Landasan Keretapi Rekoh-Bangi

“Kenangan Bangi 2003. Fun fair di car park Stesen Komuter Bangi (nama asalnya Stesen Keretapi Bangi yang mula beroperasi pada tahun 1902). Kelihatan di backgroundnya ladang Porim MPOB & Hutan Simpan UKM (asalnya Bangi Forest Reserve yang digazetkan pada tahun 1906).” (Faizal Zainal @ Facebook Pekan Bangi, 28 Jun 2025: "Kenangan Bangi 2003").

Dirujuk oleh

- Pekan Bangi (1902-1906)
- Rekoh: 1897-01-22: Pembinaan Jalan Keretapi
- Rekoh: 1900-05-05: Pampasan Tanah Landasan
- Rekoh: 1900-06-02: Kuari Landasan Keretapi
- Rekoh: 1903-04-16: Perolehan Tanah Landasan
- 1902-09-17: Kuarters di Stesen Keretapi
- 1902-06-14: Pembukaan Stesen Keretapi
- 1902-06-25: Pembetulan Nama Stesen Bangi
- 1909-07-05: Keretapi Singapura-KL
- 1917-08-30: Petisyen Stesen Keretapi Bangi
- 1919-04-09: Banjir di Jalan Bangi-Salak, Landasan Bangi-Batang Benar
- 1923-12-25: Gelinciran Keretapi di Sekitar Hutan Simpan Bangi
- 1927-05-23: Gelinciran Keretapi di Stesen Bangi
- 1932-07-09: Ahli Bomba Terkorban
- 1947-10-11: Amuk Dalam Keretapi
- 1961-03-12: Kemalangan di Gerabak Keretapi

1886-09-16: Perasmian Keretapi KL-Klang

“The grand opening of the KL-Klang railway, at the first KL Railway Station (thatched roof), located on present-day Textile Museum. The stripes were actually red & yellow, according to contemporary news report. Bluff Hill in the background, 16 Sept 1886: From Sultan Abdul Samad, to his left: Frederick Weld the Governor of S.S, Lady Weld, J.P. Rodger the Selangor Resident, Yap Ah Shak the Kapitan China, and H.C. Syers the Superintendent of Police in front of the guards.” (pseudanon @ Skyscraper City, Oct 3, 2017:

|

"The grand opening of the KL-Klang railway"). (Gambar: G.R Lambert & Co, Singapore, A black & white print, from a disbound book The Queen's Empire 2. 1899 @ Cetak Nadir:

|

"Railway Enterprise In The Malay Peninsula by G.R Lambert & Co. (1899)").

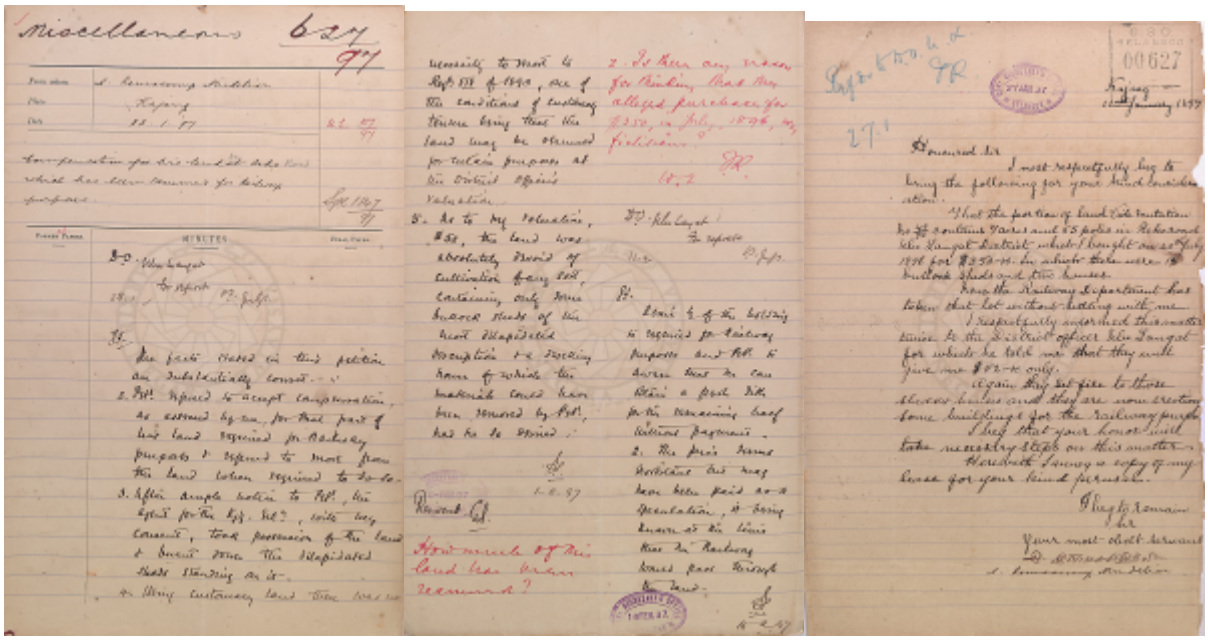
“After a short and pleasant run the train arrived at the terminal station at Kwala Lumpur, where some of the principal residents, including a number of ladies, were waiting to receive the governor, Lady Weld and the Misses Weld, and the Sultan. Among the ladies were Mrs. Venning, Mrs. Spence Moss, Mrs. Belfield and Mrs. Bellamy. the station was beautifully decorated, and a guard of honour commanded by Mr. H. C. Syers the Superintendent of the Selangor Police Force was in attendance. On the platform of the station Mr. Rodger, the Acting Resident of the State of Selangor, addressed His Excellency the Governor in a speech full of interest…” (Straits Times Weekly Issue, 15th Sept. 1886, Pages 7, 8 & 9 @ Malcom Wilton-Jones: "The Opening of the Selangor Railway").

LATAR PERISTIWA: Maklumat lanjut mengenai sejarah landasan keretapi di Semenanjung Tanah Melayu:

|

"F.M.S.Railway - KTMB Historical Date (1900 - 1950)"

1897-01-22: Pembinaan Landasan di Rekoh

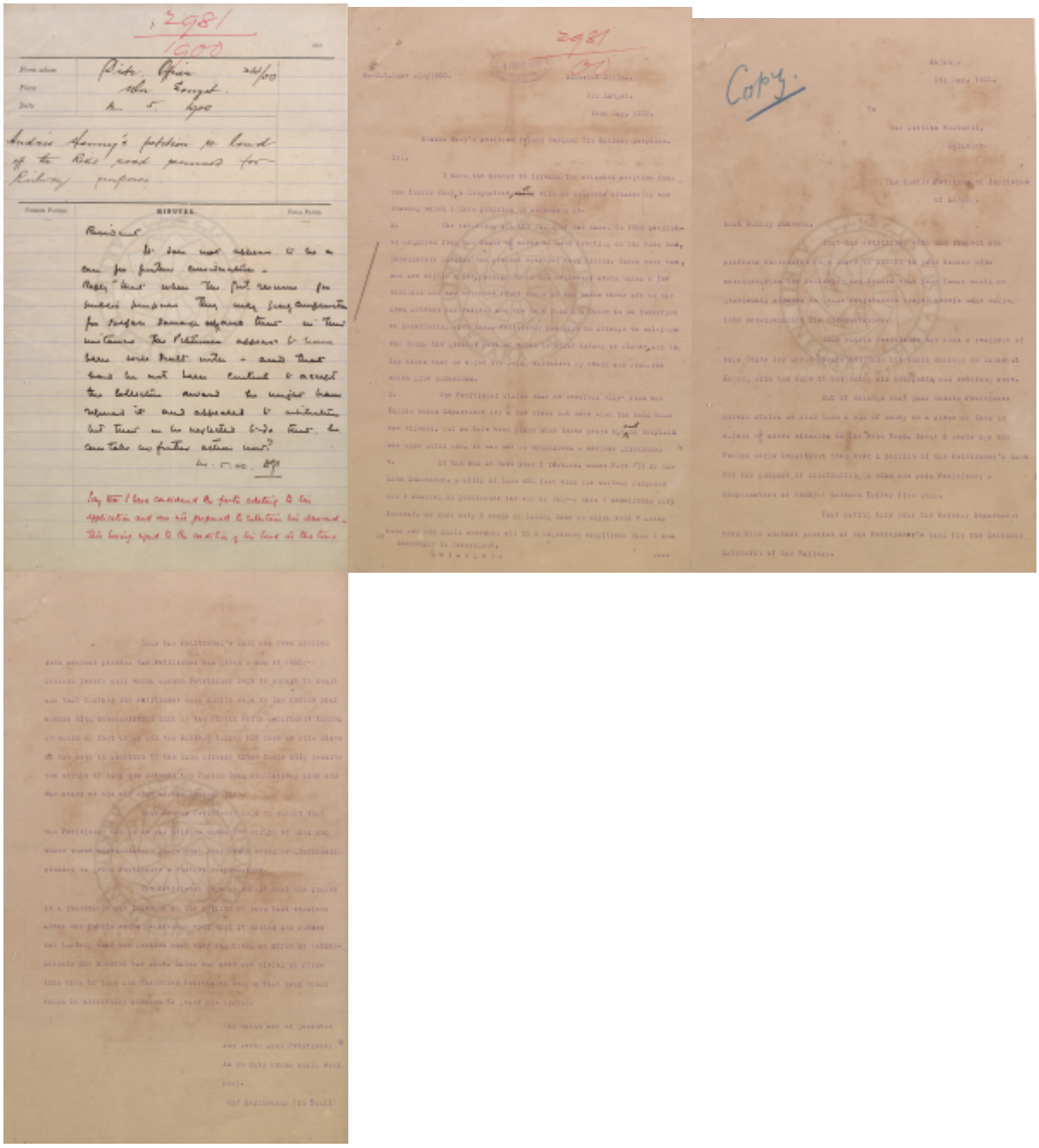


Pembinaan jalan keretapi mula dijalankan di sekitar Rekoh. Seorang pemilik sebidang tanah di situ, A. Ramasamy Mudeliar, membuat aduan menyatakan tanahnya dicerobohi dalam proses pembinaan ini: *“That the portion of land … contains 7 acres and 55 poles in Reko road Ulu Langat District which I bought on 20th July 1896 for $350-00. In which there were 1 bullock sheds and two houses. Now the Railway Department has taken that lot without settling with me. … Again they set fire to those sheds & houses and they are now erecting some buildings for the railway purpose. - A. Ramasamy Mudeliar”* (PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR, 22/01/1897:

|

"COMPENSATION FOR HIS LAND ON REKO ROAD WHICH HAS BEEN RESUMED FOR RAILWAY PURPOSES").

