vou343

TO CG , 1ST BOMB WING (ATTENTION A-2)

IMPORTANT R-139-D TELETYPE REPORT 8TH MARCH 1943.

1. 18 A/C TOOK OFF AT 11:30 HOURS TO BOMB MARSHALLING YARDS AT

(A) NARRATIVE.

HINN AT THE TIME.

- RENNES, FRANCE . 2 A/C RETURNED EARLY BECAUSE OF MOTOR TROUBLE , 1

  A/C IS MISSING. THE ROUTE WAS APPROXIMATELY AS ORDERED AND THE

  WEATHER GOOD ALL THE WAY. VISIBILITY AT THE TARGET WAS EXCELLENT.

  2. SINCE THERE WAS PRACTICALLY NO FLAK, AND NO FIGHETER OPPOSITION

  AT THE MOMENT, THERE WAS AN UNITERRUPTED TWO MINUTE BOMB RUN, AND

  BOMBING RESULTS WERE EXCELLENT. SEVERAL BURSTS WERE SEEN DIRECTLY ON

  THE YARDS, SMOKE AND FLAMES 2000 FEET HIGH WERE OBSERVED, AND A

  LARGE BUILDING, POSSIBLY THE TRANSHIPMENT SHED, WAS THOUGHT TO BE

  COMPLETELY DESTROYED.
- 3. 1 A/C TURNED BACK AT 13:25 ABOUT 5 MILES NORTH OF PORTLAND, ENGLAND. NO. 1 NO. 4 ENGINE ACTING UP. NO. 4 ENGINE CUT OUT ON LANDING. 1 A/C TURNED BACK AT 13:05 AT MARLBOROUGH, ENGLAND. 2 ENGINES CAUSING TRUBLE. ABOVE 19,000 FEET CLOUDXX COULD NOT KEEP UP WITH FORMATION.
- 4. NOT MORE THAN 20-25 E/A , ALL FOCKE WULFS, WITH ONLY ONE TWIN ENGINE ANDXE ONE ME109, WERE KE ENCOUNTERED, BUT THE ATTACKS WERE PERSISTENT AND CAME FROM ALL ANGLES. OUR FORMATION WAS FIRST ENGAGED WHEN THE SPITFIRE SUPPORT TURNED BACK NEAR DINAN, AND IT WAS HERE THAT OUR A/C WAS HIR. THE FWS CONTINUED THEIR ATTACKS UNTIL THE SPIT SUPPORT X WAS PICKED UP AGAIN NEAR, ST. LO. 5 CLAIMS -3 CERTAIN, 1 R PROBABLE , 1 DAMAGED.
- 5. LITTLE OR NO FLAK WAS ENCOUNTERED. A FEW SCATTERED BURSTS SEEN AT THE COAST GOING IN , AND IN TARGET AREA BUT THEY WERE FAR OFF AND CAUSED NO DAMAGE.
- 6. OUR A/C WAS HIT BY E/A JUST AFTER SPIT SUPPORT LEFT. FLAMES ENVELOPED SMORX SHIP AND IT SXX IS BELIEVED THAT THE ENTIRE CREW BAILED OUT. 2 OR 3 OF THE CHUTEB XX CHUTES MAY HAVE BEEN BLOWN A SHORT DISTANCE FROM THE KOS COAST DUE TO THE DIRECTION OF THE

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WIND AT THE TIME.

- 7. NONE.
- 8. NONE.
- (B) STASTICAL.
- 1. 18
- 2. 3
- 3. RENNES MARSHALLING YARDS -15
- 4. AIRDROME-CHERBOURG-0
- 5. M NONE.-0
- 6. NONE
- 7.1
- 9.1

8.0

- 10.0
- 11.0
- 12. 10X500 M43
- 13. 150X500
- 14. 0
- 15.. 20X500
- 16. 10X500 IN MISSING SHIP.
- 17. 0
- 18.2
- 19. 10 MISSING.
- 20. OVER RENNES AT 1431, ALTITUDE 22,000 FT.
- ====COMBOMGP THREE HUNDRED SIXTH

GPH THU NR 19 082020

TO CG , 1ST BOMB WING CATTENTION A-2)

IMPORTANT R-139-D

TELETYPE REPORT 8TH MARCH 1943.

CAD NARRATIVE.

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Filejw

Ja Report 8 Mar. 43 18 AC Took off at 1130 hours to bome muschalling gords at Rennes, truce 2 AC returned early Jeane of motor trouble; I AC us missing The route areo approximately so ordered and the weather good all the way. Visibility It The larget was execulent. as a result The bombing, as reported, appears quite good. Teveral brusts were seen duretty on the gards, smoke and flames 2000 feet high Yours observed and a large building at the AP was chought to be completely destroyed. Titles or no flak was encountered. I few scattered brusts were seen at the coast going in and in larget area but They were for of and caused no damage 11 of more than 20-25 E/A all FW 190's, were uncountered but the attacks were persentent and came from all angles. Our formation was first engaged when the opelgere support turned back near Dinan and it was here that Lt Budderbourn in AC # 514 was hit. Flames genoeloged his ship

and up is believed that the entire crew bailed out. 2 or 3 of the Chetter may have been blown a short destance from the Court due to the heavy head ternel at the time the two continued their attacks until The Spit export was preked up again near St. Lo. One of these attacks was so persistent that it was find believed their The pelot was dead or wounded. The General turned into him and finally forced him to go up and over. We are submitting 5 claims three of which appeared to be obestroyed, I protable and I danaged. Deveral crew members complained of Staying at altitude so long after Curing the French Coast. a Bit in the formation ahead probably the 303 st or 305. One crow objected strongly to the word we of English flying clothing, claiming that the

Connections came loose whenever They had to move around . The spitpue cover, although a little late, was considered excellent. Buright My. 52

Brief descriptive summary of mission

18 AC took off at 11:30 hours to bomb Househalling yards at Rennes, France. 2 AC returned early because of motor trouble; 1 AC is missing. The route was approximately as ordered and the weather good all the way. Visibility at the target was excellent. Since there was practically no flack; and no fighter --opposition at the moment, there was/x two minute bomb run, and bombing results En uninterrupted ....

were excellent. Several bursts were seen directly on the yards, smoke and flames 2000feet high were observed, and a large building; possibly the Transshipment Shed, was thought to be completely destroyed.

