

跨・交・通

從大阪商船株式會社臺北支店
到國家攝影文化中心臺北館

展覽地點

國家攝影文化中心臺北館

Trans-Communication

From Osaka Shosen Kaisha to National
Center of Photography and Images

2021.03.25^起
常設展出
Permanent Exhibition

2021.03.25—2021.04.18

預展(採線上預約制)

Preview (Online Reservation Only)



展覽介紹

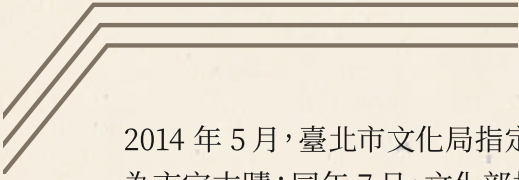
Introduction



▲國家攝影文化中心臺北館（原大阪商船株式會社臺北支店）
National Center of Photography and Images, Taipei (Former Osaka Shosen Kaisha Taipei Branch)
【圖片來源】國家攝影文化中心
Source: National Center of Photography and Images

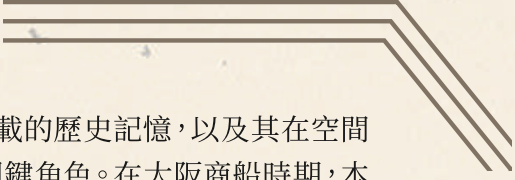
「國家攝影文化中心臺北館」所在建築，為1937年落成的「大阪商船株式會社臺北支店」。本建築由日本建築師渡邊節設計，為第二次世界大戰（1937-1945）期間臺灣最後一批鋼筋混凝土建築。在設計風格上，本建築呼應當時日本「復興亞洲」政策，為和洋混合風格的「興亞式」建築，其特徵為現代簡潔屋身、日本趣味裝飾及東方樣式屋頂塔樓。二戰後，「臺灣航業公司」和「臺灣省公路局」（「交通部公路總局」前身）均曾設址於此，本建築因此參與並見證了臺灣建築史及交通史的發展。

The building that is now the National Center of Photography and Images, Taipei, was once the Osaka Shosen Kaisha (Osaka Mercantile Co., Ltd.) Taipei Branch constructed in 1937. Designed by Japanese architect Setsu Watanabe, it was one of the last reinforced concrete buildings in Taiwan during World War II (1937~1945). Its Asian Renaissance Style, a mixture of Japanese and Western elements, corresponded to Japan's Asia Revival policy at that time. It featured terse façades adorned with Japanese flavored details, and a lookout tower of Oriental form. After the war, the Taiwan Navigation Co., Ltd. and the Taiwan Provincial Highway Bureau (today's Directorate General of Highways, MOTC) had been using the building as their offices. Thus this building contains the recent history of architecture as well as the development of transportation in Taiwan.



2014 年 5 月，臺北市文化局指定本建築「原 1937 年興建建築 1～3 層樓及地下室全部」為市定古蹟；同年 7 月，文化部指定本古蹟修復再利用為「國家攝影文化中心」，先由文化部文化資產局辦理古蹟修復，續由國立臺灣博物館、國立臺灣美術館進行室內裝修規劃，現由國立臺灣美術館負責維運管理，使本建築成為臺灣攝影與影像藝術之美學呈現、歷史研究、資產保存及國際開拓的重要據點。

In May 2014, the 3-story building and its basement dating from 1937 was designated by the Department of Cultural Affairs, Taipei City Government as a municipal historical heritage. In July of the same year, the Ministry of Culture decided to reuse this building for the National Center of Photography and Images after its restoration, a mission assigned to the Bureau of Cultural Heritage. The interior design was under the charge of the National Taiwan Museum and the National Taiwan Museum of Fine Arts (NTMoFA). Currently, the National Center of Photography and Images is operated and managed by the NTMoFA, and provides an indispensable platform for the presentation, research, preservation and international exchange of photography and image-based arts.



本展以「跨·交·通」為名，反映本建築因使用單位更迭所承載的歷史記憶，以及其在空間利用功能幾度轉變間，仍持續扮演「跨域、交流、溝通」的關鍵角色。在大阪商船時期，本建築是執掌臺灣近海航運客貨流通牛耳的商辦大樓；於臺航公司、公路局使用期間，它是推動臺灣航運發展、見證重大公路工程及早期客運網絡擘劃的公務行政中心。古蹟修復後不僅重現建築的歷史風華，「國家攝影文化中心臺北館」的進駐，亦使其轉型為致力推動臺灣攝影及影像藝術傳承、發展、溝通、跨域及跨國交流的類美術館空間，賦予了古蹟以富含人文價值的新生命。本展透過文獻、照片、建築遺構及歷史文物，介紹本古蹟自「大阪商船株式會社臺北支店」、「臺航大樓」、「公路大樓」至「國家攝影文化中心臺北館」80 餘年來的建築生命史，回顧其所走過的歲月足跡及修復再利用歷程。

