

A BRIEF HISTORY OF THE THAILAND-BURMA RAILWAY

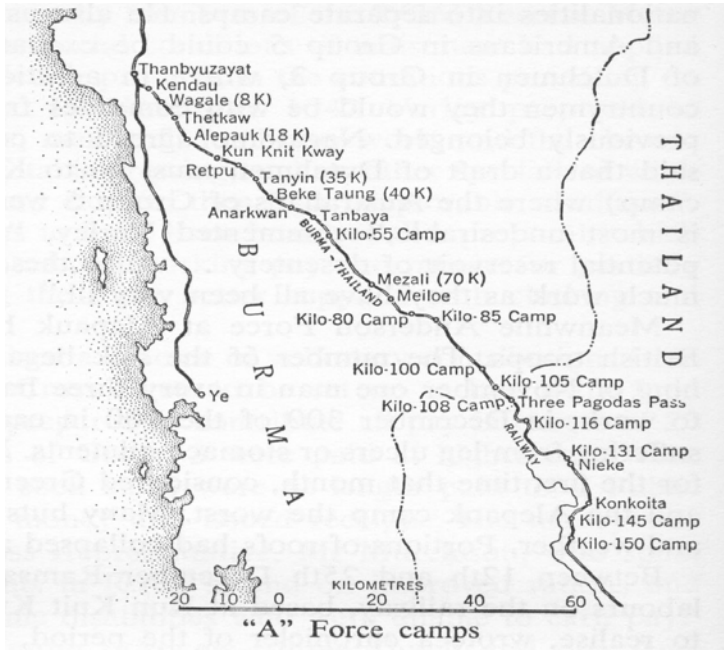
The idea of building a permanent rail link between Burma through Thailand to China was first raised in the 1880s by the British colonial authorities in Burma. The route considered was between Phitsanulok in northern Thailand (then the Kingdom of Siam) and Moulmein in Burma. However no investment was forthcoming and the idea was shelved.

As early as 1939, Japanese agents in Thailand were preparing the ground for the construction of the railway, once Japanese forces had taken control of South-East Asia. The railway was intended purely as a strategic military supply line for the movement of troops and equipment to the Burma Front, and ultimately for the invasion of India.

The Japanese had originally intended to use an Asian workforce to construct the railway, and indeed most of the railway labourers were from Burma, Java and Malaya - some 240,000 seems to be the most reliable estimate. However with the fall of Malaya, Singapore and Indonesia (then the Netherlands East Indies) in 1942, the occupying forces found themselves with a large number of prisoners of war, an event they had not planned for. What to do with these prisoners was a vexed question for the Japanese military administration for the first few weeks of their rule. It was then decided that these men - skilled, disciplined military personnel - were to be used to further the Japanese war effort.

Gradually the POWs were grouped into 'Forces' and sent to work on various projects. Some went to Japan to work in mines and construction gangs, others to Saigon to do dock work, and still others to various parts of the newly created 'Greater East Asian Co-Prosperity Sphere'.

The first group of POWs who were ultimately to work on the railway, were those of 'A Force'. These 3,000 men were sent by ship to from Singapore to various places in Burma to work on airfield construction. Later in 1942 these isolated groups were concentrated at Thanbyuzayat to begin work on the Burma end of the railway.



Construction began in June 1942 under the direction of the Imperial Japanese Army's 5th and 9th Railway Regiments. Gradually more forces were sent to Burma and Thailand; in total more than 60,000 prisoners of war were transported to the railway project during 1942-3. At the same time the 'Sweet Army' of labourers from Burma, ostensibly volunteers but many conscripted by the puppet.

Burmese's government, toiled on the construction work. Conditions in Malaya after the capitulation of the Allies caused the collapse of agricultural production, forcing many undernourished Malayan plantation workers - mostly of Tamil extraction - to volunteer for work on the railway, the terms being "Adollar and a pound of rice per day". Many went purely for the rice.



The 415km line linking the Thai and Burmese railway systems was constructed simultaneously from both ends, Thanbyuzyat in Burma and Nong Pladuk in Thailand. The appalling conditions for those working on the railway are well documented elsewhere. The numbers of deaths speak for themselves. Disease (particularly dysentery, malaria, beriberi and savage cholera epidemics), starvation rations, overwork, poor or no accommodation or sanitation, and the individual brutality of Japanese and Korean engineers and guards, took their inevitable toll. Over 13,000 prisoners of war perished during the period between late 1942 and late 1945. The numbers of deaths of the Asian labourers is harder to calculate; around 100,000 seem to be the most reliable figure. During the infamous 'speedo' period, July to October 1943, the desperation of the Japanese engineers to finish construction on time, under severe pressure from their superiors in Tokyo, meant that many men were forced to do grinding manual labour around the clock - 62 hours work out of 72 hours appears to be the record. Rest days were rare. This, combined with the first outbreak of cholera, caused the death toll to reach its peak during this time.