2. General results of bombing attack

Same of the contract of the same

3. Abortives: points of turn-back and reasons for each 1 A/c turned back at 13:25 about 5 miles North of Portland England . # Lange # & engine acting up. # 4

Enemy air opposition (in brief, no individual encounters): General description of fighter opposition encountered; types of E/A encountered; tactics employed by a cay and ourselves; as to enemy destroyed state whether mar, . ... ew or nil; distinguishing markings, color, characteristics or behavior of E/A.

only Not more than 20-25 E/A, /Focke Wulf's, with/one Twin Engine and one Rx Mess. 109, were encountered, but the attacks were persistent and came from all angles. Our formation was first engaged when the Spitfire support turned back near Dinan, and it was here that The F. W. 's continued their attacks until our AC was hit. the Spit support was picked up again near St. Lo. 5 claims - 3 certain 1 probable 1 damaged.

5. Flak: where encountered; appearance of bursts, intensity, accuracy as to deflection and height, anything new or unusual.

Little or no flack was encountered. A few scattered bursts were seen at the coast going in and in barget area but they were far off and caused no damage.

6. Friendly A/C lost or in distress (elaboration of hot news report) Where last seen lime, altitude, estimated cause, personnel seen baling out, appearance of A/C

Our AC was hit just after Spit support left. Flames enveloped whe ship and it is believed that the entire ofew bailed out. 2 or 3 of the chutes may have been blown a short distance from the coast due to the 7. A/C crashed in England or seriously damaged. direction of the wind at the time.

None
William Book and prompt 250 co. 8. Observations: Detail any items of interest seen by orews concerning the enemy or our own forces (Balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at altdromes, ports, waterways, reads, railway yards, conce .rations of vehicles, troops vessels; landmarks, new enemy install----ations).

1	Number of A/C taking off and a 1 8 miles
1. 2.	Number of A/C which failed to Bomb a target
3.	Name of primary target and number of A/C attacking it 1/5
• (	Kinnes Warshalling yards
;*	Name of secondary target and number of A/C attacking it
	airdrome-Cherbourg
_	
5.	Name of last resort target and number of 1/0 attacking it
	Nons.
•	
6.	Description of target of opertunity and number of A/C attack-
	ing it was a second of the sec
	Market State of the State of th
•	regard to home to the party services
7.	Total number of ./C lost or miss. g 1
8.	Number of A/C lost to flak O
9.	Number of A/C lost to E/A action 1
10.	Number of A/C lost by accident
11,	Number of A/C lost, cause unknown
12.	Bomb loadings, number, size and type
~~	
\$	10×500- M 43-
13.	combs dropped at each target, number, size and type
-, .	150 x500
	130 13 68
14.	Sombs jettisoned, number, size and type
	्राह्म के प्रतिकार के प्रतिका
15	Figure absorption broader from the second of
47.	Bombs brought back; humber, size and type
	A THE ACTION TO A STATE OF THE ACTION AND ACTION ACTION AND ACTION ACTION AND ACTION AND ACTION ACTION AND ACTION ACTION AND ACTION ACTION ACTION AND ACTION ACTI
16	Bombs unaccounted for, number, size and type
ĻO.	Domos anaccounteed for, indimber, Size and type
	10x500 in the MISSING SHIP
17	Casualties, number killed
-	**************************************
18.	Casualties, number wounded 2
19.	Casualties, number missing
_	
, C.	Time and altitude over each target
	Ans. O. H. W.
	vir (cernes at 14:31
• ,	altitude pr,000-
	•

VIng Good Was fled on fight so

# TELEPAONE FORT

1.	Name of primary target R. Number of A/C attacking 15
	Name of secondary target Ala la relientous Number of A/C attacking
3.	Name of L.R. target Number of A/C attacking O
4.	Target of opportunity Number of A/C attacking O
5.	Units participating 367-368-369-473-
6.	Number of A/C taking off . 18
7.	Number of A/C returning early 2:
8.	Number of A/C lest or missing so far as known
9.	Results of bombing: good fair poor nil
10.	Number of casualties: killed o ; wounded 7; missing Pren wissing
11.	memy air opposition: considerable moderate slight nil
12.	Flak: intense moderate slight nil
13.	Observed fighter support: Excellent
14.	Weather as it affected the mission: Clean-
٠٠٠	
15.	Flash observations of outstanding importance
	[ Bombs hit Franshipment Shed - Saw flome
	1 + Enrole over toget voos feet high - " Sheared target
	Not much activity in Warrhalling yards
<b>%</b> ele	phoned to by Barins July
Time	d 618 : Date 8-3-43-

COMBAT DUPLICATION CF GROUP 3 PUTNAM- RIOR DAN HENNESY MAL FWIGO 14:40 CASEY RAPER FWITO 14:40 MAGOFFIN SMILEY (477 BUCKET 407 REGAN Buop CHILLOGLY 514 If actual formation is completely different from position of circles turn page over and prepare diagram on back.

FORM

Show direction, approx. time and type E/A of sach attack with arrow. Above with real arrow - Below with green - Level with backs red SMITH 014ARA YOUREE ABORTED

Write numbers of our A/C in circles.

A BORTEO

Draw lines through circles not apply

Block out our missing A/C in Red.



Missir

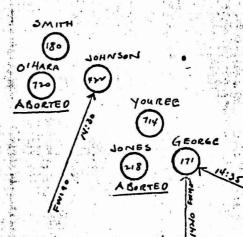
GEORGE

COMBAT DUPLICATION CHECK FORM DATE 8-3-43 PUTNAM- RLOR DAN. HEMNESY MAL FWIGO CASEY RAPER 14140 MAGOFFIN Bucket GILLOGLY If actual formation is completely different from position of circles turn page over and prepare diagram on back.

Show direction, approx. time and type E/A of each attack with arrow.

Above with the arrow - Below with green - Level with black; red





Write numbers of our A/C in circles.

Draw lines through circles not applying.

Block out our missing A/C in Red.



Wissing

Buddenbown P. 0.435852 Eddris C.P. 0-7084381 Wilkins Bomb. 0-724/79 Beggs nav. 0-726/84. Guthrie Eng. 15069779 Horstman 37059997 Visaviage Ball Smith Tail 34189597 Huddle marity Waist

٠

\*

NARA, Dato 5/25 TRANS BY FOR MING

BAS-MOL-CLY-THU-RE PUT-HOR VIA GRH NO 25 072215/A SEND IN CLEAR

UNCENT COMPIDENTIAL 100 R149F 7/43

AUTH. A-3

080348

1. A. A SODS. OF SPIT V'S GLOSE SUPPORT FROM AS DEGS OF MIN M-03 DEGS OF MIT WITH HITH DINAM APPA. A SOOS, SPIT IY'S MITHOPANAL

SUPPORT FROM ST.LO TO FUGLISH COAST.

