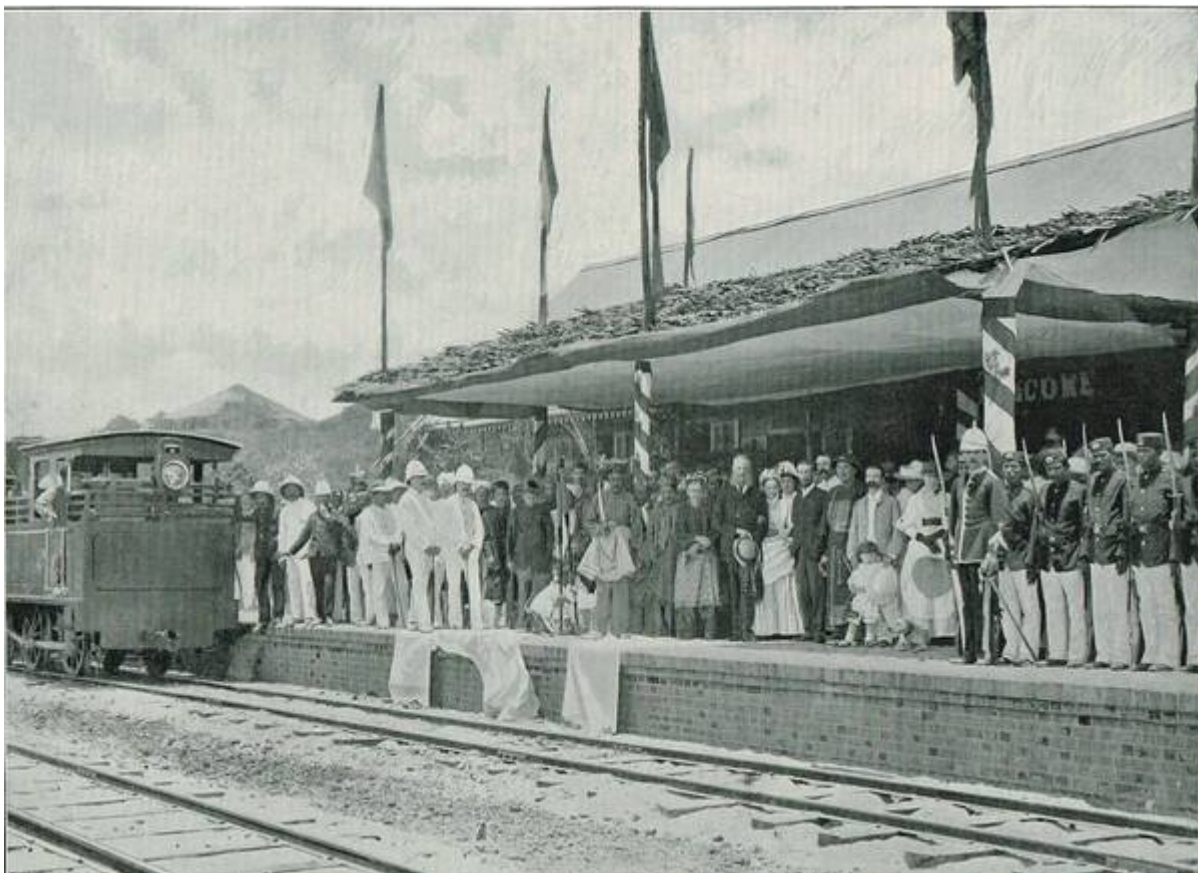


Landasan Keretapi Rekoh-Bangi

Dirujuk oleh

- 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
- Sejarah Awal Bangi: 1902-06-14: Pembukaan Stesen Keretapi
- 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:

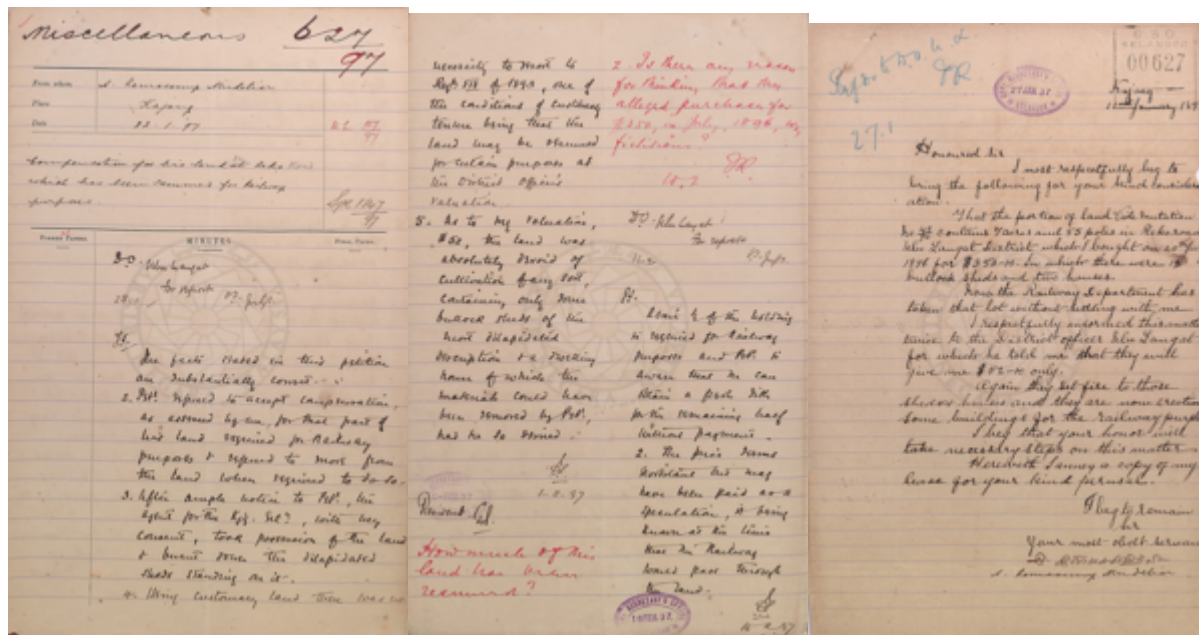
"Railway Enterprise In The Malay Peninsula by G.R Lambert & Co. (1899)".

"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

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..."

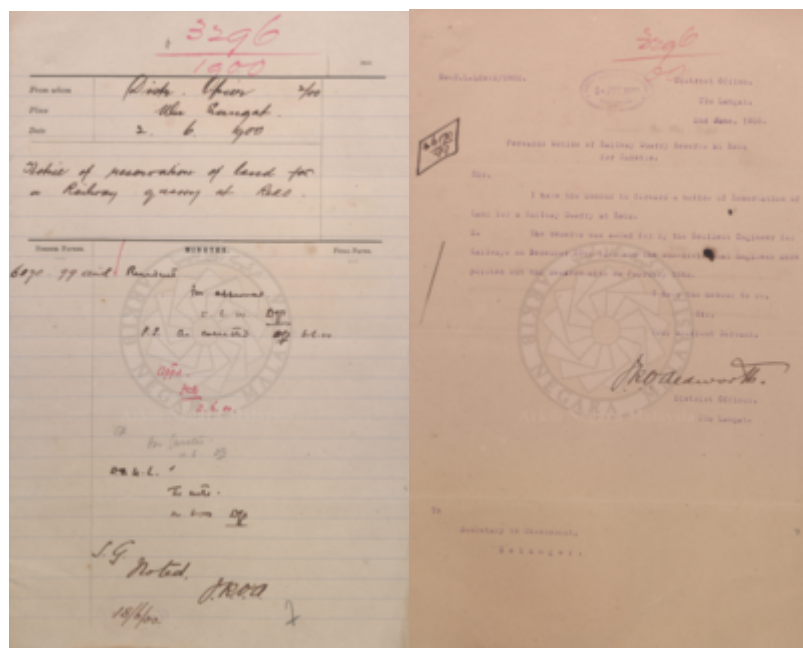
Menurut Pegawai Daerah Ulu Langat yang mengajukan perkara ini, **J.R.O. Aldworth**, tanah tersebut agak terbiar, dan Andrishamy telah pun bersetuju secara bertulis dengan pampasan awal (\$20), tetapi kali ini memohon pampasan yang lebih setimpal: *"In 1896 petitioner acquired from the State 4 1/2 acres 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").

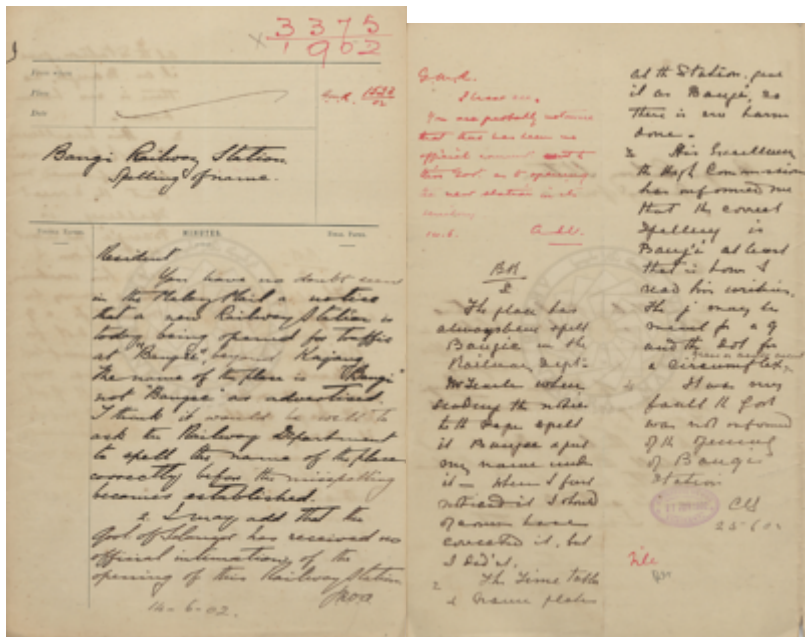
1902-06-14: Pembukaan Stesen Bangi



Sumber gambar: [Kelab Peminat Sejarah & Gambar Lama II, 2017](#)

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").



