

尖沙咀

前九廣鐵路鐘樓

Former Kowloon-Canton Railway Clock Tower, Tsim Sha Tsui



九廣鐵路

Kowloon-Canton Railway



一九一〇年在尖沙咀舉行的九廣鐵路(英段)開幕典禮，由輔政司梅含理爵士伉儷主持。
Opening of the KCR (British section) at Tsim Sha Tsui in 1910. Sir Henry May, Colonial Secretary, accompanied by Lady May, formally opened the new railway.

九廣鐵路的建設在香港公共運輸及中港兩地交通的發展史上扮演著重要的角色。早於十九世紀末，中、英兩國政府已倡議合作興建貫通香港及廣州的鐵路系統。一九〇六年初，九廣鐵路英段(現稱港鐵東鐵綫)工程正式展開，至一九一〇年十月一日建成通車，來往九龍至羅湖。但九龍總站因設計及地點問題仍未建成，只能租借香港九龍碼頭貨倉有限公司的貨倉作臨時車站。翌年，九廣鐵路華段亦完工，並開辦直通車，連結穗、港兩地。

The opening of the Kowloon-Canton Railway (KCR) played an important role in the development of both the public transport in Hong Kong and the territory's links with Mainland. At the end of the 19th century, the Chinese and British governments proposed a joint project to build a railway line that would link Hong Kong with Canton (Guangzhou). Construction work of the British section (now called the MTR East Rail Line) officially began in early 1906 and the route linking Kowloon and Lo Wu was completed and opened for traffic on 1 October 1910. However, a debate had sprung up on the design and location of the terminus in Kowloon, and a warehouse belonging to the Hong Kong & Kowloon Wharf and Godown Company therefore had to be rented as a temporary station. In the following year, the Chinese section of the KCR was finished with through trains linking the two places.

一九一五年從尖沙咀火車總站東望，可見興建中的編組車場及月台。
Construction of the marshalling yard and platform, looking east from the Tsim Sha Tsui Terminus in 1915.

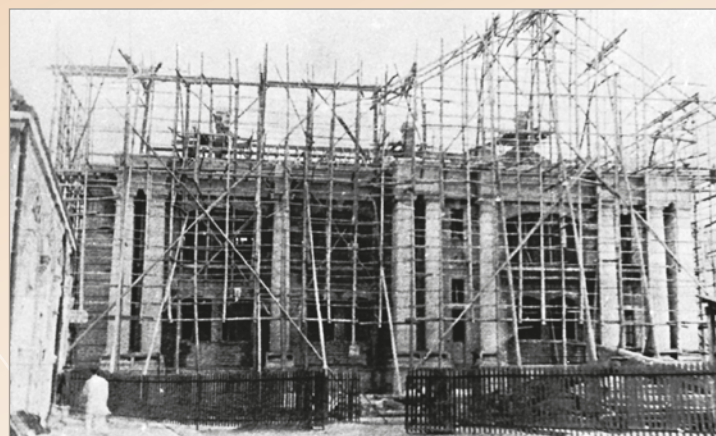


尖沙咀火車總站

Railway Terminus at Tsim Sha Tsui

一九一二年，政府落實興建尖沙咀火車總站，並委任馬來西亞政府建築師哈伯先生負責設計。火車總站於一九一三年四月一日正式動工，一九一五年完成，但由於適逢第一次世界大戰在歐洲爆發，來自英國的各類器材及裝置遲遲未能運抵本港，車站內部工程曾一度停頓。直至一九一六年三月二十八日，火車總站才正式開放使用。

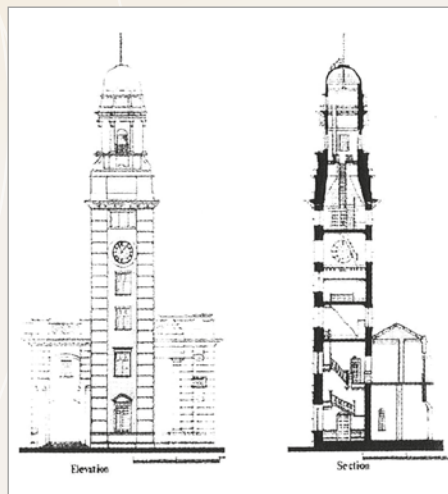
In 1912, the government decided to proceed with the construction of a terminal building in Tsim Sha Tsui. Mr A.B. Hubback, a government architect from the Federated Malay States, was appointed architect to design the building. The work started on 1 April 1913 and was completed in 1915. The shipment of fittings and fixtures from the United Kingdom was held up, however, following the outbreak of World War I in Europe, and completion of the interior of the station was thus delayed. The terminus eventually opened for service on 28 March 1916.