B. 2MD MING DIVERSION ON Z-435 LEAVING BEACHY HEAD AT ZEDO HOUR. a course to a final of a 2. IN TARGET:

PRIMARY: 3-420A AIMING POINT 572201679/A

SECONDARY: 7-177

EIETU OGUEB KO-110

I VEL BEROULS HOVE

 A. 102 CM MILL LEAD 101 CM MITH ALL AVAILABLE A/C. 102 CM PROCEED TO SPLASHER BEACON NO.12 NEAR ANNOVER AT 20,000 FT. AT ZERO

MINUS TWENTY TERRE MIN. TO SPLASHER REACON NO.13 AT 10 MILES F. OF YEOVIL AT ZERO MINUS NYXX NINE MIN. 101 ON TO JOIN 102 ON

ON THE WING ASSEMBLY LINE RETWEEN SPLASHER NO.12 AND SPLASHER. 40.43 AT 22,000 FT. COMBAT WINGS TO FLY IN COLUMN AND AS

POSSIBLE WITHOUT EXCESSIVE UPAVING.

고, ROUTE OUT: DEPART PORTLAND AT ZERO HOUR TO 49 DEGS 00 역단 약.~ 03 DEG 00 MIN.W.XXX W. TO MERDRIGMAC. TO 1.P. AT MORREPATTES.

(2) 水平 (1) 人名克克 TO TARGET.

C. AYIS OF ATTACK: GENERALLY 80 DEG OR AS DETERMINED BY LEAD GROUP.

LEAD GROUP TO FIRE A RED FLARE TO DESIGNATE THE TAP.

D. RALLY: TURN LEFT AFTER BONRING AND RALLY ON LIME TARGET TO

ST.LO. LEAD GROUP TO MAKE SITURUS UNTIL FIRST MING HAS REFORMED

INTO DEFENSIVE FORMATION. F. ROUTE BACK: TARGET TO FIGHTER RESIDEZVOUS AT ST.10. TO SELSEY

BILL TO BASE. MAINTAIN BONBING ALTITUDE UNTIL HALF WAY ACROSS CUR YX CHANNEL DUE TO OPERATIONAL CHARACTERISTICS OF FIGHTER SUPPORT.

F. BONBING LXX ALTITUDE: 102 CM 20,000 FT.

101 CW 22,000 FT.

G. POMBING LOAD: ALL A/C 10 X 500 LB. GP 1/10 SEC MOSE 1/40 SEC TAIL.

X. 1. TERO HOUR: 1330 BOT 8 MARCH 43.

2. ALL ALTIMETERS WILL BE SET ON 29.02.

CRITISE 165 TAS TO TARGET AND 155 TAS FROM TARGET TO MIN-CHANNEL ON ROUTE BACK AND DESCEND AT 170 LAS.

4. TIME SCHEOULE TO FOLLOW AT 0900 BST 8 MARCH 43.

1 BY KLB/RU 1400, Section 3.3, ALA

4. MORMAL

F. A. SER TIETT ME/DE 030343 B. VINER CHAMMED " BY ONGOOD TO STAILTED - ENDOUGE TO TARGET.

CHANNEL "IC" BOHERR TO FIGHTER- RETURN TROY TAPART.

C. COMMAND 5010 DOS. BOMBER TO BOMBER. "THIT DEAMS IN OPERATION FROM FIX TAPGET.

OTE ''F'' - 160 nEGG.

T. SPLASHER DEACONS NO.12 AND NO.13 IN OPERATION FROM FERO MINUS 50 MIN TO ZERO PLUS 60 MIN. SPLASHER GRACHYY GRACOM NO.11 ON FROM SERO PLUS 50 MIN.

F. CALL SIGNO: 305 SCROUNGER ONE.

306 SEROUMGER THREE.

303 SCHOUNGER TWO.

פון המתחווים היים ווים FIGHTERS COOKSHIP

GROUND SECTOR CONTROL.

G. IF ANAMONING MIDDION USE PHONETIC ALPHABET OF MOMBER CODE IN EFFECT TRANSMITTED ON 5010 KCS. SPACE GROUP NO.50 ROMORD

CODE WILL OF USED BY 1ST WING AROUND STATION IN FIRST GROUP OF MESSAGE AS AUTHENTICATION CODE. CHECK ALL 1ST

CO IN A. OF 3. INSERT ==CLOSE AS== SEFORE POSSIBLE WITHOUT ESXY EXCEST

WING MESSAGES FOR THIS GROUP.

H. GROUP IDENTIFICATION SIGNALS.

305 RED- YELLOW

303 YELLOW

306 RED - GREEN 91 GREEN

BELONDONATO ONESS

HOLD+

D LANG VA+

YX EXCESSIVE VEAVING.

OF IN C. OF 5. UN 5010. KOS NOT DOG. AS DEUT

MOL K PITH P THE K VITH A ÇPH

9....2249/7 CAH VA+

STAND BY FOR BROADCAST

BASE CLVEMOLE THUE VIA PNT V GPH NR 28 072325A

PRENT 1 BH R152E

0:- CO 91-303-305-306 GROUPS 8 BC AND 2ND WING

'ORRECTION NO.1 TO FIELD ORDER NO.110

OPRECT PARAGRAPH 3-B TO READ IP AT MORDELLES REPEAT MORDELLES.

OMBOMMIG ONE

רוכ

. V A

ALL STATIONS STAND BY FOR K WITH R

THU K पर्वापि R

GPH P. 2329A/7 JDR VA+

#### 2. Bombing.

Bombs were released at 1431 hours over the primary target, the marshalling yards at Rennes, France, at an altitude of 22,000 feet. Formation bombing was conducted on a heading of 105° with winfi at 175° at 25 miles per hour. 149 five-hundred pound G.P. bombs were dropped on the target area. Twenty (20) bombs were brought back en abortive aircraft, one (1) bomb was brought back due to faulty release, and ten (10) bombs are unaccounted for, which were on aircraft No. 41-24514 which was shot down prior to reaching the target. All of our 149 bombs dropped hit the target area as shown by photographs. The results of bombing are very good and it is thought the marshalling yards will be useless for somt time due to the accuracy of bombing.

