

Bridges in the Meiji Period (1870's)

— First Iron Bridges



"Shinmachi Iron Bridge, New Tourist Spots in Osaka" by Sadanobu Hasegawa II (Kobe City Museum)

Shinmachi Bridge

1872



Shinsai Bridge

1873



"Picture of the Shinsai Bridge" by Sadanobu Hasegawa II (Kobe City Museum)
The bridge is now preserved in Tsurumi Ryokuchi Park.



Korai Bridge

1870



"Iron Bridges over Higashibori Canal in Naniwa" by Choel Shokosai (Kobe City Museum)



Bridges of Rare Design

Movable Bridges Designed to Permit Ship Passage



Aijigawa Bridge (1873)
"New Bridges over the Aijigawa River in Naniwa" by Sadanobu Hasegawa II (Kobe City Museum)



Chiyozaki Bridge (1872)
"View of Chiyozaki Bridge in Matsushima" by Sadanobu Hasegawa II (Kobe City Museum)

Bridges Constructed in City Planning during the Taisho and Showa Periods (1912~1940)



Yodoya Bridge (1935)

Together with the One Bridge, the Yodoya Bridge is located at the most strategic point in Osaka, providing access to Osaka City Office on Nakanoshima Island from downtown Osaka. The solemn bridge design using concrete arches was selected from among many designs submitted in a public competition from around the country.



Honmachi Bridge (1913)

A two-hinged arch. The oldest existing bridge in Osaka.



Taisho Bridge (1915)

A two-hinged arch. It was then the longest bridge.



Ebisu Bridge (1925)

A concrete arch in Minami, the lively district.



Yotsubashi Bridges (1927~1928)

The "Yotsubashi," literally "four bridges," is the name given to the four bridges built at the juncture of the Nishiyokobori and Nagahori Canals. In consideration of complex stream directions and ship passage, all four bridges employed two hinged steel arches spanning one of the canals. When these canals were filled in, however, the four bridges were removed one by one, around 1965.



Saigoku Bridge (1928)

This two hinged steel arch bridge at the northernmost point of the Nishiyokobori Canal was designed to match the solemn design of Sumitomo head office building standing to the east of the bridge. It was, however, removed when the canal was filled in.



Korai Bridge (1929)

A reinforced concrete bridge. Its handrail is provided with traditional Japanese ornaments called Giboshi (Bronze cap on top of each handrail post).



Sakuranomiya Bridge (1930)

A bridge of rare structure, called "Guin bashi" (Silver bridge).



Juso Bridge (1932)

A tied arch with five hinged girder spanning the Yodo River.



Hirano Bridge (1935)

This bridge employs the inverse-Langer style, which is rarely observed throughout the world.