



30/2 ANGWIN STREET
EAST FREMANTLE WA 6158
TEL/FAX: (08) 9339 8237
EMAIL: info@btrma.org.au
WEBSITE: <http://www.btrma.org.au>

BURMA THAILAND RAILWAY MEMORIAL ASSOCIATION (Inc)

OBJECTIVE: To perpetuate the memory of the privations and sacrifices of Allied Prisoners of War and the selfless dedication of the medical personnel during the construction of the Burma Thailand Railway by informing current and future generations through all forms of education and particularly with Quiet Lion Tours to the Burma Thai Railway; The River Kwai; The Three Pagoda Pass; ANZAC Day at Hellfire Pass and Kanchanaburi War Cemetery.

NEWSLETTER FOURTY EIGHT JUNE 2018

Notice of AGM

When: 2:30pm on Sunday, 19th August 2018

Where: Lecture Theatre, Hollywood Hospital

Everyone is welcome to join us for afternoon tea, once the AGM has concluded. If you have any agenda items to include aside from the usual, please email krishna16@iinet.net.au. We look forward to seeing you then and there.

2018 Quiet Lion Tour summary

Passengers on the 32nd Quiet Lion Tour for 2018 returned home after a successful and informative tour. 26 adults and 15 students, included one POW Neil McPherson OAM, flew to Thailand to remember the POW's who worked on the Burma Thailand Railway during World War II.

The Quiet Lion Tour is organised by the Burma Thailand Railway Memorial Association (Inc). The Association is a not for profit whose main object is to take interested parties to Thailand to attend ANZAC Day services and perpetuate the story of the Australia doctors, including Sir Weary Dunlop (the Quiet Lion), on the railway line who saved so many lives on the railway during WWII.

2018 was the first year the Association received financial support from Thai Airways. They joined many financial supporters of the tour including Ramsay Health, Lions, Rotary and RSL Clubs. The Association is extremely grateful for this support.

Over 3,000 passengers, including 600 students, have travelled to Thailand with the tour since its inception in 1997. The cost for most students are paid from funds raised from community groups, fundraising and funding from the POW's.

The passengers come from all walks of life; families and friends of exPOW's, military historians and students from within the community.

This year the Quiet Lion Tour lasted 12 days and followed the rail line as far as the Wampo Viaduct and visited the old POW camp sites, hospitals and cemeteries and recounted the POW's stories.





This year's tour had a number of highlights.

The first highlight was the AFL match between the Thailand Tigers and a visiting team. The game celebrates the Changi Brownlow and Chicken Smallhorn. This year the Vietnam Swans visited Kanchanaburi.

The heritage walk along the railway into Hellfire Pass to experience the war time conditions on the railway.

Dinner with the Australian and New Zealand Ambassadors to Thailand, the head of the Australia Army, now the head of the Australian armed forces, and senior representatives from the Thai military.

However, the greatest highlight of the Quiet Lion Tour was ANZAC Day. It was always so eerie to watch the sun's rays stream through the trees with the cacophony of song birds just as the last post was played at the Hellfire Pass dawn service. The wreath laying ceremony at Kanchanaburi Cemetery followed and was just as exhilarating, especially when Neil McPherson OAM, looking twenty years younger than his 95 years, faultlessly read the POW address and Harold Martin reads the Ode. The finale was the students laying wreath for dignitaries during the service.



Feedback from the 2018 Quite Lion Tour

Hello Ian and David,

I hope that you both enjoyed the rest of your trip to Thailand. I cannot express enough gratitude to you both, and indeed all of those that tour with the Quiet Lions, for your attendance and support of the Thailand Tigers and the annual commemorative football match we play in Kanchanaburi every ANZAC Day. It is a great opportunity for us to remember and honour all the great men and women who have served for our country, and we are very privileged and honour to have you all, especially Neil MacPherson OAM, in attendance.

Look forward to seeing you both next year, and tentatively we can lock in the date Saturday 27th April 2019 for the event.

Many kind regards,

Jarrold Roberts

President, Thailand Tigers



Dear Ian and David,

On behalf of the Esperance Senior High School community and the 2018 Quiet Lion Tour Esperance contingent, I wish to thank you very much for the excellent organisation, care and support you gave to the 2018 Quiet Lion Tour.

From all accounts, the Tour this year was an outstanding success, and I know the Esperance group gained so much from the experience. The opportunity you have provided to all participants is so very much appreciated.

Thank you both so much for this outstanding Tour yet again. This is very much appreciated.

Yours sincerely,

Cathy Bamblett

Principal, Esperance Senior High School

Feedback from the community

Dear Eric,

I am writing to thank you for attending the recent Ex-Prisoner of War (POW) ceremony. The event is a significant one in the school's calendar.

Your presence was important in assisting the school community honour the contribution of the Ex-POW to our nation. The capacity for young people to acknowledge the debt owed to those who have sacrificed in constructing our nation is explicit in the school's values.

Mount Lawley SHS will continue its commitment to the Ex-POW Ceremony in the coming years. I trust that you will join us again next year.

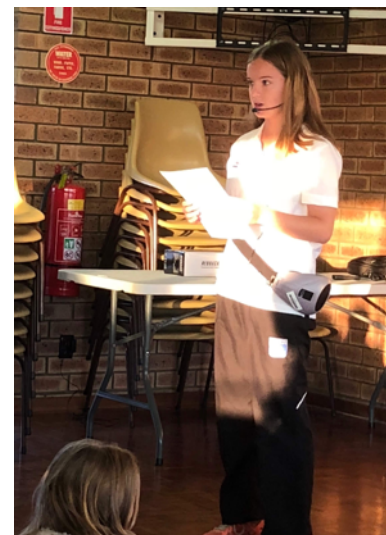
Yours sincerely,

Lesley Street

Principal, Mount Lawley Senior High School

Legacy continued by 2017 Quiet Lion Tour attendees

2017 Quiet Lion Tour attendee, Ellie Lee-Bligh (see photo), delivered a presentation (featured on the next page) at the Mingenew Gunfire breakfast after the community's ANZAC Day Dawn Service. Two other 2017 Quiet Lion Tour attendees, Zane Chivers and James Mills, also laid a wreath at the Service.



For those on Facebook, we have recently created a public **Burma Thailand Railway Memorial Association Inc.** Page to share interesting news and articles relating to BTRMA.

Page: www.facebook.com/BTRMAinc

Please feel free to invite your friends, relatives and colleagues to like our Page to promote the work of the Association and memory of the privations and sacrifices of POWs and medical personnel during the construction of the Thai Burma Railway line in WWII.

We also have a **Quiet Lion Tour** Facebook Group for past tour participants to connect and share stories.

Group: www.facebook.com/groups/877471688958808

2018 Quiet Lion Tour report

DAY 1 Monday 16/04/18

Tour Group assembled at Perth International Airport at 1:30pm for the flight to Thailand. Brisbane passengers were first to leave at 2:00pm on flight TG 474 arriving at 8:20pm. Melbourne and Sydney passengers left at 3:25pm on flights TG 466 and TG476 respectively and arrived at 9:45pm and 10:20pm.

Perth group left on flight TG482 and arrived at 10:20pm. With the tour group assembled we headed for the Royal Benja Hotel in Sukhumvit Road and our first night in Bangkok.

DAY 2 Tuesday 17/04/18

After breakfast at the Benja we headed for Bang Pa-In and the Royal Summer Palaces and the ancient capital of Ayutthaya which is now a UNESCO National Historical Park. This is the place where the King of Siam cut the neck of the Burmese King and ended the hostilities between Siam and Burma.

A change of itinerary saw the group having lunch at a resort in the rice fields on the outside of Ayutthaya and a leisurely trip back into Bangkok for a rest and a tidy up before a night cruise on the Chao Phraya River leaving from River City Pier taking in the sites and lights of Bangkok including a sumptuous dinner sponsored by Thai Airways. Our tour shirts were also sponsored by Thai Airways.

