

The Story of Ipoh

FROM FEET TO FLIGHT

**The Chairman and Directors of Ipoh World Sdn. Bhd.
in cooperation with Muzium Darul Ridzuan,
take great pleasure in welcoming you to this, our first exhibition.**



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- *T*his document originally comprised 15, A4 double-sided, single sheets of historical notes detailing the advances in transport from c1875 to the present day, in Ipoh, Perak, Malaysia.

Produced in English, Malay and Chinese the sheets were given away to accompany ipohWorld's first Exhibition which opened in January 2006. It was entitled:

“The Story of Ipoh: From Feet to Flight”.

The intention of the sheets was for visitors to collect and make up their own booklets for future reference. 90,000 sheets were distributed which equates to some 5,600 booklets, mostly collected by school-age youngsters.

In addition 7,000 coloured posters depicting Ipoh's transport through the ages were also given to visitors (one per family). A scan of this (full size) may be accessed at www.ipohworld.org/ebooks/poster.

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Acknowledgement

The Production Team would like to thank all the individuals, commercial organisations and government departments who have helped to make this exhibition a success. In addition to our sponsors, from the very outset in June 2005 there has been very welcome assistance offered across many fields from both home and overseas, covering local advice and encouragement, loan of photographs, documents and artifacts, offers of assistance, provision of detailed historical details etc. In particular the assistance given by Khoo Salma Nasution & AbdurRazzaq Lubis who allowed us total use of their book 'Kinta Valley' deserves special mention as does the various antique and collectible dealers who have offered many items from both stock and private collections. Indeed the overall response has been so good that not everything can be used in this exhibition, but with such an obvious esprit de corps of Ipoh people wherever they are, the future of a permanent Ipoh Heritage Centre seems assured. Necessarily, this document will go to print well prior to the exhibition opening and if the below list misses anybody out we would like to apologise in advance.

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Just Getting Around



*I*poh, as everyone knows, is ‘the town that tin built’, and this, of course, is perfectly true. But historically, Ipoh was not a mining town as such; rather, the genius of the place derives from the fact that Ipoh was the furthest readily navigable point on the Kinta River and in the days before roads, when most of the Kinta Valley lay under a dense mantle of primary forest, that meant a lot. Tin may have built the town in terms of finance, but it was really the river that actually brought Ipoh into being in the first place.

The earliest suggestion of a settlement at Ipoh probably no more than a few atap huts dates back to the 1870s. This was just about as *ulu* as anyone could get in those days. The first signs of an emergent town can be discerned from the establishment of a police post in 1879. At that time, there were less than a thousand Chinese tin miners operating in the area, but five years later the figure had risen to over 5,000 and thereafter simply soared. By 1889 the overall population of Kinta was just short of 60,000, a more than ten-fold increase over what it had been just ten years before. And Ipoh was the principal

beneficiary. No more the frontier post, by 1890 Ipoh had become a thriving metropolis, by the standards of the day, with a rest house, courthouse, hospital and even a wooden bridge over the Kinta River.

It was the river that first brought the outside world to Ipoh in a flat-bottomed sampan, and each transport ‘revolution’ that has occurred since then, the advent of the bullock cart and bridle path, the arrival of steam locomotion, the introduction of gharries and rickshaws (and subsequently trishaws), the invention of the internal combustion engine and proliferation of the automobile in its various forms, and lastly the democratisation of motorised transport in the form of the motorcycle and affordable, massproduced cars has left its mark on the town, influencing not only its size and layout, but also shaping the daily lives of its inhabitants the way that business is done, leisure activities, residential habits and social interactions at every level of society. One has only to imagine what Ipoh would be like were all forms of motorised transport, including local bus services, to be suddenly removed from the scene, to appreciate just how intimately the life of Ipoh today is linked to its systems of transport. And it always has been. In short, it is no exaggeration to say that Ipoh town, its configuration, physical appearance, and the ebb and flow of daily life, both within and without its municipal limits, is in many respects a product of the sum total of successive transport revolutions, and that the history of Ipoh goes hand in hand with the history of transportation in the Kinta Valley.

Dimanakah Kita Berada Kini

Umum telah mengetahui iaitu: 'Ipoh adalah sebuah bandar yang telah dibangunkan oleh bijih timah'. Tetapi, terdapat sedikit bukti berkaitan aktiviti perlombongan bijih timah di Ipoh. Ipoh bukan bandar perlombongan dengan erti kata yang sebenarnya, tetapi keistimewanya terletak kepada lokasinya yang strategik di Sungai Kinta. Pada ketika itu tidak terdapat jalanraya yang baik dan Ipoh serta sekelilingnya masih diliputi dengan hutan belantara. Aktiviti bijih timah yang terdapat di Lembah Kinta pada tahun 1880an dan 1890an adalah di Gopeng, Papan dan bandar lain sekitarnya. Bijih timah telah memakmurkan Ipoh daripada segi aktiviti kewangan, tetapi sebenarnya sungai adalah pemangkin kepada pembangunan Ipoh masa kini.



Tanda awal kepada pembangunan bandar Ipoh adalah penubuhan sebuah pondok polis pada tahun 1879. Hugh Low melalui laporan tahunannya telah menyatakan Ipoh sebagai sebuah bandar utama di Kinta. Ipoh merupakan sebuah perkampungan melayu dan kawasan persekitarannya adalah kepunyaan seorang daripada ahli keluarga Dato Panglima Kinta iaitu Muhanndad Yusuf yang kemudiannya dilantik menjadi Dato Panglima Kinta yang ke 10. Penduduk Ipoh yang berjumlah kurang daripada seribu orang pelombong cina di dalam tahun 1879, telah meningkat kepada 60,000 orang pada tahun 1889.

Pada tahun 1890 Ipoh adalah sebuah metropolis mengikut ukuran waktu itu dengan sebuah rumah rehat, mahkamah, hospital dan sebuah jambatan kayu merentasi Sungai Kinta.

Sungai telah menghubungi Ipoh ke dunia luar dan setiap jenis pengangkutan yang diperkenalkan sejak tahun 1880an seperti sampan, kereta lembu, Lokomotif, 'gharry' dan motokar telah memberi impak kepada bandar Ipoh. Pada setiap lipatan sejarahnya, pengangkutan telah mempengaruhi susunatur, saiz, pebandarannya dan sekaligus merencanakan kehidupan harlan penduduknya, kegiatan ekonominya, aktiviti riadah, tabiat dan interasi sosial setiap lapisan masyarakatnya.

Andainya generasi semasa berada di dalam era komunikasi global, generasi nenek moyang kita telah mengharungi era keagungan pengangkutan. Namun tema universal ini diharapkan tidak mengalih perhatian fakta sumbangan pengangkutan di dalam lipatan sejarah Ipoh. Bayangkan Ipoh tanpa motokar, motosikal, perkhidmatan bas awam dan pengangkutan yang lain. Boleh dikatakan konfigurasi, keadaan fizikal, putaran dan pola kehidupan harlan di Ipoh telah berpaksi daripada revolusi ini dan sejarah Ipoh tidak dapat dipisahkan daripada sejarah pengangkutan di Lembah Kinta.

怡保简介

人人都知道怡保是锡都，但它却不是产锡地。当时近打谷密林覆盖，没有公路交通，只能靠近打河的船运。怡保的位置恰好是可逆航到达的最远处，而被开发。锡矿业为怡保带来了繁荣，但开发主因却是因为近打河成为当时的主要交通联系。

怡保市开发于1879年，由设立一间警察哨站开始。当时近打谷华人矿工大概有一千人，到1888年人数已达六万人。到1890年，怡保已成为一个大都市，市内有旅馆、法庭、医院和一座大木桥横跨近打河。

开始时，怡保和外界的联系是靠船艇。1880年后，各类型交通工具被逐渐引进来：如牛车，马车，人力车，三轮车和蒸气火车等。随后因发明了内燃机，导致大量生产汽车和摩托车。无可否认，怡保市的结构及市民的日常生活都与交通的演变息息相关。可以说，怡保的历史与近打谷的交通历史是齿唇相依的。



Sampan and Steam Launches



The genius of Ipoh derives from the simple fact that Ipoh was the furthest readily navigable point on the Kinta River. In 1879, British Resident, Hugh Low, mentioned 'Epoh' in his annual report, noting that a police post was built there that year. This was a sure sign that something was afoot and the 'Epoh' had taken the first tentative step towards becoming the town that it is today. A small bazaar and a settlement of Malays had grown up around the landing stage at this time and it would not have been long before the ubiquitous Chinese provision-store keeper made his appearance on the scene. It was upon these humble foundations that the town of Ipoh began to be built.

