

THAILAND

THAILAND NORTH No.98.1

BANGKOK No.98.2

THAILAND SOUTH No.98.3

ISSUED FEBRUARY 1, 1943

AIR OBJECTIVE FOLDER

Thailand

No. 98.1 No. 98.2

No. 98.3

**INTELLIGENCE SERVICE
U. S. ARMY AIR FORCES
WASHINGTON, D. C.**

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**NOT TO BE TAKEN INTO THE AIR
ON OFFENSIVE MISSIONS**

AIR OBJECTIVE FOLDER THAILAND

No. 98.1 THAILAND NORTH AREA

No. 98.2 BANGKOK AREA

No. 98.3 THAILAND SOUTH AREA

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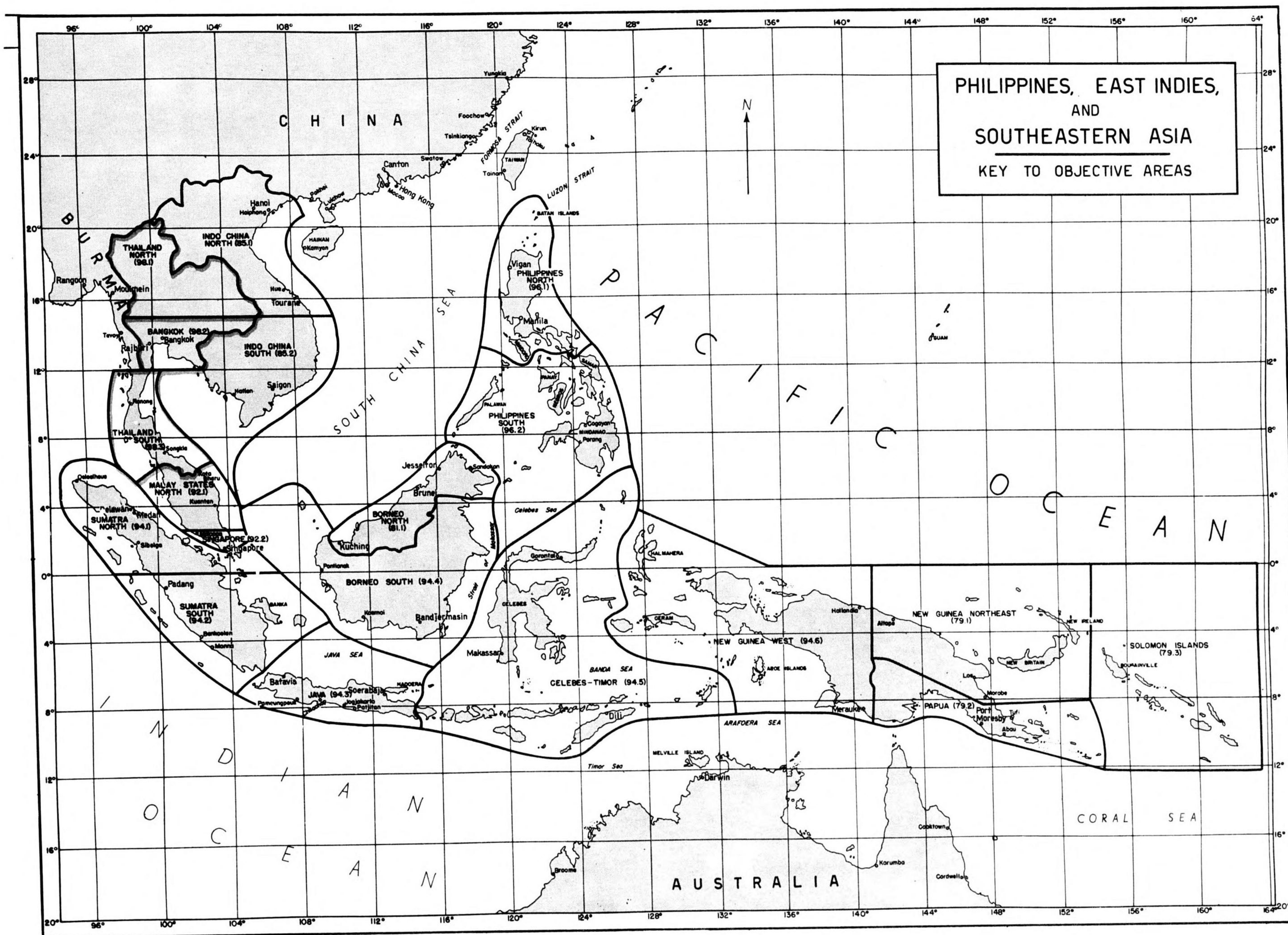
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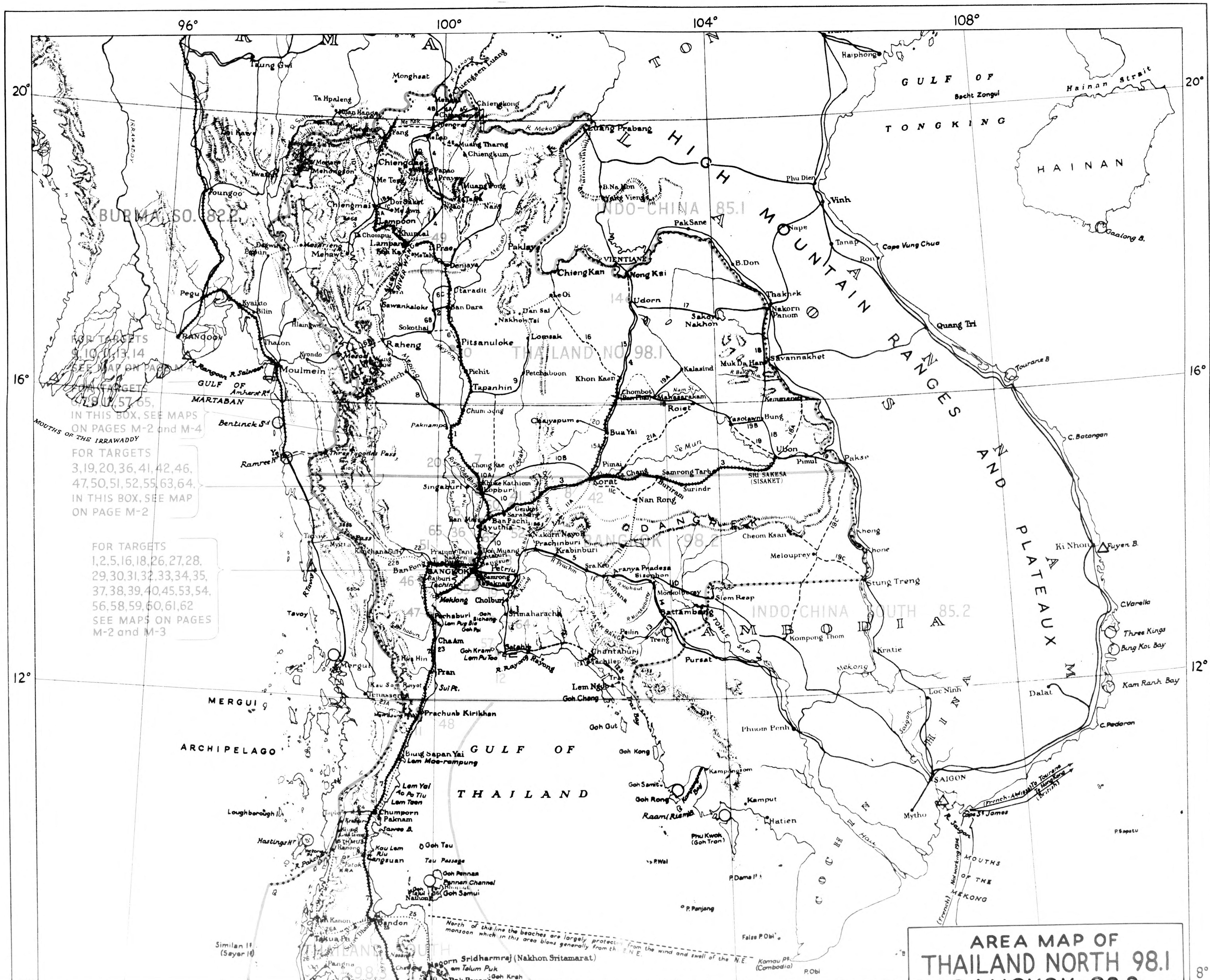
EXPLANATION OF FOLDER

This folder is primarily for the use of group and squadron commanders and intelligence officers in the planning of operations and the briefing of crews. Neither the folder nor any part of it may be taken into the air on offensive missions.

Targets and objective areas are numbered from one to infinity within each country. These numbers are combined into a code showing the country, objective area, and

target. For example, 98.2-31 indicates Thailand (98), Bangkok Objective Area (2) and **TARGET 31**, Thailand series.

Supplementing the objective folder, target charts are provided separately for the use of air crews. Each chart is centered on a target; it spots other targets lying within a four-mile radius; and it identifies landmarks within a twenty-mile radius. The charts are numbered according to the targets on which they are centered.



FOR TARGETS 1, 10, 13, 14
SEE MAP ON PAGE M-4

FOR TARGETS 19, 47, 57, 65,
IN THIS BOX, SEE MAPS
ON PAGES M-2 and M-4

FOR TARGETS 3, 19, 20, 36, 41, 42, 46,
47, 50, 51, 52, 55, 63, 64,
IN THIS BOX, SEE MAP
ON PAGE M-2

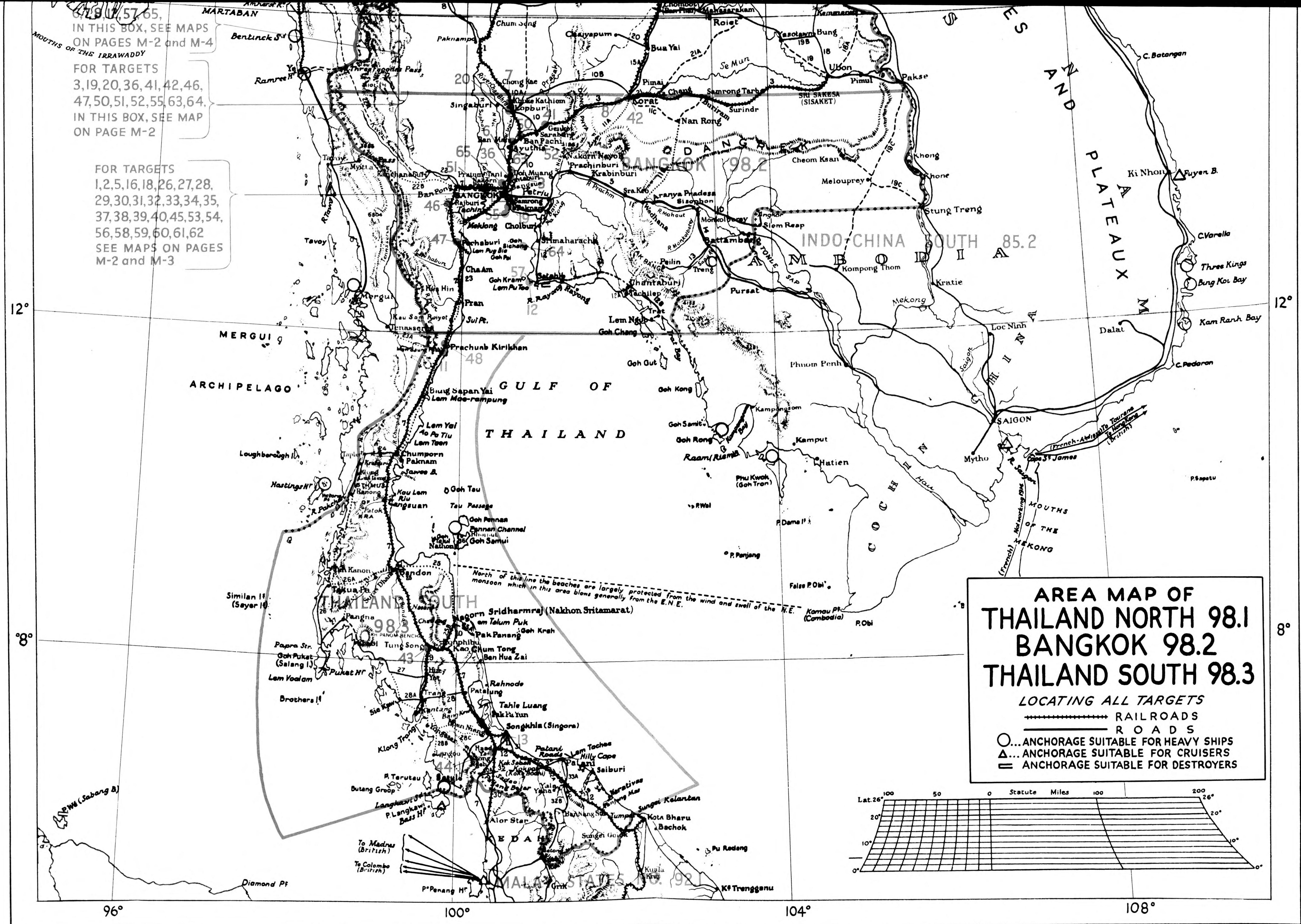
FOR TARGETS 1, 2, 5, 16, 18, 26, 27, 28,
29, 30, 31, 32, 33, 34, 35,
37, 38, 39, 40, 45, 53, 54,
56, 58, 59, 60, 61, 62
SEE MAPS ON PAGES
M-2 and M-3

North of this line the beaches are largely protected from the wind and swell of the N.E. monsoon which in this area blows generally from the E.N.E.

