

刘英毅交通摄影作品集

# THE ROADS

THE PHOTOGRAPH COLLECTION ON TRAFFIC IN BEIJING BY LIU YING YI

## 大马路

中国文联出版社

图书在版编目（CIP）数据

大马路：刘英毅交通摄影作品集：1979-2009 / 刘英毅著.

北京：中国文联出版社，2009.8

ISBN 978-7-5059-6384-9

I .大… II .刘… III .市区交通-北京市-1979-2009-摄影集

IV .F572.881-64

中国版本图书馆CIP数据核字(2009)第137157号

书 名	大马路——刘英毅交通摄影作品集（1979-2009）
作 者	刘英毅
出 版	中国文联出版社
发 行	中国文联出版社 发行部（010-65389150）
地 址	北京农展馆南里10号(100125)
经 销	全国新华书店
责任编辑	王东升
责任印制	陈 晨 王东升
印 刷	北京广益印刷有限公司
开 本	889×1194 1/12
印 张	18
插 页	2页
版 次	2009年8月第1版第1次印刷
书 号	ISBN 978-7-5059-6384-9
定 价	180.00元

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# THE ROADS

THE PHOTOGRAPH COLLECTION ON TRAFFIC IN BEIJING BY LIU YING YI

# 大马路

# 序

舒乙

By Shu Yi

The preface

拥有一个好选题是成功的一半。

这本叫做《大马路》的画册就是一个好选题。

“好选题”好在：

一．它有一个特殊的视角，从北京交通这个小局部入手，把中国现代化这个大历程的一个侧面展现给读者，通过北京人交通观的变化和北京市交通管理观的变化来反射中国大地这三十年的突飞猛进，这绝对是个聪明的主意，以小见大，以点带面，高明！

二．前所未有，从未有人从城市交通这个视角去编一本画册，是首例，属于开拓之举，占了开先河之利。

三．这个选题——城市交通的巨变——适合于用图片来表现，用图说话非常直观，一目了然，可以收获“多、快、好”之效。恰好碰到一位老摄影师——刘英毅，他在公安交通部门工作了三十多年，在其像册里有无数存货，抖搂出一二足矣，尽收近水楼台之便，可谓相得益彰。

四．现代城市生活变化最显著的方面莫过于交通了。在衣、食、住、行四大方面之中，变化最厉害的大概是行，北京市在这方面三十年来可以说，起了翻天覆地的变化。北京人常说，某某地方半年没去就不认识了，甚至要迷路。选择变化量最大的事来说明当然是明智之举，既有说服力，又丰富多彩，有看头。所以有了这样的好选题，这部画册天生是一个好读物，突出了一个“变”字，宛如一个动态的博物馆。

这就叫做“突发奇想”，得来全不费功夫，是指效果而言。

其实，就内容而言，是下了功夫的。功夫不负有心人，好心得了好报；往下似乎用不着再多介绍了。



It is half done to find a right topic for a good book.

This photograph collection book has really got a very good topic. I think it is good for the reasons as follows:

1) Starting from the traffic in Beijing, it shows the readers one side of the great course of the modernization of China from a special visual angle. Through the changes of the outlook on traffic of the Beijingers and the changes of the traffic administration of Beijing, it could reflect the fast advancement of China during the last thirty years. This is absolutely a wise idea. It shows the grand from the trivia and fans out from point to area. Great!

2) It is a unique photograph collection like never before. Nobody has ever edited such a photograph collection book from the visual angle of city traffic. This book is the first one. Liu Yingyi is the pioneer. And it really benefits being prior.

3) The topic of the great changes of the city traffic is fit to be represented by photographs. It is very visual to speak in photographs. It is quite clear at a glance, with the effect of "more, better and faster". We are so lucky to have such an old photographer, Mr. Liu Yingyi, who has worked in the Ministry of Communications for most of his life. It would be quite enough if he only selects a few of them from his personal volumes with countless photographs. He has really made a good advantage from his work just by his convenience. He makes his work and photography complement each other well.

4) Nothing is better than the traffic in the remarkable changes of the modern city life. On the four important sides of dressing, food, housing and traffic, the traffic has made the greatest changes. During the last thirty years, we could say it has already made a world-shaking change. Beijingers often say they can't recognize where it is if they haven't gone to somewhere for half a year. And they will possibly lose their way. Surely it is a very wise way to explain something by the subject's with the maximum changes. It has not only the persuasion, but also the abundance. It is very interesting indeed. Therefore, with such a good topic, this photograph collection book definitely is a very good reading. As a dynamic museum one word it stands out "CHANGE".

This is called "An Sudden and Fantastic Idea". As to the effect, it is really easy for the photographer to get it. Actually, from the contents of the book, we could see the photographer has made his great effort with it. Where there is a will, there is a way. One good turn deserves another. It seems there is no need to make much more introduction about it now.

# 话说马路

鲍昆

By Baokun

Talking About the Roads

“过马路时要小心点”。这是我小时候最最常听到的母亲嘱咐。现在，我们也这样嘱咐自己的孩子。

“路”是人们行走的途径，是人们区别于原野的叫法。路意味着交通，意味着目的。有了路，人们告别了丛林和草地，让时空缩短，让自己的生活有了效率和安全。鲁迅说，这世上本来是没有路的，走的人多了，也就有了路。是的，早期的路就是人用自己的脚掌和双手开拓出来的。

道路的历史和城市的历史密切相关，因为道路是城市的脉络。最早的“城市”只是道路的汇集处，道路方向的变化和交叉让贸易集市兴起。于是，“马路”穿城（集）而过，“马路”两旁则是街市。随着生产力的发展进步，道路越来越宽，街市越来越大，人就越来越多。人多就需要管理，就会有权力机关，真正的城市诞生了。历史上长安城有一条大马路贯穿南北，就是由皇官出发南到明德门的，宽达一百五十米号称“天街”的朱雀街。与朱雀街相伴的是其它南北纵横也宽达百米的大街。这些大马路共同构成了长安城棋盘式的格局，组成了一个大帝国微缩的形式隐喻。长安城的形制后来一直延续在中国古代的各个集权王朝，古都北京就是从元大都衍变而来，而元大都汗八里正是长安城的翻版。这个形制都是东西南北四向的矩形格局，由贯穿南北的中轴大路为骨架，配以横向的大马路组成纵横的棋盘结构。

现代以来，车辆由人力、畜力变成机器驱动，速度与载货量大为提高，城市的道路开始感到压力。人们为了追求舒适和生产效率，不断追求汽车带来的便利。汽车越造越大，车速越来越快，汽车渐渐成为一切道路和城市的主人。现代文明的一个重

要标志就是汽车文化，社会的发展开始以汽车和汽车的衍生物们作为标志。官方的经济计划中汽车的产量是经济总量和经济发展寒暑表的基本指标，国家远景规划中汽车也是拉动城市和经济发展的要素。在私人生活中，汽车更是人们家庭生活的文明标志。驾着汽车去周末度假，成了二十世纪美国中产阶级生活方式的基本特征，现在则是所有发展中国家市民的最大梦想。汽车于是成了现代人的生活本身和幸福的意义。

汽车的路和马走的路是完全不同的路，不同的路也成就了完全不同的社会景观和人文关系。古代的马路是坊里之间联系的血脉，人们汇聚在马路上生活；汽车的“马路”则是汽车的驶道，路两边的房屋不断退却，而真正退却的是人。汽车越来越多，人的距离则越来越远。这是一个自有汽车以来的历史过程，与其相伴的就是道路的变化。

刘英毅1979年进入交通警察队伍，而且很快开始了他记录北京交通道路变化的摄影生涯，这一干就是三十年，再也没有离开这个工作。他的具体工作是北京市公安局交通管理局新闻中心的摄影师，拍摄北京的交通就是他的本职工作。在过去的时代，这个工作无疑是宣传性的，但幸运的是，他长达三十年的不懈工作，恰恰让他成为北京交通，更确切地说是北京城市变迁的见证者。1979年的北京，刚刚从“文革”浩劫中走出来，改革开放开始，正处于人们所说的百废待兴的时期。周恩来、邓小平在“文革”中倡导的“四个现代化”理想，此刻正要开始踏上征程。北京城、北京的道路，大致还保持明清以来的格局，只是城墙已在“文革”中彻底拆除，形成中国模仿巴黎和莫斯科环路的第一



条真正环城大路——二环路。因为北京当时的机动车保有量极少。所以在英毅拍摄刚刚竣工的二环路西直门立交桥时，为了显示这座桥的功能，只能耐心地等待驶来的车辆进入取景框，那时车太少了。这种道路发展超前于城市功能要求的现象，实际上是北京八十年代以前计划经济时代的一个普遍的、奇怪的现象。那是一个道路为政治服务的年代，新中国需要一个象征着现代国家的，光鲜靓丽的伟大首都。宽阔的马路，奔跑的汽车（更应该是小轿车），是一个面子和尊严。同样，在建国后不断拓宽的长安街，越发华丽庄严，其实是唐代长安朱雀街的投影。此刻的道路，更像一个隐喻，是古今中国的深层文化心理结构的外化之物。英毅秉承这个历史的“任务”，记录了无数条北京马路的“新气象”。

上世纪八十年代改革开放以来，中国的社会生产力获得高度的发展，北京的道路也开始了日新月异的变化。机动车越来越多了，原先农业时代的城市格局和道路，以及交通文化都开始面临挑战。我们可以循着英毅的摄影完整回溯这个过程，重访这一时期每个阶段的时光。我们可以看到早期以步行和骑自行车为主的北京交通景观，马路上机动车寥寥无几，交通警察可以用手中的一根指挥棒完成疏导交通的工作。之后交通开始出现拥挤的态势，警察和民众开始合作，群众也参与了交通的维护工作。这种朴实的前现代城市管理模式直到现在还余韵不绝。英毅镜头中还有北京三代人至今无法忘怀的“面的”时代。那些拥挤在拆解场上的“面的”，既像一堆风流水转的现代残渣，更是他记录的一个时代的终结。英毅还记录了私有车辆普及导致的“驾校”场

景，以及行人开始让位于车辆的分水岭标志——第一座人行过街天桥的落成。

北京在上世纪九十年代中期，终于迎来了所谓以私家车代表之一的现代城市文化。汽车开始成为这个城市最主要的室外主人。之后的历史发展可以用一组数字来说明：北京市机动车保有量在1982年是十三万辆、1986年是二十六万辆、1993年是五十六万辆、1997年是一百一十四万辆、2003年是二百一十二万辆，现在则是三百六十万辆以上。在这组数字之后，北京由一个温馨的人文景观的城市变成一个喧嚣的机动车的城市。这与中国受西方影响的现代化想象有关，美国的汽车文化在中国找到最好的拷贝之地。

城市的记忆是需要细节的。英毅的摄影从交通发展角度给我们提供了关于北京的历史记忆。他镜头中的许多细节颇令今天的我们玩味。他用马路交通管理许多的“第一”，给我们连接起对自己历史的记忆：“文革”后交警第一次的换装；交警第一次使用对讲设备；交警开始使用马路雷达测速设备；第一次对汽车测试尾气；第一次警告“不安全单位”；第一次开通交通广播电台的广播；第一次使用交通卡罚款；第一次安装违章监视摄像头……。这些曾经的场景和细节，是英毅为我们提供的——一个城市化进程的宝贵文本。它不但具有无法替代的文献性，更是我们所有这个城市公民的情感历程。它也为我们的未来如何管理这座城市和在这个城市中生活，提供了文本性的观照。英毅做了一件重要的历史性的工作。同样，他也会获得历史对他的尊重。

# Talking About the Roads

By Baokun  
May 12th, 2009

"Be careful to cross the road." This was the sentence the most commonly warned by my mother when I was young. Now I also warn my own children in this way.

"A road" is the path people walk on. It is distinct from the field. The roads mean the traffic and the aims. Through the roads, people leave the jungle and the grassland. They make the space time shorter and make our life more safe and effective. Lu Xun ever said, "There was no way at all in this world originally. More and more people walked on it, and then it became a road." Yes, that's right. The early roads were all carved out by people's feet and hands.

The history of the roads is closely related to the history of the city, because the roads are the urban contexts. The earliest city was just the interchange of the roads. The direction changes and the interchanges of the roads made the bazaar rise. Then the roads went through the cities (and the bazaars). All the markets were by the two sides of the roads. With the development and progress of the productivity, the roads got wider and wider and the street markets got bigger and bigger. And there were more and more people to get here. It needed the management and authorities for more people. Then a real city emerged. In history, there was a road through Chang'an City from south to north. It was Zhuque Street from the imperial palace to Mingde Gate, which was 150 meters wide and also called as "Heaven Street". The other streets next to Zhuque Street were also all about 100 meters wide extended from south to north, too. These streets together constituted the chessboard pattern of Chang'an City, and made up the metaphor of an empire in a miniature form. The constitution form of Chang'an City had been continued to all the other centralized dynasties in ancient China. Beijing, the ancient capital city, also evolved from Yuandadu. And Hanbali City of Yuandadu was just pirated from Chang'an City. This form was all in east, west, south and north four directions and in a rectangular pattern. The road axis throughout south to north was not only the frame work, but also composed the crisscross chessboard pattern together with those transverse roads.

