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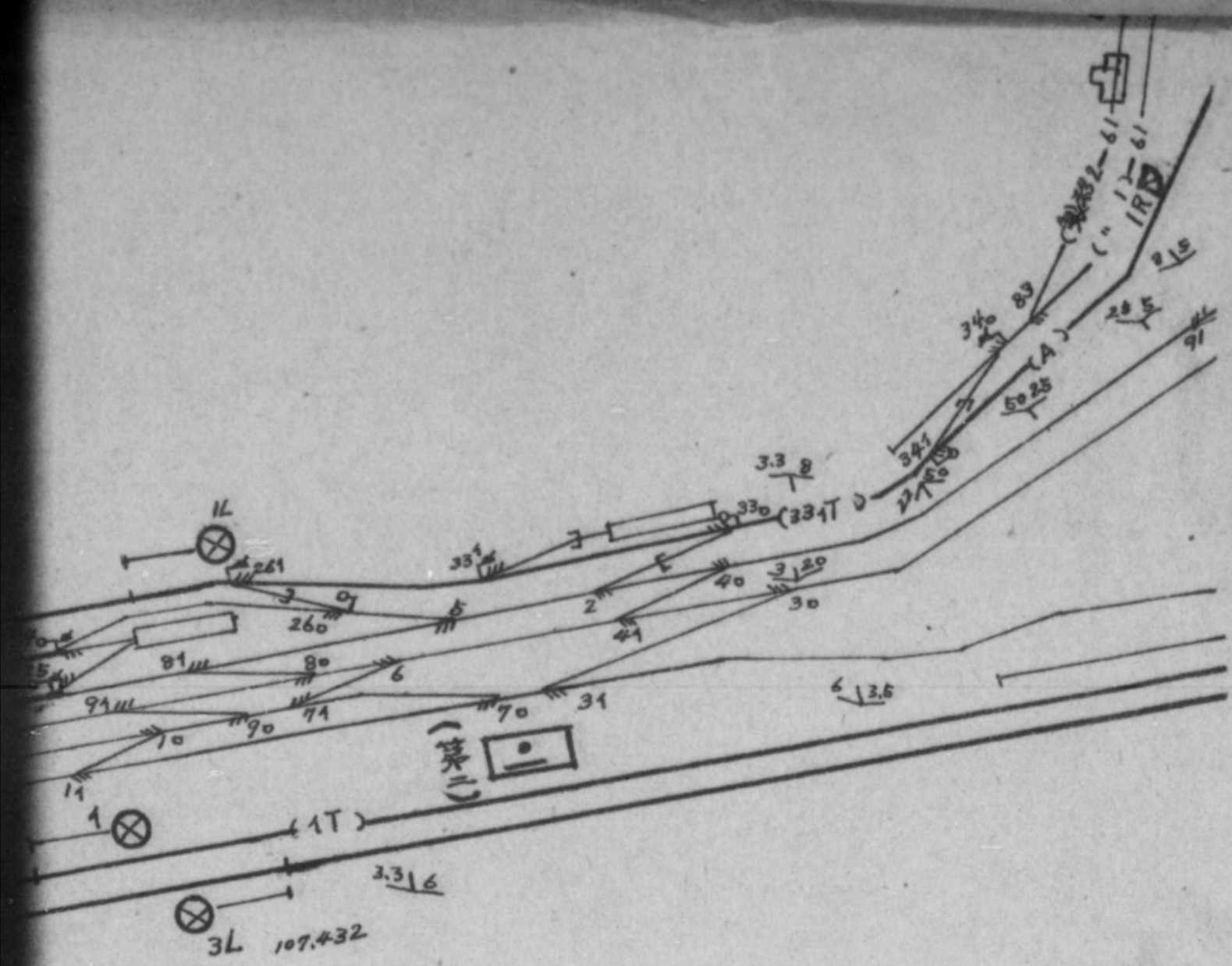

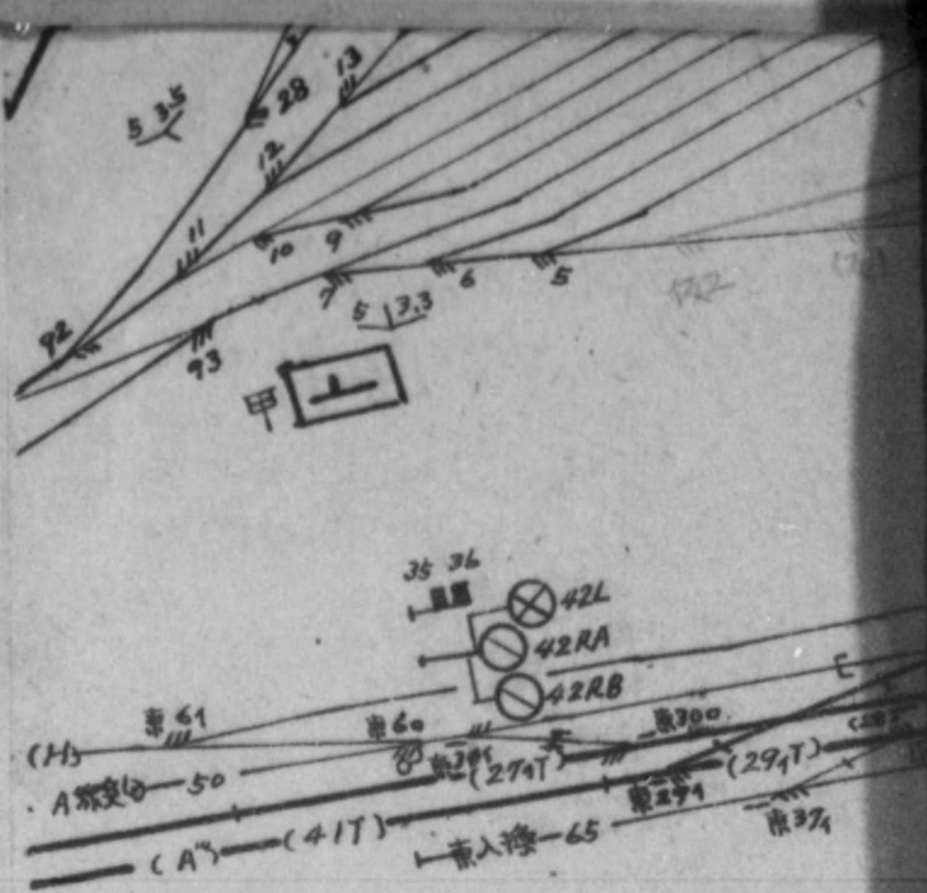

東 京 第 一 機 械 電 氣 連 動 表 及 梃 子 集 中

鎖鍵	信號機又ハ入換信號機制御轉轍器又ハ鎖錠	進路鎖錠區間	接近鎖錠區間
26 ㉝ 34 38 (((④)))	33T 38T 1LT	33T 38T	([31T 36T]但(IR)但36 37)) [IRAT](120秒)
38 (((31但⑬⑪))) (((32但㉑⑯⑬⑪)))	38T 1LT	38T	
㊳ (((31但⑬11))) (((32但㉑⑯⑬11)))	38T 1RT		
[IR但36 ㊲]			
[IR但 ㊱]			
[IR但36 37]			
([IR但36 37]但1L)			

名稱		番
進路梃子	上り一番線～門司港方	1
〃	〃 二 〃 ～ 〃	1
〃	〃 四 〃 ～ 〃	1
入換信號機	F点 ～ A点	1
〃	D点 ～ F及H点	1
轉轍器	(二動)	1
〃		1
鎖桿		1
轉轍器及轍查桿		1
〃	〃	1
轉轍器		1
鎖桿		1
轉轍器		1
鎖桿		1
轉轍器		1
〃		1
〃	(二動)	1
〃	(〃)	2
〃	(〃)	2
鎖桿		2
轉轍器		2
鎖桿		2
轉轍器及轍查桿		2
〃	〃 (二動)	2
轉轍器	(〃)	2
鎖桿		2
轉轍器及鎖桿		2
〃	〃 (二動)	3
〃	〃 (〃)	3

照查梃子	
入換信號機	
〃	
〃	
〃	

轉轍器及鎖桿

進路梃子	
〃	
〃	
〃	
〃	
出發信號機	
場内信號機	

轉轍器

備考 (((第一田代駅 [ ]、中梃子扱所
鎖查桿32、第二扱所関係
信号梃子1、2、3 照查梃子32、田

ヲ處ナルヲトヲ示ス

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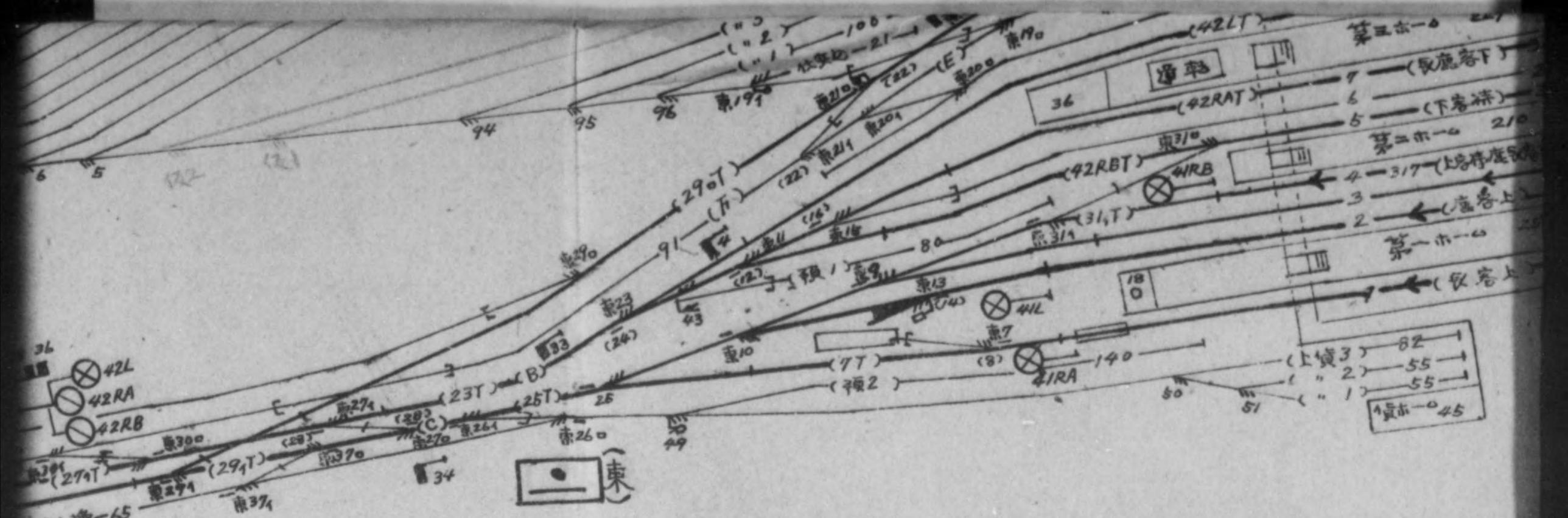

東 第一種電氣機甲聯動表

名稱	番號	鎖錠	信號制御轍查鎖錠	進路鎖錠區間	接近鎖錠區間
遠子 上り一番線～門司港方	{1}	⑦ ⑧ 27 ㉘ 37			
〃 二 〃 ～ 〃	{2}	⑬ ⑭ 27 ㉘ 37			
〃 四 〃 ～ 〃	{3}	31 9 ⑩ 27 ㉘ 37			
機械 F点 ～ A点	4	21 ㉒ 29 30 36	6 ⑥		
D点 ～ F(別) H点	5	19 ㉒ 29	(6個21)		
器 (二動)	6				
	{7}	㉕	[3個10]		
桿	8	7 ⑦			
器及轍查桿	9	⑩ 31			
〃	10	13 25 26			
器	11	㉓ 15 31			
桿	12	11 ⑪			
器	{13}	10 25 26 {[2個17]個41L}			
桿	14	13 ⑬			
器	15	11 ㉓			
桿	16	16 ⑮			
器	17	⑱			
	18				
(二動)	19	⑳			
(〃)	20	21 32			
(〃)	21	20 32			
桿	22	21 ㉑			
器	23	27 29			
桿	24	23 ㉓			
器及轍查桿	25	10 13 26			
〃 (二動)	26	10 13 25			
器 (〃)	27	㉚ 23 37			
桿	28	29 ㉗			
器及鎖桿	29	23 ㊲ 30			
〃 (二動)	30	29			
〃 (〃)	31	9 ⑩ 11			
遠子	{32}	㉙ ㉒ 21 20 {[2]} ㊲			
機械	33	㉘ ㉚ 27 35	6 ⑥	29oT 29₁T	
	34	㉗ ㉘ 35	6 ⑥		
	35	㉘ ㉚ 33 34	6 ⑥		
	36	㉒ 4 20 21 29 30	6 ⑥		
器及鎖桿	37	27			
遠子	{38}	⑪ ⑫ ㉔ ㉘ 30 {15} ㄴ{43}ㄱ			
	{39}	⑫ ⑯ ㉔ ㉓ ㉘ 11 15 30 {15} ㄴ{43}ㄱ			
	{40}	㉔ ㉘ 23 29 30 {15} {29} ㄴ{43}ㄱ			
機械	41L	{2}	25T 29₁T 41T	25T 29₁T	{6可02T 1T 10₁T 但 ②但7} 2AT (120秒)
	41RA	{1}	9T 25T 29₁T 41T ①	7T 25T 29₁T	
	41RB	{3}	31₁T 25T 29₁T 41T ③	31₁T 25T 29₁T	
	42L	{40} ㄴ{43}ㄱ	29₁T 23T 42LT	29₁T 23T	{(32₁T 但 ㊷) 1AT 1T} (120秒)
	42RA	{39} ㄴ{43}ㄱ	29₁T 23T 42RAT ㊴	29₁T 23T	
	42RB	{38} ㄴ{43}ㄱ	29₁T 23T 42RBT ㊳	29₁T 23T	
轍器	ㄴ{43}ㄱ				

名

出発信號機(

入換信號機(

予 〃

轍 轍器

〃

予 〃

轍 轍器

〃

備考 〔〕

a'

第一 出発信號

出発信號

備考 〔〕

〔〕内ハ田代駅〔〕ハ中核子扱所〔〕ハ第二梃子扱所ノ扱ナルコトヲ示ス

照査桿32ハ第二扱所関係何レカノ線ヨリ列車ガ進出セタル場合29₁Tヲ通過ト誇ラサルヘカラス之ヲ定位ニ操ル時ハ裝置トス

信号梃子1,2,3照査梃子32ハ田代駅ヨリ場内信号機ガ注意ヲ以テ進行信号現示ヲナサヽルヘカラス之ヲ定位ニ操ル時ハ裝置トス

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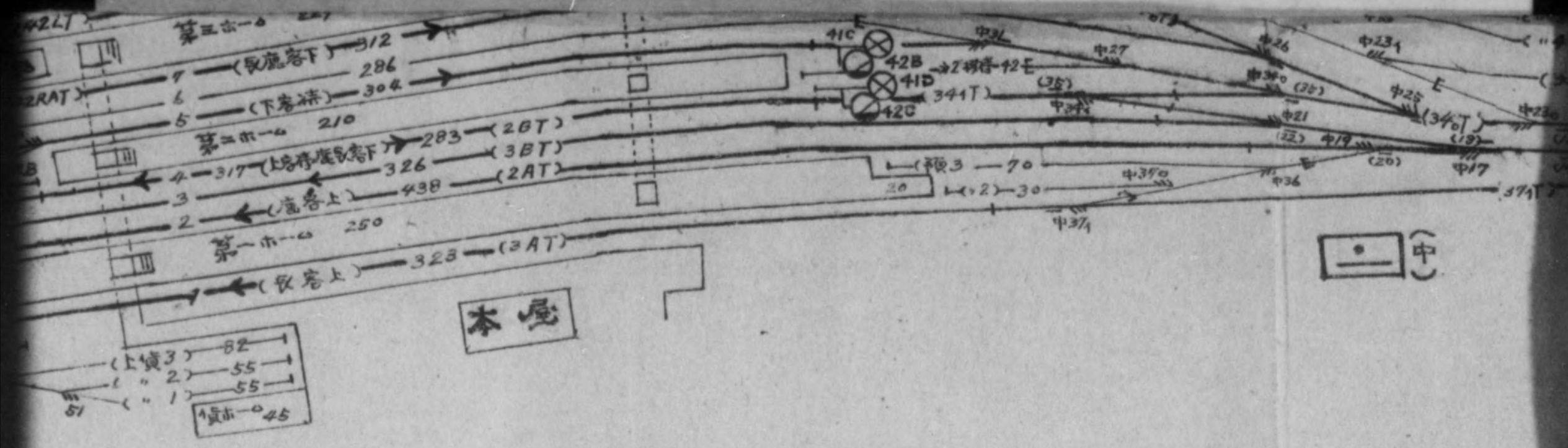

第三 第一種電気機械連動表

名称		番號		鎖錠	信號制御又ハ車軌検鎖錠	進路鎖錠區間	接近鎖錠區間
出発信號機	敦上り貨一番線～門司港方	①	A	⑨ 2〔32〕	10T 29oT 27↓T 41T ⑩	10T (29oT)	
	彦上り貨二 〃 ～ 〃		B	⑧ 2〔32〕	8↓T 10T 29oT 27↓T 41T 10 ⑧	8↓T (10T) (29oT)	
	上り貨 三 〃 ～ 〃		C	6 7 8 10 2〔32〕	7↓T 8↓T 10T 29oT 27↓T 41T 10 8 6	7↓T 8↓T (10T) (29oT)	
	〃 四T 〃 ～ 〃		D	5 ⑥ 7 8 10 2〔32〕	5oT 7↓T 8↓T 10T 29oT 27↓T 41T 10 8 ⑥ 5	5oT 7↓T (8↓T 10T) (29oT)	
	〃 五 〃 ～ 〃		E	⑤ ⑥ 7 8 10 2〔32〕	5↓T 5oT 7↓T 8↓T 10T 29oT 27↓T 41T 10 8 ⑥ ⑤	5↓T 5oT (7↓T 8↓T 10T) (29oT)	
入換信號機	敦上り貨一番線～D点	②	A	⑨ 1	⑩	10T	
	A 点 ～ 〃		B	10 1	10	10T	
予備			3				
〃			4				
転轍器	(二 動)		<5>				
〃	(〃)		{6}				
〃	(〃)		{7}				
〃	(〃)		{8}	10	〖(3R 但 43)〗		
〃	(〃)		{9}	⑩	〖2R 3R 但 ⑬〗		
〃	(〃)		{10}	8			
〃			11				
予備			12				
転轍器			13				
〃			14				
〃			15				
〃			16				
〃			17				
〃			18				
〃			19				
〃			20				
〃			21				
〃			22				
〃			23				
〃			24				
〃			25				

備考 〔〕ハ東Ⅱ〕ハ南极所々属ナルコトヲ示ス

a'

第一出発信號機	下り八番線～鹿児島方	㊶	A	29 ㉚ 26 25 23 15 ⑯ 13 ⑭ 12 ⑨	34oT 41T 5T 25 26	34oT (41T) (5T)	
	〃 七 〃 ～ 〃		B	㉖ 25 23 15 ⑯ 13 ⑭ 12 ⑨	34oT 41T 5T 25 ㉖	34oT (41T) (5T)	
	〃 五 〃 ～ 〃		C	31 27 34 ㉟ ㉕ 15 ⑯ 13 ⑭ 12 ⑨	34oT 41T 5T ㉕ 34	34oT (41T) (5T)	
	〃 四 〃 ～ 〃		D	㉞ ㉟ 15 ⑯ 13 ⑭ 12 ⑨	34T 34oT 41T 5T ㉕ ㉞	34↓T 34oT (41T) (5T)	
出発信號機	〃 七 〃 ～ 我山寄方	㊷	A	㉖ 25 23 ⑮ ⑯ ㊵ 7	34oT 10↓T 10oT 7T ⑮ 25	34oT 10↓T (10oT) (7T)	
	〃 五 〃 ～ 〃		B	31 27 34 ㉟ ㉕ ⑮ ⑯ ㊵ 7	34oT 10↓T 10oT 7T ⑮ ㉕	34oT 10↓T (10oT) (7T)	
	〃 四 〃 ～ 〃		C	24 ㉟ 21 ㉒ ⑰ ⑱ ⑬ ⑭ ⑯ ㊵ 7	34↓T 10↓T 10oT 7T ⑮	34↓T 10↓T (10oT) (7T)	

備考 〔〕ハ中极所〖〗ハ南部 ‖‖ ハ第四极所々属ナルコトヲ示ス

=装ノ併知装置トス
置トス.

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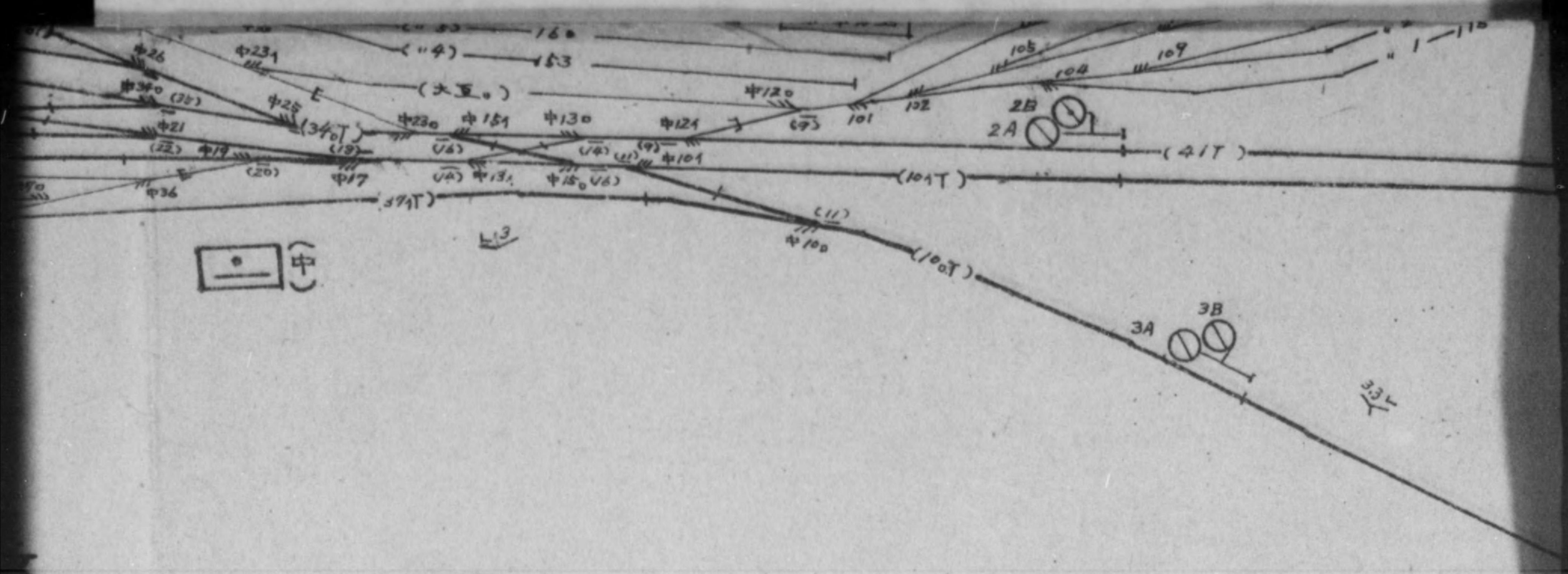

鎖錠	進路鎖錠區間	接近鎖錠區間
	10T (290T)	
⑧	8T (10T) (290T)	
T 10 8 6	7T 8T (10T) (290T)	
T 10 8 ⑥ 5	50T 7T (8T 10T) (290T)	
T 10 8 ⑥ ⑤	5T 50T (7T 8T 10T) (290T)	
	10T	
	10T	
5T 25 26	340T (41T) (5T)	
5T 25 ㉖	340T (41T) (5T)	
5T ㉕ 34	340T (41T) (5T)	
T 5T ㉕ ㉞	34T 340T (41T) (5T)	
00T 7T ⑮ 25	340T 10T (100T) (7T)	
00T 7T ⑮ ㉕	340T 10T (100T) (7T)	
00T 7T 15	34T 10T (100T) (7T)	

中　第一種電氣機甲聯動表

名稱		番號		鎖錠	信號制 又輸查鎖
予備		①			
第二場内信號機	鹿児島方～上〃二番線	②	A	10 ⑪ 15 ⑯ 13 ⑭ 17 ⑱ 19 ⑳ ⑬	10T 2AT
	〃 ～〃 四 〃		B	10 ⑪ ⑯ 13 ⑭ ⑰ ⑱ 21 ㉒ 34 ㉟	10T 34T 2BT
〃	長崎方～〃 一 〃	③	A	10 ⑪ 37 (7)	100T 37T 3AT
〃	〃 ～〃 三 〃		B	⑩ ⑪ ⑯ ⑭ ⑰ ⑱ ㉑ ㉒	100T 10T 3BT
	〃 ～〃 四 〃			⑩ ⑪ ⑯ ⑭ ⑰ ⑱ 21 ㉒ 35	100T 10T 37T 26T
第一場内信號機	〃 ～本駅方	④			7T
遠方信號機		(4)			
軌轍器		⑦		〔㊷ ㊸〕	7T 100T
鎖桿		9		12 ⑫	
軌轍器	(二動)	10		13	
鎖桿		11		10 ⑩	
軌轍器	(二動)	12		15 23	
〃	(〃)	13		10 15	
鎖桿		14		13 ⑬	
軌轍器	(二動)	{15}		12 13 17 19 [38 39 40]	
鎖桿		16		15 ⑮	
軌轍器		<17>		15 19	
鎖桿		18		17 ⑰	
軌轍器		19		15 17	
鎖桿		20		19 ⑲	
軌轍器		<21>			
鎖桿		22		21 ㉑	
軌轍器及鎖桿(二動)		23		12 25 26 28	
予備		24			
軌轍器及鎖桿		<25>		23	
〃	〃	<26>		23	
〃	〃	27		㉕ 31	
軌轍器		28		23	
〃	(二動)	{29}		〈成14〉 [40]	
鎖桿		30		29 ㉙	
軌轍器及鎖桿		31		㉕ 27	
〃		32			
〃		33			
〃	(二動)	<34>		㉕ ㉑	
鎖桿		35		34 ㉞	
軌轍器		36		⑲ 37	
軌轍器及鎖桿		{37}		⑲ 36	37T
予備		38			
〃		39			
照査桿		40		⑩ ⑪	

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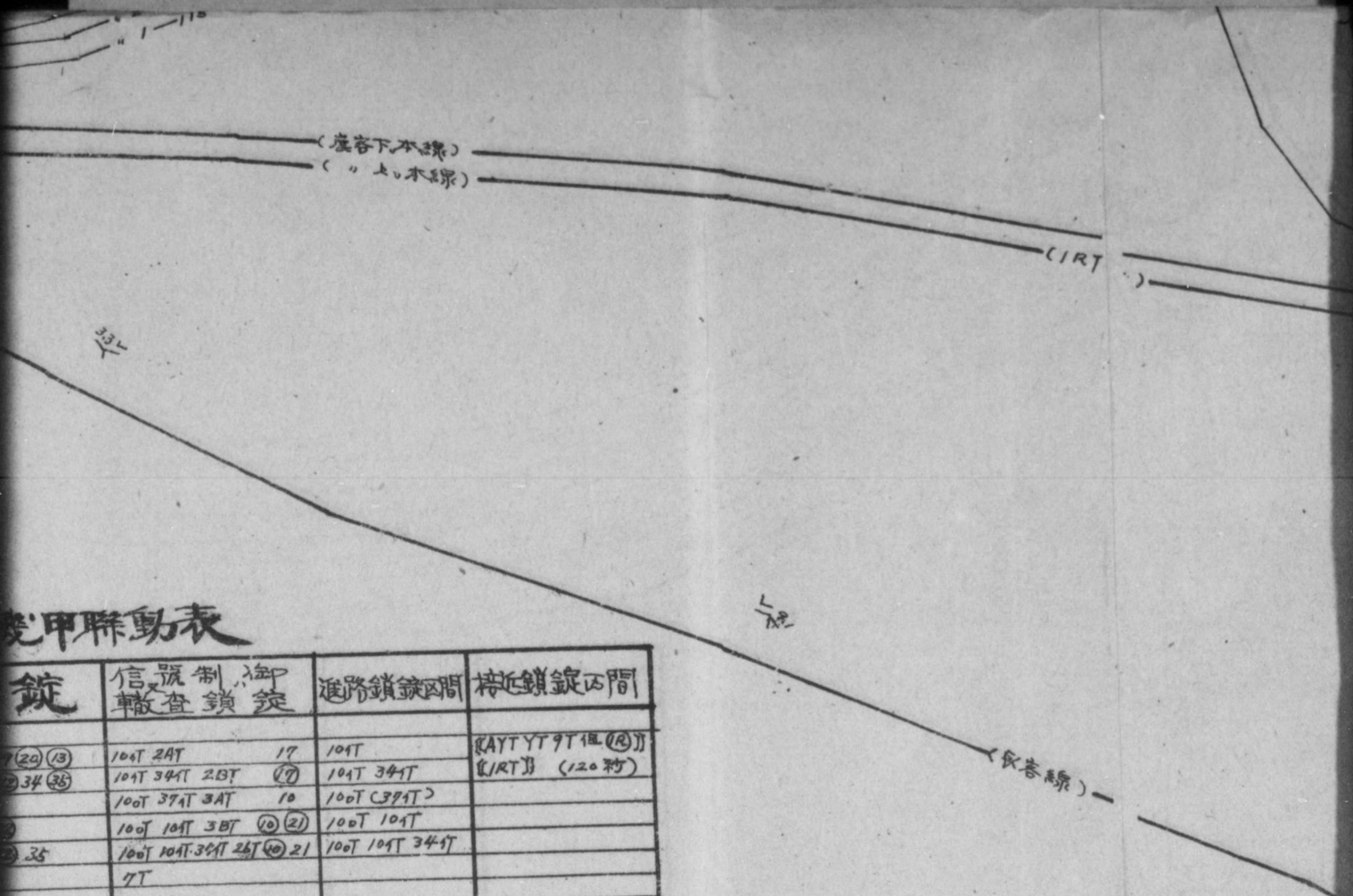