Ecmbing Plot Enclosed.

Annotated Photographs-Forwarded to First Bombardment Wing.

There are no suggested changes in bombingmethods resulting from this mission. A positive upwind error was made during the first part of the bombing run in compensating for drift, in order to put the center of impact on the target.

#### 3. Abortives.

Aircraft No. 42-5720 of the 423rd Bombardment Squadron (H) was abortive due to the Intake Duct to the Carburetor on No. 1 engine being blown off by back fire. This will be remedied and the aircraft back in status 9 March 1943.

Aircraft No. 42-5218 of the 423rd Bombardment Squadron (H) was abortive due to failure of No. 2 Supercharger regulator. Condensation in the supercharger balance line was the cause and this has been remedied.

# 4. Air Combats.

# a. Enemy Tactics.

The formation was first attacked by FW's 190's. The attacks were made from 20-25 aircraft, all FW 190's and were persistent and pressed home. They continued until the Spitfire escort was again picked up at French Coast on the way out. Aircraft No. 41-24514 was hit 20 miles North of French Coast when a lone FW 190 slipped in under the friendly fighter cover and made two attacks and flames soon enveloped the ship. It is believed that the entire crew bailed out, although two (2) or three (3) of the parachutes may have blown a short distance from the coast due to a heavy head wind.

A formation of 30 to 40 enemy A/C was sighted over Ploerinel assembling. They are not believed to have attack, and it is probable that they were vectored to Lorient.

b. Own Tactics.



# d. Equipment Failures.

These were limited to two cases of sticking microphone buttons, one failure of radio compass, and three erratic interphones.

#### e. Remarks.

The broadcasts from Wing were reported to have faded a little while the formation was near Germany.

7. Other Equipment Failures.

Superchargers again were dominant in malfunctions. Three propeller governors caused trouble and one has been replaced. A few cases of engine roughness at altitude occured. One cylinder head temperature gage went out. One case of creeping flaps was reported.

# 8. Battle Damage.

Severe battle damage was inflicted upon four (4) of our aircraft and less severe damage upon two (2) others. A Mobile unit will be necessary to repair four (4) aircraft, one (1) will be out of commission for three days, and one (1) for twenty-four hours. For details see inclosure number 6.

9. Aircraft Down away from base.

One of our aircraft number 42-29795 of the 368th Bombardment Squadron (H), Lt. Robinson pilot, landed safely at Foulsham after a hectic flight across the North Sea. This crew prepared to ditch several times as the air-plane suffered severe battle damage.

10. General Recommendations and Corrective Action Adapted.

This mission brought to light again the fact that the low group suffers. Our particular group formation and gunnery were reported excellent on this trip, and yet we met with fierce, determined opposition because of our low position. Some solution should be devised to cope with this serious problem.

Keep the 92nd Group non-operational until they learn to fly formation. Four (4) of our planes report utter confusion exhibited by the 92nd when enemy fighters began their attacks.

9 Incls:

Incl 1 - Raid Track Chart.

Incl 2 - Formation Diagram.

Incl 3 - Bombing Flight Record.

Incl 4 - Bomb Plot Chart.

Incl 5 - Abortive Aircraft Report.

Incl 6 - Battle Damage Report.

Incl 7 - Ammunition Expenditure Report.

Incl 8 - Engineering Interrogation Report.

Incl 9 - Armament Report.

M. Wilson, LTC/ACTON
CLAUDE E. PUTNAM,
Colonel, AC,
Commanding.

# " INCHITAL

The results at Rennes provide the most successful picture yet ecceived in this war of a yard neatly and completely put out of service. The effect of the Sotteville attack is probably hardly less serious.

In the view of this writer, who is familiar with the railway working at all the yards mentioned in this memorandum (with the exception of loseville), these attacks will force the German High Command to realize for the first time the full effect of the power of the Allied Air Forces to hamstring the railway network over a wide area. These two-hours' work brought to a complete stop railway working on the main lines of Normandy and Brittany, which will take weeks, if not months, to repair fully. This factor is likely to alter the whole concept of the German ability to hold the Atlantic Coast against an Allied attack. Similarly, its success should be fully understood by those responsible for Allied plans. The lesson to be learnt is that a skilful and heavy attack, if directed to the right points, can tie up a whole railway system for days and completely cut off an area.

This effect could not be repeated in the Ruhr, Northern Rhine or Belgian areas, where alternative routes are manifold, but in France or Italy, where the railway system is less dense, its possibility has been proved and is clearly capable of repetition.

By these two attacks, the U.S. Army Air Corps has proved what has been maintained as impractical by many since 1939.

All those concerned must be exceedingly gratified with the results for the credit side of the results are immense, the debit side consisting only of any aircraft losses sustained and casualties to the French civil population.

Sgd, C.E.R. Sherrington

20, 3, 43

120343

ASSESSMENT OF EFFECT OF ATTACK

ON

RENNES CLASSIFICATION YARD 8.3,43 AND

SOTTEVILLE (ROUEN) CLASSIFICATION YARD 12.3,43

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### Introduction

The report is prepared in response to a special request.

Full photographic cover has not yet been received in regard to the whole of the railway facilities at Rennes (including reception tracks to the east of the sorting sidings, the locomotive depot and locomotive repair shops, and the junctions at the west end of the station).

Reliance is, therefore, largely placed on:

C.I.U. Report K.1499 of 14,3.43 C.I.U. Report F. 328 of 12,3.43

In the case of Rouen (Sotteville), the cover supplied is more complete, but, similarly, reliance is placed on:

C.I.U. Report K.1506 of 14.3.43 and supplement of 15.3.43
C.I.U. Report F. 329 of 16.3.43

#### General Background

of service beyond Hennebont.

(Sotteville).

Rennes yard is the strategic key to the whole of the railway network of Brittany, as traffic to and from St. Malo via Dol; Brest, Lannion and St. Brieuc via Lamballe; Quimper, Lorient and Vannes via Redon; all concentrate at Rennes, which also contains locomotive shops for heavy ropairs, and repair facilities for passenger, freight and tank cars.