In the modern times, the vehicles have already changed from the manpower and live stocks to machine-driven. The speed and the load have been increased so much. The city roads start to be under the pressure. One of the important symbols of the modern civilization is the automobile culture. The development of the society begins to take the automobiles and the ramification of the automobiles as the

symbol. In the official economic planning, the automobile output is the basic indicator of the total economic output and the weatherglass of the economic development. In the national long-range planning, the automobile is also the important element to develop the city economy. In our personal life, the automobile even is the civilization symbol of the family life. It became a basic characteristic of the life style of the middle class Americans to drive the automobiles for a weekend in the 20th century. But now, it is the biggest dream of all the people in developing countries. And then, the automobile becomes the purport of modern people's life and happiness.

The roads for automobiles and the roads for the horses are completely different. The different roads achieve the completely different social landscape and the humanity relationship. The roads in ancient Rome were the lifelines to contact each other for people. And Romans got together and lived on the roads at that time. The roads for the automobiles are the smooth way for the automobiles to drive on. The houses by the roadsides go backwards continuously when the automobiles are driven. It is the people going backward in deed. Although there are more and more automobiles in the world, but the distance between people is getting farther and farther. This is a process of our history since the automobiles were invented. And it will make the changes of the roads in the meanwhile.

Liu Yingyi became a traffic policeman in 1979. And soon he started his photography career to record the road changes on traffic in Beijing. He has done it for more than thirty years and never left his work. He is a professional photographer of the Press Center of Beijing Traffic Management Bureau. It is his job to take the photographs on the traffic in Beijing. In the past, it was no doubt this job was propagandist. But he was very lucky. He precisely became a witness of Beijing city traffic. More specifically, he became a witness of the changes of Beijing city during his unrelenting work over thirty years.

The Cultural Revolution was over in 1979. The reform and the opening-up didn't start in Beijing yet. It was just the time that everything was under the rebuilding. The ideal of the Four Modernizations was advocated by Zhou Enlai and Deng Xiaoping during the Cultural Revolution, would be put into action right now. The city and the roads were mainly kept in the pattern of Ming and Qing Dynasties. The city wall was demolished completely in the Cultural Revolution. The first real beltway in China imitating Paris Ring Road and Moscow Ring Road, the Second Ring



Road, was built up in Beijing, because there were few motor vehicles in Beijing at that time. So, when Liu Yingyi took the photographs for Xizhimen Overpass on the Second Ring Road, which was just completed, he could only wait for the vehicles coming into his viewfinder. There were really few vehicles then. Actually, this phenomenon that the road development overtook the city function was very common and strange at the time of the planned economy before the 80's. It was the time that everything was after the politics. The new China needed a great capital symbolizing a modern and brilliant country. The wide roads and the running automobiles (They should be cars.) were the face and dignity of a country. The Chang'an Street got more and more magnificent and majestic after being widened continually since the founding of the PRC. It was the projection of Zhuguo Street in Chang'an of Tang Dynasty. At this moment, the roads were more like a metaphor. They came from the deep inside of the psychological structure of culture in ancient and today's China. Liu Yingyi continued this historical mission and recorded the new images of countless roads in Beijing.

Since the reform and opening-up in the 80's of last century, the social productivity of China has been developed rapidly. The roads of Beijing have already made great changes. There are more and more motor vehicles on the roads. The former pattern and roads of the city in agricultural times, and the traffic culture, began to face the new challenges. We could trace the whole photography process of Liu Yingyi and reviewing the times of each period. Then we could see the early sight of traffic in Beijing that the cyclists and the pedestrians could be seen mainly on the roads and there were few motor vehicles. A traffic policeman could direct the traffic with a baton stick in his hand. After that, the traffic began to become congested. The police and the common people started to cooperated with each other. The common people even participated in the management work of traffic. This simple traffic management could still bring us the aftertaste today. In Liu Yingyi's photographs, we could also find the time of "Miandi"(the minibus taxi) that the Beijingers of three generations won't forget. Those "Miandi" crowded at the scrapping field look like the modern residues, and more like the end of the time recorded by Liu Yingyi. Liu Yingyi also recorded the special scene at the driving school because of the popularization of the private vehicles. And when the first pedestrian foot bridge was completed, it became the symbol that the pedestrians gave the way to the vehicles.