…機甲聯動表

…鎖錠	信号制御 轍査鎖錠	進路鎖錠区間	接近鎖錠区間
…7 ⑳ ⑬	104T 2AT 17	104T	{AYT YT 9T 但 ⓡ}
…㉒ 34 ㉟	104T 34T 2BT ⑰	104T 34T	{1RT} (120秒)
	100T 37T 3AT 10	100T (37T)	
…	100T 104T 3BT ⑩ ㉑	100T 104T	
…㉒ 35	100T 104T·34T 2BT ⑩ 21	100T 104T 34T	
	7T		
	7T 100T		
…40]			
…40]			
	37T		

戊 第一種機械聯動表

名称		番號	鎖錠
入換信號機	A'点～C'.E'下点	1	3 4 7 ⑦ 14 ⑭ 但 ⑦)(5…
〃	B'点～E'下'点	2	7 14 ⑭ (5但 ⑭)
〃	C点～ A'点	3	1 7 ⑧
〃	D'点～ A'点	4	1 7 8
〃	E'点～A' B' C'点	5	14 ⑭ (2但 ⑭)(7 ⑦ 但 ⑭)(…
予備		6	
転轍器		7	
〃		8	
〃		9	
〃		10	
予備		11	
転轍器		12	
〃		13	
〃	(二動)	14	《中29…
〃		15	
予備		16	
転轍器		17	
〃		18	

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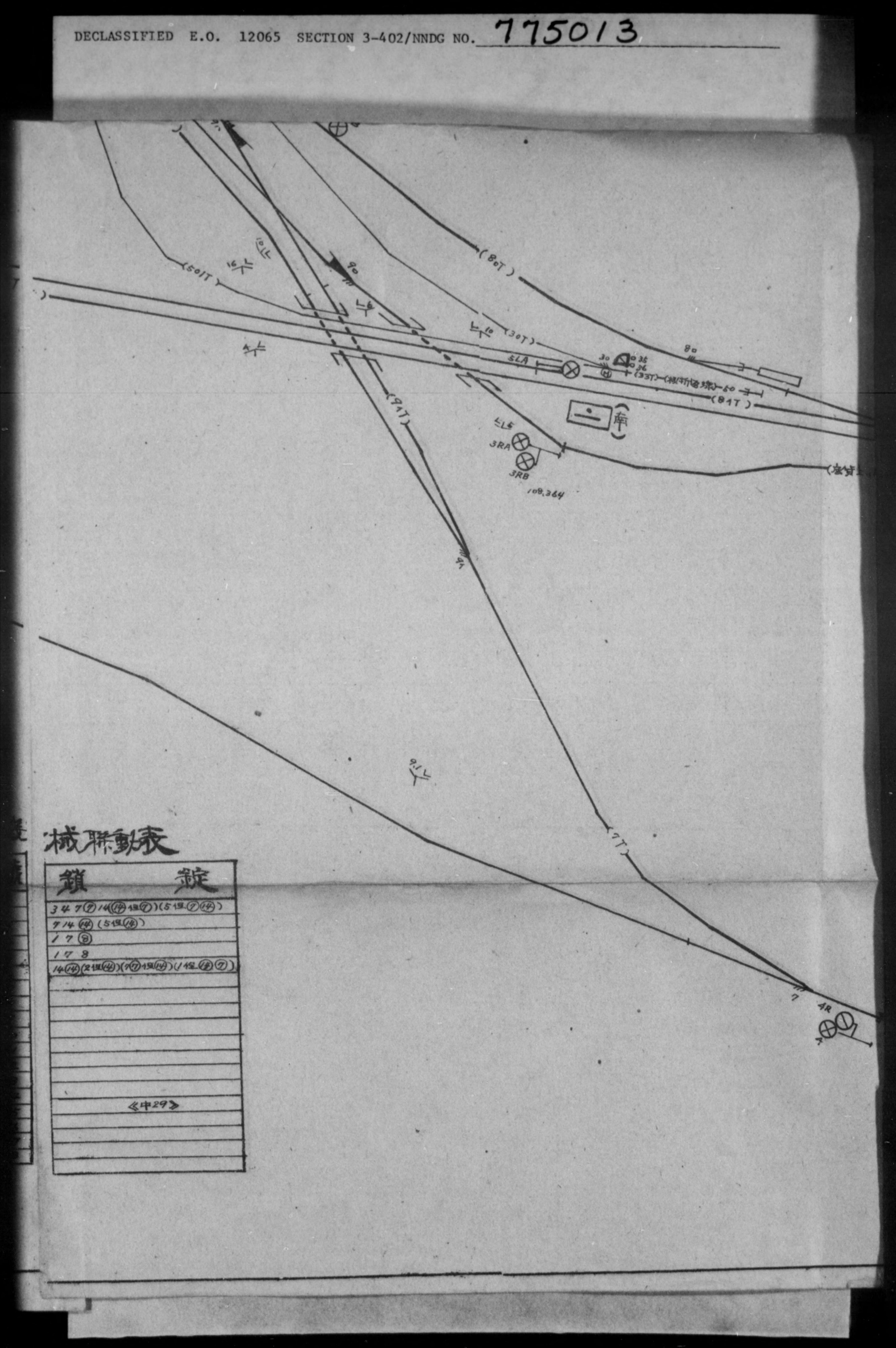

械聯動表

鎖	錠
3 4 7 ⑦ 14 ⑭ 1 ⑦ (5 1 ⑦ ⑭)	
7 14 ⑭ (5 1 ⑭)	
1 7 ⑧	
1 7 8	
14 ⑭ (2 1 ⑭) (7 ⑦ 1 ⑭) (1 1 ⑭ ⑦)	

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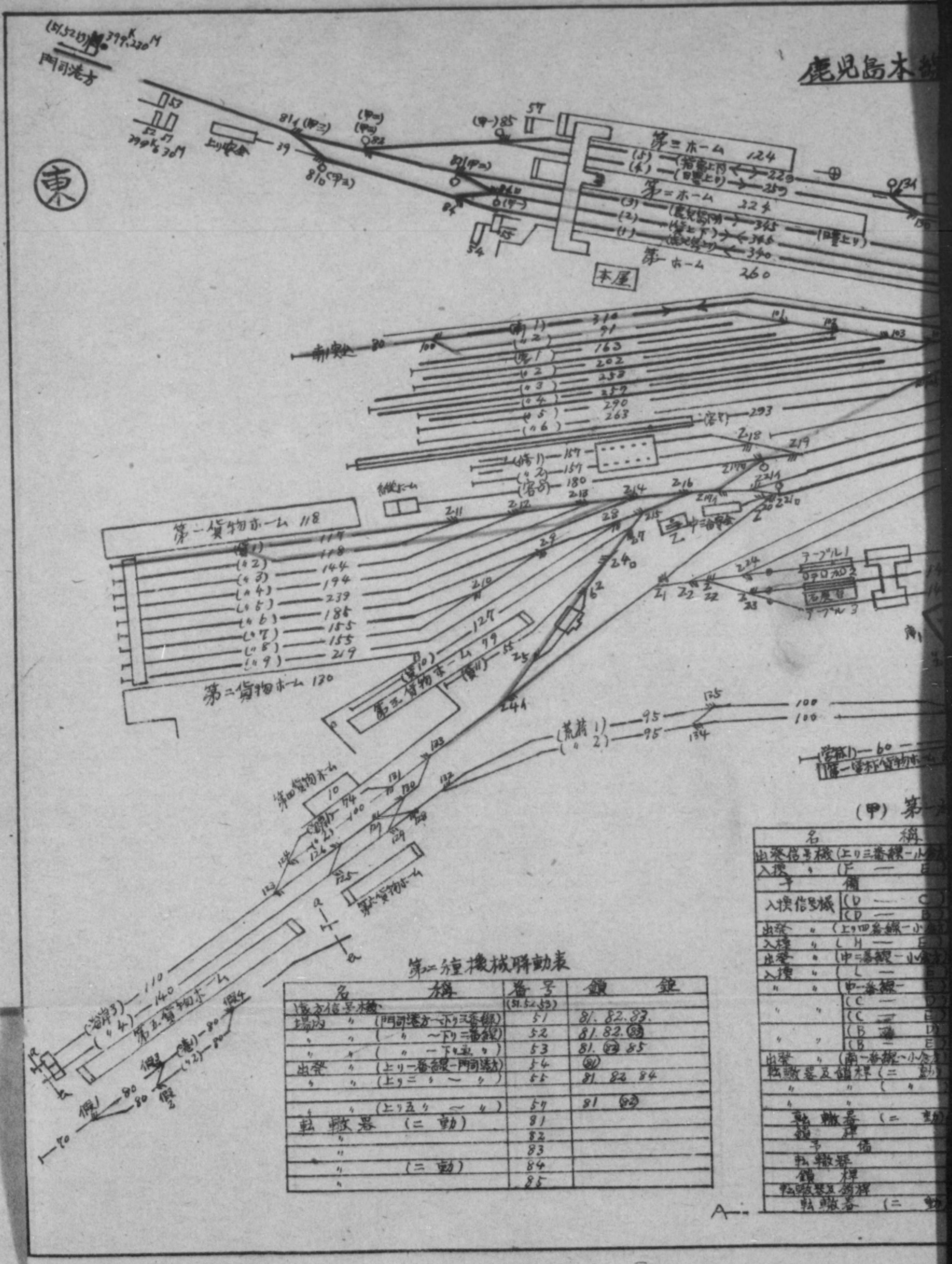

名稱	
出発信号機	(上り三番線ー小倉方)
入換 〃	(F — E)
予備	
入換信号機	(D — C)
	(D — B)
出発 〃	(上り四番線ー小倉方)
入換 〃	(H — E)
出発 〃	(中二番線ー小倉方)
入換 〃	(L — E)
〃 〃	(中一番線ー E)
〃 〃	(C — D)
	(C — E)
〃 〃	(B — D)
	(B — E)
出発 〃	(南一番線ー小倉方)
転轍器及鎖桿	(二動)
〃 〃	(〃)
〃 〃	
転轍器	(二動)
鎖桿	
予備	
転轍器	
鎖桿	
転轍器及鎖桿	
転轍器	(二動)

第二種機械聯動表

名稱	番号	鎖錠
遠方信号機	(51.52.53)	
場内 〃 (門司港方ー下り三番線)	51	81. 82. 83.
〃 〃 (〃 ー下り二番線)	52	81. 82. (83)
〃 〃 (〃 ー下り五 〃)	53	81. (82) 85
出発 〃 (上り一番線ー門司港方)	54	(81)
〃 〃 (上り二 〃 ー 〃)	55	81. 82. 84
〃 〃 (上り五 〃 ー 〃)	57	81 (82)
転轍器 (二動)	81	
〃	82	
〃	83	
〃 (二動)	84	
〃	85	

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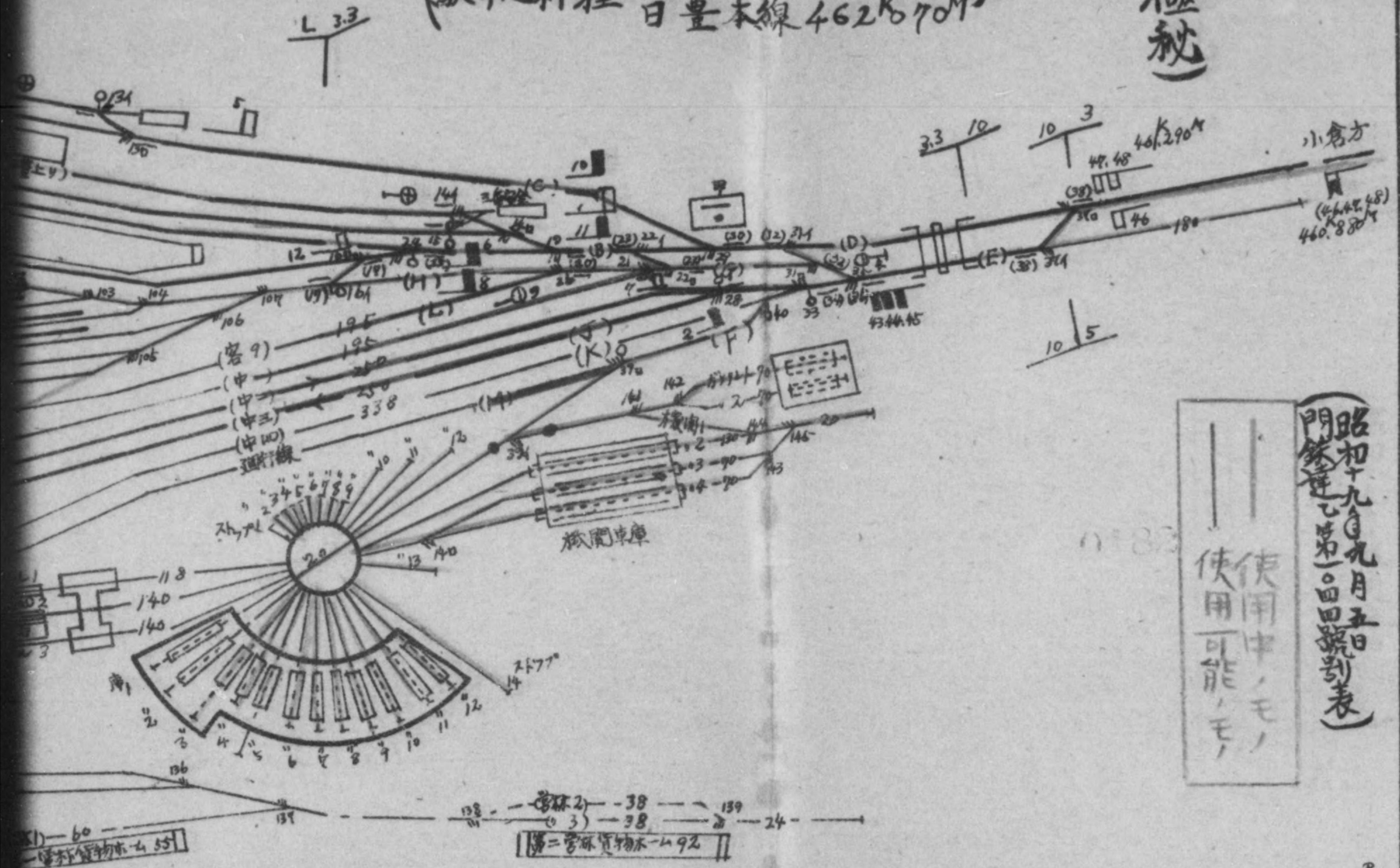
Kagoshima

鹿兒島

(駅中心粁程 鹿兒島本線 400K 000M 日豊本線 462K 070M)

(省外極秘)

(西)



昭和十九年九月五日
門鉄達乙第一〇四四號別表

使用中ノモノ
使用可能ノモノ

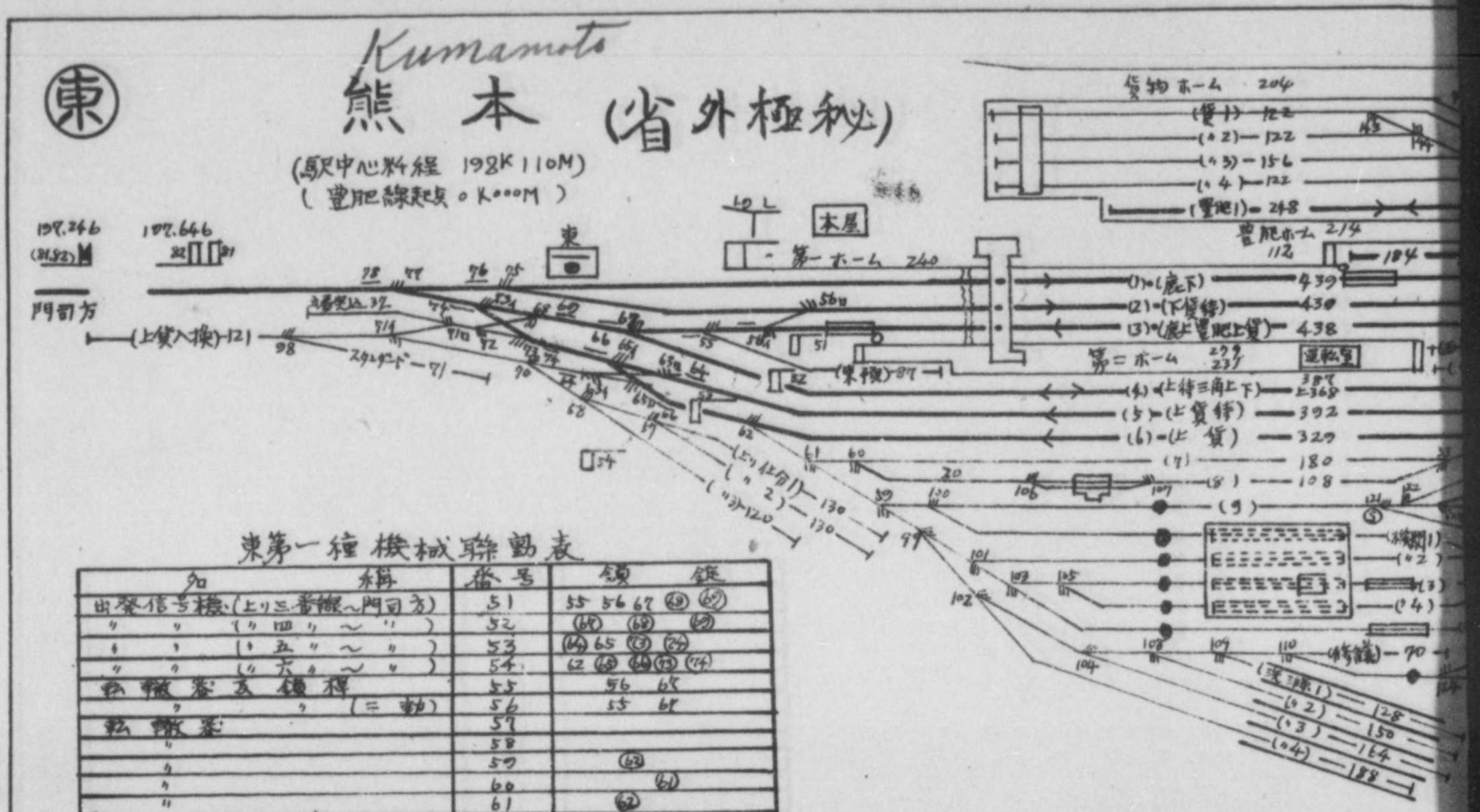
(甲) 第一種機械聯動表

稱	番号	鎖錠
(上り三番線ー小倉方)	1	(24) (20) 22 (23) 29 (30) 31 (32) 37 (38) 4
(F — E)	2	40 (34) (36) (33) (35) 43
備	3	
(D — C)	4	31 (32) (29) (30) 10.5.1.12.47.48
(D — B)	〃	31 (32) 29 (30) 22 (23) 10.5.1.12.11.47.48 (11個22)
(上り四番線ー小倉方)	5	13 (29) (30) (31) (32) 37 (38) 4
(H — E)	6	26.21.22 (23) 31 (32) (35) (36) 44 (38)
(中三番線ー小倉方)	7	(28) (34) (36) (37) (38)
(L — E)	8	(26) (28) (32) (35) (36) 44 (38)
(中一番線ー E)	9	(21) (23) (32) (35) (36) (38) 44
(C — D)	10	(29) (30) 31 (32) 4.45
(C — E)		(29) (30) (31) (32) (36) (38) 4.45
(B — D)	11	22 (23) 29 (30) 31 (32) 4.47.48
(B — E)		22 (23) (32) (35) (36) (38) 47.48.44 (4個22)
(南一番線ー小倉方)	12	16 (17) 24 (25) 19 (20) 22 (23) 29 (30) 31 (32) 37 (38) 47.4
鎖桿 (二動)	13	
〃 (〃)	14	15 (19)
〃	15	14 (19)
器 (二動)	16	24 22.19
桿	17	16 (16)
備	18	
桿	19	24 16
桿	20	19 (19)
鎖桿	21	22 26 31
器 (二動)	22	21.31.16.26
鎖桿	23	22 (22)
転轍器	24	16.19
鎖桿	25	24 (24)
転轍器及鎖桿	26	21.22.31
予備	27	
転轍器及鎖桿	28	33.35
転轍器	29	
鎖桿	30	29 (29)
転轍器 (二動)	31	21.22.37.26.(38)
鎖桿	32	31 (31)
転轍器	33	28 35
鎖桿	34	33 (33)
転轍器	35	28 33
鎖桿	36	35.(35)
転轍器 (一動)	37	31
鎖桿	38	37.(37)
転轍器 (二動)	39	40
〃	40	(33) (34) 39
予備	41	
〃	42	
入換信号機 (E — J)	43	35.(36) 33 (34) 28 46 2
入換信号機 (E — K)		(36) (34) (40) 46 2
入換信号機 (E — F)		(36) (34) (33) 46 2
〃 (E — G)	44	(35) (36) 31 (32) 6.8.9 (11個(22))
〃 (E — C)	45	(36) (31) (32) (29) (30) 10
場内信号機 (小倉方ー中三番線)	46	(37) (38) 35 (36) 33 (34) 28.43.11
〃 〃 (〃 ー南一番線)	47	37 (38) 31 (32) 29 (30) 22 (23) 19 (20) 24 (25) 16 (17) 12.11.4
〃 〃 (〃 ー下ノ一 〃)	48	37 (38) 31 (32) 29 (30) 22 (23) (20) (24) (25) 4.11
境方 〃	(46 47.48)	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Kumamoto 熊本 (省外極秘)

(駅中心粁程 198K 110M)
(豊肥線起点 0K000M)

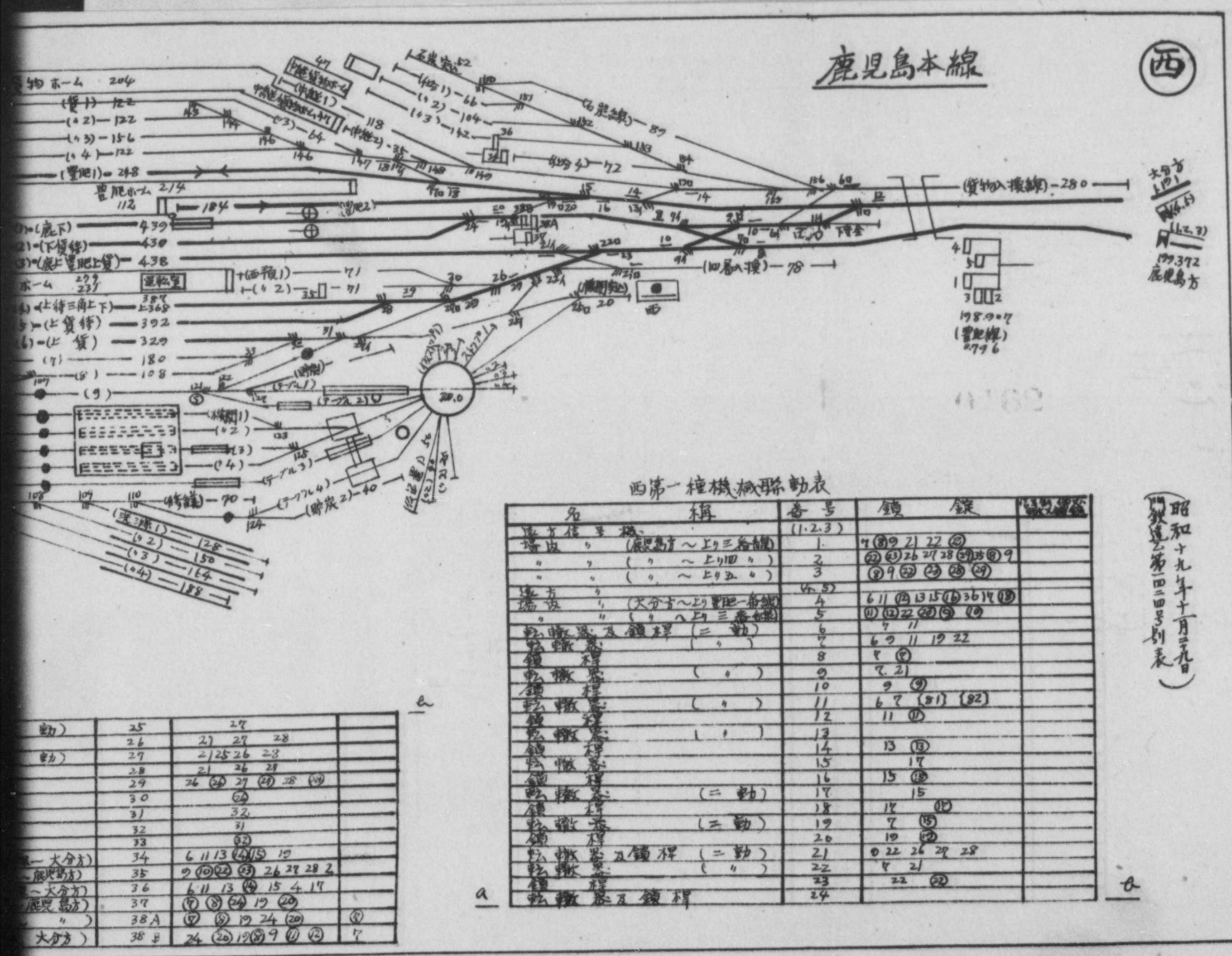


東第一種機械聯動表

名稱	番号	鎖錠
出發信号機(上り三番線～門司方)	51	55 56 67 (49) (69)
〃 〃 (〃四〃～〃)	52	(69) (69) (69)
〃 〃 (〃五〃～〃)	53	(64) 65 (73) (74)
〃 〃 (〃六〃～〃)	54	62 (65) (64) (73) (74)
転轍器及鎖桿	55	56 65
〃 〃 (=動)	56	55 64
転轍器	57	
〃	58	
〃	59	(62)
〃	60	(61)
〃	61	(62)
〃 及鎖桿	62	63
転轍器 (=動)	63	62 65 73
鎖桿	64	63 (63)
転轍器 (〃)	65	63
鎖桿	66	65 (65)
転轍器及鎖桿	67	55 56 73
転轍器	68	72 73 (70)
鎖桿	69	68 (68)
転轍器	70	
〃 (二動)	71	73
〃 及鎖桿	72	68
転轍器 (二動)	73	63 66 (77) 68 71
鎖桿	74	73 (73)
転轍器	75	77
鎖桿	76	75 (75)
転轍器	77	75
鎖桿	78	79 (77)
予備	79	
〃	80	
場内信号機(門司方～下り一番線)	81	75 77 (79) (11) (76)
〃 〃 (〃～下り二〃)	82	56 (75)
遠方 〃	(81.82)	

