

1
00:00:00,000 --> 00:00:03,234
[TONE]

2
00:00:03,234 --> 00:00:07,170

3
00:00:07,170 --> 00:00:10,860
(film slating)

4
00:00:10,860 --> 00:00:12,540
Yes, I would like to know.

5
00:00:12,540 --> 00:00:17,310
Because it's a problems that
I had when I was in Poland.

6
00:00:17,310 --> 00:00:19,860
Who decided to-- who
took the decision

7
00:00:19,860 --> 00:00:22,680
to ship a train of Jews?

8
00:00:22,680 --> 00:00:25,150
Let's take Polish Jews.

9
00:00:25,150 --> 00:00:27,540
Because I think it's
clearer, because it

10
00:00:27,540 --> 00:00:29,370
was more concentrated.

11
00:00:29,370 --> 00:00:32,400
Either to Treblinka,
or to Sobibor, or even

12
00:00:32,400 --> 00:00:35,400
sometimes to Auschwitz.

13

00:00:35,400 --> 00:00:38,750
Because I had the
feeling that sometimes,

14
00:00:38,750 --> 00:00:41,850
the decision was taken
at the very last moment.

15
00:00:41,850 --> 00:00:43,800
That they shipped
the train, but they

16
00:00:43,800 --> 00:00:45,810
didn't know exactly
which camp, which

17
00:00:45,810 --> 00:00:49,990
extermination camp to send it.

18
00:00:49,990 --> 00:00:52,720
Well, here again,
the decision flow

19
00:00:52,720 --> 00:00:56,620
begins in Berlin, where
the substantive matter

20
00:00:56,620 --> 00:01:00,100
is how many Jews are going
to be shipped from where

21
00:01:00,100 --> 00:01:03,190
in a certain direction.

22
00:01:03,190 --> 00:01:07,630
We have, for example
right here, the record,

23
00:01:07,630 --> 00:01:12,310
one of the documents
of the [GERMAN]..

24
00:01:12,310 --> 00:01:14,860

There were three
regional offices

25
00:01:14,860 --> 00:01:19,420
of the Reichsbahn for
purposes of making schedules.

26
00:01:19,420 --> 00:01:22,990
Depending upon the direction
in which the train was going,

27
00:01:22,990 --> 00:01:25,490
the decision would be made in
between Generalbetriebsleitung

28
00:01:25,490 --> 00:01:30,910
ost or [GERMAN] or sud.

29
00:01:30,910 --> 00:01:33,700
Now, this is an ost
betriebsleitung.

30
00:01:33,700 --> 00:01:39,490
So here, we see a document
dated the 16th of January, 1943.

31
00:01:39,490 --> 00:01:43,510
And if we turn the page, we
will see that here are already

32
00:01:43,510 --> 00:01:45,790
certain transports
being scheduled

33
00:01:45,790 --> 00:01:50,170
for the end of the month,
and later on February,

34
00:01:50,170 --> 00:01:56,650
with precise date of departure
and precise destination listed.

35
00:01:56,650 --> 00:01:58,330

So that, for
example, a transport

36
00:01:58,330 --> 00:02:04,270
leaving Berlin on the 2nd
of February to Auschwitz,

37
00:02:04,270 --> 00:02:06,700
or leaving Bialystok
for Treblinka

38
00:02:06,700 --> 00:02:09,100
on the 9th of
February is already

39
00:02:09,100 --> 00:02:12,280
on the list as a result
of a discussion that was

40
00:02:12,280 --> 00:02:14,940
held on the 16th of January.

41
00:02:14,940 --> 00:02:17,993
16 of January and they
foresee already for--

42
00:02:17,993 --> 00:02:19,410
And they already
foresee through--

43
00:02:19,410 --> 00:02:20,520
--how long in advance for?

44
00:02:20,520 --> 00:02:21,020
How many?

45
00:02:21,020 --> 00:02:23,890
Well, actually, I would
say an entire month.

46
00:02:23,890 --> 00:02:24,490
Yes.

47

00:02:24,490 --> 00:02:26,440

An entire month.

48

00:02:26,440 --> 00:02:29,260

And sometimes, it
would take longer.

49

00:02:29,260 --> 00:02:32,320

This does not mean that this
schedule, which was not really

50

00:02:32,320 --> 00:02:34,960

a final schedule,
was to be treated

51

00:02:34,960 --> 00:02:37,840

as though it were locked in.

52

00:02:37,840 --> 00:02:40,700

You will notice, for
example, that in some cases,

53

00:02:40,700 --> 00:02:44,320

the time of departure is listed,
in other cases it is not.

54

00:02:44,320 --> 00:02:47,200

Because they simply
haven't figured out at this

55

00:02:47,200 --> 00:02:50,440

point how they are going to
push these special trains

56

00:02:50,440 --> 00:02:52,960

through between
regular schedules.

