

Evacuation from Bessarabia and Bukovina, 1940

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NOTES: BRIEF HISTORICAL BACKGROUND

A couple of land regions near the Black Sea were of particular interest to the Germans in 1940. The pages of documents that follow focus on two territories in an area near the Black Sea. To understand why Germany had an interest in the people of these regions, we review briefly the historical background of the area.

The area of concern involves the nations of Romania and Russia. Romania started off as two principalities, dating back to 1350, known as Walachia and Moldavia. Walachia was bordered by Bulgaria to the south and east, Hungary to the west and north, and Moldavia on the northeast side. Moldavia was on the east of Hungary, south of Poland and Old Lithuania, and followed the Dnister River to the Black Sea as its eastern boundary. Until the early 1800s, the Turks ruled in these areas. In the Treaty of 1812, as a result of the Russians defeating the Turks, the two principalities were taken over by the Russians. In the early 1830s, representative government was set up by the Russians. Russian troops withdrew from the principalities in 1834. However, the eastern part of Moldavia remained part of Russia. This is what became known as Bessarabia and was settled by Germans. It did not take too long and the Russians became embroiled in another war which brought European troops into the Crimea. In 1856, at the end of the Crimean War and the defeat of the Russians, the southern portion of Bessarabia was given to the principality of Moldavia. In 1861, Romania became a recognized nation when the principalities of Walachia and Moldavia joined to form one nation. In 1878, the Russians once again took back the portion of Bessarabia that had been governed by Romania.

Until World War I, Bukovina was a territory of the Austria-Hungary Empire. However, because Romania left the Central Powers in 1916 and joined up with the Allied Forces, at the end of the war in 1918, it was rewarded by receiving three regions of the defeated Empire. Bukovina became part of

Romania, located in the north central part of the country, with Moldavia on its eastern border. It was also rewarded by receiving administration of Bessarabia.

In September of 1939, Germany began its aggression into various nations, starting World War II. By 1940, it had conquered much of western Europe and was moving south and east into eastern Europe. German troops occupied Romania by October of 1940 and Romania joined the German side of the war. At the same time, the Russians were moving westward into Bessarabia and reclaiming land they once ruled.

This sets the stage for the following translated and transcribed documents. The records consist of information about the organizing of transport and logistics to relocate ethnic Germans as agreed upon between the Soviets and the Germans. These Germans, living in Bessarabia and Bukovina were to be led out of the area to harbor town where they would be transported westward into the German Reich. This work would be carried out mainly by the German SS [Geheime Staatspolizei; Gestapo; Secret State Police;], in consultation with the Soviet authorities.

Steamship "Helios"

On Board: 27 October, 1940

A Special Report Concerning the Transports Out of Balti and Kischinev

First of all, what attracts the attention at Transport #3 out of Balti and Transport #6 out of Kischinev, which were loaded onto the steamship "Helios" in Reni, was the huge number of people of non-German origin. Only a scattered number had a good command of German. There were some who were of genuine German heritage who spoke Russian or Romanian among themselves. The great number of non-German people in Transport #3, as explained by VOMI Regional Authority, through an attached Transportation Document, resulted in racial mixing because of the difficult circumstances which those inhabitants had lived under. In order not to separate families, many people of mixed origin were taken along out of Balti and the surrounding area.

As stated, the Germans out of Kischinev and the surrounding area were to a large degree alienated to things German. It was fashionable to make use of the Russian or Romanian language, while German retreated to the background.

The number of people of non-German origin was especially large at Transport #6. Out of 496 Resettlers there were 364 non-Germans, that is people with a mixture of German heritage.

The alienation of things German by the Kischinev people already started before the First World War, because there had previously been a number of mixed marriages. The racial mixture had not declined, although the economic conditions were not bad under which the Germans in Kischinev lived after the World War.

Since the number of Germans in Kischinev was very small, the VOMI seems to have been forced to seek out trustworthy people, with an understanding of local culture, from the ranks of those who had partially grown up in an alien culture. Under these circumstances, it is understandable that there was a significant increase of non-German people taken along because those entrusted people tried to take with them their relatives and friends. To a large degree they succeeded. The Russian authorities created the problems in resettling these non-Germans rather than the VOMI.

The VOMI gave the non-Germans the opportunity to disembark at Galatz. On departing from Reni, there were six people who boarded the ship, but did not have the intention of travelling to Germany. When it became know on board ship that it was possible to remain in Romania, the number of people who wanted to disembark increased to 23. As a result, the possibility existed for all non-Germans to remain in Romania.

The VOMI appointed Dr. Kurtz and Attorney Schardt to the position of trusted people in Kischinev.

There was the impression that the number of non-Germans had increased under the influence of Dr. Kurtz,

At the time of the transportation through the corridor, Dr. K. indicated that he knew Woldemar Dynga well. In the report of the third transport of the "Helios", it had already been indicated that Dynga had given conflicting statements about himself. The above mentioned D. was seriously ill when he was brought on-board. When the ship's doctor, Dr. Bittner looked for him, he had disappeared. When found, he told the doctor that, as a Romanian officer, this was the only way for him to flee Russia. Among the things that he revealed was that his wife would follow him in another transport because she was of pure German heritage. While moving through the corridor, he claimed to be a mechanical engineer. On further questioning, he said that he was a lawyer. He claimed to have been dismissed from the Romanian Army in January of this year. He did not give any indication of his position in the army. His wife, travelling on the sixth transport of the "Helios", and Dr. Kurtz, who appeared with Mrs. Dynga at the time of processing [Dr. K. had already been processed], stated that Dynga had been in a clerical position in the army. At that point, Dynga was arrested by SS-U'Stuf. Arzberger. A detailed statement about Dr. Kurtz, Woldemar Dynga and his wife was added to the Events Report at Prahovo.

According to Albert Wolf, U# Ki 8 17 37 98, Resettler Seitz, from Ketrossi [Area Ki 1], who had dealings with the ethnic Germans in Kischinev and surrounding areas, can give detail statements concerning German matters in Kischinev. Wolf states further that the people of Kischinev were not interested in the renewal movement and did not contribute anything to the merger of the ethnic group. The major portion of the Kischinev Resettlers only made contact with the ethnic Germans in Bessarabia after the Russian troops marched in.

The population of Kischinev and Balti immediately made demands which could not be met under the circumstances of these events. They could not understand why it was not possible for each one to be given a cabin. They were indignant because they had to make do with hot pot food [everything thrown into one pot], etc. They made use of alcohol, especially strong drink, so that some of them became drunk. Discipline, which was bad in any case, was further undermined because of this. An example of this was the German citizen Lebitch. After a lengthy search, in order to be processed, he was found in a drunken condition. When questioned concerning his family, he stated that his wife refused to come. After all, it was already 10 o'clock at night and she needed to go to sleep. As L. was extremely drunk, he could only be processed the next day. The problems experienced in getting the people to the {processing} location, their lack of cooperation and in-discipline left a very poor impression. Especially as this was an urban group of people, a majority of them belonging to the intellectual professions.

As far as could be established on 27 October, a large number of the Resettlers from Balti and Kischinev were located in the Transition Camp at Prahovo. In conversations with the camp authorities, their conduct has not changed at all.

Frame 2447126

Galatz
27 September, 1940

Memorandum Document

At 8:45 AM, from Steamship "Dusan", Miss Ilse Matthisson appeared at this duty station and gave the following report:

Steamship "Dusan" left the embarkation harbor of Kilia on 26 September, 1940, at 8:00 PM with the assembled Resettlers for a trip to Semlin via Galatz. During the trip, between Kilia and Reni, the ship was shot at with machine guns from the Romanian shore. As it turned out, no one was hurt as a result of the shooting. After a little while, the firing ceased. Soon a Romanian officer appeared on board and apologized about the shooting, claiming that a mistake had been made because it appeared as if the ship was a Soviet vessel. The Commandant took exception to the report and informed the Romanian officer that he was certainly compelled to report this incident to his appointed duty station.

As far as could be determined from here, the German Consul in Galatz was already informed, on the night of 26 September, 1940, about the incident.

Wireless Message - Teletype

Stl. Viena Nr. 31516 1 September, 1940. 1005

Immigration Central - Berlin

Attention: SS Ustuf. Szallies

The result of a discussion with Donau [Danube] Steamship was that three groups of ships, with a capacity of 400-1000, would be used. Moreover, the 6 largest steamships [each 1000 persons] will sail only as far as Prahova, Yugoslavia. A transfer will be made there to trains due to the steel gate which large ships are not able to pass. Consequently, a shuttle train will be necessary between Belgrade and Prahova. So the big ships [1000 persons], are at [our] disposal for only two days. Possibly employ double the number of assistants. Specific instructions to follow upon arrival in Galatz.

1. In case, while checking, there are cancellations, provide a replacement without fail, possibly on the following trip. Wagon procurement follow-up Belgrade. 2. Am travelling today, 1. 9. 1940 on to Budapest. Arrive in Belgrade 2nd [Sept]. From there, via Prahova, Bucharest to Galatz. If possible, before departure of SS-Ustuf. Szallies to G. On 4th September, direct by the fastest way. Until my arrival, make accommodation preparations for the Commission, possibly only arriving on the 6th or 7th of 1940.

Signed: Mulde
SS-Stubaf. EWZ

Tabulation of Steamer trips involved in the resettlement of ethnic Germans from Bessarabia and the Romanian Dobrudscha in the Spring of 1940.

<u>Name of Steam Ship</u>	<u># Trips</u>	<u>Route</u>	<u># Passengers</u>	<u>Total # Passengers</u>
DDSG Helios	07	Reni-Prahovo	7,040	9,393
	02	Cernavoda-Zemun	1,393	
	01	Galatz-Prahovo	960	
DDSG Jupiter	05	Reni-Prahovo	5,013	5,992
	01	Galatz-Prahovo	979	
DDSG Saturnus	07	Reni-Prahovo	6,947	7,956
	01	Galatz-Prahovo	1,009	
DDSG Uranus	05	Reni-Prahovo	4,803	9,897
	03	Galatz-Prahovo	2,792	
	02	Cernavoda-Zemun	1,331	
	01	Kilia-Prahovo	971	
DDSG Stadt Passau	05	Reni-Prahovo	5,276	10,668
	03	Galatz-Prahovo	3,095	
	03	Cernavoda-Zemlin	2,297	
DDSG Stadt Wien	06	Reni-Prahovo	5,712	9,844
	03	Cernavoda-Zemlin	2,378	
	02	Galatz-Prahovo	1,754	
DDSG Budapest	03	Galatz-Zemun	2,158	4,612
	02	Cernavoda-Zemun	931	
	02	Kilia-Zemun	1,523	
DDSG Schönbrunn	03	Kilia-Zemun	2,314	3,813
	02	Cernavoda-Zemun	825	
	01	Galatz-Zemun	674	
DDSG Johann Strauss	03	Galatz-Zemun	1,963	3,369
	01	Reni-Zemun	451	
	01	Braila-Zemun	277	
	01	Kilia-Zemun	677	
DDSG Franz Schubert	02	Galatz-Zemun	1,282	3,653
	02	Cernavoda-Zemun	885	
	01	Reni-Zemun	767	
	01	Kilia-Zemun	719	
DDSG Melk	02	Galatz-Zemun	1,278	2,841
	01	Reni-Zemun	533	
	01	Kilia-Zemun	695	
	01	Cernavoda-Zemun	335	
DDSG Linz	03	Kilia-Zemun	1,916	2,717
	01	Galatz-Zemun	429	
	01	Cernavoda-Zemun	350	

