

## Large gas chambers

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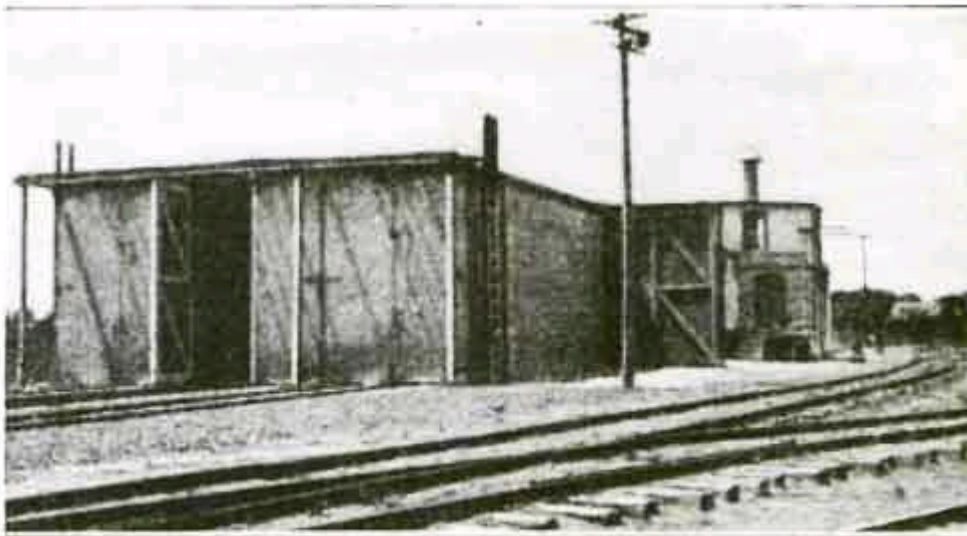
[The existence of these large gas chambers is awkward for the Holocaust story, as common sense would tell you if they had really wanted to gas large numbers of people they would driven cattle trucks into them, gassed them, and then driven them to large crematories or mass graves. Pulling millions of people out of small rooms, some underground, is hard work, not to mention the gas hazards for the workers.

They would have put them underground so no one could see them.]

### [Typhus and the Jews](#)



**Trainload of Cars from Mexico being Pushed into One of the Fumigating Houses on the Texas-Mexico Border for the Purpose of Disinfecting It as a Safeguard against Importation of the Pink Bollworm**



**Fumigation House of 15-Car Capacity, at Laredo, Texas: It is Divided into Compartments, by Sliding Doors Operating in Grooves, So That They Are Gas-Tight. This Plant Has Three Gas Generators**

The three images to the right (*click images to enlarge*) are all from a single essay:: Dr. Gerhard Peters, [“Eine moderne Eisenbahn-Entwesungsanlage \[A modern railroad disinfection plant\].”](#) *Anzeiger für*

*Schädlingskunde*, August 15, 1938,. Heft 8, pages 98-99. The captions in English are: “**Figure 1** [above right]. **Railroad fumigation plant in Budapest (empty with open door).**”

