

Air Ministry News Service

NIGHT AT A BOMBER STATION

It is nearly midnight in the Officers' Mess at an R.A.F. station of the Bomber Command. Card players are sitting at a table with long glasses of orangeade and an occasional tankard of beer.

In an hour's time most of them will be flying towards Germany, and since early afternoon they have known what their task was going to be. They had been "briefed" - that is, given their targets for the night and told all about them. For more than an hour afterwards each crew has gone into conference, working out its individual plan of action. Then there has been the long wait for the "take off".

The game of cards finishes. The players drift from the mess, but very few of them go to their bedrooms. Most of them set out across the aerodrome, making impolite remarks about the drizzle which is ruining visibility. They have been waiting for hours and the rain is a disappointment. They arrive at the crew's quarters, where the sergeants who, though they are all young men, have done hundreds of hours flying over enemy territory, are pulling on long wool-lined boots. One of them is whistling a popular tune.

Cars take them to their aircraft. In another part of the huge field the officer in charge of night flying is making his final arrangements. He is a Canadian, doing ground duty as a rest after continuous operational flights, who makes no secret of his preference for solid earth on a night such as this. He is driven, with his men, through the dark to a spot which is rather like the starting gate on a racecourse. As the bombers taxi up he signals to them with red, green and yellow lights, which mean either that they are to take off, or wait, or, as sometimes happens, that a last-minute signal has arrived calling everything off because of the weather.

Near the "starting-gate" is the "finishing-straight", known as the "flare-path", a row of lights visible only from near the ground. A beacon, used only in emergency, is nearby, and if an intermediate guide is necessary for incoming aircraft there are floodlights which illuminate the "flare-path" as at a greyhound track before the start of a race.

On this occasion the bombers are signalled to take off. Hours pass before the card players of the previous night begin to come into the mess for a late breakfast after their return from their long journeys and subsequent interrogations.

They are tired men, who have earned the sleep they are about to take.

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DEMOCRACY MARCHES

by

THE RT. HON. RONALD CROSS, M.P., MINISTER OF SHIPPING

(Broadcast to the United States of America at 4 a.m. today, Jan. 16)

We've all been following the course of the war against Italy and have watched that country recoiling under a series of hard blows. In Greece, in the mountains of Albania, on the waters of the Mediterranean and, above all, in the deserts of Egypt and Libya she's suffered defeat after defeat. That splendid army of the Nile has become the spearhead of Britain's regained military and offensive strength.

It may not be possible for us fully to engage our real enemy - Germany - for some time to come, though she will continue to receive our attention in the air, at sea; and with the weapon of the blockade.

So much the more reason then to strike hard, and ever harder, at the weakest spot in the Axis armour - the Mediterranean. And why, you may ask, should we in this country be so optimistic about our military prospects against Italy? The answer is to be found, not so much in the lack of fighting qualities of the Italian soldier, as in the anomalies of her military and economic position.

The part played by Italy in Germany's so-called "new order" is the key to her present difficulties and to her certain defeat. When Italy came into the war in June, it was on the assumption that the defeat of France would automatically bring with it the defeat of the British Empire. Mussolini thought he'd take his share of the spoils without a struggle. If he hadn't thought that, he could never have entered the war.

Italy's preparations in the preceding months of non-belligerency were not for war - they were for victory - a victory to be achieved by Germany and shared by Italy. We know now that in those months of non-belligerency, when Italy as a neutral still had access to the outside world, her own poverty prevented her from building up stocks sufficient for prolonged hostilities, and who knows how much of those stocks, so painfully acquired, were paid as tribute to her German friends.

Fascist Italy was so certain of an effortless victory that she neglected the equipment of her own army and air-force, while Hitler created an army and an air-force as powerfully equipped as he could make them. Mussolini merely trusted to his ability to choose the right moment to jump in.

Hitler's judgment was no sounder than Mussolini's. He knew well that in time Italy would become a military liability rather than an asset. He, too, was certain that Britain would give in. Italy's doubtful military value didn't worry him very much; events belied his expectations. Britain did not surrender, but the weakness of Italy as an ally soon became painfully apparent.

Modern war requires above all the plentiful supply of such vital raw materials as coal, iron, oil, non-ferrous metals, timber and rubber, and even if these and other raw materials are available, they've got to be made into armaments. Italy has neither the raw material, nor the industrial capacity to equip and maintain a modern army, navy and air-force on a war footing.

/So long

So long as Mussolini maintained his non-belligerency, he was a partner in the Axis - a partner whose wishes had to be considered. Once the assumption that Italy would not have to fight for victory was proved wrong, her inherent weaknesses became apparent.

From that moment, Mussolini fell more and more to the position of a vassal. The real meaning of Hitler's "new order", namely, the absolute and supreme overlordship of Germany, over any country within the orbit of her power, including her friends and allies, was shown up, once and for all.

Within the new order on the Continent of Europe, Italy occupies by far the most ignominious position. She is the only country which fights a war for her own enslavement.

Poland, Norway, Holland, Belgium, Hungary and Rumania have been subjected by various degrees of brutality, terror and compulsion and according to the nature and degree of their enslavement their hostility to their oppressor ranges from bitter hate to sullen acquiescence. Fascist Italy alone is shedding the blood of tens of thousands of her own sons, only to make more certain of her servitude to the Germans, to the so-called "Herrenvolk".

