

An Actual proof of Tokushima's Museum of Bridges

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1. INTRODUCTION

Tokushima is home to 500 rivers running through the prefecture and bridges of various styles. The group of as many as 46 bridges built across the large Yoshino River is dubbed the Museum of Bridges as each of them reflect the construction technology of that time.

Most of the bridges built from the late 1920s to the 1950s were suspension or truss bridges. As the river is very wide, the bridges had to be long enough, so the Miyoshi Bridge (suspension bridge) (Pic.3, 4) and the Yoshinogawa Bridge (truss bridge) (Pic.1, 2) were the longest in the East.



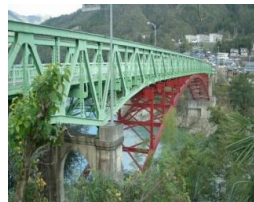
Pic.1 Yoshinogawa Bridge
Yoshinogawa Bridge for
Opening ceremony (1928)



Pic.2 Yoshinogawa Bridge



Pic.3 Miyoshi Bridge
(Completed: 1927)



Pic.4 Miyoshi Bridge
(Renewed: 1990)



Pic.5 Awa Shirasagi Ohashi Bridge
(The last completed: 2012)



Pic.6 Nada Bridge



Pic.7 Awa Chuo Bridge

2. Promoting “Tokushima -Museum of Bridges”

(1) Compiling the “Tokushima Hashi Monogatari (Tale of Bridges)”

“Tokushima Hashi Monogatari” is a history book about the bridges across the Yoshino River and includes the bridge construction history, the transition of bridge usage, the culture and industry developed around bridges, and the bridge construction technology. Bridge design documents and construction related information will also soon be added as references.

“Tokushima Hashi Monogatari” will be compiled with a focus on the bridges across the Yoshino River, such as the Yoshinogawa Bridge (Pic. 2), the Nada Bridge (Pic. 6), the Awa Chuo Bridge (Pic. 7), the Miyoshi Bridge (Pic. 3) and Japan’s first railway bridge of consecutive truss, the Yoshinogawa Railway Bridge.

(2) Collecting Information to Construct Digital Archives

An expert study group composed of bridge administrators, academic experts, media outlets and cultural history experts will be searching and collecting information regarding bridges across the Yoshino River, such as design documents, documentary videos, newspaper articles and other press materials, local history books, and materials from academic societies. Collected information will be organized and compiled as digital archives.

Key Words: Yoshino River, museum of bridges, civil engineering heritage, bridge history, infrastructure tourism

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(3) Holding Bridge-Related Events

Various events and promotional activities related to bridges are planned. For instance, the Tokushima Marathon (Pic. 9), which attracts more than 10 thousand participants every spring, incorporates the bridges and river banks into the race course. Participants can see eight bridges in the lower reaches of the Yoshino River. In order to publicize the bridges, panel exhibits about the bridges across the Yoshino River are installed on the race course and photo books of the bridges are handed out to the participants.

Furthermore, a bus tour for local residents to visit several bridges along the Yoshino River is planned (Pic. 10). A detailed explanation, history and culture about each bridge is provided while traveling around major bridges along the Yoshino River. In 2014, a tour group visited some major bridges built along the Yoshino River, from those built over the lower reaches of the river such as the Awa Shirasagi Ohashi Bridge, to those built over the upper reaches such as the Miyoshi Bridge. The Civil Engineering Society supported the event in commemoration of the society's centennial anniversary.

We held an event similar to *Hashi-arai* (bridge clean-up) in Osaka or at the Nippon-bashi Bridge in Tokyo. In addition, Held events collaborating with local events such as *Asa-chakai* (morning tea party) which is held on the 15th of each month. Local residents and high school students participate in the event held at the site of old Anabuki Bridge (in front of the Anabuki Station). We believe these events will be a good chance to learn about the importance and the history of bridges by cooperating with local residents. (Pic.8)



Pic.8 Anabuki Bridge (Holding Bridge)



Pic.9 Tokushima Marathon
(at Awa Shirasagi Ohashi Bridge) [Tokushima Marathon Executive Committee]



Pic.10 Bus tour
(at Miyoshi Ohashi Bridge)

3. Conclusion

The opening ceremony of the Yoshinogawa Bridge in 1928 (Pic. 1), saw many cars forming a long line to go across and as many as 40 thousand People gathering to celebrate the completion of this long-wanted magnificent bridge of the time.

We would like to pass these valuable assets for generations to come. They have a technological and cultural

value as civil engineering heritage.

I believe this shows the greatness of civil engineering which generates historical and cultural value.

These study stated above shows the importance of civil engineering which involves rich regional history and culture. For example, the local residents' longing for bridges has resulted in community activities such as *Hashi-arai* (bridge clean-up).

As seen in the examples of the Tokushima Marathon in which participants can enjoy the view of various bridges and the bus tours which people of all ages can participate and enjoy, the bridges and the civil engineering structures along the Yoshino River has been playing an important role for the increasing number of visitors looking for entertainment.

Infrastructure tourism, a concept of utilizing civil engineering structures for regional tourism can be a powerful card as a countermeasure for depopulating society as well as for regional revitalization.

Civil engineering history and civil engineering heritage which is functionally connected to tourism will be ever more important in the future.

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