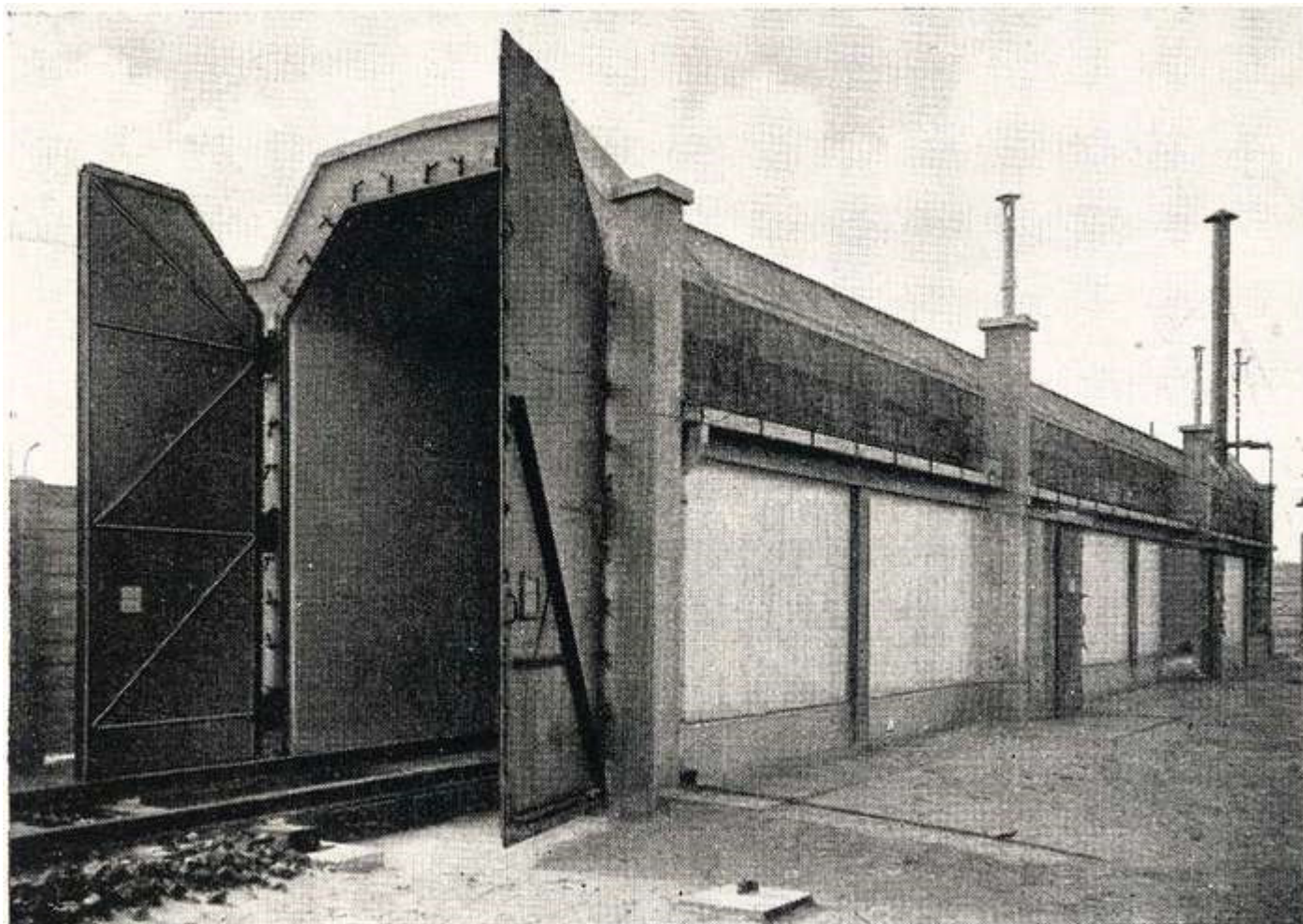


Abb. 1. Eisenbahn-Begasungsanlage Budapest (hier mit geöffnetem Tor).