DDSG Grein	02	Galatz-Zemun	1,133	
	01	Kilia-Zemun	706	
	01	Reni-Prahovo	689	
	01	Cernavoda-Zemun	331	2,859
DDSG Tulin	02	Galatz-Zemun	1,100	
	02	Reni-Zemun	1,353	
	02	Cernavoda-Zemun	879	
	01	Galatz-Prahovo	645	3,977
DDSG Minerva	02	Galatz-Zemun	795	
	01	Kilia-Zemun	377	
	01	Reni-Prahovo	408	
	01	Reni-Zemun	514	
	01	Cernavoda-Zemun	408	2,502
DDSG Hebe	02	Kilia-Zemun	501	
	01	Kilia-Prahovo	183	
	01	Galatz-Zemun	281	
	01	Cernavoda-Zemun	284	1,635
MFTR Ersz. Kiralyne	03	Galatz-Zemun	1,982	
	01	Kilia-Zemun	748	2,730
MFTR Szt. Gellert	02	Galata-Zemun	963	
	02	Kilia-Zemun	1,306	2,269
MFTR Szt. Imre	03	Galatz-Zemun	1,860	
	02	Kilia-Zemun	1,314	
	01	Cernavoda-Zemun	483	3,657
MFTR Szt. Istvan	02	Galata-Zemun	1,287	
	02	Reni-Zemun	1,341	
	01	Kilia-Zemun	646	
	01	Cernavoda-Zemun	402	3,676
MFTR Leanyfalu	02	Kilia-Zemun	1,068	
	01	Galatz-Zemun	536	1,602
IRP Vojvoda Mistic	02	Kilia-Zemun	691	
	01	Reni-Zemun	405	
	01	Galatz-Zemun	371	1,467
IRP Car Dusan	03	Kilia-Zemun	1,049	1,049
IRP Kraljica Marija	01	Kilia-Zemun	360	
	01	Reni-Zemun	431	
	01	Galatz-Zemun	367	1,158
IRP Kralj Peter I	02	Galatz-Zemun	709	
	01	Kilia-Zemun	352	1,061
NFR Grigore Manu	02	Kilia-Zemun	989	
		Galatz-Zemun	458	<u>1,447</u>
TOTALS	153		105,841	

Report on Bessarabia: 02 Dec 1940
 Report by SS Obersturmführer

I. Grand total of persons, wagons & horses evacuated via Romania

<u>District</u>	<u>Persons</u>	<u>Wagons</u>	<u>Horses</u>
Beresina	26,530	3,640	7,156
Albota	18,894	2,226	4,432
Mannsburg	25,146	3,714	7,276
Kischinev	<u>17,975</u>	<u>1,828</u>	<u>3,641</u>
TOTALS	88,545 *	11,408	22,505

* To this should be added 2,504 refugees who came from the Galatz Camp
 88,545 + 2,504 = 91,049
 About 21,000 households

II. Mode of Evacuation, [A] number of convoys and [B] number of persons evacuated

<u>District</u>	<u>Truck</u>	<u>Train</u>	<u>Wagon</u>	<u>Trek</u>	<u>Hospital Train</u>	<u>Sankra</u>
Beresina	A:13 B:10303	A:03 B: 3262	A:07 B: 6156	A:14 B: 6365		
Albota	A:15 B: 7234	A:03 B: 2767	A:08 B: 4569	A:14 B: 4118		
Mannsburg	A:13 B: 8121	A:05 B: 5346	A:06 B: 4613	A:13 B: 6647		
Kischinev	A:07 B: 4956	A:12 B: 9636		A:12 B: 3139		
TOTALS	A:48 B:30,614	A:23 B:21,011	A:21 B:15,338	A:53 B:20,269		
	A:02 B:973	B:340				

III. Tabulation by Modes of Transport

<u>Type of Transport</u>	<u>Persons</u>	<u># of Trips</u>
LKW	30,614	48
Train	21,011	23
Wagons	15,338	21
Treks	20,269	53
Sick Train	973	2
Sankra	340	---
TOTALS	88,545	

IV. Distribution of Resettlers at the Shipping Ports

V.

<u>Port</u>	<u># Persons</u>
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Kilia	20,045
Reni	39,150
Galata via Pruth Bridge	29,350

TOTAL # OF PERSONS: 88,545

Besides those evacuated over the Pruth River bridge, a further 2,504 ethnic Germans were embarked at Port Galatz as refugees from the Galatz Camp.

* $88,545 + 2,504 = 91,049$

(signed): With
SS -Obersturmführer

Report on Bukovina: 02 Dec 1940
Report by SS Obersturmführer

A tally of Resettlers who lead out cattle and horses.

<u>Mode of Transport</u>	<u># Dispatched</u>	<u># of Persons</u>	<u># Cattle</u>	<u># Horses</u>
Train	42	44,401		
Military Hospital Train	01	<u>237</u>		
Animal Transport	<u>01</u>		<u>100</u>	<u>50</u>
TOTAL	44	44,656 *	100	50

*Add to this figure some 3,000 refugees in Romania
About 12,850 Households.

44,656 + 3,000 = 47,656 persons

Medical Transport

<u>District</u>	<u>Railroad Medical</u>	<u>Medical attached to Normal Rail Service</u>	<u>Medical KW to V. Port</u>	<u>Medical KW to sick collecting point</u>
Albota	61	90	148	52
Beresina	224	206	27	47
Kischinev	185	245	16	25
Mannsburg	<u>325</u>	<u>65</u>	<u>15</u>	<u>25</u>
TOTAL	781	606	206	149

Through various modes of transport for the sick, a total of 1,593 persons were evacuated.

Subject: Division 4 Report [24 October 1940]

Right from the start of the endeavor, one could predict that the resettlement of the ethnic Germans would encounter severe problems. According to the estimated number of Resettlers in question, Kischinev could be considered the smallest area. However, according to territory size, it made up the biggest part of Bessarabia. Its territorial size caused the biggest problems for the evacuation of the Resettlers.

Originally, it was planned to resettle them by truck. Only in one case was evacuation by train considered.

On the first survey trips by car it had to be concluded that in many cases the routes were completely unsuitable for evacuation by truck. Only the connection between Kischinev and Hancesti could be called a "road" in the real sense. It was gravel and asphalt for a stretch of 36 kilometers. All the other routes that should have been used, according to the maps, were undeveloped and some only farmer trails of the poorest quality.

So it became necessary to evacuate, by train, those ethnic Germans living in districts near rail stations. Therefore, sub-districts Ki 1, Ki 3, Ki 6, Ki 7, Ki 8, and Ki 9 could be considered for train evacuation so that, contrary to previous planning, only three sub-districts Ki 2, Ki 4, Ki 5 remained for truck transport.

This change proved quite practical. The evacuation proceeded smoothly throughout. Except for the fact that, in many cases, the departure of the trains were much delayed. However, in some cases the agreed upon number of train cars were not made available, yet it did not significantly hinder the evacuation. In each of those cases, plans could be altered during loading. The delayed departure of trains had a negative impact only at Reni where a large transport of 1250 people from Bulboka [Ki 1], arriving a day late, experienced delays with border clearance. The first train evacuation was from sub-district Ki 9. Then followed Ki 6, the second transport from Ki 9, Ki 7, Ki 1, Ki 8, Ki 3, the second transport from Ki 1, Ki 6, and the third transport from Ki 7. For the last transport from Ki 7, trucks were considered. Due to continuous rains, this transport could only depart with a day's delay on 18 October. However, it was recalled after a few kilometers journey due to bad road conditions and the dangers to women and children. The evacuation of these people took place by train on 19 October.

Up to 24 October, a total of 8558 people were transported by train.

The evacuation from sub-districts Ki 2, Ki 4, and Ki 5, by truck, had to be done in smaller groups due to the lack of sufficient vehicles, or because the total number of convoy vehicles issued did not all show up. As a result, the evacuees had to be split up into smaller groups. 4951 people were resettled by truck. Due to the fact that it was not possible to evacuate all the Resettlers from the individual sub-

districts as a unit, it was necessary to split up even the trekking groups [horse & wagons in convoy] and have them depart only after the evacuation of the women, frail and children. Only from the rural areas of Ki 1 was it possible to transport the group by rail as a unit. After that, the trekking group also departed as a unit. This trekking group consisted of 475 people, with 240 wagons and 505 horses. It reached the border, at Galatz, without incident.

The last trek out of the Kischinev area departed 19 October, out of Ki 7 and crossed the Pruth [River] on 22 October.

No trekking group could be organized in sub-district Ki 6. Most of the people in the rural settlements owned neither horses nor wagons. The farmers of Glückstal were the exception. Due to the poor roads and the great distance from there to the destination, no trekking group was formed. 3159 people were evacuated in this trek. In addition, 2829 horses and 1450 wagons.

In conclusion, it can be said that in all cases in which difficulties arose that endangered the evacuation, these were resolved and everything went smoothly. In several instances, through negotiations with the Kischinev Rail Director's Office, points of departure were altered, additional departure points created and additional train cars made available. In sub-district Ki 7 the responsible authorities lifted the existing blockade, related to the danger of animal epidemic, early enough so that the rest of the proposed trekking group, from that area, could leave as scheduled. No accidents were reported from any of the evacuations. However, on a train evacuation from Ki 6, a child was born which was probably the best proof that everything went well with the resettlement.

Ki[schinev] 24 October, 1940

Source: National Archives Microcopy T-81; VOMI 920; Record Group 1035; Film Roll 317; Series 535;

Frame: 2447156

Army Post Office Galatz

Galatz, 5 October, 1940
Gbl/Hsch.

Observation Document

On the 5th of October, the two treks from the colonies of Alt- and Neu-Paris were completed at the Pruth River bridge. In addition, in the course of the day, two flocks of sheep from the two colonies arrived at the Pruth bridge. It was not possible to lead the flocks over the Pruth bridge as planned, since the documentation given to the Transport Director was stamped and signed only by the German Zone Authority. The Soviet border guards demanded that the documentation had to be counter-signed by the Soviet Government Representative.

It was my impression that the German Zone Authority neglected to follow up on the request for a counter-signature. Otherwise, had the Soviet Representative refused the counter signing, this information would have been forwarded to headquarters and the flocks would not have started out until this matter had been completely clarified. So also, time and again, significant flaws showed up in all Transport Lists which complicated clearance.

I ask that, in the future, Zone Authorities be required to provide scrupulously exact Transport Lists, as well as releasing their transports in an orderly manner for the border their transports, to guarantee that the proposed number of people and wagons considering the time at our disposal.

As before, the Soviet Border Guards were very obliging; however, they demanded painstaking accuracy from us.

(signed)

Frames: 2447157-2447160

The German Chief Authority
Section IV
Tarutino
1st October, 1940

Circular #5

To All: District Authorities
Border Authorities
Transport Authorities
Shipping Authorities
Galatz Army Post Office

Subject: **Transport Questions**

A.

1. After negotiations with the Soviet Railroad Administration in Kischinev, the following transport plan was established for the evacuation of Resettlers by train:

<u>Loading</u>	<u>Station</u>	<u>Regional Zone</u>	<u>People Count</u>	<u>Arrival at Reni</u>
29 Sep	Basarabeasea	Ki 9	1,000	31 Sep 8:28 AM
02 Oct	Balti	Ki 6	1,000	04 Oct 8:28 AM
04 Oct	Santemir	Na 1	1,000	05 Oct 8:28 AM
05 Oct	Basarabeasa	Ki 9	500	06 Oct 8:28 AM
05 Oct	Zaim	Ki 7	500	06 Oct 8:28 AM
[note]: Both 5 th October trains were joined as one train in Basarabeasea				
06 Oct	Santemir	Na 1	1,000	07 Oct 8:28 AM
07 Oct	Zaim	Ki 7	1,000	08 Oct 8:28 AM
08 Oct	Beresina	Be 2	1,000	09 Oct 8:28 AM
09 Oct	Bububaca	Ki 1	1,000	10 Oct 8:28 AM
10 Oct	Beresina	Be 2	1,000	11 Oct 8:28 AM
11 Oct	Basarabeasea	Ki 2	1,000	12 Oct 8:28 AM
12 Oct	Paris	Be 6	1,000	13 Oct 8:28 AM
13 Oct	Jagara	Li 3	1,000	14 Oct 8:28 AM
14 Oct	Beresina	Al 6	1,000	15 Oct 8:28 AM
15 Oct	Jagara	Ki 3	1,000	16 Oct 8:28 AM
16 Oct	Beresina	Al 6	1,000	17 Oct 8:28 AM
17 Oct	Kischinev	Ki 1	1,000	18 Oct 8:28 AM
18 Oct	Akkermann	Na 2	1,000	19 Oct 8:28 AM
18 Oct	Floresti *	Ki 6	500	20 Oct 8:28 AM
18 Oct	Drochia *	Ki 6	500	20 Oct 8:28 AM
[note]: Both *18 th October trains were joined as one train in Balti				
20 Oct	Santemir	Na 1	1,000	21 Oct 8:28 AM

2. The boarding of the Resettlers at each designated train began at 10 AM on the day of loading. All trains arrived in Reni the next day at 8:28 AM. Ship departures ensued until 6 PM. The trains were immediately unloaded in Reni as the empty trains headed back by 11 AM. The Transport Leaders may make use of the empty trains to return to their districts.