**AREA MAP OF
THAILAND NORTH 98.1**

IN THIS BOX, SEE MAPS ON PAGES M-2 and M-4 FOR TARGETS 3,19,20,36,41,42,46,47,50,51,52,55,63,64. IN THIS BOX, SEE MAP ON PAGE M-2

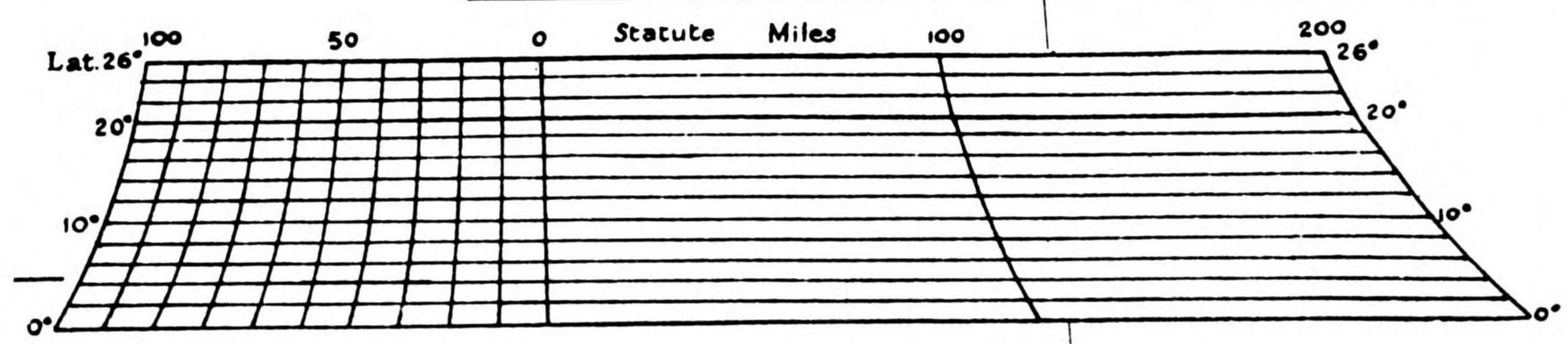
FOR TARGETS 1,2,5,16,18,26,27,28,29,30,31,32,33,34,35,37,38,39,40,45,53,54,56,58,59,60,61,62 SEE MAPS ON PAGES M-2 and M-3



AREA MAP OF THAILAND NORTH 98.1 BANGKOK 98.2 THAILAND SOUTH 98.3

LOCATING ALL TARGETS

+-----+ RAILROADS
 ————— ROADS
 ○...ANCHORAGE SUITABLE FOR HEAVY SHIPS
 △...ANCHORAGE SUITABLE FOR CRUISERS
 = ANCHORAGE SUITABLE FOR DESTROYERS



SUMMARY AND EVALUATION OF THAILAND AREAS

NOTE: This folder is the result of an effort to obtain the best information thus far available in the U. S. A. Every effort should be made in the field to correct by photo reconnaissance the data given herein.

IMPORTANCE: This folder deals with three objective areas comprising the entire country of Thailand. From an economic point of view, Thailand is important for the production of agricultural products, chiefly rice and raw materials; it is practically undeveloped industrially. What industries it possesses are concentrated in the city of Bangkok and produce only for local needs. The city is also the only shipping and distributing point in the country. Exports from Bangkok are rice, tin, rubber, and teak.

Strategically, Thailand is important as a corridor for the Japanese drive southward and as a base for enemy operations. The city of Bangkok and vicinity with military and naval installations, oil storage, munition and chemical factories, shipping and transportation facilities, is consequently the major objective in the country. Outside the Bangkok district objectives are limited to airports, transportation targets, and a few military installations.

TRANSPORTATION: The railroad system of Thailand converges on Bangkok; it has been designed to supplement water transportation. Roads have been built to feed, rather than to compete with, the railroads. Strategically the most important railroad lines are: (1) The line running east from Bangkok to Prachin Buri to Aranya Pradesa, Battambang, and Phenom Penh, where it meets a highway leading to Saigon. (2) The line running south from Bangkok to Pechiburi, to Chumporn to Haad Yai (from which a branch runs to the naval base at Singora) to Padang Besar on the border, and thence down the Peninsula to Singapore. (3) The line running north-east from Bangkok to Korat to Ubon connects with a highway to Saigon and offers an alternative, but longer and more difficult, route to the line mentioned in (1) leading to Indo-China. (4) The line running north through Don Muang, Ayuthia, Lop Buri, Pitsanuloke and Lampang to Chiangmai; a trail from Chiangmai and a wagon road from Lampang lead into Burma. Destruction of bridges and junctions along these four lines would tend to reduce the value of Thailand as a corridor. Destruction of the Rama VI RR bridge **TARGET 45** would upset traffic moving from Indo-China along (1) and (3) and from Chiangmai (4) to the south along (2), at least temporarily. However, the Bangkok City Noi Station **TARGET 39** could be used as a terminus for traffic from the south. Since Makasan RR workshops **TARGET 37** are the largest in the country and serve all roads, they rank as an objective of prime importance. The junctions at Ban Pachi **TARGET 52** of lines from the north and from the east, and the Korat Yards, Station and Junction **TARGET 42** rank high among transportation objectives.

SHIPPING: The Chao Phraya River is an important means of communication; it carries a large volume of passenger and commercial traffic. The river is navigable by large launches all the year round for 50 miles north of Bangkok and from July to December as far as Paknampo, about 250 miles north of Bangkok. The value of the river as a harbor is reduced somewhat because a sand bar at its mouth makes it necessary for vessels drawing more than 12 to 15 feet to load and unload at Si Chang Island in the northeast end of the Gulf. The importance of the wharves nearest the heart of the city including **TARGETS 29 and 30** has been reduced substantially by the construction of the New Government Port Area **TARGET 28**, an objective of major significance.

AIRFIELDS: Among the airfields, first rank must be accorded Don Muang Airfield **TARGET 6**, not only for its large size and superior equipment, but also for its proximity to military installations and easy access to Bangkok. The other most important airdromes are at Korat **TARGET 8**, at Koke Kathiem **TARGET 7** and at Prachuab **TARGET 11**. All four airdromes can accommodate heavy bombers. The Japanese are developing airfields in the north, possibly at Chiangmai and Lampun. The airports at Singora **TARGET 13** and Pattani have probably been greatly improved; it is known that aircraft based at one of these places sank the Prince of Wales and the Repulse in December 1941.

All airfields are spotted on map on page M-4 and those which are considered as targets are designated by number. The map also shows the suitability for landing grounds of every section of the country.

TARGETS IN BANGKOK CITY: Since cement is of dominant importance in construction work in Thailand, the Thai Cement Company **TARGET 59**, which supplies practically all cement needs for the country, is a most important objective. In the same district of Bangkok City and close to the Cement Plant are found some of the most vital targets in the country, including the Bangsue Station, workshops and marshaling yards **TARGET 38**, the Royal Aeronautical Force workshops **TARGET 1**, and the Royal Ordnance Factory **TARGET 2**, as well as the largest barracks compound in the Bangkok City district.

DEFENSES AND VULNERABILITY: The city of Bangkok is not well fortified. AA guns and searchlights are scattered throughout the city. The harbor is fortified by Fort Chulachomklao **TARGET 55**; deck batteries of units of the Thai fleet anchored in Chao Phraya River should be considered part of the defense system. The largest military center, now used by the Japanese, is found at Lop Buri **TARGET 20**.

Military centers of unknown importance are to be found at Chiangrai, Chiangmai, and Udorn in the northern part of Thailand, and at Ubon near the eastern border. Units of the Thai Army have headquarters at Prachinburi, Ratburi, and Pechaburi.

TABULATION OF TARGET INFORMATION

TARGET NO.	TARGET NAME	APPROXIMATE COORDINATES	DESCRIPTION & SIGNIFICANCE	TARGET CHART NO.
AIRCRAFT				
1	Royal Aeronautical Force Workshops	13° 48' N 100° 32' E	Large compound across rd from Ordnance Fcty (Target 2). Several large, modern well-equipped workshops for production of aircraft bodies and assembly of planes. At least 4 single-storied brick shops with peaked tile roofs; 2 single-storied concrete workshops with saw-toothed roofs; a 2 storied office bldg with peaked tile roof; several other shops. (See text on page T-5; maps on pages M-2 and M-3.)	37, 38
AIRPORTS				
6	Don Muang Airdrome	13° 55' N 100° 37' E	Largest and best equipped field in country. Headquarters Thai air force; over 200 aircraft here in June, 1942. Located about 15 mi N of Bangkok; main RR line passes W of field; canal slightly to W. 2 runways, asphalt and concrete, 1980 ft by 198 ft; landing site 6600 ft by 4125 ft. From June to November only main runways are dry and safe; 4 hangars 240 ft wide and 60 ft high; several small hangars for civil planes. Hangars, machine shops and storage sheds are structural steel with galvanized iron walls and roofs. Equipment includes radio, meteorological service, repairs and refueling service, underground tank storage, and a bomb store (under construction). (See text on page T-5; photo B on page P-1 and photos C and D on page P-2; maps on pages M-2 and M-4.)	6
7	Koke Kathiem Airdrome (Lop Buri)	14° 50' N 100° 38' E	Near RR, 6 mi NE of Lop Buri, 1 and possibly 2 asphalt runways 3000 ft by 180 ft; 6 hangars 180 ft by 120 ft; reported underground hangars; fuel and bomb storage, extensive barracks. Has accommodated up to 60 bomber and fighter aircraft. Grassy portion unserviceable in wet weather. (See text on page T-5; maps on pages M-2 and M-4.)	7
8	Korat Airdrome (Korat)	14° 58' N 102° 07' E	2 mi S of town, on plateau. Hard surface runways 4500 ft by 3000 ft. Hangar 120 ft by 60 ft, fuel, repairs, radio and direction finder. Field planned to accommodate several squadrons of bombers. Good field, well drained, always serviceable, but rough. (See text on page T-5; maps on pages M-2 and M-4.)	8
9	Mesod Airdrome (Mesod)	16° 41' N 98° 31' E	2 mi NW of town, E bank Mey R, 160 mi E of Rangoon; 2 runways approx 3000 ft by 600 ft. Radio, direction finder, hangar, fuel storage. Hard surface, all weather. (See map on page M-4.)	9
10	Pitsanuloke Airdrome (Pitsanuloke)	16° 49' N 100° 16' E	1½ mi SE of town, E of RR. 2 landing fields apparently consolidated. 2 stone covered runways 3000 ft by 120 ft, and 1800 ft by 120 ft. Also 2 runways 2640 ft by 330 ft. Turf over hard subsoil, always serviceable. Hangar, fuel, radio. (See map on page M-4.)	10
11	Prachuab Kirikhan Airdrome	11° 46' N 99° 48' E	On coast 2 mi S of town; 1½ mi E of RR; 2 laterite runways (cross shaped), 2970 ft by 165 ft. Well drained field; 5 hangars, fuel, repairs, bomb storage; seaplane landing site adjoins. (See text on page T-5; map on page M-4.)	11