転轍器 (=動)	25	27	
〃	26	27	27
〃 (=動)	27	24 25	26
〃	28	21	26
鎖桿	29	24	(26) 27
転轍器	30		(64)
〃	31		32
〃	32		31
〃	33		(32)
出發信号機(下り豊肥一番線～大分方)	34	6 11 13	(14)
〃 (下り四番線～鹿児島方)	35	9 (10) (22)	(23)
〃 (下り豊肥一番線～大分方)	36	6 11 13	(14)
〃 (下り二番線～鹿児島方)	37	(7) (8)	(64) 17
〃 (下り一 〃 ～ 〃)	38A	(7) (8)	17
〃 (下り一 〃 ～大分方)	38B	24	(20) 17 (8)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



西第一種機械聯動表

名稱	番号	鎖錠	特別鎖錠
遠方信号機	(1.2.3)		
場内 〃 (鹿児島方～上り三番線)	1	7 ⑧ 9 21 22 ㉓	
〃 〃 (〃 ～上り四 〃)	2	㉒ ㉓ 26 27 28 ㉙ 35 ⑧ 9	
〃 〃 (〃 ～上り五 〃)	3	⑧ 9 ㉒ ㉓ ㉘ ㉙	
遠方 〃	(4.5)		
場内 〃 (大分方～上り豊肥一番線)	4	6 11 ⑫ 13 15 ⑯ 36 17 ⑱	
〃 〃 (〃 ～上り三番線)	5	⑪ ⑫ 22 ㉓ ⑨ ⑩	
転轍器及鎖桿 (二動)	6	7 11	
転轍器 (〃)	7	6 9 11 19 22	
鎖桿	8	7 ⑦	
転轍器 (〃)	9	7 21	
鎖桿	10	9 ⑨	
転轍器 (〃)	11	6 7 {81} {82}	
鎖桿	12	11 ⑪	
転轍器 (〃)	13		
鎖桿	14	13 ⑬	
転轍器	15	17	
鎖桿	16	15 ⑮	
転轍器 (二動)	17	15	
鎖桿	18	17 ⑰	
転轍器 (二動)	19	7 ⑮	
鎖桿	20	19 ⑲	
転轍器及鎖桿 (二動)	21	0 22 26 27 28	
転轍器 (〃)	22	7 21	
鎖桿	23	22 ㉒	
転轍器及鎖桿	24		

a b

動)	25	27	
	26	21 27 28	
動)	27	21 25 26 28	
	28	21 26 29	
	29	26 ㉖ 27 ㉗ 28 ㉘	
	30	㉖	
	31	32	
	32	31	
	33	㉜	
一大分方)	34	6 11 13 ⑭ ⑮ 19	
～鹿児島方)	35	9 ⑩ ㉒ ㉓ 26 27 28 2	
～大分方)	36	6 11 13 ⑭ 15 4 17	
鹿児島方)	37	⑦ ⑧ ㉔ 19 ㉚	
〃)	38A	⑦ ⑧ 19 24 ㉚	⑧
大分方)	38B	24 ㉚ 19 ⑧ 9 ⑪ ⑫	7

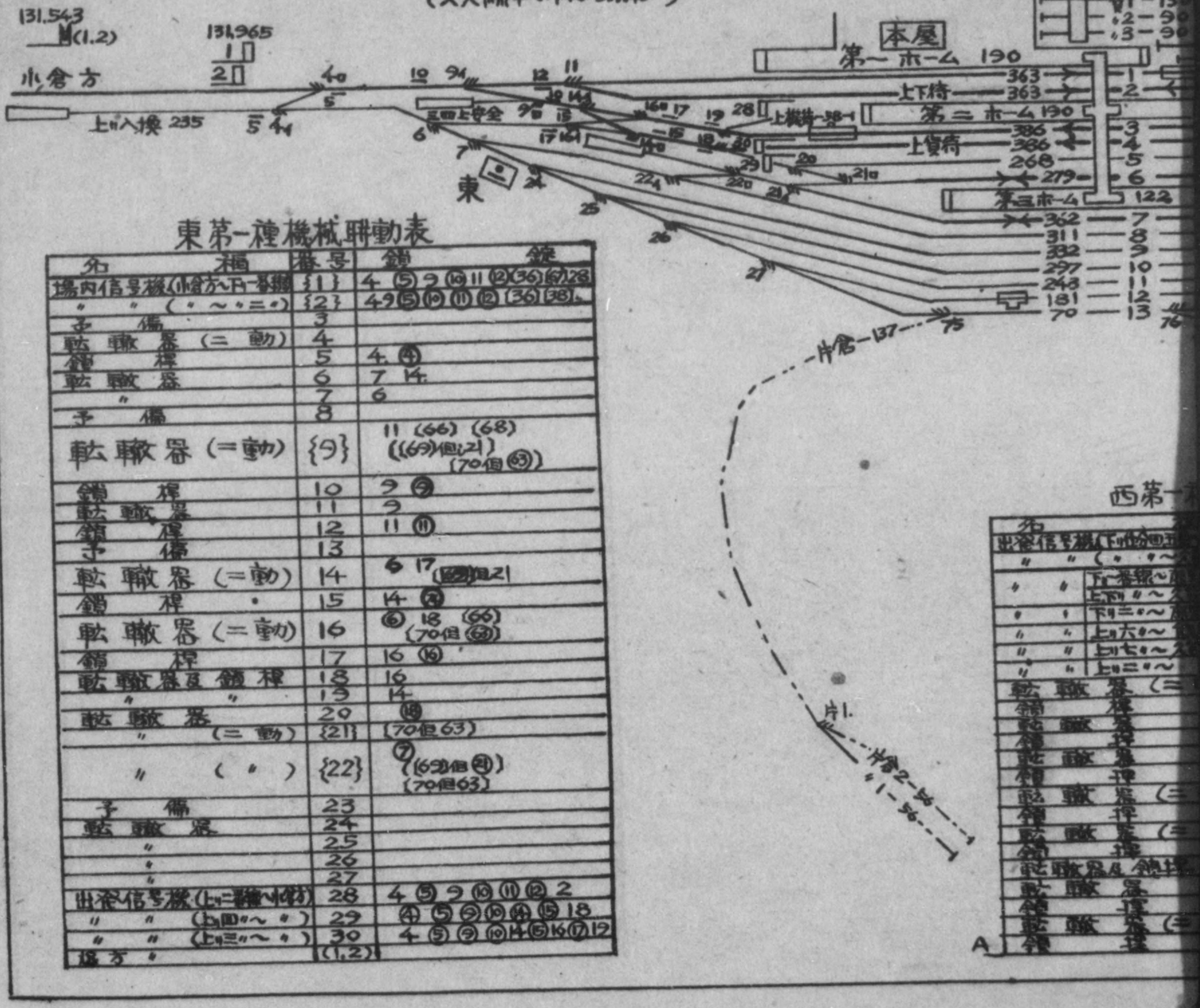
昭和十九年十一月二十九日
門鉄道乙第一四二四号別表

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Oita

東 日豊本線 大分 (省外極秘)

(駅中心粁程 132K 320M)
(久大線中心 140K 337.43M)



東第一種機械聯動表

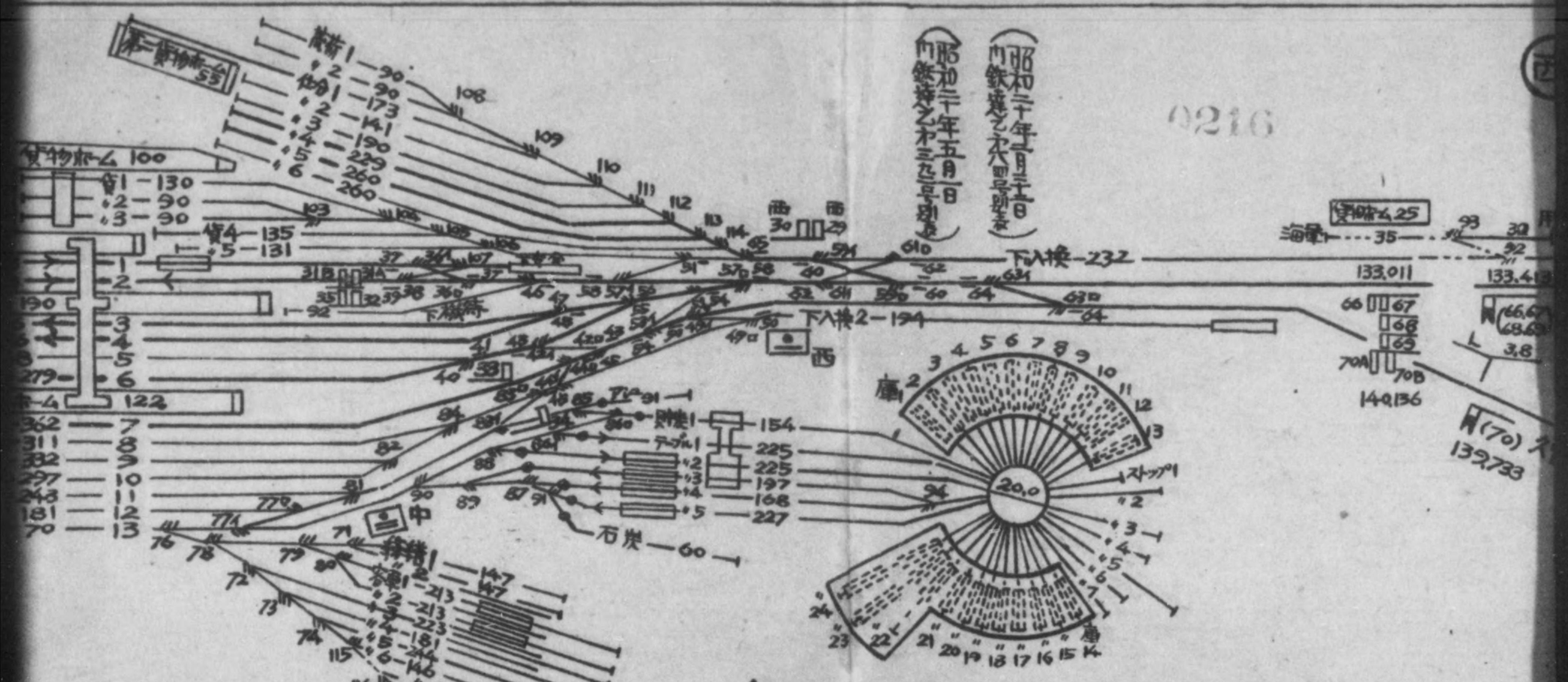
名稱	番号	鎖錠
場内信号機(小倉方~下り一番線)	{1}	4 ⑤ 9 ⑩ 11 ⑫ (36) (67) 28
〃 〃 (〃 ~ 〃 二 〃)	{2}	4 9 ⑤ ⑩ ⑪ ⑫ (36) (38)
予備	3	
転轍器 (二動)	4	
鎖桿	5	4 ④
転轍器	6	7 14
〃	7	6
予備	8	
転轍器 (二動)	{9}	11 (66) (68) ((69)但21) (70但63)
鎖桿	10	9 ⑨
転轍器	11	9
鎖桿	12	11 ⑪
予備	13	
転轍器 (二動)	14	6 17 ((69)但21)
鎖桿	15	14 ⑭
転轍器 (二動)	16	⑥ 18 (66) (70但63)
鎖桿	17	16 ⑯
転轍器及鎖桿	18	16
〃 〃	19	14
転轍器	20	⑱
〃 (二動)	{21}	(70但63)
〃 (〃)	{22}	⑦ ((69)但㉑) (70但63)
予備	23	
転轍器	24	
〃	25	
〃	26	
〃	27	
出発信号機(上り二番線~小倉方)	28	4 ⑤ 9 ⑩ ⑪ ⑫ 2
〃 〃 (上り四〃~〃)	29	④ ⑤ ⑨ ⑩ ⑭ ⑮ 18
〃 〃 (上り三〃~〃)	30	4 ⑤ ⑨ ⑩ 14 ⑮ 16 ⑰ 19
場方 〃	(1,2)	

西第一

名	
出発信号機(下り仕分回	
〃 〃 (〃 〃~	
〃 〃	下り一番線~
	上下り〃~
〃 〃	下り二〃~
〃 〃	上り六〃~
〃 〃	上り七〃~
〃 〃	上り二〃~
転轍器 (二	
鎖桿	
転轍器	
鎖桿	
転轍器	
鎖桿	
転轍器 (二	
鎖桿	
転轍器 (二	
鎖桿	
転轍器及鎖桿	
転轍器	
鎖桿	
転轍器 (二	
鎖桿	

A

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



西第一種機械聯動表

種	番号	鎖錠	標記
番号機(下り位分回五番～廃熱)	西29	(59) (60) 63 (64) 65	
〃 (〃 〃～久留米方)	西30	(59) (60) (63) (64) 65	
〃 下り一番線～廃熱島方 / 上下り 〃～久留米方	31 A / B	(36) (37) (57) (58) (60) ○ 61 (62) (64)	63 / (63)
〃 下り二〃～廃熱島方	32	(37) (38) (39) (57) (58) (60) 61 (62) 63 (64) 67	
〃 上り六〃～熊本方	33	40 (41) 59 (43) (54) (55) (56) (58) (60) 61 (62) 63 (64) 65	
〃 上り七〃～久留米方	34	42 (43) 44 (45) 49 (50) 53 (54) 63 (64) 70	
〃 上り二〃～ 〃	35	(37) (38) (39) (57) (58) (60) (62) (63) (64)	
軟器(二動)	{36}	38 46 (1) (2)	
掉	37	36 (36)	
軟器	{38}	36 46 (2)	
掉	39	38 (38)	
軟器	40		
掉	41	40 (40)	
軟器(二動)	42	44 55	
掉	43	42 (42)	
軟器(二動)	44	42	
掉	45	44 (44)	
軟器及鎖掉	46	36 38	
軟器	47	53 55 57	
掉	48	47 (47)	
軟器(二動)	49	53	
掉	50	49 (49)	

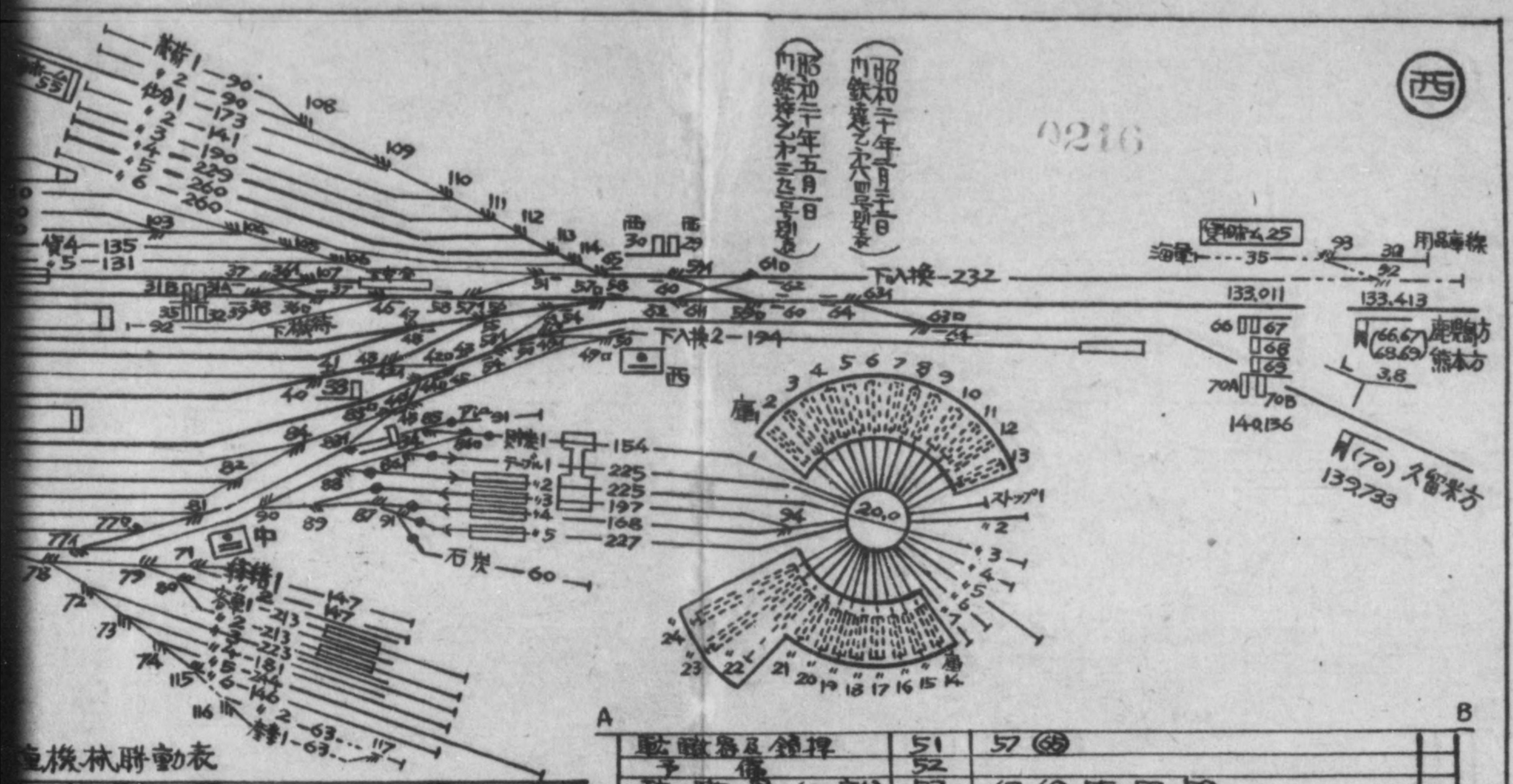
A

軟軟器及鎖掉		51	57 (65)
予備		52	
軟軟器(二動)		53	47 49 55 57 59
鎖掉		54	53 (53)
軟軟器		55	42 47 53 57
鎖掉		56	55 (55)
軟軟器(二動)		57	47 51 53 59 55
鎖掉		58	57 (57)
軟軟器(二動)		59	53 57 61
鎖掉		60	59 (59)
軟軟器(二動)		61	59 63 65
鎖掉		62	61 (61)
軟軟器(二動)		63	61
鎖掉		64	63 (63)
予備		65	61
場内信号機(廃熱島方～上り三番線)		{66}	47 (48) 53 (54) 55 (56) (58) 57 59 (60) 61 (62) 63 (64) (9) (16)
〃 〃	(〃～上り二〃)	{67}	32 (37) (38) (39) (57) (58) (60) 61 (62) 63 (64) (1)
〃 〃	(〃～上り四〃)	{68}	(47) (48) (54) (56) (58) (60) (62) (63) (64) 61 (9) (14) 59
〃 〃	熊本方～下り六〃	{69}	33 40 (41) (43) (54) (55) (56) (58) (60) 59 (62) 61 (64) (21) (21) 63 (9) (14) 但21 (22) 但(21)
〃 〃	久留米方～下り七〃 / 〃～下り三〃	{70} A / B	53 (54) (64) (34 42 (43) 44 (45) 49 (50) (21) (22) 但63) (47 (48) 55 (56) 57 59 (58) (60) (62) (9) (16) 但(63))
遠方 〃	日豊線	(66 67 68 69)	
〃 〃	久大線	(70)	

B

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

0216



転轍機連動表

	番号	鎖錠	標動
転轍	西29	(29) (30) 63 (64) 65	
転轍	西30	(29) (30) (63) (64) 65	
転轍	31 A	(30) (57) (57) (58) (60) ○ 61 (62) (64)	63
転轍	31 B		(63)
転轍	32	(57) (58) (59) (57) (58) (60) 61 (62) 63 (64) 67	
転轍	33	40 (41) 59 (43) (59) (59) (59) (60) 61 (62) (63) (64) (65)	
転轍	34	42 (43) 44 (45) 49 (59) 53 (54) 63 (64) 70	
〃	35	(57) (58) (59) (57) (58) (60) (62) (63) (64)	
転轍	{36}	38 46 (1) (2)	
	37	36 (38)	
	{38}	36 46 (2)	
	39	38 (39)	
	40		
	41	40 (40)	
転轍	42	44 55	
	43	42 (42)	
転轍	44	42	
	45	44 (44)	
	46	36 38	
	47	53 55 57	
	48	47 (47)	
転轍	49	53	
	50	49 (49)	

転轍器及鎖錠		51		57 (65)	
予備		52			
転轍器 (=動)		53		47 49 55 57 59	
鎖錠		54		53 (53)	
転轍器		55		42 47 53 57	
鎖錠		56		55 (55)	
転轍器 (=動)		57		47 51 53 59 55	
鎖錠		58		57 (57)	
転轍器 (=動)		59		53 57 61	
鎖錠		60		59 (59)	
転轍器 (=動)		61		59 63 65	
鎖錠		62		61 (61)	
転轍器 (=動)		63		61	
鎖錠		64		63 (63)	
予備		65		61	
場内信号機 (制定第六ノ二第1)		{66}		47 (48) 53 (54) 55 (56) (58) 57 59 60 61 (62) 63 (64) (3) (16)	
〃 〃	(〃 ～ 五ノ二〃)	{67}		32 (37) (38) (39) (57) (58) (60) 61 (62) 63 (64) (1)	
〃 〃	(〃 ～ 上、四〃)	{68}		(47) (48) (54) (56) (58) (60) (62) (63) (64) 61 (3) {(16) 59	
〃 〃	熊本方下七〃	{69}		33 40 (41) (43) (59) (59) (59) (60) (59) (62) 61 (64) {21 (23)} {9 (16) 他21} {22 他 (23)}	63
〃 〃	久留米方下七〃	70	A	53 (59) (60)	63
	〃 ～下ノ三〃		B	(34 42 (43) 44 (45) 49 (59) (21) (22) 他63) (47 (48) 55 (56) 57 59 (58) (60) (3) (16) 他 (63))	(67)
場方 〃	日豊線	(66 67 68 69)			
〃 〃	久大線	(70)			

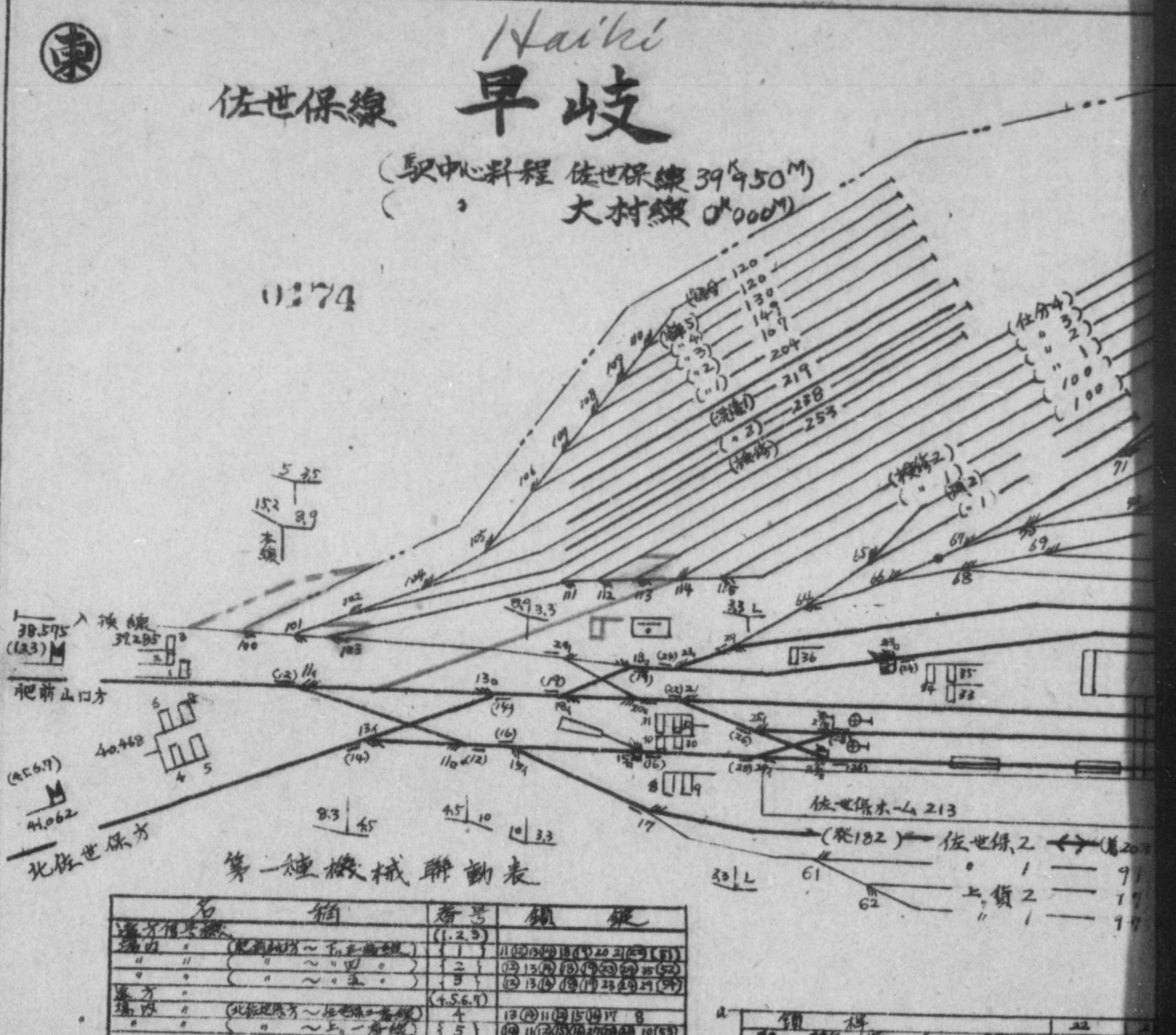
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Haiki

佐世保線 早岐

(駅中心料程 佐世保線 39K950M)
(〃 大村線 0K000M)

0174



第一種機械聯動表

名稱	番号	鎖鍵
遠方信号機	(1.2.3)	
場内 〃 (肥前山口方～下〃三番線)	{1}	11 (12) 13 (14) 18 (19) 20 21 (22) (51)
〃 〃 (〃 ～〃四 〃)	{2}	(12) 13 (14) (18) (19) (23) (24) 35 (52)
〃 〃 (〃 ～〃五 〃)	{3}	(12) 13 (14) (18) (19) 23 (24) 29 (54)
遠方 〃	(4.5.6.7)	
場内 〃 (北佐世保方～佐世保二番線)	4	13 (14) 11 (12) 15 (16) 17 8
〃 〃 (〃 ～上〃一番線)	{5}	(14) 11 (12) (15) (16) 27 (28) (29) 10 (53)
〃 〃 (〃 ～〃二 〃)	{6}	(14) 11 (12) (15) (16) (27) (28) 31 (53) (54) (55)
〃 〃 (〃 ～〃四 〃)	{7}	(13) (14) (18) (19) (23) (24) 34 (52)
出発 〃 (佐世保二番線～北佐世保方)	8	17 15 (16) 11 (12) 13 (14) 4
〃 〃 (〃 ～肥前山口方)	9	17 15 (16) (11) (12)
〃 〃 (下〃一番線～北佐世保方)	10	(26) 27 (28) (15) (16) 11 (12) (14) 5
転轍器 (二動)	11	13 18
鎖桿	12	11 (18)
転轍器 (二動)	13	11 20 15 17 21
鎖桿	14	13 (13)
転轍器 (二動)	{15}	13 25 17 (44) (45)
鎖桿	16	15 (15)
転轍器及鎖桿	17	13 15
転轍器 (二動)	18	11 20 21
鎖桿	19	18 (18)
転轍器及鎖桿 (二動)	20	18 13 23
転轍器	21	18 27 13

