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香港扶輪社獲嘉--鐵路工程師、義勇軍團中校

Hong Kong Rotarian Reginald David Walker
Railway Engineer and Volunteer Regiment Officer

By Herbert K. Lau (劉敬恒) (Rotary China Historian)

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Reginald David Walker (獲嘉), OBE, MC, ARCS, DIC, MInstCE, (1892-1952), Chartered Civil Engineer, was an Active Member of the Rotary Club of Hong Kong (香港扶輪社) in 1930-40s holding the Classification "Transportation – Railway Transport" when he was Acting General Manager and Chief Engineer, Kowloon-Canton Railway (九廣鐵路). Walker served the Club as President in 1937-1938.

Life Sketch of Reginald David Walker

Reginald David Walker was born on 23 October 1892, the son of Mr. Andrew Walker, a mechanical engineer, at Gillingham, Kent, England. He received his education at the Mathematical School (a grammar school at Rochester), and London University, taking his engineering at the Royal College of Science, South Kensington, and the City and Guilds Engineering College, South Kensington, and gaining the Diploma of the Imperial College of Science and Technology after a post-graduate course in railway engineering.

Career Engineer

A cadet of the London University Officers' Training Corps, Royal Engineers, from 1913 to 1915, he joined the Field Company (Territorial) Royal Engineers for service overseas in June 1915, with the rank of Lieutenant, and saw service in France, Salonika, and Palestine and was mentioned in dispatches and received the Military Cross (M.C.) for his work in the last-named country, where he served as Reconnaissance Officer for the 60th Division from the operations at Beersheba to the fall of Jerusalem.

From April 1918 to May 1920 he was attached to the Railway Operating Division (R.O.D.),

Egyptian Expeditionary Force; from January to May 1920 as Officer Commanding R.O.D. Demobilised in 1920 with the rank of Captain, he went, after a few months in England, to the Federated Malay States (F.M.S.). In December of that year, as Assistant Engineer (open lines), F.M.S. Railways. Appointed District Engineers, Tanjong Malim, in December 1923, he received the thanks of the F.M.S. Government early the following year for special services rendered and in October 1925 was Engineer-in-charge of the consolidation work of the Pass Section at Kuala Kangsar. In 1926 he was appointed Maintenance Assistant to the Engineer for Way and Works and in 1928 Special Service Assistant to this department, the appointment continuing until 1931, broken only by a short period, in 1930, of special leave to the United States, to study railway conditions there. In December 1926 and January 1927 he was in charge of the Pahang flood relief and reconnaissance work. Other important work on which Walker was engaged was an investigation, in 1933, into the possibilities of developing the access to the Prai wharves.

Life in Hong Kong

Going on leave in July 1933, Walker was transferred to the British Crown Colony Hong Kong (英國殖民地香港) and arrived in March 1934 to take up his appointment as Acting General Manager and Chief Engineer, Kowloon-Canton Railway (K.C.R.) British Section, receiving the substantive appointment on August 11 following.

Walker also held many public positions in Hong Kong, such as member of the Tourism Association, and inspected the Canton-Hankow Railway (粵漢鐵路) in 1935. When China and Japan went to war in 1937, the Canton-Hankow Railway and the Kowloon-Canton Railway were important routes for the Chinese Nationalist Government to import strategic materials from the outside. At that time, Walker was in charge of the operation of the Kowloon-Canton Railway, which contributed to the Chinese war effort. In 1938, the KCR also helped with the procurement of locomotives and trucks for the Canton-Hankow Railway. After the outbreak of the World War II in Europe in 1939, Walker also helped Hong Kong to gear up for war by serving as a member of the War Supply Board that studied ways to produce war materials in Hong Kong.

Battle of Hong Kong

Walker was a keen Volunteer, and was a Lieutenant Colonel in the Hong Kong Volunteer Defence Corps (H.K.V.D.C.) (香港義勇防衛軍團), commanding the R.O.D. cadre.