57

00:02:52,960 --> 00:02:54,490

And they were going
to have to do it

58

00:02:54,490 --> 00:02:55,940
in some subsequent meeting yet.

59
00:02:55,940 --> 00:02:57,160
This had to be flexible.

60
00:02:57,160 --> 00:02:59,110
They had to be very flexible.

61
00:02:59,110 --> 00:03:01,570
And as the war went
on, the flexibility

62
00:03:01,570 --> 00:03:04,360
became a greater requirement.

63
00:03:04,360 --> 00:03:07,540
For example, there might
be bombings, or more often,

64
00:03:07,540 --> 00:03:09,580
railroad repairs or expansions.

65
00:03:09,580 --> 00:03:12,970
As a consequence of which,
at the very last moment,

66
00:03:12,970 --> 00:03:15,960
trains might be shifted,
let's say, from Sobibor

67
00:03:15,960 --> 00:03:18,330
to Treblinka or wherever.

68
00:03:18,330 --> 00:03:21,160
And this might be
done within days

69
00:03:21,160 --> 00:03:23,700
of the final transport leaving.

70
00:03:23,700 --> 00:03:26,960

Thus flexibility was a key to--

71

00:03:26,960 --> 00:03:27,585

I go right to--

72

00:03:27,585 --> 00:03:28,252

--the operation.

73

00:03:28,252 --> 00:03:30,760

--this flexibility.

74

00:03:30,760 --> 00:03:33,700

Can one imagine that
the final decision

75

00:03:33,700 --> 00:03:35,710

would have been
made in some cases

76

00:03:35,710 --> 00:03:41,320

not by Berlin, but by
the people of the--

77

00:03:41,320 --> 00:03:42,920

Absolutely, well--

78

00:03:42,920 --> 00:03:45,380

--of the railway
themselves on the spot.

79

00:03:45,380 --> 00:03:46,120

Oh, yes.

80

00:03:46,120 --> 00:03:47,690

Now, you must remember this.

81

00:03:47,690 --> 00:03:50,050

Even though General
betriebsleitung ost

82

00:03:50,050 --> 00:03:52,300

located in Berlin,

one should not

83

00:03:52,300 --> 00:03:56,080

refer to that particular
office as, quote, "Berlin,"

84

00:03:56,080 --> 00:03:57,940

because General
Betreibstleitung west

85

00:03:57,940 --> 00:04:01,270

was not located in Berlin and
sud was not located in Berlin.

86

00:04:01,270 --> 00:04:04,000

So it's coincidental
that ost is in Berlin.

87

00:04:04,000 --> 00:04:07,360

It's because Berlin
itself is facing east.

88

00:04:07,360 --> 00:04:08,020

Yes

89

00:04:08,020 --> 00:04:09,820

So in short, here,
we are already

90

00:04:09,820 --> 00:04:13,780

dealing at a regional
level with transport.

91

00:04:13,780 --> 00:04:16,240

And finally, we may be
dealing with transport

92

00:04:16,240 --> 00:04:19,690

at a subregional level, or
even at the local level, where

93

00:04:19,690 --> 00:04:25,120

the final scheduling orders,

Fahrplananordnung, are being

94

00:04:25,120 --> 00:04:30,340
drafted, pursuant always to
the basic structure laid down

95

00:04:30,340 --> 00:04:32,200
in the basic directive.

96

00:04:32,200 --> 00:04:32,870
Yes.

97

00:04:32,870 --> 00:04:35,410
So we are dealing
here with a decision

98

00:04:35,410 --> 00:04:39,160
first within the
transport ministry

99

00:04:39,160 --> 00:04:43,790
itself to deputize one of the
three General betreibsteitung

100

00:04:43,790 --> 00:04:47,990
depending upon where the
category of transports

101

00:04:47,990 --> 00:04:53,740
are going, whether it shall
be sent west, south, or east.

102

00:04:53,740 --> 00:04:54,640
All right.

103

00:04:54,640 --> 00:04:57,437
This one is obviously
east, so there it goes.

104

00:04:57,437 --> 00:04:58,520
That's the first decision.

105

00:04:58,520 --> 00:05:02,050

The second decision
is taken right here.

106

00:05:02,050 --> 00:05:05,320

Where, when, and at
what time, perhaps,

107

00:05:05,320 --> 00:05:08,840

are these transports
going to leave.

108

00:05:08,840 --> 00:05:12,130

To which camps?

109

00:05:12,130 --> 00:05:14,470

And may I say, these are
not only Jewish transports,

110

00:05:14,470 --> 00:05:16,670

there are a whole list
of transports here.

111

00:05:16,670 --> 00:05:19,360

They're not dealing with
only Jewish transports.