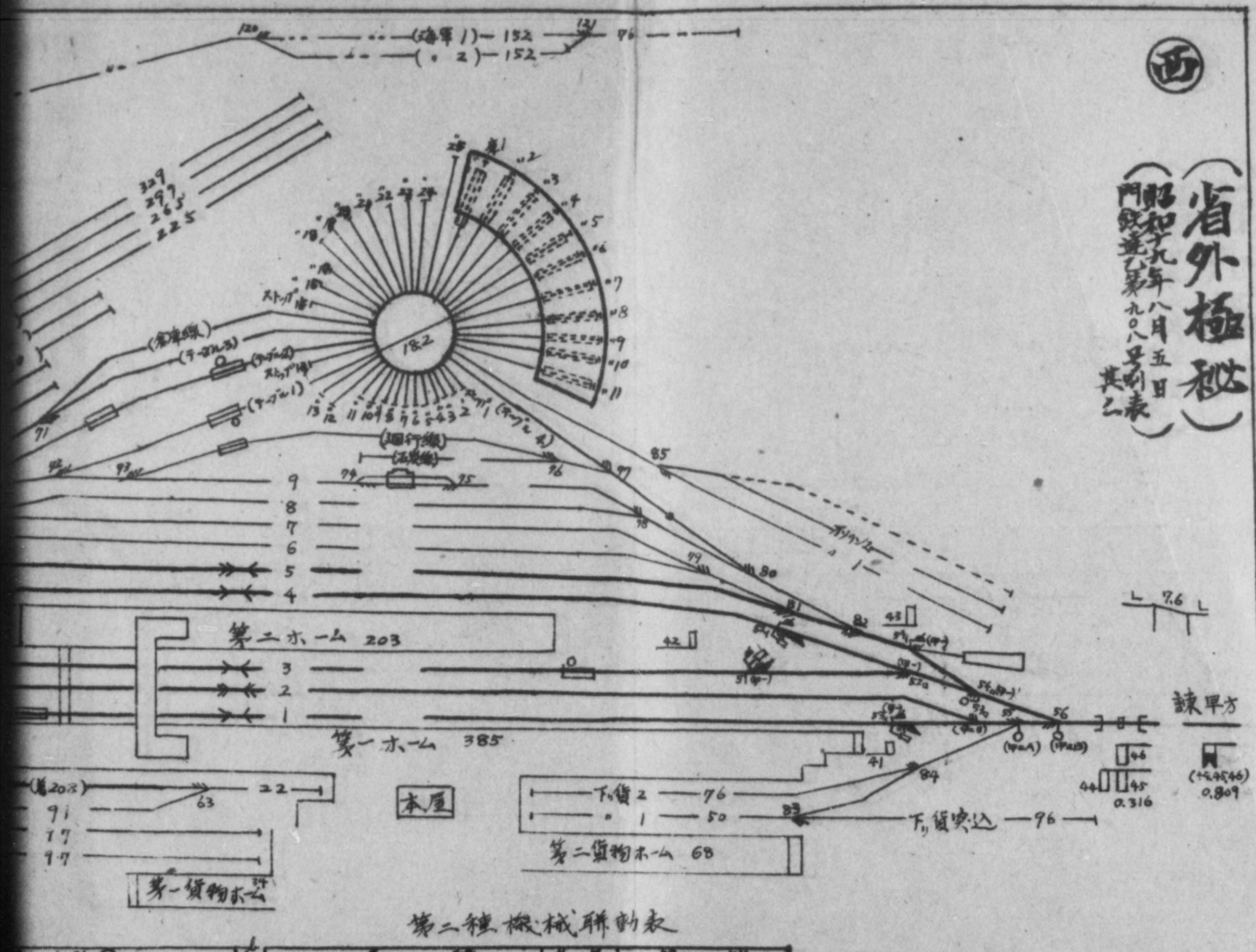
鎖桿	22
転轍器 (二動)	{23}
鎖桿	24
転轍器 (二動)	{25}
鎖桿	26
転轍器 (二動)	{27}
鎖桿	28
転轍器及鎖桿	29
出発信号機 (上〃一番線～肥前山口方)	30
〃 〃 (下〃二 〃 ～北佐世保方)	31
〃 〃 (上〃二 〃 ～肥前山口方)	32
〃 〃 (下〃三 〃 ～北佐世保方)	33
〃 〃 (〃四 〃 ～ 〃)	34
〃 〃 (上〃四 〃 ～肥前山口方)	35
〃 〃 (下〃五 〃 ～北佐世保方)	36

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

西

省外極秘

昭和十九年八月五日
門鉄達乙第九〇八号別表
其二



第二種機械聯動表

	21 (21)
	20 29 (46)
	23 (23)
	15 (21) 27 (44)
	25 (25)
	21 25 (45) (44)
	27 (27)
	23
	(25) (26) (22) 20 (19) (14) 11 (12)
	(27) (28) (15) (16) 11 (12) (14) 6
	(28) 25 (26) (21) (22) 20 (19) (14) 11 (12)
	(22) 18 (19) 13 (14)
	(23) (24) (18) (19) (13) (14) 7
	(23) (24) (18) (19) 13 (14) (12) 2
	29 23 (28) (18) (19) (13) (14)

名稱	番号	鎖錠
出発信号機 (下り一番線～諫早方)	41	(53)
〃 〃 (〃三 〃 ～ 〃)	{42}	(51) (6)
〃 〃 (〃五 〃 ～ 〃)	{43}	(54) (6)
場内 〃 (諫早方～上り一番線)	{44}	56 55 (53) (25 27 15)
〃 〃 (〃 ～ 〃 二 〃)	{45}	56 55 53 (27) 15)
〃 〃 (〃 ～ 〃 四 〃)	{46}	(53) 54 (52) (23 6)
遠方 〃	(44,45,46)	
転轍器	{51}	(1)
〃 (二動)	{52}	(2 7)
〃 (〃)	{53}	(5 6)
〃 (〃)	{54}	(3)
〃	55	
〃	56	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

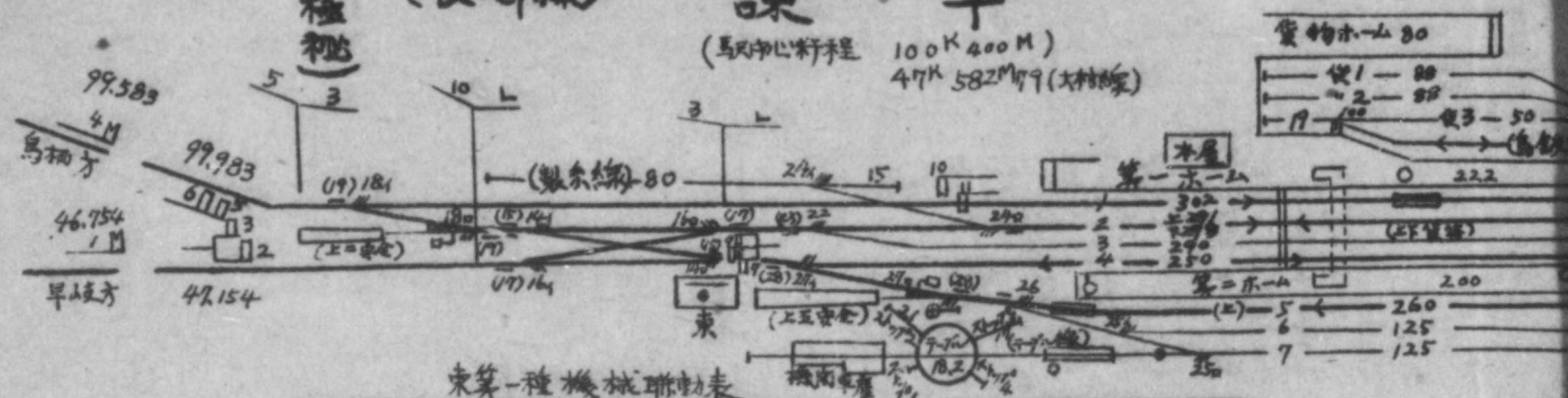
25

(東)

(省外極秘)

(長崎線) 諫早 *Isahaya*

(駅中心粁程 100K400M)
47K582M79(大村線)

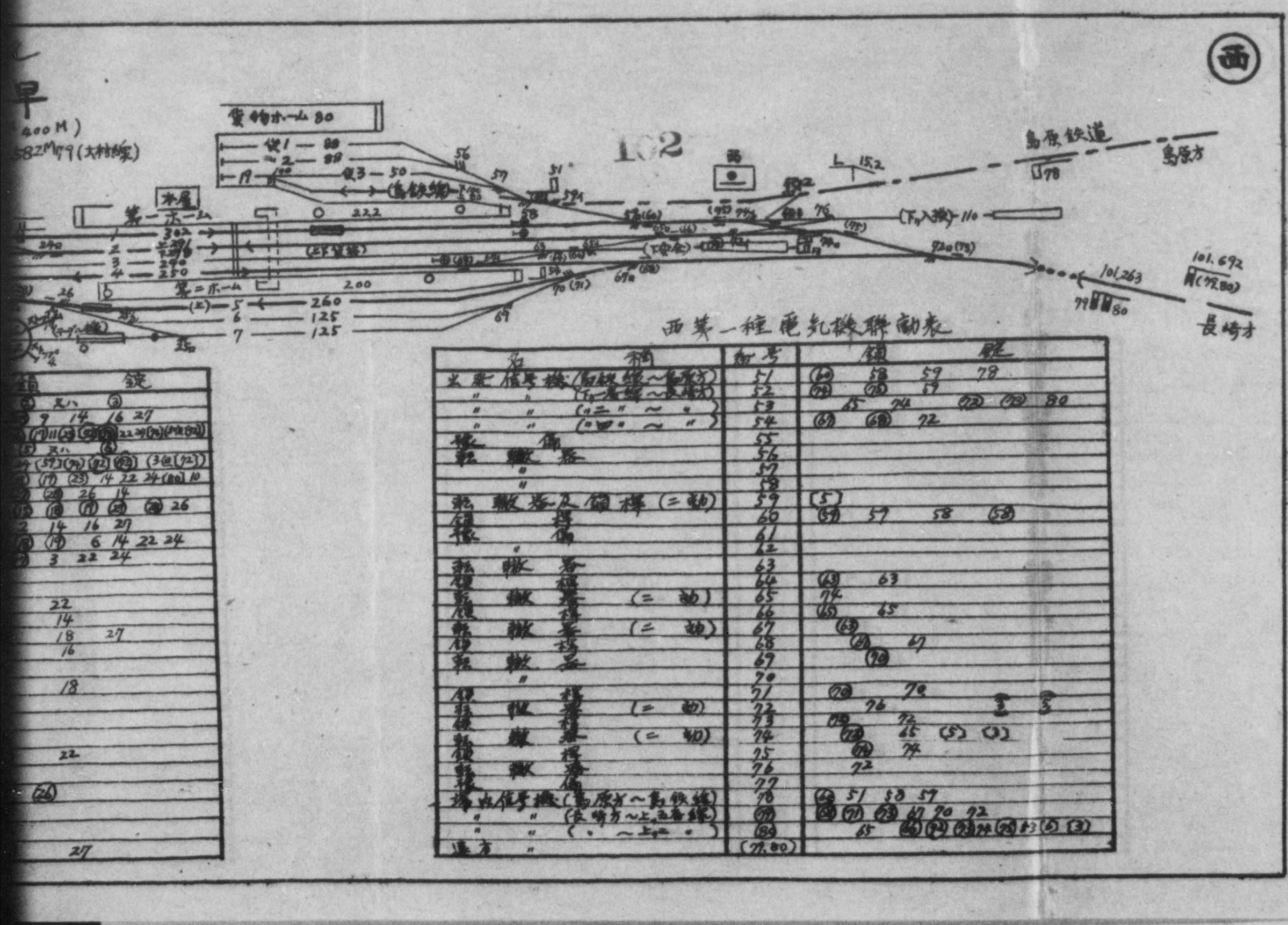


東第一種機械聯動表

名稱	番号	鎖錠
遠方信号機	1	② 又ハ ③
場内 〃 (早岐方～下り四番線)	2	⑰ ㉓ 9 14 16 27
〃 〃 (〃 ～下り二 〃)	3	[80] ⑯ ⑰ 11 ㉓ [illegible] 22 24 [illegible]
遠方 〃	4	⑤ 又ハ ⑥
場内 〃 (鳥栖方～下り一番線)	5	18 ⑲ 24 [57] [illegible] (3但[72])
〃 〃 (〃 ～下り二 〃)	6	⑮ ⑱ ⑰ ㉓ 14 22 24 [80] 10
出発 〃 (上り五番線～早岐方)	7	⑮ ㉗ ㉘ 26 14
〃 〃 (〃 〃 ～鳥栖方)	8	⑭ ⑮ ⑱ ⑰ ㉗ ㉘ 26
〃 〃 (上り四 〃 ～早岐方)	9	⑮ 2 14 16 27
〃 〃 (上り二 〃 ～鳥栖方)	10	⑰ ⑱ ⑲ 6 14 22 24
〃 〃 (〃 ～早岐方)	11	⑯ ⑰ 3 22 24
予備	12	
〃	13	
転轍器 (二動)	14	16 22
鎖桿	15	⑭ 14
転轍器 (二動)	16	14 18 27
鎖桿	17	⑯ 16
転轍器及鎖桿 (二動)	18	16
鎖桿	19	⑱ 18
予備	20	
〃	21	
転轍器	22	14
鎖桿	23	㉒ 22
転轍器及鎖桿 (二動)	24	
転轍器 (二動)	25	㉖
転轍器及鎖桿	26	
〃 〃 (二動)	27	16
鎖桿	28	㉗ 27

(昭和十九年五月版)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

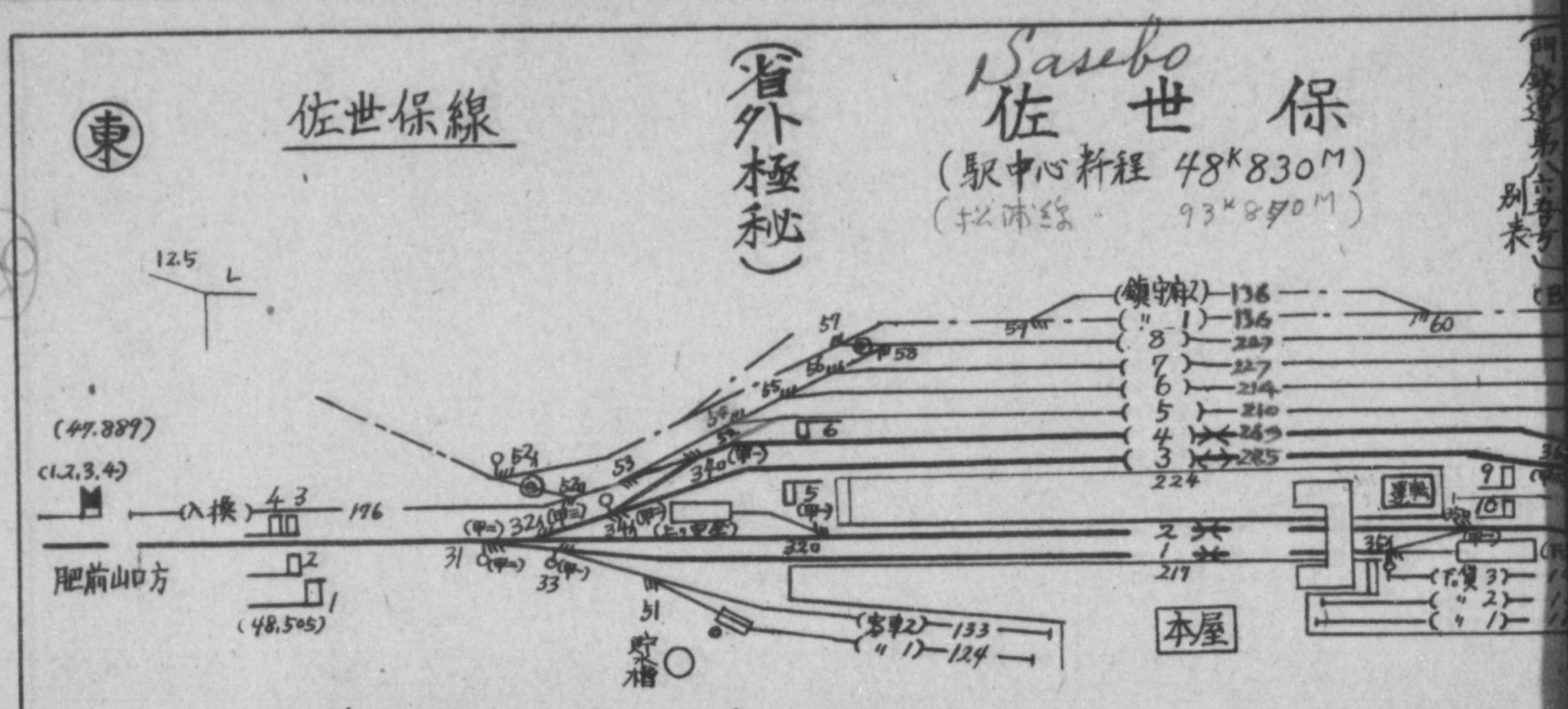


西第一種電気機聯動表

名稱	動号	鎖錠
出発信号機(鳥栖方～鳥鉄線)	51	(60) 58 59 78
〃 〃 (下本線～〃)	52	(61) (75) 59
〃 〃 (〃二〃 ～ 〃)	53	65 74 (72) (73) 80
〃 〃 (〃四〃 ～ 〃)	54	(67) (68) 72
鎖錠器	55	
転轍器 〃	56	
〃	57	
〃	58	
転轍器及鎖桿(二動)	59	(5)
鎖錠 〃	60	(59) 57 58 (58)
鎖桿 〃	61	
〃	62	
転轍器	63	
鎖錠 〃	64	(63) 63
転轍器 〃 (二動)	65	74
鎖錠 〃	66	(65) 65
転轍器 〃 (二動)	67	(63)
鎖錠 〃	68	(64) 67
鎖桿 〃	69	(70)
転轍器 〃	70	
〃	71	(70) 70
鎖錠 〃 (二動)	72	76
鎖桿 〃	73	(76) 72
転轍器 〃 (二動)	74	(75) 75 (5) (3)
鎖錠 〃	75	(74) 74
鎖桿 〃	76	72
転轍器 〃	77	
場内信号機(鳥栖方～鳥鉄線)	78	(60) 51 58 57
〃 〃 (長崎方～上下本線)	79	(75) (71) (63) 67 70 72
〃 〃 (〃 ～上下〃)	80	65 (66) (74) (73) (74) (75) (3) (6) (3)
遠方 〃	(77.80)	

鎖錠
(2) 又ハ (3)
(7) 9 14 16 27
(11) (23) (22) (24) 22 24 (76) (80) (72)
(5) 又ハ (6)
(57) (74) (72) (73) (3個 (72))
(17) (23) 14 22 24 (80) 10
(28) 26 14
(18) (11) (25) (28) 26
14 16 27
(19) 6 14 22 24
3 22 24
22
14
18 27
16
18
22
(26)
27

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



第二種機械聯動表

名稱	番号	鎖錠
遠方信号機	(1.2.3.4)	
場内信号機(肥前山口方~下り一番線)	1	31 33 32 <11> <12> <14>
仝 上(〃 ~下り二〃)	2	(31) (32) <11> <12> <13> <14>
仝 上(〃 ~〃四〃)	3	(31) 32 (34) <11> <12> <13> <14>
仝 上(〃 ~〃三〃)	4	(31) 32 34 <11>
出発信号機(上り一番線~肥前山口方)	5	(32)
仝 上(上り四〃 ~ 〃)	6	(34)
仝 上(下り四〃 ~鎮守府方)	7	41 <10>
仝 上(下り四〃 ~相浦方)	8	(41) <13>
仝 上(下り三〃 ~ 〃)	9	(36) (41) <13>
仝 上(下り二〃 ~鎮守府方)	10	(40) 41 <7>

遠方信号機	(11.12)	
場内信号機(相浦方~上り三番線)	11	43 42 (41) 40 39 (36)
仝 上(〃 ~上り四〃)	12	43 42 (41) 40 39 36
仝 上(鎮守府方~上り二〃)	13	(41) (40) 38 37 35 <2>
仝 上(〃 ~上り四〃)	14	(41) 40 39 36 <1>
入換信号機(鎮守府線 A ~ B)	15	44 <16>
仝 上(〃 B ~ A)	16	<15>
転轍器	31	
〃 (二動)	32	
〃	33	
〃 (二動)	34	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

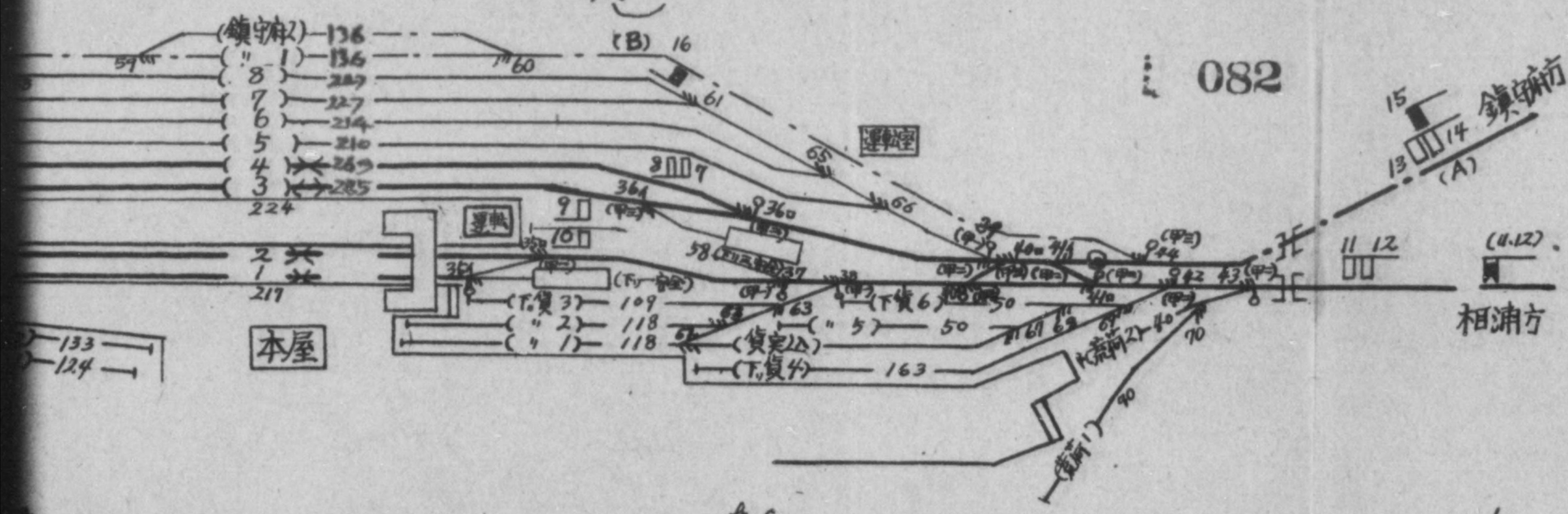
Sasebo

佐世保

(駅中心粁程 48K830M)

(松浦線 93K870M)

(昭和十年九月十日門鉄達第八六五号別表)

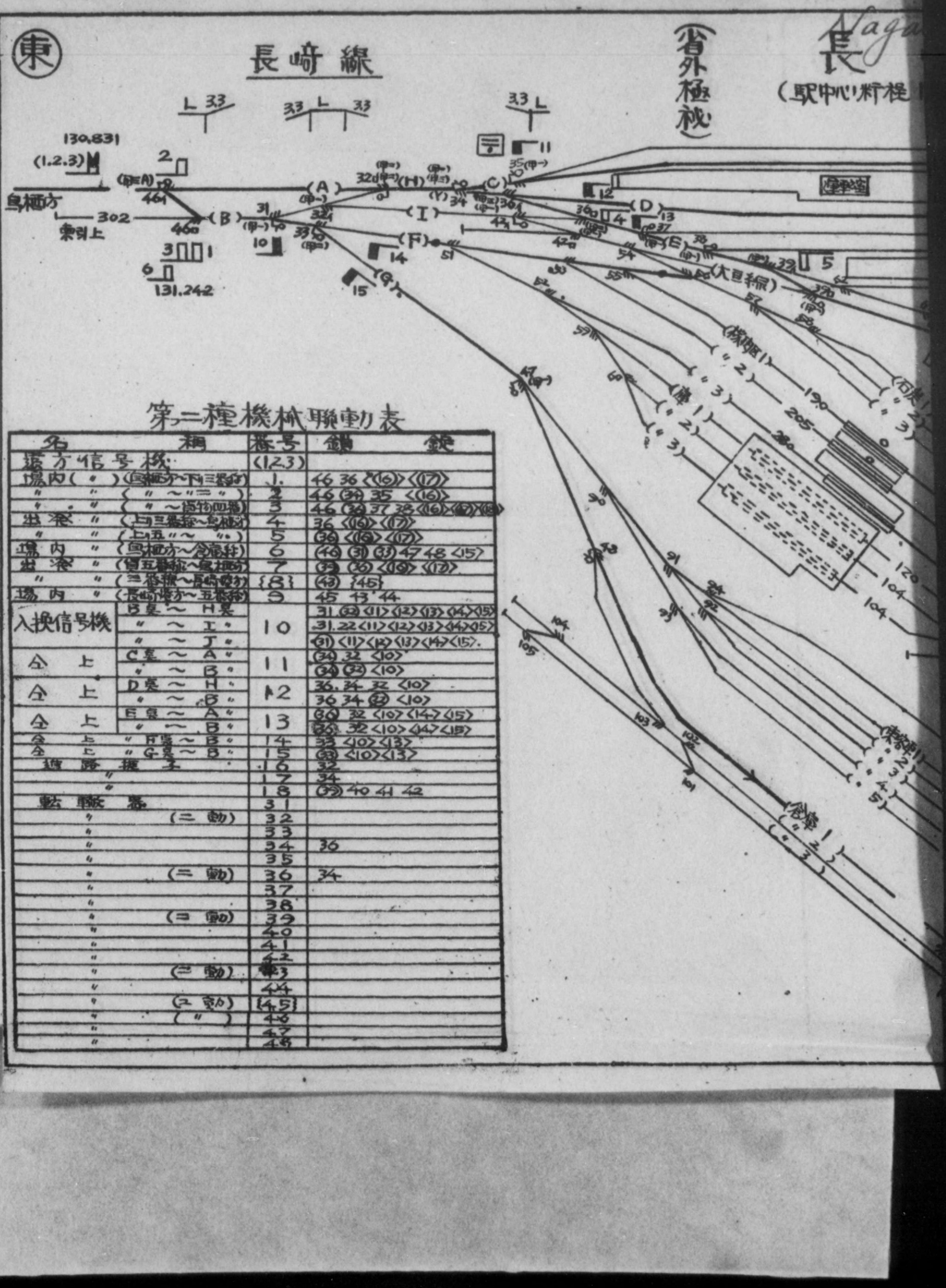


遠方信号機	(11.12)	
場内信号機(相浦方～上〃三番線)	11	43 42 (41) 40 39 (36) <1><2><3><4>
仝 上(〃 ～上〃四 〃)	12	43 42 (41) 40 39 36 <1><2><3><14>
仝 上(鎮守府方～上〃二 〃)	13	(44) (40) 38 37 35 <2><3><8><9>
仝 上(〃 ～上〃四 〃)	14	(44) 40 39 36 <1><2><3><12>
入換信号機(鎮守府線 A～B)	15	44 <16>
仝 上(〃 B～A)	16	<15>
転轍器	31	
〃 (二動)	32	
〃	33	
〃 (二動)	34	

轉轍器 (二動)	35	
〃 (〃)	36	
〃 (〃)	37	
〃	38	
〃	39	
〃 (二動)	40	
〃 (〃)	41	
〃	42	
〃	43	
〃	44	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

長崎線



第二種機械聯動表

名稱		番号	鎖錠
遠方信号機		(123)	
場内(・)	(鳥栖方~下り三番分)	1.	46 36 〈16〉〈17〉
〃 〃	(〃 ~〃三〃)	2	46 ㉞ 35 〈16〉
〃 〃	(〃 ~上り四番)	3	46 ㊱ 37 38 〈16〉〈17〉〈18〉
出発 〃	(上り三番線~鳥栖方)	4	36 〈16〉〈17〉
〃 〃	(上り五〃 ~ 〃)	5	㊱ 〈16〉〈17〉
場内 〃	(鳥栖方~今泉分)	6	㊻ ㉛ ㉝ 47 48 〈15〉
出発 〃	(貨五番線~鳥栖方)	7	㉟ ㊱ 〈16〉〈17〉
〃 〃	(三番線~長崎寄分)	{8}	㊸ {45}
場内 〃	(長崎寄方~五番分)	9	45 43 44
入換信号機	B裏~H裏	10	31 ㉒ 〈11〉〈12〉〈13〉〈14〉〈15〉
	〃 ~I〃		31 22 〈11〉〈12〉〈13〉〈14〉〈15〉
	〃 ~J〃		㉛ 〈11〉〈12〉〈13〉〈14〉〈15〉
仝上	C裏~A〃	11	㉞ 32 〈10〉
	〃 ~B〃		㉞ ㉝ 〈10〉
仝上	D裏~H〃	12	36 34 32 〈10〉
	〃 ~B〃		36 34 ㉜ 〈10〉
仝上	E裏~A〃	13	㉚ 32 〈10〉〈14〉〈15〉
	〃 ~B〃		㉚ 32 〈10〉〈14〉〈15〉
仝上	〃 F裏~B〃	14	33 〈10〉〈13〉
仝上	〃 G裏~B〃	15	㉝ 〈10〉〈13〉
遮断桿		16	32
〃		17	34
〃		18	㊴ 40 41 42
転轍器		31	
〃	(二動)	32	
〃		33	
〃		34	36
〃		35	
〃	(二動)	36	34
〃		37	
〃		38	
〃	(二動)	39	
〃		40	
〃		41	
〃		42	
〃	(二動)	43	
〃		44	
〃	(二動)	[45]	
〃	(〃)	46	
〃		47	
〃		48	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