Just consider the extent to which Italy, economically and politically, delivered herself into the hands of Germany. By forcing upon herself the British blockade, she has become completely dependent upon Germany's good pleasure.

Italy has no domestic coal supplies worth speaking of; her industries and her population require an extra million tons of coal a month from abroad. Germany supplies the coal.

Italy has no domestic resources of oil whatsoever. At the time of her entry into the war she obtained about three-hundred thousand tons of crude oil from her oil wells in Albania. Her wanton invasion of Greece has been a boomerang, which has now largely destroyed this source of supply. Apart from her own accumulated stocks, Italy depends on foreign supplies for this vital raw material. But it was Germany who occupied Rumania and in so doing gained complete control over Italy's source of oil supply.

Iron-ore, timber, zinc, and other raw materials vital to the economic life of a country, similarly can only be obtained by Italy from - or through - the goodwill of Germany. Fascist Italy, that couldn't bear to be a prisoner, as they called it, of Suez and Gibraltar, has become tied hand and foot to the boot of the German conqueror. Italy is completely at the mercy of Berlin, because with one stroke the Fuehrer can starve Italy of her vital supplies.

The recently concluded German-Italian agricultural agreement, under which Germany provides a stable market at fixed prices for a large number of Italian agricultural products is very significant. This agreement is almost word for word a replica of similar arrangements imposed by Germany upon Bulgaria and Rumania, and they are not partners. Needless to say, Germany's interests come first in these compulsory agreements.

Already we see how Germany, in the knowledge of being complete master of Rome, is slowly dropping even the pretext of equality. Compare for instance the food situation in Nazi Germany with that in Fascist Italy. Enriched by the spoils of war taken from the occupied countries, Germany's food supply at present is relatively plentiful.

An American observer, Charles Lainius, in an N.B.C. broadcast on December 29th, said he was surprised to find how easy it was to get food in Berlin. "So far to-day", he said, "I've had meat twice, butter and ice-cream, and any number of vegetables". He then went on to say that he was impressed most of all by the white bread, having just come from Rome, where the bread contained 50% of corn-meal and other grains.

That very same day a series of drastic new decrees were announced in Italy. Briefly, these severe measures provide; first, for a census of all available food supplies; second, compulsory purchase and requisitioning; third, provision of supplies primarily for the army, and only then, for the civil population; fourth, much more drastic rationing of the number of staple foods, and fifth, increased penalties for contravention of the food regulations, including the death penalty.

The death penalty can now be imposed where any large quantity of food has been kept back from normal circulation, and a well-stocked store-room is as good as a death-warrant. In announcing these measures, the Fascist authorities kindly pointed out that the good Italian people had at once realised how serious the food problem had become by immediately eating very much less.

At the same time, the German Press was glorying in the special concessions made in the German food distribution during Christmas; food, mind you, taken from the Poles, Norwegians, Dutch, Danes, Belgians and French, and to add insult to injury a German paper - The Frankfurter Zeitung - was thoughtful enough to advise the Italians that "even if Italy's supply position should become less favourable, a reserve is still available in the modest living demands of the population".

Or, to take another example, of how the Axis brotherhood in arms, of which we hear so much, is working in practice, let us see how much nearer Fascist Italy has come to its goal of winning more living space. Germany, in her mad dreams of conquest, has already hopefully taken within her frontiers large parts of Poland, Luxembourg, Alsace and Lorraine as distinct from the territories which she merely occupies for the duration of the war.

And yet Italy, who entered the war with the cry for Corsica, Tunis and Savoy, isn't allowed to occupy even a town in Savoy or the Riviera, or Corsica, to say nothing of the French Empire in Africa. Hungary, traditionally an Italian sphere of influence, has fallen under German, rather than Italian, control. And nor has Italy been allowed to take even a nominal part in the vital negotiations between Vichy and Berlin.

The last vestige of equal partnership between Rome and Berlin has gone. Hitler alone decides. If it suited his diplomacy, he would happily exchange the Italian ally for another and more useful one. In fact, Hitler in his dealings with Mussolini merely repeats the same old process of looking down with contempt on those whose help was useful in the past, but which is no longer needed now.

To be an ally of Hitler's is more dangerous than to be his enemy.

The German Conservative Party which in January 1933 formed a National Government on equal terms with Hitler was completely broken to pieces as soon as it had helped the Fuehrer to consolidate his power. Mussolini ought to have learnt his lesson from that. But Germany is not only the political and economic master of Italy, she is also assuming direct military control.

The dispatch to Italy of units of the Nazi air-force is a humiliation, a kind gesture which restricts still further Italy's freedom of action. It's

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obvious that large sections of the Italian nation, in the army, the church, the working classes, and the aristocracy, are becoming painfully aware of the role played by Italy in Hitler's "new order". The resignation of Marshal Badoglio was clearly not due to the Albanian issue alone; the latest development in Italo-German relations had a good deal to do with it.

And so, weakness of morale is added to Italy's natural economic and industrial weakness, and every new defeat inflicted upon Italy's army will progressively widen the rift between the Fascist leadership and the best elements of that misguided nation. Italy is the weakest part of the Axis.

