

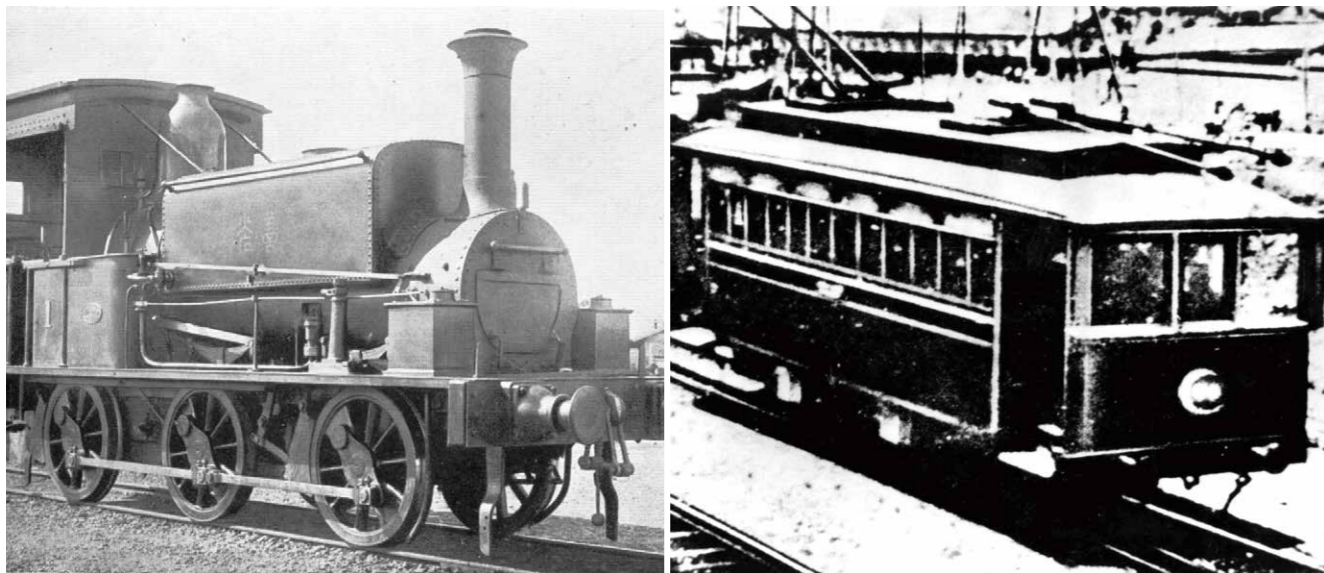
New technologies and systems including those for railways, electricity and gas were introduced to Japan in the early Meiji era, dramatically changing the urban space and people's lives. In 1872, the first railway between Shimbashi and Yokohama opened, and with the development of railways that followed, long-distance travel time was significantly reduced. In 1904, Kōbu Railways introduced electric power to the section between

Iidamachi and Nakano, and following this, the electric operations of railways advanced rapidly. After the promulgation of the Railway Nationalization Act in 1906, electric trains started operating between Shinagawa and Akabane, and Ikebukuro and Tabata in 1909. The railway network continued to be developed through the Meiji era, building the foundation supporting urbanization from the Taisho era on.



Opening of Japan's first railway line between Shimbashi and Yokohama (1872)

Woodblock print "First Steam Train Leaving Yokohama" depicts the railway at the time it came into service. The distance between the stations was 29 kilometers at that time, and it is said to have taken 53 minutes. Source: Wikimedia Commons.

