

Richard Barrow's

# THAI TRAIN GUIDE

March to April 2023



## EXCURSION TRAINS IN THAILAND



Featuring a trip along the Death Railway to Sai Yok Noi Waterfall, to the beaches around Hua Hin, the steam train to historical cities, the Japanese Kiha-183 train, a daytrip to Pattaya, a tour to commemorate the air-raid over Kaeng Khoi Junction during the World War II, and the “floating train” across Pa Sak Chonlasid reservoir.

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# INTRODUCTION

A slower and more of a local experience is the growing trend for travellers. People no longer want to rush to their destination but rather have a more of a meaningful experience during the journey. My **Thai Train Guides** promote slow and sustainable travel by train across the kingdom. Instead of flying, or sitting in a bus speeding down a highway, why not take a slow train where you can interact with locals and immerse yourself in the passing scenery? At the same time, you will be helping to reduce the carbon footprint of your trip.

Thank you for downloading the free e-book for **Excursion Trains in Thailand**. Please send feedback about this e-book and any ideas that you may have for other train guides to [richard@thaitraininguide.com](mailto:richard@thaitraininguide.com)

Thanks, and happy travels!

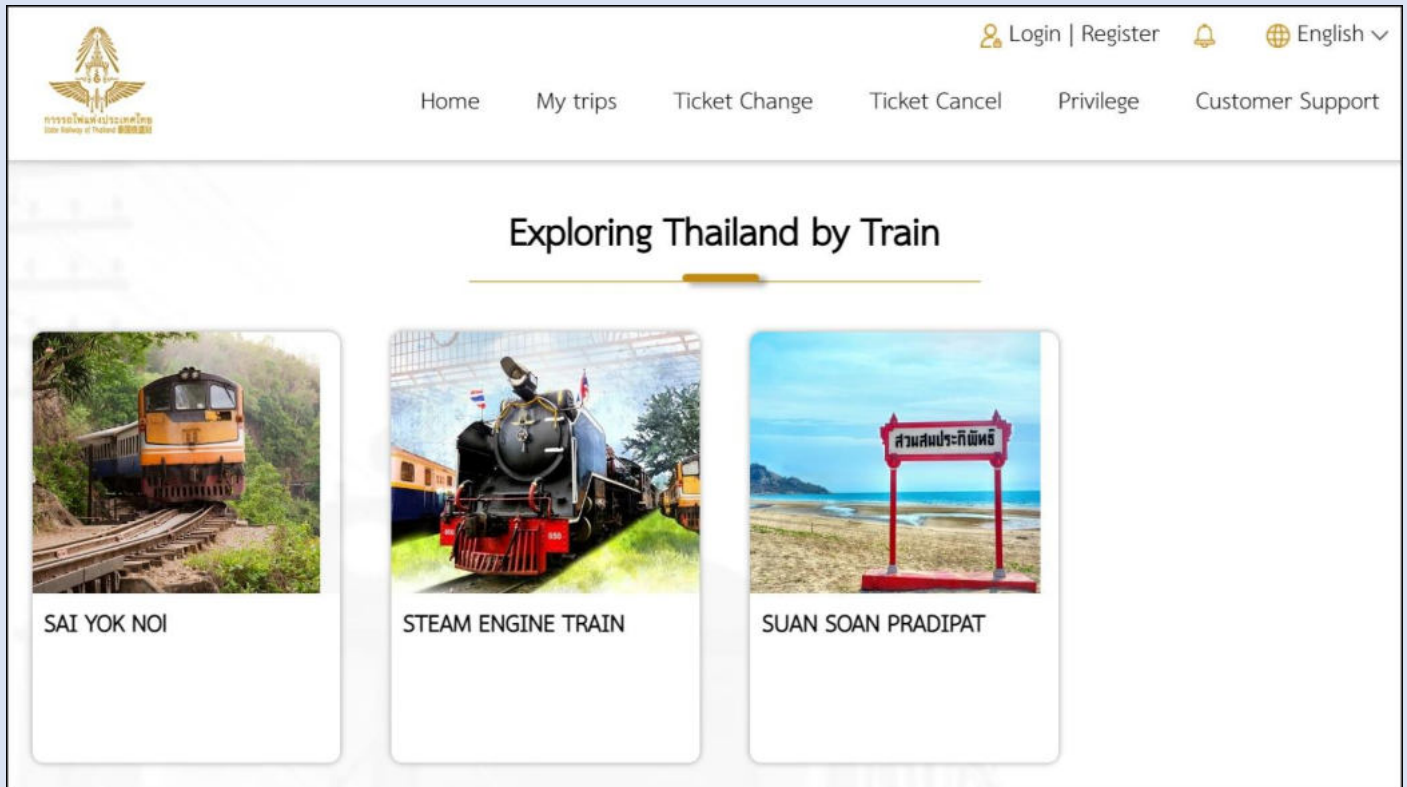
**Richard Barrow**

March 2023

## EXCURSION TRAINS ขบวนรถท่องเที่ยว

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# HOW TO BUY TRAIN TICKETS



You can buy excursion tickets online on the official **D-Ticket** website ([dticket.railway.co.th](http://dticket.railway.co.th)), or their app of the same name, up to thirty days in advance. You will need to sign up first and then log in. Change the language to English and then click '**Exploring Thailand by Train**' which will take you to the bottom of the page. These tickets can also be bought at any railway station across the country. Popular trips sell out very fast and so you will need to be quick.