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").



Gambar hiasan: **Kiri:** Sebuah “halting bungalow”: “banglo singgahan ini sememangnya didirikan oleh British untuk pegawai-pegawainya yang bertugas di luar pejabat. ... Maklumlah ketika itu perhubungan dan pengangkutan agak terhad dan lambat. Alat pengangkutan yang digunakan sama ada bot berenjin wap, sampan (lazim ketika awal penapakan Inggeris di negeri-negeri Selat (Singapura, Melaka dan Pulau Pinang), mahupun di negeri-negeri Bersekutu (Perak, Selangor, Negeri Sembilan dan Pahang). Maklumlah, ketika itu perhubungan air, sama ada di laut atau sungai sangat penting, dan bergantung pada pasang surutnya air. Laluan darat pula merupakan laluan tanah merah merentas hutan (semestinya membahayakan) untuk pengangkutan menggunakan kereta lembu atau kereta kuda. Ketika air surut atau keadaan perjalanan yang tidak mengizinkan seperti pada waktu malam atau gangguan hidupan liar seperti gajah, harimau dan buaya, banglo inilah tempat rehat mereka, sebelum menyambung tugas yang diamanahkan. Jadi, banyakkah 'halting bungalow' ini dibina di laluan perjalanan di serata negeri-negeri tersebut.” (AKU BUDAK TELOK, Oktober 28, 2013:

|

["TELOK 1913: BANGLO SINGGAHAN BRITISH \(HALTING BUNGALOW\) DI TPG"](#)).

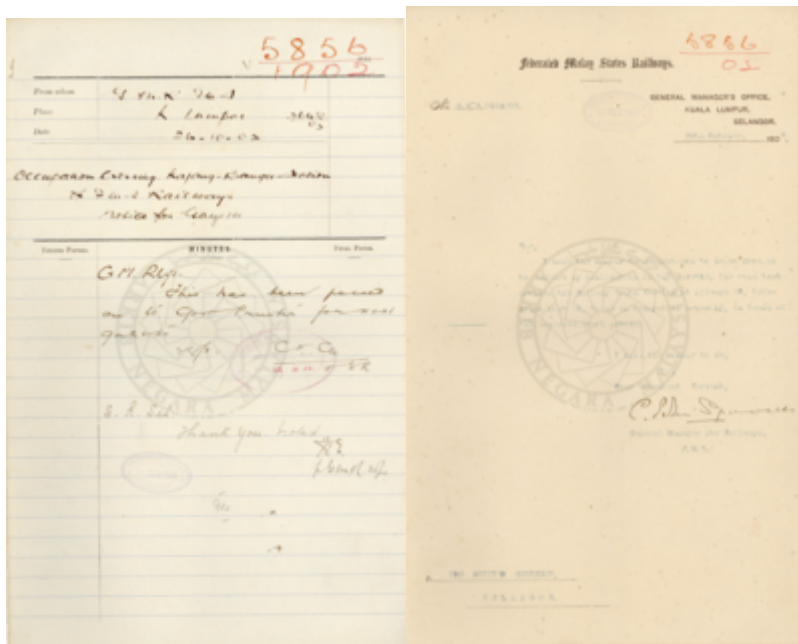
Kanan: Kuarters stesen keretapi Alor Star (dibina di antara 1912-1915): “Railway Quarters, Jalan Station, Alor Star (CNB 2013)” (Simply Norma, 28 January 2013:

|

["Nostalgia: Alor Star Station & Railway Quarters"](#)).

Kemungkinan sedikit sebanyak menyerupai rekabentuk rumah persinggahan di stesen keretapi Bangi ini.

