

## The Kommando A10 of Colmar and the Urbès camp

### 1) Some important indications from M<sup>r</sup>. Robert Steegmann :

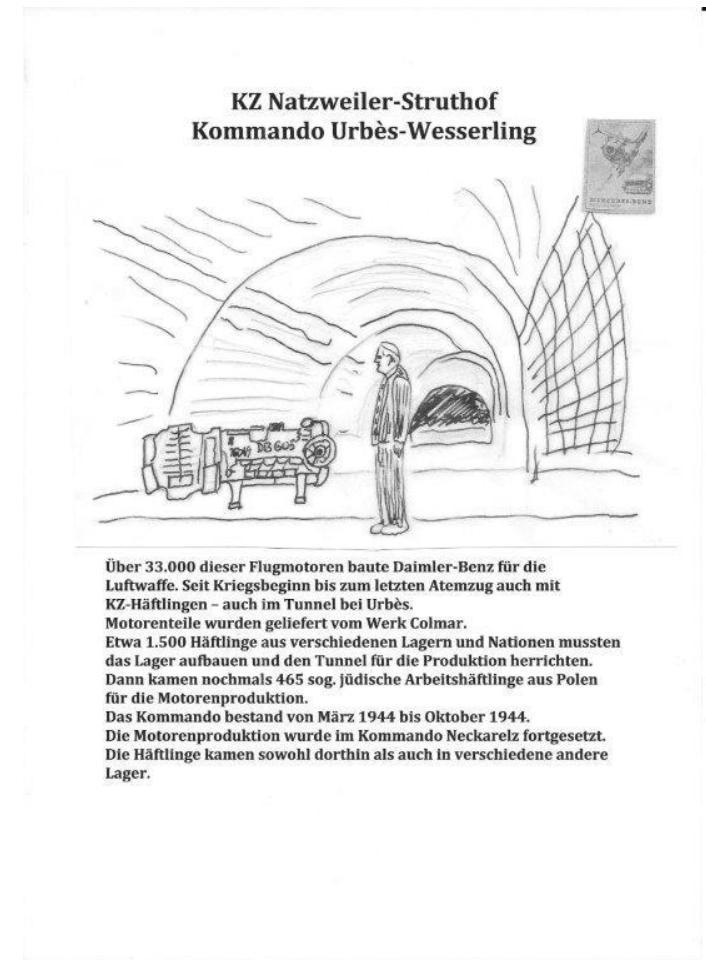
In his book « *Struthof, le KL- Natzweiler et ses kommandos : une nébuleuse concentrationnaire des deux côtés du Rhin, 1941-1945* », edited by Nuée Bleue /DNA, Strasbourg, 2005, M<sup>r</sup>. Steegmann indicates that the convoy of **465 Jews** from the camp Flossenbürg (numbers 33 017 to 33 481, cf. complete list of the Jewish deportees, lesson P7c) was registered at the camp Natzweiler-Struthof, on **25<sup>th</sup> August 1944**.

The nazi documents use following appellation « *Colmar Urbeis (D. Benz)* » to locate this group for a short time in Colmar. The group counted 11 German, 9 Soviet, 1 Czech and 444 Polish deportees.

From Robert Steegmann's indications we can infer that the « **Kommando A 10, Kolmar** » was for a short time an under-Kommando of Urbès-Wesserling (cf. p. 70).

Besides, he specifies that 300 Jews had been chosen by a representative of Daimler-Benz in the ghetto of Debica to receive a training course by Daimler-Benz for the manufacturing of diesel engines for DB-605 planes in the ghetto of Reichshof.

In 1944, the group of the 465 Jewish deportees is still registered as working in the ghetto of Reichshof.



Their transfert took place in July 1944 towards the camp Natzweiler via various other camps, among which Plaszow, Wieliczka, Auschwitz and Flossenbürg, (cf. Schutzhaftlagerrapporte of September 30th, 1944).

So, after their long trip from one camp to the other, they were transferred for a short time to the Daimler-Benz factory in Colmar.

They had to wait in Colmar, till the underground factory inside the tunnel of Urbès was finally set up by the deportees called « Bauhäftlinge ».

In this secret factory the Jewish deportees were assigned to manufacture and to assemble diesel engines for planes DB-605 for the benefit of the Luftwaffe (cf. p 70).

They were registered in the main camp Natzweiler-Struthof in August 25th, 1944.

The detention conditions of this group called « Kommando A10 Colmar » and those in the camp of Urbès were the same as in other concentration camps, even if the 465 Jews called « Produktionshäftlinge » were separated from the « Bauhäftlinge » inside the camp of Urbès.

The motto of the nazis was always the same : extermination through hard labour !

Interesting information of M<sup>r</sup> Steegmann to better understand the multiple transferts of deportees from one camp to the other.

From 1942 onwards, the strategy failure of the « Blitzkrieg », as well as the bitter defeat of the Wehrmacht during the battle of Stalingrad caused an important change in the economy of the Third Reich, since the Nazis accelerated the production of weapons and war material, which became more and more deadly.

The great majority of German men were hired as soldiers in the Wehrmacht. So, the Third Reich lacked workforce in war factories. Therefore, the concentration camps became really « a huge workforce pool », which was cheap, even free of charges.

Therefore, we can see, that since 1943 and mostly since 1944, the total number of prisoners in Natzweiler was constantly growing: « *The camp became the central piece of an external network of Kommandos – reaching the number of 70 secondary camps – in the forcefully annexed Alsace-Moselle region and on the right riverside of the Rhine* ».