At that time, Ulu Kinta was a pretty difficult place to get to. There was simply no feasible overland route through the forest and across the mountains, so the river was the only way in, but that took time. District Magistrate, H. W. C Leech, describes the journey upstream from Durian Sebatang (Teluk Anson, now Teluk Intan) in 1879. At that time, Kota Bahru was being considered as a possible location for the Kinta Magistrate. According to Leech:

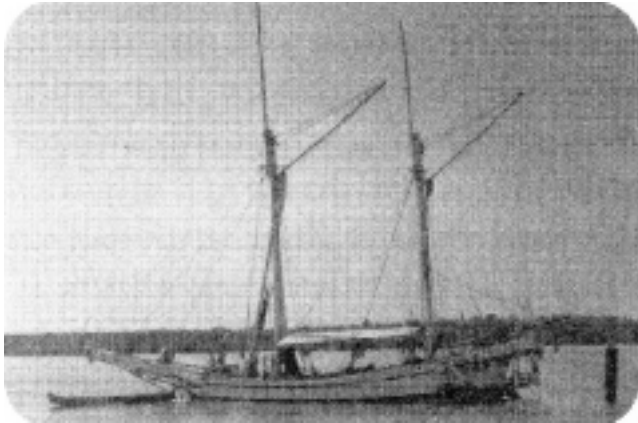
"From Durian Sebatang to Kota Bahru, the

future seat of government in this district is from two to three days by boat; the river is only practicable for a steam launch at present for a short way, in consequence of a number of snags in the stream, but these will be removed as soon as the river is low enough to admit of the work, the money already being granted by the Government for the purpose. From Kota Bahru the Kinta is navigable for two days more by native boats to a place called Mesjid Lama and the Sungai Raya about the same distance above Pengkalen Bahru."

Ipoh, was developing fast at this moment in time, and as well as being the place where tin was loaded onto boats to be transported downstream, was also the centre of a local tin smelting industry. Improving communication with the coast brought increasing numbers of migrants to the settlement, not just coolies and fortune seekers, but also trades people, artisans and those engaged in other walks of life attendant on an emergent urban infrastructure

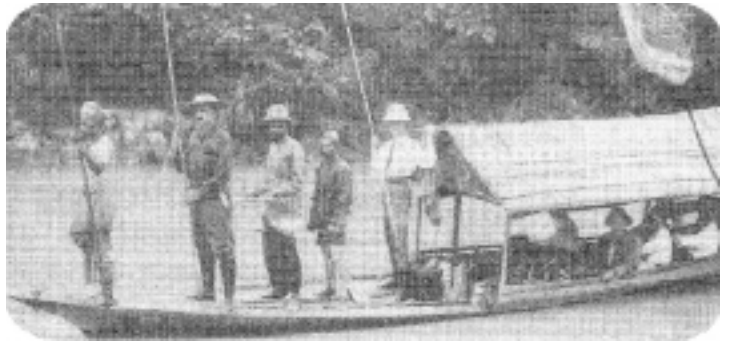
By the early 1890s, Ipoh had superseded Gopeng as the largest town in the Kinta Valley and could boast a courthouse, government offices, a hospital, a covered market and even (in 1891) a theatre, which could seat a thousand people. The latter was the centre of a flourishing entertainment industry, which included bordellos, liquor shops, opium dens and gaming houses, as well as the ubiquitous pawn-broker. The situation invites comparisons with the contemporary American Wild West and it was the river which brought all this together and made it happen, ferrying the tin ore downstream to the coast and bringing the money lenders, liquor, opium and of course the dancing girls upstream.

Sampan dan Motobot Stim



Menjelang tahun 1890, Ipoh telah menjadi Bandar terbesar di Lembah Kinta dan berjaya bersaing dengan Gopeng. Waktu itu Ipoh telah mempunyai sebuah bangunan mahkamah, pejabat kerajaan pasar, hospital dan sebuah pawagam.

Ipoh merupakan tempat yang mampu dimudik melalui Sungai Kinta. Residen British, Hugh Low melaporkan di dalam tahun -1879 'Epo' telah mempunyai sebuah pondok polis. Bermula dengan bazar dan perkampung melayu; penempatan ini telah menarik minat masyarakat Cina untuk memulakan perniagaan. Seterusnya ia menjadi sebuah bandar yang makmur. Ianya telah membangun dengan pantas melalui industri berkaitan bijih timah dan sungai merupakan pemangkin kepada pembangunannya.



舢舨与蒸气艇

怡保被开发皆因它的位置在近打河当时可逆航最远的地点。英国驻扎官修罗氏在1879年提到在小码头附近已有马来村落并设有警察哨站。随后而来的华人多经营什货店,这有助于怡保的开发。当时乌鲁近打因高山围绕而尚未有陆路交通,唯有水路才能到达,因此很耗时。英殖民地政府考虑在哥打巴鲁设立一间地方法庭,法庭长官利治氏曾作如下描述:

从 Durian Sebatang (即今的安顺) 逆流乘船到哥打巴鲁须两三天时间,其中因多处浅滩而只有一小段可允许蒸气艇航行。改乘土族小船从哥打巴鲁到 Mesjid Lama 也须两天。”



之后,怡保由于矿业的快速发展,成为输送锡米到下游和熔锡工业的中心。海岸交通之改善也吸引了越来越多的移民;除了苦力,也包括寻金者、商人、手工艺师及其他行业者。

1890年初,怡保已取代务边成为近打谷最大城市。它拥有一间法庭、政府办事楼、医院、有遮盖的巴刹、甚至一间可容纳一千人的戏院。

Elephants and Bullock Carts



*I*n late nineteenth-century Kinta there were two principle modes of conveyance through the dense jungle that covered almost the entire region, other than one's own two feet. They were the elephant and the bullock cart. Elephants, as a mode of transport, were the prerogative of royalty. Indeed, they were a part of the official regalia of the sultan, without which no succession could be formally concluded. But just because the elephant was a royal beast didn't prevent the sultans from raising a bit of extra cash by renting them out as a draught animal to Chinese tin miners to transport their tin through the forests of Ulu Perak to the nearest river port. Sultan Ismail, for example, kept some elephants at Sungei Raia where there was a bazaar and a gathering of Chinese. The elephants were rented out to transport tin from Gopeng at a rate of \$2 for 100 gantang of tin and \$2.50 for 4 picul.

With the introduction of the British residency the Resident, his staff and the odd adventurous tourist took to using elephants when visiting remote parts. Isabella Bird, the intrepid Victorian lady traveller, tells us about the Sultan's elephants at around the same time and how well-suited they were as means of transport across difficult terrain. She writes:

The Royal Elephant is a noble animal. His docility is perfect. He climbed up and down places so steep that a good horse would have bungled them, pulled down trees when he was told to

do so, held others which were slanting dangerously across the track high above our heads until we had safely passed under them, lifted fallen trees out of his way or took huge steps over them, and slid down steep banks into the Perak River with great dexterity.

The Indian elephant, *Elephas maximus*, is native to the jungles of Malaya. Cattle are not; they were introduced from India by the British, though possibly some may have arrived before that time. Their milk and meat was not the primary consideration; they were brought here to work as draught animals, used mainly to pull two-wheeled bullock carts which served as the local pick-up truck, lorry and mass rapid transport vehicle back in nineteenth-century Malaya. (A bullock, by the way, is a castrated bull.) These imported Indian beasts of burden are known as Brahminy cattle (*Bos indicus*) which are renowned for their capacity to withstand extreme heat. This is because they have more sweat glands than European cattle species. They also have an oily skin, which is thought to help repel pest insects, and they are better able to resist tropical parasites and diseases. For all these reasons they are very well adapted to life in the Malay Peninsula. Despite their size, they are a docile breed, especially if handled with kindness from calf-hood, and in the early days of British Malaya they did most of the donkeywork, if they'll pardon the expression.



Gajah dan Kereta Lembu

Pada akhir tahun 1900an, terdapat 2 jenis pengangkutan yang digunakan iaitu gajah dan kereta lembu.



Namun, gajah banyak digunakan oleh golongan istana. Mereka juga mengambil kesempatan untuk menyewakannya di dalam kegiatan komersial. Contohnya, sewaan untuk mengangkut bijih timah daripada Gopeng adalah \$2.00 untuk 100 gantang dan \$2.50 untuk 4 pikul. Pihak pentadbiran Residen British juga banyak menggunakan gajah sebagai pengangkutan.

Lembu daripada baka Lembu Brahmin (*Bos Indicus*) telah diperkenalkan oleh British daripada India sebagai alat pengangkutan di Malaya pada tahun 1900an. Baka ini kuat dan tahan lasak serta serasi dengan keadaan tempatan.

大象与牛车

19世纪末期，在近打区深山密林中运送物品，除了人的双腿外就只有两种主要工具：大象和牛车。

当时，只有苏丹皇室才必备大象，其用途多为出游巡视。苏丹也曾用它来赚钱：出租给华人矿主，以运载锡米到河岸的码头。例如依士迈苏丹在Sungci Raja市集就有好几头大象出租。

当英国人成为驻扎官时，他或他的属下也会带着访客乘大象到郊外游览。

大象是马来亚森林中土生的动物，但黄牛却是英国人从印度引进的，主要是用来运输物品。黄牛是因汗腺多而能忍耐高温称著，它的皮肤多油脂使它能抵抗热带昆虫和疾病。它虽然庞大，但只要从小饲养时善待就会很温驯。



Gharries and Fire Engines



As Ipoh grew in size, the first public transport services began to evolve. They were no more than privately-operated taxis and there were two principle types. Four-wheeled carriages pulled by ponies and two-wheeled rickshaws pulled by men. Horses and ponies were not well suited to the local climate and their use was generally restricted to in and around town. Rich towkays liked to make a show of going out for a drive in their carriages drawn by a pair of fine-looking horses, imported from Australia or the Middle East, but more usually the pulling was done by wiry little ponies brought over from Java and Sumatra. They trotted along between the shafts of two-wheeled dogcarts, or alternatively pulled a gharry.

The gharry was the taxicab of its day, a fourwheeled conveyance, with an enclosed cab for the passenger and blinds of wood in the place of glass. The term comes from the Hindustani word gari, meaning a cart or carriage.

