

プロローグ 帝都の玄関を

1884年 明治17年～

東京府知事、芳川顕正による「市区改正意見書」(最初の都市計画案)作成

1884 (17th year of the Meiji Era) The Tokyo City Area Improvement Plan, the first urban design plan, created by Akimasa Yoshikawa, the Governor of Tokyo Prefecture

江戸から引き継いだ都市インフラが限界に達した明治10年代、近代国家の首都にふさわしい都市へと東京を改造する気運が高まり始めた。鉄道計画はそのメインテーマと位置付けられ、既に東京のターミナルとして開業していた新橋駅と上野駅とを結ぶ市街線の建設、及び、その両駅に代わる中央停車場の設置が計画された。その目的は、それまで各方面ごとに独自に敷設されていた官設鉄道と私設鉄道を結んでネットワークを形作ることによって都市内交通を活性化し、同時に日本列島を縦貫する国土交通の大動脈を創出することにあった。とりわけ、その中核に位置する中央停車場には、全国に拡がる鉄道網の取次点としての役割が期待され、1890年(明治23)には内務大臣より建設の訓令が発せられ、1900年(明治33)から市街高架線の建設工事が着手されたものの日露戦争の勃発により工事は中断。1906年(明治39)ようやく再開され1910年(明治43)に高架線は完成した。また中央停車場の建設工事は6年半の歳月を経て1914年(大正3)、東京駅として開業した。「市区改正委員会」による最初の建設計画が発表されてから実に30年後のことである。

In the 1880s, the urban infrastructure of the Edo Period had been stretched to its limits, and the movement to make Tokyo a metropolis suitable for the capital of a modern country began to gather momentum. Railway planning was one of the main areas of focus, and plans were made to build a railway through the city to connect Shimbashi and Ueno. Tokyo's two existing terminals. Construction of a Central Terminal to replace those two was also planned. The purpose was to connect government and privately owned railways that had been built independently in several directions and to create a network. This would provide inner-city transport and also create a through transportation artery that would run the length of the Japanese islands. The Central Terminal at the nucleus would be the point of convergence for the nationwide railway network, and in 1890, an official directive for its construction was issued by the Minister of Internal Affairs. Construction of the elevated tracks through the city started in 1900, but work was suspended when the war with Russia began. It was resumed in 1906 and the elevated railway line was completed in 1910. The construction of the Central Terminal took six and a half years; it was opened in 1914, and was named Tokyo Station. This was 30 years after the City Development Committee first announced construction plans.



明治末から大正初期の上野駅南口と駅前の様子
『上野駅史』1932年(昭和7)

1885年(明治18)に落成した初代駅舎。現在の広小路口付近に建てられた。洋風レンガ造2階建て正面は東側を向いていたが、写真に見える上野広小路に近い南口が主たる出入口となった。

The south entrance to Ueno Station and the surroundings around 1912 (the end of the Meiji Era and the start of the Taisho Era). "History of Ueno Station," 1932.

The first Ueno station building, completed in 1885, and built near the present Hirokoji entrance. It was a two-storied Western style brick structure facing east, but the South Entrance seen in the photo, closer to Ueno Hirokoji, became the main gateway.