« *The movements towards Wesserling-Urbès testify of the increasing number of deportees recruited in the Natzweiler camp in 1944, with convoys from Auschwitz, Lublin and Flossenbürg. Just like Sainte-Marie-aux-Mines, Wesserling-Urbès shows that the economic function of Natzweiler became essential in its participation in war production from the first half of the year 1944 onwards.* (Robert Steegmann, p.410).

This statement is corroborated in M<sup>r</sup>. R. Fröbe's book about "Daimler-Benz Flugzeugmotorenwerke von Reichshof".

Indeed, this work carries the suggestive title : "KZ-Häftlinge als Reserve qualifizierter Arbeitskraft" [Camp prisoners as a huge qualified workforce pool].

Among the 465 Jews detained in the camp Urbès, 462 were evacuated to the camp Sachsenhausen, in October 12th, 1944, cramed into 3 cattle wagons.

Before their liberation by the Allies, they had to endure many sufferings and agonies during their transferts and their internment to other camps.

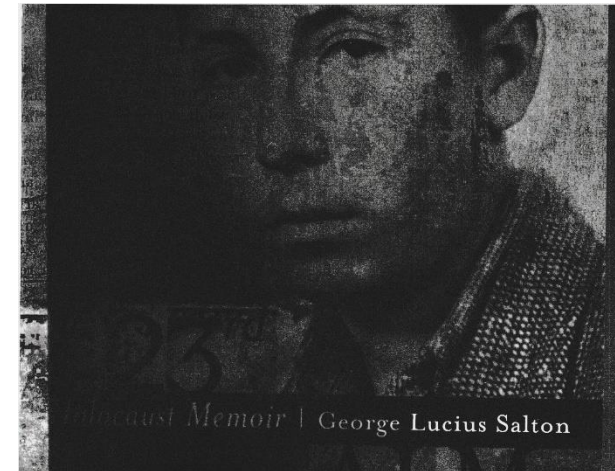
Among the Jews in the camp of Urbès there were **Lucius Salzmann** and **Heinz Rosenberg**.

## 2) Testimony of Lucius Salzmann, alias George Lucius Salton, only 16 years old in 1944.

In his book with the title „*The 23<sup>rd</sup> Psalm – a Holocaust Memoir*“, edited by The University of Wisconsin Press, Lucius Salton devotes the chapter 17 to the short period of the Jewish deportees in Colmar, in relation with the „Kommando A 10, Kolmar“ and the Daimler-Benz factory.

This factory was installed in a part of the Kiener weaving mill, which had been requisitioned by the nazis already in November 1940.

Lucius Salzmann alias Salton tells in touching terms and with deep gratefulness towards inhabitants of Colmar about the deportees march through the town.



In this chapter, he tells about a surprising fact: arranged in a formation of fives and under the whips and kicks of the nazi guards, the Jewish deportees had to march out from the freight station of Colmar crossing streets towards the factory. They had to stay in a little camp nearby the firm till their transfert to the secondary camp Urbès, on 25<sup>th</sup> August 1944.

He writes: „*We entered an old section of the town. Our wooden-soled shoes raised a loud clatter on the cobblestone streets. Here and there a window opened, and people leaned out and looked down at us. We must have been quiet a sight, four ore five hundred skeletal men with shaved heads, dressed in ragged striped concentration camp uniforms, walking and stumbling and trying to keep in step under the guns and blows of the guards (...) The people on the streets and sidewalks stopped walking. They climbed off their bicycles. Soon groups of people stood shoulder to shoulder, lining the street and watching us (...) Strange sounds and whispers rose up from the people watching us (...) We heard angry shouts in French and German. I understood German and could clearly hear the people calling: „Shame! Shame!“ (...)*

***I realized that the most unbelievable thing was happening. The people of Colmar were on our side! Their shouts of „Shame!“ were aimed at the Germans! With growing rage they shouted. It was a gift, a miracle. The people of Colmar felt our pain and gave us comfort, witnessed the injustice and protested, saw our despair and gave us hope.***

*Our guards reacted nervously. They lowered their guns and rushed us down the street (...). We marched out of the town, but the cries of the people and the memory of their kindness stayed with us“ (p. 155-156).*

Then they reached the outskirts of Colmar and came to a small camp with a few barracks on a grassy lot. The camp was surrounded by barbed wire fences.

In touching terms, Lucius Salzmänn tells that during the night shadows moved near the camp and cigarettes, pieces of bread or other food were thrown over the barbed wires. For the starving camp prisoners who spent a part of the night outside because of the heat inside the barracks, it was the divine manna !

In the same chapter, Lucius Salzmänn devotes some pages to the camp of Urbès: he evokes the imposed treatments by the nazis, while he had to clean the residential area of SS guards, besides his hard work within the tunnel.

At page 162, he writes: „*Before and after my shift in the tunnel, I had to clean and sweep the compound where SS men lived, wash their cars and trucks, and polish their boots. Whatever I did, it never was good enough or fast enough for the SS, and they cursed and hit me*“.

Moreover, Lucius Salzmänn had to go and work in an old farm occupied by nazis and located in a neighbouring village. One day a nazi ordered him to clean completely and to sand down old garden furniture altered, moldy and weathered black. A nazi took place on a chair and observed him. As soon as work seemed him too slow or too bad, he struck him (p.163).

After war, Lucius Salzmänn emigrated to America, where he undertook high studies in physics and industrial engineering.

