

**An Illustrated Guide
to Today's
Surviving* Steam Locomotives of Thailand
&
some of the Railway Companies & Lines of Yesteryear
by Mike Pass**



**SRT 850 & 824 just north of Bang Sue Junction station on 05/12/2012
photo courtesy Chris Yapp**

*** This guide includes some locos, whose current survival or discovery have yet to be confirmed**

Index

page 1	Index, Acknowledgements, Sources of Information, Photo Notes & Copyright	page 20	The Maeklong Railway Company
page 2	About this Guide	page 21	The Paknam Railway Company
page 3	Map of SRT Rail Network Today	page 22	The Bang Bua Thong Railway Company
pages 4-11 ..	Main Line Locomotives (metre gauge)	page 23	The Phra Phuttabat Line
pages 12-17..	Minor Line & Industrial Locomotives (various gauges)	page 24	The Sung Noen Line
page 18	Possible Thai Steam Locomotive Survivors in Cambodia	page 25	The Hua Wai Line
page 19	Thailand's Sugar Mills & their narrow gauge railways	pages 26-31	The Sri Maharacha Timber Company Story
		pages 32-36....	The Death Railway (Thailand-Burma Line)
		page 37	The Kra Isthmus Line (Japanese WW2 line)
		pages 38-47	Lines Aside, Snippets & News
		page 48	"Lost" Steam Locomotive of Thailand

Acknowledgements

I should like to thank the following, without whose invaluable help, advice & photos, I would not even have found many of these locos, much less have been able to produce this guide : Dave Bernstein, Rob Boer (RB), Richard Barrow, Wisurat Bholsithi, J.D.Blythe, Chris Cairns, Rob Dickinson (RD), Rod Farr, Brian Garvin (BG), Phil Gibbins, Peter Green (PG), Wally Higgins, Roy Hudson, Hans Hufnagel (HH), Thomas Kautzor, Pim Kemasingki, Nick Lera (NL), Ken Livermore, Colin Martindale (CM), Martin Murray, Basil Roberts (BR), Karl Seltenhammer (KS), John & Pat Shaw, Robert Tilley, Paul Thompson (PT), Dick van der Spek (DvdS), Chulsiri Viryasiri, James Waite (JW), Volker Wangemann, Chris Yapp (CY), Reiner Zimmermann & the staff of many educational establishments I visited recently, in my search for the Lampang Sugar Co.locos. Last, but by no means least, my grateful thanks to my long suffering Thai wife Subtawee, without whose understanding & language help, this quest of mine would never even have got off the ground ! To anyone I may have inadvertently forgotten, my sincerest apologies ! - just let me know & I will ensure that you are included in the next edition of this guide.

Sources of Information

I have found the following sources of information particularly useful :

The Railways of Thailand by R.Ramaer, **The Railway Atlas of Thailand, Laos and Cambodia** by B.R.Whyte, **Rails of the Kingdom** by Ichiro Kakizaki - all published by White Lotus Press, Chonburi, Thailand.

& of course the Internet, in particular the following sites : internationalsteam.co.uk, wikipedia, thailandbytrain, 2bangkok.com, timlight.keretapi, railasia, thairailways, searail.mymalaya (FMSR), fotopic, photobucket, RideAsia, steamlocomotive.info, panoramio, rotfaithai, SRT, gracesguide.co.uk, chm.bris.ac.uk (O&K preservation site), nbloco.net, australiansteam, paknamweb.com & far more than I can recall now or space allows here !

Photo Notes & Copyright

If you have any photos that I can use to fill in the many gaps in this guide (even old ones) I would be very grateful if you could email them to me. You will of course be credited accordingly & your copyright noted. Please respect the copyright of all the photographers (initials as above) noted © in this guide, who have kindly allowed me to use their photos - the remaining photos are all my own (MP) & you are free to use them as you wish, providing my own copyright is acknowledged. I have many more photos of most of these locos & will be happy to share them with you, upon request.

About this Guide

In the past few years I have become an avid railfan of Thai Railways & have recently embarked upon a quest to find, photograph, verify (as much as is possible) and enquire a little into the history of Thailand's 100 or so possible surviving steam locos. No small task & a little daunting, not to say confusing at times ! 2010/11 was a good year, covering over 16,000 kms through some of Thailand's most beautiful countryside & coastal regions, with further discoveries & verifications in 2012, resulting in some 70 locos found to date with 8 known survivors yet to visit. Sadly some 17 locos are no longer where last reported. However, perhaps 5 more locos yet remain to be discovered ? I've compiled this list so that I can circulate full details of my current findings & hopefully, **prompt further responses** from within the railfan community, which may help me find the remaining 26 or so locos, that may still exist somewhere in this wonderful country or Cambodia & also to further verify the contents of this guide.

Explanatory notes : the locos are listed in running number order (as shown on the loco), beginning with the main line metre gauge locos, followed by the minor lines & industrial locos, of various gauges.

Running numbers : in brackets denote the number believed to be correct for that loco. These were often very unsystematic & not allocated in the same sequence as the maker's numbers, but sometimes in the order of delivery or of entering service. Some locos carry no running number at all, whilst others have two, notably those brought into Thailand by the Japanese during World War 2, which often still bear the JNR number, as well as the SRT number.

Works or maker's numbers : in brackets denote that either the plates are missing, maybe changed or just not seen or verified by me - where there is any doubt or unresolved mystery, this is noted by * - not to be relied upon, as yet unresolved & to be confirmed. Many locos have had their running numbers, works plates & even boilers or cabs changed, at sometime in the past ! **Corrected & verified numbers & build dates are highlighted in red.**

Colour coding :

Locos at Makkasan under complete renovation end 2012 - destination unknown (var. pages & page 38)

The "Lost" Steam locomotives of Thailand - where are they now ? (var. pages & see also page 40)

Thai Steam Locomotive Survivors elsewhere in the world (var. pages)

Abbreviations used in this guide :

BAR - Bengal Assam Railway	
CSC - Chonburi Sugar Company	FMSR - Federated Malay States Railway
JNR - Japanese State Railway	MR - Malaysian Railway
MRC - Maeklong Railway Company - began as a private company in 1901, and still running !	
NBL - North British Locomotive Company Ltd., Glasgow, Scotland	
NIS - Nederlandsch Indische Spoorwegmaatschappij (Dutch East Indies Railway - Java, now Indonesia)	
O&K - Orenstein & Koppel, Germany.	
PRC - Paknam Railway Company - Thailand's first railway, opened 1893 & closed end of 1959	
RRC - Royal Railways of Cambodia	
RhB - Rhätische Bahn (Rhaetian Railway), Switzerland - its electrification 1910-20 resulted in 18 of their surplus steam locos being sold to Thailand in 1926 & 7 (only 2 have survived !)	
RSR - Royal State Railway of Siam - founded 1890 & became SRT on 1 July 1951	
SLM - Swiss Locomotive & Machine Works, Winterthur, Switzerland	
SNL - Sung Noen Line - probably built just after World War 1 to supply firewood & closed 1962	
SRJ - Sri Maharacha Timber Company, Si Racha, near Pattaya - est.1898/9 & merged with CSC in 1970's.	
SRT - State Railway of Thailand, formed from the RSR on the 1 July 1951	
TIP - Thai Industry Promotion Co.Ltd., - established in 1942 as a state owned company for sugar production.	
TRC - Thachin Railway Company - opened in 1904 & merged with MRC in 1907.	
USATC - United States Army Transport Corps	
WW2 - World War 2 - 1939 to 1945 (Japanese surrender 15 August 1945)	

Photos : These are all my own, unless credited otherwise (©+ initials - see acknowledgements for photographer)

Date last seen : at this location by me, unless initialled otherwise (refer acknowledgements on page 1)



Network map by kind
courtesy of Dave Bernstein
Fort Worth, Texas, USA

A fully detailed, illustrated
& bang up to date copy of his
excellent State Railway of
Thailand System Timetable
is available from Dave at :
davebernstein9@aol.com
An absolute **"must"** for
anyone wishing to travel by
train, illustrated by some
truly stunning photographs.

Also available from Dave are
his Railway Lines & Stations
and his New Operations Guide.

NORTHERN LINE

Bangkok-Chiang Mai 751km
Sawankhalok branch 29km

SOUTHERN LINES

Bangkok-Sungai Kolok 1143km
onward connections to Malaysia

Kanchanaburi Line (Burma Line/Death Railway)

Bangkok-Nam Tok 195km
(w/e DMU to Sai Yok Noi)

EASTERN LINES

Bangkok-Aranyaprathet 255km
(Cambodia connection ceased)
Bangkok-Map Tha Put 200km
(via Pattaya 155km)

NORTHEASTERN LINES

Bangkok-Nong Khai 621km
(Laos connection over bridge)
Bangkok-Ubon Ratchathani 575km

MAEKLONG LINES

Wong Wian Yai-Maha Chai 31km
(ferry crossing Thai Chin River)
Ban Laem - Mae Klong 34km

Note: Most main line trains depart & arrive from Bangkok Hualamphong station, with the exception of some Southern line trains from Thonburi (Bangkok Noi) & a few other trains from Bang Sue Junction's 2 stations.





Main line metre gauge locomotives

photo	loco details	location & situation	notes & date last seen
	SRT 54 ©(CY) type 0-6-0T Henschel Germany works No.(9359) built 1909	Bangkok Makkasan depot sidings, opposite Makkasan railway station NEW LOCATION	supplied as standard gauge & converted to metre gauge in 1926 Under complete renovation permission needed for access (CY&PT)18/01/2013
	SRT 61 type 0-6-0T Brush UK works No.(322) built 1911	Bangkok Makkasan depot in workshop. opposite Makkasan railway station NEW LOCATION	under complete renovation permission needed for access (CY&PT)18/01/2013
	SRT 63 type 0-6-0T Brush UK works No.(324) built 1911	Kabin Buri in park, on turntable East of station	(CY)26/12/2010
photo needed	SRT 156 type 4-6-0 North British UK works No.(19962) built 1912	Aranyaprathet	originally RSR 8 NBL Atlas Works not found (MP)2009 & 2012
	SRT 161(192?)* type 4-6-0 North British UK works No.21816* built 1912/1919*	Lop Buri station approach opposite Wat Mahathat * you toss your penny & take your choice !?*	*carries NBL Hyde Park Works plate 21816 (SRT192 of 1919) ? In 1968 was SRT165 (NBL19971 of 1912) ! SRT 161 was built at Atlas works No.19967 in 1912 ! originally RSR 13(MP)23/10/2010
	SRT 165 ©(CY) type 4-6-0 North British UK works No.(19971) built 1912	Bangkok Makkasan depot sidings opposite Makkasan railway station NEW LOCATION	originally RSR 7 & formerly SRT 171 ! NBL Atlas Works Under complete renovation permission needed for access (CY&PT)18/01/2013
photo needed	SRT 167 type 4-6-0 North British UK works No.(19973) built 1912	Udon Thani	NBL Preservation Group had this loco listed here on their records ? NBL Atlas Works originally RSR 19 not found (MP)08/11/2009

Thai Steam Today - Main Line Locomotives

page 5







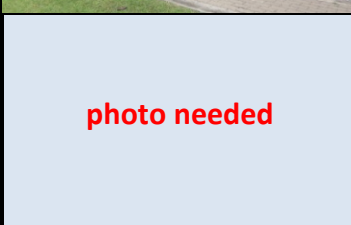

	SRT 171(179) type 4-6-0 North British UK works No.(21760) built 1919	Nakhon Sawan outside Nong Pling station some 6 kms S.E. of Nakhon Sawan	carries 171 but actually 179 171 was originally RSR 38 NBL Hyde Park Works (MP)05/12/2010
	SRT 174 type 4-6-0 North British UK works No.(21761/2?)* built 1919	Den Chai	railway office security guard said moved to somewhere in Chiang Rai, but hasn't been seen for many years !? NBL Hyde Park Works not found (MP)03/01/2011
	SRT 175 type 4-6-0 North British UK works No.21758 built 1919	Kanchanaburi in covered entrance way to war museum & art gallery off road leading down from the bridge over the river Kwai into town.	KS newly found works plate confirms loco identity as 175, not 171 as previously thought. NBL Hyde Park Works (KS)12/03/2012
	SRT 175(158)* type 4-6-0 North British UK works No.(21758)* built 1919 (1912)*	Sungai Kolok at station	BG says actually 158 which was NBL No.19964 of 1912, built at NBL Atlas Works ! (NBL Hyde Park Works)* photo©Andrew Robinson 158 was originally RSR 10. (AR) ?
	SRT 177 type 4-6-0 North British UK works No.(21759) built 1919	Ban Phachi Junction on station platform	 NBL Hyde Park Works (MP)14/12/2012
	SRT 178 type 4-6-0 North British UK works No.21810 built 1919	Chumphon station approach with 2 other locos - 9 & 235	 NBL Hyde Park Works (MP)24/04/2012
	SRT 180(181)* type 4-6-0 North British UK works No.(22266)* built 1919	Ubon Ratchathani station approach	BG says actually 181 which was NBL No.22263 ?* NBL Hyde Park Works (MP)22/05/2010
	SRT 181(173 or 183?)* type 4-6-0 North British UK works N's 21762 &22260 N built 1919	Phitsanulok opposite station toss a penny again on this one too ! NBL Hyde Park Works	*carries 2 different NBL plates 21762 was 173 & 22260 was 183. The other 22260 plate is in a Bangkok railway museum. 181 was NBL 22263 ! BG & I think it's actually 173. (MP)29/12/2012

	SRT 182(176) type 4-6-0 North British UK works N°21809 built 1919	Chachoengsao station approach	no works plates & BG says actually 176 works N°21809 - confirmed by KS 13/05/2012 NBL Hyde Park Works (KS)15/05/2012
	SRT 183(196) ©(KS) type 4-6-0 North British UK works No.21812 built 1919	Pattani (Khok Pho) station approach N.E. side of line NBL Hyde Park Works once reported at Khon Kaen, (station name confusion ?)	confirmed as NBL N°21812 which was SRT 196* - 183 was 22260, one plate of which is on SRT 181(173) in Phitsanulok & the other in a Bangkok museum (KS)11/01/2012
photo needed	SRT 195 type 4-6-0 North British UK works No.(21813) built 1919	Udon Thani	NBL Preservation Group had this loco listed here on their records ? NBL Hyde Park Works not found (MP) 08/11/2009
photo needed	SRT 196 type 4-6-0 North British UK works No.(21812) built 1919	Khon Kaen NBL Hyde Park Works	a very nice turntable & loco shed, but definitely no steam loco around for many years ! (I live here !). Probably the loco in Pattani (Khok Pho) ? not found (MP)2006 - 2012
photo needed	SRT 197 type 4-6-0 North British UK works No.(21811) built 1919	Udon Thani NBL Hyde Park Works	This is the only NBL loco to be reported at this location on other lists I've seen, apart from NBL Preservation Group list, which refers to 2 other locos ? not found (MP)08/11/2009
	SRT (226)* type 4-6-2 Baldwin USA works No.58670* built 1925	Prachuap Khiri Khan alongside road in Wah Kho Museum grounds, just past Manao Bay, some 15 kms South of Prachuap Khiri Khan, on coast road	almost certainly 226, which was 58672 & loco bears no SRT number, but the 2 Royal monograms of 226. 58670 was in fact 305 (boiler change ?) (MP)24/04/2012
photo needed	SRT 228 type 4-6-2 Baldwin USA works No.(58674) built 1925	Chiang Mai whereabouts & fate not known - but enquiries continuing in Chiang Mai	reportedly sold to Chiang Mai millionaire Mr.Lim in 1980 for preservation, together with SRT 338 (SLM Winterthur 2-8-0) but nothing known since ? Not found (MP)06/02/2012
	SRT 235(229?)* type 4-6-2 Baldwin USA works No.(59441)* built 1926/1925 ?*	Chumphon station approach with 2 other locos - 9 & 178	no works plates & BG says actually 229, which was 58675, built in 1925 ?* (MP)24/04/2012

<p>photo needed</p>	<p>SRT 239 type 4-6-2 Baldwin USA works No.60405 built 1928</p>	<p>Nong Pladuk</p>	<p>old resident says he has not seen a loco there for at least 40 years ! Checked both Ban Pong & Nong Pladuk Junction. not found (MP)07/12/2010</p>
<p>photo needed</p>	<p>SRT 242 type 4-6-2 Baldwin USA works No.(60408) built 1928</p>	<p>Pak Chong</p>	<p>station staff say no loco there for about 40 years !? not found (MP)15/10/2010</p>
	<p>SRT 244 ©(PG) type 4-6-2 Baldwin USA works No.60410 built 1928</p>	<p>Hat Yai</p>	<p> (PG)20/06/2008</p>
	<p>SRT 261(264) type 4-6-2 Hanomag Germany works N°10604 built 1928</p>	<p>Nakhon Ratchasima station approach</p>	<p>works N° verified from loco frame N° - Hanomag N° 10604 Should be SRT 264. (MP & KS) 17/05/2012</p>
	<p>SRT 263 ©(CY) type 4-6-2 Hanomag Germany works No.(10603) built 1928</p>	<p>Nakhon Pathom Jesada Technik Museum in Ngiw Rai, Nakhon Chaisi</p>	<p>one side was sectioned for display - now covered over. NEW LOCATION - March 2011. Was at Ekkamai Science Museum & Planetarium in Bangkok (CY)08/01/2012</p>
	<p>SRT 274 type 4-6-2 Hanomag Germany works N°10614 built 1928</p>	<p>Sila At, Uttaradit near station alongside main line</p>	<p>Hanomag N° verified from front frame as 10614 (MP)24/12/2012</p>
<p>photo needed</p>	<p>SRT 276 type 4-6-2 Hanomag Germany works No.10656 built 1929</p>	<p>Bangkok ? was at Makkasan depot & variously reported to have been moved to Sukhothai Palace, Bangkok - not seen & security say not there.</p>	<p>last reported seen @ Makkasan depot 07/12/2009(?) The Palace is a private Royal residence & not open to public not found (MP)01/04/2011</p>
	<p>SRT 277 type 4-6-2 Hanomag Germany works No.(10657) built 1929</p>	<p>Thung Song in Chulachomklao Park, by level crossing & railway junction, just SW of station & depot.</p>	<p> (MP)17/10/2010</p>

	SRT 278(269) ©(PT) type 4-6-2 Hanomag Germany works N°(10658) 10609 built (1929) 1928	Bangkok Makkasan depot sidings in front of workshops opposite Makkasan main line railway station NEW LOCATION	Identity verified as SRT269 built in 1928 Under complete renovation permission needed for access (CY&PT)18/01/2013
	SRT 279 ©(CY) type 4-6-2 Hanomag Germany works N°10659 built 1929	Pattaya Siam Country Club alongside road by the old course entrance, opposite locos SRJ 2, MRC 3 & old twin engined plane.	at the head of 3 red & cream BTC coaches site now cleared, paved & lampposts added - all allowing better photography. Identity verified (CY)06/12/2012
	SRT 305(306)* type 2-8-2 Baldwin USA works No.(58671)* built 1925	Hua Hin alongside main line across from Thailand's most beautiful & historic station !	no works plates & both BG & Ramaer say is actually 306* (MP)24/04/2012
	SRT 326 type 2-8-2 Batignolles France works No.210 built 1924	(KA) Dong Charoen Phichit Province at intersection of highway 11 & 1069 go East to 1286 & follow vineyard signs - the resort is on left after 22km.	was at Makkasan depot in undergrowth 11/04/2002 (RB) Re-discovered at Kajorn Farm Resort, beautifully preserved under cover with 2 coaches. 05/02/2011
	SRT 338(336)(340)? type 2-8-0 SLM Winterthur Switzerland works No.(2332) built 1913	Bangkok Makkasan depot sidings in front of workshops under complete renovation NEW LOCATION	ex-RhB 123 & no running N° yet on loco. Originally SRT 336 & renumbered 338 for preservation before 1970. Has R 118 stamped on driving wheels which was SRT 340 - BG confirms (CY)18/01/2013
The original 338 loco was scrapped in 1965 ! This entry will be deleted as clearly incorrect, when this mystery is resolved - maybe the loco above ?	SRT 338 type 2-8-0 SLM Winterthur Switzerland works No.2331 built 1913	Chiang Mai 338(336) was reported to be preserved at Lampang, sometime between 1984 & 1994 - could this have been the one bought by Mr Lim ?	ex-RhB 122 reportedly sold to Chiang Mai millionaire Mr.Lim in 1980 for preservation, together with SRT 228 (Baldwin 4-6-2) not found (MP)2009 - 2012
	SRT 340 (336/338) ? type 2-8-0 SLM Winterthur Switzerland works No.(2208) built 1912	Chiang Mai has stood in park by the station since before 1969 as SRT 340 !	ex-RhB 118 some doubt about this loco's identity, as BG & I think the loco at Makkasan is 340 ? (see also notes above) (MP)28/12/2012
	SRT 351 ©(JW) type 2-8-2 Nippon Sharyo Japan works No.475 built 1936	Rangsit Asia Rice Mills	was used as a stationary engine to drive the mills machinery & for steam production. (JW)07/12/2010


	SRT 353 ©(JW) type 2-8-2 Kisha Seizo Kaisha Japan works No.1390 built 1936	Rangsit Asia Rice Mills	was used as a stationary engine to drive the mills machinery & for steam production. (JW)07/12/2010
	SRT 457* type 2-8-2+2-8-2 Henschel Garratt Germany works No.(23109)* built 1936	Kanchanaburi in park by station	featured on 4 Baht Centenary stamp (1997) site now cleared. *plaque says SRT 458 which was N° 23110 (KS)12/03/2012
	SRT 702 type 2-6-0 Mitsubishi Japan works No.(156) built 1935	Nam Tok Sai Yok Noi last station at end of line about 60 kms N. of Kanchanaburi on road 323 The train stops short @ Nam Tok, apart from w/e's	ex-JNR 5604 Once operational in the late 1980's The adjoining waterfall is well worth a visit, bring your swimming costume ! Nearby market & food. (MP)06/12/2010
	SRT 713 ©(CY) type 2-6-0 Hitachi Japan works No.(628) built 1935	Bangkok Thonburi depot aka Bangkok Noi	ex-JNR C5615 OPERATIONAL photo taken near Kanchanaburi station during 2012 River Kwai Bridge festival. (CY)14/12/2012
	SRT 714 type 2-6-0 Hitachi Japan works No.(629) built 1935	Bangkok Hua Lamphong station at end of western platform	ex-JNR C5616 (MP)14/12/2012
	SRT 715 type 2-6-0 Nippon Sharyo Japan works No.(374) built 1935	Bangkok Thonburi depot aka Bangkok Noi	ex-JNR C5617 OPERATIONAL featured on 5 Baht stamp 1990 photo taken at Kanchanaburi station during 2009 River Kwai Bridge festival. (CY)31/12/2010
	SRT 719 type 2-6-0 Kisha Seizo Kaisha Japan works No.(1352) built 1936	Kanchanaburi in park near the River Kwai Bridge, with SRT 804	ex-JNR C5623 (MP)06/12/2010
	SRT 725 ©jinga2006 type 2-6-0 Nippon Sharyo Japan works No.409 built 1936	Yasukuni Shrine Tokyo, Japan at museum by shrine	ex-JNR C5631 exhibited as first loco to run on the Siam-Burma Railway (aka Death Railway) during its opening ceremony, in world war 2.

