

Departure Date	Origin	Deportees	Arrival Date	Destination
23 rd September 1942	Nürnberg/Würzburg/Regensburg	680	24 th September 1942	Theresienstadt

After its arrival in Theresienstadt, the vacant train "Lp 1517" which originated from the Weimar transport of 20th September 1942 was next day sent empty to Franconia by the State Railways, in order to convey another "old people's transport" from there. The train "Da 518", planned by the RSHA for Nürnberg, provides a clear example of how a complement of 20 passenger railcars for an "old people's transport", typical at that time, was broken up and then reassembled. The special train "Da 518", which had first been planned to depart from Nürnberg for Theresienstadt, was redirected to the main station in Würzburg, because all the aged Jews from Nürnberg had already been deported on train "Da 512" on the 10th September 1942. Three of its passenger cars were sent empty from Marktredwitz to Regensburg, to be re-attached, now occupied, at Hof to the transport to Theresienstadt.

In Würzburg, the fifth transport from that city was to be loaded with Jews who had been concentrated in the assembly camp at "Platz'schen Garten" – some of them after a train journey. As to the local origins of the 566 elderly Jews destined for deportation from Würzburg on 23rd September 1942, we know that their homes had been in Aschaffenburg (16 persons), Dettelbach (11), Frankenwinheim (1), Gerolzhofen (3), Kitzingen (19), Mainbernheim (2), Mainstockheim (4), Niederwerrn (5), Prichsenstadt (3), Schweinfurt (6), Veithöchheim (1) as well as Würzburg (495 or 496 people). One person from Bamberg was put on the train at an unidentified place. Thus 71 or 72 persons had to be brought from their places of residence to the assembly camp in Würzburg.

For the trip of the aged Mainfranken Jews concentrated in the assembly camp to Aumühle freight station in Würzburg, State Railways buses were first ordered for 9:00 in the morning of 23rd September 1942. On the subsequent train journey, track stretches in the "Protectorate" and the Sudetenland were avoided. The distance covered for the fare-money is given in a voucher, was 569 km and applied to the route Würzburg, via Schweinfurt, Bamberg, Lichtrnfels, Hof, Chemnitz, Dresden and Lobositz to Theresienstadt-Bauschowitz (Eger). Thus, the State Railways were conventionally concerned to run also this train within its territory as far as possible.

In a telex "notification of departure" the Gestapo in Würzburg declared that 563 persons had been deported from the Nürnberg-Fürth police area and 117 persons from Regensburg. The target total of 1000 people in one transport had thus not been achieved. On arrival in Theresienstadt the transport was designated as "II/26". One person was attached to a Treblinka-bound transport in October 1942. At the beginning of 1943, 10 people arrived in Auschwitz, and a further 120 persons in the course of 1944. Out of this transport there were 41 survivors.