The only routes by which traffic to Brittany can seep around Ronnes are via Folligny, Dol, Lamballe, partly single track, and via Nantes, Savenay and Redon, a good double-track line, to which the key is at Tours (St. Pierre-des-Gorps). In effect, and as far as information goes, the large viaduct at Morlaix was out of service owing to aerial attack at the end of January, and, consequently, the repairs necessitated its being out of use during a large part of February and during the first few days of March at least. The route via Dol, therefore, will not then have been effective for traffic much beyond Plouarot. On the Redon, Vannes, Auray, Lorient line, the

This demonstrates how attacks, which virtually coincide, increase the effect in geometric rather than arithmetic progression in respect of damage to railway facilities.

cutting of the line at Lorient on 6.3.43 rendered that alternative route out

Rouen - Sottoville, referred to in detail later, is also complementary in that routing of traffic between Brittany and Germany (and the U.S.S.R.) flowing through Rennes also flows, to a material extent, through Rouen

Attacks on a smaller scale on the locomotive depots at Amiens (Longueau), Laon, Tergnier and the classification yards at Le Mans cannot be separated from the general picture.

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Except for the yards at Le Mans, and Trappes in the Paris area, Rennes is the only other yard available between Paris and Brest (387 miles); with its 12 reception tracks and 32 sorting tracks, it can deal with 4,000 wagons per day, though the average in peace time is about 2,400. It is a hump yard (with one hump), equipped with car retarders of a delicate design. These retarders are certainly out of service and cannot be replaced in wartime; they took two years to construct and install. A car retarder hump is so steep that hand braking is probably out of the question, and present assessment of damage leads to the view that the yard cannot be operated even on a limited scale for many weeks. In brief, Rennes, when repaired, can not be much more than a storage yard, though some flat switching might be carried out. The expedient of lowering the hump cannot easily be adopted at Ronnes as the hump consists of a concrete bridge over a readway.

War traffics handled at Rennes include:

- A. Divisional movements between Brittany and the Eastern Front, which have attained up to 24 trains per day, say, one Division in three days. (A typical example of such a movement was "Tennisball", comprising 62 trains from Brittany to Germany (for U.S.S.R.?) between 20.10.42 and 26.10.42);
- B. Oil and other supplies for German may and U-boats at Brest and Lorient;
- C. Munitions and guns to and from Brittany coast:
- D. Foodstuffs, supplies and stores to naval base at St. Malo and Channel Islands;
- E. Cement, barbed wire, hutments and stores to and from Brittany roast:
- F. Bunker coal for German shipping, Brest, Lorient, etc.;
- G. Troops, guns, etc. to and from large training depot at Quer;
- H. Luftwaffe stores, petrol, aircraft spare parts, bombs, etc. to Lannion, Rennes, St. Jacques and other airfields;
- I. Troops, etc. to training area at Pont l'Abbe beyond Quimper.

 $\,$  The divisional and other troop trains usually stop at Rennes Station for feeding, etc.

Rennes itself is a largo military and air base, and the military platform near the yard is in constant use.

All those movements will have been stopped for some considerable time, and the locomotive position on the Le Mans - Brittany lines will become even more serious owing to the immebilization of over 70 locomotives in the Rennes area.

Another matter of no mean importance is the destruction of points and crossings, which are in urgent demand for Russia and which are in short supply.

#### Functions of Rouen (Sotteville)

Sotteville yard is one of vital strategic importance to the German High Command, since it controls all traffic between Paris and the Le Havre areas, as well as traffic moving between the Region Ouest and the Region Nord of the French Railway.

The bridge over the Seine at the north end of Sotteville yard is the lowest rail crossing over that river; the only satisfactory alternative route for traffic between Brittany and West Normandy and the Nord Region, Belgium, etc. is that via Mantes, Acheres and Creil. long periods, averaging about 2,000 wagons.

The yard is equipped with Frolich type car rotarders, as used at lamm and Trappes. It is not clear from the photographic cover if these etarders have been severely damaged; if that should be so, they can hardly be replaced during the war.

The locomotive depot provides power for a wide area, i.e. Faris to.
Le Havre and to Laigle and Amiens. It has apparently been severely damaged;
Infortunately, the well-equipped Quatre Mares locomotive repair shops have

Concentration of rolling stock at Sotteville has been heavy over

Le Havre and to Laigle and Amiens. It has apparently been severely damaged; infortunately, the well-equipped Quatre Mares locomotive repair shops have escaped all damage on this and on earlier raids. They are of vital importance in view of damage already accomplished at Hellemmes, Longueau, Laon and other centers where heavy repairs can be carried out.

Rouen (Sotteville) handles the following traffic for the Wehrmacht on the routes already specified:

A. Divisional movements from Western France to Northern France, Belgium,

Germany and the Eastern Front at a rate which may attain 24 trains per day in each direction;

Oil, spare parts, ammunition, mines, etc. for Brest, Lorient and

other Atlantic boast naval bases;

C. Supplies, livestock, stores for Wehrmacht in Pas-de-Calais, Nord,

D. Petrol, spare parts, bombs, etc. for Luftwaffe in Western France;

E. Engineer's stores, construction material, cement, hutments, etc. from Dieppe to St. Nazaire;

F. Coal traffic from Northern France to Normandy and Brittany.

# hort-Term Results

Belgium, etc.;

В.

It is not possible to estimate the results with exactitude, since much will depend on the rapidity with which repairs will be effected at both rards. At Rouen, little but the removal of damaged wagons was done during the first 52 hours after the attack, and at Rennes, with several direct hits on the main lines, the filling of craters alone will require some days, and

the first 52 hours after the attack, and at kennes, with several direct hits on the main lines, the filling of craters alone will require some days, and through running cannot be normal for some weeks.

Expressed in brief, the short-period results of these two heavy

Expressed in brief, the short-period results of these two heavy and most accurate attacks will disorganize military traffic to and from lestern France for several weeks, perhaps, longer, and will virtually cut off Brittany from the Paris area except by circuitous routes. If any heavy dilitary moves were in progress or planned - and this will not be known for longe weeks - they will have to be amended and battle order adjusted accordingly to fit the new situation. Serious delay to the arrival of Divisions on the Eastern Front is by no means improbable.

one weeks - they will have to be amended and battle order adjusted accordingly to fit the new situation. Serious delay to the arrival of Divisions on the Eastern Front is by no means improbable.

