

土木學會誌

第 47 卷 第 6 号

昭和 37 年 6 月

目 次

会 告	1
論 説	
首都東京のあり方	磯 村 英 一 4
解 説	
長期電源開発計画について	野 田 和 郎 10
報 告	
パイプ アーチについて	上 原 哲 夫 16 上 原 見 人 武 昌 地
若戸橋下部工事の主要点と施工上の問題点	日本道路公団若戸橋工事事務所 26
最近の建設機械用および橋梁用ワイヤ ロープについて	新 保 赴 夫 36
解 説	
新幹線の建設基準について	松 原 健 太 郎 46
話のひろば	
ガガーリン少佐を囲む科学者懇談会の話題から	丸 安 隆 和 54
工事管理講座 2	
工事契約書 示方書 見積り	杉 知 也 56
各県別建設工事案内 (第 3 回) 関東地方	65
書 評 (14)	豆 知 識 (15)
特 許 紹 介 (25)	ロ ー タ リ ー (62)
会 員 欄 (63)	論 文 紹 介 (78)
文 献 抄 録 (83)	ニ ュ ー ス (90)
学 会 記 事 (92)	編 集 後 記 (94)
文 献 目 録 (95)	

口 絵 写 真 廣 告

昭和 36 年度土木学会誌編集委員

委員長	齋藤義治	副委員長	堀 毅
委員	井前勝人 伊藤謙一 江島淳 加藤信夫 片山祐一 久野悟郎 相良正次 佐藤一夫 嶋山祐策 桐野康行 中川茂樹 永田二二 西田俊夫 村田泰三 森岩治 山門明雄 三浦誠一 横戸 渡部 与四郎 幹事 香掛哲 山本安一 (北海道支部) 松本順一郎 (東北支部) 地方委員 岸元北海 (") 岩崎敏富 (関西支部) 岡田重臣 (中部支部) 伊藤富雄 (") 渡辺新三 (") 岡田清 (") 南 俊次 (中四支部) 荒木正夫 (西部支部) 高 橋 健二 (")		

編集兼 社団法人 土木学会
発行者

東京都新宿区四谷一丁目
TEL (351) 5 1 3 8 (代表)

年間会費 正員 1800 円 学生員 900 円

JOURNAL OF THE JAPAN SOCIETY OF CIVIL ENGINEERS.

VOL. 47, NO. 6, JUNE 1962

1-CHOME, YOTSUYA, SHINJUKU-KU, TOKYO, JAPAN

SYNOPSIS

WHAT THE CAPITAL CITY, TOKYO SHOULD BE

BY E. ISOMURA (Page 4)

In the present paper the nature of City of Tokyo as a large city as well as a capital city is extensively analyzed and what it should be in future is described.

LONG TERM PLAN OF DEVELOPING THE POWER SOURCE

BY K. NODA, C.E. MEMBER (Page 10)

As to the long term plan of developing the power source for the first eight years from 1960 to 1967 inclusive, which the Government has decided, the general trend of power source development and the present aspect of the power source structure and its long term target are analyzed in the present paper, referring to the change of power situation since the long term plan was decided and also to the comparison between the long term plan and the actual result in 1950 and 1951.

PIPE ARCH

*BY T. UEHARA, T. SHIGETO AND M. HITOMI,
C.E. MEMBER (Page 16)*

In the present paper of Kusunokisawa siphon pipe, which constitutes a pipe arch, Tokyo Electric Power Co., Ltd. is reported and in addition the application of pipe arch to the highway bridge is discussed.

GENERAL DESCRIPTION AND SOME CONSTRUCTION PROBLEMS OF WAKATO SUSPENSION BRIDGE

*BY CONSTRUCTION OFFICE OF WAKATO BRIDGE,
JAPAN HIGHWAY PUBLIC CORPORATION (Page 26)*

Wakato bridge, being under construction at the northern region of Kyushu, is the longest suspension bridge in Japan, having center span of 367 m.

This report describes the substructure, including the design of foundation and some problems of construction.

Therefore, this report contains field measurements of earth pressure, stressed and displacements of Wakamatsu pier caisson. The foundations of this bridge were constructed using pneumatic caissons, and in the case of Tobata pier towed floating steel caisson was used, which measures 40 m long, 17 m wide and 22 m deep. As for the concreting of the anchorages at both sides the concrete block was prevented from dangerous cracking due to hydration by means of pipe cooling, pumping sea water.

The superstructure of this bridge is now under construction and it is expected to be open to traffic this autumn.

RECENT WIRE ROPE FOR CONSTRUCTION MACHINERY AND BRIDGES

BY T. SHINPO (Page 36)

In the present paper the relative merits of the structure and kind of wire rope according to the use the civil engineering work and bridge construction work are described with certain examples.

CONSTRUCTION STANDARD OF NEW TOKAIDO LINE

BY K. MATSUBARA, C.E. MEMBER (Page 46)

The present paper describes the construction standard of New Tokaido line with respect to each item and its general picture, comparing with the existing Tokaido line.