



Q-4 Kitakyushu Hospitality Roads

Kitakyushu City in Fukuoka Pref. — World Industrial Heritage in Meiji, Kokura Castle, and Nagasaki-kaido Road —

Kitakyushu is a large city in the northern part of Kyushu, and is located at the north end of the main island of Kyushu and faces the Hibiki-nada Sea and the Kanmon-kaiyō Strait. The northeast peninsula is Moji Ward, which is connected to Shimono-seki City on the main island of Honshu by three tunnels and one bridge. Therefore, they are closely linked each other and play an important role in the formation and governance of the whole country (see photo (1) and map).

The area of “Kitakyushu Hospitality Roads” is the orange colored domain shown on the map, which extends from Moji Ward to the Koyanose area of Yahata-nishi Ward, and the main route is the historical “Nagasaki Kaido” road. However, in the current road network, Kitakyushu City is developing as an industrial city along with many national roads, and this route is complicated and requires attention.

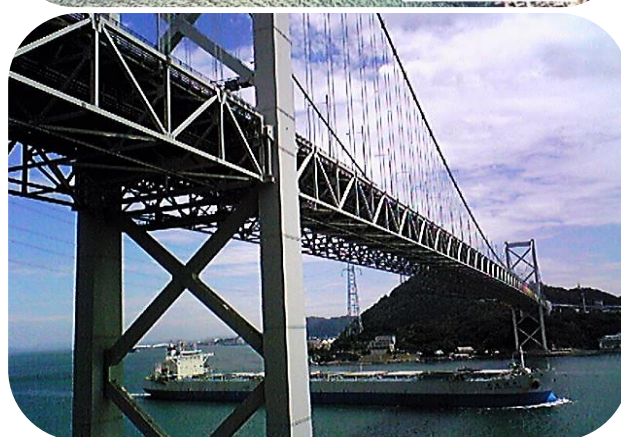
In other words, in the current road network, the main roads from Kanmon Bridge to the Koyanose area are National Routes 2, 3, 200 and 211, and some prefectural roads are necessary to supplement them. In addition, National Routes 199 and 198 for port logistics are parallel and can be used.

(Access) The access points to this area are Kitakyushu Airport and Kokura Station on the Sanyo Shinkansen. There are many stations of Kagoshima Main Line of JR Kyushu and Chikuho Electric Railway, which are also convenient to access to each scenic spot.

Furthermore, the Kitakyushu Urban Expressway passes parallel to the main route and all scenery areas. Therefore, you can quickly access all of the landscape spots from anywhere (see map).

(Scenic Resources). There are two themes in scenic spots of Kitakyushu Hospitality Road has. One of them is **the Nagasaki Kaido Road**, that connected Nagasaki and Kitakyushu. Under the national isolation policy from the 17th century to 19th century, only Nagasaki Port was able to trade with a limited number of foreign countries. For this reason, the section of Kitakyushu Hospitality Road on the Nagasaki Kaido Road was particularly significant as a historic road. A Dutch trading company traveled to Edo via the Nagasaki Kaido, while many Japanese traveled to Nagasaki for the study of medicine and Western science. Also, as a system of the shogunate, Daimyos in Kyushu region passed the Nagasaki Kaido every two years. From these, many post-inn towns developed along the Nagasaki Kaido.

The other is that Kitakyushu is a transportation center in the



(1) Kanmon Strait and Kanmon Kyo Bridge



(1) Pedestrian Tunnel in Kanmon Strait Tunnel



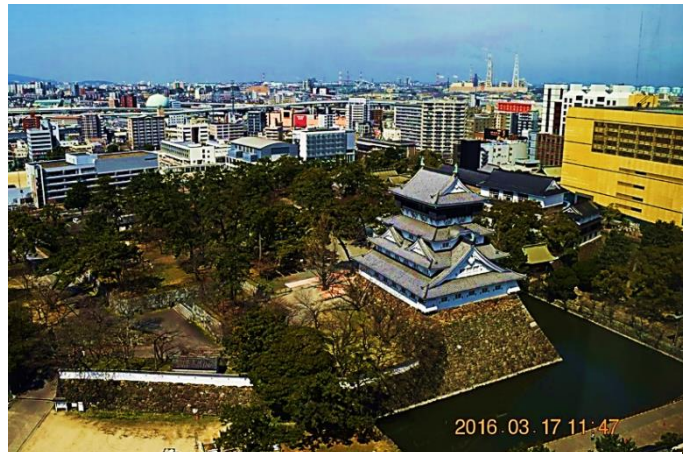
(1) Mojiko Station of JR Kagoshima Main Line



