

Departure Date	Origin	Deportees	Arrival Date	Destination
22 <sup>nd</sup> August 1942	Stuttgart	1,072 / 1,078	23 <sup>rd</sup> August 1942	Theresienstadt

From the Gestapo District of Stuttgart, a total of 1387 Jews were deported to Theresienstadt in 9 transports, including 2 single transports; of these, 318 survived the persecution. On Saturday 22<sup>nd</sup> August 1942, special train "Da 505" carried some 1,072 to 1,078 elderly Jews from Wurttemberg, Hohenzollern and Baden to Theresienstadt. The transport was designated in Theresienstadt as "XIII/1". Consonant with the nature of most of the "Old-age Transports" out of the Reich, these deportees included many former officials of the King of Wurttemberg. On the instructions of the State Police HQ in Stuttgart, a building on the Killesberg was again used as assembly camp.

The transports of rural Jews to the assembly camp in Stuttgart that were ordered prior to this were extraordinarily detailed and will therefore be presented here by way of example. At least a dozen individual transports left the rural districts on the 19<sup>th</sup> August 1942 for Stuttgart, each carrying 30 to 85 Jews. Three pre-ordered railcars with altogether 136 people from Haigerloch-by-Hechingen were first taken by a series of three trains to Eyach via the Hohenzollern local railway and subsequently dispatched via Tübingen to Stuttgart with scheduled trains of the State Railways. Furthermore, the State Railways Administration in Stuttgart was required to supply two railcars, to be run separately, for 100 people from Dellmensingen-by-Ulm. Two cars were also required from, respectively: Niederstotzingen-by-Sonthem on the Brenz via Ulm, with 95 deportees and Eschenau-by-Heilbronn with 85 deportees. At the same time separate 3<sup>rd</sup> class passenger cars were ordered for transportation from the following communities: Rexingen-on-Horb on the Neckar, with 50 people; Laupheim-by-Ulm with 40; Tigerfeld-by-Reutlingen with 40 and Obersdorf-by-Nördlingen with 40 deportees. Besides, further transfers of elderly Jews in the Stuttgart region were carried out using passenger cars in scheduled trains from the following communities: Baisingen-on-Horb, Buttenhausen-by-Münsingen and Buchau-by-Schussenried, also Weissenstein-by-Göppingen as well as from Göppingen Town itself. Some 45 to 49 elderly people from the city of Ulm were also taken into Transport "Da 505".

Presumably, at least some of the 20 passenger cars constituting the Stuttgart special train were first brought to Karlsruhe Main Station and there boarded by 160 Jews from Baden. The number of Baden Jews on this transport was relatively small because an extensive deportation had already been carried out from this region in October 1940 to the unoccupied territory in southern France.

On arrival on 23<sup>rd</sup> August 1942, the 1078 deportees of the Stuttgart Transport train, technically prepared under the number "Da 505", "XIII/1", like all arrivals in the summer of 1942, had to go on foot all the way from Theresienstadt –Bauschowitz Station (Eger) to the Fort. Only the sick were loaded on to trucks and brought there. The next day, 24<sup>th</sup> August, building works began at the Ghetto for the construction of 2585 m. of track to connect it to the station. The purpose was both to save fuel and to isolate the camp more from the public station. Finally, the distressing "loading" of arriving Jews and of those destined for departure on the official station of the BMB

("Bohemian-Moravian Railroad") had been a sight which passing travelers could not fail to observe.

All the personal data of people who had been on train "Da 505" were analyzed and evaluated at the "Documentation Center of the Stuttgart Archives" after the war. This has provided a deep insight into the process of systematic destruction which confronted also the elderly Jews on arrival in Bohemia, after their transportation to Theresienstadt: on the transport from Stuttgart 1012 people (94.2%) were over 50 years of age, and 921 (85.7%) even over 60. Indeed, during the first six weeks after their arrival till the end of September 1942, 247 participants in this transport (23%) died in Theresienstadt; of those deported from Stuttgart, 312 people (29%) were soon carried off in three "Old-age Transports", on the 23<sup>rd</sup>, 26<sup>th</sup> and 29<sup>th</sup> September 1942, to the extermination camp Treblinka in the Warsaw area and killed there. By the end of 1942, another 104 people from this transport died in Theresienstadt: thus, by January 1943, only 38% of the Jews deported from Stuttgart to Theresienstadt were still alive.

In his publication in 1969, Paul Sauer, Director of the Stuttgart Archives noted, that subsequently, another 159 people [of this transport] died in Theresienstadt, and 32 ended in the gas-chambers in Auschwitz in January 1943. By December 1943, only 19.5% of the deportees were still alive. During 1944, 129 Stuttgart people perished in Auschwitz, to which they had been hauled in eleven different transports (two in May 1944 and nine in September/October 1944). In Theresienstadt itself 41 persons died between 1<sup>st</sup> January 1945 and the end of the war. A total of 551 deportees from this transport (51.4%) lost their lives in Theresienstadt while 473 were deported again and murdered "in the East" (44.1%). Of the 1,072 persons deported from Stuttgart on 22<sup>nd</sup> August 1942, a mere 49 survived the war (4.5%).

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