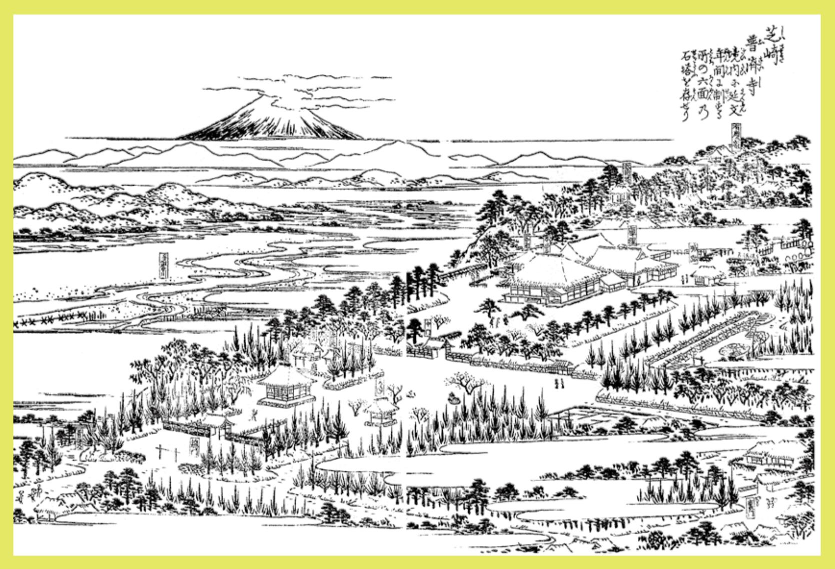
130th anniversary of Tama's transfer to Tokyo
Commemorative logo

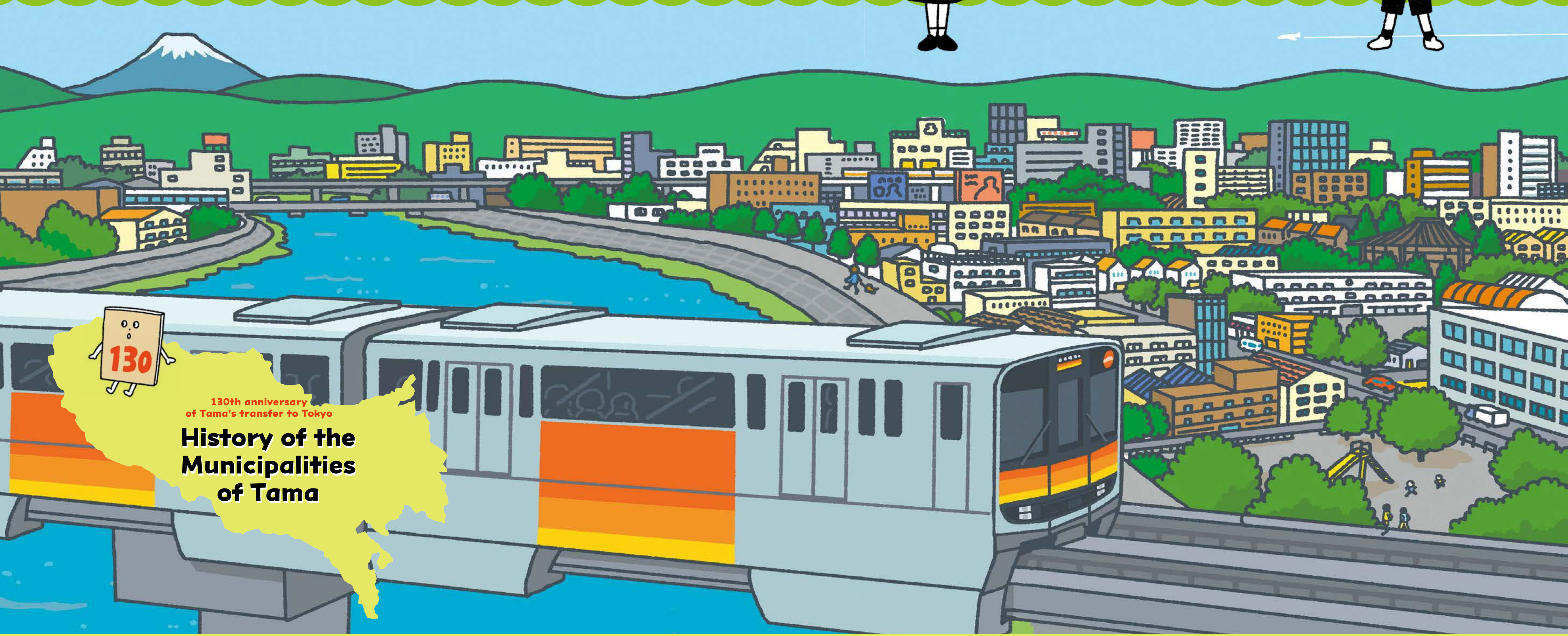


(Excerpt) from Edo Meisho Zue: Shibasaki Fusai-ji (Illustrations of Famous Place in Edo: Fusai-ji Temple), Collection of National Diet Library, Cooperation: Hakubunkan Shinsha

130th anniversary
of Tama's transfer to Tokyo

History of the Municipalities of Tama

Tokyo Municipalities Local Government Research Council


130
130th anniversary
of Tama's transfer to Tokyo
History of the
Municipalities
of Tama

Introduction

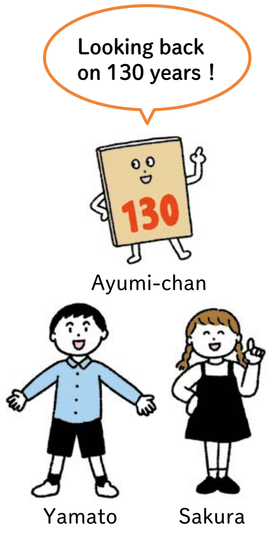
This fiscal year (2023) marks the 130th anniversary of the transfer of the Tama region from Kanagawa Prefecture to the administrative control of Tokyo Prefecture (now Tokyo Metropolis). To celebrate this milestone, we have revised and reissued Tama Shichoson no Ayumi (History of the Municipalities of Tama), a pamphlet we published to mark the 120th anniversary.

We have maintained the goal we had for the 120th-anniversary pamphlet, namely to provide easy-to-read and informative content, but have also included new characters, illustrations, and manga to make the material even more appealing.

We have also retained the focus on administrative developments and infrastructure related to daily life, including residential areas, which have changed over the course of 130 years. However, given that new events have unfolded since the publication of the 120th-anniversary version, we have added two new chapters: "Response to Unprecedented Disasters," which discusses the COVID-19 pandemic and other challenges experienced over the past decade, and "Festivals of Culture and Sports," which covers events such as the Tokyo 2020 Games that garnered a lot of attention for the Tama region.

We hope that as many people as possible will enjoy the pamphlet and refer to it as a helpful guide when contemplating the history and future of the municipalities (cities, towns, and villages) of the Tama region.

Tokyo Municipalities Local Government Research Council


Looking back on 130 years !
130
Ayumi-chan
Yamato
Sakura

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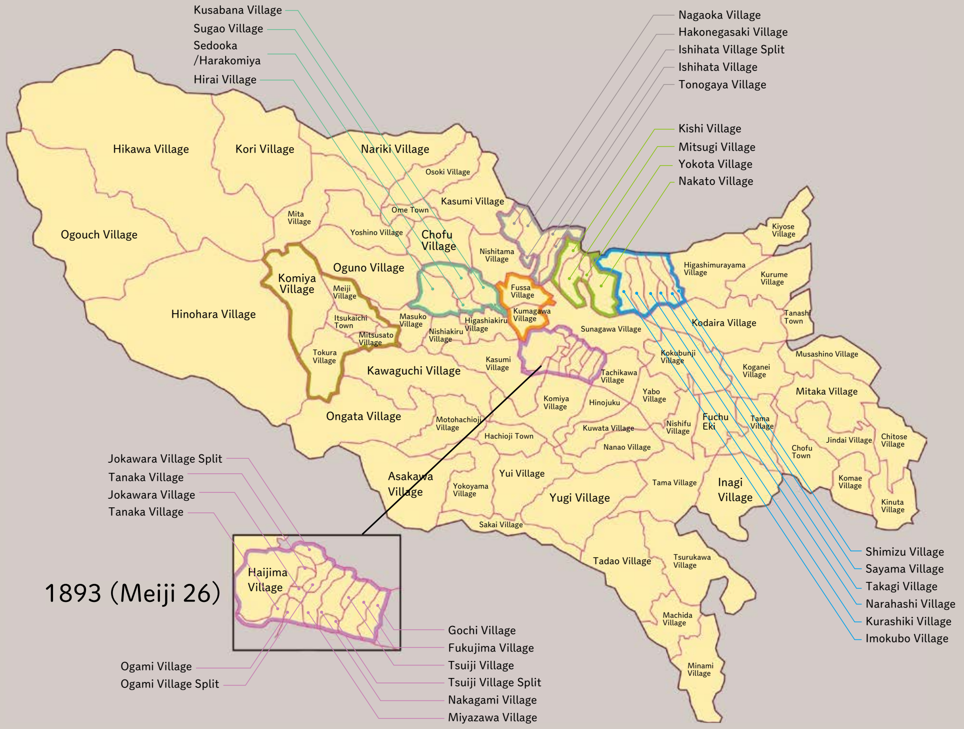
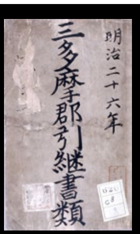
130th anniversary of
Tama's transfer to Tokyo

130 years of Tama history


Kusabana Village
Sugao Village
Sedooka /Harakomiya
Hirai Village
Nagaoka Village
Hakonegasaki Village
Ishihata Village Split
Ishihata Village
Tonogaya Village
Kishi Village
Mitsugi Village
Yokota Village
Nakato Village
Hikawa Village
Kori Village
Nariki Village
Osoki Village
Kasumi Village
Ome Town
Mita Village
Yoshino Village
Chofu Village
Nishitama Village
Kiyose Village
Ogouch Village
Oguno Village
Komiya Village
Meiji Village
Fussa Village
Kumagawa Village
Higashimurayama Village
Kurume Village
Hinohara Village
Itsukaichi Town
Masuko Village
Higashiakiru Village
Nishiakiru Village
Mitsusato Village
Sunagawa Village
Kodaira Village
Tanashi Town
Tokura Village
Kawaguchi Village
Kasumi Village
Kokubunji Village
Koganei Village
Musashino Village
Tachikawa Village
Yabo Village
Mitaka Village
Komiya Village
Hinojuku
Ongata Village
Motohachioji Village
Hachioji Town
Kuwata Village
Nishifu Village
Fuchu Eki
Tama Village
Nanao Village
Jindai Village
Chitose Village
Chofu Town
Jokawara Village Split
Tanaka Village
Jokawara Village
Tanaka Village
Asakawa Village
Yokoyama Village
Yui Village
Yugi Village
Tama Village
Inagi Village
Komae Village
Kinuta Village
Sakai Village
Haijima Village
1893 (Meiji 26)
Tadao Village
Tsurukawa Village
Shimizu Village
Sayama Village
Takagi Village
Narahashi Village
Kurashiki Village
Imokubo Village
Gochi Village
Fukujima Village
Tsuiji Village
Tsuiji Village Split
Nakagami Village
Miyazawa Village
Machida Village
Minami Village
Ogami Village
Ogami Village Split

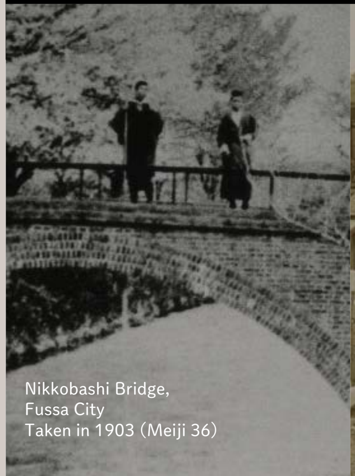


Source: 26th Year of Meiji, Documents Received from the Three Tama Districts, Collection of Tokyo Metropolitan Archives

1893

Tama's transfer to Tokyo

On February 18, 1893 (Meiji 26), a government proposal regarding boundary changes between Tokyo Prefecture and Kanagawa Prefecture was submitted, and on April 1 of the same year, three Tama districts were transferred from Kanagawa Prefecture to Tokyo Prefecture. This occurred just one month after submission of the bill. Protection of Tokyo's water resources was given as one of the reasons for the transfer.



Nikkobashi Bridge,
Fussa City
Taken in 1903 (Meiji 36)

Source: Map and Bird' s Eye View of Kunitachi University Town, Collection of Kunitachi Local Museum

1926

Academic city plan after the Great Kanto Earthquake

After the earthquake, there was an increase in people relocating from the central Tokyo to the suburbs. Hakone Land Corporation developed academic cities such as Kunitachi, Kodaira, and Oizumi. In 1926 (Taisho 15), Kunitachi Station opened, and a station square and main street were constructed, establishing Kunitachi as a university town equipped with water supply and sewerage facilities.

Kunitachi Station,
Kunitachi City
Taken in 1926 (Taisho 15)

Source: Tachikawa Airfield as Seen from the Air to the South from Shashinshu Tachikawa (Photobook Tachikawa)
Tachikawa City Board of Education

1937

Establishment of military facilities and factories

In 1922 (Taisho 11), with the opening of Tachikawa Airfield in Tachikawa Village, military facilities and factories supplying the military began to be constructed. In contrast to Hachioji, which was then called "Soto" and known as a "textile town," Tachikawa earned the nickname "Gunto" (military city) in reflection of its association with the military. This replaced its previous moniker, "Kuto," which meant "air city."

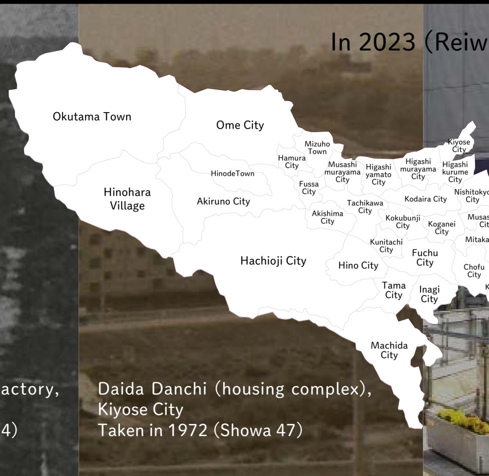
Hitachi Aircraft Tachikawa Factory,
Higashiyamato City
Taken in around 1939 (Showa 14)

Source: Suwa-minami Park Bus Stop at Rush Hour from Tama New Town Kaihatsu no Kiseki (Trajectory of Tama New Town Development), Collection of Keio Corporation

1971

Arrival of first residents of Tama New Town

To address the housing shortage resulting from population growth, a large-scale residential development plan, the Tama New Town concept, was formulated. When the first residents moved in, the Keio Sagamihara Line and Odakyu Tama Line were not yet in operation, making buses the only means of commuting to central Tokyo.


In 2023 (Reiwa 5)
Okutama Town
Ome City
Mizuho Town
Hamura City
Musashi murayama City
Higashi yamato City
Higashi murayama City
Kiyose City
Higashi kurume City
HinodeTown
Fussa City
Nishitokyo City
Hinohara Village
Akiruno City
Tachikawa City
Kodaira City
Akishima City
Kokubunji City
Koganei City
Musashino City
Mitaka City
Kunitachi City
Hachioji City
Hino City
Fuchu City
Chofu City
Tama City
Inagi City
Komae City
Machida City

Daida Danchi (housing complex),
Kiyose City
Taken in 1972 (Showa 47)

2000

Expansion of public transport network in southern and northern directions

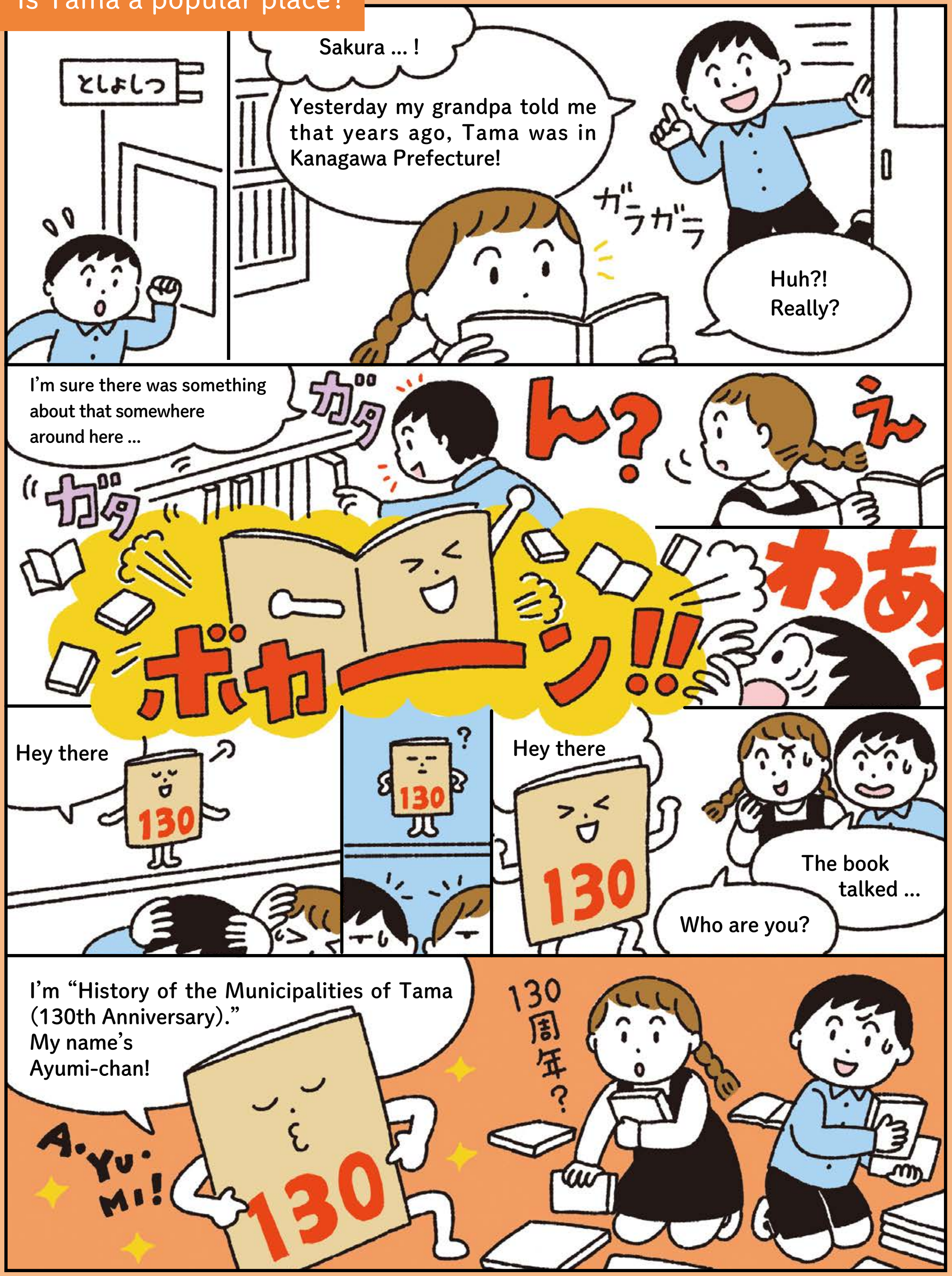
Later, the Tama Toshi Monorail was constructed, with the section between Tachikawa-Kita and Kamikitadai opening in 1998 (Heisei 10), followed by the section between Tama Center and Tachikawa-Kita in 2000 (Heisei 12). The improvement in north-south transportation convenience has increased interactions among people and strengthened connections in the region.

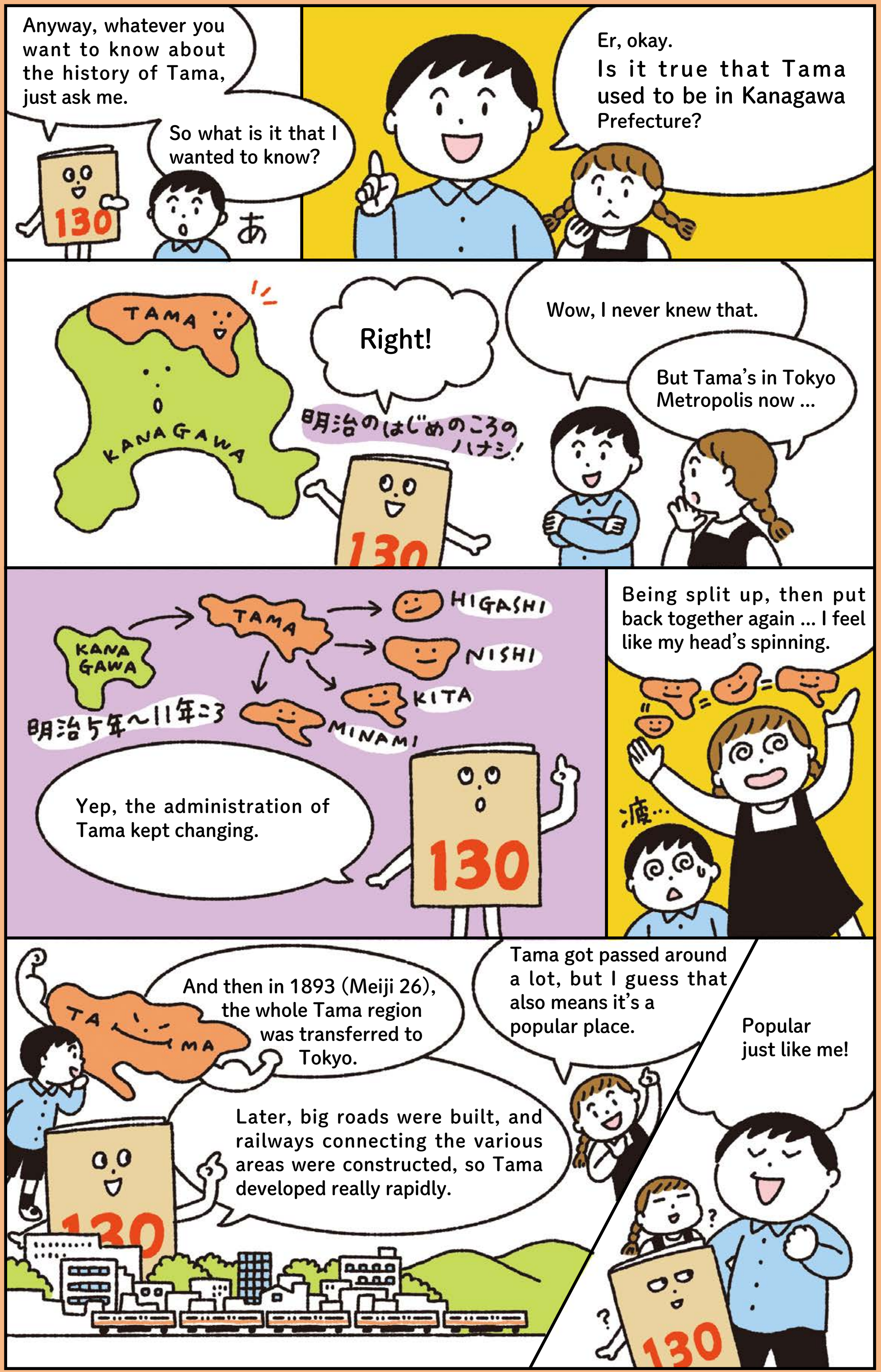
JR Hachioji Station,
Hachioji City
Taken in 2021 (Reiwa 3)

Chapter 1

From Kanagawa Prefecture to Tokyo Prefecture

Is Tama a popular place?


としょしつ
Sakura ... !
Yesterday my grandpa told me that years ago, Tama was in Kanagawa Prefecture!
ガラガラ
Huh?! Really?
I'm sure there was something about that somewhere around here ...
ガタ
ガタ
ん？
え
ボカーン!!
わあっ
Hey there
130
Hey there
130
The book talked ...
Who are you?
I'm "History of the Municipalities of Tama (130th Anniversary)." My name's Ayumi-chan!
A・YU・MI!
130
130周年？

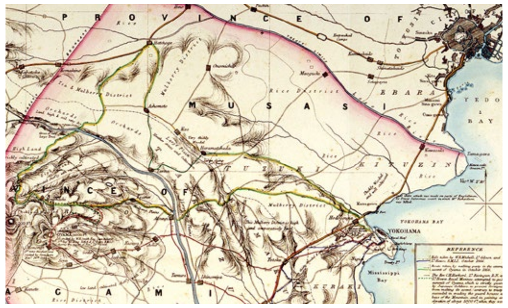

Anyway, whatever you want to know about the history of Tama, just ask me.
So what is it that I wanted to know?
130
あ
Er, okay. Is it true that Tama used to be in Kanagawa Prefecture?
TAMA
KANAGAWA
Right!
明治のはじめのころのハナシ！
130
Wow, I never knew that.
But Tama's in Tokyo Metropolis now ...
KANAGAWA
TAMA
HIGASHI
NISHI
KITA
MINAMI
明治5年〜11年ころ
Yep, the administration of Tama kept changing.
130
Being split up, then put back together again ... I feel like my head's spinning.
疲…
TA MA
And then in 1893 (Meiji 26), the whole Tama region was transferred to Tokyo.
Later, big roads were built, and railways connecting the various areas were constructed, so Tama developed really rapidly.
130
Tama got passed around a lot, but I guess that also means it's a popular place.
Popular just like me!
130

Division of Tama District and Major Mergers of Meiji

Meiji Restoration and Tama District

Tokyo Metropolis.In the first year of Meiji (1868), the new government reorganized as prefectures the territories under the direct control the Tokugawa shogunate as well as lands controlled by lords who remained loyal to the Tokugawa cause (known as “hatamoto”). Other domains were left intact, so there were three types of administrative division at that time: urban prefectures, rural prefectures, and domains. Tama District, which had mainly comprised directly-controlled territories and hatamoto lands, was divided into Shinagawa Prefecture, Nirayama Prefecture, and Kanagawa Prefecture, as well as enclaves of former daimyo-controlled lands (Hikone Domain, Maebashi Domain, Iwatsuki Domain, Ryugasaki Domain, and Nishibata Domain). Shinagawa Prefecture included villages that were under the control of the Kanto commissioner’s office or in hatamoto fiefs, while Nirayama Prefecture contained villages under the control of the Nirayama commissioner’s office. Kanagawa Prefecture, meanwhile, included the zone within 40 km of the Yokohama foreign settlement in which foreigners were permitted to travel (Figure 1).

(Figure 1) Map of the zone around the Yokohama settlement in which foreigners were permitted to travel
(Excerpt, around 1871 (Meiji 4), Collection of Yokohama Archives of History)

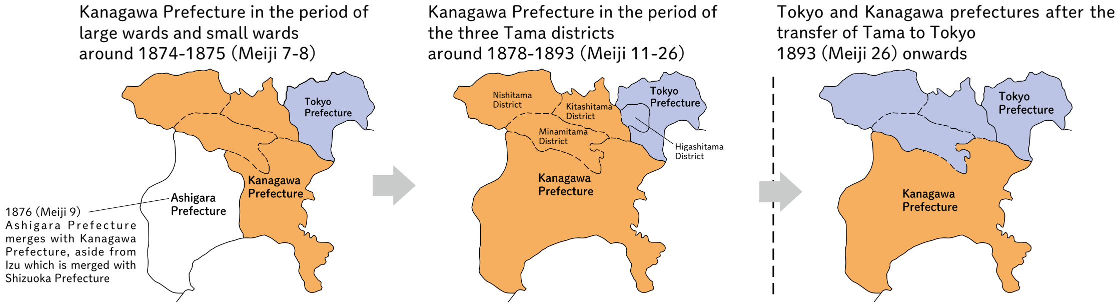


After the opening of Japan at the end of the Tokugawa era, foreigners were obligated to live in designated settlements, with travel-permitted areas surrounding them. In the case of the Yokohama settlement, this zone extended as far as the right-bank of the Tama River, and included places such as Haramachida, Hachioji, and Hino.

Tama District split between Kanagawa and Tokyo prefectures

In 1871 (Meiji 4), domains were abolished in favor of prefectures, meaning that there were now just two kinds of administrative division: urban and rural prefectures. Initially, it was decided that Tama District would belong to Tokyo Prefecture and Iruma Prefecture. However, because the travel-permitted zone for foreigners was under the jurisdiction of Kanagawa Prefecture, a request was made to leave that region inside Kanagawa Prefecture. The request was accepted, and Tokyo Prefecture and Iruma Prefecture were ordered to hand Tama District over to Kanagawa Prefecture. Kanagawa Prefecture officials only wanted the travel-permitted zone, but ultimately the whole of Tama District was absorbed into Kanagawa Prefecture.

This move provoked opposition from villagers in the eastern part of Tama District, which was adjacent to Tokyo. Their villages had historically enjoyed strong geographic and economic ties with Edo (as Tokyo had been known), and they claimed being part of Kanagawa Prefecture would be disadvantageous to them. The government was sympathetic to the villagers’ plea, and in August 1872 (Meiji 5), Nakano Village and 31 other villages were transferred to Tokyo Prefecture (these villages now form Nakano Ward and Suginami Ward). Tama District was thus split between Kanagawa and Tokyo prefectures (Figure 2).



Kanagawa Prefecture in the period of large wards and small wards around 1874-1875 (Meiji 7-8)

Kanagawa Prefecture in the period of the three Tama districts around 1878-1893 (Meiji 11-26)

Tokyo and Kanagawa prefectures after the transfer of Tama to Tokyo 1893 (Meiji 26) onwards

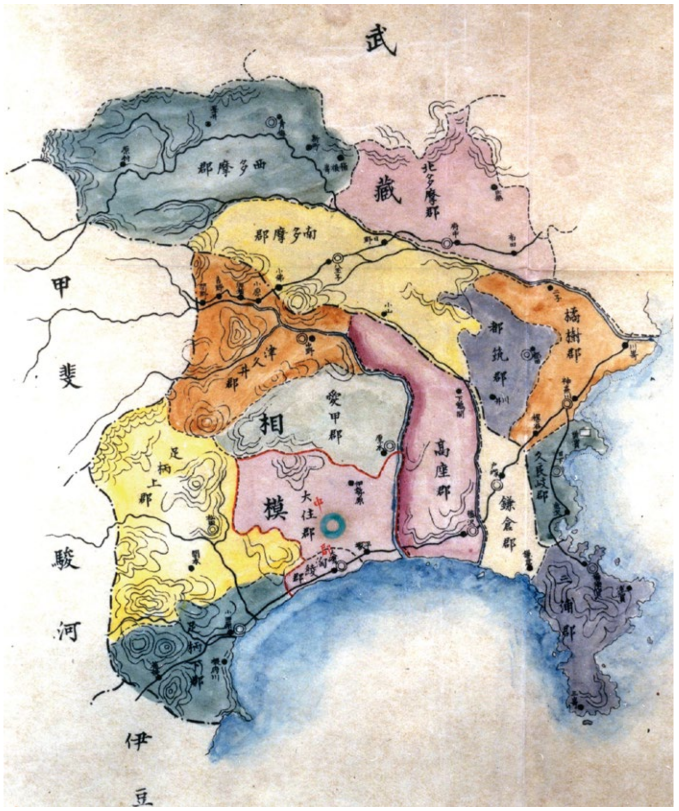
(Figure 2) Changes in the jurisdiction of Tama District (from the Tama Tokyo Ikan Zenshi Shiryo-Ten Zuroku (Exhibition Catalogue of Historical Materials Before the Transfer of Tama to Tokyo), Kodaira City Central Library)

Establishment of district office

In 1878 (Meiji 11), with the enactment of the Act on the Organization of Districts, Wards, Towns, and Villages, what had traditionally been districts became administrative divisions, with district offices established and district administrators appointed. Furthermore, districts covering large areas were split up. As a result, the part of Tama District that was in Kanagawa Prefecture was separated into Kitatama (North Tama), Minamitama (South Tama), and Nishitama (West Tama) districts, while the part that was in Tokyo Prefecture became Higashitama (East Tama) District. And a district office was established in each of these districts. Later, In 1896 (Meiji 29), Higashitama District was merged with Minamitoshima District, with the new district named Toyotama.

