

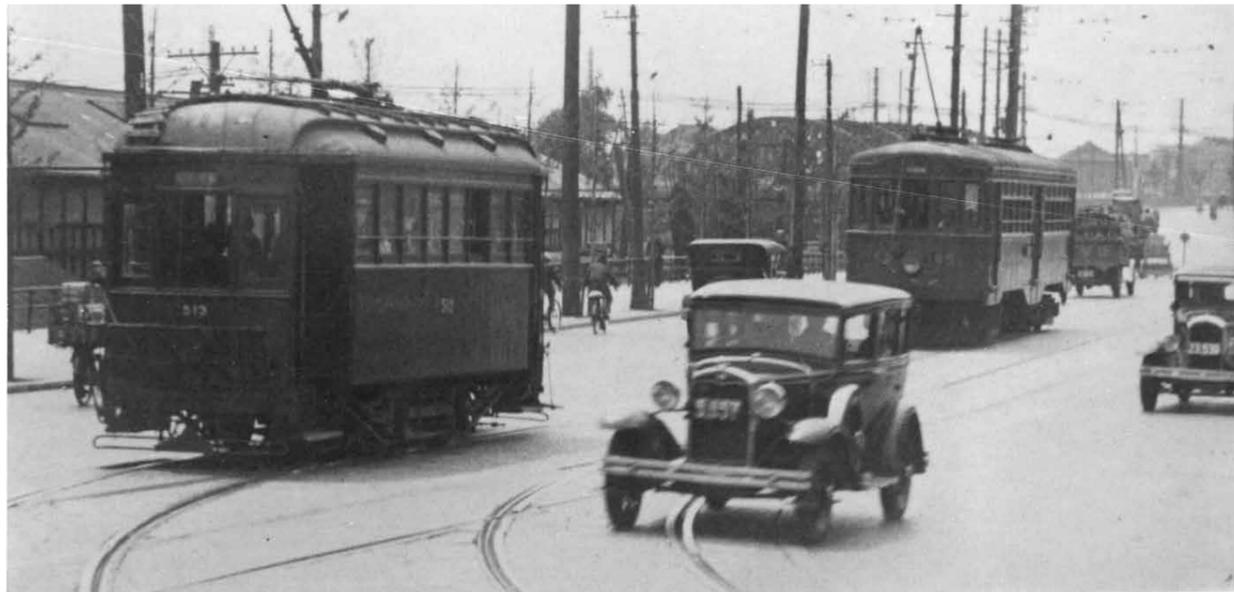
03 Enhancement of transportation in the city

Following the birth of *Tokyo Shiden*, Tokyo's streetcar network steadily grew. During World War I (1914-1919), demand for transportation grew and the number of streetcar users increased as a result of population concentrating in Tokyo, due to a booming economy and rapid industrialization.

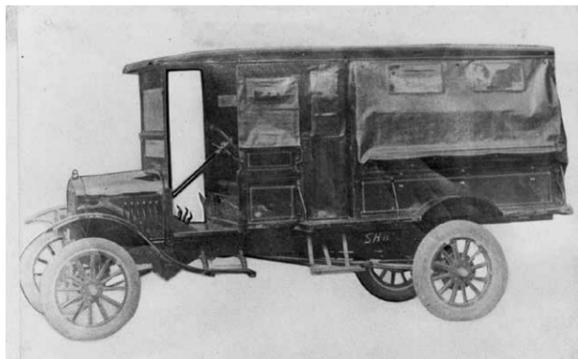
The streetcar network sustained severe damage in the Great Kanto Earthquake of 1923, but was completely restored in only nine months. In 1940, there were 179km of streetcar lines transporting 508 million passengers annually. The number of

annual passengers continued to grow, peaking at a record 708 million in 1943.

Meanwhile, since restoration of the streetcar system damaged in the earthquake was expected to take considerable time, bus services, which would be relatively easy to start, were planned. In January 1924, bus service on two routes (between Naka-Shibuya and Tokyo Station and between Sugamo and Tokyo Station) was launched using 44 vehicles, and the first city buses began running through the streets of Tokyo.