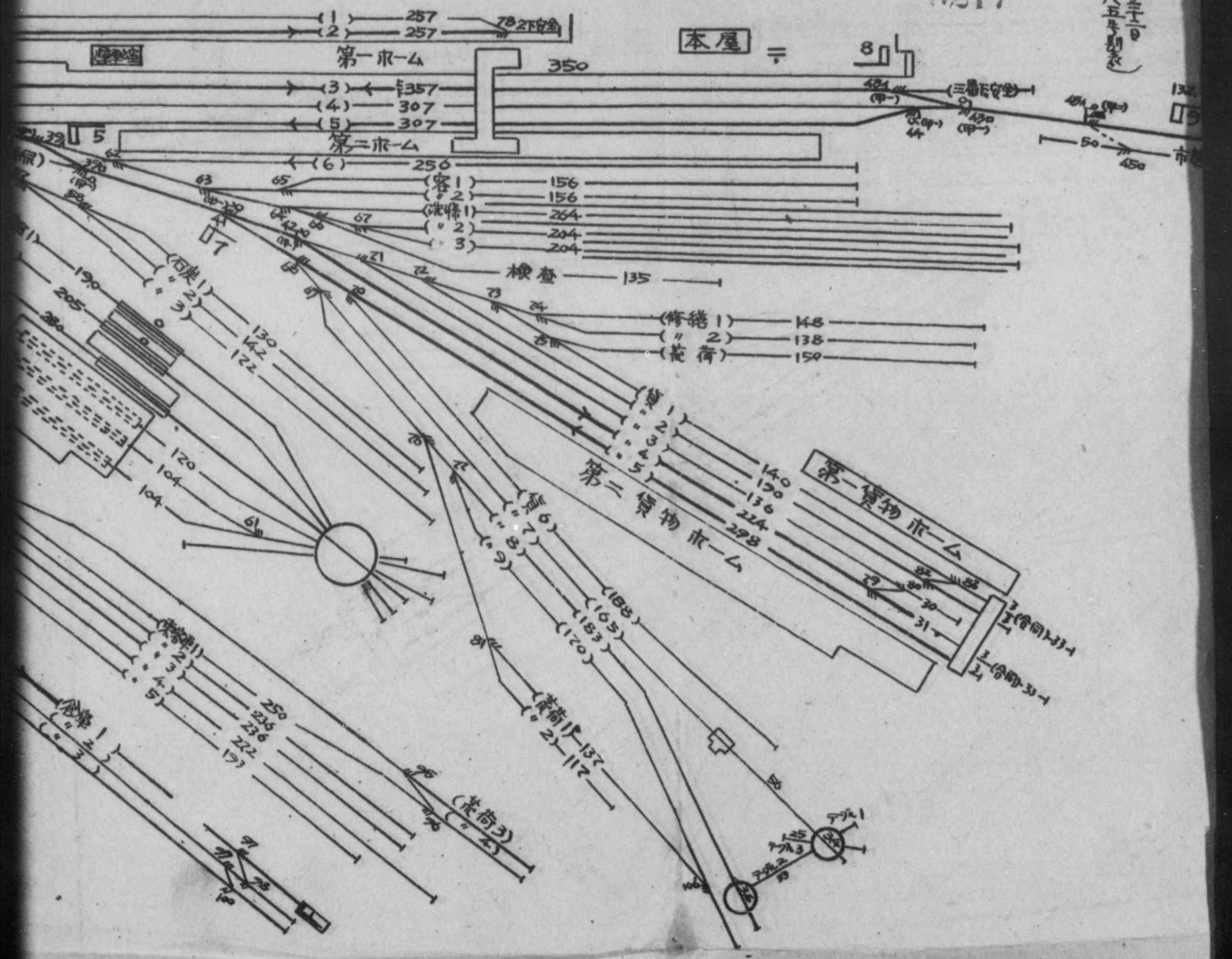
Nagasaki

長崎

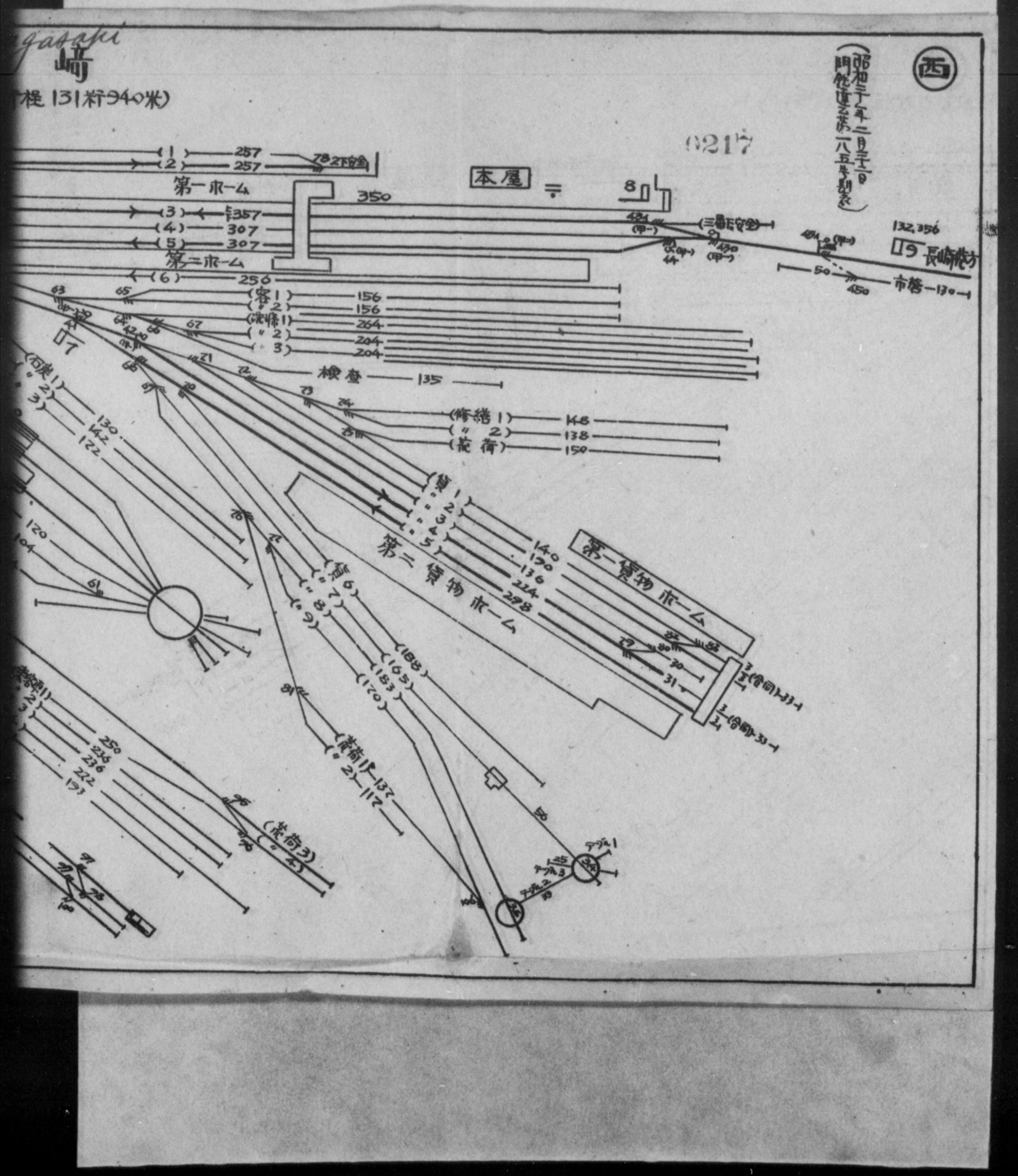
(駅中心杭程 131粁940米)

(昭和三十八年二月三十一日 門司鉄道局第一八五号別表)

0217



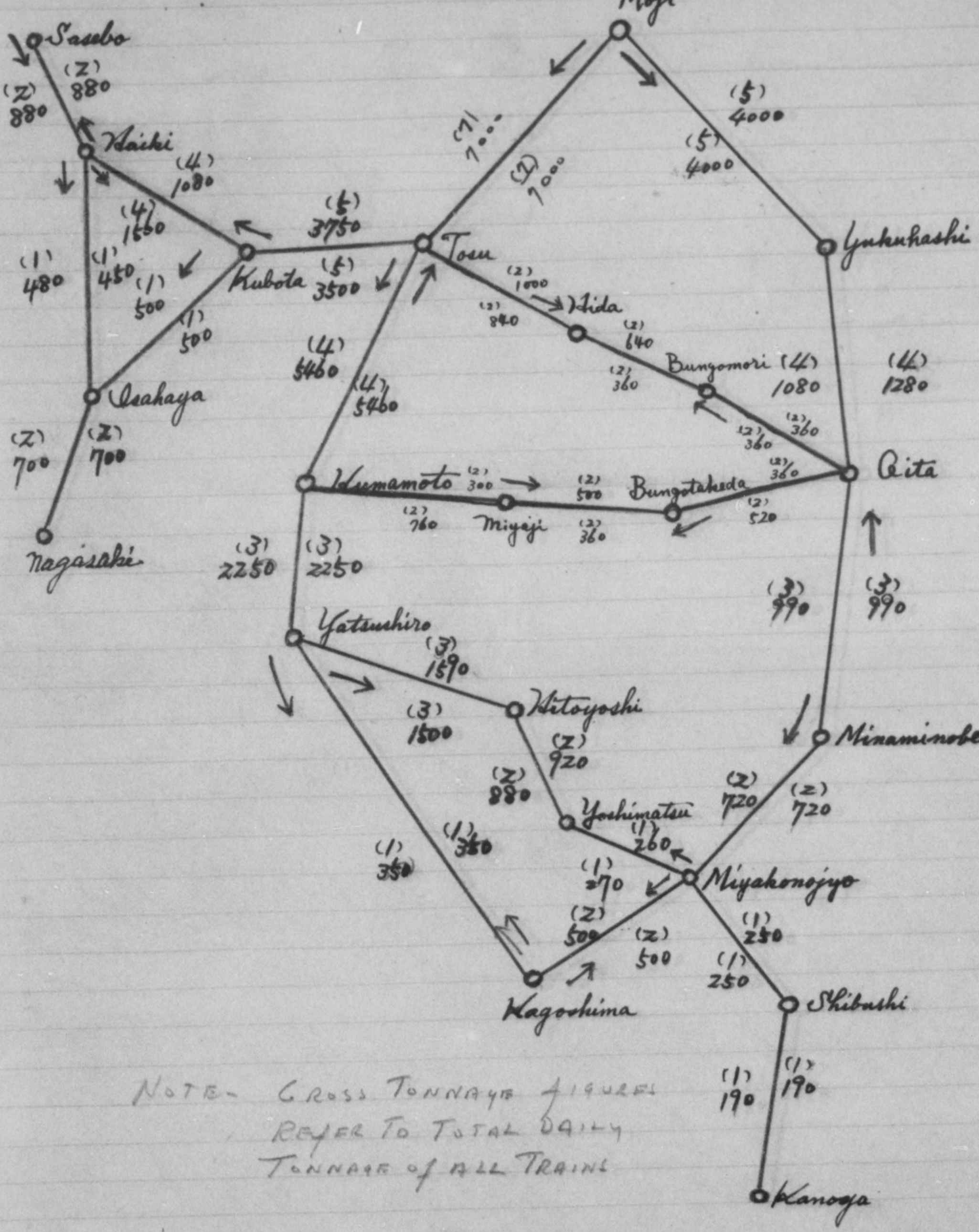
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(list 1)

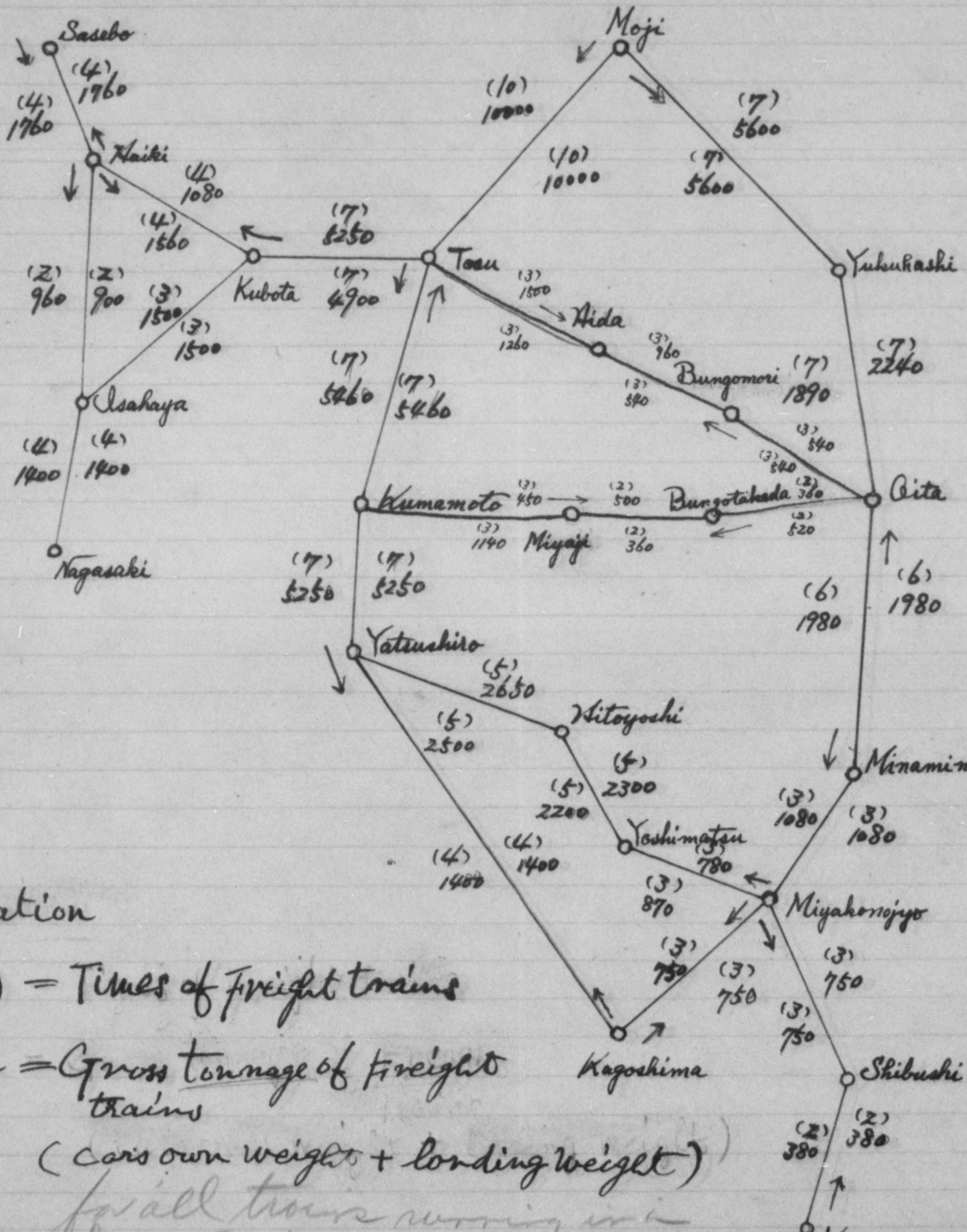
Transport Capacity of Freight Trains



NOTE- GROSS TONNAGE FIGURES REFER TO TOTAL DAILY TONNAGE OF ALL TRAINS

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(list. 2) The newly planned list of Transport capacity



Indication

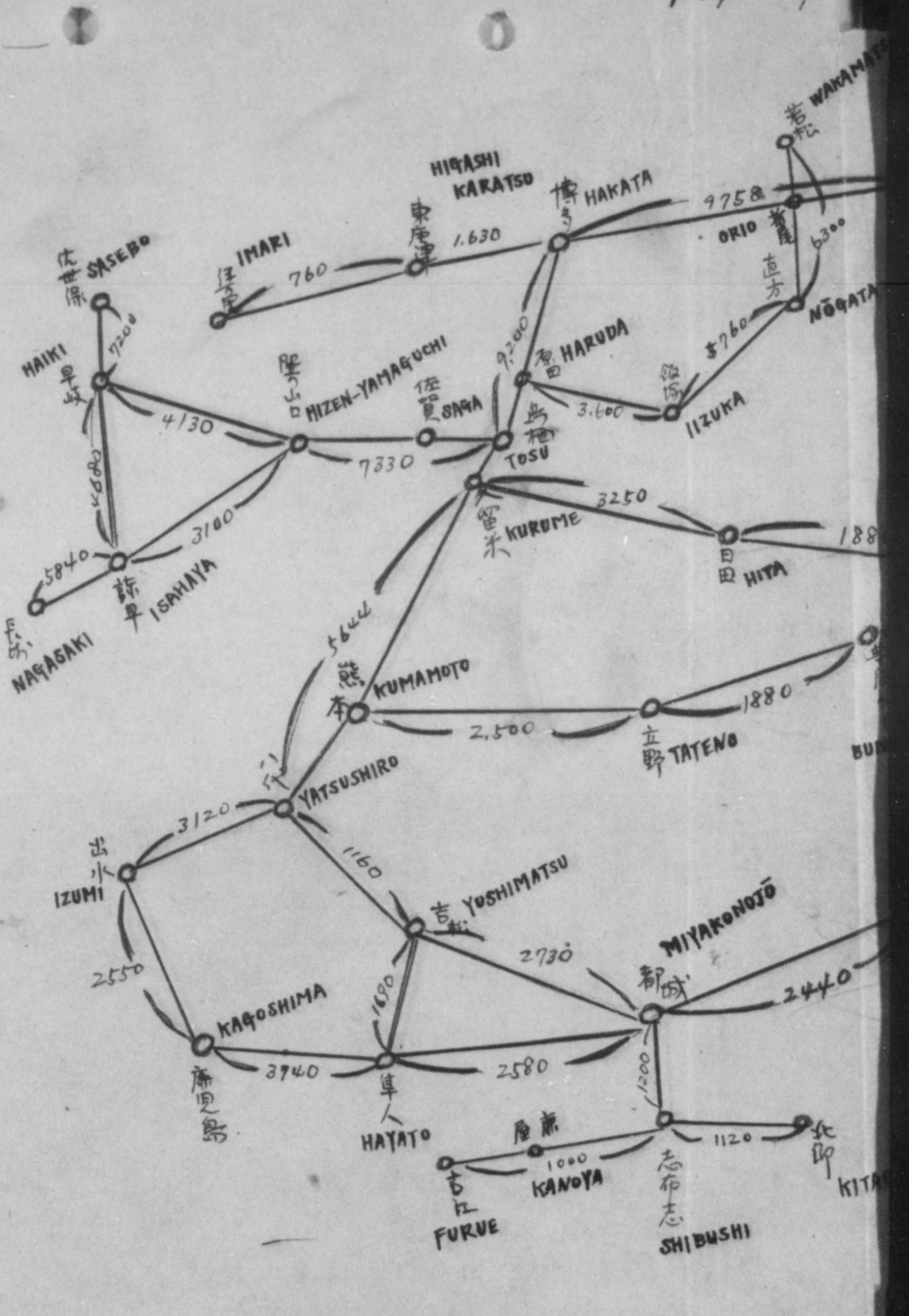
(number) = Times of Freight trains

number = Gross tonnage of Freight trains

(Cars own weight + loading weight)

for all trains running in a day. Figures given is daily capacity of all trains

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



1945年9月現在

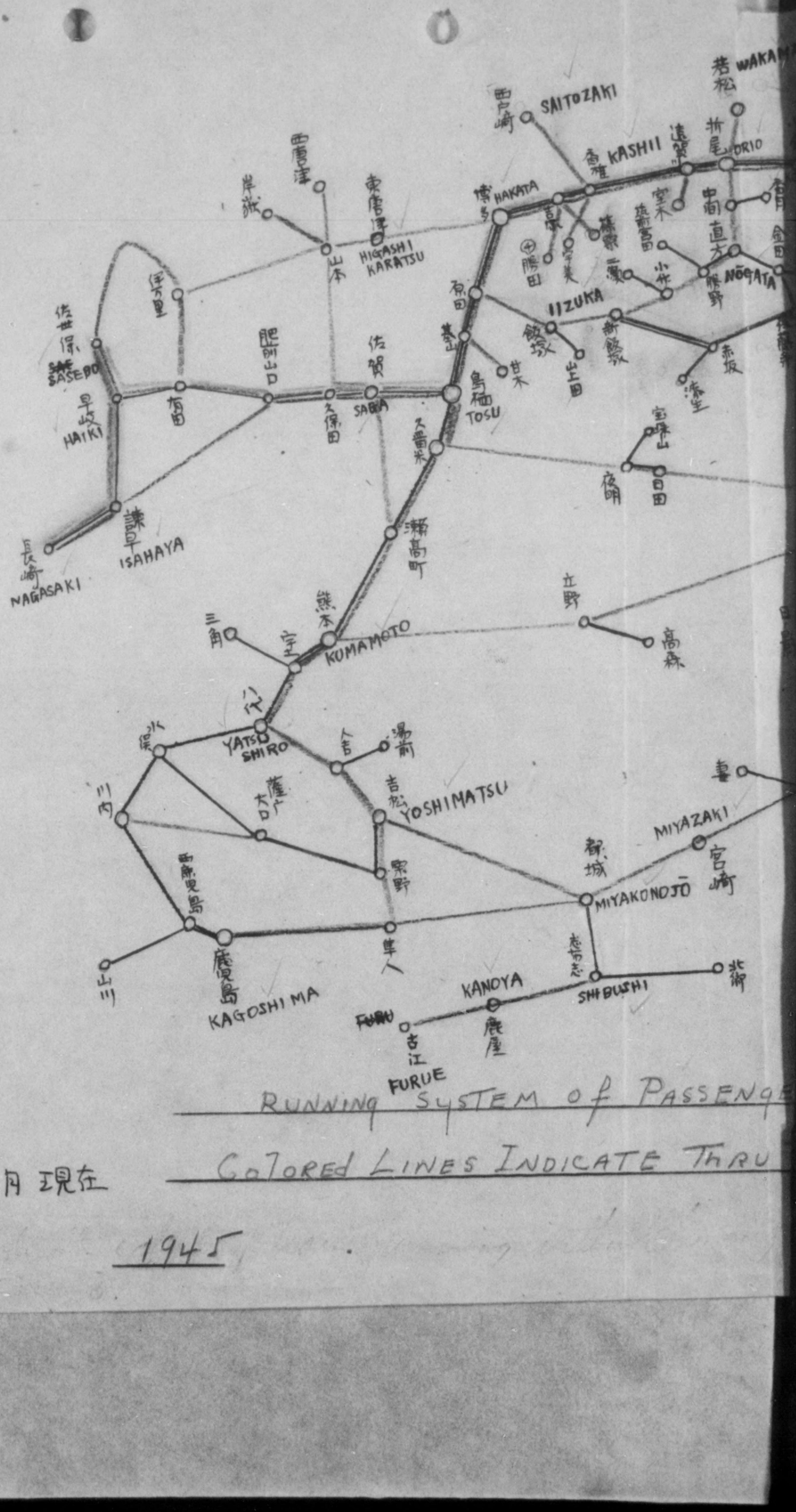
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

旅客輸送力図

TRANSPORT CAPACITY OF PASSENGER

FIGURES REPRESENT DAILY NUMBER OF PERSONS MOVED

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



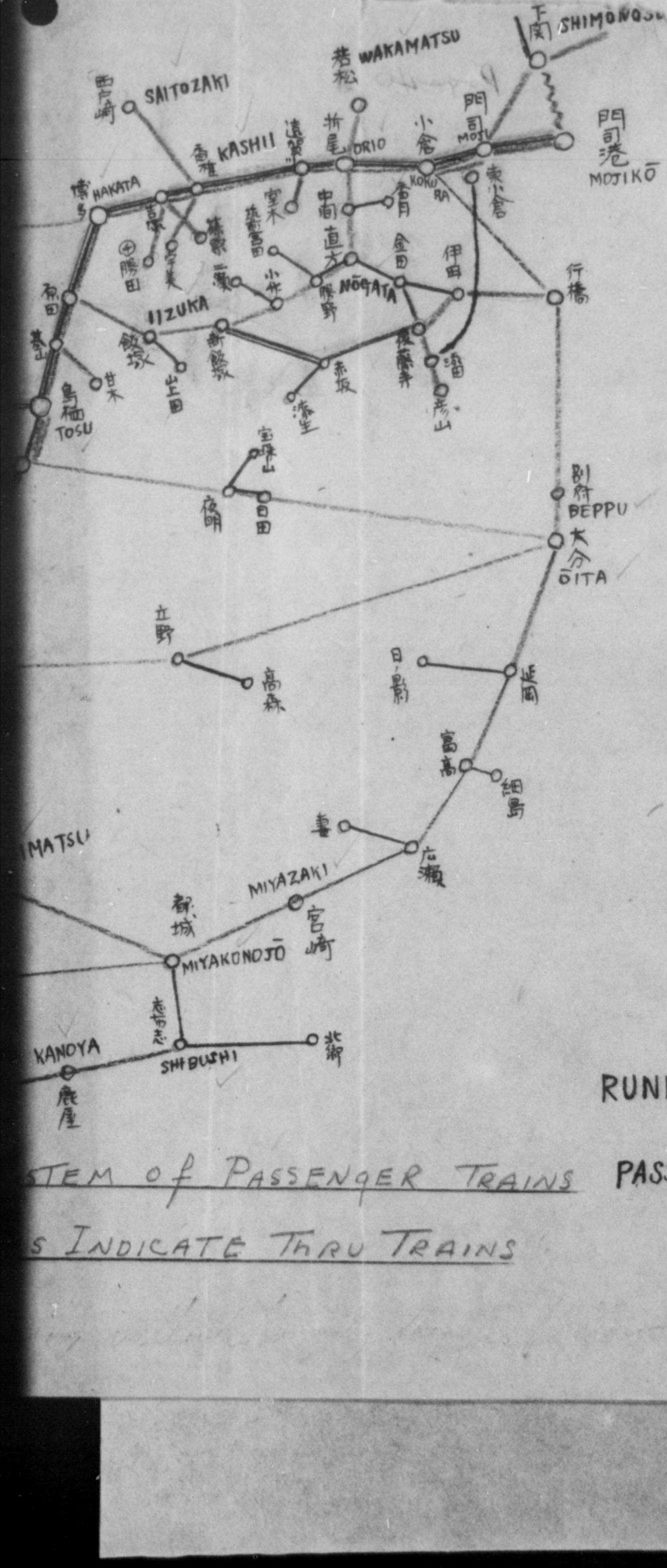
RUNNING SYSTEM of PASSENGE

COLORED LINES INDICATE THRU

1945年9月現在

1945

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



旅客列車運轉系統圖

RUNNING SYSTEM OF PASSENGER TRAIN

Follow the colored lines to trace the thru trains.