The Battle of Hong Kong (8–25 December 1941), also known as the Defence of Hong Kong (香港保衛戰) and the Fall of Hong Kong, was one of the first battles of the Pacific War (1941-1945) in World War II. On the same morning as the attack on Pearl Harbor on 7 December 1941, forces of the Empire of Japan attacked the British Crown Colony Hong Kong around the same time that Japan declared war on Britain. The Hong Kong garrison consisted of British, Indian and Canadian units, also the Auxiliary Defence Units and Hong Kong Volunteer Defence Corps.

When the war started, Walker, who was 49 and a lieutenant colonel, was the commander of the Field Company of the HKVDC. His Company assisted in the demolition of sections of the Kowloon-Canton Railway and the tunnel at Lion Rock (獅子山) as the Japanese forced invaded. It is difficult for us to image how he felt about these actions. After British and allied forces withdrew from the mainland to Hong Kong Island, Walker's duties transitioned into direct combat. In the early morning of 19 December 1941, Walker led 70 engineers from his unit to reinforce the Royal Engineers sappers at Wong Nai Chung Gap (黃泥涌峽). This strategic pass in the center of Hong Kong Island became the site of the bloodiest and most crucial fighting of the Battle. Wounded in the fighting, Walker was later rescued by Canadian soldiers. After the fall of Hong Kong, Walker was then interned by the Japanese military forces at Argyle Street Camp (亞皆老街中營) and later Sham Shui Po Camp (深水埗集中營) until the end of the War in 1945. Walker's health apparently did not seem to recover from the War, and he died in 1952 at the age of 60.

A KCR engine was named after him in 1957 (see photo below) and a [Walker Road 獲嘉道] is named after him in Hung Hom (紅磡), Kowloon Peninsula (九龍半島), commemorating his contributions. The British Government awarded 11 medals of honour and commemorative medals to Walker at different times, in recognition of his various contributions. His medals and honours can now be seen at the Museum of Coastal Defense.

Hobbies

Walker was the author of various books, including《Principles of Underdrainage》and《Modern Trains in Permanent Way Maintenance and Design》and of various brochures on railway and other engineering subjects.

Walker's principal recreation was golf, which he started to play at the early age of five, under the tuition of his father, a noted golfer of his day. During his University and Army days he was a runner of distinction. He won many cups as a half-miler, including the Royal Engineers Championship event (open to all R. E.'s then in England) in 1915.



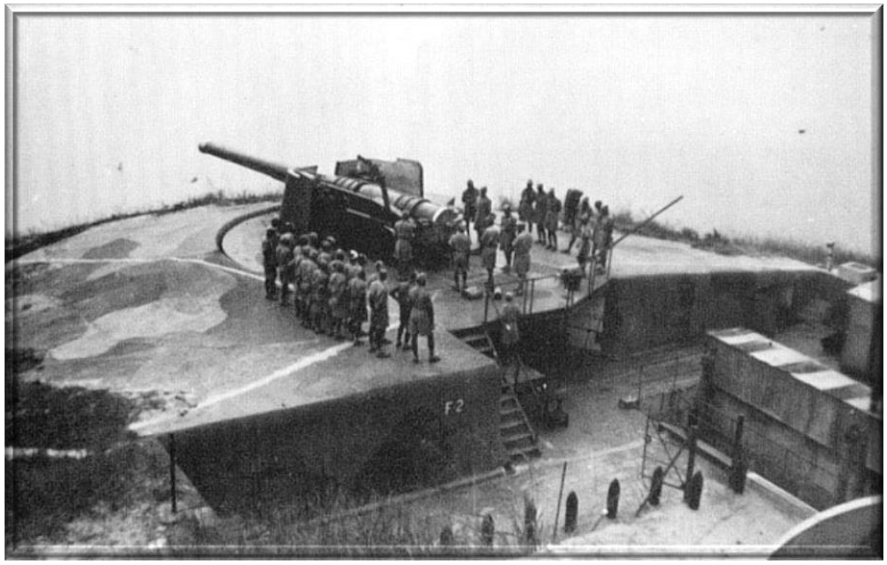
2000 年 6 月－九廣鐵路 55 號機車「獲嘉號」停於香港大埔墟車站。

June 2000 -- Kowloon-Canton Railway Engine 55, R. D. Walker, stopped at the Tai Po Market Station.