1900-05-05: Pampasan Tanah Landasan di Jalan Reko



Rayuan oleh Andrishamy, seorang pemilik tanah di sekitar Kajang-Rekoh, agar pihak British memberikan pampasan yang lebih setimpal dengan keluasan tanah beliau yang telah diambil alih untuk tujuan pembinaan Landasan Keretapi Rekoh-Bangi: *"…Petitioner had been a resident of this State for about 9 years and laid his small savings on lands in Kajang with the hope of bettering his prospects and settling here. … he also laid a sum of money on a piece of land in extent 4 1/2 acres situated on the Reko Road. About 5 years ago the Public Works Department took over a portion of the Petitioner's land for the purpose of constructing a road and paid Petitioner a compensation of ($35/-) Dollars Thirty five only. That during this year the Railway Department took over another portion of the Petitioner's land for the Seremban Extension of the Railway. Thus the Petitioner's land has been divided into several pieces. The Petitioner was given a sum of ($20/-) Dollars Twenty only … the Railway taking 100 feet on both sides of the line in addition to the land already taken there only remains two strips of land one between the Public Road and Railway line and the other on the off side of the Railway line. … the Petitioner can in no way utilize these two strips of land … before the Railway took the portion what they required, an offer of ($100/-) Dollars One hundred was made. Lands out here are rising in price from time to time…"*

Menurut Pegawai Daerah Ulu Langat yang mengajukan perkara ini, J.R.O. Aldworth, tanah tersebut agak terbiar, dan Andrishamy telah pun bersetuju secara bertulis dengan pampasan awal ($20), tetapi kali ini memohon pampasan yang lebih setimpal: *"In 1896 petitioner acquired from the State 4 1/2 acres of land fronting on the Reko Road, immediately outside the present extended town limits. … At the end of last year … a strip of lane 200 feet wide for railway purposes and I awarded to petitioner the sum of $20/-; this I considered very liberal, he lost only 3 roods of lalang land on which were 7 areca nuts and one small coconut, all in a neglected condition. What I took most into consideration in awarding the compensation, which was paid on 12th February, 1900, was the severance of the land. … The petitioner has no legal right to have his case further considered as he accepted my award of $20/-"*

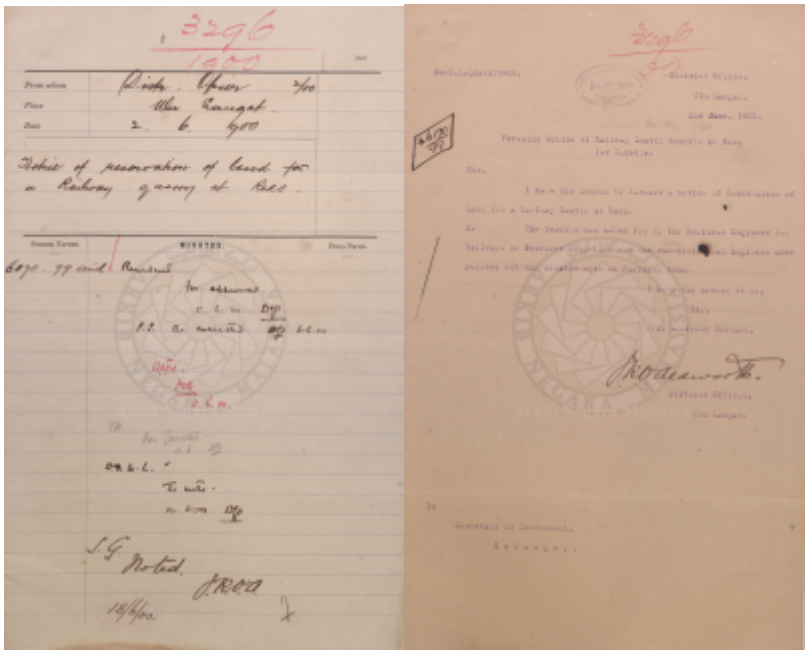
(Sumber: PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR, 05/05/1900:

|

"AUDRIS HAMY'S PETITION RE LAND OFF THE REKO ROAD RESUMED FOR RAILWAY PURPOSES").

LATAR PERISTIWA: Perihal J.R.O. Aldworth.

1900-06-02: Kuari di Rekoh



Pewartaan tanah rizab kuari di Rekoh, untuk tujuan pembinaan landasan keretapi yang menghubungkan Kajang dan Bangi (PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR, 02/06/1900:

|

"NOTICE OF RESERVATION OF LAND FOR A RAILWAY QUARRY AT REKO").

1902-06-14: Pembukaan Stesen Bangi

"Stesen Keretapi Bangi di buka pada 14 Jun 1902. Dari Bangi ke Kajang 22 minit dah sampai, untuk 120 tahun lepas itu satu kepantasan yang luar biasa disaat orang Bangi kebanyakannya masih lagi berjalan kaki, naik kereta lembu atau pun mendayung sampan untuk ke Kajang." (Facebook Pekan

Bangi, 1 September 2025: "Stesen Keretapi Bangi di buka pada 14 Jun 1902").

Sumber gambar:-
Kiri: Gambar asal (Kelab Peminat Sejarah & Gambar Lama II, 2017).
Kanan: Gambar diperbaiki (Faizal Zainal @ Facebook Pekan Bangi, 24 September 2025: "Nostalgia Bangi 1984").

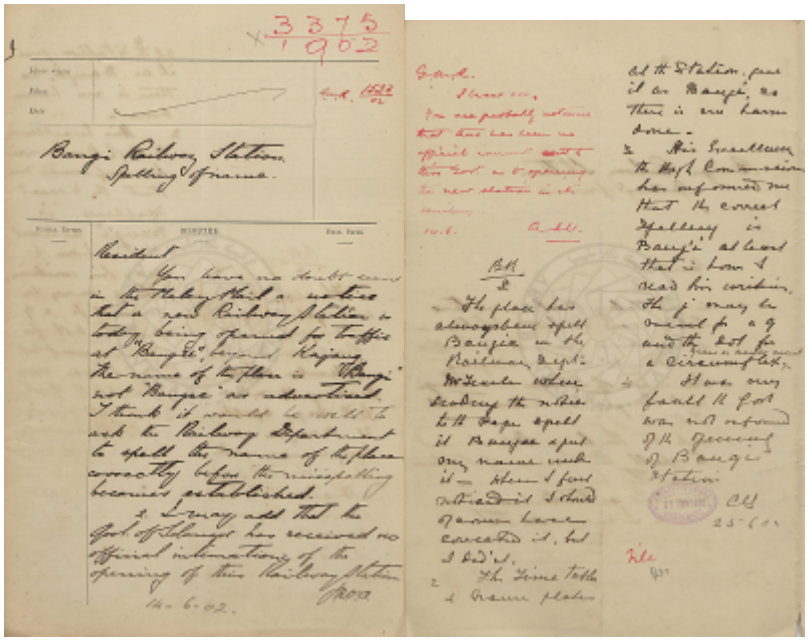
Stesen Bangi dibuka pada Sabtu, 14 Jun 1902: *“The Kajang Seremban line is really getting on and the first of the new stations, namely Bangee, about twenty-two minutes by rail on the Seremban side of Kajang, has been declared open for traffic. This reminds us that only a very short time ago, we heard that shop-keepers, apparently, found it cheaper to get their stuff brought to Seremban either by steamer to Malacca, and from that point on by bullock cart to Seremban, a distance of over—miles; or*

else by steamer to Kuala Klang, from thence by rail to Kajang, and from Kajang to Seremban by road, as long strings of bullock carts were constantly seen on this latter route conveying goods to the aforementioned town. We can only conclude that this method of transport is adopted, on account of high rates on the S. U. R. Surely it would pay the Company to keep all this goods traffic in their hands by lowering their rates." (The Straits Times, 18 June 1902, Page 5:

|

"F. M. S. NOTES").

“Pada 25/6/1902, Pejabat Residen Selangor mengesyorkan kepada Federated Malay States Railways (FMSR) untuk menukar ejaan stesen 'Bangee' kepada 'Bangi' untuk mengelakkan kesalahan ejaan tersebut kekal.” (Facebook KTM Berhad, 3 Disember 2022: "ZOOM TRIVIA - SEJARAH LALUAN KERETA API KAJANG - BANGI").



Pejabat residen Selangor mengesyorkan pembetulan ejaan stesen keretapi *“Bangee”* sebagaimana yang telah dilaporkan di akhbar Malay Mail Singapura (juga petikan *The Straits Times* di atas), kepada ejaan yang betul iaitu *“Bangi”*. Kesilapan ini dikhuatiri akan kekal, sekiranya tidak dibetulkan segera: *“You have no doubt seen in the Malay Mail a notice that a new Railway Station if today being opened for traffic at “Bangee”, beyond Kajang. The name of the place is “Bangi” not “Bangee” as advertised. I think it would be well to ask the Railway Department to spell the name of the place correctly before the misspelling becomes established.”* (PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR @ Arkib

Negara Malaysia, 25/6/1902:

|

"BANGI RAILWAY STATION - SPELLING OF NAME").

Tarikh-tarikh pembukaan stesen/landasan keretapi Bangi:-

- 14 Jun 1902: Kajang ke Bangi
- 1 Februari 1903: Bangi ke Batang Benar

(Sumber 1: Malcom Wilton-Jones, 22nd February 2018:

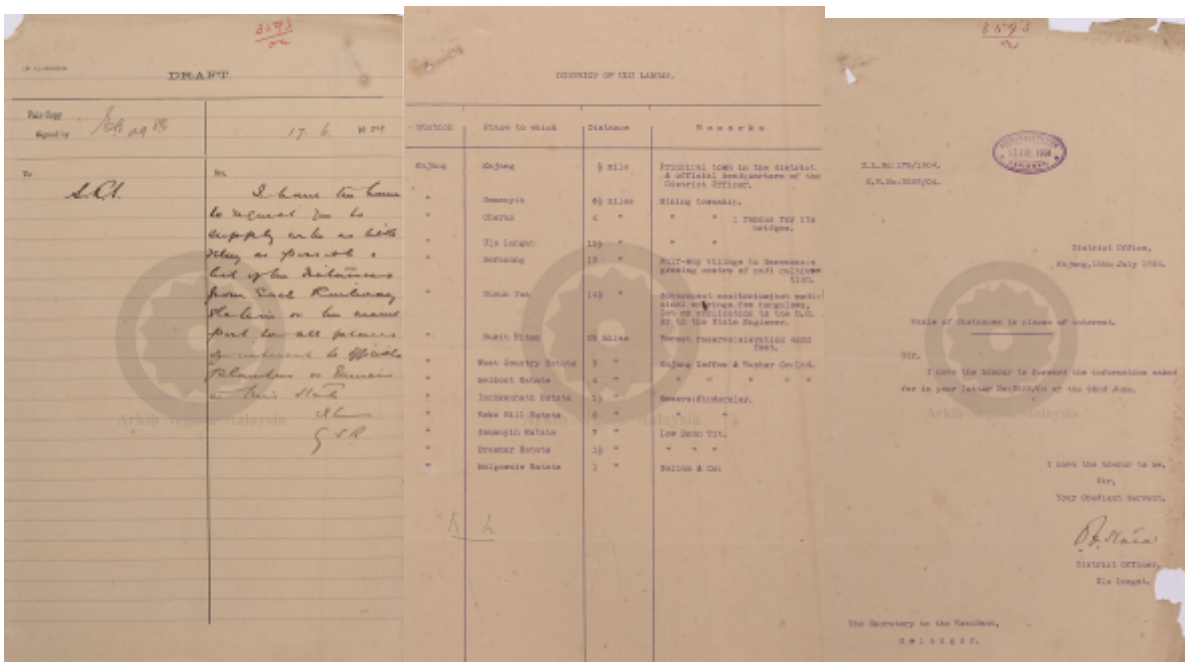
|

"History of Railways in Selangor")
(Sumber 2: Hafiz @ malayarailway.com, April 5, 2010:
|
"F.M.S.Railway - KTMB Historical Date: 1900 - 1950").