From hamlets and villages to towns and villages - major mergers of Meiji

In the Tama District during the late Edo period, there were nearly 400 hamlets and villages (according to the Old Tax and Territory Records). These were dispersed across directly-controlled territories, hatamoto lands, temple/shrine lands, and daimyo-controlled enclaves. Many villages had multiple lords, who controlled them under a system known as “aikyu.” Control of these villages with several masters would soon be unified as the Meiji leaders looked to establish a centralized system of government. Later, following the introduction of systems such as the household registration district system, numbering system, large-ward/small-ward system, single village head system, a system of towns and villages was established in 1889 (Meiji 22). As part of this, villages were merged to create modern local government entities, where the town or village had legal personality. Each district administrator proposed a merger plan, and the final plans were determined following discussions with relevant parties in the regions concerned. These reforms are known as the “major mergers of Meiji,” and the three Tama districts were divided into six towns and 85 villages (Figure 3).



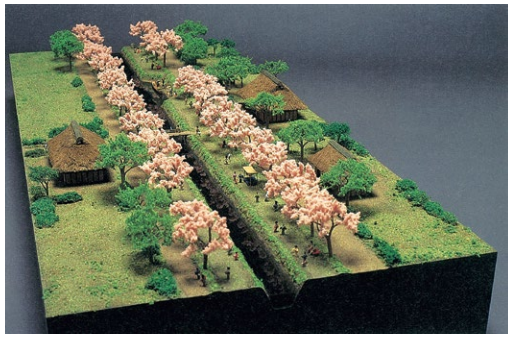
(Figure 3) 1891 (Meiji 24) color map of Kanagawa Prefecture, Collection of National Archives of Japan

So what had been 400 hamlets and villages were consolidated into six towns and 85 villages

East-West or North-South?

History of pre-railway Tama - establishment and strengthening of the east-west axis

The Tama region had been the source of the limestone for the white walls of Edo Castle, and to facilitate the transportation of this limestone, a road called the Ome Kaido was constructed. As new fields were created in the Tama region, the volume of agricultural products being shipped to Edo increased, so during the Edo period, the Tama region was equipped with a transportation network that included such routes as the Koshu Kaido, Itsukaichi Kaido, and Ome Kaido, forming an east-west axis. From 1870 to 1872 (Meiji 3-5), east-west transport was further improved with establishment of a shipping business using the Tamagawa Aqueduct (Photo 1).



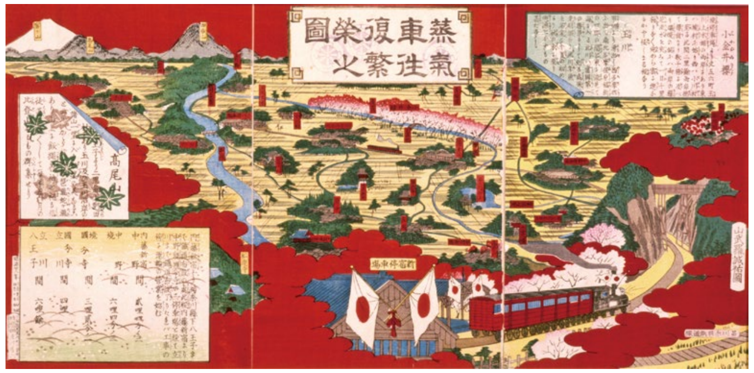
(Photo 1) Model of Tamagawa Aqueduct boat (from the Tama Tokyo Ikan Zenshi Shiryo-Ten Zuroku (Exhibition Catalogue of Historical Materials Before the Transfer of Tama to Tokyo), Kodaira City Central Library)

Establishment of silk road - emergence of north-south axis

The transportation system centered around the east-west direction underwent a significant transformation with the opening of the port of Yokohama to foreign trade during the late Edo period. Following the signing of the Treaty of Amity and Commerce in 1859 (Ansei 6), large quantities of raw silk began to be exported from Yokohama. The Kanagawa Ohkan road from Hachioji to Yokohama became the “silk road” used to transport it to the port. Raw silk from Yamanashi and Nagano prefectures also traveled along the silk road, which led to recognition of the importance of north-south transportation connecting the Tama region and Yokohama.

East-west or north-south?

After the Meiji restoration, calls for the construction of railways became louder in the Tama region. In 1886 (Meiji 19), before the transfer of Tama to Tokyo, applications were made for the construction of the Kobu Railway (currently JR Chuo Line) connecting Tokyo and Hachioji and the Musashi Railway connecting Hachioji and Kawasaki. The Governor of Kanagawa Prefecture stressed the benefits of transporting raw silk directly from Hachioji to Yokohama without bypassing Tokyo. However, based on the fundamental policy outlined by Minister of Home Affairs Aritomo Yamagata, which stressed “making the capital the central point for connection with various prominent districts,” and given that goods from Ome, Tokorozawa, and Hanno were already being shipped via Tokyo, the priority was given to the east-west direction. As a result, a license for the Kobu Railway was granted, and it commenced operations in 1889 (Meiji 22) (Photo 2).



(Photo 2)
Woodblock print from the time of the opening of the Kobu Railway
(Collection of Tamashin Culture Foundation)

Expansion of railway network

The development of the railway network in the Tama region can be divided into the following five phases (Figure 1):

Phase 1 [1872-1897 (Meiji 5-30)]

Taking advantage of the first private railway boom, the Kobu Railway opened, and during the subsequent second private railway boom, the Ome Railway and Kawagoe Railway also went into operation.

Phase 2 [1897-1921 (Meiji 30 - Taisho 10)]

This period saw the development of railways within Tokyo City, and the simultaneous construction of suburban railway lines along the highways extending into the outskirts. Lines such as the Keio Electric Railway, Tokyo Gravel Railway, Tama Railway, and Musashino Railway came into operation during this phase.

Phase 3 [1921-1955 (Taisho 10 - Showa 30)]

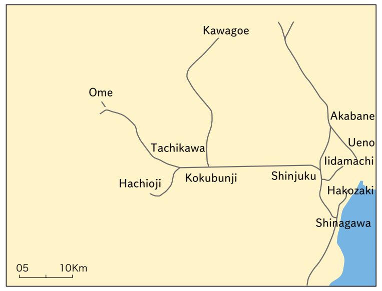
The development of suburban residential areas, along with the need for large-scale gravel transport for the reconstruction and redevelopment of Tokyo and Yokohama after the Great Kanto Earthquake and World War II, led to the introduction of high-speed, electrified transportation during this period. Links between cities and suburbs were strengthened, and the tourism industry developed along the railway lines.

Phase 4 [1955-2000 (Showa 30 - Heisei 12)]

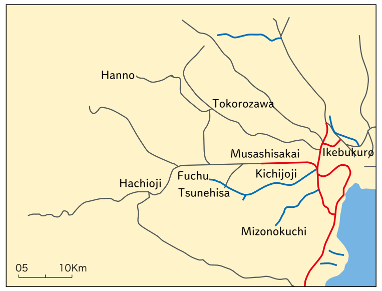
With the rapid increase in population, there was a progression towards larger and longer trains and multiple tracks on the same railway line. The areas along the Ome Line, Itsukaichi Line, and Nambu Line, which played a crucial role in transporting gravel and limestone, also saw urbanization, and the importance of these lines as commuter railways grew. Sightseeing passengers also increased in number, and the circular Musashino Line opened.

Phase 5 [2000 (Heisei 12) onwards]

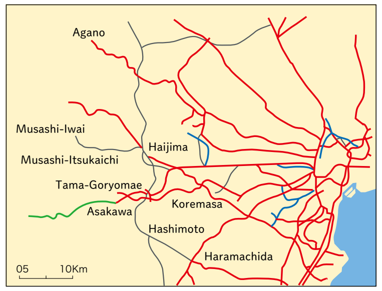
From the latter half of the fourth phase, land prices and construction costs soared, making it increasingly difficult to construct new railway lines. The construction of new lines by Keio and Odakyu to the Tama New Town was based on a method whereby the Japan Railway Construction Public Corporation built the railway, and the railway companies then gradually repaid the principal and interest. The north-south Tama Toshi Monorail was also constructed to serve as a new transport system for Tokyo Metropolis.



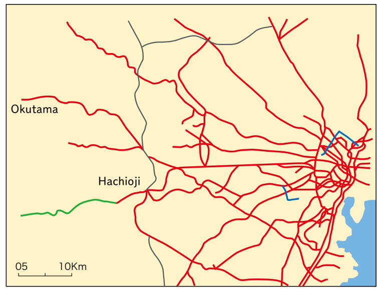
Phase 1: 1895 (Meiji 28)



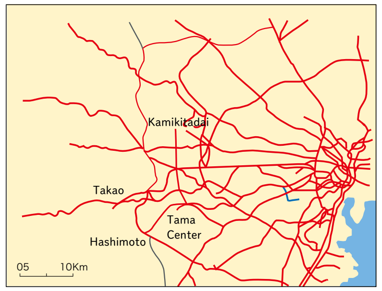
Phase 2: 1920 (Taisho 9)



Phase 3: 1940 (Showa 15)



Phase 4: 1955 (Showa 30)



Phase 5: 2000 (Heisei 12) onwards

Key (Common to Phase 1 - 5)
- Non-electric railways
- Low-speed electric railways
- High-speed electric railways
- Electrified, but long gaps between trains

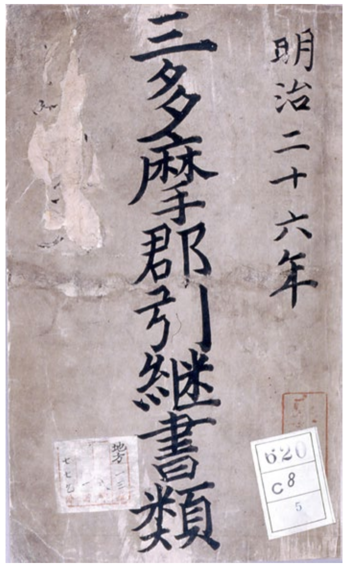
*Tokyo municipal railways, freight lines, and Shinkansen are not shown.

(Figure 1) Establishment of public transport network centered on Tokyo(added by Eiichi Aoki [1976])

Issue of Transfer to Tokyo Prefecture

Timeline of transfer to Tokyo

On February 18, 1893 (Meiji 26), a government proposal regarding boundary changes between Tokyo Prefecture and Kanagawa Prefecture was submitted to the House of Representatives (the bill called for the transfer of the three Tama districts to Tokyo Prefecture). Reasons cited for the transfer included the need for conservation and protection of water sources for a project to improve Tokyo City's water supply, tighter control of deforestation, and the fact that originally, the three Tama districts had formed a single district that also encompassed Higashitama District, and thus had common interests. The bill passed both houses on the final day of the fourth session on February 28, and it was promulgated as Act No. 12 on March 4. Then, on April 1, the three Tama districts were transferred from Kanagawa Prefecture to Tokyo Prefecture. This whole process from bill submission to actual transfer took only one month (Photo 1).


明治二十六年
三多摩郡引継書類

(Photo 1) Official document recording the transfer
(Collection of Tokyo Metropolitan Archives)

Opponents of the transfer

The submission of the bill came suddenly, and caused immense shock to the people of the three Tama districts. A political party called the Three Tamas Liberal Party, which attracted a great deal of support in Minamitama and Nishitama districts, embarked on a vigorous opposition campaign, arguing that the local taxes in Tokyo Prefecture would be unbearable and that Kanagawa Prefecture's fiscal situation would be adversely impacted. A significant number of Kanagawa Prefecture assembly members expressed opposition to the transfer, and the mayors, vice-mayors, and village heads of all towns and villages in Minamitama and Nishitama districts, along with five villages in Kitatama district, lobbied against the transfer to both houses of the Diet. Furthermore, the mayors and vice-mayors resigned from their positions, leading to the temporary closure of town and village offices and rudderless administration of the municipalities (Figure 1).

COLUMN

Masataka Ishizaka and Taizo Yoshino

The Minamitama Liberal Party's Masataka Ishizaka and the Kitatama District Justice Faction's Taizo Yoshino were the same age, having both been born in 1841 (Tenpo 12). Both individuals were prominent figures in the Tama region's civil rights movement, serving as members of the Kanagawa Prefecture assembly and as regular members of the Liberal Party. From the late 1880s, however, their views diverged, and they clashed over the transfer issue. Their daughters, Mina Ishizaka and Riu Yoshino, were of different ages, but both studied at Kyoritsu Girls' School in Yokohama.

Masataka Ishizaka
(from Ishizaka Masataka to Sono Jidai (Masataka Ishizaka and the Time in Which He Lived))

Taizo Yoshino
(from Tama no Minken to Yoshino Taizo (Taizo Yoshino and Civil Rights in Tama), published by Mitaka City Board of Education)

Supporters of the transfer

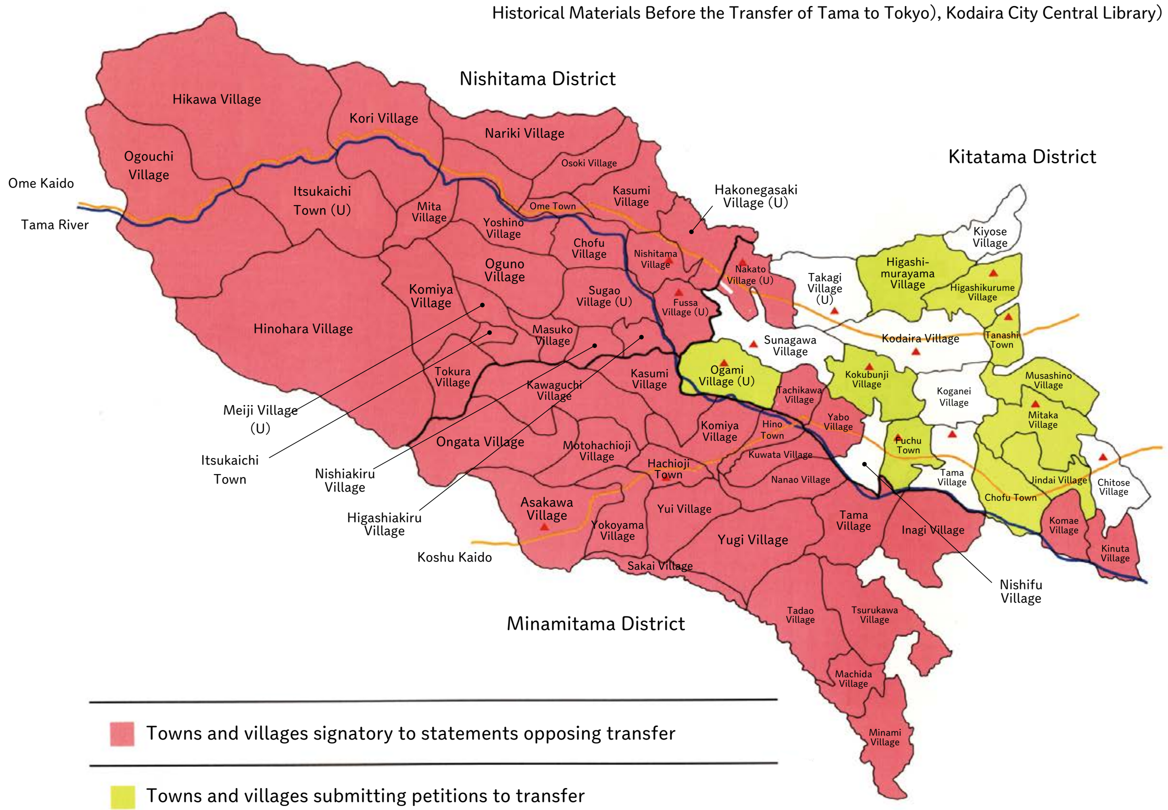
However, some people were in favor of the transfer. With the opening of the Kobu Railway in 1889 (Meiji 22), people affiliated with the Kitatama District Justice Faction and the National Association campaigned for transfer to Tokyo Prefecture, citing geographical convenience and economic advantages. In the following year, five towns and villages in the eastern part of Kitatama District proposed a merger with Higashitama District, which was in Tokyo Prefecture. This idea triggered a dispute concerning the relocation of the district office, and with only the original five towns/villages behind it, the proposal failed to come to fruition. Those sorts of people were in favor of a transfer to Tokyo Prefecture, and repeatedly petitioned and lobbied for support for the bill (Figure 1).

Situation after transfer to Tokyo

Ostensibly, the reason for the transfer was the project to improve Tokyo City's water supply, but the Three Tamas Liberal Party, which was active in campaigning for civil rights, was expelled from the Kanagawa Prefecture assembly, a move that was viewed as an attempt to weaken the party. This can be seen as the underlying reason for the transfer.

Following the transfer, however, the Three Tamas Liberal Party was able to increase its presence in the Tokyo Prefecture assembly, while the Kitatama District Justice Faction, which had supported the transfer, only had a few seats. Also after the transfer, there was a short-lived campaign for the return of Tama to Kanagawa Prefecture.

(Figure 1) Pro- and anti-transfer towns and villages
(from the Tama Tokyo Ikan Zenshi Shiryo-Ten Zuroku (Exhibition Catalogue of Historical Materials Before the Transfer of Tama to Tokyo), Kodaira City Central Library)


Nishitama District
Kitatama District
Minamitama District
Ome Kaido
Tama River
Koshu Kaido
Hikawa Village
Kori Village
Nariki Village
Ogouchi Village
Osoki Village
Itsukaichi Town (U)
Mita Village
Ome Town
Kasumi Village
Hakonegasaki Village (U)
Yoshino Village
Chofu Village
Nishitama Village
Oguno Village
Komiya Village
Sugao Village (U)
Fussa Village (U)
Nakato Village (U)
Takagi Village (U)
Higashi-murayama Village
Kiyose Village
Higashikurume Village
Hinohara Village
Masuko Village
Sunagawa Village
Kodaira Village
Tanashi Town
Tokura Village
Kawaguchi Village
Kasumi Village
Ogami Village (U)
Tachikawa Village
Kokubunji Village
Koganei Village
Musashino Village
Mitaka Village
Meiji Village (U)
Itsukaichi Town
Nishiakiru Village
Higashiakiru Village
Ongata Village
Motohachioji Village
Komiya Village
Hino Town
Yabo Village
Fuchu Town
Kuwata Village
Hachioji Town
Nanao Village
Tama Village
Jindai Village
Chitose Village
Chofu Town
Asakawa Village
Yui Village
Yokoyama Village
Yugi Village
Tama Village
Inagi Village
Komae Village
Kinuta Village
Sakai Village
Nishifu Village
Tadao Village
Tsurukawa Village
Machida Village
Minami Village

🟥 Towns and villages signatory to statements opposing transfer

🟨 Towns and villages submitting petitions to transfer

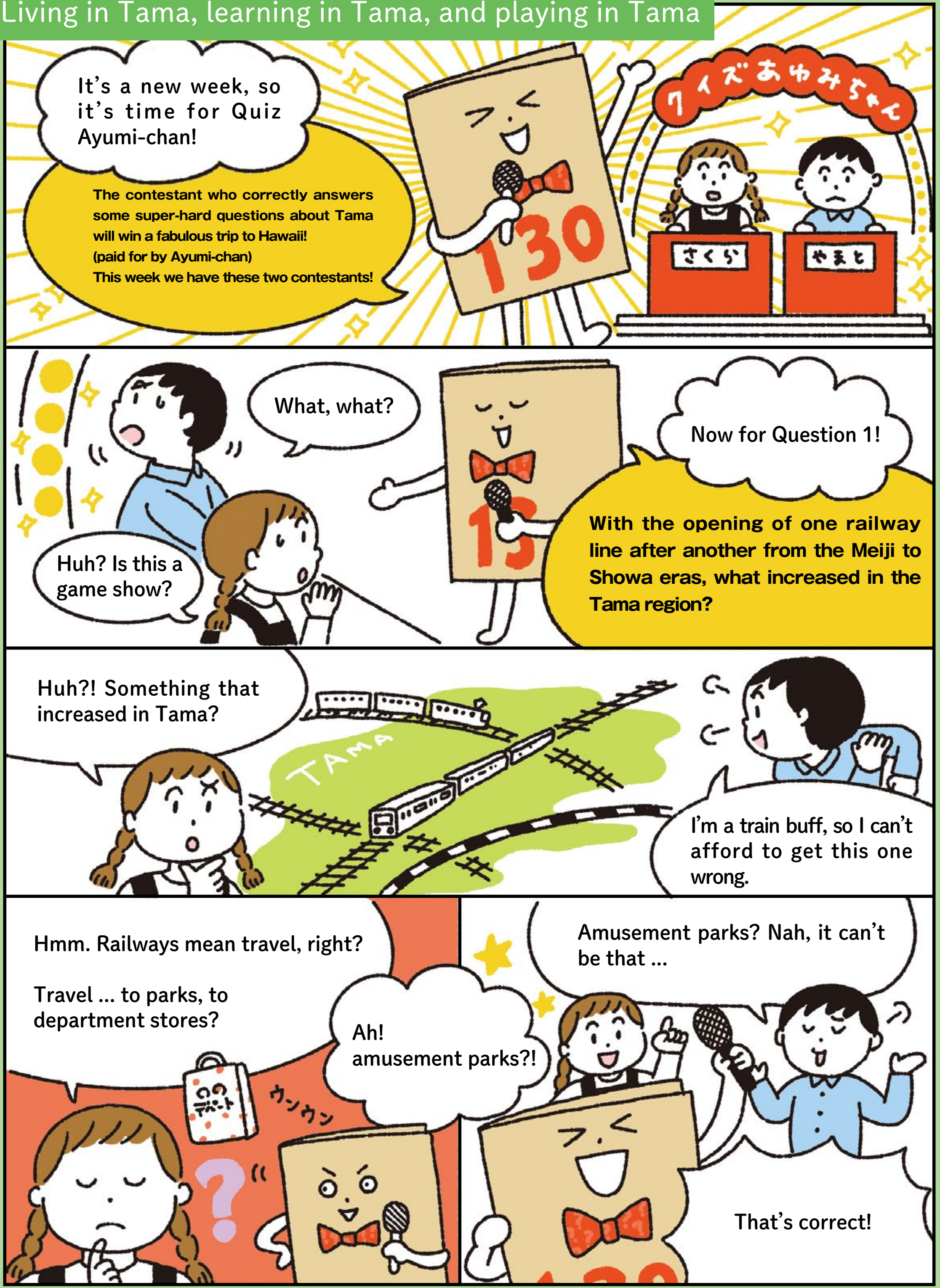
▲ Towns and villages with representatives who were in agreement with the transfer

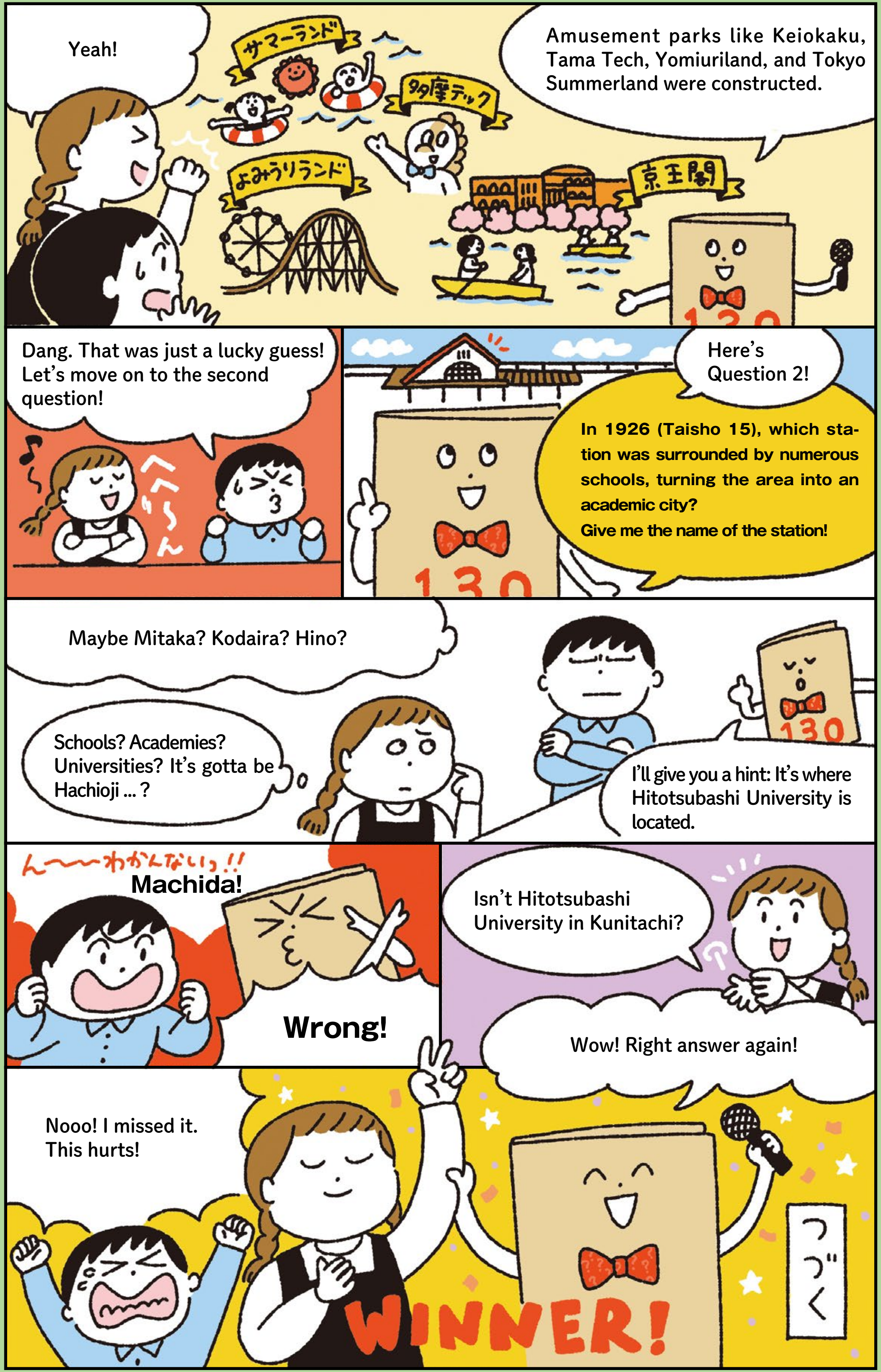
(U) = Village unions

Chapter 2

Tokyo’s Expansion and the Tama Region

Living in Tama, learning in Tama, and playing in Tama

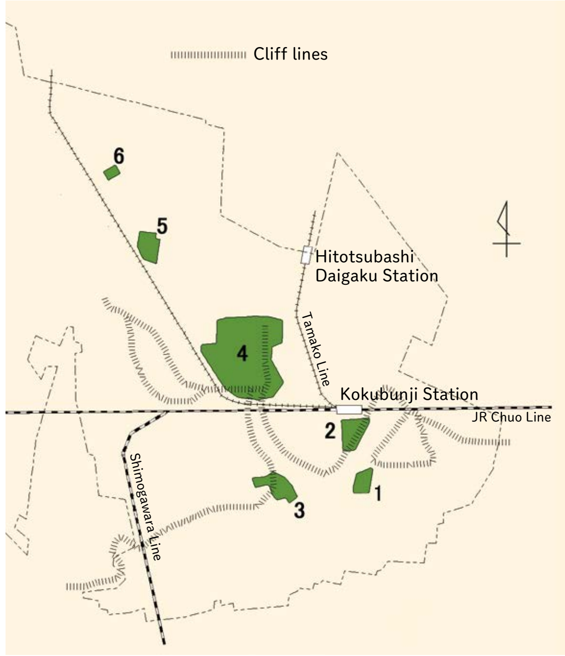

It’s a new week, so it’s time for Quiz Ayumi-chan!
クイズあゆみちゃん
The contestant who correctly answers some super-hard questions about Tama will win a fabulous trip to Hawaii! (paid for by Ayumi-chan) This week we have these two contestants!
130
さくら
やまと
What, what?
Huh? Is this a game show?
Now for Question 1!
With the opening of one railway line after another from the Meiji to Showa eras, what increased in the Tama region?
Huh?! Something that increased in Tama?
TAMA
I’m a train buff, so I can’t afford to get this one wrong.
Hmm. Railways mean travel, right?
Travel ... to parks, to department stores?
ウンウン
Ah! amusement parks?!
Amusement parks? Nah, it can’t be that ...
That’s correct!


Yeah!
サマーランド
多摩テック
よみうりランド
京王閣
Amusement parks like Keiokaku, Tama Tech, Yomiuriland, and Tokyo Summerland were constructed.
Dang. That was just a lucky guess! Let’s move on to the second question!
へへ〜ん
Here’s Question 2!
In 1926 (Taisho 15), which station was surrounded by numerous schools, turning the area into an academic city? Give me the name of the station!
Maybe Mitaka? Kodaira? Hino?
Schools? Academies? Universities? It’s gotta be Hachioji ... ?
I’ll give you a hint: It’s where Hitotsubashi University is located.
ん〜〜わかんないっ!!
Machida!
Wrong!
Isn’t Hitotsubashi University in Kunitachi?
Wow! Right answer again!
Nooo! I missed it. This hurts!
WINNER!
つづく

Proliferation of Second Homes, Recreational Areas, and Cemeteries

Musashino and second homes

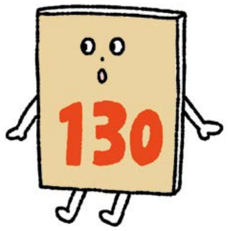
With the establishment of suburban railways and the strengthening of connections between central Tokyo and the Tama region, the character of the Tama region, which had been predominantly rural, underwent significant changes. One was the construction of numerous second homes in Musashino, from which the beautiful scenery of that area could be enjoyed (Figure 1). Along the Kokubunji Cliffline, in particular, which is known to locals as the "Hake," landscape gardening that takes advantage of the difference in elevation between the upper Hake and lower Hake has been actively embraced as a unique charm of this area.



