



### ● 鋸山 (ノコギリヤマ) の名の由来 / Origin of the name of Nokogiriyama

千葉県富津市金谷と鋸南町の境に位置する鋸山は、かつて上総国と安房の国の国境でした。標高約 329m とそれ ほど高い山ではないものの、山腹に険しい岩肌が露出しているため、際立った存在感があります。山頂部分が鋸 の歯の様にギザギザであることが、「鋸山」の名の由来と考えられます。

Nokogiriyama is located on the border between Kanaya, Futtu City and the town of Kyonan in Chiba Prefecture. It used to be the border between the two ancient provinces of Kazusa no kuni and Awa no kuni prior to the Meiji Restoration. Despite being a fairly low mountain with an altitude of 329m, Nokogiriyama has a distinct presence due to its bare and steep rock surfaces, having a jagged profile of a saw or nokogiri, is said to be the origin of the name "Nokogiriyama."



### ● 鋸山と房州石 / Nokogiriyama and Boshu Rock

鋸山は、火山噴出物が海底で長い年月をかけて固まった凝灰岩でできています。加工しやすくまた耐火性があり竃 や七輪などにも使われ庶民に親しまれました。「房州石」と呼ばれたこの石は建築資材に適し、江戸時代中頃から 明治から大正にかけての最盛期には年間約56万本が切り出されました。今でも麓の町金谷では、石塀、門柱、蔵、 建物の土台、灯篭などに房州石が使用されています。また、横浜の開港、台場の整備、皇居の造営など、東京湾岸 の土木建築工事に使用され、日本の近代化を土台から支えました。

Nokoqiriyama is composed of volcanic ejects which compacted over a long period of time on the sea-bed. This traceable and fire-resistant tuff was popular for making furnaces and charcoal braziers. It was called Boshu ishi or Boshu rock and was highly sought after as building materials. From mid-Edo period to its peak in Meiji and Taisho period, 560,000 pieces of Boshu rock were extracted annually. You can see it still being used today in stonewalls, gate posts, storehouses, building foundations, garden lanterns, etc. at the foot of the mountain in the town of Kanaya. It played a key role in construction in Tokyo Bay area including Yokohama's port opening, Daiba fortress' structural reinforcements and in the erection of the Imperial Palace. This rock that reinforced the foundation of Japan's modernization is named after Boshu, the southern region of Chiba prefecture.



## 鋸山の遺跡 Nokogiriyama Heritage Sites



# **Depleted Quarry: Stone Stage**

鋸山には、大小規模の「石切り場跡」が数多く点在しています。産業としての採石は江戸時代後期から始まり、 最盛期には 30 軒ほどの石の元締めがあり、金谷は石の町として栄えました。この岩舞台は、昭和 60 年まで採石 を続けた最後の石の元締め、芳家石店(鈴木四郎右衞門家)の石切り場跡です。「安全氷一」の文字の上あたりで、 ツルハシで切った跡からチェーンソーの跡に変わり、機械化された昭和 33 年当時の石切り場がその高さであった ことがわかります。

Nokogiriyama is home to many quarry ruins of various sizes. The quarry industry began in the late Edo period, and at its peak there were roughly thirty operations, making Kanaya a prosperous town of stonemasons. The Stone Stage is the excavation site of the last manufacturer, Yoshikei Shiten owned by the Suzuki Shiroenmon family, which was in operation until 1985. Traces of pickaxes change to traces of chainsaws above the words "Safety First" scrawled on the walls. These markings began at the height of extractions in 1958 when the process was mechanized.







### 石切り場跡:ラピュタの壁 **Depleted Quarry: Wall of Laputa**

金谷から見た鋸山は、西に東京湾と富士山を望み、ギザギザとした断崖が東西に連なり、迫力のある景色を構成 しています。窓のように開いた横穴は、良質な石材を求めて地層に沿い、奥へと切り進みできたものです。驚く ほど垂直な、そして淡々と同じ間隔で石が切り取られた跡は、まるで巨大な彫刻のようです。最大垂直面 96m の 絶壁である石切り場跡は、その壮大な景観から、天空の城ラピュタを連想させ、いつしか「ラピュタの壁」と呼 ばれる様になりました。

The view of Nokogiriyama from Kanaya is dynamic, with Tokyo Bay and Mount Fuji on the west and jagged bluffs stretching from east to west. Tunnels open up like windows as a result of quarrying along stratum in search for superior quality stones. Like sculptures, remarkably straight and evenly spaced remains created by extraction form a breathtaking sight. This quarry contains a cliff with a peak that stretches 96 meters wide, often reminiscent of Hayao Miyazaki's film "Laputa: Castle in the Sky." The cliff is known as "Wall of Laputa."