In the mid-nineties of the last century, the so-called private motor vehicles became one of the symbols of the modern city culture in Beijing. The automobiles began to be the most important guests outdoors in this city. Tracing the development of the history, we could explain it in a group of numbers as follows. The number amounted to 130,000 motor vehicles in Beijing in 1982, 260,000 in 1986, 560,000 in 1993, 1,140,000 in 1997, 2,120,000 in 2003 and now is over 3,600,000 motor vehicles. From these numbers, we could see Beijing has already changed into a city with noisy motor vehicles from a city with the warm humanity landscape. It was influenced by the west imagination of modernization in China. The American automobile culture has already found the best place to make a copy in China.

The memories of the city need more details. The photographs of Liu Yingyi have offered us the memories of the history of Beijing from the angle of the traffic development. Many details in his photographs are still interesting for us today. He connects our memories of the history with many "the first time" of the road traffic management. Such as: the first time the traffic police changed the uniforms after the Culture Revolution. The first time the traffic police gave the warning to "the non-safety units". The first time the traffic police used the interphones. The first time the traffic radio station began to broadcast. The first time to use the road radar speed meter, the first time to test the automobile exhaust, the first time to fine the violators with the traffic cards, the first time to fix the video cameras, and so on. All of these details and scenes happened before are showed by Liu Yingyi as a valuable document for the development process of the urbanization. It is not only has the documentary characteristic which nothing could replace it, but also has the affective course of all the citizens. They also provide us the documentary reference to manage this city and the city life in the future. Liu Yingyi really has done very important historical work. And he will be respected by the history.

# 当瞬间被时光雕刻

刘英毅

By Liu Yingyi

When the Moments were  
Carved by Times

公元1979年，中国的历史正翻开新的一页，也是我职业摄影生涯的头一年。

那一年，我被分配到北京市公安局交通管理处宣传科工作，从此，照相机和大马路就成为与我缘分最深的生命形态，我向它们抛撒着灵感和勤奋，寻觅着无以计数的聚焦点。

那时，北京的城里还时常跑进几辆马车，塞满乘客的无轨电车和公共汽车慢吞吞地行驶在空荡荡的马路上；运货的卡车冒着黑烟招摇过市；偶尔有几辆“北京212”或“上海牌”轿车疾驰而过……最壮观的景象要数自行车大军了，上下班时间，马路上黑压压一片，所有旋转着的自行车链条与飞轮磨擦声汇合在一起，一阵风似的在耳旁吹拂着，嘀玲玲的自行车铃声清脆地融入喧嚣的都市，似森林中百鸟齐鸣般此起彼伏，迎着朝阳，蠕动向前。

那时，每条大马路的路口都有一组交通设施：中间是一个单层或双层的交通岗台；一角座落着圆形的岗楼。它们被刷上红、黄相间的颜色，格外醒目。站在岗台上的交警称“正岗”，他们用音乐指挥家般的手势指挥过往车辆；坐在岗楼里的交警，称“副岗”，正常时间，红绿灯的变换由岗楼里的定时器来控制，上下班交通高峰，“副岗”要通过扩音机喊话宣传，协助“正岗”疏导行人、自行车。每天清晨，执勤的交警多是步行或骑自行车上岗巡逻。一身蓝警服，臂戴白套袖就是当时交通警察的标志。

那时，北京城所有的交通指挥通讯都是通过设在市局大院里一间不足二十平米的总机房进行人工转接。接线员不仅要牢记各



部门的电话号码,还要有快速反应的头脑和灵巧的双手。民警在执勤中每逢重要勤务,就通过设在岗楼里的专线电话经总机房通知下一个路口,同时与队里保持联系。

在今天看来相当落后的交通管理方式,却胜任了当时的需要。看看1980年的这张照片便一目了然:那天,我在刚落成的西直门立交桥上,想拍一张表现川流不息、车水马龙的照片,等了很长时间,只等来几辆汽车慢悠悠的驶过。据统计,1978年,北京全市机动车大约七点七万辆,私家车几乎是零。