"On 1 February 1903, the Federated Malay States Railway line was opened from Bangi to Batang Benar, which is near Mantin. It was later extended to Seremban on 2 April the same year." (Eric Lim @ Museum Volunteers, JMM, January 26, 2021:

|

"A Very Rough Guide to MANTIN").


DRAFT.

DISTANCE OF THE LINES.

STATION	Place to which	Distance	Remarks
Kajang	Kajang	½ mile	Principal town in the District. A official headquarters of the District Officer.
"	Semenyih	6½ miles	Rising township.
"	Cheras	4 "	" " : THROUGH THE Ulu bridges.
"	Ulu Langat	12½ "	" "
"	Berangang	13 "	Half-way village to Semenanjung growing centre of padi cultivation.
"	Sungei Tua	14½ "	Government sanitorium(not medical advices for temperate, see DR Pilcington in the D.O. Rf. to the State Engineer.
"	Bukit Putus	18 miles	Forest reservoir(elevation 4000 feet).
"	West Country Estate	3 "	Kajang Coffee & Rubber Co.Ltd.
"	Belmont Estate	4 "	" " " " "
"	Inchcombe Estate	5½ "	Beverly(Blackler.
"	Bukit Mili Estate	6 "	" "
"	Semenyih Estate	7 "	Low Seng Tit.
"	Dusmar Estate	13½ "	" " "
"	Sungeneie Estate	1 "	Sellan & Co.

District Office,
Kajang, 16th July 1904.

Table of distances in places of interest.

Sir,

I have the honour to forward the information asked for in your letter No.[illegible]/04 of the 23rd June.

I have the honour to be,
Sir,
Your Obedient Servant,

District Officer,
Ulu Langat.

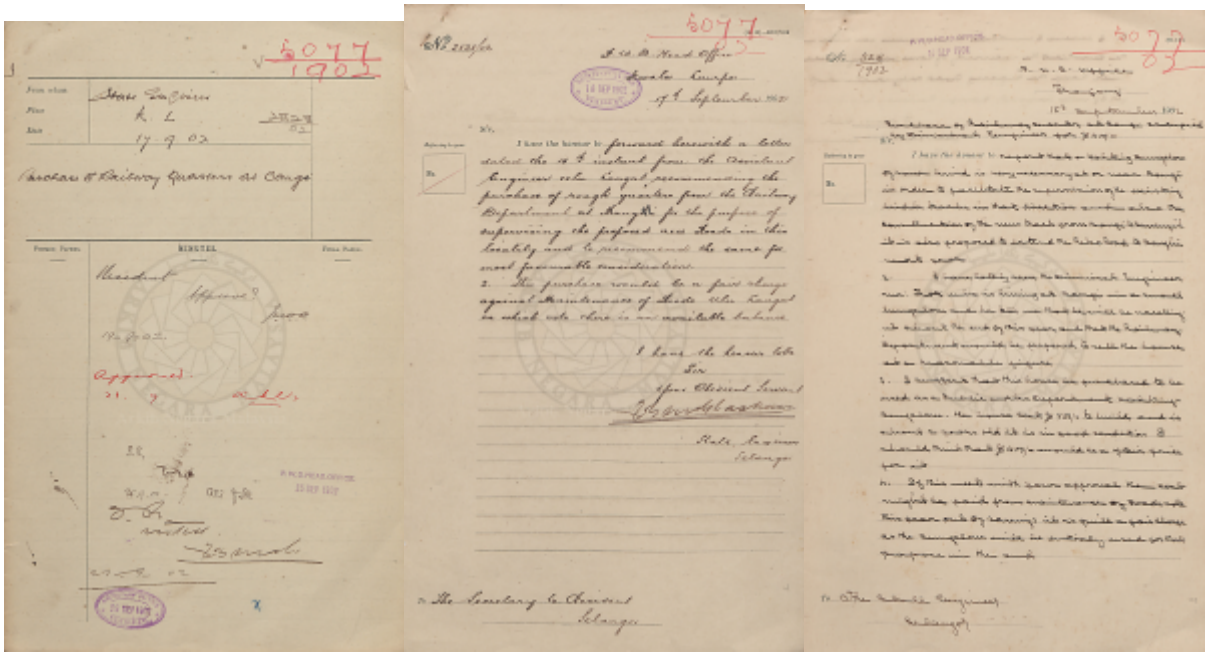
The Secretary to the Resident,
SELANGOR.

Jarak lokasi-lokasi penting sekitar Kajang-Bangi pada tahun 1904, dari stesen keretapi Kajang (Arkib Negara Malaysia, 17/6/1904:

|

"List of distances from each Railway Station").

1902-1905: Kuarters di Stesen Keretapi



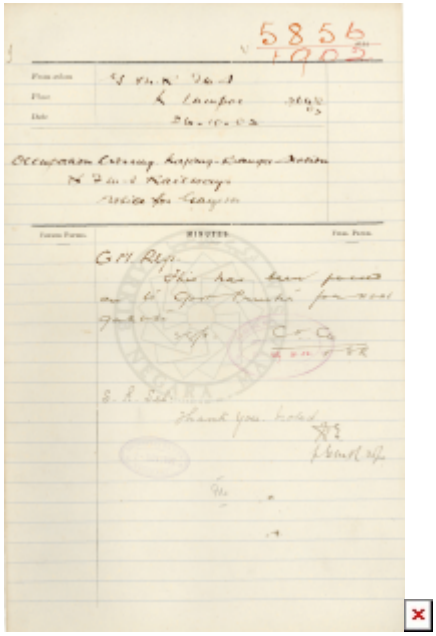
Jurutera daerah Ulu Langat mencadangkan agar kerajaan negeri mengambil alih kuarters “small halting bungalow” (rumah persinggahan) milik Stesen Keretapi Bangi, untuk tujuan pemantauan projek pembinaan beberapa batang jalan pedati di sekitarnya, yang bakal menghubungkan Bangi dengan Semenyih serta Jalan Reko (PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR, 17/09/1902:

|

"PURCHASE OF RAILWAY QUARTERS AT BANGI").

“Kuarters KTM Bangi & Pohon Asam Jawa - 1905. Mungkin ramai anak - anak sekolah Bangi pernah merasa masamnya buah asam jawa yang tumbuh sekitar kuarters dan di tebing padang sekolah Bangi.” (Faizal Zainal @ Facebook Pekan Bangi, 11 Jun 2025: "Kenangan Bangi").

1902-10-24: Pewartaan Lintasan Keretapi



Kira-kira 4 bulan setelah pembukaan stesen keretapi Bangi, notis pewartaan disiarkan bagi pembinaan sebuah lintasan keretapi di suatu kawasan di antara Kajang dan Bangi (PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR, 24/10/1902:

|

"OCCUPATION CROSSING, KAJANG - BANGEE SECTION OF FEDERATED MALAY STATES RAILWAYS. NOTICE FOR GAZETTE").

1903: Pembukaan Landasan Bangi-Seremban

Perihal landasan keretapi Bangi-Seremban:-

- 1891:

  |

  Landasan Seremban-Port Dickson (24 batu) dibuka. Dibina dan dimiliki oleh

  |

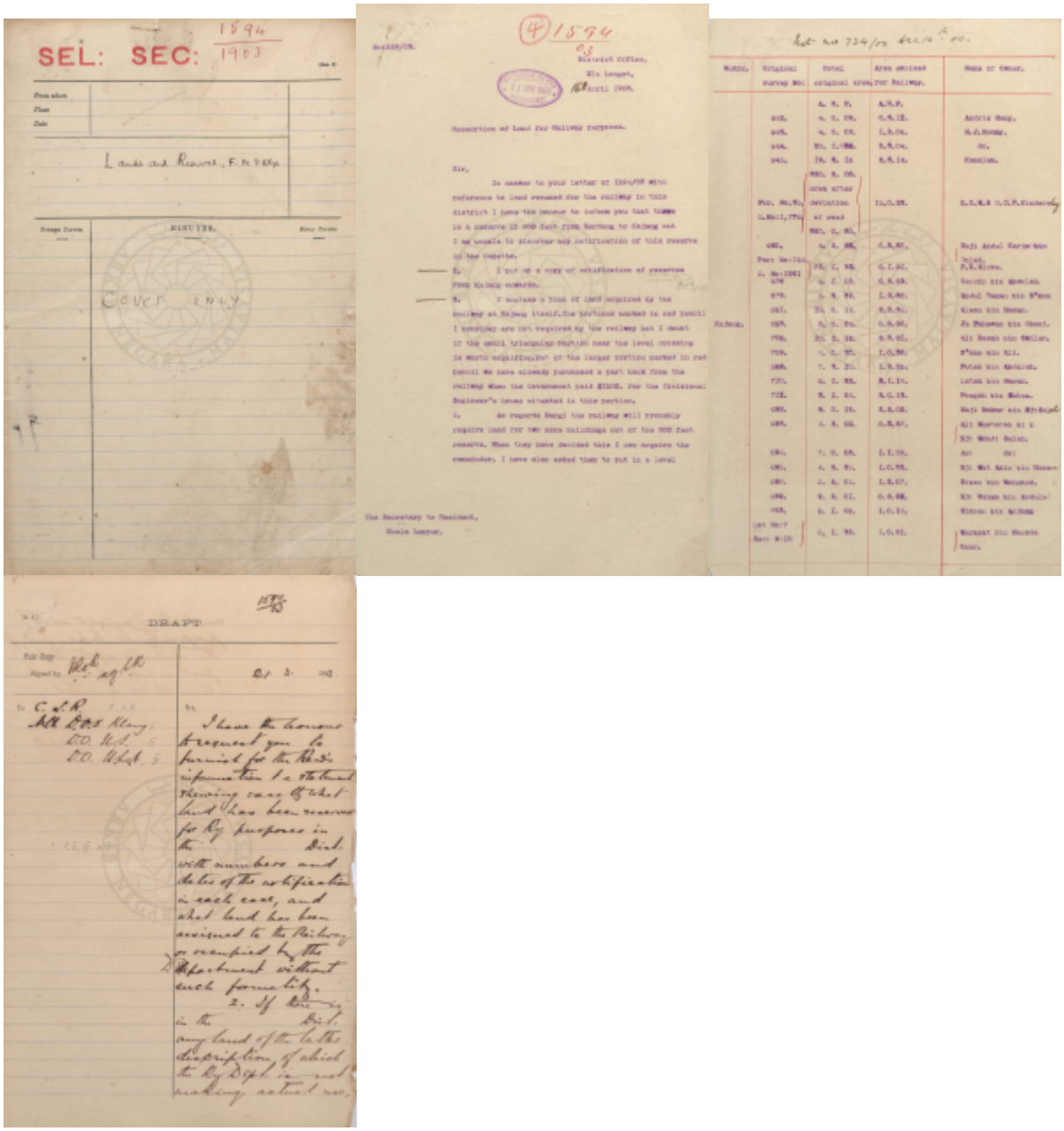
  Sungei Ujong Railway Company.
- 1903: Sambungan landasan Bangi-Seremban dibuka.
- 1908: Diambil alih oleh F.M.S. Railway.

