

## 60 號柴油電動機車 — 「喬沛德號」 Diesel Electric Engine No. 60 – “Peter Quick”

1970 年代，九廣鐵路引入三部新的柴油電動機車，編號分別為 60、61 及 62 號，同屬美國通用汽車旗下易安迪公司生產的 G26CU 型機車頭，其中 60 號機車長約 15.8 米，寬約 2.8 米，高約 3.8 米，重約 94 噸，配備 2000 匹馬力的引擎，於 1974 年開始投入服務，與 1977 年運抵香港的 61 號及 62 號，成為九廣鐵路全面電氣化前最後一批引入香港提供客運服務的柴油機車。1983 年九廣鐵路完成電氣化工程後，所有柴油機車退出載客行列，但仍用作牽引貨卡及維修車卡。

In the 1970s, the Kowloon-Canton Railway introduced three new diesel electric engines, numbered 60, 61 and 62. They were of the same G26CU Class, which were manufactured in the United States by General Motors Electro-Motive Division. Locomotive No. 60 measures approximately 15.8 metres long, 2.8 metres wide, 3.8 metres high, and weighs around 94 tons. It was equipped with a 2,000-horsepower engine and entered service in 1974. Together with Nos. 61 and 62, which arrived in Hong Kong in 1977, they became the last fleet of diesel electric engines to provide passenger services on the Kowloon-Canton Railway before the rail service became fully electrified. Following the full electrification of the Kowloon-Canton Railway in 1983, all diesel electric engines were retired from passenger services and switched to hauling freight and maintenance trains.



九廣鐵路添置的 60 至 62 號柴油機車，馬力達 2000 匹，將柴油機車車隊的效能進一步提升。  
Acquired by the Kowloon-Canton Railway, locomotives Nos. 60 to 62 were equipped with 2,000-horsepower engines which helped increase the efficiency of the diesel locomotive fleet.  
(香港文化博物館藏品 Collection of the Hong Kong Heritage Museum)



駛經紅磡附近的 60 號柴油機車及客卡，1982 年。  
No. 60 and its passenger trains running near Hung Hom, 1982.  
(香港歷史博物館藏品 Collection of the Hong Kong Museum of History)

60 號機車於 1991 年命名為「喬沛德號」，以紀念 1983 至 1990 年間出任九廣鐵路公司第二任總經理的喬沛德先生，也是九廣鐵路最後一部以人名來命名的柴油機車。2010 年鐵路貨運服務結束後，60 號機車改為拖拉維修車卡，直至 2021 年東鐵綫新訊號系統啟用後正式退役。2023 年 9 月，60 號機車由香港鐵路有限公司移送至香港鐵路博物館作永久收藏及展出，文物修復辦事處協助監督修復工作。

In 1991, locomotive No. 60 was named after Mr. Peter Quick, who served as the second Managing Director of the Kowloon-Canton Railway Corporation from 1983 to 1990. It was also the last diesel locomotive of the Kowloon-Canton Railway to be named after a person. After the railroad discontinued its freight operations in 2010, No. 60 began hauling maintenance trains until its official retirement in 2021, following the commissioning of a new signalling system for the East Rail Line. In September 2023, it was handed over by the MTR Corporation Limited to the Hong Kong Railway Museum for permanent collection and display, with the conservation work supervised by the Conservation Office.



九廣鐵路員工通訊《策力》報道，1991 年 5 月 8 日，喬沛德先生主持 60 號機車的揭幕儀式。

*Trackrecord*, staff newsletter of the Kowloon-Canton Railway Corporation, reports that Mr Peter Quick presided over the unveiling ceremony of No. 60 on 8 May 1991.  
(香港文化博物館藏品 Collection of the Hong Kong Heritage Museum)



60 號機車正運往香港鐵路博物館，2023 年。

No. 60 being transported to the Hong Kong Railway Museum, 2023.  
(香港文化博物館相片 Photo of the Hong Kong Heritage Museum)





60 號機車正移往路軌，2023 年。  
No. 60 moving to the rail track, 2023.  
(香港文化博物館相片 Photo of the Hong Kong Heritage Museum)



60 號機車正進行吊運工作，2023 年。  
Lifting operation of No. 60, 2023.  
(香港文化博物館相片 Photo of the Hong Kong Heritage Museum)



