

Departure Date	Origin	Deportees	Arrival Date	Destination
2 nd March 1943	Paderborn/Hanover/Erfurt/Dresden	1500	3 rd March 1943	Auschwitz

We will assign the identifier "IV" to the fourth major transport after the "Factory Action" coming from the Reich. This, the second transport to arrive in Auschwitz on 3rd March 1943, likewise comprised 1,500 men women and children, presumably people from Dresden, Chemnitz and Erfurt as well as 158 persons who had emigrated to Norway and had been detained in Oslo and Drontheim in the course of the "Campaign against the Jews" ("Judenaktion"). After the "selection" in Birkenau, 50 men and 164 women were directed to the camp as prisoners. All the other people on this transport were killed in the gas chambers.

a) Presumably this was the case of a freight train, which had traveled through the whole of Germany. One survivor had been in a camp at Paderborn at the time, was arrested there together with his young wife and deported on this train from out of Bielefeld. He recalls that the train stopped repeatedly for several hours and that the deportees noted how it kept getting longer. Among a total of 84 people from the Bielefeld area in the "Eintracht" assembly camp there were 63 inmates of the forced labor camp "Schlosshof". Furthermore there were 99 people from Paderborn who had been assembled at the "Kyffhäuser" there. One survivor has reported that the transport was sent via Berlin while another testifies to the also possible connection with the Dresden transport of 2nd March 1943.

b) On 2nd March 1943, 38 Jews were deported from Hanover, of whom the great majorities were already located at the Horticultural School at Ahlem. Ten of these deportees, born in 1924 or later, were thus up to 18 years of age. This part-transport from Hanover also took along Jews from Braunschweig.

c) Unclear is the deportation of some 350 Jews from the area of Erfurt, Halle (Saale), Leipzig, Chemnitz and Plauen, who had been arrested in the course of the "Factory Action" to be first of all concentrated in Dresden.

d) On the evening of 2nd March 1943 a total of 350 people, including 293 Jews from Dresden, were taken on police trucks to the railroad station. These items of information are part of the dossier in the trial and verdict of Henry Schmidt, the former Dresden Detective Superintendent and SS-Obersturmführer. Henry Schmidt testified that some four to six freight cars had been made available for loading with more than 300 people.

While several routes for a rail journey from Dresden to Auschwitz were possible over the State Railways network, the most plausible seems to be the route most frequently used, from Dresden via Görlitz, Liegnitz, Breslau, Oppeln and Kattowitz to Auschwitz. Rather unlikely is the assumption that this train from Dresden was also combined at Görlitz with the Berlin Transport (III) of 2nd March 1943. Although the train from Dresden presumably traveled via Breslau, the deportation of a large number of Breslau Jews ensued only one or two days later – on the 4th or 5th of March – on their own 'special train' (Identifier VII).

A. Gottwaldt and D. Schulle, *Die "Judendeportationen" aus dem Deutschen Reich 1941-1945*