The Thai and Burmese sections of line were joined near Konkoita in October 1943. Actual construction took a mere sixteen months - some would say a remarkable engineering feat. After the line was completed all of the POWs were transferred from remote jungle camps to base camps and hospitals. Some, after recovery, formed new work parties destined for Japan, others returned to Singapore. A large number of POWs remained in the Thailand base camps until the end of the war.

The majority of the Asian labourers remained in the jungle camps to operate the railway under Japanese command, and to undertake maintenance work on the line. From time to time POW work parties were taken back onto the line to carry out maintenance work and

cut wood fuel for the locomotives. This work became crucial to the Japanese; the situation on the Burma Front was becoming critical for them and their vulnerability in the waters of the South China Sea meant that the railway was a vital supply route that had, at all costs, to remain operational. An average of six trains per day operated for the life of the line, well below original Japanese expectations but still a major contribution to their strength on the Burmese Front.

The railway continued to operate, with some interruptions, until the final victory of Allied forces in August 1945. Slowly the prisoners of war and Asian labourers were rehabilitated and returned home. Some former POW's remained in Thailand and Burma to recover their comrades from remote maintenance camps, and to work on grave recovery parties. The railway then fell into disuse through lack of maintenance, and in 1947 the line and rolling stock were sold to the Thai Government. The money being used for war reparations and to compensate those countries who lost rail stock to the Japanese. By 1957 the Thai government re-opened the section of line from Nong Pladuk to Nam Tok (known during wartime as Tha Sao), and this part of the railway still operates today. Much of the abandoned section has now been reclaimed by the jungle, but embankments, cuttings and bridge sites can still be found.

Rod Beattie has spent 10 years exploring and researching railway sites, and has built a Thailand Burma Railway Centre in Kanchanaburi kindly made available all his data for researching of this project.

DEATH RAIL WAY MOVEMENTS

Based upon report originally produced from comprehensive details compiled by Capt D. Nelson (SSVF) B.R.E on 23 Aug 45. It was printed in a booklet prepared by Lt Col T.R. Beaton (Retd) Australian Army after he had spent two years as Curator of the Hellfire Pass Museum (Dec 1999 - Dec 2001)

A brief description of the parties of prisoners who were sent to the Burma Thailand Railway. Some statistics on the terrible toll taken by conditions imposed by a ruthless enemy are as follows:

<u>Military</u>	# of POWs	Deaths
British	30,131	6,904
Dutch	17,990	2,782
Australian	13,004	2,802
American	686	131
Total	61,811	12,619
<u>Civilians</u>	# of Slaves	Deaths
Malaya	75,000	42,000
Burmese	90,000	40,000
Javanese	7,500	2,900
Singapore	5,200	500
Total	177,700	85,400

The above figures do not include the deaths of Railway workers moved to other locations and later died from treatment received while working on the railway.

Green, Ramsay & Anderson Forces and the British Battalion made up A Force under Brigadier Varley

Green Force under **Major Green** of the 2/4th Machine Gun Battalion. This force started work on the Railway on the 1st October 1943, and were the first of No 3 Group to work on the Railway.

Ramsay Force Arrived at the 26 Kilo Camp 20th December 1942 on the 18th March 1943 they moved to the 75 Kilo Camp, then to 105 Kilo Camp on the 22nd May 1943 where they were amalgamated with Black & Green Forces.

Anderson Force made up into Kumis of 50 men each, No 3 to 51,750 men Kumi 37 officers Kumi, 38 Warrant Officers Sergeants, arrived in Thanbyuzayat on the 5th October 1942. On 10th October only 70 marched to the first camp which was the 18-kilo camp ALEPAUK (Hlepauk). On the 3rd January 1943 this force moved to the 35-kilo camp Tanyin to join Williams Force, later became No 1 Mobile Force.

British Sumatra Battalion 498 British 2 Australians from Sumatra under Capt. Authored, including Australian surgeon Colonel Coates worked at the 18-kilo camp then joined the Americans under Capt Fitzsimmons, these were the only British prisoners working on the Burma end of the railway.

