

This research is aimed to analyze five daily journey patterns of manufacturing labor in Phra Pradaeng Sanitary District including : the journey to work, to buy food, to buy daily goods, to buy special goods and the journey for recreation, in order to compare the differences among the distance covered in each journey pattern, and to analyze the relationship between the travel distance and population, composition in terms of sex, age, marital status and socio-economic composition as education background, income level, and residence ownership status.

According to the research, it is found that most of the daily journey patterns used by manufacturing labor in the journeys to work, to buy food and to buy daily goods cover a short distance, that is, less than one kilometer. The journey to buy special goods covers a medium range distance, that is, between 1 and 5 kilometers. The journey for recreation covers a long distance, that is, between 1 and 25 kilometers. However, the journey for recreation to the countryside covers more than 100 kilometers. Most long-distant journeys are done by bus, but short-distant journeys are done on foot; hence, there is no transportation cost. It is also found that, in accordance with Theory of Distance-Decay, the number of labor will decrease as the distance increases.

Each pattern of the journey covers different distances. The distance of the journey to buy food is the shortest, that is, one kilometer on the average. However, the journey to work which is expected, according to the research hypothesis, to be the shortest distance is actually of the medium range, that is, 5 kilometers on the average. Furthermore, according to the analysis of the relationship between the journey distance and population composition in terms of sex, age, marital status and socio-economic composition as educational background, income level as well as residence ownership status, it is found that there is no significant relationship between the journey distance and any population and socio-economic composition as mentioned above. Hence, the level of income is actually not related most to the journey of distance as expected, according to the research hypothesis.

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