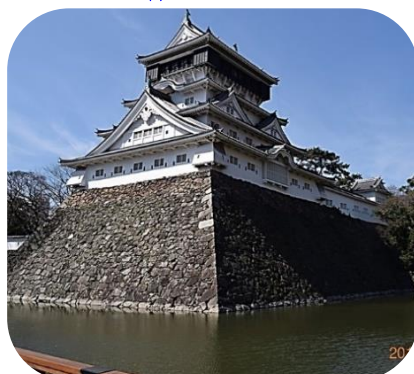
(1) Old Mitsui Club Building of Retro Town



(2)-1 "Tanka Food Market" in Kokura-Kita-Ward



(2)-2 Kokura Castle surrounded by City Area



(2)-2 Castle Tower of Kokura Castle



(2)-3 Yasaka Shrine in Kokura Castle



(2)-3 Kokura Gion Drum of Yasaka Shrine festival



(2)-4 Tokiwa Bashi Bridge (Murasaki River)

Kyushu region and has developed as an industrial city. Especially in the Meiji era, the steel industry grew by taking advantage of coal produced in neighbouring areas and large-scale logistics. In addition, several industrial facilities have been registered as World Culture Heritage Sites, while overcoming environmental problems, excellent activities for the new technology industry are continuing. Therefore, in this scenic area, you can also explore the town with **the theme of industry and port**.

As shown on the map, the main landscape on the route can be organized by a series of zones (1) to (6), allowing travelers to visit the industrial modernization and historical heritage of each zone.

(1) Moji Port Retro District

Moji Port opened in the middle of Meiji era, and Moji Station of Kyushu Railway (currently Moji-ko Station of JR Kyushu) was built next to it. As a result, many domestic and foreign passenger ships entered the port, and Moji's port town developed greatly as a modern city. Half a century later, however, Kanmon Railway Tunnel was constructed between the current Moji station of JR Kyushu and Shimono-seki Station of JR West Japan, and almost all functions of Moji Port were moved to another area. Along with this, the role of Moji Station as the gateway to Kyushu became smaller, and the function of port town gradually declined.

Therefore, while preserving the buildings from the Meiji to Taisho eras (the former Mitsui Club, former Osaka Merchant Ship, etc.), we added amenities and commercial facilities to transform the old port town into a retro town. Now you can enjoy the Mojiko Retro Town, where the old port facility is located, and the Kanmon Strait.

The Mojiko Retro Sightseeing Train (Torokko Panorama Train) is

operated from Moji Port Station to the Mekari Shrine at the tip of the peninsula for about 2km from. From the train, you can see dramatic landscapes such as Kanmon Strait, Kanmon Bridge and Shimonoseki City. The Kanmon Submarine Road Tunnel has a pedestrian tunnel to walk on the seabed.

(2) Kokura Castle and its Town

In the scenic areas of (1) and (2), there are National Routes 198 and 199 parallel to National Route 3, and connect ports of Moji, Kokura, Tobata, and Wakamatsu along Kanmon Strait and Hibiki-nada Sea.

Going west from the Moji port along these national routes, you can find Kokura Station of the Sanyo Shinkansen, which is the hub of current transportation in Kitakyushu City. On the other hand, in the Edo period, Tokiwabashi Bridge near this station was the starting point of five historical roads in Kyushu and was a hub of transportation. It was also Tokiwabashi that Inō Tadataka started the survey of Kyushu maps in the 18th century.

Philipp Franz Balthasar von Siebold, an in-house physician of the Dutch trading company, wrote in his diary; "Crossed the large wooden bridge (Tokiwa-bashi), advanced the square, and arrived at an inn not far away" (January 15, 1826)".

The front of the bridge is the commercial district of department store, arcade streets, and restaurants. Tanka Food Market in the center of Kitakyushu City is especially crowded as a typical citizen's kitchen (see Photo (2) -1).

Kokura Castle, on the other hand, is located on the west side of the Murasaki River and is surrounded by the city hall, cultural facilities and large commercial facilities. The port is on the the sea side of landfill, surrounded by condominiums and factories. Photo (2)-2 on page 2 is a view of the castle seen from the roof deck of the city hall.

Kokura Castle was built by Hosokawa Clan in the early 17th century. However, it has been rebuilt every time the fire repeated. The current castle tower was restored in 1959 at the request of citizens. This is called "Tang-making structure", which has the feature that there is no eave between the 4th and 5th floors, and the 5th floor is



(4) View of Kitakyushu City from Mt. Sarakura



(3) Commemorative Park of Higashida first Blast Furnace.

out of the 4th floor.