3. The following rail equipment delivered for the effort:

Rail Equipment I consisted of:

15 Passenger cars at 50 persons each.....	750
10 Freight cars with wood seats at 25 persons each....	<u>250</u>
	1000
5 Baggage cars	

Rail Equipment II consisted of:

10 Pullman cars at 50 persons each.....	500
20 Freight cars with wood seats at 25 persons each.....	<u>500</u>
	1000
5 Baggage cars	

Rail Equipment III consisted of:

3 Passenger cars at 60 persons each.....	180
31 Freight cars with wood seats at 25 persons each....	<u>825</u>
	1005
5 Baggage cars	

Rail Equipment IV consisted of: [same as II]

Rail Equipment I and II operated mainly in southern Bessarabia, that is in the district of thoroughly German settlements. Rail Equipment III operated mainly on the Bulbuaca-Kischinev stretch, and Rail Equipment IV the stretch from Balti.

If at all possible, the Main Headquarters will inform the Zone Authority, in a timely manner, that is, before the transport lists are set up, which of the above named Rail Equipment is available for the transport. Then the transport lists can be prepared car by car.

4. Sequence of Rail Cars:

Engine - 5 Baggage cars - Passenger cars - Freight cars with wooden seats.

5. In accordance with the Soviet Service Regulations it was forbidden to take straw in the freight cars because of the danger of fire associated with it. The Resettlers were allowed to bring along blankets, pillows and the like.
6. The transport leaders report whether the trains from the Soviet side are clean and had latrine buckets in the wood bench cars. Until this short-coming is remedied, the boarding of dirty trains is to be declined.
7. The responsible Zone Authority, after the departure of each train transport, is to telegraph the main headquarters, Section IV, and share the following particulars with the forwarding agent: Transport number, Zone, Train departure time and the count.

B.

1. Concerning the taking along of essential goods.

The Resettlers are informed that blankets, head pillows, wash basin, eating bowl, cup, cutlery, and the like, should be packed in a small bundle which will also be easily accessible to the Resettler on board the ship. It is not possible to search for such items from the large baggage stowed on the fore-deck of the ship.

2. Concerning cars [*PKW=Personenkraftwagen*] for transport leaders.

Zone Authorities, who own a car, and whose zones contain few settlements made up of only ethnic Germans, which can be reached at all times by wagon, are to place their cars at the disposal of the Truck [*LKW Lastkraftwagen*] Transport Leaders to facilitate the departing truck transports from their zones.

3. Zone Authorities and Transport Leaders are to report continuously by telephone or telegraph, with a statement of time and place, if on their journey they see stuck LKW vehicles, or trailers in the country-side or in the villages.

4. If the agreed upon number to trucks for the carrying out of the truck transport does not arrive, the Transport Leader and Zone Authority are to move 25 people less per missing truck. Those Resettlers remaining behind are to be assigned to the next transport, or they are to be sent with the trek. In the latter case, only if they are able to walk.

5. Concerning transport control forms.

In quite a number of cases, the transport control forms were not provided to the transports. Since these control forms accompany these transports all the way to the Reich, it ought to be noted that in the future, under all circumstances, the Zone Authority is to hand these forms over to the Transport Leader along with the Transport List and health certificate.

6. When reporting the transports to headquarters, the number of infants up to two years must be listed so that Section III can prepare and secure necessary baby food during railway or LKW transport, or for the ship transport.

7. It has been demonstrated that in adverse weather, or as a result of vehicle shortages, the planned LKW-transports were not able to proceed, as the column was unable to meet the prescribed marching instructions. There is an understanding with the Soviet Chief

Representative that in such circumstances the Resettlers can return to their homes. To avoid difficulties in this regard, the Resettlers, in settlements, should not abandon their homes totally until the LKW columns have arrived, that is, at least one person should remain in the house.

In general, when there is continuous dry weather, it can be expected that the LKW columns will arrive on time in the future, since the demand on the columns has been eased by the use of horse drawn, as well as rail transports.

Signed: German Chief Authority
Hoffmeyer

Draft Agreement [Art. 5]

RE: Transporting Ethnic German Resettlers by Rail from Bessarabia and northern Bukovina

01. The Chief Deputy from the German side handed over to the Chief Representative a detailed plan for the transporting of Resettlers via rail along with a statement of the dates for the preparation of the wagons, the dispatching [that is, the loading locations], the number of Pullman cars and cars for luggage.
02. The transporting of the Resettlers, as a rule, will take place in Pullman cars. In some cases, freight cars, customized for passengers, will be allowed. The transportation of Resettlers is to take place in whole groups. No more than three points will be allowed for the assembling place for a particular train and the loading of Resettlers.
03. The accounting for the transporting will take place monthly, no later than the 5th of the month. For every day beyond the fixed date, a duty of .5 will be added to the total count. The calculation for the transport will be carried out as per the Railroad Tariff, which is valid for the transport of persons in accordance with paragraph 264 of Tariff Regulation #5.
04. For the transport of sick Resettlers, a medical car, accompanied by medical personnel, will be attached to the train. In case that the transport has sick persons with a serious infection, an isolation car will be attached to the train along with medical personnel. If it should be that the sick are in hospitals or military hospitals, in need of a special medical train, the Chief Deputy should be informed of such by the Chief Representative of the need to arrange for such a train.
05. It should take no longer than about 5 hours, from start to finish, to load the Resettlers. It should take no longer than about 5 hours to unload the Resettlers once the train arrives at the destination. For delays in loading and unloading the train beyond the allotted time, a penalty of 1 ruble 50 kopek will be levied for each hour delayed.
06. All prepared Resettler transport must be washed, disinfected and will be received by persons by means of a protocol.
07. The escort of the train will be a person appointed from the list of railroad transport officials, who will drive the train to the destination point [either the border or the harbor].
08. The trains will be in German hands until the border point. In exceptional cases, a UdSSR train will be allowed in the German District. In such a case, the train must be back in Russian territory no later than 3 hours. In special cases, the period of time can be extended to 5 hours. If the train, in this period of time, has not returned, a fine of 1,50 Rubles will be levied per wagon per hour late.
09. According to established standard of Transport Regulation #6, every Resettler has the right to hand over 50 kg of luggage [Art. 6b] per ticket. If the transport happens to be presented with a group ticket, the luggage will be reckoned according to the number of persons and the established weight of Article 6b of the Tariff Regulation. Every Resettler is allowed to a personal carry-on handbag of not more than 35 kg per adult and 15 kg per child.

10. There is no restriction on the transport of baggage, beyond the normal allowance. The Tariff is based on the general regulations for passenger trains.
11. Ten days before the beginning of the transport, the Chief Deputy will share with the Chief Representative of the UdSSR the number of required wagons [passenger] and such needed for the transport the goods. In individual cases, a 4 day period of time will be allowed for advance notice.
12. In case the transport preparation can not be achieved by the fixed date, the German Chief Deputy must be given a 5 day notice before the established fixed date.
13. If it happens that the declining of the transport for the established fixed date is not forthcoming to the Chief Deputy, as also the non-utilization at the correct time of a scheduled train, a penalty of 1.50 Rubles will be levied per wagon per hour late.

Bessarabia: Tabulation of evacuated ethnic Germans as well as wagons and horses brought into Romania.

<u>District</u>	<u>Persons</u>	<u>Wagons</u>	<u>Horses</u>
Beresina	26,530	3,640	7,156
Albota	18,894	2,226	4,432
Mannsburg	25,146	3,714	7,276
Kischinev	<u>17,975</u>	<u>1,828</u>	<u>3,641</u>
TOTAL	88,545	11,408	22,505

Tabulation and modes of transport: [A: # of transports; B: # of persons]

<u>District</u>	<u>Trucks</u>	<u>Rail</u>	<u>Wagon Convoys</u>	<u>Treks</u>	<u>Med. Train</u>	<u>Sankra</u>
Beresina	A:13 B:10303	A:03 B: 3262	A:07 B: 6156	A:14 B: 6365	"	"
Albota	A:15 B: 7234	A:03 B: 2767	A:08 B: 4569	A:14 B: 4118	"	"
Mannsburg	A:13 B: 8121	A:05 B: 5346	<u>A:06 B: 4613</u>	A:13 B: 6647	"	"
Kischinev	<u>A:07 B: 4956</u>	<u>A:12 B: 9636</u>		<u>A:12 B: 3139</u>	"	"
TOTALS	48 30614	23 21011	21 15338	53 20269	A:2 B:973	B:340

Totals according to mode of transport:

<u>Mode of Transport</u>	<u># of Persons</u>	<u># of Transports</u>
LKW Trucks	30,614	48
Trains	21,011	23
Wagon Convoys	15,338	21
Treks	20,269	53
Medical Train	973	2
Sankra	<u>340</u>	
TOTAL	88,545	

Distribution of Resettlers at the Ports of Departure:

<u>Port</u>	<u># of Persons</u>
Kilia	20,045
Reni	39,150
Galatz [via Pruth River Bridge]	<u>29,350</u>
TOTAL	88,545

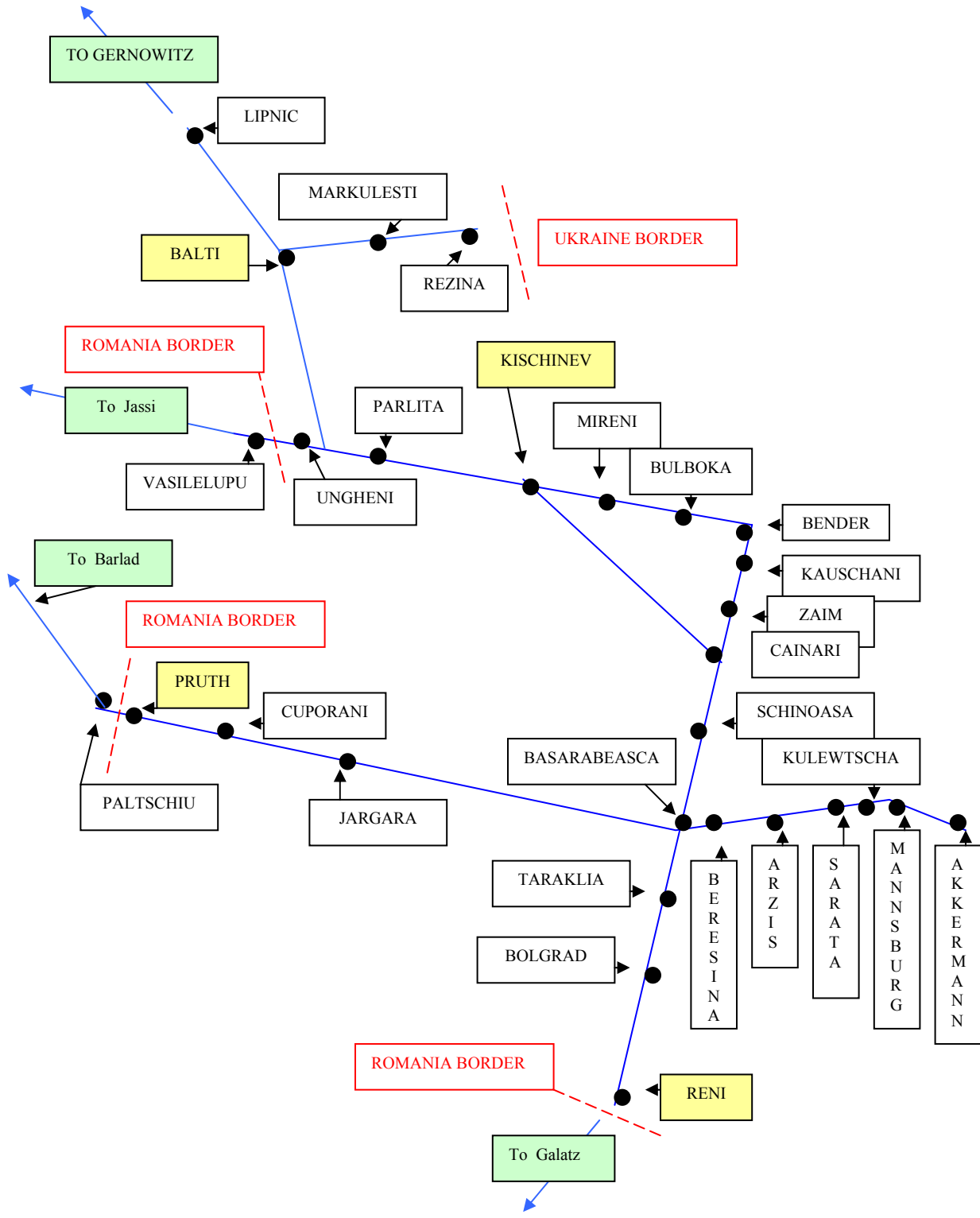
Besides the Port Galatz evacuation via the Pruth River Bridge, a further 2,504 ethnic Germans were sent from the Galatz Camp [refugees]. The total ethnic Germans evacuated comes to: 88,545 + 2,504 = 91,049