(Figure 1) Main second homes in Kokubunji City (late Taisho era)
(from Furusato Kokubunji no Ayumi (History of Our Home Kokubunji))

	Name of second home	Address of owner	Year acquired
1	Fujinosuke Takeo's second home	Nishiki-cho, Kanda Ward	1919
2	Sadae Eguchi's second home 1)	Akagishita-machi, Ushigome Ward	1915
3	Keijiro Amano's second home	Nishitorigoe-cho, Asakusa Ward	1914
4	Shigezo Imamura's second home 2)	Minamikayaba-cho, Nihonbashi Ward	1918
5	Buzaemon Watanabe's second home	Sakuradakubo-cho, Shiba Ward	1914
6	Kiyosaku Toyohara's second home	Matsuzumi-cho, Kanda Ward	1912

1) Now Tonogayato Garden
2) Now Hitachi Central Research Laboratory



COLUMN

Construction of Lake Tama and Lake Okutama

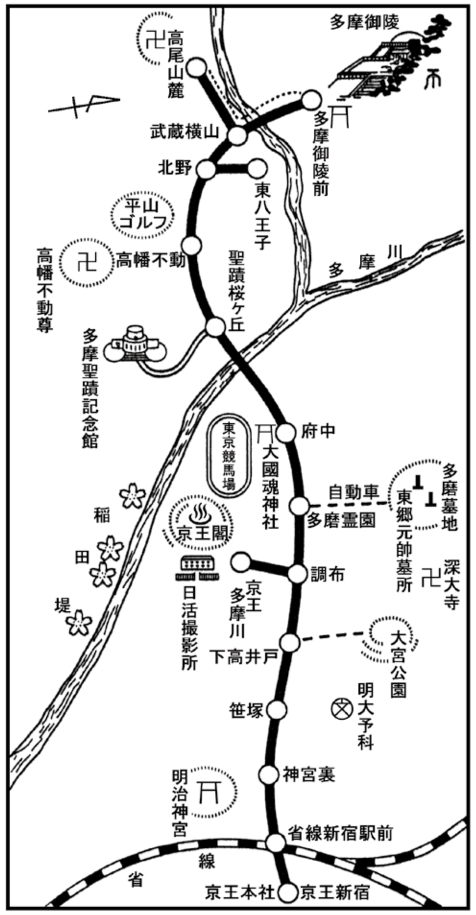
Excessive population density in central Tokyo led to a serious water shortage. Therefore, with the aim of securing a water source, attention focused on the waters of the Tama River Consequently, Lake Tama (Murayama Reservoir, completed in 1927 (Showa 2)) and Lake Okutama (Ogouchi Dam, completed in 1957 (Showa 32)) were constructed. The Tamagawa Aqueduct had served as an indispensable water source for the residents of Edo in ancient times, and today, too, the Tama region continues to play a crucial role as a source of water for the residents of Tokyo.

Increase in recreational facilities

At the same time, railway operators and other companies began to develop the areas along the railway lines. For example, along the Keio Electric Railway, Keiokaku was constructed in 1927 (Showa 2). It featured Roman baths with marble finishing, various entertainment facilities, a theater, and a merry-go-round. In the year after it opened, it attracted over 160,000 visitors. In addition to the construction of the Tama Imperial Mausoleum and Tama Seiseki Memorial Hall, efforts were made to attract visitors in every season, with emphasis on the cherry blossoms in Inadazutsumi in spring and Tamagawa pears in autumn (Figure 2). This approach to development along railway lines was distinctive in that, unlike in the case of the Kobu Railway (now JR Chuo Line) which took advantage of the famous Koganei cherry blossoms to draw visitors from the early modern period, it involved the strategic creation of new tourism resources. Before World War II, there were attractions such as Rakurakuen, an amusement park directly operated by Ome Electric Railway (now JR Ome Line), and Murayama Reservoir, on the Tamako Railway (now Seibu Tamako Line). After the war, a boom in the construction of theme parks occurred during the high-economic growth and bubble periods. However, as tastes related to recreation diversified, many of these parks closed down (Table 1).

(Table 1) Main theme parks in the Tama region

Name	Year opened	Year closed
Tama Tech	1961	2009
Yomiuriland	1964	
Tokyo Summerland	1967	
Tokyo Sesame Place	1990	2006
Sanrio Puroland	1990	
Wan Nyan World	2001	2009
Tokyo Mutsugoro Animal Kingdom	2004	2007



(Figure 2) Recreational facilities along the Keio Electric Railway around 1940 (Showa 15)

Final resting places

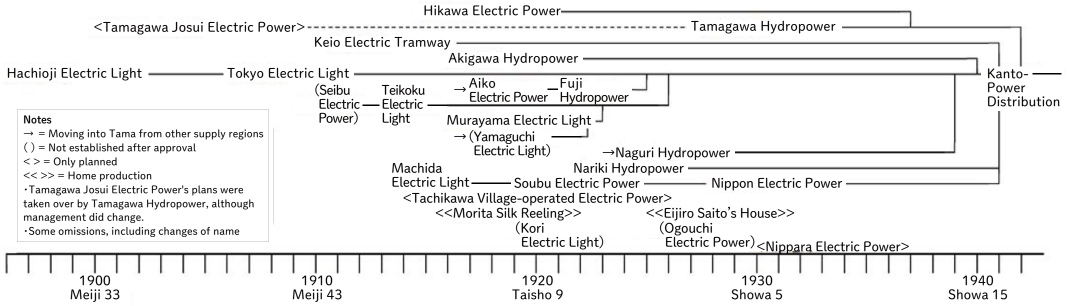
The changes in the Tama region always reflected the changes in central Tokyo. The overcrowding in the center of the capital pushed facilities like parks and universities, which required extensive space, and facilities like cemeteries and hospitals, whose presence in the urban core was frowned upon, to the outskirts. During the Meiji era, there were a total of five municipal cemeteries in Tokyo, including Aoyama Cemetery. However, due to urbanization and population growth, a shortage of cemetery space emerged. As a result, in 1919 (Taisho 8), a plan called the Tokyo City Cemetery and Facility Design Plan was drafted. It proposed the creation of expansive park cemeteries in the eastern, western, and northern outskirts of Tokyo. Based on this plan, Tama Cemetery opened in 1923 (Taisho 12), and this was followed by the opening of Kodaira Cemetery in 1948 (Showa 23). Furthermore, to secure additional burial grounds, the Tokyo Metropolitan Government established Hachioji Cemetery in 1971 (Showa 46). Additionally, numerous private cemeteries have been constructed in hilly areas.

Electricity Installation and Academic Cities

Electricity comes to towns

In the Tama region, electric lights came on for the first time in 1896 (Meiji 29) when the Hachioji Electric Light Company utilized a waterwheel installed in Asakawa Village to generate power. This marked the beginning of electric lighting in Hachioji Town, Asakawa Village, and Komiya Village (now all part of Hachioji City). This development was relatively early compared to other parts of Japan. In the early Taisho era, there was a surge in the establishment of electric utility companies, and various small and medium-sized electricity providers, such as Akigawa Hydropower, Naruki Hydropower, Hikawa Electric Power, Machida Electric Light, and Murayama Electric Light, emerged. Subsequently, Nishitama District was provided with electricity by Teikoku Electric Light, Minamitama District by Tokyo Electric Light, and Kitatama District by Keio Electric Railway, and almost all of the Tama region had been electrified by the end of the Taisho era (Figure 1).

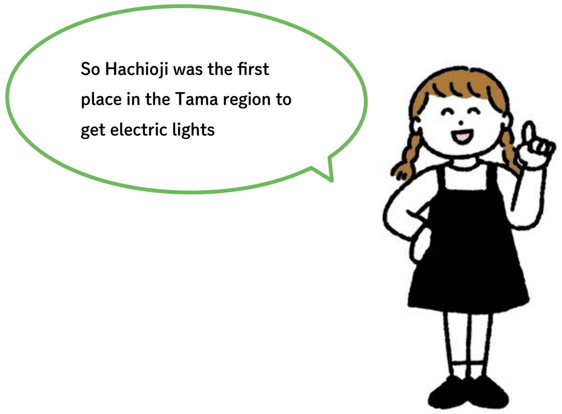
During this time, the practice of selling surplus electricity generated from large-scale hydroelectric power plants to other companies, known as “power interchange,” became widespread. The electricity generation business requires power plants and transmission facilities. However, with power interchange, businesses could operate without having their own power generation facilities, allowing for extensive electrification, even in rural areas.


Hikawa Electric Power
<Tamagawa Josui Electric Power>
Tamagawa Hydropower
Keio Electric Tramway
Akigawa Hydropower
Hachioji Electric Light
Tokyo Electric Light
(Seibu Electric Power)
Teikoku Electric Light
→Aiko Electric Power
Fuji Hydropower
Kanto-Power Distribution
Murayama Electric Light
→(Yamaguchi Electric Light)
→Naguri Hydropower
Machida Electric Light
Nariki Hydropower
Soubu Electric Power
Nippon Electric Power
<Tachikawa Village-operated Electric Power>
<<Morita Silk Reeling>>
(Kori Electric Light)
<<Eijiro Saito’s House>>
(Ogouchi Electric Power)
<Nippara Electric Power>
Notes
→ = Moving into Tama from other supply regions
( ) = Not established after approval
< > = Only planned
<< >> = Home production
・Tamagawa Josui Electric Power's plans were taken over by Tamagawa Hydropower, although management did change.
・Some omissions, including changes of name
1900
Meiji 33
1910
Meiji 43
1920
Taisho 9
1930
Showa 5
1940
Showa 15

(Figure 1) Establishment and integration of electric utility companies in the Tama region (from Tama no Ayumi (History of Tama), Issue 100)

Industrial use of electric power

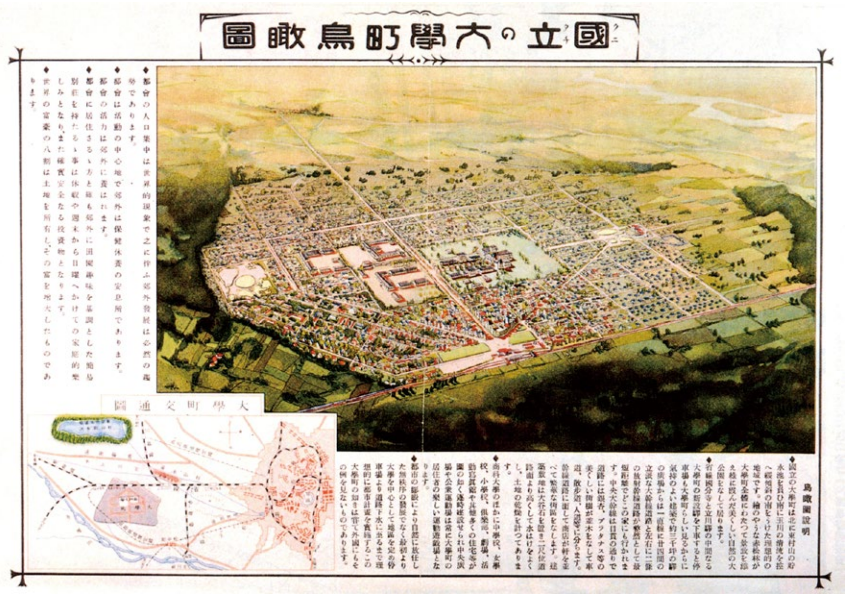
For the numerous sericulture households in the Tama region, the advent of electric lighting improved efficiency in the dimly lit attic rooms they used to cultivate silkworms. Furthermore, using electricity as a power source helped reduce the workload in activities such as threshing, milling, lifting, and drying. In the industrial sector, electric lights enabled night operations, and electrification progressed in the distinctive industries of the Tama region, such as tea, lumber, and textile production. Electricity also saw application in heavy industries, being used in cement extraction and transportation, as well as in processes like electrolysis and electroplating.


So Hachioji was the first place in the Tama region to get electric lights

Development of academic cities

After the Great Kanto Earthquake, there was an increase in people relocating from the central Tokyo to the suburbs. And it was railway companies and land companies that developed these suburban residential areas. Hakone Land Corporation developed academic cities such as Kunitachi, Kodaira, and Oizumi. Yasujiro Tsutsumi of Hakone Land Corporation entered into a contract with Zensaku Sano, the president of Tokyo University of Commerce (now Hitotsubashi University). They devised a plan to relocate the university, which had suffered devastating damage in the Great Kanto Earthquake, and would go on to turn Kunitachi into a university town (Figure 2).

In 1926 (Taisho 15), Kunitachi Station opened. A station square and a 24-ken wide (approximately 44 meters) main street (Daigakudori) were constructed, and city blocks equipped with water and sewerage facilities were established. Later, the Tokyo Conservatory of Music (now Kunitachi College of Music), Kunitachi Gakuen Elementary School, and Tokyo University of Commerce were relocated or newly established there, cementing Kunitachi’s place as an academic city.

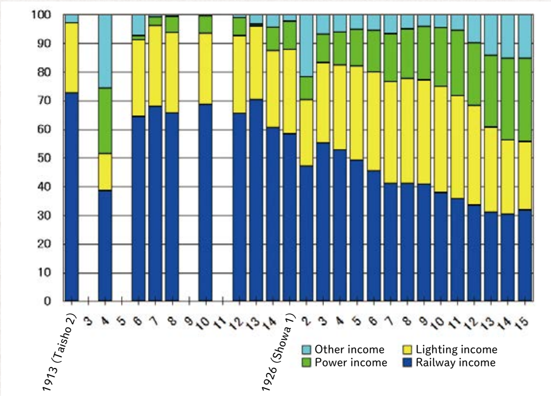


(Figure 2)
Advertisement for plots sold by Hakone Land Corporation
(Collection of Kunitachi Local Museum)

COLUMN

The Keio Electric Railway Company was both a railway operator and an electricity supplier. Taking advantage of power interchange from the Tokyo Electric Light, the initial plan was for the whole of the Kitatama District to be supplied with electricity. However, as electricity usage became increasingly widespread, in around 1930 (Showa 5) the company’s revenue from the electricity business began to exceed its revenue from its main business (Figure 3).

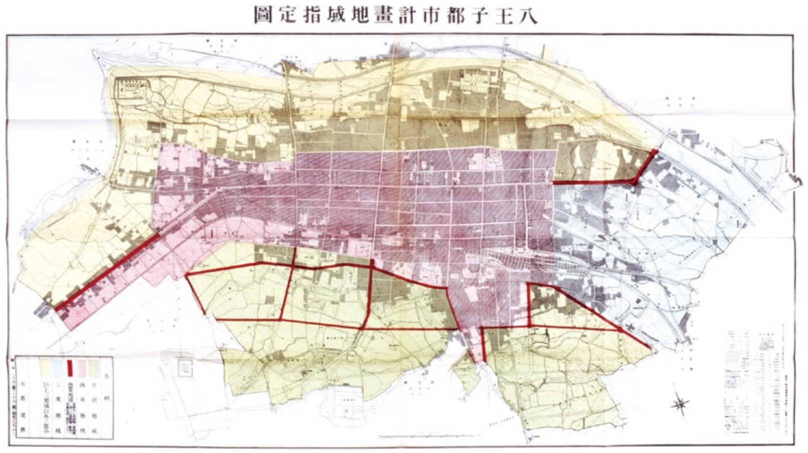
(Figure 3) Revenue structure of the Keio Electric Railway Company (created from the Denki Jigyo Yoran (Electric Utility Industry Handbook) for each fiscal year)



Beginning of Urban Planning and Tokyo Green Space Plan

Tama's first city government and urban planning - development of Hachioji

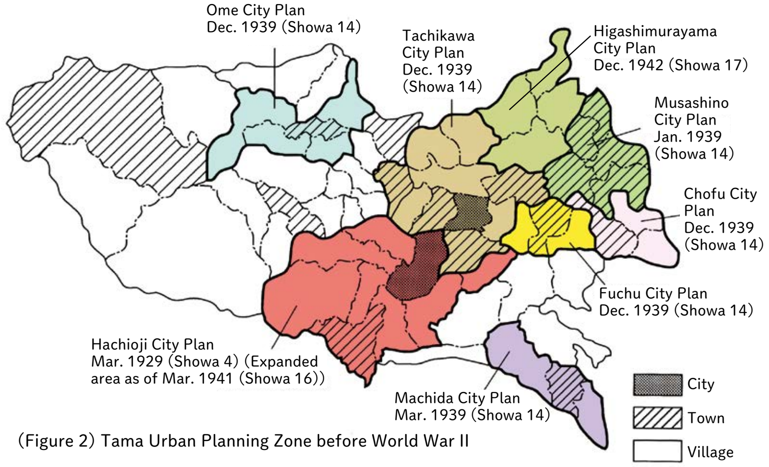
The first place in the Tama region to earn city status was Hachioji, which became a city in 1917 (Taisho 6). This was because the mechanization of the textile industry had led to the concentration of textile factories in urban areas. Hachioji City, which had evolved from a commercial city to an industrial/commercial city, came up with the "Greater Hachioji" concept to facilitate urban development and the securing new of industrial land, and sought the application of the City Planning Act for this purpose. In 1927 (Showa 2), the City Planning Act was applied via Imperial Ordinance No. 35. Subsequently, a "Hachioji Urban Planning Zone," which included parts of each of the surrounding five towns and villages, was established. At that time, the City Planning Act was designed to predict and determine the expansion of urban areas around cities, and this is why "Hachioji" began to expand from this point (Figure 1).



(Figure 1)
Map of areas designated for urban planning in Hachioji
1932 (Showa 7)
(from Tama Tetsudo to Machizukuri no Ayumi (History of Railways and Urban Development in Tama))

Expansion of urban planning

In 1933 (Showa 8), the City Planning Act was revised, allowing the application of the act to be extended to towns and villages. Against the backdrop of urbanization in the Tama region (see page 29), moves to seek the application of the act expanded in various areas. As a result, from 1939 (Showa 14) onwards, the City Planning Act was applied to Musashino, Chofu, Fuchu, Tachikawa, Higashimurayama, Machida, and Ome, and eventually the entire Kitatama region was covered by the Act (Figure 2). However, also around this time, there was a growing emphasis on preserving green spaces and restraining excessive urbanization, and land use zoning in the Tama region was designed to limit industrial and residential development.


Ome City Plan
Dec. 1939 (Showa 14)
Tachikawa City Plan Dec. 1939 (Showa 14)
Higashimurayama City Plan Dec. 1942 (Showa 17)
Musashino City Plan Jan. 1939 (Showa 14)
Chofu City Plan Dec. 1939 (Showa 14)
Fuchu City Plan Dec. 1939 (Showa 14)
Hachioji City Plan Mar. 1929 (Showa 4) (Expanded area as of Mar. 1941 (Showa 16))
Machida City Plan Mar. 1939 (Showa 14)
City
Town
Village

(Figure 2) Tama Urban Planning Zone before World War II

City Planning Act

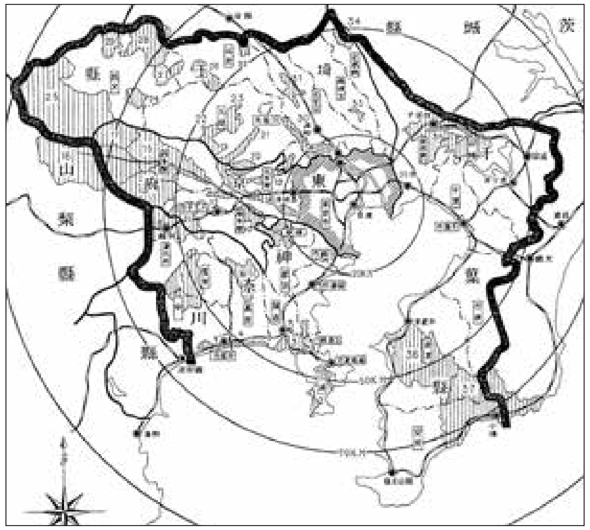
Pre-revision The aim was to achieve orderly expansion of urban areas on the assumption that vast metropolises would be established.

↓

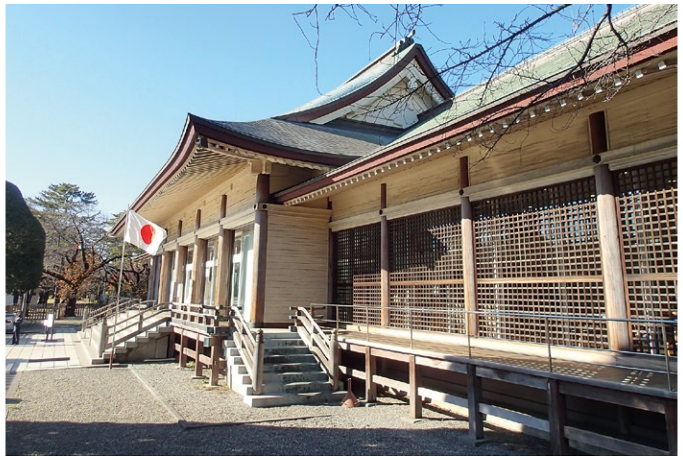
Post-revision The aim was to curb the creation of vast metropolises through more scattered population distribution.
Green areas were emphasized.

Tokyo Green Space Plan and Tama

In 1932 (Showa 7), the Tokyo Green Space Planning Council was established with the aim of expanding green spaces for the health and recreation of Tokyo residents. The council designated "scenic areas" as zones for future development as natural parks (Figure 3). Furthermore, in an effort to curb the expansion of urban areas of the huge city, the "Tokyo Green Space Plan" was devised to surround Tokyo with green spaces. Amidst the intensification of wartime measures, this plan evolved as a means of creating "greenery for air defense," and in 1940 (Showa 15), as part of Tokyo Prefecture's "2,600th Anniversary Celebration Project" five major green spaces were established. Two were in the Tama region: the Koganei and Jindai green spaces. Nowadays, they are respectively known as Koganei Park (Photo 1) and Jindai Botanical Gardens.



(Figure 3) Tokyo Green Space Plan area and "scenic areas"
(from Tokyo Toshi Keikaku Gaiyo (Overview of Tokyo Metropolis Urban Planning))



(Photo 1) Former "Kokaden" Palace
(Visitor Center of the Edo-Tokyo Open Air Architectural Museum)

The Visitor Center of the Edo-Tokyo Open Air Architectural Museum in Koganei Park is the "Kokaden" Palace, which was moved here from the Imperial Palace Outer Garden, where it was originally erected for the celebrations of the 2,600th anniversary of the imperial dynasty.

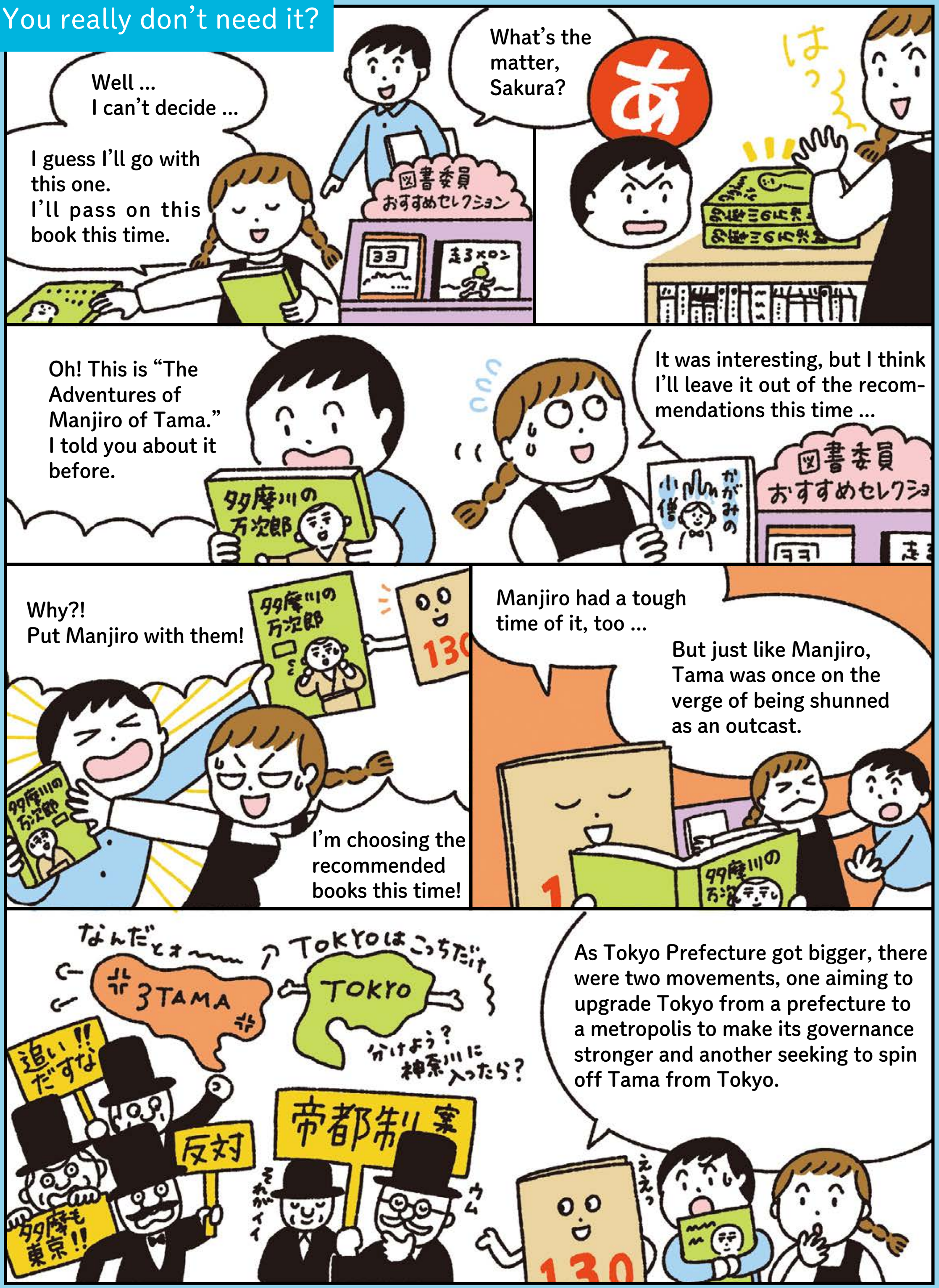
COLUMN

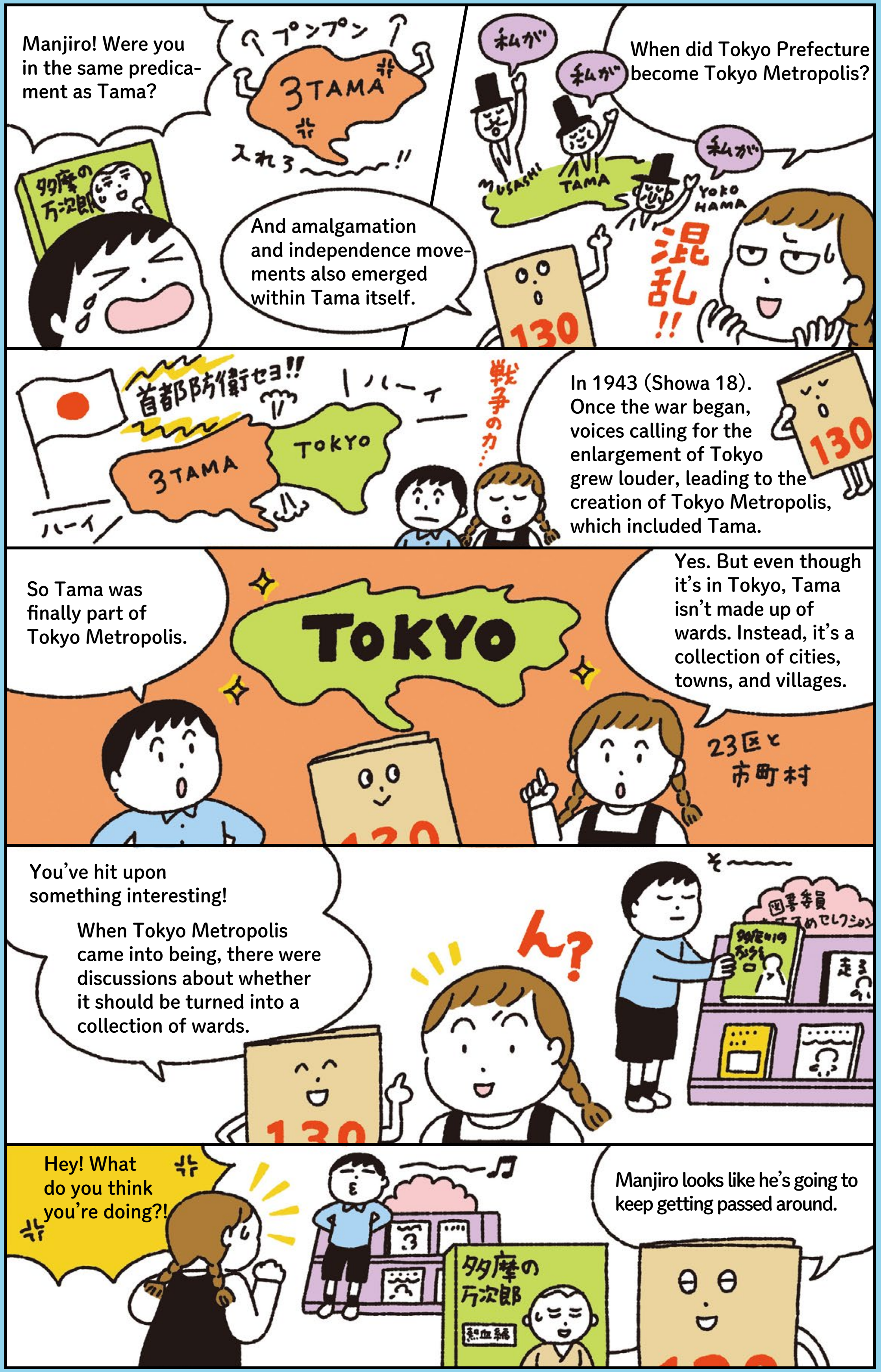
Arrival of the Hino five companies and Hachioji/Tachikawa

From 1934 (Showa 9) onwards, companies were encouraged to build factories in Hino, and those that answered the call came to be known as the "Hino five companies." Aiming for industrial urbanization, Hachioji and Tachikawa vied with each other to get Hino included in the extensive urban planning zones they were seeking to establish. Ultimately, Tachikawa prevailed. The Ministry of Home Affairs wanted to develop Tachikawa, so Hino became part of the Tachikawa Urban Planning Zone.

Chapter 3
Campaign for Inclusion in Tokyo Metropolis and Independent Prefecture Concepts

You really don't need it?


Well …
I can't decide …
I guess I'll go with this one.
I'll pass on this book this time.
図書委員
おすすめセレクション
What's the matter, Sakura?
あ
はっ
Oh! This is "The Adventures of Manjiro of Tama." I told you about it before.
多摩川の万次郎
It was interesting, but I think I'll leave it out of the recommendations this time …
図書委員
おすすめセレクション
Why?!
Put Manjiro with them!
130
I'm choosing the recommended books this time!
Manjiro had a tough time of it, too …
But just like Manjiro, Tama was once on the verge of being shunned as an outcast.
なんだとォ~~
3TAMA
TOKYOはこっちだけ
TOKYO
分けよう？
神奈川に入ったら？
追い出すな!!
反対
帝都制案
多摩も東京!!
それがイイ
ウム
As Tokyo Prefecture got bigger, there were two movements, one aiming to upgrade Tokyo from a prefecture to a metropolis to make its governance stronger and another seeking to spin off Tama from Tokyo.
ええっ
130


Manjiro! Were you in the same predicament as Tama?
プンプン
3TAMA
入れろ~~!!
多摩の万次郎
And amalgamation and independence movements also emerged within Tama itself.
私が
私が
私が
When did Tokyo Prefecture become Tokyo Metropolis?
MUSASHI
TAMA
YOKOHAMA
混乱!!
130
首都防衛セヨ!!
ハーイ
ハーイ
3TAMA
TOKYO
戦争の力…
In 1943 (Showa 18). Once the war began, voices calling for the enlargement of Tokyo grew louder, leading to the creation of Tokyo Metropolis, which included Tama.
130
So Tama was finally part of Tokyo Metropolis.
TOKYO
Yes. But even though it's in Tokyo, Tama isn't made up of wards. Instead, it's a collection of cities, towns, and villages.
23区と市町村
You've hit upon something interesting!
When Tokyo Metropolis came into being, there were discussions about whether it should be turned into a collection of wards.
ん?
そ~~
図書委員
おすすめセレクション
Hey! What do you think you're doing?!
多摩の万次郎
熱血編
Manjiro looks like he's going to keep getting passed around.