TABULATION OF TARGET INFORMATION

TARGET NO.	TARGET NAME	APPROXIMATE COORDINATES	DESCRIPTION & SIGNIFICANCE	TARGET CHART NO.
	Airports . . . continued			
12	Satahib Airdrome (Satahib)	12° 39' N 100° 53' E	½ mi N of prison compound W of village on bay. Dry, hard, always serviceable. Hangar, fuel, repairs; naval sta located here. (See maps on pages M-2 and M-4.)	12
13	Singora Airdrome (Singora)	7° 11' N 100° 38' E	2½ mi SE of town near shore. 3 runways or landing strips, 2640 ft by 330 ft. Level, sandy field, soft in wet weather; 3 hangars 50 ft by 45 ft, fuel, radio, bomb storage; 70 Japanese aircraft observed here. Naval base in Singora reported for emergency use and possibly for oil storage. (See text on page T-5; map on page M-4.)	13
14	Udorn Airdrome (Udorn)	17° 24' N 102° 40' E	3 mi S of town, W of rd to Khon Khaen. Reported 3 runways, 1 laterite-surfaced, 3300 ft long. Grass, rough but well drained, always serviceable; landing site 6600 ft by 4950 ft. Small wooden hangar, fuel store, radio, direction finder, barracks. (See map on page M-4.)	14
65	Nontaburi Seaplane Base	13° 54' N 100° 30' E	Reported best seaplane base of Thailand. Located about 15 mi N of Bangkok on left bank of Chao Phraya R at point where R loops sharply W forming almost square island. 100 kw broadcasting sta planned. Base used by Imperial Airways. Good rd to Bangkok. (See maps on pages M-2 and M-4.)	65
	ARMS MANUFACTURING			
2	Royal Ordnance Factory	13° 48' N 100° 32' E	Directly across rd from Royal Aeronautical Force Workshops (Target 1). Produces light ordnance of all types. Only ordnance plant in Thailand and best equipped in this part of Asia. Employs 3000 to 5000. Workshops single-storied brick and galvanized iron with tile peaked roofs; concrete administration bldg 2 to 3 stories. (See text on page T-5; maps on pages M-2 and M-3.)	26, 37, 38
3	Ban Khaen Army Chemical Works (Bangkok)	13° 51' N 100° 36' E	New plant operated by army and navy. Not completed June, 1942. Produces gas for chemical warfare. Just off main rd from Bangkok to Don Muang. Private rd from plant to plaza on main rd. Barracks and administration bldg nearest plaza. Plant bldgs beyond iron fence extend down to canal, covering frontage of approx 300 yds. (See map on page M-2.)	3
63	Ban Mah Arsenal (Ayuthia)	14° 21' N 100° 35' E	On left bank Pasak R 3 mi upstream from Ayuthia at confluence of R and Ban Mah Canal. 2 mi from long concrete br over R. Plant composed of 2 large compounds about 1 mi W of main RR to Chiengmai. Power plant lies between 2 canals; chimney in SW corner. Only producer of explosives in Thailand. Stocks of munitions believed stored here, magazine reported E of RR. (See map on page M-2.)	63
	CHEMICALS			
5	Thai Industries Ltd. (Bangkok City)	13° 41' N 100° 30' E	Old Lever Bros soap fcty, now run by German chemists; reported to produce industrial chemicals. Wooden bldgs; well equipped. (See maps on pages M-2 and M-3.)	26, 31

TABULATION OF TARGET INFORMATION

TARGET NO.	TARGET NAME	APPROXIMATE COORDINATES	DESCRIPTION & SIGNIFICANCE	TARGET CHART NO.
COMMUNICATIONS				
33	General Post Office (Bangkok City)	13° 44' N 100° 31' E	Chao Phraya R runs N-S just W of Post Office which is on long rd at point where rd runs practically N-S. Multi-storied brick and concrete bldg containing terminals for telephone and telegraph systems; contains international radio telephone. Main wire communications center for country. (See maps on pages M-2 and M-3.)	26, 31, 37
34	Saladeng Radio Station (Bangkok City)	13° 43' N 100° 33' E	Most powerful sta in country. Old bldgs mainly of wood; new ones of reinforced concrete. 4 aerial masts about 220 ft high; 3 smaller masts. Next to Japanese camp (Target 16). (See photo M on page P-7; maps on pages M-2 and M-3.)	26, 31, 37
35	Phya Thai Radio Station (Bangkok City)	13° 46' N 100° 32' E	Important radio sta near Phya Thai Palace. (See photo H on page P-4; maps on pages M-2 and M-3.)	26, 37, 38
36	Lak Sri Short Wave Radio Station (Don Muang)	13° 53' N 100° 35' E	2 towers over 200 ft high. Used in conjunction with Don Muang Airfield. (See map on page M-2.)	6
DEFENSES				
16	Japanese Army Camp (Bangkok City)	13° 44' N 100° 33' E	In June 1942 park used as camp. Most of occupying troops in Bangkok quartered here. Mechanized units; portable AA guns. Just W of Camp is Red Cross hospital; just N of hospital is sports stadium now used as Army fodder stores. E of stadium is Chulalongkorn University with several modern multi-storied brick and stone bldgs used by Japanese as troop quarters. (See maps on pages M-2 and M-3.)	26, 31, 37
18	Naval Station and Ammunition Dump (Bangkok)	13° 40' N 100° 35' E	W of Bangna RR Sta on left bank of Chao Phraya R, SE of new government port area (Target 28). Important ammunition storage for navy. (See maps on pages M-2 and M-3.)	31
19	Fort Pisuasmut Naval Station	13° 35' N 100° 35' E	Strong fort; retractable guns, underground stores. (See map on page M-2.)	55
20	Military Installations (Lop Buri)	N limit 14° 48' N S limit 14° 47' N E limit 100° 41' E W limit 100° 38' E	One of largest mil centers in Thailand. Administration Hq for Thai Army and for Japanese. New rds, barracks, hotel, hospital. New concrete rd N of Lop Buri Sta runs E-W through drill and athletic field. Less than 3 mi from field, rd reaches plaza, S is rd leading to mil installation. The E-W rd leads into a new mil highway which runs S through Don Muang to Bangkok. Koke Kathiem adm is nearby to NW. (See text on page T-5; map on page M-2.)	20
58	Ministry of Defense and QM Stores (Bangkok City)	13° 45' N 100° 30' E	In heart of Bangkok. To rear of Ministry bldg, rectangular bldg with open center court contains central QM stores. (See maps on pages M-2 and M-3.)	26, 37
ELECTRIC POWER				
26	Thai Electric Co Power Plant (Bangkok City)	13° 44' N 100° 30' E	About 40,000 kw. Largest power plant in Thailand. Supplies S side of city. NE of Memorial Br (Target 61) and close to Lot Canal running from Chao Phraya R. Solid concrete and brick with corrugated iron roof. 4 stacks, 60 ft high. (See photo I on page P-5; maps on pages M-2 and M-3.)	26, 37

TABULATION OF TARGET INFORMATION

TARGET NO.	TARGET NAME	APPROXIMATE COORDINATES	DESCRIPTION & SIGNIFICANCE	TARGET CHART NO.
	Electric Power . . . continued			
27	Samsen Steam Power Plant (Bangkok City)	13° 47' N 100° 31' E	About 30,000 kw. Supplies N side of city. Compound covers entire block; contains office bldg, 3 or 4 whses. Elevated chute for fuel extends from plant to pier on W side Chao Phraya R. Solid masonry; boiler house has corrugated iron roof. 1 stack, highest in city. (See maps on pages M-2 and M-3.)	26, 37, 38
	HARBOR FACILITIES AND WAREHOUSES			
28	New Government Port Area (Bangkok City)	13° 42' N 100° 35' E	Left bank Chao Phraya R. In June, 1942 6 large concrete and steel whses completed, others under construction. Whses single-storied, peaked roof, approx 200 by 500 ft and 60 ft high. Custom house office is 3 storied concrete bldg. Concrete loading and unloading wharf extends length of compound on R. (See text on page T-5; maps on pages M-2 and M-3.)	31, 37
29	Borneo Co Wharves (Bangkok City)	13° 43' N 100° 31' E	Concrete wharves along left bank of R. Several excellent general cargo and flour whses. (See text on page T-5; maps on pages M-2 and M-3.)	26, 31, 37
30	China Thai Wharf Co (Bangkok City)	13° 43' N 100° 31' E	Left bank of R, one of major wharf companies. At least 4 modern general cargo whses and large open air storage rear of compound. (See text on page T-5; maps on pages M-2 and M-3.)	26, 31, 37
	NAVAL BASES AND SHIPYARDS			
53	Bangkok Dock Co (Bangkok City)	13° 43' N 100° 31' E	Chief commercial ship repair establishment in Bangkok. On left bank of Chao Phraya R toward S end of city. Primarily repair but some construction of launches up to 110 ft and barges of 300 tons cap. Best equipped machine shop in city; large whses, power shearleg 25 ton crane; 2 graving docks 348 ft by 40 ft and 370 ft by 50 ft; 3 slipways for 40, 50, and 70 ft launches respectively. Naval coaling sta just S with oil storage cap 2400 tons. (See maps on pages M-2 and M-3.)	26, 31, 37
54	Ministry of Marine Compound, (Bangkok City)	13° 45' N 100° 29' E	Opposite Grand Palace on right side of R. Naval dockyard and machine shops. 12 brick single storied whses with tile peaked roofs. Workshops are high single storied, galvanized iron with peaked roofs. Administration bldg and barracks. SE corner of compound, 10-in retractable coastal guns; naval vessels usually moored in front. Graving dock 322 ft by 48 ft. 1 power shearleg 40-ton crane. (See maps on pages M-2 and M-3.)	26
55	Fort Chulachomklao	13° 32' N 100° 35' E	Main fort, with heaviest guns. Construction of dry-docks and workshops begun by Navy in 1941, may be completed. (See text on page T-5; map on page M-2.)	55
56	Royal Irrigation Dept (Bangkok City)	13° 47' N 100° 31' E	Government project; major repairs on large diesel dredgers. Machine shops are high single-storied, reinforced concrete, with peaked roof. Extensive modern whses. Canal S of compound; dredgers usually moored in front. (See maps on pages M-2 and M-3.)	26, 37, 38

TABULATION OF TARGET INFORMATION

TARGET NO.	TARGET NAME	APPROXIMATE COORDINATES	DESCRIPTION & SIGNIFICANCE	TARGET CHART NO.
Naval Bases and Shipyards . . . continued				
57	Satahib Naval Base	12° 40' N 100° 53' E	New main naval base of Thai Navy under construction June, 1942. Main wharf, oil storage tanks behind 2 forts protecting bay, airfield (Target 12), and seaplane mooring. Oil storage reported on islands of Pra and Pranoi approx 1/2 mi S and SE in Bay; 8 tanks total cap 16,700 tons. (See maps on pages M-2 and M-4.)	12
PETROLEUM				
32	Asiatic Petroleum Storage (Bangkok City)	13° 41' N 100° 30' E	Right bank of Chao Phraya R. At least 5-50,000 bbl tanks on compound; large single-storied whse; filling plant; tin mfg plant. Wharfage for 1 ship. (See maps on pages M-2 and M-3.)	26, 31
31	Government Oil Refinery and Tank Farm (Bangkok City)	13° 42' N 100° 33' E	Only oil refinery in country and largest oil storage; cap 44,650 tons. Left bank of Chao Phraya R, approx 2 1/2 mi SW of city. Refinery compound on W side of RR, tank farm on E side of RR; tanks camouflaged. Construction of refinery, light re-inforced concrete and brickwork, whses of brick with corrugated iron roofs. Oil loading jetty at S end of refinery. Extensive RR yds and sidings; contain loading equipment, tank cars, and storage. (See maps on pages M-2 and M-3.)	31, 37
64	K Si Chang Island Oil Storage	13° 09' N 100° 49' E	Deep water anchorage in N end of Gulf of Thailand where vessels too large to cross bar (maximum depth, 15 ft) at mouth of Chao Phraya R load and unload Bangkok cargoes. At least 4 tanks of 12,000 tons each. (See map on page M-2.)	64
TRANSPORTATION . . . RAILROAD				
39	Bangkok Noi Station and Yds (Bangkok City)	13° 46' N 100° 29' E	Right side of Chao Phraya R on S bank of Bangnoi Canal. Before construction of Rama VI bridge (Target 45) was main Bangkok sta. Since Japanese occupation, important freight terminal. Open air sta. Numerous sidings, river landing, stage with 15-ton crane, several open whses with galvanized iron roofs, whses for native produce. (See text on page T-5; maps on pages M-2 and M-3.)	26
42	Korat Railroad Yards, Station and Junction	14° 58' N 102° 05' E	Freight and passenger stas and many sidings; private spur from main line leads from this point to large new mil development. Jc of RR to Ma Keng with RR to Ubon. (See text on page T-5; map on page M-2.)	42
49	Lampang Railroad Bridge	18° 17' N 99° 29' E	Steel br over Wang R. Controls traffic to Lampun and Chiangmai. (See photo A on page P-1.)	49
37	Makasan Railroad Workshop (Bangkok City)	13° 45' N 100° 33' E	3 mi from Bangkok on E line to Aranya Pradesa and Indo-China; at jc with branch line to oil refinery at Klong Toi. Largest and most extensive shops in country. RR system of Thailand depends on their continued operation. Repairs steam and diesel equipment. Employs about 1300 workmen. Construction mainly brick; sheds of corrugated iron. (See text on page T-5; maps on pages M-2 and M-3.)	26, 31, 37, 38

TABULATION OF TARGET INFORMATION

TARGET NO.	TARGET NAME	APPROXIMATE COORDINATES	DESCRIPTION & SIGNIFICANCE	TARGET CHART NO.
Transportation . . . Railroad . . . continued				
47	Pechaburi Railroad Bridge	13° 07' N 99° 57' E	Steel br just N of Pechaburi over Pechaburi R; carries main line S. (See map on page M-2.)	47
48	Prachuab Kirikhan Railroad Bridge	11° 51' N 99° 49' E	N of Prachuab Kirikhan, important mil air and naval base. Steel br carrying main line S.	11
38	Railroad Workshops, Bangsue Station and Marshaling Yards (Bangkok City)	13° 49' N 100° 33' E	Second largest in country. Bangsue district just N of Thai Cement Co (Target 59) on W side of RR leading N from Bangkok. Peaked roof, single-storied bldgs approx 75 ft long. Repair work on locomotives and cars. Yds most extensive in Bangkok district, handle switching to Singapore and Malaya. Control jc for all trains to S. (See text on page T-5; maps on pages M-2 and M-3.)	37, 38
52	Ban Pachi Railroad Junction	14° 27' N 100° 44' E	Jc of Chieng Mai-Bangkok and Korat-Bangkok lines. (See text on page T-5; map on page M-2.)	52
43	Tung Song Junction	8° 09' N 99° 40' E	Jc of NS line with RR to W controls traffic to Trang and KanTang, to Nakhon Sritamarat on E coast spur, and also on main line S to Singapore.	43
41	Kengkoi Switching Yards and Roundhouse	14° 35' N 101° 01' E	Important point on Korat line. Trains E stop for changes of locomotives and servicing before entering mountains. Extensive yds, roundhouse, some whses. (See map on page M-2.)	41
44	Haad Yai Junction	7° 01' N 100° 28' E	Most important jc on peninsula with extensive switching yds. Controls E coast line through Penang, line to Singapore, and spur line to naval base of Singora (Target 13).	44
40	Hua Lampong Station and Yards (Union Station) (Bangkok City)	13° 44' N 100° 31' E	Main passenger sta located in heart of city; huge curved roof; brick and concrete construction. Behind sta are freight and passenger yds, roundhouses and workshops. Number of single-storied whses along Klong Padang. Important concrete rd br over RR just outside yds. (See photo J on page P-5, photo K on page P-6; maps on pages M-2 and M-3.)	26, 31, 37
51	Jaisri Railroad Bridge	13° 49' N 100° 16' E	About 25 mi W of Bangkok; 2-span steel br over old channel of Dha Chin. Controls EW lines. (See map on page M-2.)	51
46	Ratburi Railroad Bridge	13° 32' N 99° 50' E	Steel br over Gwe Noi R; combined highway and RR; carries main line S. (See map on page M-2.)	46
45	Rama VI Railroad Bridge (Bangkok City)	13° 49' N 100° 31' E	Steel girder lattice-type construction. Most important RR br over Chao Phraya R. Controls N and E lines and lines to Malaya and Singapore. (See text on page T-5; photo F on page P-3; maps on pages M-2 and M-3.)	38
50	Ta Roe Railroad Bridge	14° 34' N 100° 44' E	Down Pasak R from Sara Buri; high steel br about 3 spans. (See map on page M-2.)	50
TRANSPORTATION . . . HIGHWAYS				
61	Memorial Bridge (Bangkok City)	13° 44' N 100° 30' E	Also called Rama VII. Only vehicular br across Chao Phraya in Bangkok district. (See photo L on page P-6; maps on pages M-2 and M-3.)	26, 37

TABULATION OF TARGET INFORMATION

TARGET NO.	TARGET NAME	APPROXIMATE COORDINATES	DESCRIPTION & SIGNIFICANCE	TARGET CHART NO.
WATER SUPPLY				
62	Main Bangkok Water Works	13° 46' N 100° 32' E	Samsen district of city, main pumping sta for Bangkok water supply. Pump house, aerating reservoir and chlorinating house. (See photo G on page P-4; maps on pages M-2 and M-3.)	26, 37, 38
MISCELLANEOUS				
59	Thai Cement Co (Bangkok City)	13° 48' N 100° 33' E	Largest cement plant in SE Asia. Supplies almost all cement requirements of country. Located in Bangsue district of city W side of RR. Bangsue RR sta extends past plant; RR workshops (Target 38) lie due N. Only plant in district with tall concrete chimneys. (See text on page T-5; photo E on page P-3; maps on pages M-2 and M-3.)	37, 38
60	Government Distillery (Bangkok City)	13° 46' N 100° 30' E	Main government plant; produces alcohol. Several concrete bldgs with storage in rear. (See maps on pages M-2 and M-3.)	26, 38

... concluded

LIST OF TARGET CHARTS AVAILABLE FOR THAILAND AREAS

Charts are numbered according to the target on which they are centered. February 1943 edition.

Target chart number	Targets appearing on chart	Target chart number	Targets appearing on chart	Target chart number	Targets appearing on chart	Target chart number	Targets appearing on chart
3.....	3.	26.....	2, 5, 16, 26, 27,	37.....	1, 2, 16, 26, 27,	44.....	44.
6.....	6, 36.		29, 30, 32, 33, 34,		28, 29, 30, 31, 33,	46.....	46.
7.....	7.		35, 37, 39, 40, 53,		34, 35, 37, 38, 40,	47.....	47.
8.....	8.		54, 56, 58, 60, 61,		53, 56, 58, 59, 61,	49.....	49.
9.....	9.		62.		62.	50.....	50.
10.....	10.	31.....	5, 16, 18, 28, 29,	38.....	1, 2, 27, 35, 37,	51.....	51.
11.....	11, 48.		30, 31, 32, 33, 34,		38, 45, 56, 59, 60,	52.....	52.
12.....	12, 57.		37, 40, 53.		62.	55.....	19, 55.
13.....	13.			41.....	41.	63.....	63.
14.....	14.			42.....	42.	64.....	64.
20.....	20.			43.....	43.	65.....	65.

3574-T-12-Thailand-2-2-43-Final Proof

PHOTOGRAPHS OF THAILAND

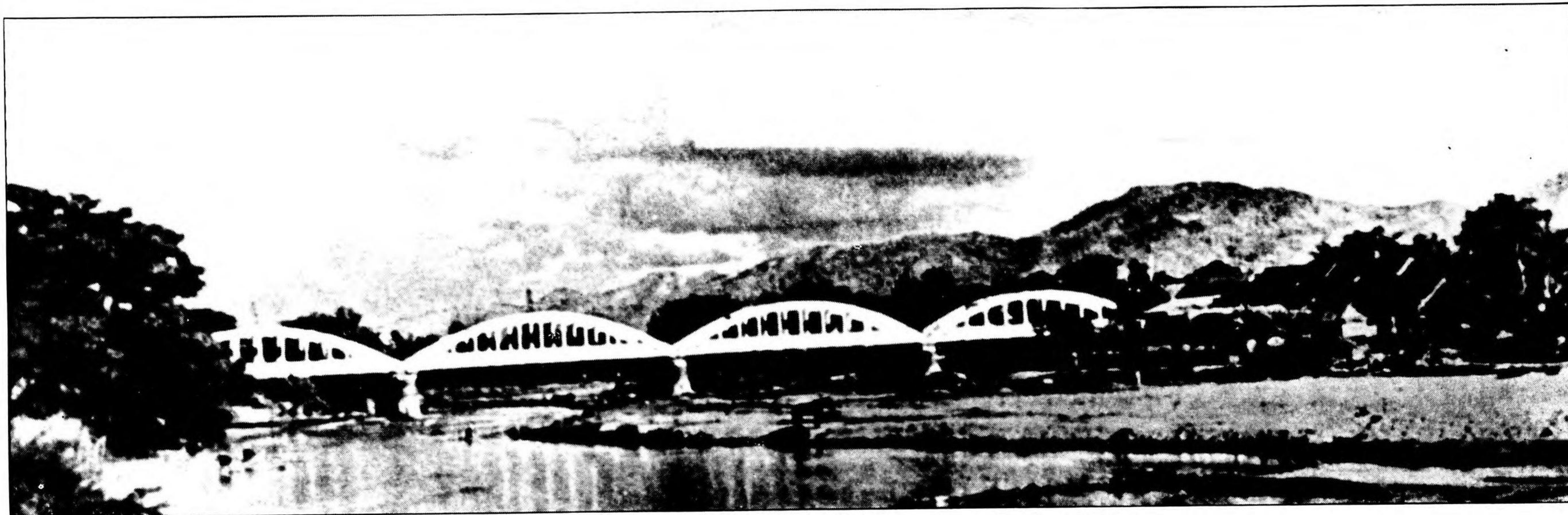


PHOTO A . . . Lampang TARGET 49 Railroad Bridge, looking NE.