The title of this exhibition “Trans-Communication” mirrors the historical traces of different tenants that have been contained in this building over the years. The changes of its functions did not discontinue its crucial role in transit, exchange and communication. During its time as the Osaka Shosen Kaisha, it was at the helm of Taiwan’s short sea shipping network. During its time as the Taiwan Navigation Co., Ltd. and the Taiwan Provincial Highway Bureau, it was where the major decisions for Taiwan’s shipping, highway construction, and bus route networking were made. The restoration of this historical heritage reinstated its past splendor, and its reuse as the National Center of Photography and Images, Taipei, transforms its function into an institute for the preservation, development and transnational exchange of Taiwan’s photography and image-based arts. The space has been given a new life and will be serving as a museum with rich humanistic treasures. With literature, documents, photos and architectural remnants among other historical objects, this exhibition unfolds the building’s more than eighty years of life during its phases as the Osaka Shosen Kaisha, the Taiwan Navigation Co., Ltd., the Highway Bureau and the National Center of Photography and Images. It is a retrospect of the footprints that have ever been left here, as well as the fascinating process of the restoration of the historical heritage.

古蹟建築故事

Architectural Story of the Historical Heritage

本建築自 1937 年落成以來，隨著使用單位更迭而歷經「大阪商船株式會社臺北支店」（1937~1945）、「臺航大樓」（1946~1958）和「公路大樓」（1958~2014）三個時期。本展透過文獻及照片，勾勒大阪商船株式會社、臺灣航業公司、臺灣省公路局三個運輸相關機構與本建築的歷史連結，並摘要介紹古蹟修復的施作方法。此外，簡介本建築 1937 年原設計建築師渡邊節、1968 年增改建建築師吳民康、古蹟修復建築師徐裕健，闡述他們對本建築的處理方案。

Since its construction in 1937, the building had been through three phases according to its users, namely the Osaka Shosen Kaisha (1937~1945), the Taiwan Navigation Co., Ltd. (1946~1958) and the Taiwan Highway Bureau (1958~2014). This exhibition outlines the historical connections of these institutions to the building and introduced the restoration of this historical heritage. Besides, the endeavors of three architects, the original designing architect Setsu Watanabe in 1937, the expansion architect Woo Ming-Kang in 1968, and the restoring architect Hsu Yu-Chien are also presented.



▲ 本建築落成時照片
Photo of the building upon its completion
《臺灣建築會誌》第十輯第四號（1938.9），無頁碼
Journal of Taiwan Architecture, no. 4, vol. 10 (Sep. 1938), no page number.
【圖片來源】國立臺灣圖書館
Source: National Taiwan Library

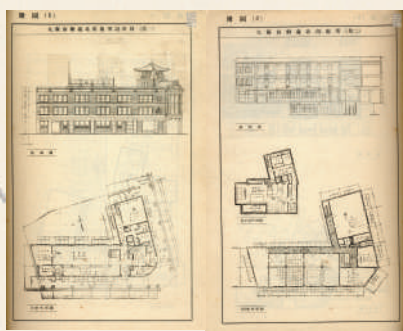
- ① 1899 年設立之大阪商船株式會社第一代基隆支店
The Keelung Office of Osaka Shosen Kaisha founded in 1899.
石川源一郎,《臺灣名所寫真帖》,臺北:臺灣商報社,1899。
Ishikawa Genichiro. *Photography of Notable Places in Taiwan*.
Taipei: Taiwan Commercial Daily, 1899.
【圖片來源】國立臺灣圖書館
Source: National Taiwan Library
- ② 《臺灣日日新報》本建築竣工報導
Report on the completion of the building in *Taiwan Nichinichi Sinpou*
《臺灣日日新報》,1937.11.1,版漢 2
Taiwan Nichinichi Sinpou. 1. Nov. 1937, Chinese ed., p. 2.
【圖片來源】漢珍知識網
Source: Transmission Books & Microinfo Co., Ltd.
- ③ 《臺灣建築會誌》刊載本建築工程圖
Journal of Taiwan Architecture published the architectural diagrams of this building
《臺灣建築會誌》第十輯第四號(1938.9),無頁碼
Journal of Taiwan Architecture, no. 4, vol. 10 (Sep. 1938), no page number.
【圖片來源】國立臺灣圖書館
Source: National Taiwan Library



