日本遺産

Steel Works/Railway

Defining Japan Heritage

Japan Heritage is a story of Japanese culture and traditions told through the historic appeal and characteristics of a region which is recognized by the Agency for Cultural Affairs. The goal is for each region to take initiative, utilize and maintain the various tangible and intangible cultural assets which are imperative to the Japanese story, and strategically transmit information both domestically and internationally to promote the revitalization of each region.

[Look to Hokkaido for Japanese National Policies! The Industrial Revolution of the North "Tatetsukou" (coal, steel, and port)] was recognized as Japan Heritage in 2019.

Japan Heritage Portal Website
https://japan-heritage.bunka.go.jp/ja/

Tantetsukou Story (The story behind coal mining, iron and railways, and ports)

Modernization of Hokkaido began in the city of Otaru in 1872 (Meiji 5), when construction of the stone wharf commenced. Following the construction of the port, Otaru became the gateway to Hokkaido, and the opportunity to advance industrially came in 1879 (Meiji 12), with the opening of the government-operated Horonai Coal Mine (present day Horonai, Mikasa), the first modern coal mine in Hokkaido. The Horonai Railway, intended to transport coal, was the first railway in Hokkaido, the first link open between Temiya (Otaru) and Sapporo completed in 1880 (Meiji 13). By 1882 (Meiji 15), the railway was completed all the way to Horonai. Not only did the Honorai Railway transport coal to the port of Otaru, but it also played a major role in

transporting agricultural products and settlers to inland Hokkaido. Smooth transportation of human and material resources led to the development of Sapporo, the capital of

In 1889 (Meiji 22), the railway and coal mines were sold to the Hokkaido Colliery and Railway (Hokutan), established by Hori Motoi of the former Satsuma Clan, and by the same company the Sorachi Coal Mine (Utashinai) and Yubari Coal Mine (Yubari) were established. Furthermore, the railway was then extended to Muroran in 1892 (Meiji 25), making Iwamizawa the center of Hokkaido, the hub for railway transportation in all directions of the island, and

Muroran the main port for exporting coal. In 1906 (Meiji 39), the railway was nationalized. With the money made from the sale, Hokutan merged with two British companies and established the Nippon Steel Corporation in Muroran. In 1909 (Meiji 42), steelwork operations began (Wanishi Steel Company: present day Japan Steelwork Muroran Steel Company), and Muroran quickly gained its unwavering position as the "city of steel."

On the other hand, the railway monopoly held by Hokutan quickly crumbled with the nationalization of the railway, forcing the losing companies to move to the Sorachi area, using this as a foothold to extend their forces into Sakhalin which Japan gained during the Russo-Japanese War. This

> of the Otaru Canal in 1914 (Taisho 3). The railway which now connected Sorachi, Otaru, and Muroran, the three major cities of Hokkaido, became the axis for railway networks throughout the island, while coal mining, shipping ports, and steelwork, the foundation of these three cities paved the way for industrialization in Hokkaido.

> > adds their very own unique variations to

tood alive gathered together and formed

After Fuji-no-le closed in 2009, local shop

(puckwheat hoodies) made with pork.