	SRT 728 type 2-6-0 Nippon Sharyo Japan works No.(414) built 1936	Lampang station approach	ex-JNR C5636 also listed elsewhere as built by Kisha Seizo, which I think is probably incorrect ? (MP)29/12/2012
	SRT 733(738)* type 2-6-0 Mitsubishi Japan works No.(176)* built 1936	Bangkok Makkasan depot sidings loco hidden behind fence & security usually won't allow access/ photography	*This is actually SRT 738 & not as painted on loco & is ex-C5647 SRT 733 is the loco at the FAPO Film Museum in Salaya. (MP)14/12/2012
	SRT 735 type 2-6-0 Nippon Sharyo Japan works No.179 built 1936	Oigawa Railway, Japan	ex-JNR C5644 regauged back to 1067mm OPERATIONAL between Tokyo & Nagoya Still carries SRT logo & number
	SRT 738(733)* ©(KS) type 2-6-0 Mitsubishi Japan works No.(182)* built 1936	Salaya FAPO Film Museum by NE corner of Rajamangala University Salaya campus. Moved from BKK Science Museum February 2011	*This is actually SRT 733 & not as painted on loco & is ex-C5641 not C5647 as plated. SRT 738 is the loco in Makkasan depot. NEW LOCATION (KS)12/03/2012
	SRT 744 type 2-6-0 Kawasaki Japan works No.1703 built 1936	Chiang Mai to be found just NW of Ban Pong on the 1269 road to Samoeng, through gates of Lanner Valley Farm - GPS N18.7383209° E98.8851010°	JNR C5653- identity confirmed Formerly alongside road to Mae Jo in 1992 - disappeared for 20 years until rediscovered in 2012 20km SW of town by trailrider Phil Gibbins. (MP)26/12/2012
	SRT 756 type 4-6-0 Beyer Peacock UK works No.(6115) built 1922	Ratchaburi Army Engineers Museum in Panurangsri Camp over Chulalongkorn Bridge, then under same bridge along river bank to museum.	began life as NIS 397 in Java then brought to Thailand by the Japanese as JNR C5217 & regauged to metre gauge. It became SRT 756 after the war. (MP)16/10/2010
	SRT 804 type 4-6-2 Kitson UK works No.5162 built 1917	Bangkok ? Malaysian & Thai sources confirm this loco was once outside a restaurant in the Northern suburbs of Bangkok - as ex-FMSR 187 ?	ex-FMSR 185 & ex-MR 521.04, this loco is often confused with the similar Malaysian P' Class loco at Kanchanaburi, which incorrectly carries the same 804 running number !
	SRT 804(810) type 4-6-2 North British * UK works No.NBL 22509 built 1919	Kanchanaburi in park near the River Kwai bridge, with SRT 719 *NBL built to a Kitson design Queen's Park Works	ex-FMSR 190 & ex-MR 521.09 & brought to Thailand by the Japanese during World War 2 known as 'P' Class in Malaya, it's not Kitson 804, as signed ! see note above (MP)06/12/2010

Thai Steam Today - Main Line Locomotives

page 11

	SRT 824* type 4-6-2 Nippon Sharyo Kaisha Japan works N°(1525/6/9)?* built 1949	Bangkok Thonburi depot aka Bangkok Noi total rebuild completed by November 2012 converted to oil-firing	*carries plate N°1529 which was SRT 827/8 ? OPERATIONAL used annually on the 4 steam day specials, with 850 or 953 (JW)05/12/2012
	SRT 850* type 4-6-2 Nippon Sharyo*? Japan works No.(1547)* built 1950	Bangkok Thonburi depot aka Bangkok Noi total rebuild completed by November 2012 converted to oil-firing	*now carries a Kawasaki works plate N°3194 which was SRT835? OPERATIONAL used annually on the 4 steam day specials, with 824 or 953 (JW)05/12/2012
	SRT 943 type 2-8-2 Mitsubishi Japan works No.691 built 1950	Bangkok Rot Fai Park, North of Chatuchak Park	displayed with coach in tow (CY)23/04/2012
	SRT 950 ©(PG) type 2-8-2 Mitsubishi Japan works No.(695) built 1950	Bangkok alongside old Thonburi station NEW LOCATION	operational in the late 1980s & formerly partly dismantled in Thonburi depot, the loco has been moved to the old Thonburi railway station. (PG) 17/06/2012
	SRT 953 type 2-8-2 Hitachi Japan works No.(2051) built 1950	Bangkok Thonburi depot aka Bangkok Noi converted to oil-firing	featured on 6 Baht stamp 1990 OPERATIONAL used annually on the 4 steam day specials, usually double- headed with SRT 824 or 850 (CY)04/12/2011
	SRT 955 type 2-8-2 Kisha Seizo Kaisha Japan works No.(2958) built 1950	Bangkok Makkasan depot, now disappearing into the undergrowth behind its former shed !	Up to 1996 was used as a stationary engine for steam production. (MP&PT)14/12/2012
	SRT 962 type 2-8-2 Hitachi Japan works No.(2054) built 1950	Khao Fachi, La Un near Ranong & under cover in museum of WW 2 Japanese relics on river bank by road bridge (4091 off Highway 4)	once operational in late 1980's at Thonburi depot & now in very poor state, with motion dismantled - new museum is built, but forlorn & empty ! (MP)24/04/2012
	SRT 965 type 2-8-2 Hitachi Japan works No.(2055) built 1950	Bangkok Makkasan depot still in position under cover in its working shed.	Up to 1996 was used as a stationary engine for steam production. (MP&PT)14/12/2012



	C56xx type 2-6-0 make unknown Japan works No. Unknown built 1935/6 ?	Ratchaburi Chulalongkorn Bridge over Mae Klong river bridge photo from N bank by Army Engineers Museum	ex-JNR C56xx In 2004/5, divers found a WW2 era loco & coaches submerged beneath the bridge ! 2005 plans to raise & restore the loco for display, not yet happened. Story page 39
--	---	---	--

Thai Steam Today - Minor Lines & Industrial Locomotives


Thachin/Maeklong Railway Company (TRC/MRC) locos - metre gauge

	MRC 1 type 0-4-2T Krauss Germany works No.(5011)* built 1903	Bangkok Makkasan depot in yard permit needed for access	very derelict & no works N° & so identity unverified, but has to be TRC 1, as Krauss only supplied three 0-4-2Ts & the other two are accounted for & verified as below: (MP & PT)14/12/2012
	MRC 2 type 0-4-2T Krauss Germany works No. 5012 built 1903	Bangkok Ekkamai Science Museum & Planetarium, but now moved to sports centre next door, alongside buildings 5 & 6 - OK for public viewing	originally Thachin line TRC 2 NEW LOCATION, but loco due to be moved soon to unknown location ? Tram & Coach also displayed Identity verified. (KS)13/05/2012
	MRC 3 type 0-4-2T Krauss Germany works N°5418 built 1905	Pattaya Siam Country Club loco now moved to join the other 2 - SRJ 2 & SRT 279 at the old course entrance.	originally Thachin line TRC 3. corrected build date. NEW LOCATION & see also page 38 - identity & build date verified. (CY)05/07/2012
	MRC 5 (4) type 2-4-0T Krauss Germany works N°5427 built 1906	Bangkok Bang Sue depot along main line at vehicle entrance carries replica works plates 5428 & MRC 5.	identity of this loco MRC 4 now confirmed by (KS) as parts stamped with works N°5427 . originally MRC 1, renumbered 4 on merger with TRC in 1907. (MP)14/12/2012
	MRC 5 type 2-4-0T Krauss Germany works N°5428 built 1906	Bangkok Khampaeng Phet Road	identity of this loco MRC 5 now confirmed by (KS) as parts stamped with works N°5428 . Originally MRC 2, renumbered 5 on merger with TRC in 1907. (KS)13/05/2012
	MRC 7 (6) type 2-4-0T Krauss Germany works N°6021 built 1908	Bangkok outside SRT head office This loco was preserved at Bang Sue depot in 1987 carries replica works plates 5427 & MRC 7.	identity of this loco MRC 6 now confirmed by (MP) as carries Krauss works N° 6021 on boiler plate. MRC 7 featured on 1990 2 Baht stamp. (MP)20/05/2012

Thachin / Maeklong Railway Company (TRC/MRC) - metre gauge (continued)


<p>photo needed</p>	<p>MRC 7 type 2-4-0T Krauss Germany works No.6098 built 1908</p>	<p>whereabouts unknown no reported sightings or photos of this loco seem to exist ?</p>	<p>this is the original MRC 7 loco & not the one bearing this number @ SRT HQ in Bangkok. whereabouts unknown</p>
	<p>MRC 11 type 4-6-2 Henschel Germany works No.22403 built 1952</p>	<p>Kanchanaburi Home Phu Toey Resort - Weary Dunlop Memorial Park - about 70 kms N. of Kanchanaburi, on your left before Hellfire Pass</p>	<p>at head of small train of old wagons, its missing motion parts are in the end wagon ! This Park is well worth a visit, with its extensive WW 2 POW display. (MP)06/12/2010</p>
	<p>MRC 12 type 4-6-2 Henschel Germany works No.22404 built 1952</p>	<p>Ban Rai, Uthai Thani Phuseangthong Resort & Spa - about 85 kms SW of Uthai Thani on the 333 road to Ban Rai, then head N on 3282 until left @ res. sign</p>	<p>this loco disappeared from its Jomtien Beach Resort home in Pattaya after 1992 & has only just been rediscovered, newly painted, at its new home in December 2010 (MP)05/12/2010</p>

Ex - Sung Noen / Hua Wai lines - 600mm gauge

	<p>SNL 7 ©(RD)1999 type 0-6-2T+T Hudswell Clarke * UK works No.(1473) built 1921</p>	<p>Bangkok Makkasan depot yard. Described wrongly as built by Robert Hudson in 1895, who were buying agents - HC actually built the loco *</p>	<p>restored to working order in 1997 for the Queen's Project, at Bang Sai Handicraft Centre, but it never went there for some reason ? Stored in open with it's tender. (MP)14/12/2012</p>
	<p>SNL 9 type 0-6-2T(+T)? Hudswell Clarke * UK works No.(1469) built 1921</p>	<p>Chumphon on station approach with 2 other locos -SRT 178 & 235 * incorrectly described (as above)</p>	<p>ex-SNL 2 & used with auxiliary tender usually. Modified from original 0-6-0T design, which proved to be unstable, due to excessive rear overhang ! (MP)24/04/2012</p>
	<p>SNL 31 type 0-4-0T(+T) Kyosan Kogyo Japan works No.(6070) built 1949</p>	<p>Bangkok Makkasan depot sidings, sitting in an open wagon previously displayed in restored condition in Chiang Mai - around 1969</p>	<p>loco behind fence & security won't usually allow access or photography ! Due to be restored to working order for the Queen's Project, but this was never realised! (MP)14/12/2012</p>
	<p>SNL 32 © (KS) type 0-4-0T+T Kyosan Kogyo Japan works No.6071 built 1949</p>	<p>Hat Yai NEW LOCATION Moved back to it's original location outside Hat Yai Junction Station. Near park by Klong Toei since 1999.</p>	<p>photo @ previous location 11/01/2012 featured on 1990 3 Baht stamp. (YouTube video) 10/12/2012</p>

page 14 Thai Steam Today - Minor Lines & Industrial Locos

Ex - Sung Noen / Hua Wai Lines - 600mm gauge (continued)