112

00:05:19,360 --> 00:05:22,080

And now, we can tell
the purpose, or rather

113

00:05:22,080 --> 00:05:26,050

the nature of the passengers
from the designation

114

00:05:26,050 --> 00:05:30,260

of the transport, which
is in a column right here.

115

00:05:30,260 --> 00:05:32,380

And we can see that,
for example, DA--

116

00:05:32,380 --> 00:05:35,560
and this comes to the question
that you asked earlier--

117
00:05:35,560 --> 00:05:40,490
refers to Jews who are quite
definitely outside of Poland.

118
00:05:40,490 --> 00:05:42,780
And Jewish transports
outside of Poland

119
00:05:42,780 --> 00:05:44,360
are called DA transports.

120
00:05:44,360 --> 00:05:44,860
DA.

121
00:05:44,860 --> 00:05:46,150
What is the meaning of DA?

122
00:05:46,150 --> 00:05:46,870
Does one know?

123
00:05:46,870 --> 00:05:48,760
There is only
speculation about it.

124
00:05:48,760 --> 00:05:50,710
And I've heard the
speculation, David,

125
00:05:50,710 --> 00:05:54,850
but I have had no confirmation
of it from any German document.

126
00:05:54,850 --> 00:05:56,170
David?

127
00:05:56,170 --> 00:05:57,370
It might be.

128

00:05:57,370 --> 00:05:58,510
But this is speculative.

129
00:05:58,510 --> 00:06:01,907
And even those people in the
railroads are just speculating.

130
00:06:01,907 --> 00:06:03,490
It's astonishing
that people who could

131
00:06:03,490 --> 00:06:06,940
have been using this
designation all of the while

132
00:06:06,940 --> 00:06:10,770
are now unsure
what its origin is.

133
00:06:10,770 --> 00:06:14,830
But notice that DA is about
the only designation which

134
00:06:14,830 --> 00:06:17,110
is not immediately obvious.

135
00:06:17,110 --> 00:06:21,580
VD, Volksdeutsche,
that's very clear.

136
00:06:21,580 --> 00:06:24,640
RM are Romanians,
that's pretty clear.

137
00:06:24,640 --> 00:06:28,330
PO are Poles, that's very clear.

138
00:06:28,330 --> 00:06:30,640
And later on, we
even see PJ, which

139
00:06:30,640 --> 00:06:34,550
I believe to be Polish

Jews, Polnisch Juden

140

00:06:34,550 --> 00:06:36,725

But DA, which is one
of the original--

141

00:06:36,725 --> 00:06:38,920

PJ is Bialystok, Auschwitz, yes.

142

00:06:38,920 --> 00:06:39,440

Yes, yes.

143

00:06:39,440 --> 00:06:39,750

Probably is.

144

00:06:39,750 --> 00:06:40,280

Yes.

145

00:06:40,280 --> 00:06:43,200

Now, we always see that
PJ, or in some cases,

146

00:06:43,200 --> 00:06:47,210

we see another designation,
which is less clear, especially

147

00:06:47,210 --> 00:06:48,920

later on--

148

00:06:48,920 --> 00:06:51,890

well, we just don't
know what it means.

149

00:06:51,890 --> 00:06:53,390

Or rather, we do
know what it means,

150

00:06:53,390 --> 00:06:56,420

but we don't know why it is
that particular designation.

151

00:06:56,420 --> 00:07:00,170

There is here a very
rudimentary attempt

152
00:07:00,170 --> 00:07:03,320
to disguise the nature
of the transport.

153
00:07:03,320 --> 00:07:04,382
But it's extremely--

154
00:07:04,382 --> 00:07:05,090
Very rudimentary.

155
00:07:05,090 --> 00:07:06,860
Very rudimentary.

156
00:07:06,860 --> 00:07:12,490
It's basically not hard
to figure out, even

157
00:07:12,490 --> 00:07:14,800
if just by process
of elimination,

158
00:07:14,800 --> 00:07:16,570
that these are
Jewish transports.

159
00:07:16,570 --> 00:07:18,730
DA is a Jewish transport.

160
00:07:18,730 --> 00:07:21,160
Berlin to Auschwitz.

161
00:07:21,160 --> 00:07:24,520
There are no Germans
going to Auschwitz.

162
00:07:24,520 --> 00:07:26,650
So obviously, it's
a Jewish transport.

163

00:07:26,650 --> 00:07:33,350
DA15, February the 2nd,
1943, going to Auschwitz,

164
00:07:33,350 --> 00:07:35,380
very clearly.

165
00:07:35,380 --> 00:07:41,430
And how did you yourself
come to these findings?

166
00:07:41,430 --> 00:07:47,120
I found the document, which
is dated the 16th of January,

167
00:07:47,120 --> 00:07:55,010
for the first time in 1968,
when I was visiting Germany,

168
00:07:55,010 --> 00:08:00,110
in a folder, which had been sent
there from the Soviet Union.

