



旧運輸通信省松浦線相浦駅 (松浦鉄道(株)西九州線相浦駅)

The Former Ministry of Transport and Communications Matsuura Line Ainoura Station
(Matsuura Railway Company Nishi-Kyushu Line Ainoura Station)

昭和3年(1928)に着工した伊佐線は、昭和20年(1945)3月に相浦一四ツ井樋(真申付近)間の開業によって全線が開通し、松浦線と改称された。相浦までの線路は佐世保港の軍商すみわけとして計画された相浦港への商業移転に伴い、海岸沿いを通る新規路線として建設されたが、地質と地形が悪く難渋し陸軍の鉄道連隊が出動し完成に漕ぎ着けた。相浦駅はトンネルを通過して階段を上がる珍しい構造であり、地形に制約を受けた難工事の様子を留めている。しかし線路や埋立地は完成したが、終戦により相浦港への商港移転は中止され、戦後は石炭の積出港として活用された。

The construction of the Isa Line, which was started in 1928, was completed in March 1945 when the section between Ainoura and Yotsuubi was connected, and it was renamed the Matsuura Line. The Matsuura line was planned as a new line connecting Sasebo port and Ainoura port, where commercial functions were being transferred from Sasebo port. But the construction along the coast was not going smoothly due to the erratic nature of the terrain and the geology. The construction was finally completed with a great help of the Imperial Army Railway Regiment. A part of the difficult construction can be seen from the rare structure of Ainoura station that passengers have to go through the tunnel before going up the stairs. Though the railway and the reclaimed land were completed, the plan of the transfer of the commercial functions to Ainoura port was cancelled due to the end of the Pacific war. After the war, Ainoura port was used as a coal shipping port.



旧国鉄時代に解体された旧相浦駅本屋 たびら平戸白根鉄道博物館所蔵



石炭積出港時代の相浦港(昭和27年(1952)頃) 佐世保市立図書館所蔵

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