The dinner was accompanied by some very talented musicians and a soloist playing a Soprano Saxophone.

DAY 3 Wednesday 18/04/18

Another day for acclimatisation with a trip to the Palm Sugar Factory to learn how Palm Sugar is made using the traditional methods, and a chance to taste the products and purchase as well. In a lot of the books written about the Thai Burma Railway there is a lot of mention of Gula Melaka that was bought from traders outside the prison camps. This is the Asian name for Palm Sugar.

Next visit was the Teak Factory where Thais are taught the art of Teak carving and furniture making, a programme that was set up by HRH Queen Sirikit of Thailand to create industry in rural areas of Thailand.

Last visit of this trip was the Damnoen Saduak Floating Markets, a market built along canals that have existed for over three hundred years in this area, it is mainly for the production of fresh fruit and vegetables grown behind the dwellings that front the canals. Most of the transport in this area is by long tail boats however the sellers usually have a smaller craft that is propelled by paddle. There is also a tourist souvenir trade to be found here as well.

Lunch was served at a floating restaurant on the Chao Phraya River on our return to Bangkok. Retail Therapy was applied on our return to the Royal Benja with a group of students and cadets taking a walk after dinner to the Airport themed shopping centre called Terminal 21 and had a chance to look at the Street markets on the way.

DAY 4 Thursday 19/04/18

Today we left Bangkok to travel to Kanchanaburi via Nakom Pathom, our first stop. Nakom Pathom was the site of a hospital camp constructed at the completion of the railway. Most of the men coming off the line had very poor health and diseases due to brutality, overwork and starvation. The hospital was designed to take ten thousand men however it didn't achieve its capacity and received approximately eight thousand nine hundred. The reason for choosing Nakom Pathom was the fact that there was an existing medical centre here before the Railway was begun.

Our next stop today was the Zero kilometre mark of the Thai Burma Railway at Nong Pladuk where the junction was made to join the main railway line from Singapore to Bangkok. There were prison camps in this vicinity, mainly British that had experienced railway operations in the UK. On a couple of occasions Allied bombers attacked the railway workshops and junction resulting in bombs overshooting the target and went into the prison camp resulting in several allied deaths.

As we progressed we came to Ban Pong, this is the station that the work parties alighted the train from Singapore, a journey that was endured for five days with very few stops and no toilet facilities, men were suffering from dysentery and other bowel complaints which meant the only way to relieve oneself was to be held by a couple of mates and use the open door. These rice wagons held twenty-seven men, not enough room for everyone to sit down at the same time. The only stops were when the engines had to take on water and coal. Occasionally some got hot oily water from the engine to make a hot drink.

On arrival the work parties were taken to a Transit camp that was in an absolutely disgusting condition with no sanitation and hygiene levels to speak of. In some cases the sleeping platforms had collapsed into the mud and excrement and maggots that infested the camp area.

From here the journey began to get to the work camps along the line, Dunlop Force arrived here in January 1943 and were immediately put onto road transport and taken to their work area of Konyu-Hintok camps with an overnight stop at Tarsao. The Konyu-Hintok area now is known as Hellfire Pass.

The less fortunate parties that arrived later had to walk to their designated work areas due to the tracks being impassable because of the early onset of the monsoon. In the case of F Force the march was to the Three Pagodas Pass some three hundred kilometres away. This took a terrible toll on those that had to cover this distance.

On the route to Kanchanaburi and the Bridge on the River Kwai we detoured from the main road to the site of the Tamuang prison camp. This was a major transit camp, nearly every POW that worked on the Railway had a connection to this camp either heading north to work on the line or returning to the south to Singapore or to be shipped to Japan for further slave labour in the coal mines and industry in Japan itself. Most POWs considered Tamuang to be a relatively easy camp to be in particularly after the line was completed. Food was more abundant as the surrounding area was market gardens and fruit plantations and the discipline was also easier but severe penalties were handed out for those caught outside the wire. Snow Fairclough of the 2/3 MG Battalion and Dunlop Force recalled that Tamuang camp was like a resort after the camps that they had been in during the construction phase of the railway.