Campaign for Inclusion in Tokyo and “Greater Tokyo City”

What would the wards of the new metropolis be?

Until the birth of Tokyo Metropolis in 1943 (Showa 18), Tokyo was administered under a system similar to those of present-day Osaka and Kyoto, with Tokyo City existing within Tokyo Prefecture. People had argued the need for a metropolitan system that combined the prefecture and the city into one since the Meiji era, and significant steps were taken towards the realization of such a system during the Taisho period. This was driven by the rapid urbanization of Tokyo, which led to increasingly vocal opposition to the inefficiency of the two-tiered administrative structure. Simultaneously, the concentration of people in Tokyo resulted in rising populations in the five districts bordering Tokyo City (Ebara, Toyotama, Kitatoshima, Minamiadachi, Minamikatsushika). This raised questions about which areas should be part of the new metropolis.

Proposal for an “imperial capital” that would exclude the Tama region

In 1923 (Taisho 12), a bill to establish an “imperial capital” was submitted to the Imperial Diet. This bill aimed to define the extent of the metropolis as encompassing the Tokyo City area plus the five adjacent districts. The three Tama districts would be excluded, and be incorporated into Kanagawa Prefecture. People in the Tama region vehemently opposed this idea. The Tama region had the historical background of being merged into Tokyo Prefecture in 1893 (Meiji 26) despite strong opposition, on the grounds that it would facilitate the management of water resources for Tokyo Prefecture. After the incorporation of their region into Tokyo Prefecture, Tama region officials worked to develop the region while strengthening its ties with Tokyo.

Launch of campaign for inclusion in Tokyo

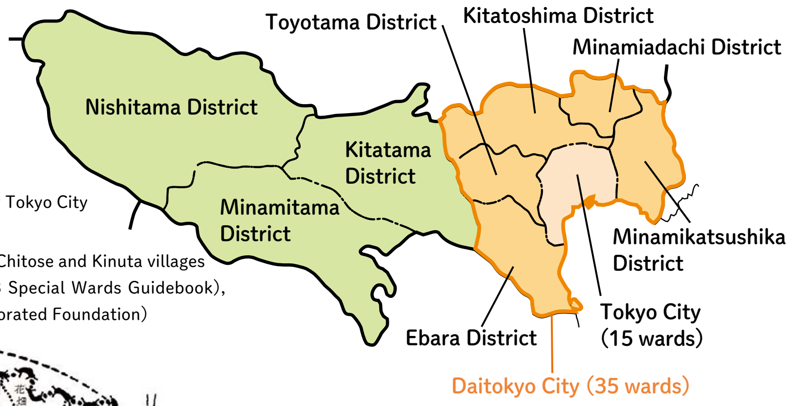
A movement that initially began as opposition to absorption by Kanagawa Prefecture later evolved into a campaign advocating for inclusion in Tokyo. In 1925 (Taisho 14), efforts were made to unify the movement, culminating in the establishment of an association for the incorporation into Tokyo of the three Tama districts and Hachioji City. This organization was a comprehensive regional group that included Diet members from the Tama region, prefectural assembly members, and mayors of various municipalities. In response to the campaign on the Tokyo City side for the exclusion of Tama from the new metropolis, the association tenaciously and repeatedly lobbied the Ministry of Home Affairs, the National Diet, and various political party headquarters (Photo 1). The inclusion of the Tama region in Tokyo can be attributed to the success of this movement.

(Photo 1) Campaigners for inclusion in Tokyo marching near the Imperial Palace
(from Tokyo to Santama (Tokyo and the Three Tamas))

Kishichi Akimoto, first chairman of the Association for Incorporation into Tokyo
(from Tama no Hitobito (The People of Tama))

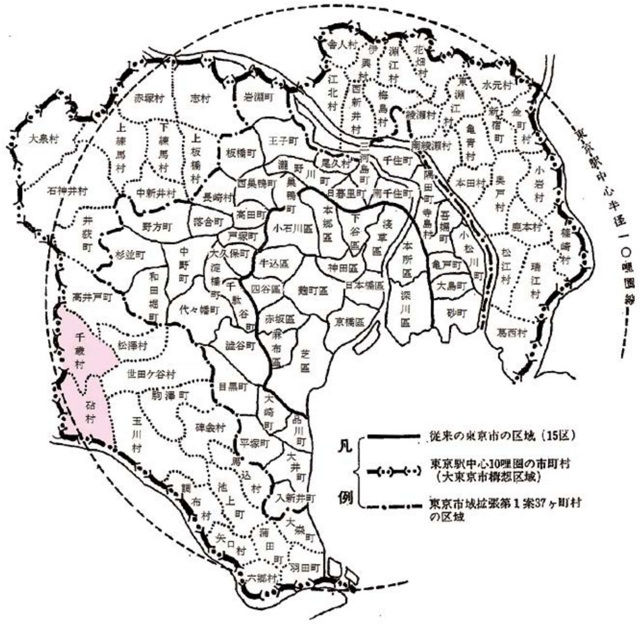
Tama and the establishment of “Greater Tokyo City”

As the metropolitan system was taking time to materialize, Tokyo City officials decided to expand the borders of the city ahead of the establishment of the metropolis. This led to the establishment in 1932 (Showa 7) of “Greater Tokyo City,” which included the neighboring five districts (Figure 1). In the Tama region, there was opposition, with campaigners arguing that it was aimed at excluding Tama from Tokyo, yet in reality the move succeeded in subduing the campaign. It is said that there was an implicit understanding between the Ministry of Home Affairs and the Tokyo Prefecture and City governments that, after the expansion of the city limits, the establishment of a metropolitan system, which would include Tama, would be pursued.



(Figure 1) Three Tama districts and Greater Tokyo City

(Figure 2) Tokyo Urban Planning Zone and Chitose and Kinuta villages
(from Tokyo 23-ku no Oitachi (Tokyo’s 23 Special Wards Guidebook), Special Ward Council Public Interest Incorporated Foundation)


凡例
従来の東京市の区域（15区）
東京駅中心10哩圏の市町村（大東京市構想区域）
東京市域拡張第１案37ヶ町村の区域

(Photo 2) Tokyo City Mayor Hidejiro Nagata
(from Tokyo Shiiki Kakuchoshi (History of the Tokyo City Expansion))

Quote from Tokyo City Mayor Hidejiro Nagata (Photo 2):
“The city has also come to realize that it cannot treat the three Tamas lightly ... I think they would calm down if given the name Tokyo and designated as a special zone ... I would like to limit the area of the metropolis to the area of the new city, but I would like you to find some way to make adjustments in that regard.”

COLUMN

Incorporation of Chitose and Kinuta villages into Setagaya Ward

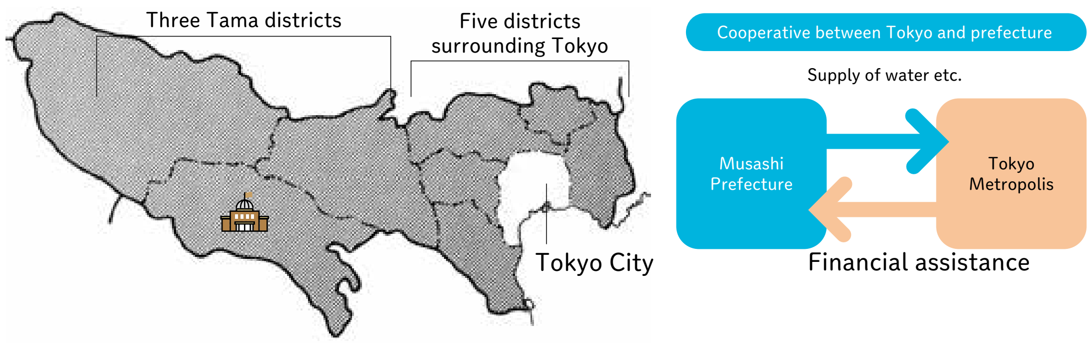
These days, Setagaya Ward contains areas called Chitosedai and Kinuta. The broader areas around them were once the villages of Chitose and Kinuta in Kitatama District (Figure 2). The Tokyo Urban Planning Zone was defined as the area within a radius of 10 miles from Tokyo Station. This included two villages, which led to a stronger desire in these villages for incorporation into the city, and after the expansion of the city boundaries, the citizens of the villages banded together to campaign for absorption. As a result, the two villages were added to Setagaya Ward in 1936 (Showa 11).

Various Independent Prefecture Concepts

Proposal for a “Musashi Prefecture,” with Hachioji as the prefectural capital

The Tama region sought inclusion in the Tokyo Metropolis, pushing for this through persistent efforts. However, there were also movements advocating for the creation of an independent prefecture. The idea of creating a Musashi Prefecture was one of those, and it gained prominence around the time of “imperial capital” proposal in 1923 (Taisho 12). The Musashi Prefecture concept aimed to establish a single prefecture comprising the three districts of Tama and the five districts surrounding Tokyo City. The plan involved creating a cooperative between Tokyo and the proposed prefecture as a means of obtaining financial assistance from the capital (Figure 1). The idea of a Musashi Prefecture had actually originated in the Meiji era, when it was put forward by the government of the time. The proposal called for the prefectural office to be located in Shinjuku. However, the new Musashi Prefecture proposal advocated in the Tama region demanded that the prefectural office be sited in Hachioji City. Placing the prefectural office in Hachioji City, which had recently acquired city status, and aiming for the development of the entire Tama region can be viewed as an ambitious plan.

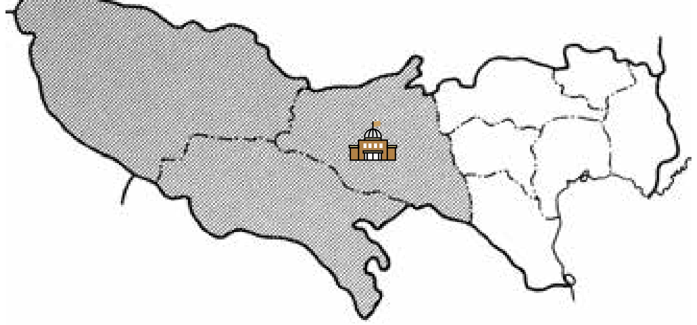
(Figure 1) Musashi Prefecture concept



Proposal for a “Tama Prefecture,” with Tachikawa as the prefectural capital

The Tama Prefecture concept, which involved creating a single prefecture for the Tama region alone, was presented by the Temporary Metropolitan System Research Committee, a body put together after the “imperial capital” proposal was abandoned (Figure 2). As with the Musashi Prefecture plan, a cooperative between Tokyo and the proposed prefecture would be set up, with the prefecture receiving financial aid from the capital. However, the exclusion of the five districts bordering Tokyo City reflected the prevailing view that these five districts should be part of Tokyo Metropolis. In the Tama region, there was opposition, with campaigners arguing that even with financial assistance, the Tama region alone would lack the means to survive as an independent prefecture. Nevertheless, by around 1925 (Taisho 14), calls for a Tama Prefecture were emanating from Kitatama. This Tama Prefecture proposal involved the prefectural office being located in Tachikawa. Tachikawa had developed rapidly, with the opening of Tachikawa Airfield in 1922 (Taisho 11) and the transition to town status the following year. It is likely that the people of Tachikawa wanted to stand up to Hachioji and develop the Tama region with their town at the center.

(Figure 2) Tama Prefecture concept



Concept of merger with Kanagawa Prefecture districts and establishment of a new prefecture

In around 1930 (Showa 5), the idea of creating a “Yokohama Metropolis” started to circulate in Yokohama City, which led to concerns about how the districts of Kanagawa Prefecture would be treated. Yokohama City Mayor Chuichi Ariyoshi responded with a proposal to create a new prefecture for the Tama region and the districts of Kanagawa, with the prefectural office to be situated in Hachioji. The suggestion gained support from mayors of municipalities in the Minamitama District, centered around Hachioji City. In 1930 (Showa 5), a street plan for Hachioji City was decided on, and moves to rezone urban areas got underway. Against the backdrop of this comprehensive urban planning, Hachioji officials once again contemplated making their city a prefectural capital to spur regional development. This development can be seen as a response to Tachikawa, which was in favor of the Tama Prefecture concept and was aiming for regional development by landing the prefectural office.

Nishitama’s long-standing calls to be incorporated into the metropolis

Unlike Minamitama and Kitatama, which sought to create an independent prefecture from Tokyo Metropolis and pursue regional development through the attraction of the prefectural office, Nishitama consistently demanded inclusion in the Tokyo Metropolis. The slim possibility of securing the prefectural office and its direct interest in Tokyo City’s water supply are believed to have been the reasons for Nishitama’s stance. Kishichi Akimoto, the first chairman of the Association for Incorporation into Tokyo, hailed from Kitatama. However, the second chairman, Ihee Senuma (Photo 1), and the third chairman, Kojiro Iwanami (Photo 2), came from Nishitama.

(Photo 1)
Ihee Senuma, second chairman of the Association for Incorporation into Tokyo
(from Tama no Hitobito (The People of Tama))

(Photo 2)
Kojiro Iwanami, third chairman of the Association for Incorporation into Tokyo
(from Tokyo to Santama (Tokyo and the Three Tamas))

COLUMN

The “three Tamas” identity

After the transfer of the three Tamas from Kanagawa Prefecture to Tokyo Prefecture in 1893 (Meiji 26), various organizations often worked together with the five districts surrounding Tokyo City (or six districts until the merger of Higashitama District and Minamitoshima District into Toyotama District in 1896 (Meiji 29)), establishing an informal grouping comprising a total of eight districts. As a result, a sense of collective identity as the “three Tamas” weakened. However, the emergence of the Tokyo Metropolis issue sparked a rekindling of this shared identity. As campaigns progressed, a “three Tamas spirit” came to be emphasized, and in 1924 (Taisho 13), people from Tama who held posts in Tokyo Prefecture or Tokyo City formed the “Three Tamas Hometown Friends Association.” After the city limits had been expanded, Tama-born members of the Tokyo Prefecture Assembly also organized, setting up the “Tama Group” and taking action independently.

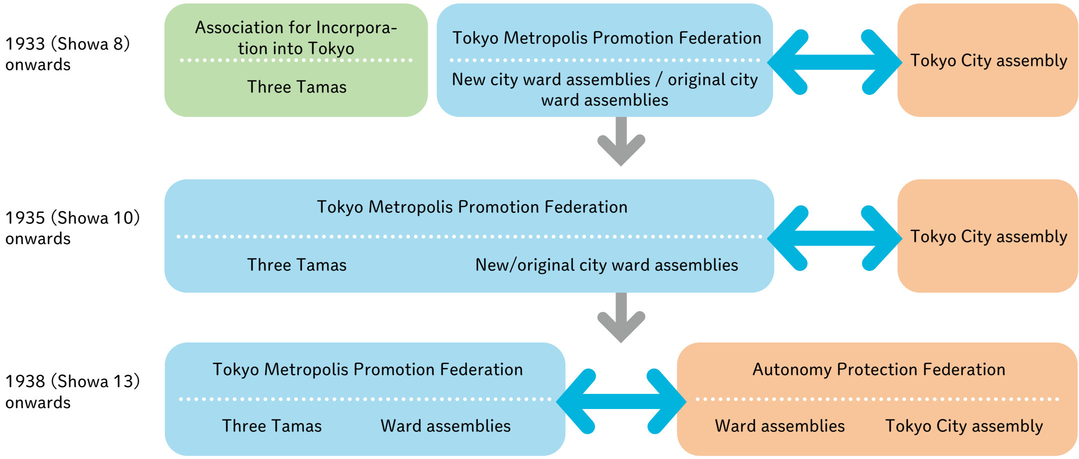
Establishment of Tokyo Metropolis and Municipalities of Tama

Battle over ward assemblies between Tokyo City assembly and Tama

Calls to make Tokyo a metropolis, which had grown louder since the Taisho era, were still failing to bear fruit. The moves stalled because not only was there the issue of the extent of the proposed metropolis, but there were also clashes over whether the metropolitan commissioner should be appointed by the government or elected by the people. Following the enlargement of Tokyo City, the government drafted a bill for the establishment of Tokyo Metropolis, whereby the metropolitan commissioner would be government appointed and the Tama region would be included. This proposal was submitted to the Diet in 1933 (Showa 8). As the bill recognized ward autonomy in exchange for government selection of the metropolitan commissioner, the ward assemblies in both the new and original parts of the city, which were seeking greater autonomy, formed the “Tokyo Metropolis Promotion Federation,” and began coordinating their efforts with Tama as they worked to get the bill passed.

Then, in 1935 (Showa 10), Tama and the ward assemblies joined forces, establishing a fresh incarnation of the Tokyo Metropolis Promotion Federation. However, in 1938 (Showa 13), when the Ministry of Home Affairs announced its draft outline of the system of government for Tokyo Metropolis, which would see the commissioner appointed by the government, the metropolis covering the area of the prefecture, and the rejection of autonomy for the metropolitan government and wards within the metropolis, the Tokyo City assembly, which advocated for the election of the commissioner, formed the “Autonomy Protection Federation” to get the draft outline scrapped. It also actively urged each ward assembly to join the federation. This resulted in a division of opinions among the ward assemblies on whether to prioritize cooperation with the three Tamas to bring about revisions to the outline or to join the federation to get it ditched altogether. Ultimately, the Tokyo Metropolis Promotion Federation disintegrated (Figure 1).

(Figure 1) Relationships between the three Tamas, ward assemblies, and city assembly


1933 (Showa 8) onwards
Association for Incorporation into Tokyo
Three Tamas
Tokyo Metropolis Promotion Federation
New city ward assemblies / original city ward assemblies
Tokyo City assembly
1935 (Showa 10) onwards
Tokyo Metropolis Promotion Federation
Three Tamas
New/original city ward assemblies
Tokyo City assembly
1938 (Showa 13) onwards
Tokyo Metropolis Promotion Federation
Three Tamas
Ward assemblies
Autonomy Protection Federation
Ward assemblies
Tokyo City assembly

Establishment of Tokyo Metropolis

Once the Pacific War began, efforts were made to establish a metropolitan government as a means of making the capital more resilient to enemy attacks. Then, in the middle of the war in July 1943 (Showa 18), Tokyo Metropolis was established. The metropolitan government was organized as follows: The area covered by the metropolis was the area covered by the former prefecture including the Tama region, the metropolitan commissioner was government appointed, and ward autonomy was denied.

Municipal government

In the Tama region, discussions are taking place within the metropolis inclusion movement on whether to seek inclusion while maintaining their municipal governments or to demand ward status. Apparently, many Tokyo Prefecture assembly members advocated for the ward system, while municipal mayors tended to argue for the continuation of their cities, towns, and villages. The prefectural assembly members believe that the municipalities would find it easier to obtain budget funding from the Metropolitan assembly if they were on par with the wards, while the municipal mayors thought that they would lose their autonomy by becoming wards. It was finally decided to request the maintenance of municipality status for the time being. And the Tama region was ultimately incorporated into Tokyo Metropolis as a collection of cities, towns, and villages.

Home Affairs Minister Yamazaki’s view on the governance of Tama

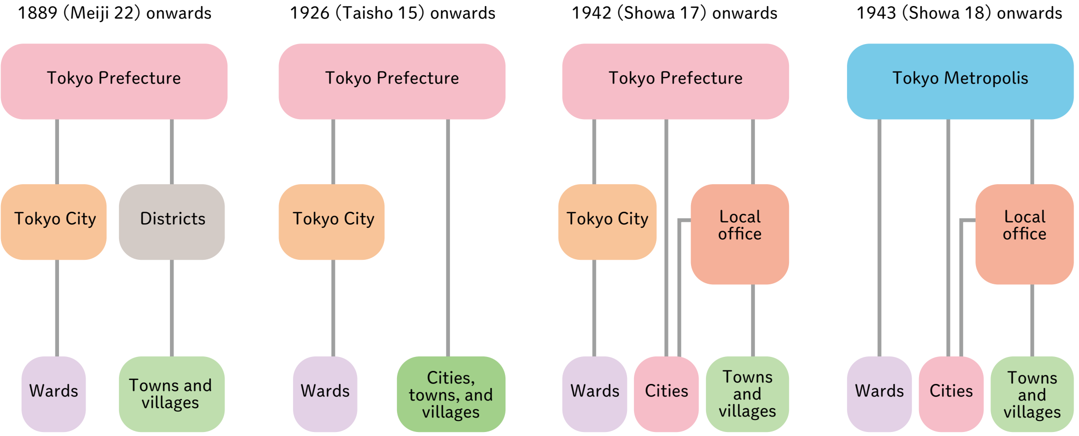
The key aspect of the recent establishment of Tokyo Metropolis is the abolition of Tokyo City, and the issue of the three Tamas and other locales is secondary. However, I believe that switching to the ward system will be beneficial if the three Tama regions undergo significant development in the future, and the nature of them changes in terms of population or transportation.

(Summary of questions and answers concerning metropolitan government during the 81st Diet session)

Local office above municipalities

Districts, which had been overseeing towns and villages, were abolished in 1926 (Taisho 15), and towns and villages came under the direct supervision of the prefecture. However, there was strong opposition to this, as residents objected to losing the central institution for the politics, economy, and culture of their region. As the Sino-Japanese War began and the need for a stronger system of mobilization increased, demands grew for the establishment of “intermediate institutions.” This led to the introduction of “local offices” in 1942 (Showa 17). Unlike district offices, these local offices were not merely auxiliary institutions for the prefectural governor; they actually had various decision-making powers and wielded authority over the towns and villages. A year after their establishment, Tokyo Metropolis came into being. However, the local office continued to serve as guiding institution for the cities, towns, and villages Tama. This arrangement persisted even after the post-war transition of the metropolis into a “local public entity” (Figure 2).

(Figure 2) Evolution of the administrative system for Tokyo

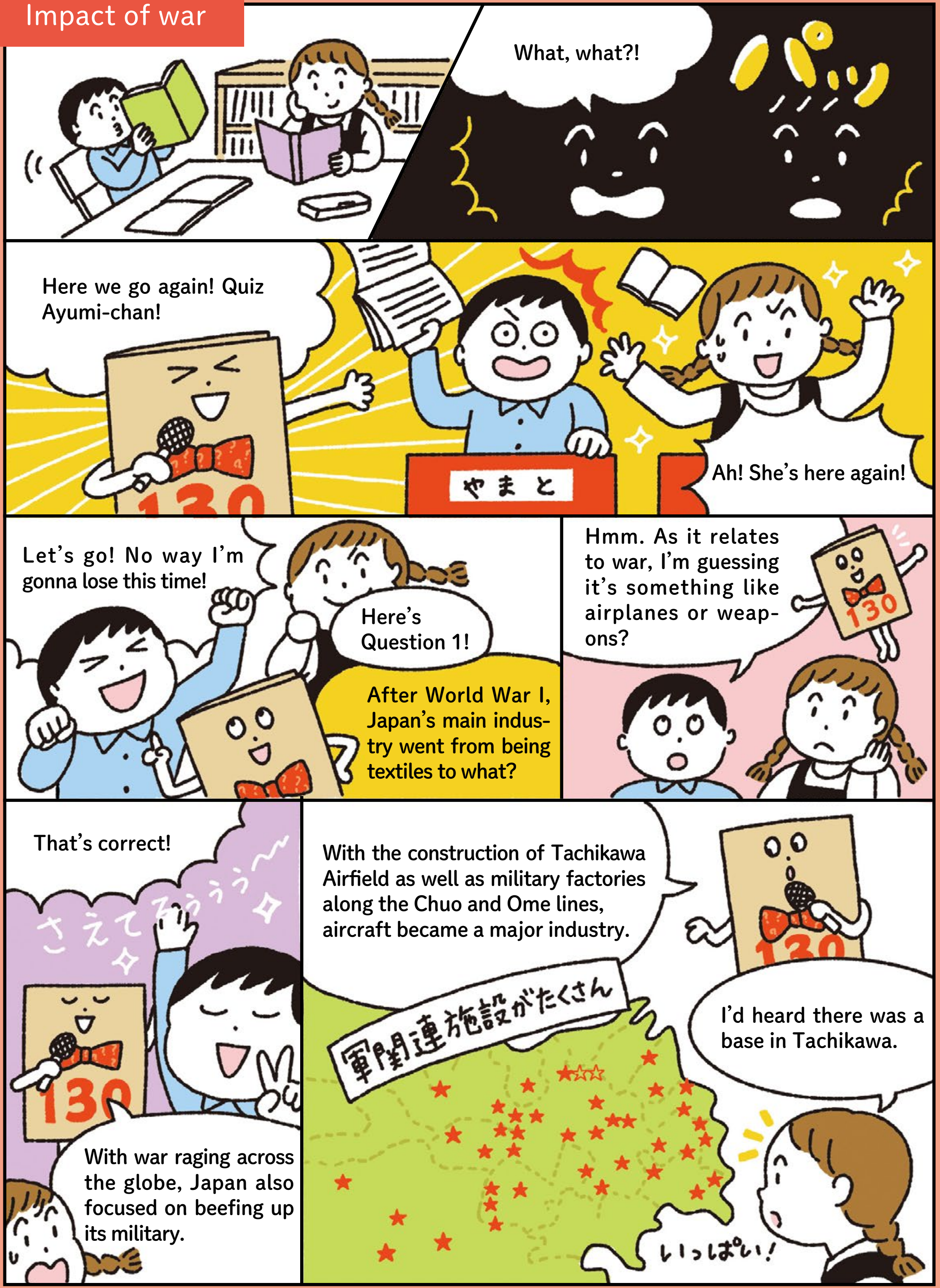

1889 (Meiji 22) onwards
Tokyo Prefecture
Tokyo City
Districts
Wards
Towns and villages
1926 (Taisho 15) onwards
Tokyo Prefecture
Tokyo City
Wards
Cities, towns, and villages
1942 (Showa 17) onwards
Tokyo Prefecture
Tokyo City
Local office
Wards
Cities
Towns and villages
1943 (Showa 18) onwards
Tokyo Metropolis
Local office
Wards
Cities
Towns and villages

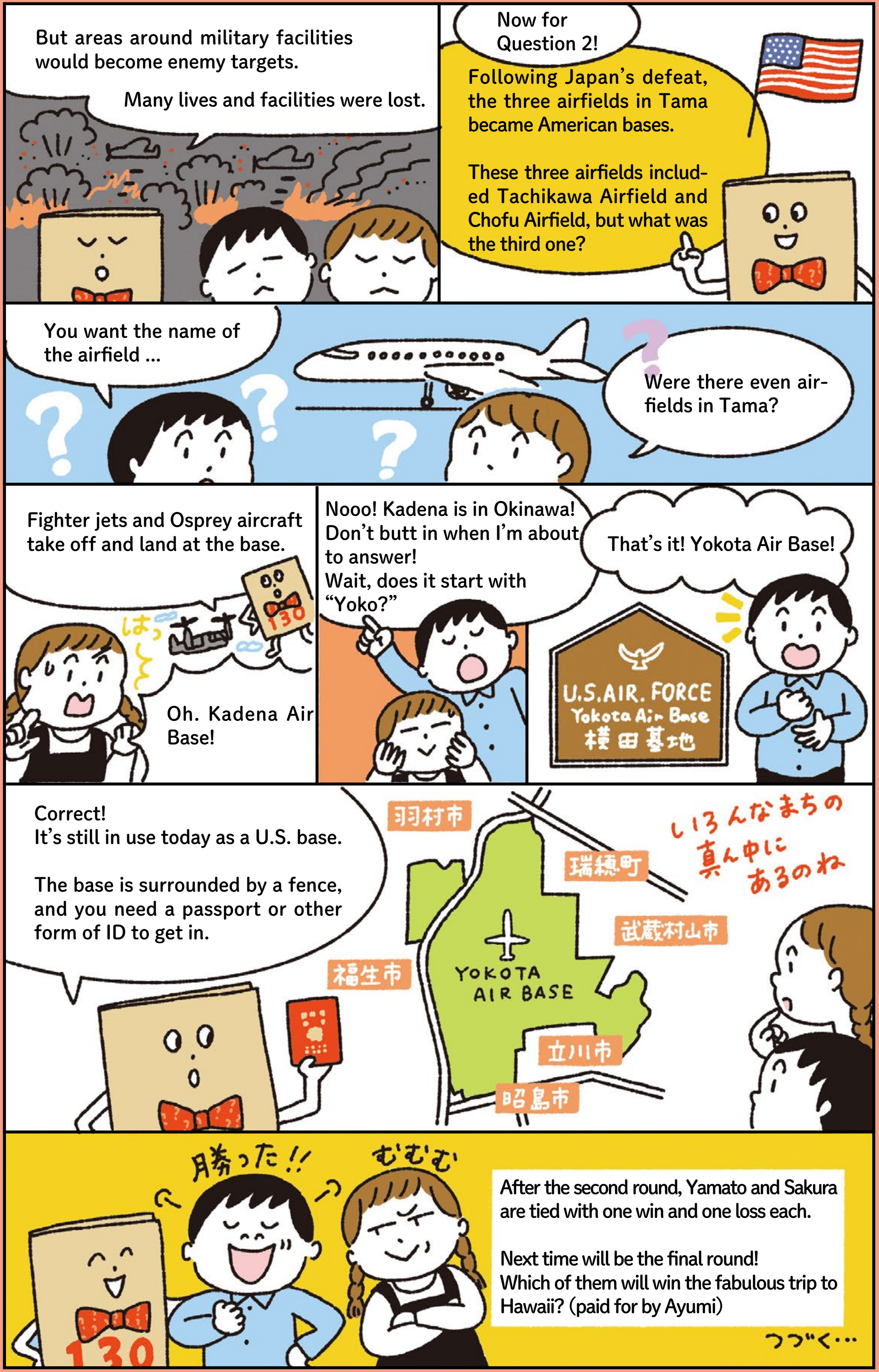
* Hachioji and Tachikawa became cities in 1917 (Taisho 6) and 1940 (Showa 15), respectively.
* Districts had district assemblies between 1899 (Meiji 32) and 1923 (Taisho 12).

Chapter 4

Hollowing Out and Postwar Reconstruction of Tama

Impact of war


What, what?!
パッ
Here we go again! Quiz Ayumi-chan!
やまと
Ah! She's here again!
Let's go! No way I'm gonna lose this time!
Here's Question 1!
After World War I, Japan's main industry went from being textiles to what?
Hmm. As it relates to war, I'm guessing it's something like airplanes or weapons?
130
That's correct!
さえてるぅぅぅ～
With war raging across the globe, Japan also focused on beefing up its military.
With the construction of Tachikawa Airfield as well as military factories along the Chuo and Ome lines, aircraft became a major industry.
軍関連施設がたくさん
I'd heard there was a base in Tachikawa.
いっぱい!