On March 1953 he became a US citizen

He made a brilliant career working on the Defense Office at the Pentagon in Washington. Later he worked in private industry.

He settled to Palm Beach Gardens in Florida with the firm intention of building a new life and of becoming again a „normal“ human being.

The last sentence of his book: „(...) *To live as a good and decent person, to be a „Mensch“, as I promised my dear mother and father on the day that we parted, the last time in my life that I saw them*“ (p. 232).

Source:

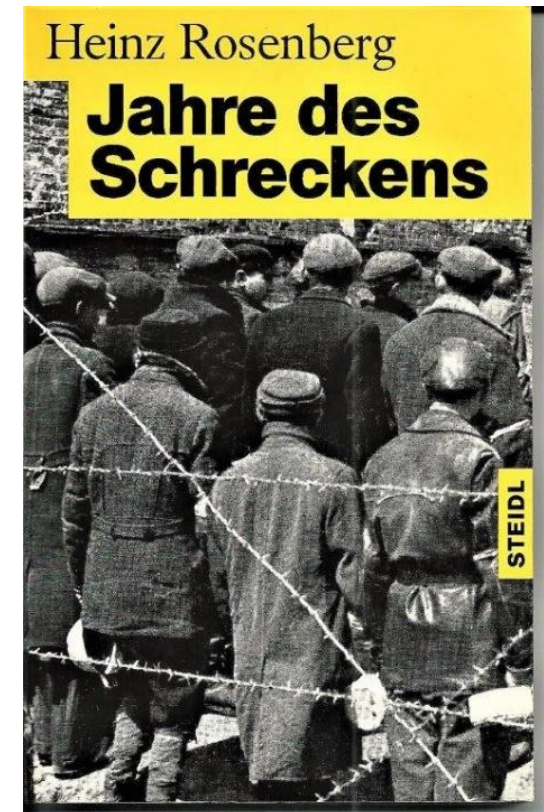
George Lucius Salton, „*The 23<sup>rd</sup> Psalm – a Holocaust Memoir*“, edited by The University of Wisconsin Press“, USA / chapter 17, p. 155-164.

3) **Heinz Rosenberg's testimony, a German Jew from Hamburg.**

Title of his book „Jahre des Schreckens“, edited by Steidl.

[years of terror].

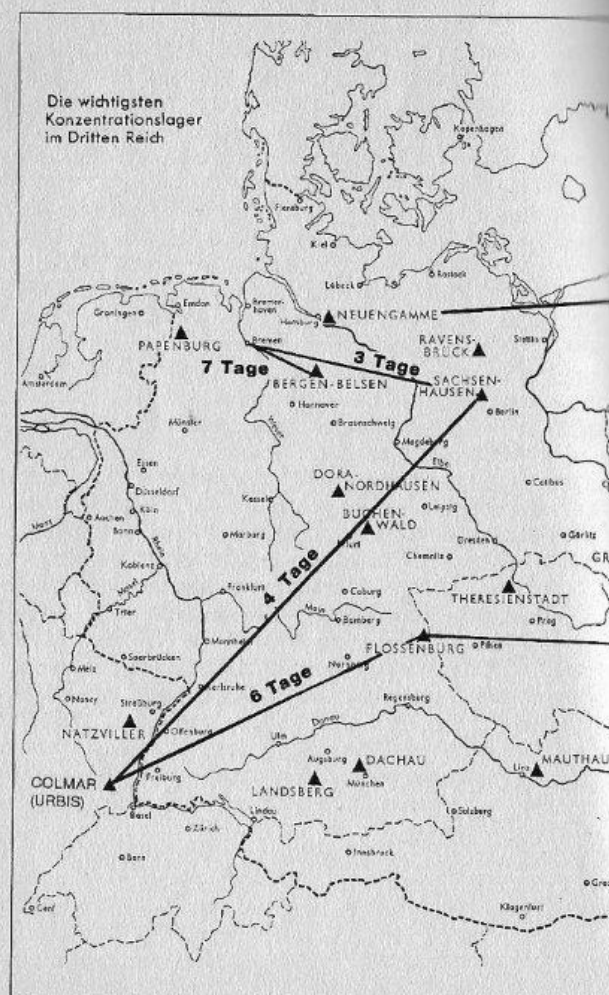
Nota bene: the specified dates by Heinz Rosenberg do not necessarily correspond with those in the nazi registers, nor the number of the Jewish deportees.



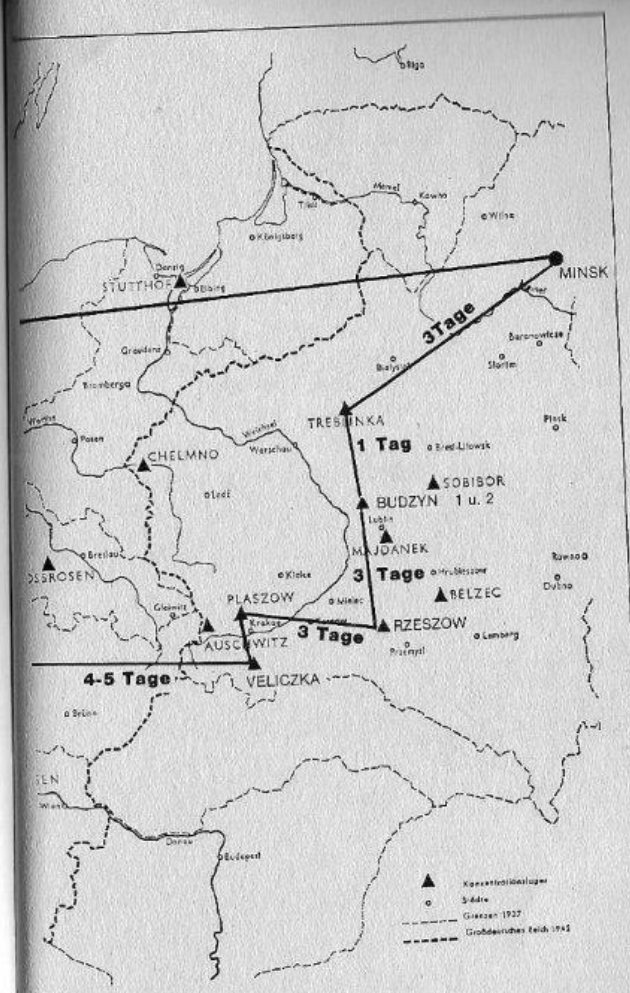
Map taken from his book, p. 91.