(Sumber: The Straits Times, 16 April 1939, Page 7:

|

"Notes From The Negri").

1903-04-16: Perolehan Tanah Landasan

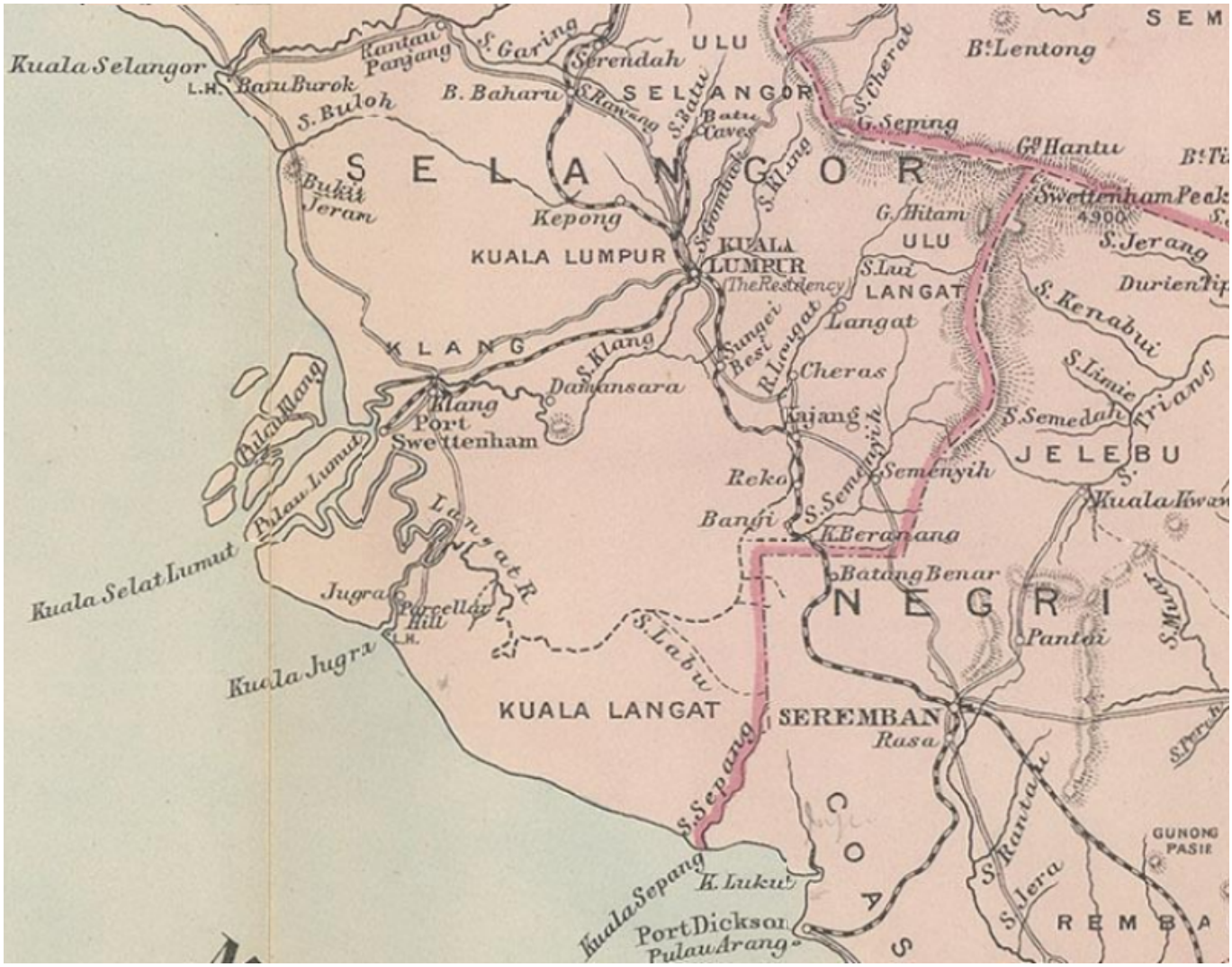


Beberapa bidang tanah di sekitar Kajang diambil alih oleh kerajaan untuk tujuan penyelenggaraan landasan keretapi Kajang-Bangi. Antara penama-penama tanah ini ialah Ali Mustapha, Pongoh bin Sutan, dan Ja Pahlawan, yang ada memiliki tanah di Kampung Reko (PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR, 16/04/1903:

|

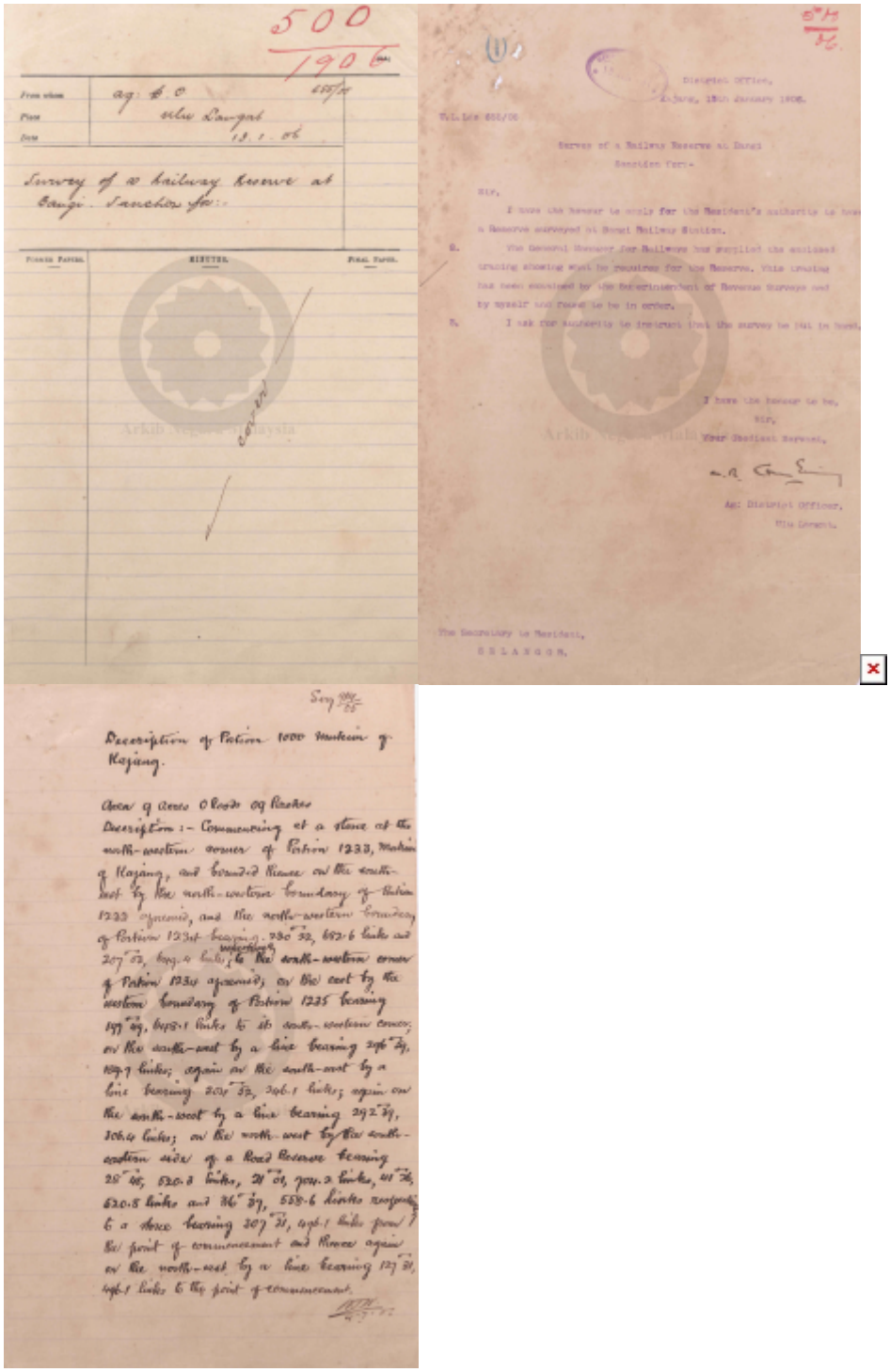
"Lands and Reserves, F.M.S. Rlys").

Peta Jalan dan Landasan, 1906



Peta jalan dan landasan di Selangor, 1906: *“Folding map of the Malay Peninsula including detail on the infrastructure such as rail and roads. Printed colour. (SL) [SEAS4552]”* (Edward Stanford, 1906: "A Map of the Malay Peninsula").

1906-01-13: Tanah Rizab Landasan Keretapi



Tinjauan cadangan tanah rizab landasan keretapi di sekitar Bangi (PEJABAT SETIAUSAHA KERAJAAN NEGERI SELANGOR, 13/01/1906:

|

"SURVEY OF A RAILWAY RESERVE AT BANGI. SANCTION FOR :-").

1909-07-05: Keretapi Singapura-KL

Perjalanan sulung keretapi Singapura-KL, terkandas beberapa jam di Bangi (The Straits Times, 5 July 1909, Page 7:

|

"THROUGH JOHORE").

CATATAN: Ketika ini stesen keretapi Bangi kecil sahaja, dan hanya untuk tujuan pengangkutan hasil getah dan bijih timah. Malah, peta landasan Bangkok-Singapura tahun 1918 masih tidak menyenaraikan stesen keretapi Bangi sebagai hentian utama.