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大阪商船株式會社與本建築

Osaka Shosen Kaisha and the Building

1884 年,大阪商船株式會社於大阪成立。臺灣於 1895 年被割讓予日本後,大阪商船首先進入臺灣拓展業務。1896 年,大阪商船獲臺灣總督府補助,受命開設大阪—臺灣航線,再於 1897 年增開神戶—基隆航線;大阪商船在臺灣最初設有基隆、淡水兩個支店,臺北則要至 1907 年才設立出張所。1936 年,大阪商船將臺北出張所升格為支店並廢除臺灣其他支店。1937 年,本建築竣工,但隨著第二次世界大戰(1937~1945)爆發,大阪商船的遠洋航務大受打擊,改以近海航運為主。1946 年,國民政府接收數家日本商船會社在臺資產,成立臺灣航業公司,進駐本建築並更名為「臺航大樓」。

Osaka Shosen Kaisha was founded in 1884 in Osaka. In 1895, it expanded its operation in Taiwan after Taiwan was receded to Japan. In 1896, Osaka Shosen Kaisha was subsidized by the Taiwan Government-General to set up the liner route between Osaka and Taiwan, and in 1897 the Kobe-Keelung route was launched. At first, Osaka Shosen Kaisha had offices in Keelung and Tamsui, its Taipei Office was not established until 1907. In 1936, the Taipei Office was upgraded to its Taipei Branch and took over the business of its offices at other locations in Taiwan. In 1937, the construction of its new building was accomplished. As World War II (1937~1945) broke out, the operation of Osaka Shosen Kaisha was deeply impacted, and it had to focus its business on short sea shipment during the war. In 1946, the Nationalist Government from China took over the properties of Japanese shipping companies in Taiwan and founded the Taiwan Navigation LLC. in the building of the Osaka Shosen Kaisha Taipei Branch. The new company moved into the building and renamed it as the Taiwan Navigation Building.

臺灣航業公司與本建築

Taiwan Navigation Co., Ltd. and the Building

1946 年，臺灣省政府為了接續辦理臺灣相關航務，成立臺灣航業公司籌備處，清查所接收的日本商船會社在臺資產；同年 7 月「臺灣航業有限公司」成立，設總部於原大阪商船株式會社臺北支店，並更名為「臺航大樓」。1949 年，臺灣省政府、國營招商局、臺灣銀行增資，臺航公司改組為「臺灣航業股份有限公司」；然而，隨著世界航運費用逐漸下滑，加上船隻老舊、經營不善等因素，臺航公司於 1958 年將本建築交換予公路局，並獲得新臺幣 800 萬元補貼。

In 1946, Taiwan Provincial Government established the Preparatory Office of Taiwan Navigation LLC. to take over the shipping business and assets left by Japanese shipping companies. In July of the same year, headquarters of Taiwan Navigation LLC. inaugurated at the building of the former Osaka Shosen Kaisha Taipei Branch, and the building was also renamed as the Taiwan Navigation Building. In 1949, Taiwan Navigation LLC. was reshuffled as Taiwan Navigation Co., Ltd. after the capital increase by Taiwan Provincial Government, China Merchants Steamship Navigation Co., and Taiwan Bank. Unfortunately, as the global competitors provided lower and lower fees, and its ships got older, among other managerial issues, Taiwan Navigation decided to transfer the building to Taiwan Provincial Highway Bureau in 1958 with a deal including an 8 million NTD subsidy.



▲ 臺航公司成立報導
Report on the founding of Taiwan Navigation LLC.

《民報社》，1946.11.28，版 3
Min Bao. 28 Nov. 1946, p. 3.

【圖片來源】國立公共資訊圖書館
Source: National Library of Public Information

▲ 本建築牆面可見「臺灣航業公司」、「臺航大樓」等字樣
On the walls are signs reading "Taiwan Navigation Co., Ltd." and "Taiwan Navigation Building".

〈臺灣航業公司相關照片〉
Photos about Taiwan Navigation Co., Ltd.

【文物所有者】秋惠文庫
Owner: Formosa Vintage Museum

【保管單位】國立臺灣歷史博物館
Keeper: National Museum of Taiwan History



▲ 1968 年 1 月 29 日農曆除夕，民眾於本建築對面搭乘公路局客運
On January 29, 1968 (Chinese New Year's Eve), travelers waited for buses at the bus stop opposite to the building.

除夕台北街景
Streetscape of Taipei on Chinese New Year's Eve

潘月康
Pan Yue-Kang

【圖片來源】中央通訊社
Source: Central News Agency



▲ 增、改建完工初期，東邊九層新大樓外牆為深淺色交錯排列
Right after the expansion and remodeling, the exterior walls of the new building were an alignment of light and dark colors.