Bukovina [North]:

The tabulation of Resettlers, as well as cattle and horses brought out.

<u>Mode of Transport</u>	<u># of Trains</u>	<u># of Persons</u>	<u># of Cattle</u>	<u># of Horses</u>
Trains	42	44,401		
Medical Trains	1	237		
Cattle Trains	1	<u>18</u>	<u>100</u>	<u>50</u>
TOTALS		44,656	100	50

Rail Lines for Bessarabian Rail Transport



The German High Command
Section IV

Tarutino, 24 September, 1940
Schm/KE.

For the District Authorities

MANNSBURG **ALBOTA**
BERESINA **KISCHINEV**

Concerning: Trek Routes, Rest Places and Fodder Procurement Points

The following marching routes came under consideration for the evacuation of the ethnic Germans on the trek to Port Galatz:

Marching Route I

- a. Road and rest places: Sarata, Gnadental, Dennewitz, Kubej, Anatol and cross the Pruth River at Giurgiulesti.
- b. Procure fodder at Sarata and Dennewitz.
- c. The Resettlers from the Mannsburg District will travel this route.

Marching Route II

- a. Road and rest places: Mariewka, Borodino, Wittenberg, Kubej, Anatol and cross the Pruth at Girugiulesti.
- b. Procure fodder at Borodino and Wittenberg.
- c. The Resettlers from Beresina and Kischinev Districts will travel this route.

Marching Route III

- a. Road and rest places: Jekaterinowka, Neu-Dennewitz, Anatol and cross the Pruth at Giurgiulesti.
- b. Procure fodder at Jekaterinowka and Neu-Dennewitz.
- c. The Resettlers from Kischinev and Albota Districts will travel this route.

Marching Route IV

- a. Road and rest places: Fürstenfeld II, Wischniowka, Albota, Alexanderfeld, Anatol and cross the Pruth at Girugiulesti.
- b. Procure fodder at Wischniowka and Alexanderfeld.
- c. The Resettlers from Kischinev and Albota Districts will travel this route.

The last night stop-over, before crossing the border, will be in Anatol, about 12 km from the Pruth River bridge. The treks must depart early enough so that they arrive at the Pruth bridge by 7 AM.

The District Authorities are responsible to see to it that the ethnic Germans, from the villages for whom fodder replenishment has been provided, only start the Trek when all treks, which are to use the

marching route, have passed through the fodder replenishment area. In cases where the fodder replenishment areas have been set up in large villages, it is left to the discretion of the District Authorities to allow partial treks, which number about half the total trek, to leave sooner. The remaining portion of ethnic Germans are to safeguard the fodder replenishment for treks which are still to follow.

Having set up the Fodder Replenishment stations, the District Authorities still have the obligation to direct the trek drivers to have sufficient provisions [fodder for the horses and cold food supplies for the people] for two days longer than the planned duration of the march.

These questions were discussed and a basic agreement was reached with Major Sintschenko, the responsible soviet official expert to the Chief Authority. The local soviets have been directed to allow the taking of fodder. The Local Authority certifies acquired quantities, which will be paid for by the Chief Staff upon receipt.

The local population, in the villages designated for Fodder Replenishment, are to take stock of the available fodder through their area leaders. Local leaders are to provide the Local Authorities with names of ethnic Germans who are to be called upon and employed as trek guards for the Fodder Replenishments of the surrounding area. The same applies to the overnight resting area.

The District Authorities report Section IV

1. The nature of the specified march routes; the availability of accommodation in the overnight rest stops; whether and to what extent the Fodder Replenishments have been safeguarded.

In regards to the later, it is always to be taken for granted that the Trek-Resettlers will be directed to take along sufficient amounts of fodder until they cross the border.

2. What measures have been taken, together with the ethnic German local leaders, to make sure of accommodation and provision of hot drinks for the Resettlers at the overnight resting areas. At the same time, however, to carry out LKW Transports and at least partial Treks from the concerned settlements.
3. The same applies to the designated areas for the provision of Fodder Replenishment.

Signed: German Chief Authority

Report
Concerning the completion of the 27 Rail Transports from Mosch Railway Station [Ba. 2] 24
October, 1940

Upon the completion of the present Railroad Transport, allow me to report concerning the difficulties that were encountered.

1. Luggage:

The luggage of the Resettlers had already been weighed at the Volksgarten train station and the weight had been recorded by (?). To save the soviets from having to weigh once more, I brought the quarter master to Mosch so that he could prevent luggage from being weighed again. My efforts were in vain because the soviets demanded that everything be weighed again.

Of the baggage cars made available for luggage, the rail personnel discovered, this morning, that one of the loaded cars was not roadworthy. As a result, this car had to be loaded to another one, which took up a lot of time. This reloading of the luggage prevented the train from being ready earlier on the designated track.

2. Medical Car:

The four requested baggage cars for the sick were shown to us on 23 October 1940 and were then made available to us on 24 October 1940. After the loading of the sick had already started, and straw had been spread in all the cars, we were informed that one of these medical cars was not roadworthy and, as a result, had to be disconnected. The soviets advised us to put the sick, who had been designated to this car, into car number 6 since there was still room in it. There may have been room, however, the sick who were bed-ridden could not be loaded into this car because you could not get through with stretchers. Only after a lengthy discussion was an effort made to provide a replacement baggage car for the sick.

3. Arrests/Detentions:

As with practically each transport, so also with this one, Resettlers were held back for any insignificant reason, or even taken off the train and arrested. After a few hours, it was most often found that the charges were groundless and the people were set free again.

The alleged charges against the Resettlers should have been known to the soviets days earlier so that they didn't have to wait to carry out their investigation at the station, but could already have done this beforehand. The endless debates wasted the time which could have been used for preparing the trains.

4. Billeting by Train Personnel:

In practically each transport there have been problems to remove the train personnel who have taken up too much room in a number of cars. Until now we had succeeded every time, but today we, as well as the soviets in charge, did not succeed in removing the train personnel from the compartments they had occupied.

Therefore, I propose in the future a separate car be requested for the Russian staff in order to eliminate the fights when finalizing the transport. In this car there would also be room for the ethnic German as well as the soviet group leaders.

5. Transport Lists For the Sick:

Captain Moskolenko refused to sign the transport lists for the medical cars and also First Lieutenant Grebeniuk refused permission for signing. The reason he gave for this was that all the Area Representatives, from which the sick to be transported originated, should first be contacted. Captain Moskolenko demands that the lists should be presented to them at least two days before the departure of the trains.

Under the present circumstances, where the set-up of the train is only made known a few hours before departure, it is impossible to comply with this demand because we are only when we are informed about this set-up, do we know whether medical cars have been made available.

In today's case, Captain Lifschitz eventually signed the lists at the station after he had called the various Area Authorities.

Signed: Transport Official

**Report Concerning the Ambulance [Sankra]-Transport of the infectious
sick from the District of Kischinev to Galatz on 13 October, 1940**

Route: Kischinev-Mariowka-Taraklia-Leipzig-Culm-Tarutino-Trek road until Reni-Galatz. 330 km.

At 8:30 AM, the two persons sick with typhus and the one with scarlet-fever, were picked up at Kischinev. The sick were supposed to have food for the journey. When I inquired about this, someone said to me that the sick had already eaten breakfast. However, there was no milk that could be given to me. About 9:00 AM, the Transport departed for Mariowka. Before Emmental, the road was blocked by the Russian military so that we had to search for another route to Mariowka. We arrived in Mariowka at 12:15 PM. There it became apparent that Ingeborg Eckert, besides having scarlet-fever, also came down with diphtheria. I instructed the O.B. to inform the District Surgeon of Kischinev that I was unable to take this sick person along as there would be the danger of infecting the other scarlet fever patients. As most of them were toddlers, the grandparents of Ingeborg Eckert were originally to accompany them. As a result of diphtheria infection, they could no longer go along as the chaperones. So then I took Elisabeth, the aunt of the scarlet fever patient Schreiber, Gerhard Schreiber, along as chaperone. The Transport Lists [German & Russian] were altered accordingly. The Transport proceeded to Taraklia at 2:30 PM. I would have accomplished it in a much shorter time, but it was due to the lack of preparation that I found in M[ariowka]. While I was in Kaushani, phoning the District Staff, the children should have been prepared for the transport. When I returned after 40 minutes, I myself had to gather the children who had been designated for the transport. The journey from Mariowka to Taraklia took one hour. After handing over the letter from I.G.A. to the responsible local doctor, I received immediate permission to load the sick. I had only two typhus patients in the ambulance when I was forbidden to load any more patients. The Russian escort did not have any transport lists for these patients, so I had to accompany him to the local soviet to sort this matter out. Along with my lists there was also the Russian Transport List for the patients from Taraklia so that, after approximately $\frac{3}{4}$ of an hour, I was able to continue loading. Here also, I did not receive any food for the patients. Also, I could not take along all the patients noted on the Transport List because, in the meantime, two had died of typhus. At 5:00 PM we were able to depart T[araklia] on route to Leipzig. Here we were once more delayed by the Russian military, but soon were able to continue our journey. As we continued the journey, one of the medical cars was found to have blown a gasket so that it had to be towed. We then continued to Tarutino so that the repairs could be done by the Workshop [Train]. We arrived in T[arutino] about 9:00 PM. I reported my transport to Dr. Franke, the local medical commander. There was no accommodation for the patients, so they had to sleep over in the ambulances. In the vehicle of the scarlet fever patients, there were 6 children and 1 chaperone and there were sufficient woolen blankets so that they did not suffer too much from the cold. The typhus patients could be accommodated in an empty house. Here, Mrs. Magdalena Schaefer, Resettler #173960, died at about 11:00 PM. She had received an injection at about 10:00 PM, given by Dr. Franke. The doctor's certificate stayed in the staff headquarters. At 5:00 AM [14 October 1940] our ambulances were brought up so that the typhus patients could be loaded. At 7:00 AM we continued the journey to Reni. All the patients had survived the night fairly well. They also

received hot tea on arrival and at the departure. As the trek route was in fairly good condition, we could average 35-40 km. per hour and reached Reni at 11:45 AM. Shortly before 1:00 PM, we crossed the check point at Pruth crossing without any special checks or problems. To be sure, we had simply driven through and dropped off the escort at the Pruth bridge. We arrived at Camp Galatz at 2:00 PM and were able to immediately hand over the patients. The vehicles and all the fixtures were immediately disinfected. Due to a second repair, our return journey was delayed by one day. On 16 October 1940, at 9:00 AM, we started our return journey with only a brief lunch break at Tarutino. We arrived in Kischinev at 6:00 PM.