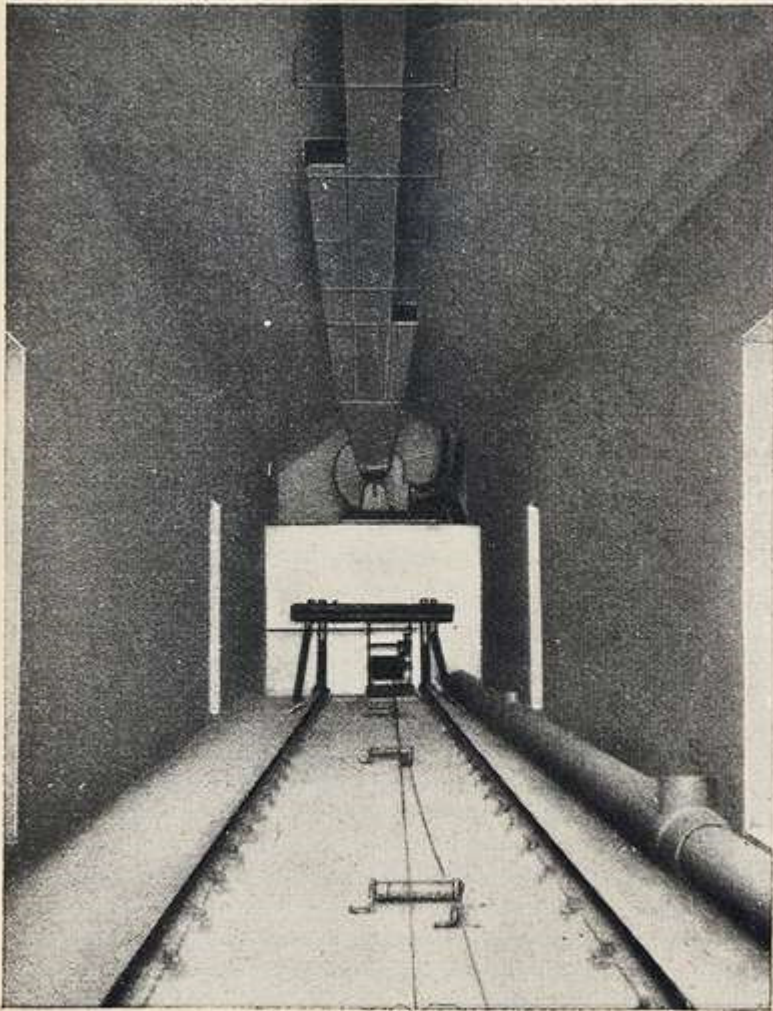
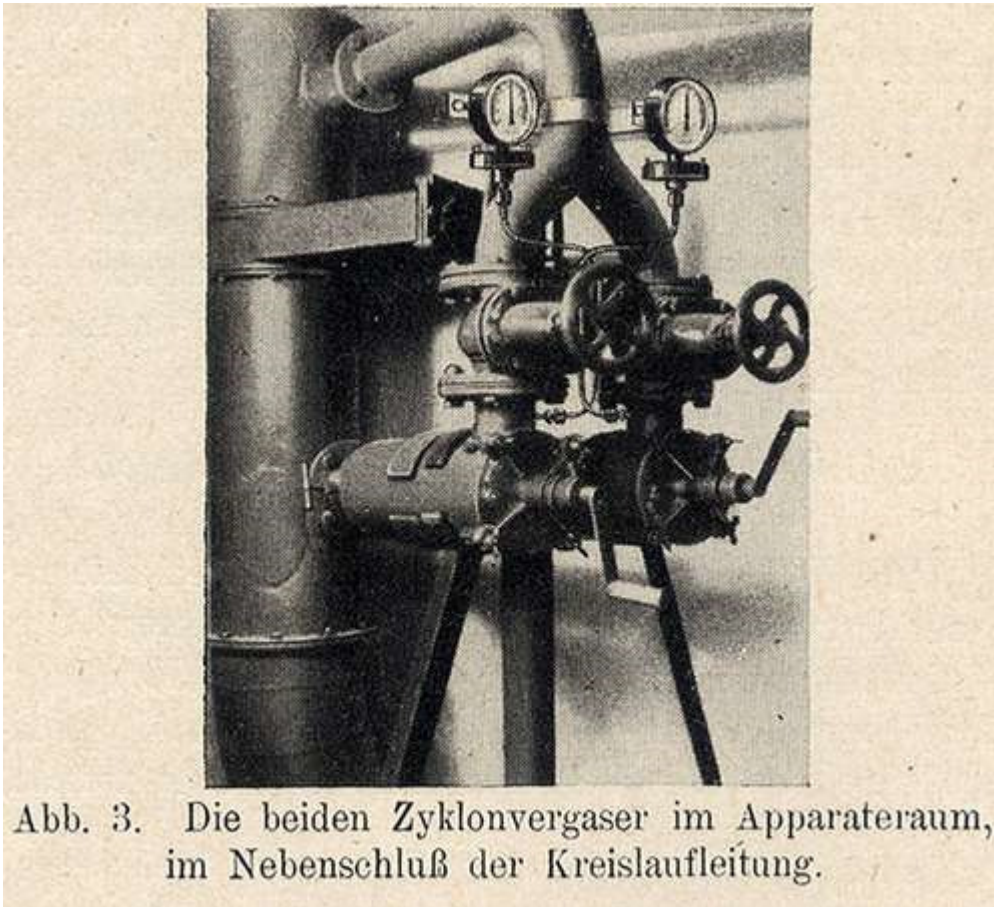


Abb. 2. Innenansicht der Kammer mit dreifach gegliedertem Saugrohr (an der Decke) und Druckleitung (am Boden), an der Rückwand der starke Umwälz- und Lüftungsventilator.

**“Figure 2. Interior view of the chamber with a three-part, gas return [suction to the blower] duct and a supply duct (on the floor)--on the backwall, a powerful blower for mixing and distribution of the gas and for [subsequent] ventilation with fresh air.”** For the English text of the Peters essay (pictures will NOT match) see my essay: [“Typhus and the Jews -- Appendix A”](http://www.nazigassings.com/)



“Figure 3. Two Zyklon gasifiers (*Zyklonvergaser*) in the equipment room connected directly to the circulation ductwork (*Kreislaufleitung*).” This arrangement for opening the Zyklon-B cans, by simply turning the crank handles while the cans are safely enclosed, shows essentially the same arrangement used in the standard DEGESCH fumigation chambers later on. Anyone familiar with the Zyklon literature would have known this. That in turn makes the alleged use of so-called “Zyklon introduction mesh columns” (*Drahtnetzeinschiebvorrichtung*) totally absurd and ridiculous. Note that this long compound German word does not include “Zyklon” at all and referred in reality to something totally different. Here we see just how several cans at a time could be opened, easily and safely, with the cyanide going directly into the circulation ductwork (*Kreislaufleitung*) with the help of forced air for quick distribution throughout the entire gas chamber. The alleged “Zyklon introduction columns” (see discussion on this webpage below) would have merely had convection—a very slow process, indeed—to disperse the cyanide gas among the tightly packed crowd of several thousand Jewish victims with, supposedly, all fans turned off until the gassing was complete. It would seem (if the gassing hoax were true) that the Nazi fiends never even read their own literature nor heeded the advice of their own technical experts. Using forced air to drive cyanide gas out of the Zyklon-B granules was a standard common sense feature that one tried to employ whenever possible, especially in permanent, high capacity fumigation chambers. But, the alleged cyanide gas chambers in which millions of Jews were supposedly murdered contained no such feature. Can one really believe that the designers of the most infamous gas chambers in human history were that technically stupid?

<http://www.nazigassings.com/>

formmethode und die Anwendung von Cyan-  
calcium aus, weil nur die hochprozentige flüssige  
Blausäure in reiner oder aufgesaugter Form sich  
in den erforderlichen Mengen rasch genug ver-  
gasen läßt.

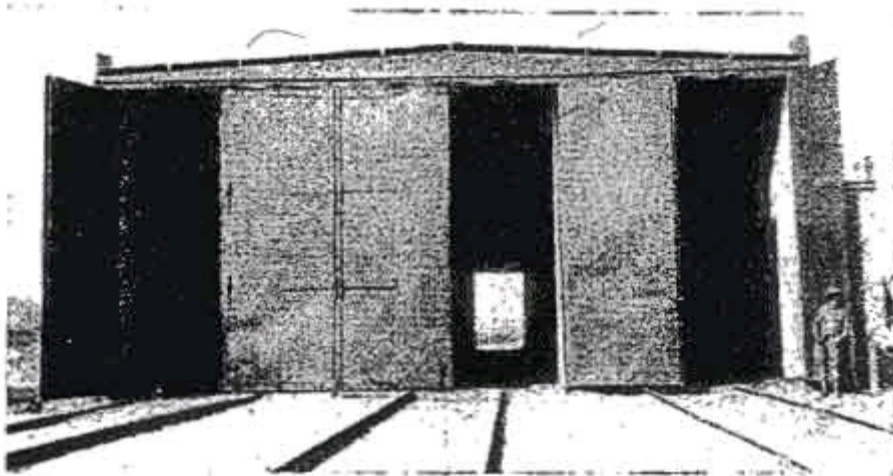


Abb. 11. Begasungstunnel in El Paso.

The largest cyanide gas chamber anywhere in the world? Perhaps!. And it was built in America, no surprise there. What is most remarkable about this gas chamber is that it straddles three railroad tracks so that it could fumigate fifteen railroad cars, five on each track, simultaneously. All other RR gas chambers known to this author outside of Texas could handle only one track at a time. The image to the left shows the railroad delousing tunnel in El Paso, Texas as it appears in Romo, David D. *Ringside Seat to a Revolution* (El Paso, Texas: Cinco Puntos Press, 2005) page 241. The image and the surrounding text are all originally from the German essay: Peters, Dr. Gerhard, "Durchgasung von Eisenbahnwagen mit Blausäure [Fumigation of Railroad Cars with Hydrocyanic Acid]" *Anzeiger für Schädlingskunde*, (1937), Vol. 13, Heft 3, page 40. Peters was tried as a war criminal after the war and sentenced to five years imprisonment for his connection to the alleged gassings of the Jews. At least he wasn't hung like Dr. Bruno Tesch. Peters certainly knew about the El Paso railway gas chambers since he described them in some detail, even with photos in 1937--but, and this so amazing once again, it never seems to have occurred to him or anyone else in Germany to use any of the large railway gas chambers that were already there, in strategic locations at major railyards, throughout eastern Europe. WOW! I guess the "holocaust" must be a dirty Jewish hoax after all!

**David D. ROMO** and **Alexander COCKBURN** ("[Zyklon B on the US Border](#)") connected this gas chamber to the alleged later use of cyanide and Zyklon-B by the Germans and Nazis for mass murder. That is a logical connection since this huge gas chamber certainly could have easily been used for mass murder of people trapped inside cattle cars—but, but, but and this is so **enormously** all important—**that logical connection was never made by the Germans or Nazis, ever!** Nowhere in the vast holocaust literature has it ever been claimed that anything like a railroad delousing gas chamber was used for mass murder. And, that is all the more reason to reject the holocaust gassing claims as absurd and false. Surely, if David D. Romo and Alexander Cockburn are clever enough to see this logical application. the highly trained, but fiendish German technicians would have seen this logical application as well! The Germans failed to see it because they were not at all interested in gassing anyone. **There is NO other explanation.** Corpse-filled railroad cars could have

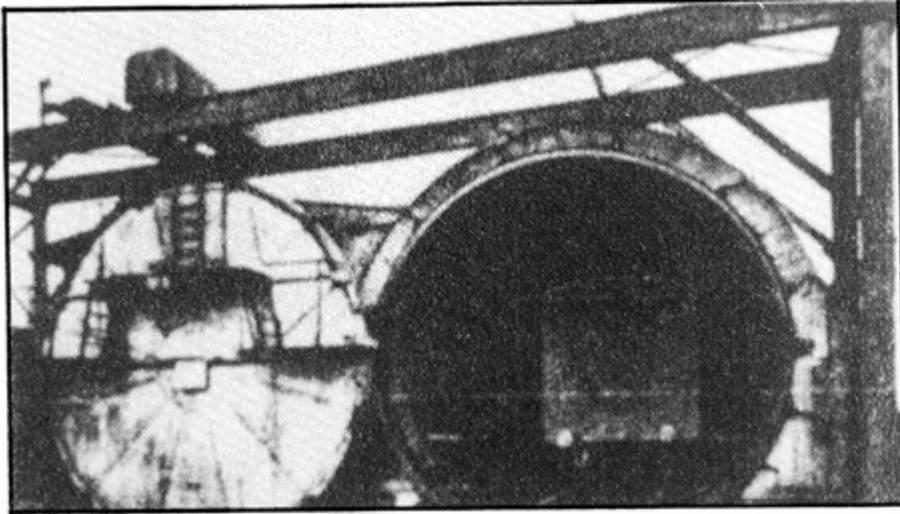
been brought to a brick kiln or lime kiln and reduced ash easily enough. <http://www.nazigassings.com/>

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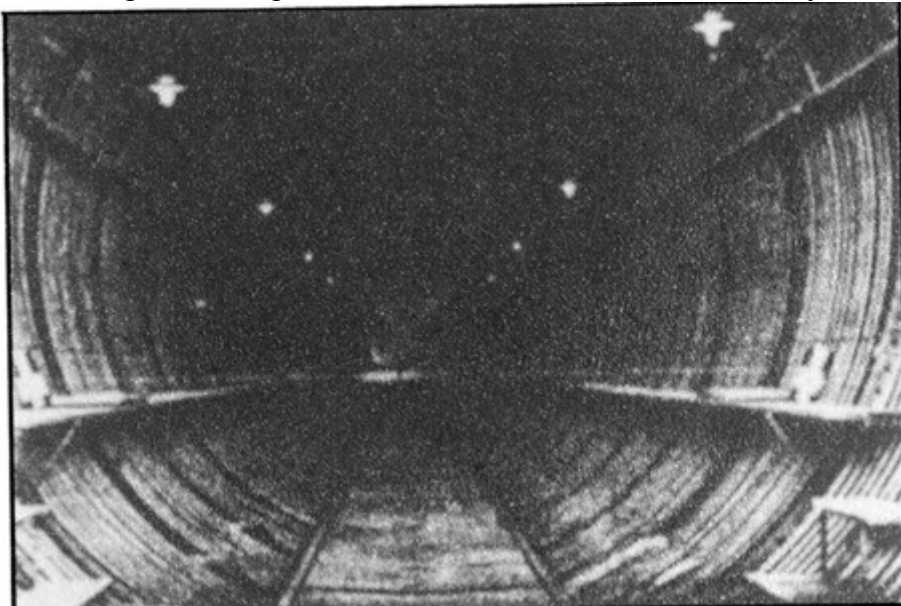
1. COULD THE GERMANS CONSTRUCT HUGE EXECUTION GAS CHAMBERS?