The weekend excursion trains to Sai Yok Noi and Suan Son Pradipat are 120 baht for 3<sup>rd</sup> Class carriages with a fan and 240 baht for 2<sup>nd</sup> Class carriages with air-conditioning. Tickets for the Steam Train trips are 299 Baht for 3<sup>rd</sup> Class carriages and 799 baht for 1<sup>st</sup> Class carriages. The KiHa-183 excursions, that go to different destinations each month, are usually more expensive as they include meals and a tour at the destination. Tickets are the same for adults and children. However, children who are less than 100 centimeters tall can travel for free, but they don't get their own seat.

Follow me on social media @ThaiTrainGuide and [ThaiTrainGuide.com](http://ThaiTrainGuide.com) for the latest news. If you need more information about any of these trips, you can also call the **1690 Hotline**. They speak excellent English and are usually very helpful.

# WEEKEND EXCURSION TRAINS



The State Railway of Thailand run special excursion trains at the weekend and on public holidays. These are daytrips with stops along the way. Unlike regular trains, these ones will wait for you at each stop. The price includes the return ticket. The most popular trips are **Excursion Train No. 909/910 to Sai Yok Noi Waterfall** in Kanchanaburi and **Excursion Train No. 911/912 to Suan Son Pradipat Beach** to the south of Hua Hin.

Excursion Trains No. 909 and No. 911 are combined when they leave **Bangkok Railway Station (Hua Lamphong)** at 6:30 a.m. Both excursion trains will have the same first stop at Nakhon Pathom. However, shortly after this, they will split at Nong Pladuk Junction and go their separate ways. So, make sure you are sitting in the right carriage, or you will end up at the wrong destination. No. 911 will head south to Hua Hin and No. 909 will take the branch line to Kanchanaburi. This branch line is known internationally as the 'Death Railway'.

You can also board this train at other stations in Bangkok such as at Sam Sen (6:43 a.m.), Bang Sue Junction (6:50 a.m.), Bang Bamru (7:06 a.m.) and Salaya (7:24 a.m.).

This first section is about going to these two destinations.

## 2nd CLASS CARRIAGE



On the excursion trains there is at least one 2<sup>nd</sup> Class carriage. The seats are a lot more comfortable than in 3<sup>rd</sup> Class and they recline too. This carriage is air-conditioned and so the windows do not open. They are not the cleanest and are tinted, so they are not good for photographers who want to take pictures of the passing scenery. If you want to do that, then best to travel by 3<sup>rd</sup> Class.

Unlike on the Kiha-183 and Sprinter trains, the seats don't swing around if you want to face the engine on the return trip. So, you might find yourself going backwards for either the outbound or inbound journey. The seating plan when you book doesn't tell you which direction you will be facing. When you come back you will be in exactly the same seat but facing the other way.



## 3rd CLASS CARRIAGE



The excursion train usually has four carriages. Three are 3<sup>rd</sup> Class with fans (Car No. 1', 'Car No. 3' and 'Car No. 4') and one is 2<sup>nd</sup> Class ('Car No. 2'). One of the 3<sup>rd</sup> Class carriages has hard seats (above) and two have the softer blue seats (below). The hard seats are usually 'Car No. 3', though that is no guarantee.



# 3rd CLASS SEATING PLAN



## 3<sup>rd</sup> Class Carriage (above left half and below right half)



The 3<sup>rd</sup> Class carriages have 74 seats in total. You might want to avoid seats 69-74 as they are at the end near the toilets. The doors don't always close properly and you might have a smelly ride! If you have long legs like me, you might want to consider booking one of the seats looking inwards. There are sets with three seats together and ones with two seats. I personally prefer the latter as you might not get a neighbor. So that is either seats 18-19 or 55-56. Only seats 19 and 55 have windows behind them.

Other seats are sets of four facing each other. For example, 23 & 27 and 22 & 26 are facing each other. The gap between seats is 41 centimeters on the hard seats and 39 centimeters on the soft blue seats. This is 10 centimeters shorter than 3<sup>rd</sup> Class seats on other routes. Two tall people sitting opposite each other won't be comfortable. To the left is the direction you are going when you first board. So, if you want a window seat facing the engine for the outbound journey, then choose seats like 24, 32, 40, 48 etc. For the Nam Tok route, I advise you to get a window seat on the left-hand side as the views on the left are far better. For the Hua Hin trip it doesn't matter.

## FOOD ON THE TRAIN กินข้าวบนรถไฟ



If you are travelling on local trains in Thailand, then you won't go hungry. Food vendors are often getting on and off the train at major railway stations. The excursion trips are no exception. On the journey there, you usually have an opportunity to buy breakfast from a food vendor who will board your train as you pass through Bangkok. Or you can buy in the market in front of Nakhon Pathom Station when you reach there at 7:45 a.m. The train conductor will also come round with a menu so you can order food to eat on the return half of the trip. On the waterfall trip, you also get an opportunity to buy food at the market in front of Kanchanaburi Station.

My favorite dish on the train is **spicy stir-fried basil with pork or chicken** (top right). You can buy this very cheaply almost anywhere around Thailand. However, you should also try food which is famous from the places that you are passing on this trip. For example, **dry fish ball noodles** (top left) is a famous dish from Ratchaburi. **Khao Lam** (bottom left) is a sticky rice dessert cooked in bamboo that is famous in Nakhon Pathom. **Khanom Mor Gaeng** is another famous dessert, this time from Phetchaburi. Another of my favorites is **Hor Mok** (bottom right) which is a fish curry cooked with coconut.