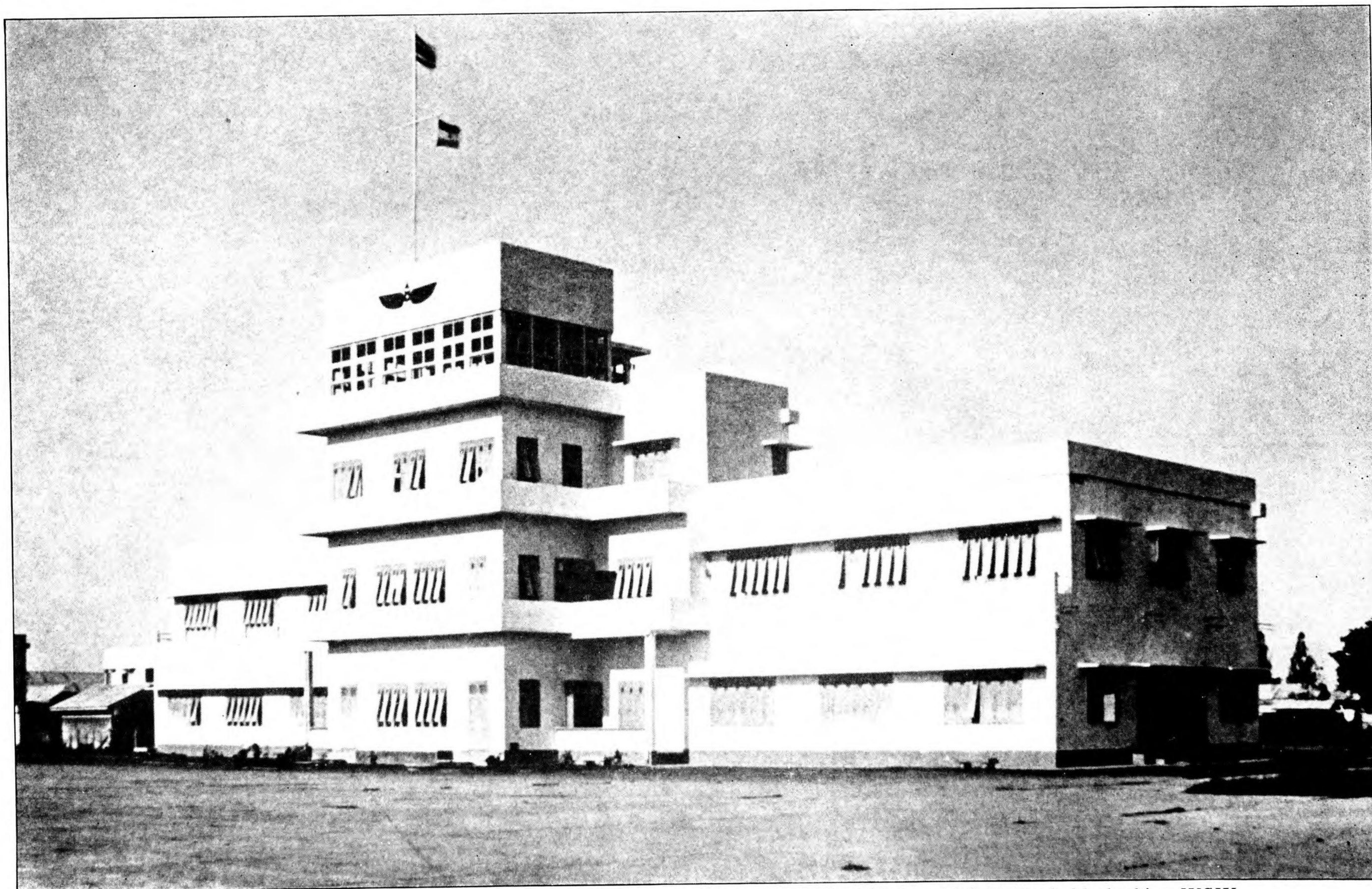


PHOTO B . . . Bangkok TARGET 6 control tower and army administration at Don Muang Airfield. Probably looking WSW.

3574—P-1—Thailand—2-2-43—Final Proof



PHOTO C ... Bangkok TARGET 6 Don Muang Airfield, looking approx N.



PHOTO D ... Bangkok TARGET 6 Don Muang Airfield, west side. Direction unknown.

3574—P-3—Thailand—2-2-43—Final Proof

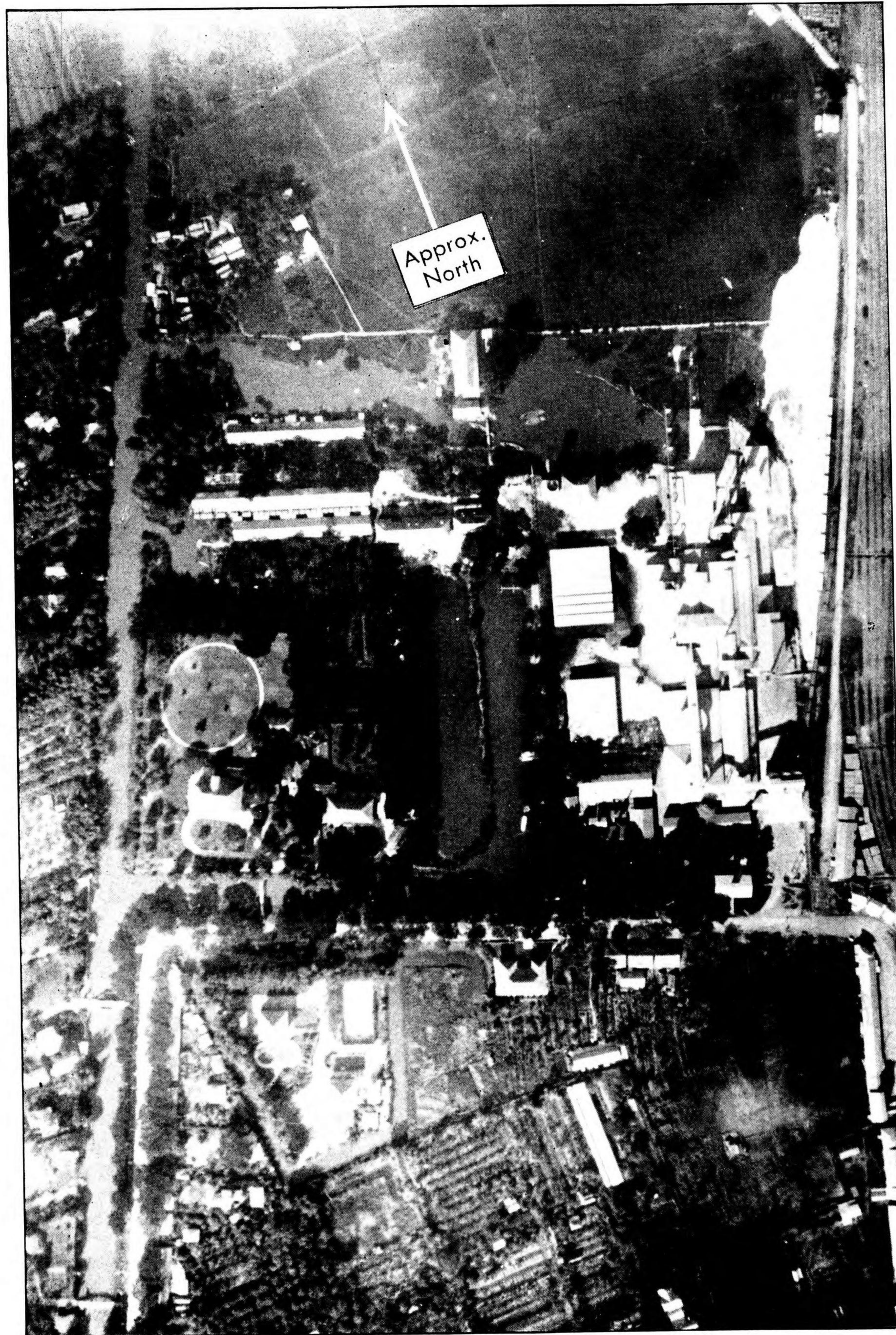


PHOTO E... Bangkok City TARGET 59 Thai Cement Plant, looking N.

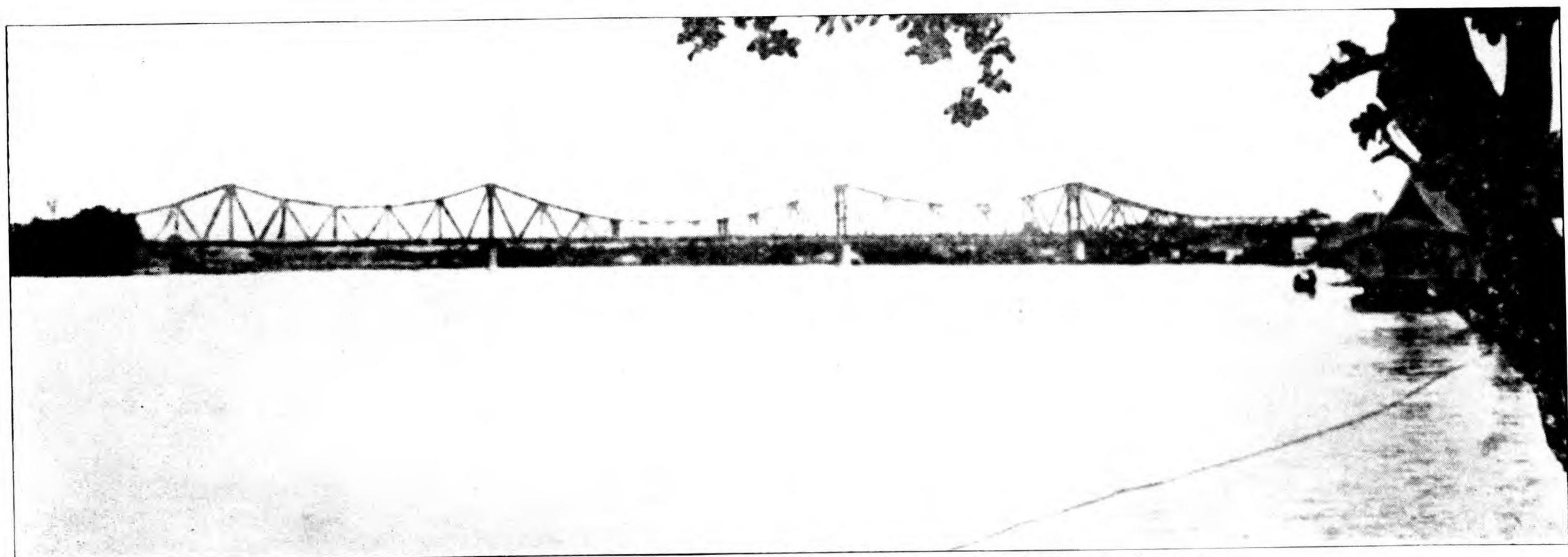


PHOTO F... Bangkok City TARGET 45 Rama VI Bridge, direction unknown.

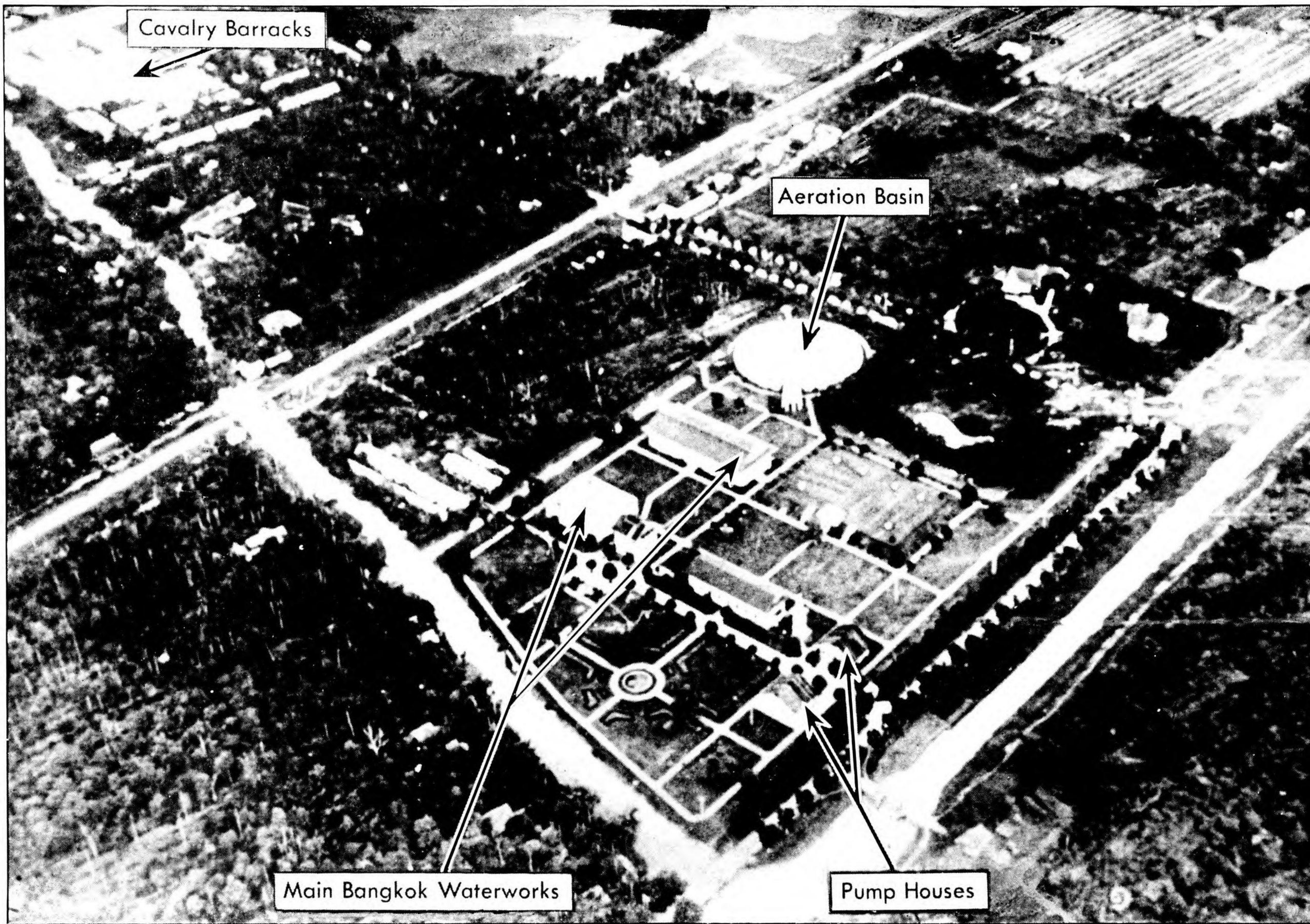


PHOTO G . . . Bangkok City TARGET 62 Main Waterworks, looking NNW.