Indication at the bottom of the page :

Transferts via various nazi camps experienced by Heinz Rosenberg. Most time without any bread and water, in cattle wagons.



Auf den eingezeichneten Strecken wurde Heinz Rosenberg von KZ zu KZ transportiert.



in Viehwagen und fast immer ohne Brot und Wasser.

In the chapter devoted to the camps of Colmar and Urbès, Heinz Rosenberg clarifies interesting details :

When the Jewish deportees group arrived at Colmar, they had to live in 4 barracks out of 10 existing.

He also specifies that the little camp would have been an old war prisoners' camp, but he does not indicate its precise place in relation with the Daimler-Benz factory situated in a part of the Kiener establishment in the Grillenbreit street in Colmar : « (...) *In a little and old war prisoners' camp live about 200 Jewish prisoners (...)* » (p. 116).

One hut or barrack was the place for cooking, where some Jewish deportees had to work ; another was used for washing.

Rosenberg also precises that dormitories at Colmar's camp were almost a « luxury », because each prisoner had a good blanket !

At the camp in Colmar, the 465 Jews – about 200 according to Rosenberg – spent their days inactively, waiting their transfert to the camp of Urbès.

This « short-lived idleness » during a week only allowed them to get their breath back and especially to wash themselves and to shave, after a three months travelling in cattle wagons from one camp to the other under trying conditions (p. 116).

As for the detention conditions in Colmar, Heinz Rosenberg says that the SS guard remained outside the camp. The SS were responsible for preventing any tentative of escape and any contact with the local population.

About the question of food he explains that bread and other foodstuffs were provided by the Luftwaffe soldiers [« our soldiers »] and that the meals were not good and sufficient, but they were distributed without « any clash or problem » (p. 116).

#### Indications about the camp Urbès :

Like in other testimonies from former deportees, Heinz Rosenberg evokes the march during about 3 hours from the station of Wesserling to the camp of Urbès.

He was astonished that the camp was small, but surrounded with barbed wires and divided into 3 different parts provided with huts. In them separately lived diverse categories of deportees.

In the barracks occupied by the Jews, there were no bedsteads with several levels, but only an assembly of boards which allowed to sleep also on the top.

Latrines also seemed to him small and there was few water to wash oneself.



Near the entrance of the tunnel raised anti-aircraft batteries or "Flak Kanonen".  
The work inside the tunnel consisted in shifts from 7 am to 7 pm and from 7 pm to 7 am.

Already after the first work day inside the tunnel, the Jewish prisoners were exhausted, not only by the trying work, but also by the suffocating air caused by tool-machines, exhaust gas and especially by the lack of ventilation.  
After 15 days, the shift was changed, but a lot of Jews felt sick, exhausted by the harsh conditions in which they had to work (p.118-119).

One day suddenly work has been interrupted and machines stopped.  
It was the beginning of the emergency evacuation, first of non-Jewish deportees to Neckarelz at the other side of the Rhine, because the Allies approached crossing the Bussang pass in the Vosges.

12<sup>th</sup> October 1944 was the day when the 462 Jewish deportees had been evacuated. They had to go by foot to the railway station of Wesserling, to get into 3 freight wagons without having the slightest idea of their destination.

They were escorted by Luftwaffe soldiers who ordered them to lie down and to keep quiet in case of aerial bombing.

So they traveled during 4 days without any air raid by the Allies, but their train stopped regularly in the middle of a forest.

Through some holes made in the wagon boards, the prisoners could see how much towns and villages had been destroyed by war.

Their train finally stopped in Berlin. With kicks and clubs, under insults and threats they were ordered to jump out. From the Oranienburg station they had to march towards the camp of Sachsenhausen (p. 123).

Till their liberation, this Jewish deportees group had to suffer in other camps, among which Neuengamme, Bremen-Blumental, Bergen Belsen and Wöbbelin.

Sources :

Documents provided by Hans-Peter Goergens, member of the Memorial Offenburg-Rammersweier (Baden, Germany) and by Arno Huth, vice-president of the Memorial Neckarelz (Baden, Germany).

