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SEE FURTHER INSTRUCTIONS ON BACK OF COVER.

## HEAVY ATTACKS ON COLOGNE



When COLOGNE was attacked by Bomber Command aircraft on 28/29.6.43 and 3/4.7.43 a large percentage of the great area of devastation on both sides of the Rhine was caused by fire. This night photograph, showing fires and sticks of incendiaries burning, was taken by an aircraft flying over Mulheimer Hafen (A), Humboldt-Deutz Motoren A.G., submarine engines (B), Ver. Westdeutsche Waggonfabriken A.G. (C) and Deutz Locomotive Depot (D).



In early 1942 sheds which occupied the site (A) at the Gereon Goods Depot, COLOGNE, were severely damaged and the sheds were rebuilt to a simpler plan. (See page 19, Vol. 3, No. 1.) In the recent attacks 75 per cent. of the adjoining buildings (B) were destroyed. Considerable damage was also caused to the Engine Sheds and other buildings (C) attached to the railway sidings.



It is estimated that at least 1,000 acres of the centre of COLOGNE, west of the river, have been 75 per cent. devastated. Warehouses on each side of the Rheinau Hafen are among the hundreds of destroyed buildings in the area photographed.

## CONCENTRATION OF BOMBS ON AIRCRAFT FACTORY



A heavy concentration of bomb bursts on and around the target photographed during a daylight attack on the S.N.C.A. de L'Ouest Aircraft Factory at NANTE CHATEAU BOUGON by 61 aircraft of U.S.B.C. on 4.7.43. The target (outlined) is enveloped in smoke from many direct hits. Damage caused in the attack is seen on the next page.

