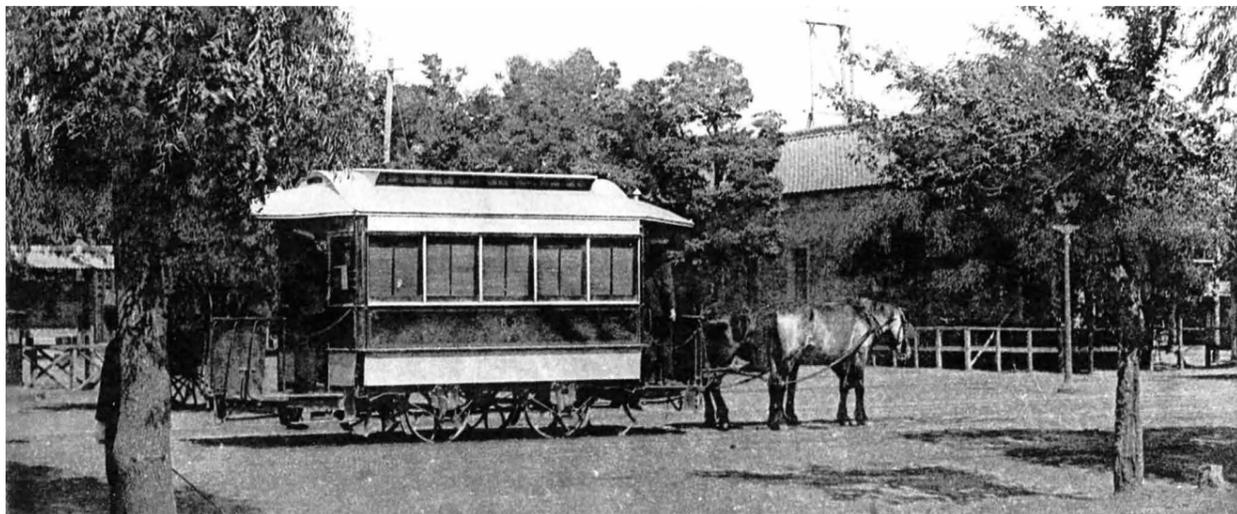


02 From horse-drawn trams to streetcars

In 1871, permission was given for horse-drawn carriages to be used on some roads in Tokyo. At that time, these carriages were used by the wealthy classes, such as senior government officials and the nobility, but later on, horse-drawn passenger carriages were introduced as public transport and used for travel within Tokyo and to neighboring areas. A horse-drawn tram, in which carriages were drawn over rails laid on the routes, started operations in 1882 and enjoyed good business. However, as there were issues such as sanitation, their use declined with the emer-

gence of streetcars. In 1903, Tokyo Basha Tetsudo railway began operations anew as the Tokyo Densha Tetsudo, and following electric operations between Shimbashi and Shinagawa, all routes were powered by electricity in the following year. In 1911, the city of Tokyo purchased the private company that was operating the streetcars, and Tokyo Shiden was born. The transportation network within Tokyo expanded during the Meiji and Taisho eras.



Horse-drawn passenger carriage stop near Megane bridge (Circa 1893) From "Album of Tokio by the Phototype" from the collection of the National Diet Library.

There were modes of transport such as palanquins and ox carriages up into the Edo period, but the use of horse-drawn carriages was prohibited by the government. However, in 1869, horse-drawn passenger carriages began operations between Tokyo and Yokohama, and became a popular mode of transportation.



Routes in the 1890s

Horse-drawn railways and routes

Following the opening of the Shimbashi – Nihombashi route (approx. 2.5km) in June 1882 by Tokyo Basha Tetsudo railway, the Nihombashi – Ueno – Asakusa – Hongokucho – Nihombashi circular route was completed by October. In 1883, Ueno station opened for service, allowing streetcars to serve their role of linking Shimbashi station, the southern gateway of Tokyo, and Ueno station, the northern gateway. In 1899, Tokyo Basha Tetsudo merged with Shinagawa Basha Tetsudo, extending the line to Shinagawa.

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

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 henshen* (Changes in Tokyo Port). Kanto Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism.



From *Tabi no ietsuto, Dai 29, Miyako no maki* (Vol. 29 "The Capital", *Tabi no ietsuto* travelogue) from the collection of the National Diet Library.



Streetcars running down Marunouchi (circa 1911). From "Scenes in the Eastern Capital of Japan" from the collection of the National Diet Library. Pictured here is Hibiya-dori Avenue, which was built through city planning, showing the area outside Babasakimon gate. Streetcars run down Hibiya-dori, and western buildings, such as the Tokyo Chamber of Commerce and Mitsubishi Nigokan (Bldg. No. 2) line the moat.



Circa July 1911



Circa 1916

Changes in the streetcar network in the Meiji era

Following the start of streetcar operations on the Shinagawa line (Shimbashi – Shinagawa Yatsuyama) in 1903 by Tokyo Densha Tetsudo railway, in the same year, Tokyo Shigai Tetsudo started operations between Sukiwabashi and Kandabashi. Then, in 1904, Tokyo Denki Tetsudo started operations between Dobashi (north exit of Shimbashi station) and Ochanomizu, leading to rivalry between the three companies. With business slumping following the Russo-Japanese War, in 1906 the three companies merged and the Tokyo Tetsudo railways was established. Due to reasons such as the increase in fares after this merger, a movement was advanced to place streetcars under city management. In August 1911, the city of Tokyo purchased Tokyo Tetsudo, and established the Electricity Bureau of the Tokyo City Government.

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

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 henshen* (Changes in Tokyo Port). Kanto Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism.