



Mariana Isa  
Maganjeet Kaur

# KUALA LUMPUR STREET NAMES

Kuala Lumpur's street names reflect its rich mix of cultures and its growth from a small tin mining settlement to the leading capital city that it is today.

This encyclopedic A-to-Z guide explores the meanings and origins of KL's street names, past and present – from those named after notable persons and prominent landmarks (often bygone), to those named after local flora and fauna. Themed clusters, such as the streets in Taman Sri Bahtera named after traditional Malay boats, lend their neighbourhoods a distinct identity. Of particular historical interest in KL is the renaming of its streets over the years, ranging from literal translations (for example Church Road becoming Jalan Gereja), to completely new names (Parry Road to Jalan P Ramlee).

Drawing on extensive research, authors Mariana Isa and Maganjeet Kaur uncover the stories behind more than 1500 street names, providing a fascinating new perspective on KL's evolution over the years.

- The essential guide to street names in Kuala Lumpur
- Discover their origins and meanings
- Trace the renaming of streets from colonial times to the present
- Illustrated with over 200 photographs and maps

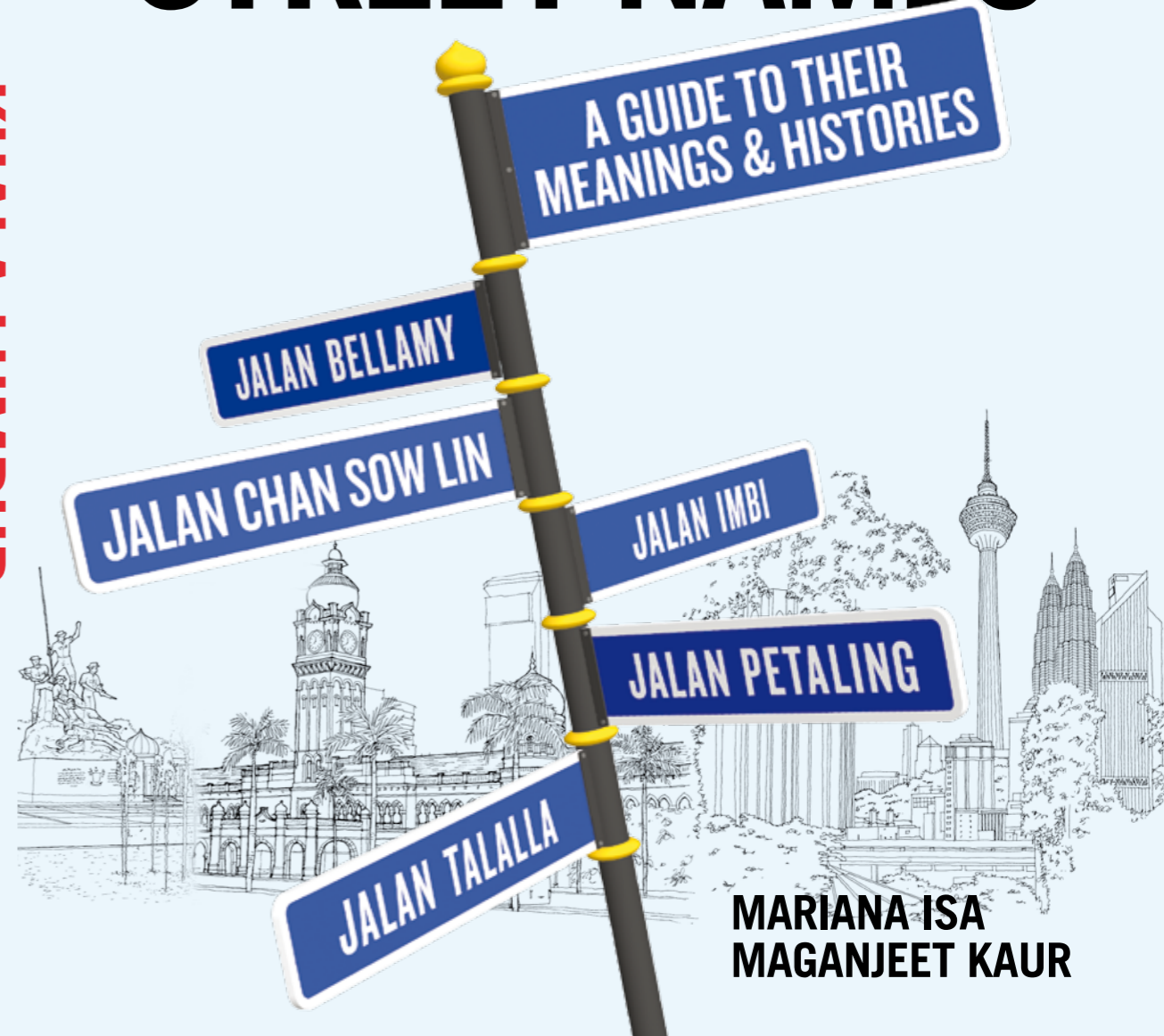
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STREET NAMES

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MARIANA ISA  
MAGANJEET KAUR

For Review only

# **KUALA LUMPUR STREET NAMES**

*A Guide To Their Meanings & Histories*

**Mariana Isa  
Maganjeet Kaur**

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## Preface

Many a street name tells a story, and taking a toponymic approach to its study allows us to uncover the hidden or forgotten history of the area it lies in. We also get to understand the values and aspirations of the society at the time the street was named, and with this, the changing political and social landscape becomes apparent.

With its catalogue of over 1500 street names in Kuala Lumpur, we hope this book will benefit both the serious researcher as well as the casual reader. This catalogue represents formal names that have appeared on Kuala Lumpur maps since 1889. Admittedly, there may be names from the last 126 years that we have failed to include, especially those that could not be verified or established this time around. There is material yet to be uncovered and our information-gathering is ongoing. We encourage you, our readers, to contact us should you have other insights on the meaning behind a street name that will help towards the goal of building a complete database on our intangible heritage, the street names of Kuala Lumpur.

Our findings are primarily based on plans and records found at Arkib Negara Malaysia (National Archives of Malaysia). A proposal for street naming is usually accompanied by a location plan as well as a justification in the form of a short write-up or biography. These proposal documents are our main sources of information, supplemented by old maps and newspaper articles describing local events. What we lack is information from Chinese, Tamil, and Jawi-script Malay newspapers, which would most definitely provide additional insight through local references and further information on the prominent personalities from the various communities. We have also not been able to uncover information on street names during the Japanese Occupation.

In researching and writing this book, we received help from many people, and we would like to express our gratitude to the following:

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The Kampung Baru Malay Agricultural Settlement Board of Management, which provided us with a number of leads.

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We also received important leads and information from a number of individuals, which helped us tremendously in our research. We especially thank Abdul Malek bin Salleh, Ar. Ahmad Najib Ariffin, Dennis De Witt, Dato' Ar. Hajeedar Abdul Majid, Hanifah Yoong Yin Fah, Ken Yap, Kerpai Singh, Kok Zen Min, Dr. Lee Su Kim, Mariq Marzuki, Ng Siew Ching, Patrick Armitage, Pritpal Singh, Ar. Rosli Mohd Ali, Santa Kumari, Stuart Wakefield, and Tunku Iskandar Dzulkarnain.

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Mariana Isa    Maganjeet Kaur

September 2015, Kuala Lumpur

# Introduction

## Street Naming in Kuala Lumpur Through the Decades

In the days when rivers functioned as the primary means of transportation, the streets of Kuala Lumpur were merely secondary and tertiary arterials. These streets began as dirt paths – clearances cutting through tropical forests and jungles. The paths would be covered with coconut leaves during the rainy season to avoid the inconveniences of a muddy track. Major routes were constructed up to a width of 18 feet (5.5 metres), wide enough to allow bullock carts to pass through.<sup>1</sup>

Kuala Lumpur’s early earth roads with their neverending vistas of tropical greenery were preludes to the city’s land communication blueprint. The city’s central street layout has not altered much; only the names have changed, some multiple times. These street names form part of Kuala Lumpur’s urban identity; yet, for a capital city, too little is known of the stories behind them. The oldest document found in Arkib Negara Malaysia (National Archives of Malaysia) presenting a list of street names in Kuala Lumpur is a requisition made in 1889–90 by Selangor’s Public Works Department for enamelled blue plates with white letters, to be installed onto iron poles as street name boards. The iron poles, an improvement on the earlier wooden posts, were

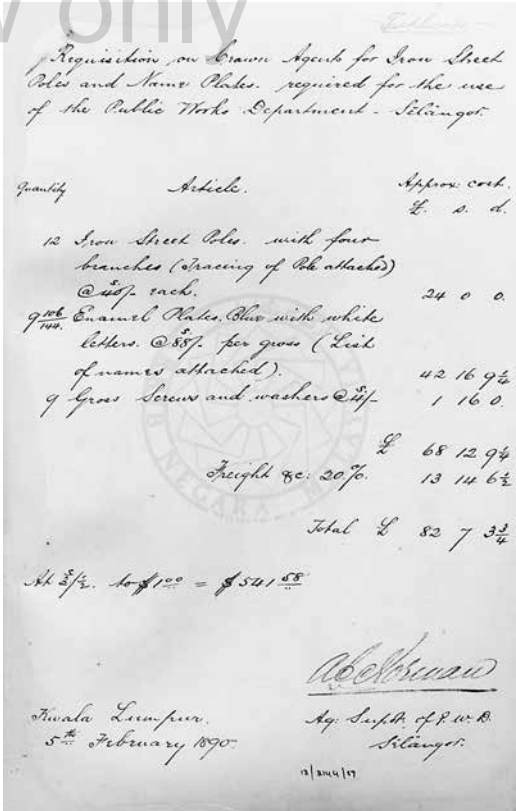


Courtesy of DBKL

The old Seavoy Road, in 1959, surfaced with coconut leaves during the rainy season, a common sight before tarmac roads became a norm in the country. Seavoy Road is known today as Jalan Titiwangsa.

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ANM Acc. No. 1957/0016734



An order for street name plates accompanied by a list of street names in Kuala Lumpur, signed off by the Acting Superintendent of Selangor PWD A.C. Norman on 5 February 1890

imported from Glasgow, produced by Hanna, Donald & Wilson Engineers & Millwrights. We can assume that the “official” street names in the city were “sealed” with the erection of these street name signs. Residents of Kuala Lumpur would be pleased to learn that today’s street name plates have somewhat retained the colour scheme selected 125 years ago.

### 1880s–1890s

There are hints that the different groups of early settlers in Kuala Lumpur had different names for the same streets, in their own language or dialect. Written records are limited, but these names, made up by ordinary people, are assumed to have reflected local traditions, lifestyle or events. When the British Administration formalised street names to regulate spatial order in the city in the 1880s, the local names were written off or translated to project British preferences. Despite this exclusion, the local Asian residents at that time often continued using their own names, except perhaps for those who were English-educated. The Chinese community, for

example, still refer to Petaling Street as “Chee Cheong Kai”, meaning “tapioca mill street”. The colonisation of street names by the British replaced the naming system of Kuala Lumpur’s early inhabitants; unfortunately, with that, memories and knowledge about the people and places from the city’s pre-British period gradually disappeared without a trace.

The official street names in Kuala Lumpur’s 1889 map applied the English terms “Road” and “Street”, except for Jalan Raja, which used the Malay “Jalan”. It is likely that “Jalan Raja”, or “king’s street”, was an early local Malay name that was generally accepted by the majority, which the British officers saw no point in changing – further evidence that the English and vernacular street names co-existed during this period. As there were several unofficial names for each street, the Acting Government Secretary, Gerald Browne, issued a circular on 14 March 1895 stating that no street could be officially named until it received the approval of the Resident, who at that time was William Hood Treacher.<sup>2</sup> The names adopted at this juncture formed the city’s oldest layer of “formal” street toponyms.

The early manner of street naming in the city was rather simplistic, and the names served primarily as directional indicators. The name “Pudu Road”, for example, described the road that led to Pudu Village. Names of places and villages back then had semantic content that reflected topographical features, e.g. names of mountains, rivers and trees. So while street names like Batu Road, Ipoh Road, Petaling Street and Pudu Road denoted destinations, they

were also impressions of the natural landscape that the words imply. Today, knowledge about native plants and species is concentrated among very few people. Hardly anyone living in these areas realises that *ipoh*, *petaling*, *pudu* are names of trees.

The shape of Kuala Lumpur’s early thoroughfares was determined by the transportation activities supporting the thriving tin business. Routes linking the city centre to tin mining settlements, administrative capitals and trading ports developed into the spine of Kuala Lumpur’s arterial road network. With the exception of Batu Road, other roads, e.g. Ampang,

Pahang, Ipoh, Damansara, Klang, Petaling and Pudu, have retained their directional names. Other early roads that were named after their destinations included Brickfields Road, Barrack Road, Church Street, Hospital Road, Kandang Kerbau Road, Kandang Lembu Road, Market Street, Residency Road, and Theatre Street.

Several streets were also named after the communal villages that they connected to, such as Malacca Street after Kampung Malacca, and Kampung Attap Road after Kampung Attap. This

was a common naming pattern that continued into the 1950s (for example, Jalan Kasipillay after Kampung Kasipillay and Jalan Maarof after Kampung Maarof). There were also ethnic names, like Hokkien, Java, Macao, and Malay, which reflected the prominent presence of the respective communities along the road. Today, the only names that are linked to the early communities and villages from this period are Jalan Melaka (Malacca Street), Jalan Melayu (Malay Street) and Jalan Kampung Attap (Kampung Attap Road). Their signage stands as the only memory of the vibrant neighbourhoods that once defined these areas.

Commemorative names were introduced by the British Administration. The early selection in Kuala Lumpur represented governors and high-ranking officers of the Straits Settlements like Weld, Clarke, Cecil, Dickson and Maxwell, who then exerted considerable control over the administration of the city from Singapore.

There were a few roads that had names of personalities connected with the early development of Kuala Lumpur, such as the Chinese Kapitan Yap Ah Loy and the contractors Hill and Rathborne. These names, however, were destinal rather than commemorative, as they led to properties that belonged to the personalities. Yap Ah Loy Street appears to be the only one named after a non-European or Eurasian that was recorded in Kuala Lumpur’s 1889 map. It is also the only name from this map that has lasted till today.

1900s–1920s

A Street Naming Committee was formed within Kuala Lumpur’s Sanitary Board (today known as Kuala Lumpur City Hall or DBKL) to review and select appropriate names for public roads and streets, taking into account suggestions forwarded by members of the public. Placed under the Town Planning and Building Department, the members on the Committee regulated the policies and guidelines for street naming that created an identity for the city and its inhabitants.