But that doesn't mean that Britain's military efforts against her are easy; nor are they of little importance in relation to Britain's total war effort. By fighting Hitler's battle in the Mediterranean, Fascist Italy forces us to keep in that part of the world an important part of our navy and air-force, which is urgently needed to deal with Hitler's sea and air attacks on the British Isles and on British shipping.

However badly Italy is faring herself, she's still doing a useful job for Berlin. We must face the fact that the war is only just beginning. The successes of General Wavell's army are inspiring. After months and months of black skies, it's cheering to get a glimpse of the sun, but it's far too early to say there's a break in the clouds.

The most encouraging feature - the battles of Sollum and Bardia - is the proof of the efficiency of our newly trained armies and of the wonderful fighting qualities of the men and of the excellence of their equipment. It certainly is cheering to get a glimpse of the sun; and the skies are lightening for us in the West. The great efforts of your countrymen are making a warm and comfortable glow on our horizon, and we are happy in the knowledge that your country is at one in its support of a policy of all aid to Britain, short of war.

When a boy at school is forced to fight a bully, and through the scuffle he hears the onlookers cheer him on, it does him good and encourages him - particularly if the bully is a dirty, mean fighter. But when a big boy shouts "Hang on just a bit, I'll help you all I can", it gives a fellow renewed strength.

A black eye, and bleeding nose, even hits below the belt - and England's had many - don't matter. We know we can hang on - we know we can take any punishment and give it back.

We feel we're getting our second wind; we feel we know the thug's tricks, and when we hear of the aeroplanes you're sending, of the ships you're building, of the guns, the tanks, the shells and all the thousand things that gigantic war makes necessary, all coming as fast as human hands and brains can speed them, we recognise the voice of that big boy: "Help's coming - I'll send you all I can".

BRITISH BROADCASTING CORPORATION.

However badly Italy is faring herself, she's still doing a useful job for Berlin. We must face the fact that the war is only just beginning. The successes of General Wavell's army are inspiring. After months and months of black skies, it's cheering to get a glimpse of the sun, but it's far too early to say there's a break in the clouds.

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AIR MINISTRY No. 2795.

16/1/41 - No. 3.

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE.

During last night, enemy aircraft crossed the East Coast and dropped bombs, mainly high explosive, on several coast towns and in the Midlands. Bombs were also dropped in the London area, including a considerable number of incendiaries which were soon, however, extinguished.

Outside London the casualties reported are very few. Most of them occurring when several houses were demolished at one point in the Midlands. In London also the total reported is not heavy, most of them being due to one bomb which demolished a building occupied by a number of persons.

Damage throughout the country was not extensive.

Fighters and anti-aircraft guns were in action, and one enemy bomber is known to have been destroyed.

16/1/41 - No. 4.

FLASH.

It is learnt in London that a concentrated and highly successful attack was made by the R.A.F. last night on the naval base of Wilhelmshaven.

AIR AFFAIRS.

16.1.41 - No. 5.

F L A S H.

It is learnt in London that R.A.F. night patrols destroyed a second enemy bomber during the night.

AIR AFFAIRS.

16/1/41 - No. 7.

NEW LONDON WILL TALK TO LONDON.

Widespread interest is being aroused by the campaign to foster friendship between "namesake towns" in England and America. In connection with this, the Namesake Towns Committee have arranged a broadcast between New London, Connecticut and London at ten o'clock (B. S. T.) on Friday evening over station WRUL, Boston Massachusetts.

The speaker will be Mr. Ewart Scudder, a member of the Namesake Towns Committee and the liaison officer between the London Outpost of the Committee to Defend America by aiding the Allies and its New York headquarters. Mr. N. V. Hart, who has taken part in the movement, has enlisted the interest of the Lord Mayor of London.

The Lord Mayor has promised, after the broadcast has been delivered, to cable a response to the broadcasting station, to the city of New London, and to the Namesake Towns Committee.

MINISTRY OF INFORMATION.

MINISTER OF HEALTH'S MESSAGE TO LOCAL
AUTHORITIES.

The Minister of Health, Mr. Malcolm MacDonald, has sent to the members and officials of all Local Authorities in England and Wales, through their Associations, "greetings and good wishes for the tasks that lie ahead, and an expression of the Government's deep admiration and gratitude for their accomplishments in the past year."

"I doubt", says Mr. MacDonald, "whether the immense and varied responsibilities which have fallen upon Local Authorities, and the capable way in which they have exercised them, are fully grasped by the public. This is due partly to the need to give little publicity to some details of the damage done in air raids, and therefore to shut off the searchlight from the Local Authorities' achievements in repairing that damage. But I have opportunities of watching daily, both in broad perspective and also in considerable detail, the war service of Local Authorities at many points on the battle front, and should like to pay tribute to it. The Local Authorities have indeed borne much of the brunt of the battle for our island. In some instances they have had to deal with and overcome wanton wreckage of buildings and services on a scale never before experienced in our history, but throughout the more peaceful areas also they have been continuously engaged for many months on what are essentially war operations.