We arrived at the bridge and had lunch at Ban RimKwai Restaurant run by the family of Tida Loa. This particular place was a restaurant before the war and run by the same family, it now overlooks the steel bridge that was completed in 1943. The wooden bridge constructed at the same time was approximately five hundred metres downstream.

Lunch completed, there was time to take a walk over the bridge and see the Kwai Yai River. The river that flows under the bridge was originally called the Mae Klong and was not named the Kwai until the movie based on a fictional work by a Frenchman named

Pierre Boulle, the success of the movie created the change of the river name under the bridge.

Next stop, the Thailand Burma Railway Centre to have a look at the museum and get information for those wishing to trace relatives and family acquaintances. The Railway Centre is a mine of information and always worth spending time looking through. Several of our group were very pleased with the research that was done on their behalf.

At 4:00pm we headed for Pung Waan Resort Kanchanaburi for a relaxing swim and dinner with karaoke.

DAY 5 Friday 20/04/18

Breakfast, bags to bus and a group photo. This morning we travelled to the Chungkai cutting to have a look at various construction methods used to build the railway, as we drive alongside the track it goes from level ground then you notice that an embankment is starting to take shape to raise the track before it enters the cutting. By the time it reaches the cutting the bank is approximately six metres high, at the cutting it is possible to see and explain the use of " Hammer and Tap" method of drilling holes into rock for blasting the rock and breaking it into manageable size for the clearing gang to remove the rubble and prepare for the next drilling to take place. Blasting was done at lunchtime and again late in the afternoon then the " rock rollers" would clear the cutting ready for the morning.

Next item was the visit to Chungkai War Cemetery on the bank of the Kwai Noi River. This is the Cemetery of the Chungkai Prison Camp. There are only British and Dutch graves here now as the Australians were exhumed and reinterred at the Kanchanaburi War Cemetery. It was here that we heard about effects of returning POWS had on families after being away for nearly six years coming home after the treatment and brutality and starvation whilst in captivity of the Japanese.

This was the site for a large base hospital camp also and men were sent to here from camps up the line that were beyond the help of the smaller aid posts in the various camps. A lot of leg amputations were performed here as a result of tropical ulcers.

After the visit to Chungkai Cutting and Cemetery we went to the TBRC for a coffee and a look while we waited for the train to arrive from Bangkok at the Kanchanaburi Station. We boarded the train which takes us over the Bridge and through the Chungkai Cutting on to Wampo Viaduct, a trestle that was constructed in 1942 to carry the railway line around a bluff beside the river, it is still in the style that was erected during the war and has been maintained to keep it in use today. The existing railway line runs from Bangkok to Namtok with trains twice a day. Before the railway was built this part of Thailand was mainly undeveloped jungle apart from loggers and served by elephant tracks mostly impassable during the wet monsoon season. The railway served as a conduit to bring settlement and agriculture into the area.

After alighting the train at Wampo Station we travelled to Tham Kresae jungle training resort that is used mainly by Thai people for recreation. Here we had lunch and waited to see the train cross the Viaduct on its return to Bangkok.

On the way to Tarsao we called in to the Pung Waan River Kwai Resort, originally the site of Tarsao Hospital and prison camp, a horrible and nasty place to be. The Japanese Railway Headquarters were transferred to here as the line progressed. It was the only camp on the railway that named their cemeteries. Early in 1944 after the Hintok Konyu area camps were closed most of the POWS came here before being sent further south to Tamuang, Nong Pladuk and other camps. Some Japan parties were assembled here and were then transferred to Singapore for ships to take them to Japan.

Day five came to an end with a visit to the market town of Tarsao which enabled everyone to do some shopping for our stay over the next five nights at Home Phutoey. No more bags out and moving accommodations for a while.

DAY 6 Saturday 21/04/18

The itinerary shows 9:00am visit to Hellfire Pass Museum, unfortunately the museum is closed for renovation and expansion, opened originally in April 1998 by The Honourable Mr John Howard, Prime Minister of Australia, the museum was built to cater for thirty to forty thousand visitors per year, twenty years later that number has grown to one hundred and twenty thousand visitors annually hence the need for the upgrade.