STATEMENT OF MILEAGE
BETWEEN BANGKOK & SINGAPORE

To	From Bangkok		From Singapore	
	M.	C.	M.	C.
TANK ROAD	1188	01	0	00
WOODLANDS	1173	27	14	54
JOHORE BHARU	1171	51	16	30
KLUANG	1117	42	70	39
GEMAS	1050	11	137	70
Bahau	1072	69	160	46
Kuala Pilah	1085	67	173	46
Triang	1105	61	193	40
Mentakab	1125	66	213	45
Jerantut	1156	21	246	00
Tembeling	1167	32	255	11
Kuala Lipis	1191	28	279	07
TAMPIN	1017	56	170	25
Malacca	1038	69	191	38
SEREMBAN	987	37	200	44
Port Dickson	1012	23	225	30
SALAK SOUTH JN.	946	43	241	38
Sultan Street	950	64	245	59
Ampang	952	37	247	32
Klang	963	34	264	43
Port Swettenham	968	74	270	03
K. Selangor	995	48	291	45
KUALA LUMPUR	941	77	246	04

“Peta memaparkan laluan dan hentian keretapi dari Bangkok ke Singapura bagi tahun 1918 yang di

keluarkan oleh Waterlow & Sons, Limited bagi pihak Malaya Survey Department Kuala Lumpur : Central Survey Office.”
(Sumber gambar: Izmal Karim @ Facebook, 4 April 2021:

|

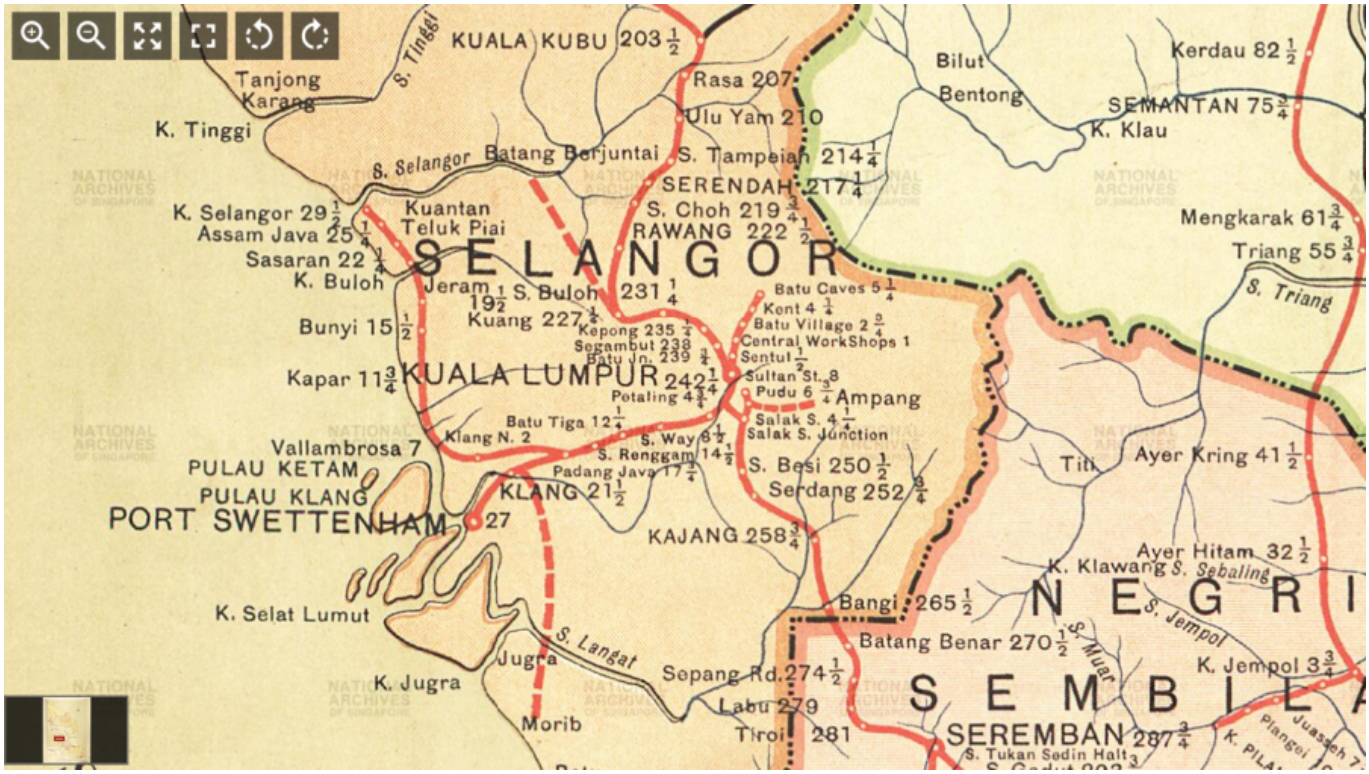
"Peta & Sejarah: Jajaran Landasan Keretapi dari Bangkok ke Singapura - 1918")

LATAR PERISTIWA: Maklumat lanjut mengenai sejarah landasan keretapi di Semenanjung Tanah Melayu:

|

"F.M.S.Railway - KTMB Historical Date (1900 - 1950)"

Peta Landasan Keretapi Selangor (1913)

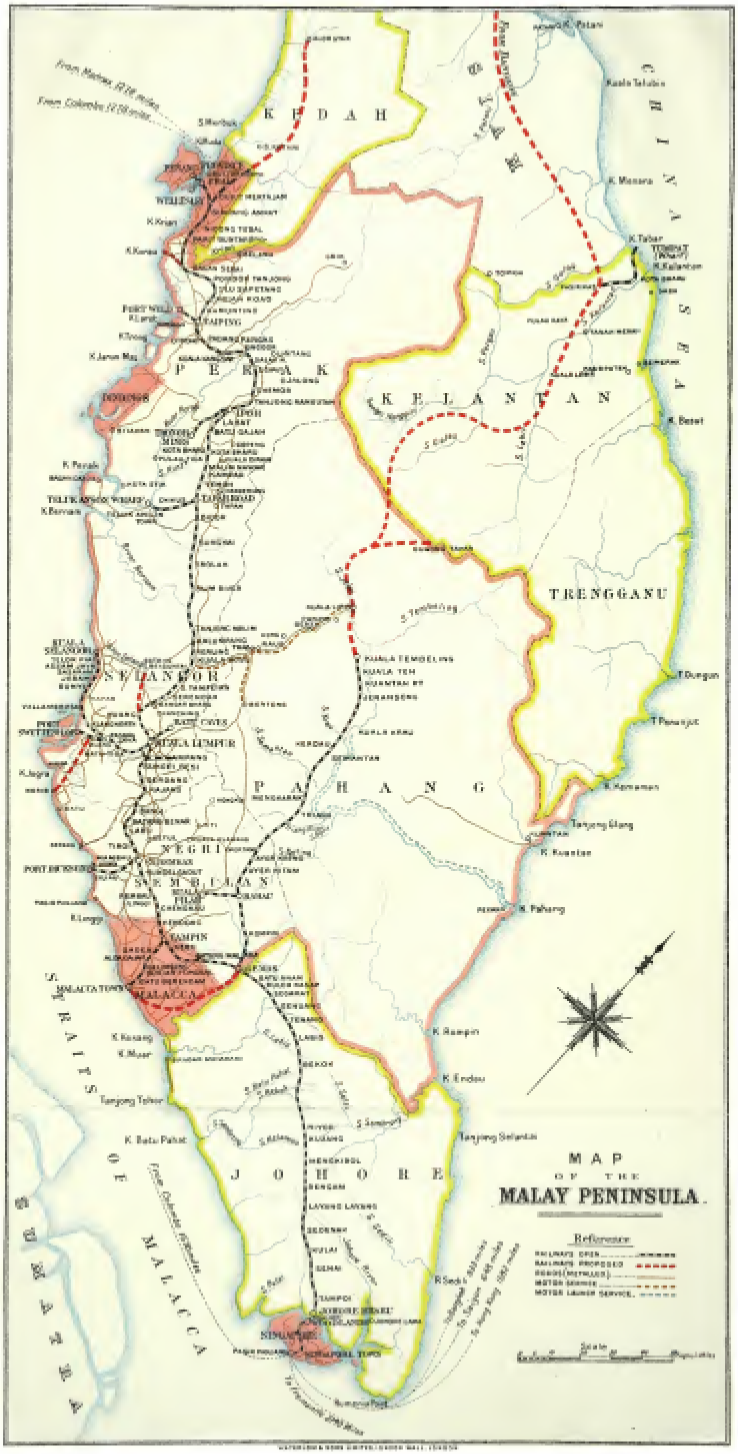


Peta landasan keretapi di Selangor tahun 1913, termasuk Stesen Bangi: *“This sketch map of Malaya shows railways opened, under construction and proposed through Singapore, Johore, Pahang, Malacca, Negri Sembilan, Selangor, Perak, Province Wellesley, Penang and Kedah and Kelantan, proposed railway in southern Siam (Thailand) continued from Kelantan, railway stations with mileages, …”* (Central Survey Office Kuala Lumpur F.M.S., 1913 @ National Archives of Singapore:

|

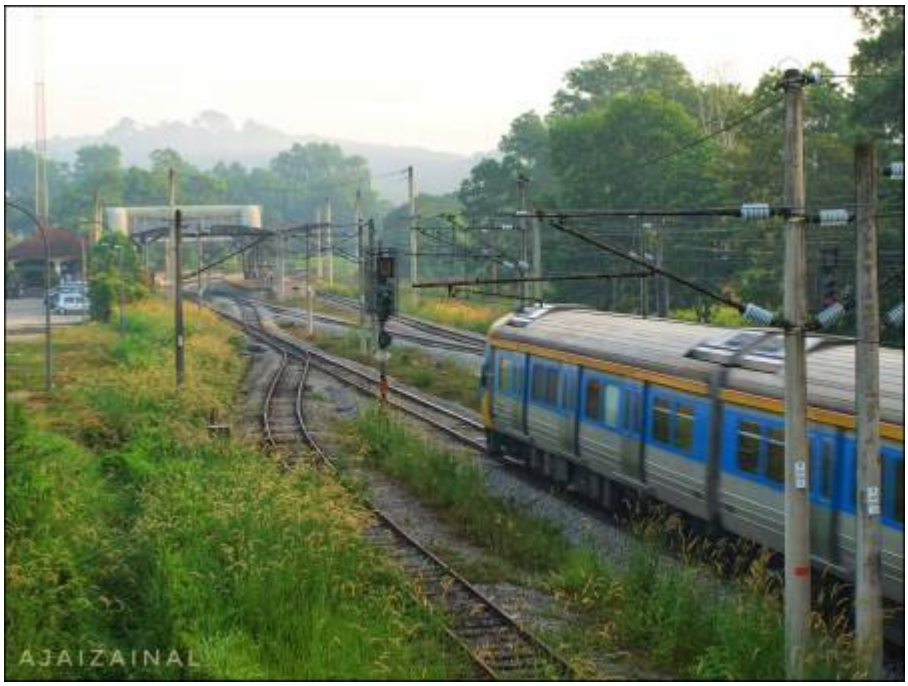
"Sketch Map of Federated Malay States Railways, 1913, and their Connections").