Java Parties

Williams Force under **Lt Col John Williams** CO. of the 22nd Pioneers made up of 884 men mainly 22 Pioneer Battalion, sailors of the Cruiser HMAS Perth. Arrived Thanbyuzayat late October 1942 and became part of 3 Group, moved to Tanyin 35 kilo camp first. Camp Commandant Lt Yamada was one of the best and tolerant Japanese Officers on the Railway who respected Col Williams, unfortunately he was later moved. The Medical Officer was Ear Nose & Throat Specialist Lt Col Eadie. In March 1943 with Anderson Force, moved back to the 26 Kilo camp Kunknikway, here they were to come under the control of the unpredictable and drunkard Lt Naito. On April 4th they commenced the work of laying the rails & sleepers through to where the two ends joined on 17th October 1943 known as No 1 Mobile Force. It should be noted that in all Australian camps on the Burma end of the Railway, Officers accompanied the men on the work parties and actively intervened to protect the men from punishment, often taking the bashing themselves. This was very much the rule in Williams and Anderson Forces where the Officers had won the respect of the men in action in Syria, Java & Malaya, Col Anderson won his Victoria Cross in the Malaya fighting.

Black Force **Lt Col Chris Black** included 610 Australians 190 Americans & 11 Dutch arrived Thanbyuzayat 30th October 1942 moved to 40 kilo camp Beke Taung Medical Officer was Australian Capt John Higgins, joined by Dutchman Dr Heikring In November the water supply failed and the force moved to the 26 kilo camp joining Ramsay Force, Padre Keith Matheson From the Cruiser HMAS Perth arrived to provide help for the sick.

No 1 Mobile Force From the 26 kilo point this group worked right through the wet season, staging through many of the camps laying the sleepers and rails also ballasting, hard and demanding work that took it's toll of men. Dr Rowley Richards the Force Doctor accompanied the group right through to where the two ends were joined in October 1943 his book "the Survival Factor" graphically tells the story.

All Dutch Force this force started work the 8 kilo camp Wagale, by the end of October 1942 it is estimated that 4600 Dutch POWs were working on the Burma end of the railway, believed to have come from Sumatra

No 5 Group From Java 456 Americans 335 Australians, 1159 Dutch, led by **American Lt Col Thorp** they left Singapore by train, 9th January 1943 at Penang they boarded the Hell Ship Moji Maru. 965 Dutch aboard the Nichimeï Maru also left Penang in the same convoy. On the 15th January the convoy was attacked by B24 Liberators, the Nichimeï Maru was sunk with the loss of 40 Dutch prisoners on the Moji Maru 25 prisoners were killed. On reaching Thanbyuzayat this group worked in the 18-kilo, 80-kilo and 100-kilo camps. The death rate of 24% for the group was made up of 322 Dutch, 28% 98 Americans 22% 54 Australians 14%

Dunlop Force under the command of **Lt Col Edward Dunlop** a noted Australian surgeon, 895 made up of 15 Officers 12 WOs and 868 ORs left Bandoeng, they were joined before boarding the ship by other prisoners, Australian mainly with 159 Dutch, departed from Batavia, in January 1943 first by Hellship USA Maru to Singapore then by rail to Non Buduc. They were the first Australians to arrive in Thailand; they were transported by trucks to Non Yu and later to Hintoek where they remained for the duration of the construction, working on a particular difficult section involving cuttings and embankments. In February Dunlop commanded a force of 183 prisoners including , 623 Dutch. Cholera also took a huge toll of this force with 66 deaths, 84 cholera victims recovered due to a miracle of ingenuity when a distilling plant was manufactured from stolen copper piping. The saline fluid was injected directly into the patients to replace the rapid dehydration caused by the cholera. Initially

Dunlop Force was housed at Hintoek Jungle camp later Hintoek River camp. The poem, "**Bamboo Jack**", written by John Wisecap tells the story in graphic detail

Java Party 5, 6, 8 & 9 Made up of 16 train loads each of 625 they departed from Singapore during January and February 1943, consisting of 8750 Dutch and 1250 other nationalities.

Java Party 3000 Consisting of 2831 Dutch and 169 other Nationalities left Singapore in 5 train lots of 650 on 13th to 17th April 1943

Thailand Parties from Singapore

First Mainland Party Under Major R.S. Sykes (later killed in air raid on 3rd December 1944) 3000 British left Singapore June 18, 20, 22, 24th 1942 their task initially was to build the housing camp at Non Buduc to house future work parties en route for up country. These troops were also

involved in building the railway through to Kanchanaburi, assisted by Thai workers.

