Gates

Categories: Locations

“Duty at the Gate,” “Schupo at the Gate,” “Attempt at the Gate” The ghetto was crossed by two transit streets that divided it into three parts. Those two streets were Zgierska St. and Limanowskiego St. In order to leave one part of the Ghetto for another, one had to cross pedestrian bridges (vide) or through the gates. There were three Bridges, and three gates:
1. Stary Rynek − Drewnowska St. (only for wagons and pedestrians with heavy luggage)
2. Rybna St. − Ciesielska St.
3. Dolna St. − Lotnicza St. (for pedestrians and wagons).

Occasionally, the two first gates could be used by pedestrians. This depended on German guards. Among them were “good boys” and “bad boys.” The good ones of course acted in subordination when turning a blind eye to passing pedestrians, which was a huge relief to the weak, the sick, and the heavy-laiden. Bridges killed people. Particularly “good” Schupo officers let people go with indifference. There were not many of these, however. The pedestrians helped each other using an inconspicuous trick: they joined people pulling a wagon and pushed it if the Schupo did not notice this, or did not want to notice. As soon as a wagon had gone through the gate, it was closed immediately on both sides. Jewish guards were not allowed to open the gate without order of German policemen.

The gates at streets Dolna St. and Lotnicza St. were open during the day. On both sides, people and vehicles stood following the instructions of the Order Service policeman and waiting for his signal to go. When in the transit no streetcar, or when any other vehicles came into sight, constabulary officers allowed inhabitants to pass through. However, everything did not always proceed so smoothly. The pedestrians were often beaten with the butt of a rifle or were kicked. This depended on the whim of the Schupo and their attitude toward regulations.

Where the streetcars from Litzmannstadt crossed the borders of the ghetto – Franciszkańska and Brzezińska (today Wojska Polskiego St.), the gates at the checkpoints were closed immediately after a streetcar had gone past. The same concerned the streetcar gate Marysin-Radegast.

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Resources

Encyclopedia, s. 216-217.

Tags

communication topography of the ghetto

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