A number of policies from this period continue to influence Kuala Lumpur’s present principles of street naming. One is the adoption of the British custom where no street should commemorate a person except posthumously (as there is always a risk of circumstances changing). A person’s position in history must be established before his name is embedded onto a street. Nevertheless, there were roads named after British officers and community leaders in Kuala Lumpur that were made official during their lifetime, e.g. Belfield, Bellamy and



The early earth track known as Ampang Road which led to the Ampang Mining Settlement, in the 1890s



A street in Kuala Lumpur in the 1880s

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Old Market Square  
in the 1910s

Swettenham. This was only allowed to take place with the individual's permission so as not to mislead people into thinking that they were already dead. Foch Avenue, named after Marshal Ferdinand Foch, the celebrated French general, was the first street in Kuala Lumpur to pay homage to an internationally known personality.

In the beginning, the British Administration decided that it would only develop roads that were surrendered by the public for free. Most of the landowners, having to give up their land for nothing, asked that the roads be named after them in return. In some cases, the government complied and this is seen in the appearance of road names such as Muttiah Chetty Lane and Yew Swi Guat Street. Choo Cheng Kay struck a deal for the road built on his surrendered land to bear his name in perpetuity. Naming roads after former landowners is no longer permitted.

In view of the fact that long names are apt to cause inconvenience to the public, another policy limited street names to two words (excluding the "Road" or "Jalan"). This explains the shortened versions of the older road names in Kuala Lumpur, whether it was a name of a tree, village or personality, e.g. Jalan Abdullah Hukum instead of Jalan Haji Abdullah Hukum. This policy no longer applies, but names are limited to 50 letters in length. At present, the longest street name in Kuala Lumpur is "Sultan Mizan Zainal Abidin", with 23 letters.

Roads were also named after landmarks that were in the vicinity when they were constructed. Some roads bearing the names of personalities, such as Imby Road, actually referred to their land or houses. Most of the street names of this nature have outlived their landmark structures. The history of Kuala Lumpur would not be complete without the mention of three prominent businessmen and landowners during the early 1900s, Haji Taib, Loke Yew and Thamboosamy Pillay. Although it cannot be definitively ascertained, the three roads bearing their names were probably associated with their properties as well.

### 1930s–1940s

Under Section 109 of the Municipal Ordinance (S.S. Cap 133), which applies to the Municipality of Kuala Lumpur, "the Commissioners may determine, subject to the approval of the Ruler in Council, the name by which any street shall be known, and alter the name of any street or part of a street". Hence, from late 1930s onwards, proposed street names were forwarded to the Selangor State for His Highness the Sultan of Selangor, Ruler in Council, for review and approval.

Even during this period, two decades before independence, the desire for roads to be named in Malay was already expressed by both British and local officers, and especially by the Sultan of Selangor, Sultan Alauddin Suleiman Shah, who held power over Kuala Lumpur. Under the instructions of Sultan Suleiman, a list of suitable Malay names of various themes was compiled and approved on 10 May 1938 for the Street Naming Committee to refer to and consider. Sultan Hishamuddin Alam Shah, who succeeded Sultan Suleiman, preferred the names of individuals to the names of animals and plants. In his view, roads named after well-known Malays were appropriate in a Malay state.

To facilitate road finding, a system of thematic grouping – reflecting the characteristics of an area – was introduced. The earliest group of names paid tribute to prominent local personalities. Streets in the Malay Agricultural Settlement were named after its Board members; they were the first to bear the names of Malay personalities. Those commemorated in this area in November 1933 were Dato Abdul Razak, Daud, Hamzah, Khatib Koyan, Raja Ali, Raja Mahdi, Raja Mahmud, Raja Muda Musa and Raja Uda. In 1940, roads branching off Seavoy Road were collectively named after Chinese personalities: Boon Kim, Chiew Yoke, Gin Lek, Kim Leng, Loong Hin, and Ng Ngee. The practice of naming streets to commemorate local personalities continued, and over time, family relations may be traced. Jalan Dato' Razak, Jalan Doktor Latiff and Jalan Yaacob Latif are named after three generations of a family, with the last being Yaacob bin Doktor Latiff bin Dato' Razak. These "family-linked" roads are, however, located far from one another, having received their names at different times for different reasons. Government agencies that had built their own roads within their estates also commemorated their early Directors, e.g. Bertie Eaton of the Rubber Research Institute. There is also an interesting case of two streets in Kuala Lumpur paying homage to the same person – perhaps inadvertently. Who would have thought that Jalan Sin Chew Kee was named after Yap Kwan Seng's pseudonym?

The first group of numbered street names appeared in Sungai Besi (which developed from Jalan Satu, which led to Kampung Satu), and later Sentul. Rather than using numerals, the numbers were spelled out in Malay – *satu*, *dua*, *tiga*. The State Engineer in 1955 condemned this practice as lacking in imagination and creativity.<sup>3</sup> Numeric street names are no longer encouraged today for similar reasons.

It is possible that the Japanese Army named or renamed some roads between 11 January 1942 and 15 August 1945. Further research may reveal an interesting layer of toponyms from this period. That said, roads renamed, if any, were returned to their pre-war names when the Japanese Occupation ended.

The Malaya Command Centre moved to the old rifle range area after the war and grouped its street names according to a military theme, mostly tied to the history of the two World Wars, e.g. Alexander Road, Messervy Road and Highgate Hill. This system of thematic grouping was

further extended to Federal Hill (Bukit Persekutuan). In conjunction with the Federation of Malaya in 1948, streets in this government housing estate were named after the Malayan States (except Melaka, Pahang, Penang and Perak, to avoid duplication of the existing Malacca Street, Pahang Road, Penang Street, and Perak Road). The Police Depot, too, had a theme for their private roads, naming them after former Police Commissioners and Commanders of the Force, e.g. Douglas, Iskandar and Talbot.

Decisions by the Kuala Lumpur Municipality were not always well received by the public. There was a storm of protest at the renaming of Java Street as Mountbatten Road in 1945/46. This event resulted into a directive from the Street Naming Committee to the Municipality to carefully consider street name changes, and that if renaming was really necessary, Malay characteristics should be borne in mind.<sup>4</sup>

**1950s–1960s**

In 1953, the decision was made to avoid mixing languages in street names. Names were either completely in English or completely in Malay. By 1960, the policy for road names to be in the national language was implemented and all road names in Kuala Lumpur were translated into Malay. The Urban Terminology Committee, with approval from Dewan Bahasa dan Pustaka (Institute of Language and Literature), changed the English words “Road”, “Streets”, “Lane” to “Jalan”, “Lebuh” and “Lorong”, respectively. Descriptive street names were also translated, e.g. “Circular” to “Pekeliling”. The lack of recorded information on the earlier street names (a number of records were lost during the war) saw some literal translations that did not carry

the former meaning. Among these was “Holland Road”, which had been named after Hugh Holland, but ended up mistakenly translated as “Jalan Belanda”, the Malay name for the country of Holland. One particular road, Jalan Peach Avenue, has somehow ended up with both the Malay “Jalan” and English “Avenue”. Street names originally spelled using the old Malay spelling standards have been updated to the new, except for a few in well-established areas. For example, “Ayer”, “Baharu” and “Leboh” have been retained in some places instead of being updated to “Air”, “Baru” and “Lebuh”. A few road names in other languages have been left untranslated. “Nanyang”, which means “Southeast Asia”, and “Tung Shin”, after the hospital, come from Chinese words. There is also “Kovil”, which is Tamil for “temple”.

The journey towards independence saw the rise of outstanding self-made local personalities. A large number of them sat on the State and Federal Councils. Street names like Benjamin, Cumarasami, Lai Tet Loke, San Ah Wing and Vethavanam commemorate men who were active in public service. Their illustrious lives are inspirational and their contributions to the city deserve more attention. The Street Naming Committee also held educationists in high regard, naming roads after principals of prominent schools, e.g. Abraham, Foss, Horley, Marsh, Peach and Shaw.