On 1 June 1892 fire broke out and burned down over half the town, destroying 123 houses and doing damage to the tune of \$80-100,000, though there was no recorded loss of life. Fires were an only too frequent occurrence at that time, wood and atap houses, primitive cooking arrangements and a lack of adequate water supply proved to be an incendiary combination and there was hardly a settlement in the State which was not devastated by fire at some time between 1874 and 1900. However, one immediate and beneficial consequence of the 'Great Fire of

Ipoh', as it was known, was the establishment of a municipal fire brigade and the introduction of the steam fire engine. Prior to this there were only manual fire engines maintained by volunteers.

Ipoh Fire Brigade was confirmed by the District Magistrate in 1893 and a steam fire engine was purchased in England, a Merryweather Greenwich Model. Merryweather of Greenwich was a legendary name in fire-fighting circles, and as 'Fire Engine Makers by Appointment to His Majesty the King,' their apparatus was sold around the world. Their 'steamers' were still horse drawn over short distances and the response speed of a team of horses could not be beaten until the arrival of petrol engines, but the advent of small efficient steam engines in the 1860s greatly improved the effectiveness of fire engines, they being able to deliver far larger and more consistent quantities of water at much higher pressure than previously attainable. The Greenwich design was capable of delivering 400 to 600 gallons per minute and of two or four jets as required and took from six to eight minutes to raise steam from time the fire was lit. It seems Ipoh was the first town in the Malay Peninsula to have such a contraption, in addition to a manual one. It was operated by Sikhs under the supervision of the police.

MERRYWEATHER & SONS,
Fire Engine Makers and Hydraulic Engineers,
 GREENWICH ROAD, S.E., and 41, LONG ACRE, W.C., LONDON.

Sole Makers of Steam Fire Engines for the Honourable Majesty's War Department.

Makers of Fire Engines for Her Britannic Majesty's Board of Admiralty; Council for India; Agents for the Crown Colonies; and Board of Trade; in the French, Prussian, Russian, Italian, Turkish, Spanish, Belgian, Dutch, Chinese, and Brazilian Governments.

HIS MAJESTY THE QUEEN,
 H.R.H. The Prince of Wales, The Duke of Norfolk, Marquis of Breadalbane, Earl Beaulieu, Earl Derby, and the principal members of the Admiralty; for the Chief Public Institutions, Insurance Companies, Towns, Hotels, and Families in the United Kingdom, and the principal Municipalities throughout the world.

London Brigade Steam Fire Engine.

Steam of this type supplied to the METROPOLITAN FIRE BRIGADE, in addition to a number of Direct-Acting Engines previously mentioned.

‘Gharry’ dan Kereta Bomba



Satu jenis pengangkutan baru telah diperkenalkan di Ipoh seimbang dengan kepesatan pembangunan Bandar tersebut. Pengangkutan 4 roda yang ditarik oleh kuda dan lanca yang ditarik oleh manusia diperkenalkan.

Kereta Kuda yang banyak dimiliki oleh masyarakat yang berada seperti taukeh kurang sesuai dengan cuaca tempatan. Oleh itu sejenis pengangkutan yang dipanggil ‘Garry’ telah digunakan untuk pengangkutan awam waktu itu.

Pada 1hb. Jun 1892 Ipoh telah mengalami bencana kebakaran dimana separuh daripada Bandar Ipoh telah terbakar. Peristiwa ini telah memusnahkan 123 buah rumah yang melibatkan kemusnahan harta bernilai diantara \$80,000 - \$100,000. Oleh itu Brigade Bomba Ipoh telah ditubuhkan. Didalam tahun 1893 sebuah kereta bomba telah dibeli daripada England iaitu model Merryweather Of Greenwich. Pada peringkat awal kereta bomba ini masih menggunakan kuasa kuda sebelum penggunaan engine petrol diperkenalkan. Difahamkan Ipoh merupakan Bandar pertama di Semenanjung Malaya mempunyai kemudahan ini.

马车与救火车

当怡保市逐渐扩大时，公共交通也随着发展起来，初期有两种工具：四轮马车和双轮人力车。高种马不太适宜本地气候而不普遍应用。“头家”们通常喜欢显耀拥有双马拖的车，马匹多数从澳洲或中东进口，但最普遍的是由爪哇或苏门答腊进口的小种马。当时的“的士”叫卡利（兴都语）是一种有遮盖的四轮马车，窗口挂木帘。

1892年6月1日的一场大火灾，烧毁半个怡保（将近123间房屋）。由于厨房设备落后，建屋材料以木料和亚答为主，加上缺乏水供，导致火患频频。从1874到1900年，每年都有火灾。这场大火灾使市议会成立救火局和引进蒸气救火车。在这以前，用的是手摇机并徵用义务救火员。

1893年地方法庭庭长批准成立救火局，并从英国买来赫赫有名的 Merryweather Greenwich 蒸气救火车，以马匹推动。自1860年蒸气机问世以后，救火车的功能大幅度提高。它是在警察督视下由锡克消防员操作。可以说，怡保是全马来西亚第一个有此设备的城市。



Steam Locomotion



Perak and the Kinta Valley were among the very first places in the Malay world to enjoy the civilizing benefits of steam locomotion and there was a very good reason for this, the transportation of tin. Interestingly, it seems that had it not been for the outbreak of foot and mouth cattle disease in the 1870s, the history of the railway services in Malaya might well have charted a different course. The disease decimated the cattle, including the bullock population, which were the principal means of transporting tin ore from tin mine to smelter and thence to the nearest river port to be taken downstream to the coast. Concern that local cattle breeding might not recover or could be smitten again was instrumental in hastening the development of a railway system in Perak and its extension in other parts of the Peninsula.

The railway line came to Ipoh in early 1894, when Sultan Idris officiated at the grand opening of the first stretch of track linking Ipoh to Batu Gajah. This really confirmed Ipoh's pre-eminence, not only in the Kinta valley but in the State of Perak as a whole. A contemporary entry in the Perak Government Gazette noted: *"As the centre of a rich mining district, the focus of a number of roads and the present terminus of the Kinta Valley Railway, its [Ipoh] importance is second to that of no other in the State."*

By 1900 the main north-south railway line extended from Prai (Penang) to Seremban. The

following year the pioneering Perak State Railway and the Selangor Railways amalgamated to become the Federated Malay States Railways (FMSR). It was not, however, until 1909 that last link to Singapore connecting the whole of the West Coast, north to south, was completed, owing to prevarications on the part of the Sultan of Johor who was reluctant to allow the line to pass through his territory. The authors of *"Twentieth Century Impressions of British Malaya"*, published shortly before the link to Singapore was completed, were pleased to observe that:

"In no direction has the beneficent result of British influence in Malaya been more strikingly manifest than in the opening up of the territory, with all its rich commercial possibilities, to the outer world by the introduction of rapid means of communication between the important tin mining and agricultural centres and the coast."

Tin was the main cargo carried by goods trains around the turn of the century, and rice, over one million bags of the stuff went by rail in 1905, but other important commodities included some 25,000 bags of coffee and more than half a million tins of kerosene, not to mention over four thousand chests of opium to sweeten the dreams of coolie labourers sweating it out in the tin fields of Perak. Sixty eight thousand, one hundred and eighty two pigs also travelled by train that year.



Lokomotif Stim



Perak dan Lembah Kinta adalah diantara tempat pertama di Dunia Melayu yang menikmati pengangkutan lokomotif stim akibat daripada perkembangan industri bijih timah. Merebaknya wabak kaki dan mulut di kalangan ternakan tempatan pada tahun 1870 menyebabkan pengangkutan jenis ini diperlukan agar industri bijih timah tidak terjejas.

Landasan Keretapi dibina di Ipoh pada awal tahun 1894 apabila landasan yang menghubungkan Batu Gajah daripada Ipoh dirasmikan oleh DYMM Sultan Idris. Menjelang tahun 1900 landasan Prai (Penang) ke Seremban telah dibina. Tahun berikutnya Perak State Railway dan Selangor Railway telah disatukan menjadi Federated Malay State Railway (FMSR). Hanya pada tahun 1909 landasan ke Singapura dihubungkan dan sekaligus melengkapkan laluan Pantai Barat (dari Utara ke Selatan) Semenanjung Malaya.

Selain daripada digunakan untuk mengangkut bijih timah; beras, kopi, minyak kerosene, temakan dan candu juga menggunakan lokomotif stim ini.

蒸气火车

霹靂的近打谷，在马来亚最早享用到蒸气火车运输的便利。1870年爆发口蹄症，摧毁了原有的牛车运输系统。为了避免将来不再受同样打击，政府先在霹靂发展了铁路运输服务，以后推广至整个半岛。

从怡保到巴都加牙的铁路于1894年由依德利士苏丹隆重开幕，这也确定了怡保的领先头衔。1900年南北主干铁道已从北海通至芙蓉。1901年霹靂和雪兰莪铁路局合并成为马来亚联邦铁路局。因为柔佛苏丹的阻挠，南北主干联接到星加坡的铁道，拖延到1909年才完成。

在《20世纪英属马来亚印象》这本书内有这一段话：“无可否认英国在马来亚开拓和发展商业，最显赫的功绩是引进快速交通系统，把主要锡矿、农业中心，和海港联结起来”。



A Town Built for Motorcars



A central registry for motor vehicles was set up as early as 1911, but the increase in the number of motorcars was such during the interwar years that by 1936, the old fire station (1913) had to be re-modelled by adding a second storey at a cost of \$20,000 to accommodate the Vehicles Registration Office in addition to providing housing for Ipoh's firemen.