竣工当時の新橋駅駅舎

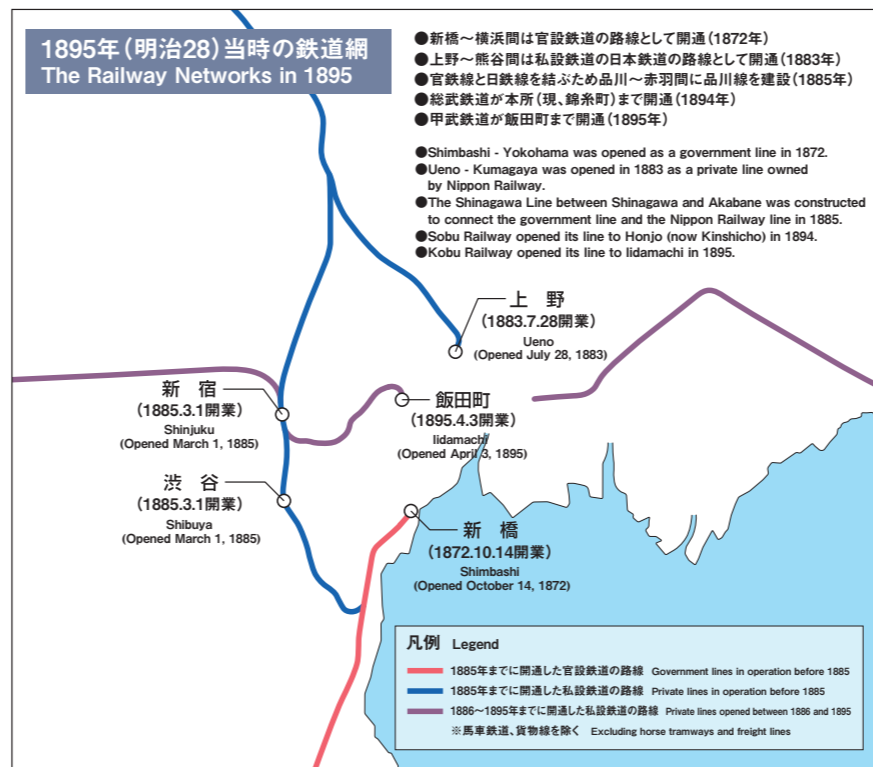
『東京市街高架鉄道建築概要』1914年(大正3)

細部の意匠や装飾は異なるが、建物のプロポーションと全体の形状が万世橋駅駅舎と共通。

Shimbashi Station Building on completion

"Summary of the Construction of the Tokyo Urban Elevated Railway," 1914

The finer details and embellishments are different, but the overall shape and proportions are the same as the Manseibashi Station Building.



和久田康雄『私鉄史ハンドブック』、瀧山義・守田久盛「東京駅を中心とした鉄道建設・改良の変遷」(烏秀雄編『東京駅誕生』所収)、青木栄一「東京の鉄道網の発達と副都心」(新宿歴史博物館編『ステーション新宿』所収)等をもとに作成

Compiled from information obtained from "Handbook of Private Railways of Japan" by Yasuo Wakuda, "Changes to Railway Construction and Improvements around Tokyo Station" by Mamoru Takiyama and Hisamori Morita (in "The Birth of Tokyo Station", compiled by Hideo Shima), "The Development of Tokyo's Railway Network and Sub-Centers" by Eiichi Aoki (in "Shinjuku Station", compiled by the Shinjuku Historical Museum).



完成まもない東京駅の全景

『記念写真帖 大正三年十二月』1914年(大正3)

正面に皇室専用玄関を設け、右(南)側のドームが乗車口、左(北)側のドームが降車口とされた。乗降口の分離は1948年(昭和23)まで続けられた。駅前には広大な広場が設けられた。

Full view of Tokyo Station immediately after completion

Commemorative Photo Album, December 1914

The entrance at the center was for the exclusive use of the Imperial household. The dome to the right (south) was used as the entrance, and the dome to the left (north) was used as the exit. The separation between entrance and the continued until 1948. A large open space was created in front of the station.