169
00:08:00,110 --> 00:08:03,740
Indeed, this item and
others, aggregating

170
00:08:03,740 --> 00:08:09,590
about 100 pages or more,
came from a railroad station

171
00:08:09,590 --> 00:08:11,770
in Minsk.

172
00:08:11,770 --> 00:08:14,980
This itself is fascinating,
because here, we

173
00:08:14,980 --> 00:08:19,060
see the extent to which
the information was spread

174
00:08:19,060 --> 00:08:20,450

throughout occupied Europe.

175

00:08:20,450 --> 00:08:22,850

The very fact that this
particular document,

176

00:08:22,850 --> 00:08:26,680

which is the Rosetta Stone
from which we learned all about

177

00:08:26,680 --> 00:08:30,520

the operation of the railroads
could have reached a point

178

00:08:30,520 --> 00:08:34,360

as far east as Minsk,
which is farther than most

179

00:08:34,360 --> 00:08:36,880

of the transports went--
they only went to Auschwitz,

180

00:08:36,880 --> 00:08:38,980

or Treblinka, or Sobibor--

181

00:08:38,980 --> 00:08:44,260

is indication of the way in
which the circulatory system

182

00:08:44,260 --> 00:08:46,810

of this railroads worked.

183

00:08:46,810 --> 00:08:49,510

That everybody got
to know everything,

184

00:08:49,510 --> 00:08:51,340

almost of necessity.

185

00:08:51,340 --> 00:08:53,870

Because trains move,
they are not stationary.

186

00:08:53,870 --> 00:08:55,620

You're not operating
a school system here,

187

00:08:55,620 --> 00:08:59,640

you're operating
a moving system.

188

00:08:59,640 --> 00:09:00,550

Yes.

189

00:09:00,550 --> 00:09:06,040

So we found this, or I
discovered it, in Germany.

190

00:09:06,040 --> 00:09:08,170

And that it not
to say that I knew

191

00:09:08,170 --> 00:09:10,630

what it meant at that point.

192

00:09:10,630 --> 00:09:13,610

Most particularly
because right on top,

193

00:09:13,610 --> 00:09:18,830

I could see a designation,
PW, which mystified me.

194

00:09:18,830 --> 00:09:20,770

PW would mean?

195

00:09:20,770 --> 00:09:23,340

Well, now I know it
means Personenwagen.

196

00:09:23,340 --> 00:09:26,130

But this is just precisely
the point that we made before.

197

00:09:26,130 --> 00:09:28,590

I could not believe,
at the beginning,

198
00:09:28,590 --> 00:09:32,010
that a person in charge of
Personenwagen in the General

199
00:09:32,010 --> 00:09:35,550
betriebsleitung ost would
be signing such a document,

200
00:09:35,550 --> 00:09:38,790
when everybody, after all,
knew that these people were

201
00:09:38,790 --> 00:09:42,100
being shipped in cattle cars.

202
00:09:42,100 --> 00:09:45,460
So the very fact, you see,
that I had known beforehand

203
00:09:45,460 --> 00:09:48,460
that the transports
were actually organized

204
00:09:48,460 --> 00:09:52,450
in cattle cars stopped
to me, for a long time,

205
00:09:52,450 --> 00:09:56,770
from realizing that people
in charge of Personenwagen

206
00:09:56,770 --> 00:10:00,340
passenger cars, were going
about their usual business

207
00:10:00,340 --> 00:10:02,470
of scheduling these trains.

208
00:10:02,470 --> 00:10:05,090
So it took me for a

while to realize this.

209

00:10:05,090 --> 00:10:08,080

And we don't have ready-made
organization charts, either.

210

00:10:08,080 --> 00:10:12,020

They have to be put
together from the documents.

211

00:10:12,020 --> 00:10:14,050

So we finally, or I
finally discovered,

212

00:10:14,050 --> 00:10:18,640

in this case, who [? Jacobi ?]
was, what his role was.

213

00:10:18,640 --> 00:10:20,620

And he is one of
the decision-makers

214

00:10:20,620 --> 00:10:22,990

in General betriebsleitung ost

215

00:10:22,990 --> 00:10:28,180

He decides the matter of car
allocation in point of fact.

216

00:10:28,180 --> 00:10:31,330

That is to say, how
many cars are needed,

217

00:10:31,330 --> 00:10:33,130

for how long they are needed.

218

00:10:33,130 --> 00:10:34,870

He is not the scheduling man.

219

00:10:34,870 --> 00:10:36,112

That is somebody else.

220

00:10:36,112 --> 00:10:37,570
That's a man called
[Personal name]

221
00:10:37,570 --> 00:10:40,870
in that particular General
betreichstleistung.

222
00:10:40,870 --> 00:10:43,600
Nor is he still
another man, who is

223
00:10:43,600 --> 00:10:47,740
dealing with the coordination
of all transports insofar

224
00:10:47,740 --> 00:10:50,620
as they require coordination
with the military.

225
00:10:50,620 --> 00:10:53,150
And that's [Personal name]
that's a third person.

226
00:10:53,150 --> 00:10:56,350
Now, all of these are
bureaucrats in a single office.

227
00:10:56,350 --> 00:10:58,480
They get together, they
have a long discussion,

228
00:10:58,480 --> 00:11:00,550
they have their
own Jewish expert.

229
00:11:00,550 --> 00:11:04,300
And finally, they come out
with a document like this,

230
00:11:04,300 --> 00:11:05,350
which is hammered out.

231

00:11:05,350 --> 00:11:15,930

232

00:11:15,930 --> 00:11:20,006

Incidentally, the special
Jewish expert in General

233

00:11:20,006 --> 00:11:25,060

betriebsleitung ost
is a man called Klemm,

234

00:11:25,060 --> 00:11:27,160

spelled K-L-E-double M.

235

00:11:27,160 --> 00:11:28,910

Bruno?

236

00:11:28,910 --> 00:11:30,380

I believe it is Bruno.

237

00:11:30,380 --> 00:11:33,290

I spent a lot of
time disentangling

238

00:11:33,290 --> 00:11:37,770

three different Klemms
until I decided on him.

239

00:11:37,770 --> 00:11:38,740

He is missing.

240

00:11:38,740 --> 00:11:42,270

And it is almost
impossible now to even know

241

00:11:42,270 --> 00:11:47,010

which precise office he held
within the betriebsleitung.

242

00:11:47,010 --> 00:11:49,980

That itself, however, is
significant, because the man,

243

00:11:49,980 --> 00:11:52,980

even though he
chaired conferences

244

00:11:52,980 --> 00:11:55,920

to hammer out
timetables like this,

245

00:11:55,920 --> 00:11:57,990

was not sufficiently
high ranking

246

00:11:57,990 --> 00:12:01,510

to be listed in the
railway directory,

247

00:12:01,510 --> 00:12:03,840

which is a pretty
thick publication,

248

00:12:03,840 --> 00:12:07,256

and which has a
lot of names in it.

249

00:12:07,256 --> 00:12:09,960

You mean the railway
directory of today?

250

00:12:09,960 --> 00:12:13,530

No, I'm speaking of the
one in 1942 or 1943,

251

00:12:13,530 --> 00:12:16,880

which is a very, very
rare document these days.

252

00:12:16,880 --> 00:12:19,190

Very few copies remain.

253

00:12:19,190 --> 00:12:20,810

One can see one in Frankfurt.

254

00:12:20,810 --> 00:12:23,480

And one can see
one in Ludwigsburg.

255

00:12:23,480 --> 00:12:25,730

And there is allegedly a
third one in the hands of one

256

00:12:25,730 --> 00:12:28,280

of the railway people.

257

00:12:28,280 --> 00:12:31,400

And that's it.

258

00:12:31,400 --> 00:12:33,710

That's just a list of
the important official

259

00:12:33,710 --> 00:12:36,800

and, you know, officials
in the various posts

260

00:12:36,800 --> 00:12:40,260

that they held at that time.

261

00:12:40,260 --> 00:12:45,500

Not a secret document
at all, but very scarce.

262

00:12:45,500 --> 00:12:46,065

Yes.

263

00:12:46,065 --> 00:12:47,840

And Klein is not listed.

264

00:12:47,840 --> 00:12:49,256

He's not.

265

00:12:49,256 --> 00:12:52,160

Not listed in any
organization chart,

266

00:12:52,160 --> 00:12:54,500
which would make it
possible to figure out

267
00:12:54,500 --> 00:13:00,750
whether he worked in the
context of the military division

268
00:13:00,750 --> 00:13:05,310
L, which by the way, stands
for [GERMAN], I believe,

269
00:13:05,310 --> 00:13:08,910
or whether he perhaps was
in one of the other two

270
00:13:08,910 --> 00:13:11,410
that might also qualify.

271
00:13:11,410 --> 00:13:13,120
But you have to
remember that there

272
00:13:13,120 --> 00:13:16,900
was a system of flexibility
also organizationally

273
00:13:16,900 --> 00:13:19,720
that one person would
take the place of another

274
00:13:19,720 --> 00:13:21,200
if need be to do the job.

275
00:13:21,200 --> 00:13:25,950

276
00:13:25,950 --> 00:13:30,250
And tell me about
your breakthrough.

277
00:13:30,250 --> 00:13:35,260
My breakthrough was

entirely intellectual.

278

00:13:35,260 --> 00:13:39,840

I had this particular Rosetta
Stone for quite a while.

279

00:13:39,840 --> 00:13:42,910

Rosetta Stone, yes.