In the early 1920s, Ipoh boomed as the world demand for tin rose. Greater affluence meant more people and this in turn meant more cars, buses and lorries on the road. With traffic practically doubling from one year to the next on the trunk roads, the town plan had to be carefully rethought to accommodate this influx of man and motor vehicle; Ipoh New Town was one of the first townships in Malaya to be designed specifically with the motorcar in mind. Author Richard Curle, writing in 1923, observed:

"... of all the towns of this country it is the neatest and most modern in the trim American plans of its outlay. The streets run parallel with one another and cross at right angles, the roads have a brushed appearance, and the growing town is carefully patched onto the chess-board of the built. A model place, but without that destroying blight of the 'model village. It is not artificial."

One innovation which helped the traffic to flow smoothly was the introduction of traffic lights in the late 1930s. They were the first of their kind in the

whole of Malaya. J. Sharples, an engineer attached to the FMS Electrical Department, was the man responsible for devising Ipoh's first traffic light system, which was erected in 1937 at the junction of Tambun Road/Hugh Low Street/Gopeng Road/Brewster Road. The new system worked very well at peak hours but at other times of day, when there was not much traffic on the road, many motorists and nearly all cyclists soon got tired of waiting for nothing to pass in front of them and sneaked across on the red light. Accordingly, the traffic police put a man on duty nearby to catch offenders and in this way Ipoh police revenues were considerably increased with the fines that followed.

Sharples was also responsible for the installation of the first sodium vapour street lights in Malaya on Tambun Road in 1938. When tests were being carried out to compare the merits of sodium and mercury vapour lighting with a variety of fittings, lamp mounting heights and pacings, large crowds turned out to enjoy the illuminations. Hawker stalls were set up to provide refreshment and for months the Tambun Road was a popular route for motorists enjoying an evening *makan angin*.



Sebuah Bandar Yang Dirancang untuk Motokar



Sebuah Pusat Pendaftaran Kereta Motor telah ditubuhkan awal tahun 1911. Dengan bertambahnya motokar menjelang tahun 1936, Balai Bomba Lama (dibina di dalam tahun 1913) telah diubahsuai untuk menempatkan Pejabat Pendaftaran Kenderaan.

Ipoh telah memperolehi rahmat daripada peningkatan permintaan bijih timah dunia apabila jumlah kenderaan di jalanrayanya bertambah setiap tahun. Bandar Baru Ipoh merupakan bandar pertama di Malaya di mana susunaturnya mengambil kita perkembangan motokar ini.

Di dalam tahun 1930an Ipoh merupakan bandar pertama di Malaya yang dipasang dengan sistem lampu isyarat jalanraya. Di dalam tahun 1937 kemudahan tersebut telah dipasang di persimpangan Jalan Tambun / Jalan Hugh Low / Jalan Gopeng / Jalan Brewster. Orang yang bertanggungjawab ke atas kerja-kerja ini adalah seorang jurutera bernama J. Sharples yang bertugas di Jabatan Elektrik, Negeri Melayu Bersatu. Beliau juga bertanggungjawab untuk memasang lampu jalan jenis 'sodium vapour' di Jalan Tambun di dalam tahun 1938. Kemudahan ini telah memberikan lebih keselesaan kepada penduduk tempatan.

为汽车而建的城市

怡保市的陆路交通局是于1911年设立。在两次世界大战期间，怡保市的汽车数量剧增，政府拨款扩建消防局，加建一层楼，以容纳新的注册局和消防员宿舍。

1920年代，怡保因旺盛的锡矿业而繁荣起来。这也带动了人口、交通和运输的快速增长。市区的交通规划也因此多费周章，新街场是因为扩充怡保市而建立的。怡保是马来西亚第一个以汽车交通为主而设计的城市。作家礼察·科尔 (Richard Curle) 于1923年有如下描述：“在众多市镇中，怡保是最简洁和摩登的，街道互相平行交织，有如棋盘上的方格。”

交通灯的引进有助於改善交通之顺畅。1937年沙伯尔氏工程师 (J. Sharples) 负责安装怡保第一套交通灯系统，位置于打打路 / 修罗街 / 务边路 / 波士打路等十字路口。在交通繁忙时间，这系统是挺有效的；但在交通缓和时，往往有人因闯红灯而被罚款，警方也因此而收入大增。沙伯尔氏也负责在打打路安装马来西亚的第一套纳气路灯。在试验期间常有好奇的市民来观赏这新设备，小贩们也把握时机售卖饮食；打打路也因此而成为有车阶级兜风的好去处。



Tin Towkays and Automobilmism



In 1911, a guidebook to the Federated Malay States advised motorists travelling from Penang to Ipoh to fill up with petrol first thing in the morning at Messrs. Riley, Hargreaves & Co, take lunch at the Ipoh Railway Station refreshment room, and visit a large tin mine in the afternoon. To end the day, *“a visit to the club in the evening will bring the travellers into touch with their fellow countrymen who live and work in this part of the world.”* Implicit in this last observation is the notion that the early motorist was an Englishman, but he was just as likely to have been a wealthy towkay, grown fat on the proceeds of his tin mine in the Kinta Valley.

The first motorcar, or “motor-velociped”, to appear in the region was in Singapore in 1896. They were rich men’s toys back then and it was not long before the tin barons of Perak got in on the act of “automobilism”, as motoring was known in its early days. Eu Tong Sen is reputed to have been the first man to bring a motorcar to Ipoh in 1902. His father, Eu Kong, was one of the leading Chinese miners in Perak, but died at the early age of 38. Tong Sen took over the management of the business when he was only 21 years of age “but by his enterprise and foresight, he has built up a large fortune.” He had seven wives and as many palatial villas in Ipoh, Gopeng, Kampar, Penang, Kuala Lumpur, Singapore and Hong Kong. As regards Mr. Eu’s motorcar, “It came overland from Kuala Lumpur,” a correspondent in the *Perak Pioneer* of 28 June 1902

tells us, “and Eu Tong Sen, I am informed, has visited Gopeng and Ipoh on it. You should hear the shouts and screams the natives make when the car runs along, sometimes at lightning speed. I believe the car cost the enterprising owner \$5,000 or thereabouts.” A subsequent report in the *Perak Pioneer* of 5 August 1902 mentions that “Towkay Eu Tong Sen rode from Ipoh to Gopeng on his motor car last Thursday, and accomplished the journey of 12 miles in 35 minutes,” that is to say at an average speed of just over twenty miles per hour, which casts some doubt on the “lightning speed” referred to in the earlier report. Nevertheless, it was, as the later report continues, “a creditable performance for a beginner.”

In 1907, local motorists were sufficient in number to form the Perak Motor Union and organise the first motor gymkhana. By this time, the Singapore-based engineering firm of Messrs. Riley, Hargreaves & Co. Ltd. (which had opened a branch in Ipoh in 1902 dealing in electrical services and mining machinery) had set up a garage in town for the repair of motor vehicles.

The first motorcars were beyond the wildest dreams of the great majority of Ipoh’s inhabitants, but bus services brought neighbouring towns that much closer. The first motor bus service was started by Yeop Abdul Rani Idris in 1910, who ran a single bus from the corner of Hugh Low street and Laxamana Road to Gopeng.



Taukeh Bijih Timah dan Motokar



Motokar pertama telah diperkenalkan di Singapura di dalam tahun 1896. Di Perak seorang pedagang bijih timah iaitu Eu Tong Sen dipercayai orang pertama memperkenalkan motokar di Ipoh di dalam tahun 1902. Fonomena ini telah mendapat perhatian daripada penduduk tempatan. Sebuah motokar dipercayai berharga disekitar \$5,000 dan diceritakan perjalanan sejauh 12 batu daripada Ipoh ke Gopeng memakan mas a selama 35 minit.

Perak Motor Union telah ditubuhkan pada tahun 1907 di Messrs. Riley, Hargreaves & Co. Ltd. telah membuka kedai membaiki motokar di Ipoh pada tahun 1902.

Walaupun motokar ini membawa keanihan kepada penduduk Ipoh dan sekitarnya, perkhidmatan bas awam telah membawa nikmat kepada Bandar Ipoh dan bandar berdekatan. Perkhidmatan bas awam telah dimulakan oleh Yeop Abdul Rani Idris yang beroperasi menggunakan sebuah bas di Hugh Low Street dan Laxamana Road ke Gopeng.

锡矿“头家”与汽车

20世纪初，马来亚联邦的汽车主人多数是英国人，但也有一些是发了达的锡矿“头家”。1896年汽车以富翁的玩意儿身份出现在星加坡，怡保的富翁很快也跟上这潮流。相传怡保的余东生先生(Eu Tong Sen)是第一位买车的人士，那是在1902年。他的父亲余江(Eu Kong)是霹雳著名矿家之一，但于38岁英年早逝。余东生继承父业时只有21岁，但他的勤奋和独到眼光使他快速致富。他有七位太太，有多幢大厦分布在怡保、务边、金宝、檳城、星加坡和香港。

本地驾车人士数量不断增加，在1907年他们成立了怡保摩多会，同时也举办了第一次联欢会。星加坡的莱利哈格烈夫士公司也在怡保设立一间汽车修理服务厂。初期的汽车价格昂贵，不是普通人可拥有，但公共巴士却把附近的市镇连接起来。首个巴士服务是在1910年由Yeop Abdul Rani Idris开创，路线由修罗街行驶到务边。



The Wild Bunch: Vespas and Harleys



*A*ffordable motorcars were one side of the coin in the transport revolution of the 1960s; motorcycles and scooters were the other. The cheap two-stroke motorcycle transformed life in the kampongs, especially those in more rural areas, which did not enjoy the benefits of a regular bus service. Farm produce could be taken to market, children ferried to school, even an entire family be transported from one place to another when cleverly arranged on the handlebars and other protruding elements. The scooter was particularly useful here in that three or four children of varying sizes could be carried on the footplate, locked in the more or less secure embrace of their father who was piloting the machine.