On other trips with these ambulances, but especially on this trip, I experienced that these vehicles did not prove themselves [up to the task]. Because the springs were too soft, the patients are thrown back and forth too much. During the Western Campaign I had the opportunity to experience the transports with the Phaenomen-Kr.Kw. [ambulance] even in rugged terrain. My impression was that they proved to be much better than the Renault [ambulance] put at our disposal. Furthermore, it would be appropriate that the ambulance drivers should also be SDG's so that they would then be a real help to the accompanying S.D.G. for the on and off loading, especially in the cases of infectious diseases. The drivers' fear of getting infected hinders the loading of the patients.

At our arrival at Kischinev, the following also happened: The Russian, who had accompanied us, demanded to know my name and wrote it down. But when I wanted to know his name, he said that he was not allowed to tell.

[signed] Schnelle S.D.G.

District Authority

Bukovina

Czernowitz 23 September, 1940

To:

1. Camp commander of Camp Sanok
2. Border commander of Olchovce-Novy Zargoss border crossing
3. Chief Authority of the SS Resettlement Commandos - Tarutino
4. Official Expert Bukovina Headquarters

Enclosed you are receiving the report of the first 4 Transports. At the same time, I have made a report to the Border Commander of the Olchovce-Novy Zargoss Border Commandos.

I am requesting that the Courier be informed whether my telegram of 19 September, 1940 arrived.

At the same time, I am requesting, at the arrival of the Courier, to inform the Krakau Radio by telephone or telegraph that the first Transport is expected to arrive there on the morning of 27 September, 1940. The radio made a request for extra news.

I am intentionally making you aware of this that in the first train you will find a major portion of the Resettlers Reich Germans. As far as I am informed, the Reich Germans are to be brought to a special camp. A special train has to be prepared for the remaining 700-800 ethnic German Resettlers.

It is anticipated that each train will consist of 6 luggage cars. Moreover, each Resettler has with himself 35 kilograms if he is over 14 years old. Resettlers under 14 have luggage up to 15 kilograms in their compartment.

The Soviets are arranging trains for us as follows:

16 Passenger cars at 60 persons per car

02 Freight cars for the sick and bedridden, etc.

06 Freight cars for luggage

01 2nd Class Pullman for the Transport Director and accompanying German and Russian persons such as

doctors to those identified as infirm.

The first train departs on 26 September

The second train departs on 29 September

The third train departs on 30 September

All trains will contain Resettlers

Besides that, on 30 September a cattle transport will depart from here with 50 horses and 100 cattle. I am requesting that you inquire either at the appropriate place or in Berlin where this train is further directed. On this side there is an attempt to get this cattle transport of the German District to go as far as Sanok. Whether that is possible is to be seen. Anything more will have to be discussed with the Transport Director of the Cattle Transport upon arrival at Sanok.

The fifth train is going on 1 October, 1940. Be aware that from this day onward, every succeeding day a minimum of one train will depart from here. It is anticipated that always after departure from here the trains will arrive there in 24 hours. Thereafter, it is accepted that considering the above date of 29 September, 1940 one train and after 30 September, 1940, every day at least one train crosses the border in the morning. On 1 October, 1940, thereafter, according to arrangements on our side, two trains must cross the border; one resettlement train and one transport.

I am requesting that you possibly give further inquiries to the courier

I request to try to make a connection by telegraph with the Bukovina District Authority in Czernowitz, Pension City. Because the Bukovina District Authority is also the proxy for the Supreme Authority, the exchange of news, especially by telegraph, is established by agreement. [Agreement page 5, Article 7, paragraph 4]. If after this there is a problem with reference to the news transmission, I request to be put in contact immediately with Privy Councilor Grosskopf of the Foreign Office in Berlin,. Whatever happens, the telegraph contact between that place and this place must be possible, so that I can inform them in good time concerning the arrival of the various trains, etc.

Bukovina District Authority
Czernowitz 19 September, 1940

To the Area Authorities in Bu 9

In order to avoid that little children and such up to 10 years old keep from getting lost, I request that all parents be induced to sew into the clothing of the children up to 10 years old the resettlement number. Even if not every piece is marked, nevertheless mark as many pieces as possible so that, if it happens that a child actually gets missing, one will know where to accommodate it.

If it isn't possible to sew it, use laundry dye to identify the child with the resettlement number. And if no laundry dye is available, in case of emergency use drawing ink.

Every Area Authority who gets hold of laundry dye should make this known right away and buy as much as he is able to in any way he can get hold of it.

The question as to what may be taken along will be definitely regulated as follows:

Every grown-up, from 14 years and older, has the authorization to keep 35 kg in his possession in the railway carriage. Moreover, 15 kg may accompany every child under 14 years of age.

Furthermore, it is permissible for each person, regardless of age, to take along a 50 kg piece of luggage in the baggage car. The luggage is to be identified with the exact resettlement number as prescribed. It is also of the greatest importance that a small packet be put together. By all means, take along bed-linen, a horse-hair mattress as well as a good carpet. If necessary, the bedding, etc. can be factored into the 50 kg train allowance.

For family members, who are outside of the USSR, 50 kg can be accepted, using the resettlement number for the family head still present [in the country]. All excess weight is to be reported immediately to the Area Authority so that he can request the report of the baggage according to regulations.

Concerning: Carrying Provisions

Take along a four day supply of provisions in a handbag or smaller extra package. In the case of leftover provisions, which ought to be taken along, they must be treated as valid goods. If possible, such provisions, if better packed, could be included in the 35kg hand-luggage.

Resettlement

24 August 1940

To the Foreign Office
Attention: Councilor Grosskopf

Berlin W
Kronen Street

Honorable Privy Councilor:

As you were already informed by telephone, we have received a report from the Donau [Danube] Steamship Company, Vienna [DDSG] that the MFTR [Royal Hungarian River & Ocean Shipping Company] has withdrawn four passenger steamers which had been chartered and made available for the resettling as per agreement between the MFTR and the Chief Shipping Counselor Schoetz. The reason given that these had to be used for military purposes.

We request that you, through the German envoy in Budapest, make a determined representation so that the 4 ships, which were set aside for the resettling, in the discussions between the DDSG and the MFTR, are finally made available. Inform us of the results of the intervention.

Heil Hitler!

Dr. Siebert
SS – Battalion Commander [Sturmbannfuehrer]

First Danube Steamship Company
 Section Command
 Confidential

Returning Emigrant Transport 1940
Bessarabia - Germany
Russia - Yugoslavia - Germany
Time Table

[Da=Day; Hr=Hours; Mi=Minutes; t=to; f=from]

km	Group 1			Group 2			Group 3			Station	Group 1			Group 2			Group 3			km
	Da	Hr	Mi	Da	Hr	Mi	Da	Hr	Mi		Da	Hr	Mi	Da	Hr	Mi	Da	Hr	Mi	
0				1	20		1	3		f. Kilian t.				17			9	14		1167
117	1	14								f. Reni t.	*4	8								1047
140	1	15		1	4		1	13		t. Galatz f.	4	7		8	11		9	7		
	1	18		1	6		1	16		f. Galatz t.	4	0	30	6	8	45	8	3	45	1024
486	2	12		2	0		2	17		t. Russe f.	4	10	30	5	17		7	12		
	2	16		2	5		2	21	50	f. Russe t.	4	9	30	5	13		7	8		678
851	3	12								t. Prahova f.	3	18								313
										f. Prahova t.										
924				3	5		4	5		t. Kladova f.				4	17		6	12		
				3	6		4	6		f. Kladova t.				4	16	30	6	11	30	240
749				3	14		4	16		t. Gradiste f.				4	11		6	5		
				3	15		4	19		f. Gradiste t.				4	8		5	16	15	115
				3	21		5	3		t. Zemun f.				4	4		5	11		

[Note *] Every second journey, one day no sailing

Section Command
Appendix 1.

Steamship Divisions

Group 1

Jupiter	1,000
Helios	1,000
Saturnus	1,000
Uranus	1,000
Stadt Wien	1,000
Stadt Passau	1,000

Group 2

Schönbrunn	800
Budapest	800
Joh. Strauss	700
Frz. Schubert	700
St. Imre	700
St. Istvan	700
Erzsebeth	700
Linz	650

Group 3

Misic	500
Gelert	600
Melk	700
Tulln	700
Grein	700

Hebe	400
Kraljice Maria	400
Czar Dusan	400
Minerva	450
Princessa Jelena	350

16 DDSG Ships
4 MFTR Ships
4 IRP Ships

Section Command
 Appendix 2.

Travel Time

Station	km	km	Group 1		Group 2		Group 3	
			Hr	Mi	Hr	Mi	Hr	Mi
Kilia					8		10	
Reni	23	117	1	10				
Galatz	346	140	18		18		25	
Russe	365	486	20		20		26	
Prahova	73	851			4		5	10
Kladova	125	924			8	40	10	
Gradiste	115	1,849			6	30	8	
Zemun		1,164						
			39	10	65	10	84	10
Zemun	115				4	45	5	15
Gradiste	125	115			5	30	6	30
Kladova	73	240			3		3	20
Prahova	365	313	14	30	15		16	40
Russe	346	678	14		14		15	45
Galatz	23	1,024						
Reni	117	1,047			6		7	
Kilia		1,164						
			15	54	30			

First DSSG
 Section Command
 Appendix 3.

**Returning Emigrant Transport Group 1
 Traffic Wind Up**

Item	Departure Harbor	Ship	Passenger Count	Destination Harbor
01	Reni	Helios-Uranus	2,000	Prahovo
02	"	Jupiter-Saturnus	2,000	"
03	"	Wien-Passau	2,000	"
04	"	-----	-----	"
05	"	Helios-Uranus	2,000	"
06	"	Jupiter-Saturnus	2,000	"
07	"	Wien-Passau	2,000	"
08	"	-----	-----	"
09	"	-----	-----	"
10	"	Helios-Uranus	2,000	"
11	"	Jupiter-Saturnus	2,000	"
12	"	Wien-Passau	2,000	"
13	"	" "	-----	"
14	"	Helios-Uranus	2,000	"
15	"	Jupiter-Saturnus	2,000	"
16	"	Wien-Passau	2,000	"
17	"	" "	-----	"
18	"	-----	-----	"
19	"	Helios-Uranus	2,000	"
20	"	Jupiter-Saturnus	2,000	"
21	"	Wien-Passau	2,000	"
22	"	-----	-----	"

Half Achievement
 Total 60,000 persons in 45 days

First Danube-Steamship Company
 Section Command
 Appendix 4.

Group 2 Three Trips
Group 3 Two Trips
Traffic Wind Up

Item	Departure Harbor	Ship	Passenger Count	Destination Harbor
01	Kilia	Schubert Strauss	1,400	Zemun
02	"	Budapest-Schönbrunn	1,600	"
03	"	St. Imre-St. Istvan	1,400	"
04	"	Erzsebeth-Linz Hebe-Misic	2,250	"
05	"	Tulln-Grein	1,400	"
06	"	Melk-St Gellert	1,300	"
07	"	Maria-Dusan	800	"
08	"	Minerva-Jelena Schubert Strauss	2,200	"
09	"	Budapest-Schönbrunn	1,600	"
10	"	St. Imre-St. Istvan	1,400	"
11	"	Linz Erzsebeth	1,350	"
12	"	"	-----	"
13	"	Hebe-Misic	900	"
14	"	Tulln-Grein	1,400	"
15	"	Melk-St. Gellert Schubert-Strauss	2,700	"
16	"	Maria-Cs.Dusan	2,400	"
17	"	Minerva-Jelena St. Imre St. Istvan	2,200	"
18	"	Linz Erzsebeth	1,350	"

Appendix 5.