PHOTO H . . . Bangkok City Phya Thai Palace west of Phya Thai Radio Station TARGET 35 looking E.

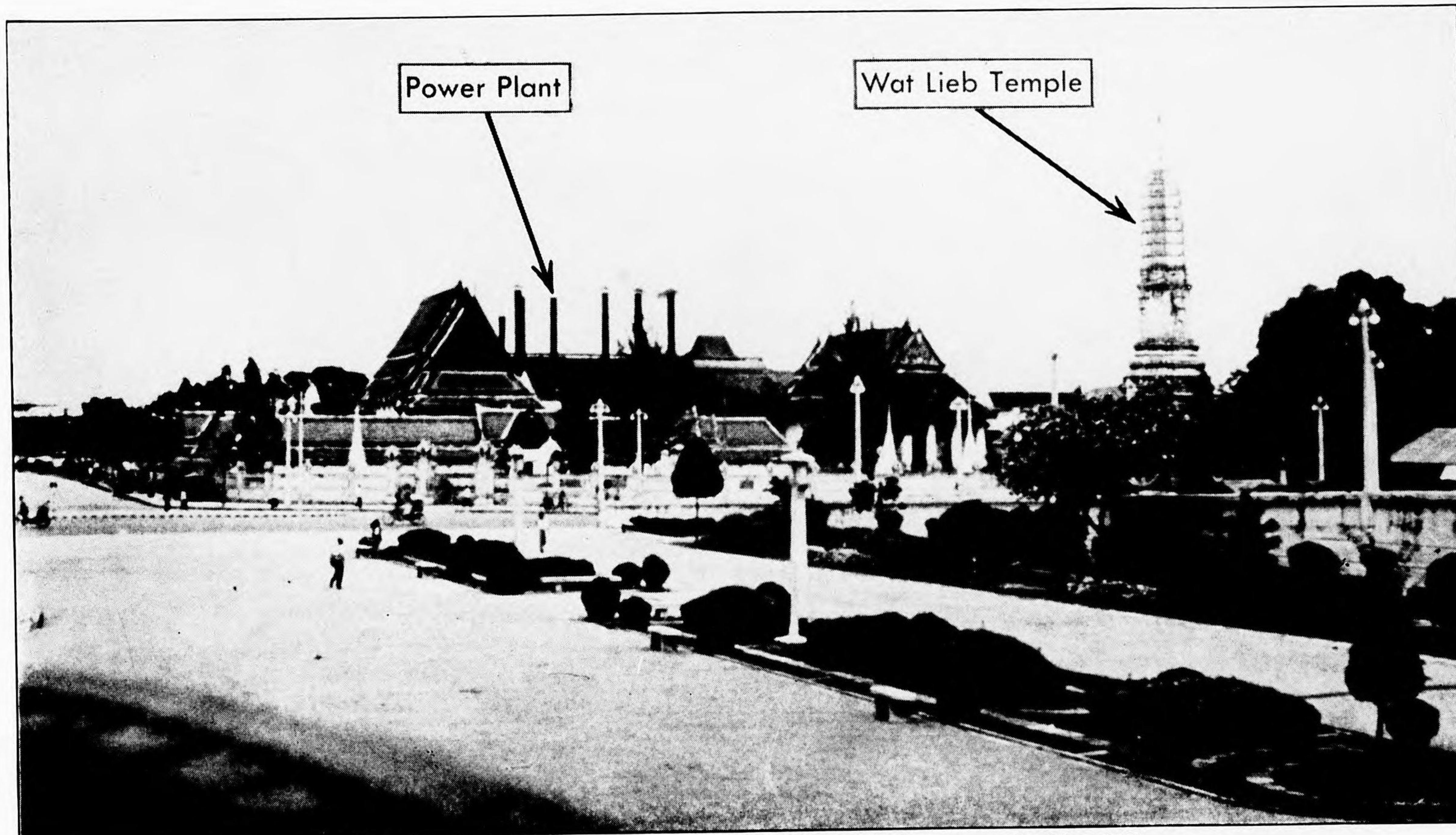


PHOTO I... Bangkok City TARGET 26 Thai Electric Company, looking NE.

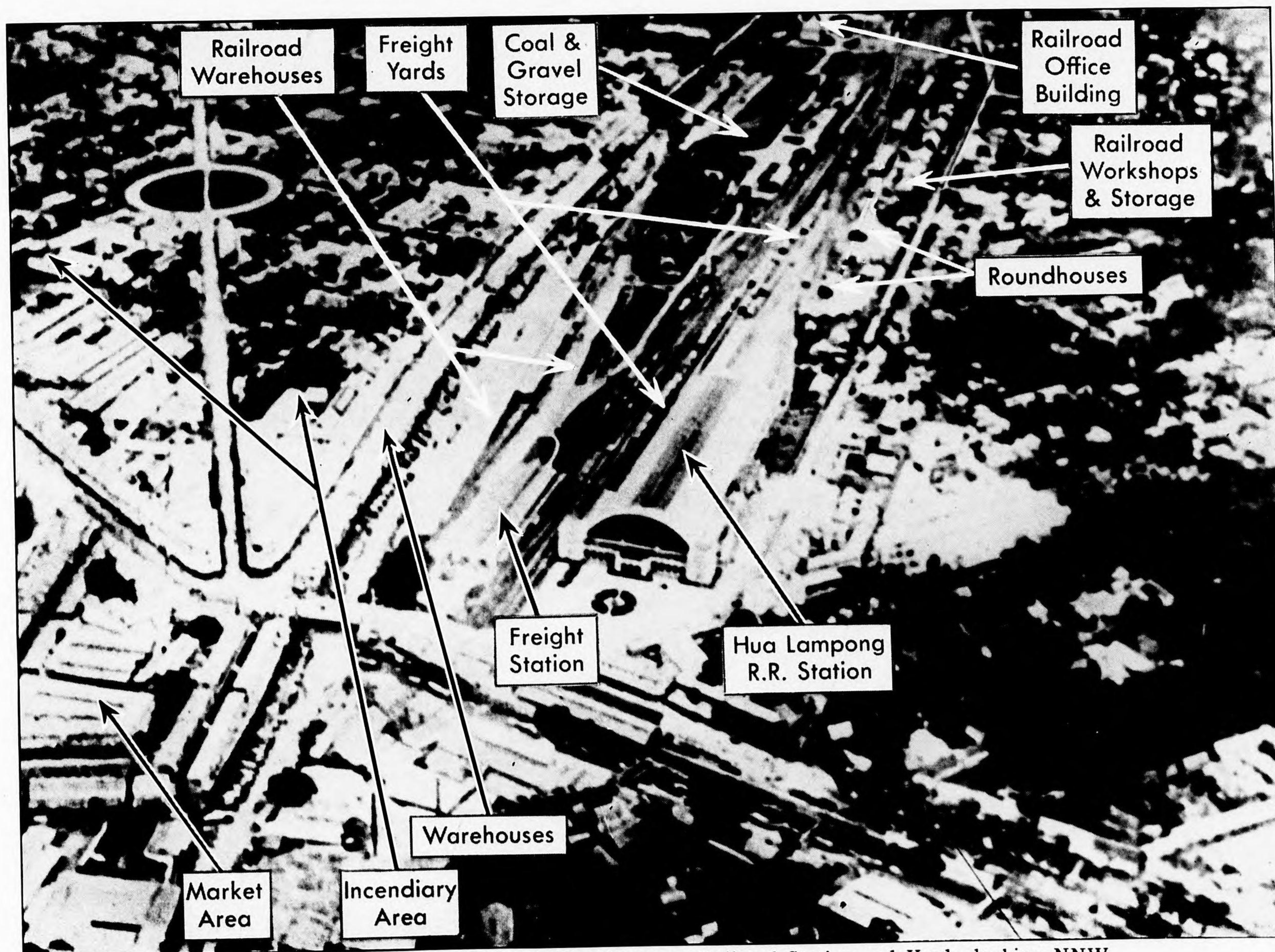


PHOTO J... Bangkok City TARGET 40 Hua Lampong Railroad Station and Yards, looking NNW.

3574-P-5-Thailand-2-2-43-Final Proof

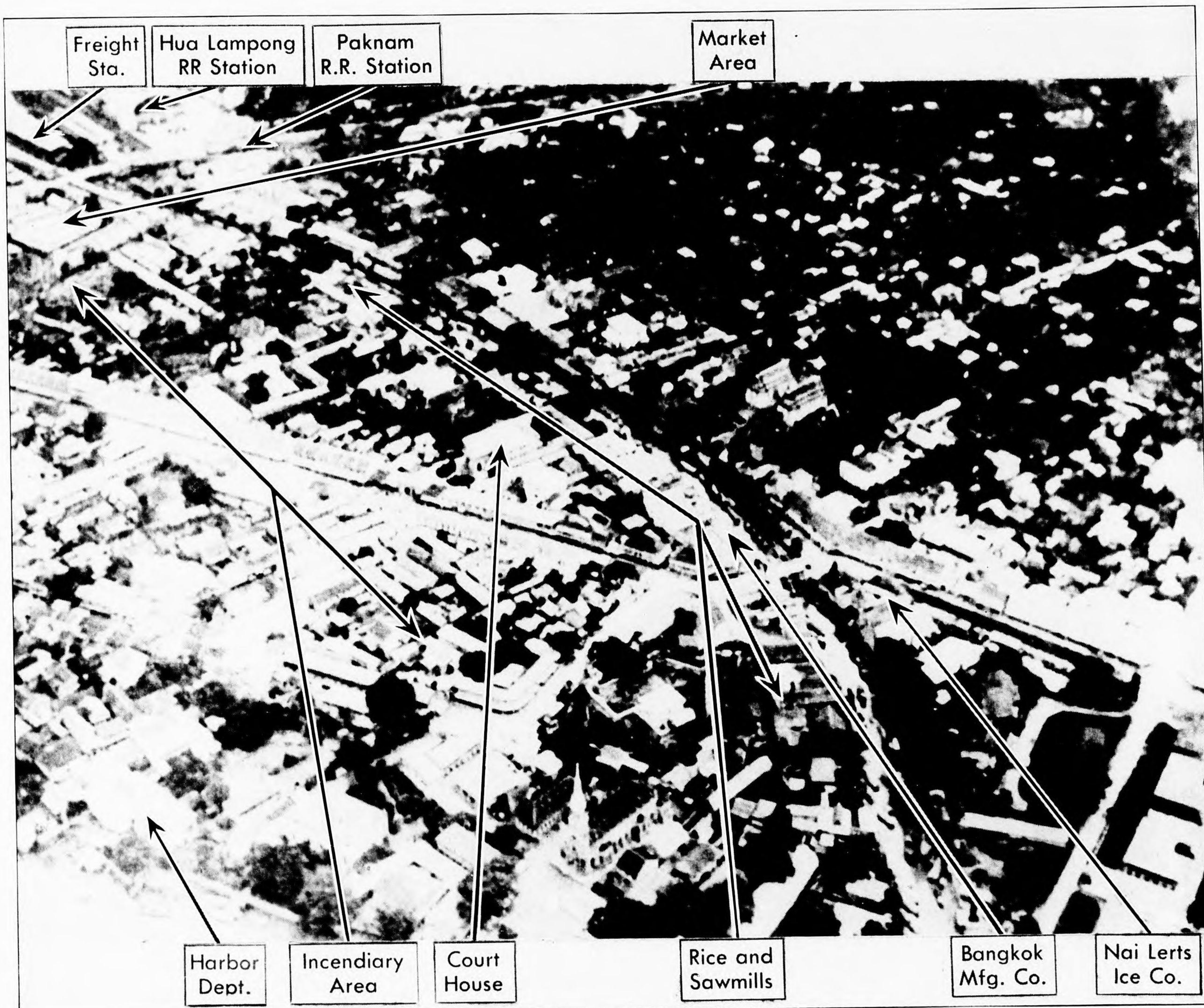


PHOTO K... Bangkok City TARGET 40 Bangkok near Hua Lampong Railroad Station, looking NW.