一九一四年興建中的火車總站大樓
The terminus building under construction in 1914



火車總站大樓興建工程進入最後階段
The terminus building in the final stage of construction

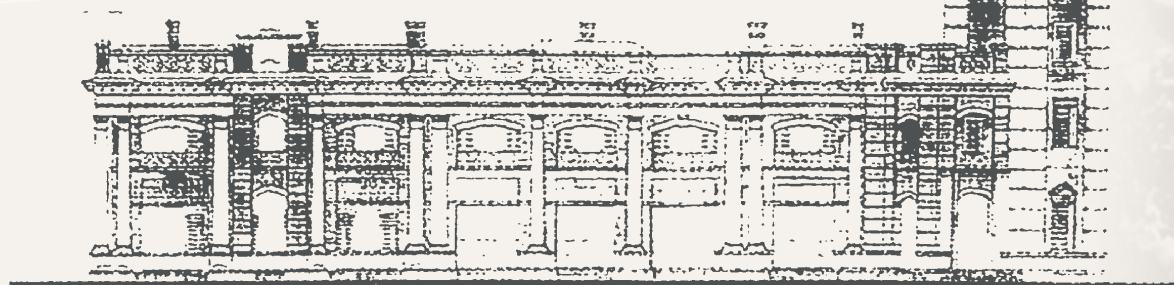


一九七七年的鐘樓立面及剖面圖
Elevation and section plans of the Clock Tower, 1977.



興建中的鐘樓
The Clock Tower under construction

一九七七年的火車總站大樓西立面測繪圖
West elevation plan of the terminus building, 1977.



WEST ELEVATION FACING BUS TERMINUS

鐘樓的啟用 Opening of Clock Tower

火車總站的鐘樓雖於一九一五年建成，但電鐘報時裝置未能同時裝設。一九二〇年秋，由著名的英國拉夫堡泰勒家族在一九一九年鑄造的銅鐘終於運抵本港，但因欠缺圖則及監工的指示，四面電子鐘及一噸重的報時銅鐘的安裝工程有所延誤，直至一九二一年三月鐘樓才正式運作，從此成為火車總站附近一帶的地標。

An accompanying feature of the terminus, the Clock Tower was also completed in 1915, but the electric clock mechanism could not be installed at the same time. Cast in 1919 by the notable Taylor bellfounding family in Loughborough, United Kingdom, the bell arrived in Hong Kong in the autumn of 1920, but there was other delay in obtaining necessary drawings and instructions from the maker for the installation of the electric turret clocks and one-ton hour bell. The clocks finally commenced operation in March 1921, and the Clock Tower soon became a landmark of the area surrounding the terminus.

一九三〇年代從海面遠眺尖沙咀火車總站及天星碼頭
The Tsim Sha Tsui Terminus and the Star Ferry Pier looking from the sea in the 1930s



一九二〇年代末尖沙咀火車總站內貌
Interior of the Tsim Sha Tsui Terminus in the late 1920s



一九一〇年代末尖沙咀火車總站的月台，當時鐘樓仍未裝上時鐘。
The platform of the Tsim Sha Tsui Terminus in the late 1910s. The clock of the Clock Tower was not yet installed at that time.

一九一七年由訊號山西眺尖沙咀火車總站及編組車場。當時火車以單軌系統操作，並由蒸汽推動。
The Tsim Sha Tsui Terminus and its marshalling yard, looking west from the Signal Hill in 1917. At that time, trains were steam hauled and operated on a single-track system.



建築特色 Architectural Features



鐘樓的長方形玻璃窗，配以木框、花崗岩窗框和三角形楣飾。
The rectangular glass window on the Clock Tower has wooden-frame, granite window surrounds and pediment window head.



鐘樓頂部的混凝土圓拱頂及避雷針
Top of the Clock Tower with concrete dome and lightning rod



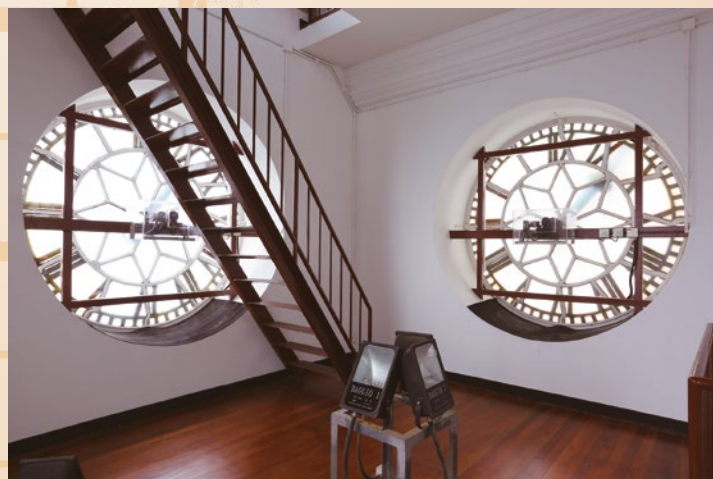
鐘樓內的木樓梯
The wooden staircase inside the Clock Tower

鐘樓建於火車總站西南面，高四十四米，具愛德華時代古典復興建築風格，以紅磚及花崗岩建成，整座建築由六層高正方形主體及兩層八角形閣樓組成。鐘樓頂平台鑲嵌典雅的菱形窗戶，上有圓拱形屋頂，並裝有一枝七米高的避雷針，以狹長鋼架支撐。

Situated at south-west of the terminus, the Clock Tower was built of red bricks and granite in Edwardian Classical Revival style. It stands 44 metres high, formed by a 6-storey high square main building and a 2-storey high octagonal domed turret. Windows in a diamond pattern are installed near the flat top of the tower, which is capped by a concrete dome mounted on a drum-like base. On top of the dome is a slender steel structure supporting a 7-metre lightning rod.