## SAI YOK NOI EXCURSION

ABOVE: Crossing the wooden trestle bridge near Tham Krasae Station

BELOW: Sai Yok Noi Waterfall



# TRIP 1: SAI YOK NOI น้ำตกไทรโยคน้อย

All times are subject to change.

ARRIVE	DEPART	STATION	NOTES
-	06:30	Departs Bangkok Station	No. 909 (outbound journey)
06:43	06:44	Sam Sen Station	
06:50	06:51	Bang Sue Junction	
07:06	07:07	Bang Bamru Station	
07:24	07:25	Salaya Station	
07:45	08:20	Nakhon Pathom Station	40 minutes to explore
08:32	08:35	Nong Pladuk Junction	The train splits here
09:26	09:29	Kanchanaburi Station	
09:34	09:59	River Kwai Bridge	25 minutes to explore
10:40	10:41	Tha Kilen	
10:55	10:56	Saphan Tam Krasae Station	Impressive views on the left
11:30	-	Nam Tok Sai Yok Noi Station	3 hours to explore
-	14:25	Departs Nam Tok Station	No. 910 (return journey)
14:54	14:55	Saphan Tam Krasae	Impressive views on the right
15:49	15:50	River Kwai Bridge	
15:53	16:53	Kanchanaburi Station	You have one hour to explore
17:48	17:57	Nong Pla Duk Junction	
18:08	18:09	Nakhon Pathom	
18:29	18:30	Sala Ya	
18:44	18:45	Bang Bamru	
19:00	19:02	Bang Sue Junction	Connects to Red/Blue lines
19:08	19:10	Sam Sen	
19:25	-	Arrive Bangkok Station	Connects to Blue Line

# NAKHON PATHOM



**STOP ONE:** Excursion Train No. 909 makes its first stop in **Nakhon Pathom** at 7:45 a.m. You are given 35 minutes here to look around. As you pull into the station, you will see the 120-meter-high Phra Pathom Chedi (top left). This is the highlight of the city and where all the Thais will head to, to make merit. It will take you about ten minutes to walk there.

At the top by the Standing Buddha, turn left and you will see many Buddha images around the perimeter of the chedi. You don't have enough time to walk all around the chedi, but if you did, you would see the complete set of different poses of the Buddha. There are also some giant Chinese sculptures here that were used as ballast for trading ships coming to Thailand.

On the way back to the train, you can buy snacks from the food vendors to eat on the train. There is a lot of variety, from ready cooked rice dishes to fried chicken and various desserts. There is also a 7-Eleven across from the railway station if you want to buy some drinks or other snacks. Don't be late getting back on the train as they won't wait for you.

The train is scheduled to depart at 8:20 a.m. Ten minutes later, the train will stop briefly at Nong Pladuk Junction. This is where the train will split and so make sure you are sitting in your assigned carriage.

# RIVER KWAI BRIDGE IN KANCHANBURI



**STOP TWO:** The second sightseeing stop is at the **River Kwai Bridge** which is a short distance after Kanchanaburi Railway Station. You should arrive here at 9:34 a.m. You have about 25 minutes here. Most people will head straight onto the bridge to take some selfies.

The bridge was made famous by the 1957 war movie, 'The Bridge on the River Kwai'. The movie was a work of fiction and had quite a few inaccuracies. The most interesting one is that Kwai is a mispronunciation of the word Khwae. Much of the Death Railway here follows the Khwae Noi River. Unfortunately, the famous bridge crossed the Mae Klong River and not the Khwae Noi River. Due to the popularity of the movie, the Thai government had to change the name of this stretch of the river in the 1960's. The river here is now called Kwae Yai River.

The steel and concrete bridge was badly damaged by Allied bombers during air raids in 1944 and 1945. You can see some shrapnel damage on the concrete pillars. The curved arches at each end are original but the middle section was rebuilt after the war. Be careful when you cross the bridge as you can easily fall.

# WANG PHO WOODEN TRESTLE BRIDGE



**SCENIC VIEW:** The highlight of the train trip is between the River Kwai Bridge and Nam Tok Station. Make sure you are on the left as that is where the best views are. Just before 11:00 a.m. the train creeps slowly along the **wooden trestle bridge** near Tham Krasae station. This is a double viaduct built by Allied prisoners of war. The first section is the longest at around 260 meters. Then it is solid ground for 150 meters. Then the second section is about 150 meters. This part is very close to the cliff face.

Down below is the Khwae Noi River which is a tributary of the Mae Klong River. On the other side of the river there was a prisoner of war camp called Wang Pho. Which is why this viaduct was known as Wang Pho Viaduct. However, these days it is popularly known as Tham Krasae due to the nearby cave and station of the same name. If you are not on the left when the train passes over the wooden viaduct, you can also get some good pictures from either the rear door of the last carriage (bottom right picture) or, if the driver allows you, from his cab (top right picture). First come first served.

The railway line here follows this river for much of the way to the Burmese border. You will get some more views of the river further up the line (bottom left picture).