Minor streets were given the same “surname” as a major road, and new roads bore some thematic relation with other roads in the locality. Jalan Pahang Kecil took the surname of its main road, Jalan Pahang. Branch roads of Jalan Kuantan, Jalan Klang and Jalan Ipoh were named after places located near the towns. The same went for roads branching off Jalan Kuching, which were introduced after the Federation of Malaysia in 1963.

In 1951, the Post Office and Election authorities requested from the Commissioners a logical system of address and a list of names for about 80 unnamed streets in the city.<sup>5</sup> The grouping system was strongly recommended. Thematic group naming after natural elements like flowers, trees and fruits appeared in different sections. These sections were referred to by KL City Hall as “*kawasan bunga*” (flower section), “*kawasan pokok*” (tree section), and so on. The policy had the advantage of indicating to the public in which section of Kuala Lumpur a street was located, though the selected themes did not necessarily reflect the character of the place. In 1960, the military road names in the Malaya Command Centre were changed to a theme of traditional weapons – *ranjau*, *tekpi*, *badek*, *chenangkas*. This marked the first appearance of street names in the Malay language that were related to local heritage.

**1970s–1980s**

The advent of large private housing estates expanded the use of thematic categories. The themes were “Malaysiana” in general, and seem to have been sourced from a directory of suggested names provided by the Street Naming Committee. Street names under these different categories became an object of knowledge, which circulated a simple understanding of a subject, e.g. the different types of prawns, trees, fishes, historical characters and legends. Over time, the real meaning of a theme was sometimes lost. The names with *awan* (“cloud”) in Taman Overseas Union, e.g. Jalan Awan Cina and Jalan Awan Gelugor, are generally taken to be of the celestial elements, but are in fact names of traditional engravings and patterns. It also appears that some names were included under their categories rather superficially. Those not familiar with the



Courtesy of DBKL

Jalan Foch in the 1960s

various species of *jambu* (including guava and rose apple) may not realise that names such as Jalan Jambu Gajus and Jalan Jambu Golok are actually those of the unrelated cashew fruit. Jalan Garuda and Jalan Jentayu, which are named after mythical birds, also seem a bit out of place among roads that are named after real birds.

Residential estates with street names commemorating personalities as a theme are Taman Tun Dr Ismail, where they are named after the country's nation builders; and Taman Taynton View, with streets that were sentimentally named after friends of the developer. Later developers opted for a simpler solution, using the name of the housing estate as the surname for all the streets within the development, e.g. Jalan Ibukota in Taman Ibukota.

At this juncture, street naming also grew more political than before. Decolonisation of street names took place, in which streets named after British officers were renamed to commemorate local personalities, e.g. Jalan Campbell to Jalan Dang Wangi (1980), Jalan Mountbatten to Jalan Tun Perak (1981), and Jalan Parry to Jalan P Ramlee (1983).

1990s–2000s

Street naming was rather quiet during these two decades. New names after prominent political figures such as Yaacob Latif, Tun Tan Siew Sin and Tun Sambathan continued to replace the older ones. One unique name change was the renaming of Jalan Selat to Jalan Esfahan to commemorate a town in Iran as a symbol of Kuala Lumpur's and Iran's good ties. This was reciprocated in Esfahan. A famous hawker street, Jalan Alor, was renamed Jalan Kejora for a brief period in 2008. The move was retracted by the local council after taking the public's feedback into consideration.



Medan Pasar bus stop in 2008

2010s

In 2014, eight new road names were introduced commemorating past and present Yang di-Per-tuan Agongs of Malaysia. Another new road name, Jalan Rakyat, associated with the new Bank Rakyat building in Brickfields, was introduced in January 2015.

The authority to name streets continued to be under the jurisdiction of DBKL until it was taken over by the Ministry of Federal Territory in 2009. DBKL's current role in street naming is to process applications, assist the Ministry, and recommend suitable names and locations to the Street Naming Committee.

Today, the Street Naming Committee is known as Jawatankuasa Kebangsaan Nama Geografi (National Geographical Name Committee). It was established in 2002 to coordinate the correct

geographical terms for places and road names. Members are representatives of different governmental and non-governmental bodies: Department of Survey and Mapping Malaysia (JUPEM); Ministry of Culture, Arts and Heritage; Ministry of Federal Territory; Malaysian Administrative Modernisation and Management Planning Unit (MAMPU); Malaysia Geospatial Data Infrastructure (MyGDI); Royal Malaysia Police Traffic Department, to advise on traffic control; Pos Malaysia, to advise on postal and address management; Malaysian History Association, for historical input; Dewan Bahasa dan Pustaka, for guidance on the usage of the Malay language; and internal DBKL departments – Traffic Management Department, Civil Engineering Department, Town Planning Department – to offer consultation within their professional capacities.<sup>6</sup> When necessary, representatives from other agencies may be called to sit in the Committee.

Applications for new road names from developers are submitted to DBKL's Infrastructure Planning Department and reviewed by the National Geographical Name Committee for recommendation before they are forwarded to the Ministry of Federal Territory for approval.

Over a span of 126 years, street names in Kuala Lumpur have not only recorded the success story of a small tin mining settlement that grew to be a leading capital city, but also the journey of this old colonial town in finding itself an identity that reflects an independent Malaysia. As a capital city, its street names play a role as a medium for nation building.

Kuala Lumpur continues to grow at a phenomenal rate, with new highways, new housing estates and new mixed developments, out of which new street names will emerge. As a name makes a place, there should be a sense of responsibility among all parties involved in determining the new street names to select those that are creative and reflective of the colourful social, cultural, political and economic narratives of Kuala Lumpur, while keeping some from the past for future inhabitants to ponder on. Street names will continue their role as a record of Kuala Lumpur's story and a reminder of the values and aspirations of its people.



The current name plates in Kuala Lumpur are made of aluminium composite panels, attached to a black iron pole topped with a gold dome detail. Those in Kampung Baru display the current name in both Jawi and Latin scripts, together with the former name in brackets.

Sources:

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2. ANM Acc. No. 1957/0054548, Naming of New Street Propose Ruling Account	5. KLM 1341/49, Letter from ECC Barret, President of Municipal Commission to the State Secretary
3. ANM Acc. No. 1980/0006480, Minute Paper No 1041/55	6. Garis Panduan Penentuan Nama Geografi 2005

Glossary

Street Types

<i>Bulatan</i>	Circus
<i>Changkat</i>	Rise
<i>Gerbang</i>	Grove
<i>Jalan</i>	Road
<i>Laman</i>	Place
<i>Langgak</i>	View
<i>Lebuh</i>	Street
<i>Lebuhraya</i>	Avenue/Highway
<i>Lengkok</i>	Crescent
<i>Lorong</i>	Lane
<i>Medan</i>	Square
<i>Persiaran</i>	Drive
<i>Pinggir</i>	Close
<i>Pintas</i>	Walk
<i>Puncak</i>	Mount
<i>Tambak</i>	Drive

Directions

<i>Barat</i>	West
<i>Selatan</i>	South
<i>Timur</i>	East
<i>Utara</i>	North

Abbreviations

ACP	Assistant Commissioner of Police
ANM	Arkib Negara Malaysia (National Archives Malaysia)
Ave	Avenue
CB	Companion of the Most Honourable Order of the Bath