With this off the agenda we went to Tarsao stopping on the other side of the road this time to visit the Sai Yok Noi waterfalls and the site of the Tonchan South Prison Camp above the falls, from this camp a very long and not particularly high trestle bridge was built across the front of the waterfall until it met the rising ground to the north of the town. Also at this place is a Mitsubishi C56 steam locomotive number 702 that was built in Japan expressly for this railway. This particular engine ran on the line until 1956 when it was decommissioned and placed here at Namtok

Station. There was eighty of these engines built along with their rolling stock however most are now at the bottom of the South China Sea , the ship carrying them was sunk by American Submarines en route to Thailand.

The tour then headed to Kanchanaburi for the Students and Cadets to do some drill practice in preparation for the Wreath Laying Ceremony on ANZAC Day. Owing to the HMAS Anzac being in the port at Bangkok our services for the ceremony were not required however we managed to salvage all the wreaths to be laid by the Quiet Lion Group and our performance had to be exceptional. The students and cadets practiced as often as time allowed as we weren't going to let this opportunity slip.

Today was the playing of the ANZAC Cup, an AFL football match hosted by the Thailand Tigers Football Club and playing the Vietnam Swans Football Club, kick off was at 1:30pm and the weather was a balmy thirty-eight degrees with a slight breeze. This match is played to honour the POWs that return each year to attend the ANZAC Day Service and to commemorate those that didn't make it home. It is a day of barbecued burgers and sausage sizzles with beer and cool drinks to break the diet of Thai buffets and rice.

The game is played with vigour and an all in effort as usual with The Vietnam Swans running out victorious on the day. Our thanks go to the competing teams and also to the members of the Quiet Lion Tour for their effort with the boundary umpires and water boys and girls. A Special thank you should go to Peter Harkness who took on the job of central umpire for the match.

We returned to Home Phutoey for a swim and dinner.

DAY 7 Sunday 22/04/18

Today starts with breakfast at the dining area, some are starting to discover the breakfast terrace overlooking the river which is a delightful spot to have your meal and watch the river flow by.

We have the Buddhist Ceremony this morning, this has become a tradition over the years of visiting this part of the world, we were initially invited to attend a ceremony at the Military Barracks at Hellfire Pass by the Commanding Officer of the Konyu area Colonel Pattina from the Thai Military. The Ceremony we attended which hadn't been performed in this location was the Buddhist Ceremony to release the Spirits of the Dead. It was very appropriate to this setting as the two soccer pitches as you enter Hellfire Pass from Highway 323 were the cemeteries for the Konyu camps and Malayan Hamlet. It was from these camps that the Konyu Cutting was built, now known as "Hellfire Pass".

Following the Buddhist Ceremony we had a small ceremony to the memories of Khun Kanit and Khun Oonjai Wanachote to give thanks for the work that has gone into Home Phutoey and the hospitality we receive as guests of the resort. The group is informed of the meeting of Khun Kanit and Sir Edward "Weary" Dunlop in 1985 and the rest of the members of Dunlop Force that were accompanying him on that day. A friendship was forged that remains to the present day.

Remembrance was also observed for the doctors and medical staff of the prison camps for the tireless and dedicated way in which they did their duty to make sure as many as possible survived the trauma and privatisations of the railway.

The bus was waiting at the entrance to Weary Dunlop Park to take us to Hintok Mountain, the site of the Hintok Road Camp also known as Hintok Mountain Camp. After Dunlop Force arrived at Konyu River and built the camp from bamboo and attap that had been deposited there for the purpose of accommodation, they were shifted to Hintok Road camp and put to work on railway construction, the camp consisted of a few army bell tents with no fly designed for sixteen men. Owing to age and the tropical weather these tents leaked and were generally very unpleasant and nothing could be kept dry.