Peta Landasan Keretapi NNMB (1914)


MAP OF THE MALAY PENINSULA
KEDAH
PERAK
KELANTAN
TRENGGANU
SELANGOR
PAHANG
NEGRI SEMBILAN
JOHORE
SIAM
CHINA SEA
STRAITS OF MALACCA
SUMATRA
PENANG
IPOH
TAIPING
KUALA LUMPUR
MALACCA
SINGAPORE
K. Kelantan
K. Besut
K. Dungun
K. Kuantan
K. Pahang
K. Rompin
K. Endau
Tanjong Selantan
Reference

Peta landasan keretapi Negeri-negeri Melayu Bersekutu (NNMB), 1914 (P.A. Anthony, 1914: |
"Federated Malay States Railways: Pamphlet of Information for Travellers").
Kiri: Peta versi penuh.
Kanan: Sebahagian peta, pada bahagian negeri Selangor.

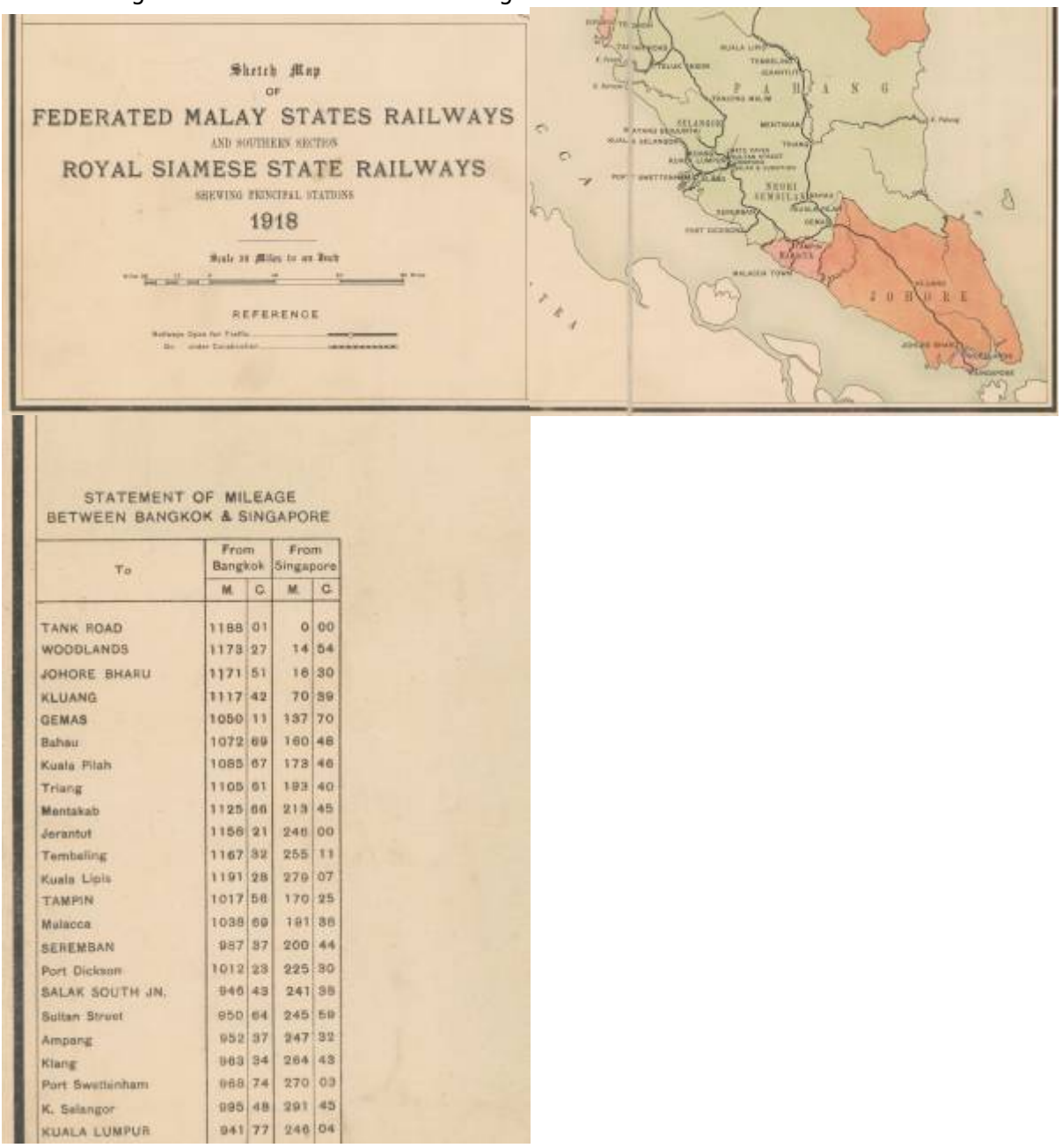
1917-08-30: Petisyen Stesen Keretapi Bangi



Ringkasan peristiwa: *“Pada 30 Ogos 1917 akhbar The Straits Times melaporkan satu kejadian keretapi dari Melaka jam 9.30 pagi tidak berhenti singgah di Stesen Keretapi Bangi telah mendatangkan kerugian peniaga kedai dan menyusahkan penduduk Bangi. Hal tersebut pernah diadukan oleh peniaga dan penduduk telah menghantar petisyen yang di tandatangani oleh semua penduduk dan peniaga di Bangi kepada General Manager F.M.S sebelum ini, tetapi perkara yang sama masih berulang lagi. Foto : Train Komuter Seremban menuju ke Stesen Bangi. koleksi ajaizainal 2005.”* (Faizal Zainal @ Facebook Pekan Bangi, 12 Julai 2025: "Catatan Sejarah Bangi : Kisah Kecil Tahun 1917").

Laporan petisyen penduduk dan peniaga di Bangi, memohon agar keretapi jam 9.30 pagi berhenti di stesen keretapi Bangi (The Straits Times, 30 August 1917, Page 6: "Untitled").

CATATAN: Di dalam peta dan jadual landasan keretapi Bangkok-Singapura tahun 1918 di bawah, stesen Bangi masih belum tersenarai sebagai hentian utama:-



To	From Bangkok		From Singapore	
	M.	C.	M.	C.
TANK ROAD	1188	01	0	00
WOODLANDS	1173	27	14	54
JOHORE BHARU	1171	51	16	30
KLUANG	1117	42	70	39
GEMAS	1050	11	137	70
Bahau	1072	69	160	46
Kuala Pilah	1085	67	173	46
Triang	1105	61	193	40
Mentakab	1125	66	213	45
Jerantut	1156	21	246	00
Tembeling	1167	32	255	11
Kuala Lipis	1191	28	279	07
TAMPIN	1017	56	170	25
Malacca	1038	69	191	38
SEREMBAN	987	37	200	44
Port Dickson	1012	23	225	30
SALAK SOUTH JN.	946	43	241	38
Sultan Street	950	64	245	59
Ampang	952	37	247	32
Klang	963	34	264	43
Port Swettenham	968	74	270	03
K. Selangor	985	48	291	45
KUALA LUMPUR	941	77	246	04

"Peta memaparkan laluan dan hentian keretapi dari Bangkok ke Singapura bagi tahun 1918 yang di keluarkan oleh Waterlow & Sons, Limited bagi pihak Malaya Survey Department Kuala Lumpur : Central Survey Office."

(Sumber gambar: Izmal Karim @ Facebook, 4 April 2021:

|

"Peta & Sejarah: Jajaran Landasan Keretapi dari Bangkok ke Singapura - 1918").

LATAR PERISTIWA: Maklumat lanjut mengenai sejarah landasan keretapi di Semenanjung Tanah Melayu:

|

"F.M.S.Railway - KTMB Historical Date (1900 - 1950)"

1923-12-25: Gelinciran Keretapi di Sekitar Hutan Simpan Bangi

Pada hari Krismas tahun 1923, kereta api mel dari Singapura ke Kuala Lumpur telah tergelincir dari landasan kira-kira 2 batu selepas Stesen Bangi, kemungkinan di pinggir Hutan Simpan Bangi (kini sekitar pinggir sebelah barat Alam Sari). Kejadian berpunca daripada satu gandar gerabak yang patah, mungkin disebabkan muatan yang berat. Tiada kemalangan jiwa dilaporkan, namun beberapa gerabak serta landasan telah rosak. Lokasi landasan di dalam ruangan yang agak sempit telah menyukarkan kerja-kerja baik pulih. Akibat daripada itu, kereta api mel dari arah bertentangan telah terlewat lebih 8 jam: *“A mishap occured to the day mail up from Singapore on Christmas Day, resulting in considerable delay to traffic .. The train, a heavy one, was running to scheduled time until Bangi was reached, at about 6.20 p.m., and had proceeded some two miles on its way to Kajang when the axle of a first-class coach broke, resulting in the derailment of a number of carriages and considerable damage to the permanent way. A break-down train and staff were telegraphed for, and the work of removing the damaged carriages was speedily proceeded with, though it was made difficult owing to the accident happening in a very awkward spot, namely, in the middle of a deep cutting. Consequently, the night mail from Kuala Lumpur to Singapore, which should have passed through Seremban at 10.30 p.m. left that place at 7.05 o'clock yesterday morning, eight and a half hours late.”* (The Straits Times, 28 December 1923, Page 9:

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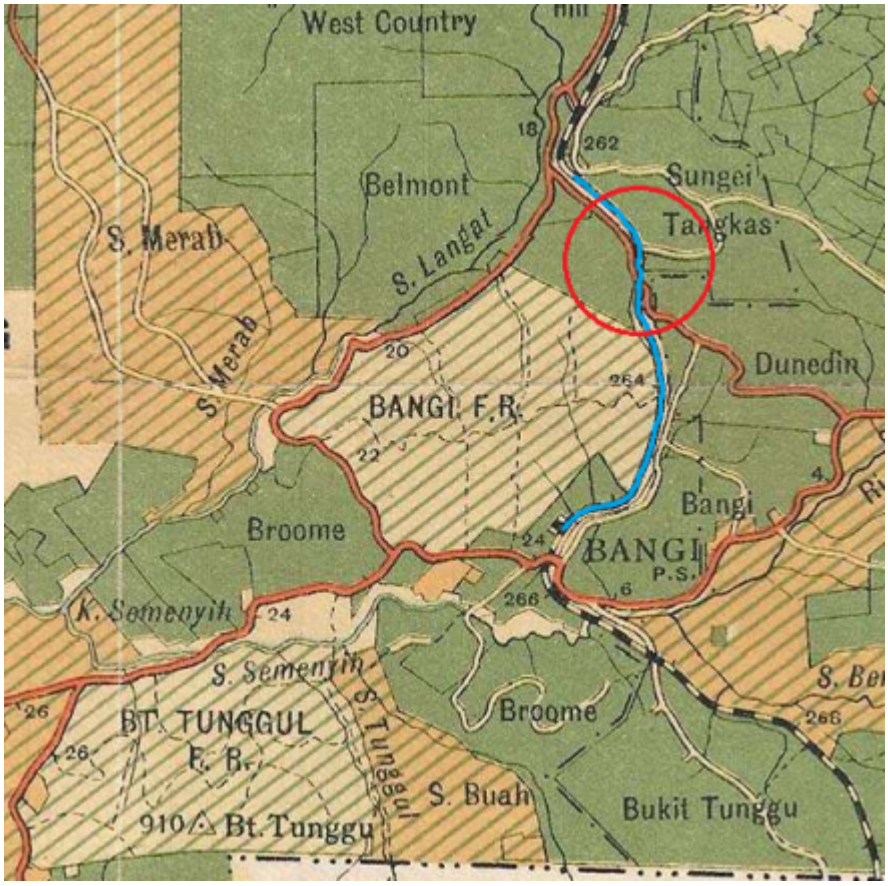
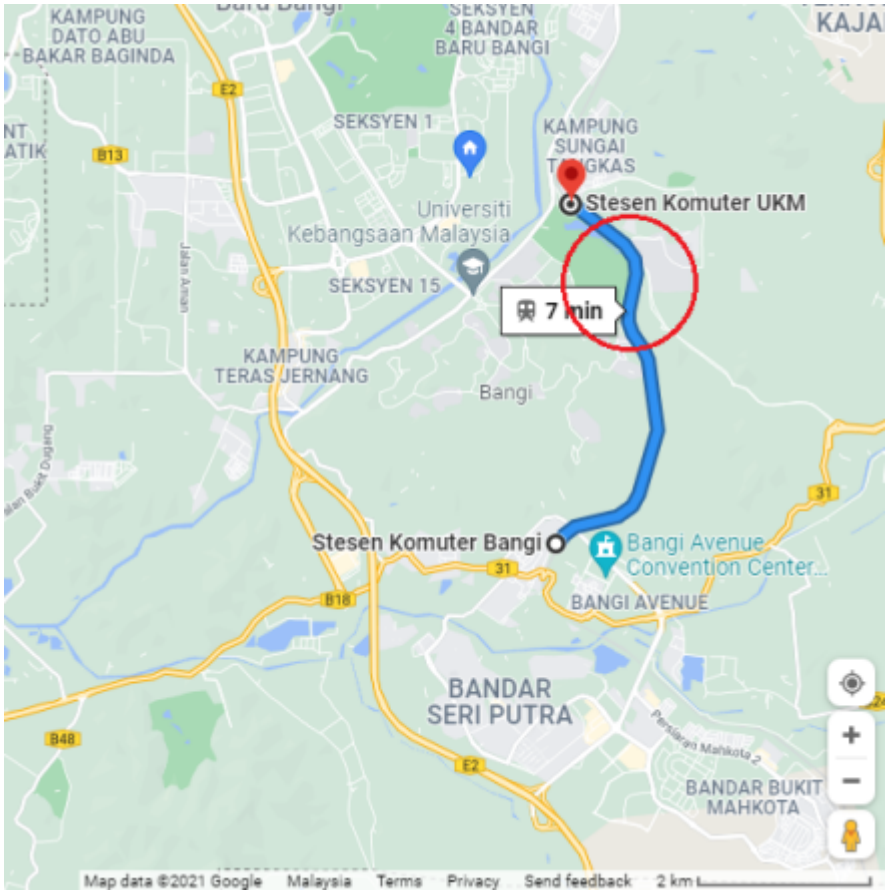
"F.M.S. Mail Train Derailed").





Kemungkinan kawasan kejadian (bulatan merah).
Kiri: Berdasarkan peta tahun 1929 (Edward Stanford @ F.M.S. Survey Department, 1929:

|

"1929 F.M.S. Wall Map of Selangor (Kuala Lumpur)").
Kanan: Kini. Kemungkinan sekitar UKM / Alam Sari (Google Maps).

CATATAN: Perihal Keretapi Mel (*Mail Train*): Sebelum jalan perhubungan darat dibina, surat-surat dihantar melalui bot atau kapal wap. Menjelang tahun 1900-an, jaringan jalan keretapi dan jalan raya mula dibuka untuk tujuan pengangkutan hasil hutan, lombong, dan ladang yang semakin pesat. Di samping itu, surat-surat mula dihantar melalui jaringan ini, antaranya menggunakan keretapi mel. Pada tahun 1906, landasan kereta api utama telah pun menghubungkan Pulau Pinang, Kuala Lumpur, Melaka, dan Singapura, dengan 93 buah stesen di antaranya, termasuk Stesen Bangi. Seiring dengan itu, pejabat-pejabat pos mula dibuka. Di Bangi khususnya, ia mula beroperasi seawal tahun 1910.

“Keretapi Mel (Mail Train) adalah perkhidmatan henti-henti jarak sederhana. Ianya membawa penumpang, surat, bungkusan, suratkhabar, basikal atau motorsikal. Keretapi ini dilarikan samada di waktu pagi atau malam. Ianya akan berhenti di semua stesen dan perhentian di sepanjang laluan.” (zkeretapi, 20 June 2021:

|

"Perkhidmatan Keretapi Penumpang").

Kiri: Keretapi Mel di Padang Rengas, Perak, 1900-an (C.J. Kleingrothe @ NATIONAAL ARCHIEF, THE HAGUE, 1907 @ National Archives of Singapore:

|

"Malay Peninsula (Straits Settlements and Federated Malay States), 1907").
Kanan: Keretapi Mel Singapura-KL sedang melintasi Tambak Johor, sekitar pertengahan 1920-an. Kemungkinan seangkatan dengan keretapi yang terlibat di dalam kemalangan ini: *"ACROSS THE JOHORE CAUSEWAY. A mail train of the Federated Malay States Railways on its journey from Singapore to Kuala Lumpur, a distance of 264-1/4 miles. The causeway is 60 ft. wide, has a length of 3,465 ft., and connects the mainland with the island of Singapore."* (Mike's Railway History, 2010:

|

"THE DEVELOPMENT OF MALAYA: A Line that Brought Prosperity to the Jungle").

Contoh surat yang dihantar oleh keretapi mel: *“Mail carried on trains were marked with a boxed ‘TRAIN LETTER’ like this one sent from Penang, and carried by rail to Alor Star for onward transmission by flight to Europe.”* (Alan Teh Leam Seng, June 12, 2021:

|

"Glimpse into our rich railway past").

Contoh lain: Kumpulan surat-surat Robert Stevenson, pengurus ladang Bukit Tunggu(l).

Kini rangkaian jalan dan lebuh raya telah meliputi segenap pelusuk, lalu menjadi kaedah utama penghantaran surat dan bungkusan. Namun begitu KTM Distribution (anak syarikat KTM Berhad) masih menawarkan khidmat penghantaran menggunakan kereta api dari stesen ke stesen, terutamanya barangan berat atau berkuantiti besar seperti motosikal, stok jualan, dan sebagainya.

LATAR PERISTIWA: Hutan Simpan Bangi.

1927-05-23: Gelinciran Keretapi di Stesen Bangi

Keretapi mel penumpang tergelincir di sekitar Bangi, akibat kesilapan petugas operasi landasan (*pointsman*). Lokasinya tidak dinyatakan, namun kemungkinan di sekitar Stesen Bangi, di mana *pointsman* selalunya bertugas: *“As the result of a pointsman turning the points in the wrong direction, the passenger train from Seremban to Kuala Lumpur was derailed at Bangi at 7.33 a.m. yesterday says Friday's Malay Mail. In consequence almost the entire train service from Kuala Lumpur was disorganised yesterday, but hard work all day made the line clear by 8 p.m. The down mail was four hours late and the up night mail to Penang was delayed over an hour. The connection to Malacca by the 12.45 p.m. train was maintained by tran-shipping at Bangi.”* (The Singapore Free Press and Mercantile Advertiser, 23 May 1927, Page 8:

|

"Untitled").

1932-07-09: Ahli Bomba Terkorban

Seorang ahli bomba meninggal dunia ketika sedang bertugas di atas keretapi KL-Gemas, akibat terhantuk kepala pada tiang sebuah jambatan di antara Bangi dan Batang Benar: *“An accident which ended fatally took place on the 7.40 a.m. train from Kuala Lumpur to Gemas on Thursday when a*

Tamil fireman named Kunchi is stated to have struck his head against an abutment when the train was passing a bridge near Bangi. The unfortunate man dropped down between the telegraph poles between Bangi and Batang Benar stations and died a few hours later in the Seremban Hospital, death being due to a fracture of the skull." (The Straits Times, 9 July 1932, Page 17:

|

"RAILWAY DEATH").

CATATAN: Kejadian yang hampir sama berlaku pada tahun 1961, melibatkan seorang pelajar sekolah.

1934-10-11: Tiket Keretapi Murah

Harga promosi tambang keretapi, termasuk Seremban-Bangi-Serdang. Harga tambang Melaka-Seremban ketika ini: $1.80 (The Straits Times, 11 October 1934, Page 12:

|

"CHEAP TICKETS").