"Where the battle has been waged most sharply and hotly there have been large numbers of wounded men, women and children to be rescued from the scenes of catastrophe, and to be borne swiftly to first aid posts and hospitals. In addition, sick and injured people already in hospital have frequently had to be evacuated from buildings damaged by fire, or high explosive bombs. But the casualty list of houses has been far heavier than that of human beings, and thousands of unscathed families with their dwellings killed or wounded have had to be found new homes. The damage to the vast majority of these houses has fortunately been repairable; and it has been imperative that large numbers of them should be repaired always within a short time following the raids. Then amongst the debris water mains lie broken, imperilling domestic and industrial supplies, and sewage works or mains have been put out of action. Local officials have had to organise their rapid restoration. These are a few examples from a wide assortment of urgent battle tasks that fall to local authorities and their voluntary and Regional helpers after every successive vain attempt by the enemy to destroy our resources and smash the will of our people to pursue the war to victory.

"Both on the morrow of such raids, and continuously in the breathing spaces between them, there have also been what may be described as strategic manoeuvres behind the front line. For example, women and children have been taken from the towns to the relative peace and safety of the countryside. The work of organising evacuation has been shared between the authorities at either end, but by far the greater burden is falling upon the authorities and residents in the reception areas.

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"In some cases the increases in population have been anything between 50 per cent and 70 per cent within a comparatively short space of time; yet somehow those responsible in the reception areas have managed, smilingly, to make the necessary adjustments.

"It would be foolish to assert that every Local Authority has attained the same standard of achievement in all these unprecedented duties and actions. There have been some shortcomings and some failures, of course. But the Local Authorities generally have risen to the occasion with remarkable gallantry, resource, and efficiency, and have played a part in healing the war wounds of our stricken towns and cities, in restoring their vitality, and in caring for their populations which is fully worthy of the high traditions of this nation at war.

"No doubt there must be some changes in the organisation of local government in the future. But the principle of self-government in local affairs is an essential part of our democracy; it is indeed a foundation of the sound democratic training and practice of a free people. It must be preserved and supported. On behalf of the Government I renew our assurance of that support and send to all the members of your Association best wishes in the tough and inspiring struggle of 1941."

This message has been sent to Lord Derby, President of the Association of Municipal Corporations; Sir William Jenkins, M.P., Chairman of the County Councils' Association; Lord Denham, President of the Urban District Councils' Association, and Sir Percy Hurd, M.P., Chairman of the Rural District Councils' Association.

MINISTRY OF HEALTH,
Whitehall, S.W.1.

16/1/41 - No.12.

SELSDON'S PATRIOTIC "FOLLIES."

The Minister of Aircraft Production acknowledges with gratitude the following gifts towards the purchase of aircraft:-

	£:	s:	d:
The Spitfire "Follies" Concert Party, Selsdon (This sum was realised by the efforts of fourteen children of Selsdon whose ages range from 8 to 15 years, by forming themselves into a concert party and giving a show at the local hall; they all helped in some way with the printing, posters, dressmaking, etc.	20.	7.	0.
Southall Spitfire Fund	728.	13.	5.
Hampstead Hurricane Fund	5,000.	0.	0.
Twickenham Spitfire Fund	5,092.	15.	8.

MINISTRY OF AIRCRAFT PRODUCTION.

16.1.41. - No. 15.

CAIRO COMMUNIQUE

No change in the situation. On all fronts
active patrolling continues.

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Military Affairs
(MINISTRY OF INFORMATION)

Air Ministry News Service.

AIR CREW CANDIDATES FOR UNIVERSITY COURSES.

Young men who have volunteered as pilots, observers and wireless operator-air gunners in the Royal Air Force, and who are now on deferred service may apply to be considered for the special university courses recently announced in connection with the new air training corps.

These courses which will last six months, are intended for young men who are considered likely to be suitable for commissioned rank in the R.A.F. The qualities specially looked for are good physique, intelligence, initiative and power of leadership.

The "deferred service" candidates who are eligible for nomination are those under the age of 18 years and 8 months, and who have been attested with the R.A.F. for air crew duties but have not yet entered training. To secure nomination they should communicate as early as possible with their former headmaster. At the same time candidates should write to the Air Ministry, Dept. P.2 (Two) Adastral House, Kingsway, London, W.C.2. to say that they have applied for nomination.

The university courses will be taken between leaving school and commencing service training. During the course candidates will not wear uniform, except when on parades. The whole expenses of tuition, board and lodging will be paid by the Air Ministry. This means that the only costs to the candidates will be those for personal laundry, out-of-pocket expenses and small charges to cover membership of the junior common room, and for games.

Headmasters throughout the country are receiving direct from the Air Ministry full details of the R.A.F. short university course scheme. The closing date for nominations for the first course, starting about the middle of April, is the 15th February next.

AIR MINISTRY NO. 2797

16/1/41 - No.17.

AIR MINISTRY COMMUNIQUE.

The naval base at Wilhelmshaven was the main objective in last night's operations by Bomber Command. The attacks which continued throughout the night caused extensive fires in the target areas.

The docks at Emden, Bremerhaven, Rotterdam and Flushing were also bombed as well as aerodromes and other targets in North-West Germany and Holland.

The harbour at Brest was again attacked by a force of Coastal Command aircraft.

From all these operations one of our aircraft is missing.

16/1/41 - No. 18.

UNION SALUTES COMMONWEALTH.