<http://www.cwporter.com/bild2.htm>

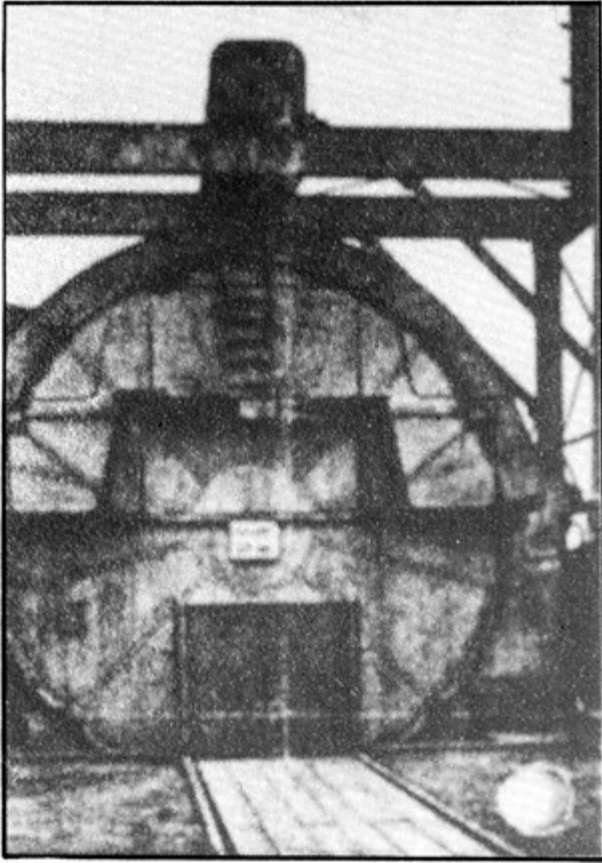
The following photos show that the Germans were able to build gigantic gas chambers and even that they were already available. This technology was therefore nothing new for them.



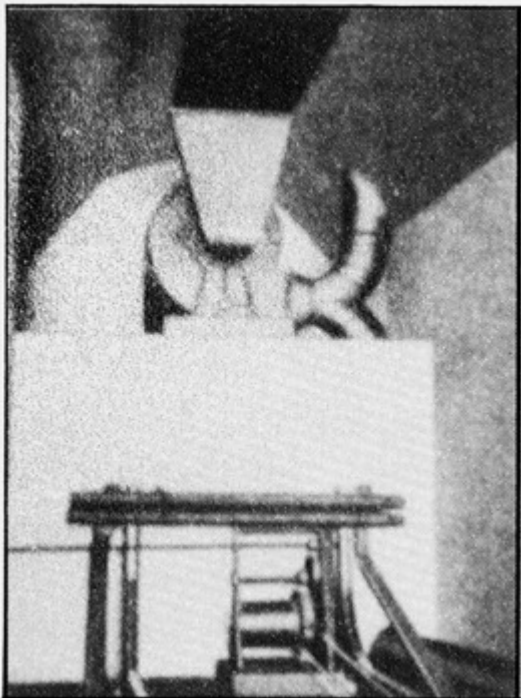
(68) Tunnel with open door. Note the train carriage. The door, which could be hermetically sealed, hung from a drawbridge and was placed before the entrance to the tunnel by means of an electrical motor.



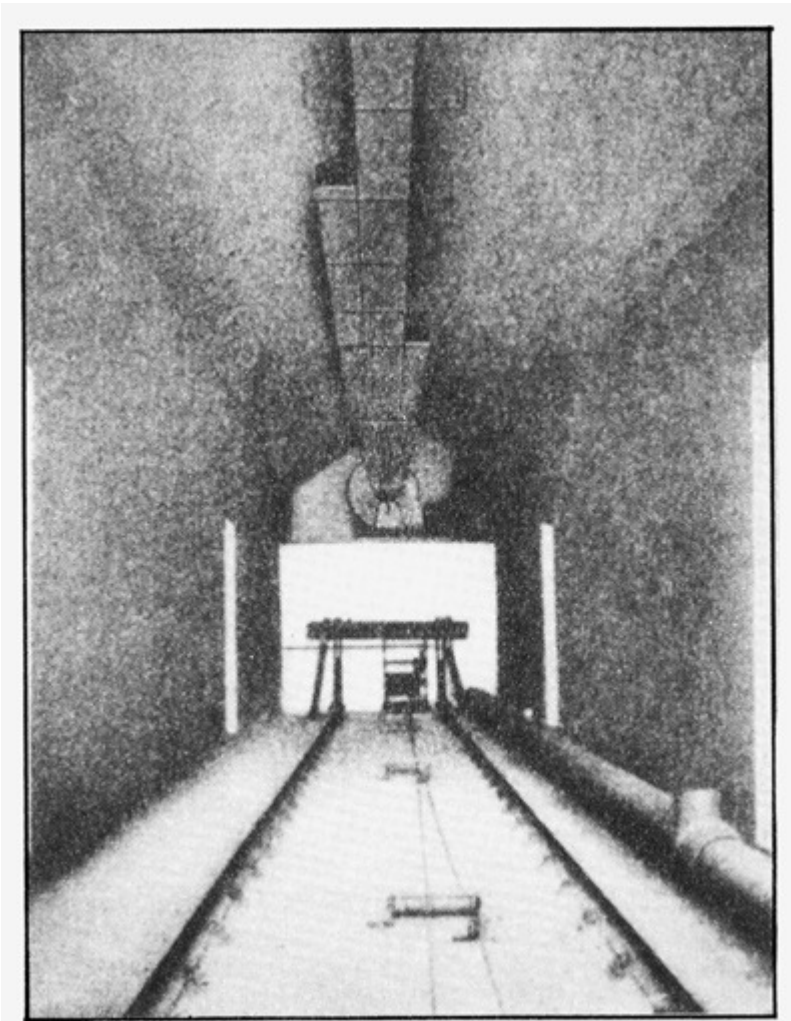
(69) This show the interior of a tunnel-shaped gas chamber equipped with rails, with enough space for several train carriages.