Places/Features

<i>Bandar</i>	Town
<i>Bukit</i>	Hill
<i>Dewan</i>	Hall
<i>Gunung</i>	Mountain
<i>Kampung</i>	Village
<i>Kuala</i>	Confluence/estuary
<i>Masjid</i>	Mosque
<i>Padang</i>	Field
<i>Pekan</i>	Small town
<i>Pengkalan</i>	Jetty
<i>Sungai</i>	River
<i>Taman</i>	Gardens
<i>Tanjung</i>	Cape

Modifiers

<i>Baru</i>	New
<i>Dalam/Dalaman</i>	Inner
<i>Hilir</i>	Lower
<i>Lama</i>	Old
<i>Tambahan</i>	Extension
<i>Tengah</i>	Middle
<i>Ulu/Hulu</i>	Upper

CBE	Commander of the Most Excellent Order of the British Empire
CMG	Companion of the Order of St Michael and St George
DBKL	Dewan Bandaraya Kuala Lumpur (Kuala Lumpur City Hall)

DSO	Distinguished Service Order	OBE	Officer of the Most Excellent Order of the British Empire
FMS	Federated Malay States (Perak, Selangor, Pahang, Negeri Sembilan)	OCPD	Officer in Command Police District
GCMG	Knight Grand Cross of the Most Distinguished Order of St Michael and St George	PDRM	Polis Diraja Malaysia (Royal Malaysian Police Force)
IMP	Independence of Malaya Party	PGDK	Panglima Gemilang Darjah Kinabalu (Commander of the Order of Kinabalu)
Jln	Jalan	PMN	Panglima Mangku Negara (Commander of the Order of the Defender of the Realm)
JP	Justice of Peace	PPR	Projek Perumahan Rakyat
KCB	Knight Commander of the Most Honourable Order of the Bath	PULAPOL	Pusat Latihan Polis (Malaysian Police Training Centre)
KCIE	Knight Commander of the Order of the Indian Empire	PUTERA	Pusat Tenaga Rakyat (Centre of the People's Power)
KCMG	Knight Commander of the Most Distinguished Order of St Michael and St George	PWD	Public Works Department
KCVO	Knight Commander of the Royal Victorian Order	Rd	Road
KEMENTAH	Kementerian Pertahanan (Ministry of Defence)	Sdn Bhd	Sendirian Berhad (Pte Ltd)
KLCC	Kuala Lumpur City Centre	SJK	Sekolah Jenis Kebangsaan (vernacular school)
KRIS	Kesatuan Rakyat Indonesia Semenanjung (Indonesian Peninsular People Union)	SK	Sekolah Kebangsaan (national school)
Ln	Lane	SMK	Sekolah Menengah Kebangsaan (national secondary school)
Lrg	Lorong	SP	Seri Pahlawan Gagah Perkasa
LRT	Light Railway Transit	St	Street
MAS	Malay Agricultural Settlement (Kampung Baru)	TNB	Tenaga Nasional Berhad (National Electricity Board)
MBE	Member of the Most Excellent Order of the British Empire	UKM	Universiti Kebangsaan Malaysia (National University of Malaysia)
MCA	Malayan Chinese Association (today Malaysian Chinese Association)	UMNO	United Malays National Organisation
MIC	Malayan Indian Congress (today Malaysian Indian Congress)	UNESCO	United Nations Educational, Scientific and Cultural Organisation



**Bangsar** and surrounding residential areas A large part of the greater Bangsar area – including Bangsar Baru, Bangsar Park, Bukit Bandaraya, Taman Bandaraya and Taman SA – has roads named after **plants**. While roads such as Jalan Ara and Jalan Keruing are named after common plants, Jalan Telawi and Jalan Terasek are prime examples of some uncommon ones. Roads in Bangsar Park are almost exclusively named after trees in the citrus family. This naming of roads after trees also spills over into neighbouring Lucky Garden.

**Bukit Damansara**

Roads in this neighbourhood follow two major naming schemes. In the first scheme, road names start with the word “**Setia**” (which means “loyal”), appended with an adjective. Examples are Jalan Setia Bakti, Jalan Setiakasih and Jalan Setia Murni. In the second scheme, roads are named after **plants** and include Jalan Basong, Jalan Beringin, Jalan Chemperai, Jalan Dungun and Jalan Teruntong.

**Bukit Persekutuan**

Federal Hill’s housing quarters were expanded and officially named in 1952, to commemorate the formation of the Federation of Malaya in 1948. As such, it was deemed appropriate to name the roads in this area after **states in Malaya** and they were duly named on 12 October 1953. State names selected were Selangor (which was given the place of honour), Kedah, Kelantan, Johor, Negeri Sembilan, Perlis and Terengganu. Kuala Lumpur already had a Malacca Street, Perak Road, Penang Road and Pahang Road, so these state names were excluded. Extensions to Jalan Johor and Jalan Negeri Sembilan were named in 1954 as Jalan Johor Selatan and Jalan Negeri

Sembilan Selatan respectively. This area is now known as Bukit Persekutuan and another road named after a state, Jalan Pulau Pinang, has been added to the area.

Source: ANM Acc. No. 1957/0302322

**Desa Tun Hussein Onn**

Part of Hawthornden Estate, which contained rubber plantations on previous mining land, was developed into a housing estate specifically for the armed forces in 1990. It was named to honour Tun Hussein Onn (1922–1990), the third Prime Minister of Malaysia. Tun Hussein Onn had himself served in the military and also held the position of Minister of Defence. He joined the Johor Military Force as a cadet in 1940 and received his training at the Military Academy in Dehra Dun, India. During World War II,



Roads within Desa Tun Hussein Onn

he served in Egypt, Syria, Palestine, Iran, and Iraq before returning to resist the Japanese invasion of Malaya.

The Desa Tun Hussein Onn housing development project built 2,016 units of flats, mostly for officers of lower rank, and this helped in a large way to satisfy the urgent housing requirements for the armed forces at the time. The roads are named after **soldiers** who died fighting against communist insurgency in Malaya and who were conferred the Seri Pahlawan Gagah Perkasa (SP), an award given to those who show extraordinary courage. The soldiers honoured are Abdul Razak Hussin, Hamid Ismail, Lenggu ak China, Mohana Chandran, Rasli Buang, Saimun Tarikat, and Zainal Abdul Rashid.

Sources: ANM Acc. No. 2006/0022771; Portal Rasmi Tentera Darat Malaysia 2014

**Off Jalan Cheras**

The section of Jalan Cheras that meets Jalan Loke Yew has a number of housing estates on both sides with roads named after **fishes**. The estates with this fish theme are Taman Ikan Emas, Taman Tenaga, Taman Pertama and Taman Bukit Ria. Commercial fish ponds used to dot the area and these provide a clue to the naming of the roads.

**Off Jalan Ipoh**

Roads off Jalan Ipoh within Taman Rainbow (e.g. Jalan Gopeng, Jalan Krian, and Jalan Tapah), Taman Eastern (Jalan Bukit Berapit and Jalan Bukit Gantang) and Taman Impian (Jalan Bukit Candan) are named after **places in Perak** close to its capital, Ipoh.

The area between Jalan Ipoh and Jalan Kuching, which includes Taman Bamboo, Taman Kok Lian and Taman Seri Kuching, also has roads named after places in Perak.

**Off Jalan Keramat Hujung**

A small area lying in the northeast of Kampung Datuk Keramat has roads associated with **fortune-telling**. These roads (Jalan Bomoh, Nujum, and Pawang) were likely named as such due to their location within Kampung Datuk Keramat – *keramat* means “shrine”, while *datuk* means “ancestor”.