【圖片來源】柳逸平
Source: Liu Yi-Ping

臺灣省公路局與本建築

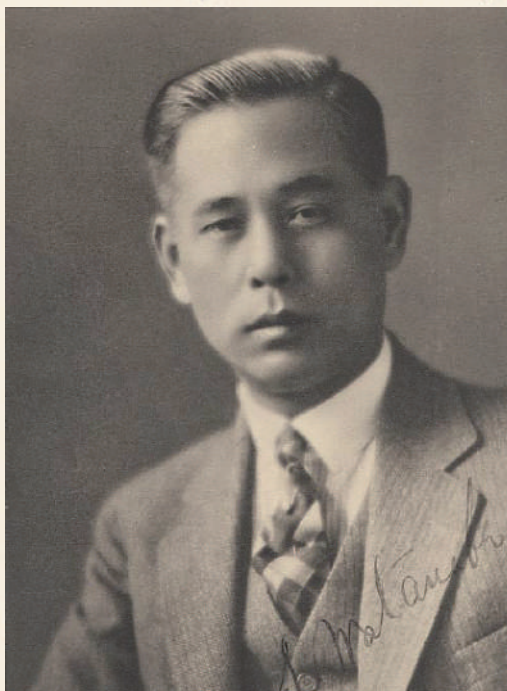
Taiwan Provincial Highway Bureau and the Building

1946 年，臺灣省行政長官公署交通處鐵路管理委員會汽車處改組成立「公路局」，負責公路運輸及監理，並於 1947 年改隸省政府交通處；省政府建設廳公共工程局於 1949 年裁撤後，公路工程業務亦由公路局承接。1958 年，公路局以新臺幣 800 萬元補貼與臺航公司交換辦公空間，將本建築更名為「公路大樓」，並於 1968 年進行增、改建；本建築於公路局使用期間，見證臺灣多項重大公路工程及早期公路客運發展。1980 年，臺灣汽車客運公司成立，負責公路局原有客運業務。1999 年精省後，公路局改隸交通部，並於 2002 年更名為「交通部公路總局」；2014 年，公路總局正式遷出本建築，移至東園街新辦公大樓辦公。

In 1946, the Department of Vehicles under the Railway Management Committee, Department of Transportation, Taiwan Provincial Administrative Executive Office, was reorganized into the Highway Bureau and was in charge of highway transportation. In 1947, Highway Bureau became a subordinate institute under the Department of Transportation, Taiwan Provincial Government. In 1949, the Public Works Bureau under the Department of Transportation was dissolved, and public works regarding highways were moved to the supervision of the Highway Bureau. In 1958, the Highway Bureau provided 8 million NTD to Taiwan Navigation Co., Ltd. for the trade of the building, and the building was renamed as the Taiwan Highway Bureau Building.

In 1968, the building was expanded and remodeled. In the following years, many public projects, including constructions of highways and the development of early bus transportation routes were decided and accomplished here. In 1980, Taiwan Motor Transport Co., Ltd. was founded to handle the business of bus transportation. In 1999, the Taiwan Provincial Government was dissolved, and the Highway Bureau became a subordinate organization of the Ministry of Transportation and Communications, and was reshuffled as the Directorate General of Highways in 2002. In 2014, the Directorate General of Highways moved out from the building to its current office at Dongyuan Street.

本建築歷任建築師 Architects of the Building



渡邊節 建築師 Setsu Watanabe

◀ 渡邊節建築師
Architect Setsu Watanabe

【圖片來源】渡邊建築事務所
Source: Watanabe Architects & Associates

本建築原設計師渡邊節，1884 年生於日本東京，1908 年自東京帝國大學建築科畢業，1916 年開設渡邊節建築事務所。他在執業期間，積極自海外學習新式建材工法與設備規劃；在建築設計上，則融入歐美古典樣式風格。其生涯建築代表作包含：大阪商船神戶支店（1922）、日本興業銀行本店（1923）、日本勸業銀行本店（1929）、大阪棉業會館（1931）等。

The original architect of this building Setsu Watanabe was born in Tokyo, 1884. He graduated from the Department of Architecture, Tokyo Imperial University in 1908 and set up his own firm in 1916. During his practice, he actively absorbed new concepts about materials, construction methods, and facility installation processes. In terms of design, Setsu Watanabe blended Western classical styles into his works. His major works include Osaka Shosen Kaisha Kobe Branch (1922), Headquarters of the Industrial Bank of Japan (1923), Headquarters of the Nippon Kangyo Bank (1929), and Osaka Mengyo Kaikan (Club House of the Osaka Cotton Industry, 1931), among others.