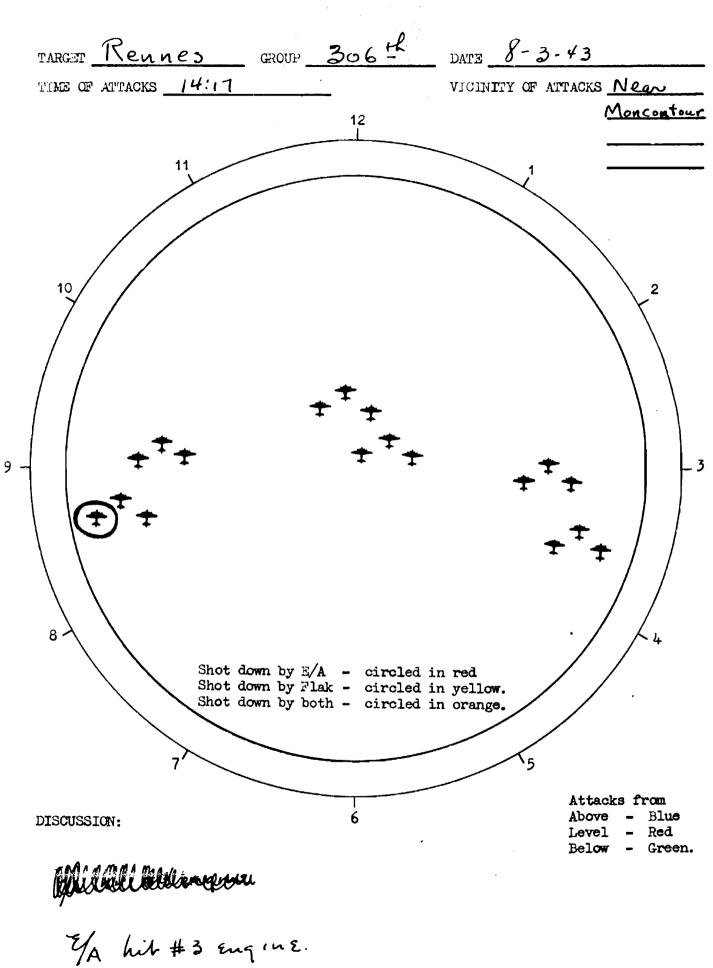
Placing Rennes out of service isolates Brittany in somewhat imilar manner to the effect on the New England States, if the New Haven's ledar Hill yard could take no traffic, or if the Southern Pacific's Roseville

acilities were out of use, and the Californian coast area would thereby be argely isolated.

Sotteville may be compared in a sense to the Potomac yard of the ichmond, Fredericksburg & Potomac at Alexandria, Va. Effect of dislocation would be felt from New York to South Carolina and beyond; similarly, the otteville position will be felt at least as far as Ghent and Liege.

ong-Period Results

Crave as the damage is over a short period to the Axis war effort, here is a further consideration.



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5. CASUALTIES (Give name, position in A/C, type of injury, and cause.)  Woul
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20Cm;	(Tetics of E/A)	FW190 (Types)  the Spits lef  reached larged	t - continuel  - cover the larget  they pretend up
	Yellow nose and yellow of (Golor, markings, etc. of EAR)  Used a diving turn—Sha  (Our defensive action). Crashed in	Fin and Rudela.	n he would have
	good when	x was well	<b>(</b> 5)
	The state of the s	and the first of the same of	A Comment of the second

	and note time, place, height of our N/C, Intensity of Flak, its coursey and note and end crow operations about the Flak).
	Flake - poor - new target - 23 000' - Blackswhite.
· ·	about 4000' below us.
	oalloos, decoys, dummies, carouflage, smoke screens, enemy signals; activity at airdrames, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations, etc.).
	(6 chules) Some story as Smiths crew told - expetitlet  (6 chules) Some shap crash just w. of Dinan - large explosion
	5. CASUALTICE (Give name, position in A/C, type of injury, and cause.)
なれ	M.J. Warners - Bombardin, - 20 m.m. lut an mose of our
ý. ·	slip & he got litin left site of his neck - bled a lot.
2d	H. AV. Summon - Navigeter - slight out ent under letters-
	cause some as above.
•	Sections and community:
<del>-</del>	
	080343
<b>}</b>	
	S-2 CPFICER
37	

a. CPUm TION COTICN (to be filled in th	ile planes are eway).	
(Group) (Squadron) (4/0 Ao.).	(letter).	8/3/43- (Date)
lead ship in squadron. (Fosition in formation)		(Time landed) *
and the second s		filled in by S-2.
2. Capl Smith Pilot	Beze	Top Turi
Kelly Coirt.	H.V. Wil	6911 Tor
gaslin Yavis.	Wen	worth d. haist
may bonbar.	the	L. Vais
	0.	1
Kun V Radio	Cou	Tail Gua
. INTELLIGENCE PROFICE to be filled in to be filled in the sequence set of the sequence of the	from interrogation of combat form for each	crows). combat).
(Tstimited total no. of E/A seen)	W19.0	
(Location and legnth of fight)	c - 3 at 120	Chile
no elemino		
. Mo eams.	S. T. Thomas S. S. Salver Kingdo	
	1 12	
(Tactics of E/A)		The same of the sa
( lactica of M/	C. Statement of general or sector species	
2.0 .00 .00 4	2,001	
(Color, markings, etc. of E/A)	gellow	· ·
The state of the s	rangan kan berangan di sebelah berangan berangan berangan berangan berangan berangan berangan berangan beranga Berangan berangan be	The second secon
(Our defer e action).		,
2. FIGHTER SUPPORT GOVE -	S	Vietnessen - upoplatike
Withdrawal suppor	out wonderf	ul
To prove the second sec	THE TELEPHONE	THE STATE OF THE STATE OF

and appearance, and the crow-operations about the rlak).
very light black flak: just after we left target
e tale. • • • • • • • • • • • • • • • • • • •
creations, decoys, dummies, canouflage, smoke screens, enemy sign ls; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations, etc.).
13-17- (Buddenburn) - at near mondonting at 1417 - wen
down under control - # 3 linguis on fire - as a risult of FW190 attack
5. CASUALTIES (Give name, position in A/C, type of injury, ra cause.)
( to to <u>many</u> , <u>parame</u> and ty of to to <u>minary</u> , it <u>divados.</u> )
Courts taken to hospital for frostlithe feet.
as boots factual to heart.
5 CRYN SUCCEPTIONS AND COMPARTS:
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S-2 CFFICER S- (Curamon Vine Completed Time Completed

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Position in format.	ion)	(file took off)	(Time landed)
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t. Ink			*filled in by S-2
	Pilot		T cot
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r defensive action).	4 27 1 1 1 1 1		
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GHTER SUPPORT			Ulmin