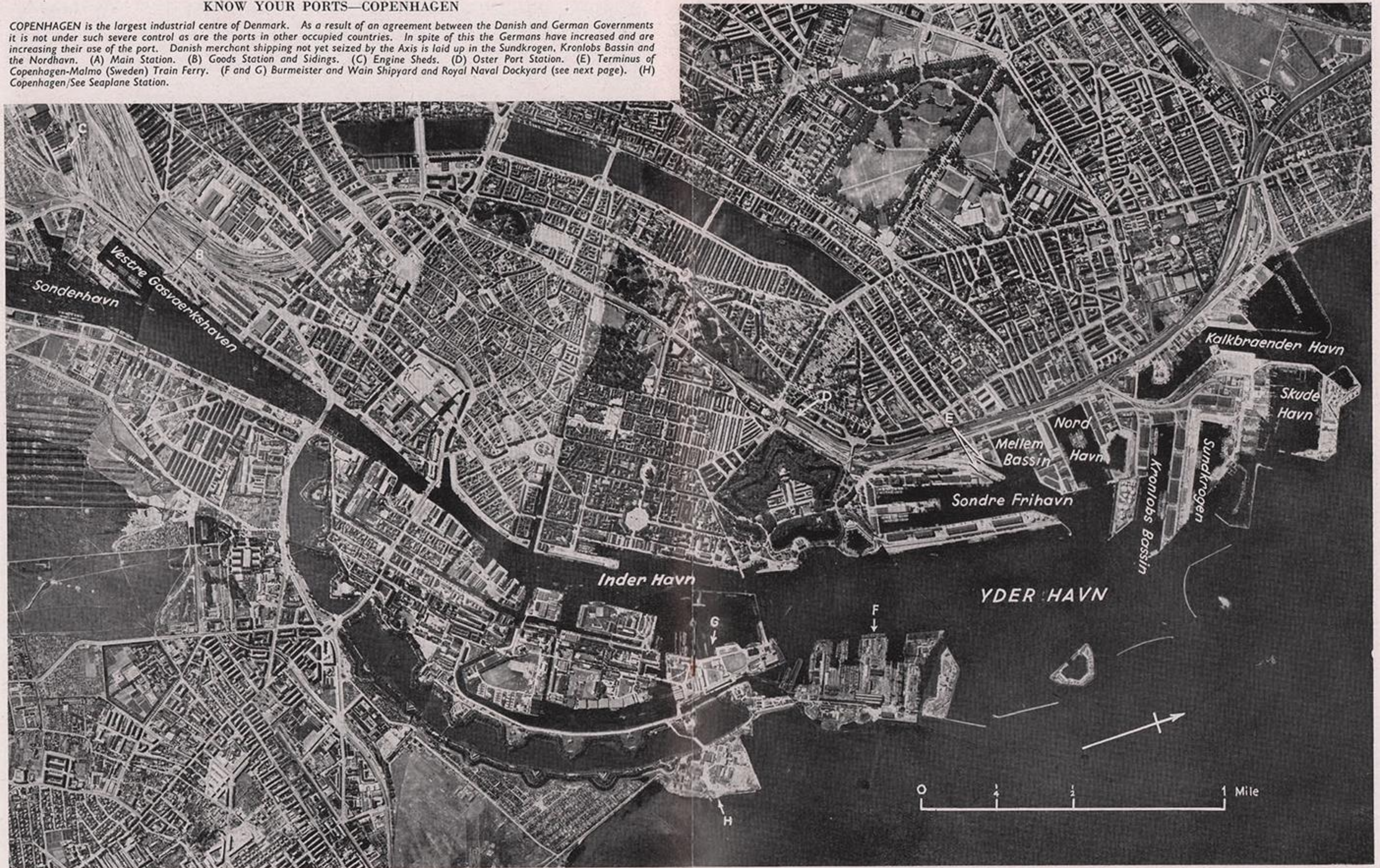
## U.S.B.C. ATTACK ON LE MANS



During a concentrated attack on the Gnome and Rhone Aero Engine Works and Airfield at LE MANS by U.S.B.C. on 4.7.43 bombs were photographed bursting on the works and sidings. The centre of the airfield is also covered with bursts. Inset shows the result of the attack, four direct hits on the main works and a large number of craters across the airfield.

## KNOW YOUR PORTS—COPENHAGEN

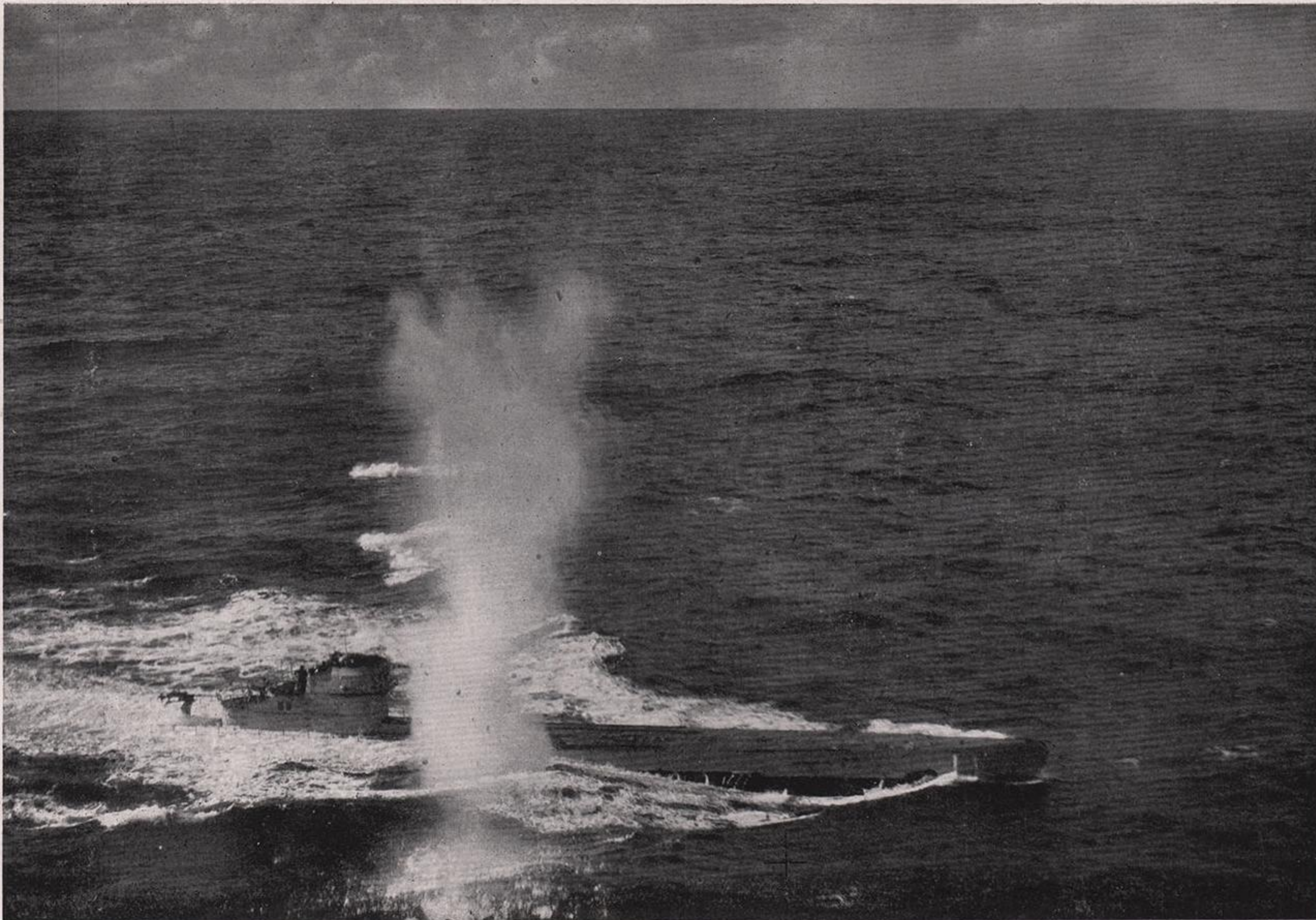
COPENHAGEN is the largest industrial centre of Denmark. As a result of an agreement between the Danish and German Governments it is not under such severe control as are the ports in other occupied countries. In spite of this the Germans have increased and are increasing their use of the port. Danish merchant shipping not yet seized by the Axis is laid up in the Sundkrogen, Kronlobs Bassin and the Nordhavn. (A) Main Station. (B) Goods Station and Sidings. (C) Engine Sheds. (D) Oster Port Station. (E) Terminus of Copenhagen-Malmö (Sweden) Train Ferry. (F and G) Burmeister and Wain Shipyard and Royal Naval Dockyard (see next page). (H) Copenhagen/See Seaplane Station.