The Japanese Invasion of Hong Kong, December 9 - 25, 1941



香港義勇防衛軍團徽章　　Crest of the Hong Kong Volunteer Defence Corps



1941 年 12 月— 在香港島戴維斯山砲台，印度裔砲兵正在操作 9.2 吋海軍火砲。

Indian gunners manning a 9.2-inch naval artillery gun at Mount Davis Battery on Hong Kong Island.



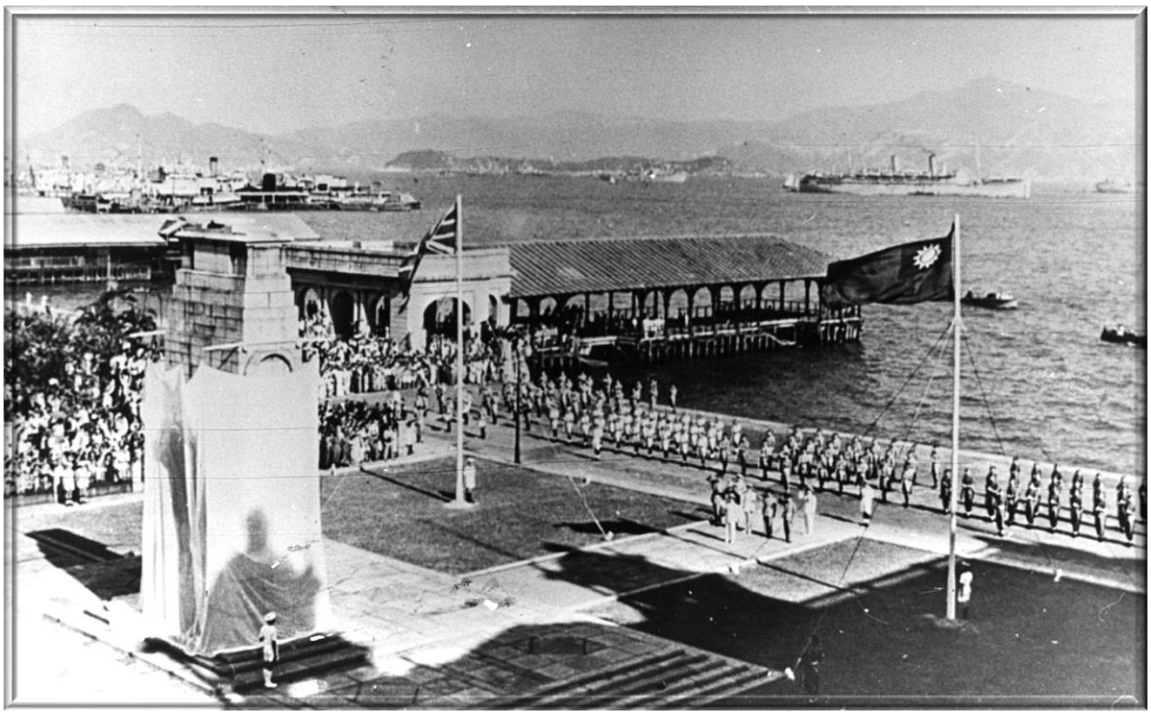
1941 年 12 月— 加拿大軍隊保衛香港

December 1941 -- Defence of Hong Kong by the Canadian troops



1941 年 12 月 25 日－英國軍隊在香港向日本帝國軍隊投降。

25 December 1941 -- The surrender of British forces to Imperial Japan forces in Hong Kong.



1945 年第二次世界大戰結束後，在香港中環的和平紀念碑舉行了香港重光儀式，

由大英帝國和中華民國的軍隊共同主持。

After the Second World War in 1945, Liberation of Hong Kong Ceremony was held at the Cenotaph in Central, Hong Kong, jointly officiated by military forces of the British Empire and the Republic of China.