- 1) Heinz Rosenberg's testimony, „Jahre des Schreckens“, edited by Steidl / Chapter „Colmar und die Tunnel-Fabrik des KL-Urbis“/ P. 116-122.
- 2) Adam Krakowski's testimony, former Jewish deportee from Poland in the camp Urbès, Number 33 216/ Excerpt from « Voices of the Holocaust », Internet / Interview in English, 30<sup>th</sup> July 1946 by David P. Boder in Paris.
- 3) Book entitled « *Schriften der Hamburger Stiftung für Sozialgeschichte des 20. Jahrhunderts* » :
  - A) Karl-Heinz Roth and Michael Schmidt, « Die Daimler-Benz AG, 1916-1948 » / Schlüsseldokumente zur Konzerngeschichte/ Delphi Politik, edited by Greno / Volume 5.
  - B) « Das Daimler-Benz Buch, ein Rüstungskonzern im « Tausendjährigen Reich » / Delphi Politik, edited by Greno / Volume 3.

The 2 drawings in relation with the camp Urbès are taken from the book about the hard labour at Daimler-Benz, « *Zwangsarbeit bei Daimler-Benz* » written by Barbara Hopmann, Mark Spoerer, Birgit Weitz and Beate Brüningshaus / Edition Franz Steiner / Zeitschrift für Unternehmensgeschichte, Beiheft 78.

Translation of the sentences under the pictures:

From beginning of the war till its least breath, Daimler-Benz manufactured 33 000 engines for the benefit of the Luftwaffe using deportees and hard laborers, among others in the tunnel of Urbès.

The engine pieces for DB-605 planes were manufactured at the factory in Colmar, but assembled by the Jewish deportees inside the tunnel of Urbès.

Nearly 1500 deportees from various origins had to fit out the camp and the tunnel before the starting of assembling work.

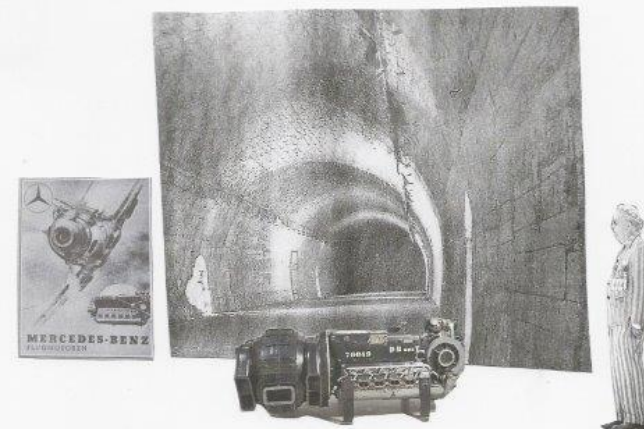
To this number we have to add 465 Jewish deportees from Poland, called « Produktionshäftlinge » or « Daimler-Benz Jews », assigned to assemble engines.

The Kommando existed from March to October 1944.

After the hurried evacuation of the camp Urbès, the manufacturing and assembling of the engines were carried on in the camp Neckarelz (Germany).

Most of the camp prisoners from Urbès were transferred to Neckarelz, but also to other camps in Germany.

**KZ Natzweiler-Struthof  
Kommando Urbès-Wesserling**



Über 33.000 dieser Flugmotoren baute Daimler-Benz für die Luftwaffe. Seit Kriegsbeginn bis zum letzten Atemzug auch mit KZ-Häftlingen – auch im Tunnel bei Urbès. Motorenteile wurden geliefert vom Werk Colmar. Etwa 1.500 Häftlinge aus verschiedenen Lagern und Nationen mussten das Lager aufbauen und den Tunnel für die Produktion herrichten. Dann kamen nochmals 465 sog. jüdische Arbeitshäftlinge aus Polen für die Motorenproduktion. Das Kommando bestand von März 1944 bis Oktober 1944. Die Motorenproduktion wurde im Kommando Neckarelz fortgesetzt. Die Häftlinge kamen sowohl dorthin als auch in verschiedene andere Lager.

#### 4) Complementary indications about the « Daimler-Benz Werke, Kolmar »



Usine Kiener. Impression photomécanique à partir d'un dessin de Pierre Pagès. (BMC, cabinet des estampes.)



Postcards, Internet pictures.

The establishments Kiener, which were situated in the Grillenbreit street, had been created in 1928 by André Kiener at the place called “Weidenmühle”.

André Kiener succeeded in converting his cotton weaving mill into a manufacture of wool and developed his firm so successfully that it became one of the greatest in Alsace with the establishments Hausmann and Hertzog.

In 1928, the factory had about 3000 employees.

In 1975, the company was bought by the English group Courtaulds. The number of employees was confined to 500 persons.

In 1991, a fire ravaged 1/3 of the establishment.

The factory closed for good on 6<sup>th</sup> September 1995.

The city of Colmar bought the industrial wasteland and fit it out into the city's university pole.

During the nazi period in Alsace, a part of the Kiener establishment had been requisitioned by the nazis already in November 1940 in favour of the German Daimler-Benz group.

The renting contract should have expired on 31<sup>st</sup> December 1950 (cf. copy of official documents, Departemental Archives, Colmar).

According to the archives, the manufacturing of diesel engines for DB-605 planes already started on 15<sup>th</sup> March 1941 and one of the official documents in annexe mentions the fact that Daimler-Benz needed to hire 1500 to 2000 local workers, among them 15% till 20% women.

**Stefan Oser, brother-in-law of the Gauleiter Wagner**, took over the running of the firm already in January 1941.

At the end of 1941, Daimler-Benz counted 741 employees, among which 78 women and mid-1942 the company employed 1136 persons from the local labor force (willful or forced ?). In any case, persons engaged within the RAD or « Reichsarbeitsdienst », which means hard labour instituted in France by the nazis. The formen were mostly Germans from the « Altreich », that is to say from Germany and not from annexed regions.

Since the number of employees was insufficient, the « Daimler-Benz werke, Kolmar » decided to bring in forced laborers, called « Ostarbeiter » from the East of Europe, as well as Jewish Polish skilled deportees, as part of the nazi project A-10.

In December 1942, the factory employed 100 « Ostarbeiter » with a total workforce of 1172 men and 230 women. From January 1943 to July 1944 the number of women amounted 682.

In May 1942, the direction complained on one hand about the bad yield of production level, on the other hand about the « anti German » and « pro communist » attitude of some local staff members. The direction even threatened the staff with deportation to the safety camp in Schirmeck or to the camp of Urbès.

In this way, M<sup>rs</sup>. **Maria Gié, born Meyer**, who worked at Daimler-Benz in Colmar within hard labor or RAD in German was transferred on 15<sup>th</sup> July 1944 in a punitive way to the camp Urbès, because she dared to defy the banning of her foreman to attend a mass in memory of her brother Paul. He was a forced recruit in the Wehrmacht like many other young men in Alsace and died at the Russian front in the beginning of July 1944.



Argument of her foreman : she should have been proud to have a brother died for the Reich !

Source :

Photo and testimony taken from François Wehrbach's book, « *Urbès 1944, un tunnel ferroviaire devait devenir une usine souterraine d'armement de la Luftwaffe* », « *KL-Natzweiler-Block W, Baustelle U* » / Editioned by Colombier / p. 109.

Daimler-Benz even recruited war prisoners, precisely 221 in October 1943 and 305 in March 1944.

In August 1944 arrived the group of 465 Jewish deportees from East Europe. They were qualified workers after their training course in the ghetto of Reichshof/ Rzeszow in Poland, that is to say an interesting workforce for Daimler-Benz.

They only stayed for a week in Colmar, after what they were transferred to the camp Urbès, where a part of the machine-tools had been installed from March 1944 onwards.

The nazi project in relation with Urbès took the name of a bird and was called « **Project A 10, Kranich** » [crane].

**Where did the deportees and hard laborers called « Ostarbeiter » from East Europe live ?**

**The women or « Ostarbeiterinnen »** had to live under the watchful eye of the SS guard in a house on the corner of the Jeanne d'Arc street nearby the Kiener establishment.

**The male deportees** lived according to Lucius Salzmann in a « *small camp with a few barracks on a grassy lot that was surrounded by barbed wire fences (...) and with an iron gate (...)* » (cf. p. 156).

According to Heinz Rosenberg it was a former war prisoners camp in Colmar.

But no deportee indicates precisely the real place of that camp in his testimony.

Was this camp located close by the Kiener establishment ? Inside the Kiener's industrial property ? Probably, because the nazi order was to be unobtrusive towards local population.

Interesting indications provided by the History Club of Wintzenheim :

Three young women from the Ukraine, Alexandra (18 years old), her sister Nina (16) and Valentina (18) managed to escape from the Daimler-Benz factory in Colmar, where they had to hard work since 20<sup>th</sup> September 1943.

After their successful escape, the 3 women lived hidden till the liberation of Alsace by « Maquisards » or members of the Resistance group « Hohlandsbourg ».



Valentina



Nina et Alexandra



Nina

Source : Information provided by M<sup>r</sup>. Guy Frank, member of the History Club of Wintzenheim + photos from the private collection of M<sup>r</sup>. René Furstoss. Excerpt from the Internet website, « Le Maquis du Hohlandsbourg ».



In September 1944, the production of DB-605 engines stopped and the machines were dismantled and transported to **Kamenz** in Saxony (East Germany). The project took the bird name « **Elster GmbH, Kamenz** » [Elster = magpie].



2 Internet pictures.

In addition to the factory **Marienfelde** in Berlin, Daimler-Benz built already in 1936 a new firm in **Genshagen** (south of Berlin) for the manufacturing of DB-600, DB-601 and DB-605 engines, to meet the increasing demand for engines during the nazi period.



Daimler-Benz factory in Sindelfingen during the nazi period.

In 1944, more than the half of the 63 610 employees were either civil hard laborers, or war prisoners, hard laborers from East Europe called « Ostarbeiter », deportees and nazi camp prisoners.



Drawing by **Jacques Barrau**, former French deportee in the camp Neckarelz.  
« Transport des Abraums aus dem Stollen », 1944.  
[Evacuation of gypsum blocks out of the gallery].

Excerpt from the book « *Polnische Zwangsarbeiter im Elzmündungsraum / Polen Dokumentation der KZ Gedenkstätte- Neckarelz* », 2008, chapter « Übers Elsass an den Neckar », p. 115 / Arno Huth and Georg Fischer / Memorial Neckarelz (Baden, Germany).

Kapitel 7

Übers Elsass an den Neckar

KZ Wesserling-Urbis

Zacheusz Pawlak

Jozef Moranski

Tadeus Szwed

Kazimierz Tafil

Leopold Anton Kajzik



Jacques Barrau: „Transport des Abraums aus dem Stollen“ (1944)



The present head office of the Daimler-Benz Group in Untertürkheim, close by Stuttgart, along the Neckar.

Baden - Württemberg, Germany.

Internet pictures.