An appreciation by South Africa of the splendid work of the Australian troops in the capture of Bardia has been expressed by the Prime Minister, General J. C. Smuts, in a novel manner. After the fall of Bardia, a cartoon by Bob Connolly, one of the best known newspaper cartoonists in South Africa, appeared in a well-known Johannesburg daily. It showed a symbolical Aussie kangaroo with slouch hat and military equipment. He is seen popping into his marsupial pouch a fat but defeated little Italian soldier representing 45,000 prisoners taken. In the background over the tower of the Bardia fortress, flies the Union Jack above the Italian flag, symbolising the striking victory of the Nile Army.

On the original cartoon General Smuts has inscribed the words: "To Sir Thomas Blamey, General Officer Commanding the Australian troops in the Middle East; with the compliments and cordial congratulations of J.C. Smuts."

This token of the appreciation of General Smuts and the Union army and the civil population has been forwarded to Sir Thomas Blamey, who is still with his forces in the Western Desert.

DOMINIONS OFFICE PRESS SECTION.

16/1/41 - No. 20.

The Ministry of Home Security announces:

Instructions have been issued to all local authorities in the London Civil Defence Region to the effect that after nine o'clock on Monday, January 20, when wardens observe numbers of incendiary bombs falling in their areas they will blow short, sharp blasts on their whistles.

This will apply throughout the 24 hours.

From Monday onwards the use of wardens' whistles in the London Region as a "take cover" signal in daytime will be discontinued.

The London Civil Defence Region is approximately the same as the Metropolitan Police District.

MINISTRY OF HOME SECURITY.

16/1/41 - No. 21.

The Prime Minister has received from General Sikorski, Prime Minister of Poland, a cheque for £450 towards the rebuilding of the Guildhall. This cheque was enclosed in a letter which ran as follows:

"My dear Prime Minister,

Forgive my bothering you with yet another letter. However when the news of the destruction of Guildhall reached us, we Poles - who have ourselves suffered the destruction of so much that we cherished as part of our national heritage - felt we had to make a modest contribution in order to express not only our deep sympathy and understanding with the people of Great Britain but also to offer a token of our lasting admiration to the gallant hearted men and women of London.

I have been asked by the Polish serving officers and men and civilians now resident in Great Britain to send you this - our modest offering - as a first instalment of a collection in process of being made. We hope it may be used as a nucleus of a fund for the rebuilding of this historic hall, and thereby commemorating the victory of true democracy and individual liberty for which Guildhall has stood as a symbol for so many centuries and which, under your leadership, we know we shall achieve.

Yours very sincerely,

Sikorski."

Mr. Winston Churchill has replied to this letter in the following terms:

"My dear General Sikorski,

I am most deeply touched by your letter of January 1 and your gift of £450; as the first instalment of a collection which is being made by Polish serving officers and men and civilians in this country towards the rebuilding of the Guildhall.

This is a moving token, which will stir the hearts of everyone in this city and Empire. We see in it a symbol of the friendship of the great Polish nation, whose homes have been broken and whose monuments have been shattered, but whose free spirit will never crumble like bricks or stone.

I have sent your cheque to the Lord Mayor, who will shortly be writing to you to express his gratitude. I understand that for the moment no plans have been made for the rebuilding of the Guildhall, but it is suggested that until a decision is reached your gift should be set aside for a special purpose, perhaps for a window, which may stand as a record of the generosity of your countrymen and as a reminder of our common trials and common sacrifice.

Yours very sincerely,

Winston S. Churchill.

FOREIGN OFFICE NEWS DEPARTMENT

HEROISM OF POST OFFICE WORKERS.

Post Office workers, like the rest of the community, are waging a ceaseless battle against the enemy's forces of destruction. In hundreds of ways they are displaying courage and devotion in accord with the highest traditions of British character.

For security reasons, the full story of the heroism of Post Office workers cannot be told yet, but it is possible at this stage, without revealing essential facts to the Germans, to relate a few of the many incidents of personal fearlessness in the face of grave perils. Men and women alike share in acts of conspicuous gallantry, many of which have been brought to the notice of the authorities.

Take for example the elderly widow in sole charge of a small country exchange in her own house. Two powerful bombs only a few yards away were responsible for devastating damage. The door of her room was wrenched off, the windows blown in, glass and rubble littered the switchboard, yet in the darkness this determined woman kept at her work maintaining vital communications with the A.R.P. and fighting services. Her only companion, a small Scotch terrier, frightened by the loud explosions and the crashing masonry, jumped on to her lap, and there remained for the rest of the night until its mistress was relieved of duty in the early hours of the morning.

A Post Office engineer without waiting for instructions was responsible for a particularly courageous act, and imperilled his life in his successful effort to restore damaged communications.

Working near a munitions factory, this engineer saw enemy machines overhead. The next moment high explosives began to fall and he threw himself flat until the bombing was over. He then saw that the overhead telephone and power lines had been severed, and became aware that sulphuric acid and other fumes were escaping from the building. Realising that assistance could not be summoned, he covered his mouth and nose with a wet handkerchief and single handed began to repair the damaged lines with the utmost speed. It was absolutely necessary that communication with the outside world should be established without a moment's delay.

In the course of his work the engineer came into contact with the power wires and received a severe electric shock which knocked him to the ground. After a few minutes he recovered to continue the urgent work, and completed sufficient repairs for help to be obtained.

Two men on duty were badly injured in an air raid. As they lay helpless they instructed others what steps to take to safeguard tools and plant and indicated the work that should be done at once. Notwithstanding their own injuries they urged the rescue party to look after a third colleague first. They did, and found him dead.

