

Making Nishiogi: Appendix: Nishi-Ogikubo Urbanization Timeline

Here we have created a resource for understanding the developments in the neighborhood during the early twentieth century. It emphasizes the contributions of Uchida Hidegoro, in the last column on the right-hand side. To be clear, this timeline is incomplete and we, thus, welcome any contributions or input. (Primary source: *Uchida Hidenō kiyūwo syūshita shōkanōkongō* Published: November 1, 1952 Publisher: Uchida Hidegoro kiyūshōkugakai)

1875 (Meiji 8) – 1905 (Meiji 38)

	Policies and Events	Land readjustments, Roads, Railways	Public Facilities (finance, welfare, school)	Utilities (electricity, water, telegraph and telephone)	Agriculture	Industry	Uchida Hidegoro
1875 (Meiji 8) – 1905 (Meiji 38)	● 1904 (Meiji 37) – 1905 (Meiji 38): Russo-Japanese War	● 1891 (Meiji 24) : Kobu Railway Ogikubo Station	● 1875 (Meiji 24): Number of children at Momoi Daichi Jinjyōkoutou shōgakkō Elementary School: 184				● 1905 (Meiji 38)··· Assumed as the treasurer for Iogi

Kobu Railway's Ogikubo Station was established, today the Chūō Line. There were still 184 children attending the elementary school.

1906 (Meiji 39) – 1915 (Taisho 4)

	Policies and Events	Land readjustments, Roads, Railways	Public Facilities (finance, welfare, school)	Utilities (electricity, water, telegraph and telephone)	Agriculture	Industry	Uchida Hidegoro
1906 (Meiji 39)	Kobu Railway becomes part of Japanese National Railway.	Electrification project along the Chūō Line due to increasing number of buildings	Number of children at Momoi Daichi Jinjyōkoutoushōgakkō Elementary School: 500				
1907 (Meiji 40)							Inauguration as Igoimura Mayor
1908 (Meiji 41)			Igoi Village Savings Association				
1911 (Meiji 44)			Foundation of Igoi Board of Education				
1912 (Meiji 45)		Chūō Line Nakano Station					
1915 (Taisho 4)			Foundation of the Charity Organization (Predecessor/Formal Hospital)				

The nationalization of Kobu Railway (present day Japan Railways JR) led to the electrification project along the railway lines. The rise in the number of residents resulted in the number of children attending the elementary school to increase to 500. In addition, public facilities such as financial institutions and hospitals were established.

1916 (Taisho 5) – 1923 (Taisho 12)

	Policies and Events	Land readjustments, Roads, Railways	Public Facilities (finance, welfare, school)	Utilities (electricity, water, telegraph and telephone)	Agriculture	Industry	Uchida Hidegoro
1918 (Taisho 7)			Tokyo Woman's Christian University is founded				
1918 (Taisho 7)		The northwest Jyoshidai Street from Nishi-Ogikubo Station to Tokyo Woman's Christian University became a busy street.					
1919 (Taisho 8)	Tokyo Land Survey						

1919 (Taisho 8)	Promulgation and enforcement of road traffic laws	Pipes in the network of roads (Approval from town and villages road certification as Route 203) Chūō Line Kichijoji Station					
1920 (Taisho 9)	Announcement of Metropolis Planning Project (30 years later, population to be 25,000 square measure? / 31 <i>tsubo</i> , land measurement per person)				Land being sold and redeveloped (→ increase in population)		
1921 (Taisho 10)		Kita-Ginza street was developed		Electricity is installed			
1922 (Taisho 11)		Nishiogi Station opens (North exit only)		Establishment of postal office and telephone at Amanuma 1-85			
1923 (Taisho 12)	● 1923 (Taisho 12) The Great Kantō Earthquake						

Before the Great Kantō Earthquake, investigations on land, the promulgation of road traffic laws, and road maintenance were conducted. The Metropolis Planning Project was announced, lands that did not have houses were sold, households were built, and the population increased. The utilities such as electricity, postal office, etc. were established. Then, before the earthquake, Nishi-Ogikubo Station was erected. From this point on urbanization commenced and the population started to rise dramatically.

1924 (Taisho 13) -

	Policies and Event	Land readjustments, Roads, Railways	Public Facilities (finance, welfare, school)	Utilities (electricity, water, telegraph and telephone)	Agriculture	Industry	Uchida Hidegoro
1924 (Taisho 13)		Jyoshidai Street towards Tokyo Woman's Christian University becomes a busy shopping street		The installation of a telephone exchange		Establishment of Nakajima Aircraft Company. Tax revenue becomes higher than villagers' tax revenue.	
1925 (Taisho 14)		Due to the establishment of Nakajima Aircraft Company, the infrastructures of Iogimura starts being developed around the factory					
1926 (Taisho 15)	Suginami Police Station established	Opening of the west streets from the station		Water supply and sewage plan is carried out			
1927 (Showa 2)			Suginami Credit Cooperative (Today, Tokyo Shinkin Bank)				
1932 (Showa 7)	Iogimura integrated into Tokyo City	Completion of Iogi District land readjustment	Fire Station Iogi Branch (front of Ogikubo Hachiman Shrine)				
1936 (Showa 11)		Nishiogi Station passengers/users: 20,000 per a day					
1938 (Showa 13)		Establishment of Nishiogi South exit	Ogikubo Police Station built (front of Ogikubo Hachiman Shrine)				

Urbanization was financed through increased tax revenue from industry and the increase in population. Also, the establishment of the station in 1922 improved the roads. As seen in the map, the station is now the center of urbanization (James Farrer, Fumiko Kimura, Jan. 29, 2018).