back-breaking labor. The most popular

There once was a soba shop called

well-accepted by the coal miners

extremely nutritious and heats the

Manchuria after the war. The dish is

those who were returning from forma

dish that was introduced to Japan by

based on a Manchurian home-style

light-tasting, savory thick soup. It was

vegetables and seatood added to a

characteristic of generous amounts of

A soup dish only known to Ashibetsu

increase food production and military

Sino-Japanese War, supposedly due t

pork was used following the Second

"yakitori, " or "grilled chicken skewer

the early days of the Showa period,

endor in the Wanishi District during

The dish was first introduced at a

and served with sauce and mustard

bork and onions are cooked over coa

sew navig amen aht alidw bne

pig tarming being encouraged to

core well, which is why it was

item on the menu was curry soba

cogi miners wno engaged in

Aubari Curry Soba "Fuji-no-le" in Yubari which was loved by

adopting the original taste, each shop

the "Yubari Curry Soba Council." While

owners who wished to keep this soul

facilitated further development of Otaru Port, and led to the closing

Tantetsukou Portal Website https://3city.net/

Gan Forces" acquired seafood to supply the coal mining regions. ral railway hub, many markets remain today, one of which is the "Otaru Wholesale Market," where the "Gan of its prosperous environment and success as a commercial harbor city. In the city of Otaru. which was a also a kuriyama is also deeply rooted in the history of coal mining. There are many confectionaries in Utaru as a result production of famous sweets such as "Kuri Manju," "Kibidango." Furthermore, the "Kodayashi Sake Brewery" in Confectionaries became a big business in Sunagawa and Kuriyama where various laborers mingled, leading to the



nko Cuisine

skewer in the soba for a Bibai-style treat is to stick a leftover chicken Another way to enjoy this delicious and heart--can all be enjoyed at once! lightly salted thigh, egg, liver, gizzard, dish is that various parts of chickenmining period. The best part of this miners during the peak of the coal source of nourishment for local coal Bibai Yakitori was soul food and the

the slang name for the dish as horse "nanko," meaning "horse," most likel beannonord " 百南 " si eman deib

Meiji period. The etymology of the who came to Hokkaido during the dnickiy spread among the coal min of nourishing the coal miners, and during the Edo period for the purp mining region of Akita prefecture that the dish originated in the coal Utashinai, Mikasa, and Yubari. It is said in the coal mining regions of offal in miso was frequently consumed This hot pot made by boiling horse



Otaru sweet is highly popular to this cream. The familiar taste of this famou paste, chocolate cream, and regular nead fellings such as sweet bean the bread-like dumpling is filled with coal miners and laborers. The inside of areas, becoming a favorite snack for spread to Sapporo, Yubari, and other delicious sweet originated in Otaru and sweet dumpling. In Hokkaido, this in French), and manju, a Japanese A delicious fusion between bread (pain