1935-10-29: Kerosakan Landasan Bangi-Kajang

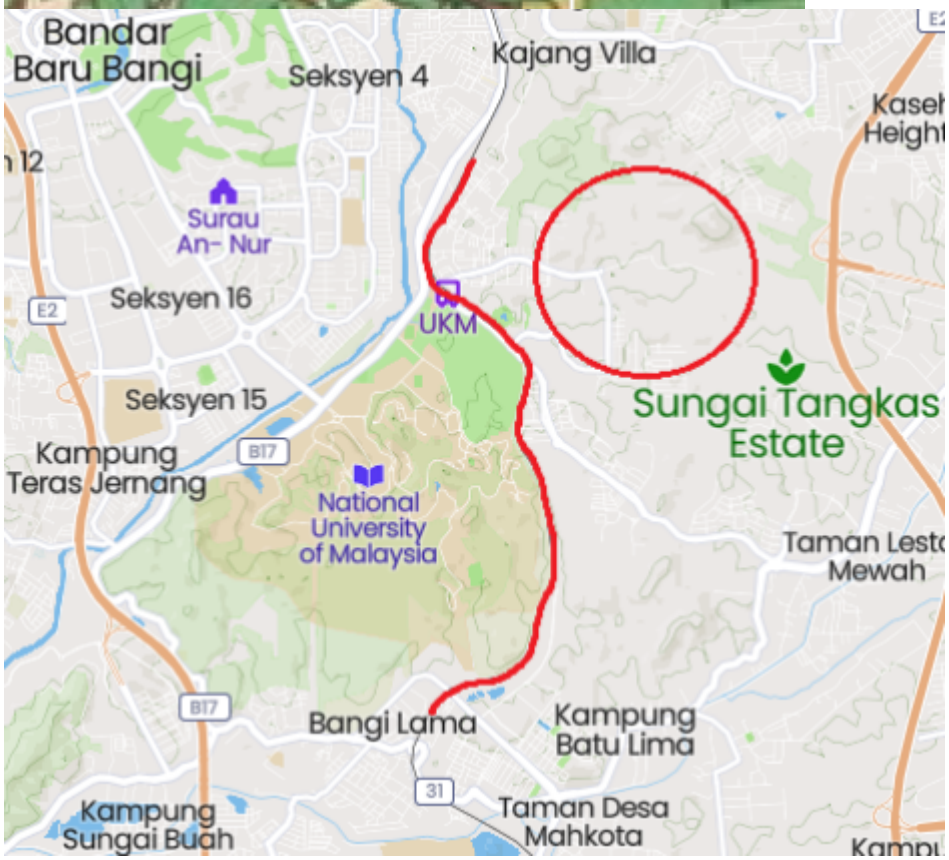
Hujan lebat menyebabkan sedikit kerosakan pada landasan keretapi Bangi-Kajang: *"Owing to heavy rain mail trains were delayed last night, the sections most affected being between Serendah and Sungei Choh and between Kajang and Bangi. The line is now repaired, and trains are able to pass at a reduced speed. The Singapore mail arrived at Kuala Lumpur 28 minutes late today, the Penang mail 35 minutes late, and the mails to Singapore and Penang were some hours late."* (The Straits Times, 29 October 1935, Page 12:

|

"RAIN DELAYS MAIL TRAINS").

1947-10-11: Amuk Dalam Keretapi

Kejadian amuk di atas keretapi Singapura-KL sejurus selepas stesen Bangi. Pengamuk kemudiannya terjun dari keretapi kira-kira 4 batu dari Kajang, di sekitar Sungai Tangkas, lalu mengamuk pula di sebuah rumah kongsi di bawah sebuah jambatan berdekatan landasan. Amukan turut berlaku di Ladang Sungai Tangkas, kira-kira 2 batu dari situ. Tragedi ini telah mengorbankan sejumlah 9 orang, manakala 12 lagi cedera. Pengamuk tersebut, seorang Banjar bernama Mohamed Arsat/Upoh/Utoh/Makaran/Mat Taram bin Saal, adalah penumpang keretapi, bersama anak dan isterinya. Menurut isterinya, mereka telah menjual rumah dan tanah mereka di Bagan Terap, Teluk Anson (Teluk Intan). Berbekalkan hasil jualan sebanyak $200, mereka merancang untuk ke kampung mereka di Pulau Tunggal, Sumatera. Mereka menaiki bas ke Bidor, kemudiannya naik keretapi ke Singapura. Malangnya tambang kapal dari Singapura ke Pulau Tunggal ialah $40 setiap seorang, dan wang mereka tidak mencukupi. Mereka terpaksa kembali ke Teluk Anson, dengan menaiki bas ke Labis, dan kemudiannya menaiki keretapi ini. Selepas kejadian, pengamuk telah melarikan diri ke Teluk Anson, dan membuat laporan kehilangan anak isteri di Sabak Bernam. Di situ beliau tertangkap dan dikenalpasti oleh saksi. Beliau diadili di mahkamah pada Mei 1948, dan dihukum sebagai tidak siuman lalu ditempatkan di hospital kesihatan jiwa di Tanjung Rambutan.



Kemungkinan kawasan amukan (**Kiri**: Berdasarkan peta Survey Dept. F.M.S., 1950:

|

"Selangor". **Kanan**: Berdasarkan Mapcarta, kini).:-

Garisan merah: Di dalam kereta api, sejurus selepas Stesen Bangi, hingga sekitar Kampung Sungai Tangkas.

Bulatan merah: Di sekitar Ladang Sungai Tangkas.

A detective points to the spot where an elderly woman was killed by the amok while she was washing clothes. — Straits Times Pictures.

Survivors from a kongsi house where the amok killed six people and injured eight. The woman with a child in her arms is the widow of Cheow Hin, who was among those killed.

Kiri: Salah satu lokasi pembunuhan. Kanan: Ahli keluarga salah seorang mangsa (Cheow Hin) yang terselamat.

(Sumber: 1947-10-11: Amuk Dalam Keretapi).

CATATAN: Maklumat lanjut:-

- [Wikipedia]
- Murderpedia: | Mat Taram bin SA'AL
- Azar Ishak @ Soscili, 4 Jan 2021: | "KISAH ‘AMOK’ LELAKI BANJAR DI BANGI YANG MENGORBANKAN NYAWA PADA 73 TAHUN LALU"

1961-03-12: Kemalangan di Gerabak Keretapi

Malang buat seorang murid sekolah di Ipoh, yang dalam perjalanan pulang bercuti di kampungnya di Johor: kepalanya terhantuk galang/palang sebuah jambatan di Bangi, lalu meninggal dunia di tempat kejadian: *“Sa-orang pelajar Melayu yang sedang pulang ka-kampong-nya di-Johor telah mati terbunoh malam tadi waktu menumpang kereta-api. Pelajar itu, Abdul Aziz bin Abdul Ghani, berumor 16 tahun di-perchayai telah terhantok kapada palang jambatan dan terhumban ka-tanah waktu menjegok keluar jendela ketika kereta-api itu melalui jambatan Bangi, dekat Kajang. Mayatnya telah dijumpai dengan luka2 parah di kepala dekat landasan jambatan itu pada 12.25 tengah hari tadi. Kesan2 darah*

juga di-jumpai pada palang jambatan. Aziz ia-lah murid Sekolah Tengku Abdul Rahman, Ipoh. Kampong-nya di-Pontian Kechil, Johor." (Berita Harian, 13 March 1961, Page 1:

|

"MURID MATI JATUH K-API").

CATATAN: Kejadian yang hampir sama berlaku pada tahun 1932, melibatkan seorang ahli bomba.

Tinggalan Sejarah

2013-08-25: Rakaman Keretapi di Stesen Bangi

[MALAYAN RAILWAYS] 24123 w. train no.2 KTM InterCity Ekspres Rakyat near Bangi, Malaysia (Malayan Railways, 28 Ogos 2013: "24123 w. train no.2 KTM InterCity Ekspres Rakyat near Bangi, Malaysia").

*"Boleh tonton video lama ini yang dirakam pada tahun 2013 yang merekodkan keretapi Ekspres Rakyat sedang merentas laluan di landasan keretapi di selekoh antara Kampung Bangi dan Kampung Masjid Bangi lalu memecut laju melintasi Stesen Bangi. Perkhidmatan Ekspres Rakyat memulakan operasinya pada tahun 1977 ini telah ditamatkan pada tahun 2016 bagi memberi laluan kepada perkhidmatan baru oleh KTMB iaitu Perkhidmatan Tren Elektrik (ETS). *Pastikan buka full sound speaker di smartphone anda semasa memainkan video ini agar mendengar densingan rel keretapi dan roda tren bergesek dan berlaga dengan penyambung rel keretapi dan bunyi gerabak berdesakan yang akan buat anda tenggelam dalam nostalgia lama di Bangi. Catatan ajaizainal 5 Nov.2025. Youtube : 24123 "Tok Naning" w. train no. 2 KTM Intercity Ekspres Rakyat Singapore-Woodlands to Butterworth KM 425, near Bangi Selangor, Malaysia 25th August 2013 & FB KTMB ."*

(Sumber: Faizal Zainal @ Facebook Pekan Bangi, 5 November 2025: "Ekspres Rakyat di Bangi").

2024-05-19: Menjejak Tinggalan Lintasan Rata Kereta Api Lama

Kiri: *"Perbandingan lokasi lintasan rata di antara peta yang diterbitkan pada tahun 1945 dengan imej satelit Google Earth terkini."*
Kanan: Perbandingan gambar lama dan baru di lapangan.

"Pasukan penyelidik Railway Cartographic Research Project (RailCREP), sebuah projek kajian di bawah Persatuan Kartografi Melaka iaitu saudara Shahrul Azzim Abd Aziz dan Dr. Mohamad Rohaizat Abdul Wahab berpeluang menjejaki sebuah lokasi yang menempatkan warisan sejarah kereta api lama di Selangor yang semakin luput ditelan masa. Lokasi yang dimaksudkan ialah lintasan rata kereta api atau level crossing yang terletak di pekan Bangi Lama, Selangor Darul Ehsan.

Terdapat beberapa naskah kartografi lama yang memaparkan lokasi lintasan rata ini antaranya ialah peta yang diterbitkan pada tahun 1945. Dalam usaha mengenal pasti lokasi tersebut, pasukan penyelidik membuat perbandingan di antara peta yang berusia hampir 80 tahun dengan imej satelit Google Earth yang terkini dan sehelai gambar lama lokasi bersejarah tersebut yang dirujuk daripada halaman Facebook Kelab Peminat Sejarah & Gambar Lama II. Lintasan tersebut pada waktu kini telah tidak wujud lagi kerana telah digantikan dengan sebuah jambatan yang terletak sekitar kurang 100 meter daripada lokasi lintasan lama tersebut. Terdapat beberapa kesan peninggalan yang masih ada di lokasi ini antaranya beberapa serpihan "Sleepers" lama landasan kereta api yang diperbuat daripada kayu dan tapak jajaran bekas laluan landasan lama.

Temu ramah bersama salah seorang penduduk di kawasan berhampiran lintasan rata (Level crossing) lama tersebut yang dikenali sebagai Encik Lim menceritakan tentang suasana di kawasan tersebut ketika lintasan rata tersebut masih aktif digunakan untuk laluan kereta api yang melalui pekan Bangi Lama ini pada suatu ketika dahulu. Berdasarkan sejarah, stesen kereta api lama Bangi yang terletak tidak jauh dari pekan Bangi Lama ini telah dibina sekitar awal tahun 1900an (Tahun 1902) dan kini

*telah digantikan dengan stesen yang baru seperti yang kelihatan pada hari ini. *Penulisan oleh Shahrul Azzim Abd Aziz dan Dr. Mohamad Rohaizat Abdul Wahab.*

Sumber peta:
- Australia National University.
Sumber gambar dahulu:
- Halaman Facebook Kelab Peminat Sejarah & Gambar Lama II."

Kiri: *"Lokasi lintasan rata (Level crossing) lama di pekan Bangi Lama, Selangor."*
Kanan: *"Serpihan "Sleeper" yang terdapat berhampiran lokasi lintasan rata."*

(Sumber: Facebook Encik Kartografi, 19 Mei 2024: "...lintasan rata kereta api atau level crossing yang terletak di pekan Bangi Lama").

Pengakuan penting: Kami bukan ahli sejarah! Sila klik di sini untuk penjelasan lanjut.

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