# SAI YOK NOI WATERFALL



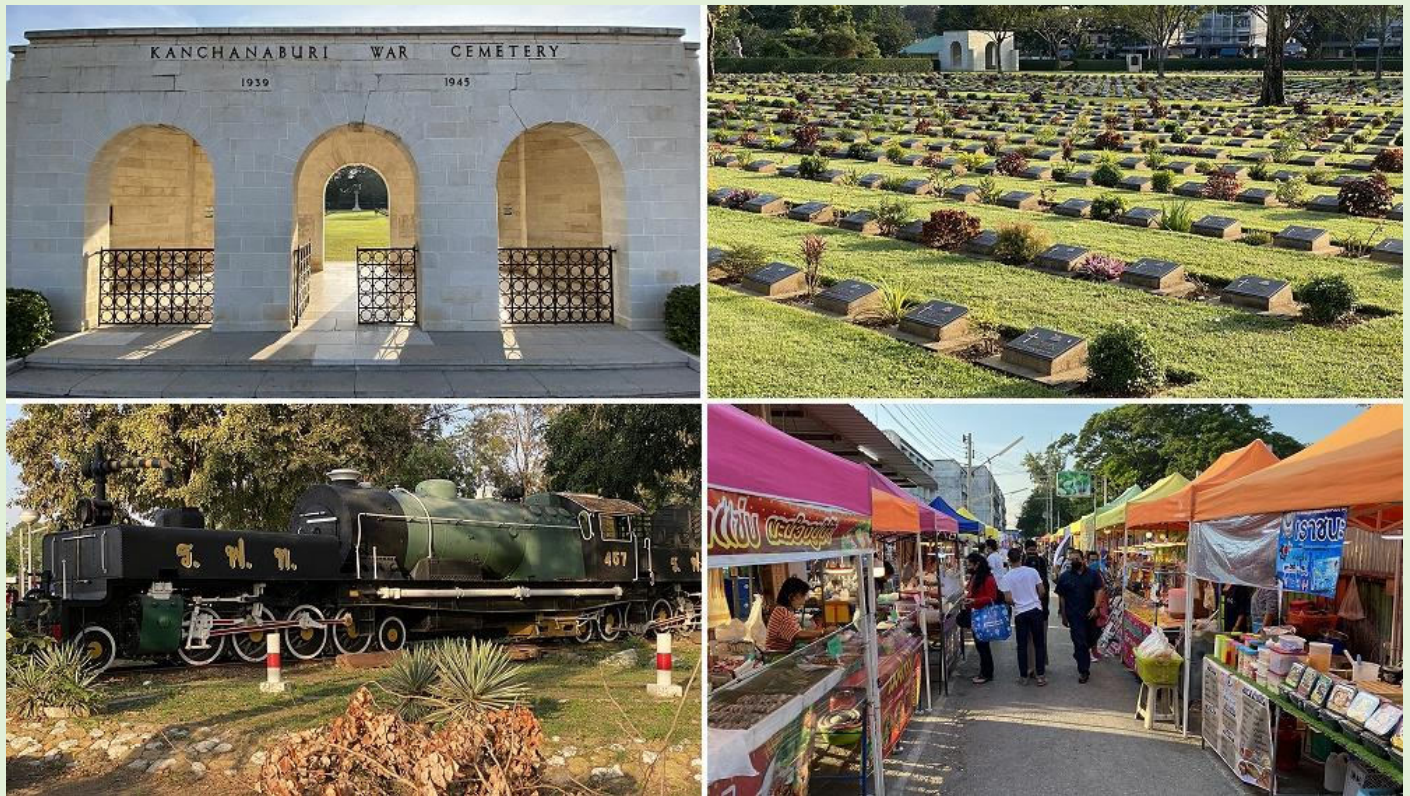
**STOP THREE:** The final stop on the outbound journey is at **Nam Tok Sai Yok Noi Station**. If the train is on time, it should arrive at 11:30 a.m. They give you nearly three hours here. One year I went, we arrived at the waterfall nearly two hours late, but they still gave us three hours. But they cut out the stop at the war cemetery on the way back.

From the train station, you will walk pass a Class C56 steam locomotive that was brought over from Japan during the Second World War. There is a track to your right that has a walk to the top of the waterfall if you want to explore. But most people head straight to the waterfall which is only a couple of minutes away.

This is now the end of the line of the Death Railway. The train used to pass right in front of the waterfall. Most of the track between here and the Burmese border has been removed and the line is now overgrown or built over. However, there are a few notable exceptions where you can see some tracks such as at Hellfire Pass and Sai Yok National Park.

Most people swim or paddle in the water below the waterfall. You can also have a picnic under the trees or in the nearby restaurants. There is a 7-Eleven and other shops on the other side of the main road. Incidentally, if you miss the train, you can catch a bus back to Kanchanaburi from here.

# WAR CEMETERY IN KANCHANABURI



**STOP FOUR:** The return train is scheduled to leave at 2:25 p.m. You will then have a second chance for the views over the wooden trestle bridge from the right-hand-side of the train from about 2:54 p.m. About an hour later you will cross the River Kwai Bridge again.

The fourth and last stop is **Kanchanaburi Railway Station**. They give you about one hour to visit the war cemetery or to buy snacks in the market in front of the station. However, if the train is running late, this stop might be shortened or cancelled altogether. So, make sure you confirm the time when you arrive.

The **war cemetery** is only a five-minute walk from the station. So, ignore the taxi touts. At the main road, you will see an old steam locomotive that was built in 1936. Turn left here and walk about 200 meters. The entrance to the cemetery is on your right. There are more than 5,000 Commonwealth and almost 1,900 Dutch servicemen buried or commemorated here. They all died during the building of the Death Railway.

