

簡介 Introduction

在實施啟德發展計劃的過程中，龍津石橋遺跡被發掘出土。政府現正研究最佳保育途徑，配合啟德的整體發展計劃。 While implementing the Kai Tak Development, remnants of Lung Tsun Stone Bridge were unearthed. The government is now investigating the best way to preserve the remnants and integrate them into the Kai Tak Development.

歷史 History

龍津石橋建於1873年，長度約200米，作為連接九龍寨城正門通道的登岸碼頭。在石橋末端有一個兩層高的亭，曾用於迎接中國官員，故又稱為“接官亭”。亭內豎立兩塊石碑，分別刻有1873年及1892年有關石橋的記錄。1892年，樂善堂籌集資金，以木料將石橋向海伸延約80米。1910年，石橋的木橋段被混凝土結構所取代。

Lung Tsun Stone Bridge was built in 1873 with a length of about 200 metres, as a landing-pier linking with the access road to Kowloon Walled City main gate (east gate). At the landward end of the Bridge, there was a two-storey pavilion. It was once used to greet Chinese imperial officials and therefore was named the “Pavilion for Greeting Officials”. Two stone tablets were erected inside the pavilion with inscriptions on them recording the 1873 and 1892 works of the Bridge. In 1892, Lok Sin Tong played a leading role in raising fund to extend the Bridge by timber seaward for a length of about 80 metres. In 1910, the timber extension of the Bridge was replaced by a concrete structure.

石橋靠近陸地的部分，包括接官亭，在1920年代進行填海工程時被埋藏，以發展啟德濱。石橋剩餘的向海部分仍繼續使用。其後，在橋的向海末端建造了約60米長的混凝土延伸部分，名為九龍城碼頭，提供香港島，紅磡及九龍城之間的渡輪服務至1930年。隨後石橋及碼頭於1942年二次大戰日據期間被清拆及埋藏於啟德機場的填海區。龍津石橋的歷史與十九世紀晚期至二十世紀中期九龍城區的發展息息相關。

The landward portion of the Bridge, including the Pavilion for Greeting Officials, was buried during the reclamation in 1920s for the development of Kai Tak Bund. The surviving seaward portion of the Bridge continued in use. Then a concrete extension of about 60 metres was built further to the seaward end of the Bridge and named as Kowloon City Pier. The Pier provided ferry services running between Hong Kong Island, Hung Hom and Kowloon City until 1930. Subsequently both the Bridge and the Pier were demolished and buried under the reclamation for Kai Tak Airport in 1942 during the Japanese Occupation period of Second World War. The history of the Bridge has vividly demonstrated the development of Kowloon City District from late 19th to mid 20th century.



龍津石橋
Lung Tsun Stone Bridge



接官亭
Pavilion for Greeting Officials



前九龍城碼頭
Former Kowloon City Pier

保育原則 Preservation Principles



- 石橋遺跡將原址保存
- 石橋遺址應方便易達，並設有合適的布局，以配合石橋原來是運輸樞紐，並且是該處附近活動中心地帶的歷史風貌
- 應與九龍城區現有的文化/文物資源，尤其是九龍寨城公園建立聯繫，以推廣公眾對香港本土歷史的認識
- The Stone Bridge remnants to be preserved in-situ
- Convenient access and proper setting to be provided to echo with the historical context for the Bridge itself as a transport node and its vicinity as an activity hub
- Linkage with existing cultural/heritage resources in Kowloon City District, in particular the Kowloon Walled City Park, to be established to promote the public awareness of Hong Kong's local history