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

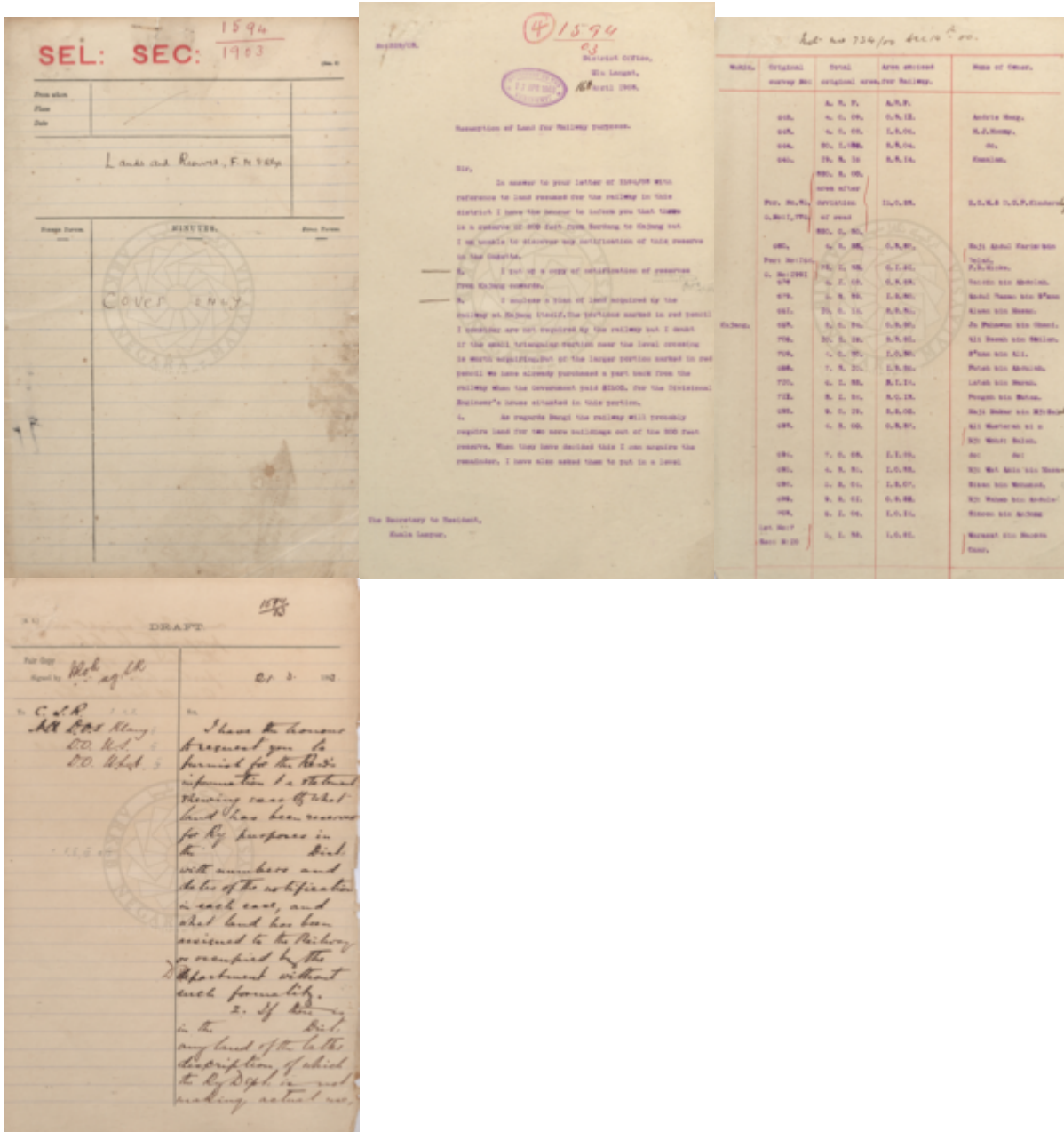
Perihal landasan keretapi Bangi-Seremban:-

- 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").