## Archives Départementales de Colmar

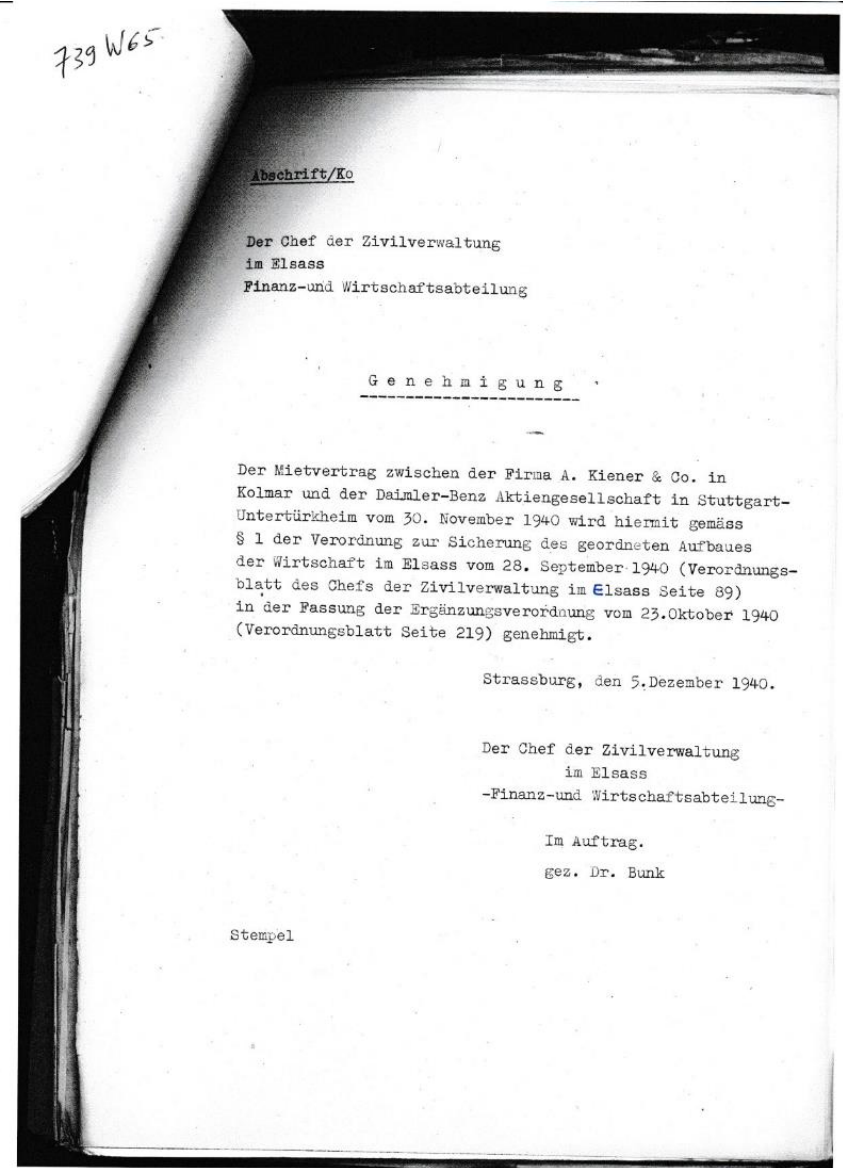
### County Archives of Colmar

About the « Daimler-Benz Werke, Kolmar » in relation with the Kiener establishment, Grillenbreit street, Colmar, (1940-1944).

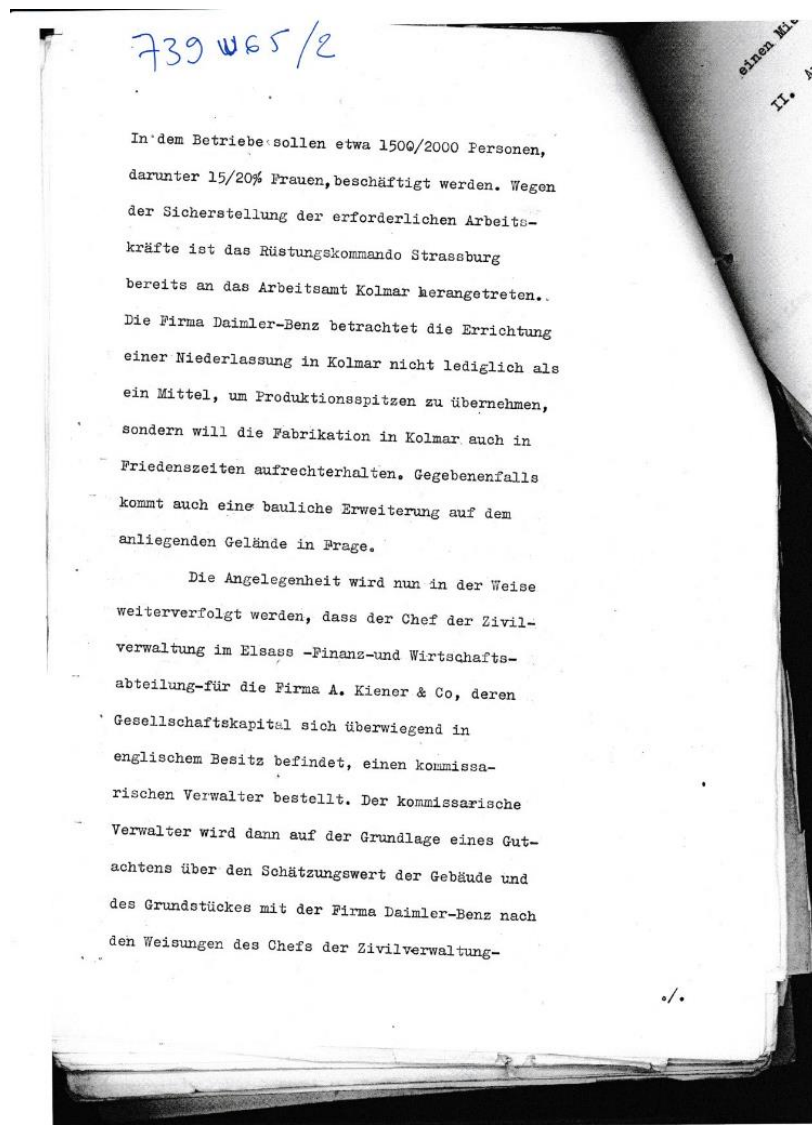
The document 1 is dated 15<sup>th</sup> December 1940 and covers the renting contract between the Kiener Company and the Daimler-Benz group.