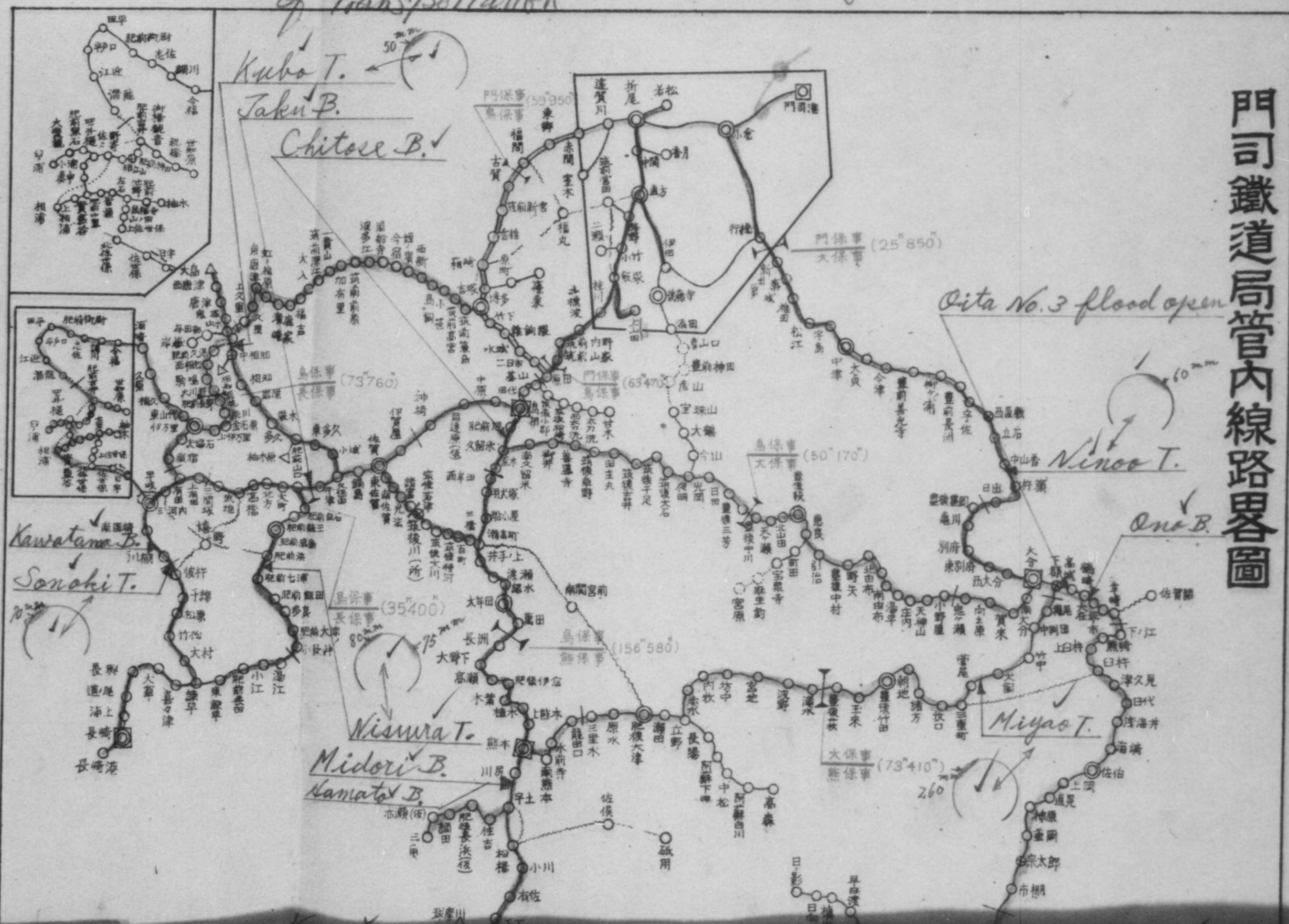
STEM of PASSENGER TRAINS

S INDICATE THRU TRAINS

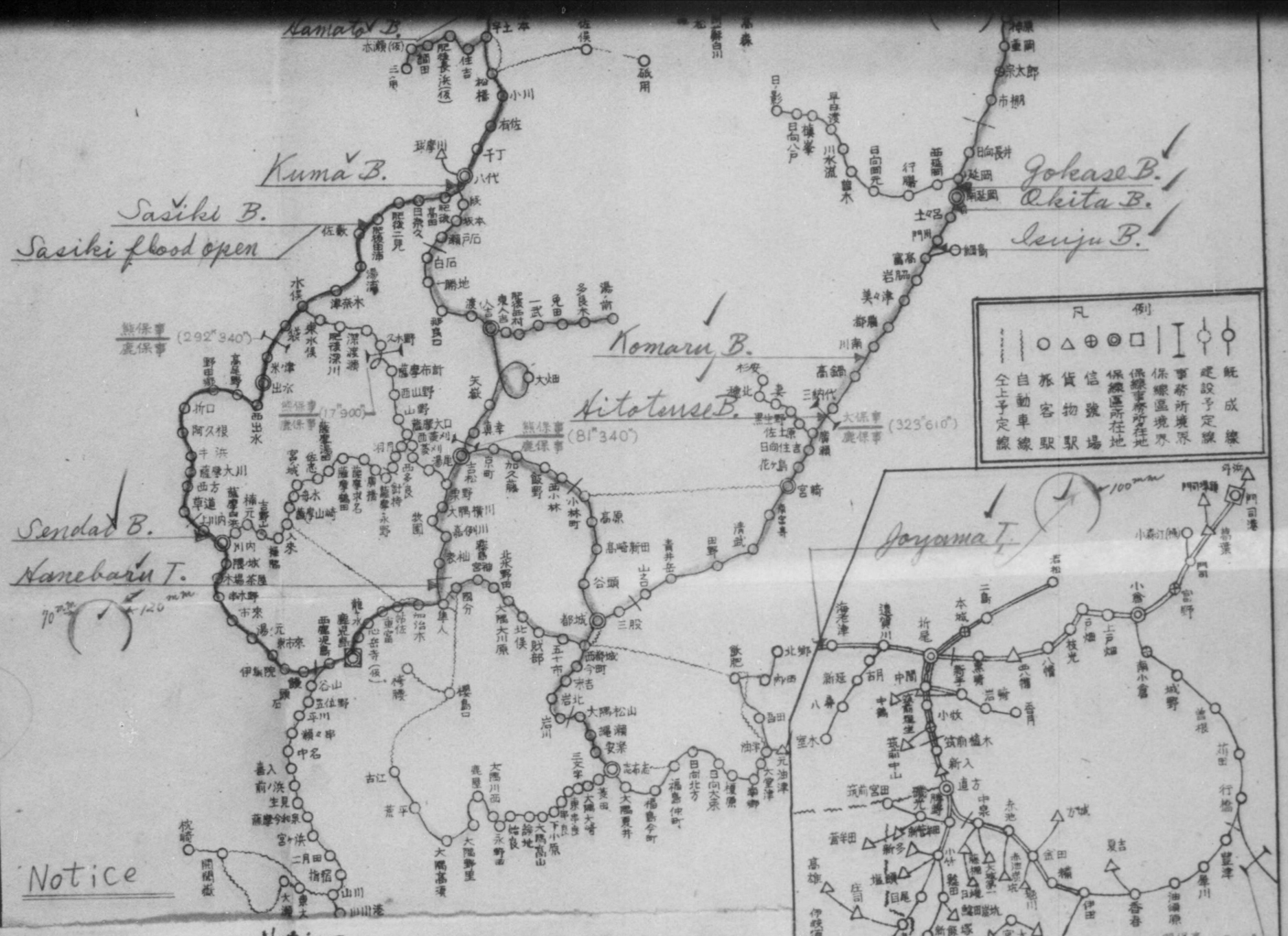
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(41)

Conditions which limit the capacity of transportation



DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



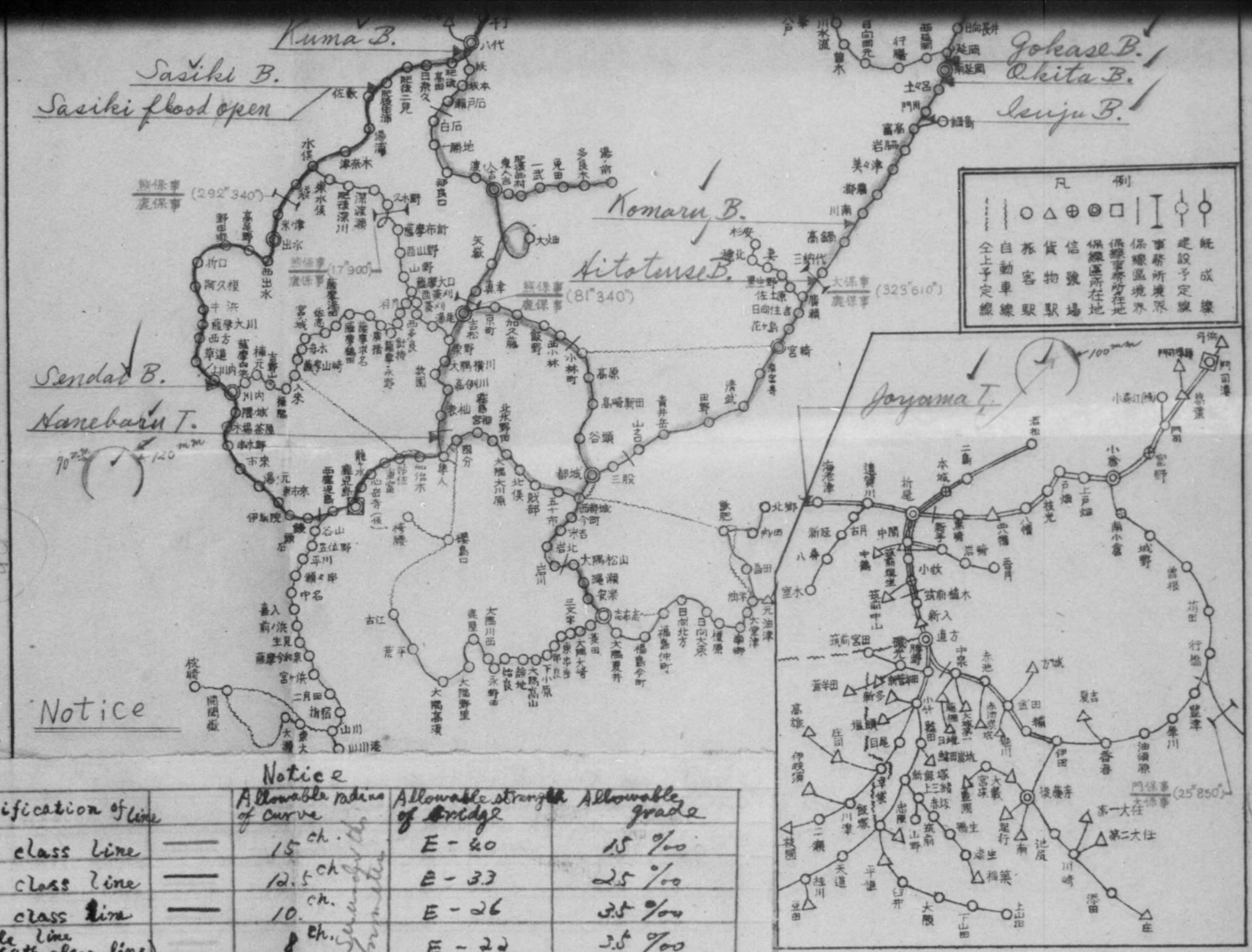
工務部保線課

Notice

Classification of line		Allowable radius of curve	Allowable strength of bridge	Allowable grade
1st class line	——	15 ch.	E-40	15 ‰
2nd class line	——	12.5 ch.	E-33	25 ‰
3rd class line	——	10. ch.	E-26	35 ‰
Simple line (4th class line)		8 ch.	E-22	35 ‰

B = Damaged bridge T = Tunnel whose section have been contracted

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013



工務部保線課

Notice

Notice

Classification of line		Allowable radius of curve	Allowable strength of bridge	Allowable grade
1st class line	——	15 ch.	E-40	15 ‰
2nd class line	——	12.5 ch.	E-33	25 ‰
3rd class line	——	10. ch.	E-26	35 ‰
Simple line (4th class line)	——	8 ch.	E-22	35 ‰

B = Damaged bridge

T = Tunnel whose section have been contracted than the construction gauge.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Nams of Companies.	Adress of Companies	Names of
Chikuho-Kogyo Railway Co.	Koyase-cho, Kurate province, Fukuoka prefecture.	Ichiji, Kita
Wakamatsu City Transportation Department.	1 chome, Sotomachi, Wakamatsu City.	Wakamatsu
Nishinihon Railways Co.	Futsukaichi-cho, Chikushi province, Fukuoka prefecture.	Koji, Mur
Kamoto Railway Co.	No. 1616, yamaga section, yamaga-cho, Kamoto province, Kumamoto prefecture.	Kiyoshi, F
Yuen Railway Co.	No. one 7961, Idarutake section, Idarutake-cho, Kumamoto City, Kumamoto prefecture.	Kiyoshi, T
Kumamoto City Traffic Bureau.	No. 604, Ōemachi, Kumamoto City.	Kumamo
Kumamoto Tram Way Co.	No. 604, Ōemachi, Kumamoto City.	Susumu,
Kikuchi Electric Railway Co.	No. 1050, Kurokami-cho, Kumamoto City, Kumamoto prefecture.	Tsuruhei
Nagasaki Tram Way Co.	No. 43, Daiku-cho, Deki. Nagasaki City.	Kansuke,
Shimabara Railway Co.	No. 605, Shimabara City, Nagasaki prefecture.	Sadaaki
Nansatsu Railway Co.	Kaseda-cho, Kawabe province, Kagoshima prefecture.	Mitsuo, So
Kagoshima City. Traffic Department.	No. 737, Shimoarata-cho, Kagoshima City.	Kagocim
Miyazaki Transportation Co.	No 3899, Tsunehisa section, Akaocho, Miyazaki province, Miyazaki prefecture.	Shotaro, Ju
Oita Traffic Co.	No. 1139, Seike section, Oita City, Oita prefecture.	Shinai, M
(1) Betsudai Line.		
(2) Yabakei Line	1 chome, Toyoda-cho, Nakatsu City, Oita prefecture.	
(3) Usasanga Line.	Iwasaki section, Kitamaki village, Usa province, Oita prefecture	
(4) Hoshu Line.	Yokkaichi-cho, Usa province, Oita prefecture.	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

A list of privat

s	Names of managers	Numbers of supplied vehicles									Time
		Locomotives		Electric cars	Trainmen	Internal combustion cars	Passenger cars	Electric goods cars.	Goods cars	Total	Time of First Train
		Steam	Electric								
refecture.	Ichiji, Kitashiro.	2								2	A.M. 8°47'
.	Wakamatsu City.		4							4	6°00'
pro-	Koji, Murakami.	6	1	334	37	11	16	12	43	460	5°00'
ture.	Kiyoshi, Furuta.	2					3		5	10	6°56'
take- fecture.	Kiyoshi, Tazoe.	6				3	10		18	37	6°20'
y.	Kumamoto City.			31						31	6°00'
y.	Susumu, Nagami.			8						8	6°00'
amoto .	Isuruhei, Matsuno.			9					10	19	6°00'
i.	Kansuke, Wakiyama.			11						11	6°00'
i- Pre- fecture.	Sadaaki, Matsuo.	6				2	42		73	123	6°20'
e.	Mitsuo, Sanezima.	7					26		50	83	5°00'
Kago-	Kagocima City.			10						10	5°00'
Miyazaki	Shotaro, Furukiri.	4					21		17	42	6°40'
y. Oita	Shinai, Narikiyo.			21						21	5°30'
Kaatsu	"	4					14		53	71	6°30'
age, Usa	"	4					11		5	20	6°00'
ince.	"	1					3		2	6	6°35'

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

t of Private Railways and Tramways.

		Time and Operation			
ods ars	Total	Time of First Train	Time of Last Train	Operation times	Damages suffering from the war and the
	2	A.M. 8°47'	P.M. 4°59'	8	
	4	6°00'	8°00'		
43	460	5°00'	10°00'		
5	10	6°56'	6°00'	14	
18	37	6°20'	8°15'	22	3 wagons were burnt down. The stone house Containin articles, has been partialy damaged.
	31	6°00'	8°00'		
	8	6°00	8°00'		
10	19	6°00'	8°00'		15 cars were burnt down. The Main office building, the repair shop substation and the car house were entirely destroyed. Wor naries were burnt down. At present, the lines between the Fujig 20 tram-cars and the substation were entirely destroyed. Al been blocked owing to the lack of electric powers.
	11	6°00'	8°00'		
73	123	6°20'	7°10'	12	
50	83	5°00'	8°10'	8	
	10	5°00'	8°00'		34 tram cars and the repair shop were entirely destroyed. been blocked excluding the lines between the Taniyama a hashi.
17	42	6°40'	6°50'	26	
	21	5°30'	9°25'	14	
53	71	6°30'	7°00'	14	The track ways, 720 metres length, between the Rakanji and the K destroyed. The bridge between the Kakizaka and the Shimogo w so it is expected to be opennings of the traffic service at the end of this yea
5	20	6°00'	8°50'	24	the lines between the Kakizaka and the Nakatsu, all other lines a
2	6	6°35'	7°35'	12	The truss beems of the bridge of Yakeangawa between Idaida and T were destroyed. The truss beems and the piers of the bridge of Kos also destroyed, besides there are two places blockened by t the lumps of earth and stones of the cuttings. Excluding the Shintoyokawa and the Buzengenkoji, all other lin blocked and they are expected to be open at the end of

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

the war and the floods.	Materials for restoring the da
re house Containing railway	Rail (25Kg) 4. Nail ··· 75Kg. Sleeper ··· 70. Dog Spi Timbre ··· 156 Koku. Tile ··· 12,000. Cement ··· 2Kg.
building, the repair shop, the Murozono tirely destroyed. Work shop machi- lines between the Fujigasaki and the Kamikumamoto have been blocked.	Under
entirely destroyed. All lines have electric powers.	Under
	Dog Spike (60 pounds) ··· 570. Spring washer ··· 98. Slee Rail fish plate (60 & rail) ··· 18. Wooden chock ··· 50.
entirely destroyed. All lines have between the Taniyama and the Takeno-	Rail (49Kg) ··· 26. Sleeper ··· 370. Insulating " (36Kg) ··· 90 . Insulater ··· 250. Iroll " (30Kg) ··· 600 wire for telephone & drums.
n the Rakanji and the Kabushino were kigaka and the Shinogo was destroyed, and ice at the end of this year. Excluding Nakatsu, all other lines have been blocked.	Steel ··· 5.088 tons. Cement ··· 2497Kg. Na Log of Cryptomeria ··· 20. Timbre ··· 2,
wa between Idaida and Mitsumatagawa piers of the bridge of Koshitagawa were wo places blocked by the falling of cuttings. Excluding the lines of between enkoji, all other lines have been open at the end of next March.	Rail (15Kg) ··· 1,000 metres length. steel Bolts and Nuts ··· 2,450. Dynamite ··· Dog nail ··· 7,500. Percussion Sleeper ··· 172 Koku. nail ··· 0.3 ton.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

-ds.	Materials for restoring the damages.
way	Rail (25Kg) 4. Nail ··· 75Kg. Sleeper ··· 70. Dog Spike ··· 120. Bolts and Nuts ··· 12 Timbre ··· 156 Koku. Tile ··· 12,000. Cement ··· 2Kg.
ono machi- and the have	Kamikumamoto have been blocked. — Under investigation.
	Under investigation
	Dog Spike (60 pounds) ··· 570. Spring washer ··· 98. Sleeper ··· 67. Bolts and Nuts ··· 98. Rail fish plate (60£ rail) ··· 18. Wooden chock ··· 50.
res have Takeno-	Rail (49Kg) ··· 26. Sleeper ··· 370. Insulating wire ··· 1,540 metres. " (36Kg) ··· 90 . Insulater ··· 250. Trolley wire ··· 2,780 metres. " (30Kg) ··· 600 wire for telephone ··· 8 drums.
o were yed and ding blocked.	Steel ··· 5.088 tons. Cement ··· 2497Kg. Nail ··· 600 Log of Cryptomeria ··· 20. Timbre ··· 2,000 Koku.
gawa were f between been ch.	Rail (15Kg) ··· 1,000 metres length. steel plate ··· 0.19 ton. Bolts and Nuts ··· 2,450. Dynamite ··· 2 parcels. Dog nail ··· 7,500. Percussion-cap ··· 1,000. Sleeper ··· 172 Koku. nail ··· 0.3 ton.

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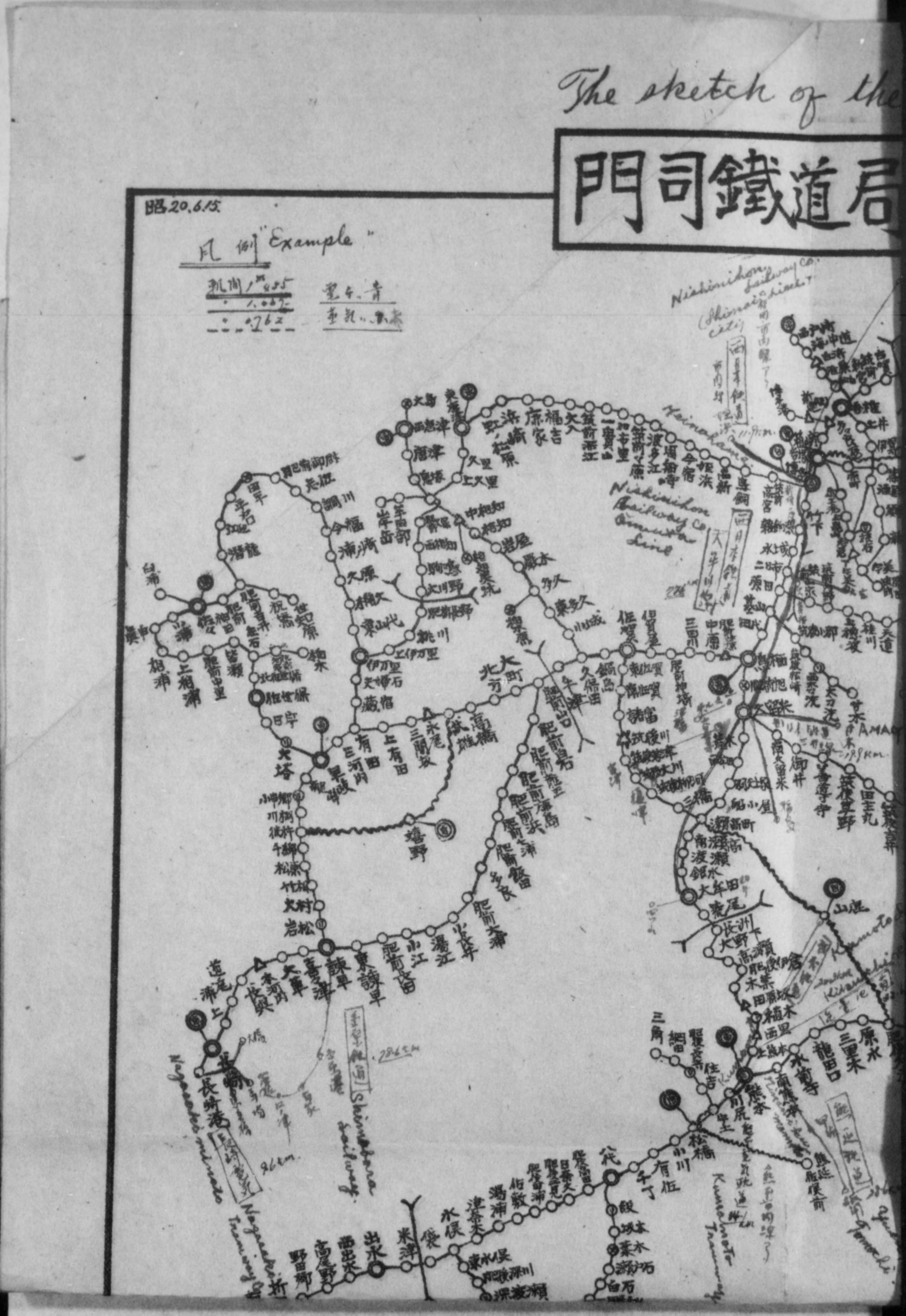

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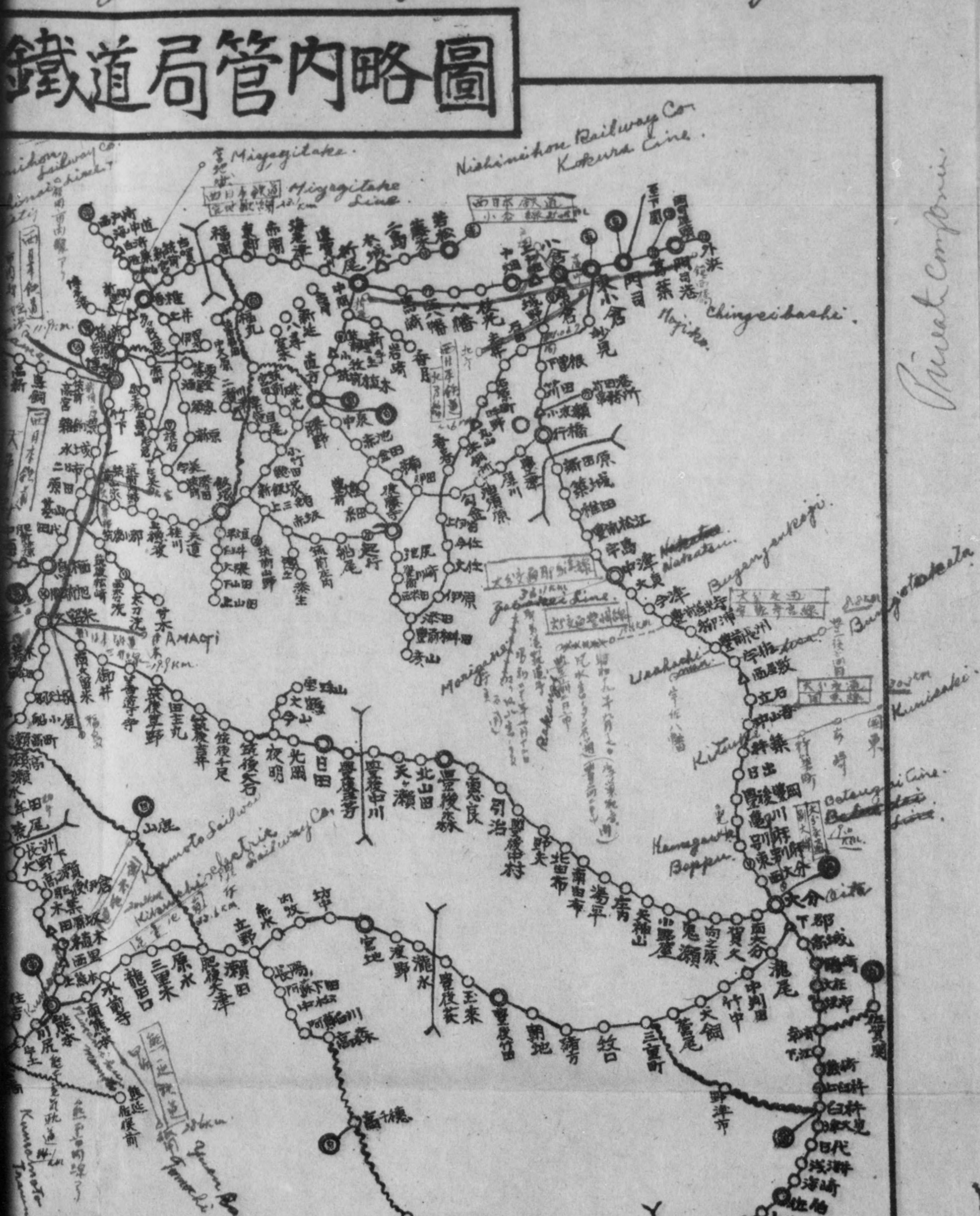
...tch of the division goverment Railways



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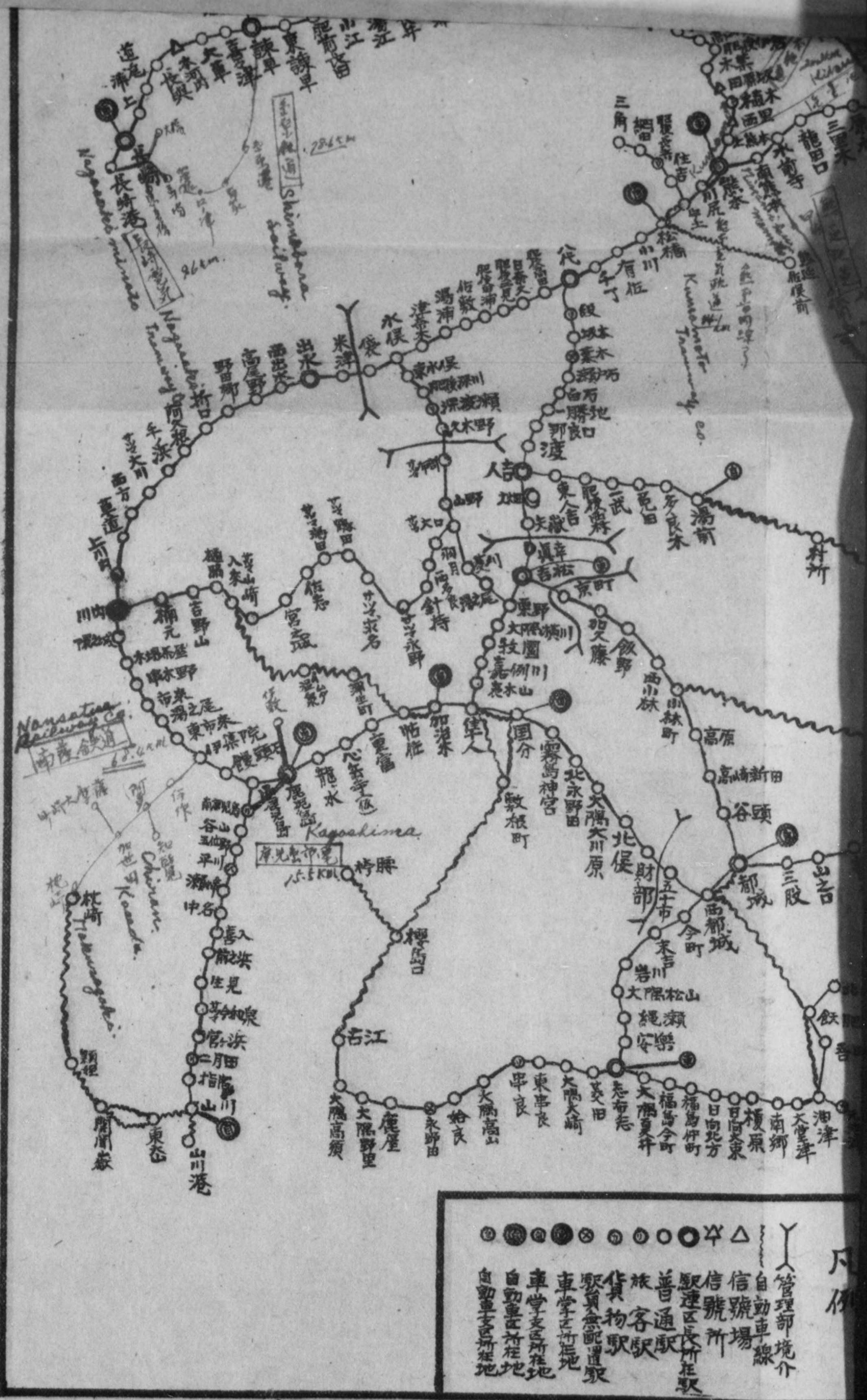

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筑豊線詳細圖

NOTE - COLORED LINES INDICATE PRIVATE RAILROAD SYSTEMS

凡例

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

DOCUMENT OF TUNNEL

The Kagoshima trunk line.

