

# 1993: Restoring Prasat Muang Tam

April 11, 1999

Categories: History



(Photo: 2Bangkok.com)  
A restored inner pond.



(Photo: 2Bangkok.com)  
Excavation of another pond.

1993: Restoring Prasat Muang Tam

Prasat Muang Tam is 5 kilometers southeast of Panom Rung.

This 10th-century Khmer monument was restored in the early 1990s with funding by the German government.

(Here is an article about restoration from the *Bangkok Post* in 1996: [Restoration or desecration?](#))



(Photo: 2Bangkok.com)  
The outer surrounding moat being excavated.



(Photo: 2Bangkok.com)  
Above and below: Architectural elements removed numbered and stored in preparation to be replaced when the foundation work is complete.



(Photo: 2Bangkok.com)





(Photo: 2Bangkok.com)



(Photo: 2Bangkok.com)

Above and below: Pre-restoration walls



(Photo: 2Bangkok.com)



(Photo: 2Bangkok.com)  
Repositioning stones along a moat wall.



(Photo: 2Bangkok.com)  
Two attractions near Korat:





(Photo: 2Bangkok.com)  
Prasat Hin Pimai



(Photo: 2Bangkok.com)  
The banyan tree (not far from  
Prasat Hin Pimai)

# Big Changes: The View from the Street

May 1, 1999

Categories: Skytrain

*May, 1999*



**Left** – Elevated tracks along Ratchadamri Road

**Center** – BTS logo on Ratchadamri Station

**Right** – Closeup of the track supports on a double-layered section of track

Bangkok is building an elevated train. Test runs are being made everyday from Victory Monument to the Chatuchak area (across from where the Northern Bus Terminal or *Morchit* used to be). It looks like fun!

In Hong Kong you can go anywhere, anytime on the subway. Imagine someday being able to hop on the Skytrain for a no-traffic trip from Lat Pree to Silom!



**Left** – The areas below the pylons are nicely landscaped  
**Right** – Ratchadamri Station. The massive stations create deep shade at street level and really change the character of Bangkok streets.



**Left** – Still unfinished station in front of Chatuchak Park  
**Right** – A double-tracked section in front of Chatuchak Park



Tracks around Victory Monument. Bayoke Tower II is in the background.

The supports halfway up the columns are for a pedestrian walkway.





**Left** – The tracks at Victory Monument. The supports halfway up the columns are for a pedestrian walkway.  
**Right** – View from walkway beneath the tracks.



**Left** – BTS headquarters on the site of the old Northern Bus Terminal (*Morchit*)  
**Right** – Service vehicle on the tracks at Chatuchak where the Skytrain currently stops.  
 Officials are pondering whether to extend the Skytrain further up Phahonyothin.





**Left** – Stairs up to the stations. The overlapping roofs are a reference to traditional Thai architectural styles.

**Center left** – Tiered Thai-style roof of the stations

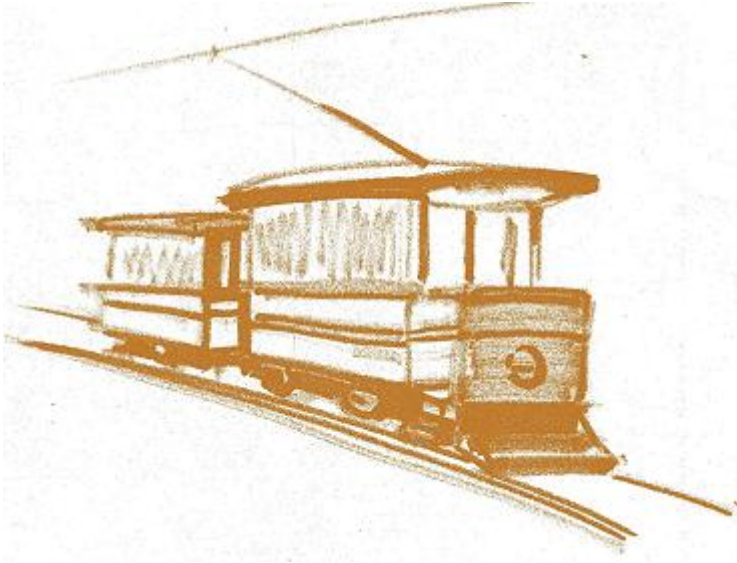
**Center right** – The station roof-edge. The ornamentation is based on a traditional Thai architectural detail called a *chor-fa*.

**Right** – Typical Thai wat. Note the overlapping roofs and *chor-fa*.

# Bangkok Electrical Supply for the Tram, 1931

June 7, 1999

Categories: Trams



**Also see:** [Thai tramway accounts from famous Thai writers](#) – Cost of living in 1942, cost of living in 1946, the Japanese arrive in Bangkok, Allied bombing of Bangkok & bombing of power plants, the Great Flood of 1944 (with car-boat collisions!), tram drivers' strike (with old-time strike busters the Thai people sue for libel, and Bangkok Triad War

## BANGKOK ELECTRICAL SUPPLY

Reprint of *The Far Eastern Review*, May 1931

One, of the great power developments in the Far East is found in Bangkok, the capital of Siam, where the Siam Electricity Company, Ltd., holds a virtual monopoly for furnishing light and power to the city and its suburbs

The history of this development goes back to May, 1887, when a concession was granted by the Siamese government to Messrs. John Loftus and A. du Plessis de Richelieu to operate a horse drawn tramway from Bangkolem (the southern-most point of the town) to the royal palace. The concession was transferred to an English company (the Bangkok Tramway's Company, Ltd.) which worked it for some years with but poor results. This company went into liquidation and on May 23, 1892, transferred the concession to a Danish company.

This company electrified the line (which work was completed in May, 1894, at a time when most cities in Europe were without electric tramways) and operated it for some years until in November, 1900, the concern was taken over by the Electricity Co., Ltd.

Independently of these developments Messrs. L. de Richelieu and Aage Westenholz obtained in July, 1900, another concession to construct and operate a tramway (the Samsen Tramway) which connected the northern end of Bangkok with the center of the town and this concession was also transferred to the Siam Electricity Co., Ltd. and traffic was commenced on this line in September, 1901.

Electric lighting was first started in Bangkok by a Siamese nobleman in 1890 and was taken over by the government in 1893. It was transferred to an American company, the Bangkok Electric Light Syndicate, in 1898 and this company obtained a contract for lighting of public roads and government premises which contract after certain alterations was taken over by The Siam Electricity Co., Ltd., upon its formation.

The Siam Electricity Co., Ltd.-This company was formed and incorporated in Copenhagen on December 27, 1898, for the purpose of acquiring the concessions, contracts and rights of the former companies and started its existence with a registered capital of £33,400.

In the course of 1900 and 1901 the fusion was completed whereby all the electric tramway and light undertakings in Bangkok were combined under the S. E. C.



One of the first undertakings of the new company was the removal of the machinery of the two old tramway stations to the electric light station situated in the temple premises of Wat Liep which latter station the company had acquired by virtue of its concession and where the company's activities are still carried on.

In the course of time the prosperity of the company grew and in 1907 it acquired a controlling interest in the Siam Tramway Company Ltd. A company started under Royal Charter in 1904 by Siamese Princes and nobleman to operate another system of tramways in Bangkok.

The Siamese Tramway Co.'s power station was demolished and its management taken over by the S. E. C. and while the two companies each maintain their independent character, the share-holders and board of directors to a great extent the same and the management is common for both companies, while the current is supplied from the power station of the S. E. C.

S. E. C. Power Station.

The S. E. C. Power Station is situated in the Wat Liep compound and a Klong connects the power station with river (Menam). This connection is of great importance, as it provides the only channel through which all fuel is transported. The following is a short description of how the power station operates from the time the fuel enters in the Klong, until the current leaves the station for the different purposes in the town.

The main fuel used by the S. E. C. is paddy husk transported to the power station in boats each containing about 400 baskets (between 9 and 10 tons).

Besides this; liquid fuel is kept in storage in case of shortage of paddy husk, and shortly two boilers will be erected provided with chains grates stoker for coal burning.

Boats are discharged by means of a Suction plant, capable of discharging two boats in 45 minutes into the shed which has maximum capacity of 450 tons.

From the shed, husk is transported to the Babcock & Wilcox boilers by means of four screw conveyors. The boilers are equipped with grates the upper portions of which are fixed fire bars, whereas the lower parts are movable, enabling the fuel to slide automatically over the grate. From the lower part of the grate the ashes drop into a water-drain discharging into the river.

The boilers are erected in two rows, one row consisting of four boilers and the other two. The maximum capacity of the boiler-room is 10 boilers. Each boiler is capable of producing 12,500 kg. of steam per hour at a pressure 14 kg. per cm<sup>2</sup>.

They are provided with economizers and superheats to increase the economy of the steam plant. The feed pump plant for the boilers consists of three Weir turbine pumps the capacity of each being 35,000 kg. per hour at a pressure of 15 kg. from the boilers the steam enters into the engine hall and goes to the turbines through the main steam pipes.

The engine hall is provided with six turbines of a total capacity of 16,500 kilowatt hours. The individual capacities of the turbines are as follows: 2 by 5,000 slat; 2 by 5,000 stal, 2 by 1,250 kilowatt. hours A. E. G.

Each turbine drives an alternator which generates current at a tension of 3,600 volts and 50 cycles. From the alternator the current is distributed by means of a switchboard through the different feeders. From these feeders current is supplied all over the town. the generating plant of the tramways and to the auxiliary service of the power station.

The water necessary, for condensing the exhaust steam from the turbine is pumped up to the power station by means of a pump plant situated on the river, the capacity of which is 6,000 cubic meters per hour. The discharge of this cooling water goes back to the river through the ash drain or through the power station Klong. The windings of the alternators are also cooled by air passing through air filters of the viscous oil system.

The tramway current is generated by three electric motor generators (Construction Electriques de Belgique), capacity of each being 800 Kilowatts. Each high tension synchronized motor of the group drives a dynamo which supplies the direct current of 550 volts to the feeders of the different lines through a special switchboard.

The development of the tramway has made it necessary to erect one substation at Bangkok Dock to supply current to the southern part of the tramway lines, just as a substation in Bang Na converts the alternating current into direct current for the Paknam. Railway Co.

### **Distributing Net**

As already mentioned.

Two kinds of current are generated at the power station.

- (1) three phase alternating current, 50 cycles, 3,600 volts for light and power purposes.
- (2) direct current, 550 volts, for tramway traction.

The current generated at the power station is brought into the town by means of high tension underground cables.

The cables supplying alternating current are connected to three high tension switch cabins, situated at different places in the town and thence the supply is transmitted by means of high tension overhead lines to which are connected the transformers which transform the tension from 3,600/100 volts for light purpose and 3,600/3,175 volts for power.

There are at present 12 high tension distributing feeders of which one feeder is especially used, for public street lights, one feeder for Government customers, and 11 feeders for general distribution of light and power.

Practically all the high tension distributing feeders can be inter-connected either at the high tension switch cabins or by means of overhead line switches.

One high tension feeder is used to supply current to the Bang Na substation 12 km. from the Capital where A. E. C. cascade converters transform the current from 3,600 volts A.C. to 550 volts D.C. and supply current to the Paknam Railway Co., Ltd., which connects Bangkok and Paknam, a distance of about 21 km.

The high tension line which supplies current to the above substation is also carried through up to Paknam and supplies current to this small town.

The tramway distributing feeders which are 10 in number also leave the power station in underground cables extend to various places in the town deemed most suitable as points of connection with the tramway sections.

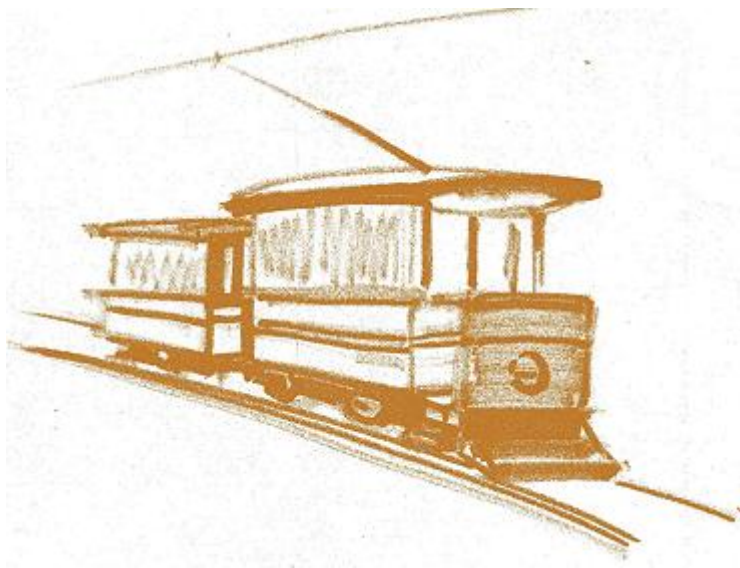
Practically all the tramway sections are supplied with current generated at the power station. with the exception however, of three sections in the southern part of the town which receive current from the Bangkok Dock substation where two converters of 360 kw. (C. E. B.) generate the necessary D.C. supply.



## Details: Tram 120

June 19, 1999

Categories: Trams



A 2Bangkok.com exclusive—a series of closeup photos of all the design and mechanical details of Bangkok 120.



(Photo: 2Bangkok.com)



(Photo: 2Bangkok.com)

‘120’ on one of the interior wooden supports.



(Photo: 2Bangkok.com)





(Photo: 2Bangkok.com)

Some interior placards or notices have been removed.



(Photo: 2Bangkok.com)

Headlight on the front of the tram.



