

# 尖沙咀前九廣鐵路鐘樓

*Former Kowloon-Canton Railway*

# *Clock Tower*

*Tsim Sha Tsui*



中華人民共和國香港特別行政區政府  
發展局  
Development Bureau  
The Government of the Hong Kong Special Administrative Region  
of the People's Republic of China

文物保育專員辦事處  
Commissioner for Heritage's Office

香港歷史文物-保育·活化  
Conserve and Revitalise Hong Kong Heritage



古物古蹟辦事處  
Antiquities and  
Monuments Office



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。1906年，九廣鐵路英段（現稱港鐵東鐵綫）工程展開，至1910年10月1日建成通車，全長35.4公里，來往九龍至羅湖。但九龍總站因設計及地點問題而仍未建成，只能租借香港九龍碼頭貨倉有限公司的貨倉作臨時車站。

The opening of the Kowloon-Canton Railway (KCR) played an important role in the development both of the public transport in Hong Kong and the territory's links with mainland China. Construction of the British section (now called the MTR East Rail Line) began in 1906 and the 35.4 km-long 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.



1910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

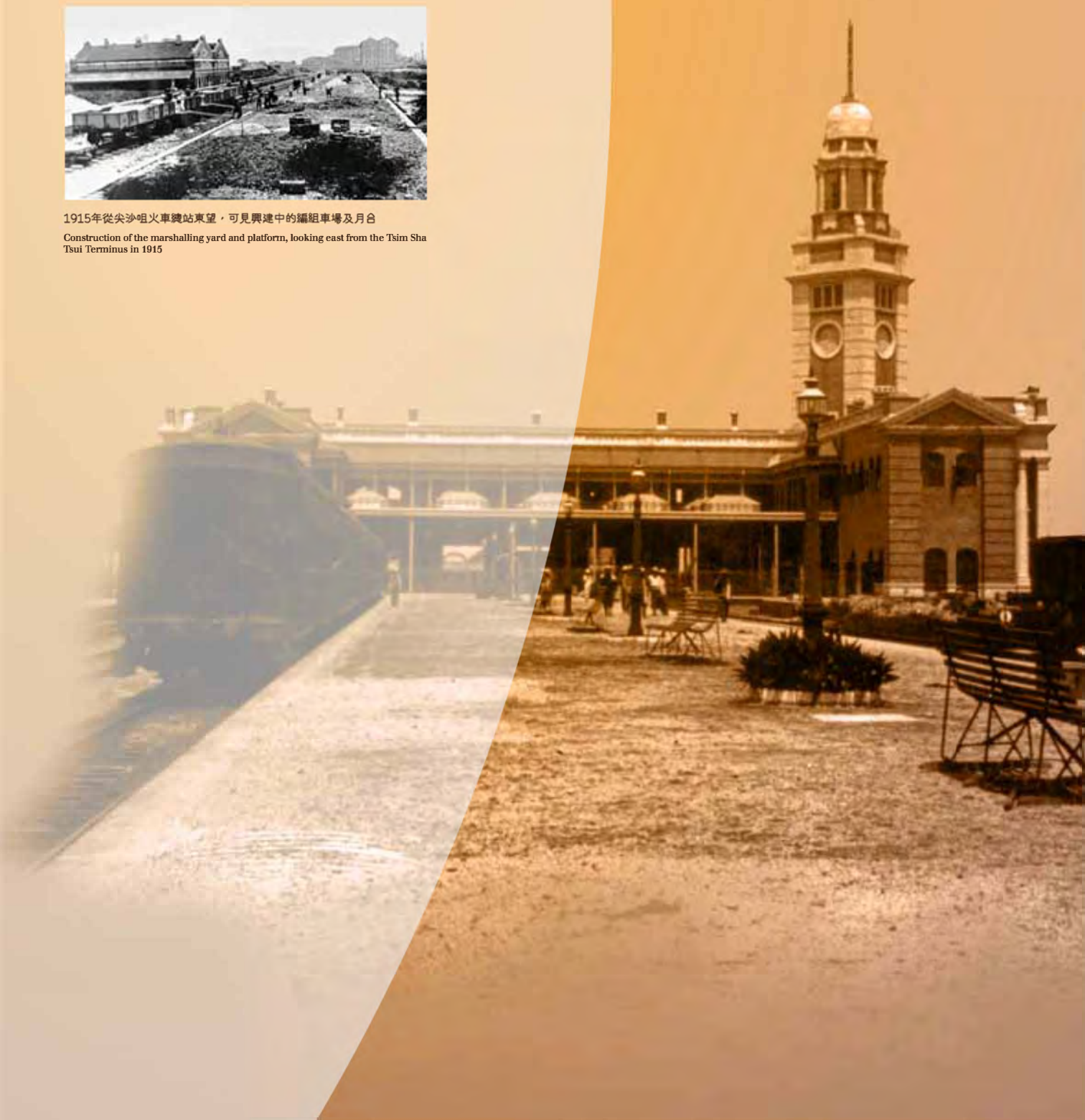
Opening of the Kowloon-Canton Railway (British section) at Tsim Sha Tsui in 1910. Sir Henry May, Officer Administering the Government, accompanied by Lady May, formally opened the new railway



1915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

1910年代末的尖沙咀火車總站內的月台及列車  
The platform and train of the Tsim Sha Tsui Terminus and its platform in the late 1910s



1912年，政府落實興建尖沙咀火車總站，並於1913年4月1日正式動工，1915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，車站內部的工程曾一度停頓。直至1916年3月28日，火車總站的所有工程正式完工。

In 1912, the government decided to proceed with the construction of a terminal building in Tsim Sha Tsui. 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 was finally completed on 28 March 1916.