▲ 第二代京都車站
Second-generation Kyoto Railway Station
【圖片來源】渡邊建築事務所
Source: Watanabe Architects & Associates



▲ 日本興業銀行本店
Headquarters of the Industrial Bank of Japan
【圖片來源】渡邊建築事務所
Source: Watanabe Architects & Associates

渡邊節設計的「大阪商船株式會社臺北支店」，結構由鋼筋混凝土構成。建築立面可依古典原則分為底部、身部、頭部，樣式則為現代簡潔風格，附帶日式趣味裝飾。屋頂設有塔樓，為東方傳統攢尖頂。本建築樣式呼應當時日本「復興亞洲」政策，為「興亞式」建築。此外，本建築當時設有「大阪商船」霓虹招牌、室內冷暖中央空調、乾式施工人造石面、電話與電力系統、新式衛生設備、避雷針等；這些先進的工法及設備，顯示本建築為臺灣 1930 年代新穎進步的現代建築。

Osaka Shosen Kaisha Taipei Branch is a reinforced concrete structure. Following the principle of classicism, its façade was divided into the bottom, the body and the head. It is the simplistic modernist style decorated with Japanese details. The lookout tower had a traditional Oriental tented roof. Its Asian Renaissance Style corresponded to Japan's Asia Revival policy at the time. At that time, the building had a neon light sign shaped into characters reading "Osaka Shosen Kaisha", lightning rods, artificial stone exterior installed with dry process, central air conditioning and heating, telephones, and modern systems of electricity and sanitation. These advanced facilities and construction methods made it one of the most advanced modern architectural works in Taiwan during the 1930s.



▲ 大阪棉業會館
Osaka Mengyo Kaikan (Club House of the Osaka Cotton Industry)

【圖片來源】渡邊建築事務所

Source: Watanabe Architects & Associates

吳民康 建築師

Woo Ming-Kang

1968 年，臺灣省公路局因應使用需求，委託吳民康建築師進行增、改建。吳民康建築師 1910 年生於廣東中山，畢業於廣東省國民大學工學院及哥倫比亞建築研究所；1959 年，與友人共同開設中國力霸鋼架公司，負責吳民康建築師事務所。其曾擔任臺北市建築師公會鑑定人、國防部軍事工程委員會工程處施工組長等，參與西螺大橋、成功大學中正堂、司法大廈頂樓加蓋等工程，並發行《建築與藝術》雜誌。

In 1968, Taiwan Provincial Highway Bureau commissioned architect Woo Ming-Kang to expand and remodel the building for the need of its use. Woo Ming-Kang was born in 1910, Zhongshan County, Guangdong Province. After graduating from the School of Engineering, Koumin University of Kwangtung, Woo Ming-Kang studied in the Graduate School of Architecture, Columbia University. In 1959, Woo Ming-Kang founded the China Rebar Co., Ltd. with friends and at the same time operated his own architectural firm. He also had been the appraiser for the Taipei Architect Association, Section Chief of the Engineering Department, Military Construction Committee under the Ministry of Defense, among others. Works he participated include the Xilou Bridge, the Chung-Cheng Gym of the National Cheng-Kung University, and the floor addition of the Judicial Building. Additionally, Woo Ming-Kang was the founder and publisher of *Architecture and Arts*.



◀ 西螺大橋
Xilou Bridge

吳志學
Wu Zhi-Xue

【圖片來源】交通部觀光局
Source: Tourism Bureau, MOTC



◀ 參與司法大廈頂樓加蓋工程
Woo Ming-Kang participated in the floor addition of the Judicial Building.

【圖片來源】《維基共享資源》
Source: Wikimedia Commons
©CEphoto, Uwe Aranas



▲受臺灣省公路局委託，進行本建築增、改建。

Woo Ming-Kang was commissioned by the Taiwan Provincial Highway Bureau to expand and remodel the building.

《臺灣建築》，臺中：臺灣省建築技師公會，1970。

Taiwan Architecture. Taichung: Taiwan Provincial Architectural Engineers Association, 1970.

【圖片來源】臺灣省建築師公會

Source: Taiwan Provincial Architect Association

針對公路局的增、改建委託案，吳民康將本建築的屋頂塔樓及兩側房舍拆除，以力霸鋼架增建第四層樓。此外，拆除本建築東側部分空間，新建一棟延伸至館前路的九層辦公大樓，並將大門改設於新大樓一樓（註：經古蹟修復工程，大門已重歸 1937 年原始位置）。另外，剔除外牆原有的磁磚及石材，改用黃褐色磁磚貼覆；拓寬一樓南側車道，以便車輛進出中庭；一樓騎樓也增設新鋪面，墊高騎樓地坪。

For the needs of the Taiwan Provincial Highway Bureau, Woo Ming-Kang tore down the lookout tower and the houses on both sides of the roof. He added the fourth floor with rebar frames. By emptying the east side, a new 9-story building extended toward Guanqian Road was built. The gate of the new building served as the entrance of both buildings (The restoration has restored the gate to where it was in 1937). Woo Ming-Kang and his team also peeled the exterior tiles and stones, and remade the walls with yellowish-brown tiles. The driveway at the south side was broadened for cars to get in and out of the atrium. The floor of the arcade was repaved, too, and was slightly elevated.