But the motorbike was more than just a mode of conveyance; it was also a style or fashion statement. Being stylish or fashionable was another new development that emerged in the early years of the Federation and later Malaysia. The rich had always been fashionable or at least since the 1920s when the sons and daughters of well-to-do families first began to favour an increasingly Westernised and cosmopolitan lifestyle but thirty years later even kampong-boy Lat was slicking back his hair with Brilliantine and

wearing shades a la Elvis. The motorcycle and later the motor scooter were part of this revolution in Malaysian popular culture, introduced largely via the cinema and jukebox. The cool thing to do if you were a young man in the early-to-mid sixties was to shoehorn yourself in to a pair of blue jeans and winkle-pickers, tease your coiffure into a semblance of the famous 'Brylcream bounce', and ride off into the sunset on a Vespa. If you were a girl, you'd hope to be riding pillion, ideally sporting a beehive like Dusty Springfield and a pair of false eyelashes that would embarrass a Venus fly trap.

The motorbike boys were a rather different proposition. They had a club, a mixture of boy racer enthusiasm and the odd rebel without a cause. They would ride out together on Sundays to some pre-arranged rendezvous such as the Cameron Highlands, rumbling round the bends like an angry swarm of bumble bees. One wonders what the locals thought of them as they roared into Brinchang astride their throbbing steeds like Marlon Brando and the wild bunch.



Keriangan Bermotor



Selain motokar mampu di milik, motosikal dan skuter telah merancakkan bagi revolusi pengangkutan. Kenderaan jenis ini telah mengubah gaya hidup masyarakat luar bandar yang tidak berpeluang menikmati perkhidmatan pengangkutan awam secara berjadual. Hasil pertanian dapat dipasarkan, anak-anak mampu dibawa ke sekolah namun seisi keluarga mampu diangkut sekaligus menggunakan kenderaan tersebut.

Motosikal juga dikaitkan dengan satu gaya hidup dan fesyen keterampilan diri yang lebih bergaya mula diserap di dalam kehidupan masyarakat di Persekutuan Tanah Melayu dan Malaysia. Cara berpakaian, dadanan rambut dan meniru-niru gaya bintang filem juga telah menular dikalangan penduduk tempatan. LAT telah menterjemahkannya di dalam lakarannya “Kampung Boy”.

Ditubuhkan juga kelab motosikal yang mengumpulkan pemilik motosikal setempat dan mereka menjelajahi secara berkumpulan di hujung minggu ke destinasi seperti Cameron Highlands dan lain-lain.

狂放的一群：威士巴与哈雷士

1960年代生产的经济汽车、摩托车和士古打，把大众交通改革一新。在甘榜里虽然没有巴士服务，但因摩托车的出现而大大改善了居民的生活：如把农产品送到市集、送孩子上学、甚至整家人的载送。士古打的功能更佳：3或4个小孩可站在脚踏板上、物件可挂在两边把手上。

摩托车和士古打除了是交通工具，也是一种时尚标志。1920年代富家儿女们热衷西方时髦，30年后的甘榜小伙子们也不甘落后：一头油渍渍的发型配上猫王的墨镜。1960年代最酷的是穿着窄身牛仔裤和尖头皮鞋，头发弄个大波，在夕阳中乘着威士巴旋风而去，后座上当然载了个和“Dusty Springfield”（英国红级一时的女歌星）一般装束打扮的女友。

骑摩托车的青年与众不同，他们是叛逆的一群，时常在约定地（如金马仑高原）比赛飙车；就好像马龙白兰度和他的伙伴们，一团黄蜂般的在弯曲山路上飞驰，真是令人防不胜防。



The Changing Pace of Hugh Low Street



All towns and cities are defined by the principal streets that are the focus for shopping, socialising and traffic jams. Kuala Lumpur has Jalan Sultan Ismail, Bangkok has Sukhumvit Road and Ipoh has Hugh Low Street. In the early days of carriages and elephants Hugh Low Street was a rather ramshackle collection of steeply sloping thatched roofs that were eclipsed by the surrounding palm trees. The street was essentially a broad muddy track with rough gutters. Slabs of stone crossed the gutter to take residents into the dark interiors.

By 1887, the first flush of tin wealth was evident. Thatched and timber facades were being upgraded to smart masonry arches and painted pediments. The first two-storey shophouses began to appear and rickshaws and gharries began to fill the streets.

Within 20 years masonry buildings dominated and a pleasing uniform rhythm of arched windows, chick blinds and columned five-foot ways refined the street's image. The straggling lines of telegraph poles and wires carried the conversations, gossip and business news of the day.

In many ways the foundations of what we recognise today were laid. The streets were paved and the town council was busily upgrading, trimming and flattening the roads as the towkays' automobiles pattered down the street. The traffic had become so intense that smart policemen under shaded canopies were required to control traffic with a flurry of oversized white canvas gloves. The coffee shops, general stores and residences were filled with goods and merchandise of every conceivable type, offering a multitude of tastes, treasures and treats.

In the 1930's and early 1940's the more modern style of architecture was leaving its mark, as facades became simpler and cleaner, reflecting a sort of latent art deco or streamlined style of horizontal concrete fluting, rippled glass windows and wavy metal grilles. The street lights were upgraded to fine cast iron columns with hanging bell-flower lamp shades. However from 1942 to 1945 development came to a standstill due to the Japanese occupation.

After the war the economy had become more mixed, with agriculture (rubber), mining and general business booming. The street was filled with bug-like rounded British automobiles - the Morris Minor and Oxford were popular as was the Ford Popular and then the Anglia 100E. Austins were also there with their new A10. By 1957 the street boasted a brand new livery of modern twin-armed street lighting and elegant banners to celebrate Merdeka Day.

Ipoh town gradually matured to a prosperous city and the street reflected that change. By the 1960's and 1970's commercial advertising by the free market and all its gauche attempts to attract attention, had begun to overcrowd the harmony of the original shophouse facades, many barely visible today. Then came the traffic jams!

Perhaps we take this modern day rough-and-tumble vision for granted, however to look back to an early postcard of horses dozing under the shady trees and to imagine the sounds of hooves on cobble stones and dust, perhaps the famous scent of *kopi puteh* drifting to our nostrils, we have to ask; at what price change?



Jalan Hugh Low



Jalan Hugh Low merupakan jalan utama di Ipoh yang menjadi nadi kepada aktiviti komersial, interaksi sosial dan juga kesesakan jalanraya. Ianya bermula dengan jalan berlumpur yang digunakan oleh pengangkutan seperti gajah, bangunan-bangunan usang dan dirimbuni oleh pokok-pokok rendang sepanjang jalannya.

Dengan kemakmuran yang dibawa oleh bijih timah di dalam tahun 1887, rumah kedai dua tingkat mula dibina dan Jalan Hugh Low dinaik taraf untuk membolehkan kenderaan seperti 'gharry' dan lanca menggunakannya.

Pemodenan mula disuntik di jalan tersebut apabila tiang elektrik, tiang telefon berserta lampu jalan mula dipasang. Dengan kerancakkan kegiatan komersial, jalan raya mula sesak dan anggota polis mula diperkenalkan untuk mengawal lalulintas.

Pembangunannya terjejas sewaktu Penjajahan Jepun (tahun 1942-1945) dan pulih semula selepas perang apabila ekonomi negara berkembang. Pengangkutan moden buatan British seperti Morris Minor dan Oxford diperkenalkan. Ipoh mula membangun dan menjadi sebuah bandaraya. Namun banyak bangunan dan senibina asal Ipoh telah hilang ditelan zaman. Kesesakan jalanraya mula menular di Ipoh.

休罗街

每个市镇都有一条主要的中心街道。那是商业、社交与交通最密集的地方。在怡保的就是休罗街了。在马车和大象仍被运用的时代，休罗街是非常简陋的：一条泥路，两旁是亚答屋和高瘦的椰树。到了1887年，亚答屋已逐渐被砖瓦屋取代，双层店铺也开始出现，街道上来往的是马车与人力车。

在这二十年之间，砖瓦屋已成为主流，市容变得整齐悦目：圆拱窗配上精美的木帘、圆柱装饰的“五脚基”、排列整齐的电报及电线柱子。市议会忙着修路和铺路，以应付越来越繁忙的交通。戴上白手套的交警，忙着指挥控制交通的流畅。咖啡店、洋货店及各行各业的商店林立。

从1930至1940年代，建筑物的设计倾向简洁及流线型，街灯柱子也更换为生铁柱，灯罩则是垂吊式的喇叭花形。第二次世界大战後，经济逐渐旺盛，街道上汽车多数是英制的Morris Minor, Austin 和关制的Ford等等。1957年，为迎接独立，休罗街已安装了双臂的灯柱，柱上挂满了旗帜。1960到1970年代，许多古老建筑物的正面已被无孔不入的广告牌遮盖，失去了那一一致的协调。交通阻塞更是日常之事。

从一张陈旧的明信片，怀想那逝去的光景：树阴下憩息的马儿，鹅卵石路面上咯答咯答的马蹄声，飞扬的尘土和那一阵阵飘来的白咖啡香味。我们不禁自问，时代变迁的代价是什么呢？



From Rickshaws to Trishaws



were two types first-class single-seaters and second-class two-seaters. The latter were phased out after 1911 on account of the great strain it put on the puller's health.