Traffic Distribution
Group 1: Reni - Prahova
Oil Ships

60 Trips	at 1,000 [persons]	from Reni to Prahova	60,000 [persons]
		Reserve due to fog, mechanical damage, etc.	45 days

Group 2: Kilia - Zemun
Large Passenger Ships

2 ships	x 7 trips	x 7 days = 49 days	to Zemun	11,200 [persons]
5 ships	x 6 trips	x 7 days = 42 days	to Zemun	21,250 [persons]
1 ship	x 7 trips	x 7 days = 49 days	to Zemun	4,550 [persons]
			Zemun	<u>37,000 [persons]</u>

Group 3: Kilia - Zemun
Medium and Smaller Passenger ships

10	x 6	x 9 = 54 days	to Zemun	31,200 [persons]
2 oil ships	at 650 [persons]	= 3 days		<u>1,300 [persons]</u>
			Zemun	32,500

60,000
 69,000
 =====
 129,500 Persons

Resettlement: 23 July, 1940

Concerning: Rail Transport - Bukovina District

Planning Summary

OB Departure Station	Additional Stations	Trains	# Resettlers	Comments
01. Czernowitz		4	3,900	
02. Czernowitz		5	5,000	
03. Czernowitz		3	2,250	
04. Czernowitz		5	5,000	
05. A. Czernovitz		1	1,120	
B. Novosielitza	Sedagura			5B & C are half trains to be joined in Luzan.
C. Kotzmann	Luzan	1	746	
06. Derelui		3	3,052	
07. A. Terebleschti		2	1,708	
B. Bahrinestie		1	822	
08. Bahrinestie		2	2,373	
09. Czudyn		3	2,999	
10. Czudyn	Petroutz	2	2,170	
11. Czudyn		2	2,031	
12. A. Neu-Sadove	Storojinetz	2	2,158	
B. Hliboka		1	912	
13. A. Wisnitz	Waschkoutz	1	868	
B. Berhoneth		1	951	
		39	38,060	

From Luzan, all transports will continue on the normal tracks, via Kolomea-Stryj, to the border rail stations of **Sanok** and **Przomysl**. At the point of the rail stop at Bahrinestie, eventually O.B. #12 must consider Station Hliboka [Adancata] as the loading station

Resettlement:

Reference: Bukovina Resettlement

RE: District Bu I - Czernovitz

Rail Transport - Detail Planning

O.B.	Rail Station	Home Point	Kilometers	Number of Resettlers	Trains
1-4	Czernovitz	Czernovitz	--	16,113	
		Michalcze	10	37	=16,150
					17
05	A. Czernovitz	Klokuczka	--	1,120	= 1,120
	B. Luzan	Luzan	--	37	
		Nepolokoutz	10	5	
		Lenkoutz	10	37	
		Mamajestie	05	11	
		Rewna	08	37 = [127]	
	C. Novosielitza	Novosielitza	--	112	
		Gogolina	07	37 = [149]	
	D. Sadagura	Sadagura	--	76	
		Czernawka	11	12	
		Altzuczka	08	96	
		Raraneze	11	16 = [200]	
	E. Kotzman	Kotzman	--	64	
		Suchowerchow	02	17	
		Kliwestie	12	25	
		Hawrylestie	10	12	
		Stauzan	10	12	
		Iwankoutz	10	3	
		Werenczanka	12	29	
		Prelipeze	26	18	
		Doroschoutz	21	18	
		Okna	25	17	
		Zastawna	14	35	
		Werboutz	24	5	
		Kuczurmik	21	15 = [270]=	746
					1
06	Derelui	Kuczurmare	--	245	
		Wolska	03	27	
		Derelui	02	570	
		Franztal	08	115	
		Terescheny	12	210	
		Preworoki	15	15	
		Czahor	--	150	
		Molodia	02	1,500	
		Korowia	02	190	
		Lukawitza	09	30	= 3,052
					3
07	Terebleschtie	Terebleschtie	--	1,613	
		Stanestie	09	11	
		Oprischeny	06	1	
		Pojeni	09	5	
		Styrcze	02	41	
		Synoutz	06	37	= 1,708
					2

	B. Bahrinestie	Bahrinestie	--	37		
		Czerepkoutz	03	4		
		Wolczinetz	02	37		
		Mischenitxa	04	16		
		Baincze	02	728	=	822 1
08	Bahrinestie	Klimoutz	04	15		
		Neu-Fratautz	10	549		
		Bilka	18	105		
		Ober-Wikow	26	471		
		Straza	36	93		
		Falkau	42	364		
		Brodina	47	364		
		Seletin	66	284		
		Schipoth	74	128	=	2,373 2
09	Czudin	Alt-Huette	10	1,917		
		Krasna-Putna	07	360		
		Krasna-Ilski	10	722	=	2,999 3
10	Czudin	Czudin	--	792		
		Neu-Huette	05	933		
		Budenitz	04	24=	[1,747]	
	B. Petroutz	Petroutz	--	368		
		Kupka	04	55=	[423] =	2,170 2
11	Czudin	Augustendorf	19	993		
		Mold. Banilla	20	385		
		Davideny	14	545		
		Czirecz	10	51		
		Cosczuia	26	57	=	2,031 2
12	A. Neu-Sadowa	Neu-Sadowa	04	1,220		
		Zadowa	04	95		
		Komarestie	12	77=	[1,392]	
	B. Storojinetz	Storojinetz	--	716		
		Bobestie	13	11		
		Alt-Broschkoutz	12	11		
		Ropcze	06	28=	[766] =	2,158 2
	C. Hliboka	Hliboka	--	721		
		Karapcziu	07	32		
		Suczaweny	08	5		
		Presekareni	07	72		
		Petriczanka	05	5		
		Kamenka	08	20		
		Dymka	04	27		
		Mihutzeni	06	30	=	912 1
13	A. Wiznitz	Wiznitz	--	89		
		Riwna	03	7		
		Alexanderdorf	04	227		
		Czornohuczi	02	8		
		Wizenka	04	13		
		Putilla a/Cz.	20	23=	[367]	
	B. Waschkoutz	Waschkoutz	--	87		
		Millie	20	4		
		Russ.Banilla	13	13		
		Zamostie	09	17		
		Woloka	07	112		
		Berbestie	06	9		
		Kalinestie	08	27		
		U.Stanestie	12	232=	[501] =	868 1
	C. Berhometh	Berhometh	--	193		

Lukawetz	08	55		
Katharinendorf	08	336		
Nikolausdorf	03	268		
Mega	10	11		
Lopuschna	13	71		
Schipoth	19	17	=	951 1

Remarks concerning O.B. #8:

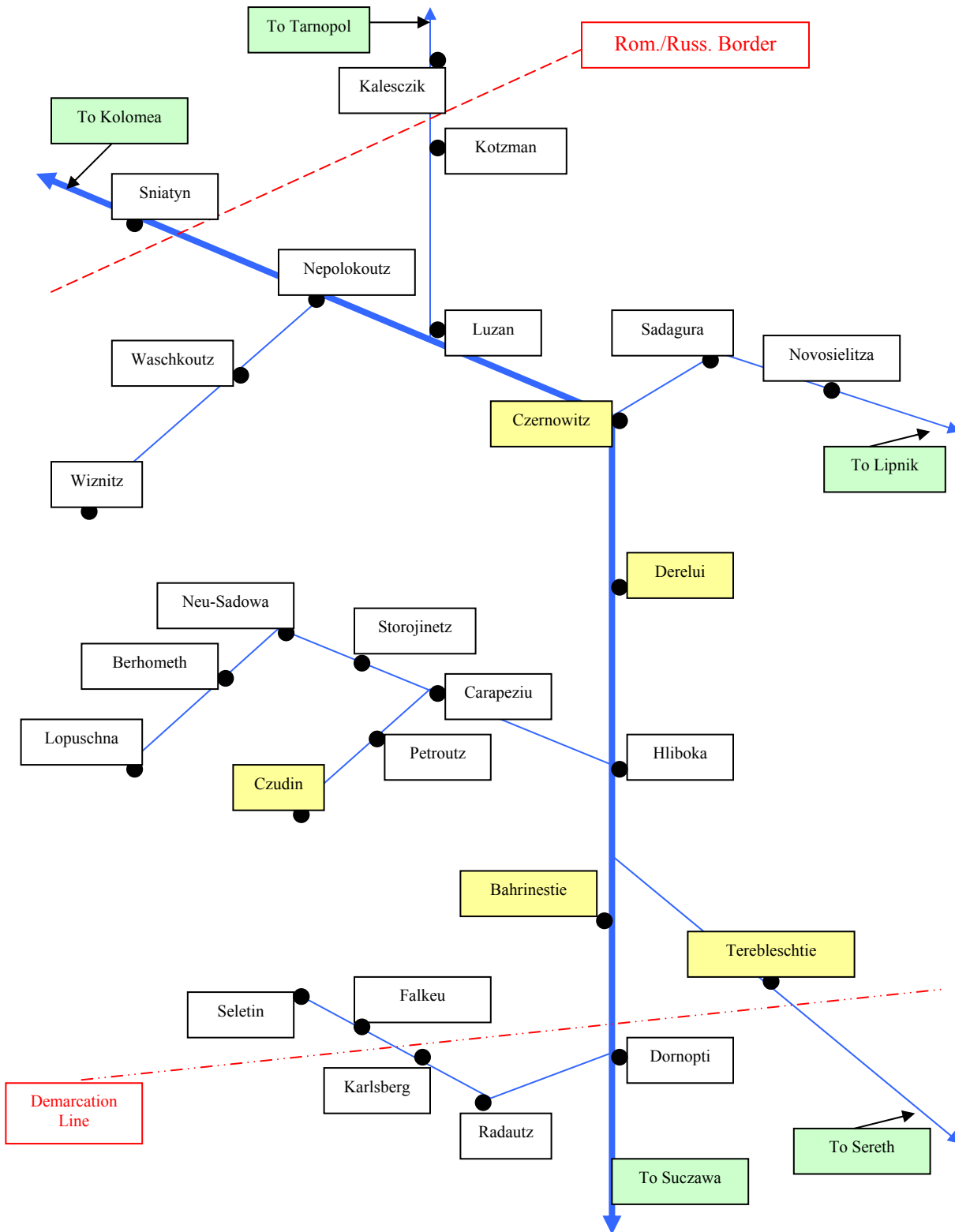
In the plan under consideration, it is assumed that the Seletin-Dornestie railroad in Sereththal is not useful since the demarcation line probably cuts it off at the Romanian District. Should it be that the railroad might be available, then the following departure transport will be followed out of O.B. 8:

A. Seletin	Seletin	--	284		
	Schipoth	07	128=	[412]	
B. Falkeu	Falkeu	--	364		
	Brodina	03	364		
	Straza	05	93=	[831]=	1,243 1
C. Barinestie	Neu-Fratautz	10	549		
	Bilka	18	105		
	Ober-Wikow	26	471	=	1,125 1

Remarks concerning loading station at Bahrinestie:

If it is not possible to load at Bahrinestie, since it is a single track stopping point, then the anticipated Resettlers of this place are to be loaded at the Hliboka station.