K.L. Party 401 British POWs left Kuala Lumpur Malaya on the 14th October 1942 for Ban Pong.

Sime Road Party 2600 British left Singapore in four train lots departing on the 17th 18th 20th and 22nd October 1942 for Ban Pong. **Colonel Dosey** led one party, the fictional British Colonel in the movie Bridge on the River Kwai was supposed to be fashioned on Dosey however nothing could be more opposite. Dosey was the leader responsible for the Prisoners at Tamarkan that built the two bridges over the Kwai he was most respected both by his men and the Japanese. Dosey tread a fine line between protecting his men and cooperating with the enemy.

Y Party Left Singapore for Ban Pong 24th October 1942 commanded by Major P.S.F. Jackson R.A. made up of 650 British from Adam Park

Letter Parties X, W, V, U, T, S, R Lt Col C. Emmonson senior officer with six other Lt Colonels in charge of each letter Party, 4550 British seven lots of 650 departed Singapore on the 25th, 26, 27, 28, 29, 30 and 31st October 1942

Letter Parties Q, P, O, N, M, L. Lt Col D. R Thomas senior Officer with six other Lt Colonels traveling with each party, total number 3900 departed Singapore 1st, 2nd, 3rd, 4, 5 & 6th November 1942 the combined letter parties made up six separate train lots of 650

Singapore Parties

D Force Under joint command of British Lt Col G.G. Carpenter and Australian Lt Col Mc Eachern, 5000 POWs, 2780 British and 2220 Australian departed Changi 14th to 23rd March 1943 for Ban Pong The Australians were organised into three battalions, "S" "T" "U" commanded by Lt Col McEachern, Major E.J Quick and Capt Reg Newton This mixed force were spread over an area including Tarsao, Hintock, Konyu and Kinsayok and some worked on the notorious Hellfire Pass cutting

F Force 7000 prisoners under the command of British Lt Col S.W. Harris, with Lt Col Dillon leader of the British and Lt Col Kappe leader of the Australians, were sent by rail to Non Buduc during the latter part of April 1943. Made up of 3666 Australians and 3334 British they were to suffer the highest casualties of any group.

They remained under the control of the Malay Command, not the Thai-Burma Command so they suffered in the distribution of supplies. Another factor was the forced march of some 300 kilometres in shocking conditions to their work area near the Burma border. The final disaster on top of over work, poor rations, and diseases rife in the area was the cholera epidemic, which struck during the wet season. 637 of F Force succumbed to Cholera up to September, 193 Australians, 444 British, 10% of F Force. The final death toll for the British prisoners was 61.3% the Australians 29%. Of the 3336 British in F Force 2037 of them died, the Australians lost 1060 men.

H Force under British Lt Col H.R. Humphreys and Australian Lt Colonel Oakes the party of 3270 left Singapore in 6 train lots during the period 5th to the 17th May 1943 consisting of 1141 British, 670 Australians, 588 Dutch, 26 Americans, Malay Volunteers and Indians made up the rest. A unique feature of H Force was an Officers Party made up of 260 Officers who worked as labourers. A number H Force were sick before departure, the last work party to leave for the railway their death rate was extremely high, like F Force they remained under the control of Singapore Command and suffered accordingly Initially this group went to Tonchan Camp 139 Kilometres north of Non Pluduc. The Australians under Lt Colonel Oakes with Major Green 2/IC went to Konyu Camp 2 and worked on the Hellfire Pass Cutting, also the Three Tier Bridge, which took a deadly toll of the men. Living conditions were atrocious the only protection from the wet were 24 canvas tent flies (canvas sheets) The death rate in H Force was 27.4% or 885 of these 179 were Australians. Australian Medical Officers were Majors Ernie Marsden and Major Kevin Fagan. In August 1943 100 Australians were selected and force marched to Konkoita to join F Force on a cutting that was running behind time. The 26 Americans in H Force included 7 Merchant Navy Officers who were part of the Officers Work party in H. Force. 13 American prisoners initially worked on the Thailand end of the railway, on 5th May 1943, 19 American POW were sent up with H. Force, all were from the Thorpe's Java party who were left in Singapore through sickness. Led by their only NCO Clayton S Gordon of S Battery 131 Artillery, they marched the 140 kilometres from