306 369 477 (Group) (Squadron) (AC 10.)	7 H S 3/43 ). (lotter)	_
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# 2 ON CASEY	(Time took off) (Time landed)	15
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	wfilled in by S-2.	-
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	. 5/5 V. L. ROSE 8911 To	
" B.E HOWENSTEIN LAVIS.	. IS J.T. DEETS V ay hois	;t
" J.K. HICKEY BOLDER	r. S/S A.F. MEAON VI. 113	31
IS E.B. LADWER BURGO	S/S T.A ROSATON THE	13
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timated total no. of E/A seen)	(Types	
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(Color, markings, etc. of E/A)  (Color, markings, etc. of E/A)  (Cour defensive action).	nose as ordered	

. flak (Give time, place, height of our MC, Intensity of Flak, its coursey and appearance, and any cross operations about the rink).
elight timacewrate at twent
I small shimmy pulls looked like glass
(small shinny puffs looked like glass
080343
6. CRE CBOMRVATIONS (Give any observations of military importance such as calloons, decoys, dummies, canouflage, smoke screens, enemy signals; activity at airdromes, ports, unter-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations, etc.).
\
S. CASUALTIES (Give name, position in A/C, type of injury, and cause.)
S. CHURT SUCCESTIONS AND COLUMNIES:
good run - good hits
S-2 CFFICER CSkalak HAC Time Completed 1725

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OP A TIOM MICTICA (to be for	illed in hi	le planes are away	080343
(Urgup) (Squittren) (	780 70.0.).	(Lotter).	
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010+		1+	wrilled in by S-2.
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cry observations (Giv oalloons, accoys, dummi activity at airdromes, trations of vehicles, tetc,).	es, camouflage, ports, water-way	smoke screens, e s, rolds, railro	nemy signals ed ya <b>rds;</b> co	ncen-	
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oup	306				Date 3/8	/43	_
uadron_	369		Place 7	where atts	cked <u>Ne</u>	ar St. Brie	TIC.
C No	729		Time	1420	eight_	22,000	-
Story	of the attack	FW190 att	acked from 3	o'clock	from below.	Set. Adam	fire
	3 bursts at E	A from engine	to tail. in	consequen	ce of which	Fw's cock	ri t
		n the engine ca	Maria de la Comp		elivateli :	41261.1	وإلغار بهارتم
Co.T.	(1)公本)A(A) 在 1位 A	l and in intens	NAME OF THE PARTY	te roger	ya ji dayê . Tu		
	·····································		The same of the same	Scharle			
		intra in its		Softer W.	and and any	- 11114	
Cur G	(Include about how much he am of attack:  A X X X X X X X X X X X X X X X X X X	G. Adams	i how he look  Cr a. c.  L A B A B A C C C C C C C C C C C C C C C	n Diagram, which conditions on Com tan on Com cur her visibil type of	sted soing a show of our A/C wo of E/A station.	way.) was altacke attack;	E.O. 1002, SEC. 301 or (E)
If E/	. was not Dow	m or Damaged:	P. AMAGO SA		3 (* ) σης (* ) (* ) (* ) (* ) (* ) (* ) (* ) (*		
Corro	oorated by	S/Sgt. Pete	r Kolasco urret Grmer				
	AND SOUND OF SELECT	the same time				14.00-7	
	THE PARTY OF THE P				S. Marine	36 E.T.	
COUNTE	ing of the Thr	errogator: <u>Thi</u>	a crathe secur	To ce To	militare a:	5 E COPTAIN	_nest1
	det of the	Lett Statistics	Janier 1600		74.00	7.74.3	
gelle, get syste Betricke tra	an and seems the	THE STREET STREET STREET		A PROPERTY OF A	rug vegetyvest gradevi. Såstår i de stoletar, tr	A STATE OF THE STA	
200 27 AT	The second of th	但是不好。在1757年,他们的1757年的提供的1866年		ALL DESCRIPTION OF THE PARTY OF	CONTRACTOR AND A SECOND		Mary Tall

_up	306			Date 3/8/43	
quadron_	423		Place where at	tac al North-East	of Rennes
/C No	1.22		Time About 14	30 Height 22.0	XXX Feet
Story	of the attack-	- Just after bo	mbing target and	making turn, a F	W 190
	made a tail a	ttack on this pla	ne. Every one in	the squadron open	ed fire on
	this E/A. Bul	lets coming from	several direction	is were seen to hi	t him and
1	when he was al	oout 400yards he	blew up and distr	tegrated in the a	
		FOR WAR	the second street		
				came; where he was	
YED SWED	X X X X	X X X X X X X X X X X X X X X X X X X	Data on C  a. cur h  b. visio  X X c. type  d. level	ombot eading ? ility Good of D/A Frago of attack;	
Our Co	un Positions Fi	ring on E/A.	(check One)	level below very low	- 3
<b>Positi</b> ons	- HARRING'S	A Market Committee Committ	Elanes		
	Control of the same	or Damaged:			
A. Corrol	oorated by ion in A/C			77.244.453	
Other	A/C firing at	the same time?	The state of the s		
ar a day	nts of the inte				操作法
A Paris		Sugar Sale		Company of Marie 1	
	"人类"。	· 《《说》。	<b>网络</b>		

Time

Interrogator pr c Paldrin

Capt. A.C.

If formation was very different from standard, snow on back of sheet.

oup		Date_3/6/43		- 1
quedron	Place where a			7
/C No	Time 1135	Height	23 <b>,000</b>	-2
Story of the attack-			· · · · · · · · · · · · · · · · · · ·	· feed
1/8 000	in from a c'eloci	La restaurant la sur	the last should	100
started firing. At 460 yards			A Marketto	
stratish downs I saw him hit	tine grounds		The state of	
THE PROPERTY OF THE PARTY OF TH				
(Include above how E/A atta-				e mis
Diagram of Attack:	o. dire	h of our A/C wa ction of A/A at		
		position.	2	
F X X X X X X X X X X X X X X X X X X X	X Data on a. cur	heading	G 2	
	X b, visi X X c. type	of E/A Goo	1 388	200
	T d. leve	l of attack; -> om high above	5	45
. Cur Cun Positions Firing on E/A.	(check	level		
anes T/Sgl. W.A. Hochegor	Cne)	very low_		
esitions-	tro <b>naki</b> ita d	, v. v.	细菌。	100 m
If E/A was Shot Down or Damaged:			7.00	
Corroborated by S/SST P S Vot				
Other A/C firing at the same time?	esta jak			
5. Comments of the interrogator:	1. 1. 20. 24 To 2. 10 To		10.5	
				記録が
		STATE OF THE STATE OF	to distribute 1	Sept.
	The state of the s	section of the production of the residence.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	77
			aby. 42.77	T. CAN

ant from standerd, show on

back of sheet.