(Photo: 2Bangkok.com)



(Photo: 2Bangkok.com)

Driving gear at the front of the tram.





(Photo: 2Bangkok.com)

The left dial controls speed and the right handle controls forward or backward motion.



(Photo: 2Bangkok.com)





(Photo: 2Bangkok.com)



(Photo: 2Bangkok.com)

Rear driving gear

Reiner reports: *The "controller" has essentially two handles, the small one "switching on" (and had always to be removed when the driver left the car) and for controlling forward and backward, the big one for notching up the speed or activating the brake. In traditional trams the electric brake would slow down the car to a certain extend, but for the final arrest, the big hand brake had to be used.*



(Photo: 2Bangkok.com)

Above the rear driving gear is some control mechanism for the overhead power lines.

Reiner reports: *As to tram no 120 (I have many earlier photos when it was not in such a dilapidated condition), I should come back to you with some more detail. That contraption under the ceiling on the vestibule is a "circuit breaker" which cuts off the power in case of overload. Too fast acceleration, steep mountain (not a problem in Bangkok, of course, but may be some of the humpy bridges). That thing next to it is what remains of the bell, activated by the conductor by pulling a string for stopping and/or going.*



(Photo: 2Bangkok.com)





(Photo: 2Bangkok.com)

Despite being the most complete tram we have ever visited, it is also rotting away.



(Photo: 2Bangkok.com)

Tram wheels





(Photo: 2Bangkok.com)

Leaf springs



(Photo: 2Bangkok.com)

The beautiful interior with a tram stop sign in the background (the red triangle).

Reiner reports: *That hinged and movable gate in the interior, as you might know, separated 1st from second class (sections of 2 and 3 windows respectively) and was moved at the terminal to ensure that 1st class was always at the front end of the car. The cushions, which served to make the seats "first class", were then thrown (so the story goes) by the conductor from one end to the other.*



(Photo: 2Bangkok.com)

Access panel removed in floor of the tram.



(Photo: 2Bangkok.com)

Under the seats (you can also see this in the access panel photo above), are some lines of some kind.





(Photo: 2Bangkok.com)



(Photo: 2Bangkok.com)

Is this the place to put tickets?



(Photo: 2Bangkok.com)

Interior tram lights





(Photo: 2Bangkok.com)

Probably the switches for the interior  
tram lighting

# Skytrain Route Map and List of Stations 1999

July 3, 1999

Categories: Skytrain



## New extension station list!

Translated and summarized from *Thairath*, and *Than Setthakij*

## New station extension list

### Samrong Extension:

- E10 Bang Chak
- E11 Thamma Mongkhon – near Sukhumvit 101
- E12 Udomsuk – near Udomsuk
- E13 Bang Na – near BITEC – the last station in the BMA (inside Bangkok city limits)
- E14 Thepharak – between Samrong Nuea and Thepharak Intersection
- E15 Samrong – near Erawan Shrine

### Taksin Extension:

- 1st phase
  - S7 Charoen Nakhon – at the foot of Taksin Bridge not far from Charoen Nakhon
  - S8 Krung Thonburi – about 400 -500 meters before the Taksin intersection
  - S9 Taksin Intersection – 200 meter after Taksin intersection
- 2nd phase
  - S10 Talard Ploo – near Talard Ploo Intersection
  - S11 Southern Bangkok Terminal – in the proposed Southern Bangkok Terminal area
  - S12 Phetkasem – in Phetkasem Road in Bang Wah – terminal station

### Ratchayothin Extension

N9 Lad Phrao Intersection – near Central Lad Phrao  
N10 Ratchayothin – before reaching Ratchayothin Intersection  
N11 Sena Nikhom – before reaching Soi Sena Nakhom – a terminal station

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Existing stations and previous lists of extension stations

### **Sukhumvit Line Stations**

Mo Chit (N8) the northernmost station on Phahonyothin – the Skytrain maintenance facilities and HQ building are here on the site of the former Northern Bus Terminal – Chatuchak Weekend Market is across the street  
Saphan Kwai (N7) intersection of Suthisarn and Phahonyothin Roads  
(N6) this will be a future station  
Ari (N5)  
Sanam Pao (N4) in front of the Channel 5 TV station on Phahonyothin  
Victory Monument (N3) on the south side of the Victory Monument traffic circle  
Phayathai (N2)  
Rajchathewi (N1) in front of Asia Hotel  
Siam (CEN) here the Skytrain turns onto Phloenchit/Sukhumvit Road – this is the main station where one can transfer to the Silom Line  
Chitlom (E1) near Central Department Store  
Phloenchit (E2)  
Nana (E3) near Landmark Hotel  
Asok (E4) at the intersection of Asok and Sukumvit – the MRTA Subway passes north-south here  
Phrom Phong (E5) in front of The Emporium (shopping center)  
Thong Lo (E6) at Sukumvit Soi 55  
Ekkamai (E7) at the intersection of Ekkamai (Sukumvit Soi 63) and Sukumvit – near the Eastern Bus Terminal (busses to Eastern seaboard areas – Pattaya, etc.)  
Phrakhanong (E8)  
On Nut (E9) line ends just beyond Sukumvit Soi 77

### **Sukhumvit Extension (AKA Samrong extension) – 8.9 km – proposed**

E10 Samphob Naruemit (Sukhumvit 62) – to BKK Expressway  
E11 Punnawithee (Sukhumvit 101) – near Wat Thammamongkhon  
E12 Udomsuk (Sukhumvit 103) – the Junction to New Bangkok International Airport and Samrong  
E13 Bearing (Sukhumvit 107) – near the Boundary Pole between Bangkok and Samut Prakarn  
E14 Thepharak – Thepharak Intersection  
E15 Samrong Tai – where the proposed Kanjanaphisek Outer Ring Road intersects with Sukhumvit Road (a transfer station to the southern extension of MRTA Orange Line)

### **Vibhavadee-Rungsit Extension Stations (north from Morchit on Phahonyothin Road-these are northern extensions to the Sukumvit Line) – proposed**

Two routes are under consideration: one continuing up Phahonyothin Road (AKA Ratchayothin Extension) and the other going up Vibhavadee-Rungsit Highway (Highway No. 31) to Ngam Wongwan Intersection. The Vibhavadee-Rungsit alternative is proposed because by continuing up Phahonyothin Road the Skytrain would have to pass above a towering pile of flyovers and overpasses at Lat Prae intersection.

### **Silom Line Stations**

National Stadium (W1) near Mahboonkrong Shopping Center  
Siam (CEN) this is a main station where one can transfer to the Sukumvit Line – from here the Silom line turns south down Ratchadamri Road  
Ratchadamri (S1) near Regent Hotel



Saladaeng (S2) here the line crosses Rama IV Road and heads down Silom Road – near Patpong and Silom Complex

Chong Nonsi (S3) here the line crosses from Silom to Sathorn Road

(S4) this will be a future station

Surasak (S5)

Saphan Taksin (S6) the line ends before the Taksin bridge that crosses the Chao Phraya River

### **Silom Extension (AKA Taksin Extension) – 2.2 km – proposed**

S7 Krung Thonburi Road – one Krung Thonburi Road near Charoen Nakhon Intersection

S8 Wongwian Yai – near Woangwian Yai Railway Station (probably 400 m from King Taksin the Great Monument at Wongwian Yai (Thonburi Circle) which will become a junction for Southern Section of the MRTA Orange Line

### **Chong Nonsee Extension – 8.5 km – proposed**

This line – if approved – will start from Chong Nonsee Station (S3), passing through the Narathwat Ratchanakharin Avenue to Rama III Road (Ratchadaphisek Inner Ring Road) and turning right along Rama III Road until it ends at Sathupradit intersection. This extension is actually one of 11 feeder lines which is supposed to be a loop from Chong Nonsee Station to Taksin Bridge Station (S6) – going along the Narathwat Ratchanakharin Avenue, Rama III Road, turning right at Thanon Tok Intersection to Charoen Krung Road (AKA New Road – the first road in Bangkok – first constructed in 1864 during the reign of King Mongkut). However, there are many obstacles to the new plan including the new Bangkok Bridge 2, budget constraints, the narrowness of Charoen Krung Road. Thus this feeder line has been cut out of the plan.

### **Nong Ngoohao Extension : 18.4 km – proposed**

(assuming route code as X until the official letter is decided upon)

X1 Bangna – Near Bangna Intersection on Bangna-Bang Pakong Highway (Highway 34) and BITEC, an exhibition center

X2 Central City Bangna – opposite Bang Na Hospital

X3 Srinakharin – Sri Nakharin Intersection

X4 Ramkhamhaeng 2 – Bang Na Campus (now in Prawet District)

X5 Wat Kingkao Road – the major road closest to Nong Ngoo Hao Airport (AKA New Bangkok International Airport)

X6 Nong Ngoo Hao – Southern Terminal of New Bangkok International Airport

### **Ratchayothin Extension – proposed**

N9 Central Plaza – near Central Plaza (this station won't be a free transfer station to MRTA Blue line (Phaholyothin Station) nearby)

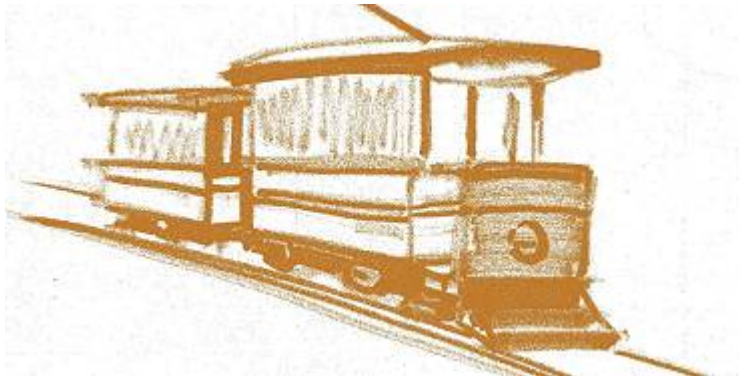
N10 Magic Land Theme Park – the oldest theme Park in Bangkok

N11 Ratchayothin – near the headquarter of Siam Commercial Bank PCL and Major Cineplex (IMAX) – Ratchayothin Branch

# Screen Captures of the Paknam Rail

July 20, 1999

Categories: Thai Railroads



The Paknam Railway was a tram-like train that ran from Bangkok to Paknam.

These screen captures are from a snippet of undeveloped silent footage from the Thai National Film Archives.

More on the [Paknam Railway](#).

Some Paknam Railway [company history](#).



Outside the station



Entering the station



Getting on the train







# First Ride on the Skytrain

July 31, 1999

Categories: Skytrain

On July 31, 1999 I took my first ride on the Skytrain.

It was a test run from Mo Chit Station (N8) to Phloenchit Station (E2) on the Sukumvit line. It took about seven minutes! We did not stop at any of the stations in between, but the quick trip still emphasized just how small a space Bangkok is crammed into. It is the traffic that makes it seem big and spread out. The ride was quiet and smooth. At some points it was difficult to see where one was on the route. At four stories above street level, everything looks different. One city block will contain a highrise while the next will contain an ancient ornate mansion surrounded by moat. The unusual views from the train, especially as it makes its way through Victory Monument, are sure to make it a tourist attraction. BTS expects 600,000 people a day to ride the train.

## Welcome to the Skytrain!



*Click on the thumbnails if you want a larger image.*

## Ticketing platform



Ticketing booth / Stairs / Railing detail / Stairs down to ticketing platform

### Inside the train



Doors / Waiting for the trip to start / View through the cars / View through the cars / Seat detail  
(The floor is still covered with cardboard for protection. Note the stylishly curved overhead handrails.)

### The Cab



Driving console / Control panel & indicator lights (opposite driving console)  
(The controls seem amazingly simple—just a keyed on-off switch and a lever to accelerate the train.)

### Platform and Train



Train leaving platform / Tracks toward Sampan Kwai / Boarding the train  
/ Everyone loves a train!