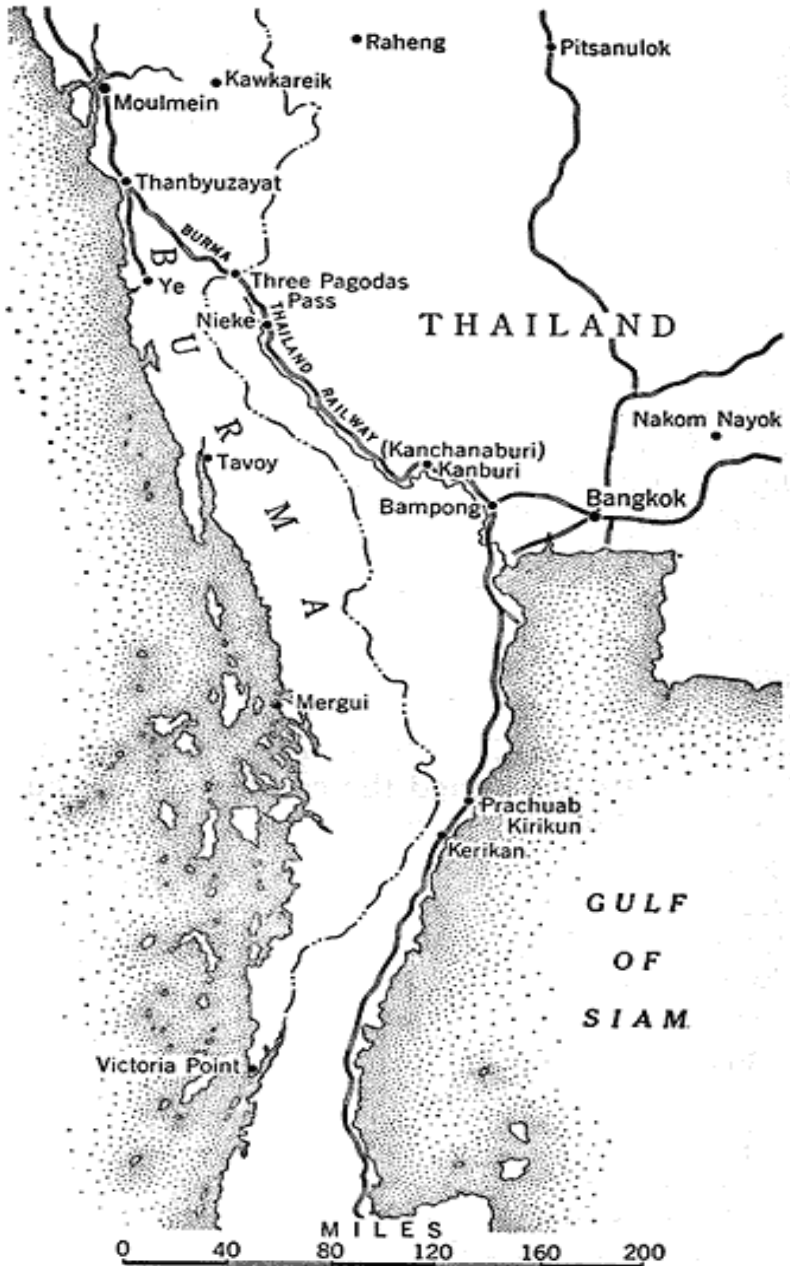
Ban Pong to Hintock Camp, 6 were too sick to continue and remained in Kanchanaburi. At Hintock Mountain Camp they worked on the notorious "Three Tier Bridge" at the 155 kilo point, four of this group died, John Wisecup a survivor from the USS Houston wrote the "**Bamboo Jack**"

"K" Force Another medical part left Singapore 25th June 1943 under British Major E.E.D Crawford, made up of 230 medical staff 163 British, 55 Australian 11 Dutch and another National

"L" Force a medical party left Singapore on the 24th August 1943 led by British Lt Col H.C.B. Bebson R.A.M.C. made up of 42 British and 73 Australians

Medical Party Made up of 28 Dutch and 2 other Nationalities left Singapore on the 7th February 1944 for Ban Pong. These people arrived four months after the railway Construction work was completed and were used to treat the sick prisoners.