	SNL 33 type 0-4-OT(+T) Kyosan Kogyo Japan works No.6072 built 1949	Bangkok ? possible new location ? <u>at Railway Hall of Fame,</u> Chatuchak Park - until it closed 23/10/2012 & it's exhibits returned to SRT	Ran on Sung Noen forestry line. Rumours persist that SRT will be opening a National Rail Museum in Bangkok sometime this year ? (MP)03/04/2010
--	---	--	--

Sri Maharacha Timber Company (SRJ) - 750mm gauge

	SRJ 2 "KOH LOI" ©(PG) type 0-4-OST Kerr Stuart UK works No.(2387) built 1915	Pattaya Siam Country Club by the old course entrance with MRC 3 & opposite SRT 279, where old twin engined plane is displayed	also known as "Wren" class ex-Borneo Co. recently repainted -see page 38 (CY)05/07/2012
	SRJ 3 "SI RACHA" type 0-6-OST Brush UK works No.290 built 1903	Chumpon, Si Racha was at old mattress factory in 1993. photo ©(RB) possibly in service 1972/3	Last operational sometime before 1972. photo ©(RB)28/02/1993 not found (JW)04/12/2010
	SRJ 5 "ELSEY" type 0-6-OST Andrew Barclay & Son UK works No.816 built 1898	Chumpon, Si Racha was at old mattress factory in 1993 photo ©(RB)	Supplied as "ASHLEY" dumped - missing its chimney & saddle tank. photo ©(RB)28/02/1993 not found (JW)04/12/2010
	SRJ 6 "NONG KHOA" type 0-6-0 Orenstein & Koppel Germany works No.5335 built 1912	Si Racha on waterfront near town centre photo ©(PG) possibly still in service 1987	also named "RAYONG" ex-Borneo Co. This loco is NOT SRJ 7 - NOR is it a tank engine, as shown on most other lists - it was always used with tender see pages 28 & 29. (PG)08/01/12
	SRJ 7 "RAYONG" type 0-6-0 Orenstein & Koppel Germany works No.(11789) built 1929	Chumpon, Si Racha was at old mattress factory in 1993 & photo taken at old sawmill - ©(RB) 30/03/1989 possibly still in service 1987	also named "PANAS" this loco is SRJ 7 & again NOT a tank engine - always used with its tender, sporting a non-O&K, local made chimney, as does No.6-not found (JW)04/12/2010
	SRJ 8 "BRUANG" type 0-4-2ST Hudswell Clarke UK works No.900 built 1909	Chumpon, Si Racha was at old mattress factory in 1993 - photo ©(RB) possibly still in service 1987	also named "SINGHA" ex-Labuan Coalfield, Borneo Still operational in 1971. not found (JW)04/12/2010




All the earlier locos bore names on metal plates & in English script - these have all long since disappeared !

Sri Maharacha Timber Company (SRJ) - 750mm gauge (continued)

	SRJ 9 "SING-AH" ©(RD) type 0-4-2ST Hudswell Clarke UK works No.367 built 1890	Chumpon, Si Racha was at old mattress factory but not seen by RB 1993 ? photo from Basil Roberts collection 1971 possibly still in service 1987	also named "BRUAY" ex-Borneo (or Central Borneo) Co. Still operational in 1971 Thailand's oldest loco survivor ? reported by LCGB group 1996 ? not found (JW)04/12/2010
	SRJ 12 ©Erlebnisse type 0-6-0T Henschel Germany works No.(22401) built 1952	Pattaya vehicle & military artifacts collection, near Jomtien Beach. still in service 1971	its sister loco - SRJ 14 is in a park at Si Racha, some 30 kms to the North. ??/06/2008
	SRJ 14 type 0-6-0T Henschel Germany works No.22402 built 1952	Si Racha in park near town centre still in service 1971	its sister loco - SRJ 12 is in a vehicle & military artifacts collection, near Jomtien Beach Pattaya, some 30 kms South Still operational in 1971. (MP)10/12/2010
	SRJ 15 & 16 type 0-6-0T Henschel Germany works No's 25426/29581 built 1956	Chumpon, Si Racha were at old mattress factory in 1993 - photo ©(RB)	ex-Chonburi Sugar Co dumped without wheels or running gear. not found (JW)04/12/2010

Thai Industry Promotion Co Ltd (TIP) - 750mm gauge (unless stated otherwise)

Thai Sugar Mill Company (now Mae Wang Sugar Industry Co Ltd) - Ko Kha, Lampang

	No. 1 type 0-4-2T+T Baguley UK works No.(2010) built 1921	Ko Kha, Lampang * on lawn in front of sugar mill, which is some 12 kms SW of Lampang painted blue & yellow (you can't miss it !)	ex-Bang Bua Thong & maybe Phra Phutthabat line also, sold to mill early 1940's. This mill had some 23 kms of line left in the early 1970s (Ramaer) (MP)24/12/2012
	No. 2 type 0-4-2T+T Orenstein & Koppel Germany works No. 855 built 1901	Lampang Lampang Technical College just N.E. of the station on Khrao Noi Road - loco is in far right corner of campus.	ex-Lampang Sugar Mill loco, with side tanks & cab from Baguley 2009 (see next page) & with auxiliary tender. (MP)04/02/2011
	No. 3 type 0-6-0T Avonside UK works No.(1908/98 ?)* built 1926	Tak University of Technology on the Western side of highway 1, a few kms North of town, hidden away in N.E. corner of campus in trees.	ex-Lampang Sugar Co. Loco is sinking into its gravel bed as not on rails, its chimney is detached, resting on cylinder at front of loco (see photo) (MP)04/02/2011



page 16 Thai Steam Today - Minor Lines & Industrial Locos

Thai Industry Promotion Co Ltd (TIP) - 750mm gauge (unless stated otherwise)

Thai Sugar Mill Company (now Mae Wang Sugar Industry Co Ltd) - Ko Kha, Lampang (continued)

	No. 4 type 0-4-2T home built Thailand works No. - date built not known	Chiang Mai Rajamangala Lanna University of Technology just before & opposite Zoo on Hua Kaeo Road - in right side of campus (Engineering)	ex-Lampang Sugar Mill loco, Loco is sinking into its gravel bed as not on rails & it's also missing a pair of driving wheels. By corner of football ground under trees. 01/02/2012
	No. 6 type 2-4-2T(+T)? Vulcan Iron Works USA works No.(4655) built 1947	Ko Kha, Lampang * in yard behind the mill, which is some 12 kms SW of Lampang best access from side road to rear entrance	no sign of its auxiliary tender stands next to its sister loco - No.8 & 2 old Diema diesel locos - No's 10 & 11. (MP)24/12/2012
	No. 7 type 2-4-2Y+T Vulcan Iron Works USA works No.4657 built 1947	Ko Kha, Lampang * on lawn in front of mill mill, which is some 12 kms SW of Lampang Mill due to close 2013	with it's auxiliary tender * the mill is relocating to Bueng Samakkhi District & the locos will remain on site, possibly in a new museum. (MP)24/12/2012
	No. 8 type 2-4-2T(+T)? Vulcan Iron Works USA works No.(4654) built 1947	Ko Kha, Lampang * in yard behind mill, which is some 12 kms SW of Lampang best access from side road to rear entrance	no sign of its auxiliary tender stands between it's sister loco N°6 & the 2 old Diema diesel locos - N°s 10 & 11. (MP)24/12/2012

Thai Sugar Mill (Uttaradit) Co Ltd (now Uttaradit Sugar Industry Co Ltd) - Wang Khapi, Uttaradit



	No. 1 type 2-4-0(T) Krauss/O&K hybrid* Germany works No.5987 built 1908	Wang Khapi, Uttaradit on lawn in front of mill. Worked the Hiep Seng forestry line, before being sold to the mill in 1940 running branch to SRT line	ex-PRC No.4 "Samrong" with boiler, but not side tanks from ex-Ko Kha loco No.5, an O&K 0-4-2-T No.12607 built in 1935 - *conversion after 1974. metre gauge (MP)03/01/2011
	No. 8 type 0-4-2(T) Baguley UK works No.(2009) built 1921	Wang Khapi, Uttaradit towards the rear of the mill entrance on left. The mill is some 10 kms S. of Uttaradit on the 1204 road signposted to Tron.	ex-Bang Bua Thong line Its side tanks & original cab are fitted to the O&K loco No.855, now at Lampang Technical College (see previous page) (MP)03/01/2011

Chonburi Sugar Company - originally 760mm gauge



	No.103 ©Rob Ashworth type 0-6-0T Henschel Germany works No.25427 built 1956	(Walhalla Goldfields Railway, Victoria, Australia) - now in UK ? UK buyer apparently wishes to remain anonymous & so whereabouts unknown ?	ex-Chonburi Sugar Co OPERATIONAL loco proved too weak to haul their trains reliably & is reported SOLD to a UK buyer ?
--	--	--	---

Thai Industry Promotion Co Ltd (TIP) - 750mm gauge (unless otherwise stated)




Chonburi Sugar Company - originally 760mm gauge

	No.104 ©Chris Thompson type 0-6-0T Henschel Germany works No.29583 built 1956	Dalby Pioneer Park Museum, Queensland, Australia	ex-Chonburi Sugar Co semi derelict & awaiting restoration
	No.105 "SIAM" ©(CY) type 0-6-0T Henschel Germany works No.29582 built 1956	Bredgar & Wormshill Light Railway, Sittingbourne, Kent, England went to UK 1982	ex-Chonburi Sugar Co Photo Sept.1994 in steam on Welshpool & Llanfair Railway OPERATIONAL FOR SALE-as good as new! (MP)02/10/2011
photo needed	No. 106 type 0-6-0T Henschel Germany works No.29584 built 1956	UK - unknown location	ex-Chonburi Sugar Co privately preserved in the 1980s by an unknown buyer ?