徐裕健 建築師 Hsu Yu-Chien

本建築古蹟修復建築師徐裕健生於 1956 年，為國立臺灣大學土木工程學博士，現為華梵大學建築系專任教授及徐裕健建築師事務所負責人，其參與過的古蹟修復案例包含：臺北賓館、臺北公會堂（今臺北市中山堂）、臺北市政府舊廈（今臺北當代藝術館）、三峽老街等古蹟及歷史建築，並曾獲 FIABCI 全球建築金獎、中華民國傑出建築師獎等獎項。

Hsu Yu-Chien, the architect in charge of the restoration of the building, was born in 1956. He has a doctoral degree of civil engineering from the National Taiwan University. Besides his firm, he is also the professor of the Department of Architecture, Huaan University. Heritage and historical buildings he has restored include Taipei Guest House (Former Official Residence of the Governor-General of Taiwan), Taihoku City Public Auditorium (Taipei Zhongshan Hall), Former Taipei City Hall (Museum of Contemporary Art, Taipei) and Sanxia (Sanjiaoyong) Old Street, among other. Hsu Yu-Chien is the recipient of the Prix d'Excellence of the International Real Estate Federation (FIABCI) and R.O.C Outstanding Architect Award, among other honors.



▲ 徐裕健建築師
Architect Hsu Yu-Chien
【圖片來源】徐裕健建築師事務所
Source: Hsu Yu-Chien Architecture Firm



▲ 臺北市政府舊廈（今臺北當代藝術館）
Former Taipei City Hall (today's Museum of Contemporary Art, Taipei)
【圖片來源】徐裕健建築師事務所
Source: Hsu Yu-Chien Architecture Firm



▲ 臺北賓館
Taipei Guest House
【圖片來源】徐裕健建築師事務所
Source: Hsu Yu-Chien Architecture Firm

2014 年 10 月，文化部文化資產局委託徐裕健建築師事務所進行本古蹟修復再利用作業，修復工程以「原貌復原」為主要策略。部分變動較大或 1968 年吳民康建築師增、改建後已不存在的空間，如：屋頂塔樓、建築東側部分、地下室機房等，則以「再利用設計」的方式，配合維運「國家攝影文化中心臺北館」的使用需求，以可辨識的材料及工法，回復古蹟建築原貌，亦改善其使用機能。

In October 2014, the Bureau of Cultural Heritage commissioned Hsu Yu-Chien Architecture Firm to conduct the restoration of this building with the goal to recover its original appearance. Greater changes made by Woo Ming-Kang in 1968, including the lookout tower, the eastern part of the building, and the facility room in the basement were restored with methods of “reuse design” according to the needs of the National Center of Photography and Images, Taipei, applying discernible materials and methods that not only recovered the original appearances but also improved the functionality.



▲辦理臺南市定古蹟林百貨古蹟調查研究、設計監造、施工紀錄。

Research, design, supervision and documentation of the restoration of the Hayashi Department Store in Tainan.

【圖片來源】徐裕健建築師事務所

Source: Hsu Yu-Chien Architecture Firm

古蹟修復

Restoration of the Historical Heritage

2013 年 12 月，臺北市文化局文資審議委員會認定本建築具有古蹟文化資產價值。2014 年 3 月，交通部公路總局遷出本建築，臺北市文化局考量本建築在建築史及交通史的意義，於 4 月指定「原大阪商船株式會社臺北支店」為市定古蹟，保存範圍為「原 1937 年興建建築 1～3 層樓及地下室全部」；並於 7 月由交通部移撥予文化部。同年 10 月，文化部文化資產局委託徐裕健建築師事務所辦理「直轄市定古蹟原大阪商船株式會社臺北支店修復再利用計畫暨攝影文化中心規劃設計案」。2015 年，臺北市政府文資審議委員會第 73 次會議決議本古蹟修復原則為「恢復 1937 年樣貌，並規劃方案依古蹟保存範圍（三層樓）辦理」。2017 年 1 月 17 日，古蹟修復工程正式開工，經過 27 個月的施工期，於 2019 年 4 月 22 日正式竣工。

In December 2013, Taipei City Cultural Heritage Review Committee decided that this building possessed historical and cultural heritage value. In March 2014, the Directorate General of Highways moved out. Considering the significance of the building in the history of Taiwan's architecture and transportation, the Taipei City Government's Department of Cultural Affairs designated Former Osaka Shosen Kaisha Taipei Branch as a municipal heritage in April. The scope of preservation was the 3-story building and the basement dating from 1937. In July, the building was transferred to the Ministry of Culture from the Ministry of Transportation and Communications. In October, the Bureau of Cultural Heritage commissioned Hsu Yu-Chien Architecture Firm to conduct the restoration for the use of the National Center of Photography and Images in the future. In 2015, the decision to restore the building to its 1937 appearance was concluded during the 73rd meeting of the Taipei City Cultural Heritage Review Committee. On January 17, 2017, the restoration kicked off. After 27 months, the restoration was completed on April 22, 2019.