It was here that Major Woods who had joined up with Dunlop Force in Java came to the fore with ingenuity and know how started making improvements around the camp starting with more sanitary latrines and a water system built by damming a creek away from the camp and bringing the water to the cookhouse using bamboo conduits. This was extended and a shower platform was built using sardine tins from the Japanese cookhouse to make shower heads. Weary Dunlop commented that a lot of the lifesaving technology that was made here was because he had so many country lads with a can do attitude and give it a go that he was able have medical equipment that helped the survival of the men. One of biggest lifesavers was the still capable of producing up to one hundred and twenty litres of distilled saline solution suitable for intravenous injection to halt the ravages of Cholera. In the early stages of the Cholera outbreak it was virtually a death sentence killing in excess of ninety percent of those that contracted the disease. With the advent of the still, the medical staff were saving more than fifty percent and eventually up to

seventy percent. This improved the moral no end knowing that you had a more than even chance of surviving Cholera.

The route to the railway trace where the work was done was via the escarpment which was traversed using ropes and bamboo ladders to the top of the Big Hill, this will become evident when we walk the railway from Hintok rest station back to the Hellfire Pass Museum.

We left Hintok Mountain and went to Sai Yok Yai National Park, this Park is a popular holiday destination for Thais with houseboat accommodation along the river, the main attraction is the waterfalls and spring fed streams which are a delight to swim in.

This was the site of a large Japanese camp for the Railway Regiment responsible for the railway construction. There is still the Japanese cookhouse still visible and other relics to be seen in the area, there is a concrete bridge abutment and a very large embankment that was built by the Romusha or indentured labour that runs for some two kilometres.

After a swim in the stream and lunch we board a houseboat to travel down the Kwai Noi River to the site of the Hintok River Camp. The trip on the houseboat was an absolute pleasure, travelling with the current and having assistance from a long tail boat to prevent us from running aground. Eventually we arrived at Hintok River Camp. It was here that many of the workforce from Hintok Mountain came to build the Compressor Cutting and the Compressor Bank and also complete the Hintok three tier bridge. Owing to the difficulties posed by the Compressor bank and the monsoon rains that kept washing the footing away it was decided to build a detour in the form of a trestle bridge. This became known as the

“Pack of Cards” as the soil was swampy and unstable and it kept falling over (reportedly Eleven times) until it was secured by sailors who knew their ropes.

It was also here that we talked about how everyone needed a mate to survive and had an example of such a recollection.

The Compressor Cutting and Compressor Bank was the last section of the railway completed and was holding up the railway operation. The treatment was brutal.

We headed back to Home Phutoey with the final stop of the day at Konyu River Camp. This is where Dunlop Force was delivered by trucks from Ban Pong a journey that took two days. There was attap and bamboo on site ready for the construction of the camp. On the first night here a man came down with severe stomach pain and the diagnosis was a burst duodenal ulcer. An operating table was set up and a hurricane lantern was borrowed from the Japanese guards along with tins of butter with a wick to provide light to carry out the operation. With Weary carrying out the operation he managed to save the patient’s life. This gave the remainder of Dunlop Force great confidence in their medical staff that were there to look after them.

DAY 8 Monday 23/04/18

Today we travelled to Takanun to the Kao Laem Dam built by the Snowy Mountain Authority under the Colombo Plan in the late 1970s early 1980s to provide irrigation water and hydroelectricity to the Kwai Noi River area of Thailand. The lake created by the Dam holds back just on nine cubic kilometres water that is released as required and also controls the river from the devastating floods that would flow during the monsoon season. The water that is released is then contained in the Mae Klong Dam just below Kanchanaburi where it is channelled into Bangkok for the domestic water supply. There is locks on the Mae Klong Dam to allow entry to the river system from the Gulf of Thailand.

Lunch is served at the Staff Club at the Dam, this is for the people that operate and maintain this facility which is run by EGAT, the Electricity Generation Authority of Thailand.

It is an honour to come here as the Quiet Lion Group are the only Tour allowed here as guests of EGAT.

