遺産No. 佐鎮21

★21 松浦鉄道株式会社鉄道施設群

旧鉄道省伊佐線高架橋
(松浦鉄道(株)西九州線高架橋)

The Former Ministry of Railways Isa Line Viaducts
(Matsuura Railway Company Nishi Kyushu Line Viaducts)

JAPAN HERITAGE

日本遺産

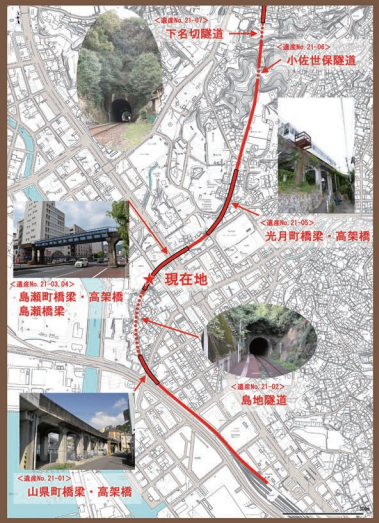
鎮守府

横須賀・呉・佐世保・舞鶴

～日本近代化の躍動を体感できるまち～

軍港佐世保と、商業港伊万里を結び、さらに北松炭田の石炭輸送を主な目的として、昭和3年(1928)2月に伊佐線が着工された。このうち佐世保駅―北佐世保駅間は昭和10年(1935)10月に開通した。この区間は既に市街化されていたため用地買収が困難で、6基の高架橋と5基のトンネルを建設して線路を通し、九州初の市街地高架鉄道となった。市街地を通る部分は鉄筋コンクリート高架橋、道路を跨ぐ部分は鋼板製の鈑桁橋となっている。橋脚の一部が補修されているが、全体的には建造当時の様子を留めており、鈑桁橋については全て建造当時のものである。

The construction of the Isa Line started in February 1928 mainly to connect Sasebo naval port and Imari commercial port, and to transport coal from the Hokusho (northern Nagasaki Prefecture) coal mines. The section between Sasebo station and Kita Sasebo station opened in October 1935. As it was difficult to purchase the land for this section which had already been urbanized, six viaducts and five tunnels were built for the railway. It was the first elevated city railway in the Kyushu region. Reinforced-concrete viaducts were built in the urbanized sections and steel-plate girder bridges were built to straddle the roads. Though some bridge piers were repaired, these viaducts still remain in the original condition as a whole. As for plate girders, they are still in the same shape as when they were built.



official website 한국어 中文简体 中文繁體

平成30年(2018)3月10日　佐世保市教育委員会