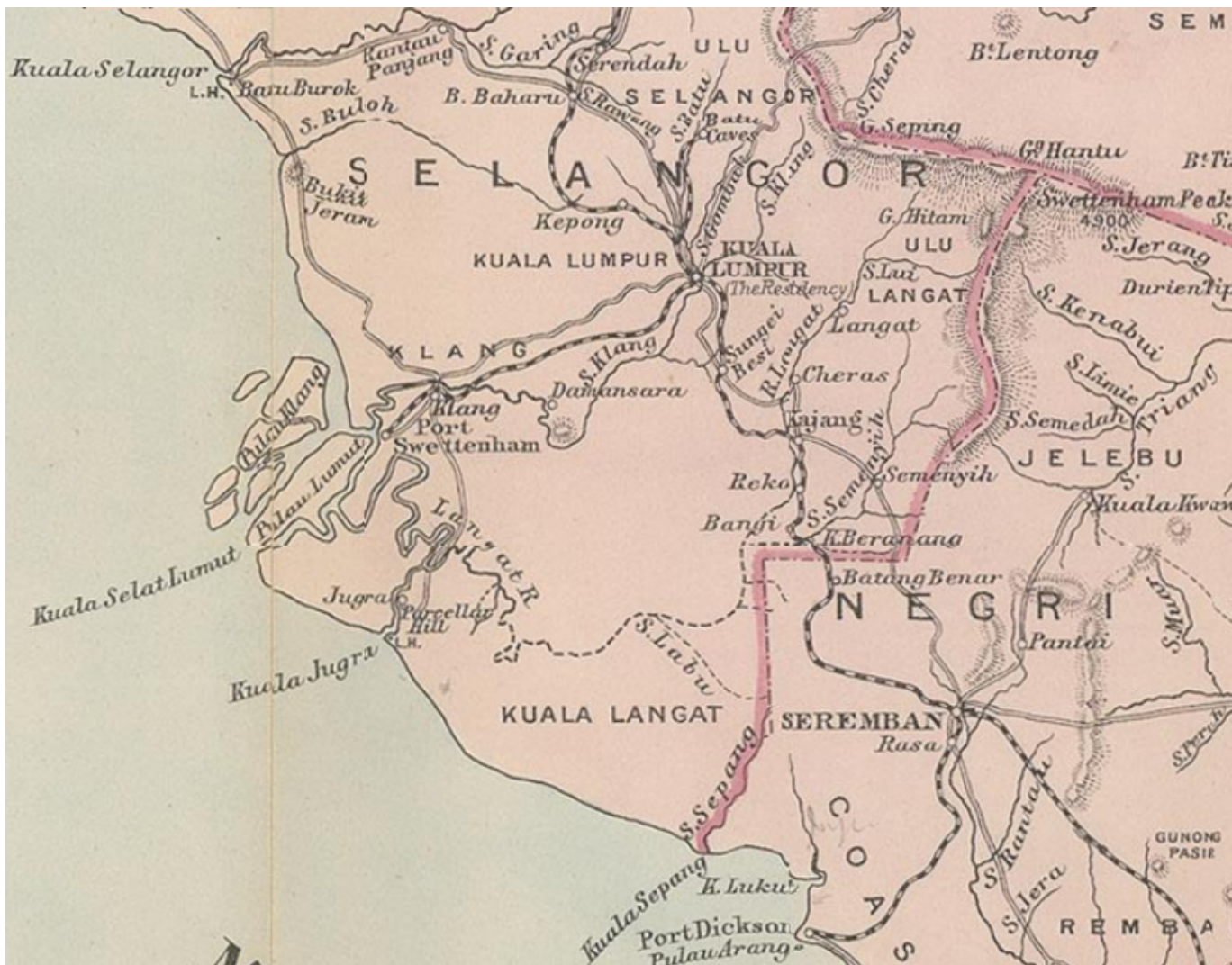
1903-04-16: Perolehan Tanah Landasan



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").