### Views from the train

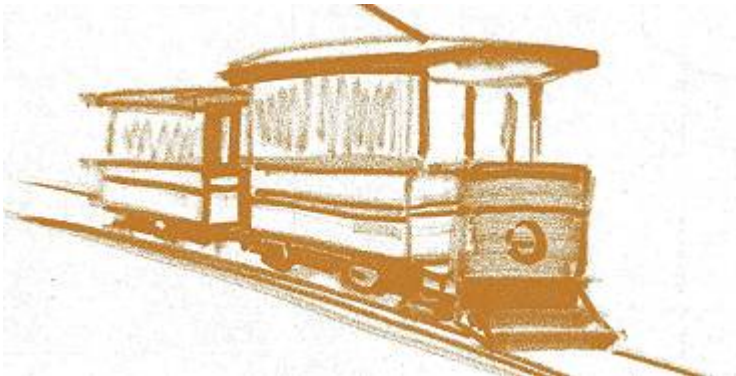


Chatuchak Weekend Market / Victory Monument / Ratchadamri Road / A side street on Sukumvit

# Timeline of Bangkok Trams

August 5, 1999

Categories: Trams



## Tram Overview

The total distance (Lines 1 through 7): 42 km

Pak Nam Railway: 21 km

Total Distance of electric mass transit line: 63 km

A tram car was 2 x 8 meters and driven by 40-60 HP motor. The local made trams were made from teak instead of aluminum as in the imported version. (from *Lokbaimai Environmental Monthly Magazine* – Vol. 8 No.87, Sept, 1996)

[Tram route map](#) circa 1968 (54KB) – courtesy of Ric Francis

## The timeline of Bangkok Trams

September 22, 1888 – Mr. Alfred John Loftus (AKA Phraya Nithetcholthee) opens a horse-drawn tramway line from City Pillar to Thanon Tok

Circa 1888-90 – Ownership transferred to Bangkok Tramways Co. Ltd.- a British company

May 23, 1892 – Ownership transferred to a Danish company

April 11, 1893 – Pak nam Railway opened for service

May, 1894 – Opens for service as an electrified tramway with Belgian and German rolling stock and electric power from Siam Electricity Co. Ltd. – a Danish public utility company – the street cars were painted yellow

November, 1900 – Merged with Siam Electricity Co. Ltd. to become a subsidiary company

September, 1901 – Samsen-Hua Lamphong line opened, powered by Bangkok Electric Light Syndicate Co. Ltd. (later on Samsen Power Plant)

October 1, 1905 – Bang Lamphoo – Hua Lamphong line opens for service with a royal opening ceremony performed by King Chulalongkorn – this line was controlled by Siamese Tramways Co. Ltd. founded by Prince Narathip Pongpraphan

February 1, 1908 – Bangkok Tramways Co.Ltd. becomes a major shareholder of Siamese Tramways Co. Ltd

May 5, 1927 – Merged Siamese Electricity Co. Ltd. with Siamese Tramways Co. Ltd. to form Siam Electricity Corporation

September 28, 1939 – Name changes to Thai Electricity Corporation

January 1, 1950 – Nationalized to Bangkok Municipal and the Department of Civil Works, Ministry of Interior runs the services

December 19, 1961 – Cabinet Resolution states that all Bangkok tramways must close for good

1965 – Samsen line closed (from *Lokbaimai Environmental Monthly Magazine* – Vol. 8 No.87, Sept, 1996)

October 1, 1968 – for City Circle closed (from *Lokbaimai Environmental Monthly Magazine* – Vol. 8 No.87, Sept, 1996)

1965 – Wat Liab Power Plant closed

October 1, 1968 – Bangkok Tramway ceases operation – see [here](#)



## Odds and Ends

Part of the abandoned tramway rails can still be seen on New Road (around Charoenkrung Soi 39 or so).

The last tram sign (a triangular red sign with 3 stars in the middle) is in the Saphan Lek (iron bridge) area near Weng Nakhon Khasem (Thieves Market).

If you go to the [Railway Hall of Fame](#) in Chatuchak Park, you can see a lot more about the tramway.

*Railways in Thailand* published by White Lotus is a good source to find out about Bangkok Tramway since the book has some sections mentioning it.

In the past, we called the tramways either *rot tram* (literally 'tram cars') or *rot ai* (literally 'cars with the stink of sweat due to the heat from the way people are packed like sardines inside').

## The End of the Line

After termination of tram service in 1968, the Metropolitan Electric Authority transferred tram workers who wanted to work to its other operations. Those who wanted to leave MEA were granted three months' salary plus bonus. The steel rails were sold to junk yards for 50 satang a kilogram (then US\$25 per metric ton). The rolling stock was sold at 8000 baht a set (then US\$400). The copper wires that powered the trams were kept as spare parts for MEA operations if they were larger than a thumb.

From MEA News (1957-1968):

- 1) Bang Krabue line (Bang Krabue – Sam Yaek) discontinued around January 1962
- 2) Bangsue Tram line (Bangkrabue – Bang Sue) discontinued around April 1962 (with 5 tram cars in Bang Krabue depot sold to write off debts)
- 3) Hua Lamphong line (Hua Lamphong – Giant Swing – Bang Lamphoo) discontinued around May 1962
- 4) Silom line (Pratoonam Pier – Saladaeng) discontinued around June 1962
- 5) Yotse line (Yotse Intersection – Ratchaprasong Intersection) discontinued July 1962
- 6) Samsen line (Sathon – Sam Yaek) discontinued around October 1962
- 7) Bangkholaem line (Saphan Lek Lang – City Pillar) around December 1962
- 8) Bang Kho Laem line (Thanon Tok – Saphan Lek Lang) discontinued around July 1963
- 9) City Circle (from Thewet – Saphan dam) discontinued July 1963
- 10) City Circle (from Wang Boorapha to Wat Liab) discontinued around October 1963
- 11) City Circle (from National Theater to Ban Maliwan ) discontinued around December 1963 cutting the City Circle into two unconnected routes
- (11.1) The Outer Loop -> Saphan Dam to National Museum (6 cars) and (11.2) the Inner Loop -> Thanon Phra Athit – Wang Boorapha (3 cars). The other 10 cars were stored as spare parts at Wat Liab and Saphan Dam.
- 12) City circle -> the last two unconnected routes were discontinued on October 1, 1968.

*\* Siam Electricity Co. Ltd. began the power distribution from Wat Liab Power plant to Paknam and Phrapadaeng in 1924.*

*\* Atsadang and Ratchawongse feeder lines were probably opened around 1906-7 since they appeared in 20th Century Impressions of Siam (published in 1908), but King Chulalongkorn had not approved such feeders in 1905. Atsadang and Ratchawongse feeder lines were discontinued probably around 1927-34 since the Bangkok Map (published by Royal Military Survey in 1937) did not show the feeder lines up at all.*

*The Chinese merchants in Yaowarat said in 1927 that the Ratchawongse feeder line should be discontinued so that they could park their motorcars and enjoy big meals in the first class Chinese restaurants in that area.*

*\* In 1934, Siam Electricity Corporation ran the blue bus service from Ratchawongse pier to Golden Mountain but not for very long.*

*\* Sukhothai line was constructed probably around 1913 from the pier at Wat Kwid (behind the Sukhotai Palace to Vajira Hospital (opened in 1913) to help those who lived in Bang Plad and Bang Or (Thonburi) and along Samsen canal to use medical services. The Sukhothai feeder line was discontinued in 1951.*

After December 1963, the City Circle became two unconnected lines. The first section ran from Saphan Dam Depot (now MEA Office at Saphan Dam) to Thaharn Asa Monument (near the National Museum). The second section ran from Ban Maliwan (Thanon Phra Athit) to Wang Boorapha (near Kamol Sukosone Store).

Dusit Line and City circle merged into one line in 1944 after the construction of Osathanon Bridge across the City Moat.

A few months after the termination of Bangsue Line in early 1962, Bang Krabue Line was shortened from

Bangrabue Intersection to Sam Yaek office. The other section (from Sam Yaek office to Sathorn Intersection) terminated around October 1962.

From "Khao Karn Fai Fah" (MEA News) – a journal of MEA: In 1926, the section from Wat Thewarat Kunchalong to See Sao Thewet was discontinued. In 1944 (during WWII), the Dusit tram line and City Circle tram line were merged into a single line by the route readjustment after the construction of Osathanone Bridge near Wat Bophitphimuk (a temple opposite to Wat Liab Power Plant, on the eastern side of the 2nd city moat – AKA Klong Rob Krung or Klong Ong Ang).

1958: The section from Rat Prasong Intersection – Soi Ruenrudee (opened in 1950) discontinued due to unpopularity.

1961: Bang Krabue – Bangsue line discontinued.

1962: Last section of Samsen line (from Sathorn Intersection to Hua Lamphong Market – near Odien Circle) discontinued.

#### Links

[Old Trams and Trains of Thailand](#) – This page has a few excellent photos of the Bangkok tram and train lines of the past. The site's main page, [Tram Views of Asia](#), has links to rare photos of old tram systems in Burma, Ceylon, Pakistan, Siberia, Syria, etc.

#### Related

[Thailand Railway Hall of Fame](#)

[Brief History of Paknam Railway](#)

# The Simpsons Translated into Thai

September 2, 1999

Categories: 2Bangkok News



Actual: *Lisa: What the heck is that? Bart: Maybe it's a box from the future.*

Translation: *Lisa: What's that? Bart: Maybe it's a box from the future.*

Here are some screen captures from a favorite Simpsons subplot—Homer finding a Mr. Sparkle box from the episode *In Marge We Trust*.



Actual: *Wha — why am I on a Japanese box?*

Translation: *Why does my picture appear on a Japanese box?*

Notice the network logo that always appears in the upper right-hand corner. When this episode was broadcast, the name of the network was IBC. It has since merged with its only competitor and become [UBC](#). The network is commercial-free, so there are no interruptions during the show.





Actual: *That's ridiculous. Nobody is watching us right now.*  
 Translation: *That's nonsense. Nobody's watching us.*

Each Simpsons season starts immediately after the first run of all the season's episodes in the States. We usually get all the episodes, but occasionally one is not shown. For example, Thailand never got *The Simpsons 138th Episode Spectacular*.



The translation is usually accurate, but like most Thai subtitling, occasionally the numbers or cultural references are wrong.



Actual: *Oh, the color scheme and the rabbit ears! And the two point three children. I mean, where's the Hi-C?*

Translation: *The color scheme and the rabbit ears (V-antenna is the literal Thai equivalent) and a few children (or and 2 or 3 children).*  
*Where is the Hi-C?*  
From *Homer's Phobia*

Considering the complex cultural references in the Simpsons, it is surprising that it is translatable at all.



Actual: *Bart: I didn't think it was physically possible, but this both sucks and blows.*  
Translation: *Bart: I never thought it possible it could be so terrible.*

*Terrible* here is represented by *tunghoi-tungseo*—a slang expression meaning *very bad and very dumb*. It is a pretty good approximation of *sucks and blows*.

From *Marge in: "Screaming Yellow Honkers"*



Actual: *You cashed in your 401K to buy that stupid Canyonero. Why don't you drive it?*

Translation: *You spent more than four thousand for a crazy Canyonero. Why don't you drive it?*

From *Marge in: "Screaming Yellow Honkers"*

It was interesting to see the translation

for *Simpsons Bible Stories* to see if Thais who probably knew little of Bible tales would be able to translate the deliciously sacrilegious jokes. *Simpsons Bible Stories* was finally shown in Thailand on July 24, 1999.



Actual: *Lisa: Ahh, ahh. More or less. Hey, is that manna?*

Translation: *It's like that (meaning, I assume, yes). Is that a miracle?*

From *Simpsons Bible Stories*



Actual: *Wiggum: Ok, next up: Jesus Christ vs. Checker Chariot.*

Translation: *The next case: Jesus Christ with Mr. Checker's Chariot.*

This is a tough one and I'm still not sure I have it. The Thai word that should be *chariot* is *coon rot suk*—*rot suk* is chariot.

Literally *war car*—it can also mean *tank*. *Coon* (from *tycoon*) is a title for a knight, so I think the translator thought Checker was the name of person and not a company.

From *Simpsons Bible Stories*

Comedy, thy name is Krusty...





Actual: Krusty: *I'm not saying Jezebel's easy, but before she moved to Sodom, it was known for its pottery!*

Translation: *I'm not saying Jezebel's easy (easy here meaning a pushover or one who speaks quickly without thinking), but before she moved to Sodom, the city was famous for its pottery.*

From *Simpsons Bible Stories*



Actual: Homer: *Chesty La Rue!* Marge: *Chesty La Rue?*

Translation: Marge: *What is it going to be?* Homer: *Chesty (big breast) La Rue!*

(The translators have added *big breast* in parenthesis for clarity.)

From *Homer to the Max*

# Thai Railway Hall of Fame

October 21, 1999

Categories: Thai Railroads

[Railway Hall of Fame faces uncertain future](#) – Bangkok Post, October 21, 2009

*...His sadness is caused by the Hall of Fame's uncertain future as the State Railway of Thailand (SRT), owner of the land where the museum is situated, wants to take back the plot of land and turn it into a dog park, to be run by the Bangkok Metropolitan Administration.*

*It is understood that he is to leave the plot of land right away...*

**Location:** northwestern corner of Chatuchak

Park along Kamphaeng Phet 3 Road

**Directions:** If you are traveling north on Phahonyothin Road, Kamphaeng Phet 3 Road is the road that runs along the northern edge of Chatuchak Market. It is the road that separates Chatuchak Park from the State Railway Public Park. However, you cannot turn left onto that road on weekends from Phahonyothin Road. You have to continue down Phahonyothin Road and turn left on Wiphawadi-rangsit Road and take the first left (this is the other end of Kamphaeng Phet 3 Road). A few hundred meters on your left is a parking lot for the museum.

**Open:** Saturday and Sunday 5:00 am-4:30 pm or so (as long as there are people still stopping by)

Railway Hall of Fame is in financial trouble – October 1, 2004

Wisarut reports: *The Railway Hall of Fame is in financial trouble. The Viryasiri family is desperate for someone to rescue this good museum... and uncle Sanpsiri is ailing due to advanced age. Thai Railfan may have to do their best to deal with this kind of trouble. From [this thread](#).*

The Thailand Railway Hall of Fame is a privately owned museum. It contains a diverse collection of objects that future generations will be glad someone had the presence of mind to preserve. Dr. Sanpsiri Viryasiri, the enthusiastic English-speaking curator, has a story ready for each exhibit.



The steam engine was shipped to a sugar plantation in Hat Yai, but by the time it got there the plantation had gone bankrupt. With

One of the last steam engines produced in the world (in 1959). April 16, 2001 – A Japanese reader emailed us the website of the company that made this engine-> [Kyosankogyo](#)

its unusual 75 cm gauge, it could not be used on railways so it sat unused for 50 years before being rescued by Viryasiri and moved to the museum. **Reiner Zimmermann** writes: *Kyosan Kogyo delivery consisted of three locomotives. The one the museum carries the works number 10089. The others were 1010089. Where are they? Kyosan Kogyo, 10 years ago, was unable to provide information on their buyer as all material had been discarded*



Tiny Thai tank (slightly bigger than a go-cart).