But areas around military facilities would become enemy targets.
Many lives and facilities were lost.
Now for Question 2!
Following Japan's defeat, the three airfields in Tama became American bases.
These three airfields included Tachikawa Airfield and Chofu Airfield, but what was the third one?
You want the name of the airfield ...
Were there even airfields in Tama?
Fighter jets and Osprey aircraft take off and land at the base.
はっ
Oh. Kadena Air Base!
Nooo! Kadena is in Okinawa! Don't butt in when I'm about to answer!
Wait, does it start with "Yoko?"
That's it! Yokota Air Base!
U.S. AIR. FORCE
Yokota Air Base
横田基地
Correct!
It's still in use today as a U.S. base.
The base is surrounded by a fence, and you need a passport or other form of ID to get in.
羽村市
瑞穂町
武蔵村山市
福生市
YOKOTA AIR BASE
立川市
昭島市
いろんなまちの真ん中にあるのね
勝った!!
むむむ
130
After the second round, Yamato and Sakura are tied with one win and one loss each.
Next time will be the final round! Which of them will win the fabulous trip to Hawaii? (paid for by Ayumi)
つづく…

Opening of Tachikawa Airfield and Expansion of Military Facilities

Opening of Tachikawa Airfield

In 1922 (Taisho 11), Tachikawa Airfield (Photo 1) opened in Tachikawa Village. During World War I, aircraft started to be used in battle, and after that war, the Imperial Japanese Army also began to strengthen its air power. Tachikawa Airfield was built to serve as a key base for defense of the Imperial Capital, Tokyo. The 5th Air Battalion, which had been stationed in Kakamigahara, Gifu Prefecture the year before, relocated to Tachikawa and was upgraded to the 5th Air Regiment in 1925 (Taisho 14). Tachikawa Airfield was also used as a civilian airport, and in 1929 (Showa 4), scheduled flights between Tachikawa and Osaka began operating, with the journey taking just three hours. In 1933 (Showa 8), civilian aircraft were relocated to Tokyo Airfield (now Haneda Airport), making Tachikawa an exclusively military airfield. In contrast to Hachioji, which was then called “Soto” and known as a textile town,” Tachikawa earned the nickname “Kuto.”

(Photo 1) Tachikawa Airfield as Seen from the Air to the South (Showa era) (from Shashinshu Tachikawa (Photobook Tachikawa))

Tachikawa becomes a city

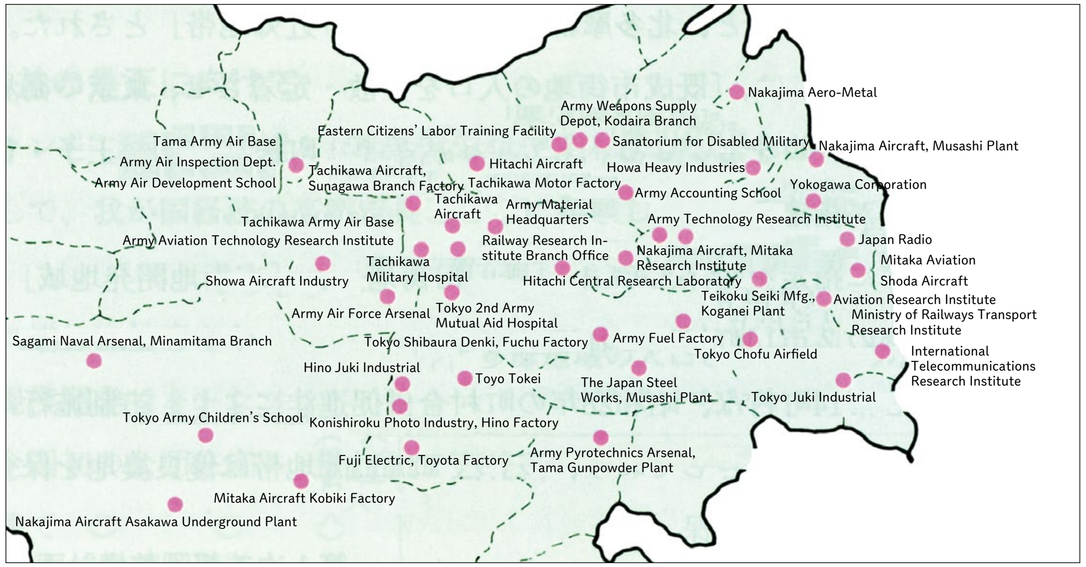
In the year after the opening of Tachikawa Airfield,1923 (Taisho 12), the village of Tachikawa became a town. At that time, the Tama region contained one city, Hachioji, and seven towns (Fuchu, Chofu, Tanashi, Hino, Machida, Ome, and Itsukaichi). They developed around inns along Edo period highways. In contrast, Tachikawa’s elevation to city status owed a lot to its hosting of military facilities. Tachikawa Village, which had a population of 4,633 at the time of the first national census in 1920 (Taisho 9), experienced a rapid increase in population to 33,849 by 1940 (an increase of 731%), which can be attributed to the establishment of military-related facilities and its strategic importance as a transportation hub. And in the following year, the town of Tachikawa became a city. Just 17 years after it had gained town status, Tachikawa became Tama’s second city after Hachioji.

Establishment of military facilities and factories

With the establishment of Tachikawa Airfield, military facilities related to aviation research, development, and manufacturing, such as the Army Aviation Technology Research Institute and the Army Air Force Arsenal, were constructed in the surrounding area. At the same time, numerous military factories such as those of Tachikawa Aircraft, Hitachi Aircraft, and Showa Aircraft Industry, which produced military planes, established a presence in the region. Furthermore, many companies and organizations either built new facilities or relocated existing ones into the area. Some examples are Nakajima Aircraft, Yokogawa Electric, and Japan Radio in Musashino/Mitaka; Chofu Airfield in Chofu; the Army Technology Research Institute in Koganei; the Army Accounting School in Kodaira; and the Army Fuel Factory (Photo 2) and Tokyo Shibaura Electric in Fuchu. The area along the Chuo Line extending to the Ome Line, which is situated on the Musashino Plateau, gradually developed into a belt of military-related facilities (Figure 1).

(Photo 2) Army Fuel Factory
(from Ano Hi no Fuchu (That Day in Fuchu), Fuchu City Photobook)

The Army Fuel Factory in Fuchu was constructed in 1940 (Showa 15) and conducted research on alternative technologies for aviation fuel. The photograph shows the site in 1946 (Showa 21).

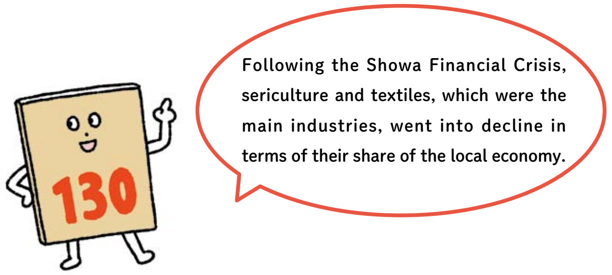

Nakajima Aero-Metal
Army Weapons Supply Depot, Kodaira Branch
Eastern Citizens’ Labor Training Facility
Sanatorium for Disabled Military
Nakajima Aircraft, Musashi Plant
Tama Army Air Base
Army Air Inspection Dept.
Army Air Development School
Tachikawa Aircraft, Sunagawa Branch Factory
Hitachi Aircraft
Tachikawa Motor Factory
Howa Heavy Industries
Yokogawa Corporation
Tachikawa Aircraft
Army Material Headquarters
Army Accounting School
Army Technology Research Institute
Tachikawa Army Air Base
Army Aviation Technology Research Institute
Railway Research Institute Branch Office
Nakajima Aircraft, Mitaka Research Institute
Japan Radio
Mitaka Aviation
Shoda Aircraft
Showa Aircraft Industry
Tachikawa Military Hospital
Hitachi Central Research Laboratory
Teikoku Seiki Mfg., Koganei Plant
Aviation Research Institute
Ministry of Railways Transport Research Institute
Army Air Force Arsenal
Tokyo 2nd Army Mutual Aid Hospital
Sagami Naval Arsenal, Minamitama Branch
Tokyo Shibaura Denki, Fuchu Factory
Army Fuel Factory
Tokyo Chofu Airfield
International Telecommunications Research Institute
Hino Juki Industrial
Toyo Tokei
The Japan Steel Works, Musashi Plant
Tokyo Juki Industrial
Tokyo Army Children’s School
Konishiroku Photo Industry, Hino Factory
Fuji Electric, Toyota Factory
Army Pyrotechnics Arsenal, Tama Gunpowder Plant
Mitaka Aircraft Kobiki Factory
Nakajima Aircraft Asakawa Underground Plant

(Figure 1) Important military facilities and factories (from Tama Hyakunen no Ayumi (Centennial History of Tama))

Industry and Administration in the Early Showa Era

From textiles to aircraft manufacture

From the Meiji era, the main industries in the Tama region were sericulture, silk reeling, and textile manufacturing. There were three chief textile production areas: Hachioji (silk fabrics), Ome (silk-cotton blended fabrics), and Murayama (blue kasuri for Oshima Tsumugi). In 1930 (Showa 5), the Showa Financial Crisis struck, plunging the Japanese economy into a depression, which severely impacted the textile industry in the Tama region. The Showa Financial Crisis marked a turning point, significantly altering the industrial landscape of the Tama region. After this event, the textile sector, which had previously constituted a major portion of the area's industrial output, rapidly declined. In contrast, aviation-related industries experienced remarkable growth. Within the military-related facility belt, residential areas for factory workers were constructed in various locations, leading to a sharp increase in population.


130
Following the Showa Financial Crisis, sericulture and textiles, which were the main industries, went into decline in terms of their share of the local economy.

Elevation of villages to towns in the early Showa era

Coupled with the development of academic cities, the villages in the military-related facility belt became increasingly residential and urbanized. To facilitate urban infrastructure development, there was a push to establish cities and towns. After 1933 (Showa 8), moves to demand application of the City Planning Act spread within the region, and many small municipalities came up with proposals to merge with each other and become cities or towns. Hachioji City merged with Komiya Town in 1941 (Showa 16). Also, from the early Showa era until the end of World War II, 13 villages were upgraded to town status while retaining their independence. All in all, nine villages in the military belt became towns (Musashino, Koganei, Mitaka, Kokubunji, Hoya, Fussa, Showa, Higashimurayama, and Kodaira). The others were Asakawa and Komiya, which bordered Hachioji City, Hikawa, which was affected by the construction of the Ogouchi Dam, and Mizuho, which dissolved its village union.

COLUMN

Kihachi Koike's Diary

Kihachi Koike served as the principal of Higashimurayama Village Kasei Elementary School for 31 years. After retiring, he served as the mayor of Higashimurayama from 1942 to 1946 (Showa 17-21), overseeing the town's administration under the wartime regime. His diary from 1944 (Showa 19) was put into print, and it offers insights into the busy daily life of the mayor. The diary describes agricultural labor mobilization, inspections by Prime Minister Tojo and others, acceptance of groups of school children as evacuees, mobilization of student labor to military factories, and air raid alerts, and more (from Koike Kihachi Nikki (Kihachi Koike's Diary)).

Kihachi Koike

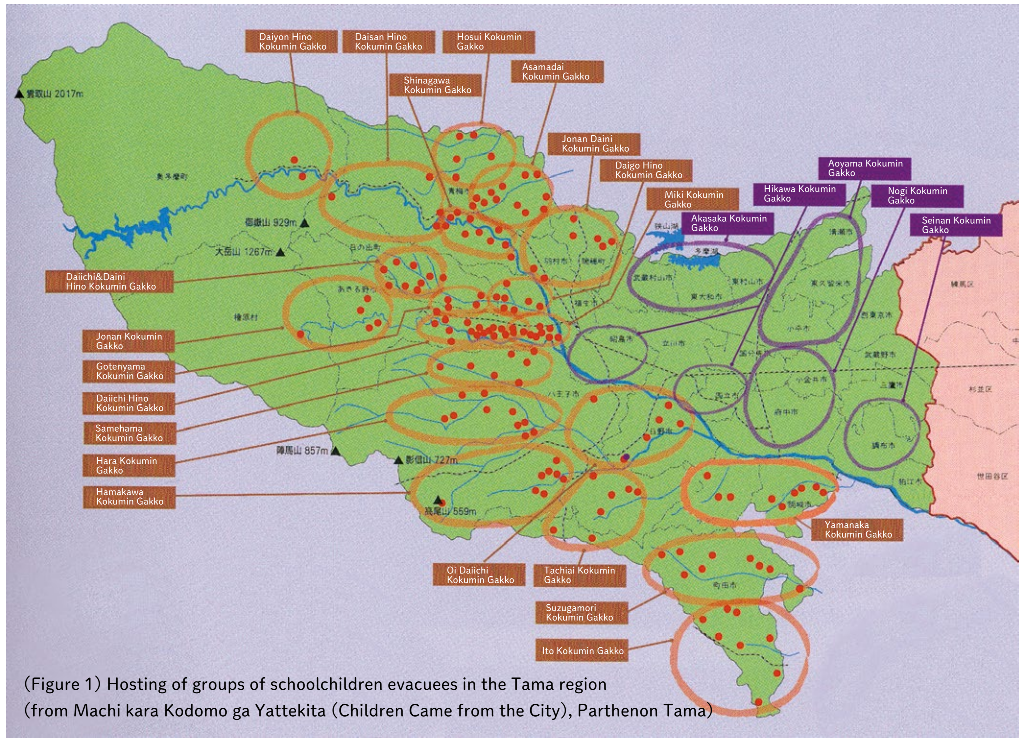
(Collection of Higashimurayama Local History Museum)

Administration under the wartime regime

(Photo 1) B29 bomber over Nakajima Aircraft's Musashi Plant (Collection of U.S. National Archives)

The Second Sino-Japanese War began in 1937 (Showa 12), and as the conflict became prolonged, Japan gradually instituted a harsh wartime regime. The government called for fresh approaches to administration, and the administrative affairs of cities and towns adapted to the wartime situation. Officials, along with the residents, assisted with the "protection of the home front" to execute the war through such activities as dispatching soldiers, conducting air defense drills, rationing supplies, welcoming back the spirits of the war dead, and providing guidance neighborhood associations and air defense groups. In December 1941 (Showa 16), Japan thrust itself into what would become known as the Pacific War, and as the war situation gradually worsened, the military-related facility belt became the target of air raids by the U.S. forces. In November 1944 (Showa 19), the Americans carried out their first full-scale air raid on the Japanese mainland using B29 bombers (Photo 1), during which they bombed Nakajima Aircraft's Musashi Plant (now in Musashino City). From then on until the end of the war, there were air raids targeting military factories/facilities and smaller cities like Hachioji, as well as attacks by small aircraft, resulting in the loss of many lives and facilities.

And from August 1944 (Showa 19), over 220,000 schoolchildren from the wards of Tokyo evacuated to 13 different prefectures in regions such as Kanto, Tokai, and Tohoku. In the Tama region, Kitatama District received evacuees from the former Akasaka Ward (now part of Minato Ward), while Minamitama and Nishitama districts received evacuees from the former Shinagawa Ward (now part of Shinagawa Ward). In total, more than 9,000 schoolchildren and teachers evacuated to Tama (Figure 1).


Daiyon Hino Kokumin Gakko
Daisan Hino Kokumin Gakko
Hosui Kokumin Gakko
Shinagawa Kokumin Gakko
Asamadai Kokumin Gakko
Jonan Daini Kokumin Gakko
Daigo Hino Kokumin Gakko
Miki Kokumin Gakko
Akasaka Kokumin Gakko
Hikawa Kokumin Gakko
Aoyama Kokumin Gakko
Nogi Kokumin Gakko
Seinan Kokumin Gakko
Daiichi&Daini Hino Kokumin Gakko
Jonan Kokumin Gakko
Gotenyama Kokumin Gakko
Daiichi Hino Kokumin Gakko
Samehama Kokumin Gakko
Hara Kokumin Gakko
Hamakawa Kokumin Gakko
Yamanaka Kokumin Gakko
Oi Daiichi Kokumin Gakko
Tachiai Kokumin Gakko
Suzugamori Kokumin Gakko
Ito Kokumin Gakko
雲取山 2017m
御岳山 929m
大岳山 1267m
陣馬山 857m
高尾山 559m

(Figure 1) Hosting of groups of schoolchildren evacuees in the Tama region
(from Machi kara Kodomo ga Yattekita (Children Came from the City), Parthenon Tama)

Note: ***Kokumin Gakko*** was the name given to elementary schools from 1941 to 1947.

U.S. Military Bases and Tama

U.S. military occupation and seizure of facilities

(Photo 1) U.S. military house
(close to Yokota Air Base)

In September 1945 (Showa 20), the 1st Cavalry Division of the U.S. Army's 11th Airborne Division landed in Yokohama, passed through Haramachida, and occupied the airfields in Chofu, Tachikawa, and Tama (Yokota). Later, the main forces entered Tokyo, fanning out and taking over sites in various locations, such as the Yoyogi military parade ground and the Dai-ichi Hotel. The U.S. military occupation in the Tama region began with the seizure of army airfields. Military facilities were seized, and places like the Army Fuel Factory and munitions factories were repurposed for use by the American forces. Western-style houses, such as the Yuzo Yamamoto residence in Mitaka City and the Suzuka residence in Komae City, were also occupied and refurbished as accommodations for officers.

Around the bases, entertainment districts packed with bars, restaurants, hotels, and cabarets catering to American military personnel sprang up, and vestiges of them are still visible today. Kunitachi Town, though, was designated as a district of education in 1952 (Showa 27), with the goal being to prohibit the construction of such entertainment facilities and thereby preserve public morals. Even after the Korean War ended, the U.S. military stuck around. On the land on which Nakajima Aircraft's Musashi Plant had stood, the Musashino housing area (known as Green Park) was built as accommodation for officers' families. Despite local opposition to the plan, in 1954 (Showa 29) families started to move in. U.S. military houses were also constructed on farmland around Yokota Base (Photo 1), with the number totaling about 1,100 units by 1957 (Showa 32).

COLUMN

The return of military land

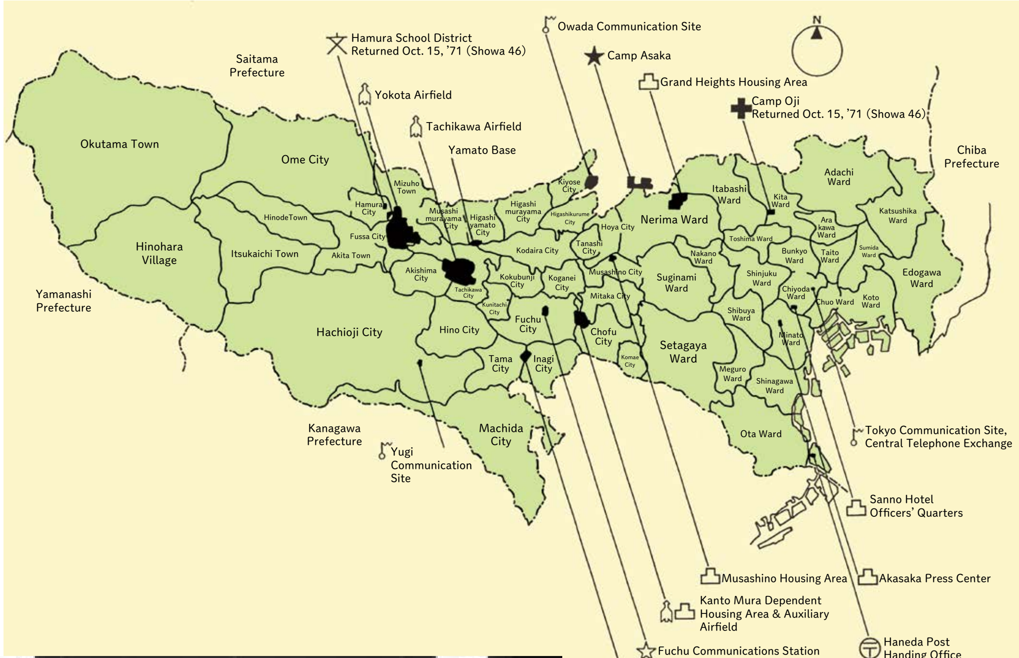
Most of the former military sites in the Tama region were eventually handed back to Japan, after which they were repurposed into housing complexes, parks, and public facilities. However, Chofu Airfield is again being used as an airfield, retaining the role it had before the war. The U.S. military used it as a hydroponic farm (Photo 2) to enable the use of human manure to be avoided and clean vegetables to be supplied. The site also featured a housing complex called Kanto Mura. However, after its return in 1956 (Showa 31), it became an off-airport landing field managed by the Tokyo Metropolitan Government. In 2001 (Heisei 13) it officially became an airport. Operated as a commuter airport by the Tokyo Metropolitan Government, it currently offers flights connecting the capital with remote islands such as Oshima, Niijima, and Kozushima, and serves as a vital transportation hub for island residents.

(Photo 2) Chofu Hydroponic Farm
(Collection of Chofu Local History Museum)

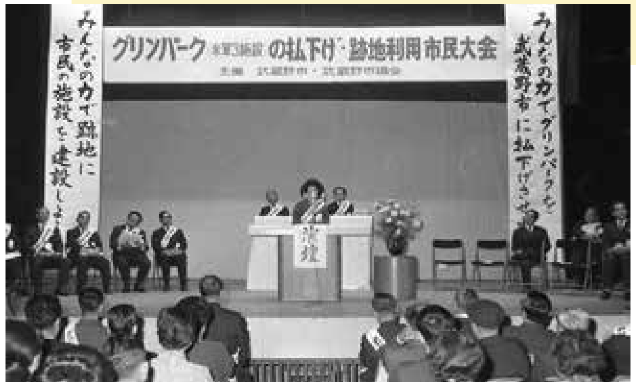
Return of U.S. military bases

Up until the fifth decade of the Showa era (1965-1974), numerous U.S. military facilities existed in Tokyo Metropolis (Figure 1). Even today, Yokota Air Base and Tama Ammunition Depot (now Tama Hills Recreation Center) remain in use by U.S. forces in Japan, but most of the facilities have been returned. This process generated various tensions with the local communities. At Tachikawa Air Base, a plan to extend the runway was proposed in 1955 (Showa 30), and this led to the "Sunagawa Struggle" as families rose up in opposition to the expropriation of their land. The following year, there was a clash, known as the "Sunagawa Incident," between the land survey team on the one side and local residents and student sympathizers on the other. In 1969 (Showa 44), base functions began being transferred to Yokota, and after the full return of Tachikawa Air Base to the Japanese government in 1977 (Showa 52), the site was redeveloped. This project, which is still ongoing, has seen the creation of Showa Kinen Park and the establishment of a Wide-area Disaster Management Base with self-defense forces and government facilities. There is also an urban redevelopment zone and a Tama Toshi Monorail hub.

The previously mentioned Green Park was subject to a citizen's campaign for the return of the U.S. military accommodation. The campaign started in the 1960s, and the return was agreed in 1971 (Showa 46) (Photo 3). In 1974 (Showa 49), people began signing a petition for the site to be converted into a park, and this culminated in the opening of the Musashino Chuo Park by the Tokyo Metropolitan Government in 1989 (Heisei 1).


Hamura School District
Returned Oct. 15, '71 (Showa 46)
Owada Communication Site
Camp Asaka
Grand Heights Housing Area
Camp Oji
Returned Oct. 15, '71 (Showa 46)
N
Saitama Prefecture
Yokota Airfield
Tachikawa Airfield
Yamato Base
Chiba Prefecture
Okutama Town
Ome City
Mizuho Town
Hamura City
HinodeTown
Fussa City
Musashi murayama City
Higashi yamato City
Higashi murayama City
Higashikurume City
Kiyose City
Hoya City
Nerima Ward
Itabashi Ward
Kita Ward
Adachi Ward
Katsushika Ward
Ara kawa Ward
Toshima Ward
Hinohara Village
Itsukaichi Town
Akita Town
Akishima City
Tachikawa City
Kodaira City
Tanashi City
Kokubunji City
Koganei City
Musashino City
Nakano Ward
Bunkyo Ward
Taito Ward
Sumida Ward
Edogawa Ward
Suginami Ward
Shinjuku Ward
Chiyoda Ward
Chuo Ward
Koto Ward
Yamanashi Prefecture
Kunitachi City
Mitaka City
Shibuya Ward
Hachioji City
Hino City
Fuchu City
Chofu City
Minato Ward
Setagaya Ward
Komae City
Tama City
Inagi City
Meguro Ward
Shinagawa Ward
Kanagawa Prefecture
Machida City
Ota Ward
Tokyo Communication Site,
Central Telephone Exchange
Yugi Communication Site
Sanno Hotel
Officers' Quarters
Musashino Housing Area
Akasaka Press Center
Kanto Mura Dependent
Housing Area & Auxiliary
Airfield
Fuchu Communications Station
Haneda Post
Handing Office
Tama Ammunition Depot

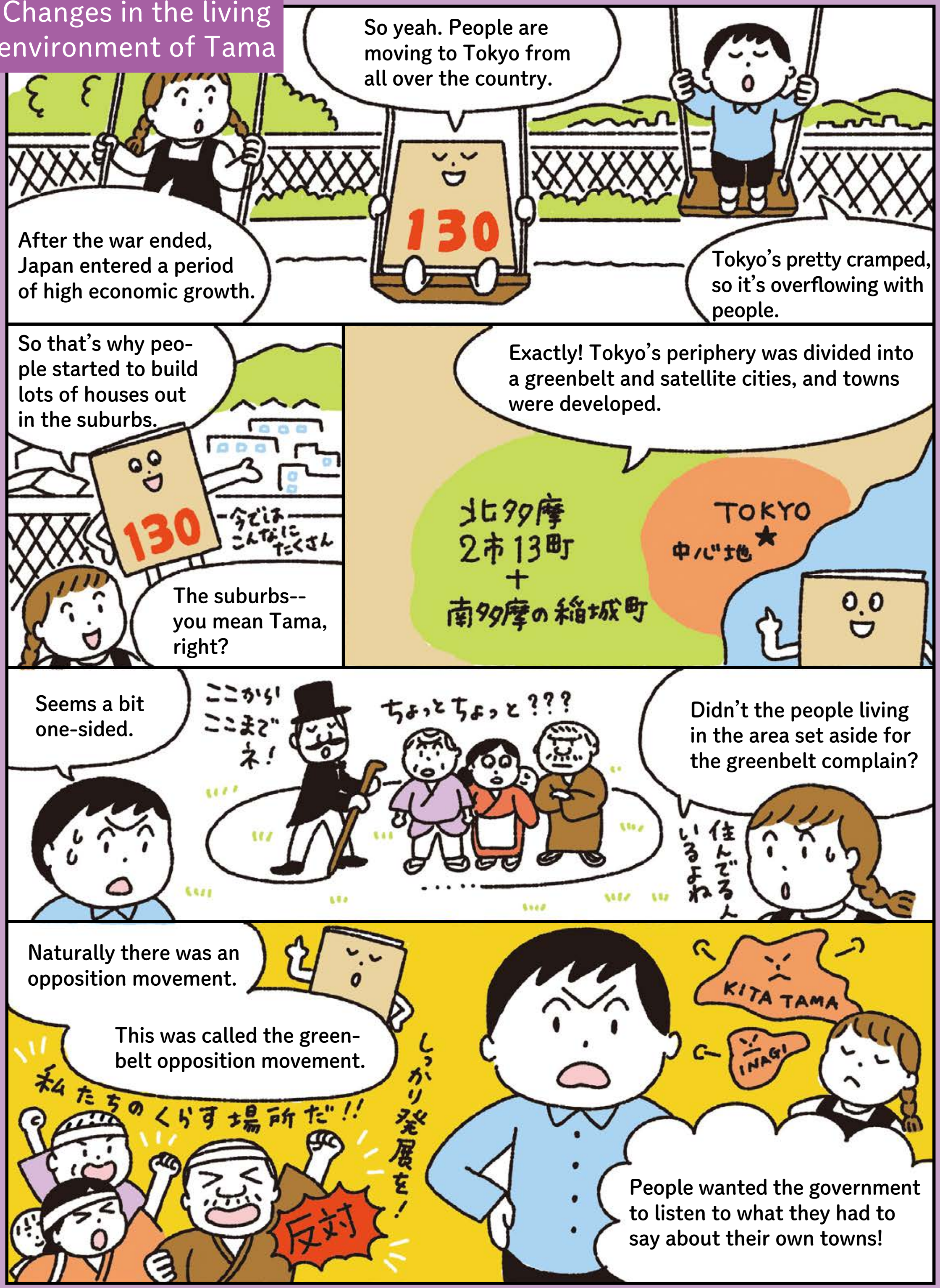
(Figure 1) List of U.S. military bases in Tokyo Metropolis in around 1970 (Showa 45)
(from Tachikawa Kichi (Tachikawa Air Base)).

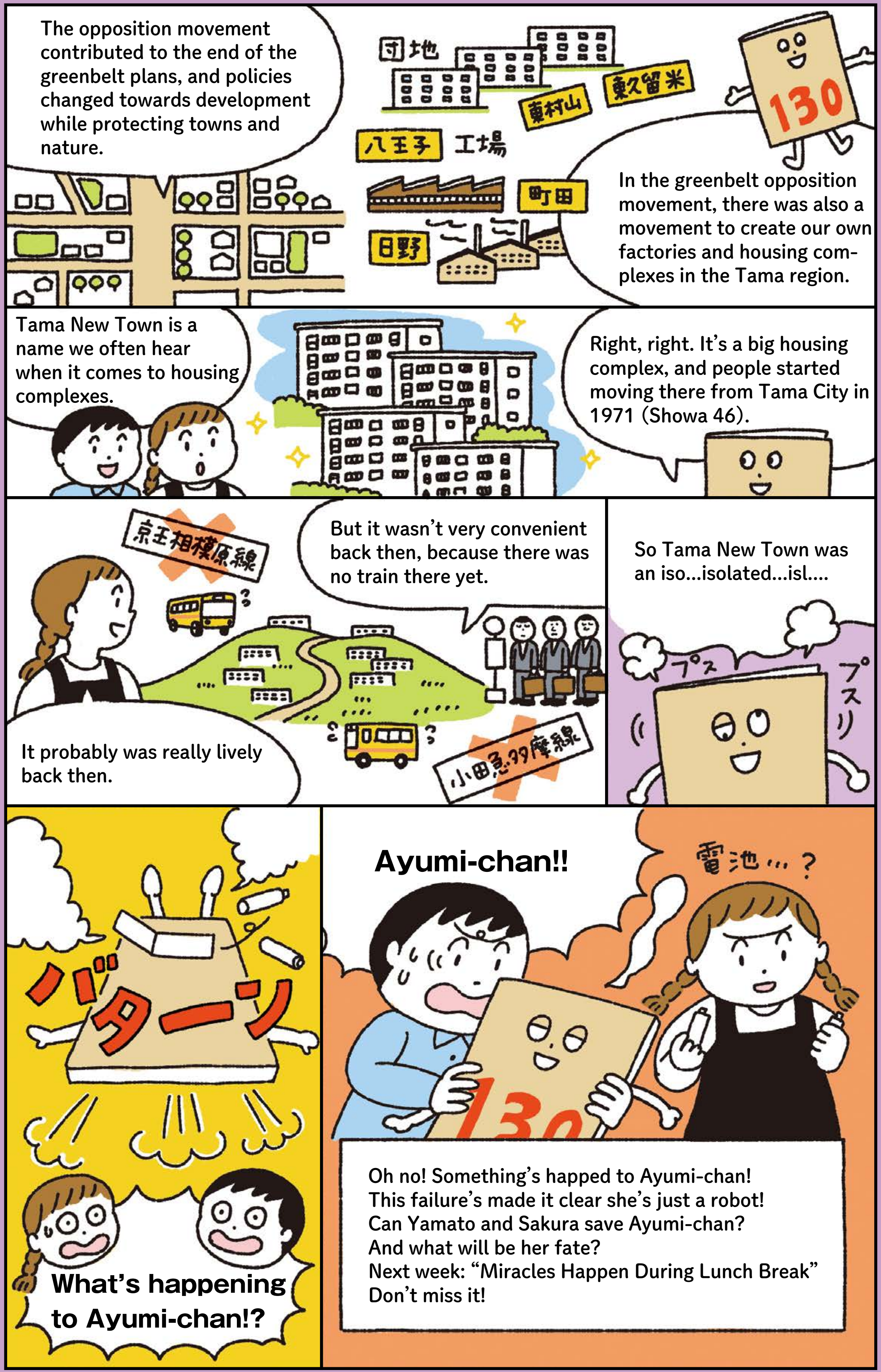

グリンパーク
の払下げ・跡地利用市民大会
みんなの力で跡地に
市民の施設を建設しよ
みんなの力でグリンパークを
武蔵野市に払下げさ

(Photo 3) Citizens' rally for the handover and repurposing of Green Park
1971(Showa 46) (Credit: Musashino City)

Chapter 5
High-Growth Period and Changes in Administration of Tama

Changes in the living environment of Tama


After the war ended, Japan entered a period of high economic growth.
So yeah. People are moving to Tokyo from all over the country.
130
Tokyo's pretty cramped, so it's overflowing with people.
So that's why people started to build lots of houses out in the suburbs.
130
今ではこんなにたくさん
The suburbs--you mean Tama, right?
Exactly! Tokyo's periphery was divided into a greenbelt and satellite cities, and towns were developed.
北多摩 2市13町 + 南多摩の稲城町
TOKYO
中心地
Seems a bit one-sided.
ここから! ここまでネ!
ちょっとちょっと???
Didn't the people living in the area set aside for the greenbelt complain?
住んでる人いるよね
Naturally there was an opposition movement.
This was called the greenbelt opposition movement.
KITA TAMA
INAGI
しっかり発展を!
私たちのくらす場所だ!!
反対
People wanted the government to listen to what they had to say about their own towns!