**Off Jalan Klang Lama**

Roads lying off Jalan Klang Lama in the vicinity of Taman Seputeh are named after **places in the Klang and Kuala Langat districts**. This was decided in November 1952, and during this time roads such as Jalan Jugra, Jalan Morib, Jalan Seputeh and Jalan Telok Panglima Garang were named. It was also decided that roads parallel to Klang Road (Jalan Klang Lama) were to be called “Jalan” while roads at right angles to it were to be called “Lorong”. Source: ANM Acc. No. 1957/0302559

**Off Jalan Kovil Hilir / Hulu**

Jalan Nangka, Jalan Chempedak, Jalan Terap and Jalan Sukun were named in March 1958 after **fruit trees in the Artocarpus genus**. Jalan Chempedak has since been renamed Jalan Cempedak.

**Off Jalan Kuching**

Areas that lie off Jalan Kuching, especially Taman Beringin and Taman Wahyu, have roads named after **places in Sarawak**. The decision to name them as such was made by the Street Naming Committee on 10 February 1981. The stated objective was to familiarise residents of Kuala Lumpur with places in Sarawak, and with Jalan Kuching being the capital city of Sarawak, areas off Jalan Kuching were the most appropriate to be selected for this naming exercise.

Source: ANM Acc. No. 1997/0015055

Off **Jalan Pahang**

In 1952, it was decided to name roads within the area near the junction of Circular Road (Jalan Tun Razak) and Pahang Road (Jalan Pahang) after **districts in Pahang**. This was due to the proximity of the area to Pahang Road. Jalan Kuantan and Jalan Temerloh were the first two roads named. In August 1959, it was decided to name the roads off Jalan Kuantan after places in the Kuantan district, and hence Jalan Beserah, Jalan Maran, Lorong Maran and Jalan Tembeling came to be named.

Sources: KLM No. 2012/51, 1244/58

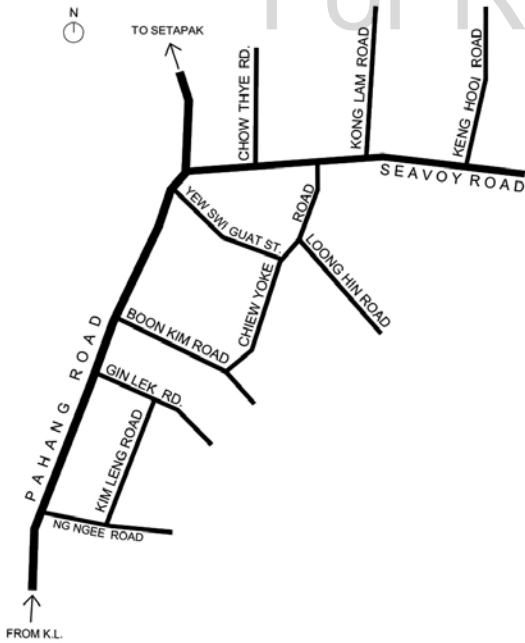
Off **Jalan Sultan Azlan Shah**

Roads off Jalan Sultan Azlan Shah in the city centre are named after **places in the state of Perak**. Roads include Jalan Bidor, Jalan Cemur, Jalan Lumut, Jalan Pangkor and Jalan Taiping. One road, Jalan Datuk Haji Eusoff, is named after a well-known Perakian. Jalan Sultan Azlan Shah was formerly a continuation of Jalan Ipoh. The proximity of the roads to Jalan Ipoh provided the reason to name these roads after towns in the state of Perak that are close to its capital, Ipoh.

Further north of this area, roads off Jalan Sultan Azlan Shah in Kampung Kasipillay are named after **fruits**. These include Jalan Bachang, Jalan Duku, Jalan Durian, Jalan Mangga, Jalan Manggis and Jalan Rambai.

Off **Jalan Titiwangsa**

Jalan Titiwangsa used to be known as Seavoy Road. With Seavoy apparently named after a district in China, nearby auxiliary roads were named in 1940 after **Chinese businessmen**. These roads were Boon Kim Road, Chiew Yoke Road, Gin Lek Road, Kim Leng Road, Loong Hin Road and Ng Ngee Road. All these roads have since been renamed to having



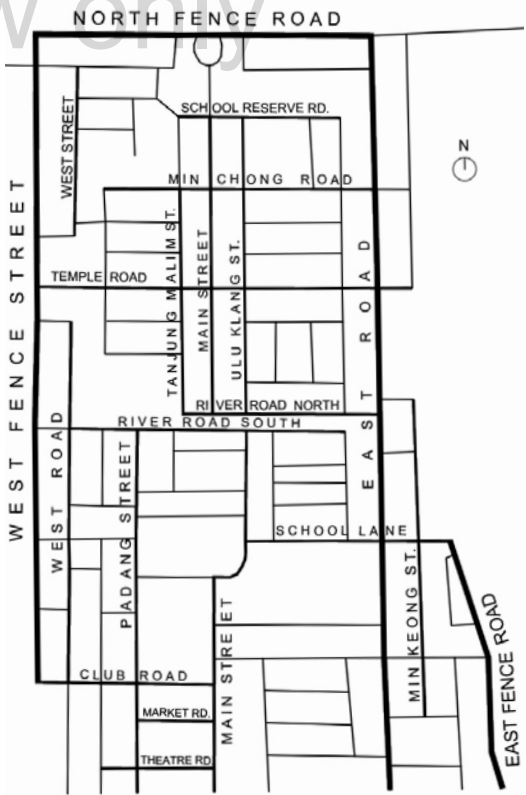
Roads off Seavoy Road (Jalan Titiwangsa), as named in 1940. Source: ANM Acc. No. 1957/0289448

“Titiwangsa” suffixed with a number. The roads are adjacent to the recreational park, Taman Jalan Kuantan, which was renamed to Taman Tasik Titiwangsa in 1980; the roads were renamed to follow a common theme.

Source: ANM Acc. No. 1957/0289448

**Jinjang**

Jinjang was one of the over 600 “New Villages” created under the Briggs resettlement programme during the Emergency period (1948–60) to counter communist insurgency. Under this programme, around 1,200,000 people from rural and squatter areas were relocated to these villages in an attempt to remove them from communist influence and infiltration. Entries and exits were guarded and the villages were surrounded by barbed



The old names for roads in Jinjang Utara. Source: Map 10 in Jabatan Kerja Awam dan Lalulintas 1992

wire fences. Jinjang New Village, having an area of 468 acres and a population of 13,000 in 1954, was the largest of these villages.

Today, Jinjang comprises Jinjang Utara (Jinjang North) and Jinjang Selatan (Jinjang South). Roads in Jinjang Selatan are named after various species of *jambu* – fruits belonging to the genus *Syzygium*. Common species in this genus are the rose apple and guava.

Most of the roads in Jinjang Utara were renamed in 2008 to take on the **name of the estate** with an appended adjective. However, some of the roads, such as Jalan Benteng Utara (North Fence Road) and Jalan Benteng Barat

(West Fence Street), are an echo of Jinjang’s past – they marked the northern and western boundaries of the former fenced village.

Source: Sandhu 1973:Introduction

**Kampung Baru**

Kampung Baru was previously known as the Malay Agricultural Settlement (MAS). This was a 223-acre piece of reserved land that was set up in an attempt to stem the tide of Malay agriculturalists leaving Kuala Lumpur when the system of buying and selling land was introduced and with it, the concept of quit rent. This concept of buying and selling land was alien to the Malays as prior to British intervention in Selangor, land was communally held and all that was needed to develop a new piece of land was approval from the Sultan.