Danny O'Hara of [Danny O'Hara's Weird Wars](#) informs us that it is a Vickers Carden-Lloyd 2-man tankette (of which about 60 were imported to Siam/Thailand during the 20s). His website has some excellent info on the early twentieth century Thai military (the site seems to be offline though).



Tank interior – It was powered by a Model-T engine. Imagine how hot it would get sitting next to it! In the upper left is an oblong metal plate with a line of holes to look out through.

Harold reports: *I need to let you know that it is not the above mentioned tank, but rather the French Renault UE 2 armored-carrier and tractor. You can see the similarities to the real thing [here](#).*

Pklykoom writes: *The tankette in question is indeed a Carden-Lloyd Mk IV tankette, designated the Type 71 by the Thai army (below). More pictures can be found [here](#).*

*The Chenillette looks nothing like it; the second picture (below right – taken at the RTA's Ordnance Museum) is an example of one among the few captured from the French during the Franco-Thai War.*





(Photo: Pklykoom)



(Photo: Pklykoom)



The museum has two beautiful railroad cars from the Rama V era. One has been restored, the other has been left unfinished.



The small food preparation area on the train modified with Thai-style hot pot cookers. Hot coals would be placed opening in the front to heat food.



An elegant and functional fold-down sink in the railcar.  
Sink goes up.

Sink goes down.



A few odds and ends arranged in an old boxcar.

For more views of the Thailand Railway Hall of Fame see the [Bangkok Tramways](#) page.

### What Kind of Plane is This?



This is the wreckage of a Japanese general's plane that was used to survey the construction of the Death Railway in western Thailand during World War II. It crashed a week before the railway opened. The first thing Dr. Sanpsiri Viryasiri asks visitors to his museum is "do you know anything about aircraft?" Dr. Viryasiri dug up the parts from a field in Kanchanaburi and has been trying to identify the make and model.

*Update! – March 6, 2001*

Sakuma, a member of *Rao Lack Rotphai* in Japan, informs us that "this plane is Japanese army's heavy bomber, type 97, judging from the two engines (14 cylinders)." Sakuma has also seen the wreckage in person and spoken to Dr. Sanpsiri about it.

(Conor writes concerning the phrase *Rao Lack Rotphai*:

*This is obviously meant to be the Thai phrase for "we love trains" which I would transliterate as "rao rak rot fai". As is common "rak" became "lack."*)





A closeup of one of the engines.



Some stacked wreckage. On top is a wing.



The plane's two engines.



The struts inside one of the wings.



# Bangkok Subway Route News 1999

November 26, 1999

Categories: Subway

*The following extensions are proposals awaiting approval or being planned as of 1999.*

Blue Line North Extension – 11.6 km

*November 26, 1999*

Seven stations with a park and ride at Rattanathibet Road. This extension will cost 28,500 million baht (US\$ 712.5 million). The construction will be from 2006 to 2009. This extension will open for public service in early 2010.

Construction: design and construction : 2009-2011

Open to the public: 2012 to celebrate the 7th cycle birthday of His Majesty The King in 2011

Park and ride: Ratanathibet Road near Sanambin Nam intersection

**Note on the Blue Line Extension:** The Cabinet decided to delay the MRTA Blue Line extensions (50.055 billion baht) and ask for a revision of the Mass Transit Masterplan so they can reallocate money for projects in rural areas such as irrigation and four-lane national highway projects.

from *Prachachart Thurakit* (<http://www.matichon.co.th>), November 25-28, 1999

The Northern and Southern Extensions of MRTA Blue Line are undergoing environmental impact studies by the Bureau of Environmental Policies and Plans which has send an inquiry to the MRTA to have an archeological survey and analysis done at Yaowarat, Wang Boorapha, and the Grand Palace (these are historically and religiously significant areas). MRTA has hired Team Consultant Engineer Co.Ltd for the archeological survey along the Southern Extension (the first 3 stations) and paid 2 million baht to the consultant company which will make a 5-month survey beginning August 16, 1999.

Northern Extension:

All above ground:

- 1) Tao Poon – Tao Poon intersection
- 2) Bang Son – Southern Rail way intersect with Pracharat Rd.
- 3) Wongswang – intersection between Pracharat and Wongswang Road (inner ring road)
- 4) Tiwanon Road – at Nonthaburi Intersection the beginning of Tiwanon Road
- 5) Rewadee – Soi Rewadee (a short cut to Rattanathibet Road)
- 6) Rattanathibet – near New Bureaucratic Center of Nonthaburee and Rok Suang Ok (Chest Disease) Hospital
- 7) Sanambin Nam – Sanambin Nam intersection near Phranangklaao Bridge

Blue Line South Extension – 14 km

*November 26, 1999*

The Hua Lampong-Bang Kae Section begins westward from the south end of the Initial System Project at Hua Lamphong Station. It goes along Charoem Krung Road (this is the road that goes through Chinatown—I can't imagine how bad the traffic will be when they start to tear up this road), passes Chinatown, Wang Burapha, then turns left at Wat Poh before crossing under the Chao Phrya River at the place between Wat Po and Pakklong Talad flee market. At that point the system remains underground for about 1.5 km before going above ground. The route then crosses Charansanitwongse Road at Tha Pra Intersection and runs along Phatkasem Road and ends at the Outer Ring Road. That works out to be 5 km underground and 9 km elevated.

Park and ride: One at the last station at the Outer Ring Road

Construction:

Phase I: Hua Lumphong-Royal Palace	3.1 km	Construction: 2001-2004	Opening: 2005
Phase II: Royal Palace-Tha Phra	3.4 km	Construction: 2004-2007	Opening: 2008
Phase III: Tha Phra-Bang Khae	7.3 km	Construction: 2006-2009	Opening: 2010

**Note on Blue Line Extensions:** The Cabinet decided to delay the MRTA Blue Line extensions (50.055 billion baht) and ask for a revision of the Mass Transit Masterplan so they can reallocate money for projects in rural areas such as irrigation and four-lane national highway projects.

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Underground section:

- 1) Mungkorn Road – Yaowarat area (AKA Bangkok Chinatown)
- 2) Wang Boorapha – the old trade center in downtown Bangkok, near Chaloem Krung Royal Theater (the first airconditioned theater in Bangkok – founded in 1932 to celebrate the 150 year anniversary of Bangkok on April 6, 1932)
- 3) Grand Palace – at the beginning of the New Road – near Wat Po and Wang Saranrom Park
- 4) Issaraphab Road – in Thonburi (Issaraphab means “freedom”)
- 5) Tha Phra

Above-ground section:

- 6) Bang Phai Hospital
- 7) Siam University
- 8) Phasee Charoen District
- 9) Bang Khae Market
- 10) Kanchanaphisek Outer Ring Road – (AKA Bang Khae) near The Mall Shopping Center, Bang Khae branch

Orange Line – 35 km

*Last updated December 1, 1999*

The Orange Line will cost 235.2 billion baht (US\$ 5.88 billion). This line will go along Ramkhamhaeng Road past Bang Kapi, Lum Salee, Hua Mark Stadium, Ram Khamhaeng University and turn right to Sriwara, Pracha Uthit Road to intersect with the MRTA Blue line at Thai Cultural Center. After that it will go to Vibhavadee Rangsit Highway to Dindaeng and intersect with BTS Skytrain at Victory Monument. It will go along Ratchawithee Road, Chitlada Palace, Dusit Zoo and turn left at Uthong Intersection (Near National Assembly, Headquarter of Chart Thai and Chart Phatthana) to go along with Uthong Nai Road to National Library (Thewet), Bank of Thailand, Phan Fah Bridge (near Mahakan Fort and Democracy Monument), Chaloem Krung, Saphan Phut Bridge, Wongwian Yai. It will go above ground after passing Mahaisawan intersection. It will end up at Prachauthit intersection near the Expressway.

Design and Construction : 2011-2016

Phase I: Bangkapi-Thai Cultural Center (Huay Kwang)      Opening: 2015

Phase II: Thai Cultural Center-Wang Boorapha              Opening: 2016

Phase III: Wang Boorapha-Ratboorana                      Opening: 2017

This line will be completed to celebrate the 90th birthday of His Majesty The King.

Park and Ride: three Park and Rides: Bangkapi, Rama II Highway, and Ratboorana (near Prachauthit Road)

Northern Section – 20.9 km – 18 stations

Above-ground section:

- 1.1) Bang Kapi – near Wat Sri Boonrueng

Underground section:

- 1.2) Lam Salee intersection
- 1.3) Ramkhamhaeng Hospital
- 1.4) Hua Mark Stadium – near ABAC entrance gate and Ratchamangkla Kreethasatha (Hua Mark Stadium)
- 1.5) Ramkhamhaeng University – near Wat Thepleela (Ramkhamhaeng 39)
- 1.6) Rachataphak College – near Sriwara Intersection and Ramindra-Artnarong Expressway
- 1.7) MRTA Depot in Huay Kwang area
- 1.8) Thiam Ruam Mit – Thai Cultural Center (a free transfer station to MRTA Blue line)

- 1.9) Surasak Montree Highschool – in Vibhavadee-Rangsit Highway, near National College of Defence, Thai Chamber of Commerce University, Rajamangkla Institute – Chakkapongse Phooowanart Campus, Royal Thai Army Stadium and the 1st Infantry Regiment – Royal guard
- 1.10) Veteran Army Hospital – Veteran Welfare Organization, near Dindaeng Three-Way Intersection
- 1.11) Victory Monument – a free transfer station to the BTS Skytrain
- 1.12) Ratchawithee House – an orphanage house near Yothee Four-Way Intersection, Chitlada Palace and Ramathibodee Hospital (a free Transfer station to Hopewell line (Dusit Station))
- 1.13) Chitlada – Chitlada Palace, near Dusit Zoo and Vajiravut College – a boy's school established by King Vajiravut
- 1.14) Wimmarn Mek – Wimmarn Mek Mansion (Castle in the Sky Mansion), the biggest golden teak mansion in the world. Not far from National Assembly, Equistarian Plaza Wang Parutsakkawan (Police Museum)
- 1.15) National Library – Sisao Thevet Intersection
- 1.16) Wat Samphraya – near the Bank of Thailand (Bang Khunphrom Palace)
- 1.17) Bang Lamphoo – near Sumen Fort
- 1.18) Phan Fah Bridge – near Mahakan Fort, Golden Mountain and Democracy Monument (a transfer station to the western section of Hopewell)

Southern Section – 12.4 km – 9 stations

Underground section:

- 2.1) Wang Boorapha (a free transfer to MRTA Blue Line)
- 2.2) Phra Pokklao Bridge
- 2.3) Wongwian Yai – at Wongwian Yai Railway Station which will become Southern Bangkok (Thonburi) Terminal to connect the BTS, Hopewell and MRTA together
- 2.4) Samreh Canal – near Pinklao Naval Hospital
- 2.5) Mahaisawan Intersection – near Bangkok Bridge

Above-ground section:

- 2.6) Dao Khanong Canal, the beginning of Suksawat Road near Dao Khanong Intersection – near Jomthong Road
- 2.7) Rama II Road – Thonburi-Pakthau Highway, in Bang Mod commune
- 2.8) Bang Pakok Canal – near Bang Pakok Market
- 2.9) Ratboorana – Near Prachauthit Road and expressway

Eastern Extension of Orange Line – 11.8 km

*November 26, 1999*

This line will be above ground going along Sukhaphiban 3 Road (AKA Ramkhamhaeng Road) to Minburi

- 3.1) Summakorn Village
- 3.2) Eastern Outer Ring Road (Saphan Soong District)
- 3.3) Bua Khao Village – not far from Bua Khao Depot
- 3.4) Romklao Road – the road to Lad Rabang Railway Station and Nong Ngoohao Airport
- 3.5) Minburi – at Surinawongse Intersection – the end of Ramkhamhaeng Road (Sukhaphiban 3 Road)

Southern Extension of Orange Line – 10.4 km

*Last Updated December 1, 1999*

This line will be above ground going along Suksawat Road and will turn left at Kru Nai Canal to the Southern section of Kanjanaphisek Outer Ring Road – going through an underwater tunnel across Chaophraya River to Samrong Tai. This extension will never be started before the southern section of Outer Ring Road is opened for public service.

- 4.1) Prapadaeng – Nakhonkhuenkhan intersection to district hall of Phrapadaeng
- 4.2) Suksawat – Suksawat road near Suksawat Soi 66 (a shortcut to Prachauthit Soi 69)
- 4.3) Khrunai Canal – near Suksawat School
- 4.4) Sukhaphiban Soi 16 – AKA Soi Wat Bang Ya Phraek, a short cut to Poojao Samingphrai Road
- 4.5) Sukhaphiban – AKA Wat Bang Hua Suea Road, near Thai Samut Village
- 4.6) Wat Suansom – Suansom (Orange orchard) Temple near Poochao Samingphrai road



4.7) Samrong Tai – the Intersection between Sukhumvit, and proposed Southern section of the outer ring road (a free transfer station to BTS Skytrain)

Purple Line Project – 35 km

*February 10, 2000*

Note: This is a proposed route not in the original 1997 master plan.

Purple line : Bang Phood (Bang Phood Commune, Pakkret District, Nonthaburi Province) – Thewet (Seesao Thewet – used to be the place where the BKK tramways lines intersect)

Northern Section of the Purple Line – 11 stations, 16 km

This section will be above ground according to the OCMLT plan. The plan notes that it will be necessary to install noise-reducing equipment so that people who live in the Muangthong Thaneer will not be annoyed.