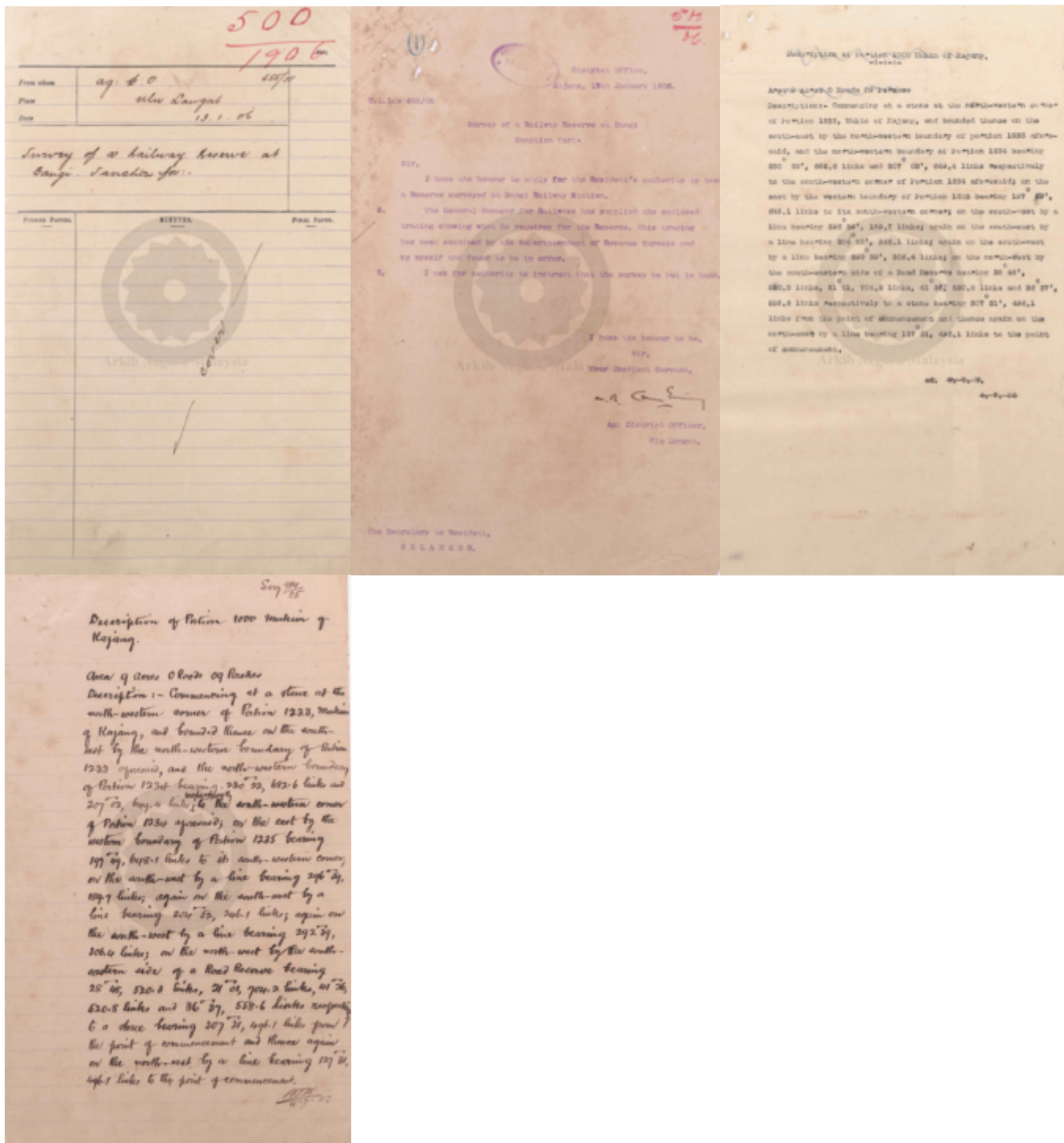
Peta Jalan dan Landasan, 1906



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	1080	11	137	70
Bahau	1072	69	160	48
Kuala Pilah	1065	67	173	46
Triang	1105	01	193	40
Mentakab	1125	66	213	45
Jerantut	1158	21	240	00
Tembeling	1167	32	255	11
Kuala Lipis	1191	28	276	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."

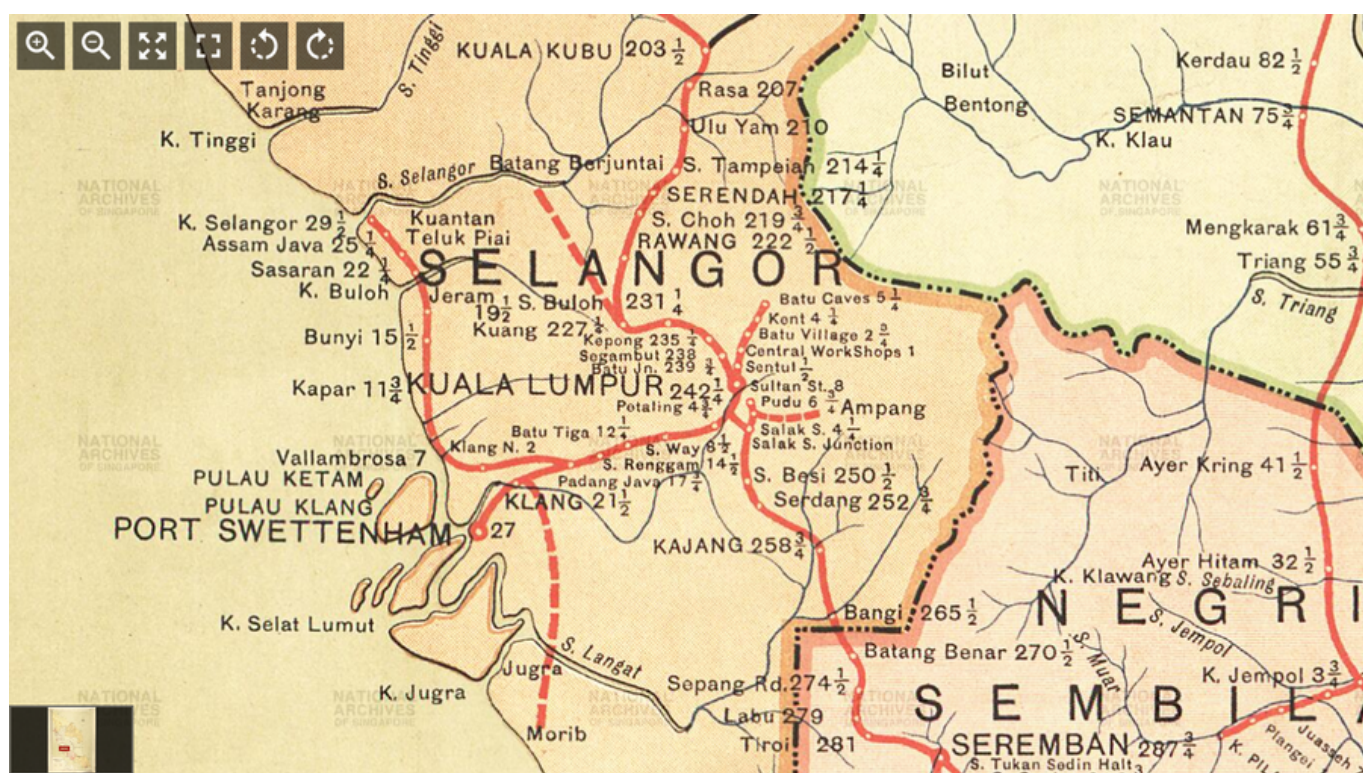
(Sumber gambar: Izmal Karim @ Facebook, 4 April 2021:

"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)





Peta landasan keretapi Negeri-negeri Melayu Bersekutu (NNMB), 1914 (P.A. Anthony, 1914:

["Federated Malay States Railways: Pamphlet of Information for Travellers"](#)).