Besides, there is Yasaka Shrine founded by Hosokawa Clan in Kokura Castle, and a famous shrine festival is held every summer in the parade of Japanese drum and Mikoshi (portable shrine).

(3) Yahata District and (4) Sarakura Mt.

The block (3) is an industrial area developed in the direction of Dokai-wan Bay against the backdrop of Sarakurayama Mountain. Urban land use consists of the factory area of Nippon steel company, commercial area, and employee housing area, as shown in photo.

The Yahata Steel Works was founded by the government in 1901, and some of the facilities at that time remain. Of these, the pumping station of Onga River, the former head office building, repair shop building, and blacksmith factory are registered as World Cultural Heritage sites.

In addition, Higashida First Blast Furnace was installed in 1901 and finished its role. Therefore, a memorial park was built as shown in the photo and is now on display as a monument of an industrial city.

In addition to the road, you can reach the summit of Mt. Sarakura (622m) by cable car and slope car. From the observatory, you can enjoy wonderful views of Kitakyushu City, Kanmon Straits, and Shimonoseki City day and night (see Photo (4)).

(5) Magarinosato Avenue of Nagasaki-Kaido

If you go further west from the Yahata district, you will find Kurosaki Station on the Kagoshima Main Line, and further south on the street in front of the station for 500 m, you will reach Magarinosato Park, which is lined with pine trees. It is Nagasaki Kaido Road, which has been passed down since the Edo period. The row of pine trees was quite long from Koyanose to Kurosaki, but now only this 600m section remains. Along the path of pine forests with a history of hundreds of years, you can forget the bustle of the city.

(6) Koyanose-juku Town

Koyanose-juku is the next post-inn town south of Kurosaki-juku on Nagasaki-Kaido. Photo (6)-3 is a stone guide-sign at the junction of Nagasaki-kaido and Karatsu-kaido in Koyanose. The town was very prosperous with the intersection of the two Kaido and the Onga River.



(3) Old Office of Yahata Ironworks Factory (World Heritage).

If you take a walk through the town streets, you can enjoy the historic buildings and cityscape that retains the atmosphere of prosperity of past (see Photo (6)). The streets of the town are curved to protect the town, and there are narrow roads with dead ends everywhere.

The Koyanose Memorial Museum introduces the history of the town and displays historical materials. If you obtain basic information, you can effectively walk around the city.

As mentioned earlier, Koyanose-juku in the Edo period was a major transportation hub in the northern Kyushu. For this reason, there were three Shoyas in charge of operating the town. The first person is "Mura-Shouya", who oversees the village. The second person is "Yado Shouya". There were many inns, and he was the chairman of the inn association. The third person is "Funa Shouya". He owned the river boats on the Onga River and was entrusted with the right to manage and transport Nengumai (rice as land tax).

Photo (6) -2 shows the Matsuo family's house, who was a Mura-Shouya. It was built as a store in the latter half of the Edo period, and is built so that the entire pillar is filled with plaster on the outer wall and the eaves. The Funa-Shouya house was also built around the same time, with the earthen floor extending to the back, and the ceiling of Zashiki (reception room) is made with the image of the bottom of ship.

If you visit them and look at various ideas, you may feel that they



(6)-1 Street View of Koyanose-juku (post-inn town)

date back 200 years.



(4) Magarinosato-matsunamiki (line-up of Pine Trees)

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(6)-3 Guide-signpost at Turning Point of Nagasaki-kaido and Karatsu-kaido



(6)-2 House of the Village Headman (Matsuo Family), and the Inside.



"Yamakasa" with decoration of clothes in day and with lanterns in night, in Tobata Gion Yamakasa Festival.

Tobata Gion Yamagasa Festival

Although Tobata Ward is not in the scope of this scenic road, but is adjacent to it. Therefore, it can be easily added to the tour (Photo (4)). In this area, the Festival of Tobata Gion Yamagasa is held in every July and it is registered as UNESCO Intangible Cultural Heritage together with Hakata Gion Yamakasa and so on.

This festival is held by shrines in four districts of Tobata Ward. Adults take part in the Oyamakasa parade, and junior high school students, in Kowaka-Yamakasa Parade.

Yamakasa is decorated with membrane and fabric in the day, but it changes to Yamakasa decorated by lanterns at night, as in photo. There is no other example of Yamakasa that transforms the appearance at day and night. This is the big feature of Tobata Gion Yamakasa.