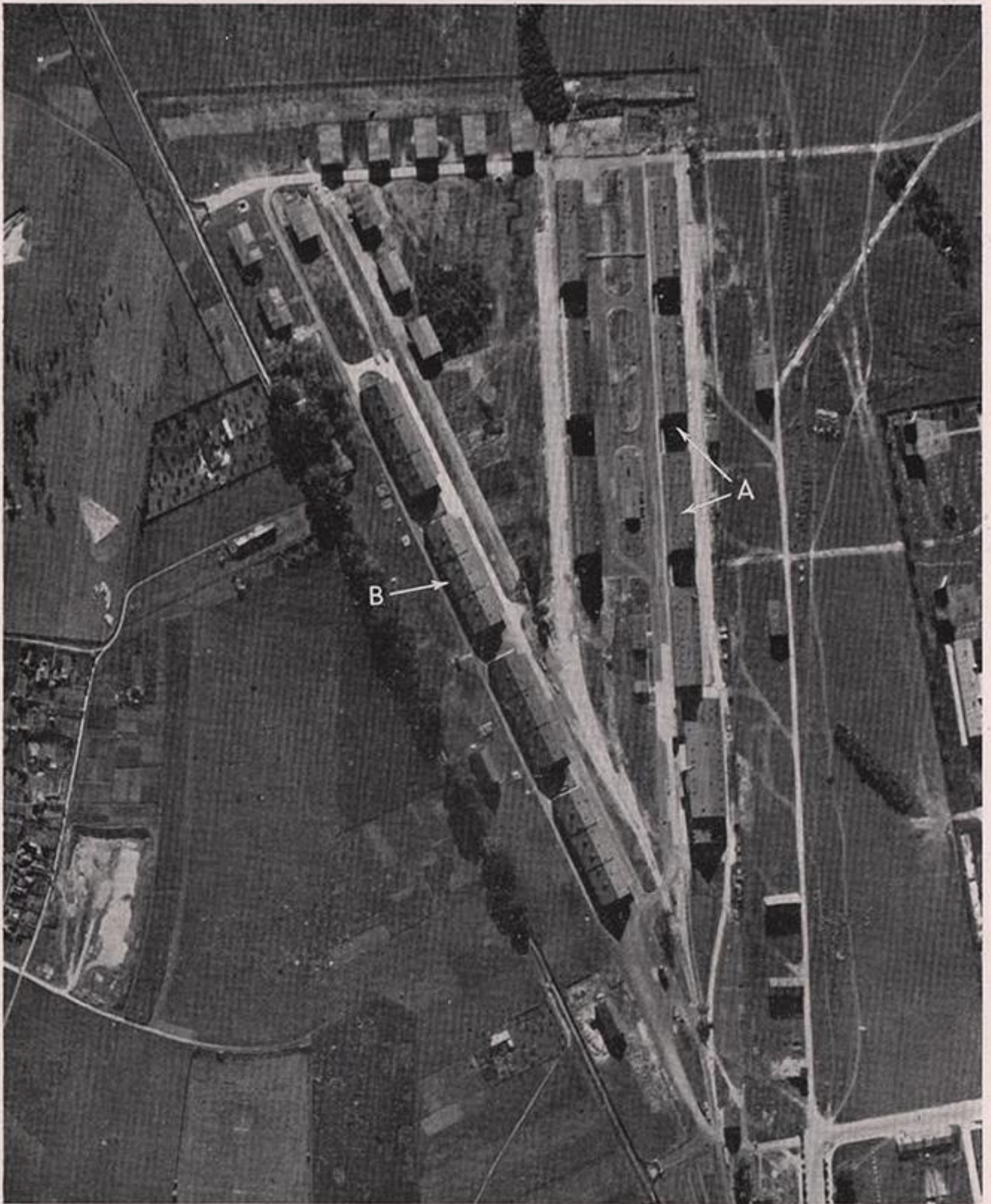
The Royal Dutch Dockyard (A), a part of COPENHAGEN the Germans are not allowed to utilize, is employed solely for the construction, maintenance and repair of units of the Danish Navy, most of which are still under Danish operational control. Work is also carried out to a few train and car ferries under control of the Danes. The Burmeister and Wain Shipyard (B) and the Sondre Frihavn (see previous page) are used considerably by the Germans for the construction and repair of German merchant ships.

