastern side.

The rail track coming to an at-grade position from a connecting tunnel after leaving the Kap Shui Mun Bridge, as seen in late 1996. The newly formed road base of the expressway on the right with the toll plaza can be clearly seen at this stage.

The Yam O junction as seen in mid-1996. This junction is a major section of the Airport Express and Tung Chung Line where a new rail line will be provided after late 2005 to the Disneyland theme park at Penny's Bay, which is shown in the upper right corner of this photo.

The Airport Express and Tung Chung Line near Yam O, as seen in late 2004 with the new station for the Disneyland Resort Line in place.

Alignment in Tung Chung and Chek Lap Kok Terminus

Aerial view of Tung Chung New Town in early 1996, showing the splitting of the Airport Express and the Tung Chung Line. The partially complete structure of the Tung Chung Line terminus station can be seen in the lower right corner of this photo.

The Airport Express Line continues to the airport island after leaving Tung Chung.

Tung Chung Station and the town centre of Tung Chung New Town took shape in mid-1997.

The rail line and the highway network on the eastern side of the airport island heading to the airport terminal.

The terminus station of the Airport Express is located in front of the terminal building of the new airport.

Overview of the new airport and the rail line alignment, as seen before its opening in early 1998.