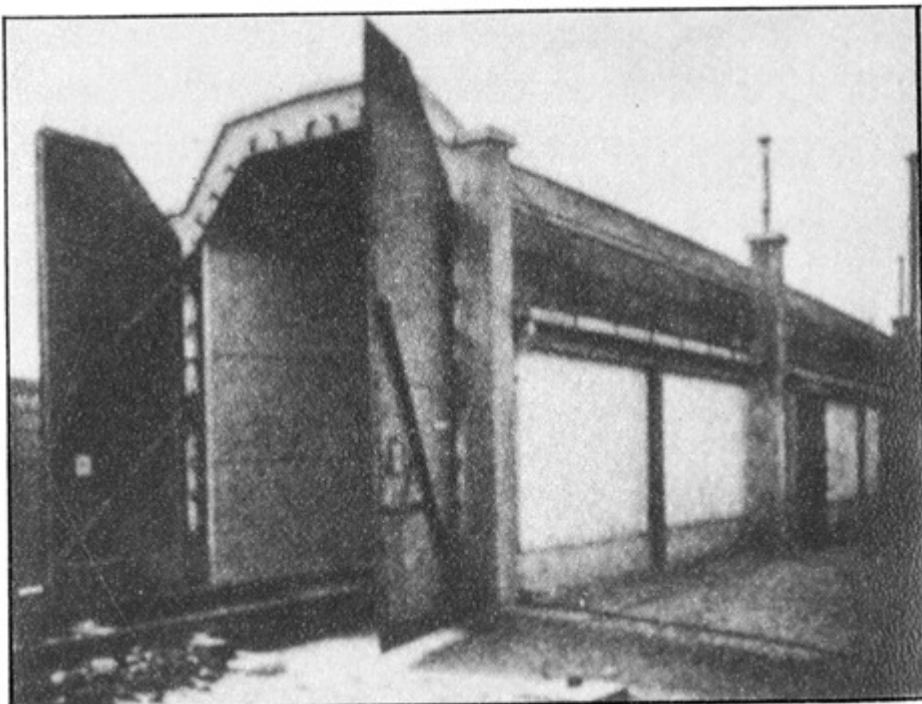
(70) Tunnel with door closed.



(71) Background of a tunnel installation in Budapest. Note the apparatus to bring the gas into circulation and exhaust it after the gassing operation.



Interior



(73) This tunnel was located in Budapest. Note the exhaust pipes in the background. The claim is made that



the Germans deported nearly 450,000