Unclassified & Miscellaneous Mysteries !!! - all 750mm gauge (unless otherwise stated)

photo needed	TIP ? type 0-4-2T Baguley UK works No.2030 built 1925	location unknown ex-Bang Bua Thong line & was probably sold to Wang Khapi sugar mill, together with No.2009 mid-1942	some minor parts of this loco are fitted to Baguley 2009 at Wang Khapi. The loco at Ko Kha is believed to be No.2010, what has happened to 2030 ? fate & whereabouts unknown
	works N° on loco type 0-4-0T Kyosan Kogyo Japan works No.10089 built 1959	Pak Chong, Khorat Thong Somboon Club, 4km N of town, off 2243 rd. NEW LOCATION previously at Railway Hall of Fame, closed 23/10/2012	Accidentally discovered in an old riverside shed in Bangkok-1991, the loco was in an unused state. OPERATIONAL* restored to working order (*see page 38) (MP)10/01/2013
photos needed ?	?? type 0-4-0T Kyosan Kogyo Japan works No.10088/10090 built 1959	whereabouts & fate unknown	these 2 locos were delivered to Thailand in 1959, with loco No.10089, all 3 having been ordered by Sri Maharacha Timber Co.,who for some reason never took delivery !
	36/2 © (CY) type 0-4-0T Hanomag Germany works No. 6039 built 1912	Nakhon Chaisi Bangkok Jesada Technik Museum	Imported by the museum in July 2011 from German museum. Previously worked in potash factory of Kali-Chemie AG. Thailand's only standard gauge loco. (CY)08/01/2012

page 18 Possible Thai Steam Locomotive Survivors in Cambodia

	SRT 16 ©(CM)1990 type 2-6-0 North British UK works No.19969 built 1912	Phnom Penh Cambodia reported at depot 1990 by Colin Martindale Atlas Works	RRC No.230-001 donated to Cambodia in 1973 by Thailand not found (MP)18/03/2012 (CM)19/05/1990
	SRT 169 ©(CM)1990 type 2-6-0 North British UK works No.21138 built 1915	Phnom Penh Cambodia reported at depot 1990 by Colin Martindale Hyde Park Works	RRC No.230-002 donated to Cambodia in 1973 by Thailand not found (MP)18/03/2012 (Bruce Sharp)02/05/1991
	SRT 408 ©homeplanet type 2-8-2 ALCO USA works No.71341 built 1943	Battambang Cambodia reported at Battambang by steamlocomotive.info	RRC No.141-501 ex-USATC 547 ex-BAR 972 donated to Cambodia in 1970 by Thailand not found (MP)16/03/2012 photo undated
	SRT 411 ©(BR)1972 type 2-8-2 ALCO USA works No.71342 built 1944	Battambang Cambodia reported at Battambang by steamlocomotive.info	RRC No.141-502? ex-USATC 548 ex-BAR 972 donated to Cambodia in 1970 by Thailand not found (MP)16/03/2012

The Cambodian Connection : In 1970 five MacArthur "war surplus" 2-8-2 locos were donated to Cambodia, followed by five of the old E-type North British locos in 1973 (see full details in the table below)

2 of the NBL locos were reported at the depot in Phnom Penh by Colin Martindale back in 1990, but not seen by Rob Dickinson on his 1999 visit. One was photographed there by Bruce Sharp on the 02/05/1991. 11 NBL E-type locos are today, confirmed survivors in Thailand, with a further 6 possible E-type locos "lost", not seen in Thailand for many more years than is the case for the 2 reported survivors of this type in Cambodia.

The MacArthur locos, originating in Bengal (India) & Malaya, were part of the batch of 68 "war surplus" locos obtained by the, then RSR, through UNRRA assistance in 1946-7, having earlier seen service with the USATC. The last RSR MacArthurs served in Thailand until they were withdrawn in the mid-1970's. None of them still survive in Thailand ! But, just maybe, a survivor will yet be found in Cambodia ? 2 MacArthurs were reported as surviving, albeit derelict, at Battambang (<http://www.steamlocomotive.info>). This undated photo shows a MacArthur at Battambang & appears on the Dutch tourist website(<http://home.planet.nl>) for Battambang .

Unlikely, but just possible, that a Thai loco survivor will yet be found, somewhere in Cambodia (I do hope so !)

The 10 Thai locomotives donated to Cambodia 1970-73

North British E-type 2-6-0	MacArthur 2-8-2 locos
SRT 163 NBL19969 built 1912 Atlas Works	SRT 386 Baldwin No.70215 built 1944 USATC689 ex-FMSR1946
SRT 169 NBL21138 built 1915 Hyde Park Works	SRT 388 Baldwin No.70246 built 1944 USATC720 ex-FMSR1947
SRT 184 NBL22267 built 1919 " " "	SRT 408 ALCO No.71341 built 1943 USATC547 e--BAR972
SRT 185 NBL22259 built 1919 " " "	SRT 411 ALCO No.71342 built 1944 USATC548 ex-BAR973
SRT 187 NBL22261 built 1919 " " "	SRT 435 Baldwin No.70285 built 1944 USATC759

If anyone has any more recent information about any of these locos or photographs, I will be very pleased to hear from you !

Michael.pass@hotmail.com

Thailand's Sugar Mills & their narrow gauge railways - 750mm gauge (unless stated otherwise)

Thai Promotion Industry Co Ltd - Established by the government in 1942 as a state owned company for sugar production, who bought up unprofitable rail links & their locos, that were then transferred to the sugar mills. The locos were then renumbered by the individual mills. Cristalla bought 3 of the next 4 sugar mills below in 1988 & 1998, together with the Suphan Buri Mill, which had no rail network.

Ko Kha, Lampang - Thai Sugar Mill Co (now Mae Wang Sugar Industry Co Ltd) established in 1937 as a state enterprise Co was Thailand's first industrialised sugar factory & still had some 23 kms of line left in the early 1970s. It operated a mixture of 11 locos - 9 steam & 2 diesel, remarkably 9 of which survive today ! 6 locos, including the 2 Diema diesels remain at the, still operational, mill (in the process of relocating to much bigger premises, when the mill will close). **The locos will remain on site**, maybe in a proposed mill museum. 3 other locos are preserved at technical colleges elsewhere. The O&K loco was cannibalized sometime after 1974, to provide the boiler etc., for the Krauss rebuild at Wang Khapi, the remaining loco being scrapped in the 1970s. Cristalla bought the mill in 1998.

Wang Khapi, Uttaradit - Thai Sugar Mill (Uttaradit) Co Ltd established in 1942 as Thailand's second state enterprise mill, it once had a very extensive 62 km network & metre gauge branch to the main line at Wang Khapi station on the Northern Line. By the early 1970s little of this network remained & it was closed probably in the late 1970s. They ran at least 11 steam locos, unfortunately only 2 of which, are known to have survived today (unless Baguley No.2030 turns up somewhere one day !). Cristalla bought the mill in 1998.

Chonburi Sugar Mill - (now Chonburi Sugar Industry Co Ltd) established in 1955 & is Thailand's fourth oldest mill. It unusually ran a **760mm gauge** network, which was still running 4 of 6 Henschel 0-6-0Ts in the late 1970s, but upon its merger with the Sri Maharacha Timber Co., the rail system was abandoned & the locos left to deteriorate. However, by the 1980s all 4 of these locos had been sold to overseas buyers for restoration, and two are fully **OPERATIONAL** ! Bought by Cristalla in 1988, production stopped for the 2007/8 season due to the shortage of sugar cane in the area & competition forcing the price up to an unacceptable level - current mill situation not known.

Chibato Sugar Mill, Kumphawapi (now The Kumphawapi Sugar Co.Ltd.) - this is the only other sugar mill in Thailand known to have had a railway system, operating a branch line of about 13 kms, still shown on my 1980 1:250,000 map & labelled "Hang Rot Fai Lek" (Little Railway). The line connected the mill at Khumpawapi town with the North Eastern Line at the little village of Huai Koeng, just N of the existing station. Like the 3 mills already mentioned, it was most probably started in the early 1950s & operated throughout the 1960s. It is thought to have been removed in the early 1970s & little trace remains, but the track alignment can clearly be seen & some local tracks follow about 10 kms of its original route. Very little seems to be known about the factory or its locos* & rolling stock, but it's believed that some locos were transferred to the mill, upon the closure of the Phra Phuttabat line*, sometime after 1942. I visited the mill again on the 10/05/2012 & managed to find the last loco, once operational at the mill & now plinthed by a storage tank (please note access to this mill is strictly forbidden) - * a little 0-4-0 Hudson-Hunslet diesel loco N°2271 built 1927 which was probably the last loco to run on the Phra Phuttabat line, which closed in the 1940s.



The Maeklong Railway Co. - This was, & still is two lines, separated by the Tha Chin river, passengers having to use a ferry to make the whole 67 km journey from Thonburi, Bangkok to Samut Songkhram. The Thachin (aka Mahachai) line opened in 1904 with 33 kms of track between Klongsam & Samut Sakhon (aka Mahachai) with 8 stations & halts (eventually 18). By 1909 it was running 4 trains daily.

The Maeklong Railway Co., began in 1907, merging with the TRC, & ran from the opposite bank of the Tha Chin river in Samut Sakhon, the 34 kms to Samut Songkhram on the Maeklong river. By 1909, 3 trains daily were serving its stations & halts (eventually 15) on this section. Seven German Krauss locos ran on this line, with two Henschel 4-6-2's being added in 1952, which with 2 diesels, were running in 1969.

As the line became more popular, an electric tram service was introduced on a 9 km section of line in 1926, which continued until the whole line was dieselized at the end of 1959. The Thai military took control of the line in 1942 & it was then nationalised by the government in 1946, coming under SRT control in 1952, before it was merged into the SRT in 1955. In early 1961, due to increasing road congestion, the initial section of the line from Khlong San to Wongwian Yai was closed, the station at Khlong San becoming a bus station.

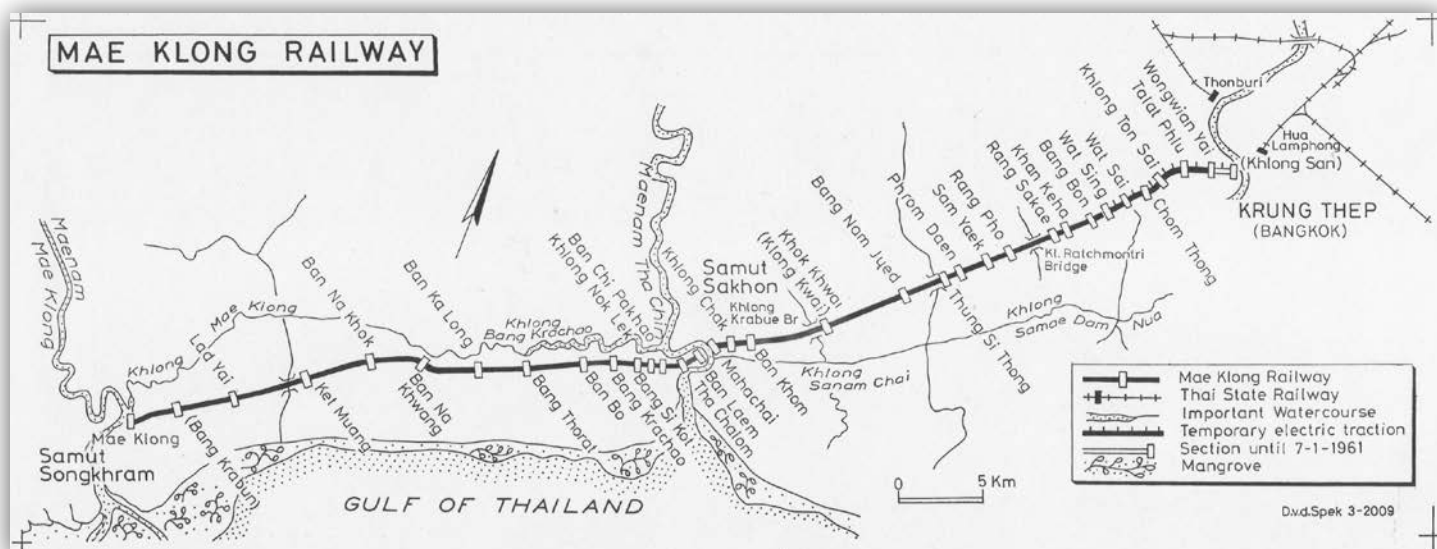
Today, there are still the busy markets at Samut Songkhram & Mahachai actually operating on the tracks, where stalls are quickly removed to let a train come through, being replaced as soon as it has passed, leaving little trace that a railway even runs through the market ! It remains a quiet & forgotten railway (taxi-drivers & others will tell you it doesn't exist anymore !) - well worth a day trip for any interested visitor. Plans, since the 1960s, to connect the line to the SRT network in various places & to bridge the two rivers, have as yet, come to nothing due to prohibitive costs, although this popular line is reputed to be profitable ! As an alternative to the much needed modernisation, there has even been talk about closing this historic & fascinating line, which would be a sad loss for all of Thailand, not just us railfans !