The train is scheduled to leave at 4:53 p.m. If you had ordered food during the outbound trip, you will get it when it comes onboard. Otherwise, you should buy something at the station. If the train is on time, you will get back to Bangkok at 7:25 p.m.



## SUAN SON PRADIPAT EXCURSION

ABOVE: Giant statues of past kings at Rajabhakti Park

BELOW: Suan Son Pradipat



## TRIP 2: SUAN SON PRADIPAT สวนสนประดิพัทธ์

All times are subject to change.

ARRIVE	DEPART	STATION	NOTES
	<b>06:30</b>	<b>Depart Bangkok Station</b>	<b>No. 911 (outbound journey)</b>
<b>06:43</b>	<b>06:44</b>	Sam Sen Station	
<b>06:50</b>	<b>06:51</b>	Bang Sue Junction	Nice view on the left
<b>07:06</b>	<b>07:07</b>	Bang Bamru Station	
<b>07:24</b>	<b>07:25</b>	Sala Ya Station	
<b>07:45</b>	<b>08:20</b>	Nakhon Pathom Station	30 minutes to explore
<b>08:32</b>	<b>08:33</b>	Nong Pla Duk Junction	The train splits here
<b>09:16</b>	<b>09:17</b>	Rachaburi Station	
<b>09:33</b>	<b>09:37</b>	Pak Tho	
<b>10:13</b>	<b>10:14</b>	Phetchaburi	
<b>10:53</b>	<b>10:54</b>	Cha-am	Option 1 beach stop
<b>11:21</b>	<b>11:24</b>	Hua Hin	Option 2 beach stop
<b>11:33</b>	-	Suan Son Pradipat	You have nearly 4 hours here
-	<b>16:28</b>	<b>Depart Suan Son Pradipat</b>	<b>No. 912 (return journey)</b>
<b>16:36</b>	<b>16:38</b>	Hua Hin	
<b>17:04</b>	<b>17:07</b>	Cha-am	
<b>17:44</b>	<b>17:50</b>	Phetchaburi	
<b>18:26</b>	<b>18:30</b>	Pak Tho	
<b>18:52</b>	<b>18:57</b>	Rachaburi	
<b>19:34</b>	<b>19:49</b>	Nong Pla Duk Junction	
<b>20:06</b>	<b>20:07</b>	Nakhon Pathom	
<b>20:41</b>	<b>20:42</b>	Sala Ya	
<b>21:01</b>	<b>21:02</b>	Bang Bamru	
<b>21:17</b>	<b>21:19</b>	Bang Sue Junction	Connects to Red/Blue lines
<b>21:25</b>	<b>21:27</b>	Sam Sen	
<b>21:40</b>	-	Arrive Bangkok Station	Connects to Blue Line

# SUAN SON PRADIPAT BEACH



The second weekend excursion organized by the State Railway of Thailand is a beach trip on the Southern Line to **Suan Son Pradipat**. Due to ongoing rail works for building double tracks, new stations and overpass bridges, this daytrip is a very long day at 15 hours. Once finished it should be faster and more efficient.

The trip starts the same as the one to Sai Yok Noi Waterfall. Both trains are combined when they leave Bangkok. All passengers get 40 minutes to visit Nakhon Pathom (see [page 10](#)). Then at Nong Pla Duk Junction, the trains will split. So, make sure you are in your assigned carriage.

It is advisable to buy some drinks and snacks while you are in Nakhon Pathom as it will be three hours before you reach Suan Son Pradipat. The conductor will come round with a picture menu of food you can order, but it won't be delivered until the return journey.

You actually have three choices for beaches. When I went, a few people got off at Cha-am and a few more at Hua Hin. However, the majority got off at the final station at Suan Son Pradipat. Cha-am is a 25-minute walk to the beach and Hua Hin is a 11-minute walk. Though you should be able to find local transport. Hua Hin also has taxis that can arrange a day trip for you.

# SUAN SON PRADIPAT BEACH

The train arrives at Suan Son Pradipat Station at 11:33 a.m. They give you nearly five hours here. To reach the beach, just cross the tracks, turn left at the junction and then right and you are there. It takes less than five minutes. Of all the beach options, this is the easiest one. It also has the best of both worlds as it has shade at the top of the beach and sand for those who want to sunbathe.



There is a food court here with a large range of food on offer. For foreigners who cannot speak or read Thai, there is a picture menu. There should be something for everyone. So, don't worry, you won't go hungry. If you don't want to relax on the beach or swim, you can go for a walk along the beach. If you head north, it is 1.8 kilometers to Khao Takiab Pier. This end of the beach is busier with foreign tourists.

Another option is a side-trip to **Rajabhakti Park**. I did this first before I went to the beach. From the station, you have to walk out to the main road and then find a safe place to cross to the other side. It took me about 15 minutes to walk there. The highlight is the 14-meter-high bronze statues of seven Thai kings. I spent about thirty minutes here.

The return train leaves at 4:28 p.m. There are no stops on the five-hour journey back to Bangkok.



## STEAM TRAIN EXCURSIONS

Two Pacific steam locomotives are used for the excursion trains. They were manufactured in Japan. Locomotive No. 824 arrived in 1949 and No. 850 in 1951. The locomotives were modified in 2012. They are kept at the Thonburi Locomotive Depot.