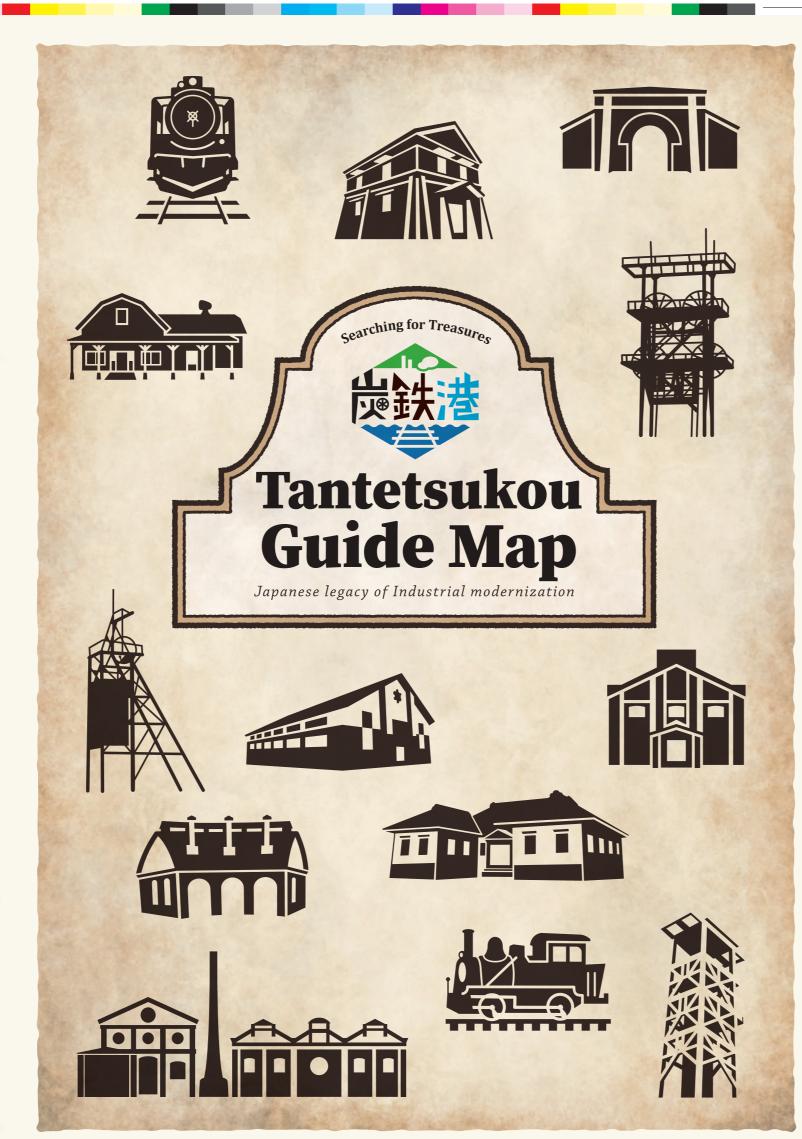




Muroran Yakitori

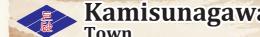
events and help us pass on the story of "Tantetsukou!" 'living history!" So come taste the foods, walk the streets, participate in various Being able to actually taste such foods and enjoy such cultures make these a Many unique foods and cultures are associated with the Tantetsukou area.

Lantetsukou Meshi (food)









In 1887 (Meiji 20), the Kami Sunagawa coal field was discovered. Later in 1899 (Meiji 32), eight pioneers including Yamauchi Jinnosuke from Uzura Village in Fukui prefecture settled and broke ground here. In 1914 (Taisho 3), the Mitsui Kozan Company was founded, marking the beginning

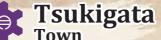
Sunagawa, contributing to an increase in coal production. The town experienced rapid developer constructing power plants, schools, waterworks and hospitals, and the population in Kami Sunagawa increased to divide the town, and in 1949 (Showa 24) a portion of Sunagawa and Utashinai were divided to create the town of "Kami Sunagawa of coal continued to increase thereafter, the population increasing to 32,103 by 1952 (Showa 27 revolution the coal mine was closed in 1987 (Showa 62), putting an end to 73 years of coal minir Tower in Kami Sunagawa later became the Zero Gravity Research Center which later closed, but still remains today as a When the Kami Sunagawa railway line was closed in 1994 (Heisei 6), Kami Sunagawa Station, which was the stage for a t present location, becoming one of the many landmarks of Kami Sunagawa. The Coal Museum displays numerous exhibits culture of coal mining; it is considered a means to promote exchange and increase population, and to pass on the un

of what would become a historical coal mine town. By 1918 (Taisho 7), the Mitsui Exclusive Railway had opened between Sunagawa and Kami

The history of Kuriyama dates back to 1888 (Meiji 21) when Izumi Rintaro of the Miyagi Prefecture Kakuta Clan settled the area and established the "Yubari Kaikon Kigyo Kumiai (reclamation enterprise cooperative)." In 1890 (Meiji 23), "Kakuta Village" was founded and the Kakuta Village Head Office was established in 1900 (Meiji 33). The same year, Kobayashi Sake Brewery which was based in Sapporo, enamored by the beautiful nature and abundant clean water, moved its sakagura

(brewery) to Kuriyama, near Yubari where coal mining was beginning to thrive. In addition to the land reclamation business, the Futamata coal mine was opened, propelling development of the area, and in 1926 (Taisho 15), the Hokkaido Coal Railway opened the Yubari Railway (Kuriyama - New Yubari main line) for the purpose of transporting coal from Yubari. In 1928 (Showa n Main Line was also completed. In 1930 (Showa 5), the Yubari Railway was extended and opened between Nopporo and Kuriyama, tersection for two railway lines. As the era moved into Showa, and with the development of Hokutan Kakuta coal mine, the 0,000, leading to the opening of the Kakuta Coal Mine Exclusive Railway. IN 1949 (Showa 24), town organization was imed "Kuriyama." The head office was then moved from Kakuta to Kuriyama in 1963 (Showa 38).

as closed due decline of the coal industry. Railway transportation of coal dwindled, and in 1975 (Showa 50) av was discontinued. In Kuriyama, agriculture, a key industry of the area, historical landmarks related to industry and business, not to e kura (brewery) of <u>Kobayashi Sake</u> Brewery, are all utilized and play an important role in tourism and public interaction.