280

00:13:42,910 --> 00:13:46,540

And I studied it,
still not knowing

281

00:13:46,540 --> 00:13:51,260

what to make of some of the
items of information in it.

282

00:13:51,260 --> 00:13:56,950

And then I observed a
[GERMAN],, that is to say,

283

00:13:56,950 --> 00:14:05,070

a scheduling order issued
by a local [GERMAN],,

284

00:14:05,070 --> 00:14:15,810

or [GERMAN] with the same
number that I found here.

285

00:14:15,810 --> 00:14:19,000

And then it occurred to me--

286

00:14:19,000 --> 00:14:21,920

that is to say the same
number of a particular train

287

00:14:21,920 --> 00:14:24,030

that I found here.

288

00:14:24,030 --> 00:14:27,150

And then it occurred
to me that, of course,

289

00:14:27,150 --> 00:14:29,400
this is a preliminary document.

290

00:14:29,400 --> 00:14:31,560
This is a preliminary order.

291

00:14:31,560 --> 00:14:34,320
It is a general framework.

292

00:14:34,320 --> 00:14:38,730
And that the process
doesn't stop there.

293

00:14:38,730 --> 00:14:43,980
Because this specific train must
be routed through a scheduling

294

00:14:43,980 --> 00:14:49,170
order to its destination, making
sure that it would traverse

295

00:14:49,170 --> 00:14:52,680
a certain route, that it will
pass through certain railway

296

00:14:52,680 --> 00:14:53,970
stations.

297

00:14:53,970 --> 00:14:56,953
And every station and
route has to be notified

298

00:14:56,953 --> 00:14:59,370
of the train passing through
and the approximate time when

299

00:14:59,370 --> 00:15:01,730
it will do so.

300

00:15:01,730 --> 00:15:04,940
So here, you have
another information flow,

301
00:15:04,940 --> 00:15:10,510
which is illustrated in this
Fahrplananordnung, which

302
00:15:10,510 --> 00:15:13,270
is from the General
betriebsleitung ost the railway

303
00:15:13,270 --> 00:15:15,710
system contained
in the [GERMAN],,

304
00:15:15,710 --> 00:15:21,160
those districts of Krakow,
Radom, Warsaw, Galicia,

305
00:15:21,160 --> 00:15:22,770
and Lublin.

306
00:15:22,770 --> 00:15:25,950
This one is dated
15 September, 1942.

307
00:15:25,950 --> 00:15:29,160
So that's not the one on which
the breakthrough was made.

308
00:15:29,160 --> 00:15:35,500
But here, we see another puzzle.

309
00:15:35,500 --> 00:15:38,620
Even though this
is not a new find,

310
00:15:38,620 --> 00:15:42,280
the Polish government
has had this for a while.

311
00:15:42,280 --> 00:15:46,710
Some of these things were
published many years ago.

312

00:15:46,710 --> 00:15:51,490

Yet I suspect that they were
not completely understood.

313

00:15:51,490 --> 00:15:54,400

I was puzzled by
the number 33, which

314

00:15:54,400 --> 00:15:58,090

is in the upper left-hand
corner of the document,

315

00:15:58,090 --> 00:16:00,980

and the letter H
that follows it.

316

00:16:00,980 --> 00:16:04,010

I just did not know
what to make of that.

317

00:16:04,010 --> 00:16:09,100

And since I did have
organization charts

318

00:16:09,100 --> 00:16:11,860

of the transport
ministry itself,

319

00:16:11,860 --> 00:16:16,660

I was looking for a number 33
in these organization charts,

320

00:16:16,660 --> 00:16:20,750

not realizing that that
was a futile endeavor.

321

00:16:20,750 --> 00:16:22,970

Leaving aside the history
of the Reichsbahn, which

322

00:16:22,970 --> 00:16:27,200

accounts for the
numbers, 33 is the number

323
00:16:27,200 --> 00:16:31,160
used by Reichsbahn
[GERMAN] in the field

324
00:16:31,160 --> 00:16:35,900
for that office, which is in
charge of scheduling trains.

325
00:16:35,900 --> 00:16:38,690
So whenever the
number 33 appears,

326
00:16:38,690 --> 00:16:44,590
that is to say that somebody
there is scheduling a train.

327
00:16:44,590 --> 00:16:48,440
If the letter H
appears next to it,

328
00:16:48,440 --> 00:16:50,830
it means that the person
normally doing the job

329
00:16:50,830 --> 00:16:53,920
is not doing it this
time, but that somebody

330
00:16:53,920 --> 00:16:56,840
is doing it for him.

331
00:16:56,840 --> 00:16:57,880
And if we look at this--

332
00:16:57,880 --> 00:17:00,160
H is the first letter
for which name?

333
00:17:00,160 --> 00:17:04,150
[GERMAN],, which is an
auxiliary, an auxiliary.

334

00:17:04,150 --> 00:17:08,440

But in this case, it's not
a low ranking proposition.

