

The Blue Haze Pows On The Burma Railway

The Thailand-Burma Railway, 1942-1946
The Burma-Thailand Railway of Death
The Thailand-Burma Railway, 1942-1946: Voluntary accounts
Burma Railway Medicine
Building the Death Railway
One Fourteenth of an Elephant
A Life for Every Sleeper
The Camps of the Death Railway
The Burma Railway, Hellships and Coalmines
No Mercy from the Japanese
Death Railway
The Death Railway
Across the Three Pagodas Pass
River Kwai Railway
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A Traveler's Guide to the Burma Railway
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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

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

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

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

as the terrible conditions experienced by the british australian dutch and american pows in the building of railway linking buma and thailand became known as well as the appalling atrocities the men suffered at the hands of the japanese it was clear that an investigation would have to be undertaken before war trials began the japanese submitted their account of the building of the railway which is presented here what is also presented are the stories from the prisoners themselves from each of the camps telling in stark unflinching detail what really happened to them drawn entirely from first hand accounts a picture emerges of men being driven to very heavy manual labour without boots to protect their feet from injuries which resulted in tropical ulcers and the amputation of untreatable limbs with nothing but a wood saw of men dying of cholera in their hundreds of stinking maggot ridden open latrines and campgrounds covered in faeces from dysentery sufferers with virtually no medical equipment or medicines the allied medical officers faced an unwinnable battle to save the lives of men so weakened from hunger and unremitting work at times for eighteen hours a day they could not fight off the multiple diseases which were endemic in the depths of the thai and burmese jungles as more and more prisoners became ill the number available for work on the railway diminished but with orders to finish the railway ahead of time the japanese forced prisoners from their hospital beds out to work many of whom never returned when allied officers tried to intervene to protect their men they were subjected beating from the japanese and korean guards other brutal punishments sometimes fatal were handed out to the prisoners frequently for no accountable reason conditions were so intolerable some prisoners tried to escape only to die in the jungle or be recaptured and executed others simply gave up all hope and died quite literally of despair there were of course lighter moments amid the misery elephants were used to pull heavy logs when an extra load was added to that of one elephant the animal refused to move as the normal method adopted by the japanese with uncooperative prisoners was to give them a beating one of the guards hit the elephant the elephant roared and charged after him chasing the terrified guard into the river kwai and squirted water at him through his trunk through sheer determination in some cases or mere good fortune many men survived the horrors of the camps to tell the world of what was one of the most dreadful humanitarian disasters of the second world war this is their story

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

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

published to coincide with the 50th anniversary of the building of the burma siam railway this book examines the episode in its strategic logistic and manpower contexts its purposes planning construction and ultimate contribution to japan s overall strategy are assessed from the perspective not only of the japanese soldiers and the allied prisoners but also of the burmese and indian labourers whose plight has less frequently been considered

paperback edition of a history of the burma thailand railway first published in hardback in april 1993 which presents an overview of the experience from a variety of perspectives the prisoners of war the asian labour force the japanese engineer regiments and supporting administration includes references and an index the contributors include ex pows tom uren and the late sir edward weary dunlop a korean guard once sentenced to death as a war criminal and a japanese historian specialising in the history of japan s relationship with asia the editors are respectively professor of japanese history and a senior fellow in the research school of pacific studies anu mccormack s other publications include the japanese trajectory and nelson is the author of prisoners of war australians under nippon

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

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

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