## DESTRUCTION OF 750 TON U-BOAT



This 750 ton U-Boat was destroyed in the Atlantic Ocean when attacked twice by the same aircraft of Coastal Command. The U-Boat had the newly modified conning tower that provides an additional A.A. position aft. In this photograph of the first attack the splashes of the depth charges entering the water are seen straddling the U-Boat.

## STORAGE DEPOT FOR FOODSTUFFS



This Storage Depot at AUGSBURG is of standard design and similar ones are to be found near most German towns. Their function is to conserve supplies of foodstuffs for civilian and military use. The tall standardised buildings (A) are served by road and rail while the lower type of standardised buildings are at (B).

NIGHT ATTACK ON LE CREUSOT



A night photograph taken during the attack on the Schneider Works at LE CREUSOT on 19/20.6.43. Two bursts of tracer are seen coming from flak positions in the vicinity (A and B) and reconnaissance flares are to be seen at (C). The Locomotive Machine Shops (D and E) were damaged in the attack.



## DORNIER

Do 217

The Do 217, which has been coming into service in increasing numbers for some time, is now one of the standard bombers of the G.A.F.



Do 217s outside the Dornier assembly factory at OBEPPAFFENHOFEN near MUNICH. The netting-covered multiple shelter (A) is of an unusual type. Six or more aircraft are faintly visible through the netting. Dummy bushes (B) are being placed on the roofs of hangars and other buildings. Photographs of Do 217 in flight are from a combat film.





Do 217s dispersed near covered aircraft shelters at DIJON/LONGVIC.



Above and left: More Do 217s at GARZ/USEDOM on the Baltic coast.



**CONTINENTAL RAILWAYS**  
 These oblique views of typical Continental railway stations, sidings, rolling stock and equipment were taken by Boston aircraft during attacks on 2.7.43.

The northern end of LILLE/LA DELIVERANCE Marshalling Yard with mixed goods stock in the forwarding sidings (foreground). The reception sidings and locomotive engine sheds are to the left middle distance.



Above: A train of flats carrying motor cars on the Dixmude-Ghent line near THIELT.



Left: The signal box at the Northern end of the forwarding sidings at LILLE/LA DELIVERANCE. Note the floodlighting platform and the burrowing junction line which leads to the engine sheds seen in top photograph.

Right: A modern signal box controlling train movement at the western end of St. Peter's Station, GHEENT.

