

Tanjong Pagar Railway Station

A History In Remembrance



1932-2011



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A lot of memories have been etched spanning a decade of KTM service through Singapore. Before the completion of Johor-Singapore Causeway, the railway line operated two ferry-boats, the Singapore and the Johore, which brought rail passengers across the Johor Straits. In 1900, Singapore- Kranji line begins covering the section from Tank Road to Bukit Timah. This was completed in 1903 which later extended to Woodlands.

In 1906, an extension for goods train was opened connecting Tank Road Station to the dockyard going through People's Park. This later was extended to Pasir Panjang. With the extension, the stations along the railway line now consisted of Woodlands, Bukit Panjang, Bukit Timah, Holland Road, Cluny Road, Newton, Tank Road, Borneo Wharf and Pasir Panjang. The Tank Road station served as the only terminal for passenger trains until the completion of Tanjong Pagar Station. Along with the station, lodgings known as the Kelantan Flats along Kampung Bahru Road were constructed to house the workers for the Malayan Railway and the Malaysian Customs.

In 1923, the Causeway was completed making it possible for trains to finally cross the peninsula into Singapore land. The entry point of the train network from Malaysia begins at Woodlands via Johor-Singapore Causeway. Once Tanjong Pagar was officially opened in May 1932, the Tank Road line which stretched to Bukit Timah was closed and dismantled.

Publication of this book is a cumulative effort mostly from KTM Berhad staff. It marks the years of culmination of KTMB's employees' hard work, commitment and dedication in providing rail and good services in Singapore. It is also a nostalgic keepsake capturing and commemorating all the beautiful current and historical visual records of occurrences throughout the Federated Malay States Railway, then Malayan Railway and KTM Berhad's administration.

Dedication of this magnitude could not have materialised if not for the overwhelming support and assistance from all of KTMB's staff. Moments that make up these memories may have long gone, but we hope some are preserved through the publication of this book.

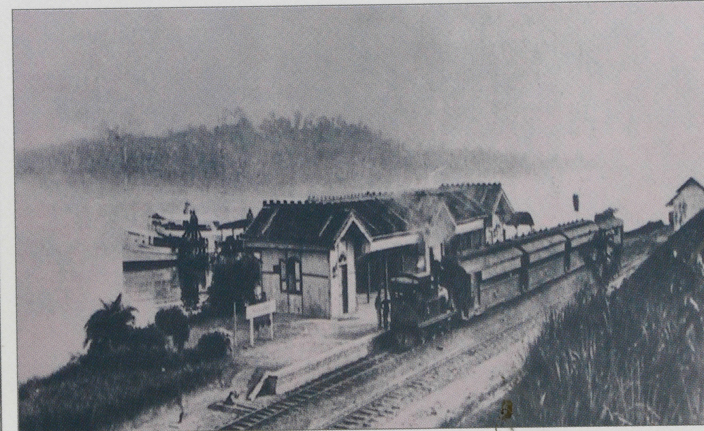
TANJONG PAGAR RAILWAY STATION



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a word from the chairman

It gives me great pleasure to trace briefly the history of the Railway Service in Singapore and the essence of which is captured in this commemorative book.

The Railway Service, which opened in 1885 from Taiping to Port Weld, with a seven and a half mile track has today span over 1,700 route kilometres from Padang Besar to Gemas in the North, Tumpat to Gemas in the East Coast and continuing on from Gemas to Singapore in the South with additional branch lines from Port Klang to Batu Caves, Skudai to Port of Tanjung Pelepas, Kempas to Pasir Gudang and Sungai Gadut to Tanjung Malim.

The Railway Service in Singapore, though only 26 kilometres in length from Tanjung Pagar to the Johor Causeway, bears a great significance being a major terminus for passenger express trains and cargo services through its two warehouses in Singapore. Although sadden by the termination of service from Woodlands to Tanjong Pagar, I look forward to the next chapter of rail innovation between our two countries.

Special thanks to the Management and KTMB's personnel, especially those who have served the northern region line from Bukit Timah to Tanjong Pagar all these years and who now have to start a new beginning elsewhere.

My utmost gratitude to the committee who have worked tirelessly in the compilation of this nostalgic treasure, without which, this book would not have become a reality.

Thank you.

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It gives me great pleasure to trace briefly the history of the Railway Service in Singapore and the essence of which is captured in this commemorative book.

”



**YB Dato' Sri Ir.
Mohd Zin bin Mohamed**

A History In Remembrance

a message

from the president

It has been a truly wonderful and a history in remembrance looking back at the Railway Service in Singapore.