# STEAM TRAIN EXCURSIONS

Steam train enthusiasts have six opportunities a year to ride a steam train. Each trip goes from Bangkok to either Ayutthaya, Nakhon Pathom or Chachoengsao. Ayutthaya is the most popular destination and tickets always sell out within hours.



## DATES OF STEAM TRAIN EXCURSIONS DURING 2023:

- **26th March:** Ayutthaya (anniversary of the opening of the first public railway)
- **3rd June:** Nakhon Pathom (Queen Suthida's birthday)
- **28th July:** Ayutthaya (King Maha Vajiralongkorn's birthday)
- **12th August:** Chachoengsao (Queen Sirikit's birthday)
- **23rd October:** Ayutthaya (anniversary of the death of King Chulalongkorn)
- **5th December:** Chachoengsao (anniversary of the birth of King Bhumibol)

The train leaves Bangkok Railway Station (Hua Lamphong) at 8:10 a.m. I usually go there by about 7:00 a.m. to take pictures first. Even if you don't have a ticket, you can go there to take photos. Alternatively, you can wait at one of the other stations in Bangkok such as Sam Sen or Bang Sue Junction. The steam train returns to Bangkok in the early evening.

# STEAM TRAIN EXCURSIONS



Tickets for the steam train trips go on sale up to 30 days in advance. You can buy online on the official D-Ticket website (see page 2) or at your local train station. Prices are 299 Baht for 3<sup>rd</sup> Class with fan and 799 Baht for 1<sup>st</sup> Class with air-conditioning. The ticket price is the same for adults and children taller than 100 centimeters.

I personally prefer to travel by 3<sup>rd</sup> Class as the window is open and you can stick your head out of the window to see the locomotives when the train goes around the corner. You can also hear the whistle better. If you are in 1<sup>st</sup> Class you could just as easily be on any train.

## THONBURI LOCOMOTIVE DEPOT AND WORKSHOP

The steam locomotives are kept at the locomotive workshop near Thonburi Railway Station when they are not being used. Officially the workshop is not open to the public, but they don't seem to mind you wandering in. Just be respectful and be careful of the diesel locomotives that come and go. Volunteers go there the day before the steam train trips to do a final clean, which is another good time to go and take pictures.

# STEAM TRAIN EXCURSIONS



There are five remaining steam locomotives that are in working order. Pacific steam locomotives No. 824 and 850 were refurbished in 2012 and are used for the steam train excursions. They run back-to-back during the trip taking turns to do the pulling. The third steam locomotive is Mikado No. 953 which I haven't seen running for a long time. The last time I saw it was in the Thonburi Depot.

The two steam locomotives on this page are C56 No. 713 and No. 715. These were brought into Thailand by the Japanese during the Second World War and were used to transport men and equipment for construction of the Death Railway. These days they are used for the light and sound show during the Bridge on the River Kwai Week at the end of the year.



# KIHA-183 EXCURSION TRAINS



The State Railway of Thailand recently refurbished some KiHa-183 trains that had been donated to them by the Hokkaido Railway Company in Japan. With their distinctive elevated cab and a slanted nose, they are proving to be popular as special excursion trains in Thailand. The first trip went to Chachoengsao Province in December 2022.



# KIHA-183 EXCURSION TRAINS



Since the first trip at the end of last year, the SRT has put together other trips such as to Ratchaburi Province and to festivals in Lopburi and Phetchaburi. Other trips will probably go to Ayutthaya, Kanchanaburi, and Hua Hin. The limit they can do in one day is a 300-kilometre round trip. As the trips are not fixed yet, I cannot give you any itineraries of the trips here. But this might change in the future.

Follow me on social media on the [@ThaiTrainGuide](#) for the latest news.



# TOURIST TRAIN TO PATTAYA



At the weekend, there is a special tourist train that runs between Bangkok and Chonburi on the Eastern Line. It uses the “**Sprinter**” trains that are based on the UK’s Class 158 Express Sprinter and were built specially for Thailand. They came here in the 1990’s and were refurbished in 2011. Top speed is 120 km/hour though when I went on it, the average speed was around 100 km/hour. It can do the run to Pattaya in two hours and 30 minutes which is one hour faster than the ordinary train on the same route.

**Rapid No. 997** leaves Bangkok Railway Station (Hua Lamphong) at 6:45 a.m. The carriages are 2<sup>nd</sup> Class and have air-conditioning. If you are only going as far as Chachoengsao Junction, the ticket costs 80 Baht. For any stops for the rest of the journey it is 170 Baht. Unlike the other excursion trains, this price is one way. This is because some people might go down on Saturday morning and come back on Sunday afternoon. The train arrives in Pattaya at 9:13 a.m. and Ban Plu Ta Luang at 9:50 a.m. For the return journey, it is **Rapid No. 998**. This leaves Ban Plu Ta Luang at 3:50 p.m. and Pattaya at 4:26 p.m. This means you have just over six hours in Pattaya if you go there on a daytrip.

Although this train doesn’t always fill up, it is advisable to book in advance on the D-Ticket website or at the station. Unlike the other tourist trains, this one you have to book in the same way as regular trains.