On the return we pass the camps of Brankassi and Hindato, where there is a natural hot spring, highway 323 travels virtually on top of the railway line through this area. As we near Hellfire Pass we take road that goes down to the river and the Konyu and Hintok River Camps, this road crosses the rail trace near the Hintok Station. Here is where the Heritage Walk commences from the rest station to the Hellfire Pass Museum. The walk covers every type of problem that was encountered on the construction of the railway from cuttings to ledges, trestle bridges and embankments and dry stone walling to fill gullies and wash always to make a shelf to carry a trestle or the rail bed. Every stone was laid in place by hand with no mortar or binding materials to tie it together. This is reputed to be the most difficult section of the railway to build in its entire length from Nong Pladuk to Thanbyuzayat.

Standing at the end of Hintok Cutting looking at the site of the Three Tiered Bridge and across to the Seven Metre Embankment, on the left is an enormously steep hill which was known as the Big Hill, this was mentioned previously at the Hintok Mountain Camp as the route taken to the rail trace. This path was encountered in the dark morning and on return in the evening as all times were set on Tokyo time two hours ahead of Thailand time which meant arriving at the worksite at sunrise and left to go back to camp when the day's quota had been met. Also mentioned earlier was the work of Jim Alpike carrying the saline water to Hintok River. This was the route he travelled over twice a day.

You can almost feel the presence of the POWs slaving to get their quota completed before they could knock off, by this stage the speedo period was well and truly set and the work load had lifted from one cubic metre per man to three cubic metres per man per day.

After arriving at the Hellfire Pass Museum and having a cold drink and a chilled flannel for most of the group the story of the Railway we had been passing on from Bangkok over the previous days had virtually completed the full circle.

Dinner this night was held on the lawn near the reception area and the annual concert replicating the Christmas concert held in 1943 at Hintok Mountain Camp after the Railway was completed and there was time for the concert party to think about a production for Christmas. The concert was named "Fun with FA". The programme for the concert is printed in Ray Parkins "Into the Smother". The Concert was very well received with Craig Snow from Esperance as our compare, thanks Craig for a job well done.

DAY 9 Tuesday 24/04/18

This was our free day to be able to look around Home Phutoey, especially the Weary Dunlop Park incorporating the Weary Dunlop Pavilion with a carved wooden statue of Sir Edward Dunlop. This pavilion explains the connection with the Quiet Lion Group and the Wanachote Family. There is a lot of artefacts that have been presented over the years by students and families that have had the pleasure of meeting the people that have made all this possible for us to enjoy and keep learning the story of the Railway.

The Jack Chalker Gallery of water colour paintings done as a pictorial record of life as Prisoners of War of the Japanese and a record of medical procedures that was carried out by the Doctors that did so much with so little Supplies and medicines. These drawings were kept hidden under a false top of a card table that accompanied Weary Dunlop wherever he went. Chalker also did very detailed anatomical drawings which are used in medical textbooks.

A couple of smaller pavilions house replicas of a dental chair and an Orthopaedic bed with pulled and weights for physiotherapy to help patients recover from tropical ulcers and other problems. Most of this equipment was made from bamboo. Other pieces of equipment such as a vacuum pump made from an Ovaltine tin and buffalo skin. The physiotherapy equipment including an exercise bike, a weight bench with weights was made from rough wooden pieces.

The trip to Three Pagodas Pass was called off and Ian took the cadets and students to Kanchanaburi Cemetery for a last minute practice for ANZAC Day while the Catafalque Party was practising as well. It was an excellent use of time and showed the military participants the Quiet Lion Tour knew what they had to do.

Back at Home Phutoey preparation was getting underway for the Ex POWs to meet the Press and the welcome reception in Weary Dunlop Park with His Excellency Mr Paul Robilliard the Ambassador for Australia, Major General Angus Campbell the Head of the Australian Armed Forces and a delegation representing New Zealand. After the reception everyone move to the amphitheatre for the "Light and Sound" Show which was very well received. Dinner was then served in the Park with a Thai Cultural Show. An early night was the order as bags had to be packed ready to leave for the Dawn Service at Hellfire Pass.