roup 306		Date	3/8/43
quadron 423		Place where attacked About 1430 Time He	North-east of Rennes 22,000 ft
/C No. 122  Story of the attack- fire on this E/A. B and when he was abo	- tail attack on thullets coming from	ng target and making this plane. Every one	turn, a F.190 made a in the squadron opened ere seen to hit him an
(Include about how much he to	ve <u>how</u> E/n attacked was <u>damaged;</u> and how	; how close he compared he looked and acted	where he was hit; joing away.)
Our Gun Positions F.  Soft Gibson - Tail Soft Cositions - To	1985 - Who I'la	b. direction of c. sun position of c. sun position of combat are needing to the combat are needing to the combat are needed to the combat are need	or A/C was autacked;422 of a/n at ck; 6 o'cl on. 9 o'clock  2 good Fil90
. If E/A was Shot Dow	n or Damaged:		Jerham
. Comments of the int	errogator:		
If formation was vent from standard,		Fredl Baldyn	nterrogator

	Group 306 COMBAT FORM. 0 8 0 3 4 3 Date 3/8/43
	Squadron 423 Place where attacked Near Antrain
	1/C No. 171 Time 1440 Height 23,000
•	Story of the attack Came in from 6 o'clock low, tail gummer fired. E/A
	-pulled up-making-a complete-loop. His right wing was on fire.
	*** ***********************************
	***************************************
	(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)
•	Diagram of Attack;  x  On Diagram, show  a. which of our A/C was attacked;  b. direction of E/A attack;  x x x x x x  c. sun position.
	x x Data on Combat  x a. our heading 30 degrees  x x b. visibility good  c. type of E/A 7: 190  d. level of attack: from high above
<b>5</b> .	Our Gun Positions Firing on E/A. (check level
	Names S/Sgt. B. H. Lamb one) below below very low
	Positions Tail Gunner
+•	If E/A Was Shot Down or Damaged:
	Corroborated byPosition in A/C
	Other A/C firing at the same time?
5.	Comments of the interrogator:
	Time Interrogator S. J. Owen

If formation was very different from standard, show on back of sheet.

roup 306		Dat	e3/8/4	,3
quadron	. Pla	ce where attacke	dhortly	- after target
/C No	Tin	ne	Height 22	000
. Story of the attack	BA crossing form		•	•
and above, 6/0gt	Sevi Zabawa, Bombard	i <del>or, fired twin z</del>	iose guns- 40	shots -
- 2 cens, Pilot Har	wood saw him shooti	ng shells low and	under - Has	wood
- pulled on stick t	give him better s	hot and then saw	bullets hit	hims 16/A
- dove stratight down	for ever (KOO fee	twim Zabena ind	another at	ack and
(include above how much he was	iow E/A attacked; he	ow close he call:	here he wa	s hit;
. Diagram of Attack:	· λ	on Diegra, a. which of o o. direction c. sun positi	of /A attac	ittacked; k;
X X X	X X X X X X X X X X X X X X X X X X X	bata on Combat  a. our headir  b. visibility  c. type of D/  d. evel of a	A P W 190	
Our Gun Positions Firi		rrom nig	level below very low	
ositions-	(Bombadier)			
. If E/A was Shot Down o				
Corroborated by Position in A/C	it. Harmod			
Other A/C firing at the				
i. Comments of the interre	ogator: Possibl	e pilot was kille	d. lie emoke	nothing
Just straight div				
If formation was very ent from standard, subback of sheet.	differ Time	i 7.600	nterrogator	Jaka Bairpefet

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306	Date 3/8/43
.con	Place where attacked was St. Drice
o. <u>729</u>	Time 1/20 Height 22,000
ory of the attack FK190 attack	and from 3 otologic from below, Sgt. idams
3 bursts at R/A from engine to	tail, in consequence of which Fuls cockpid
exploded. Then the engine causi	t on fire. E/A ment down in a straight dir
out of control and in intense	A among
(Include above how E/A attack how much he was damaged; and h	ed; how close he came; where he was hit; ow he looked and acted joing away.)
liagram of attack:	Cn Diagras, fix man actacked; a. which of our A/C was attacked; b. director of A/A attack; c. sun possition.
140 X X X X X X X X X X X X X X X X X X X	λ b, cur heading 110 λ b, visibility λ c, type of Δ/Αμπος d. level of attack; From high above
ur Cun Positions Firing on E/A.	(check below xxx
8/Sgt. Robert G. Adams	Cne) very low
ions- Left Weist Commor	
f E/A was Shot Down or Damaged:	
orroborated by S/Sgt. Peter A contion in A/C Sell Turk	olaseo et Gunnep
Other A/C firing at the same time?	· ·
omments of the interrogator: This c	laim souns to be legitimate as a certain d
If formation was very differ- Time ent from standard, snow on	e

roup	Date_3/8/43
quadron_423	Place where attacked Near Rennes
/C No	Time 1435 Height 23 000
Story of the attack E/A care is	n from 4 of clock and high. At 600 yards I
	broke into flames, did a loop and went
- straight down. I saw him hit th	
but angule woman I bom inch in	
,	
(Include above how E/n attacke how much he was damaged; and ho	od; how close ho com; where he was hit; ow he looked and acted joing away.)
?. Diagram of attack:	on Diagram, show
X X X	o. direction of J/n attuck;
X X X	c. sun position.
· · ·	a. on Combat  a. our heading  A b. visibility 30 degrees
$\begin{array}{cccc} X & & & & & & & & & & & & & & & & & & $	c. type of
	d. level of attack; 170 From high
, Our Gun Positions Firing on E/A.	(check helow
ames T/sgt N. A. Motregor	Cne) very low
	^
ositions Top Tarret  If E/A was Shot Down or Damaged:	
·	
Corroborated by S/Sch F.S. Your	
Other A/C firing at the same time?	
5. Comments of the interrogator:	
If formation was very differ- Time	eInterrogator
ent from standard, snow on	Lt. A.C.