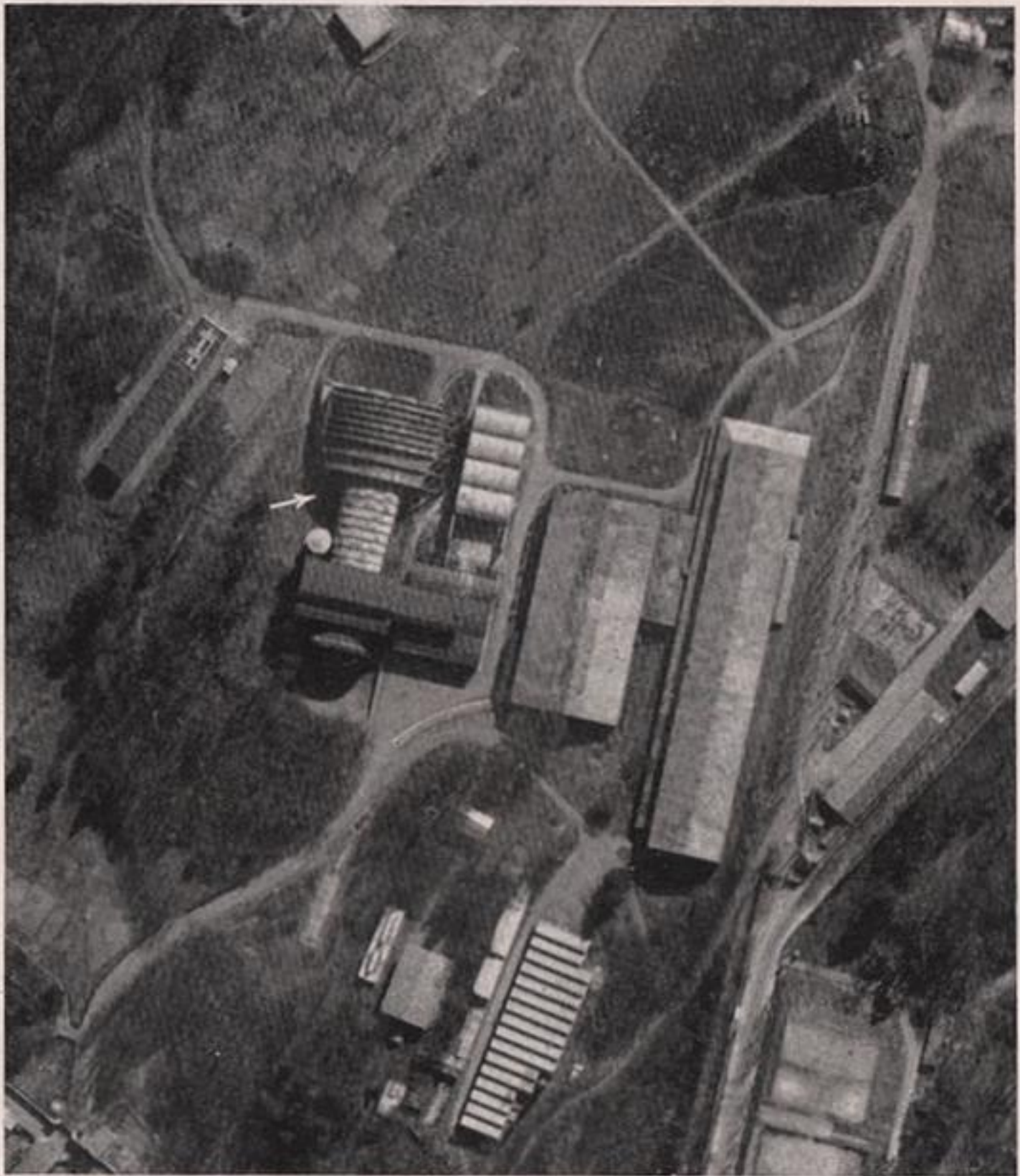


Left: This typical all-over roof is at COURTRAI Station.



Right: A modern signalling system controlling the exits from platforms at COURTRAI. The covered wagons are standing in the goods yard for off loading (to and from road vehicles).

**PROBLEM PICTURE.**



**WHAT IS THIS?**

Answer at Foot of This Page.

**ANSWER TO PROBLEM PICTURE ABOVE.**

*An unusual type of wind-tunnel, for testing models of aircraft under flying conditions, at CHALAIS MEUDON, near Paris.*



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