Tsukigata In 1880 (Meiji 13) Tsukigata Kiyoshi, from the Fukuoka clan and who was Secretary of Internal Affairs, came to Hokkaido with a selection committee to choose a site for the prison. On September 3, 1881 (Meiji 14), the Kabato Shujikan (prison), the third prison in the country was established for the purpose of detaining those convicted of political crimes and utilize them for developing Hokkaido. With the building of the prison came the wardens and their families, increasing locations to

handle transportation and supplies. The wilderness was cultivated into fields by the prisoners, and in 1887 (Meiji 20) Kabato Prison joined Sorachi Prison (Mikasa) to build the Kamikawa highway (later Hwy 12), the Kitami highway that leads to Abashiri, the Kabato highway which connects Kabato and Ichikishiri, as well as the Teshio highway that connects Tsukigata and Mashike, thus laying the foundation for reclamation. In 1919 (Taisho 8) the Kabato Prison was closed due to a decline in prisoners and criticism surrounding severe accidents and harsh conditions the prisoners faced. Later in 1935 (Showa 10), the Satsunuma train line which connected Sapporo and Numata was constructed, and Tsukigata transitioned from a pri farm communities popped up, markets also increased in number, and agriculture expanded from watermelons and tomatoes, all of which has shaped agriculture in Tsukigata today. In 1983(Showa 9 Tsukigata Prison was opened, and once again Tsukigata became the "City of Correction."

The history of coal mining in Numata began in 1873 (Meiji 6) when Lyman came to investigate the area and developed the foundation for coal mining. Thereafter in 1894 (Meiji 27), Numata Kisaburo from Numata, Toyama Prefecture moved 18 houses from Toyama to Hokkaido. In 1914 (Taisho 3) he established head quarters in a section of Hokuryu Village that was separated and renamed Kami Hokuryu Village, then later the name was changed to Numata Village. In 1910(Meiji 43), the Rumoi train line was constructed for the purpose of transporting coal, timber, and seafood, and in 1930 (Showa 5), the Meiji Mining Company opened the Showa Coal Mine, and the Asano Uryu Coal Mining Company opened the Asano Coal Mine. The Tankosen (coal mine railway) was laid between Ebishima Station within the same town, and in 1961 (Showa 36), the Kyushu Mining Company opened the Tachibetsu coal mine.

pal as means for energy transitioned toward the use of fuel, the Asano coal mine was closed in 1968 (Showa 43), and the chibetsu coal mine both closed. With such coal mines closing, the need for the Rumoi train line became peak, there were approximately 5 thousand people living in the Asano district in the Showa 30's, but with wn area was submerged under water. Following the closure of the mines, Numata town switched to agriculture, with its focus on grains. The "Kraus 15 Steam Engine" which was used on the Rumoi train line and in the Showa coal mine was preserved as n, and is kept inside a garage near Horoshin Hot Springs. The Numata Coal Mining Museum next door hated Cultural Asset of Neumatantown, and is repensed to the world.

Otaru City

The establishment of the "Kaisekisho" or "maritime customs office" accelerated the growth of Otaru Port. Merchant ships that were up to this point only allowed in the southern port were now allowed to pass, and numerous Kitamae

merchant ships began to arrive in the Otaru Port from all over Japan. Designation of the port as an export port brought about major developmental changes to Otaru. In 1882 (Meiji 15) the government-owned Horonai Railway was officially opened, and became a major artery for transporting coal as well as supplies to inland Hokkaido. Otaru Port became the gateway to Hokkaido surpassing Hakodate Port, as more people moved up from Honshu to settle Hokkaido, and agricultural shi increased. One of the structural cultural properties of this time is the Former Temiya Railway facility, the only Nationally Design Property of the Tantetsukou. Further, once the "Otaru Port North Breakwater," the first Western-style breakwater was highly praised as the next "Merchant port following Kobe and Yokohama," making it the hub which supported ed Hokkaido, including the Sorachi coal region. The markets where merchants did business and acquired supplies to support the post-war Sorachi, opened business near Otaru Station, thus the "Otaru Chuo Ichiba" was founded and continues today; it is the operation that is considered, language Due to many cries to access to the continues today. nal numerous modern best operation that is considered Japan Heritage. Due to many cries to preserve landmarks including t been preserved and are being utilized as a new part of Otaru City. Many of these remarkable cultural landmarks, such as the footnath created on ruins of the Horonai Railway, can be seen in their original glory.

