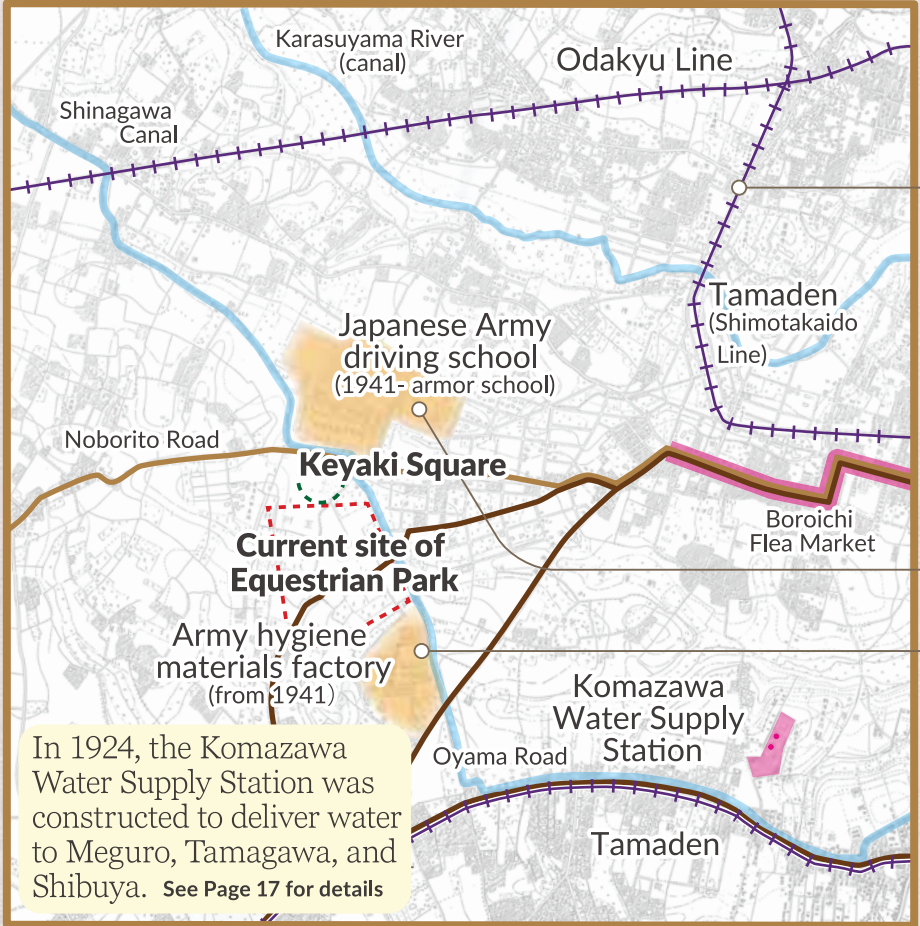


History of Equestrian Park area

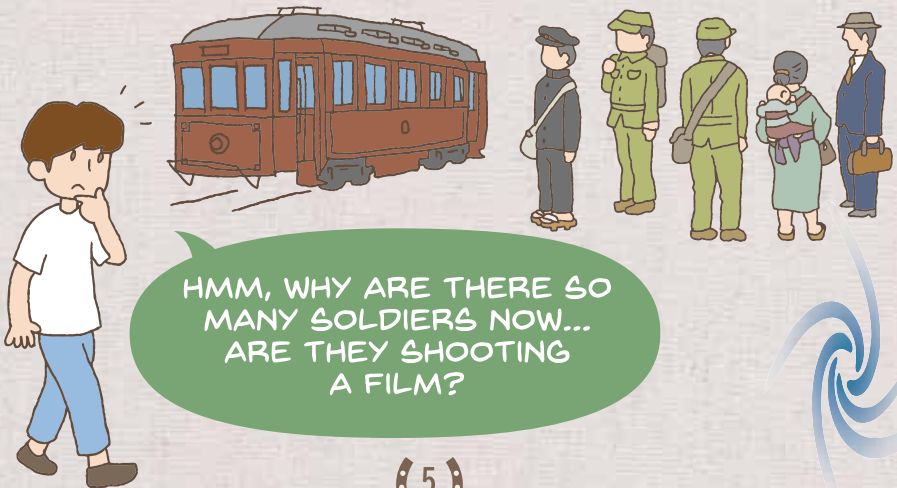
Meiji to early Showa era (1880s–1920s)



1929 map of Equestrian Park area

THERE'S LESS FOREST AND FARMLAND NOW AND IT'S STARTING TO LOOK MORE LIKE A TOWN.

OH! THERE'S AN OLD TRAM RUNNING ON TAMAGAWA STREET.



Opening of the “Tamaden” railway

In the late Meiji era, the Tamagawa Electric Railway began a tram service to transport gravel from the Tama River to the city and became known as Jariden, meaning “gravel train.”

As development progressed, the tram was converted into passenger transport and was often called “Tamaden.” With the spread of motor vehicles and the relocation of the lines underground, Tamaden was discontinued. A segment of Tamaden is currently in service as the Tokyu Setagaya Line.



Tamaden and
railroad crossing

Relocation of military facilities and early real estate development

As the Meiji government stabilized in the early 1900s, security around the Imperial Palace was relaxed. With this, various military facilities were relocated to the suburbs where land was available, including the strategically accessible Oyama Road area.



