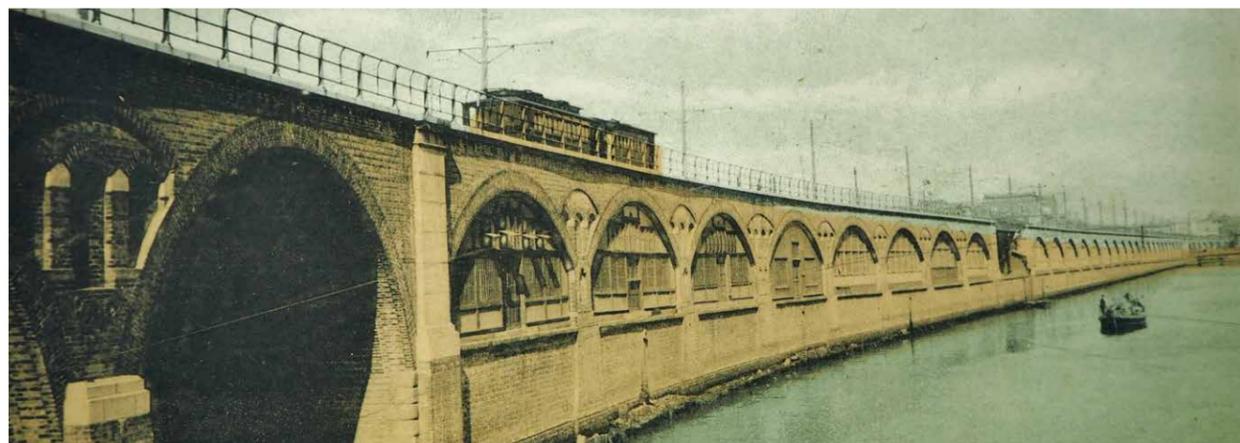


# 10 Opening of Tokyo Station and the development of Marunouchi

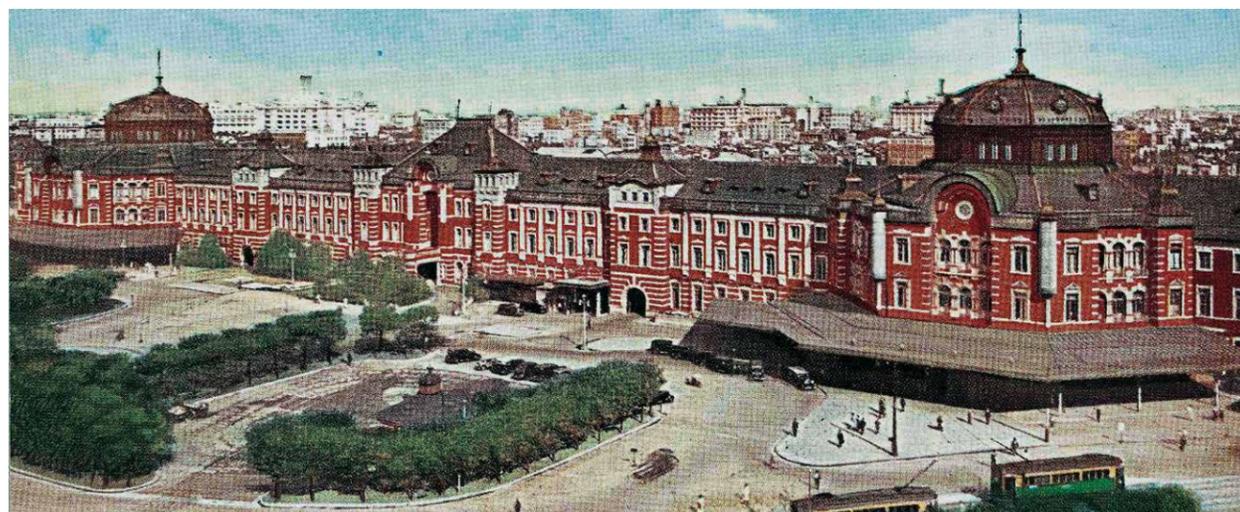
As part of the 1889 Tokyo City Plan (old plan), it was decided to link Shimbashi Station and Ueno Station by a viaduct. In 1890, it was also decided to construct a new terminal central station in the Marunouchi district as the midway point between the two stations. The construction of the elevated railway would be delayed by the Sino-Japanese War and the Russo-Japanese War, but was completed in 1910. And the central station was completed in December 1914, named Tokyo Station and was opened for operation. In the early Meiji era, army facilities were

located in the Marunouchi district, but with the relocation of the army in 1890, the land was sold to the private sector. Mitsubishi acquired the land and began constructing modern-style commercial buildings from brick and stone.

At that time, Nihombashi was the commercial and business center, but with the completion of the Marunouchi Building in 1923 and Gyoko-dori Avenue in 1926, Marunouchi rapidly developed into a major office district.



**Elevated railway between Shimbashi and Ueno stations** From the collection of the Tokyo Metropolitan Central Library. As part of the Tokyo City Plan (old plan), it was decided to model the railway between Shimbashi Station and Ueno Station after Berlin's elevated railway, a brick arch-type viaduct. Construction was first started between Shiba-Shinsenza (currently Hamamatsucho) and Eirakucho (Tokyo Station), and completed in 1910. A viaduct linking Shimbashi, Tokyo, and Ueno stations was opened for service in 1925.



**The Tokyo Station; Railway Center in Japan** From the collection of the Tokyo Metropolitan Central Library. The design of Central Station was based on the proposal by German engineer Franz Baltzer, and redesigned by architect Kingo Tatsuno to become a grand Renaissance style building with a domed roof. Construction began in 1908 and was completed in 1914.



**Expansion of the railway network (1910s)**  
With the opening of Tokyo Station, the starting point of the Tokaido Line was shifted from Shimbashi Station to Tokyo Station. Tokyo's railway network expanded with the opening of private railways such as the Musashino Railway (Ikebukuro-Hanno section) in 1915, Keio Electric Railway (Shinjuku-Fuchu section) and Keisei Electric Railway (Oshiage-Funabashi section) in 1916.  
\*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 henshin* (Changes in Tokyo Port). Kanto Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism.



**Marunouchi, known as Ichcho London** From "Scenes in the Eastern Capital of Japan" from the collection of the National Diet Library. A view of Marunouchi in 1911, lined with Western-style architecture such as Mitsubishi Ichigokan and Tokyo Prefectural Hall (both built in 1894). This area was called Ichcho London.



## Manseibashi Station

● In 1912, Manseibashi Station opened between Kanda and Ochanomizu stations on the Chuo Main Line, and served as the terminal station in the extension of the Kōbu Railway linking Tachikawa and Shinjuku (nationalized in 1906 and converted to the Chuo Main Line). It was a station bustling with people as the terminal for transfer to streetcars. Tokyo Station was opened in 1914. With Manseibashi Station and Tokyo Station connected, Manseibashi Station's role as the terminal station of the Chuo Main Line came to an end. In the same year, Kanda Station opened near Manseibashi Station, which also lowered its role as a terminal for transferring to streetcars. With the number of passengers using it decreasing, its role as a station was ended in 1943. After this, the old structure of Manseibashi Station began to be used as the Transportation Museum in 1948. It closed due to structural deterioration in 2006, and its structure has been used since 2012 as mAACH Ecute Kanda Manseibashi.



**Manseibashi Teishajo (Japan National Railways Manseibashi Station)** From *Nihon Shashincho* (Japan photo album) from the collection of the National Diet Library. The station was designed by architect Kingo Tatsuno, with a red brick Renaissance-style exterior.