

首相テロに斃たれるお

1921年 大正10年～

丸の内南口で
原敬首相暗殺事件発生

1921 (10th year of Taisho Era)
Assassination of Prime Minister
Takashi Hara at the Marunouchi
South Gate

東京駅の歴史に暗い影を落とすのが二つの暗殺事件である。1921年(大正10)、平民宰相として知られる原敬首相が、19才のテロリストの兇刃を胸部に受け絶命。また満州事変勃発の前年、1930年(昭和5)には、ライオン宰相の異名をとった浜口雄幸首相が、プラットホームでピストルにより狙撃され重傷を負い、半年後に死去する事件が発生した。この事件の際に浜口首相の発した「男子の本懐である」という言葉は当時の流行語となった。両首相遭難現場を示すプレートが、今も丸の内南口と第4ホーム中央階段に設置されている。

Events that cast a dark shadow over the history of Tokyo Station are the two assassinations that took place on the premises. In 1921, Prime Minister Takashi Hara, known as the prime minister of the common folk, was fatally stabbed in the chest by a 19 year old assailant, and in 1930, the year before the Manchurian Incident, Prime Minister Osachi Hamaguchi, known as the lion-hearted prime minister, was shot with a pistol on the platform and suffered serious injuries that resulted in his death half a year later. The words "It is the man's true worth," spoken when he was attacked, became a catchphrase in those days. Even today, there are plaques indicating the exact location of these incidents at the Marunouchi South Gate and on the central stairway to Platform #4.

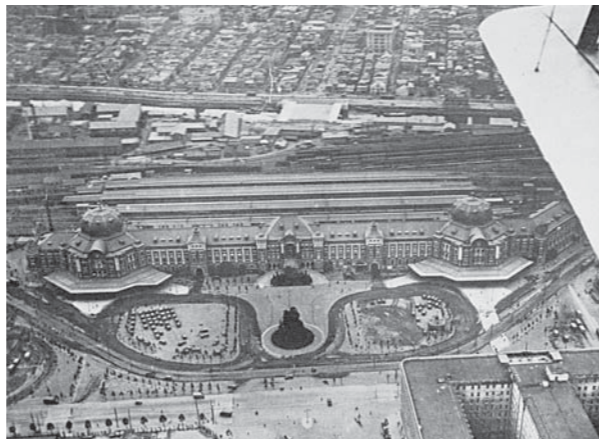


大正期のレンガ駅舎 1924～25年(大正13～14)頃

1階には駅施設と皇室専用玄関が設けられ、2・3階の北側は中部鉄道管理局、南側は東京ステーションホテルとして使用された。

The brick station building in the Taisho period (around 1924-1925)

The entrance hall for the Imperial household and station offices were located on the first floor. The second and third floors on the northern side were used by the Central Railway Administration Bureau and the southern side provided access to Tokyo Station Hotel.



上空から見た東京駅と丸の内

【日本地理風俗体系 大東京】1931年(昭和6)

壮麗な駅舎と広大な駅前広場が広がり、右下には丸ビルが見える。4面のプラットホームの先には客車区と鉄道省庁舎、小さな八重洲口駅舎と外濠にかかる八重洲橋が見える。

Aerial view of Tokyo Station and the Marunouchi area
"Japanese Geography and Customs, Greater Tokyo" 1931

The magnificent Station Building with the vast station forecourt before it. The Marunouchi Building is at the bottom right. On the far side of the four platforms are the passenger-car yard, the Ministry of Railways building, a small Yaesu Entrance, and the Yaesu Bridge across the Sotobori (outer moat).



朝のプラットホーム

【日本地理風俗体系 大東京】1931年(昭和6)

東京駅の開業により昭和初期の駅前には大企業のオフィスが密集し、官庁街にも近いことから朝夕には数多くの通勤客が乗降するようになった。さらに商業地区の京橋・日本橋への買い物客、長距離列車の乗降客などで構内は雑沓をきわめた。

The platform in the morning

"Japanese Geography and Customs, Greater Tokyo" 1931

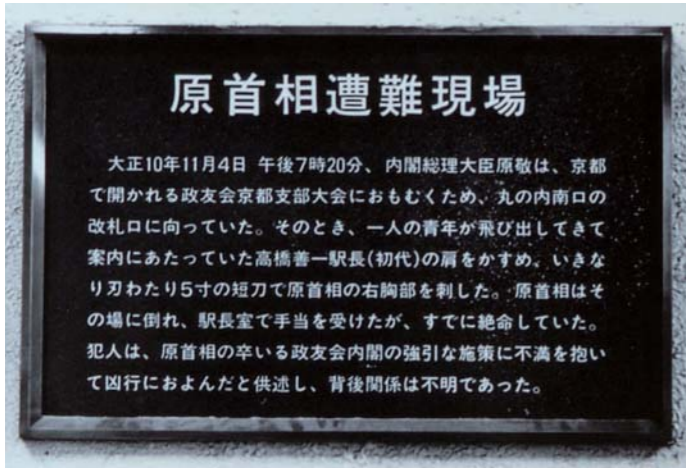
With the opening of Tokyo Station, large companies began to locate their offices near the front of the station, starting at the beginning of the Showa Era. Because of its proximity to government buildings, many commuters began to use the station. Shoppers going to the commercial areas of Kyobashi and Nihonbashi and long-distance travelers added to the crowd inside the station.

首相遭難現場

原 敬 大正10年11月4日 丸の内南口
浜口雄幸 昭和5年11月14日 第4ホーム階段下中央通路寄

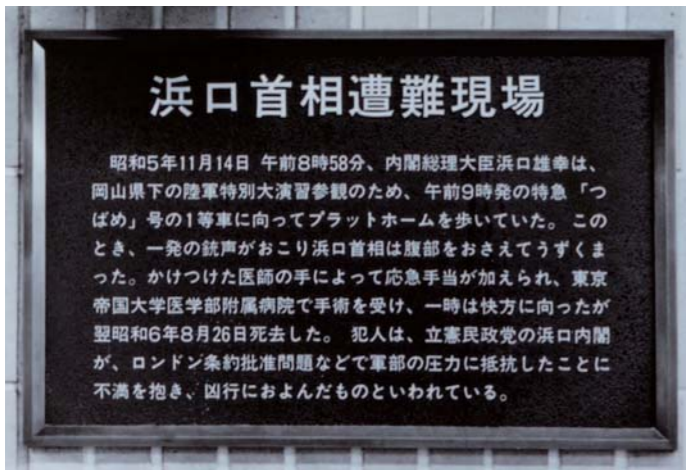
The sites of the incidents

Takashi Hara, November 4, 1921 Marunouchi South Entrance
Osachi Hamaguchi, November 14, 1930 At the foot of the stairway to Platform #4 near the Central Concourse.



Site of the assassination of Prime Minister Hara

At 7:20 p.m. on November 4, 1921, Prime Minister Takashi Hara was heading towards the Marunouchi South Entrance to board a train for Kyoto to attend the Kyoto Chapter Assembly of Seiyukai (Friends of Constitutional Government). A young man jumped out, just barely missing the shoulder of the first Stationmaster, Zenichi Takahashi, and stabbed Hara with a 15cm dagger in his right chest. Hara fell on the spot, and though he received first-aid in the Station Master's office, nothing could be done to save him. The attacker later said in a disposition that he was dissatisfied with the strong policies of Hara's Seiyukai Cabinet but investigations of his background motives revealed little.



Site of the attack on Prime Minister Hamaguchi

At 8:58 a.m. on November 14, 1930, Prime Minister Osachi Hamaguchi was walking along the platform towards the first class car of the limited express train Tsubame, scheduled to depart at 9:00 a.m., to observe the Army's special extensive maneuvers in Okayama Prefecture. A shot rang out and Hamaguchi hunched over, clasp his stomach. A doctor rushed over and administered first-aid, and Hamaguchi was immediately taken to the Tokyo Imperial University Hospital for surgery. He initially appeared to recover, but his condition subsequently deteriorated and he died the following year, on August 26, 1931. The attacker is said to have been dissatisfied with the resistance shown by Hamaguchi's Rikken-Minseitō (Constitutional Democratic Party) Cabinet to the pressures of the military concerning the ratification of the London Naval Agreement and other issues.



関東大震災

1923年 大正12年

関東大震災発生

1923 (12th year of Taisho Era)
The Great Kanto Earthquake

1923年(大正12)9月1日、午前11時35分、関東地方を襲ったマグニチュード7.9の激震は、倒壊・焼失戸数13万5千戸、死者11万人を越える大被害をもたらしたものの、東京駅の建物に大きな被害はなく、奇跡的に死傷者もでなかった。しかし地震後に発生した火災は凄まじく、構内に停車中の280両の客貨車にも火の手は及び、駅員たちは炎上する車両を切り離し、手で押しながら避難させた。また、東京駅には避難する市民が殺到、待合室はもとより、ホームから貨車にまで人の波はあふれ、一時はその数約8千人にものぼった。