In 1873 (Meiji 6), a year after Muroran Port opened in 1872 (Meiji 5), the Sapporo Hondo (carriage road) was completed between Hakodate and Mori (coastal road) - Muroran and Sapporo. Following this, in 1892 (Meiji 25), the railway was opened, in 1894 (Meiji 27) Muroran Port was designated as a special import - export port, flourishing as a good natural harbor, and key location for shipping coal from the Sorachi area at the end of the 19th Century. Later Muroran made its name as the "steel city" of the early 20th Century when in 1907 (Meiji 40), the Japan Steel Works, and later in 1909 (Meiji 42), the Hokkaido Coal Mine Steamer Wanishi Steel Works were established. In its prime, Muroran port was the largest coal shipping port, shipping approximately 60 percent of coal produced in Hokkaido to Honshu. Though like many of the other coal-related businesses, the transition from coal to fuel as an energy source caused business to e, leading to an end of its use as coal shipping port in 1976 (Showa 51). However, Muroran Port continued its operations as an industrial port and t of Hokkaido's industrial region. Muroran, which is considered a "port" and "steel" city, has brough its railways and coal transport. Inside the bay, large industrial factories of the steel works ust a little, the vast and rich natural environment of Muroan can be seen.

iminated)," and the use of the area for television series and movie filming has drawn attention to ner Muroran Station built in 1912 (meiji 45) is the oldest timber-structure building and was 1). Today the history and unique characteristics of Muroran are being utilized to revitalize the

Abira Town

Hokkaido.

Development of the town of Abira began in 1892 (Meiji 25), when the Hokkaido Coal Mining Railway opened between Iwamizawa Station and Muroran Station, and the "Oiwake Locomotive Garage" was installed inside the Oiwake Station premises; for many years its growth continued as a strategic location for the railway network. Since Abira was the intersecting point for the Muroran Main Line and the Yubari Line (present Sekisho Line), it served as a hub for transporting coal produced in Sorachi and Yubari to Muroran, at its peak over 60 locomotives were housed inside the garage, making it the 5th largest locomotive section in

In 1975 (Showa 50) the last SL(steam locomotive) in Japan made its final scheduled passenger run between Muroran and Iwamiz the cargo locomotive made its final "goodbye cargo train" run between Oiwake and Yubari. The coal mine trains arrived and Station, and all steam locomotives retired and disappeared from the national railway system. Conductors were inco (Heisei 4), later re-incorporated to the Iwamizawa Railway yard in 2005 (Heisei 17), ending the role for Oiwake as the ca 2019(Heisei 31), the "Roadside Station Abira D51 Station" and annex Railway Museum open #320 locomotives, and many other artifacts related to the railway industry. The Class D51 #320 l SL Preservation Committee, and is one of the few beautiful engines which remain today in the country. The railway history of this region passed onto future generations thanks to the hard work and dedication of the locals.



茂鉄港 Towns filled with Tantetsukou Heritage

"Tantetsukou (coal, steel, railways, and ports), unites three regions(Sorachi, Muroan, and Otaru), whic Hokkaido, on a theme of coal mining, steelworks, ports, bays, and railways, for the purpose of creati

Within a short span of 150 years, from 1869 (Meiji 2) when the Hokkaido Development remarkable growth spurt, its population of 50,000 increasing 100%. As you look closely at its Sorachi, Muroran, Otaru, and the railway which connected these major cities becomes evident.

