

KTM Sentul Station DOES connect to KLPac

Contributed by Administrator
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Being a natural drama queen, I sent my daughter to an acting course at Actors' Studio's KL Performing Arts Centre (KLPAC) in Sentul. KLPac and the surrounding park, was developed by YTL from the train yards built first by the English colonial government then handed over to KTM, I believe.

As such, the Sentul station lies right next to KLPac and I would be darned if you couldn't connect the two (see map below).

[View Walkable KL in a larger map](#)

Now while this may not be entirely official (in fact if you can make out the red signs in the picture which suggest shooting upon sight below, it looks downright scary), rest assured that it's pretty customary. See I'd noticed a few people walking in and out of this gateway within the KLPac grounds and they confirmed that one could easily walk to the Sentul station through that gate. If you are driving in from the main entrance (with the supersize "HOME" letters), at the bit where the road skirts around a gorgeous old derelict building, it is the gate that with a sign pointing to the "EMU Depot".

At the gate there is a rudimentary checkpoint but at the time I used it, there was a very sweet policewoman who pointed the way for me to get to the station helpfully.

As you can see from the image above, you just walk down this road and you quickly see a staircase going up to the station. The fact this information hasn't really made its way online could be down to the possibility that station is pretty new. Indeed this futuristic lookin building suggestive of a spaceship but also corrugated zinc looks new.

Walking into the station proper actually reveals a very capacious hallway (though which funnily enough doesn't seem to have much function as a space) -- "Wow, nice station," is what my daughter said. This was followed by very spick and span ticketing counters and ticket vending machines. How much is the ticket from Sentul station to KL Sentral? RM1!! Take it and run!

Down next to the platforms which were airy and clean with comfortable seating. I was lucky enough to have to wait only 12 minutes for my train to KL Sentral, though actual train frequencies at this station seemed to be one train every half hour (every 20 and 50 minutes past the hour).

When the train arrived, I was intrigued to see that KTM Komuter had come out with the "Koc Wanita" before RapidKL's much trumpeted "Bas Wanita". I personally do feel that it's a bit paternalistic, patronising and archaic to segregate the sexes. That didn't stop me from jumping into the coach adorned with much pink iconography however and I have to say, it was rather comfortable and sweet to share the coach with my fairer sex friends. Hopefully less exposure to male sweat and cooties that way...

The ride itself went very pleasantly, outside of that one stationery stop for a few minutes before a train junction. Otherwise, I love passing through the back yards of the city that one would never see traversing the well trodden highways, eg peeks at the river, views of which are usually boarded up from the road as well as an abundance of banana trees and verdant green that make you think you are back in the desa.

After about 15 minutes, we reached KL Sentral (after stops at Putra, Bank Negara and Kuala Lumpur's old KTM station). It was a quick hop up the escalators and feeding the ticket to get out the turnstiles, to get out into the hustle and bustle of KL Sentral station. Now I just needed to get a bus to Damansara Heights.

That however was going to be a less pleasant experience, of which you can read more in my article on taking RapidKL's Bus U83. That would seem to be the public transport in Klang Valley experience for you though -- a mixture of wonderful poetic moments of immersion within unknown places and people, as well as a frustrating despairing lack of service, communication, walkways as well as general care for our shared environment.