MAP OF THE THAI - BURMA RAILWAY



Death Railway Camps MacPherson Naming Standards

CAMP SITE: 109 Moo 9 Tambon Thasao, Ampur Saiyoke, Kanchanaburi 70150
 BANGKOK OFFICE: 133/14 Ratchaprarop Rd., Makkeasaw, Rajthevi, Bangkok 10400
 Phone +66 (0) 2642 5497 = Fax. +66 (0) 22465679 = www.hintokcamp.com = info@riverkwaifloatel.com

(Developed by Neil MacPherson of Australia)

This naming convention, accepted by the **Center For Research, Allied POWS under The Japanese**, sets out the known details of the camps on the Burma Thailand Railway and makes allowances for the spelling differentials. Neil and Rod Beattie have worked to make this as accurate as possible. (Rod Beattie has worked diligently on this project for years and was instrumental in developing the Thailand-Burma Railway Center) For those who worked on the Burma end, the men used the distance from Base Thanbyuzayat as camp names. Example 35 Kilo Camp, MacPherson's first camp in Thailand, the tendency was to use the name of the nearest village, so the list below gives both name (Tanyin) and kilo (35) camp designation.

Last revision 29 Sept 2005

Burma Thailand Railway Camps Note Distances shown to nearest Kilometre

<u>Camps</u> thanbyuzayat	Distance from	<u>Note</u> Nong Pluduk
Thanbyuzayat	0	415 Base hospital camp.
Kandaw (4 Kilo)	5	410 Green Force commenced work 1 st October 1942, the first to start work on the Burma end
Wagale (8 Kilo)	8	406 Dutch Force first occupied Wagale
Thetkaw (14 kilo)	14	400 Captain Claude Anderson (SMO) wrote a report to the SMO "A" Force Lt Col Hamilton from here 31 st January 1943
Hlepauk (18 Kilo)	18	396 Anderson Force 10 th October 1942 to 1 st January 1943. No 5 Group from 40 kilo on 26 th January 1943 to March 1943.
Kunhnitkway (26 Kilo)	26	389 Ramsay Force 20 th December 1942 to the 18 th March 1943
Rephaw (30 Kilo)	30	385 After repeated bombings at Thanbyuzayat, 30 Kilo became

			Base Hospital for No3 Group, subject to strafing raids
Tanyin (35 Kilo)	35	380	Williams Force from Java (884 POWs) arrived October 1942. Joined by Anderson Force January 1943 to become No 1 Mobile Force
Betetaung (40 Kilo)	40	374	Black Force ex Java including 184 Americans arrived October 1942
Anankwin (45 Kilo)	45	370	No 1 Mobile Force moved here while laying the rails & sleepers before moving to 60 kilo camp
Thanbaya	50	365	<u>F' Force Hospital Camp.</u> 700 desperately sick were brought here from Thailand, of these 700 died in less than 6 months. Major Hunt a West Australian doctor worked tirelessly here with few drugs.
Khonkhan (55 Kilo)	55	360	Base hospital under renowned Australian Surgeon, Colonel Coates, he performed countless leg amputations on ulcer patients.
Taungzun (60 Kilo)	57	358	When No 1 Mobile Force arrived in May 1943 they had to bury dead Asians found in the huts, Cholera victims, this was the start of an cholera epidemic among POWs
Kami Mezali (65 Kilo)	65	350	3 Group head quarters
Mezali (70 Kilo)	69	346	No 1 Mobile Force moved here from the 60 kilo in July 1943 previously occupied by Burmese it was in a filthy condition with deep mud every where, a total clean up was needed before it could be occupied.
Meiloe (75 Kilo)	75	340	Black Green & Ramsay Forces arrived 18 th March 1943
Apalaine	80	337	No 5 Group late March 1943 No 1

(80 Kilo)			Mobile Force arrived in August No 5 Group were still in occupation, No 5 Base Hospital
Apalon (82 Kilo)	83	332	Site of one of the seven steel railway bridges in Burma.
Lawa (85 Kilo)	85	330	No 5 Group 15 th March 1943
Tadein (90 Kilo)	90	325	
Kyondaw (95 Kilo)	95	320	<u>Transit camp</u> for Force sick moving to Thanbaya. Many died here.
98 Kilo Camp	98	317	
Regue (100 Kilo)	100	315	No 5 Group 29 th May 1943
Aunganaung (105 Kilo)	105	310	A work camp housed Black, Green & Ramsay Forces in April 1943, later used as a grouping camp before the POWs were evacuated to Tamarkan in Thailand
Paya Thanzu Taung (108 Kilo)	108	307	This camp was situated just north of the three small pagodas which now mark the border between Thailand and Burma. No 1 Mobile Force occupied this camp 17/26 September 1943 having night marched from 95 Kilo Camp.
The Three Pagodas	108.5	306.5	Site of an ancient battle between Thailand and Burma.
Changaraya	112	301	Force No 5 Camp for 700 British. The 214 men who died here are buried in a single mass grave in Kanchanaburi War Cemetery.
Kami Sonkurai	115	299	Force No 3 Camp, originally 400 Australians. A good camp that later suffered a lot of deaths after survivors from Changaraya moved in.
No 1 Mobile Force Camp	116	299	Staging camp for Anderson and Williams combined Rail laying Force