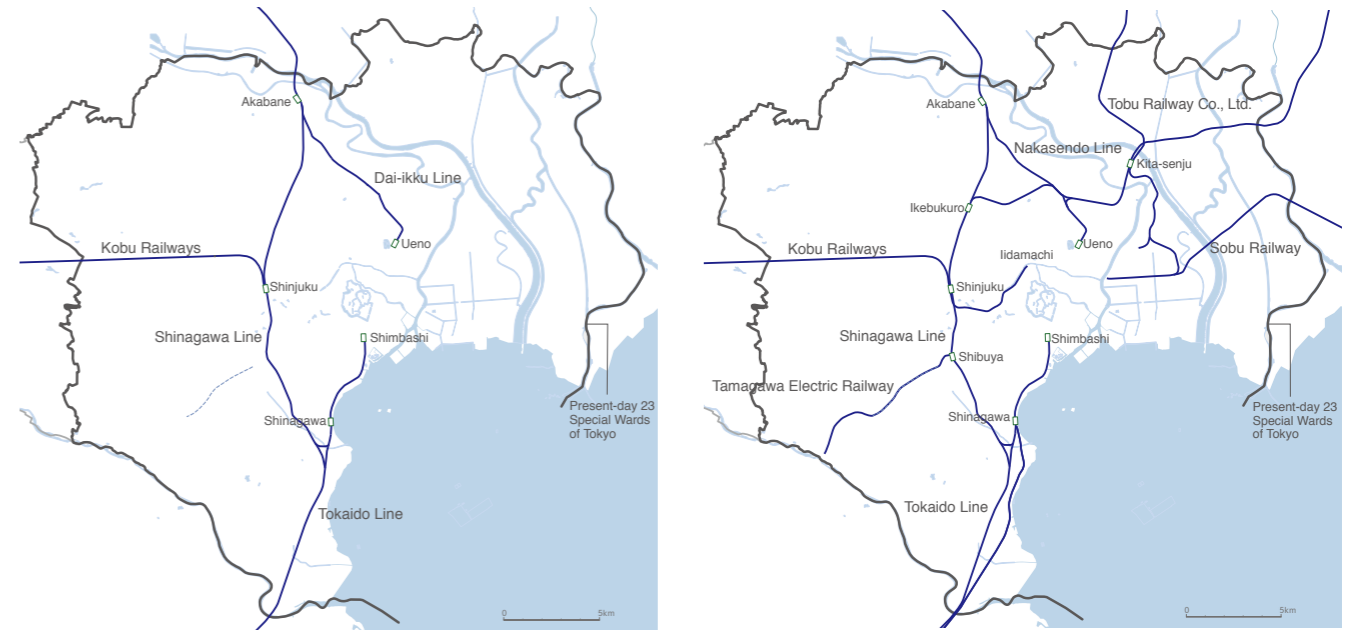


Steam locomotives, followed by electric powered trains

In the early Meiji era, because it was difficult to manufacture train cars, trains imported from England were used. The photo on the left is *Zenko*, a 1290-type steam locomotive of the Railway Bureau.

Electric-powered trains were first used between Iidamachi and Nakano in 1904. The 10-meter-long, four-wheel train car introduced then became the model for Japanese National Railways trains.

(left) Source: *Sharyo no 80 nen: Kokutetsu 80 nen kinen shashin-shu* (Japanese National Railways' 80th Anniversary Photo Collection: 80 Years of Rolling Stock) edited by the Rolling Stock Bureau, Japanese National Railways. (right) Source: Suginami-ku.



Changes in the railway network in the Meiji era (left: 1880s; right: 1900s)

Following the start of services between Shimbashi and Yokohama, the railway network was steadily built up throughout the Meiji era, including the opening of services between Ueno and Kumagaya in 1883, between Shinagawa, Shinjuku and Akabane in 1885 (the Shinagawa Line, which could be called the origin of the current Yamanote Line), and between Shinjuku and Tachikawa in 1889.

*The shoreline in the map is as of the end of the Meiji era (1909).

Source: Prepared from *Tokyo-to Kotsukyoku 60 nen shi* (60-year history of the Bureau of Transportation, Tokyo Metropolitan Government). Bureau of Transportation, Tokyo Metropolitan Government, and *Tokyo-ko no hensen* (Changes in Tokyo Port). Kanto Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism.



History of Shimbashi Station

● The first railway line in Japan opened for service between Shimbashi and Yokohama in 1872. Among the reasons why Shimbashi was selected as the start and end of this line were because, as the former site of a samurai residence, it was easy to secure a large plot of land to build a station, and because of its proximity to Tsukiji, where the international community lived, and the entertainment district of Ginza.

● In 1889, the Tokaido Main Line opened for service to Kobe, and Shimbashi station grew as Tokyo's terminal station for Japan's major railways. But following this, with the opening of Tokyo station in 1914,

the starting point for the Tokaido Main Line became Tokyo; Shimbashi station was renamed Shiodome station; and Karasumori station was newly renamed as Shimbashi station. Shiodome station changed from being the gateway for railways to a cargo terminal, but its role ended with the modal shift in cargo transport from railways to trucks.



Shimbashi station *Tokyo no meisho* (Famous Places of Tokyo)

From the collection of the Tokyo Metropolitan Central Library. Completed in 1872. Wood and stone western architecture designed by American architect Richard P. Bridgens.