九十年代初,汽车开始大规模进入家庭,拥有七百三十多万辆自行车的“王国”,正不动声色地发生着一场中国交通史上前所未有的革命。庞大的自行车大军究竟有多少人扔掉曾经心爱的“永久”、“飞鸽”,换上驾驶证?很难说清,统计资料显示:至2008年,北京市拥有机动车驾驶证的人数突破五百万。

我的镜头拍下了北京机动车总数达到一百万辆时的景观,也拍下了超过三百五十万辆的那一天。

今天,无论我在城中的那一条路上拍摄,偌大的立交桥只跑几辆车的影像无法再现;清晨,上班族的队伍,依然将马路淹没,但那已不是昔日黑色自行车的洪流;五颜六色的汽车铺满迅速扩展、却依然拥挤的公路,车流的高峰一直能延续到深夜。当夜幕降临,华灯闪烁,按下快门,驻足其间的时候,我禁不住想起李白的诗句:“疑是银河落九天”!

今天,漫步街头已很难找到涂着红黄标志的岗亭和岗台,而套着白色套袖、骑自行车巡逻的交警恐怕只能在警察博物馆里看到发黄的老照片。交通的管理设施和方式静悄悄地在我们身边实

现了现代化,一整套与世界同步的现代交通指挥系统正不间断的梳理着城市的血脉。我的镜头记录了这过程中若干个“首次”:

首次应用雷达测速检测超速行车,首次使用酒精检测仪严查酒后驾车,首次使用手持无线电台,首次在长安街划设公交专用道,首次驾驶“长江750”摩托车、“拉达小轿车”、“北京切诺基”吉普车上街巡逻,首次从国外引进交通信号控制系统建立的东区、中区交通控制中心,一直到北京奥运会期间使用的具有国际先进水平的北京交通指挥中心,GPS定位的新型警车,以及为北京奥运会交通保驾护航的大排量摩托车……

漫步街头,当我再次透过长焦镜头把地平线拉到眼前,分明看到天际间这座城市的路还在迅速放射蔓延,再过三十年,眼前的一切,也许又成了瞬间。

漫步街头,感慨万千,今天的青年人不再使用“大马路”这个词作为城市道路的名词了,它被环城路、立交桥、高速路取代;“大马路”,真切地成为历史,成为记忆,成为瞬间。然而,作为北京现代化交通的开端,作为我们创造的起点,瞬间的倏忽即逝,却在时光的雕刻中成为永远。

# When the Moments were Carved by Times

By Liu Yingyi  
March 3rd, 2009

Maybe the stream of time flows so fast. Maybe our life is too short in times. When I was selecting the photographs of mine taken thirty years ago, I wondered why I felt the people and the stories in the photographs seemed not so far away from me.

In 1979, Chinese history was just turned to a new page. And it was also the first year I started my professional photography career. I was assigned to work at the Propaganda Section of the Traffic Management Department of Beijing Municipal Public Security Bureau in 1979. From then on, the camera and the roads of Beijing became the most important part of my life as the fate of a life style. I devoted all my sedulity and inspiration to them and looked for the countless focuses.

At that time, we even could see several carriages on the road in Beijing occasionally. The buses and trolleybuses running very slowly in the empty streets were full of pedestrians. The goods trucks swaggered through the streets with the black smoke. Some cars of "Shanghai Brand" or several Beijing Jeep of "Style 212" whirled past by chance. The most splendid view was the bicycles. In the rush hour, the streets were full of bicycles. The sound of the running block chains was mixed with the friction sound of the wheels, just like the blowing wind. The bike rings were melted into the noisy city as the singing birds in the forest. They moved slowly forward to greet the rising sun.

There were a set of traffic facilities at each crossing in the streets. A single level or a double level sentry box was standing in the middle. The round sentry boxes painted in red and yellow just located in the corner. They really caught people's eyes. The policeman standing on the sentry stage was called "Right Post". They directed the vehicles passing by with the gestures just as the musician conductors. And the policeman sitting in the sentry box was called "Deputy Post". Normally, the change of the traffic lights was controlled by the timer in the sentry box. But during the rush hour, the Deputy Post had to assist the Right Post to direct the pedestrians and bicycles through the loudspeaker. Every morning, most of the traffic policemen on patrol were on foot or by bicycles. The symbol of the traffic policemen in those days was a suit of blue police uniform with the white raglan sleeves around their arms.