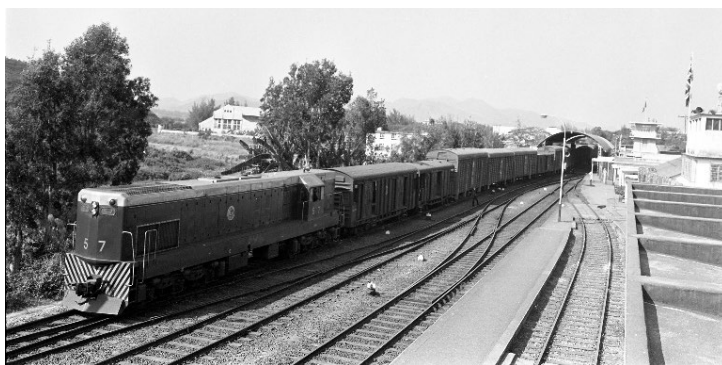
60 號機車正進行最後組裝，2023 年。  
No. 60 under final installation work, 2023.  
(香港文化博物館相片 Photo of the Hong Kong Heritage Museum)

## 鐵路貨運服務的發展

### Development of Railway Freight Services

自 1911 年通車以來，九廣鐵路已肩負跨境鐵路貨運服務的工作，來港貨卡運載乾貨、牲畜、急凍貨物、水產、新鮮食物、貨櫃及郵件等，並將香港貨物運往內地。踏入 1980 年代，鐵路貨運服務進入高峰期，來往香港和內地的貨運量曾達至每年超過 450 萬公噸，來港牲畜約 200 萬頭。其時九廣鐵路設有六個貨場供貨運列車卸貨。1990 年代後期開始，在其他貨運模式激烈競爭下，鐵路貨運量日漸萎縮，最終香港鐵路有限公司於 2010 年停辦鐵路貨運業務。2022 年新冠疫情肆虐下，內地與香港跨境活動暫停，曾短暫復辦鐵路貨運服務，由內地運載物資供港，以解燃眉之急。

Since its commissioning in 1911, the Kowloon-Canton Railway had operated cross-boundary railway freight services, transporting dry goods, livestock, frozen goods, seafood, fresh food, containers and mail to and from the Mainland to Hong Kong. By the 1980s, railway freight services had reached the peak. The annual freight volume once exceeded 4.5 million tonnes, with around 2 million livestock arriving in Hong Kong. At that time, the Kowloon-Canton Railway had six freight yards for unloading freight trains. Starting from the late 1990s, railway freight volumes gradually decreased due to fierce competition from other freight transportation modes, and the MTR Corporation Limited discontinued its railway freight services in 2010. During the COVID-19 pandemic in 2022, cross-boundary activities between the Mainland and Hong Kong were suspended, and railway freight services were briefly resumed to transport supplies from the Mainland to Hong Kong to meet the urgent needs.



羅湖貨場，1976 年。羅湖貨場是一個編組站，所有內地貨卡抵港後，會於編組站根據貨物目的地進行編組及機車交接。

Lo Wu Freight Yard, 1976. It served as a marshalling yard where all Mainland freight trains arriving in Hong Kong would be shunted and assembled based on the destination of the cargo.

(政府新聞處提供 Courtesy of Information Services Department)



紅磡貨場，1975 年。位處海邊的紅磡貨場是九廣鐵路其中一個上落貨點，在鐵路貨運全盛時期，人、車、貨擠得水泄不通，更有船隻靠岸協助卸貨。

Hung Hom Freight Yard, 1975. Located by the seaside, it was one of the Kowloon-Canton Railway's cargo loading terminals. During the heyday of railway freight transport, it was jam-packed with people, vehicles and goods, and ships were docked to help with the unloading.

(政府新聞處提供 Courtesy of Information Services Department)

## 60 號柴油電動機車的修復

### Conservation of Diesel Electric Engine No. 60

60 號機車主要以金屬材料製成，由於服務期間長期暴露於戶外環境中，鐵質部份難免會出現鏽蝕、油漆剝落等狀況。在進駐鐵路博物館之前，文物修復辦事處的修復專家在港鐵羅湖機車行車室為 60 號機車進行了修復工作及重新塗上保護塗層，以減緩金屬車身在戶外展示中的鏽蝕速度。

Fabricated primarily from metal materials, L60 was subjected to prolonged exposure to outdoor environments throughout its service life. As a consequence, the iron parts of the locomotive inevitably suffered from corrosions and deterioration of its protective coating. In preparation for its relocation to the HKRM, the conservators from the Conservation Office conducted extensive conservation work and applied protective coating to the locomotive at the MTR Lo Wu Locomotive Running Shed, in order to minimise the rate of deterioration of the locomotive and ensure its suitability for outdoor display.



工作人員為 60 號機車重新髹漆，2022 年。

A worker repainting No. 60, 2022.

(香港文化博物館相片 Photo of the Hong Kong Heritage Museum)



修復專家為 60 號機車進行修復工作，2022 年。

A conservator conducting conservation work on No. 60, 2022.

(香港文化博物館相片 Photo of the Hong Kong Heritage Museum)



剛完成修復工程的 60 號機車，2022 年。

The newly restored locomotive No. 60, 2022.

(香港文化博物館相片 Photo of the Hong Kong Heritage Museum)