The first rickshaws, or *jiniriksha*, to give it its proper name, originated in Japan. Accounts of their invention vary. Some favour an American Baptist missionary in Yokohama, Jonathan Goble, who came up with the idea as a means of transport for his invalid wife. He drew a plan of it intending to have it manufactured and entrusted the blueprint for this novel device to one Shimooka Renjo. Renjo, is today better known as the father of Japanese photography, but at that time he was operating a horse-drawn-omnibus service between Tokyo and Yokohama. Unfortunately, he lost, or misplaced, the blueprint, but a short while later a vehicle, very like the one in Goble's blueprint, was manufactured in Tokyo. Naturally, the missionary blamed Renjo, but it seems that the Tokyo conveyance was a quite independent invention, a collaborative effort involving a chef, a greengrocer and a cartwright. Their principal motivation, it seems, was to avoid the extortionist practices of local palanquin-bearers, who were not beyond assaulting their passengers if they didn't provide an adequate tip. Whoever came up the original idea, it was the Tokyo three who applied for a licence to manufacture their 'man-powered car' which is the literal meaning of *jinrikisha*, in 1870. Within two years, there were around 25,000 of them plying the streets of Tokyo.

The owners were towkays. The average rickshaw cost \$35 in 1898 and they were imported from Japan. When Malaya's rubber industry took off in the first decade of the new century, an early benefit was the manufacture of rubber tyres for rickshaws which began in 1904.

The Japanese, as well as having invented the rickshaw were also responsible for its demise, when they introduced the trishaw to Malaya during the Japanese Occupation. The latter was smoother, faster, and less demeaning to the rider.

The first rickshaws arrived in the Straits Settlements in 1880. They were instantly popular and soon were competing strongly against the gharry as a local taxi service, which they eventually replaced altogether by around the turn of the century. There



Daripada Lanca ke Beca Roda Tiga



kategori ini menjejaskan kesihatan penariknya.

Lanca merupakan ciptaan daripada Negara Jepun. Lanca pertama digunakan di negeri-negeri Selat adalah didalam tahun 1880. Kegunaan 'gharry' tercabar apabila lanca diperkenalkan sebagai pengangkutan awam di negeri-negeri Selat pada awal abad ke 1900. Lanca terbahagi kepada 2 kategori iaitu yang mempunyai tempat duduk seorang dan mempunyai tempat duduk dua orang. Namun selepas tahun 1911, lanca tempat duduk dua orang tidak popular kerana pengangkutan

Harga sebuah lanca didalam tahun 1898 adalah sekitar \$35 dan ianya diimport daripada negara Jepun dan banyak dimiliki oleh taukeh cina. Industri getah tempatan telah menerima habuan didalam kegunaan getah pada tayar lanca.

Pada waktu Penjajahan Jepun di Malaya, mereka telah memperkenalkan beca roda tiga yang lebih selesa dan kurang memudaratkan kesihatan penarik lanca.

人力车与三轮车

人力车起源于日本。传说之一是：在大阪 (Yokohama) 有一位美国浸信会传教士，因太太患病行动不便而画了一幅人力车图样，以造车代步。图样交给一位日本人去执行，却因遗失了而不了了之。不久后，东京就出现与图样相似的人力车。严格来说，原创者是三个日本人。他们的目的是要以此车替代当时的人抬轿椅，避免轿夫们的漫天开价和粗暴打客行为。1870年，这三人从当局获得造车准证，两年后大约有2万5千辆人力车在东京川行。

1880年首批人力车运抵海峡殖民地，广泛的响应使它在20世纪初完全取代了马车。初期，车有两种级别：头等单位车和次等双位车，后者因太重及损害车夫健康而在1911年被淘汰。

1898年从日本进口的车价平均是35元。1904年开始，发达的马来亚橡胶工业制造了人力车胶轮胎。日本侵占马来亚期间，引进了三轮车而替代了人力车。三轮车行驶得更顺畅和快捷，同时让乘客感觉更体面。



Bicycles, Buses and Velodromes



Before the ubiquitous motorcar, the bicycle was the principal means of private transportation in Ipoh. These were imported from Britain, the most popular make being the classic 'Raleigh 3-speed'. Raleigh bicycles were designed to provide solid, dependable transportation for the British public at a time when only the upper classes had motorcars and they were introduced to British Malaya for precisely the same reason. The first Raleigh 3-speed bicycles came on the market in Britain around the turn of the century, and kept improving over the years, reaching a peak of technological perfection around the mid-to-late 1950s. Although they were expensive relative to the average family income in those days, these bikes were built to last a hundred years and were well worth the investment, the perfect gift for a significant birthday or graduation present. For the young, they represented liberation and escape from parental purview; mixed cycling parties were a popular form of Sunday entertainments in the fifties. But the bicycle was also used for commerce the roti wallah, skillfully balancing a large, bin-like container, mounted over the rear wheel of his bike and filled with sweet, spongy Indian loaves of bread, was once a common sight in Ipoh suburbs, along with all the other bicycle hawkers no longer with us. And then there was bicycle

racing. In 1947, a road race from Kuala Lumpur to Ipoh was organised for the first time, a kind of Malayan equivalent of the Tour de France and this event continued to be held every year until 1970 when it was replaced by the KL to Alor Setar race. More recently, in the 1980s, a velodrome was built at Ipoh, one of only two in the whole of Malaysia, the other being in Kuala Lumpur.

Buses

A Japanese pony bus service was started between Ipoh and Batu Gajah in 1893 (Khoo & Lubis 2005: 228). According to the Kintan Monthly Report from January of that year, it was "*a very creditable turn-out and is drawn by two ponies.*"

Then came the first motor bus service which was started by Yeop Abdul Rani Idris in 1910. Based on a single bus which ran from the corner of Hugh Low street and Laxamana Road to Gopeng, this was a great innovation for the traveling public.

In 1913, C.F. F. Wearne started a service driving his own bus from Belfield Street to Gopeng. He built up a fleet of cars from his premises in Kenion Street, and teamed up with his brother to start a chain of garages. They also became pioneers in civil aviation (Khoo & Lubis 2005:204).



Basikal, Bas dan Velodrom



Basikal merupakan kenderaan peribadi yang digunakan di Ipoh sebelum motokar diperkenalkan. Basikal jenama 'Raleigh 3-speed' telah diimport daripada Britain. Ianya tahan lasak untuk kegunaan tempatan walaupun harganya mahal. Untuk kaum muda ianya merupakan satu bentuk kebebasan untuk mereka bersantai diujung minggu pada sekitar tahun 1950an. Ianya juga digunakan untuk urusan peruncitan seperti 'roti wallah' yang popular disekitar Ipoh pada waktu itu. Di dalam tahun 1947, buat pertama kalinya satu perlumbaan basikal a la Tour de France telah diperkenalkan diantara Kuala Lumpur - Ipoh. Acara ini telah dianjurkan sehingga tahun 1970 apabila ianya telah digantikan dengan perlumbaan daripada Kuala Lumpur - Alor Setar. Di dalam tahun 1980an sebuah velodrom telah dibina di Ipoh.

Mengikut 'Kintan Monthly Report' sebuah perkhidmatan bas telah diperkenalkan di antara Ipoh Batu Gajah didalam tahun 1893 menggunakan kuda padi. Perkhidmatan bas awam berkuasa motor telah dimulakan oleh Yeop Abdul Rani Idris di dalam tahun 1910. Beliau telah beroperasi daripada penjuror Jalan Hugh Low dan Jalan Laxamana ke Gopeng. Di dalam tahun 1913 C.F.F Wearne telah memulakan sebuah perkhidmatan bas awam dengan memandunya sendiri daripada Jalan Belfield ke Gopeng. Beliau adik-beradik telah membina koleksi kereta di Jalan Kenion dan memulakan perkhidmatan penyelenggaraan kereta. Mereka memulakan kegiatan penerbangan awam.

自行车、巴士与自行车赛场

当汽车还未普遍时，自行车是怡保主要的私人交通工具。最著名的牌子是由英国进口的“莱礼”。当时的马来亚和英国一样，自行车是大众化的交通工具；但对于中等收入的家庭而言，它的价钱还是相当昂贵的。由于它坚固、可靠及耐用，非常受欢迎。自行车的灵活性，为年轻人提供了许多自由空间。1950年代，年轻人的自行车聚会是非常流行的一种活动；印度小贩也爱用它来售卖面包 (Roti Wallah)。

由吉隆坡至怡保的长途脚车赛，于1947年开始，每年举行一次；直到1970年，路线则改由吉隆坡至亚罗士打。1980年代，在怡保已建设了自行车赛场。

1893年，从怡保至华都加也的“巴士”服务，是由以两匹马拖拉的车子开始。而第一次的公共巴士服务是于1910年由Yeop Abdul Rani Idris创始，路线是从修罗街至务边。1913年温氏公司 (C.F.F. Wearne) 设立了大型公共巴士服务，路线从百汇街到务边。以后他与兄弟合办了许多间修车厂。这期间他们也开创了民航服务。



Aerodromes and Aeroplanes



*I*poh Aerodrome started out as a private airfield, when first built by the British in the 1930s. Interestingly, it was local Ipoh boys, C.F.F. Wearne and his brother Theodore, who started the first regular air service with a single de Havilland DH89 Dragon Rapide, named Governor Rajjles. This was a twin-engined biplane capable of carrying eight passengers and it flew three times a week between Singapore, Kuala Lumpur and Penang. Ipoh was added to the route when a second Rapide was purchased in September of that year.