Another Post Office worker on the engineering side had the misfortune to be on premises which received a direct hit. The building collapsed on him and he was buried beneath the wreckage for more than an hour. On being released he ran to the nearest spot to help in the repair of telephone lines to restore interrupted communications. Not until the work was satisfactorily completed did he bother about the injuries he had received in the bombed building.

During a violent bombing raid Post Office employees were repairing a fire alarm circuit. They knew the importance of the job, and ignored the bombs falling all around. Several people were killed as these plucky fellows laboured to put the fire alarm circuit into order.

On another occasion two men repairing a vital Defence circuit refused to leave their place in spite of the near presence of bombs which caused several deaths.

And surely the following is characteristically British! Within the space of a hundred yards several unexploded bombs had been dropped, and not far away cables were in urgent need of repair. Post Office workers volunteered for the job. Before the completion of the repairs, however, two of the bombs exploded, but none of the workers was injured.

Many other cases could be quoted of Post Office workers who, regardless of personal danger, carried on with their work in the interests of the nation.

Since his appointment as Postmaster-General Mr. W.S. Morrison has had few more pleasurable duties than writing personal letters to all grades of Post Office employees commending them for their courage and devotion. Some hundreds have been "Mentioned in G.P.O. Despatches", and several have been decorated for their meritorious conduct.

16/1/41 - No. 24.

OFFICIAL ADMIRALTY COMMUNIQUE

The Board of Admiralty regrets to announce that H.M.S. SOUTHAMPTON (Captain B.C.B. Brooke, R.N.) has become a total loss. As announced on the 14th January H.M.S. SOUTHAMPTON was hit during air attacks on our ships in the Mediterranean. Fire broke out on board. As the result of damage, the fire later attained such proportions that it became necessary to abandon the ship. H.M.S. SOUTHAMPTON had subsequently to be sunk by our own forces, when it was found impracticable to tow her into port.

The great majority of the crew have been saved.

ADMIRALTY, S.W.1.

16/1/41 - No.25.

OFFICIAL ADMIRALTY COMMUNIQUE.

Information has been received that H.M. Submarine PANDORA (Lieutenant-Commander J.W. Linton, R.N.) has sunk two Italian supply ships in the Central Mediterranean.

Both the enemy supply ships were of about 5,000 tons and both were southbound. One of them was seen to have a deck cargo of motor transport.

ADMIRALTY

S.W.1.

SCRIPT OF A BROADCAST ON CAR LIGHTING, BY MR. WILLIAM MABANE, M.P.,
PARLIAMENTARY SECRETARY TO THE MINISTRY OF HOME SECURITY IN THE HOME
SERVICE, AFTER 9 P.M. NEWS.

I want to talk about lights on the roads - on motorcars, lorries, bicycles. It's a difficult matter. In one way, it would be best if there were no lights at all, but that would hold up the life of the country in a way we can't contemplate. So we've devised Regulations which provide lights of real use to road users with the smallest risk of being seen from the air. In making our plans we have been guided by airmen who have told us what they can see and what would be of use to them if they were enemy raiders.

Nevertheless, a lot of people think the lights on the roads are too bright. From all parts of the country complaints come of vehicles on the road revealing something, so it's thought, to the enemy. They look at the lights from eye-level. If the Regulations are complied with, then the lights can't be too bright, and in many cases of complaint it's the complainants who are wrong and the motorists who are right. If, I say. But there are undoubtedly many cases in which road users have, either carelessly or foolishly, not interpreted the Regulations correctly. They haven't bothered to dim their side-lamps correctly - they haven't bothered, that is to say, to ensure that the lamp is of the proper power, and the aperture reduced to an inch in diameter or they haven't fitted a correct headlamp mask properly. The pattern of headlamp mask recommended by the Government, fitted as the Government recommend, gives a big enough field of vision for a motorist driving at a suitable pace. The Government pattern of mask is the one you should use. I know - I've travelled many hundreds of miles in the black-out behind such a mask without any danger to myself or any other road user. On the other hand, even the proper mask fitted incorrectly produces a glare that blinds other road users and gives enough light to assist the enemy.

I want to speak very frankly to all road users. You've a public duty in this matter. If you're using the roads at night and producing a glare you may be guiding the enemy to an objective or attracting bombs to your own light. This may not involve you in much danger, for we may be fairly sure that if the enemy raider aims at your light he will hit something or somebody else. In time of war there's no excuse for carelessness in this matter. So before you go on the road again examine your lights - side-lights, head-lamp and rear-light. Make sure that your lights conform to the Regulations, particularly the head-lamp. What are the tests you must apply? Your side-lights must be 1 inch across - no more and no less - exactly the size of a halfpenny - and must be visible at 30 yards and not visible at 300 yards. Your masked headlamp must not throw any light above the horizontal. In that connection remember that your car bumps about a bit: that sometimes people may be sitting in the back seats. So for safety's sake make sure that your car, even with a full load, doesn't throw light above the horizontal. Be well within the margin of safety. If you've a proper mask properly fitted and your head-lamp bulb doesn't exceed 36 watts, you should be all right. And don't forget your rear-light either. Your rear-light too must also have an aperture of 1 inch and must be clearly visible at 30 yards but not visible at 300 yards.