興建中的鐘樓  
The Clock Tower under construction



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

從海面遠眺尖沙咀火車總站及天星碼頭，當時鐘樓上仍未裝上時鐘  
The Tsim Sha Tsui Terminus and the Star Ferry Pier looking from the harbour  
The clock of the Clock Tower was not yet installed at that time





火車總站的鐘樓雖於1915年建成，但電鐘報時裝置未能即時裝置。到1920年秋，大鐘終於運抵本港，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1921年3月22日鐘樓才正式運作，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. The electric turret clock and its one-ton bell were finally delivered in the autumn of 1920, but installation was delayed because of the non arrival of necessary drawings and instructions from the manufacturers. The clock finally commenced operation on 22 March 1921, and the Clock Tower soon became a landmark of the area surrounding the terminus.



1917年由訊號山西眺尖沙咀火車總站及編組車場。其時火車以單軌系統操作，並以蒸氣推動

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



1920年代末尖沙咀火車總站內貌

Interior view of the Tsim Sha Tsui Terminus in the late 1920s

1920年代末的尖沙咀火車總站及鐘樓

The Tsim Sha Tsui Terminus and the Clock Tower in the late 1920s



鐘樓高44米，以紅磚建成，四角為花崗石墩，整座建築由六層高以正方形平面設計的主體及兩層八角形平面設計的閣樓組成。鐘樓頂平台鑲嵌典雅的菱形窗戶，上有一個混凝土拱頂，並裝有一枝長7米的避雷針，以狹長鋼架支撐。

Built of red bricks and granite blocks at the corners, the Clock Tower stands 44 metres high, formed by a 6-storey high square main building and a 2-storey high octagonal loft. 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 antenna.



鐘樓上的長方形玻璃窗，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



鐘樓內的樓梯  
The staircase inside the Clock Tower



鐘樓上報時鐘的背面  
The back of the clock inside the Clock Tower

1977年拆卸前的尖沙咀火車總站，當時車站已經停用  
The Tsim Sha Tsui Terminus before demolition in 1977  
The terminus had ceased operation at that time





鐘樓自1921年起為市民報時，在日佔時期（1941至1945年）曾停止使用，直至1945年10月2日才恢復運作。有鑑於大鐘以電池運行，在操作及維修時常遇困難，於是曾替四面鐘各自裝上馬達推動機件運作，卻導致四面所顯示的時間有少許差異，也與報時鐘聲不一致。最後，大銅鐘於1950年不再運作。

The Clock started operation in 1921, but ceased to operate during the Japanese Occupation Period (1941-1945), and it was not put back into service until 2 October 1945. Difficulties in operating and maintaining a clock run by batteries 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 in 1950.



1937年的鐘樓及天星碼頭  
The Clock Tower and the Star Ferry Pier in 1937



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



鐘樓上的時鐘  
The clock of the Clock Tower

1950年代從海面遠眺尖沙咀火車站及鐘樓  
The Tsim Sha Tsui Terminus and the Clock Tower  
looking from the harbour in the 1950s



1960年代後期，由於原有設施未能應付日益增加的客運量，火車總站需要遷至紅磡，以興建更大的總站。1975年11月30日，新的紅磡火車總站正式投入服務，尖沙咀總站從此關閉。1976年起，鐘樓內的大銅鐘曾先後在紅磡車站、九廣鐵路公司的沙田總辦事處及火炭鐵路大樓公開展示。1978年10月，舊總站大樓拆卸，只保留鐘樓。2010年9月，大銅鐘放回鐘樓內。

In the late 1960s, the railway terminus could not cope with the increasing numbers of passengers, the railway terminus had to be relocated to Hung Hom for better facilities. The terminal building continued in service until 30 November 1975, when the new terminus at Hung Hom was opened. From 1976 onwards, the bell was displayed at Hung Hom Station, KCRC's Head Office at Sha Tin Station and Fo Tan Railway House respectively. In October 1978, the terminal building was demolished, with only the Clock Tower being retained. In September 2010, the bell was returned to the Clock Tower.



1975年安裝於鐘樓內的大銅鐘  
The bell installed in the Clock Tower in 1975



2010年大銅鐘遷離九廣鐵路公司於火炭的總部大樓  
Removal of the Bell from KCRC Railway House at Fo Tan in 2010



2010年大銅鐘安裝於鐘樓內  
Installation of the Bell at the Clock Tower in 2010

1972年從海面眺望尖沙咀火車總站及鐘樓  
The Tsim Sha Tsui Terminus and the Clock Tower  
looking from the harbour in 1972





有鑑於其歷史價值及建築特色，因此鐘樓於1990年列為法定古蹟，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。

In view of its historical value and architectural characteristics, the Clock Tower was declared a monument in 1990 under the protection of the Antiquities and Monuments Ordinance, and becomes the important landmark of the railway development of Hong Kong.



鐘樓採用新古典風格設計，樓高44米，以紅磚和花崗岩建成  
The Clock Tower with Neo-Classical design is 44m tall, built with red bricks and granite blocks

圓頂上設有一支7米長的避雷針  
Dome topped by a 7-metre antenna



從海港眺望鐘樓及文化中心  
The Clock Tower and the Cultural Centre looking from the harbour

## 鳴謝

圖片由香港文化博物館、香港歷史博物館、香港政府檔案處歷史檔案館及政府新聞處提供。

## Acknowledgement

Photos are provided by the Hong Kong Heritage Museum, the Hong Kong Museum of History, the Public Records Office of the Government Records Service of Hong Kong and the Information Services Department.