335

00:17:08,440 --> 00:17:12,250

And here, we see that
the scheduling experts

336

00:17:12,250 --> 00:17:14,240

[Personal name]
and [Personal name]

337

00:17:14,240 --> 00:17:18,220

of the Reichsbahn
[GERMAN],, the [GERMAN],,

338

00:17:18,220 --> 00:17:24,160

the [GERMAN] are involved
in a few transports.

339

00:17:24,160 --> 00:17:27,170

These particular ones
are called [GERMAN]..

340

00:17:27,170 --> 00:17:31,960

341

00:17:31,960 --> 00:17:34,810

Now, that's the district Radom,
that's not the city of Radom.

342

00:17:34,810 --> 00:17:37,000

The district.

343

00:17:37,000 --> 00:17:39,490

And we see here the
number of the order.

344

00:17:39,490 --> 00:17:41,150

This is number 587.

345

00:17:41,150 --> 00:17:45,640

That just goes to show you
how many of them there were.

346
00:17:45,640 --> 00:17:51,220
Underneath the very interesting
designation, [GERMAN],,

347
00:17:51,220 --> 00:17:56,290
only for internal use, it's
just very regular traffic.

348
00:17:56,290 --> 00:17:57,480
This traffic?

349
00:17:57,480 --> 00:17:58,680
Death traffic, of course.

350
00:17:58,680 --> 00:18:03,670
How do you know that
PKR means this train?

351
00:18:03,670 --> 00:18:07,590
Well, here, again, of
course, the only way

352
00:18:07,590 --> 00:18:10,410
that we know this kind
of information for sure

353
00:18:10,410 --> 00:18:15,730
is that we know that the
destination is Treblinka.

354
00:18:15,730 --> 00:18:18,620
And that the train
does not go further.

355
00:18:18,620 --> 00:18:20,620
So when we consider
that an entire train is

356
00:18:20,620 --> 00:18:21,460
going to Treblinka.

357
00:18:21,460 --> 00:18:23,830
And there were, after all,
several, or rather, many

358
00:18:23,830 --> 00:18:25,440
of them.

359
00:18:25,440 --> 00:18:28,940
Then we say to
ourselves, this was not

360
00:18:28,940 --> 00:18:33,170
a train carrying German
soldiers on furlough.

361
00:18:33,170 --> 00:18:37,740
This was not a train carrying
Polish workers to a labor camp.

362
00:18:37,740 --> 00:18:42,740
This was a train carrying
people to a particular place,

363
00:18:42,740 --> 00:18:45,740
the object of which
overwhelmingly, primarily,

364
00:18:45,740 --> 00:18:46,950
in 99% of all cases--

365
00:18:46,950 --> 00:18:47,450
Whoa.

366
00:18:47,450 --> 00:18:49,940
--was death.

367
00:18:49,940 --> 00:18:55,250
And it is by these means that
we identify the lettering.

368
00:18:55,250 --> 00:19:01,260

We do not have a document that says, KR means such and such.

369

00:19:01,260 --> 00:19:03,740

We have the explanations by Richter,

370

00:19:03,740 --> 00:19:07,250

who tells us that, indeed, this was a death

371

00:19:07,250 --> 00:19:12,720

train, thus confirming what we believe and what we know.

372

00:19:12,720 --> 00:19:16,630

But you don't think that the fact that the secrecy was

373

00:19:16,630 --> 00:19:21,720

so primitive, so rudimentary doesn't come from the fact

374

00:19:21,720 --> 00:19:26,050

that, after all, it took place in Poland.

375

00:19:26,050 --> 00:19:30,340

And in Poland, it's enough to go there today

376

00:19:30,340 --> 00:19:32,350

to discover that everybody knew.

377

00:19:32,350 --> 00:19:35,300

Lots of people of the Poles, over the railway,

378

00:19:35,300 --> 00:19:36,340

that everybody knew.

379

00:19:36,340 --> 00:19:43,120

380
00:19:43,120 --> 00:19:46,434
(film slating)

381
00:19:46,434 --> 00:19:49,420
OK.

382
00:19:49,420 --> 00:19:55,960
Looking at Fahrplananordnung
number 587,

383
00:19:55,960 --> 00:20:01,690
a rather amazing amount of
information is packed into it.

384
00:20:01,690 --> 00:20:05,020
This is the typical
order for a [GERMAN],,

385
00:20:05,020 --> 00:20:06,640
that means one
which is especially

386
00:20:06,640 --> 00:20:09,880
requested for special trains.

387
00:20:09,880 --> 00:20:16,650
And here, we see
that, starting out

388
00:20:16,650 --> 00:20:19,080
in one ghetto, which
obviously is being empty,

389
00:20:19,080 --> 00:20:21,770
the train leaves for Treblinka.