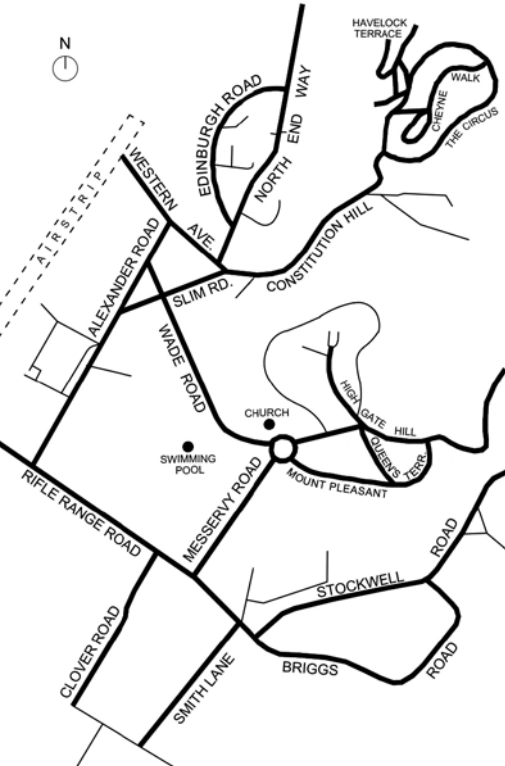
The Board of Management of MAS, which had its first meeting on 11 March 1900, was primarily responsible for the management and administration of MAS and many of the roads were named after members of the Board in appreciation of their services. Roads named after **MAS Board members** include Jalan Abdul Manan Nordin, Hale Road, Jalan John Hands, Jalan Khatib Koyan, Perkins Road, Jalan Raja Mahadi, and Jalan Raja Mahmud. Roads named after foreign Board members have since been renamed to reflect local personalities.

Jalan Raja Mahadi and Jalan Raja Mahmud are erroneously believed by many to be named after the Selangor Civil War leaders. However, our research shows that both roads were named in 1933 after members of the MAS Board.

Sources: ANM Acc. No. 1957/0290329; Hands 1941:1; Seo & Omar 2011:4

KEMENTAH

KEMENTAH is short for Kementerian Pertahanan (Ministry of Defence). This location previously housed the Malaya Command, the army responsible for the defence of Malaya. After World War II, the commander of the 14th Army assumed control of all military and civil operations in Malaya. The Malaya Command site was constructed in 1947, and in 1948 it was decided that roads in the area should have English names and that they should be named after General Officers, with preference given to **former commanders** of the 14th Army. Hence, roads such as Alexander Road, Messervy Road and Slim



Road names in the Malaya Command (today the site of KEMENTAH). Source: 1962 map prepared by the Survey Department

Road were named after commanders, while roads such as Cheyne Walk and The Circus were named after places in England. Wisma Pertahanan (Defence Complex), located at Jalan Padang Tembak was completed in 1985 and the surrounding area is now under the jurisdiction of the Ministry of Defence. Some of the roads within the former Malaya Command have been renamed after **traditional Malay weapons** (Jalan Beliong, Jalan Tekpi, Jalan Tombak, etc.) while others have been renamed after **traditional Malay defence personnel** (Jalan Hulubalang, Jalan Pahlawan, etc.).

Sources: ANM Acc. No. 1957/0671258, TBKL 2345/46

Kepong

This is a rather large area with roads having a few different naming schemes. Jalan Mergastua, indicating a jungle theme, is the main road cutting through Kepong Baru. Roads to the northeast of Jalan Mergastua are mostly named after **plants** starting with the letter “A” (Jalan Ambong, Jalan Antoi, Jalan Api Api, and Jalan Arang); roads south of it are named after plants starting with “B” (e.g. Jalan Bengkudu, Jalan Berlian, Jalan Bidara).

Roads to the west of Jalan Mergastua are named after **birds** (Jalan Bangau, Jalan Camar, Jalan Chiak, and others). Roads northwest of it are named after types of pheasants (Jalan Kuang Bertam, Jalan Kuang Gunung, Jalan Kuang Ranting, and others). Roads in the southernmost section of Kepong Baru are named after types of eagles (Jalan Helang Jambul, Jalan Helang Laut, Jalan Lang Emas, Jalan Lang Hitam, etc.).

The area east of Kepong Baru is made up of a few small neighbourhoods including Taman Cuepacs, Taman Megah, Taman Petaling Kepong, and Taman Sri Segambut. Roads

within these neighbourhoods are named after different types of **udang**, a family of crustaceans that includes prawns, shrimps and lobsters.

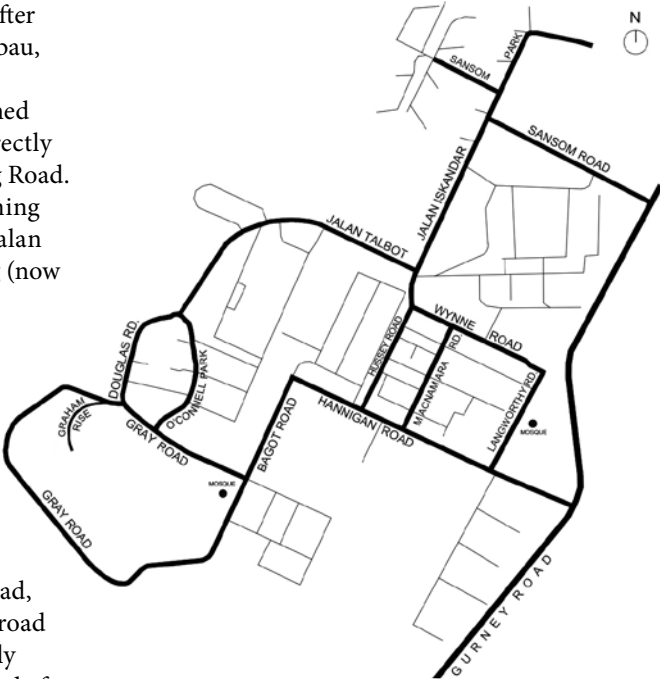
Pudu

There are at least three themes in the area. Roads in the northeast section are named after **animals**. The first two roads named after animals were Jalan Rusa and Jalan Pelanduk. They provided the inspiration for naming three new roads after animals in the Malay Mousedeer stories (*Hikayat Sang Kancil*); consequently, Jalan Beruang, Jalan Memberang and Jalan Seladang were named on 15 July 1952. Since then, five other roads in the area have been named after animals: Jalan Badak, Jalan Gajah, Jalan Kancil, Jalan Kijang and Jalan Landak.

Roads to the northwest are named after **plants**, e.g. Jalan Kenanga, Lorong Merbau, Lorong Meranti and Jalan Merlimau. Roads in the centre of Pudu are named after **jewellery**. Jalan Chin Chin was directly translated from its previous name, Ring Road. It then provided the inspiration for naming other roads in the area: Jalan Gandek, Jalan Gelang, Jalan Kalong and Jalan Sunting (now part of Jalan Gelang).

PULAPOL

PULAPOL is short for Pusat Latihan Polis (Police Training Centre), which has been a police training centre since 1940. Roads within the police depot were named in 1953 after police officers, mostly former **Commissioners of Police**. Roads included Hannigan Road, Jalan Iskandar and Jalan Talbot. In the road renaming exercise conducted in the early 1960s, all roads in this area were renamed after states in Malaysia. Source: Sel. Sec. 1275/53



Old road names within the Police Training Centre (PULAPOL). Source: Map 4 in Jabatan Pemetan Negara 1968.

Salak Selatan

**Metals** form the theme for the roads in the northern section of this township. Roads include Jalan Besi, Jalan Emas, Jalan Intan, and Jalan Permata. These roads are off Jalan Sungai Besi, in an old tin mining area.