- 1) Bang Phood – at Soi Muangthong Thaneer, Tiwanon Road, not far from Nonthaburi Bridge (Nuan Chawee Bridge)
- 2) Muangthong Thaneer – near Muangthong Thaneer Sport Complex and Muangthong Thaneer Market
- 3) Suay Canal – (AKA Bang Phood Canal) near the lane to go to Phongphet Village 3
- 4) Chaeng Wattana – at the intersection between Chaeng Wattana and Prachachuen Road
- 5) Metropolitan Water Authority near the beginning of Samakkhee Road
- 6) Dhurakitpundit University
- 7) Ngamwongwan – at Phongphet intersection between Ngam Wongwan and Prachachuen Road
- 8) Prachaniwet 1 – Prachaniwet 1 Village, near Matichon Press
- 9) Ratchadaphisek – (AKA Prachanukool) at Prachanukool Intersection Prachachuen and Ratchadaphisek inner ring road intersect here
- 10) Prapa canal – near the beginning of Prachachuen Road and Prachachuen Market
- 11) Tao Poon – Tao Poon area (a free transfer station to MRTA Blue Line)

Southern Section of the Purple Line – 5 stations, 5.2 km

This line will be a subway line after passing Tao Poon Station, according to the OCMLT plan. However, the future of this section still has lots of uncertainties.

- 1) Bang Pho Intersection – Vietnamese community in Bangkok
- 2) Yothinboorana High School – near Kiakkai Intersection, military (Royal Thai Army) zone in Bangkok
- 3) Rachinee Bon High School – a girl's school in Sriyan area
- 4) Wachira Hospital – near Wachira Intersection
- 5) National Library – near Seesao Thewet intersection (a transfer station to MRTA Orange Line)

Here's another list of Purple Line stations:

Purple Line – Southern Section – From Tao Poon to Thewet – 5.2 km 5 stations going along Samsen Road

- 1) Bang Pho Intersection – Vietnamese community in BKK
- 2) Kiakkai Intersection – military zone
- 3) Kiaw Khai Ka Pier
- 4) Wachira Intersection – Wachara Hospital
- 5) Thewet – Seesao Thewet

# Hopewell Project Map

December 1, 1999

Categories: Mass Transit

**New Map** – Click [here](#) for SRT's preferred plan for Hopewell – July, 2000

## Proposed Hopewell Stations

*Last Updated December 1, 1999*

No one knows the final configuration the Hopewell Project might take, but these are the latest proposed routes.

### Phase 1: Northern, Eastern and Maenam Section

#### 1) Northern Section

- 1.1) Rangsit – Rangsit Railway Station, near Rangsit Market – BMTA Terminal
- 1.2) Lak Hok – Lak Hok Railway Station, near the entrance to Muang Ek Village and Rangsit University
- 1.3) Prempracha – Prempracha Railway Station, the Northernmost station in Bangkok
- 1.4) Donmuang – Donmuang Railway Station, opposite to Bangkok International Airport (BIA), International Terminal
- 1.5) Domestic Terminal – domestic terminal of BIA
- 1.6) Thung Songhong – AKA Km. 19 Station, near Thung Songhong Public Housing
- 1.7) Laksi – Laksi Railway Station
- 1.8) Chitchon – Chitchon Road, North Park
- 1.9) Bangkhen – Bangkhen Railway Station
- 1.10) Prachaniwet – Near Wat Samian Naree
- 1.11) Ratchadaphisek – near the 1st Provincial Police Headquarter
- 1.12) Bangsue Hospital – AKA Km. 11 Station, actually the medical office of Bangsue District
- 1.13) Bangsue – Bangsue Junction, a free transfer to MRTA Blue line and a new Western line of Hopewell
- 1.14) Pradiphat – Pradiphat station, military zone (Royal Thai Army and Royal Thai Airforce)
- 1.15) Ranong – Ranong Station, a shortcut to Rama V Road.
- 1.16) Samsen – Samsen Railway Station
- 1.17) Dusit – near Chitladda Palace, a free Transfer to MRTA Orange line (Ban Ratwithee Station)
- 1.18) Yommarat – transfer Station to Hopewell Lines, near OCMLT Office

#### 2) Eastern Section

- 2.1) Yommarat – transfer Station to Hopewell Lines, near OCMLT Office
- 2.2) Phayathai – a free Transfer to BTS Sukhumvit Line
- 2.3) Ratchaprarob – near Patoonam Market
- 2.4) Makkasan – SRT Workshop, transfer station to Maenam Line
- 2.5) Asok-Phetburi – a transfer to MRTA Blue Line (Phetburi Station)
- 2.6) Watmai Chonglom – near Italian Thai PCL Building
- 2.7) Soonwijai – Soonwijai Soi 4, near Royal City Avenue (RCA)
- 2.8) Ekkamai Road- AKA Klongtan Railway Station
- 2.9) Ramkhamhaeng Road – the beginning of Ramkhamhaeng and Phatthanakarn Road, Klongtan Intersection
- 2.10) Klong Kaja – near Huamark Tennist Court
- 2.11) Seri Village – Ser Village (Hua Mark Area), near Seri 7 Road
- 2.12) Hua Mark – Hua Mark Railway Station, near Sri Nakharin Road

#### 3) Maenam Section

- 3.1) Makkasan – SRT Workshop, transfer station to Maenam Line

- 3.2) Ploenchit – near Soi Ruenruedee (Sukhumvit 1), no free transfer to BTS line
- 3.3) Rama IV – near Soi Sanjao, no free transfer to MRTA Blue line
- 3.4) Maenam – Maenam Station, in the Port Authority of Thailand area, near Rama III Road

## **Phase 2: Southern Section and New Western Section**

### **1) Southern Section**

Subway Line:

- 1.1) Hua Lamphong – Free Transfer to MRTA Blue Line
- 1.2) Talad Noy – near See Phraya Pier, River City
- 1.3) Klongsan – Klongsan Pier, the old terminal for Maeklong SRT line
- 1.4) Wongwian Yai – Southern Bangkok Terminal, a free transfer to BTS and MRTA Orange Line

Elevated Rail:

- 1.5) Pho Nimit – Phonimit Temple, AKA Talad Ploo Railway Station

### **2) New Western Section**

- 2.1) Bangsue – Bangsue Junction, a free transfer to MRTA Blue line and a new Western line of Hopewell
- 2.2) Pracharat I Road – near Klong Prapa
- 2.3) Bang Son – Bang Son Railway Station, near Rama VI Bridge, KMITNB
- 2.4) Bang Kruay – near EGAT and Northern Bangkok Power Station
- 2.5) Wat Pleng
- 2.6) Thoed Phrakiat Road
- 2.7) Wat Noy Nai
- 2.8) Talingchan Junction

## **Phase 3: Extensions**

### **1) Eastern Extension**

- 1.1) Phatthanakarn Village
- 1.2) Thubchang – Thubchang Railway Station
- 1.3) Lad Krabang – Lad Krabang Railway Station
- 1.4) Nong Ngoo Hao Nuea – Northern Terminal of Nong Ngoo Hao Airport

### **2) Southern Extension**

- 2.1) Yommarat – Hua Lamphong
  - 2.1.1) Yommarat – transfer Station to Hopewell Lines, near OCMLT Office
  - 2.1.2) Yotse – at Kasatsuek Bridge
  - 2.1.3) Hua Lamphong – free Transfer to MRTA Blue Line
- 2.2) Phonimit – Bang Khunthian
  - 2.2.1) Jomthong – Jomthong Road
  - 2.2.2) Wat Singh – Wat Singh Railway Station
  - 2.2.3) Bang Bon – across from Bang Khunthian Road
  - 2.2.4) Bang Khuntian – at Kanchanaphisek Outer Ring Road

### **3) Western Extension**

- 3.1) Bang Chimplee – at the place where Southern Line intersects with Kanjanaphisek Outer Ring Road

## **Phase 4: Optional**

### **1) Old Western Section**

Subway line:

- 1.1) Yommarat
- 1.2) Lan Luang – Lan Luang Road, near Saphan Khao Fruit Market
- 1.3) Phan Fah Bridge – Near Mahaakarn Fort, Democracy Monument
- 1.4) National Theater – Near Sanam Luang
- 1.5) Thonburi Railway Station – near Sirirat Hospital



1.6) Bangkok Noy – intersects with Charan Sanitwongse inner Ring Road

Elevated Line:

1.7) Klong Chak Phra – near Talingchan District Office

1.8) Taliangchan Junction

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### **The Hopewell Project**

Read the [Story](#) of what happened

Catch up on the [Latest News](#)

See the [Map](#) of the project

# Gem scam account: A typical tale

December 13, 1999

Categories: Gem Scam

[Return to Gem Scam main page](#)

## Gem scam account: A typical tale

Below is an account of the scam from the *Bangkok Post*, December 13, 1999. In this story the tourists get their money refunded, but one has to wonder why this scam is so prevalent after so many years. I can go to any major tourist spot in Bangkok and within a half hour find myself confronted by a friendly tout venally promoting the purchase of blue sapphires. Who is profiting from this? It must be a big business.

### Bright shining lie

We would like to file a complaint against the Bangkok Trade Centre and a temple officer who introduced himself as Prof Yong Saepong of Chulalongkorn University for conspiring to sweet talk us and lure us into buying jewelry.

We are Amparo Adelina Umali, a Filipino doctoral student in Kyoto, Japan and Masahiro Goto, a Japanese company employee in Nagoya, Japan.

Last February we had a weekend stopover in Bangkok. On the Sunday we got off at the wrong bus stop and ended up in a temple.

Two very helpful men, one claiming he was a temple officer, said it was closed. They said major temples close until 2 p.m. on Sundays because of Buddhist ceremonies.

But they said we were very lucky to be in Thailand because the Government had launched an Export Factory Promotion and we should drop by the exhibition.

They said the government had told tuk tuk drivers to charge a minimal fee to visit four temples and the exhibition to encourage tourists to go. The men flagged a tuk tuk down for us. At one was a "temple officer" introduced himself as Professor Yong Saepong of Chulalongkorn University. He said we were at the Marble Temple. He told us government employees who speak foreign languages work in temples on weekends to help tourists.

He asked us how we had got to the temple and we explained about the Export Factory Promotion and said the tuk tuk driver was waiting for us.

He said it was difficult for professors to go abroad because of their low salaries, but that he has travelled several times thanks to the Annual Export Promotion which sold tax-free jewelry to Thai nationals to help them finance trips abroad. The principle being to resell the jewelry overseas for 100 percent profit.

He said this had enabled him to travel to Japan. He said he sold his jewelry to Mikimoto store in Ginza at a 100 percent profit.

He said he was doing the same thing in a few days and he showed us the receipt of his recent acquisitions from the Bangkok Trade Centre, which he said was participating in the exhibition.

He said export promotion has been extended to tourists—to encourage them to come back and spend more money in Thailand.

He said we should look into it and he wrote down Bangkok Trade Centre for us.

The tuk tuk driver took us there and a representative at the centre gave us a crash course on Thai blue sapphires.

He said their quality, grade and carat are the best in the world and there is a big demand for them. He said the centre supplied blue sapphires to Mikimoto, Japan. He said their shop (among others) was authorised to sell 1,000 pieces of tax-free jewelry to tourists, as part of the Export Factory Promotion. He encouraged us to participate and resell the jewelry to Mikimoto for 100 percent profit.

We asked why Mikimoto would buy from tourists.

He said Mikimoto did not qualify for the tax-free service and if Mikimoto sent staff to Bangkok to buy jewelry it had to pay for air tickets, hotels, allowances and expenses. So Mikimoto preferred to buy from tourists. Besides, he said, the centre was Mikimoto's supplier.

We said it sounded like smuggling. But he said it was perfectly legal and had the blessing of the Thai and Japanese governments. And he promised the centre would give us the supporting documents.

We said we didn't have the money, but they accepted credit cards.

The prospect of being able to return to Thailand by selling rings sounded too good to be true and we decided to risk it. We thought even if the Mikimoto story turned out to be a lie, we would still have the rings.

The man said many Thai nationals in Japan had bought sapphire jewelry recently and we were advised to offer our rings to Mikimoto in about three months. The centre's representative gave us a calling card.

That evening we saw an ad placed by the Tourist Assistance Centre in Look Magazine warning people about jewelry shops.

We were scared. We called the Tourist Assistance Centre and they confirmed there was an Export Factory Promotion but they could not tell us whether the Bangkok Trade Centre was authorised to participate.

They suggested we call 694-1222. There was no answer. We tried again the next day from the airport but still couldn't get through.

We decided to trust the Bangkok Trade Centre. Three months later Mr Goto took the rings to Mikimoto store in Nagoya to offer them for sale. We are disappointed and embarrassed to say they didn't even look at the rings.

They said several people had approached Mikimoto with similar intentions. They said Mikimoto had never had such a deal with any Thai jewellers.

Frustrated and shocked, Mr Goto had a ring checked for authenticity. The sapphire was not a Thai sapphire but an Australian one. Mr Goto was told the ring was overpriced by about 70,000 yen (25,200 baht)—the amount we had paid for the rings.

We are writing this with our hopes of reselling the ring and financing our next trip to Thailand dashed.

It took us some time to recover from the shock. We can't believe seemingly decent men in seemingly decent places could use the names of respectable institutions like the Thai government, Chulalongkorn University and Mikimoto to deceive us. We hope you will investigate this matter for us.

#### **Editor's note:**

Outlook Consumer contacted the Tourist Assistance Centre and asked if they could or have looked into this case. Here is the reply from Pornthip Onnoom, director of the centre.

After getting this letter we contacted the shop and the owner has agreed to take the jewelry back and give the complainants a full refund. We are now in the process of contacting them so this matter can proceed.