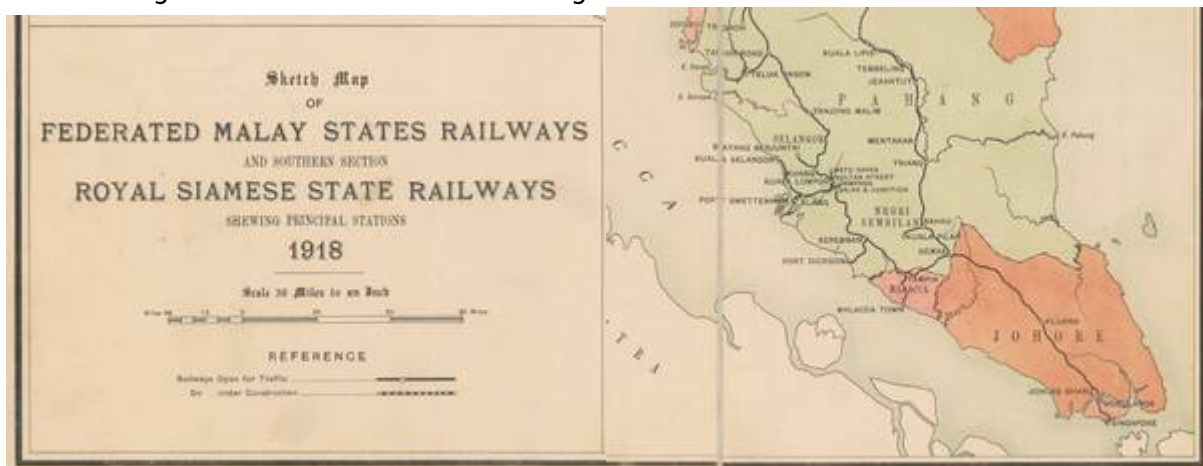
Kiri: Peta versi penuh.

Kanan: Sebahagian peta, pada bahagian negeri Selangor.

1917-08-30: Petisyen Stesen Keretapi Bangi

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:-



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	09	160	48
Kuala Pilah	1085	07	173	46
Triang	1105	01	193	40
Mentakab	1125	06	213	45
Jerantut	1156	21	246	00
Tembeling	1167	32	255	11
Kuala Lipis	1191	28	279	07
TAMPIN	1017	58	170	35
Malacca	1038	09	191	36
SEREMBAN	987	37	200	44
Port Dickson	1012	23	225	30
SALAK SOUTH JN.	946	43	241	38
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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)"

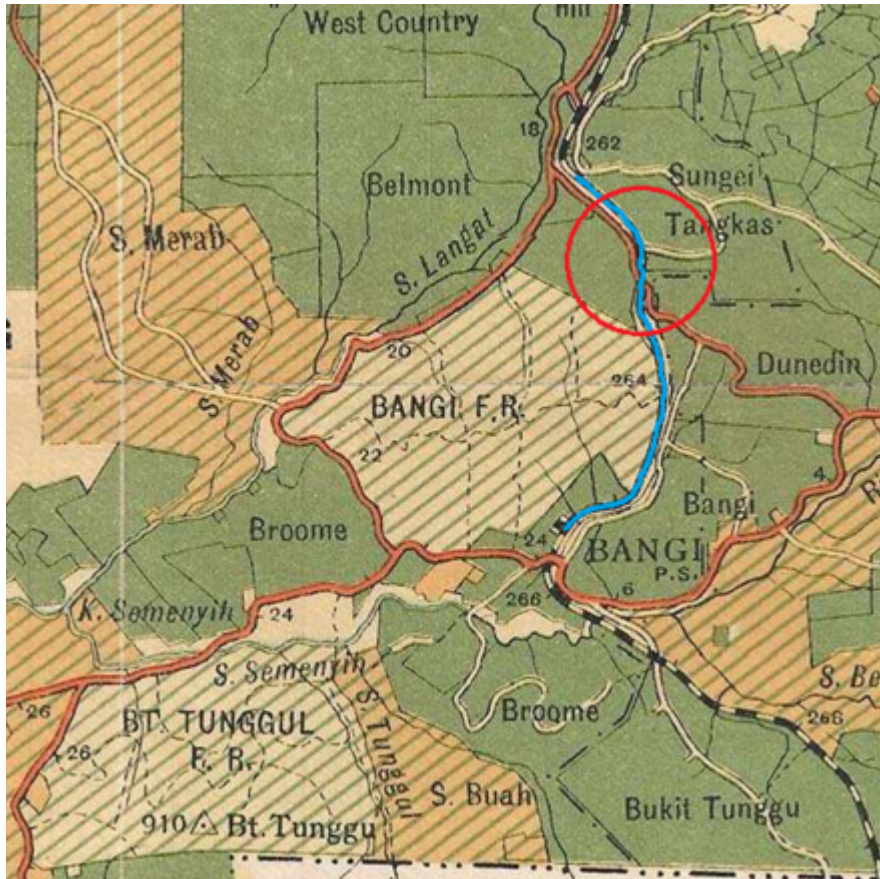
1923-12-25: Gelinciran Keretapi di Sekitar Hutan Simpan Bangi