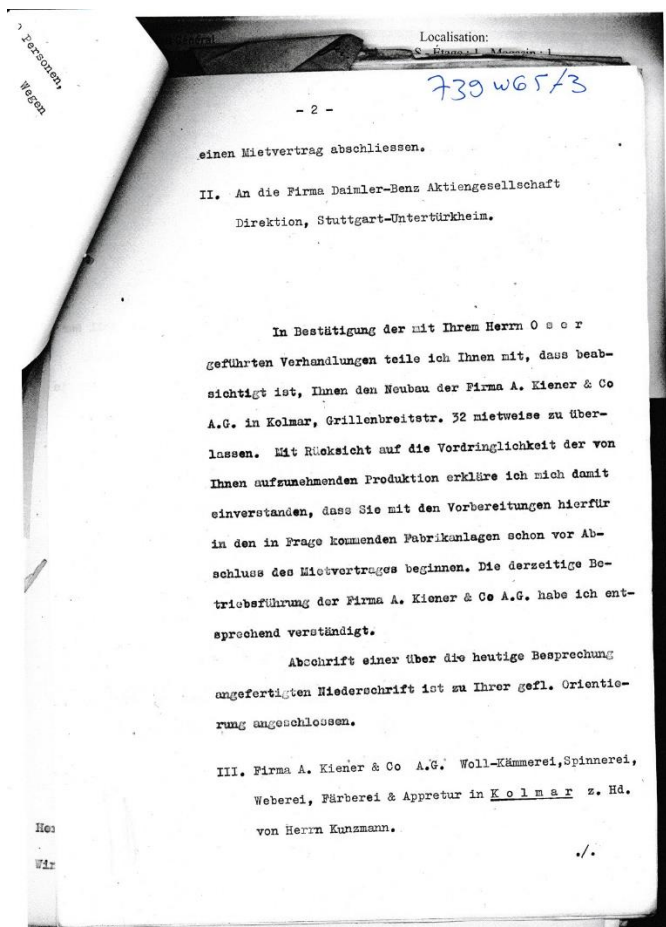
It should have expired on 31<sup>st</sup> December 1950 !

This document was written by the head of civil administration in Alsace, department of finance and economy.



The document 2 mentions the number of employees needed by Daimler-Benz for the smooth running of its production :1500 to 2000 persons, among which 15 to 20 % women.





In the document 3 is mentioned the name of **Oser**, brother-in-law of the tyrannical Gauleiter Wagner.

Already in January 1941, he became production manager at Daimler-Benz in Colmar.




Document on the right :

Courier written by Daimler-Benz and addressed to the head of Civil Administration in Strasbourg on 28<sup>th</sup> January 1941, concerning the renting contract.

Note the final greetings !

739 W65/5

  
**DAIMLER-BENZ G.M.B.H.**

Der Chef der Zivilverwaltung  
im Elsass  
Finanz- u. Wirtschaftsabteilung  
z.Hdn. d.Herrn Ass.Dr.Bung  
Strassburg

BEANTWORTET  
Debeko 3292/93  
Postschließ-  
fach Nr. 179

RECHEN  
Kreditnachsch. für Einkauf und Leistungen  
Firma Kolmar im Elsass  
Konto Nr. 14/1433

POSTSTICKE

Nr. Zeichen: \_\_\_\_\_  
Hr. Nachricht von: \_\_\_\_\_  
Urspr. Zeichen: \_\_\_\_\_

**Kolmar im Elsass**  
Grillstraßestraße 22-24  
Geschäftsführung O/m  
Dn: 28. Januar 1941

**Betreff:**

In dem uns von der Firma A.Kiener & Cie. in Kolmar vermieteten Fabrikarwesen, zu dessen Mietvertrag wir am 6. Dezember 1940 Ihre Genehmigung erhalten haben, soll nun unter der Firmenbezeichnung des Ihnen hiermit vorliegenden Briefkopfes die Fabrikation weniger wichtiger Geräte (Siehe auch Gesellschafts-Vertrag) eröffnet werden.

Wir zeigen dies hiermit an und überreichen Ihnen den Gesellschafts-Vertrag, fünffach, mit der Bitte um Genehmigung und Verteilen an die dafür noch in Betracht kommenden Behörden. Den Verteiler bitten wir Sie uns aufgeben zu wollen und sehen der Genehmigungsurkunde entgegen.

Heil Hitler !  
DAIMLER-BENZ  
G. M. B. H.  
*St. Carr Mang.*

Anlage  
Gesellschafts-  
Vertrag 5-fach

Nr 12120. 10. 1. 41: 200. K.-Nr 9/1407.



High-School Scheurer-Kestner in THANN

1S1 and S2 Form / 2016/2017

German course, Marguerite Kubler.