Inside the driving school

Further, the first real estate development in Setagaya took place around 1912-13, which became a significant basis of the current residential development. [See Page 19 for details](#)

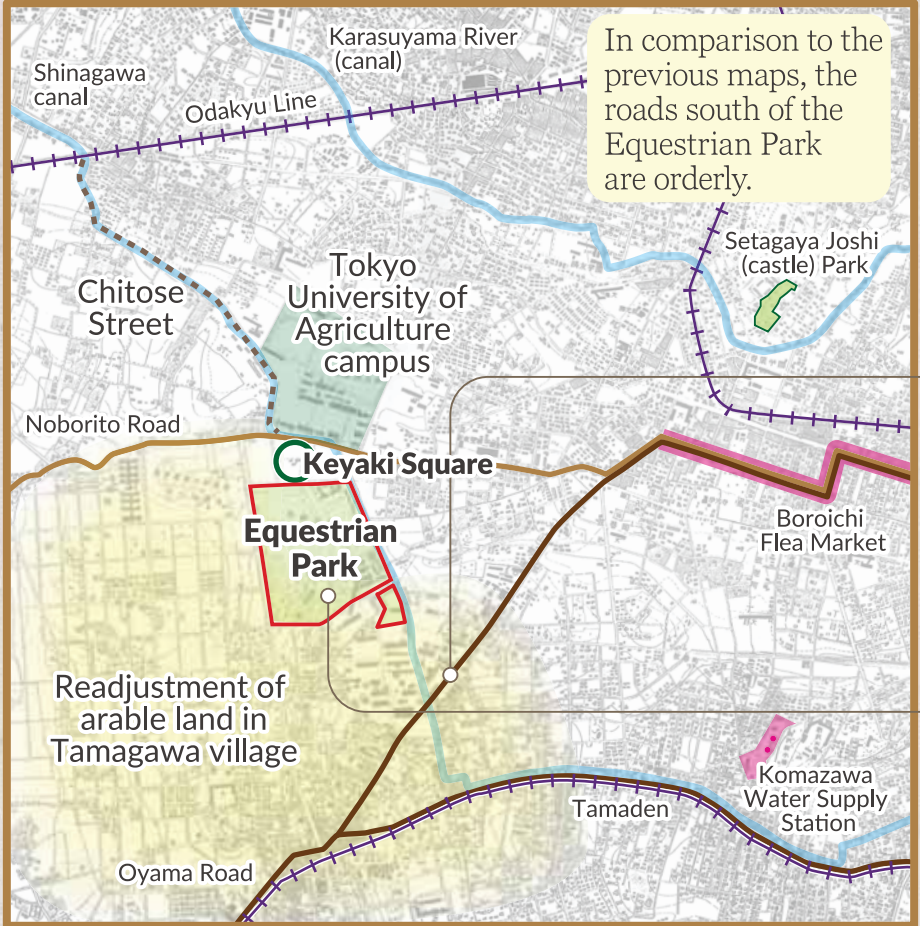
Population growth after the Great Kanto Earthquake

The 1923 Great Kanto Earthquake resulted in approximately 3.4 million victims and 700,000 affected households in Tokyo and Yokohama combined. In the aftermath of the earthquake, many people evacuated to and eventually settled in Setagaya as it saw relatively minimal damage and was near central Tokyo.

Around this time, transportation networks, such as the Odakyu, Tokyu Mekama, Tōyoko, and Ōimachi Lines, were developed. This also contributed to the rapid population growth in Setagaya.

History of Equestrian Park area

Showa era to rapid economic growth (1930s-)



HAVE I WONDERED BACK NEAR THE EQUESTRIAN PARK? BUT THE ZELKOVA TREES LOOK RATHER SMALL...

HMM... THE ZELKOVA TREE-LINED STREET IS ASPHALT, NOT STONE-PAVED... COULD IT BE THAT...?



Keyaki Square in 1983



Present-day view of Keyaki Square

Locally driven readjustment of arable land in Tamagawa village

Many arable land readjustment projects were carried out by private companies, but in Tamagawa village, including Yōga, residents independently led the readjustment process.

Concerned about the wave of land development, the village mayor Shoji Toyoda established a land readjustment association in 1925 to increase the village's value as a residential area and to prevent farmland from being bargained cheaply. The land readjustment, which divided the village into 17 zones, was finally completed in 1954 over the course of 30 years.

Creation of Baji Koen Equestrian Park

The Tamagawa land readjustment project also included the area that would later become the Equestrian Park. In 1934, the Tamagawa land readjustment association sold the land to the Imperial Racing Society, and in 1940, the Equestrian Park opened as Japan's first comprehensive equestrian facility.

Birth of the zelkova tree-lined Keyaki Square

In 1986, the street leading to the main entrance of the Equestrian Park was renewed as Keyaki Hiroba, meaning "zelkova square." The zelkova trees were planted ahead of the 1940 12th Olympic Games in Tokyo but the Games were never held. The lush zelkova trees now provide cool shade in the summer as well as bright colors during fall foliage.

Relocation of Tokyo University of Agriculture

Along with the Equestrian Park, Tokyo University of Agriculture is at the center of the area. After the University's original campus in Shibuya was burned down due to the war, the university was relocated to its current grounds, a former site of the Japanese Army Armor School.