Songkurai	121	294	'F' Force No 2 Camp for 1,600 British. Site of the "Bridge of 600" a death camp 600 died here and another 600 when evacuated to Thanbaya and Kanburi
122 Kilo Camp	122	293	No1 Mobile Force occupied this camp.
Shimo Songkurai	127	288	'F' Force No 1 Camp of 1800 Australians. Major Bruce Hunt with his medical team worked miracles with little support from the Japanese.
Little Nikeki	131	284	No1 Mobile Force's most southern camp
Tunnel Party Camp	132	283	Set up in 1945 POWs constructed defense positions for Japanese.
Nikeki Camp	133	282	HQ camp for 'F' Force. Lt/Col Dillon Force C.O. About 1000 POWs including 400 Australians. Some Malay volunteers worked in this area, they were mostly British civilian business men.
Nikeki Bridge Building Camp	134	281	Prisoners here built bridge over the Ranti River
Lower Nikeki	139	276	Original HQ camp for 'F' Force. The first River
Thingomtha	142	273	Band's Party built a large bridge here
Upper Konkoita	145	270	***Railway meeting point 16 October 1943
Konkoita	152, 13	263	H Force No 4 Camp of Australians.
Kurikonta	157	258	H Force No 1 Camp
Kroeng Krai	165	250	Six Australians were killed in a rock fall
Swinton's Camp	166	249	
Dobb's Camp	169	246	
Johnson's Camp	171	244	
Tha Mayo Wood	176	239	Indian workers occupied this camp during construction, later POWs

			worked on wood parties, fuel for the Engines
Tha Mayo	178	237	
Nam Chon Yai	186	229	
Tha Khanun North	190	225	
Tha Khanun Base	192	223	
Tha Khanun (Australian)	193	222	
Tha Khanun South	197	218	Lt/Col Pond's Australian group worked in this area
Bangan	201	214	
Yongthi	202	213	Small group of 'D' Force Australians and a small group of Dutch POWs.
Prang Kasi (211 kilo)	204	211	Dutch Camp
Prang Kasi	207	208	East of Railway Station
Prang Kasi South	208	207	British and Australian of 'D' Force in a riverside camp south of railway station.
Linson (3 Camps)	212	203	Woodcutting camp set up here in December 1944.
Kui Mamg	216	199	Upstream from Hot Springs
Hindat	217	198	Close to railway station.
Hindat West	218	197	River Camp 1 kilometre from station
Wang Hin	223	192	
Kuishi	225	190	Dutch prisoners worked in this area
Kui Yae	229	186	Dutch prisoners worked in this area 26 POW's killed in Allied bombing raid 8 th December 1944.
Lin Tin	233	182	Dutch prisoners worked in this area
Kinsaiyok Main Camp	244	171	Mixed nationalities. Site of shooting of British POW
Kinsaiyok Jungle Camp2	247	168	Site of rock quarry for rail ballast
Kinsaiyok Jungle Camp1	254	161	The original grave cross of an Australian who died here was found

			in 2000.
Kinsaiyok	256	159	Jungle Camp 3
Hintock Cement	258	157	Barges bringing up barrel of cement unloaded here
Hintock River	260	155	(2 Camps)
*Pack of cards bridge 156 - 158 Kilo			
Hintock Road (3 Camps)	261	154	Dunlop Force worked here on cuttings & Three Tier Bridge. 'Weary' Dunlop's camp had showers built from bamboo. Large number of deaths here from cholera.
Malay Hamlet	262	153	H' Force camp of men to reinforce work on Hellfire Pass. 216 deaths in about 10 weeks.
Kannyu No 3	263	152	POWs from this camp worked on the infamous Hellfire Pass
Upper Kannyu	264	151	
Lower Kannyu (3 Camps)	264	151	Dunlop Force initially constructed one of these camps.
Kannyu South	265	150	
Tampi	267	148	
Tampi South	272	143	D Force Workers
Tonchan Spring	275	140	
Tonchan Central	276	139	
Tonchan South	284	131	H Force commenced work here on arrival from Singapore in May 1943
Tarsao Hospital	290	125	HQ and hospital camp for 'D' Force. Transit camp for workers marching north.
Wang Yai	290	125	
Pukai	296	119	
Wang Pho North	299	116	
Wang Pho Central	302	113	
Wang Pho South	302	113	Camp on west of the river. Site of the still operating Wampo Viaduct