Bukovina Rail Transport



Concerning: Bessarabia Trek

**Overnight points
and persons, horses and wagons accommodated there**

A. For Trips to Port Kilia

#	Overnight Point	# of Treks	# of Persons	# of Wagons	# of Horses
01.	Selioglu	07	4,940	2,470	4,940
02.	Dennewitz	03	1,998	999	1,998
03.	Sarata	03	1,736	868	1,736
04.	Friedrichsdorg	07	4,182	2,091	4,182
05.	Marazlienfeld	01	570	285	570
06.	Tatar-Bunar	03	2,010	1,005	2,010

B. For Trips to Port Reni

01.	Alexanderfeld	01	400	200	400
02.	Kubej	13	8,376	4,188	8,376
03.	Czischme	16	10,006	5,003	10,006
04.	Leipzig	02	920	460	920
05.	Wittenberg	10	6,270	3,135	6,270
06.	Wischiniowka	02	994	497	994
07.	Neu-Dennewitz	04	2,050	1,025	2,050
08.	Fürstenfeld II	01	426	213	426
09.	Borodine	02	1,070	535	1,070

Departure Points & Overnight Points Bessarabia Trek

Port Reni

#	Dist. ID	Departure Point	Overnight Point	Distance	Days	Participants	15% #/Treks
01.	Al 9	Alexanderfeld	Reni	45 km	1	300	2
02.	Al 1	Albota	Reni	70 km	1	465	3
03.	Al 2	Eichendorf	Alexanderfeld	42 km	1	315	2
			Reni	<u>45 km</u>	<u>1</u>		
				87 km	2		
04.	Al 7	Alt-Postal	Kubej	56 km	1	680	4
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				112 km	3		
05.	Al 6	Tarutino	Kubej	60 km	1	900	5
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				116 km	3		
06.	Ki 3	Neu-Sarata	Neu-Dennewitz	60 km	1	486	3
			Czischme	63 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				133 km	3		
07.	Ki 2	Jekaterinowka	Leipzig	45 km	1	375	3
			Wittenberg	26 km	1		
			Kubej	30 km	1		
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				157 km	5		
08.	Ki 4	Fürstenfeld II	Wischinowka	40 km	1	426	3
			N. Dennewitz	46 km	1		
			Czischme	63 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				159 km	4		
09.	Ki 5	Alt-Oneshti	Fuerstenfeld	40 km	1	318	2
			Wischinowka	40 km	1		
			N. Dennewitz	46 km	1		
			Czischme	63 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				199 km	5		
10.	Ki 9	Kurudschika	Wittenberg	38 km	1	462	3
			Kubej	44 km	1		
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		

				138 km	4		
11.	Ki 8	Mathildendorg	Wittenberg	52 km	1	471	3
			Kubej	44 km	1		
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				152 km	4		
12.	Ki 7	A. Emmental	Borodina	50 km	1	399	2
			Wittenberg	36 km	1		
			Kubej	44 km	1		
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				186 km	5		
		B. Mariovka	Borodino	50 km	1		
			Wittenberg	36 km	1		
			Kubej	44 km	1		
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				179 km	5		
13.	Ki 1	N. Nikolaewka	Mariovka	30 km	1	404	2
			Borodino	45 km	1		
			Wittenberg	36 km	1		
			Kubej	46 km	1		
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				211 km	6		
14.	Al 3	Wischiniowka	N. Dennewitz	46 km	1	306	2
			Czischme	63 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				119 km	3		
15.	Al 4	Romanowka	Wittenberg	30 km	1	462	3
			Kubej	44 km	1		
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				130 km	4		
16.	Al 5	Leipzig	Wittenberg	26 km	1	591	3
			Kubej	44 km	1		
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				126 km	4		
17.	Be 1	Beresina	Wittenberg	27 km	1	600	3
			Kubej	44 km	1		
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				127 km	4		
18.	Be 2	Borodino	Wittenberg	36 km	1	675	4
			Kubej	44 km	1		
			Czischme	46 km	1		
			Reni	<u>10 km</u>	<u>1</u>		
				136 km	4		
19.	Ki 6	N. Strimba	Burgeli	42 km	1	315	2
			Tuzora	43 km	1		
			Kischinev	40 km	1		
			Jekaterinovka	59 km	1		
			Leipzig	32 km	1		

Wittenberg	30 km	1
Kubej	44 km	1
Reni	<u>10 km</u>	<u>1</u>
	300 km	8

Bessarabia Resettlement
Re: Trek to Port Kilia

#	Dist. ID	Departure Point	Overnight Point	Distance	Days	Participants	15% #/Treks
01.	Be 6	Paris	Selioglo	35 km	1	475	3
			Kilia	<u>38 km</u>	<u>1</u>		
				73 km	2		
02.	Be 10	Krasna	Selioglo	42 km	1	788	4
			Kilia	<u>38 km</u>	<u>1</u>		
				80 km	2		
03.	Be 4	Klöstitz	Dennewitz	44 km	1	540	3
			Kilia	<u>50 km</u>	<u>1</u>		
				94 km	2		
04.	Be 5	Klöstitz	Dennewitz	44 km	1	375	2
			Kilia	<u>50 km</u>	<u>1</u>		
				94 km	2		
05.	Be 3	Hoffnungstal	Dennewitz	51 km	1	584	3
			Kilia	<u>50 km</u>	<u>1</u>		
				101 km	2		
06.	Al 8	Neu-Elft	Kilia	59 km	1	345	2
07.	Be 9	Katzbach	Selioglo	30 km	1	592	3
			Kilia	<u>38 km</u>	<u>1</u>		
				68 km	2		
08.	Be 8	Teplitz	Selioglo	30 km	1	555	3
			Kilia	<u>38 km</u>	<u>1</u>		
				68 km	2		
09.	Be 7	Arzis	Selioglo	38 km	1	815	5
			Kilia	<u>38 km</u>	<u>1</u>		
				74 km	2		
10.	Ma 8	Friedenstal	Selioglo	38 km	1	480	3
			Kilia	<u>38 km</u>	<u>1</u>		
				76 km	2		
11.	Ma 1	Mannsburg	Sarata	48 km	1	535	3
			Friedrichsdorf	49 km	1		
			Kilia	<u>26 km</u>	<u>1</u>		
				123 km	3		
12.	Ma 2	Sofiental	Marazliensfeld	46 km	1	428	3
			Friedrichsdorf	50 km	1		
			Kilia	<u>26 km</u>	<u>1</u>		
				122 km	3		
13.	Ma 3	A. Benkendorf	Tatar-Bunar	45 km	1	413	3
			Kilia	<u>50 km</u>	<u>1</u>		
				95 km	2		

		B. Bazirjamka <i>[trip crossed out]</i>	Tatar-Bunar Kilia	44 km <u>50 km</u> 94 km	1 <u>1</u> 2		
14.	Ma 4	Marazlienfeld	Friedrichsdorf Kilia	50 km <u>23 km</u> 73 km	1 <u>1</u> 2	420	
15.	Ma 5	Hoffnungsfeld	Kilia	47 km	1	231	2
16.	Ma 6	Gnamental	Friedrichsdorf Kilia	45 km <u>23 km</u> 68 km	1 <u>1</u> 2	483	3
17.	Ma 7	Sarata	Friedrichsdorf Kilia	44 km <u>23 km</u> 67 km	1 <u>1</u> 2	503	3
18.	Ma 9	Lichtental	Tatar-Bunar Kilia	35 km <u>50 km</u> 85 km	1 <u>1</u> 2	608	4
19.	Ma 10	Eigenfeld	Tatar-Bunar Kilia	44 km <u>50 km</u> 94 km	1 <u>1</u> 2	487	3
20.	Ma 11	Jakobstal	Sarata Friedrichsdorf Kilia	54 km 49 km <u>23 km</u> 126 km	1 1 <u>1</u> 3	357	2
21.	Ma 12	Seimeni	Sarata Friedrichsdorf Kilia	49 km 49 km <u>23 km</u> 121 km	1 1 <u>1</u> 3	420	3

Re: Bessarabia Trek

**Overnight points
and persons, horses and wagons accommodated there**

To Port Galatz via Kagul-Oancea

#	Overnight Point	# of Treks	# of Persons	# of Wagons	# of Horses
01.	Oancea	19	11,886	5,943	11,886
02	Albota	05	2,550	1,275	2,550
03.	Wischiniovka	04	2,142	1,521	2,142
04.	Fürstenfeld	01	526	223	526
05.	Wittenberg	09	5,700	2,850	5,700
06.	Neu-Dennewitz	11	7,800	3,900	7,800
07.	Borodino	02	1,070	535	1,070
08.	Marieovka	01	538	269	538
09.	Burgeli	01	420	210	420
10.	Tuscara	01	420	210	420
11.	Kischinev	01	420	210	420
12.	Jekaterinovka	01	420	210	420

Departure Points & Overnight Points Bessarabia Trek

Port Galatz via Kagul-Oancea

#	Dist. ID	Departure Point	Overnight	Distance	Days	Trek 20%	Wagon10%	#/Trek
01.	Al 9	Alexanderfeld	Oancea	30 km	1	400	200	1
			Galatz	<u>50 km</u>	<u>1</u>			
				80 km	2			
02.	Al 1	Albota	Oancea	40 km	1	620	310	1
			Galatz	<u>50 km</u>	<u>1</u>			
				90 km	2			
03.	Al 2	Eichendorf	Oancea	50 km	1	420	210	1
			Galatz	<u>50 km</u>	<u>1</u>			
				100 km	2			
04.	Al 3	Wischiniovka	Albota	40 km	1	708	204	1
			Oancea	40 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				130 km	3			
05.	Ki 3	Neu-Sarata	Wischinoka	40 km	1	648	324	1
			Albota	40 km	1			
			Oancea	40 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				170 km	4			
06.	Ki 2	Jekaterinovka	Wischinovka	50 km	1	500	250	1
			Albota	40 km	1			
			Oancea	50 km [?]	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				190 km	4			
07.	Ki 4	Fürstenfeld II	Wischinovka	40 km	1	568	284	1
			Albota	40 km	1			
			Oancea	40 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				170 km	4			
08.	Ki 5	Alt-Oneschti	Fürstenfeld II	40 km	1	426	213	1
			Wischinovka	40 km	1			
			Albota	40 km	1			
			Oancea	40 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
	210 km	5						
09.	Ki 9	Kurudschika	Wittenberg	38 km	1	616	308	1
			Neu-Dennewitz	42 km	1			
			Oancea	50 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				180 km	4			

10.	Ki 8	Mathildendorf	Wittenberg	50 km	1	628	314	1
			Neu-Dennewitz	42 km	1			
			Oancea	50 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				192 km	4			
11.	Ki 7	Emmental Mariowka	Borodino	50 km	1	532	266	1
			Wittenberg	36 km	1			
			Neu-Dennewitz	42 km	1			
			Oancea	50 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				228 km	5			
12.	Ki 1	N. Nikolaevka	Mariovka	30 km	1	538	269	1
			Borodino	45 km	1			
			Wittenberg	36 km	1			
			Neu-Dennewitz	42 km	1			
			Oancea	50 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				253 km	6			
13.	Al 6	Tarutino	Neu-Dennewitz	60 km	1	1200	600	2
			Oancea	50 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				160 km	3			
14.	Al 7	Alt-Postal	Neu-Dennewitz	50 km	1	906	453	1
			Oancea	50 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				150 km	3			
15.	Al 4	Kulm	Wittenberg	30 km	1	616	308	1
			Neu-Dennewitz	42 km	1			
			Oancea	50 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				172 km	4			
16.	Al 5	Leipzig	Wittenberg	26 km	1	790	395	1
			Neu-Dennewitz	42 km	1			
			Oancea	50 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				168 km	4			
17.	Be 1	Beresina	Wittenberg	27 km	1	800	400	1
			Neu-Dennewitz	42 km	1			
			Oancea	50 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				169 km	4			
18.	Be 2	Borodino	Wittenberg	36 km	1	860	430	1
			Neu-Dennewitz	42 km	1			
			Oancea	50 km	1			
			Galatz	<u>50 km</u>	<u>1</u>			
				178 km	4			
19.	Ki 6		Burgeli	42 km	1	420	210	1
			Tuzora	43 km	1			
			Kischinev	40 km	1			
			Jekaterinovka	59 km	1			
			Leipzig	32 km	1			
			Wittenberg	30 km	1			
			Neu-Dennewitz	42 km	1			

Oancea	50 km	1
Galatz	<u>50 km</u>	<u>1</u>
	388 km	9

Re: Bessarabia Trek

**Overnight points
and persons, horses and wagons accommodated there**

To Port Galatz via Reni

#	Overnight Point	# of Treks	# of Persons	# of Wagons	# of Horses
01.	Kubej	23	13,898	6,949	13,898
02.	Czischme	23	13,898	6,949	13,898
03.	Sarata	04	2,380	1,190	2,380
04.	Dennewitz	09	5,916	2,958	5,916
05.	Gnadental	02	1,210	605	1,210
06.	Borodino	01	476	238	476
07.	Wittenberg	07	3,524	1,762	3,524

Points of departure and overnight stops for Bessarabian Trek to Port Galatz.