No road user wants to assist the enemy. This is a simple matter, in which we can all co-operate. It won't do simply to say that it's the job of the police to enforce the Order and to wait for a constable to pull you up. Be your own policeman. In those areas accustomed to heavy raiding, road lights are by no means bad, but in some of the others there are a great many of you whose lights are appalling. I ask you, any of you whose lights are not as they should be, to put them right and to put them right at once; and don't drive at nights unless you must.

BRITISH BROADCASTING CORPORATION.

16/1/41 - No. 27.

AIR MINISTRY BULLETIN No. 2798.

Air Ministry News Service.

A HEAVY ATTACK ON WILHELMSHAVEN.

After the first wave of aircraft of Bomber Command had arrived at Wilhelmshaven last night, it was only necessary for the strong force which followed to find the Dutch coast; from there onwards they were led by the glare in the sky right across Holland and across some 50 miles of Germany, to the waste of flame which was all that many pilots could see when they reached the main base of the German North Sea Fleet.

The chief focus of our attack was the Bauhafen, the great square harbour joined by the Hafen canal to the outer harbours and to the sea. In a restricted area around this harbour are crowded slipways and docks, engineering works of all kind, storehouses, assembling sheds, armour-plate shops, foundries, iron works and gun stores. In the dry dock of the Marinewerfte on the north 24 submarines can be built at the same time and the harbour itself, with its great floating cranes, was designed to take the largest warships. The main railway station at Wilhelmshaven lies a few hundred yards to the south-west but there are power stations closer still both to the north and the south of the harbour. To the east there are many naval barracks.

When they returned there was no need to ask the pilots which of this huge collection of objectives had been hit or set ablaze. The areas of raging fire which our pilots reported covered thousands of square yards on each side of the harbour, and a large proportion of the military objectives of Wilhelmshaven lay within this area.

"It was more like stoking than bombing", a pilot said. "We just shovelled our bombs into the fires and watched them increase".

/At

At times the sweeping flames and the black smoke above them obscured all detail, but at intervals some signal instance of disaster prevailed above the general conflagration. A minute after one pilot had seen his high explosive bombs burst there was an astonishing disturbance among the flames and debris was thrown by an explosion a thousand feet into the air; three minutes later the same thing happened again.

For some time a skeleton of a burnt out building, a vast rectangular framework, made a black silhouette in the midst of a half square miles of fire west of the Bauhafen. By the power station to the north of the harbour the flames burnt even more fiercely than elsewhere.

As our aircraft left, all such details were swiftly lost to sight but the haze remained to light the sky behind them for a hundred and thirty miles of the homeward journey. This first attack of the night lasted from eight in the evening until soon after midnight. A second attack was made between five and six in the morning and the pilots who were over at this hour saw the Bauhafen still encircled by wide ramparts of fire. Though the moon was still shining brightly the smoke of these fires hid part of the town but the pilots had no real difficulty in finding their way to the naval dockyards.

And their attack was as successful, within its limits, as the previous large scale raid. They started many new fires and also encouraged the flames they had found burning when they arrived.

The weather favoured both attacks, and, throughout the night visibility was excellent. Beyond Wilhelmshaven several pilots saw banks of low cloud massing in the distance, but the city itself was exposed throughout the whole period of the raids.

Few targets in Germany are as well defended as this naval base and our pilots had to pass through a prodigious barrage of anti-aircraft fire. One pilot had the unpleasant experience of being held four times by searchlights while the anti-aircraft guns blazed away at him.

From the aircraft which is missing there came a last message home to say that its mission had been completed.

16/1/41 - No. 29.

AIR MINISTRY No. 2803.

AIR MINISTRY & MINISTRY OF HOME SECURITY COMMUNIQUE.

There has been very little enemy air activity over this country today.

Bombs were dropped at two points in East Kent. No damage or casualties were caused.

A second enemy bomber was destroyed during last night by our night patrols.

16/1/41 - No. 30.

The Home Secretary today attended a meeting of the Central Conference of Chief Constables at the Home Office and discussed with them various questions affecting police administration in wartime.

This is the first meeting of the Central Conference held since Mr. Morrison took office as Home Secretary.

HOME OFFICE.

16/1/41 - No. 32.

AIR MINISTRY BULLETIN NO. 2801.

Air Ministry News Service.

BRITISH SOLDIERS AS "CHORUS" IN OLD LIBYAN FORT.

An R.A.F. officer overtaken by a sandstorm while making for Tobruk took refuge in an old Libyan fort. The stronghold was built high on the escarpment, about two miles from the track leading to El Adem and was little more than a windswept heap of stones and rubble. There were, however, two or three small stone structures inside the outer wall where shelter seemed possible. The whole place was enshrouded with a dense yellow sand fog. Visibility was impossible even for a distance of three yards. To breathe was like sucking in sulphur fumes. A donkey brayed, and very dimly through the sand cloud the animal led the way to what was once a stable.

The Italians had been in occupation a few days before, but had left this isolated beast to fodder itself.

To the surprise of the R.A.F. officer, there was another sign of life. He stumbled over the hot embers of a recent camp fire, and then to everyone's surprise, heard through the blinding storm someone singing in English. Crouched in the corner of one of the stone structures sat a party of pilots - two Rhodesians, two Australians and four English. They were also sheltering and had dispersed their aircraft nearby. Two hours after the storm cleared and from the high altitude a view of the countryside was possible. Within sight were the remains of no fewer than sixteen Italian aircraft.