# TOURIST TRAIN TO PATTAYA

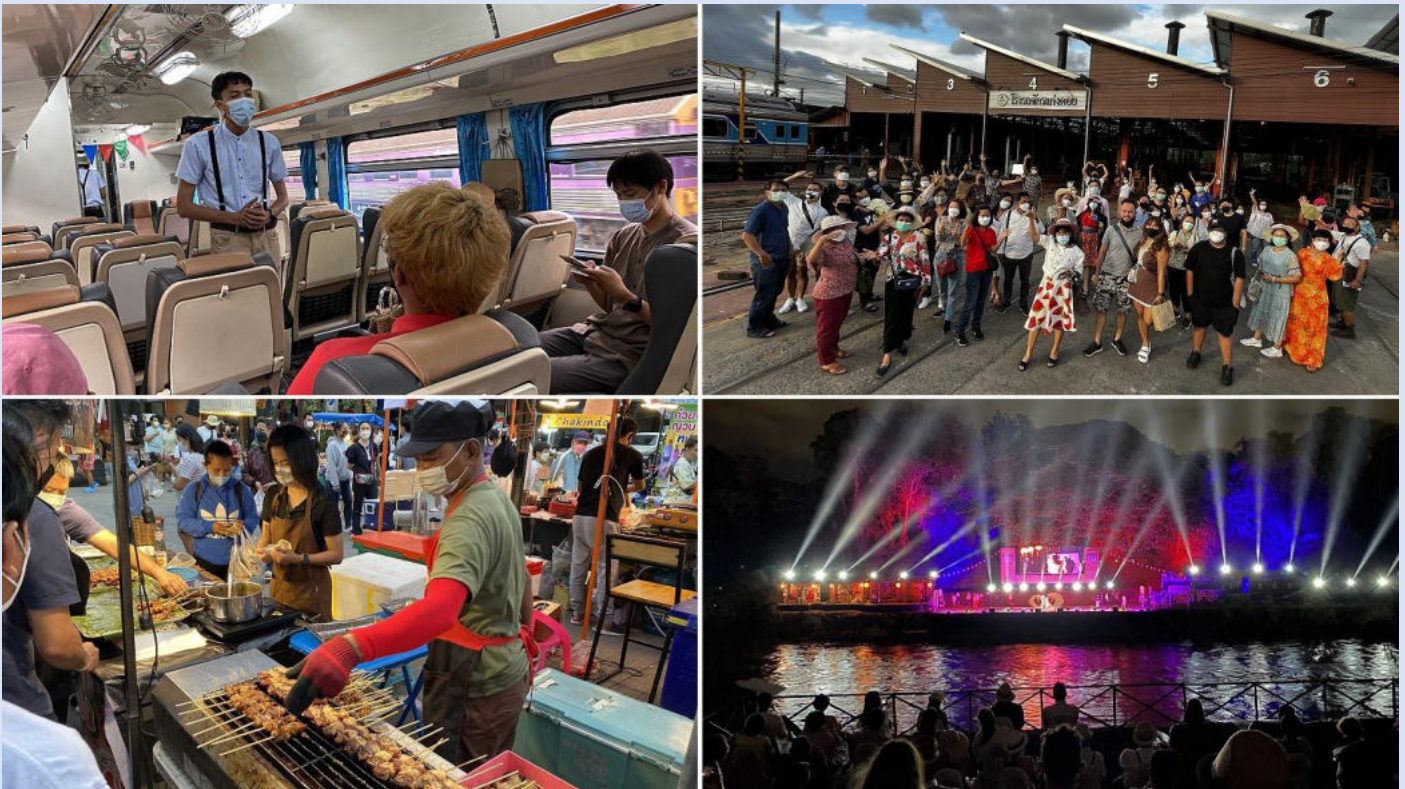
ARRIVE	DEPART	STATION	ARRIVE	DEPART
	06:45	BANGKOK	18:55	
06:58	06:59	MAKKASAN	18:38	18:42
07:06	07:07	KLONG TAN	18:32	18:33
07:14	07:15	HUA MAK	18:25	18:26
07:27	07:28	LAT KRABANG	18:11	18:12
07:32	07:33	HUA TAKHE	18:05	18:06
08:01	08:02	CHACHOENGSAO	17:36	17:37
08:36	08:37	CHONBURI	17:02	17:03
08:54	08:55	SIRICHA	16:44	16:45
09:13	09:14	PATTAYA	16:25	16:26
09:24	09:25	FLOATING MARKET	16:14	16:15
09:33	09:34	YANSANGWARARAM	16:04	16:05
09:38	09:39	NONG NOOCH GARDEN	15:59	16:00
09:50		BAN PLU TA LUANG		15:50

If you get off at **Pattaya Station**, there is a red songtaew waiting for you. This will take you to Beach Road and Bali Hai Pier for 40 Baht. There are also motorcycle taxi drivers at the station who will take you to various destinations for between 80 and 180 Baht. To come back, a motorcycle taxi will cost you around 100 Baht and a taxi 200-300 Baht.

Further down the line you can get off at **Pattaya Floating Market Station** and walk straight into the market. There is also a station behind **Nong Nooch Garden** who provide a shuttle bus for arriving passengers. **Ban Plu Ta Luang** is at the end of the line where a *songtaew* is waiting to take you to Nang Ram Beach in Sattahip.

In addition to the weekend Rapid No. 997/998, there is also the daily **Ordinary No. 283/284** which stops at all stations. This leaves Bangkok at 6:55 a.m. and arrives in Pattaya at 10:35 a.m. The return journey leaves Pattaya at 2:21 p.m. and arrives back in Bangkok at 6:15 p.m. Ticket price is 31 Baht and can only be bought on the day.