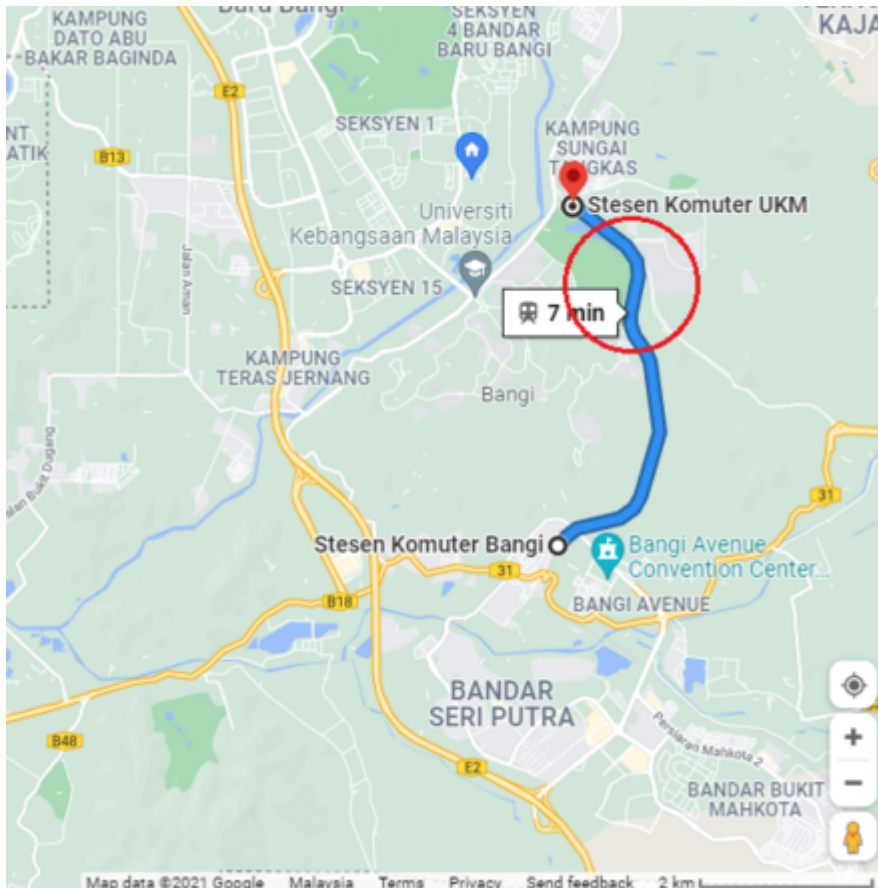
Pada hari Krismas tahun 1923, kereta api mel dari Singapura ke Kuala Lumpur telah tergelincir dari landasan kira-kira 2 batu selepas Stesen Bangi, kemungkinan di pinggir Hutan Simpan Bangi (kini sekitar UKM / Alam Sari). Kejadian berpunca daripada satu gandar gerabak yang patah, mungkin disebabkan muatan 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 occurred 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:

|

"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, suratkhbar, 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(I).

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 Tunggul, Sumatera. Mereka menaiki bas ke Bidor, kemudiannya naik keretapi ke Singapura. Malangnya tambang kapal dari Singapura ke Pulau Tunggul 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.



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-kampung-nya di-Johor telah mati terbunuh malam tadi waktu menumpang kereta-api. Pelajar itu, Abdul Aziz bin Abdul Ghani, berumur 16 tahun di-perchayai telah terhantok kepada 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.

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

Laman Utama	1900-1909	1910-1919	1920-1929	1930-1939	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1999
Siri Cebisan Sejarah:	Bangi	Gambang	Hutan	Ipoh	Kajang	Kuala Lumpur	Kuantan	Pulau Pinang	Hubungi Kami	

Selain petikan dan sumber yang dinyatakan, rencana ini telah diusahakan oleh TMK Pulasan, di bawah kelolaan Syahrul Sazli Shahrir <sazli@pulasan.my>. Pengakuan penting: Kami bukan ahli sejarah! Sila klik di sini untuk penjelasan lanjut.

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