

The Blue Haze Pows On The Burma Railway

The Burma-Thailand Railway of Death The Thailand-Burma Railway, 1942-1946 One Fourteenth of an Elephant Last Man Out The Thailand-Burma Railway, 1942-1946: Voluntary accounts Building the Death Railway Burma Railway Medicine No Mercy from the Japanese Death Railway A Life for Every Sleeper Burma Railway Across the Three Pagodas Pass The Burma Railway, Hellships and Coalmines The Death Railway Burma Railway Man Railroad to Burma The Burma-Thailand Railway The Death Railway From Shanghai to the Burma Railway The Death Railway E. R. Hall Paul H. Kratoska Ian Denys Peek H. Robert Charles Paul H. Kratoska Robert S. LaForte Geoffrey V. Gill John Wyatt Oralee Andriño Hugh V. Clarke Otto Kreeft Peter Davies Anthony Gilbert Carter Rod Beattie Charles Steel James Boyle Gavan McCormack Will de Bruijn Janssen Rory Laird Rod Beattie

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a memoir of life and death on the burma thailand railway four and a half days after being transported out of singapore in a steel goods train in october 1942 prisoner of war denys peek found himself in siam and a part of the labour force destined for the project that was later to be known as the thai burma death railway together with his brother ron and contingents from the australian and british armies and volunteer units among others denys spent the duration of the war in over fifteen different work and hospital camps on the railway where over 20 000 prisoners of war and uncounted slave labourers met their deaths

from june 1942 to october 1943 more than 100 000 allied pows who had been forced into slave labor by the japanese died building the infamous burma thailand death railway an undertaking immortalized in the film the bridge on the river kwai one of the few who survived was american marine h robert charles who describes the ordeal in vivid and harrowing detail in last man out the story mixes the unimaginable brutality of the camps with the inspiring courage of the men including a dutch colonial army doctor whose skill and knowledge of the medicinal value of wild jungle herbs saved the lives of hundreds of his fellow pows including the author

generosity amid the greatest cruelty building the death railway gives the american perspective on events that shocked the world

the death railway was very well named more correctly called the burma or thai burma railway it was a major project during allied far east imprisonment under the japanese over 60 000 prisoners worked on its construction the majority of whom were british and some 20 per cent died before release in 1945 working conditions were appalling the climate inhospitable and food supplies grossly inadequate making the pows terribly vulnerable to a plethora of tropical infections and syndromes of malnutrition no medical care was given by their japanese captors and it fell to the allied pow doctors and medical orderlies to treat the sick which they did with little in the way of medical equipment or drugs

by the laws of statistics john lowry should not be here today to tell his story he firmly believes that someone somewhere was looking after him during those four years examine the odds stacked against him and his readers will understand why he hold this view during the conflict in malaya and singapore his regiment lost two thirds of its men more than three hundred patients and staff in the alexandra military hospital were slaughtered by the japanese he was the only known survivor twenty six percent of british soldiers slaving on the burma railway died more than fifty men out of around six hundred died aboard the aaska maru and the hakasan maru many more did not manage to survive the harshest japanese winter of 1944 45 the coldest in japan since record began johns experiences make for the most compelling and graphic reading the courage endurance and resilience of men like him never ceases to amaze

allied pows experienced inhumane treatment and endured torture by japanese forces not only were the long days of the pows filled with harsh labor and punctuated by physical abuse but also the prisoners were provided with grossly inadequate food the daily food allotment typically included small portions of boiled rice and spoiled meat or fish rations were routinely contaminated with rat droppings and infested with maggots in addition there was a lack of potable water consequently the prisoners were malnourished dehydrated and predisposed to illness these factors compounded by the unsanitary conditions in the work camps and the tropical environment meant that disease was rampant dysentery and diarrhea were responsible for more than one third of all deaths on the railway other diseases included cholera malaria and tropical ulcers for anyone seeking information on the daily life of an ordinary british soldier as a pow of the japanese in ww2 working on the burma siam railway this is the right place for you