During the Second World War, Ipoh Aerodrome was commandeered by the Air Force as a frontline fighter base. Squadron 453 continued to carry out sorties against the invading Japanese whose convoys were attacked and the enemy bombers and reconnaissance aircraft in the area were engaged with some success, most notably on the 13 December, 1941, when five enemy aircraft attacking Penang were claimed by the squadron. However, on 15 December, they were obliged to evacuate to Kuala Lumpur following repeated air raids on Ipoh Aerodrome. One notable consequence of the Japanese Occupation was that Ipoh became the Perak state capital (previously it had been Taiping) and it has remained so to this day.

After the war, we see an important new player on the scene Malayan Airways, (later Malaysian Airways and for a short while Malaysian Singapore Airlines) the forerunner of today's Malaysia Airlines. On 1 May 1947, a tiny twin-engined Airspeed Consul completed the first scheduled commercial flight between Singapore, Kuala Lumpur, Ipoh and Penang. The aircraft had seating for only five passengers. needless to say there was no steward or hostess on board, and the only refreshments for passengers and crew was a flask of iced water that was replenished along the way.

In 1947, the entire fleet of Malayan Airways consisted of just three Airspeed Consuls, but the airline kept pace with the times and gradually expanded its fleet to meet the demand for seats. The DC3 Dakota, the 'Old Faithfuls' of World War II, superseded the Consuls in 1948, followed by the 50-passenger, turbo-prop Fokker Friendship in the mid-sixties. Until the end of the 1980s, this was the largest aircraft that could land on the runway at Ipoh. However, in October 1989, after two years of construction, a spanking new airport was unveiled the jet-age had finally arrived in Ipoh! Personally approved by the Yang di-Pertuan Agong, the new airport was named Sultan Azlan Shah after His Majesty.



Lapangan Terbang dan Kapal Terbang



Lapangan Terbang Ipoh bermula sebagai lapangan terbang persendirian dan dibina oleh British pada tahun 1930. Adik beradik C.F.F. Weame dan Theodore (Warga Ipoh) telah memulakan perkhidmatan penerbangan berjadual menggunakan de Havilland Dtt 89 Gragon Rapide. Penerbangan 3 kali seminggu daripada Singapura - Kuala Lumpur - Penang dan kemudian Ipoh telah dimulakan.

Lapangan Terbang Ipoh telah dijadikan pengkalan tentera udara sewaktu Perang Dunia Kedua.

Pada 1 hb Mei 1947 Malayan Airways memulakan penerbangan komersial menggunakan Airspeed Consul untuk penerbangan daripada Singapura - Kuala Lumpur - Ipoh - Penang. Pesawat ini boleh memuatkan 5 orang penumpang sahaja. Selain daripada pesawat jenis ini, Malayan Airways juga menggunakan DC3 Dakota dan kemudiannya 'turbo - prop' Fokker Friendship yang boleh memuatkan 50 orang penumpang. Pada akhir tahun 1980an pesawat jenis ini adalah pesawat terbesar yang mampu mendarat di Lapangan Terbang Ipoh sebelum Lapangan Terbang baru di Ipoh siap dibina pada Oktober 1989.

飞机与飞机场

怡保飞机场建于1930年，原本是私人拥有的。英国商人温氏兄弟(Wearne)以一架Havilland DH 89开创了首个定期航空服务，这是一架双引擎可载八人的飞机，每周飞行三次，航线是星-吉-檳。1930年9月添加一架机后，怡保也纳入航线。

第二次世界大战时期，机场被英军征用为前线战机基地，后来因日机袭击而于1942年12月15日撤退到吉隆坡。日军侵马的后果导致怡保取代太平成为霹雳首府。

战后，马来亚航空公司以新主角身份登场。首航由一架小小的Airspeed Consul飞机完成，只能载客五人，航线是星-吉-怡-檳，没有空姐招待，饮料也只是一杯冰水。1947年，公司只有三架飞机，1948年扩充以DC3 Dakota机替换小型飞机，以后在1960年代中期又添加了“福克友谊”大机(50客座)，这是怡保机场至1980年代末期所能容纳的最大飞机。1989年10月，经过两年建设后，一个崭新机场呈现在人们面前，喷射机终于来到怡保。



The Open Road: Motoring in the Fifties and Sixties



Up until the Second World War, motoring remained pretty much a rich man's game. After the war we see a dramatic expansion in the use of, and access to, motorised transport. A collection of panoramic photographs of Ipoh town, taken in 1950, reveal very little traffic on the road, but a decade later there were traffic jams at rush hour and it was difficult to find a parking spot down-town at peak times of the day. While there is no doubt that the people of Ipoh were enjoying a period of post-war prosperity with an upsurge in world demand for Malayan tin and rubber, the most important single factor in this democratisation of the motoring experience was the advent of the cheaply-produced, easily-maintained car for Everyman. In many respects, the motorcar was mother to the idea of the industrialised assembly line, the famous example here being Henry Ford's Model 'T', but it was not until after the Second World War that really affordable mass-produced

cars began to be exported to Britain's overseas colonies like India and Malaya in large numbers.

The Morris Minor was the first of these to hit the roads in Perak. Launched at the Earls Court Motor Show in London, on 20 September 1948, the Morris Minor was the first British car to reach the one million in terms of numbers produced, the final figure stood at over 1.6 million, before production finally ceased in 1971. Described in the motoring press at the time as "*the world's supreme small car,*" the Morris Minor had several innovative design features, most notably a monocoque 'hull', where the body served as an integral part of the structure of the vehicle, as opposed to the traditional chassis and bodywork configuration. The earliest models can be identified by their split windscreen and the very distinctive signaling mechanism comprising a little orange-coloured, illuminated pointer, or arrow, which flipped out from the central roof strut on either side to indicate to other road-users that the driver was about to turn to the left or right. The tropical export model also came with a windscreen visor, rather like a peaked cap, as an optional extra. Long before the cheap Japanese import and Malaysia's own Proton Saga, the Morris Minor brought affordable motoring to Ipoh's burgeoning middle classes.

One consequence of this motorisation was that, in the early 1960s, Ipoh was the first town in the Federation of Malaya to install parking meters on Shaik Adam Road; it was also the first to build a 'multi-storey' parking facility in the country the triple-storey municipal car park at Post Office Road.



Pemotoran Di dalam Tahun 1950an Dan 1960an



Menjelang Perang Dunia ke 2, pemotoran merupakan hak eksklusif golongan berada. Gambar foto yang dirakam di dalam tahun 1950 menunjukkan jalanraya di Ipoh lenggang tetapi telah mengalami kesesakan sedekad selepas itu. Mendapatkan tempat meletak kereta telah menjadi sukar terutama pada waktu puncak. Selain daripada faktor ekonomi seperti pelombongan bijih timah dan getah yang mencorakkan fenomena ini, faktor pendemokrasian pemotoran memberi peluang orang ramai memiliki kenderaan yang murah lagi mudah diselenggarakan.

Kenderaan jenama Morris Minor merupakan kenderaan pertama berada di jalanraya di negeri Perak. Kenderaan jenis ini yang dilancarkan di Earls Court Motor Show London pada 20hb September 1948, merupakan sebahagian daripada 1.6 juta kenderaan daripada Britain yang dikeluarkan dan ditamatkan pengeluarannya pada tahun 1971. Kenderaan ini merupakan yang popular sebelum kereta daripada Negara Jepun dan kenderaan buatan Malaysia yang lebih murah diperkenalkan. Perkembangan ini telah membolehkan masyarakat kelas menengah di Ipoh memilikinya.

Perkembangan ini menyebabkan pada awal tahun 1960 an, Ipoh merupakan bandar pertama di Persekutuan Tanah Melayu memperkenalkan meter letak kereta di negara iaitu di Jalan Shaik Adam. Ipoh juga merupakan bandar pertama dinegara membina tempat letak kereta bertingkat iaitu di Jalan Post Office.

50 与 60 年代的 汽车

第二次世界大战前，驾驶汽车是富翁们的玩意儿；战后，摩托化的交通有巨大转变，这可从五十和六十年代怡保市区相片中一窥端倪。这时期，怡保市民因橡胶和锡米行情旺盛而富裕，更重要的原因是造车科技提升而能大量生产既经济又易於维修的汽车。战后，大量汽车由英国出口到印度和马来亚等殖民地。

摩利士迈那是第一批来到怡保的汽车，它是于1948年9月20日在伦敦车展展出，也是首个产量达一百万辆的英国汽车，直到1971年停产时，共有1,600百万辆车问世，行家们都夸它为世界顶级小轿车。它有几个特点：车身和底盘是一个整体；车前挡风镜分成两片而非一片；两边车柱上方各有一个橙色转弯指示灯，应用时向上弹出。

1960年代初期，怡保是马来亚联邦第一个安装泊车表和建立多层楼泊车场的市镇，位置于邮政局路。



Advertising on Wheels



From the early days when the miners used to come down to watch the Chinese opera, Ipoh has always been a town of theatre goers. “The first movie picture was shown in 1909 in Yau Tet Shin’s Theatre on the corner of Anderson Road and Theatre Street. It was presented by R. L. Corbett of Separators Ltd. The company was eventually bought up by Shaw Brothers.”