From its beginnings with the first Railway Station in Tank Road located at the Southern tip of Singapore Island, this old station made way for the new Singapore Railway Station, constructed in 1932 under the Singapore Deviation line. The new railway station is a beautiful yet historical landmark of the railway service being the only station building in the KTM service to still don the Federated Malay States Railway (FMSR) logo.

An interesting and unique feature which encapsulates the Malayan Culture is exhibited in the waiting hall of the station with murals depicting the various races and their key economic and livelihood activities. The station building architecture is also unique with features of a Finnish design and resembling the Helsinki Central Station.

For KTMB, leaving Tanjong Pagar Railway Station (TPRS) and Bukit Timah Railway Station (BTRS) in Singapore is a great loss to our revenue and repertoire. These stations have provided long years of service to the people, economy and the two nations. I take this opportunity to thank the dedicated Railwaymen who have served the country in general and the Singapore Railway Service in particular with great distinction. We take pride of their blood, sweat and tears through years of dedication and commitment.

My warmest thanks also goes to the Prime Minister's office, Ministry of Finance, Ministry of Transport, Ministry of Foreign Affairs, Ministry of Tourism, Ministry of Culture, Arts and Heritage for their invaluable support to KTMB's management in the resolution of the TPRS & BTRS.

Thank you.

“ It has been a truly wonderful experience and history in remembrance when looking back at the Railway Service in Singapore.,,”



Dr Aminuddin Adnan

A History In Remembrance

Milestone

1899	:	Sir Cecil Clementi Smith plans raised during the 1889 Legislative Council Meeting to build a railway line through Singapore primarily to service the New Harbour was approved.
1896	:	The creation of the Federated Malay States Railway, followed by the joining up of the initial four major lines built.
16 April 1900	:	Cutting ceremony of the first sod for the Singapore-Kranji Railway line.
1 Jan 1903	:	The Singapore-Kranji Railway line was completed. The section from Tank Road to Bukit Timah was opened consisting of four stations along the line: Singapore, Newton, Cluny and Bukit Timah.
10 Apr 1903	:	The Woodlands extension was completed. The first passenger trains began transporting travellers to Bukit Timah Station. Soon after, work began on an extension of the railway line to the wharves.
1906/ 1907	:	An extension for goods trains was opened connecting Tank Road Station to the dockyard going through People's Park area. Before leaving Singapore, there would be slowdowns at Bukit Timah and Kranji for manual exchange of tokens.
21 Jan 1907	:	The extension to Pasir Panjang was completed. With the extension, the stations along the railway line now consisted of Woodlands, Bukit Panjang, Bukit Timah, Holland Road, Cluny Road, Newton, Tank Road, Borneo Wharf and Pasir Panjang.
1909	:	The Johore Railway was completed delivering most of the surface mail from central and western Peninsular Malaya due for Singapore.
1 Jul 1918	:	Singapore was linked to Bangkok through the launch of a train service with the mail service using this line commencing on 1 November of the same year.
1918	:	The properties and estates previously under the Singapore Railway were sold to the Government of the Federated Malay States for \$4,136,000 and the railway renamed the Federated Malay States Railway (F. M. S. R.).
1920s	:	Steam engines cease running on the FMS Railway tracks.
17 Sep 1923	:	The first goods train traveled via the causeway although the Causeway would officially be opened only a year later.
1 Oct 1923	:	The first passenger train traveled via the causeway.
19 March 1930	:	Holland Road station was closed
30 April 1932	:	FMSR announced Tank Road, Newton, Cluny and Bukit Timah (old) Railway stations would be closed permanently on the night of 2 May 1932.

2 May 1932	:	The Tanjong Pagar Station was officially opened by Sir Cecil Clementi. The building was designed by D.S. Petrovich of Finland, and built by Swan & McLaren.
1936/1937	:	The Tank Road to Bukit Timah line and Pasir Panjang was dismantled.
1948	:	The Malayan Railway Ordinance saw railways previously managed by the states under FMS Railway, now managed under the Malayan Railway Administration. This was later to become Keretapi Tanah Melayu (KTM) Berhad.
11 Nov 1965	:	A six mile-long branch was added to the Singapore line, spanning into the new Jurong industrial estate and Bukit Timah. However, the line did not see extensive use and has since been abandoned
1 Aug 1992	:	KTM Berhad was corporatised under the Malaysian Railway Act of 1991 although it remains wholly-owned by the Malaysian government
Sep 1993	:	The Eastern Oriental-Express becomes the first train service to take passengers from Singapore and Kuala Lumpur to Bangkok.
1998	:	Singaporean CIQ ceased operating in Tanjong Pagar and moved to Woodlands Train Checkpoint (WTCP), leaving only Malaysian CIQ
2010	:	Malaysia agree to move and terminate KTM train operation at Woodlands, the entry point from the Causeway into Singapore from 1 July 2011.



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