The opposition movement contributed to the end of the greenbelt plans, and policies changed towards development while protecting towns and nature.
団地
東村山
東久留米
八王子
工場
町田
日野
130
In the greenbelt opposition movement, there was also a movement to create our own factories and housing complexes in the Tama region.
Tama New Town is a name we often hear when it comes to housing complexes.
Right, right. It's a big housing complex, and people started moving there from Tama City in 1971 (Showa 46).
京王相模原線
But it wasn't very convenient back then, because there was no train there yet.
小田急多摩線
It probably was really lively back then.
So Tama New Town was an iso...isolated...isl....
プス
プスリ
バターン
What's happening to Ayumi-chan!?
Ayumi-chan!!
電池…?
130
Oh no! Something's happed to Ayumi-chan!
This failure's made it clear she's just a robot!
Can Yamato and Sakura save Ayumi-chan?
And what will be her fate?
Next week: "Miracles Happen During Lunch Break"
Don't miss it!

Great Showa Mergers and Tama

Enacting the Act for the Promotion of Municipal Mergers

The Act for the Promotion of Municipal Mergers was enacted in 1953 (Showa 28). This law came about as a result of the Shoup Report, which established the idea of municipal self-rule. To strengthen the financial foundations for municipalities, smaller towns and villages with less than 8,000 people would be dissolved by merging them. Going by this law, Tokyo Metropolis formed the Tokyo Metropolis Municipal Merger Promotion Deliberation Committee, and began providing guidance on merging.

Merger trends before the war

There had been moves to merge municipalities in the Tama region even before the war. First, to get land for industry, the city of Hachioji absorbed the town of Komiya in 1941 (Showa 16). In other areas, too, the move to merge municipalities based on urban planning zones spread around about this time. The aim of these mergers was urbanization. In the Tama region, the Great Showa Mergers did aim to eliminate smaller towns and villages, but for the most part, it was a continuation of this pre-war trend towards urbanization.

There had been autonomous mergers, not based on the Act for the Promotion of Municipal Mergers, before the Act was passed, and we can see that the passing of the Act further “promoted” mergers. (Table 1)

(Table 1) Municipal Mergers During the Great Showa Mergers

Post-War Local Government Becomes Established	April 1, 1951 (Showa 26)	Ome City (Ome Town, Kasumi Village, Chofu Village) ◆
Act for the Promotion of Municipal Mergers in Force	October 1, 1953 (Showa 28)	Act for the Promotion of Municipal Mergers promulgated
	April 1, 1954 (Showa 29)	Fuchu City (Fuchu Town, Tama Village, Nishifu Village) ◆
		Machida Town (Machida Town, Minami Village) ◆
	May 1	Akishima City (Showa Town, Haijima Village) ◆
	April 1, 1955 (Showa 30)	Chofu City (Chofu Town, Jindai Town)
		Hachioji City (Hachioji City, Yokoyama Village, Motohachioji Village, Ongata Village, Kawaguchi Village, Kasumi Village, Yui Village)
		Ome City (Ome City, Yoshino Village, Osoki Village, Mita Village, Nariki Village)
		Itsukaichi Town (Itsukaichi Town, Komiya Village, Tokura Village, Masuko Village)
		Akita Town (Tasai Village, Nishiakiru Village, Higashiakiru Village)
		Okutama Town (Hikawa Town, Kori Village, Ogouchi Village)
	June 1	Hinode Village (Hirai Village, Oguno Village)
New Act for the Promotion of Building Municipalities in Force	June 30, 1956 (Showa 31)	New Act for the Promotion of Building Municipalities promulgated
	September 30	Act for the Promotion of Municipal Mergers abolished
	February 1, 1958 (Showa 33)	Hino Town (Hino Town, Nanao Village)
		Machida City (Machida Town, Tsurukawa Village, Tadao Village, Sakai Village)
	October 15	Mizuho Town (Mizuho Town, part of Moto-Sayama Village, Saitama Prefecture)
	April 1, 1959 (Showa 34)	Hachioji City (Hachioji City, Asakawa Town)
High Economic Growth Policies Period	June 29, 1961 (Showa 36)	New Act for the Promotion of Building Municipalities abolished
	May 1, 1963 (Showa 38)	Tachikawa City (Tachikawa City, Sunagawa Town)
	April 1, 1964 (Showa 39)	Hachioji City (Hachioji City, Yugi Village)

* Blue = New cities created from mergers
* ◆ = Autonomous mergers not based on the Act for the Promotion of Municipal Mergers
(from Tama Koiki Gyoseishi (Tama Wide-Area Administrative History))

Kitatama aims to become a new merged city

In Kitatama, there were moderate mergers in Fuchu, Akishima, and Chofu. This merger created new cities, and in other areas of Kitatama there sprung up movements aimed at forming new cities. There were also ideas for large-scale mergers in Tachikawa and Musashino. However, other than the three cities of Fuchu, Akishima, and Chofu, no other mergers happened, and later, the original area was turned into a city. A range of combinations for mergers were proposed, but no one could agree on where the center of the new cities would be, and this ended up being one reason the mergers never happened.

The eventual major mergers in Minamitama and Nishitama

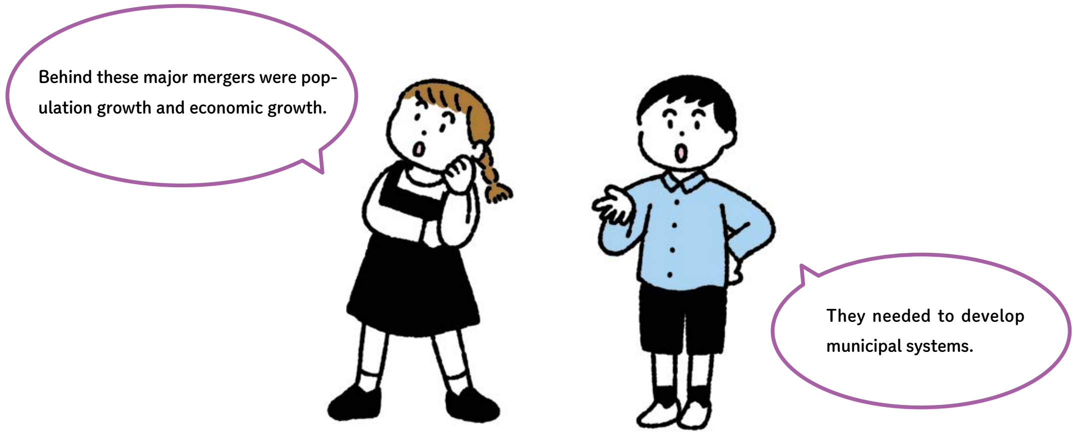
Large-scale mergers took place in Ome, Hachioji, and Machida. In these three cities, in addition to the centers being clear and easy to define, the National Capital Region Development Plan that was being carried out at the time included the concept of developing these places as satellite cities, which also encourage these mergers.

COLUMN

Increase in Partial-Affairs Associations (Special Local Public Entities)

With the increasing population, dealing with the hygiene issues of waste and sewage treatment became serious issues.

Municipal mergers meant that these issues could be handled in broader scopes. However, despite the population explosion in Kitatama, mergers did not proceed smoothly. So this led to a movement to handle these issues not with mergers but through collaborations. In other words, the formation of what are called partial-affairs associations to carry out these tasks jointly among municipalities. Starting in the Great Showa Mergers period we see associations such as the Musashino-Mitaka District Health Association, the Nimaibashi Health Association (Fuchu, Chofu, Koganei), the Tachikawa-Akishima Health and Waste Association, the Three Northern Towns Health Association (Tanashi, Hoya, Kurume), and so on.


Behind these major mergers were population growth and economic growth.
They needed to develop municipal systems.

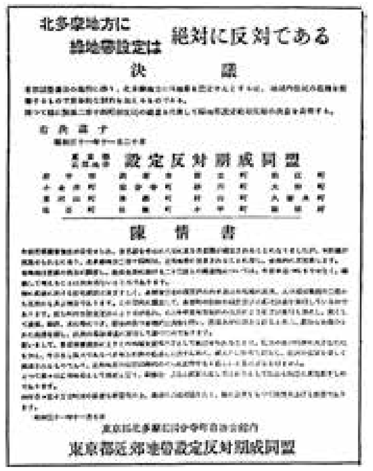
Greenbelt Opposition Dispute and Construction of Tama New Town

The National Capital Region Development Plan and Tama

When the City Planning Act was revised in 1933 (Showa 8), the idea behind urban planning changed to control the growth of megalopolises. After the war, that idea was reflected in the National Capital Region Development Act of 1956 (Showa 31). In this law, to curb the "existing urban fabric" (the major metropolitan region), the area around was to be the "suburban areas" (greenbelt) and beyond that, the "urban development zone" (satellite cities), aiming to spread the population distribution.

Greenbelt opposition dispute

In the National Capital Region Development Plan, the two cities and thirteen towns of Kitatama as well as Inagi Village in Minamitama were designated as "suburban areas" (Figure 1). These municipalities formed the Alliance Against the Establishment of Suburban Areas in Tokyo Metropolis, and launched the greenbelt opposition dispute (Figure 2). For municipalities at the time that were working towards urbanizing with the goal of becoming cities through mergers, greenbelts (which emphasized green areas at the cost of residential or commercial areas) were seen as hampering the development of that region. As a result of the strong opposition by locals, the National Capital Region Development Act was revised in 1965 (Showa 40), eliminating the "suburban areas" and working for planned urbanization. In addition, it set "suburban development areas" as areas to preserve greenery.


北多摩地方に
緑地帯設定は
絶対に反対である

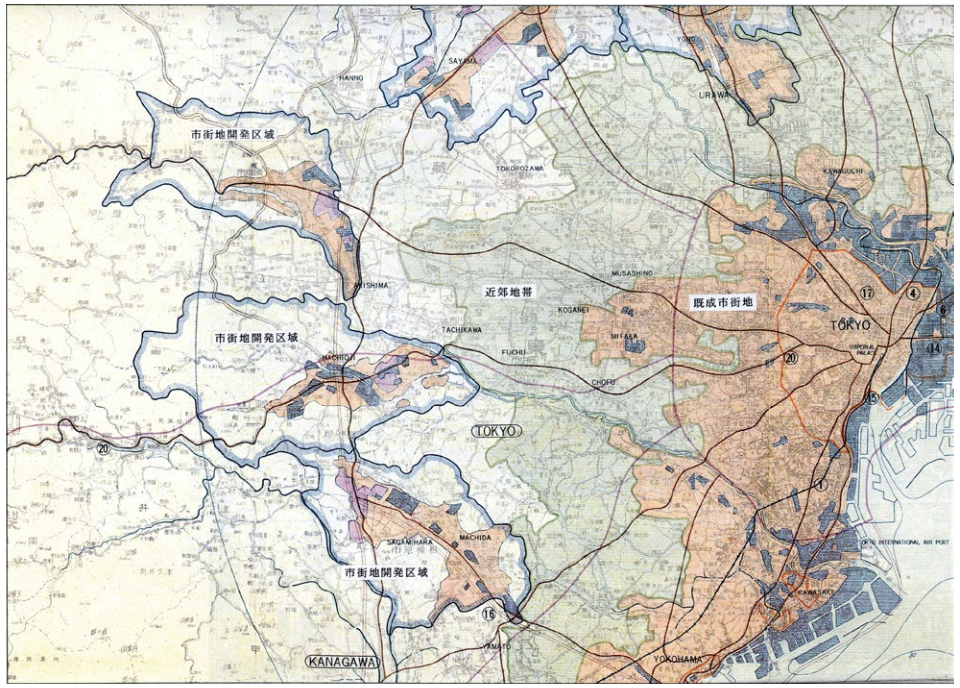
決　議

陳　情　書

東京都近郊地帯設定反対期成同盟

(Figure 2) Flyer opposing the greenbelt
(from Tama no Ayumi (History of Tama) Issue 100)

(Figure 1) National Capital Region Development Plan (from Tama Toshi Keikakushi (History of Tama Urban Planning))



Luring factories and housing complexes

As part of this opposition to the greenbelt, local authorities actively lured factories and public corporation as a way to make urbanization a fait accompli. In 1958 (Showa 33), the Alliance held informal talks with the Japan Housing Corporation and urged them strongly to construct housing complexes ("danchi"). This led to the construction of the Hibarigaoka Danchi, the Higashikurume Danchi, and other large-scale housing complexes within the "suburban areas" (Table 1). In addition, the same year as the informal talks, a regulation allowing factories to be lured was passed in Fuchu, and the following year in Chofu. The Hachioji-Hino, Ome-Hamura-Fussa, and Sagami-Machida zones that had been specified as "suburban development areas" also actively tried to attract factories to their areas. The Tama region was changing dramatically during this period, becoming both residential and industrial.

(Table 1) Public housing complexes constructed circa 1955-64

New residents	Complex name	Local authority
1957 (Showa 32)	Midori-cho Danchi	Musashino
1958 (Showa 33)	Kumegawa Danchi	Higashimurayama
	Tamadaira Danchi	Hino
	Yagisawa Danchi	Hoya
	Higashifushimi Danchi	Hoya
1959 (Showa 34)	Sakurazutsumi Danchi	Musashino
	Hibarigaoka Danchi	Higashikurume
	Shinkawa Danchi	Mitaka
1960 (Showa 35)	Fuchu Danchi	Fuchu
1962 (Showa 37)	Mitakadai Danchi	Mitaka
	Higashikurume Danchi	Higashikurume

* Housing complexes with more than 500 households
* Purple = housing complexes built in the suburban areas

Construction of Tama New Town

Once the initial phase of residential development in Kitatama had been completed, the focus shifted to the hills of Minamitama. This is known as "sprawl," and is uncontrolled development using private capital. So, to solve the worsening lack of residential land and to encourage orderly urban development, a large-scale residential land plan was now formed. This was the Tama New Town Concept. The project was launched in 1965 (Showa 40), and people started moving in, to the Suwa and Nagayama areas, in 1971 (Showa 46) (Photo 1). However, back then neither the Keio Sagamihara Line nor the Odakyu Tama Line had been completed, and residents had to take buses to Seiseki-Sakuragaoka to commute to the central city (Photo 2). This is why Tama New Town was called "an isolated island on land."

(Photo 1) People in the first wave of new residents (from Tama New Town Kaihatsu no Kiseki (Trajectory of Tama New Town Development), Collection of Tama City)

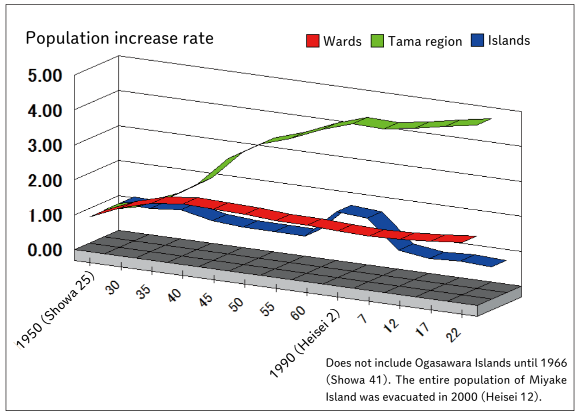
(Photo 2) Suwa-minami Park Bus Stop at Rush Hour (from Tama New Town Kaihatsu no Kiseki (Trajectory of Tama New Town Development)), Collection of Keio Corporation)

The “Three Tamas Gap” and Their Elimination

The “Three Tamas Gap” surface

Most of the Tama region was farmland up until the war, which meant there was of course a gap between it and the urban center of Tokyo.

With the migration of workers to military-use factories during the war, and the migration to the area in the post-war urbanization, the population of the Tama region grew rapidly (Figure 1). At the same time, the infrastructure was not able to cope with this increasing population. So by the late 1960s, the three Tama regions (Kitatama, Minamitama, Nishitama) were considered harder to live in than central Tokyo, giving rise to the phrase “the Three Tamas Gap.”



(Figure 1) Post-war population increase rates by region (created from the National Census data for each year)

Actuality and background to the Three Tamas Gap

So what sort of issues were there in this Three Tamas Gap? Table 1 shows the Eight Issues of the Three Tamas Gap as set by the Metropolis and Municipalities Council in 1975 (Showa 50). The Council was set up in 1964 (Showa 39) as a deliberative council for Tokyo Metropolis and the municipalities. This shows the directions taken to eliminate the gap. There is no doubt that the explosion on population lay behind the gap, but another factor was the structural issues that appeared as part of the administrative function reforms.

Administratively, the district assemblies were abolished in 1923 (Taisho 12) and the district offices in 1926 (Taisho 15), meaning that wide-area administrative functions encompassing the district level no longer existed. In addition, in 1943 (Showa 18) the Tokyo Metropolis system was put in place. The older Tokyo Prefecture and Tokyo City had been abolished, replaced with the new Tokyo Metropolis. This is another factor leading to the emergence of the gap. In other words, as the administrative organs of Tokyo Metropolis were based on the old Tokyo City systems, it can be assumed that there would have been not a few aspects of its administration vis-a-vis the Tama region that were remiss.

Furthermore, if Tokyo Prefecture and Tokyo City had remained, it is likely that as a prefecture it would have paid proper attention to administration outside Tokyo City, and this gap would have been less likely to arise. The establishment of Tokyo as a metropolis (the metropolis and the inner wards) can be said to have pushed the Tama region to the periphery. For the Tama region, now the periphery, something that made it even more like an ancillary was the existence of the local offices (see Chapter 3. Establishment of Tokyo Metropolis and Municipalities of Tama)

The local offices were there to provide guidance for Tama, and were called things like “Governor’s Offices” and “Local Commissioners for the Three Tamas.”

(Table 1) The Eights Issues of the Three Tamas Gap

1. Compulsory education facilities (percentage of schools with gyms)
2. Percentage of population with sewer connections
3. No. of hospital beds per 100,000 inhabitants
4. No. of people per public health center
5. Average width of roads
6. No. of people per library
7. Annual National Health Insurance premiums per person
8. Monthly childcare costs per person

Elimination of the Three Tamas Gap

Efforts to eliminate the Three Tamas Gap had already begun in the late 1960s. These include appointing Tokyo Metropolitan Water Supply Project Investigation Specialist Committee Members in 1967 (Showa 42), the decision on the Outline for the Formulation of Municipal Public Facility Development Plans by the Metropolis and Municipalities Council in 1970 (Showa 45), the launching of the Three Tamas Promotion Measures Council chaired by the Governor of Tokyo in 1970 (Showa 45), the establishment of the Three Tamas and Islands Measures Office in the Tokyo Metropolitan Government Bureau of General Affairs in 1971 (Showa 46), and the launch of the Three Tamas Gap Research Committee in 1973 (Showa 48). As noted earlier, the Eight Issues were seen as gap issues by the Metropolis and Municipalities Council in 1975 (Showa 50), and later, the Council carried out initiatives to solve these, positioning them as key issues.

In addition to the Eight Issues, the Three Tamas Gap existed in many other forms. One of them was tap water. Originally, water was generally supplied in the Tama region by wells in each municipality. However, the increasing water usage due to the increasing population led to these wells running dry, and the lack of tap water had to be covered by temporary water diversion from Tokyo Metropolis. Thus residents were required to pay high water rate as well as for a range of charged services that did not exist in the wards (Table 2).

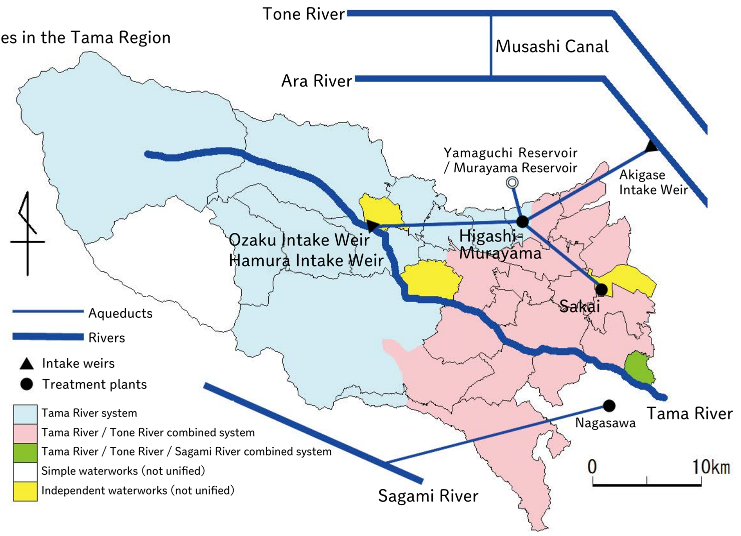
With elimination of the gap becoming a major issue, the Governor of Tokyo consulted the Tokyo Metropolitan Water Supply Project Investigation Specialist Committee Members regarding measures to correct the gap in water supply between the central wards and the Tama region. Then in 1971 (Showa 46), based on the advice received that Tokyo Metropolis should absorb the municipality-run waterworks in the Three Tamas region and manage it as a single entity with the ward waterworks, thus taking steps to eliminate the gap in water supply (Figure 2).

Local Authority	Cost (JPY)	Remarks	Local Authority	Cost (JPY)	Remarks	Local Authority	Cost (JPY)	Remarks
Tokyo wards	140		Koganei City	240	◎	Mizuho Town	370	◎●
Hachioji City	360	◎	Kodaira City	270	◎	Hamura Town	320	◎●
Tachikawa City	230	◎	Hino City	272	◎●	Akita Town	350	◎●
Musashino City	210	◎	Higashimurayama City	270	◎●	Itsukaichi Town	250	◎
Mitaka City	250	◎	Kokubunji City	290	◎	Tama City	285	◎
Ome City	275	◎	Kunitachi City	266	◎●	Inagi City	360	◎
Fuchu City	205	◎	Tanashi City	280	◎	Musashimurayama City	250	◎
Akishima City	210	◎	Hoya City	325	◎	Higashiyamato City	275	◎●
Chofu City	260		Fussa City	330	◎●	Kiyose City	230	◎●
Machida City	300	◎	Komae City	280	◎	Higashikurume City	260	◎●

(Table 2)
Water rates per 10 tonnes for household use as of 1971 (Showa 46)

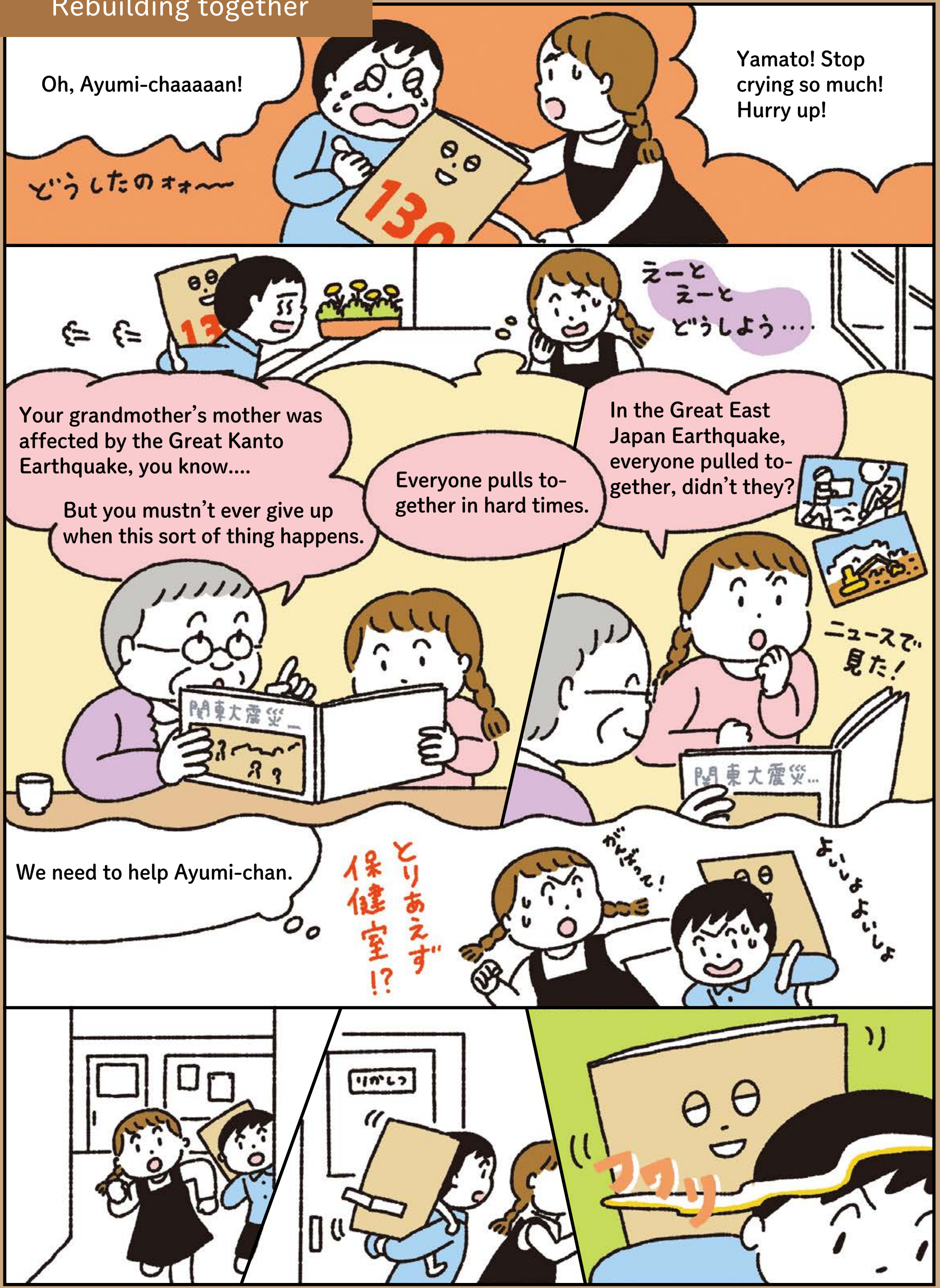
◎ Washer replacement fee
● Borne by new builds
(from Tama no Ayumi
(History of Tama) Issue 100)

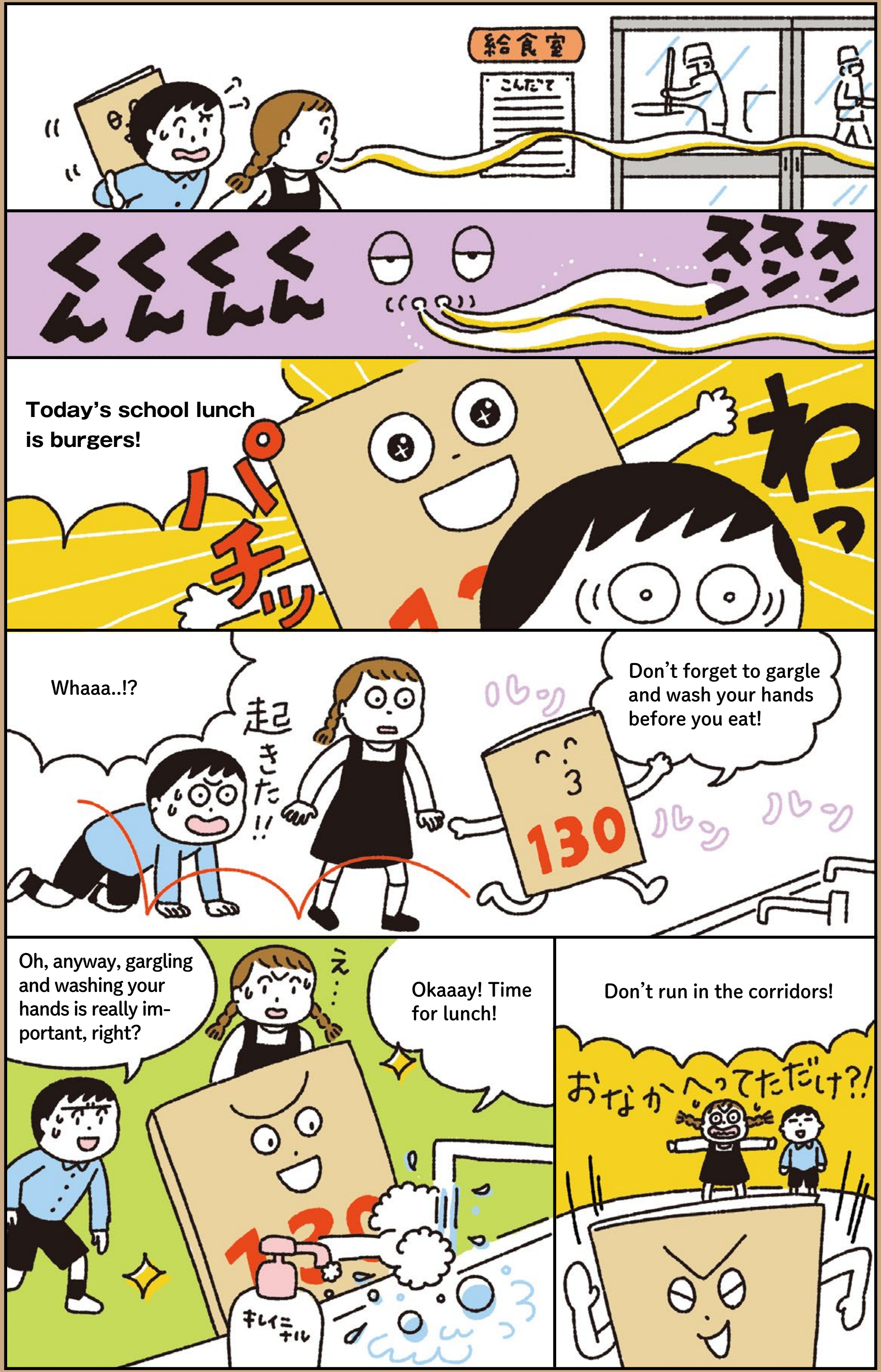
(Figure 2)
Water Supplies and Sources in the Tama Region



Chapter 6
Responses to Unprecedented Disasters

Rebuilding together

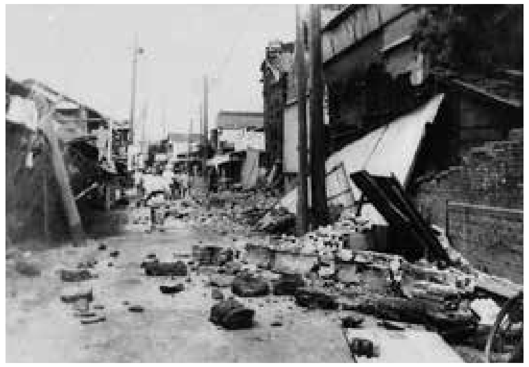

Oh, Ayumi-chaaaaan!
どうしたのォォ〜〜
130
Yamato! Stop crying so much! Hurry up!
13
えーと えーと どうしよう….
Your grandmother's mother was affected by the Great Kanto Earthquake, you know....
But you mustn't ever give up when this sort of thing happens.
関東大震災
Everyone pulls together in hard times.
In the Great East Japan Earthquake, everyone pulled together, didn't they?
ニュースで見た！
関東大震災…
We need to help Ayumi-chan.
とりあえず保健室!?
がんばって！
よいしょよいしょ
りかしつ
フワリ

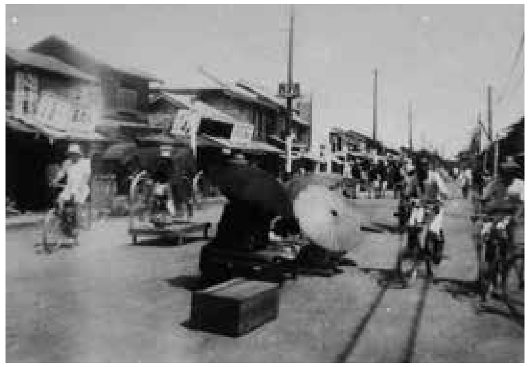

給食室
こんだて
くんくんくんくんくん
スンスンスン
Today's school lunch is burgers!
パチッ
わっ
Whaaa..!?
起きた!!
ルンッ
Don't forget to gargle and wash your hands before you eat!
130
ルンッ ルンッ
Oh, anyway, gargling and washing your hands is really important, right?
え…
Okaaay! Time for lunch!
キレイニナル
Don't run in the corridors!
おなかへってただけ?!

