

土木學會誌

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論文紹介

□点支承を持ち集中荷重を受けるはりおよび板の解析／久保慶三郎・吉田裕・87□曲げモーメントを伝える直交アングル接合部の不完全剛結特性の解法／山崎徳也・榎木武・87□下路トラス橋における床組の主構との協力作用について／児嶋弘行・成岡昌夫・88／□高速道路計画論／藤森謙一・89

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SYNOPSIS

OUTLINE OF TECHNICAL STUDY BY THE TECHNICAL INVESTIGATION COMMITTEE OF HONSHU-SHIKOKU CONNECTING BRIDGE

.....BY TECHNICAL STUDY COMMITTEE OF

BRIDGE CONNECTING HONSHU AND SHIKOKU (Page 11)

The JSCE being jointly entrusted with the study by Ministry of Construction, and the Japanese National Railway (as from 1964 by Japan Construction Corporation, instead) established the Technical Investigation Committee of Honshu-Shikoku Connecting Bridge in January, 1962 and since that time has been proceeding with the technical study of the bridge.

The bridge in question has to be constructed across the Inland Sea. Even in case the bridge is constructed spanning many islands located there, a suspension bridge of which the space between the main towers is at least 850 m or more is necessary, and in some places it becomes necessary to build a bridge of which span between two main towers is as long as 1,500 m. For the foundation under the sea bottom.

The Committee consists of the men of learning and experience not only in the civil engineering field but also extensively in each related field, and "Technical subcommittee relating to foundation", "Technical subcommittee relating to superstructure", "Subcommittee of wind-resistive design" and "Subcommittee of seismic design" were organized and as many as 270 meetings have been convened, repeatedly carrying out the studies.

The results of these studies have been summarized as "The first report on the technical investigation of Honshu-Shikoku connecting Bridge", and as the appendant data, "Guide to wind resistive design (1964)" and "Study of Steel material".

The report puts emphasis on the three points-(1) "Indication of guide to design", (2) "Study of type of structure" and (3) "Clear statement of technical possibility and problematical points". It also contains the natural conditions which are the premise of the above points.

The present paper deals mainly with the development of the studies carried out by the Committee, subcommittee, the Guide to design, the technical possibility and problematical points of Honshu-Shikoku connecting bridge.

OUTLINE OF THE THIRD LONG TERM PLAN AND ITS EFFECT...BY I. NISUGI (Page 23)

Establishing the third long term plan with fiscal year 1965 as its first year JNR is carrying out various works. This long term plan expects to accomplish commuters' transport, transport on main line, electrification, conversion of ordinary train to electric railcar train, dieselization, various improvement works, replacement works etc. At an investment of 2,972 billion yen for a period of 7 years, the present paper describes the third long term plan of JNR and its effect.

MEASUREMENT OF PORE PRESSURE IN FILL TYPE DAM WHERE THE FLUCTUATION OF WATER LEVEL IS ABRUPT.....BY K. NODA (Page 34)

The present paper describes the change of pore pressure accompanying the water level fluctuation of regulating reservoir, using the result of observation with the embedded measuring instrument actually practised at Honzawa dam which has been recently completed, and also describes the problem of stability of the upstream side of dam due to the abrupt lowering of water level.

APPLICATION OF FREEZING WORK METHOD TO SUBWAY CONSTRUCTION WORK

.....BY S. MURAYAMA, J. MICHIDA AND T. TAKASHI (Page 40)

The present paper is a report of applying a work method newly designed for joining the caissons or buried pipes using the freezing method in the water-containing soft and weak ground, to the caisson for the Nishi-Dotonbori under river tunnel on the No. 3 line of Osaka City subway.

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