PHOTO L... Bangkok City TARGET 61 Memorial Bridge, looking S.

3574-P-6-Thailand-2-2-43-Final Proof

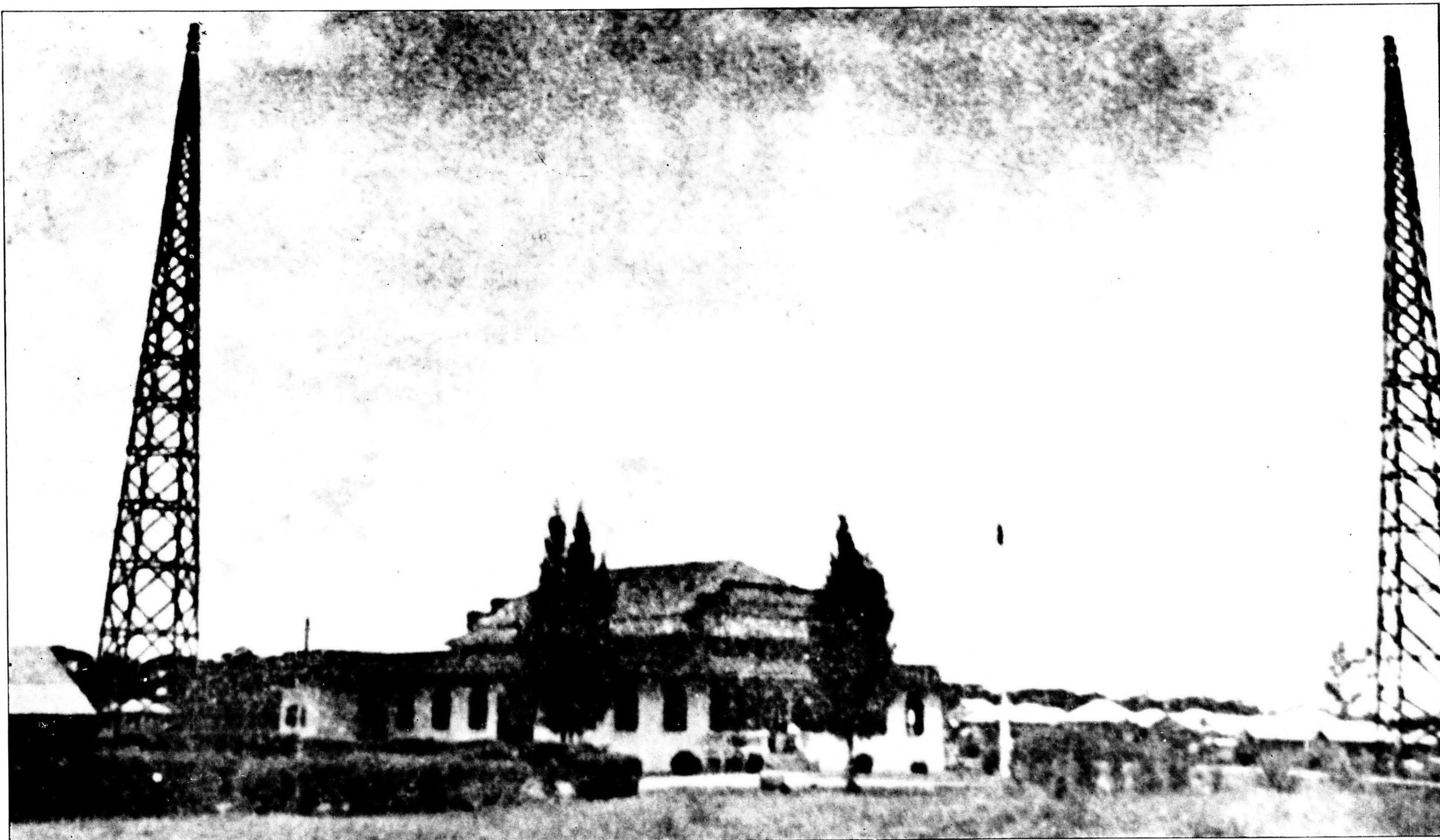
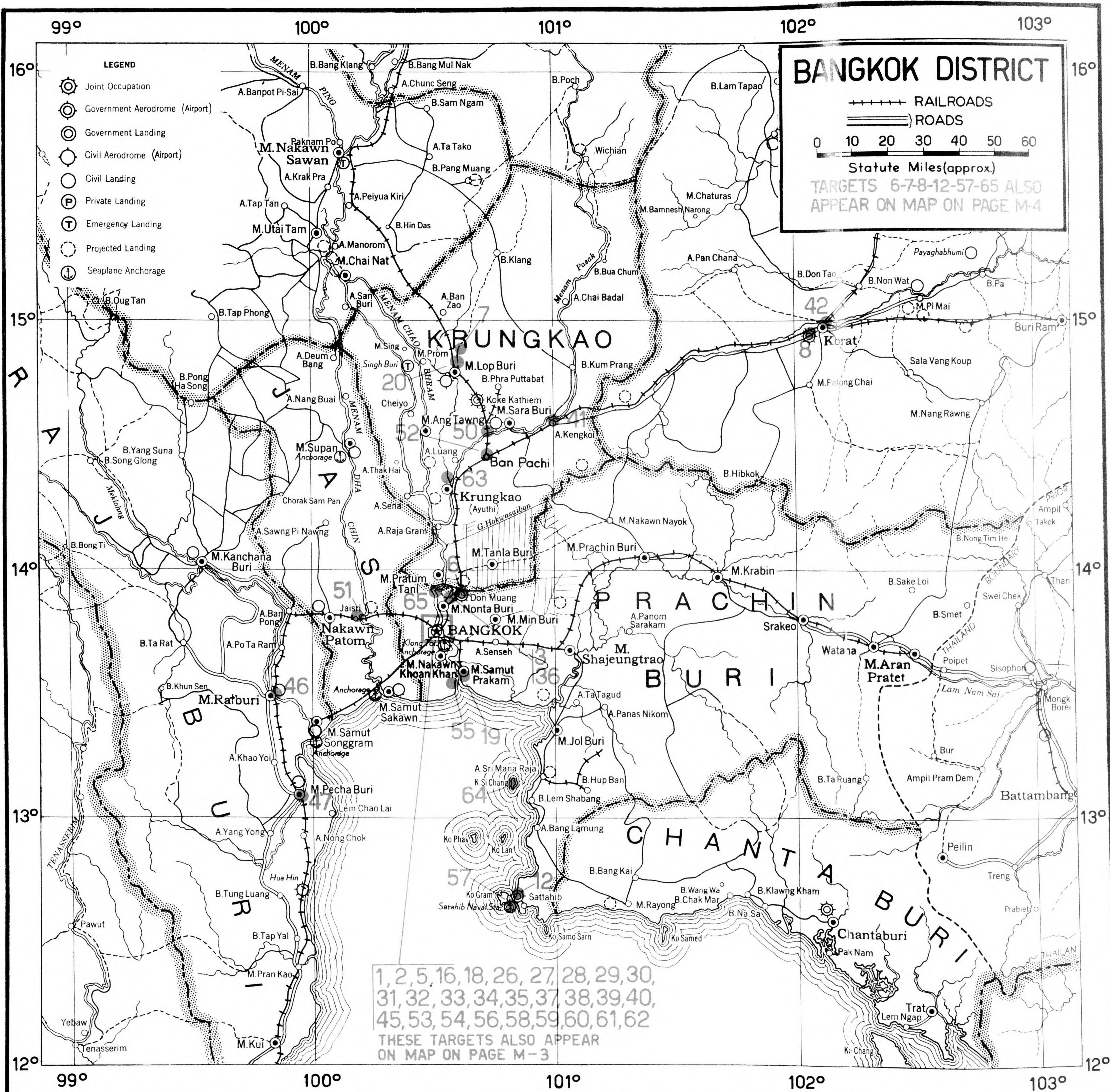
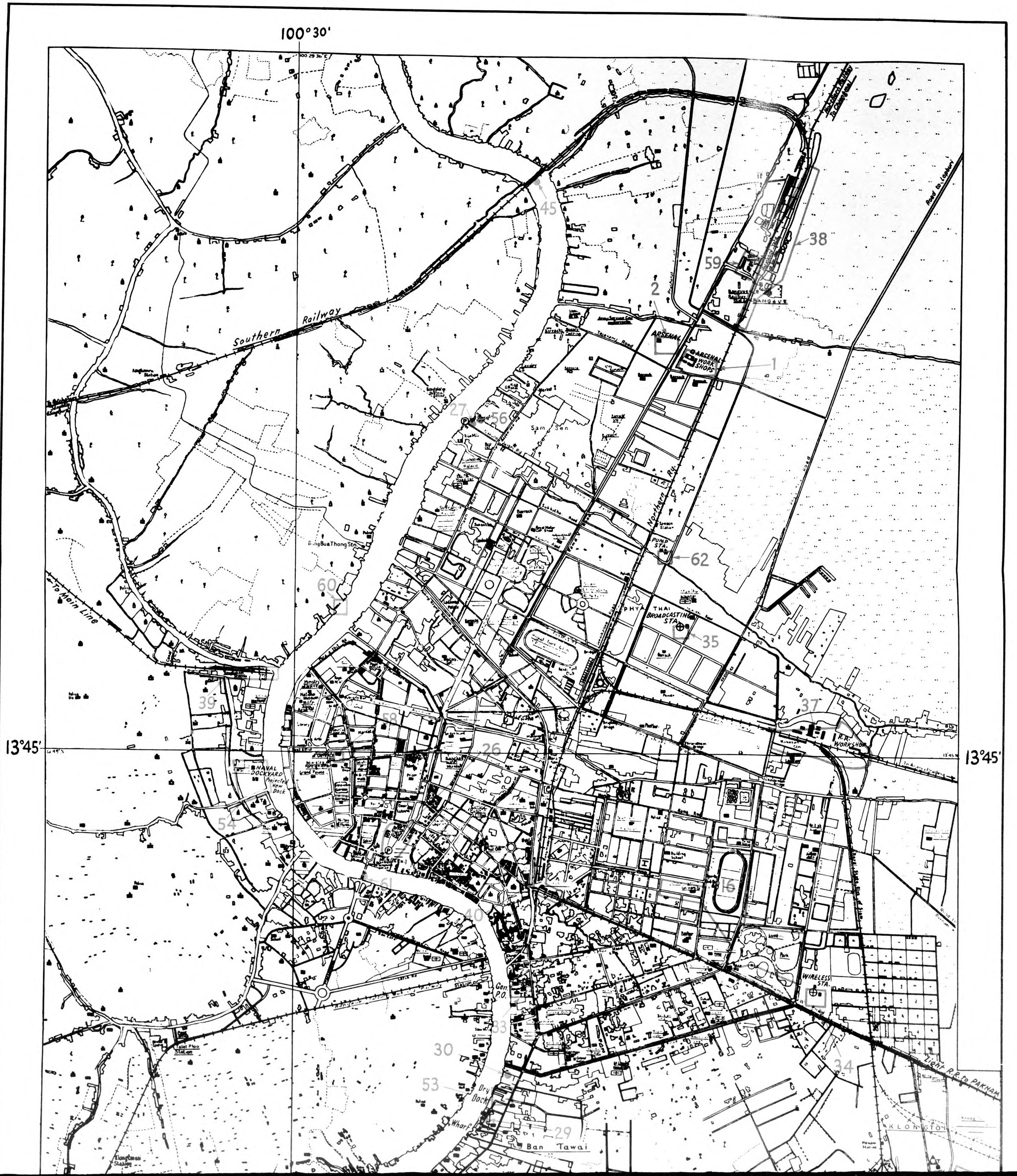


PHOTO M . . . Bangkok City **TARGET 34** Saladeng Radio Station and Towers, direction unknown.