Great Kanto Earthquake and Damage to the Tama Region

When the earthquake struck

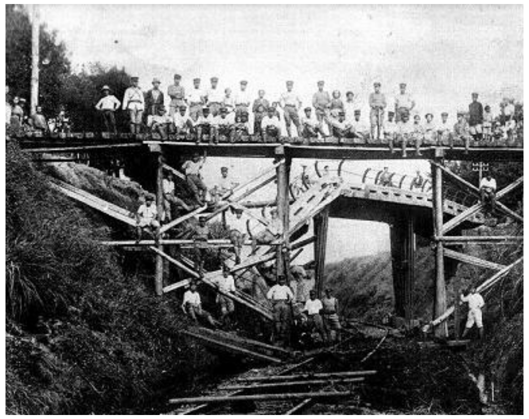
Tokyo City itself suffered catastrophic damage, but while Machida (Photos 3, 4), relatively close to the coast, and Hachioji (Photos 1, 2, 5) were damaged, but the Tama region, largely covering the Kanto mountainous region and Musashino Plateau, with their relatively solid soils, was luckily spared too much damage.


(Photo 1) Collapsed houses (Yokoyama-cho, Hachioji City)
(Private collection. Provided by the Hachioji City History Museum)


(Photo 2) People evacuating (Hon-cho, Hachioji City)
(Private collection. Provided by the Hachioji City History Museum)

Damage to the Tama region and rescuing residents

In Machida, the earthquake cause landslides, especially in what was then Sakai village. These killed 16 people, destroyed 349 houses, and damaged 708 more. Hachioji too lost 10 people, 9 houses destroyed, and a further 39 damaged due to landslides mainly in Ongata village. For six days after the quake struck, huge numbers of refugees, especially families, passed endlessly through Machida along the Kanagawa Kaido and Yokohama Line from Yokohama, and along the Tsurukawa Kaido from Tokyo. Despite having suffered damage themselves, the municipal workers, local military personnel, and youth groups in the surrounding towns and villages helped out. They ran refugee sites, distributed food and so on, helping people out day and night, and getting thanked for their efforts.


(Photo 3) Minamibashi Bridge collapsed after the Great Kanto Earthquake (Kanamori, Machida City)
(Photo: Toshihiko Tsutsumi)

関東大震災と春日神社
(Photo 4) An explanatory board telling how after the quake many people fled into the shrine grounds and were saved (Kasuga Shrine, Okura-machi, Machida City)

In Tama, there is a record referring to the-then Tama Village that goes as follows: “The day the great earthquake struck, I think rain fell intermittently like sudden showers until about ten in the morning, then a south wind sprang up and the sun came out. It was very strange weather. Aftershocks continued for the next few days, so there was damage to the destroyed houses in the village, as well as the store houses and the road and bridges. But luckily there were no casualties among the villagers. The village quickly sorted out a damage assessment, and worked to help those affects, and to rebuild the roads and bridges so that traffic could flow again.”

Following the Great Kanto Earthquake, a lot of people who had been affected by the quake moved out of Tokyo to the Tama region. This helped places along the Musashino Plateau like Kichijoji, Mitaka, and Kunitachi develop from farmland on the environs to suburbs.

COLUMN

A century after the Great Kanto Earthquake

In the Tama region, efforts have been made to reduce cheek-by-jowl wooden housing. In addition, the momentum for mutual assistance in the region has increased, with 2,287 disaster prevention citizen organizations currently having been formed.

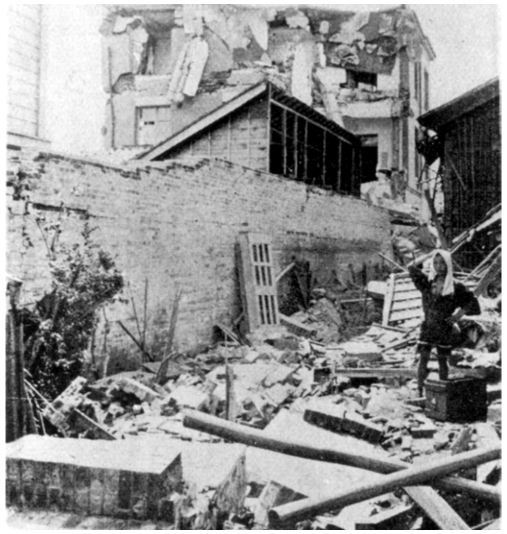
2023 (Reiwa 5) marked the centennial of the Great Kanto Earthquake. To commemorate this milestone year, Tokyo Metropolis and other areas held events and seminars that looked back on the disaster.

This is the Disaster Readiness Coordinator Training, which has been conducted by Tokyo Metropolis since 2018 (Heisei 30) to foster people who can take the lead in a disaster

Great Kanto Earthquake

At 11:58 in the morning on September 1, 1923 (Taisho 12), a Magnitude 7.9 earthquake, with its epicenter in the west of Kanagawa, struck. This caused immense damage over a wide area covering both the coasts and inland not only in Kanagawa and Tokyo prefectures but in the adjacent prefectures of Ibaraki and Chiba as well. An estimated 105,000 people were dead or missing after this disaster.

Fires broke out in many areas of Tokyo and Yokohama, with their crowded wooden housing. A third of the city from Tokyo’s working-class district (Shitamachi) to the hills in the west (Yamanote) burned. At the quake struck just before noon, when people were cooking lunch, in many homes stoves or grills overturned, causing fires.


(Photo 5) The destroyed Hachioji Textile Guild
(Collection of Hachioji City History Museum)

Great East Japan Earthquake and Assistancefor Affected Municipalities

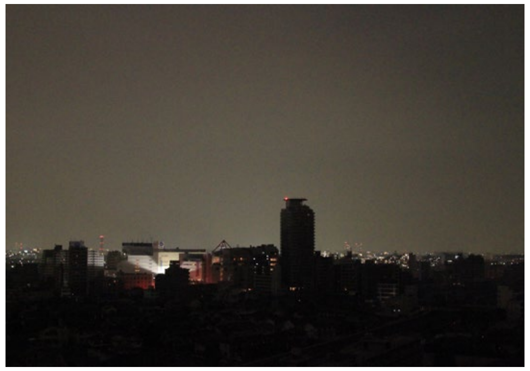
Damage to the Tama region from the earthquake

Immediately after the earthquake struck on March 11, 2011 (Heisei 23), some railway companies restricted entry to stations, so the areas around major stations were filled with people. The main streets were also filled with people walking home, and the city suffered major traffic jams until late that night.

To support people walking home, convenience stores, service stations, Tokyo Metropolis schools and other designated “Support Stations for Returning Home in Emergencies” along the main routes such as the Koshu Kaido, Ome Kaido, and Shin-Ome Kaido offered support to people walking home in the form of water or information about the disaster. Government and public facilities in each municipality also provided similar support (Photo 1).

Also, due to the serious damage to thermal and nuclear power station along the Pacific coast, there were widespread power shortages, so TEPCO carried out planned power cuts to the Greater Tokyo area between March 15 and 28. For several hours at a time, power was shut off in turns to each of five areas within the Tama region (Photo 2).

(Photo 1) People evacuating (Credit: Fuchu City)


(Photo 2) Tama City during a power cut (Credit: Tama City)

Hosting and supporting refugees from Fukushima Prefecture and other places

Due to the damage caused by the accident to the Fukushima Daiichi Nuclear Power Plant, Tokyo Metropolis made the decision to host people fleeing from Fukushima Prefecture. The Ajinomoto Stadium, designated as the refugee site within Tokyo Metropolis, generally hosted refugees arrived using their own vehicles. Tokyo Metropolis, with the support of bodies like the Chofu City Social Welfare Council, operated refugee housing for more than a month.

Later, as refugees were unable to return home, the decision was made to host them in Tokyo Metropolis-run housing, or municipal housing. Cities where refugees from Fukushima and other areas were living provided them with the same administrative services its permanent citizens enjoyed.

Today, twelve years after the disaster, there are still more than 1200 refugees living in the Tama region (Table 1).

(Table 1) Numbers of Refugees in Tokyo Metropolis (released by Tokyo Metropolis, data as of Aug. 1, 2023 (Reiwa 5))

Category	Iwate Prefecture	Miyagi Prefecture	Fukushima Prefecture	Other	Total
Special Wards	62	218	1,316	43	1,639
Tama	45	153	979	31	1,208
Total	107	371	2,295	74	2,847

Dispatching staff to affected local authorities

Requests to dispatch staff were made to local authorities in the Tama region. These were centralized through the Tokyo Association of Mayors. From April 18, 2011 (Heisei 23), staff from the Association secretariat went to Iwate Prefecture, which was targeted for support to coordinate with affected local governments. Following this, joint support from the 26 Tama cities began for Otsuchi Town and Kamaishi City. (Photos 3 & 4)

Following that, through requests via the Tokyo Metropolitan Government, staff were dispatched to Minami sanriku Town and Sendai City, both in Miyagi Prefecture, the Miyagi Prefectural Education Office, Namie Town, Fukushima Prefecture, and, based on a request made through Akishima City Iwaki City, Fukushima Prefecture. As of the end of March 2012 (Heisei 24), 1,062 staff members had been dispatched to 33 local governments.

(Photo 3) Overnight bus heading to the affected area from the Tokyo Local Government Association Hall.
(from Higashi-Nihon Daishinsai ni kansuru Tokyoto Shichokai no Taio Kiroku (Records of the Tokyo Association of Mayors' Responses to the Great East Japan Earthquake))

(Photo 4) Receiving and sorting out emergency supplies in an affected area
(from Kodama Dai 102-go (Kodama No. 102), In-Service Training Institute for Municipalities of Tokyo)

Accepting and processing disaster waste from Miyagi Prefecture

In November 2011 (Heisei 23), Miyagi Prefecture, Onagawa Town, Tokyo Metropolis, the Special Ward Mayors' Association, and the Tokyo Association of Mayors signed a basic agreement regarding the disposal of disaster waste from Onagawa Town, Miyagi Prefecture, and carried out a project to support the processing of large amounts of disaster waste from Onagawa.

In taking in this, cities, and some partial-affairs associations (see p.38) that had processing facilities headed out to the affected areas to see where the waste was to be collected from, the size and condition of the waste, and to classify it based on the presence of hazardous or dangerous materials such as asbestos, and to check for radiation measures. In addition, they also held briefings for local residents to gain their understanding and cooperation.

Local authorities in Tokyo Metropolis took in a total of 31,428 tonnes of disaster waste from Onagawa.

Tokyo Metropolis when the earthquake hit

At 14:46, on March 11, 2011 (Heisei 23), a 9.0 magnitude earthquake struck off the coast along an area from Iwate Prefecture in the north to Ibaraki Prefecture in the south, a distance of about 500 km. This was the largest earthquake ever recorded in Japanese history.

This earthquake created shocks registering up to 5+ on the JMA intensity scale in Tokyo Metropolis (topping out at 5- in the Tama region). There were 8 deaths and 117 wounded in Tokyo Metropolis, along with incidents like a parking building partially collapsing and ceilings falling down. Immediately after the earthquake, railways in the Greater Tokyo region were all completely stopped to check for safety.

Estimates released by the Cabinet Office show that some 5.15 million people were stranded with no easy to get home.

Response to COVID-19

Initiatives by Tokyo Metropolis and the municipalities.

In March 2020 (Reiwa 2), Tokyo Metropolis made the decision to postpone the Tokyo Olympics by a year (see p.57), and also requested people refrain from going out. In addition to confirming patient conditions, providing consultations from patients and others, coordinating with hospitals to take in patients with medium or stronger symptoms, and securing and running places where patients could stay while they recuperated, public health centers and other places worked with the municipalities to run immunization sites for a total of five times, carried out patrols to ensure restaurants and pleasure establishments kept shortened hours, and carried out awareness-raising activities through a range of advertising.

In the municipalities of the Tama region, the system was secured in line with payments such as the special cash payment that was part of the country's emergency economic measures, and development of the vaccination system (Photo 1). In addition to this, every time a state of emergency was declared or a pre-emergency status was issued to prevent disease spread, the municipalities were forced to respond by restricting public facilities and events.

Hachioji, which had a public health center as a core city, established a system to handle telephone consultations about COVID-19 infections, deal with shipping specimens, and provide telephone consulting for people who had returned to Japan or were close contacts. To prevent medical systems from collapsing, links between medical institutions in the city were strengthened, a system was developed for the early detection of infected people, and facilities were secured to hold patients.

While the municipalities faced a myriad of difficulties in the face of this unprecedented pandemic, they drew on their wisdom and knowledge to create countermeasures. As a result, they have accumulated the expertise to prepare for and respond to infectious diseases.

(Photo 1) The call center run by staff for special cash payments-related matters
(Credit: Tama City)

The COVID-19 pandemic led to a large number of deaths among Metropolis residents. Among them was the comedian Ken Shimura, an honorary citizen of Higashimurayama City, who died on March 29, 2020 (Reiwa 2). Thanks to the support of huge numbers of mourning fans both in Japan and around the world, a bronze statue of Shimura doing his famous "Aiin" pose was erected at the East Exit of Higashi-Murayama Station in June 2021 (Reiwa 3). Shimura's legacy still provides smiles and hope to people passing by him every day (Photo 2).

多くの笑いと
感動を
ありがとう。
志村けんの像
(Photo 2) Bronze statue of Ken Shimura outside Higashi-Murayama Station

Initiatives by the national government

In February 2021 (Reiwa 3), the national government specified the novel coronavirus infection as Category II Equivalent in terms of the Infectious Disease Law, meaning inspection and treatment costs would be borne by the public purse. The government and local authorities urged people to go to hospital, to limit going to work, and to refrain from going out. After that, all residents of Japan (save for a few select people with underlying diseases) were made eligible for vaccinations fully paid for by the government. The disease was downgraded to Category V, the same as seasonal influenza, on May 8, 2023 (Reiwa 5).

In addition, emergency measures were taken such as restricting entry to Japan from countries where the disease was spreading and having tests on arrival.

In addition, in response to the spread of infection in Japan, the government requested people avoid organizing large-scale events, schools across the country were asked to close temporarily, and it declared a state of emergency or issued pre-emergency status to prevent the spread of infections in prefectures where the infection had spread. Tokyo Metropolis itself was subjected to four declarations of a state of emergency and three COVID-19 pre-emergency statuses (Table 1).

Phase 1 (Wave 1)	2020 (Reiwa 2)	January -		
		April May	Government Declaration of a State of Emergency	April 7 - May 25
		June		
Phase 2 (Wave 2)		-		
Phase 3 (Wave 3)		November December		
	2021 (Reiwa 3)	January February March	Government Declaration of a State of Emergency	January 7 - March 21
Phase 4 (Waves 4+5)		April	COVID-19 pre-emergency status	April 12 - April 24
		May June	Government Declaration of a State of Emergency	April 25 - June 20
		July	COVID-19 pre-emergency status	June 21 - July 11
		August September	Government Declaration of a State of Emergency	July 12 - September 30
		October		
Phase 5 (Wave 6)		-		
	2022 (Reiwa 4)	January February March	COVID-19 pre-emergency status	January 21 - March 21
Phase 6 (Wave 7)		June		

(Table 1) From "Initiatives by Tokyo Metropolis for Handing the Novel Coronavirus Infection" 2022 (Reiwa 4)

Rise of infections and numbers infected in the Metropolis

The pandemic started with the confirmation of a patient with pneumonia from an unknown cause in Wuhan, Hubei Province, China in December 2019 (Reiwa 1). The first confirmed case in Japan was found on January 16, 2020 (Reiwa 2). Then the first death from the disease was confirmed in February. In addition, there were more and more cases where the infection route was not known. This unprecedented infectious disease shook Japan to the core. From then until the outbreak was contained about three years later, there were a total of eight waves of infections. As of May 8, 2023 (Reiwa 5), the final announcement by Tokyo Metropolis, the cumulative total number of patients (people testing positive) in the Metropolis was 4,388,360, and the cumulative death toll was 8,126.

Cumulative figures as of May 1, 2023 (Reiwa 5)

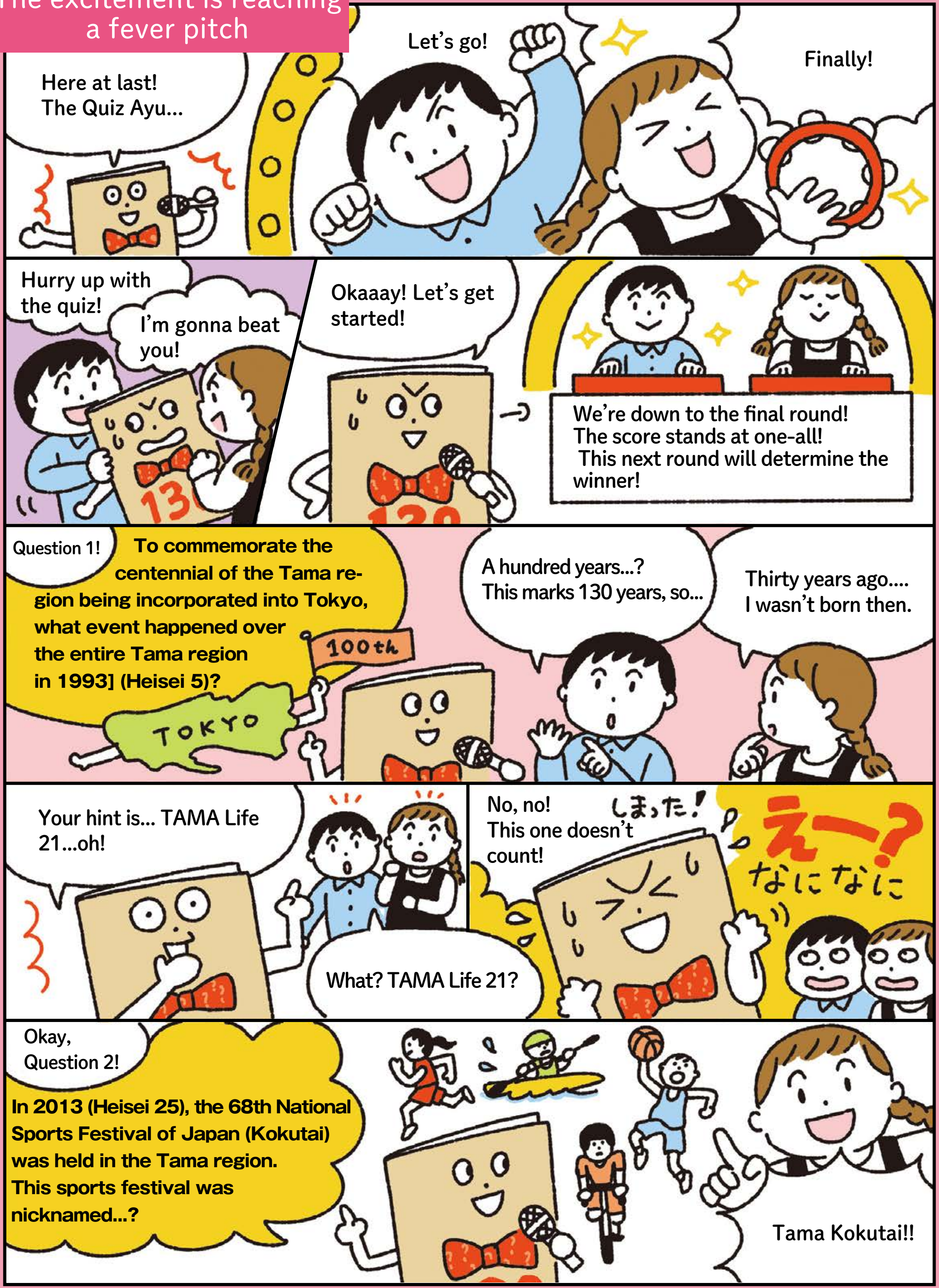
Vaccination category	No. of vaccinations (people)	Vaccination rate (%)
1st	10,823,439	78.5
2nd	10,748,040	77.9
3rd	9,330,407	67.6
Omicron vaccinations	5,819,999	42.2

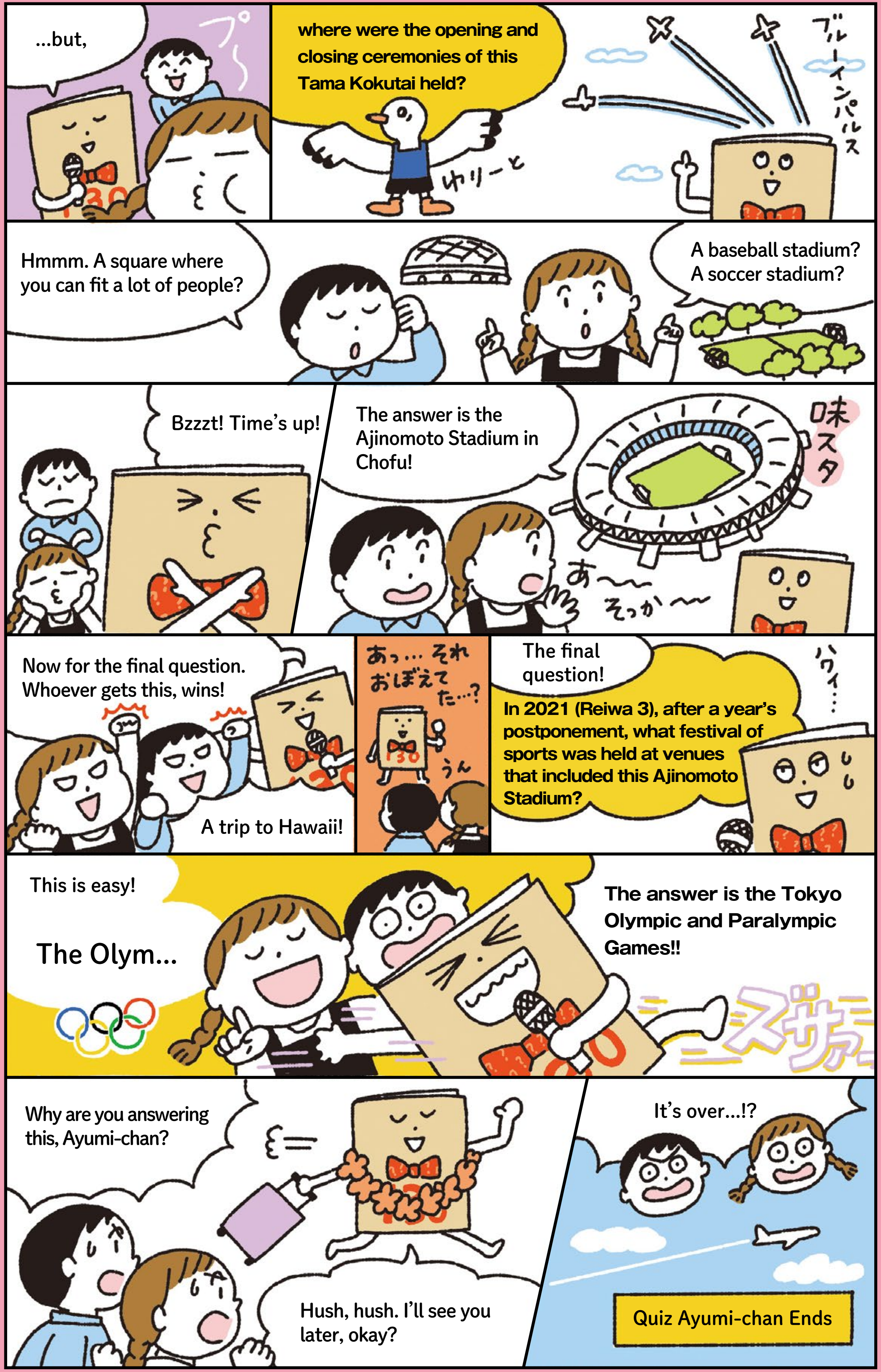
Number of vaccinations and vaccination rates for the total Metropolis population

Chapter 7

Festivals of Culture and Sports

The excitement is reaching a fever pitch


Here at last!
The Quiz Ayu...
Let's go!
Finally!
Hurry up with the quiz!
I'm gonna beat you!
Okaaay! Let's get started!
We're down to the final round!
The score stands at one-all!
This next round will determine the winner!
Question 1!
To commemorate the centennial of the Tama region being incorporated into Tokyo, what event happened over the entire Tama region in 1993] (Heisei 5)?
100th
TOKYO
A hundred years...?
This marks 130 years, so...
Thirty years ago....
I wasn't born then.
Your hint is... TAMA Life 21...oh!
What? TAMA Life 21?
No, no!
This one doesn't count!
しまった！
えー？
なになに
Okay,
Question 2!
In 2013 (Heisei 25), the 68th National Sports Festival of Japan (Kokutai) was held in the Tama region.
This sports festival was nicknamed...?
Tama Kokutai!!


...but,
プ～
where were the opening and closing ceremonies of this Tama Kokutai held?
ゆりーと
ブルーインパルス
Hmmm. A square where you can fit a lot of people?
A baseball stadium?
A soccer stadium?
Bzzzt! Time's up!
The answer is the Ajinomoto Stadium in Chofu!
味スタ
あ～ そっか～
Now for the final question.
Whoever gets this, wins!
A trip to Hawaii!
あっ… それ おぼえてた…？
130
うん
The final question!
In 2021 (Reiwa 3), after a year's postponement, what festival of sports was held at venues that included this Ajinomoto Stadium?
ハワイ…
This is easy!
The Olym...
The answer is the Tokyo Olympic and Paralympic Games!!
ズザー
Why are you answering this, Ayumi-chan?
Hush, hush. I'll see you later, okay?
It's over...!?
Quiz Ayumi-chan Ends

Project to Commemorate the Centennial of Tama's Transfer to Tokyo: TAMA Life 21

Background to TAMA Life 21

TAMA Life 21, a project to commemorate the centennial of Tama's transfer to Tokyo, was held in 1993 (Heisei 5). The theme was "Creating a New Era for Tama," and the municipalities of Tama worked with Tokyo Metropolis to create a movement for creating towns that looked to the next hundred years, thanks to the participation of residents, companies, universities, administrations and many, many more across the Tama region. TAMA Life 21 was held for half a year, from April to November 1993. During that time, a variety of programs were carried out across Tama, including 369 projects and 736 events, with a total of 6.65 million participants. These included creating recycling-based cities, urban and suburban agriculture, and Tama River conservation (Photos 1 & 2). In addition to compiling a great amount of advice, a large number of autonomous residential networks were formed.

森林図書館
～森のコミュニティ広場
主催 TAMAらいふ21協会

(Photo 1) Events were also held in mixed-wood forests.

(Photo 2) For the hundred days between July and November, "VOICE93: Tama 21 Lifestyles Festival" was held in the main venue, Showa Kinen Park.

(from Tama Raifu 21 Hakusho Shashin-shu (Photographic report of TAMA Life 21))

Launch of the Tama People's Square

With the holding of TAMA Life 21, the importance and continuity of citizens' networks became clear. The Tokyo Metropolitan Assembly was also keeping an eye on the unfolding projects of TAMA Life 21. It became more interested in the autonomous citizens' networks and information centers that were being set up through these projects.

As a result, with the support of Tokyo Metropolis and the Tama region municipalities, the Tama People's Square was opened in July 1994 (Heisei 6) as an organization of the Tokyo Municipalities Local Government Research Council, with the goal of continuing the legacy of TAMA Life 21. The Tama People's Square provides a range of support to promote citizen exchanges and wide-area citizen networks in the Tama region.

Tama People's Square projects

1. Providing a forum for exchanges and support for wide-area citizen network activities
2. Publication of the records of TAMA Life 21 and collection and provision of information about materials
3. Matters related to commemorative projects and exchange projects, including the results of TAMA Life 21

Tama History Lecture Series (provided in conjunction with the Tamashin Culture Foundation)

The Tama History Lecture Series has been held since 1997 (Heisei 9), allowing people from Tama and beyond to learn about the attraction of the Tama region, a treasure-house of history and culture. These are held five times a year, and the themes have ranged widely, covering topics such as regional governors, temples, local capitals, castle sites, diaries, geographies, railways, and the Tamagawa Aqueduct. All of them offer clues to help understand the history of Tama. Nor is this just sitting listening (Photo 3): there are visits to local sites to deepen understanding (Photo 4). The Lecture Series is well regarded as one of the lecture series of the Tama People's Square, with a large number of people taking note of it each year.

(Photo 3) Lecture 20, "Famous Lords of Tama"
October 21, 2016 (Heisei 28)

(Photo 4) Lecture 13, "In the Footsteps of Ino Tadataka's Survey Team"
A site visit (grounds of the Takahata Fudoson Temple, November 6, 2009 (Heisei 21))

COLUMN

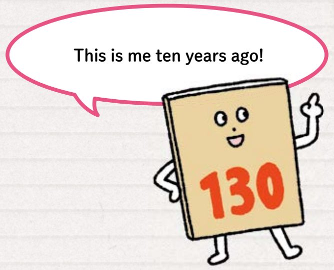
Project to commemorate the 120th anniversary of Tama's transfer to Tokyo

In 2013 (Heisei 25), there were a number of events to commemorating the 120th anniversary of the transfer. These included the Tama Festival held by Tokyo Metropolis, the Summer Holidays Treasure Hunt Challenge, the Experience Nature Program, and the Photo Contest.