DAY 10 Wednesday 25/04/18

ANZAC Day. Early morning call at 2:30am bags to be at reception by 3:00am and leave for Hellfire Pass, arrived at 3:20am and made our way down into the pass to get seating for the group as space is restricted. The Dawn Service was due to start at 5:30am, with sunrise around 6:00am. Time passed relatively quickly with a time to stand up occasionally to relieve numb buttocks and to get circulation moving.

5:20am saw the arrival of Ex POWs Mr Neil MacPherson OAM and Mr Harold Martin to a standing ovation followed by the Dignitaries then followed by the Catafalque Party to mount the Guard on at the Cenotaph.

The Service commenced as the sky began to lighten and the birds created a beautiful soundtrack in the background. The Service ended with the Laying of the Wreaths by the Ex POWs and the Dignitaries.

Then it was time to return to the Museum at the top of the stairs out of the Pass, grab a coffee and an ANZAC biscuit and return to Home Phutoey for breakfast at the front entrance instead of going down to the resort. Breakfast consisted of hard boiled eggs toast tea or coffee and club sandwiches before we headed into Kanchanaburi for the Wreath Laying Ceremony at the War Cemetery.

The Ceremony began at 11:00am with the mounting of the Catafalque Party. The day was warm but not hot by other ANZAC Days we have encountered in Kanchanaburi, thirtyfive degrees and a breeze strong enough to make the flags stand out. As the Service progressed under the new format just before the laying of the wreaths the Catafalque Party was stood down much to the surprise of most of the crowd present citing it was policy of O H and S. The Wreaths were then laid by the Dignitaries themselves unescorted much to their surprise. The Wreaths for the various military groups and memorial were then laid by the Quiet Lion Cadets and Students much to the delight of the assembled crowd for the Service. Our group was complimented as being a highlight of the service.

ANZAC Day over, our traditional lunch at the Ban Rao Restaurant had been cancelled due to work being done on the electricity supply in the street. Lunch was on the Riverside before we returned to Pung Waan Kanchanaburi Resort for dinner and the night.

DAY 11 Thursday 26/04/18

Wake up at 7:00am and Breakfast. Today we head back to Bangkok via the Sampran Riverside Resort for a sumptuous lunch at leisure with so much variety to sample, it was agreed that the best came last. It would have been a hard act to follow if this visit had happened earlier in the tour.

After lunch we boarded the bus to return back into Bangkok at around 3:15pm and arrived at the Royal Benja Hotel at 5:30pm in time for our Farewell Dinner as some of the group were leaving us early the next day for the airport.

A special thank you was extended to the family of Neil MacPherson who did such a great job caring for him that he has expressed that he will be good for 2019 tour. We thank Neil for his company and his input by spending time with our Cadets and Students that makes the Quiet Lion Tour an outstanding success. Thanks Neil.

To our Carers that travel with the school groups, thank you, especially the Esperance Group and to Craig Snow, being his third year with this group.

Melville Rotary Club has sponsored students from Melville Senior High School again, this has been a tremendous effort and greatly appreciated, Thank you.

To the Geraldton RSL who have come on board by sponsoring Cadets to attend the Quiet Lion Tour, you can be very proud of the candidates you have chosen to represent you. Mandurah RSL and the Peel Health Campus and the Holding Family Trust have done a tremendous job over the years enabling Cadets from the Peel region to attend the tour each year. The Lions Club of Wagin has been a strong supporter of the Quiet Lion Tour over the years with an outstanding candidate again this year Thank you all. Any that have been missed I apologise and thanks.

DAY 12 Friday 27/04/18

Free day for shopping, last minute souvenirs and presents for loved ones at home, all the junior members of the tour are escorted whilst shopping . Late checkout has been arranged. We leave for the airport at 8:00pm for the flight leaving at 12:05 am for Perth. Melbourne passengers also leave at 12:05am. Sydney passengers left for the airport at 3:00pm, and Brisbane passengers flight is at 9:00am Saturday 28/04/18

With everyone home we ended a very successful 2018 Quiet Lion Tour.

Report authored by David Piesse