合理的な選択、通過式の駅建設

1895年 明治28年～

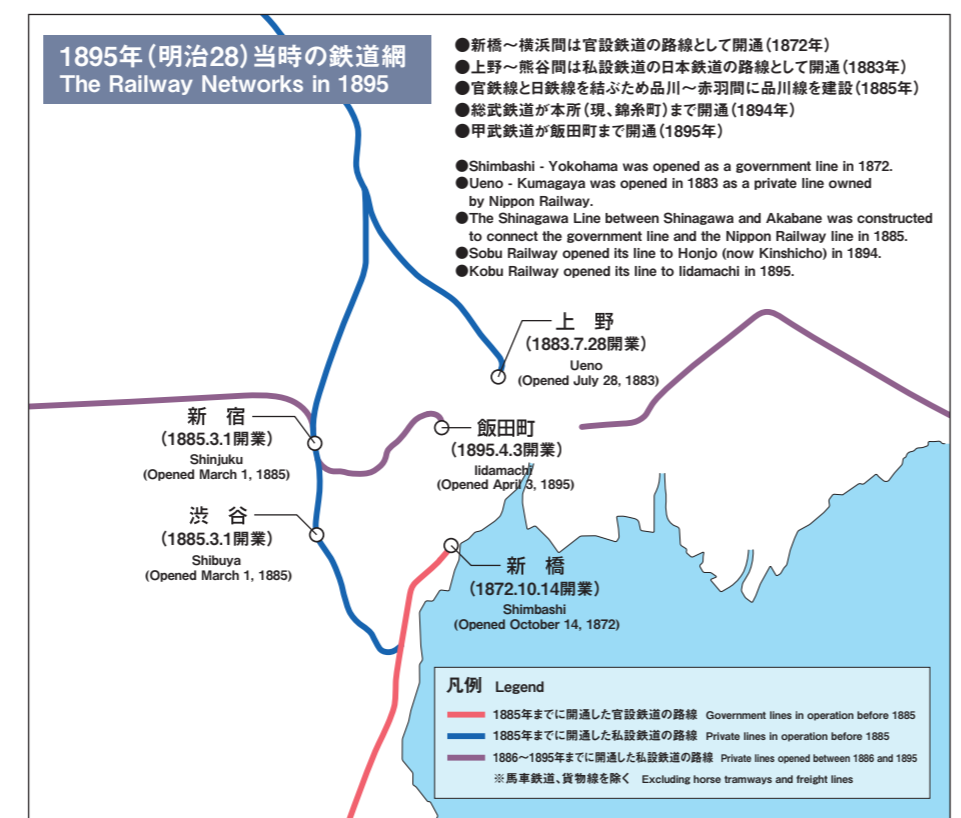
新橋～中央停車場間の市街高架線の建設と中央停車場の建設決定

1895 (28th year of the Meiji Era)
The decision is made to construct the Central Terminal and the urban elevated railway between Shimbashi and the Central Terminal.

東京駅は、ヨーロッパの大都市の中央駅や、新橋、横浜、上野などそれまでの日本の主要駅に見られるような頭端式(行き止まり式)ではなく、通過式の構造を採用している点特徴的である。市街地に正対して駅舎が配置される頭端式は都市の顔として存在感を高めることができる反面、旅客・貨物を問わず、機関車による牽引が一般的であった当時、その付け替えには広い構内と多大な時間を必要とした。新橋上野間を結ぶ市街高架線としてスムーズな列車通過を最重要視した当時の鉄道官僚たちの合理的見識の成果といえるだろう。

One feature of Tokyo Station is that it has through tracks, unlike the central terminal stations in the big cities of Europe, the original Shimbashi and Yokohama stations, and Ueno station, where tracks come to a stub-end next to the station building. The stub-end design allows the station to face the built-up city area, so it can become the face of the city and have a strong presence. But in the age when cars were always hauled by locomotives, for both passengers and freight, a large area and a great deal of time was required for locomotives to uncouple from the cars and couple at the other end to reverse the direction of travel. The through-track choice was a rational and wise one by railway officials who placed highest priority on smooth train movement along the elevated tracks linking Shimbashi and Ueno.

市街線金杉橋銭瓶町間線路平面図・縦断面図(部分)
『記念写真帖 大正三年十二月』1914年(大正3)
実際に施工された市街高架線の平面図。バルツァーによる路線計画がそのまま踏襲されている。中央停車場の丸の内駅舎は辰野金吾による駅舎が記入され、八重洲側の貨物設備は客車操車場などに変更されている。
Plan View and Cross Section of Urban Tracks between Kanasugibashi and Zenikamecho (Partial)
Commemorative Photo Album, December 1914
The plan view of the construction of the urban elevated track. It follows the original plan by Baltzer. The Marunouchi Station building of the Central Terminal designed by Kingo Tatsuno is drawn in and the original freight facilities on the Yaesu side have been changed into a yard for passenger cars.