			where trains cross with tourists
Arrow Hill	305	110	
Non Pradaí	313	102	
Tha Kilen	317	98	
Ban Khao	327	88	Dutch POW discovered neolithic artifacts here and post war returned to find a major neolithic site.
Wang Takhain	334	81	
Wang Yen	340	75	
Wang Lan	346	69	
Chungkai	355	60	A work camp then one of the main hospital camps for Thailand POWs, now the site of a War Cemetery.
Tha Makhan	359	56	Commencing 26 October 1942 under Colonel Phillip Toosey British & Dutch POWs built two bridges a wooden one and a steel one across the River Kwai (Kwae Yai)
Kan'buri Base	362	53	Headquarters of 9 th Railway Regiment, in charge of the Thailand end of the construction. F & H Force Hospital camps.
No 2 Base Camp	364	51	Aerodrome Camps No's 1 & 2. Officers Camp 1944
Kan'buri Hospital	365	50	Hospital Camp for F & H Forces.
Tha Muang	376	39	Base camp for many railway workers at the end of construction. Dutch lived here until 1947
Tha Rua	389	26	Transit camp for prisoners from Singapore marching north.
Ban Pong	412	3	First transit camp for prisoners from Singapore
Nong Pladue	415	0	Start of construction in June 1942 by British POWs from Singapore

"BAMBOO JACK"

Excerpts from "Saga of Bamboo Jack by John Wisecup
Survivor from USS Houston and POW slave of H Force

Bamboo Jack they called him
I never knew just why,
But one good drink would start him in
So signaled I would buy.

Jack downed his drink and then turned again
And started with his story
"I'll spin a yarn. It may sound tame,
For in it there's no glory

I starved and rotted 'neath the Jap,
And bowed beneath his bluster
Just take a peak at Asia's map
It shows the spot there buster.

We built a railway made it run
From Thailand into Burma,
We carted cross ties by the ton
And cursed more than a murmur

From Singapore up country bound
A freight train cleared the station
In Thailand at Ban Pong town
It's final destination.

That freight discharged six hundred men
They marched into the jungle
Four hundred n'er came out again
A cruel and senseless bungle
Australian, Dutch, Yank and Malay,
The prisoners of each nation
We slogged on through the heat of day
A polyglot formation.

A week long march 100 miles,
We reached Camp Hintock hollow
Pitched our tents then with cruel smiles
Our captors bade us follow

No brief respite in our new camp
 We marched out to construction
 A trestle 'cross a swamp so damp
 Would end with our destruction

We tugged the teak logs o'er the crags
 In harness like an ox
 Excretion running down our leg
 The stench as strong as pox

Seaweed, cold fish and cold red rice
 For those you'd slay your kin
 Starvation was the bitter price
 For we beleaguered men.

We dined on dogs and cats and mice,
 Those on a lucky day
 Food was bought at any price
 There was the hell to play.

We sleep on the ground rolled in a sack
 Malaria racked our bones
 Home sweet home was a bamboo rack
 Lullaby? Your neighbours groans.
 Hintock Camp! Filth ridden hole!
 Our tents and beds were rotten
 The lice and rain destroyed our soul
 Men died forlorn, forgotten.

Mosquitos, flies and lice did vex
 The starving, sick and dying
 This palsied lot of fevered wreck
 Soon failed...long past trying.

No Jap dared enter this foul place
 Stood up wind, numbed in wonder
 Then shouted down from quite a space
 The working party number

Cholera came and took it's toll
 We dug the graves 'til midnite

That mighty railroad had to run
 We toiled by night by torchlight

Communal graves their final rest
 Dank trenches wide and deep
 One pondered was not it best
 To take this final sleep

The Hintock trestles finished
 The word is "pack and leave"
 Our ranks are now diminished
 But there is no time to grieve.

We staggered off from Hintock Hill
 It's stench I smell today
 Through four decades it's with me still
 It will not pass away