Between Stations	Name	Length(ft)	Height(ft)	Breadth(ft)	Article
Ebitsu-Akama	Zyoyama	2278'-11''	19'-7 1/16"	26'-1 1/16	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

DOCUMENT OF TUNNEL

The Nagasaki trunk line

Between Stations	Name	Length (ft)	Height(ft)	Breadth(ft)	Article
Hizenhama	Hizennanaura Nishiura	390'-6''	16'-8 3/4''	15'-7 3/8''	
Hizennanaura	Hizenida Kurski.	295'-3"	16'-8 3/4"	15'-7 3/8"	
Tara-Hizenouura	Kamezaki	574'-1"	16'-8 3/4"	15'-7 3/8"	
"	Hagoura No. 1	574' -1"	16'-8 3/4"	15'-7 3/8"	
"	" No. 2	567'-6"	16'-8 3/4"	15'-7 3/8"	
"	Sato	567'-6"	16'-8 3/4"	15'-7 3/8"	
Hizenouura-Konagai	Imazato	848'-5"	16'-8 3/4"	15'-7 3/8"	
"	Ogawaharaura #2	705'-4"	16'-8 3/4"	15'-7 3/8"	
Konagai-yne	----No.1 ~~No.2~~	718'-10"	16'-8 3/4"	15'-7 3/8"	
"	Ashikado	459'-3"	16'-8 3/4"	15'-7 3/8"	
Oe-Hizennagata	Fukami	688'-11"	16'-8 3/4"	15'-7 3/8"	
Higashiisahaga -Isahaya	Honmei	1279'-6"	16'-8 3/4"	15'-~~7 3/8~~ 5-13/16"	
Isahaya-Kikitsu	Isahaya	594'-8"	15'-1 1/16"	14'-11 15/16"	
Kikitsu-Chokusa	Kikitsu	1,019'-1"	15'-1 7/8"	14'-11 15/16"	
"	Cukusa	1,426'-11"	15'-1 7/8"	14'-11 15/16"	
"	Nishiura	498'-11"	15'-3 12/16"	14'-11 15/16"	
Chokusa-Nagayo	Matsunotohoge	3,587'-9"	15'-1 7/16"	14'-11 15/16"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

DOCUMENT OF TUNNEL

The Sasebo Line

Between Stations	Name	Length(ft)	Height(ft)	Breadth(ft)	Article
Takeo-Mimasaka	Mishiyatoge	151'-9"	15'-3 7/16"	14'-11 15/16"	
Mimasaka-Kamiarita	Sakaimatsu	340'-6"	15'-5 7/16" Moji side 14'-9 9/16"	14'-11 15/16" Moji side 14'-11 15/16"	
"	Izumiyama	207'-2"	Nagasaki side 15'-2 3/8" Moji side 14'-11 15/16"	Nagasaki side 14'-11½" Moji side 14'-11½"	
Kamiarita-Arita	Arita	412'-6"	Nagasaki side 14'-11½" Moji side 14'-11 15/16"	Nagasaki side 14'-11½" Moji side 14'-11½"	
Daito-Hin	Hin	490'-4"	14'-7 15/16"	14'-11 15/16"	
Hin-Sasebo	Fukuichi	387'-5"	Sasebo side 14'-6 1/16" Haiki side 15'-3 1/16"	Sasebo side 14'-11 15/16 Haiki side 14'-11 15/16	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

DOCUMENT OF TUNNEL

The Kyoto-Otsu Line

Between Stations	Name	Length(ft)	Height(ft)	Breadth(ft)	
Ogi-Higashitaku	Ipponmatsu	811'-7"	15'-1 7/16"	14'-11 15/16	
Taku-Kynsagi	Sasahara	1,502'-8"	17'-8 15/16"	25'-7 7/8"	
Aichi-Yamamoto	Kubo	132'-2"	14'-1 1/16"	14'-1 1/16"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Page 48

The Matsuura Line Document of Tunnel

No. 3

Between Stations	Name	Length (ft)	Height (ft)	Breadth (ft)	Article
The Matsuura Line					
Senryu – Hizenyoshii					
	Tanomoto	98′ – 5″	15′ – 8 9/16″	15′ – 7 3/8″	
Hizenyoshii – Hizenkonda					
	Konda	606′ – 11″	〃	〃	
Masaru – Ainoura					
	Kuranotani	328′ – 0.9″	〃	〃	
Ainoura – Kamiainoura					
	Ainoura	410′ – 12″	〃	〃	
Hidariishi – Kitasaseho					
〃	Hidariishi	557′ – 8″	〃	〃	
〃	Yamanoda	377′ – 3″	〃	〃	
〃	Kasuga	22′ – 11′	〃	〃	
〃	Tawaramachi	144′ – 4″	〃	〃	
Kitasaseho – Saseho					
〃	Hanagono	605′ – 9″	〃	〃	
〃	Nagiri	182′ – 6″	〃	〃	
〃	Kasaseho	195′ – 11″	〃	〃	
〃	Shimakita	764′ – 10″	15′ – 8 9/16″	15′ – 7 3/8″	
	Simonagiri	178′ – 2″	15′ – 8 9/16″	15′ – 7 3/8″	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Tunnel

The Oumura Line

No. 4

Between Stations	Name	Length (ft)	Height (ft)	Breadth (ft)	Article
The Oumura Line					
Haiki – Hayatezaki	Hayatezaki	611′–1″	14′–10 3/4″	14′–11 15/16″	
Hayatezaki – Kogushigo	Miyamura	427′–5″	14′–10 3/11″	14′–11 15/16″	
"	Sibya	716′–1″	14′–9 15/16″	14′–11 15/16″	
Kogushigo – Kawatana	Kawatana	1099′–6 14/16″	15′–1 0/16″	14′–11 15/16″	
Kawatana – Sonogi	Sonogi	1289′–3″	14′–11 15/16″	14′–11 15/16″	
Chiwata – Matsubara	Chiwata	563′–11′	14′–11 15/16″	14′–11 15/16″	
"	Saimukida	367′–1″	14′–11 15/16″	14′–11 15/16″	
Oumura – Isahaya	Sagata	1189′–11″	14′–2 1/16″	14′–11 15/16″	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Kagoshima truck line

No. 21

Between two stations	Name	Length (foot)	~~Bearable Tension~~ E Load	Article
Mojikou - Kuzuha	Asanosuido	29.00 feet	E 33	
Kuzuha - Moji	Ohokawa (A)	20.00	"	
Moji - Komorie	" (B)	30.00	"	
"	Komorie Ohokawa	30.00	"	
Moji - Higashikokura	River Harumachi	30.00	"	
"	so Harada subway	18.00	"	
"	River Akasaka	30.00	"	
"	Takahama land bridge	21.00	"	
Higashikokura - Kokura	River Murasaki	237.40	"	
Kokura - Kamitobata	River Nishi-Murasaki (A)	20.00	"	
"	" (B)	20.00	"	
"	" (C)	28.00	"	
"	River Itabitsu	221.10	"	
"	River Sakai	40.00	"	
"	Nakahara land Br.	20.00	E 40	
"	Kamitobata side line	51.10	"	
"	"Land	20.10	"	
Kamitobata - Tobata	coal, Pier	1210.10	E 33	
"	River Tenraiji	20.00	"	
Tobata - Edamitsu	River Tenraiji (A)	20.00	"	
"	" (B)	43.60	"	
"	" (C)	"	"	
"	" (D)	20.00	"	
"	Minato machi (A)	20.00	"	
"	" (B)	20.00	"	
"	" (C)	20.00	"	
"	" (D)	20.00	"	
Edamitsu - Yahata	River Otoshi	20.40	"	
Yahata - Nishiyahata	R. Hatabu	20.00	"	
"	Nishikomidori Br.	20.00	"	
"	Otsuka Br.	30.00	"	
"	Inao Br.	37.30	"	
Nishiyahata - Hirosaki	R. Shiroishi (A)	20.00	"	
"	" (B)	20.00	"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Kagoshima trunk line

E Load No. 2

Between two stations	Name	Length (foot)	~~Bearable Tension~~	Article
Kurosaki – Orio	River Bachi	20.00 feet	E 33	
"	R. Daiichi-yochiken	30.00	"	
"	"	"	"	
"	R. Anabu	150.00	"	
"	R. Kogozaki	20.00	"	
"	"	"	"	
"	R. Daiich-Tachi	17.00	"	
"	"	20.00	"	
"	R. Furu	19.00	"	
"	"	"	"	
"	R. Daini-tachi	20.00	"	
"	"	"	"	
"	Morimatsu Br.	20.00	"	
"	R. Morimatsu	23.00	"	
"	R. Kanayama (A)	75.00	"	
"	"	24.00	"	
"	R. Kanayama (B)	100.00	"	
"	"	100.00	"	
"	R. Hori	66.00	"	
"	"	"	"	
"	"	"	"	
"	Orio land Br.	30.00	E 40	
"	"	30.00	"	
"	"	"	"	
"	"	"	"	
"	"	"	"	
Orio – Ongasa	Miyoshi Rail	20.00	E 33	
"	R. Magari	173.10	"	
"	R. Jin	40.00	"	
"	R. Yamada (A)	24.00	"	
"	" (B)	24.00	"	
"	R. Onga (A)	1214.10	"	
"	" (B)	1210.10	"	
"	Tachikawa (A)	30.00	"	
"	" (B)	30.00	"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Kagoshima Trunk Line

No. 3

Between Two stations	Name	Length (ft)	Load Bearable Tensin	Article
Orio - Ongagawa	Yokogawa	20.00 feet	E 33	
"	R. Shimada	40.00	"	
Onigagawa - Ebitsu	R. Yanagida	20.00	E40	
"	"	21.00	"	
"	"	21.00	E 33	
"	"	20.00	"	
"	R. Yamada (A)	19.00	E 40	
"	" (B)	20.00	"	
"	R. Nishi (A)	194.00	E 40	
"	" (B)	59.31	E33	
"	R. Daiichi-Koga (A)	20.00	E40	
"	" (B)	"	E33	
"	R. Daini-Koga (A)	272.60	E40	
"	"	272.60	E33	
"	R. Beppu (A)	45.00	"	
"	"	45.00	"	
"	R. Togiri	74.10	E40	
Akama - Tōgōu	Shimonohashi I	124.00	E33	
"	"	124.00	"	
"	Shimonohashi II	125.00	"	
"	"	125.00	"	
"	Chida	22.10	"	
"	"	22.10	"	
"	Tokoda	26.00	"	
"	"	"	"	
"	River Tsurit	98.10	"	
"	Nagamachi	100.00	"	
"	~~Nagata~~ I	24.00.	"	
"	"	"	"	
"	Nagamachi II	35.00	"	
"	"	35.00	"	
"	R. Nagari	85.10	"	
"	"	85.00	"	
"	R. Takase	40.00	"	
"	"	"	"	
"	Nagahama	34.00	"	
"	"	"	"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Kagoshima Trunk Line

Load No. 4

Between Two Station	Name	Length (ft)	Bearable Tension	Article
Akama - Tougou	Anada	22.00 feet	E 33	
"	"	22.00	"	
"	Horimae	18.00	"	
"	"	18.00	"	
"	Taguma	69.00	"	
Tougou - Fukuma	Hiranokuchi	21.00	"	
"	"	21.00	"	
"	Kawahara	36.00	"	
"	"	35.00	"	
"	River Sakura	21.00	"	
"	"	"	"	
Fukuma - Koga	R. Saigo I	21.00	"	
"	"	"	"	
"	" II	87.00	"	
"	~~Kuro-kyo~~	90.00	"	
"	Kuro-kyo	40.00	"	
"	~~R. Karime~~	40.00	"	
"	R. Karime	20.00	"	
"	~~Nakagawa~~	"	"	
"	Nakagawa	18.00	"	
"	"	18.00	"	
Koga - Chikugenshingu	R. Hanazuru	174.00	"	
"	"	178.00	"	
"	Waziro land br.	73.00	"	
Kashii - Hakozaki	R. Kashii	68.00	"	
"	"	65.00	"	
"	R. Tatara	733.00	"	
"	"	733.00	"	
Yashizuka - Hakata	R. Ishido	132.10	"	
Hakata - Takeshita	Harigoko	22.10	"	
Takeshita - Zatenshonokuma	R. Oso	29.10	"	
"	"	"	"	
"	R. Morobka	20.00	"	
"	"	"	"	
Zatenshonokuma - Mizuki	R. Kasaga	40.00	"	
"	"	"	"	
Mizuki - Futsukaichi	R. Futsukaichi	35.10	"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Kagoshima Truak Line

Between Two Statims	Name	Length (ft)	Load Bearable Tension	No. 5 Article
Miyuki - Futsukaichi	R. Futsukaichi	35.10	E33	
"	Miyanoura	22.10	"	
Futsukaichi - Harada	R. Harisuri	84.10	"	
"	R. Sakai	20.00	"	
Kiyama - Tashiro	R. Akimitsu	89.00	"	
"	"	89.00	"	
"	R. Akasaka	51.00	"	
"	"	"	"	
Tashiro - Tosu	R. Agi ~~gawa~~ (A)	41.10	E33	
"	" (A)	"	E33	
"	Side line	39.00	E44	
"	"	204.10	E33	
"	R. Agi (B)	67.00	"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Nagasaki Trunk Line

Load No. 6

Between Two Station	Name	Length (Ft)	Bearable Tensin	Article
Tosu - Nakabaru	Asahigawa Br.	84.10 feet	E 40	
"	Fumoto Land Br.	56.00	"	
"	R. Urata	17.00	"	
"	R. Yamaura	29.11	E 33	
"	R. Tateishi	43.06	"	
"	Yamanouchi	22.12	"	
"	Hinekata	62.92	"	
"	Kanpyo-gawa	97.05	"	
Nakabaru - Hizenkanzaki	R. Kiritooshi	41.12	"	
"	R. Yoshida	28.09	"	
"	R. Jade	99.12	"	
"	R. Sanbonmatsu	20.00	E40	
"	Omizo	16.12	"	
"	Shinmizo	29.00	"	
Hizenkanzaki - Igaya	R. Nishiyama	44.04	E 33	
"	Tsuru	33.00	"	
"	R. Shirobaru	99.12	"	
"	R. Fukuhe	18.02	E40	
"	Anegawa I	17.06	"	
"	Anegawa II	64.12	E33	
Igaya - Saga	R. Yakihara	28.06	"	
"	Yatsukado-hori	28.11	E 40	
"	R. Kyose	18.00	"	
"	R. Kase	42.02	E 33	
"	Korabori	42.06	"	
"	Nakazugu-bori	30.03	E 40	
"	Tosabori	24.03	E 33	
"	Rokuko-bori	24.05	"	
"	Nakahikoji-bori	24.00	E40	
"	Nishi-hikoji-bori	24.01	E 33	
"	Aikei - bori	10.09	E 33	
Saga - Nabeshima	Naga-bori	58.12	E40	
"	R. Kawanami	89.01	"	
"	R. Tafuse	99.12	E33	
"	R. Kamikari	95.07	"	
"	R. Naga	49.04	E40	
Nabeshima - Kubota	Tojin-bori	18.12	"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Nagasaki ~~Truck~~ Line — Road — No. 7

Between Two Stations	Name	Length (ft)	~~Bearable Tension~~	Article
Nabeshima-Kubota	River Shin	46.07	E40	
"	Kawahara-bori	20.00	E33	
"	Higashi-Okawa	242.09	E40	
"	Takaya-bori	20.00	E33	
"	Torinotsubo-bori	28.07	"	
"	R. Kase	315.04	"	
"	Koshin-bori	200.08	"	
"	Kwannon-bori	67.08	"	
"	Tsutsumi-bori	67.06	E40	
"	Irie-bori	51.04	"	
"	Sakai-bori	41.03	"	
"	Kindatachi-bori	51.00	E33	
"	Goryomatsu-bori	27.00	"	
"	Choei-bori	51.00	E40	
"	Hakoda-bori	33.03	"	
"	Araku-bori	33.03	E33	
"	Ashikari-Suido	39.12	"	
"	Yanagi-bori	24.12	"	
Kubota-Ushizu	Ashiarai-bori	32.11	E40	
"	R. Futo	33.00	"	
"	Isobu-bori	44.10	"	
Ushizu-Hizenyamaguchi	R. Toku	244.02	"	
"	Handa-bori	10.00	"	
"	Rokunowari I	32.11	E40	
"	" II	18.12	E33	
"	" III	223.12	E40	
Hizenyamaguchi-Hizenshiroishi			E33	
	Ada (B)	230.01	"	
"	Musumi-gawa B	655.12	"	
"	Gohonmatsu B	20.00	"	
Hizenshiroishi-Hizenryuou			"	
	R. Kairie	70.00	"	
Hizenryuou-Hizenkashima			"	
	R. Shiota B	344.10	"	
"	Tashiro B	29.12	"	
"	R. Kashima B	39.12	"	
"	R. Kashima B	49.10	"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Nagasaki Trunk Line

Load No. 8

Between Two Stations	name	Length (ft)	Bearable Tensing	Article
Hizenkashima - Hizenhama			E 33	
	River Naka	70.03	"	
"	R. Ishikitsu	30.07	"	
Hizenhama - Hizennanaura			"	
	River Hama	42.10	"	
"	R. Nishiha	17.09	"	
"	Hirosaki	37.07	"	
"	R. Otonari	29.09	"	
Hizennanaura - Hizeniida			"	
	R. Kuroki	19.09	"	
"	Kaseura	24.08	"	
"	Hiate	40.03	"	
Hizeniida - Iara	R. Iida	84.07	"	
"	R. Hakozaki	20.00	"	
"	R. Ibuku	173.03	"	
"	R. Eoka	40.03	"	
"	Iara I	20.00	"	
"	Iara II	20.00	"	
"	R. Iara	132.06	"	
Iara - Hizenohoura	Hatada		"	
	R. Shimaki	29.09	"	
"	R. Zinuchi	30.10	"	
"	Niseho BV	20.00	"	
"	" B	20.00	"	
"	Mizushita B	295.11	"	
"	Sato B	40.03	"	
"	" B1	40.03	"	
"		20.09	"	
"	Hirae	269.00	"	
Hizenohoura - Konagai	Maeda B	30.01	"	
"	Daini Tsukikiri	20.00	"	
"	Okubo B	24.07	"	
"	Yakata BV	17.08	"	
"	R. Igaki	125.10	"	
Konagai - Yuu	Kobukai B	82.08	"	
"	R. Nagagata B	132.08	"	
"	Tashiro BV	29.03	"	

58

Document of Bridge

The Nagasaki Truck Line

Load No. 9

Between Two Stations	Name	Length (ft)	Bearable Tension	Article
Konagai – Yue	Shironoshita BT	29.09	E 33	
"	Sakaigawa B	92.05	"	
Yue – Oe	Sato BT	17.08	"	
"	R. Yue B	64.01	"	
"	Kama. BT	29.11	"	
"	R. Tashima	60.05	"	
Oe – Higennagata	Ichirimatsu BT	17.09	"	
"	R. Oe B	110.05	"	
"	Funatsu BT	17.08	"	
"	R. Fukami B	299.08	"	
"	R. Watauchi	19.03	"	
"	R, Dando B	29.05	"	
Higennagata – Higashiisahaya			"	
	Nishinagata R. B	165.11	"	
Higashiisahaya –	Isahaya		"	
"	Fukuda B	24.12	"	
"	Kamihirata BT	17.09	"	
"	Kouda BT	29.12	"	
Higashiisahaya –	Isahaya		"	
	Honmeigawa B	217.12	"	
Isahaya – Kikitsu	Isahaya BT	50.04	"	
"	Kobune-goshi	29.12	"	
"	Higashi-okawa	75.06	"	
"	Nishi-Okawa	75.04	"	
"	Hisayama	20.12	"	
Kikitsu – Okotsusa	R. Egawa	74.12	E 40	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Isahaya - Kikitsu	Isahaya Bv	50.04	〃
〃	Kobune-goshi	29.12	〃
〃	Higashi-okawa	75.06	〃
〃	Nishi-Okawa	75.04	〃
〃	Nisayama	20.12	〃
Kikitsu - Ohokusa	R. Egawa	74.12	E40
〃	Kikitsu Bv	56.02	〃
〃	R. Nozoe	20.00	〃
〃	〃 II	20.00	〃
Ohokusa - Nagayo	R. Ikiriki	20.00	〃
〃	R. Yamakawachi	29.12	〃
〃	R. Motokawachi	27.01	〃
〃	R. Nagayo	29.12	E33
〃	〃 II	65.01	〃
〃	〃 III	65.01	〃
Nagayo - Michinoo	Takauch	19.10	〃
〃	Takata-goshi	55.09	〃
Michinoo - Urakami	Michinoo	41.01	〃
Michinoo Urakami	Kitamura	29.10	E~~40~~33
〃	Saigo I	19.10	E40
〃	〃 II	19.09	〃
〃	〃 III	20.00	〃
〃	Okawa	58.06	〃
〃	Shimono-gawa	49.08	〃
Urakami - Nagasaki	R. Umagomi	80.10	E33
Nagasaki - Nagasakiminato			E40
	R. Iwahara	49.12	
〃	R. Nakashima	128.10	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Saseho Line

Load No. 11

Between Two Stations	Name	Length	Bearable Tension	Article
Higenyamaguchi -	Ohomachi		~~E 40~~	
	Koga I	106.04 feet	E40	
"	Koga II	32.02	"	
"	Koga III	34.10	"	
"	Koura-gawa	20.00	"	
Ohomachi - Kitagata	Akasaka I	19.06	"	
"	" II	39.00	"	
"	Yakigome	81.00	E33	
"	Kakehashi	21.04	"	
Kitagata - Takahashi	Yadogawa I	21.03	"	
"	" II	33.00	E40	
"	R. Asaki	33.00	"	
"	R. Kawagoe	69.11	"	
"	R. Kinoshita	33.00	"	
"	R. Shinmura	45.00	"	
"	R. S Takahashi	25.09	"	
"	R. Amahisa	21.08	"	
Takahashi - Takeo	Kami-nishiyama	23.00	E33	
Takeo - Mimasaka	Adorinose	24.00	"	
"	Nishiyama-toge	20.00	"	
"	Sugamuta B	30.00	E40	
"	Nagao B	20.00	"	
"	Kuwaki B	19.09	"	
"	Iwaite B	30.00	"	
"	Jizo~~tsuji~~ B	20.00	E33	
Mimasaka - Kamiarita	Karitate B	40.00	E40	
"	Arita road	18.00	E33	
Kamiarita - Arita	R. Iwaidani	30.00	"	
"	R. Arita	40.00	"	
"	"	91.04	E40	
"	"	47.02	"	
Arita - Mikawachi	R. Magari	129.06	E33	
"	Komonohari	20.00	"	
"	R. Yokote	40.00	"	
"	Kiyotese	104.00	"	
"	R. Ariose	144.06	E40	
Mikawachi - Haiki	Itaide B	65.05	E33	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Sasebo Line

Load No. 12

Between Two Stations	Name	Length (ft)	Bearable Tension	Article
Mikawachi-Haiki	Shingae	117.07	E 33	
Haiki - Hin	Gakko-goko	40.02	E 40	
"	Haiki B V	47.10	E 33	
"	Enokichaya	30.00	"	
"	Hingawa	135.10	E 40	
Hin - Sasebo	Kyukokudo I	21.00	"	
"	Nishikawauchi I	21.00	"	
"	" II	30.00	"	
"	Kyukokudo II	30.00	"	
"	Kwannon-Kokudo	30.00	"	
"	Minra B	21.00	"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge.