香港扶輪社獲嘉--鐵路工程師、義勇軍團中校



獲嘉中校(Lieutenant Colonel Reginald David Walker, OBE, MC, ARCS, DIC, MInstCE)(1892-1952),註冊土木工程師,在二十世紀 30 至 40 年代擔任九廣鐵路(Kowloon-Canton Railway)代理總經理兼總工程師期間,曾是香港扶輪社(Rotary Club of Hong Kong)的現職社員,職業分類「交通運輸—鐵路運輸」。獲嘉於 1937-1938 年度擔任香港扶輪社社長。

生平簡介

獲嘉於 1892 年 10 月 23 日出生於英國肯特郡吉林厄姆(Gillingham, Kent, England),父親是機械工程師。他先後就讀於羅徹斯特數學學校(Mathematical School, Rochester)(一所文法學校)和倫敦大學(London University),並在南肯辛頓皇家科學學院(Royal College of Science, South Kensington)和南肯辛頓城市與行業協會工程學院(City and Guilds Engineering College, South Kensington)攻讀工程學。之後在完成鐵路工程研究生課程後,獲得帝國理工學院(Imperial College of Science and Technology)文憑。

職業工程師

1913 年至 1915 年,獲嘉曾是倫敦大學皇家工程兵軍官訓練團的學員。1915 年 6 月,他以陸軍中尉軍階加入皇家工程兵野戰連(地方部隊),赴海外在法國(France)、薩洛尼卡(Salonika)和巴勒斯坦(Palestine)服役。在巴勒斯坦,他因戰功卓著而被嘉獎,榮獲軍功十字勳章(Military Cross, M.C.)。

在巴勒斯坦,獲嘉擔任第 60 師的偵察官,從貝爾謝巴(Beersheba)戰役到耶路撒冷(Jerusalem)陷落,全程參與。1918 年 4 月至 1920 年 5 月,他被派往埃及遠征軍(Egyptian Expeditionary Force)鐵路運營部。1920 年 1 月至 5 月,他擔任鐵路運營部指揮官。

1920 年以陸軍上尉軍階退役後,獲嘉在英國待了幾個月,隨後前往馬來聯邦(Federated Malay States)。同年 12 月,他被任命為馬來聯邦鐵路助理工程師(開放式路線)。1923 年 12 月,他被任命為丹絨馬林(Tanjong Malim)地區工程師。次年初,因其特殊貢獻而受到馬來聯邦政府的表揚。1925 年 10 月,他擔任瓜拉江沙(Kuala Kangsar)山口段加固工程的負責人。1926 年,他被任命為鐵路工務工程師的維護助理。1928 年,他被任命為該部門的特別服務助理,一直持續到 1931 年。期間僅在 1930 年短暫休假,前往美國考察當地的鐵路狀況。

1926 年 12 月至 1927 年 1 月，獲嘉負責彭亨州(Pahang)的防洪救災和勘察工作。他參與的另一項重要工作，是 1933 年對開發北賴(Prai)碼頭通道的可能性進行調查。

香港生活

1933 年 7 月，獲嘉休假後，調往英國殖民地香港。1934 年 3 月抵達香港，就任九廣鐵路英段代理總經理兼總工程師，並於同年 8 月 11 日正式就職。

獲嘉在香港也擔任過許多公職，例如旅遊協會成員，並於 1935 年視察了粵漢鐵路。1937 年中國與日本開戰後，粵漢鐵路和九廣鐵路成為中華民國政府從海外進口戰略物資的重要通道。當時，獲嘉負責九廣鐵路的運營，為支援中國的抗日戰爭做出了貢獻。1938 年，九廣鐵路也協助粵漢鐵路購買機車和貨運列車。

