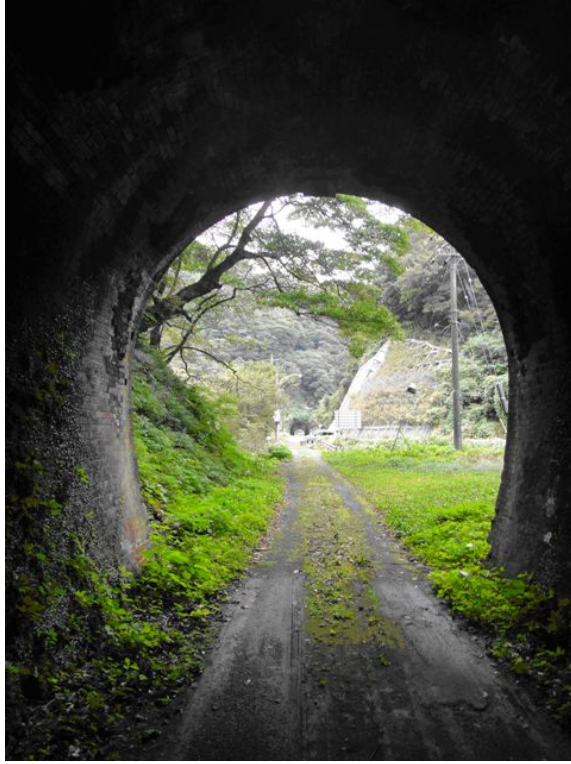




Imajō-Tsuruga Rail Lines

Kanegasaki/Tone, Tsuruga; Ōgiri, Minami Echizen-cho; Etc.

The rail lines that once lay along this path ferried people and cargo since the Meiji period. Though much of it no longer remains, with a little imagination one can still hear the steam whistles of the trains that once ran along it.



From Tsuruga City to Minami Echizen-cho, vestiges of the rail lines that supported the prefecture's growth and development dot the landscape.

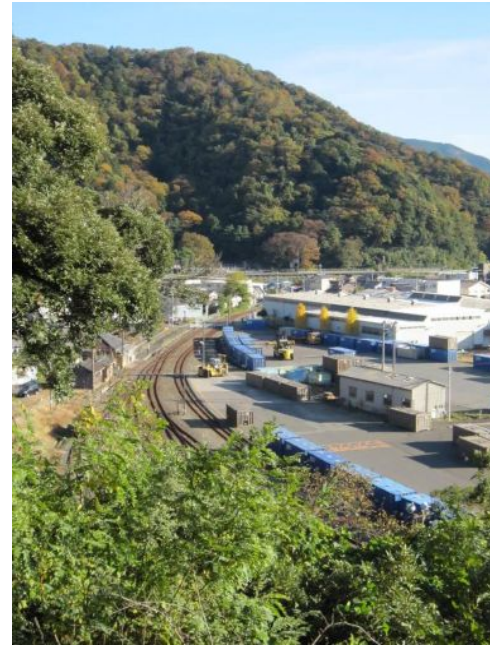
In Tsuruga City's Tone area, the Kotone Tunnel, through which the former Hokuriku Main Line ran until 1964, still stands today, its keystone bearing the year of its construction, 1881. Among the twelve tunnels between Tsuruga and Imajō, the longest, that cutting through a mountain before Imajō, is still blackened by the smoke from the steam engines that travelled through it.



Lamp shed

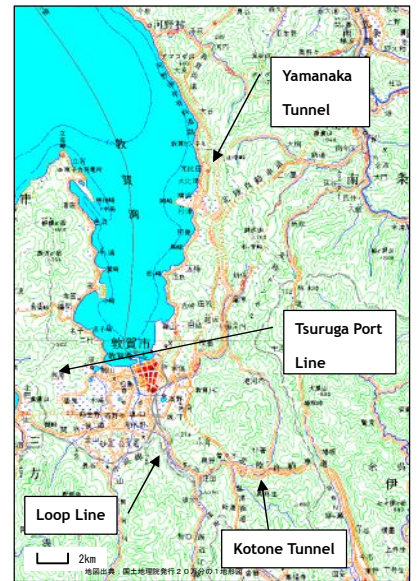


Port of Tsuruga, viewed from offshore



Tsuruga Port Line

Prior to World War II Tsuruga served as the point of departure for passengers bound for the Trans-Siberian Railway, and Tsuruga Bay was often the first sight tourists caught of Japan. The Tsuruga Port Line conveyed freight from the port after war's end, and along with the reconstructed Tsuruga Port Station it paints a vivid picture of the city and port in its heyday as the gateway from Japan to the world's longest railroad. Today, the city's Katohara area's Loop Line crosses the Hokuriku Line as it snakes its way through Tsuruga's outskirts.



Yamanaka tunnel^①



Reconstruction of Tsuruga Port Station



Hatohara Loop Line^②

Photo ① courtesy of Minami Echizen-cho, ② of Tsuruga City