Please note the jewelry problem has never been ignored by the Tourism Authority of Thailand as international tourist arrivals are a major source of our national revenue.

A large amount of money paid by tourists is spent on shopping for gems and jewelry, garments, handcrafted souvenirs, decorative items, etc.

Among the various troubles tourists find themselves in is jewelry fraud.

Currently there is no standard control for the production of cut and set stones. The quality and prices of gems and jewelry produced for retail sale in the Kingdom is settled by the shop-owners and producers.

This is a good opportunity for self-interested shops to sell their products to foreigners at inordinately high prices.

Kindly understand the Tourism Authority of Thailand, along with the Tourist Police Division, consider this practice a serious matter.

We are continually looking for ways to tackle this problem.

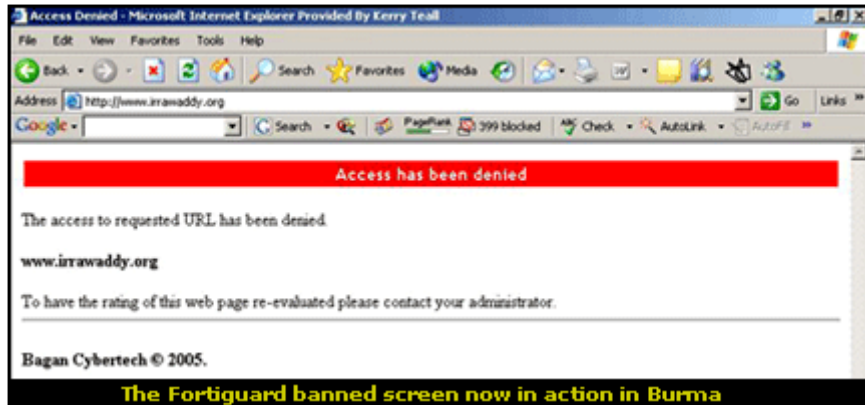
[Return to Gem Scam main page](#)



# Foreign ISP is Still-Born

December 14, 1999

Categories: Myanmar/Burma



(Photo: *The Irrawaddy*)

## [Online](#)

### [Censorship in Burma: A Foreign Affair](#)

– *The Irrawaddy*, November 2005

*...MMG would not take calls to discuss the arrangement, while Teh himself says Fortinet has no involvement in Burma, even refusing to admit he had visited the country. He was, however, caught out by The New Light of Myanmar, which on May 15 printed a picture of Teh warmly shaking hands with Burma's former prime minister Khin Nyunt.*

*Fortinet's Michelle Spolver, the company's chief spokesperson at its headquarters in Sunnyvale, California, has also refused to acknowledge a relationship with Burma, referring to the company's "two-tier distribution model," which suggests that Fortinet is not directly responsible for where its products end up.*

*...Indeed, Xciprio—produced by another California-based company, SS8 Networks—is generally considered a cyber-dissident's worst nightmare. Vineet Sachdev of SS8 says Xciprio is the market-leader in products that allow the administrator of a network to spy on users. Again the product has received a series of industry awards...*

## Foreign ISP is Still-Born

– *The Irrawaddy*, November 2005

*...On December 14, 1999, without warning MI raided James's three offices simultaneously, along with those of Hurley, subjecting James and his then wife to days of interrogation.*

*Hurley and James disagree over the reasons behind the crackdown, the Australian claiming his former American partner had become too noisy about his satellite potential in the face of splits among the foreign IT community in Rangoon and frightening the junta.*

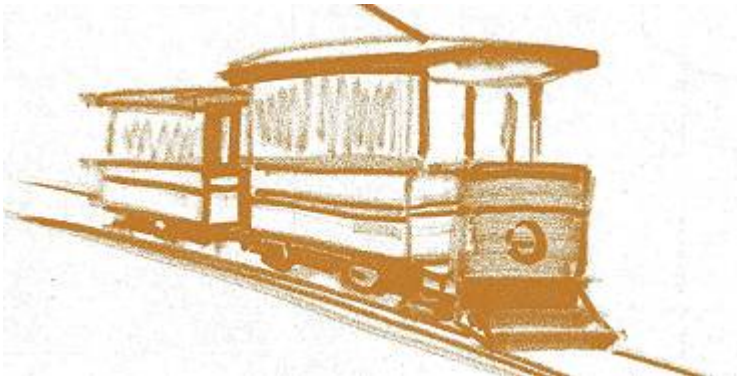
*According to James, his equipment was seized to be used by Ye Naing Win—the son of the then head of MI Khin Nyunt—in starting up Bagan Cybertech...*

**Also:** [Website censorship in Thailand](#)

# Tram photos from 1962

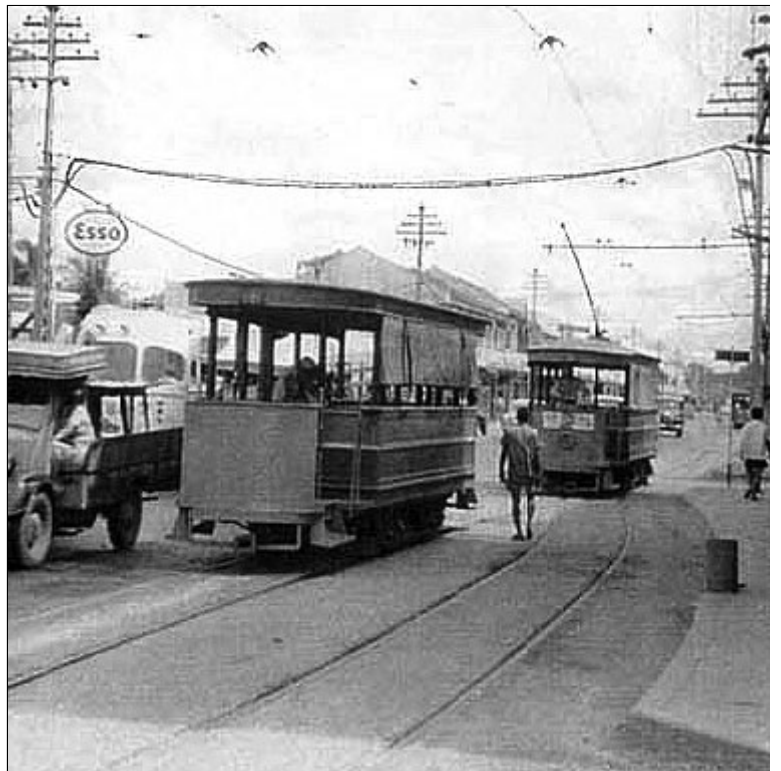
December 20, 1999

Categories: Trams

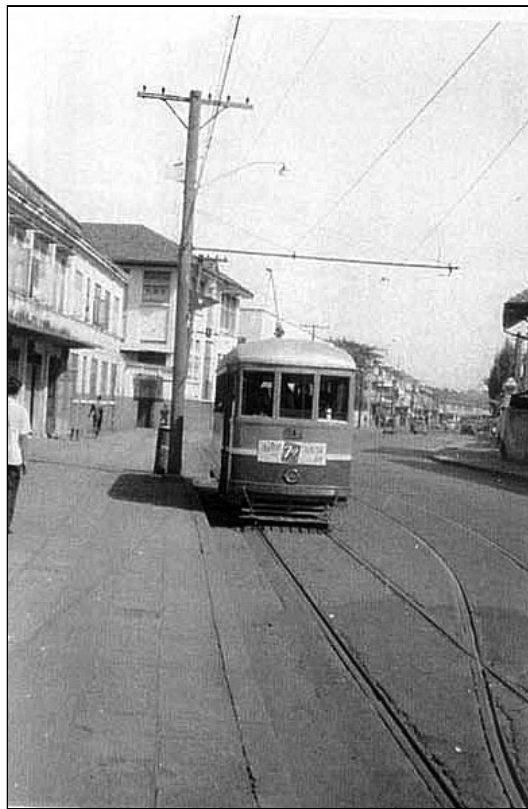
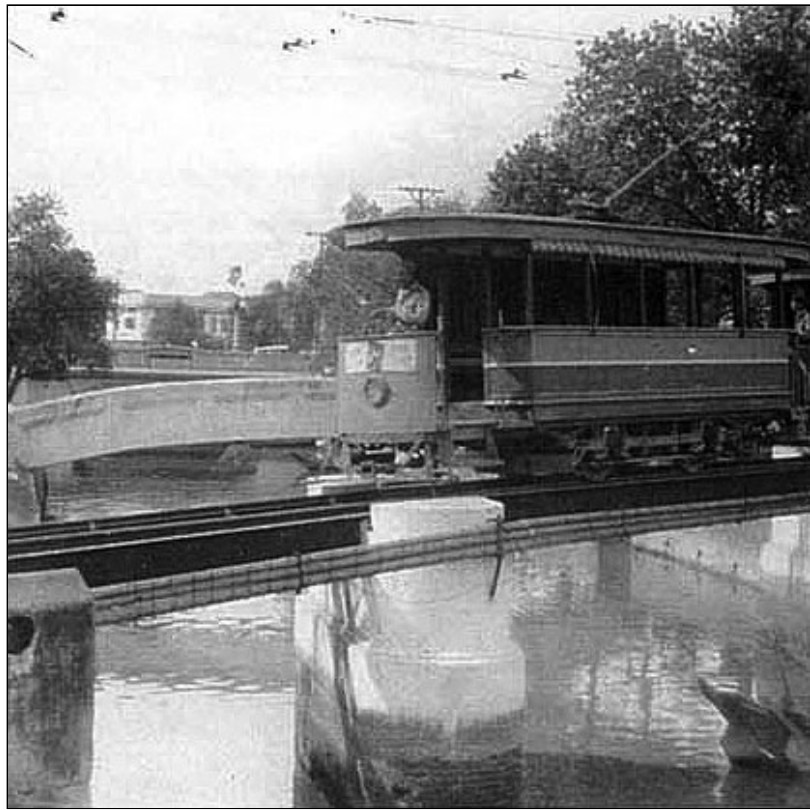


Ric Francis send in these tram photos from 1962. Anyone know the locations?

A thread about these photos is [here](#).









# Skytrain News 1999

December 31, 1999  
Categories: Skytrain

## From *Thaipost*

*Thaipost* (December 9, 1999) reported that the NESDB made a point to BMA that BTS should get a concession to construct extensions without calling a new bid to reduce the implementation costs and eliminate any inconvenience in having dual systems on the same lines. BTS said if the BMA asks the BTS to construct the extensions, BTS will charge passengers 3 baht/km for the extensions. BMA retorted that BTS should stick with the 10-40 baht fare as mentioned in the contract.

## From *Prachacart Thurakit*

*Prachacart Thurakit* (December 13-15, 1999) reported the Thai Farmer Bank Research Center Poll conducted from 1,155 Bangkokians – 55.8 % males, and 44.2 females – most (68.3%) 21-40 years old on the Skytrain. This poll was conducted from November 26-December 2, 1999.

The poll results show that:

69.9% knew about the Skytrain routes, and 89.9% feel interested in using the service.

71.1% said they will use Skytrain only once a week since Skytrain is more expensive than air-conditioned buses.

83.1% said “park and rides” at the ends of the lines are must-have facilities for passengers.

85% said escalators should be installed in every station even though the BTS feels reluctant to do so. 65.2% said 10-30 baht rate is a fair deal to them.

17.8% said the 10-40 baht and 10-45 baht will be a suitable fare rate for them.

90.8% said they want to see BTS Skytrain extended to the Thonburi side, 39.4% to Sanam Luang, 27.9% to Bang Kapi, 13.6% to Ngam Wongwan, and the other 19.1% want to see the BTS extensions to suburb areas such as Rangsit and Bang Na.

Fare rate BTS will collect from the passengers if they implement the proposed extensions:

### **Samrong Extensions: From Mo Chit Station to**

On Nut  
40 baht

Samphob Naruemit 43  
baht

Punnnawithee  
46 baht

### **Rama III Extensions: From Mo Chit Station to**

Chong Nonsee  
40 baht

Thung Mahamek  
43 baht

Chan Road  
46 baht

### **Nong Ngoohao Extensions: From Mo Chit Station to**

On Nut  
40 baht

Samphob Naruemit 43  
baht

Punnnawithee  
46 baht



Udomsuk 49 baht	Yannawa 49 baht	Udomsuk 49 baht
Bearing 55 baht	Rama III 52 baht	Bang Na 52 baht
Thepharak 61 baht	Nonsee Road 55 baht	Central City Bang Na 58 baht
Samrong Tai 67 baht	Wat Klong Mai 58 baht	Sri Nakharin 61 baht
<b>Taksin Extensions: From Mo Chit Station to</b>	Wat Dan 61 baht	Ramkhamhaeng 2 73 baht
Taksin Bridge 40 baht	Wat Pariwat 64 baht	King Kaeo 85 baht
Krung Thonburi 43 baht	Sathupradid Pier 67 baht	Nong Ngoohao 103 baht
Wongwian Yai 46 baht		

**Notes:** Since the Rama III extension is actually one of 11 feeder lines, we can approximate the names of stations for that lines at this time since the OCMLT has not implemented the list of stations yet. The unofficial approximation of the stations for this proposed Rama III line will be as follows:

**First Phase : (Rama III Extension)    Second Phase: (just a proposed route)**

0 Chong Nonsee	10 Wat Dokmai
1 Thung Mahamek	11 Rama IX Bridge
2 Chan Road	12 Nuea-Tai Road
3 Yannawa	13 Bang Khau Laem
4 Rama III	14 Thanon Tok
5 Nonsee Road	15 Wat Phraya Krai
6 Wat Klong Mai	16 Southern Bangkok District Court
7 Wat Dan	17 Wat Sutthiwararam
8 Wat Pariwat	18 Taksin Bridge
9 Sathupradid Pier	

BTS can build the Thonburi and Bang Na extensions since they are in the BTS extension plans. However, the BTS may have to make 80:20 deal with BMA so the city administration will also shoulder the investment cost instead of BTS alone.