Even the Tokyo Municipalities Local Government Research Council held a symposium in February 2014 (Heisei 26) titled "Time for Tama Talk: The More You Know, the More You'll Like." Throughout the year, a range of programs were held, spreading the appeal of the Tama region.

View of the "Time for Tama Talk: The More You Know, the More You'll Like" lecture

To commemorate the 120th anniversary of Tama's transfer to Tokyo, Tama Shichoson no Ayumi (History of the Municipalities of Tama) was published.


This is me ten years ago!
130

Sports Festival Tokyo 2013

68th National Sports Festival of Japan (Tama Kokutai)

The 68th National Sports Festival of Japan was held over 11 days in 2013 (Heisei 25), featuring 37 official events and 3 exhibition events. Official events were hosted by and run by local authorities throughout the Tama region.

For sports such as mountaineering, road cycling, and hockey that were unfamiliar to the host local governments, great efforts were made to obtain the understanding of the local community and the cooperation of local sports organizations in constructing facilities and running the events, ensuring that everything could be ready on time.

Blue Impulse aerobatic team provided an air show during the opening ceremony.

Canoeing was held in the Mitake Gorge, Ome City

Track and field at Ajinomoto Stadium

Hockey at Hino City Citizen Athletics Stadium

(Source: Tokyo Metropolis)

The opening and closing ceremonies were held at Ajinomoto Stadium. With the emperor and empress in attendance, the governor of Tokyo Metropolis declared the National Sports Festival open. The opening ceremony was capped by a gorgeous display of fireworks lighting up the entire stadium.

Yuriito, the Tama Kokutai mascot character, was based on a black-headed gull (yurikamome), the official bird of Tokyo Metropolis. It helped provide PR about the sports festival. In the Tama municipalities, events had been held for more than a year before the Tama Kokutai opened, and Yuriito had made appearances at these as well. By having events such as children dancing with Yuriito, the mascot played a key role in building up excitement for the National Sports Festival.

The municipalities after the Tama Kokutai

Competitions held in multiple municipalities, such as soccer, volleyball, and basketball, were prepared and run jointly by the host municipalities. This allowed for a collaboration that transcended the boundaries of each municipality. The National Sports Festival also had an impact on sports events in the Tama region. The soccer field that was used as a venue in Hinode Town was home to a number of official events, and after the road cycling event was held at Hinohara Village, a hill climb has been held there yearly ever since (Photo 1).

(Photo 1) A hill climb race at Hinohara Village
(Credit: Hinohara Village Board of Education)

13th National Sports Festival for People with Disabilities

After the National Sports Festival was over, the 13th National Sports Festival for People with Disabilities was held over 3 days, feature 13 official events (both individual and group) and 17 open events for a total of 30 events. Of these, 9 were held in the Tama region including track and field, bowling, and archery (Photo 2).

The opening and closing ceremonies were held at the Ajinomoto Stadium in Chofu City, the same as the Tama Kokutai. At the closing ceremony, the Tokyo governor handed over the Sports Festival flag to the governor of Nagasaki, where the next one was to be held. When the various athletes left the venue, the Tokyo athletes, who joined with the National Sports Festival athletes, could be seen high-fiving people or swapping flags at the gates.

(Photo 2) The archery event (Source: Cabinet Office website)
https://www8.cao.go.jp/shougai/whitepaper/h26hakusho/zenbun/h1_06_01_05.html

COLUMN

National Sports Festival

The National Sports Festival, abbreviated as "Kokutai" in Japan, is the country's largest sports festival. It has been held every year since 1946 (Showa 21), when it started amidst the chaos of the post-war period. Its purpose is to spread sports, work to improve the health and physical abilities of the citizens, and also contribute to the development of local culture. It makes peoples' lives brighter and richer.

The National Sports Festival has been held three times in Tokyo Metropolis, starting with the 4th Kokutai in 1949 (Showa 24), then the 14th in 1959 (Showa 34), and now the 68th in 2013 (Heisei 25), which ran from September 28th to October 8th. The decision to hold it in Tokyo was made by the Japan Sport Association's National Sports Festival in July 2010 (Heisei 22). On July 31 that year, the nickname "Sports Festival Tokyo 2013" was announced, along with the slogan of "Spread your wings, athletes, to Tokyo, to Tama, and to the islands." In the Tama region, the Tokyo Association of Mayors and the Tokyo Town & Village Association requested the governor of Tokyo to bring the "Tokyo Tama Kokutai" (as it was provisionally named) to the region in November 1989 (Heisei 1). This provisional name later influenced the final name of "Tama Kokutai."

The 13th games of the National Sports Festival for People with Disabilities, which began with the 56th National Sports Festival, were held after the National Sports Festival was over, from October 12 to 14, 2013 (Heisei 25).

Tokyo Olympic and Paralympic Games

Events held in the Tama region

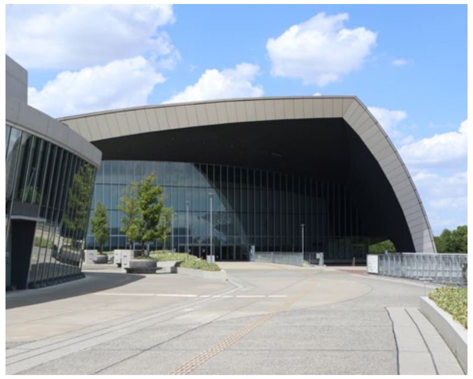
Japan's second Olympic Games were scheduled to be held in 2020 (Reiwa 2) as the Games of the XXXII Olympiad. However, the global COVID-19 pandemic meant that for the first time in Olympic history, the games were postponed, eventually opening in 2021 (Reiwa 3).

There were 339 events in 33 sports, the greatest number ever. Thanks to the efforts of Japanese athletes, the host country took in 27 gold, 14 silver, and 17 bronze medals for a total of 58, Japan's highest ever record.

In the Tama region, soccer, modern pentathlon, and rugby were held at the Tokyo Stadium (Photo 1), while badminton and modern pentathlon were held at the Musashino Forest Sport Plaza (Photo 2). In addition, the road cycling event began at Musashino-no-mori Park, going via Kanagawa and Yamanashi prefectures to end at the Fuji Speedway in Shizuoka Prefecture, a distance of about 244 km for men, and 147 km for women.

The Paralympic Games, which were held after the Olympics, featured 22 events. Japan achieved its second-best results here, with 13 gold, 15 silver, and 23 bronze medals for a total of 51. In the Tama region, wheelchair basketball was played at the Musashino Forest Sport Plaza (Photo 2).

(Photo 1) Tokyo Stadium, the venue for Olympic events


(Photo 2) Musashino Forest Sport Plaza, the venue for a Paralympic event

Cooperation among local authorities in the Tama region

For the 2020 Tokyo Olympics, 533 local governments nationwide registered as host towns for pre-training camps and exchanges, with 15 of them being from the Tama region. However, the COVID-19 pandemic led to many of them ending up withdrawing on their own or when requested to by the country that would stay there.

In the local authorities where the pre-training camps were held, there were a number of exchanges where children could experience the event, or cooking classes to learn how to cook food from overseas. These were actively continued even after the Games were over. (Photos 3 & 4)

(Photo 3) Hanging out with a sports climbing athlete from the States (Credit: Hachioji City)

(Photo 4) A cooking class for Chilean food (Credit: Mitaka City)

Legacy initiatives by local authorities, etc.

To link the legacy of the Games in the Tama region to the future, a road cycling event using the Tokyo 2020 course within the Metropolis, the Road Race Tokyo (held by the Grand Cycle Tokyo Executive Committee, and with Tokyo Metropolis as a co-sponsor) was held in 2023 (Reiwa 5).

An event visiting iconic cycling spots was held in Fuchu, and Inagi, which calls itself the City of Cycles, created its own mascot, "Onekan Warrior, Inagi Pedarion." In addition, citizens' meets for boccia, a sport designed to promote the spread of parasports (Photo 5) and chances to try wheelchair basketball (Photo 6) have been held in the cities of Hachioji, Musashino, Mitaka, Fuchu, Chofu and Tama.

(Photo 5) Playing boccia, a parasport, in Fuchu (Credit: Fuchu City)

(Photo 6) Trying out wheelchair basketball at the Chofu Summer Festival 2022, held a year after the Tokyo Olympics (Credit: Chofu City)

COLUMN

Previous Olympic and Paralympic Games

The first modern Olympics were held in 1896 (Meiji 29), but the first time Japan took part (in track and field) was at the 5th Olympic Games in 1912 (Taisho 12), in Stockholm, Sweden. Japan won its first gold medal in 1920 (Taisho 9) at the 7th Games in Antwerp, Belgium.

The first time the Games were to be held in Japan was set to 1940 (Showa 15), the 12th Olympic Games. However, the worsening Second Sino-Japanese War meant that Japan was forced to relinquish its right to hold the Games. So the first Games to actually be held in Japan, and indeed in Asia, were the 18th Olympic Games, in Tokyo in 1964 (Showa 39).

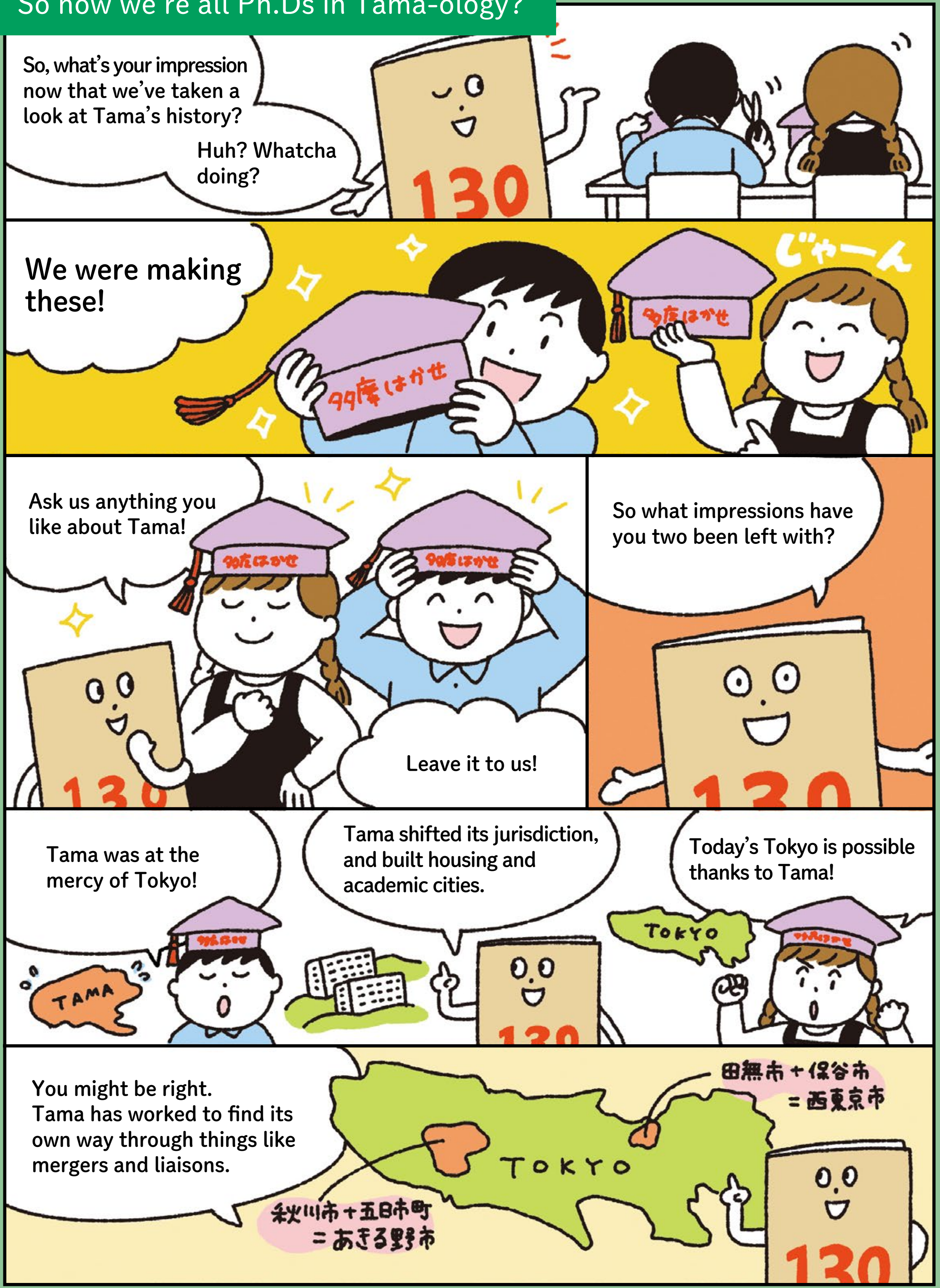
The only place in the Tama region where Olympic events took place was the velodrome, erected temporarily for cycling events. The marathon and the 50-kilometer race walk both started at the National Stadium and headed west along the Koshu Kaido highway, turning around in Fuchu. At the turn point, large numbers of Tama residents were on hand to cheer the runners.

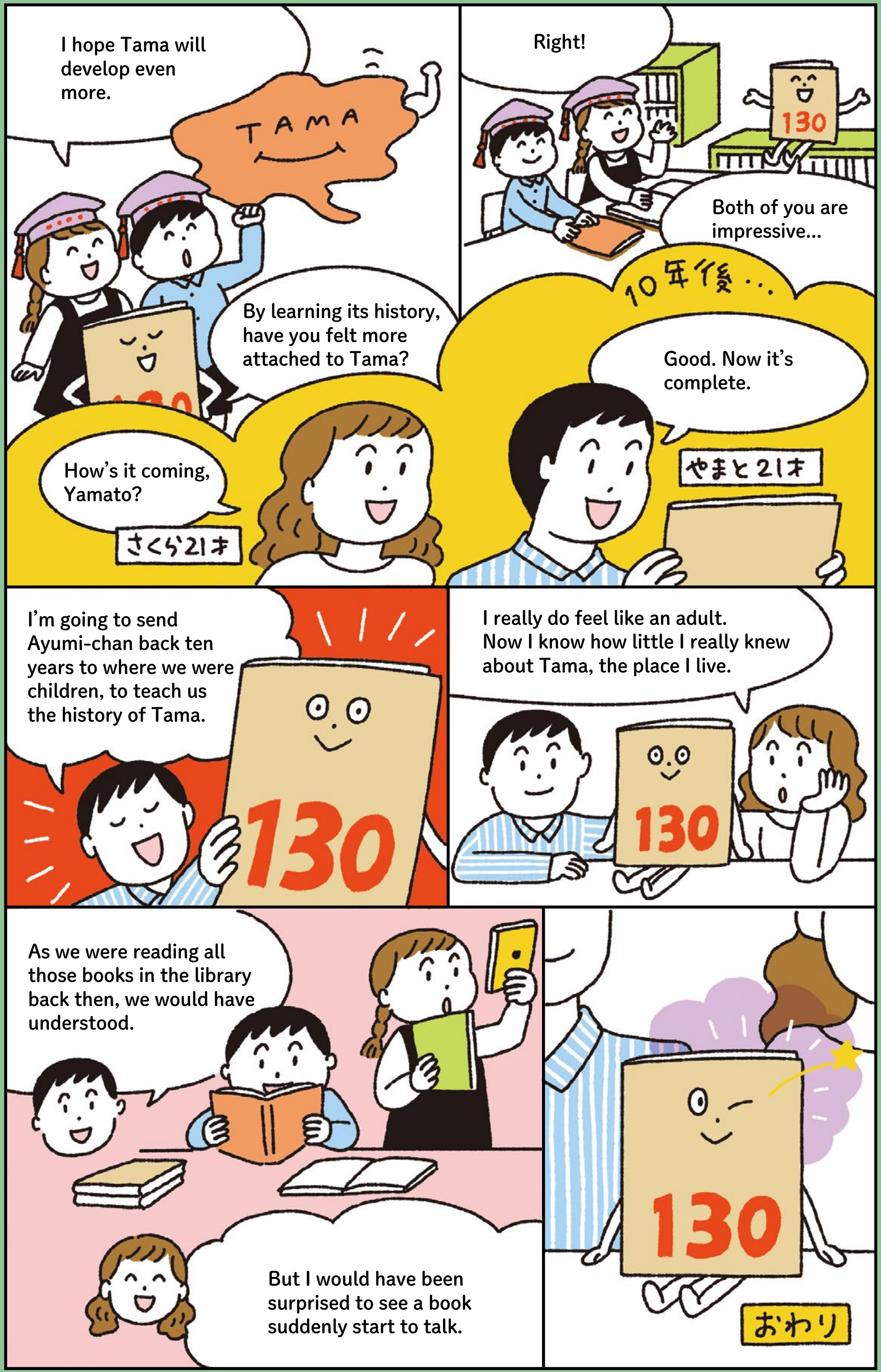
The first Paralympic Games were held in 1960 (Showa 35) in Rome, Italy. In Japan, they were held in conjunction with the Olympics.

Final Chapter

Where Tama Goes Now

So now we're all Ph.Ds in Tama-ology?


So, what's your impression now that we've taken a look at Tama's history?
Huh? Whatcha doing?
130
We were making these!
多摩はかせ
じゃーん
Ask us anything you like about Tama!
Leave it to us!
So what impressions have you two been left with?
Tama was at the mercy of Tokyo!
TAMA
Tama shifted its jurisdiction, and built housing and academic cities.
Today's Tokyo is possible thanks to Tama!
TOKYO
You might be right.
Tama has worked to find its own way through things like mergers and liaisons.
田無市＋保谷市
＝西東京市
TOKYO
秋川市＋五日市町
＝あきる野市


I hope Tama will develop even more.
TAMA
By learning its history, have you felt more attached to Tama?
Right!
130
Both of you are impressive...
10年後…
How's it coming, Yamato?
さくら21才
Good. Now it's complete.
やまと21才
I'm going to send Ayumi-chan back ten years to where we were children, to teach us the history of Tama.
130
I really do feel like an adult.
Now I know how little I really knew about Tama, the place I live.
130
As we were reading all those books in the library back then, we would have understood.
But I would have been surprised to see a book suddenly start to talk.
130
おわり

Where Tama Goes Now

Tama Cities Alliance: The other Tokyo

From the late 1950s, as Japan's economy soared, the Tama region began urbanizing. Yet at the same time, the mountainous areas were being depopulated, and so broad measures that went beyond municipalities were required.

Right at that time, the Tokyo Metropolis Municipalities Liaison Council was formed in 1964 (Showa 39) to coordinate matters related to the municipalities. The Council, following a reorganization into the Metropolis and Municipalities Council, was reformed into the Tokyo Municipalities Local Government Research Council in 1986 (Showa 61) (and made a public interest incorporated foundation in 2012 (Heisei 24)) in order to investigate and research issues shared among the municipalities of Tokyo.

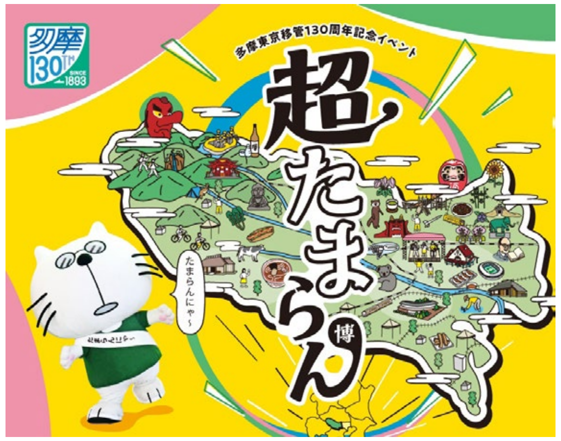
The Tokyo Municipalities Local Government Research Council presented a new regional revitalization plan in 1988 (Showa 63) in its Katsuryoku aru Tama Tosho no Sozo - Kihon Teigen (Creating a Vibrant Tama and Islands: Basic Recommendations) that went over and above the "Three Tamas Gap" (see p.41), and called for a "Union of Tama Cities." In 1990 (Heisei 2), it laid out a vision for the future of Tama, one that would value its rich natural environment, in Mo Hitotsu no Tokyo Tama no Sozo - Tama Gurando Dezain no Teigen (Creating Another Tokyo: Tama - A Proposal for a Grand Design for Tama). This movement was one of the spurs for the Tokyo Metropolitan Government to promote the project to commemorate the centennial of Tama's transfer to Tokyo and the Tama Kokutai.

In addition, the Tokyo Metropolis Three Tamas Regional Waste Wide-Area Disposal Union to operate waste disposal over a broad area among the municipalities (1975 (Showa 50): now the Tokyo Tama Regional Association for Waste Management and Resource Recycling) and the Nishitama Regional Wide-Area Administration Zone Council (1983 (Showa 58)) and the Tama North Region Urban Wide-Area Administration Zone Council (1988 (Showa 63)) to accurately respond to expanding administrative issues were all formed around this time.

The new Tama region

In 1995 (Heisei 7), Akigawa City and Itsukaichi Town merged to form Akiruno City, and in 2001 (Heisei 13), Tanashi City and Hoya City merged to form Nishitokyo City. At the same time, there were a number of infrastructure developments to revitalize the north-south connections among the Tama region, such as the extension of the Odakyu and Keio lines to Tama Center in 1990 (Heisei 2), the opening of the Tama Toshi Monorail in 2000 (Heisei 12), the connected elevated crossing for the Keio and Seibu Tamagawa lines in 1993 and 2006 (Heisei 5 and 18), and converting the JR Chuo Line to raised tracks in 2007 (Heisei 19). In addition, the Ken-O Expressway Ome Interchange was opened in 1996 (Heisei 8) in West Tama.

In accordance with the 5th national Capital Region Basic Plan, the Tokyo Metropolitan Government Bureau of Urban Development formulated the Basic Concept for Business Core Cities for Hachioji, Tachikawa, and Tama in 2002 (Heisei 14), Machi and Sagamihara in 2004 (Heisei 16), and Ome in 2009 (Heisei 21). The Bureau of General Affairs announced the Vision for a New Tama in 2013 (Heisei 25), formulated the Tama Promotion Plan in 2017 (Heisei 29), and formulated the Promotion Plan for the New Tama in 2021 (Reiwa 3).


多摩 130th SINCE 1893
多摩東京移管130周年記念イベント
超たまらん博

The "Super Tamaran Exhibition" (October 2023 (Reiwa 5)) held jointly by Tokyo Metropolis and the 30 municipalities in Tama was an event to commemorate the 130th anniversary of Tama's transfer to Tokyo.

多摩の今と昔
SINCE 1893

To commemorate the 130th anniversary of Tama's transfer to Tokyo, the "The Past and Present of Tama in Photos" exhibit was held on the 1st floor of the Tokyo Local Government Association Hall (Tokyo Municipalities Local Government Research Council).

Tama's changes: "Jurisdiction," "Expansion," and "Independence"

Having traced the various changes in the Tama region, we have selected some key words to summarize the characteristics of the changes from the beginning of the Meiji period to the high economic growth period.

The first is the "jurisdiction" of Tokyo. Many people were opposed to the idea of transferring to Tokyo Prefecture, and then to the Metropolitan system which aimed to exclude Tama from Tokyo Metropolis. The two oppositions were mutually opposing, but at their core was an opposition to having the future of Tama determined by whatever suited the nation or Tokyo City. For the 50 years from its transfer of Tokyo Prefecture to the implementation of the metropolitan system, the Tama region remained in danger of being excluded despite being part of Tokyo.

The second is the "expansion" of Tokyo. After the Great Kanto Earthquake, Tokyo expanded westwards. Second homes and academic cities developed in Tama, and a zone of military-related facilities was created. After the war, these were home to US bases. In addition, numerous housing complexes and factories were built, and development of Tama New Town began. Tama was the vessel into which the ever-expanding Tokyo poured itself.

The third is the "independence" of Tama. Tama, which had supported the developed of the Tokyo mega-city, hoped to work for regional development through its own strengths. The idea of becoming an independent prefecture was explored, and the region's views were sought in both urban planning as well as municipal mergers and liaisons.

"Jurisdiction" "Expansion" "Independence" ... and....

What would the fourth key word be? What key word is appropriate to connect the era of growth and expansion to the current era of maturity and sustainability?

In addition to the Union of Tama Cities and the "new Tama region" mentioned earlier, looking back on Chapters 6 and 7 and their discussions of support above and beyond regions during the Great East Japan Earthquake, or the links between the municipalities running the Tama Kokutai, and the other movements that led to today's Tama, one possible word could be "connections." Also, considering the various movements in Japanese society such as DX and carbon neutrality that work in conjunction with the world, what sort of place should Tama aim to be in future?

The hunt for the fourth key word would surely be based on this. The fourth key word.... This is something that each of you who read this book can think of for yourselves. It is our hope that this book could spur you to think about the future of the Tama region.

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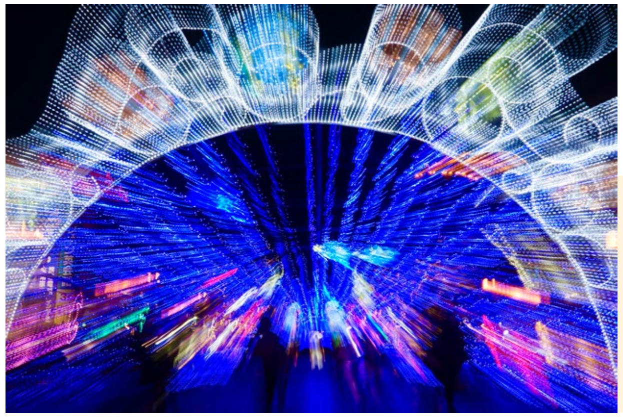
130th anniversary of Tama’s transfer to Tokyo

# “#Oshitama Photo Contest” Winners

The “#Oshitama Photo Contest” was held in 2023 (Reiwa 5) to commemorate the 130th anniversary of Tama’s transfer to Tokyo. The contest theme was “The Oshitama+ I Found” (“Oshitama+” referring to “My Top Tama and Islands”). The contest was advertised through a special website, social media, posters, and more. All together, we received over 3,000 submissions. Here, we present ten of the prize-winning photos selected by specialists following careful screening.

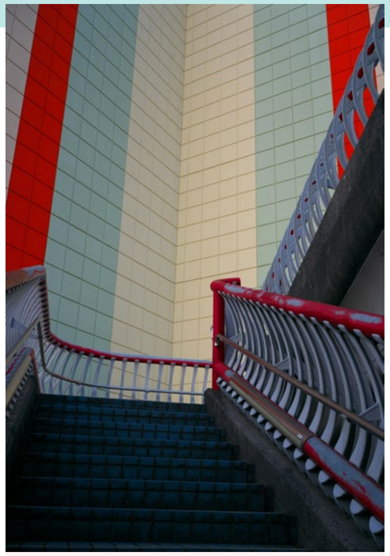


Grand Prize
Photographer: kaoru_kotetsu
Date: December 13, 2022
Location: Keio Tama Center Station, Tama City
Notes: I took a photo of the annual Tama Center illuminations by zooming during exposure to create a photo with a sci-fi touch.

Top Prize
Photographer: lovedrea335
Date: April 1, 2023
Location: Showa Kinen Park, Akishima City/Tachikawa City
Notes: I visited in spring, which I had been eagerly awaiting. The collaboration with the cherry blossoms in full bloom seen from the colorful tulip garden formed a wonderfully gorgeous space.

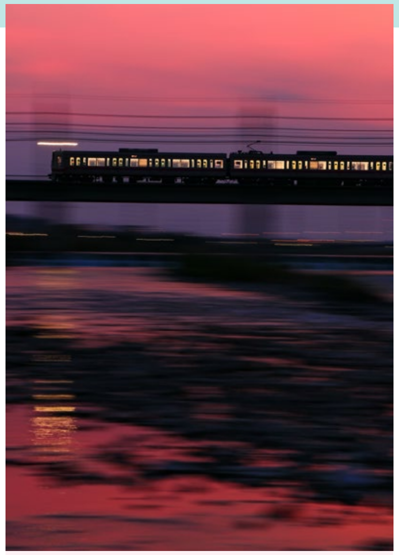
Top Prize
Photographer: sky.hiromi
Date: July 1, 2023
Location: Azusami-Tengu Shrine, Tachikawa City
Notes: During Tanabata, the grounds became a beautiful space. I wanted to take a photo while looking at the charming wishes of the children.

Top Prize
Photographer: ken.t3104
Date: July 15, 2023
Location: Jindaiji Temple, Chofu City
Notes: I used to live near here years ago, and never knew it existed. When I visited now, I was seduced by the beauty of the spring.

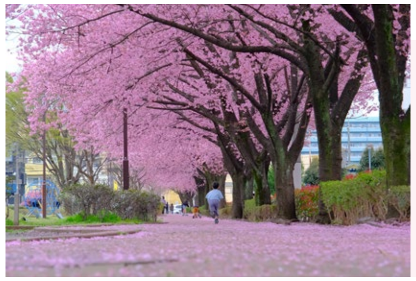


Top Prize
Photographer: m_t_p_photograph
Date: January 9, 2023
Location: Minami-Osawa Rinbu Footbridge, Hachioji City
Notes: I took this because the vivid tones of the footbridge and the building were so charming and pretty.

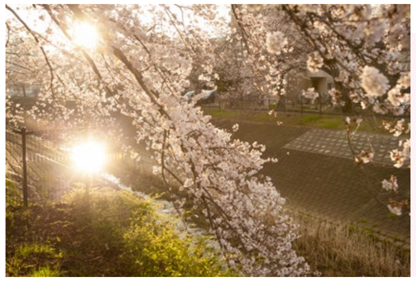
Top Prize
Photographer: shimakura_11
Date: June 30, 2023
Location: Kyodo-no-Mori Museum, Fuchu City
Notes: This was taken in the former Fuchu Town Hall building, one of the restored buildings in the park.
It looks almost as if we’ve gone back in time.



Top Prize
Photographer: hiroyuki.morimoto
Date: June 25, 2023
Location: Along the Tama River, Tama City
Notes: The Tama River in the evening, with the softly burning sky reflected in it.
I panned the camera to capture the silhouette of the Keio Line train crossing it, giving a sense of speed to the photo.



Top Prize
Photographer: yujikawaii4911
Date: March 24, 2023
Location: Hiramatsu Ryokuchi Park, Ome City
Notes: As I was driving along, my eye was caught by the dark pink cherry blossoms. The children also looked like they were having such fun sliding along that I rushed to get this shot!



Top Prize
Photographer: m.i_3192
Date: March 31, 2019
Location: Along the Kotta River, Tama City
Notes: The Kotta River with cherry blossoms in full bloom. They looked so pretty in the setting sun, and made me feel like I could see a new side of cherry blossoms.

Oshitama Prize
Photographer: masaki_naitou
Date: November 21, 2020
Location: Ishibunebashi Bridge, Akiruno City
Notes: I went hiking admiring the autumn leaves while taking photos along the Aki River from Musashi-Itsukaichi Station up to Seoto-no-Yu Spa.
The maples at Seoto-no-Yu were in their autumn finery, and I recommend admiring the beautiful leaves as you relax in a foot bath.