

A P P E N D I X II

Survivor Reports

a) Transport to Auschwitz (Poland)

In response to our requests for reports on conditions during the deportation, published in the Berlin Jewish Gemeinde Publication, we received one letter written by a French woman. This report was translated into English and German. Here is what she wrote about the 30th East-Transport, which left Berlin on February 26th, 1943 and consisted of 532 families (statistics taken from Gestapo records):

"The 30th East-Transport was directed from Berlin to Auschwitz. The men fitted for work were sent to Monowitz, the disabled and children under 16 and men over 50 years to the gas-chambers.

The same selection was made with regard to women. Girls under 18 and women over 45 years were likewise sent to the gas-chambers.

The 29th East-Transport was quarantined at Birkenau. Men of the 29th and 30th Transport were given the prisoner numbers beginning with 104.350. The next transports were directed from Breslau and Leipzig to Monowitz. Prisoners of these transports were given the prisoner serial numbers running between 104.400 and 107.000.

I do not recall any other survivors of this transport."

b) Transport to Theresienstadt (near Prague)

Some of the deported to Terezin (Theresienstadt) survived, but most of the old-aged persons sent to this camp, were sent on to Auschwitz for mass-killing.

One of the survivors reports:

"The transports I/83-I/85 were assembled at Berlin N.O., Gerlachstrasse, each transport consisting of 100 men, mainly old people, bearers of World War I decorations and half-Jews. These transports were sent from there straight to the concentration camp Theresienstadt."

Transports I/86-I/88 which likewise consisted of 300 men of the above mentioned category were dispatched from Gerlachstrasse a fortnight later and arrived at Theresienstadt at the very end of 1943.

When we arrived, we learned that on the same day a large number of people (approximately 5000. Ed.) were sent to the East. Among them were the transports I/83-I/85.

I lived in Terezin for more than two years and on October 28th, 1944 was sent with the last transport to the concentration camp Auschwitz. Dr. Epstein (chairman of the former "Reichsvereinigung" Ed.) and his wife joined transport I/85."

Another survivor reports:

"I belonged to the transport which on April 19th, 1943 was directed from Berlin to Theresienstadt. Although it was a so-called "Old aged Transport", a number of the deportees were approximately 40 years old. The transport consisted of men and women, but even married couples were not allowed to stay together. Selected in the prison of Berlin-Schulstrasse, we were crowded 12 women and 9 men in one room. Already in May 1943, i. e. one month after our arrival in Theresienstadt, 11 women and men from our transport were sent on with a "death"-transport to Auschwitz, among them even some half-Jewish people.

Below find names I still remember:....."
(Names included in our location index for eventual information. Because of technical difficulties that may arise, these have been deleted from this publication. Ed.)

c) II,—III. East-Transport of October 27th, 1941 to Lodz (Litzmannstadt) Poland:

"On October 27th, 1941 I was arrested in my flat and brought to the synagoge at Levetzowstrasse and kept there until October 29th. On October 29th the transport was routed to the Grunewald freight station.

After the identity cards were marked: "On October 1941 evacuated from Berlin to Litzmannstadt", we were loaded into box-cars and the doors were locked. They were not opened until the train arrived at Lodz. After 24 hours we arrived at the freight station "Ghetto Litzmannstadt".

Being beaten with rifle-butts by the German police we had to get out and march off. This was our march into the Lodz Ghetto.

We were selected and "billeted" in Reiterstrasse 11 and Hohenberger Str. 70 (names of streets in Poland changed by the Occupation Commanders. Ed.).

After approximately 4 months 75% of the transport had to move again to an unknown destination.

I remained. A great number of people had already died from starvation before this move was begun.

In February 1944 I was arrested at the Ghetto and sent with a transport of workmen to Czestochowa, where I worked for the firm G. E. Reinhardt. In August 1944 I was transported from there to Buchenwald. (near Weimar, Ed.)

The 2nd Berlin Transport (to which my brother belonged) was placed in quarters of a suburb within the Ghetto at Marysin, Ul. Stasica 25, and had a far greater number of death-cases, because they lived in much worse conditions, than we did.

They were also evacuated again, but shortly before, they had a contagious disease in the camp and were quarantined.

Witnesses, who were able to escape, reported to me that the Ghetto was liquidated in June-July 1944 and that all were transported to Auschwitz. There are only a few surviving Lodz-Ghetto inmates. I have hardly ever found old-aged persons from the Lodz-Ghetto as survivors."

Submitted on January 1, 1946.

d) Children Transport on September 19th, 1942 to Riga/Latvia

"In response to your request, I hasten to give you information on the Riga Transport of September 19th 1942: Arrests were made by the Gestapo, beginning September 16th, 1942. The transport was assembled at the synagogue at Berlin-Levetzowstrasse on September 19th. Approximately 1500 persons were loaded into freightcars at the freightstation Berlin Puttlitzstrasse. Although the destination was not revealed, rumors were spread that the destination was Riga or Reval. The transport was guarded by SD (Sicherheitsdienst)¹⁾. Of the 1500 persons about 500 were children. Apparently, more children were planned for this deportation, and this transport was therefore known as the "Childrens Transport".

The trip was a terrifying one, with bad sanitary conditions and no water facilities. The transport passed East-Germany towards East-

¹⁾ Security Police.

Prussia. The names of the stations were noticed by the deportees: Wirballen, Eydtkuhnen in East-Prussia, Kauen and Schaulen in Lithuania. After the station Mitau in Latvia was passed, we arrived on the night of September 23rd at the Shirotava freightstation in Riga. Between 5 and 6 a. m., everybody was unloaded. The box cars were surrounded by German and Latvian SS, who fired shots into the deportees. All the luggage was loaded into confiscated Polish Army trucks and shipped elsewhere.

Mechanics, electricians and auto specialists were selected from the group and sent to an unknown destination. Oberscharführer Schiemann and Sturmscharführer Pickard were in charge of these selections. 3 persons were dispatched to an unknown camp as a separate group. I was among those taken with the mechanics. 80 craftsmen were sent to Ilgezim and Salaspils, where, after accomplishing a designated task, they were killed. The rest of our transport was sent to Duenamuende¹⁾. After staying for some time at Duenamuende, the surviving group of 1200 people was sent to the Pizznaker forest, where they were massacred by the Latvian and Germans SS. The execution was carried out with machine guns.

The few mechanics, including myself, were sent to the motor-pool of the Sicherheitsdienst in Rupniers-iela, in Riga. The information about the execution of our fellow-deportees was given to us by a few German drivers who repaired their trucks in our motor-pool and knew a great deal about mass-executions²⁾.

I am the only survivor of this whole transport."

signed H. C. K.

In comparing the information submitted by Mr. K. with the Gestapo lists in our possession, we found Mr. K. to be the only survivor of the 1550 persons.

¹⁾ ship docks and similar working areas.

²⁾ Several names of those killed by the SS in the motor pool were given by the survivor. The names added into our index.