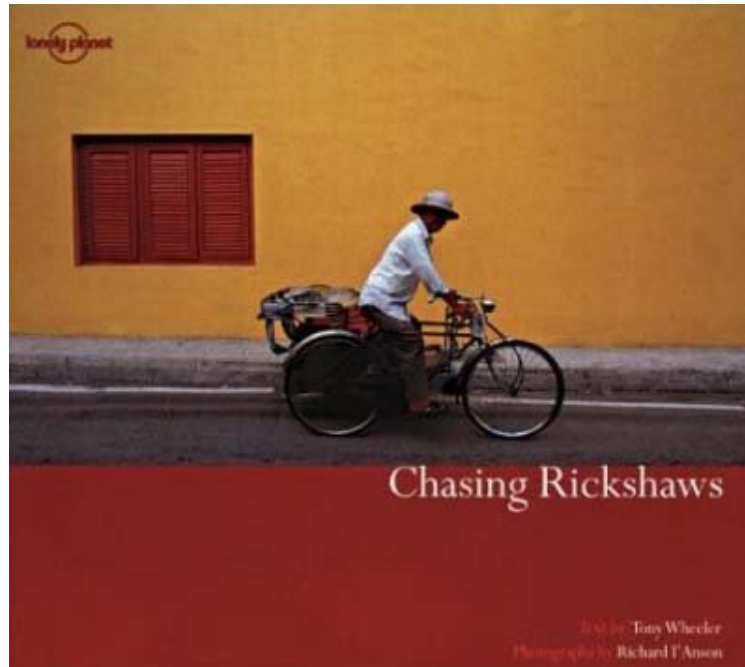


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Chasing Rickshaws

Tony Wheeler

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Tony Wheeler : Chasing Rickshaws before purchasing it in order to gage whether or not it would be worth my time, and all praised Chasing Rickshaws:

0 of 0 people found the following review helpful. If you like pedicabs/rickshaws you will like this book By Houston Pedicab I run a pedicabs business in Houston and I love reading about pedicabs in other parts of the world. If you like pedicabs/rickshaws you will like this book. this message is from Houston Pedicab houstonpedicab.com 0 of 0 people found the following review helpful. Important Book, a Reflection on "What is Progress?" By Segue Fischlin III At the time it was published, it was the ONLY book in print on rickshaws. Attesting to the importance of this book, it was additionally the first picture book ever published by Lonely Planet. This book provides a valuable insight not just into the technology of rickshaws, but also the lifestyle, culture, and current political perception and persecution of this valuable and intrinsically resourceful form of urban transport. This book was an effort not only to capture and communicate the brilliance and beauty of this popular Southeast Asian form of people's transport, but also to tell the tale of how it has come to be perceived in these same regions as an impediment to progress with a growing effort to ban them from urban cores. Since this time, a backlash has ensued, with foreign agencies and local activists educating local governments on the intelligence of tolerating this highly-efficient pollution-free taxi service as these same cities choke on the smog of their newly found 'progress.' 3 of 3 people found the following review helpful. "Chasing Rickshaws" documents a long and colorful history. By A Customer "Chasing Rickshaws" documents the long and colorful history of the rickshaw. From the early rickshaws to the more recent pedicabs, Wheeler remarks on the humble beginnings and changes surrounding this most common form of transportation. The surprising variations and ingenuity of the rickshaw designs combined with the hard work and hardship endured by the drivers or pullers makes

for an interesting mixture of culture and history. The photos are vivid and portray more than an image of a somewhat outmoded vehicle, they show a unique insight into what makes this very common people-hauler, grocery-getter such an integral part of many countries daily routines. With rising interest in tourist pedicabs, this book is a must read for anyone about to embark on a rickshaw adventure.

In 1997, inveterate Asia travellers Tony Wheeler and Richard I'Anson chased rickshaws through twelve Asian cities. Rickshaws, their riders and their customers have been studied by engineers, evaluated by transport economists and analysed by sociologists. And now they're celebrated in this lavishly illustrated book.

.com All across Asia, the rickshaw reigns--as trusty public transportation, tourist attraction, or both. Tony Wheeler and Richard I'Anson traipsed thousands of miles, from China to Indonesia, to ride, photograph, and otherwise investigate this inveterate Asian taxicab. They visited 12 cities in all, traveling through Agra, Calcutta, Hanoi, Macau, Penang, Singapore, Beijing, Dhaka, Hong Kong, Manila, Rangoon, and Yogyakarta, following the wheel ruts of the rickshaw--or trishaw, sidecar, pedicab, cyclo, or becak--depending on which city they were in. The result, other than some callused posteriors, is a splendid homage to a transportation tradition. Wheeler explains the history of the cycle-rickshaw, why it remains such a popular and omnipresent form of Asian transport, and how it varies from country to country. The book is studded with glossy photographs of the various riders (the people who pedal, as opposed to the passengers), and rickshaws put to all sorts of uses. Pictures show rickshaws laden with freight (11 metal containers), or children (10 school-bound kids), as well as a close-up of Mohan, an Agra fellow who, at 65, has been riding rickshaws for 40 years and typically makes one to three dollars a day. We see Beijing rickshaw riders, enthused about their jobs, pleased with the freedom of movement, the decent pay, and the healthy exercise--and the rickshaw men of Calcutta, who are pullers rather than riders. Hand-pulled on wooden wheels, Calcutta rickshaws haven't changed much in a century of use, and they own the streets during monsoons, when the more advanced machinery of the auto bogs down. And Dhaka, the world's rickshaw capital, is populated by more than 300,000 rickshaws. Elaborately decorated and often jammed in downtown rickshaw snarls, they dominate local traffic. And so the stories unfold across the continent. Rickshaws provide more than a focus for the book--they allow for an unusual, educational, and intimate portrait of Asia. From Library Journal Human-pulled rickshaws have mostly vanished from the Asian landscape, but pedal rickshaws can still be found in many places. Known as triciclos in Macao, cyclos in Vietnam, and trishaws in Malaysia, they carry their passengers in front of the pedaler in Indonesia, in back in India, and on the side in Myanmar. Though they remain a major form of everyday transportation in Bangladesh, they primarily serve tourists in Singapore and are banned in Jakarta. In this stunning coffee-table book, the first from Lonely Planet, picturesque photos and crisp, pertinent text tell the story of rickshaws today, including interviews with operators, technical comparisons, and information on where to buy them. This will be a popular book in public libraries. ?Harold M. Otness, Southern Oregon Univ. Lib., Ashland Copyright 1998 Reed Business Information, Inc. From Booklist Wheeler, founder of Lonely Planet publishing house, and outstanding travel photographer Richard I'Anson team up to produce an armchair travel book that takes a unique tack. Their lavishly illustrated account is a self-styled celebration of the rickshaw, the "Asian taxicab." Roaming through a dozen cities, including Beijing, Calcutta, Hanoi, Manila, and Singapore, Wheeler and I'Anson study the diversity of this ubiquitous vehicle, examining individual configurations from city to city. (In some cities, for instance, passengers sit behind the driver, and in other cities, they sit in front of the driver.) They found it was unusual for rickshaw drivers to own their own machines; most rented them from fleet operators. They stopped and talked to not only drivers but also passengers and even repairmen to get the whole picture of the rickshaw world; and it is a world they intimately, even beautifully, share with their readers. Brad Hooper