1939 年歐洲爆發第二次世界大戰後，獲嘉也參與了香港的備戰工作，擔任戰爭物資供應委員會成員---該委員會研究如何在香港供應戰爭物資補給。

香港保衛戰

獲嘉是一位熱心的志願軍，曾任香港義勇防衛軍團(Hong Kong Volunteer Defence Corps)中校，指揮鐵路運營部。香港保衛戰（1941 年 12 月 8 日至 25 日），是第二次世界大戰太平洋戰爭（1941-1945）的早期戰役之一。

1941 年 12 月 7 日，日本偷襲珍珠港的同一天上午，日本帝國軍隊襲擊了英國殖民地香港，幾乎同時，日本對英國宣戰。香港守軍由英國、印度和加拿大部隊組成，還有輔助防衛部隊和香港第二志願防衛隊。

戰爭爆發時，49 歲的獲嘉中校是香港防衛軍團野戰連長。日軍入侵期間，他的連隊協助拆除了九廣鐵路的部分路段和獅子山隧道，很難想像他當時對這些行動的感受。守軍撤退到香港島上後，獲嘉和野戰連的士兵於 1941 年 12 月 19 日清晨與皇家工兵一起增援黃泥湧峽。獲嘉在戰鬥中負傷，後來被加拿大士兵救起。香港淪陷後，獲嘉被日軍關押在亞皆老街集中營(Argyle Street Camp)，後來又被轉移到深水埗集中營(Sham Shui Po Camp)，直到 1945 年戰爭結束。獲嘉的健康狀況似乎並未從戰爭中恢復過來，他於 1952 年去世，享年 60 歲。

1957 年，九廣鐵路的一輛機車以他的名字命名（圖見第 3 頁），九龍半島紅磡的一條馬路也以他的名字命名[獲嘉道 Walker Road]，以紀念他的貢獻。

英國政府曾多次授予獲嘉 11 枚榮譽勳章和紀念章，以表彰他的各項貢獻。他的勳章，現收藏於香港抗戰及海防博物館（Hong Kong Museum of Coastal Defense）（圖見第 6 頁）。

嗜 好

獲嘉著有多本書籍，包括《地下排水原理 Principles of Underdrainage》和《現代列車在永久軌道維護和設計中的應用 Modern Trains in Permanent Way Maintenance and Design》，以及關於鐵路和其他工程主題的各種小冊子。

獲嘉主要的休閒活動是高爾夫，他從五歲起就開始打高爾夫。師從他父親，當時著名的高爾夫球手。在大學和軍隊服役期間，他是一位傑出的長跑運動員。曾多次贏得半英里賽跑的獎杯，包括 1915 年的皇家工程師錦標賽（當時所有在英格蘭的皇家工程師均可參加）。



04 頒予香港義勇防衛軍野戰工兵連中校獲嘉（1892-1952）的勳章（左起）

Medals Awarded to Lieutenant-Colonel Reginald David Walker (1892–1952), Field Company Engineers, HKVDC (from left)

(1) 大英帝國官佐勳章
(2) 軍功十字勳章
(3) 英國戰爭勳章
(4) 勝利勳章
(5) 1939至1945年星章
(6) 太平洋星章
(7) 防衛勳章
(8) 1939至1945年戰爭勳章
(9) 英皇佐治五世銀禧紀念章
(10) 英皇佐治六世登基紀念章
(11) 輔助部隊軍官績效勳章

香港義勇防衛軍自成立以來，積極吸納成員，當中不乏身居要職之人士。以獲嘉為例，他是二戰前九廣鐵路（英段）的經理及總工程師。

(1) Officer of the Most Excellent Order of the British Empire (OBE)
(2) Military Cross
(3) British War Medal
(4) Victory Medal
(5) 1939–1945 Star
(6) Pacific Star
(7) Defence Medal
(8) War Medal 1939–1945
(9) King George V Silver Jubilee Medal
(10) King George VI Coronation Medal
(11) Efficiency Decoration

The HKVDC actively recruited members since its establishment, many of whom held prominent positions in society. For example, Walker was manager and chief engineer of the Kowloon-Canton Railway (British Section) before the Second World War.