All the communication of the traffic commanding in Beijing was transferred manually by the operators in a room at the quarters of Beijing



Traffic Management Bureau, which was not more than 20 square meters. The operators not only had to remember all the telephone numbers of all the departments, but also had the willing brains and skillful hands. If the policemen on an important duty, they must call the operators through a special telephone line in the sentry box to make the extension to the other crossings, and keep contact with the police office in the meanwhile.

It seems the traffic management style at that time is quite backward. But it really could meet the needs then and there. Let's look at the photograph taken in 1980. It would be very clear at a glance. On that day, I was on Xizhimen Overpass, which was just completed. I wanted to take a nice photograph for the flow of crowded vehicles. I had been waiting there for a long time, but I only saw several vehicles passing by slowly. According to the statistic, there were only 77,000 motor vehicles in Beijing in 1978, and there was almost no private vehicle at all.

In the early 90s, the automobiles began to be bought by common people in a large scale. An unprecedented revolution in Chinese traffic history happened quietly in "the Bicycle Kingdom" over 7,300,000 bicycles. It was really hard to tell how many people gave up riding their ever beloved bicycles of "Yongjiu" or "Feige" and got the driver's licenses instead. The statistic data showed us the number broke through 5,000,000 people with the driver's licenses for motor vehicles in Beijing in 2008.

With my camera, I took the sight of the day when the total number reached 1,000,000 motor vehicles in Beijing. And I also took the view of the day when the number reached 3,500,000 motor vehicles.

Today, no matter which road I am taking photographs on in the city, I couldn't find the same images as before, which there were only several vehicles running on such a big overpass. In the early morning, the people on the way to their offices still submerge the roads. But we couldn't see the flow of the black bicycles any more. The cars are colorful, and cover the roads still crowded as before. The rush hour of the vehicles flow could be lasted until mid-night. When the nightfall comes, the street lights are twinkling. When I was on the road and took the photographs, I couldn't help to think of the poem of Li Bai: "I doubt it is the Galaxy falling down from the heaven."

When you walk around in the street now, it is very hard to find the sentry

boxes and sentry stages in red and yellow. And those policemen on patrol, who rode bicycles with the white raglan sleeves around their arms, could only be seen in the old photographs at the Police Museum. The facilities and the traffic management have already realized the modernization quietly beside us. A complete set of modern system of traffic commanding kept the pace with the world, is neatening the venation of the city continuously. My camera has recorded some "the first time" ever happened in this process, such as:

The first time to use the Radar Speed System detecting the vehicles over speed, the first time to use the alcohol detectors checking the drink-drive offenders, the first time to use the radio station, the first time to set up the special lanes for public traffic in Chang'an Street, the first time to drive the motorcycles of "Changjiang 750", "Lada" cars and "Beijing Cherokee Jeep" on patrol in the streets, the first time to set up the Traffic Control Centers in the east section and west section with the traffic signals system imported from abroad. And during the Beijing Olympics, the first time to set up Beijing Traffic Commanding Center with an international advanced level, the new police cars with GPS System and the motorcycles with large air displacement for escort, and so on.

Walking on the street, I took the horizon closer to my eyes through my long focus lens again. I could see clearly the roads of the city extending rapidly at the horizon. Everything before my eyes may become the new moments again 30 year later.

Walking on the street, I often sigh with emotion. Nowadays, the young people don't use this word "Damalu"(road) as the noun of the city roads again. The word "Damalu" has already been substituted by the ring roads, overpasses and freeways. "Damalu" has already been the history, the memories and the moments indeed. However, as the beginning of the traffic modernization in Beijing and the starting point of our creation, the evanescent moments will be eternal in the carving of times.



1979年10月，天安门前的长安街几辆机动车点缀在宽阔的马路上。

当年全市机动车仅为八万九千多辆。

In October 1979, only several motor vehicles were interspersed on the wide Chang'an Street in front of Tian'anmen. There were only about 89,000 motor vehicles in Beijing at that time.





1979年，北京前门大街，当年最繁华的街区之一。

In 1979, Qianmen Street was one of the most congested streets in those days.



1979年11月，北京西单路口，人流大于车流。

In November 1979, the flow of people was much stronger than the flow of automobiles at the crossing of Xidan.





1979年，位于前门老火车站前的公共汽车站。

公共汽车是那个时代唯一的公共交通工具。

In 1979, this was the bus station at the old train station of Qianmen. The buses were the only vehicles for the public traffic then.