和久田康雄『私鉄史ハンドブック』、瀧山養・守田久盛「東京駅を中心とした鉄道建設・改良の変遷」(島秀雄編「東京駅誕生」所収)、青木栄一「東京の鉄道網の発達と副都心」(新宿歴史博物館編「ステーション新宿」所収)等をもとに作成
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辰野金吾の設計プラン

1903年 明治36年～

辰野金吾への駅舎設計依頼

1903 (the 36th year of the Meiji Era)
The design work for the station building is entrusted to Kingo Tatsuno

辰野金吾の設計の特徴は、バルツァーが和洋折衷を提案していたのに対し、あくまで西洋式で表現をまとめた点と、バルツァーの構想した分棟式配置を引き継いだ上で一体化し、全体を一つの建物として計画した点にある。建築様式も「辰野式ルネッサンス」とよばれる独自のデザインが随所に盛り込まれていて、第1案で既に両端のドームが描かれている。設計途中に日露戦争が日本の勝利の形で終結したことも手伝い、建設予算も大幅に増額され、アジアの新興国家にふさわしい、かつてない巨大建築の駅舎となった。

The feature of the Kingo Tatsuno design is the overall expression of Western design in contrast to the mixed Japanese-Western design proposal by Baltzer, and while inheriting the basic layout concept of separate buildings by Baltzer, he combined them into his plans for a single building. The architectural style itself contains unique designs called the "Tatsuno Renaissance Style" in many places, and the domes at both ends are already drawn in the first design plan. With the war with Russia ending in a victory for Japan while the design work was being done, the construction budget was increased dramatically and the station building grew into a gigantic structure, unprecedented in Japan but worthy of a newly emerging nation.



中央停車場辰野金吾 第1案
[東京ステーションホテル物語80年史]より転載
The first plan for the Central Station by Kingo Tatsuno.
Reprinted from "The 80 Year History of the Tokyo Station Hotel"



中央停車場建物展覧図 1911年(明治44)頃
辰野金吾に委嘱された中央停車場の設計期間は8年に及び、数次の設計案が検討された。本図は最終案をもとに描き起こされたと思われる展覧図。立面図に彩色を加え、駅に出入りする人々が自動車・馬車・人力車などともに描かれている。駅舎の完成した状態を一般の人々にもわかりやすく示すために、図面をもとに描かれたものと思われる。

Central Station Building Exhibit (Around 1911)
Kingo Tatsuno spent eight years on the design of the Central Station, with a number of design plans being considered. This is an exhibit drawing believed to have been prepared from the final design plans. It has added color to the elevation plan, with people coming and going to and from the station, with automobiles, horse carriages, and rickshaws also drawn. It is believed that this was produced based on the plans, to give the public an idea of what the station building would look like in its completed state.

辰野金吾 たつの きんご

(1854~1919)

肥前国唐津藩生まれ。(現在の佐賀県唐津市)工部大学校でJ.コンドルに学び、1879年(明治12)イギリスに留学。帰国後は工部大学教授をつとめて後進を育成し、明治建築界に君臨。1903年に官職を離れ自ら建築事務所を主宰。日本銀行本店、中央停車場(東京駅)をはじめ明治国家の権威を象徴する建築を数多く手がける。国家の三大建築として日銀・東京駅に続き国会議事堂の建築を念願したが果たせずに終わる。鉄道関係では、東京駅のほかに万世橋駅、浜寺公園駅(南海鉄道)を設計した。

Kingo Tatsuno (1854 - 1919)

Born in Karatsu, Hizen (currently Karatsu City, Saga Prefecture). Studied under J. Condor at the Technical College and went to England for further studies in 1879. Upon his return to Japan, became a professor at the Technical College where he taught many future architects, and was a dominant figure in the Meiji architectural world. Left public office in 1903 to start his own architectural office. Involved in the design and construction of the Central Station (Tokyo Station), the Head Office of the Bank of Japan, and many other buildings that symbolized the authority of the Meiji Nation. In addition to the Bank of Japan and Tokyo Station, he sought to do the Diet Building project in a bid to complete the three largest construction projects in the nation, but died before he could do so. In the railway sector, he also designed the stations of Manseibashi and Hamadera Koen (Nankai Railway), in addition to Tokyo Station.



駅正面の一部 御車寄付近、東京駅の正面玄関であり、バルコニーもある。
Part of the façade of the station. Around the Imperial Carriage approach, the central entrance to Tokyo Station, with a balcony.