Segambut

The word *segambut* derives from *gambut*, the Malay word for “peat”, a soft, loose soil made up of decomposed vegetable matter. When new roads were being named in the Segambut township in 1980, it was decided to name these roads after different **types of kelapa (coconut)** as the coconut tree thrives well in peat. A connection was thus formed between road names such as Jalan Kelapa Gading, Jalan Kelapa Hijau and Jalan Kelapa Muda and the area they are located in.

**Taman Ayer Panas**

*Ayer* is the old spelling of *air* (“water”). Jalan Ayer Panas (Hot Spring Road), the principal road in the neighbourhood, led to an area that had a number of hot springs. When the area was developed into a housing estate, this road inspired new roads to be named according to a **water** theme, thus giving names such as Jalan Ayer Jerneh and Jalan Ayer Puteh. As the Ayer Panas Housing Scheme was a very established housing estate by then, the old spelling *ayer* was retained during the renaming exercise of the 1960s.

Source: Sel. Sec. 1275/53

**Taman Bukit Maluri**

A majority of the roads are named after **birds** and most of these were named on 9 July 1981. The names encompass a wide variety of birds, including two that are mythological – Jalan Burung Garuda and Jalan Burung Jentayu.

**Taman Bukit Pantai**

Common **fishes** recognisable in any wet market are found on the road signs in a small section of this housing estate. These fishes are *bawal*, *bilis*, *kaloi*, *kurau*, *senangin*, *sepat* and *tenggiri*.

**Taman Bunga Raya**

Mahsuri, Malinja, Masria and Ria constitute the names of the roads in this small neighbourhood – all four are varieties of **paddy**.

**Taman Connaught**

Taman Connaught gets its name from the developer of the property, Connaught Housing. Roads in this area are named after **capabilities of the mind**. Examples include Jalan Bijak (“smart”), Jalan Cerdik (“clever”), Jalan Cekap (“efficient”) and Jalan Waras (“sane”). The north wing of the UCSI

University Kuala Lumpur Campus borders the north of this housing estate, and its south wing is within the estate’s western section. The university could have been the inspiration behind naming the streets as such.

**Taman Goodwood**

This location has a small residential estate serviced by three main roads, all of which are named after **vegetables**: Jalan Kangkong, Jalan Kubis, and Jalan Peria. These roads branch off Jalan Kuchai Lama, which provided the theme behind the names, *kuchai* being the Chinese chive (*Allium tuberosum*).

**Taman Kok Lian**

At the northern end of Jalan Ipoh, at the northwest corner of Taman Kok Lian, the roads are named after various **stones**. These include Jalan Batu Ambar, Jalan Batu Berani and Jalan Batu Kapur. This area lies within the Batu district, named for its proximity to Sungai Batu.

**Taman Maluri**

The section of Taman Maluri immediately south of Jalan Kampung Pandan (between Jalan Kampung Pandan and Jalan Cochrane) was called Kampung Ru by the people from Kampong Dato Dollah who came to settle there before mining was started in the area. It was so named because of the casuarina trees (*ru*) growing there. This area, together with the area between Jalan Cochrane and Jalan Peel, was developed for government housing and became known as Kampung Pandan Government Housing Area. It was decided in 1951 to name some of the roads after **PWD officers** who had served in Selangor as it was the PWD that developed the area. The roads included McConechy Road and Nicholas Road, both named after State Engineers.

The roads in the northern and eastern sections of Taman Maluri are generally named after **types of people**. Examples include Jalan Jejaka (“young man”), Jalan Permaisuri (“princess”), Jalan Wira (“hero”), and Jalan Wirawati (“heroine”).

Sources: ANM Acc. No. 1957/0301777; Sel. Sec. 2298/50

**Taman Miharja**

This being an old tin mining area, it was decided on 12 August 1957 to name the roads with words associated with **tin mining**, hence Jalan Bijih, Jalan Lombong, Jalan Palong, etc.

Source: ANM Acc. No. 2006/0030518

**Taman Million**

**Birds** are the theme of this housing estate. Roads include Jalan Berkok, Jalan Gagak, Jalan Kedidi, Jalan Merak and Jalan Nuri.

**Taman Overseas Union (OUG)**

The Malay language differentiates between types of **rain** and this neighbourhood provides a glimpse into this creativity. Among others, there is Jalan Hujan Abu (ash rain), Jalan Hujan Bubuk (mist-like rain), Jalan Hujan Gerimis (drizzle), and Jalan Hujan Manik (pearl-sized raindrops). A few roads on the northwest side of this estate are named after clouds and this naming scheme spills into neighbouring Taman Yarl.

**Taman P Ramlee**

*Angsana*, *dedap*, *mawar*, *seroja*, *teratai* and *terkis* are among the **flowers** that make up the theme of this small neighbourhood. Taman P Ramlee was renamed from Taman Furlong to honour P. Ramlee, who lived at No. 22 Jalan Dedap.

**Taman Setapak**

There are two themes running through this housing estate. Roads to the southeast are named after **islands** around the waters of Malaysia. Most of these islands are very small and relatively unknown. The roads lie to the west of Jalan Langkawi, named after the popular holiday destination island, and this could have provided the inspiration for the island theme. Road names include Jalan Jerejak, Jalan Kukuban, Jalan Malawali, Jalan Mertang, Jalan Sampadi and Jalan Umbun.

Roads in other parts of the estate are named after **trees**, e.g. Jalan Balau, Jalan Jati, Jalan Kempas, Jalan Keruing, Jalan Rasak.

**Taman Sri Bahtera**

*Bahtera* means “ark” in Malay and this estate has roads named after **traditional Malay boats**: Jalan Jalak, Jalan Lanchang, Jalan Payang and Jalan Sekuci.

**Taman Supreme**

Roads in this estate are named after the *jintan* (caraway) and *jintan manis* (aniseed) **spices**.

**Taman Taynton View**

The former Taynton Rubber Estate was developed as a residential estate by N. Kamala Devi, a lawyer-cum-developer. She named the roads after **family members and friends**. For example, Jalan Nadchatiram is named after her father; Jalan Dato Haji Harun after a long-time friend; and Jalan Bee Eng after her secretary.

Source: P. Selvarani 2007

**Taman Tun Dr Ismail**

This township is situated at the border between the Federal Territory of Kuala Lumpur and Selangor. It is named after Tun Dr Ismail

Abdul Rahman, Deputy Prime Minister between 22 September 1970 and 2 August 1973. The township was developed in 1974 and the major roads were named after **nationalists as well as prominent Malaysian leaders** who were Ministers in the first two Cabinets. Roads include Jalan Aminuddin Baki, Jalan Athinahaman, Jalan Burhanuddin Helmi, Jalan Leong Yew Koh and Jalan Zaaba.

**Taman Yarl**

Road names in this estate describe different types of ***awan*** (“**clouds**”). Some describe the appearance of either the clouds or the sky (e.g. Jalan Awan Jingga), while others describe traditional carving patterns (e.g. Jalan Awan Gelugor). This cloud-based naming theme extends into neighbouring Taman Overseas Union. It also spills over into neighbouring Taman United, except that instead of the word *awan*, its synonym *mega* is used.

**Tenaga Nasional Berhad (TNB) Headquarters**  
Road names such as Jalan Edison, Jalan Faraday, Jalan Kawat and Jalan Kilat immediately bring **electricity** to mind and are apt for roads located within the Headquarters of TNB, the national electricity board.

For Review only

**Street Names**  
A to Z