#	Code	Departure Point	Overnight Stop	Distance	Day #	# Persons	# Wagons Used	# Trips
01	Al 8	Neu-Elft	Kubej	49 km	1	460	230	1
			Czischme	46 km	2			
			Galatz	30 km	3			
02	Be 6	Paris	Kubej	61 km	1	634	317	1
			Czischme	46 km	2			
			Galatz	30 km	3			
03	Be 9	Katzbach	Kubej	56 km	1	790	395	1
			Czischme	46 km	2			
			Galatz	30 km	3			
04	Be 8	Teplitz	Kubej	59 km	1	740	370	1
			Czischme	46 km	2			
			Galatz	30 km	3			
05	Be 7	Arzis	Kubej	65 km	1	1,086	543	1
			Czischme	46 km	2			
			Galatz	30 km	3			
06	Ma 8	Friedenstal	Kubej	65 km	1	640	320	1
			Czischme	46 km	2			
			Galatz	30 km	3			
07	Ma 1	Mannsburg	Sarata	42 km	1	700	350	1
			Dennewitz	35 km	2			
			Kubej	46 km	3			
			Czischme	46 km	4			
			Galatz	30 km	5			
08	Ma 2	Sofiental	Sarata	49 km	1	570	285	1
			Dennewitz	35 km	2			
			Kubej	46 km	3			
			Czischme	46 km	4			
			Galatz	30 km	5			
09	Ma 3	[a] Basirjamka	Sarata	36 km	1	550	275	1
			Dennewitz	35 km	2			
			Kubej	46 km	3			
			Czischme	46 km	4			
			Galatz	30 km	5			
	[b] Benkendorf	Sarata	36 km	1	550	275	1	
			Dennewitz	35 km				2
			Kubej	46 km				3
			Czischme	46 km				4
			Galatz	30 km				5
10	Ma 4	Maraslienfeld	Gnamental	38 km	1	560	280	1
			Dennewitz	24 km	2			
			Kubej	46 km	3			
			Czischme	46 km	4			
			Galatz	30 km	5			

11	Ma 5	Hoffnungsfeld	Kubej	60 km	1	308	154	1
			Czischme	46 km	2			
			Galatz	30 km	3			
12	Ma 6	Gnadental	Dennewitz	24 km	1	666	323	1
			Kubej	46 km	2			
			Czischme	46 km	3			
			Galatz	30 km	4			
13	Ma 7	Sarata	Dennewitz	24 km	1	670	335	1
			Kubej	46 km	2			
			Czischme	46 km	3			
			Galatz	30 km	4			
14	Ma 9	Lichtental	Dennewitz	35 km	1	810	405	1
			Kubej	46 km	2			
			Czischme	46 km	3			
			Galatz	30 km	4			
15	Ma 10	Eigenfeld	Gnadental	30 km	1	650	325	1
			Dennewitz	24 km	2			
			Kubej	46 km	3			
			Czischme	46 km	4			
			Galatz	30 km	5			
16	Ma 11	Jakobstal	Borodino	38 km	1	476	238	1
			Wittenberg	35 km	2			
			Kubej	44 km	3			
			Czischme	46 km	4			
			Galatz	30 km	5			
17	Ma 12	Seimeni	Sarata	49 km	1	560	280	1
			Dennewitz	24 km	2			
			Kubej	46 km	3			
			Czischme	46 km	4			
			Galatz	30 km	5			
18	Be 10	Krasna	Wittenberg	30 km	1	1,050	525	2
			Kubej	44 km	2			
			Czischme	46 km	3			
			Galatz	30 km	4			
19	Be 4&5	Klöstitz	Wittenberg	37 km	1	1,220	610	2
			Kubej	44 km	2			
			Czischme	46 km	3			
			Galatz	30 km	4			
20	Be 3	Hoffnungstal	Wittenberg	45 km	1	778	389	1
			Kubej	44 km	2			
			Czischme	46 km	3			
			Galatz	30 km	4			

Source: National Archives Microcopy #T-81; VOMI 920; Record Group 1035; Roll 317; Series 535;
Frames: 2447261-2447263

Tarutino - 02 October, 1940

Report concerning the trip of September 30 to October 1, 1940 with reference to the putting up of fodder replenishment spots and overnight stop-over points on the major trek roads to Port Galatz.

On 30 September, 1940, Senior Company Commander Doerk, Kamerad Adolf Schmidt departed at 9 AM in the company of Soviet Representative, Senior Lieutenant Beser.

We came to Borodino first of all. The Area Authority in Borodino informed us that the farmers would consign their grain in granaries upon receiving a receipt with both German and Russian signatures. The putting up of fodder replenishment spots was discussed and it was determined that removal of fodder from the granaries for the treks passing through should offer no problems. It was pointed out to both government representatives that there would have to be receipts in triplicate concerning the quantities of fodder given to the treks, which were then to be sent to the two headquarters in Tarutino, where the accounting would take place. We parted under the impression that both sides were satisfied with the discussions and that the putting up of fodder replenishment spots was possible. The question of the over-night stop-over spots was discussed with the O.B. The O.B. was directed to establish on which yards trek drivers could be accommodated in case of bad weather, and avoid, as far as possible, scattering them too far apart. It is possible to accommodate the ethnic Germans in Borodino.

From here we traveled to Jekaterinowka. Here we negotiated with O.B. Hirsch. As the Soviet Russian Government representative was absent, we had to negotiate with the Sel. Soviet. After our Soviet Russian escort had spoken with the representatives of the Sel. Soviet, they agreed to also supply fodder for the treks passing through. It is possible to accommodate the trek drivers in Jekaterinowka.

As the telephones have been confiscated, it is not possible to have phone contact between this community, the headquarters, as well as the district headquarters.

Fodder Replenishment Sites:

Wischniowka was designated as a fodder replenishment site. Here the Soviet Russian Government Representative, at first, refused to put up fodder replenishment sites for reason he refused to give us. Right from the start, the O.B. informed us that the Soviet Representative tried to block all forms of cooperation. Among other things, he informed our O.B. that a huge fire had broken out in the neighboring village, upon which our O.B. drove to the next village by car to see for himself. When he returned, the Soviet Russian congratulated him [for discovering] that there was no truth to it. When our O.B. started to collect monies, the Soviet Russian suggested that they should do something else, but our O.B. did not go along with this, and, as a result, unfriendly relations developed to the point that the Soviet Russian stopped his work and waited for a decision from the District Headquarters. Under these circumstances, we could not reach workable solution on the matter of fodder replenishment. It was suggested to refer this question to the headquarters at Albota.

We arrived in Albota in the evening. Here we discussed the setting up of fodder replenishment sites at Neu-Dennewitz. The Soviet Representative cleared the question of Wischniowke with headquarters. The Soviet Russian District Headquarters in Albota approved the setting up of fodder replenishment sites in Wischniowka and Dennewitz. From our side, the Soviet Russians were requested to give the local representative in Wischniowka these directives to which they assented.

According to local experts, there is marshy ground on the way to Neu-Dennewitz with the result that our treks would have difficulty reaching Neu-Dennewitz in rainy conditions because of the bad road.

In Alexanderfeld, being the last fodder replenishment site in the AL District, we discussed the setting up of the fodder replenishment site with a representative, and concluded that no one had any objections.

As we continued our journey, we inspected the Reni shipping harbor, as well as the Pruth crossing. On our return trip, we traveled along the big Anatol-Kubej-Tarutino trek road. The Soviet Russia escort informed us that, as far as he was concerned, Kubej was out of the question as an over-night stop. We replied that it was not so important that we stop over at Kubej if we were provided with comparable watering places for our horses either before or after Kubej. Furthermore, we informed him that we definitely had to travel through Kubej with our treks. The Soviet Russian had no objections to this. In place of Kubej, Bulgarika, as small village, 7 km beyond Kubej, could be considered as a replacement over-night stop. Here there is a good watering place.

At Anatol, the road passes 2 km outside the village. There is only one well on either side of the road. Water reservoirs have to be provided in order to have sufficient water for the horses. As water reservoirs, large wine barrels, which are available from the ethnic Germans, would have to be set up. During the time that the drinking trough is not being used, the barrels would have to be filled. To keep the water cold and clean, the barrels would have to be covered with bark fiber mats.

There would be yet another possibility to store water if troughs were to be set up, but the objection to that would be that:

1. They could be removed by the local population,
2. Every passing wagon team would water their horses, whereby possible danger of infection could not be avoided.

In both of these over-night locations, trek watch, consisting of ethnic Germans, should be established. These guards are to live in tents which the ethnic German youth can provide.

Besides Anatol and Bulgarika, as watering places, other possibilities are Kubej and the place between Vl. Perjei and Ceador Lunga, that is the spot where the road zig-zags through the vineyards, on the heights of Ceador Lunga. It was discovered that many wells have no way of drawing the water. The treks would have to have some ropes for drawing water.

The setting up of sign posts by the Engineering Corp was not carried out everywhere, or it was done in such a way that they were not easily noticed. We were not able to check whether the local inhabitants had afterwards destroyed the work of the Engineering Corp. At a few places, we noticed that the sign posts had been smashed.

All questions, that came up at the discussion of fodder replenishment sites, were solved with the help of the Soviet Russian Government Representative. He was understanding and continually looked for a quick solution, especially when he was well informed about all matters. –Returned 01 October, at 11:00 AM.

(signed) Schmidt

Report Concerning Rail Transport #27 from Mosch on 24 October, 1940

The train departed on 24 October, 1940, at noon with 1,050 Resettlers. There were passenger cars, some freight cars for the Resettlers and the sick, and freight cars for the luggage. Except one passenger car, in which the German and Soviet escort drove, every car was without heat. The toilets were, without exception, dirty and without flushing facilities. Lighting was not provided at all. The freight cars were in even worse condition in that they could not be sealed off properly and as a result rain water came inside. The sick, no less than 40 persons, had to suffer terribly because of the dampness and cold. Our doctor was kept busy the whole time and had a lot to do. The female Russian doctor that was present did not concern herself at all with the sick.

The trip to Russian Przemysl lasted a full 48 hours, so that we arrived at noon on the 26th. For four hours, the hand luggage was thoroughly searched without anything being discovered. At 6:30 PM, the train crossed over to German-Przemysl.

Because the Russian authorities from Przemysl informed me that I was indeed over the border and could not drive back again, I stayed in Przemysl a little longer, taken up in fruitless negotiations and gave the mail to a trustworthy ethnic German to bring back over.

The train arrived in Russian Przemysl again at 11 PM on the 26th. We got onto the train, but did not depart from the train station until towards morning. The return trip lasted 54 hours, so that we only arrived in Czernovitz at 6 AM on the 29th. The delay on the trip is partially a result of the detours which were necessary because of the widening of the track, but mostly because of the very long stops at the different places. As an example, at Kolomea we waited from 11:00 AM until 4:00 PM. We then traveled for two hours to Stefaneschti, where we stood from 6:00 PM until 4:00 AM the next morning.

The Czernovitz to Przemysl stretch and back again, under normal traveling conditions, can be easily completed in 20 or 24 hours. A trip of five days for the same stretch seems totally incomprehensible and crazy. Considering the inadequate outfitting of the rail cars, especially because of the start of the bad weather, steps must be taken, without fail, to speed up the trip.

Czernovitz 29 October, 1940

(signed) Fritz Roth

[End of Translated Material]