鐘樓上的時鐘
The clocks of the Clock Tower



鐘樓內的報時裝置
The clock mechanism inside the Clock Tower

鐘樓的變遷

Development of Clock Tower



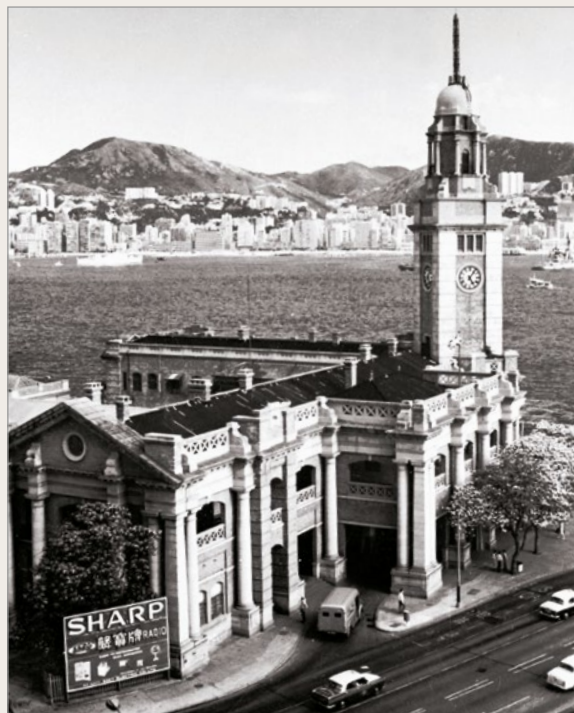
一九五二年的鐘樓及巴士總站
The Clock Tower and the bus terminus in 1952

時鐘自一九二一年起為市民報時，在日佔時期（一九四一至一九四五年）曾停止使用，直至一九四五年十月二日才恢復運作。由於時鐘以電池運作，在操作及維修經常遇到困難，於是曾在四面鐘各自裝上馬達推動機件，卻導致四面鐘所顯示的時間有少許差異，使報時鐘聲不一致。最後，銅鐘於一九五〇年起停止運作。

一九六〇年代後期，由於現有設施未能應付日益增加的客運量，加上要發展尖沙咀，火車總站需要遷至紅磡擴建。一九七五年十一月三十日，新的紅磡火車總站正式投入服務，尖沙咀總站從此關閉。一九七八年十月，舊火車總站大樓完全拆卸，僅保留鐘樓。

The clocks started operation in 1921, but ceased to operate during the Japanese Occupation period (1941-1945), and they were not put back into service until 2 October 1945. Difficulties in operating and maintaining the clocks run by batteries in the later time led to the installation of four motors, one for each face, but this arrangement had the side effect of creating a small difference in the time shown by each face, which then did not coincide with the sound of the bell. Finally, the use of the bell was discontinued since 1950.

Since the late 1960s, as the existing facilities could not match with the ever increasing numbers of passengers and there was a need to redevelop Tsim Sha Tsui, the railway terminus had to be relocated to Hung Hom for larger space. The terminal building in Tsim Sha Tsui continued in service until 30 November 1975, when the new terminus at Hung Hom was opened. In October 1978, the terminal building was demolished, with only the Clock Tower being retained.



一九七〇年的尖沙咀火車總站及鐘樓
The Tsim Sha Tsui Terminus and the Clock Tower in 1970



一九七八年拆卸中的尖沙咀火車總站，鐘樓得以保存。
The Tsim Sha Tsui Terminus during demolition in 1978, with the Clock Tower retained.



一九六三年的尖沙咀火車總站及編組車場。當時火車已轉用柴油推動。
The Tsim Sha Tsui Terminus and its marshalling yard in 1963.
Diesel trains were in operation.



一九六三年從空中俯瞰尖沙咀火車總站及天星碼頭
An aerial view of the Tsim Sha Tsui Terminus and Star Ferry Pier in 1963

鐘樓的保存

Preservation of Clock Tower

鑑於鐘樓的歷史價值及建築特色，它於一九九〇年七月十三日列為法定古蹟，受《古物及古蹟條例》保護，成為見證香港鐵路發展史的重要標誌。鐘樓以先進機器取代四套舊馬達，繼續為市民服務。二〇一〇年九月，銅鐘亦重新放回鐘樓內。

In view of its historical value and architectural characteristics, the Clock Tower was declared a monument on 13 July 1990 which is protected under the Antiquities and Monuments Ordinance, and becomes the important landmark of the railway development of Hong Kong. New machine was used to replace the four old motors for unique time display to serve the community. In September 2010, the bell was placed in the Clock Tower again.

眺望鐘樓及周邊建築

View towards the Clock Tower and the surrounding buildings



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鐘樓近貌

Present view of the Clock Tower



現放在鐘樓內的銅鐘

The bell now placed inside the Clock Tower



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