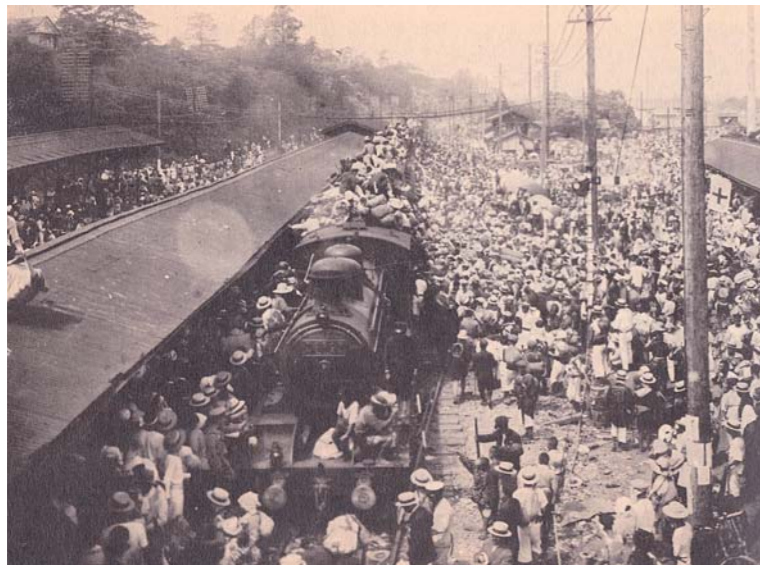
September 1, 1923. At 11:35 a.m., a powerful earthquake measuring 7.9 on the Richter scale hits the Kanto area. More than 135,000 buildings are either flattened or destroyed by fire, and the total number of fatalities exceeds 110,000. However, there is no major damage to the Tokyo Station building, and miraculously, not a single casualty. But the fire that erupted after the quake is fierce, setting fire to some of the 280 passenger and freight cars parked near the station, and the station staff had to uncouple the burning cars and push them away by hand to prevent the fire from spreading. Many evacuating refugees flocked to the station, filling the waiting rooms and spilling over onto the platforms and into the freight cars. At one time, the total number of refugees was said to number around 8000.



罹炭後銀座通りノ惨状
[大正十二年九月一日 関東地方大震災火災記念写真帖] より
Scene near Ginza Street immediately after the quake
Photos of the aftermath of fire from the Great Kanto Earthquake of September 1, 1923



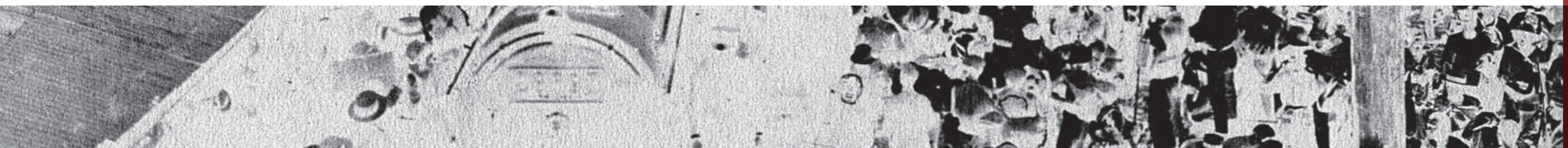
東京駅に集まった被災者たち(絵はがき)
大震災にも耐え抜いた東京駅は被災者たちの避難場所になった。
Refugees flocking to Tokyo Station (Picture Postcard)
Tokyo Station withstood the quake and turned into a refuge for disaster victims.



日暮里驛避難列車到着並避難民雑沓ノ光景
[大正十二年九月一日 関東地方大震災火災記念写真帖] より
Evacuation train coming into Nippori station and refugees waiting for it
Photos of the aftermath of fire from the Great Kanto Earthquake of September 1, 1923



焼け残った貨車(絵はがき)
避難する人々の輸送にも使用された。この列車の乗車許可を手に入れるにも大変な労力を要した。
Freight cars untouched by the fire (Picture Postcard)
Freight cars were also used to transport the victims. It was not easy to get a permit to ride this train.



戦時下の東京駅

1943年 昭和18年

国家総動員法の施行

1943 (18th year of Showa Era)
Enforcement of
the National Mobilization Law

1943年(昭和18)、戦局の悪化に伴う国家総動員法の施行によって軍隊や軍需工場に徴用される男子職員に代わり、若い女子職員の採用が急増。戦争末期には東京駅でも200人を越す女子職員が、出札や改札をはじめ保線工事など力仕事まで担うこととなった。彼女たちに上級教育を施すことを目的に、東京駅では1945年(昭和20)5月に「東京駅女子高等学校」を開校。しかしせっかくのこの試みも、開校からわずか3ヶ月後の終戦に伴い閉校のやむなきに至った。

In 1943, the National Mobilization Law came into effect, and the employment of young women grew rapidly to replace the men who had been sent away in military service or to defense plants. By the end of the war, more than 200 female staff members were working at the ticket office and the gates, and were doing heavy physical work such as track maintenance. To provide a suitable level of education to these girls, Tokyo Station Girls High School was established in May 1945 inside the Station. The school closed just three months later when the war ended.



出征兵士を送る 1943年(昭和18)
応召兵を見送るホーム上の風景。
(東京駅からの出征将兵は約500万人といわれている)

Sending Young Men to the Front (1943)
Scene on the platform as young conscripts leave for the front.
(Five million conscripts are said to have departed from Tokyo Station.)



朝の点呼風景 1943年(昭和18)
第5代天野駅長が職員に訓示をしている冬期の点呼風景。
戦争中のため、女子職員の姿が目立ち、男子職員はゲートルを巻いている。
(丸の内北口前、現在はタクシー乗場となっている付近)

Morning Roll Call (1943)
A winter roll call with Mr. Amano, the 5th Station Master, addressing the staff. As it is wartime, many female staff can be seen, and the men are wearing leggings.
(In front of the Marunouchi North Entrance, where the taxi stand is now located)



東京駅に到着した復員列車の情景 1948年(昭和23)

A Train Arriving at Tokyo Station with Returning Soldiers (1948)