While Yau Tet Shin’s Theatre is gone, a few others survive from the heyday of the Shaw Brothers, who captured the movie-going market by building their own cinemas to screen their movies. Lau Ek Ching’s Art Deco Ruby Theatre on Anderson Road needs just to be freed of its added-on facade to reveal its former glory. The Art Deco-style Majestic Theatre on Chamberlain Road, the transitional Rex Theatre on Anderson Road and the early modern Lido Theatre on Cockman Street are the best examples of Ipoh’s stylish theatres of yesteryears. Sadly however, not one of them escaped from becoming a bridal shop or furniture showroom, as the modern multiscreen concept emerged.

One way to advertise to forthcoming attractions at the Odeon, Lido, Cathay and other leading cinemas in town was the mobile billboard. Often these were quite spectacular affairs in themselves and included live models dressed up in costume to represent the actors in the film.

Shaw Brothers were the leading exponents in this realm of motorised advertising the 1957 promotion for “The Spirit of Saint Louis” featured a scale model of the eponymous flying machine, while “Run of the Arrow”, in the same year, boasted a ‘cast’ of savages dressed in fake leopard-skin loin cloths and armed with bows and arrows.

A parallel development in the 1950s and sixties was the use of vans and other commercial vehicles to advertise products. As well as decorating their side with colourful illustrations these vehicles were often fitted with an electric loudhailer on the roof through which the motorised salesman harangued the public to buy his wares as he was driven around town. This was a ‘search engine’ with a difference for unlike today’s e-Bay, it was the vendor in his Volkswagen van who came in search of the buyer, rather than the other way around.



Pengiklanan Bergerak

Opera Cina merupakan sesuatu yang diminati oleh pelombong Cina sekitar Ipoh. Wayang gambar pertama telah ditayangkan di Pawagam Yau Tet Shin (iaitu disudut Jalan Anderson dan Jalan Theatre) pada tahun 1909. Ianya telah dipersembahkan oleh R.L. Carbett of Separators Ltd. Akhinya syarikat ini telah dibeli oleh Shaw Brothers.



Selain Shaw Brothers, terdapat Pawagam (Lau Ek Ching's Art Deco) Ruby di Jalan Anderson, Pawagam (Art Deco-Style) Majestic di Jalan Chamberlain, Pawagam Rex di Jalan Anderson dan Pawagam Lido di Jalan Cockman. Namun kini pawagam-pawagam tersebut telah dijadikan Kedai Pakaian Pengantin atau Kedai Perabut.

Jubilee Park menjadi mercu tanda hiburan di Ipoh yang dipunyai oleh Shaw Brothers. Taman hiburan seluas 4 ekar ini merangkumi sebuah Pawagam, Kabaret, Dewan Konsert Cina dan Pentas Ronggeng.

Van Pengiklanan

Di dalam tahun 50an dan tahun 60an van dan kenderaan perdagangan serupa dengannya telah digunakan untuk mengiklan sesuatu produk. Kenderaan ini dihiasi dengan berbagai cara dan dipasang dengan alat siaraya untuk makluman awam. Shaw Brothers menggunakan kaedah ini untuk mengiklankan filem yang akan ditayangkan di pawagam mereka.

流动广告车

以前怡保有“看戏的城市”之称，起初是矿工们进城看台剧，后来是看电影。第一次放映电影是1909年，地点是饶德胜戏院，由一间洋行呈献。以后，邵氏兄弟公司买了此洋行，并自制了许多影片，也由众多电影院来放映电影。许多豪华的戏院，如：宝石、大华、丽士、丽都、国泰——都装饰得美仑美奂，但随着时日转移而逐一凋零，被综合性电影院所取代。早期最著名的娱乐场所是银禧园娱乐场，那是一个五依格大的场地，内有电影院、伴跳舞厅、华乐厅和“浪印”舞厅。娱乐场的名字是沿用了英皇佐治五世在位银禧之庆而命名。

1950到1960年代有一特徵，就是用客货车打流动广告。通常车身装饰得花花绿绿，车顶上安装播音器，推销员藉此先声夺人，引人注目，邵氏兄弟公司是此中佼佼者。



The Cars That Ate Ipoh



*I*poh may have been the first town in Peninsular Malaysia to have been purpose-built with the motorcar in mind, but even that precaution seems to have been unable to check the irresistible advance of motor cars over the last quarter of a century. By the beginning of the new millennium, just about anyone who wanted to, had ‘wheels’ of one sort or another. It might be a cheap Japanese motorcycle, a government-subsidised Proton Saga, or a swanky top-end-of-the-range Mercedes.

Naturally this put lot of pressure on the existing infrastructure of the town, but while an on-going programme of public works has provided us with more flyovers, more dual carriageways and more car parks to accommodate this huge increase in motor vehicles, no sooner has one road-improvement scheme has been completed, than another is found wanting. The rule here seems to be that the easier town planners make it to get around by car, the more people will use their car to get around. Furthermore, just as nature abhors a vacuum, the motorist abhors a vacant parking lot; the process is unending.

Efforts to get the traffic to flow smoothly have greatly altered the appearance of the Ipoh streets and not necessarily for better. By the end of the nineties the last of the trishaws, at one time the

people’s conveyance, had disappeared. Petroleum had replaced pedal power and no one today would dream of walking more than a dozen paces if there was some sort of motor vehicle conveniently to hand. What this has meant for the people of Ipoh is the adoption of an increasingly American way of life, a life lived in the suburbs, watching television in the blissfully sequestered air-conditioned comfort with all the latest mod-cons and electrical gadgetry, interspersed with occasional shopping expeditions, by car of course, to a hypermarket or shopping mall. This is an existence which is very far removed from the traditional Ipoh way of life stretching back to earliest years of the town, a more outward-looking, sociable sort of life, lived between shophouse and coffee shop, the market place and one’s place of work, the Rex or the Lido, and the local *kopi puteh* joint.

In the very early days of the internal combustion engine, motorists were referred to as automobilists while the actual act of driving a motorcar was described as automobilism. The latter expression sounds rather quaint to the present-day ear, but it actually describes very well the modern condition. We live in an automobilist culture in an automobilist age. The question is: ‘Can old Ipoh, the town that tin built and much else besides, survive this latest transport revolution?’

Motokar Yang Merangkap Ipoh

Ipoh merupakan bandar pertama di Semenanjung Malaysia yang telah tersedia menerima limpahan kenderaan. Namun ketersediaan kerajaan menghadapi limpahan ini tercabar menjelang akhir abad ke 9. Kenderaan buat Jepun yang murah, kenderaan buatan Malaysia Proton Saga dan kenderaan mewah seperti Mercedes telah menjelajahi jalan raya tempatan.

Keadaan ini telah memberi tekanan kepada prasarana awam jalan raya walaupun berbagai usaha telah dilaksanakan untuk membendung masalah sampingan yang mungkin terjadi. Lagi banyak pihak perancang bandar membina kemudahan pemotoran, lebih banyak lagi kenderaan terdapat di jalan raya.

Usaha untuk menjamin kelancaran lalulintas di Ipoh telah mengubah suasana bandar Ipoh. Pada akhir 1990an beca roda tiga telah tidak lagi digunakan. Kuasa petrol telah mengambil alih 'kudrat manusia'. Walaupun memerlukan perjalanan yang dekat, penduduk tempatan masih menggunakan kenderaan untuk kesesuai destinasi. Ini telah mewujudkan satu fenomena dimana masyarakat tempatan lebih selesa menikmati kemudahan untuk bersantai di rumah dan kawasan kediaman mereka. Keadaan ini lebih jauh bezanya di era sebelumnya apabila masyarakat dilihat lebih berinteraksi secara semuka di kedai runcit, kedai kopi, pasar, pawagam dan lain-lain.

Kini kita berada di era pemotoran. Persoalannya bolehkah Ipoh yang dibina melalui bijih timah mengharungi revolusi pengangkutan ini?



吞噬了怡保的汽车

怡保可能是马来亚半岛第一个以车辆交通而设计的城市。由于车的数量高速增长，很快便使交通网络不胜负荷。当政府部门为改善交通而加大或增建马路及泊车场的同时，越来越多人也因马路通畅而买车，由此又造成交通堵塞，恶性循环，简直是没完没了。这种过程也给怡保市容带来巨大影响。

1990年代末期，最后一辆三轮车也消失了；汽油完全取代了脚力。市民也追随美国的生活方式：住在郊外住宅区、享用冷气设备及多种电器的便利、时常开车到超级市场购物等。这有异於传统的生活方式：居住在市区的店铺，在咖啡店闲聊及喝白咖啡、逛巴刹或去戏院看场电影等等。现在人们纵然只是几百尺路程也要以车代步。我们生活在这流动时代，但怡保能适应生存下去吗？

We hope you enjoyed the show.

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There is lots to see there.