Remarkably, 8 of the original 9 steam locos, of all 3 types, that ran this line - survive today !

Krauss 2-4-0T

Krauss 0-4-2T

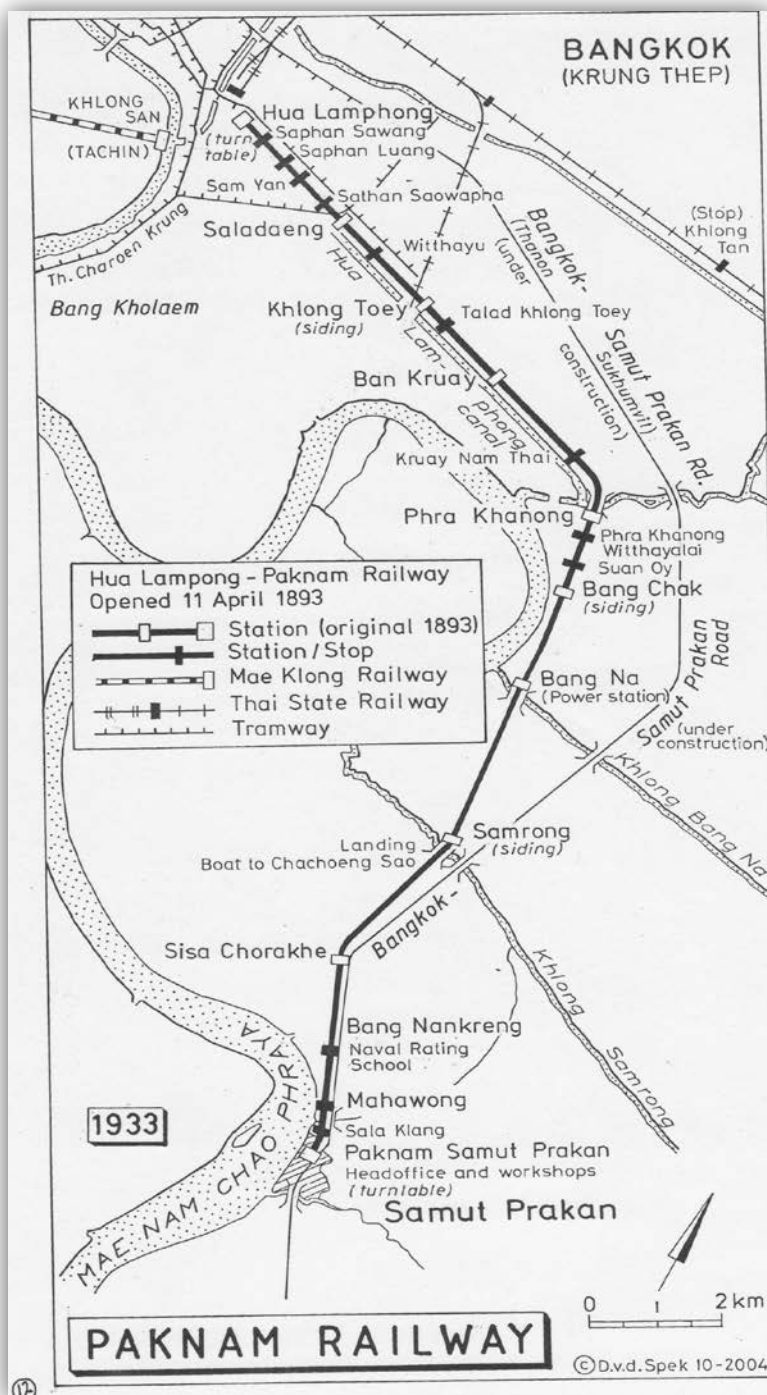
Henschel 4-6-2



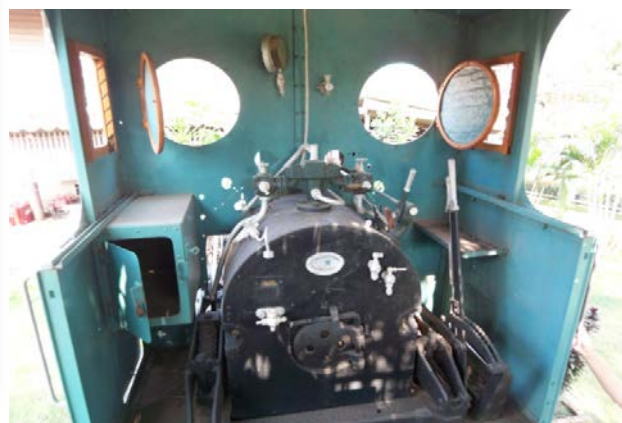
The Paknam Railway Co. - Thailand's first railway opened in 1893 with 21 kms of line, connecting Bangkok with the mouth of the Chao Phraya river & had 2 terminals with 10 intermediate stations. It carried both passengers & freight, being run by 4 Krauss locos, sadly only one of which has survived until today - No. 4 "Samrong" & 2-4-OT (see page 16) which was sold in 1940 to the Hiep Seng forestry line & then sold on again, to the sugar mill at Wang Khapi, where it is preserved today. After the First World War, traffic had increased sufficiently to introduce an early type of railcar - a 30hp paraffin-engined 4-wheel flat wagon, seating 40 passengers, in the open air, built by the English company John Thornycroft. Railcars proved so popular that the whole line was electrified in 1925, becoming **Thailand's only electric railway**, until the 2010 opening of the new, elevated Airport Rail Link. Railcars

quickly became the predominant passenger traffic & the steam locos were disposed of. The line was sold to the RSR in 1936 & continued until its closure at the end of 1959, probably due to increasing competition from Bangkok's buses (the train took less than 1 hour from Hua Lamphong to Samut Prakan - see how long it takes you to drive it today! - this is (Thai) progress ?

Paknam Railway's only survivor
No.4 "Samrong" - Krauss 2-4-OT
with O&K boiler - built in 1908 - No.5987
preserved at Wang Khapi Sugar Mill



This Krauss loco has had its boiler replaced with one from O&K No.12607, which was Ko Kha loco No.5, built in 1935. (see also page 16)



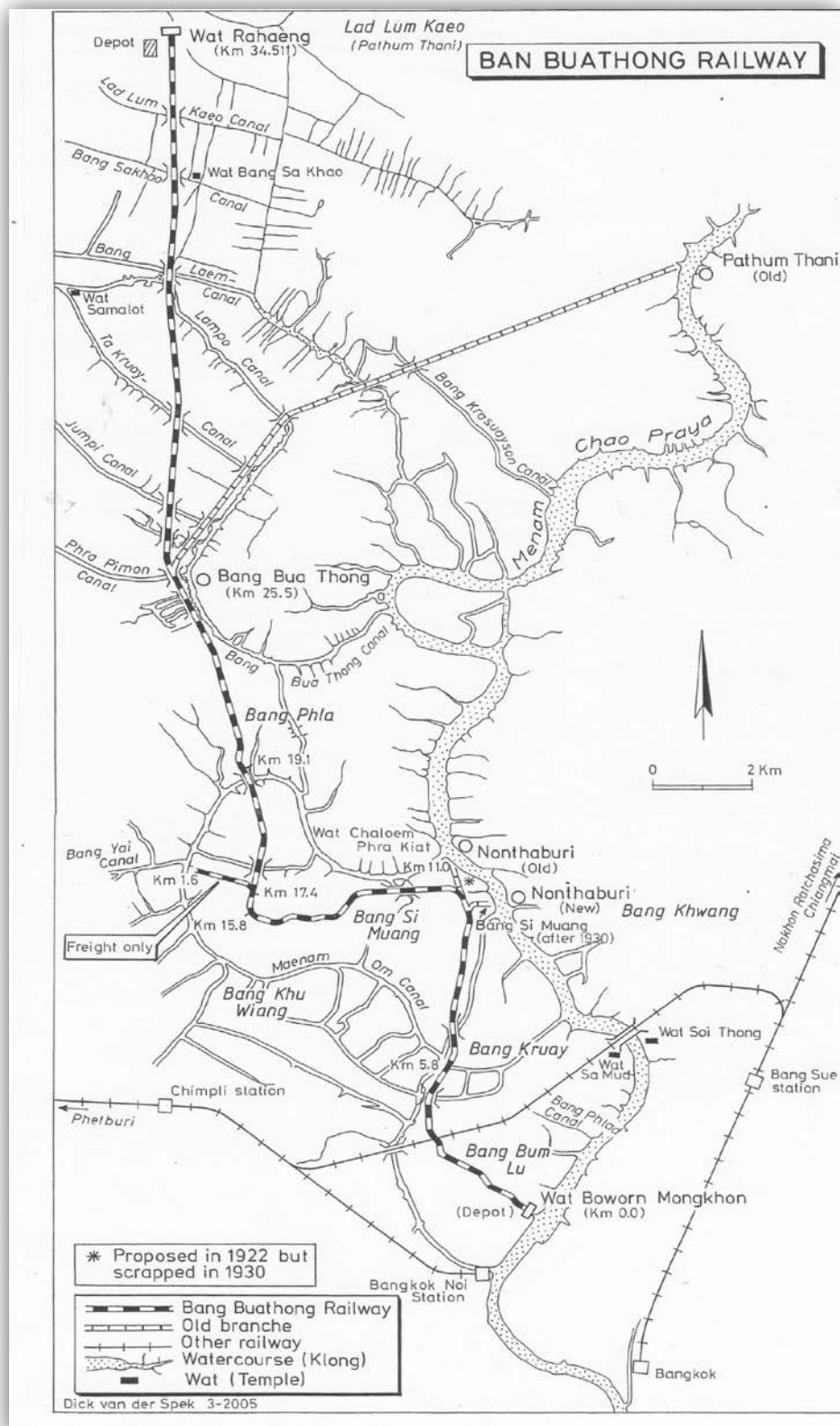
The Bang Bua Thong Railway Co. was a private **750 mm gauge** line built by Woraphong Phiphat Yen Itsarasena a minister of The Royal Palace Ministry. Work began in 1909 & the line opened around 1918, long before its concession was granted in 1923 ! The line ran from Thonburi, Bangkok to beyond Bang Bua Thong, in a big curve to Ban Si Muang, on the west bank of the Chao Praya river, opposite Nonthaburi. The total length of the line, including branches, was around 40 kms & it carried both passengers & freight. By 1933 it was running 6 trains a day, in each direction, between Wat Mongkhon & Bang Bua Thong. The concession required that an extension be built by 1925

to Pathum Thani, then extended to 1927, but this was never done. Instead the Co. built an extension of the correct length but to Wat Rahaeng in Lat Lum Kao ! 2 years later this illegal extension got official permission (this is Thailand !) Three 0-4-2T locos were supplied by Baguley in 1921/5, No's 2009/10 & 2030 respectively. Later on, internal combustion railcars by Baguley-McEwan Pratt, were used on the line. It appears to have been closed & lifted mid-1942, probably due to declining patronage, flood damage & the need of the Japanese occupiers for track & equipment elsewhere. The rails & sleepers are thought to have been sold to TIP for use at their Wang Khapi & Kho Ka sugar mills, as were their locos. Nothing of this line remains today, apart for some bridge foundations & local roads follow parts of its alignment.