▲ 舊有門框檢修
Examining old door frame

【圖片來源】國立臺北科技大學建築系張崑振老師研究室
Source: Lab of Prof. Chang Kun-Chen, Department of Architecture,
National Taipei University of Technology

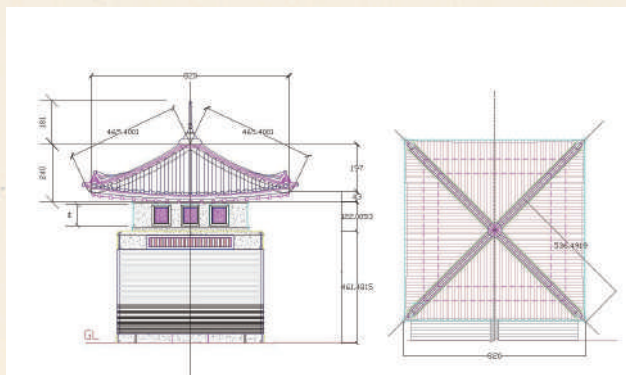


▲ 磨石子地坪－壓實碎石漿體、粗磨、細磨
Recovery of the terrazzo floor: Pressing gravels in grout, rough grinding
and fine grinding

【圖片來源】國立臺北科技大學建築系張崑振老師研究室
Source: Lab of Prof. Chang Kun-Chen, Department of Architecture,
National Taipei University of Technology.

原貌復原與仿作： 建築工法與構件復原

Restoration and Duplication: Recovery of Construction Methods and Components



▲ 3D 模擬－塔樓屋頂曲線修正
3D simulation : Curves adjustment of the lookout tower roof
【圖片來源】徐裕健建築師事務所
Source: Hsu Yu-Chien Architecture Firm



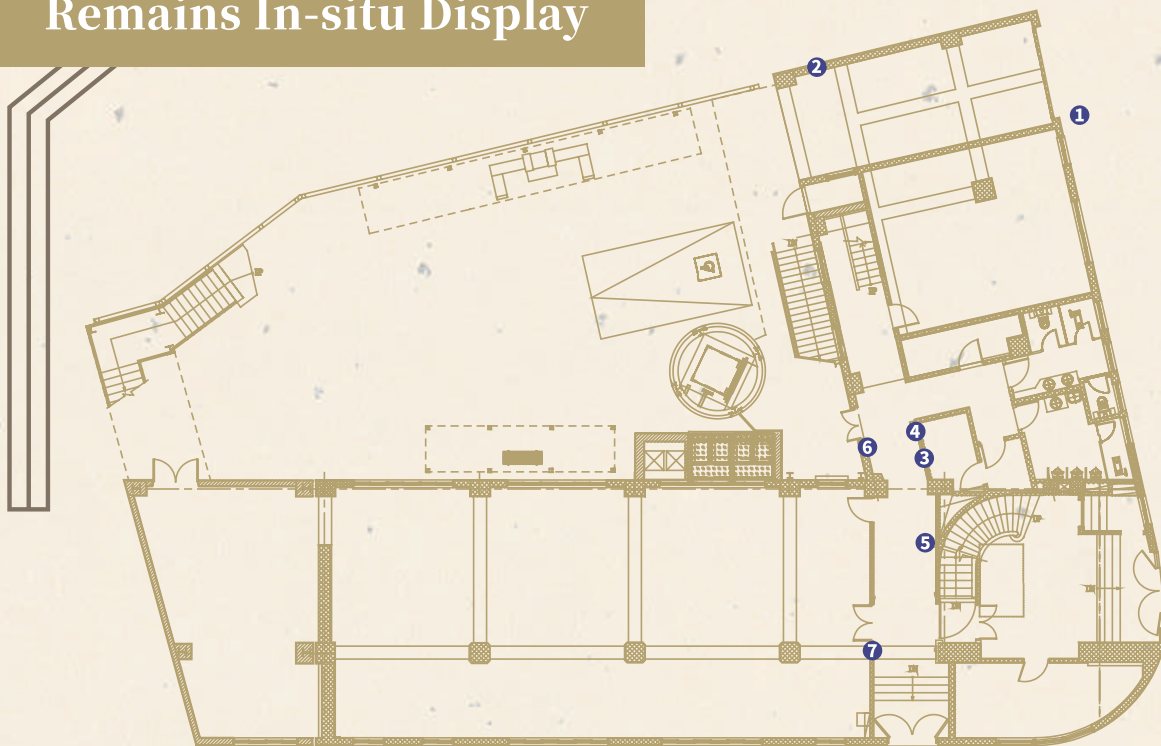
▲ 等比例木製模型現場放樣
Full-size wooden model on-site layout
【圖片來源】國家攝影文化中心臺北館
Source: National Center of Photography and Images, Taipei