History of the "coal mine town, Yubari," began with the arrival of American mining engineer Benjamin Smith Lyman and his research team in 1874 (Meiji 7), when they inspected the coal fields on the upstream stretch of the Yubari River. Later in 1888 (Meiji 21), Hokkaido government technician Ban Ichitaro discovered a massive coal outcrop upstream Shihorokabetsu River. With the opening of Yubari coal mine by Hokkaido Colliery and Railway (Hokutan) in 1890 (Meiji

23), the town began to flourish as a coal mining town, accelerating the development of affiliate industries such as Hokutan and Mitsubishi. vn had become a major city, the population exceeding 116,908. However during the Showa 40's, demand for coal as energy d to a demand for oil, thus leading to the closure of coal mines, one after the other. With the closing of Mitsubishi South Yubari large coal mine pal mining town, and the beginning of its new role in tourism.

ry)" theme park was built on the coal mine ruins, and the Coal Museum opened in 1980 (Showa 55), utilizing the oal mine heritage left behind. In 2007 (Heisei 19), the town of Yubari became an organization for fiscal reconstruction. However, after completion of & (Heisei 30), the facility reopened as a core venue for learning about the town, people, and coal industry, ensuring that the coal mine heritage remains a regional resource to nurture an affinity for the area as well as an opportunity to increase nonresident population.

With the opening of the government-owned Horonai Railway between Horonai and Temiya on November 13, 1882 (Meiji 15), came the development of Iwamizawa between 1884 (Meiji 17), and 1885 (Meiji 18). The railway was completed between Iwamizawa and Utashinai in 1891 (Meiji 24), and between Iwamizawa and Wanishi

(Muroran) in the following year, making it a strategic hub for land transportation. In 1905 (Meiji 38) the then Kurisawa Village (present day Iwamizawa City, Kurisawacho) the Manji coal mine was opened, necessitating the opening of all Manji railways lines in 1914 (Taisho 3) to transport coal. Along the railway the Miruto coal mine was opened in 1918 (Taisho 7), and with production of coal in full swing at the Asahi coal mine, the Asahi Station was completed in 1919 (Taisho 8), forcing both the coal and railways in the area to develop rapidly.

Even the switchyard that was completed in 1926 (Taisho 15) and averaged 1,617 cars a day, was capable of handling up to 1,800 cars a day with renovative construction that took place in 1953 (Showa 28) - 1957 (Showa 32), and with the extension of the railway between Shib which took place between 1959 (Showa 34) and 1962 (Showa 37), the switchyard underwent renovations for the second time, in handling 2,000 cars a day, marking the growth and increase in transport of coal and supplies. However, as the coal mining is railway also declined.

The Iwamizawa train station, a symbol of a railway town, was constructed with embossed bri its architectural design fit for a railway town. While the coal mining industry has declined, the expectation is that the city function will be utilized to its full potential as a central city in Sorachi, creating new

Enomoto Takeaki of the Hokkaido Development Commissioner, who was put in charge of the coal mines, submitted the "Coal Mining Investigation Report" in 1873 (Meiji 6), which facilitated development of the Horonai coal mine. The next year in 1874 (Meiji 7), American coal mining engineer and geologist Lyman inspected the Bibai coal field and introduced the "Geological Sketch Map of the Island of Yesso, Japan (1876), " which led to the search for the

Bibai coal field mining lot. IN 1889 (Meiji 22), tokuta Kosaburo inspected the upstream stretches of the Bibai River for coal seams. Small-scale coal mining began late in the Meiji era in eastern and southern Bibai districts, and by Taisho and Showa, large corporations such as Mitsubishi and Mitsui had begun large-scale projects to dig for coal. The development of the coal industry brought more settlers to the area, resulting town organization in 1925 (Taisho 14), and the area became Numakai town (renamed Bibai the following year). Bibai became the 15th city in Hokkaido. Transportation of large amounts of coal a priority, leading to the construction of the Mitsubishi-Bibai Railway, Mitsubishi-Chashinai Railway, and Mitsui built the national Minami Bibai line. e of the Bibai Railway. The following year in 1973, the Hokubishi Garo coal mine closed, which meant that) long after its closure, the Mitsubishi Bibai Coal Mine pit tower (upper and lower air vent) d in the Coal Mi ne Memorial Forest Park. Furthermore, the Arté Piazza Bibai(later the name was changed to Anté Piazza in 2016 (Heisei 28), an art and cultural exchange center displaying artwork of Bibai sculptor Yasuda Kan, was side of Bibai district in 1992 (Heisei 4), serving as an important resource for tourism