en beretning bl a ved hjælp af gamle fotografier om hvordan japanerne under 2 verdenskrig ved hjælp af krigsfanger byggede jernbanen mellem burma og thailand herunder også broen over floden kwai

this is a translation of the only known detailed account of the building of the notorious 262 mile long thai burma railway by one of the japanese professional engineers who was involved in its construction the author yoshihiko futamatsu provides an invaluable new source of historical and technical reference that complements the existing large body of literature in english on this subject futamatsu s memoir also includes wide ranging reflections on the course and conduct of his war as well as his

engineering and army experiences the thai burma railway took eighteen months to build and cost the lives of some 90 000 people mostly british australian dutch and american pows as well as great numbers of local labourers out of a total of over 200 000 including some 12 15 000 japanese who were engaged in the enterprise the three pagodas pass was located at the thai burma frontier across the three pagodas pass is edited and introduced by peter n davies who provides the back story to the publication of this book and the key people involved this is followed by translator ewart escritt s original introduction to his translation of futamatsu s memoir which also includes a detailed account of his own pow experiences as well as his reflections on the war and its outcomes many contemporary original drawings maps and photographs appear in the plate section

charles steel took part in two military disasters the fall of france and the dunkirk evacuation and the fall of singapore shortly before the latter he married louise within days of being captured by the japanese he began writing a weekly letter to his new bride as means of keeping in touch with her in his mind for the japanese forbade all writing of letters and diaries by the time he was liberated 3 1 2 years later he had written and hidden some 180 letters to which were added a further 20 post liberation letters part love letter part diary these unique letters intended for louise s eyes only describe the horror of working as a slave on the burma siam railway and in particular the construction of the famous bridge over the river kwai it is also an uplifting account of how man can rise above adversity and even secretly get back at his captors by means of creative accounting now we can share the appalling and inspiring experiences of this remarkable man

a 25 year old australian james boyle was one of thousands of prisoners of war who worked in inhuman conditions to build the thailand burma railway he was determined to record his experiences and those of his mates at the limits of human endurance

between november 1942 and october 1943 a force of about 60 000 prisoners of the imperial japanese army together with an even greater number of locally conscripted labourers was mobilized to construct a railway from kanchanaburi in thailand to thanbuzayat in burma many died in the construction process including 12 000 pows 2 800 of them australian they died from overwork beatings exhaustion and disease the result of their taskmasters cruelty survivors have carried the physical and psychological scars ever since the crimes committed in order to build the railway need to be understood in this book some of the australian survivors and distinguished japanese and australian historians attempt to come to a real understanding of what happened on the railway and why contributors include tom uren hugh v clarke and sir edward weary dunlop

original report of july 1947 by lt col k a warmenhoven who was appointed by the allies after wwii to report on and fully evaluate the thailand burma railway built using the prisoners of war as slave labourers of the japanese during wwii prior to the sale of the railway to thailand after the surrender of japan

a graphic record of one man s experience in an infamous pow camp during world war ii and how he survived being forced to build the death railway captured after fighting in the malayan campaign richard laird was incarcerated in changi before being drafted as slave labor with f force on the notorious burma railway he was one of

only 400 out of 1600 to survive songkurai no 2 camp despite disease and terrible hardship his moving memoir begins with a rare description of ex patiate life in 1930s shanghai with the sino japanese war raging around the european cantonments an additional dimension to his story is the developing relationship between the author and bobbie coupar patrick to whom he became engaged shortly before the fall of singapore bobbie s letters graphically described her dramatic escape to australia and work for force 136 they were reunited in colombo ceylon and their son has been instrumental in compiling this exceptional record three appendices round off this superb book including the official report on the hardships and losses suffered by f force a compelling story that deserves to be widely read firetrench

this book is an introduction to the tragic story of the thailand burma railway it includes original images of the railway under construction maps and diagrams showing the route of the railway drawings and sketches made by pow s charts describing the human cost of the railway and lists of the stations and camps

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