390
00:20:21,770 --> 00:20:25,340
We note the time that
it takes to get there.

391
00:20:25,340 --> 00:20:28,610

It leaves on the
30th of September,

392
00:20:28,610 --> 00:20:35,150
1942, 18 minutes after 4
o'clock, by schedule, at least.

393
00:20:35,150 --> 00:20:42,420
Arrives there at 11:24
on the next morning.

394
00:20:42,420 --> 00:20:45,000
Now, this is within
the Radom district,

395
00:20:45,000 --> 00:20:47,100
going to the neighboring
district of Treblinka.

396
00:20:47,100 --> 00:20:51,030
That is an extremely long ride
for such a short distance.

397
00:20:51,030 --> 00:20:54,030
And you have to keep in mind
that a great many transports

398
00:20:54,030 --> 00:20:56,600
took much longer to arrive
at their destination point,

399
00:20:56,600 --> 00:21:00,570
since when they came
from Paris or wherever.

400
00:21:00,570 --> 00:21:03,120
This is also a very
long train, which

401
00:21:03,120 --> 00:21:06,512
may be the reason
that it takes so slow,

402

00:21:06,512 --> 00:21:07,720
it takes such a long time to.

403
00:21:07,720 --> 00:21:10,290
There is a number of the cars?

404
00:21:10,290 --> 00:21:14,380
It says here, well,
it's says 50G.

405
00:21:14,380 --> 00:21:23,170
That's [GERMAN],, 50
of those [GERMAN],,

406
00:21:23,170 --> 00:21:25,450
freight cars,
filled with people.

407
00:21:25,450 --> 00:21:27,940
That's an exceptionally
heavy transport.

408
00:21:27,940 --> 00:21:29,740
Thousands of people in it.

409
00:21:29,740 --> 00:21:31,630
According to the
people of Treblinka

410
00:21:31,630 --> 00:21:35,860
today, it was not
exceptional at all.

411
00:21:35,860 --> 00:21:38,740
Well, it may well be that,
especially from Radom,

412
00:21:38,740 --> 00:21:42,130
from near points, they loaded
them up as much as 3,000

413
00:21:42,130 --> 00:21:42,790
on a train.

414
00:21:42,790 --> 00:21:43,290
Yes.

415
00:21:43,290 --> 00:21:48,250
You can figure out
that if 50, 75--

416
00:21:48,250 --> 00:21:49,870
They said sometimes even more.

417
00:21:49,870 --> 00:21:52,960
100 people, even would be
loaded on one single car.

418
00:21:52,960 --> 00:21:57,790
Multiply it by 50, and that's
a very large number of victims.

419
00:21:57,790 --> 00:22:02,050
Now, once the train has
been unloaded at Treblinka--

420
00:22:02,050 --> 00:22:05,260
and you notice there
are two numbers here.

421
00:22:05,260 --> 00:22:08,350
11:24, that's in the morning.

422
00:22:08,350 --> 00:22:13,150
And 15:59, which is to
say, almost 4 o'clock

423
00:22:13,150 --> 00:22:14,470
in the afternoon.

424
00:22:14,470 --> 00:22:18,330
In that interval of time the
train has to be unloaded,

425
00:22:18,330 --> 00:22:19,520

cleaned, and--

426
00:22:19,520 --> 00:22:20,600
Actual artifact.

427
00:22:20,600 --> 00:22:21,247
All right.

428
00:22:21,247 --> 00:22:22,590
so.

429
00:22:22,590 --> 00:22:25,182
The real thing.

430
00:22:25,182 --> 00:22:26,420
It is the real thing.

431
00:22:26,420 --> 00:22:26,920
Yes.

432
00:22:26,920 --> 00:22:33,130

433
00:22:33,130 --> 00:22:34,540
Those numbers mean something.

434
00:22:34,540 --> 00:22:35,977
The signatures mean something.

435
00:22:35,977 --> 00:22:37,060
It's not a piece of paper.

436
00:22:37,060 --> 00:22:38,687
It's an order.

437
00:22:38,687 --> 00:22:40,520
And by virtue of the
fact that the order was

438
00:22:40,520 --> 00:22:43,340
sent from one office

to another, the trains

439

00:22:43,340 --> 00:22:47,360

enumerated here actually
left with their victims.

440

00:22:47,360 --> 00:22:49,616

Actually went.

441

00:22:49,616 --> 00:22:51,490

Yes, all this was true.

442

00:22:51,490 --> 00:22:51,990

Yes.

443

00:22:51,990 --> 00:22:52,942

Again true.

444

00:22:52,942 --> 00:22:57,702

445

00:22:57,702 --> 00:23:08,680

(film logistics - cut) OK.

446

00:23:08,680 --> 00:23:11,980

447

00:23:11,980 --> 00:23:13,380

(film logistics)

448

00:23:13,380 --> 00:23:25,000