# KAENG KHOI WORLD WAR II FESTIVAL



During the first week of April every year, there is a commemorative festival in **Kaeng Khoi** in Saraburi to mark the Allied bombing raid on the railway station and rail workshops. Not all bombs landed on their intended target and several hundred Thai citizens were killed as well as Japanese soldiers. As part of this three-day festival, the State Railway of Thailand organizes a special excursion train to help people attend the festival and to watch the light and sound show.

	TIME	ITINERARY
<b>Outbound No. 969</b>	2:50 p.m.	Depart from Bangkok
	4:55 p.m.	Arrive at the locomotive workshop at Kaeng Khoi for a tour
	5:20 p.m.	Board the train to go to Kaeng Khoi Junction
	7:00 p.m.	Watch the light and sound show
<b>Return No. 970</b>	8:30 p.m.	Depart from Kaeng Khoi Junction
	10:30 p.m.	Arrive at Bangkok Railway Station

The cost of the guided tour in 2<sup>nd</sup> Class air-conditioned carriages is 799 Baht. This includes snacks and drinks and some souvenirs. The train leaves Bangkok at 2:50 p.m. and returns at 10:30 p.m. I will let you know on social media once the dates, prices and itinerary are confirmed.

# KAENG KHOI WORLD WAR II FESTIVAL

The first stop on the trip is the **locomotive workshop** at Kaeng Khoi Junction. This is not normally open to the public and so you get an exclusive tour. The teak pillars are the original ones from the war and a couple still have shrapnel damaged from the Allied bombing raid on 2<sup>nd</sup> April 1945. From here you are back on the train for the few minutes ride to the station where you receive a warm welcome from local people dressed in period costume.



During the festival, the road in front of the train station is closed and food vendors set up their stalls. The second zone is inside Wat Kaeng Khoi. You have about an hour or so to explore. Make sure you check out the two war memorials in the temple that commemorates the Thai people and Japanese soldiers who died during the air raid. Apparently, everyone who was sheltering in the temple survived as the bomb that landed there didn't explode.

The highlight of the festival is the light and sound show that starts at 7:00 p.m. and lasts about an hour. The stage is on the other side of the Pasak River across from Wat Kaeng Khoi. The narration is all in Thai, but you should be able to work it out. It tells the story of the war with the Burmese and then later coming of the railways during the reign of King Rama V. It then tells the story of the Japanese occupation and how it affected the lives of the local people.

# FLOATING TRAIN EXCURSION



During the cool season in Thailand, the State Railway of Thailand is organizing 24 excursion train trips to **Pa Sak Chonlasid Dam** from 5th November 2022 to 29th January 2023. The highlight is the viaduct that goes across the reservoir. As you will only see water on both sides of the train, the nickname for this trip is the “Floating Train Excursion’.

📅 5-6, 12-13, 19-20, 26-27 November 2022

📅 3-4, 10-11, 17-18, 24-25 December 2022

📅 7-8, 14-15, 21-22, 28-29 January 2023

TIME	ITINERARY
6:00 a.m.	Departs from Bangkok Station (Hua Lamphong)
9:25 a.m.	Stop to take pictures on the viaduct above Pa Sak Jolasid reservoir
9:50 a.m.	Arrive at Khok Salung Station to buy OTOP products
10:35 a.m.	Stop at Pa Sak Jolasid Station to visit the dam and eat lunch
3:30 p.m.	Return to Bangkok
6:50 p.m.	Arrive at Bangkok Station

The ticket is 330 Baht for 3rd Class with fans and 560 Baht for 2nd Class with air-conditioning. If you get on at Saraburi or Kaeng Khoi it is 130 Baht for 3rd Class and 260 Baht for 2nd Class.

# FLOATING TRAIN EXCURSION

The train leaves Bangkok Station (Hua Lamphong) at 6:00 a.m. On the way out, there will be brief stops to pick up passengers at Sam Sen, Bang Sue Junction, Don Mueang, Rangsit, Ayutthaya, Saraburi, and Kaeng Koi Junction. Best views are on the right.



The train stops on the viaduct for 30 minutes to allow you to get out and to take some pictures. It then takes you to Khok Salung Station on the other side where again you can get out to buy some local products and snacks from people in the local community. From here, the train takes you back to the dam where you have more than enough time to join a tractor tour of the dam, eat some lunch and relax by the reservoir. Sometimes there are also tours you can join to nearby sunflower fields.

The train is scheduled to depart from the dam at 3:30 p.m. and arrives back in Bangkok at 6:50 p.m.

You can buy tickets on the official website [www.dticket.railway.co.th](http://www.dticket.railway.co.th) or at any train station in Thailand. Tickets go on sale 30 days in advance. Call the hotline 1690 for further information.

# RIVER KWAI BRIDGE WEEK FESTIVAL



The annual 'River Kwai Bridge Week Festival' usually takes place from the end of November to the beginning of December at the famous Bridge on the River Kwai in Kanchanaburi town. It is staged to honour the Allied PoWs and Asian labourers forced by the Japanese army to build the infamous Death Railway during World War II. The highlight is a light and sound show, while there is also other entertainment like cultural and concert performances, exhibitions, food and music and the sale of locally made products.



It is possible that this year there will be a special excursion there on the Kiha-183 train. If not, then it is easy to catch a local train here from Thonburi station for 100 Baht.

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