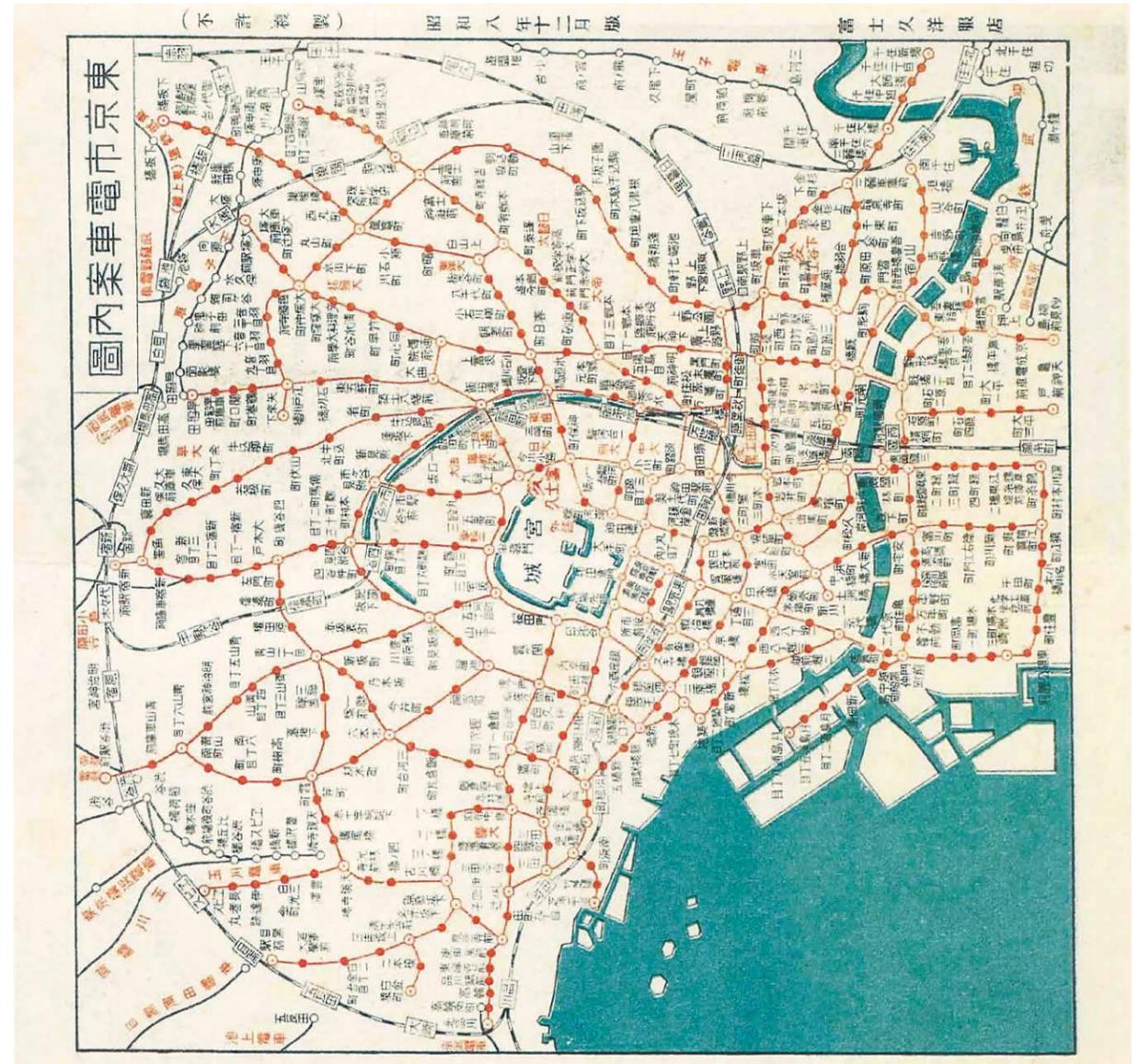
Tokyo Shiden streetcars (circa 1935)
Keihin Electric Railway tram no. 65 (right) followed by Tokyo Shiden streetcar no. 513 (left) in the Shinagawa area.
Source: Bureau of Transportation, Tokyo Metropolitan Government.



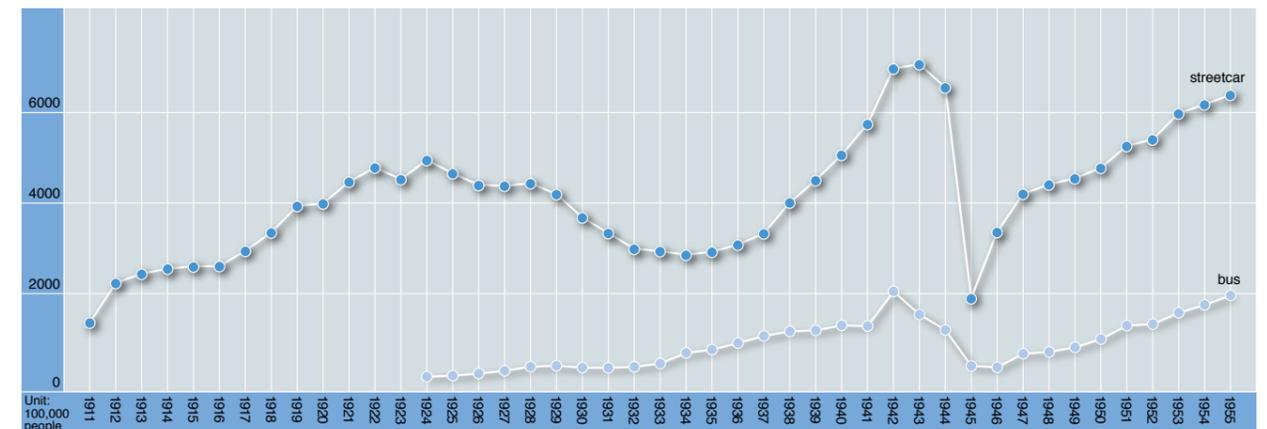
“Entaro” bus services
After the Great Kanto Earthquake, the City of Tokyo converted Ford Model TT trucks into buses, which were affectionately called “Entaro.”
Source: Bureau of Transportation, Tokyo Metropolitan Government.



Streetcar congestion
During the morning and evening rush hours, when trams were full, passengers sometimes had to wait 30 minutes to one hour for the next tram. Streetcars were often crowded and it was not unusual for clusters of passengers to hang from the outside of streetcars.
Source: Bureau of Transportation, Tokyo Metropolitan Government.



Map of the Tokyo Shiden streetcar network (1933) From the collection of the Edo-Tokyo Museum.
In the ward area, the streetcar network stretches out in a grid-like pattern. In 1931, the network was reevaluated to coincide with developments such as the extension of the Sobu Line into central Tokyo and start of service on the Tobu Line and subway service on the Ginza Line. The Tokyo Shiden map pictured above came with a coupon for a discount of three yen at a clothing store.



Number of streetcar and bus passengers
As the number of buses increased, the number of streetcar passengers declined for a time. Later on, the economy picked up and the number of streetcar passengers rose.
Prepared from *Toei Kotsu 100 nen no ayumi* (A 100-year history of Toei Transportation). Bureau of Transportation, Tokyo Metropolitan Government.