Reclamation of Ashibetsu began in 1893 (Meiji 26), the dig for the coal mine shaft in 1897 (Meiji 30), and in 1913 (Taisho 2), the railway was opened between Takikawa and Furano. For this reason, the Mitsubishi coal industry officially opened its coal mine and little by little expanded the business. In 1938(Showa 13) the Takane Caol Business

opened a shaft, and the following year the Mitsui Coal Industry opened its first coal shaft. This led to the opening of the Mitsui Coal Ashibetsu Exclusive Railway in 1940 (Showa 15) for the purpose of transporting coal. By 1944 (Showa 19), the Meiji Mining Industry had acquired the East Ashibetsu Coal Mine and reopened the mine. In 1947 (Showa 22) the Yutani coal mine, and five other major corporations known as the "Ashibetsu Five Mines" opened up numerous shafts, the population reaching a whopping 75,000 in 1959 (Showa 34), shaping the "Coal-mining town of Ashibetsu." However, during th 1960's the switch from coal to fuel as energy caused closure of many coal mines, and by 1992(Heisei 4), the Mitsui Ashibetsu coal mine closed end of underground coal mining in Ashibetsu.

Difficult conditions for key industries forced the city to find means of revitalizatio development of tourist attractions. In recent years the former Seisa Elementary Scho Railway Coal Mine Bridge an observation deck, and even a parking area for tourists h of coal mining, the beautiful natural landscapes, and specialty products are appealing,

Coal mining history in Akabira began in 1857 (Ansei 4), when Matsuura Takeshiro who named Hokkaido, discovered coal on the shores of the Sorachi River. Unfortunately as there was no way to transport the coal at that time, development was stagnant. Later in 1913 (Taisho 2) when the railway was completed between Takikawa and shimo Furano, many coal mines began to open. In 1918 (Taisho 7), Moshiri coal mine, the first large coal mine in Akabira was



Iwamizawa

structed, later followed by the construction of Toyosato coal mine in 1937 (Showa 12), and Akama coal mine and Sumitomo Akabira coal mine, major er of coal mines both small and large reached 77 in Akabira alone.

oulation increased, making Akabira the 18th largest city in 1954 (Showa 29). By 1960 (Showa 35), the population peaked at 59,430, the amount of cargo that passing through Akabira Station in a year surpassing that of Umeda Station in Osaka, the the development of the region. However, during the late Showa 30's, the coal mining industry highest recorded in Japan at the time, and symbolizing the development of the real mining history" in Akabira. Akabira then began its transition from ng skills and knowledge acquired through mining to invite manufacturing companies to the aa Amidst such and aways the 6th lets mating a light lining History Association was held in 2003(Heisei 15), creating an opportunity to preserve the itomo Akabira coal mine facility changed hands from Sumiishi Materials to the City of Akabira construit one transfor and the Makine Continue aller in e Guidance Facility intended to pass on the history of coal mining in Akabira opened in 2018

Following the discovery of coal in Horonai in 1868 (Meiji Gannenn (year one)), the Horonai coal mine, a government-operated coal mine was established. IN 1882 (Meiji 15) the Sorachi Shujikan (present prison) was built in Ichishikiri for the purpose of developing Hokkaido and securing laborers to work the coal mines. The same year the first

railway in Hokkaido was completed between Horonai and Temiya (Otaru) to haul coal dug from the Horonai coal mine. The opening of Ikushunbetsu and Ponbetsu as well as other coal mines accelerated the development of machinery to dig coal, and by the Showa era large quantities of coal were being excavated. In accordance with this rapid development, the population in Mikasa also increased, and by 1959

34) the population reached 62,781. However, influenced due to changes in energy policies, and major accidents in the mines ϵ to close in 1957 (Showa 32), Ponbetsu mine in 1971 (showa 46), and the Horonai coal mi IN 1987 (Showa 62), the Mikasa Railway Memorial Museum was opened to utilize the which housed the remains of the Horonai Station was constructed. These have become

Mikasa, and in 2013 (Heisei 25), the park was listed as the Mikasa Geopark. Revitalization Tantestukou history, and utilize the coal mining heritage based on the geopark for th