I do not think that Sanam Luang and Bang Kapi extension will become a reality. For the Sanam Luang case, Skytrain construction is prohibited in the Rattanakosin island (The Center of Bangkok). Only the subway will be able to run through the city center. BTS can build a Skytrain to Yotse intersection (near Kasatsuek Bridge) and then would have to dig a tunnel along Rama I Road to the Giant Swing and then turn right to Democracy Monument and go along Ratchadamnoen Avenue to Sanam Luang. Is that something the BTS is going to do? Definitely not (for now)! Even worse, this Sanam Luang extensions is NOT in the OCMLT plan at all! Therefore, the only possible thing is to wait until the MRTA finishes the construction of the subway line (first phase and Southern extension).

In the case of Bangkok, they will have to construct the Northern extension to Ratchayothin first. After that, they will be able to construct a Skytrain route along Ratchadaphisek Inner Ring Road to Lad Phrao and then go along Lad Phrao Road to Bang Kapi (Happyland Market). After that, it will go along Sukhaphiban 1 Road (AKA Nawamin Road) to Km 8 (AKA Jarakhe Bua area) of Kannayao district. This extension from Ratchayothin to Km 8 is ACTUALLY another feeder line in the 11 feeder lines for the Bangkok Mass transit project and BMA will be in charge of the line. For Rangsit and Ngam Wongwan extensions, I think it's up to Mr. Khiree Kanchanaphak's ability to revive that hopeless [Hopewell Project](#). If he and his companions can revive the project successfully, then the BTS will be able to connect with the Red Line at Phayathai Station.

### **Register to Get the First Skytrain Collectibles**

The first Skytrain collectible will be a limited-edition set of four commemorative tickets bearing the portrait of HM The King and a 300 baht stored value ticket. The price will be 999 baht. You have to pre-register in order to get it. The registration form is [here](#). It is only in Thai so here is the English translation of the form:

*First Name:*

*Family Name:*

*Age:*

*Sex: Male: Female:*

*Address:*

*Phone:*

*Mobile:*

*Email:*

They will call and email those who register with a confirmation number. The ticket must be picked up on a specified date at BTS headquarters. Payment by cash or cashier's check only.

### **Various news items**

#### **Skytrain Extension Public Hearings**

There will be public hearings on the BTS extension set up by the BMA (<http://www.bma.go.th>) on November 27, 1999 at the Meteorological Department, Bang Na for Samrong Extension and on November 28, 1999 at the St. Louis Hospital for Taksin Extension.

The public hearing on the Sathupradid extensions were accepted by most people and the BMA will forward the hearing results to Bureau of Environmental Plans and Policies.

The Environmental Impact Study for the BTS extensions will be forwarded to Bureau of Environmental Plans and Policies in early December, 1999. The committee on BTS extensions also send information about the feasibility of the total private investment for the BTS extensions to National Economic and Social Development Board (<http://www.nesdb.go.th>).

from *Matichon Daily* (<http://www.matichon.co.th>),  
November 24, 1999

#### **Nong Ngoo Hao Skytrain Extension a Few Years Off**

BITEC tried to lobby BTS to construct the Nong Ngoo Hao extension to attract more customers to BITEC (International Trade and Exhibition Center – <http://www.bitec.net>). However, it is unlikely that BTS will construct the Nong Ngoo Hao extensions for now. They will probably wait until the official opening of the New Bangkok International Airport in 2005. The construction of the Nong Ngoo Hao extension will probably start around 2003-2004.

from *Matichon Daily* (<http://www.matichon.co.th>),  
November 23, 1999

#### **Small Kids Ride Free**

Children whose height is less than 90 cm (3 feet) will ride the Skytrain for free.

from *Thai Post Daily* (<http://www.thaipost.net>),  
November 23, 1999

#### **New Railway Line to Unite Bangkok Mass Transit with Provinces**

. The Subcommittee of Mass Transit System passed a resolution to approve the study of the development of the Mae Klong line and Wongwian Yai Railway Station to become the Taksin Transportation



Center (Southern Bangkok Terminal). This would connect the mass transit in Bangkok to interprovincial transportation.

The Mae Klong Rail Line will be connected to the southern SRT Line at Pak Tho in Ratchaburi district and the northern SRT line at Hua Lamphong so the travel distance to the south will be shortened by 50 km. Wongwian Yai Station will become Taksin Transportation Center to connect the BTS, the MRTA Orange Line, and eventually the Hopewell project.

Presently, Mae Klong Line is very dilapidated with only a single track, separated into 2 sections (Wongwian Yai – Mahachai and Ban Laem- Mae Klong). The new development will create double tracks at ground level and double elevated tracks, four in all. It will be necessary to either dig tunnels or build a bridge over the Chao Phraya, the Thachin, and the Mae Klong river to connect with the Southern Line at Pak Tho and integrate two sections of Mae Klong line into a single system.

from *Thai Post Daily* (<http://www.thaipost.net>),  
November 23, 1999

Note: Mae Klong line was opened for public service in 1905 by two private firms – one running Klongsan to Mahachai and the other running Ban Laem to Mae Klong. The government nationalized both section in 1945. In the 1960s, the Klongsan-Wongwian Yai line was dismantled. You can get the details on the SRT railway from “The Railways of Thailand” written by Ramaer, R. (White Lotus Press, Bangkok, 1994, ISBN 974-8495-01-5, 190 pp., illus., 210 x 295 mm US\$50).

### **No Skytrain Extensions Anytime Soon?**

In a local journal, BTS stated that for the first 3 years (2000-2002), there would be no Skytrain extensions. Therefore, the construction of the extensions would be postponed to 2003 and the construction would be finished in 2005-6.

from *Transport & Travel Journal Weekly*,  
issue October 18-October 24, 1999

### **Skytrain Extension Lines**

Despite the BTS statement above, *Parachachart Business* reports that the NESDB (alias Development Board <http://www.nesdb.go.th>) is going to make a decision regarding the three extension lines of the BTS with a budget of 35 billion baht (US\$ 875 million) in December 1999 and that the Samrong and Taksin extensions (8.9 and 2.2 km respectively) will be approved by NESDB. However, the 8.5-km Rama III-Sathupradid extension may not be approved by NESDB due to unfeasibility. The extensions have to start construction in the first quarter of 2000 and be ready for public service on December 5, 2002 to celebrate the 75th birthday of HM The King. The extension projects should have the same technology as the first phase of the BTS to reduce cost and they should follow the *Joint Ventures between Public and Private Sectors Act of 1992*. The NESDB suggests that the best way to deal with the current situation is that public sector should define terms of investment, financial resources, and services. The BTS extension projects should start not later the First Quarter of 2000 (April 2000) so the extensions will be open for

public services on December 5, 2002 – to celebrate 75th birthday of our His Majesty.

from *Parachachart Business* (<http://www.matichon.co.th>),  
November 15-17, 1999

### **Skytrain Feeder Systems**

There will be 13 air-con bus lines for the BTS feeder system with fares of 8-18 baht (the same as the BMTA EURO 2 aircon buses). There will be 175 BTS buses in service, with the same decoration as the BTS Skytrains. The buses will run from 05:00 to midnight. The BTS bus routes are:

- 1) Thammasart University (Rungsit Campus) – Mo Chit Station** – going along Vibhavadee highway and turning right to Mo Chit station – identical to BMTA bus No. 29 but shorter
- 2) Pakkret Pier – Mo Chit Station** – going along Vibhavadee Highway and turning right to Mo Chit – identical to BMTA bus No. 52 but shorter
- 3) Bang Bua Thong – Mo Chit Station** – going along Rattanathibet Road, Ngam Wongwan Road, to Tiwanon intersection and turn right to Pracharat Sai 2 – passing Tao Poon area – Bang Sue Junction – Kamphaengphet Road to Mo Chit station
- 4) Minburi – Sukhaphiban 2 Rd.-Lad Phrao Rd.-Mo Chit station** – identical to BMTA bus No. 27 but with a shorter route
- 5) Minburi – Mo Chit Station** – identical to BMTA bus No. 26 but with a shorter route
- 6) Bang Plee – On Nuj station** – going from Bang Plee Community Housing along with Bangna-Bangpakong Highway to Bangna and turning right to Sukhumvit Road – passing Udomsuk Lane (Sukhumvit 103), Bang Jak, and ending at On Nuj station
- 7) Prapadaeng Pier – On Nuj Station** – going from Prapadaeng Pier (eastern bank) along with Poochao Samingphrai Road and turning left to Sukhumvit Road.
- 8) Paknam – On Nuj station** – going along BMTA bus No. 25 line along Sukhumvit Road. Passing to Samrong, Bang Na, Bang Jak and Ending up at On Nuj Station
- 9) Banthat Thong (should be Prathat Thong) – Rama IV Road – New Road – Natsana Stadium Station** – From Banthat Thong Rd. to Rama VI (Rong Muang Area), Hua Lamphong, New Road, Sanaamchai Rd., Chakkrawat Temple -Yaowarat (BKK Chinatown) – Hua Lamphong and end up at National Stadium Station
- 10) Phutthamonthon (Buddha Mandala) – Ratchathewee** – from Salaya (Mahidol University) going along the Pinklao-Nakhonchaisri Highway to Pinklao Bridge and then going along the Ratchadamnoen Ave., Yommaraj area and Phetburi Road
- 11) Sathupradid – Taksin Bridge** – going along from Sathupradid Pier to Thanon Tok Intersection and turning right to the New Road to Taksin Bridge

**12) Nong Khaem to Surasak Station** – from Nong Khaem (TV 3) along with Phetkasem Highway to Wongwian Yai and turn right to Taksin Road and cross Taksin Bridge to Surasak Station

**13) Phrapadaeng-Surasak Station** – going along Nakhon Khenkhan Rd. to Suksawat Rd. and from Suksawat Rd. to Mahaisawan Intersection, Taksin Road, Taksin Bridge and ending up at Surasak Station.

From the *Thaipost Daily* (<http://www.thaipost.net>), November 10, 1999.

### **Skytrain Elevators and Escalators**

Several entities have committed themselves to retrofitting the BTS stations with elevators and escalators:

BTSC has contracted with the Thissen Krupp AG to install 33 elevators at all the stations. The first two elevators will be installed at Siam Station from the ground level to the platform level and the other 31 will be installed in 19 stations station from the platform to the plaza level.

Italian Thai Development PCL (<http://www.italian-thai.co.th>) will install the first 14 Otis escalators at Siam station. Later on, BTS will make a contract with Thissen Krupp AG to install the next 33 escalators in all stations from the plaza level to the platform level. In the second phase, the Thissen Krupp AG will install 34 escalators from ground level to the plaza level. They will do the best they can to install escalators in every station. BTS said they will pay 1 billion baht (US\$ 25 million) from their own pockets for escalator installation.

BMA (<http://www.bma.go.th>) and public sector will install elevators in 11 stations such as Asok, On Nuj, Morchit, Chong Nonsee, Siam Square, and so on with a budget of 140 million baht (US\$ 3.5 million). BMA is going to install elevators and escalators at Siam Square, Mo Chit, On Nuj, Victory Monument, and Chong Nonsee.

from *Parachachart Business* (<http://www.matichon.co.th>), November 15-17, 1999

### **MegaProjects Awaiting Approval**

The Cabinet has withdrawn all 75 megaprojects, such as

MRTA blue line ,

Nong Ngoo Hao Airport ,

MRTA extensions ,

and the BTS extensions

from the agenda at the November 15, 1999 cabinet meeting. The Cabinet said all the approved megaprojects must pass austerity measures, follow new constitutional rules, follow WTO rules to increase the economic potential, undergo feasibility studies and engineering design reports, environmental impact reports, and public hearings.

## **Odds and Ends from Skytrain FAQ in Thai**

There is a lot of Skytrain info that is not in English on the BTS site. The best info is in the [FAQ](#) under “Mr. Speedy answers your questions” (Mr. Speedy is my translation for “Nuduan”, their mascot).

You will see that traveling the length of the Silom line will “not exceed 13 minutes” and for the whole Sukhumvit line, it will “not exceed 30 minutes.” Lots of other stats there, too. And best of all is length of time between trains: as little as 2.18 minutes for the Sukhumvit line during rush hours.

The FAQ that follows has some interesting questions and some stupid ones. Sample stupid question: “Are the drivers Thais or farangs (foreigners)?” ...and “Are there going to be toilets on the Skytrain?” whereupon Mr. Speedy explains that toilets would be smelly (Thais putting their noses first again!), and there would be a problem disposing of wastewater since you are above the streets. The more obvious conclusion is that toilets are not needed because there is only a few minutes between stops.

Mr. Speedy also explains it is not permitted to eat or drink on the Skytrain.

### **A Comparison**

Don Entz has an interesting comment on the Skytrain fare system.