2 of the 3 locos survive today
Baguley No.2009 @ Wang Khapi



Baguley No.2010 @ Ko Kha

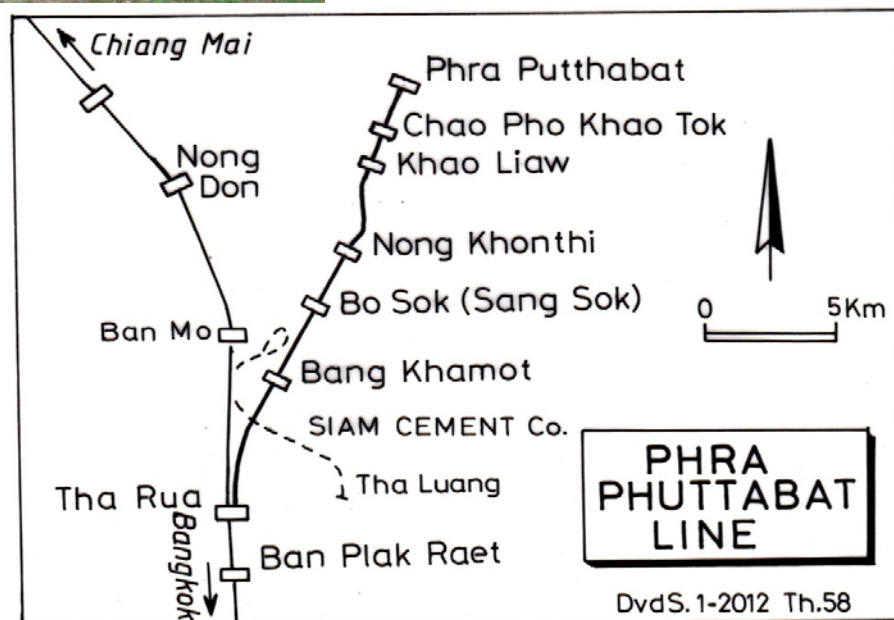


Known locally as "Prince Nara's Railway" (Rot Fai Kromphra Nara), this **750mm gauge** line branched off the newly opened RSR line from Bangkok to Lopburi at the little town of Tha Ruea, some 19 kms to the temple at Phra Phutthabat. Prince Narathip, son of King Rama IV & brother to King Rama V, proposed building this line, to capitalise on the 3 large annual pilgrimages to this highly venerated temple, with its Buddha footprint. The rest of the year the line would be used to haul timber & minerals back to the RSR main line. By July 1903 the line was open & a proposal was made to extend the line a further 10-12 kms into the local forests to access the lime kilns & sawmills, but it is not clear if this was ever built & there are no records of any goods traffic being handled. The line had two terminals, at Tha Ruea & Phra Phutthabat, which sold tickets, but the 5 intermediate stops were unmanned halts, necessitating an on-board conductor ! Initially steam powered, running 4 steam locos, about which almost nothing is known, although one was named "Nok Lek", being smaller than the other 3. It's possible that Decauville locos may have been the first to operate on this line, according to advertising by the Co's Bangkok Agent at the time. The line also operated at least one diesel loco & the one way trip took about an hour. The line seems to have struggled financially & the opening of a road to Phra Phutthabat in 1940 spelt the death knell for the Co & it closed probably around 1942. The several locos were sold to the sugar companies at Lampang, Kumphawapi & Wang Khapi. The tracks were lifted by 1947 & the alignment is now in parts a road, just West & parallel to Highway 3022.

Although not a steam loco, this little diesel loco was discovered in May 2012 at the sugar mill in Kumphawapi, which once worked the 13km branch line off the NE line at Huai Koeng, serving the Chibato Sugar Mill (now the Kumphawapi Sugar Co.Ltd.) This was possibly the last loco to run on the Phra Putthabat line.



**Hudson-Hunslet
0-4-0
N°2271
built 1940
with Gardner
4 cyl. diesel
engine N°74186
750mm gauge**

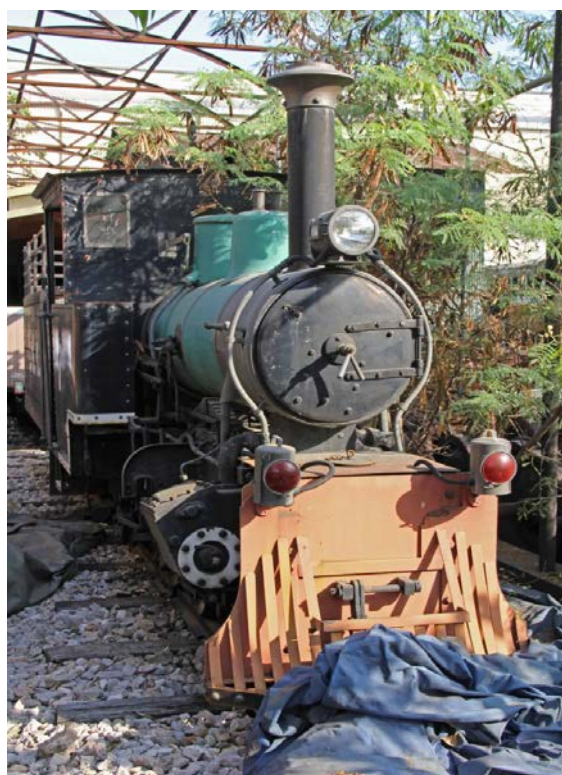


Built by RSR, probably shortly after the First World War & operated by the government controlled company - Siam Forest Co.Ltd., to carry firewood from the forests in the area to supply the main line locos, some 39 kms west of Nakhon Ratchasima (Khorat) on the NE Line. It ran roughly S to SE from Sung Noen village, dividing after a few kms, into a branch running S & another running SE, which split again before entering the forest. The total length of the 3 branches was about 20 kms & it was **600mm gauge**. It seems to have been abandoned in 1962.

The first 7 locos were 0-6-OTs built by Hudswell Clarke in 1921. These were ordered through Messrs. R.Hudson & Co., who then fitted their own plates to some of the locos, but they were only agents & **NOT** the builders. This has been the cause of much confusion, not least of which within the SRT itself & their own classification system (see photo), further complicated by a renumbering of the locos, to allow for 2 new ones, that never seem to have arrived - hence No's 1 & 2 became 8 & 9. The locos were found to be unstable in use, due to excessive rear overhang & were all converted to 0-6-2Ts to correct this. They were also ran with auxiliary tenders as their wood & water carrying capacity proved to be very limited. The final locos were 3 Kyosan Kogyo 0-4-OTs supplied by Japan in 1942.

SNL No's 3, 6 & 9 were originally allocated to the Hua Wai Line & transferred upon its closure, in 1952 (JD Blythe). SNL 7 was restored to working order & converted to oil-firing in 1997 for the Queen's Project, which was never realised.

2 photos © Chris Yapp 2011

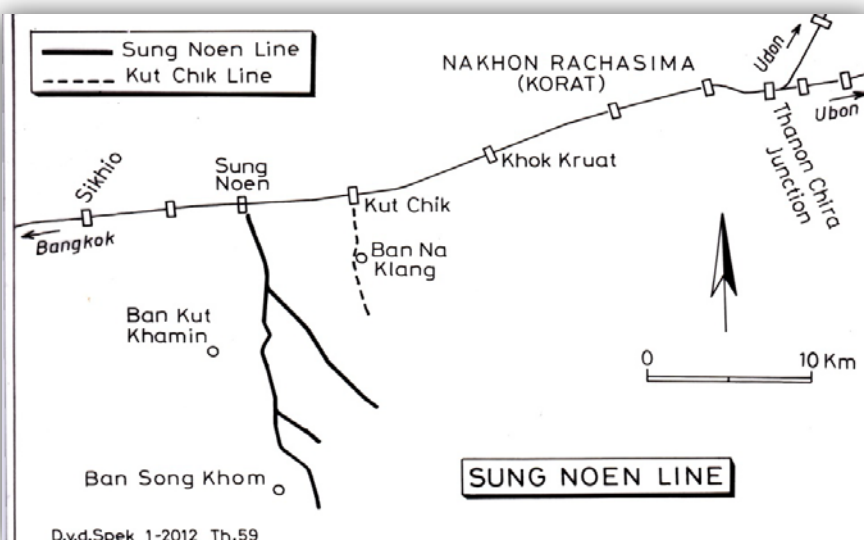


SNL 7 Hudswell Clarke 0-6-2T+T today !

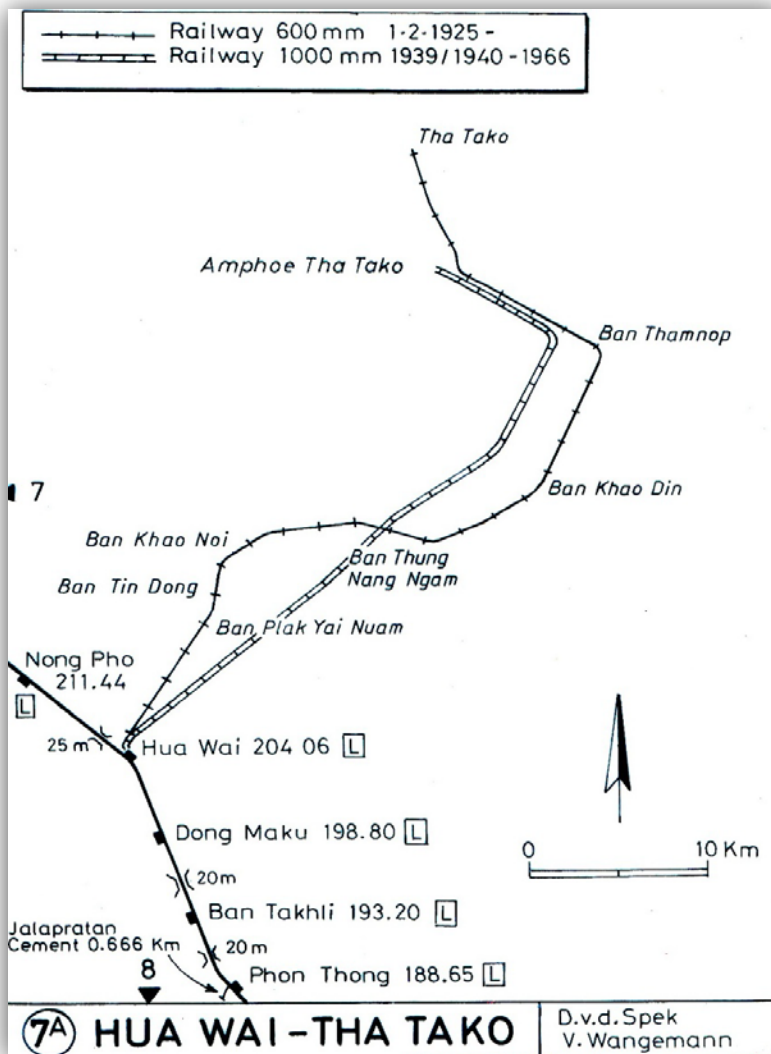


SRT's plate with incorrect description !