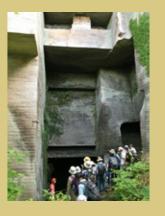




## Depleted Quarry: Kannon (Goddess of Mercy) Cave

「鋸山」の地質は、褶曲構造(しゅうきょくこうぞう)の向斜(こうしゃ)が特徴です。前方の石切り場跡は、良 質な石材を求め、地層に沿って奥に掘り進んでいます。四角い穴の上部には、通常横長に切り出す石が縦長に切り 出された痕跡が残っています。これは、垂直な壁面を切り出し始める際にのみ行われる「垣根掘り」という技法で あり、熟練者の仕事でした。その下からは、下へ掘り下げる一般的な「平切り」の痕が横縞となって残っています。 階段状の掘り残しは、崩落防止とも言われます。壁面には小さな観音様が彫られております。

Nokogiriyama is characterized by layers of rock folded inward in a v shape, known as syncline. The guarry ruins in the front expand deeper along the layers of rock as a result of surveying. Usually rocks were carved out along the rock's length, however there are markings left from Kakinebori, an expensive and timely procedure carried out by experts in which a downward cut is used to gain access to new layers of rock. A horizontal technique called Hirababori was then used for the rest of the excavation. The steps were intentionally left for preventing rock falls. A small carving of Kannon, the goddess of Mercy, is visible in the wall.











「切り通し」は岩壁を切り抜き作った道です。採石する際、良質な石材を求めて切り下ることになり、石切り場周 辺が岩壁で囲まれた状態になります。そのため、石材やズリ(石の屑)の搬出道を作る必要があり、これを「切り通し」 と呼び鋸山の至る所でみることができます。大規模な石切り場は「切り通し」を伴うことが多く、これを地元では「口 抜き」と言いました。「切り通し」を通過すると石材を集積する「平場」があり、そこが石材を滑り下ろす滑り台 である「樋道」の起点になるのが通例です。「切り通し」両側の壁面にも、石を切り出した跡が横縞模様となって残っ ています。

Kiritoshi are pathways carved into rock walls. While quarrying, the site quickly becomes a pit as the extraction deepens in search of quality rock. To transport the rocks out of the pit, these pathways are carved directly into the face of the quarry. Large quarries are often accompanied by Kiritoshi markings, and the locals call them Kuchinuki, which means Bottle Opener. Past the Kiritoshi, there are flat areas where rocks are piled, and this is usually where a ramp known as a Toi Michi, begins. On both sides of Kiritoshi, traces of extraction can be seen as horizontal markings on the interior walls.









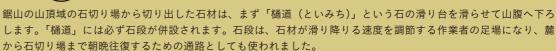


「車力道」は、鋸山から切り出された「房州石」を麓まで運び降ろした道です。石を運ぶ人達は「車力(しゃりき)」 と呼ばれ、主に女性でした。一本 80kg の房州石三本を「ねこ車」と呼ばれる荷車に載せ、石を敷いた急な坂道を、 ねこ車の後ろを引きずりブレーキをかけながら下りました。車力道は、石を滑らせ降ろした「樋道」と共に、貴重な

Shariki Michi is a road that was used to carry Boshu Rock from Nokogiriyama to the base of the mountain. People who carried the rocks were called Shariki, and most of them were women. Each Boshu Rock piece would weigh 80 kg, and Shariki would carry three pieces at a time on a wheelbarrow through steep slopes laid with stone. Shariki Michi and Toi Michi where stones were slid down are precious industrial heritage sites.







Stones extracted from the top of Nokogiriyama were slid down to the mountainside using slopes called Toi Michi. Toi Michi was always built along with stone stairs, and they functioned as a foothold for the workers who controlled the speed of stones sliding down. They were also used as commuting corridor for workers from the base to get to the quarry in the mornings and the evenings.













「索道跡」は、山頂域の石切り場と麓をワイヤーケーブル(索道)で繋いだ、石材運搬システムの跡です。急勾配の「鋸 山」から房州石を産出することは、現地の遺構、歴史的資料等が示すように、大変な重労働でした。この山麓に残る「索 道跡」は、「索道」の終点で、段差にトラックの荷台を付けて石材を積み込みました。

Sakudo is a stone transportation system using an industrial cable car. It connected the guarry to the base of the mountain. To produce Boshu Rock from Nokogiriyama with a steep slope took extremely intense labor and sophisticated transportation mechanisms including cable cars. This site is at the base of mountain where the Sakudo ends and stones were carried onto trucks.