本建築於1937年建造時，使用許多反映當時風格的工法與構件，如：漆喰工法、磨石子地坪、梁柱牛腿飾、人造石壁面、重錘窗、搖頭窗等。但因為公路局於1968年進行增、改建，加上人為使用與自然老化，許多當時的工法構件均已有不同程度的損壞。在古蹟修復過程中，經修復團隊評估為狀態良好者（如：部分室內木門窗），復原原貌後加以保護；部分損壞者（如：漆喰天花、梁柱牛腿飾、原大門階梯），以原工法進行修復；原件損壞且形式佚失者（如：部分特殊五金構件），則視空間性質與使用需求，以仿作或替代方案進行處理。

The construction of this building in 1937 demonstrated the methods and components applied at that time, like Sikkui plaster, terrazzo flooring, corbels, artificial stone wainscoting, sash and transom windows. The remodeling in 1968 had made many changes, and original parts had damages at different degrees by natural causes or use over time. After evaluation, the restoration team recovered undamaged components (some interior wooden doors and windows) and repaired less damaged components (Sikkui plaster ceiling, column corbels, and steps for the main entrance) with original manufacturing methods. Damaged or missing components (some particular hardware) were restored by duplication or replacement, according to the properties of the space and its future use.

殘跡現地展示

Remains In-situ Display



1 以原構造工法及材料復原騎樓地坪

Restoring the Flooring of the Arcade with Original Construction Methods and Materials

1968 年，公路局墊高本古蹟建築騎樓地坪。2018 年古蹟修復時，修復團隊經試掘探勘，發現日治時期原始地坪構造與材料尚存，故決定移除後期覆蓋物，再現 1937 年騎樓地坪原貌。

恢復原始地坪的目的，在於展現本古蹟日治時期重要的建築資訊，包含：大門入口處的圓弧形華麗花崗石石材鋪面、騎樓地坪的預製混凝土地磚、騎樓柱踢腳收邊工法等。這些構造工法及材料，顯示本古蹟建築已採用先進的現代施工技术。

In 1968, the Taiwan Provincial Highway Bureau elevated the arcade of this historical building. During the restoration project in 2018, the original structure and materials from the Japanese Colonial Period were unearthed after trial-excavation. The restoration team decided to remove the materials that had been added over the original flooring of 1937.

The reason for restoring the original flooring is to showcase important architectural elements of this historical building, including the elaborate curved granite pavement near the main entrance, the precast concrete tiles used for the arcade floor, and the bed moulding of the arcade columns, etc. These methods and materials reveal the advanced modern architectural techniques applied to this historical building.

2 日治時期直通樓梯殘跡

Remains of the Straight Staircase from the Japanese Colonial Period

根據 1938 年《臺灣建築會誌》第十輯第四號所刊載之本建築原始設計藍圖，本建築南側原有一座樓梯可直通屋頂層。1968 年，公路局拆除該樓梯，使車輛便於通過車道進出中庭。2018 年進行古蹟修復工程時，修復團隊發現該樓梯一樓轉折平台痕跡，以「殘跡保存」方式留存，以維持車道出入口高度。連結一、二樓之樓梯，則於車道北面牆內另行新建。該直通樓梯自二樓至屋頂層的部份，則依考證結果，依日治時期之形貌及功能進行復原。

According to the original blueprint in the *Journal of Taiwan Architecture*, vol. 10, no. 4, published in 1938, there was a staircase on the south side of the building leading directly to the rooftop. In 1968, the Taiwan Provincial Highway Bureau demolished the staircase to expand the driveway, allowing vehicles to enter and exit the courtyard. When the restoration project was carried out in 2018, remains of the first floor landing were discovered. The remains of the first floor staircase were preserved as they are to maintain the height of the current driveway, and a new staircase connecting the first and the second floors was constructed next to the north wall by the driveway. Based on the discovered remains and the investigation on architectural forms and functions during the Japanese Colonial Period, the straight staircase from the second floor to the rooftop was restored.

3 電力開關箱體

Electrical Switch Cabinet

集中設置的電力、電信、給排水污水管線，顯示渡邊節建築師已具備先進的現代建築設備設計理念。

Behind the electrical switch cabinet was the original service shaft, in which power and telecommunications cables, as well as water and sewer pipes were collectively installed, demonstrating that architect Setsu Watanabe was already equipped with the advanced knowledge of how service utilities were designed in modern architecture.

4 1970 年公路局使用時期制水閥

Water Shut-off Valve Used by the Taiwan Provincial Highway Bureau in 1970

5 早期 220V 電器開關箱體

Early 220V Electrical Switch Cabinet

6 早期電信跳線箱體

Early Jumper Wire Cabinet

7 原為 1937 年日治時期空調設備之風管孔洞位置

The original duct opening for the air conditioning facilities installed in 1937, the Japanese Colonial Period





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