SNL 33 - Kyosan Kogyo 0-4-OT



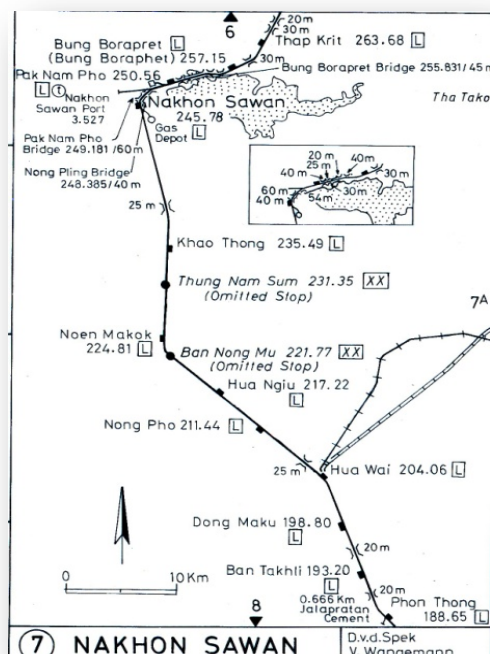
Extract of Northern Line - showing this branch line



Another **600mm gauge** forestry line operated by the government controlled Siam Forest Co.Ltd., started in 1921 & opened to traffic in 1922, carrying both goods traffic & passengers, as well as firewood for the RSR main line locos. The line began at km204 on the Northern Line at the small village of Hua Wai, some 40 kms south of Nakhon Sawan & ran NE for about 19 kms. It was originally intended to reach the Nam Sak valley, but war intervened & it was not until 1947 that the first **metre gauge** extension was built, replacing the 600mm gauge track, from Hua Wai to Tha Tako, 35.5 kms distant, but never progressed further than Ban Plai Rang Mai (new railhead village), just 19 kms from Hua Wai. The rail formation was in fact completed all the way to Tha Tako, but the rails were never laid, the proposed line probably obsolete by then. The line ceased operating sometime before 1962 & the three Hudswell Clarke 0-6-2Ts - SNL No's 3,6 & 9, originally allocated to run this line, were transferred to the Sung Noen Line, upon its closure in 1952(JD Blythe). The line was subsequently lifted in the mid-1980s. It's 2 Hudswell-Clarke 0-6-0 T metre gauge locos, SFCL N's 1 & 2, went to Wang Khapi sugar mill when the logging concession expired, to run the branch connection to the main line, but have not survived.

SNL 9 Hudswell Clarke 0--6-2T(+T?)

The only survivor from this line !



This company was a tree-felling organisation, initially under British control by the Borneo Co., but by 1940 most of the capital was German. Hardwood trees were felled in the primary forests on the hills inland of Si Racha & the logs were brought to a number of stations on the line, initially by elephants & latterly by truck, where they were loaded onto 4-wheeled bogies & brought by rail to the sawmill at Si Racha, on the coast. The finished timber was then taken by rail, on a short spur to the jetty on Ko Loi island, where it was loaded into coastal shipping for onward travel.



No.8 Hudswell Clarke 0-4-2ST No.900 built 1909 with a full load of logs mounted on pairs of 4-wheeled bogies, trundles its way to the sawmill in 1971.



No.12 Henschel 0-6-0T No.22401 built 1952 rattles along with a set of empty bogies, the fireman taking a cigarette break on the buffers in 1971.

Founded in 1898/9 as The Si Racha Mixed Timber Co., by former Minister of Agriculture - Chaophraya Surasak Montri, who opened a sawmill with his partner Kim Seng Lee, on the coast at Si Racha. Needing a reliable way to transport logs from the nearby hills, an 8 km railway, using rails from the French Co. Decauville, was built & a loco and wagons imported from England. The company changed its name to Si Racha Co.Ltd., in 1908/9. In June 1909 king Rama V rode the 13 km railway, which was already being extended to some 24 kms. A 910 metre viaduct was built from Si Racha town to the far side of Ko Loi island to give deep water access to shipping. At some time this was washed away in a storm, but later rebuilt. The British owned Borneo Co. managed the company between 1908 - 1922 & when Surasak Montri regained control again, the network had been expanded to 3 branches, extending to some 75 kms.



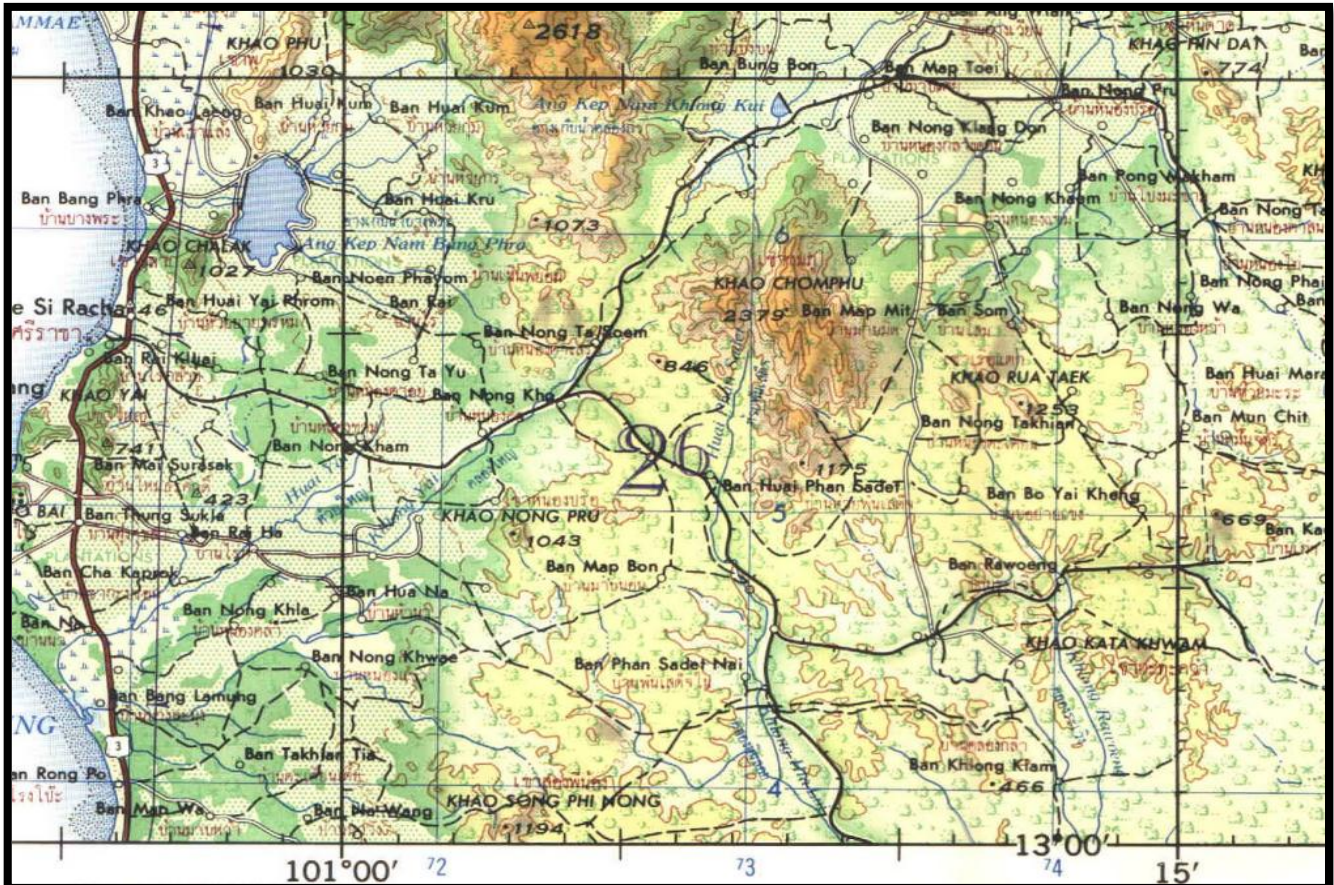
No.9 Hudswell Clarke 0-4-2ST No.367 built 1890 in steam at the sawmill in 1971. By far the **oldest surviving locomotive in Thailand**, at that time. **Where is it now ?** Ex-Borneo Co.



No.2 Kerr Stuart 0-4-0ST No.2387 built 1915 was the pride & joy of the mill and performed shunting duties in the yard, restricted in its range due to its small wheels. Ex-Borneo Co. Now preserved at the Siam Country Club

The Sri Maharacha Timber Co Story continued ... page 27

The S.E. branch was extended from Sathani Chao Phraya in two directions - East via Sathani Surasak (Ban Rawoeng) & South via Sathani Phan Sadet (Ban Phan Sadet Nai). The branch passing the Eastern edge of what is now the Bang Phra reservoir (built after WW2) was lifted & the N.E. branch deviated slightly South with the building of a small irrigation reservoir. This branch ran past Ban Nong Kho North towards Ban Nong Chak/Sak & may well have been used to transport sugar cane for the Chonburi Sugar Co. in the 1960s, as by then there was little timber left & the whole area had been replanted with sugar cane. The two companies subsequently merged, at some time, the line abandoned & the locos dumped.



The railway also provided the only passenger service in this part of Thailand for some 60 years, as the Chachoengsao - Pattaya line did not open until 1984 ! The 7 stations serving the line were called : Si Racha, Cherm (Nong Yai Boo), Chompol (Tab Kho), Chaophraya (km 31), Surasak (Chek Ngak), Montri (Rawoeng) & Chalermklarp (Chumnumklang) - (old names in brackets). The Co. also ran 3 railcars & coaches for passengers.



left :
old coach

right : old
railcar or
what's left
of it !

photos
©Rob Boer



A big fire apparently destroyed the sawmill in 1933, but it was rebuilt & the company survived the Japanese occupation during WW2, only to be taken over by the now Crown Property Bureau in 1947, when it was given the more royal name of Sri Maharacha Co.Ltd. By the 1960s most of the nearby hills had been cleared of hardwood forests & only some 58 kms of line still existed. Basil Roberts visited the sawmill in 1971 & recorded the last breaths of this dying organisation & on his next visit in 1972, found that most of the steam locos were no longer in use. By this time all the network had closed except for short spur from the mill to the jetty, that lasted until around 1973. Then in 1984 Pun Cement Thai, also controlled by the Crown Property Bureau, took over the company & all logging operations ceased. The company opened new permits inland & began manufacturing mattresses as "Rainbow Mattresses". Today, nothing remains of the lines or infrastructure, although some local tracks still partly follow the alignment of the old network, in places. The commercial logging ban in Thailand did not happen until January 1989 & was not therefore responsible for this company's demise, which some have suggested.

1972

No.3 "SI RACHA"

1993



No.3 Brush 0-6-OST No.290 built 1903 - shown already disused at the sawmill in 1972 & dumped at the mattress factory in 1993, but not found by James Waite on his December 2010 visit - Indeed he reports the site has been cleared of all locos & that nobody knows what happened to them ! It is, nevertheless, quite remarkable that so many locos survived up to 1993, but their subsequent disappearance will provide for some interesting "loco-hunting", no doubt for years to come, until their fate is known !



No.7 an Orenstein & Koppel 0-6-0 at the sawmill in 1972 with its tender. Built in 1929 & works No.11789, it is unusual in that it is **not** a tank engine, as were most other O&K locos. Its sister loco No.6 is also an 0-6-0, displayed on the waterfront at Si Racha, but without its tender. It can be distinguished from its sister No.7, as its smokebox door is hinged on the opposite side - unique amongst O&K locos !

The Orenstein & Koppel Confusion !



This 1993 photo shows the two O&K locos, flanking Henschel No.12 at the old mattress factory - **note their smokebox doors hinge on different sides !** The photo on page 22 clearly shows No.7 with the hinge on the left. So in the photo above No.7 must be the loco on the left, which differs in a few other minor details from No.6 on the right. Below are two photos of No.6 - one taken by Rob Boer in 1993 & the other of No.6, currently on the waterfront in Si Racha, showing the hinge on the right (all other O&K locos are hinged on the left, 6 seems unique !). As No.7 has now "gone missing", it remains necessary to verify, if possible, the works No. or other identification of the surviving SRJ O&K loco No.6 - which should be 5335 (5535 was probably a past typing error) as it has no works plate. Incidentally, Martin Murray of the Arley Hall O&K preservation group, has confirmed that both these locos were 0-6-0s & **not** 0-6-0T tank engines, as have been listed elsewhere ! This can clearly be seen from the photo of SRJ N°7 opposite.

1993 ©(RB)

Almost certainly O&K - SRJ No. 6

2012 ©(PG)

