

# 土木學會誌

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ローシンマンダムトンネル (カラー)

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年 間 会 費 正 会 員 1 800 円 学 生 会 員 900 円

SYNOPSIS

**OUTLOOK OF ECONOMIC CIRCLE IN NAGOYA DISTRICT**

*BY CHUBU BRACH OF J.S.C.E. (Page 10)*

The Nagoya district which includes three prefectures—Aichi, Gifu and Mie as its main body is favored with abundant water resources, vast area of land suitable for industry that cannot be seen in other economic circles such as Kanto, Kansai and Northern Kyushu and the traffic convenience as a result of the appearance of Mei-shin and To-mei expressways and the new Tokaido line—these factors being combined the future development of this district has a very bright prospect.

However, when it comes to the execution of exploitation, various problems will be encountered and the future will not be always quiet. In this connection, taking up the economic circle problem of Nagoya district, the river, harbor, highway and other economical problems are described in the present paper.

The contents are as follows :

- Problem of present and future in the economic circle of Nagoya district.
- Blueprint of highway network in Nagoya district.
- Water resources in Nagoya district.
- Harbor business in the economic circle of Nagoya district.
- Start of activity in the economic circle of Nagoya district, with Ise Bay as the nucleus.

**EXECUTION OF OYASHIRAZU TUNNEL CONSTRUCTION WORK UNDER DIRECT SUPERVISION OF JNR**

*BY K. KATO AND A. KITAMURA (Page 44)*

The present paper describes Oyashirazu tunnel between Ichiburi and Kazanami constructed as a link of the chain of reinforcement of traffic capacity on Hokuriku main line.

Of all the tunnels of JNR this tunnel is the only one, the work of which is executed under direct supervision of JNR, and the cross section for double track is 4536 m and the data for execution such as the study on how to increase the efficiency of the tunnel execution, which is being conducted in this tunnel, the investigation of new work method, the actual result of new machinery and materials, are also described in the present paper.

**PROBLEMATIC POINTS IN DESIGN AND EXECUTION OF KASAI BRIDGE**

*BY S. MIKAMI, N. SATO AND T. KATAHARA (Page 51)*

The present paper discusses the problematical points in the design and execution of 727.4 m long Kasai bridge which was completed, consuming a time of 3 years and 10 months.

The substructure of the main span of this bridge was designed and executed basing on 47 m deep well. At the last stage of ground settlement, the work method was changed over to the caisson method. The present paper touches also upon the checking of well structure by the change-over of work method, equipping and the progress of work and mentions the care to be taken to the design and execution of the construction and equipments and the soil engineering condition at the time of adopting the work method.

**CONSTRUCTION WORK OF TSUKISHIMA FISHERY BASE**

*BY U. UKITA, S. TORIUCHI AND T. FUKUOKA (Page 59)*

The present paper describes the construction work, execution plan and design of Tsukishima fishery base which has been completed for the purpose of raising the turn-over rate of fish-landing boats, having consumed a time of 3 year and a work expense of 1.4 billion yen. The work includes the construction of 1565 m revetment quaywall, reclamation of 1 million cubic meters and all other incidental works.