#### ***If Malaysian service is anything to go by***

*My wife and I have just spent several days running around Kuala Lumpur. In doing so we used its excellent version of Bangkok’s Skytrain, the Light Rail Transit (LRT) system. It consists of two lines, the Putra LRT and the Star LRT, intersecting at two locations.*

*The LRT system made it a breeze for us to get around, and it appears to be as extensive as Bangkok’s will be, perhaps even more so.*

*The facilities for both lines are as modern as anything we’ve seen in Hong Kong or Singapore, and yet the fares are amazingly cheap. The Putra LRT charges the equivalent of 5-15 baht per trip and the Star LRT 7-25 baht, depending on the distance travelled.*

*I do not know the daily ridership for the Star line, but the Putra is bragging about having 81,000 riders each day (no, there are no zeros missing in that figure).*

*Furthermore, we discovered while there that originally attracting riders to the Putra line proved difficult because of the initial high cost; fares were therefore reduced 66% this past July, permanently, and ridership then skyrocketed.*

*Now, Bangkok claims it has to charge how much per trip with how many hundreds of thousands of riders per day in order*



*to break even within a reasonable time period? Don Entz, Nonthaburi, Bangkok Post Postbag, November 9, 1999*

## **A Change in Plans**

After an apparent scrapping of the “Soft Opening” for November 19, 1999, the Skytrain opened for business for free on November 6, 1999 with about 100,000 commuters trying the train. The “trial run” will continue on November 7, 1999 when an estimated 200,000 are expected to board. The trial runs will continue off and on until December 2, 1999.

## **This is it!**

Final fares for the Skytrain is based on the number of stations traveled.

Fares may be raised to the ceiling indicated after 18 months under “special circumstances.”

The Skytrain will open on December 5, 1999.

## **Skytrain Fare Table**

<b>Stations Traveled</b>	1	2	3	4	5	6	7	8	9	10	11	12-17
<b>Fare (baht)</b>	10	15	20	20	25	25	30	30	35	35	40	40
<b>Fare Ceiling (baht)</b>	15	20	20	25	25	30	30	35	35	45	45	45

## **Tentative Soft Opening Probably Scrapped**

Since the fare negotiations went on so long apparently there will be no soft opening of the Skytrain line. Initially, it was to be on November 19, 1999 for the Silom line only (Silom to Saphan Taksin).

## **It's a Go!**

.... After several rounds of negotiations, agreement was reached last week on a distance-based rate of between 10 and 40 baht. With the lower rate, the train should attract more passengers. The number of trips is expected to rise to 650,000 per day. Under the new rate, the BTSC would be able to repay loans in 13 years. The train operator is entitled to adjust the fare structure within 18 months, with reasonable cause. The fare, however, must not exceed 45 baht.

Karoon Chandrangsue, the BTSC chief operations officer, said travelling one station will cost 10 baht, two stations 15 baht, three or four stations 20 baht, five or six stations 25 baht, seven or eight stations 30 baht and nine or 10 stations 35 baht. Passengers who travel 11 stations or more will pay a flat rate of 40 baht.

The skytrain is expected to begin operations in December to celebrate His Majesty the King's 72nd birthday. It is planned 35 trains will run from 6 a.m. to midnight every day.

Excerpted from **Making Tracks**, *Bangkok Post*, November 1, 1999

When station-to-station fares are finalized, they will be posted on the [Skytrain](#)

[Fare Page](#) on the Official BTS site.

## **Skytrain ushers in an era of advanced automatic control**

### [Article](#)

about the control system for the Skytrain on *The Nation* website.

## **Skytrain launch date threatened**

People may have to wait longer to ride Bangkok's elevated train as the city administration's tussle with concessionaire Bangkok Transit System Co (BTSC) over fare rates continues.

BTSC president Karun Chantharangsu said if the agreement could not be reached before Nov 5, the skytrain may not be operating on Dec 5 as scheduled.

....

"Bangkokians had already lost their chance to use the Silom route service because the Bangkok Council had asked the Office of Attorney General to make a decision on the fare," Karun said.

The Silom section of the skytrain was scheduled to open on Nov 19.

....

"Last week, the BMA told a press conference about its agreement with us over the Bt10 to Bt40 rates. But this week, they said they would not approve the rates. I don't know what game the BMA is playing," Karun said.

He said the company had already reported to its creditors that it would be charging the Bt10 to Bt40 rates.

He said the uncertainty about the rates would affect Thailand's investment atmosphere.

....

Palang Thai Bangkok councillor Wilai Somphan said yesterday that several Bangkok councillors felt uneasy about the tussle over the fare rates.

Somphan said the BMA should have settled the rates a lot earlier. She said the councillors feared that they would be blamed for the delay in the launch of the services.

Excerpted from **Skytrain launch date threatened**  
by Chularat Saengpassa and Sasasithorn Ongdee, *The Nation*,  
Oct 28, 1999

## **Preliminary Skytrain Fares Announced**

The Skytrain fares will be 10-40 baht, and BTS is working on the exact fare schedule.

Info courtesy of Monakan K. Thada, BTS Marketing Division

## **BTS to take over the Hopewell Project?**

Mr. Khiree Kanchanaphak and Thanayong PCL are lobbying the Minister of [Transportation and Communications](#) to take over the Hopewell Project with the assistance from Chinese government. Mr. Kanchanaphak may have to wait until early November to see whether Minister of Transportation and Communication will approve Thanayong plan. BTS recognizes that it needs to have connections with the [MRTA](#) and the [Hopewell Projects](#).

## **BTS bus routes**

BTS is asking Department of Land Transportation to open bus routes to feed BTS lines – mostly around Sukhumvit, Phaholyothin and Sathon area. However, the DLT will make a preliminary approvals to only 13-14 lines from the proposed 16 lines since most line are one the same route as the BMTA bus routes.

## **BTS Extensions Update**

The three BTS extensions: Chong Nonsee, Bang Na, and Wongwian Yai are under discussion by the BMA, Ministry of Finance, Ministry of Science, Technology and Environment, OCLTM and NESDB. By October 28 the proposals will be send to the Cabinate for final approval in November.

From  
[Prachachat Thurakit Business Newspaper](#) October 18-20, 1999 and [Dailynews](#).

## **Read the Webmaster's Article on the Skytrain in English & German**

This site's webmaster wrote an article about the Bangkok Skytrain for the German webzines *futureframe* and *MorganWelt* for a "Cities of the Future" issue. Read it [here](#).  
*futureframe's* main page is [here](#).  
The German version of the article is [here](#).

## **Official BTS Skytrain Site Launch**

The Official BTS Skytrain site is up! The Thai-version is [here](#) and the English version is [here](#).

## **Fares likely to be 10-40 baht – Developer looking to negotiate further**

Executives of the skytrain developer have different opinions regarding the city's proposed fare rate of 10-40 baht according to distance.

....

Mr Karoon (Karoon Chandrangsu, chief operations officer of the Bangkok Mass Transit System Corp) said BTSC has estimated conducting 580,000 trips per day-calculated on per passenger usage-earning it 18 million baht if the fare rate were fixed at between 15-60 baht as the developer has proposed.

However, if the fare is reduced to 10-40 baht, it might attract more passengers, allowing the developer to notch 650,000 trips daily.

Chief executive officer Kiri Kanchanapas said BTSC needed to discuss this matter with the city officials.

“If the rate must start at 10 baht, we will put emphasis on marketing methods to attract more people to use the system ,” Mr Kiri said.

He said the company would earn 18-20 million baht a day and break even within 13 years if the fare rate is 15-60 baht, while it would take up to 16 years if the fare is 10-40 baht.

Although BTSC had proposed a maximum rate of 60 baht, it did not mean to collect fares up to that rate, said Mr Kiri, adding the city administration and the developer must be able to agree on the fare rate before Nov 7, a month before the system’s operation, as required by the contract.

....

BTSC has spent about 100 million baht on public relations. Information booths will be installed at major shopping centres and banks from Oct-Jan.

From the *Bangkok Post*, Oct. 6, 1999

## **Great Website with Technical Info on Trains**

### [Railway](#)

[Technology Web Pages](#) – This is the website of Piers Connor, who did design work on the Skytrain. Want to know how a commuter train service is planned? How air-brakes on trains work? Need links to other railway technical sites? You’ll find it all here.

For all my other Skytrain links, go to the [Skytrain Links Page](#). September 22, 1999

## **Skytrain**

### **Extension Route Proposals**

#### **Nong Ngoohao Extension : 18.4 km – 5 stations**

(assuming route code as X until the official letter is decided upon)

X1 Central City Bang Na – Central Department Store Branch

X2 Srinakharin – Sri Nakharin Intersection

X3 Ramkhamhaeng 2 – Bang Na Campus (now in Prawet District)



X4 Bang Pleee – the Intersection between Bang Na Trat highway and Kanchanaphisek Outer Ring Road

X5 Nong Ngoo Hao – Southern Terminal

**Sukhumvit Extension : 8.9 km – 6 stations**

Note: the extension stations are separated by about 2 kilometers while the stations in inner Bangkok are separated by about 1 kilometer

E10 Samphob Naruemit (Sukhumvit 62)

E11 Punnavithee (Sukhumvit 101)

E12 Bang Na

E13 Northern Samrong – in Samrong market

E14 Poochao Samingphrai – at the intersection of Poochao Samingphrai Road – there is an old and neglected fort here

E15 Thang Rotfai Sai Paknam (Samrong)

**Silom Extension : 2.2 km – 2 stations**

S7 Jaroen Nakhon Intersection – the Thonburi Side of Taksin Bridge

S8 Taksin Intersection – at Taksin Road – actually 400 meters before Taksin intersection

**Chong Nonsee Extension : 8.5 km – 9 stations**

Passing through the Narathwat Ratchanakharin Avenue to Rama III Road (Ratchadaphisek Inner Ring Road) and turning right along Rama III Road until it ends at Sathupradit intersection.

**Handicapped Access**

BTS can build only elevators—at Chong Nonsee and Siam Stations—if they want to finish by the opening date of December 5, 1999. It may be necessary to get another loan to make the construction of elevators in every station possible.

From *Thai Post Daily*, September 21, 1999

Click [here](#) for the complete route list and map.

**Official BTS Skytrain Website Opening Date**

I have been informed that the [Official BTS Skytrain website](#) should be up and running on October 15, 1999. September 17, 1999

**BTS Email Address**

BTS, the corporation that will run the Skytrain, can now be reached at [nuduan@bts.co.th](mailto:nuduan@bts.co.th).  
September 16, 1999

### **Subcommittee Approves BTS Extension**

The subcommittee of mass transit approved the extension of BTS from Soi Onnuj to Samrong (Eastern Extension) and Taksin Bridge to Taksin Intersection (Southern Extension). Now we have to wait for cabinet approval and the contract signing to start construction.

### **Skytrain Fare Dispute Continues**

“The Bangkok governor remained optimistic yesterday the Skytrain will start operating on Dec 5 as scheduled despite the developer’s threat to postpone the service if it is forced to charge a flat rate of 15 baht.

...

The city administration has asked the attorney-general to rule whether BTSC can charge a progressive rate of between 15-60 baht despite a contractual agreement that the fare must be fixed at 15 baht for the whole system.

The contract prohibits any fare adjustment within the first 18 months of the concession. The developer started counting from the first day of construction, but the city council argued the period should start on the first day of service.

Mr Anat said on Tuesday the 15-baht rate was too small to cover the system’s daily operation cost of 18 million baht, and the developer would have to borrow from overseas to keep the system going.

Mr Anat said initially the fare should range between 15-45 baht. But he added the developer had no plan to charge as high as 45 baht because it was well aware of public sentiment.”

**From Skytrain will run on time, says Bhichit,**  
**Developer’s threat brushed aside,** *Bangkok Post*, Sep. 10, 1999 by Poona Antaseeda

### **Mor Chit Project – Mass-Transit Hub**

“The Mor Chit project is designed as a central terminal linking the mass transit system with other transport modes, as called for in the eighth National Economic and Social Development Plan. Passengers will be able to access the skytrain, subway, provincial bus terminal, Bangkok public buses, tollway, expressway and airport check-in facilities.

As initially planned, the construction will be completed in four years after the Treasury Department hands over 63 rai of land at Mor Chit. The project will have two large buildings occupying 900,000 square metres. Of the total space, 100,000 sq m (11%) will be allocated to the Transport Company Ltd as compensation, 230,000 sq m (26%) for Park and Ride space, 280,000 sq m (31%) for public utilities,

280,000 sq m (31%) for commercial space and 10,000 sq m (1%) for office space for government and private firms.

In the commercial space there will be tourist information centre, a city air terminal, a passport and visa centre, a labour centre, an education centre, an import and export centre, a Thai handicraft centre and a museum.

It is estimated that about 400,000 passengers will use the terminal and 1.6 million commuters will travel via the connecting transport routes.

...

BMTM Keating (USA) is the project's conceptual designer while RTKL International of the United States is the interior designer. Bechtel International Inc (USA) handles project management, Pacific Consultants International (Japan) handles traffic studies. Consultant of Technology (Thailand) is the environmental consultant."

From **Mor Chit operator confident of progress, B17bn construction job to start next year**, Supoj Wanchareon and Krissana Parnsoonthorn, *Bangkok Post*, Sep. 10, 1999

### **Advertising on the Skytrain**

from the *Bangkok Post*, August 4, 1999

Advertising and commercial space on BTS platforms and trains will be managed by VGI Global Media Company.

Rent for commercial space will range between 5,000 and 6,000 baht per square meter per month.

Among customers that have reached informal three-year rental deals to date are 7-Eleven, Black Canyon, Apex Health Care, Shake & Cool beverage shops, Dollie sandwiches, Dunkin Donuts, Au Bon Pain, C Image photo shop, Oriental Princess, Spices cosmetics, Waratah gift shops, S&P bakery, Aurora goldsmiths, and the Loxley and Telewiz mobile-phone shops.

The four clients operating shops at all 23 stations will be 7-Eleven, Black Canyon, Apex Health Care and Loxley.

Advertising space on vertical and horizontal train boards will cost 10,000 to 30,000 baht per board per month.