3574-P-7-Thailand-2-2-43-Final Proof

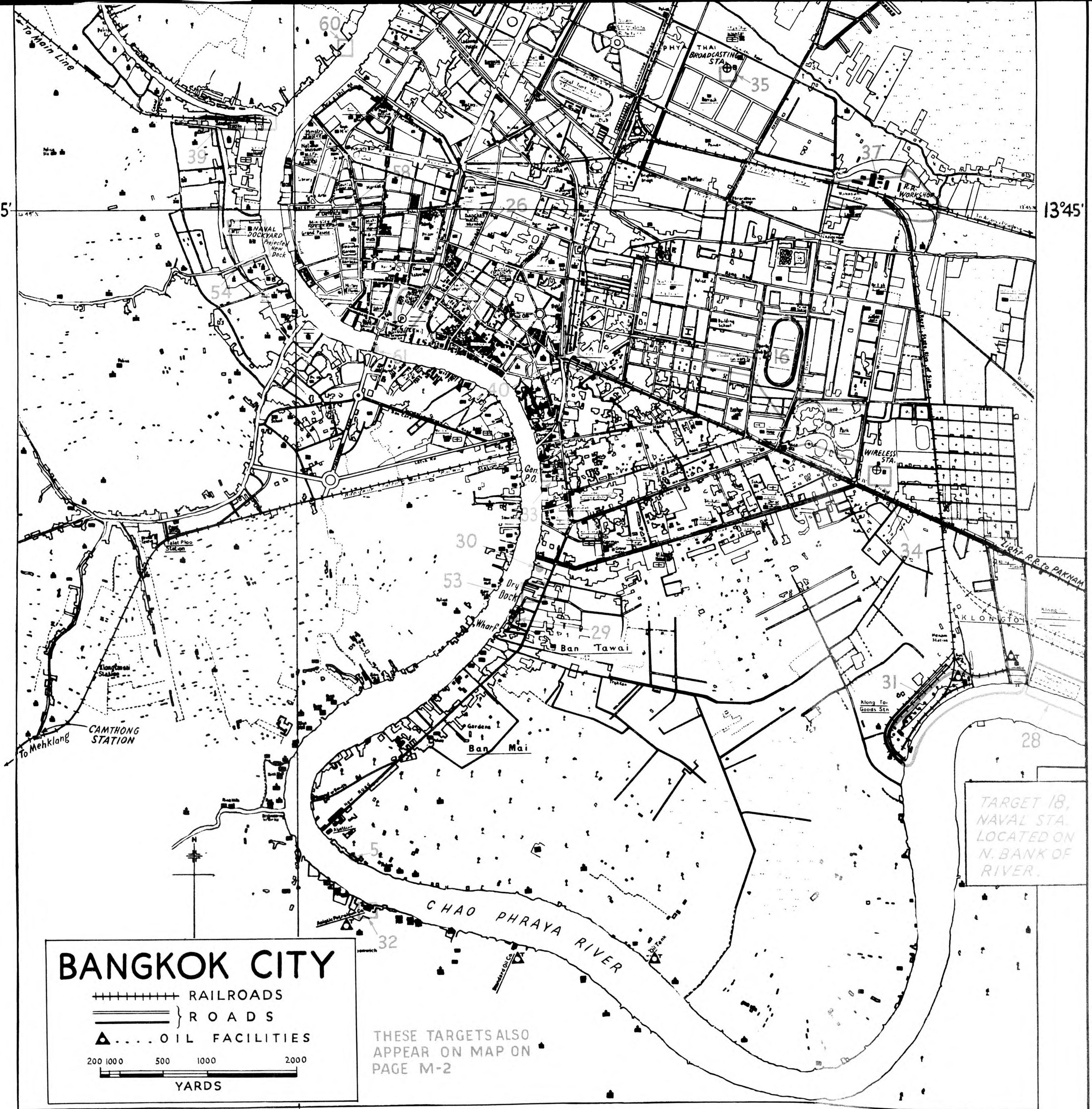






13°45'

13°45'



BANGKOK CITY

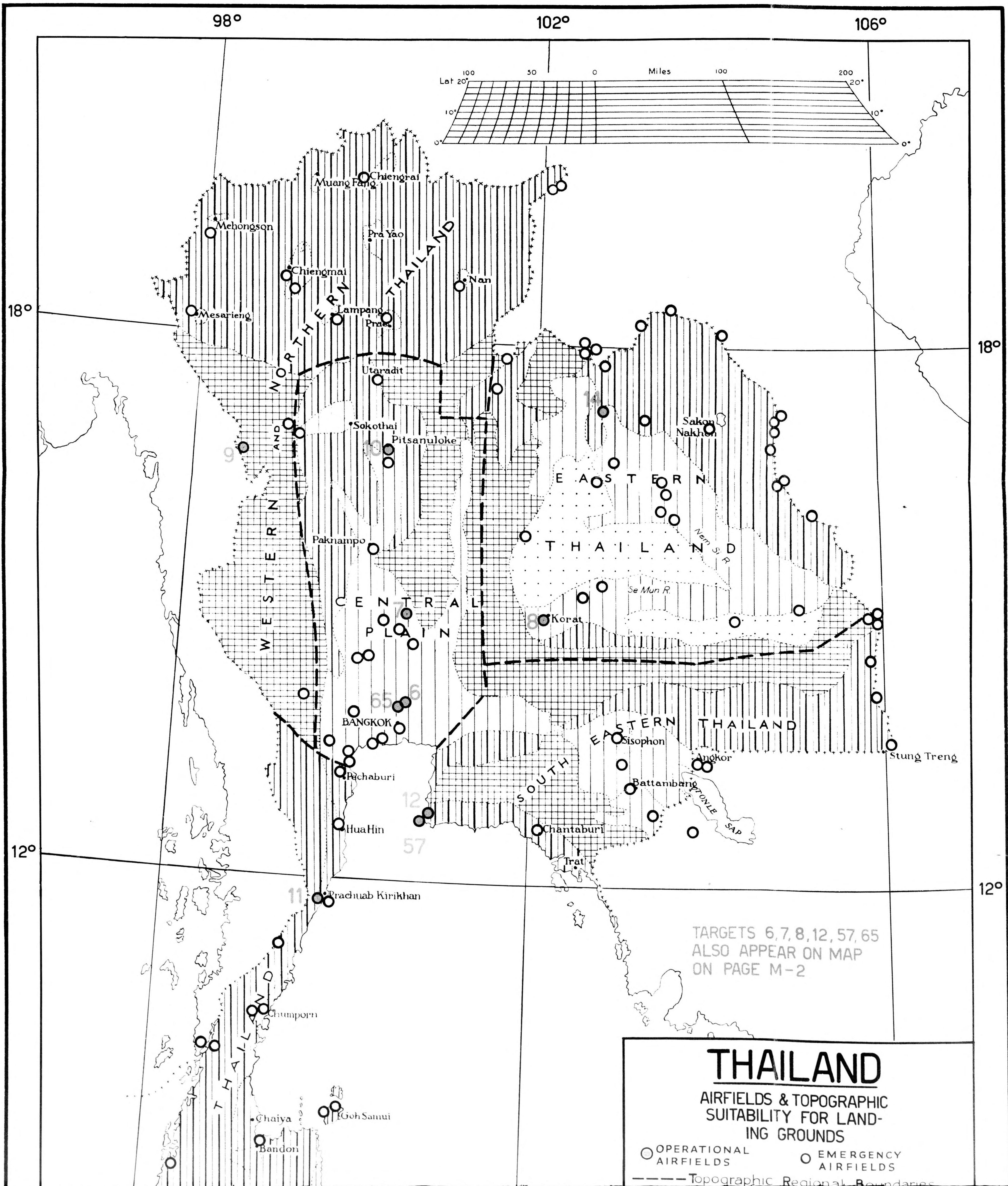
+-----+ RAILROADS
 =-----= } ROADS
 ▲..... OIL FACILITIES

200 1000 500 1000 2000
 YARDS

THESE TARGETS ALSO
 APPEAR ON MAP ON
 PAGE M-2

TARGET 18,
 NAVAL STA.
 LOCATED ON
 N. BANK OF
 RIVER.

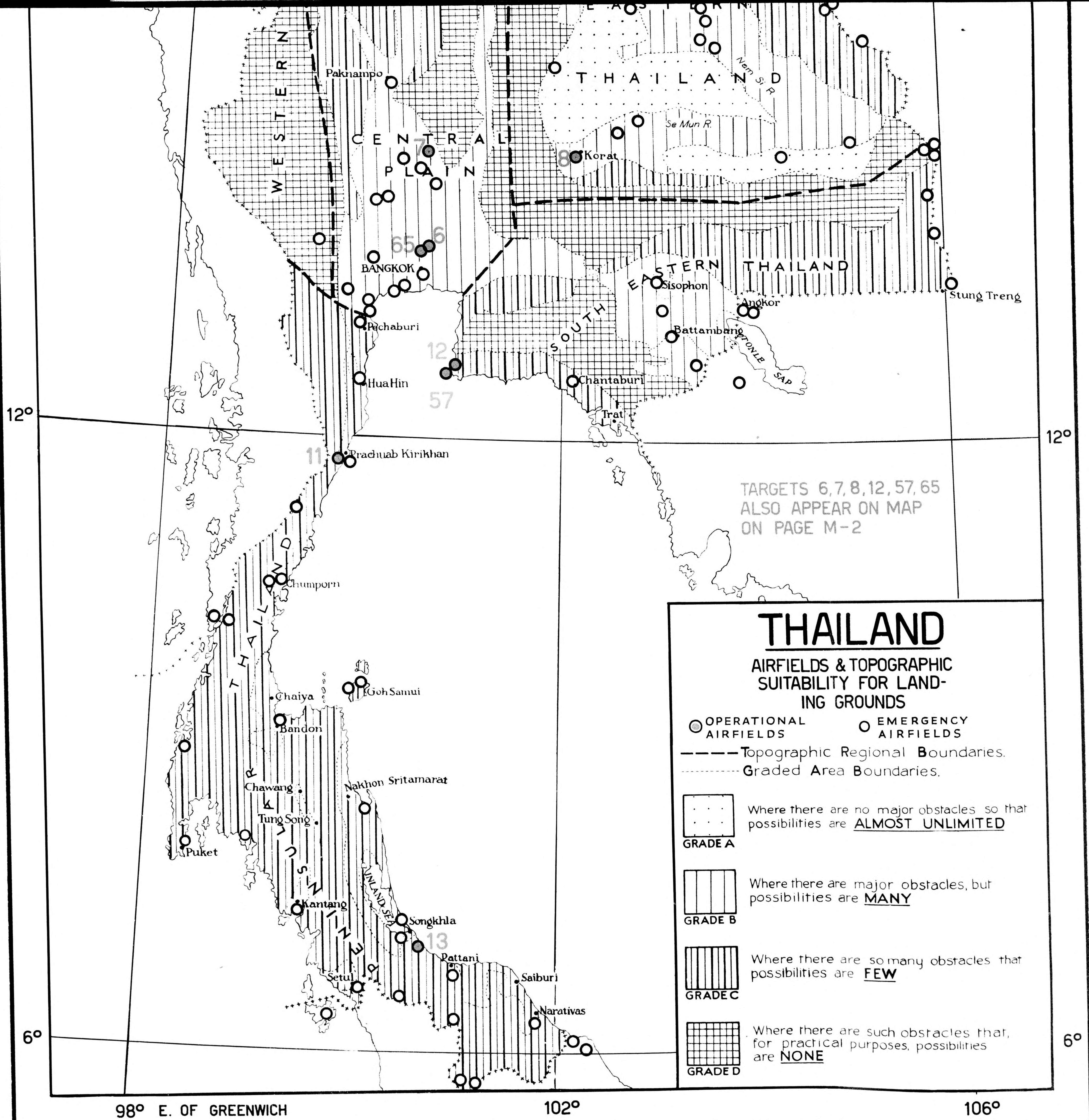
100°30'



THAILAND

AIRFIELDS & TOPOGRAPHIC
SUITABILITY FOR LAND-
ING GROUNDS

- OPERATIONAL AIRFIELDS
- EMERGENCY AIRFIELDS
- Topographic Regional Boundaries



TARGETS 6, 7, 8, 12, 57, 65
 ALSO APPEAR ON MAP
 ON PAGE M-2

98° E. OF GREENWICH

102°

106°