The Matsuura Line

Loc. No. 12

Between Two Stations	Name	Length (ft)	Bearable Tension	Article
Arita - Yoshuku	R. Magari	125.06	E40	
"	Yamakawa B	21.00	E33	
"	Mishiro B	33.10	"	
"	Kurokawa I	125.07	E40	
"	" II	40.00	"	
"	Karitachi B	45.11	"	
Yoshuku - Meotoishi	Uchino I	23.05	E33	
"	" II	30.07	"	
"	Kisago B	45.03	E40	
"	Gyozgoji-gawa	53.04	E33	
"	Karafune	65.09	E40	
"	R. Arita II	178.10	"	
Meotoishi - Imari	Furuko-gawa	9.05	E33	
Imari - Higashiyamashiro	Karamegawa I	33.08	"	
"	Ipponmatsu	33.02	"	
"	Nihonmatsu	33.02	"	
"	R. Arita	595.03	"	
"	Shirohata	30.00	"	
Higashiyamashiro - Kusuku	R. Tenjin	30.00	"	
"	R. Sato	40.00	"	
Kusuku - Kubara	R. Kusuku	30.00	E40	
Kubara - Uranosaki	Kuronogarame	21.09	E33	
Uranosaki - Imabuku	Mukaiyama	23.00	"	
"	R. Sayo	128.00	"	
Imabuku - Tsukinokawa			"	
	R. Imafuku	90.05	"	
"	~~Egawa~~ "	31.09	"	
"	Egawa	20.00	"	
"	R. Hirao	90.05	"	
Tsukinokawa - Shisa	R. Tsukino	260.080	"	
"	Takeo	20.00	"	
"	R. Tanka	90.06	"	
Shisa - Hiradoguchi		30.08	"	
"	Hasutagawa	224.05	"	
"	R. Shisa	38.09	E26	
"	Shisa	23.01	E33	
"	Akutaro			

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Page 6 ✓

6 ✓

Document of Bridge

The matsuura Line

Load No. 13

Between Two Stations	Name	Length (ft)	~~Bearable Tension~~ Load	Article
Shisa – Hiradoguchi		98.04	E 26	
"	Shimizu-gawa	20.00	"	
"	R. Takio	173.02	"	
"	R. Kashii	29.02	"	
"	R. Sakase	190.07	"	
"	Hirakawa	30.01	"	
Hiradoguchi – Emukae			E33	
	Oteda	152.10		
"	Hagita	29.03	E33	
"	Suetachibana	19.08	"	
"	Daiich-Emukai-gawa	634.04	"	
Emukae – Senryu	II "	310.10	"	
"	III "	129.08	"	
"	III— "	233.05	"	
"	V "	104.07	E26	
"	VI "	39.08	E33	
Sasebo – Kitasasebo	Kosasebo	50.00	E26	
"	Yamagata-machi	592.11	"	
"	Shimasetaka	488.06	"	
"	Kogatacho	902.00	"	
"	Shimonagiri	192.10	"	
"	Hanazono-machi	365.00	"	
"	Orikashi	69.08	"	
"	Takara-machi	243.03	"	
Emukae – Senryu	R. Senryu	27.05	E33	
Kitasasebo – Aiura	Daiich-Shimo-tawara machi	104.11	E26	
"	II "	57.11	"	
"	III "	238.02	"	
"	Kamisasebo	19.080	E33	
"	R. Sasebo	82.01	"	
"	I Yamanota	20.04	"	
"	I Aiura-gawa	72.02	"	
"	Hidarinishi	16.09	"	
"	R. Kokawachi	82.08	"	
"	Nakazato	40.04	"	
"	"	17.09	E26	
"	R. Daini-Aiura-gawa	131.00	"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

63

Document of Bridge

The Matsuura Line

Load No. 14

Between Two Stations	Name	Length (ft)	Bearable Tension	Article
Kitasaseho - Aiura	Nakagato	14.01	E26	
"	Shimbeu	38.09	"	
"	R. Daisan - Aiura-gawa	12.10	"	
"	Aiura	44.03	"	
"	I Aiura	19.07	"	
Hidariishi - Yunoki	Ouno	32.10	"	
"	Haranoshita	22.04	"	
Hidariishi - Minase	R. Satomi	19.07	"	
~~Ki~~ Minase - Nakasato	R. Kogawachi	67.00	"	
Nakasato - Sanemoridani	R. Mukaino	20.01	"	
Sanemoridani - Masaru	Masaru Bt	19.08	E21	
"	Masaru	31.09	"	
"	Kusakari	28.08	E33	
"	Sakai	33.00	E21	
Masaru - Kara	Yoshinra	17.09	"	
Koura - Yotsuihi	Koura	19.05	"	
"	Yotsuihi	98.01	"	
Itachiyama - Hizenkonda	Ogawa	20.07	"	
Hizenkonda - Hizenyoshii	R. Yoshii	61.04	"	
Iwaibashi - Sechibaru	R. Sasa	63.04	E26	
"	"	59.02	"	
Hizenikeno - Yanoki	R. Ikeno	19.04	"	
"	R. Takao	19.09	"	
Yotsuihi - Kuroishi	R. Sasa	380.06	E21	
Kuroishi - Daihikuwan	Kuroishi	29.02	"	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Omura Line

Load No. 15

Between Two Stations	Name	Length (ft)	Bearable Tension	Article
Haiki – Haenosaki	R. Gonjōji	190.06	E40	
"	R. Egawa	45.02	"	
Haenosaki – Kawatana				
	R. Miyamura	64.02	E33	
"	Sandanmukai	21.00	E40	
"	R. Katano	29.11	E33	
"	R. Hirashima	29.09	E40	
"	R. Kawatana	348.03	"	
Kawatana – Sonogi	R. Shōonkeiin	30.00	"	
"	Sonogi Bt	48.07	"	
"	R. Daionkeiin	30.00	"	
"	Kawajiri	20.00	"	
"	R. Takinchi	20.00	"	
"	Kuramoto	20.00	"	
"	R. Akitoki	20.00	E33	
Sonogi – Chiwata	R. Sonogi	82.07	"	
"	Egashira	20.00	E40	
"	Hatutanda	51.06	"	
"	R. Chiwata	163.09	"	
Chiwata – Matsubara	Matsuyama	19.05	"	
"	Kushino-ura	19.11	"	
"	Enokushi	45.11	"	
"	R. Enokushi	87.10	E33	
"	Enoura	41.00	"	
"	Shainukida	20.00	E40	
"	Mochino-hama	30.00	"	
Matsubara – Takematsu			"	
	Nabashiri	58.02	E33	
"	R. Kōri	203.02	E33	
"	Fukushige	82.05	E40	
"	Okita	200.06	"	
Takematsu – Omura	Hondogawa	41.00	E40	
Omura – Isahaya	R. Dohashi	41.00	"	
"	R. Sugita	55.08	"	
"	Komatsu	19.11	"	
"	"	34.00	E33	
"	Hiyaki	24.00	"	
"	Miyagono	48.09	E40	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Karatsu Line

Load No. 16

Between Two Stations	Name	Length (ft)	Bearable Tension	Article
Kubota - Ogi	Dao-bori	51.00	E33	
"	Ashi-bori	26.09	"	
"	Nagai-bori	86.03	"	
"	R. Higashiashikari	38.09	"	
"	R. Nishi-ashikari	32.10	"	
Ogi - Higashitaku	R. Hatada	20.00	"	
"	R. Hareki	29.06	"	
Higashitaku - Ko Taku			"	
	R. Beppu	20.00	"	
"	R. Imade	108.11	"	
"	Komatsubaru	17.01	"	
"	Ikejiri	16.06	"	
"	Yamainubaru (A)	45.06	"	
"	" (B)	143.09	"	
Taku - Kiuragi	Azanbaru	29.12	"	
"	Makishetani	20.00	"	
"	R. Nakashima	131.09	"	
"	Makise	65.04	"	
"	Kiuragi	169.04	"	
Kiuragi - Iwaya	Namise	30.00	"	
"	Machigiri	256.10	"	
"	Machigiri B	24.03	"	
"	Moto-yama	131.12	"	
"	Mukaboshe	41.03	"	
Iwaya - Auchi	Shimo-tahara	20.00	"	
Auchi - Nakaauchi	R. Dai	38.12	"	
Nakaauchi - Yamamoto			"	
	Oki 1st floatpond	164.00	"	
"	Kubo	336.07	"	
Yamamoto - Onizuka			"	
	Yamamoto 2nd f.o.	129.12	"	
"	-"- 1st float opond	129.12	"	
"	R. Kawara	302.07	"	
Onizuka - Karatsu	R. Machida	108.02	"	
Nishikaratsu - Ohoshima			"	
	Oshima.	29.12	"	
Nakaouch - Ouchimaya			"	
	Furukawa	32.10		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Bridge

The Karatsu Line — Road No. 19

Between Two Stations	Name	Length (ft.)	Bearable Tension	Article
Yamamoto — Mutabe			E 33	
	Miyajigawa I	20.00	"	
Mutabe — Kishidake			"	
	Miyajigawa II (A)	18.00	"	
"	" (B)	20.00	"	

X ✓

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Names of Damaged Bridges

Bridge	Chitose-gawa	
Bridge	Midori-gawa	
Bridge	Hamato-gawa	
Bridge	Kuma-gawa	
Bridge	Sasiki-gawa	
Bridge	Sasiki-gawa	(Bridge providing for overflow)
Bridge	Sendai	
Bridge	Ôita No. 3	(Hiitsukyô
Bridge	Ôno	(Bridge providing for overflow)
Bridge	Tatsugase	
Bridge	Oki-ta	
Bridge	Isuzu	
Bridge	Komaru	(First)
Bridge	Komaru	(Second)
Bridge	Hitotsuse	
Bridge	Taku	
Bridge	Kawatana	
Bridge	Aritasi	
Bridge		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of conditions of Damaged Bridge

Line	Kagosima	Between	Hizen Asaki – Kurume
Bridge	Chitosegawa	Length	1,238 feet

Parts & Conditions of Damaged Bridge.	Eye-bar was broken by bomb at the right ~~the combined parts of pins~~ of the second lower chord ~~timber of the right~~ of No. 6 truss (the length of span — 140 feet per condition). Peers, iron-shoes and anchor bolts of No. 9 truss of the up line on the side of Kurume, was given away, and the truss rose and removed. The under parts of the upper chord timber of No. 4 pannel of the right side of No. 6 truss, were broken.
Necessary number of days and labourer and materials for reconstruction	Being broken on 12th, August. The up line was repaired at 7 p.m. on 28th August. The repair of the down line is being planned. Necessary number of labourer, only for the up line — track layers 11, persons helped from military 300. Necessary number for reconstruction of days 120, labourers 1,600, materials timber 1,000 cube feet; Cement 25 ton Steel 5 ton, Oxygen 10, Carbite 247#.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

69

Document of Conditions of Damaged Bridge 20.

Line	19 Kagosima	Between	Kawao - Udo
Bridge	Midorigawa	Length	735.4 feet
Parts & Conditions of Damaged Bridge.	Being bombed just under No.2 truss, the truss removed owing to bomb-wind, parts of timber are broken or bent about the two-fifths of the terminal side parts of Bridge — about 40 feet, and tracks were broken between about six chains. Parts of being broken were extracted, and the shortage parts were filled with old ~~timbers~~ girder and repaired.		
Necessary number of days and labourers and materials for reconstruction	Being broken at 4:42 p.m. on 12th August. Temporary reconstruction at 11 a.m. on 2nd September. Materials used; sleepers (for saddle) 2,000, timbers 5,000 cube feet, oxygen 20, steel 200 elbs, Carbide 140 #. Labourers used; track layers 300, labourers from military 700, technical labourers 68. Necessary numbers for reconstruction of days 3.000, Materials; timber 1,500 cube feet, cement 1.5 ton, steel 11.5 ton, oxygen 20, carbide 500 #.		

2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Conditions of Damaged Bridge

Line	Kagosima	Between	Kawajiri – Udo
Bridge	Hamato-gawa	Length	150.6 feet
Parts & Conditions of Damaged Bridge	Vertical member of side garters ~~is~~ was broken about 2 feet 8 inches from the bottom. One stringer was given away. The damaged parts are repaired by welding.		
Necessary number of days, labourers and materials for reconstruction	Being broken on 12th, August. Temporary reconstruction 12:30 a.m. on 28th, August. Requested labourers; track layers 10, technical labourers 49. Necessary numbers for complete reconstruction; days 90, labourers 500. materials, steel 1.5 ton oxygen 8 carbide 150 #.		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Conditions of Damaged Bridge

Line	Kagosima	Between	Yatsusiro-Higotakata
Bridge.	Kuma-gawa	Length	1,732.9 feet
Parts & Conditions of Damaged Bridge	The third truss being bombed on the left of tracks at about 15 feets from the centre of tracks, the bridge garters was risen and removed about 2 inches, the rail was bent about 60 feet and numerous holes were caused by bombing pieces.		
Necessary number of days and labourers and materials for reconstruction	Being broken at 10 a.m. on 11th. August. Temporarily being reconstructed at 5:30 p.m. on 11th. August. Requested labourers — 50.		

11

9

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Conditions of Damaged Bridge

Line	Kagosima	Between	Higotaura - Sasiki
Bridge	Sasikigawa	Length	205.5 feet
Parts & Conditions of Damaged Bridge	At No. 1 trass on the side of the starting point, about 20 inches sqr. bombed hole was produced on the right hand of side table, the "L" (Angle) form steel was bent of combining ~~bridge table~~ abutment and No. 3 truss fell down. No. 3 — 7 stringers were all bended and removed. The back of bridge table between about 60 feet went down about 1 feet.		
Necessary number of days, labourers and materials for reconstruction	Being broken on 11th. August. Being temporarily reconstructed on 22th. August. Requested Materials, sleepers 450, steel 560 elbs. Requested labourers, track layers 280. labourers from military 400. Necessary numbers for complete reconstruction, days 150, labourers 2,400, materials; timbers 2,000 cube feet, cement 24.5 ton, steel 14 ton, oxygen 10, carbide 250 #.		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of conditions of Damaged Bridge

Line	Kagosima	Between	Higotaura – Sasiki
Bridge	Sasikigawa hiitsukyō (providing for overflow)	Length	57.5 feet
Parts & Conditions of Damaged Bridge.	Being bombed at the 6 feet point at the back of ~~bridge table~~ abutment, and at the 6 feet on the right-hand of the terminal side, ~~bridge table~~ abutment flow in all directions and No.1, 2, 3, peers were cracked. No.3 truss went down ~~at~~ with about 25 degree at the terminal side, ~~dep~~ despite of the starting side was stable. No.4 truss flow at the point ~~of~~ about 400 feet of the tor starting point and ~~at~~ on the left of rails and became not available. ~~invaliable~~ about 90 feet		
Necessary number of days labourers and materials for reconstruction.	Being broken on 11 th. August. Being temporarily reconstructed on 22th. August. Requested Materials, sleepers (for sanale) 300, steel 350 cths, timbers 150 cube feet. Requested labourers track layers 150, labourers from military 300. Necessary numbers for complete reconstruction, days 90, labourers 800, materials; timbers 1,200 cube feet cement. 10 ton steel 5 ton oxygen 5. carbide 100 #.		

4

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Conditions of Damaged Bridge.

Line	Kagosima	Between	Kami sendai - Sendai
Bridge	Sendai-gawa	Length	801.4 feet
Parts & Conditions of Damaged Bridge	No. 9 peer was broken, and No. 10 garter and every parts are damaged by dombing pieces. They were repaired by providing sleeper sandles and ~~catching board~~ staging.		
Necessary number of days, labourers and materials for reconstruction	Being broken on 30th. July. Being reconstructed on 12th. September. Requested materials; timber 5,000 cube feet, steel 300 ells, sleepers (for sandles) 600, requested labourers, track layers 300, labourers from military 600, other labourers 260. Necessary numbers for complete reconstruction days 120, labourers 3,800, materials; timbers 2,500 cube feet, cement 24.5 ton steel 3.5 ton, oxygen 15; carbide 495 #.		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Condition of Damaged Bridge

Line	Nippô	Between	Ôita - Simogôri
Bridge	Ôitagawa No. 3 Kiitsubyô (providing for overflow)	Length	84.5 feet
Parts & Conditions of Damaged Bridge	By the direct bomb to the midst of the peer, it was broken and both garters went down, one of which was serious damaged. By sandle of rail sleeper and staging, they are repaired.		
Necessary number of days, labourers and materials for reconstruction	Being broken at 9:12 a.m. on 4th May. Being temporarily reconstructed at 12 p.m. on 7th May. Requested materials, timber 200 cube feet, steel 100 ells, sleepers for sandle 500, oxygen 5, carbide 200 #. Requested labourers, track layers 60, labourers from military 450, technical labourers 10. Necessary numbers for complete reconstruction; days 120, labourers 2,400. materials; timbers 1,700 cube feet, cement 15 ton, steel 34 ton.		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of conditions of Damaged Bridge

Line	Nippô	Between	Tsuruzaki - Taizai
Bridge	Ô nogawa	Length	1,044 feet
Parts & Conditions of Damaged Bridge	Being bombed ~~and~~ nearly No.4 truss, one garter went down and ~~became~~ was not ~~available~~ useable. The part of stable of peer was damaged.		
Necessary number of days, labourers and materials for reconstruction	Being broken on 9th. August. Being reconstructed at 12 p.m. on 8:13. August. with provided garters of the same length of broken garter. Requested material, timber 100 cube feet, labourers from military 600. Necessary number for complete reconstruction: days 120, labourers 2,700, materials; timbers 1,800 cube feet, cement 5 ton, steel 24.5 ton.		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Conditions of Damaged Bridge

Line	Nippoo	Between	Nobeoka ~ Minami Nobeoka
Bridge	Gokanoegawa	Length	1,659 feet
Parts and Conditions of Damaged Bridge	By a direct bomb, No. 17 pier is broken, one of the bridge-girder goes down and one goes down along one side. It is extreme bending of the falling girder.		
The Number of Days, Labourers and Materials for Reconstruction	Broken at 10:20 a.m. on 11th, August Temporarily Reconstructed 5 p.m. 28th " Materials: Timber 5,000 cubic feet Steel 250 lb. Necessary number of labourer: Track layer 150 Labourer 900 Number of days reconstructionable 120 days Labourer 2800 Timber 3,000 cubic feet Cement 10 ton Steel 25 ton		

4

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Conditions of Damaged Bridge

Line	Nippoo	Between	Minami Kobeoka ~ Todoro
Bridge	Okidagawa	Length	406 feet
Parts and Conditions of Damaged	No. 5 pier is broken, two ~~joint~~ bridge girders go down and there application are impossible.		
Necessary Number of Days, Labourers and Materials for Reconstruction	Temporary Broken at 8:55 a.m. on 12th, August Reconstructed 3:30 p.m. 23th " Materials: Timber 3.000 cubic feet Steel 150 lb. Necessary number of labourer: Track layer 80 Labourer 100 Number of days reconstructionable 120 days Labourer 3.100 Timber 2.400 cubic feet Cement 15 ton Steel 12 ton Oxygen 10 Carbide 250 #		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

79

Document of Conditions of Damaged Bridge

Line	Nippoo	Between	Kadogawa ~ Tomitaka
Bridge	Isuzugawa	Length	396 feet
Parts and Conditions of Damaged	Being bombed at No.3 plate girder, web in a great hole is broken out a great hole, girder is bended and removed about 1'~8".		
Necessary Number of Days, Labourers and Materials for Reconstruction	Broken at 12th, August Temporaly reconstructed 23th, " Materials: Timber 1500 cubic feet Steel 100 lb Necessary number of labourer: Track layer 50 Labourer 100 Number of days reconstructionable 120 days Labourer 2.600 Timber 800 cubic feet Steel 1.5 ton Cement 2.5 ton		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Conditions of Damaged Bridge

Line	Nippoo	Between	Kawaminami ~ Takanabe
Bridge	Komarugawa	Length	2.642.6 feet

Parts and Conditions of Damaged

Owing to a nearer bomb, No. 10 pier is slanted, No. 10 girder goes down, No. 10 bridge girder being cut, No. 18 goes down close by seashore and its application is inpossible. (The First)

Necessary Number of Days, Labourers and Materials for Reconstruction

Broken at 10:20 a.m. 16th, July.
Reconstruction 6:30 p.m. 29th "
Materials: Timber 2.000 cubic feet
Steel 200 lb.
Oxygen 10 bottle
Carbide 500 #
Necessary number of labourers:
Track layer 500
Helped from Army 800
Technical layer 25

4

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Conditions of Damaged Bridge

Line	Nippoo	Between	Kawaminami ~ Takanabe
Bridge	Komarugawa	Length	2,642.6 feet
Parts and Conditions of Damaged	No.3 is slanted, No.6, No.9 are fallen and bended about 30 feet, No.15 girder plate is shot throw a direct bomb. No.17 goes down, No.29 removes about 3 inchs owing to the bomb-wind. No.30 girder made a great hole about 20 inchs by a direct-bomb. No.31 pier is crushed by a direct bomb, No.31 girder goes down into the river and damaged. No.32 the starting point of girder goes down but its application is possible. (The Second)		
Necessary Number of Days, Labourers and Materials for Reconstruction	Broken at 12:55 p.m in 7th, August. Temporaly reconstruction 16th " . Materials: Timber 25.000 cubic feet Steel 1.600 " Necessary number of labourers: Track layer 3.230 Helped from Army 1.750 Others 80 Number of days reconstructionable 180 days Labourers 9.200 Timbers 4.000 cubic feet Cement 75 ton Steel 245 ton Carbide 250 # Oxygen 10 bottles		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Conditions of Damaged Bridge

Line	Nagasaki	Between	Ushizu ~ Hizen Yamaguchi
Bridge	Takugawa	Length	244 feet
Parts and Conditions of Damaged	Being combed just at the stone-flooring, side of the terminers, the stone-flooring and the gravel-preserver are destroyed. Crucks produced in the middle of the bridge stand wall. Girter removes about 2 inchs from the bed.		
Necessary Number of Days, Labourers and Materials for Reconstruction	Broken at 1:10 p.m. in 1st, August. Temporaly reconstruction 9:15 p.m. the same day. Necessary number of labourers. Track layer 230 Others 50 Number of days reconstructionable 60 days. Labourers 800 Timbers 1.500 cubic feet Cement 5 ton Steel 1 ton		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Conditions of Damaged Bridge

Line	Matsuura	Between	Sasebo - Kita Sasebo
Bridge	Orihashi B.V.	Length	70 feet
Parts and Conditions of Damaged	Web of plate girder broken out a hole, 180 feet ~~rail~~ rail rises, 60 sleepers are burned out and 2 ~~rail~~ rails are damaged.		
Necessary of Number of Days, Labourers and Materials for Reconstruction	Broken at 29th. June. Temporaly reconstruction 11 a.m. 30th. June. Materials: ~~TIMBER~~ 350 Timber 100 cubic feet Steel 100 pond Necessary number of labourers: Track layer 60 Labourer 50 Number of day reconstructionable 60 days Labourer 200 Steel 15 ton Timber 500 cubic feet		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Document of Conditions of Damaged Bridge

Line	Oomura	Between	Minami Kazezaki ~ Kawatana
Bridge	Kawatanagawa	Length	384 feet
Parts and Conditions of Damaged	No. 3 plate girder being bombed on the right about 15 feet from the center of the tracks, No. 3 pier is crushed, No. 4 pier is cracked. No. 2 truss, No. 3 No. 4 plate girders go down and damaged. There are countless pieces hole in the truss.		
Necessary Number of Days, Labourers and Materials for Reconstruction	Broken at 31th, july. Temporaly reconstruction 1.0 p.m 5th, August. Materials: gravels 2.800 cubic feet Timber 1.600 cubic feet Sleeper 400 Steel 400 pond Necessary number of labourers: Track layer 100 Others 450 Number of days reconstructionable 20 days. Labourer 1.400 Timber 2.400 cubic feet Carbid 495 # Cement 12 ton Steel 3.5 ton Oxygen 20 bottle		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Page 85

85

Document of Conditions of Damaged Bridge

Line	Nippoo	Between	Minashiro ~ Hirose
Bridge	Hitotsuse gawa	Length	1. 500 feet
Parts and Condition of Damaged	No. 10, No. 13 piers are broken ~~and~~ ~~disappointed~~ about 1.5 feet. No. 9. No. 20 piers are cracked.		
Necessary Number of Days, Labourers and Materials for Reconstruction	Broken at 10:20 a.m. in 16th. July. Temporaly reconstruction 6 p.m. 23th. July. Materials: Timber 1.600 cubic feet Steel 210 # Necessary number of labourers: Track layer 300 Helped from Arong 550 Number of days reconstructionable 120 days ~~Land~~ Labourer 2.800 Timber 3.000 cubic feet. Cement 75 ton Steel 27 Ton		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(1)

C (6)

Damages of Railroad by the War

Classification	unit	Branch							Total	Remarks
		Moji	Tosu	Kumamoto	Kagoshima	Nagasaki	Oita	Miyazaki		
(A) Track										
Rail	ft	9.300	7.100	1.300	42.400	7.000	1.500	5.200	73.800	
Turnout	Numb.	9	2	1	27	12	1	2	54	
Bridge	Span	—	1	5	2	9	4	13	34	
(B) Buildings										
Offices	ft²	—	4.200	39.200	18.300	—	9.600	19.800	91.100	
Dwellings	"	13.100	53.300	5.800	123.400	43.800	7.700	70.600	317.700	
Hospital	"	—	—	27.500	—	2.500	—	21.500	51.500	
Factory	"	190.200	—	—	35.200	—	—	—	225.400	
Others	"	131.600	114.700	30.000	281.200	115.000	72.300	67.000	811.800	
Total	"	334.900	172.200	102.500	458.100	161.300	89.600	178.900	1.497.500	
(C) Communication										
Cable	ft	213.900	1.711.200	61.200	2.576.400	1.622.700	389.300	1.513.800	8.088.500	
Instrument	Numb.	15	49	25	375	81	90	152	787	
Switch board	"	11	7	2	11	3	6	2	42	
Signal cable	ft	136.900	57.000	—	—	—	—	—	187.900	
Signal instrument	Numb.	2	24	18	18	8	4	14	88	
(D) Electricty										
Cable										
Overhead	mile	6.0	18.3	0.9	11.6	1.5	3.1	7.3	48.7	
Underground	ft	65.6	1.640	174	492	328	66	26	3.382	
Illminator	Numb.	2.625	860	253	1.472	238	344	1.286	7.078	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(2)

C(1)

Rail Road Disasters And Their Damage Done By Tem

Classification \ Blanch	unit	Moji	Tosu	Kumamoto	Kagoshima	Nagas
(A) Track						
Destraction of earth	ft^3	95.700	324.900	258.500	123.200	143.0
Washed away of ballast	ft	2.800	2.600		6.600	
Destraction of stone works	ft^2	3.800	4.600	200	4.900	1.9
Destraction of piers and others		1	2	1	1	
(B) Buildings						
Dwellings	ft^2					
Station { Collapse	"					
Station { Destraction of roofing e.t.c.	"					
Others { Collapse	"					
Others { Destraction of roofing e.t.c.	"					
(C) Electricities						
Slant of electrick pole e.t.c.	Numb.	38	35	27	75	8
Damage of lamps e.t.c.	"	121	93	76	231	2
(D) Communications						
Slant of communication pole e.t.c	Numb	85	60	0	61	31

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Repair-Works
pest And Flood on Sept. 17th.

ki	Ōita	Miyaga-ki	Total	Remarks
00	543.800	178.000	1.667.100	
	8.000	6.200	26.200	
00	10.100	13.700	39.100	
		1	6	
	obscure	10.300	10.300	most damages occured in Miyagaki district
	"	24.700	24.700	
		14.500	14.500	
	"	8.400	8.400	
		16.800	16.800	
8	78	208	469	
0	243	517	1.031	
2	18	172	427	

(4)

58 Page 88.

Outline of Railroad Damage Repair Work Planning

(A) War Damage

~~the~~ temporary repair ~~works~~ of ~~for~~ war damages are generally Completed. Now regular repair works are ~~put in practice~~ in progress, but the ~~poverty~~ scarcity of the Mat[redacted]ls of materials and employees ~~prevents us~~ interferes with planned repairs but it is ~~to the satisfactory progression~~. Wherefore we cannot presently estimated that the repairs will precicely estimate the data of work Completement. But be completed in the following ~~the roughly present estimate percentage are classified in~~ periods of time ~~next table.~~

Classification	Estimate Percentage of Work Yield						
	Dec. 1945	Marc. 1946	Sept. 1946	Marc. 1947	1948	1949	Remarks
(A) Track							
i) Bridge	20	40	40				
ii) Station	20	50	30				60% are not Connected with City planning.
				30	40	30	40% of these are connected with city planning

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(A) Track							
i) Bridge	20	40	40				
ii) Station	20	50	30				60% are not Connected with City planning.
				30	40	30	40% of these are connected with City planning.
(B) Building	20	10		30	20	20	Appendix of ~~bldg.~~ building are Connected with completion of the ~~bldg~~ building.
(c) Communication	50	30	20				
(D) Electricity	30	70					

(5)

(B) ~~Tempest~~ STORM damage (occured ~~on~~ on Sept. 17th)

~~Temporally~~ Temporary repairs ~~works~~ have been completed. ~~all.~~

Regular repairs ~~works~~ are connected with war damage. ~~repair works~~ and the poverty of ~~their~~ necessary materials and employees prevent ~~us to put in practice the work rapidly.~~ from putting rapid completion.

~~But the roughly present estimate percentage are classified in next table.~~ Percentage of total repairs needed will be completed in following periods (Estimate)

Classification	Estimate percentage of work yield				Remarks
	Dec. 1945	March 1946	Sept. 1946	Dec. 1947	
(A) Track	20	40	40		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

employees prevent us to put in practice the work rapidly.

But the roughly present estimate percentage are classified in next table.

Percentage of total repairs needed will be completed in following periods (Estimate)

Classification	Estimate percentage of work yield				Remarks
	Dec. 1945	March 1946	Sept. 1946	Dec. 1947	
(A) Track	20	40	40		
(B) Building	40	60			
(C) Communication	100				
(D) Electricity	100				

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(b)

C (1)

Necessary Materials for War Damage Repair, ~~Works~~

Classification	Necessary materials							Employee	Remarks
	Rail e.t.c (t)	Turnouts (t)	Tie	Steel (t)	Timber (ft^3)	Cement (t)	Copper (t)		
(A) Track	1,030	100	20,000					40,000	Excepted repair works of bridge
(B) Buildings				75	499,000	2,840		172,600	(c.f. another papers about briges)
(C) Communication				50	188,000	195	110	17,100	
(D) Electricities				10	7,000	5	15	14,500	
Totals	1,030	100	20,000	135	694,000	3,040	125	244,200	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

C (2) (7)

Necessary Materials for STORM Tempest Damage Repair Works

Classification	Tie	steel (t)	Cement (t)	Timber (M³)	Copper (t)	Employee (man)	
A) Track	700	6.0	2.380	24,600		100.000	
B) Buildings			60	208,800	6.2	17.000	
C) Electricity		1.0		6,400	0.6	1,600	
D) Communication		1.0		7.200	4.4	2.000	
Total	1700	7.0	2.440.	297.000	11.3	120,600	

Necessary Materals for War Damage Repair Warks
(Brige)

Classification	Necssary Materals					Employee	Remarks
	Timber (M³)	Cement (t)	Steel (t)	Oxygen	Carbide (#)		
Briges	42.800	280	415	110	3.740	40.150	
Total	42.800	280	415	110	3.740	40,150	