Air Ministry News Service

ONE PILOT DESTROYS TWO NIGHT RAIDERS

Single-handed, a fighter pilot last night shot down and destroyed two German night raiders. One of the bombers came down on land near the Thames Estuary, two of the crew being taken prisoner. The other crashed on the outskirts of a town in Essex.

The pilot's two victories were scored in the course of two separate patrols, the first shortly after midnight and the second some four hours later. He shot down his first victim, a Heinkel 111, after a running fight which began over London. Riddled with bullets and with both engines out of action, the bomber crashed near an Essex market town with an explosion that shook the neighbourhood. The sole survivor of the crew who escaped by parachute was promptly captured.

The pilot's second victim was intercepted over Essex. The raider, damaged by the first burst of fire, turned for home but was re-engaged and shot down before it could cross the coast. Two of the crew were seen to abandon the machine by parachute and have since been taken prisoner.

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16.1.41. No.35

The Press Service of Free France in London stated to-day:

Radio Lyons broadcast yesterday a statement by a "French Naval Officer" who, on his return from Tahiti asserted that British forces have taken possession of that island. Tahiti belongs to France and have now rallied to Free France. There are no British forces, whether Naval or military, nor any British civil authority in the whole of the French possessions in the Pacific.

The Governor of Tahiti, M. de Curton, is under the authority of M. Sautot, Free French High Commissioner in the Pacific, whose residence is at Noumea, New Caledonia.

Moreover, Tahiti is making a great military effort. Several hundred voluntary recruits have been equipped. These are in addition to the normal garrison which is under the command of its regular officers. These volunteers, on completing their training, will join the other Free French Forces in various theatres of war.

MINISTRY OF INFORMATION.

Air Ministry News Service.

THE SKELETON OF EL ADEM.

The vast Italian aerodrome of El Adem, the largest in Libya, is now an aircraft morgue - a graveyard where the skeleton remains of 87 Italian aeroplanes rot and bleach in the sun. Most of them had been rendered unserviceable by R.A.F. bombing and ground strafing, and had finally been fired by the evacuating Italians to make repair impossible.

The R.A.F. officers were among the first to arrive. The place was desolate, and the only sign of movement was the flutter of a tattered wind-sock. For an area of two square miles there was no sign of life. Derelict aircraft were dispersed as far as the eye could see, and in one hangar alone, were twenty-two burnt out skeletons. In the large machine shop were about two dozen propellers, a dozen engines and some thousands of spare parts.

The Italians had made El Adem a very comfortable base. There were billiard tables in the officers quarters, shower baths and up-to-date kitchens. Tennis and badminton courts were laid out, and contributed to the ghostly desolation of the scene.

In the office of the El Adem aerodrome commander was a collection of war souvenirs. These included fragments of British bombs which had fallen on the aerodrome. All were carefully mounted and labelled. The earliest piece of metal bore the date - 14 June, 1940, just a day or two after the Italians entered the war.

The large electric power station had been left unsabotaged, and the remains of the wireless installation showed the importance of its structure. In the huge joiner's shop were discovered ten squares of canvas with R.A.F. identification circles. The machine shops were elaborately installed with up-to-date lathes and mechanical devices. One isolated S.79 which had not been destroyed by fire was riddled from nose to rudder with bullet holes - a standing testimony to R.A.F. marksmanship on grounded aircraft. Three fighters within one hundred yards of each other had crashed on their noses.

The officers' and administrative quarters had been ransacked before the departure of the Italians, and loose maps and documents fluttered idly over the runways. Scattered around the hangars were hundreds of oxygen cylinders, articles of equipment, bicycles, bomb racks and even such incongruous items as dart boards and Chianti bottles.

Despite the utter desolation of the place, long range guns from Tobruk shelled the aerodrome on the night of January 12. It was needless, and there were no casualties. All around the aerodrome high stacks of Italian provisions and even aircraft fuel remained untouched, a true indication of the speed at which the enemy must have fled.

AIR MINISTRY BULLETIN NO. 2775.

16.1.41. - B No. 37.

CASUALTY LIST No. 57.

CORRECTION.

On page 1, please read:

"RENAI. No. 580978 not 480978

On Page 6, please insert under

"DIED ON ACTIVE SERVICE"

"LING, 937983, L.A.C. D.J.".

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Thursday, January 16th, 1941.

MINISTRY OF INFORMATION

NEWS BULLETIN No. 251.

THOUSANDS FOR FIGHTER AIRCRAFT

The Minister of Aircraft Production acknowledges with gratitude the following gifts towards the purchase of aircraft:-

Eccles A.S.F. Spitfire Fund	5 £ 224. 11. 9.
Penzance Spitfire Fund (further contribution)	900. 0. 0.
Accrington Spitfire Fund	2,500. 0. 0.
Bradford Spitfire Fund (further contribution)	5,000. 0. 0.
Newcastle-upon-Tyne Fighter Fund	10,000. 0. 0.
Bradbury and Romily Spitfire Fund	5,400. 0. 0.
The people of Shipton-on-Stour	18. 0. 0.
Skinningrove Iron and Steel Works (further contribution)	206. 18. 0.
"Rotherham Advertiser" Fighter Fund (making £6,000 in all)	1,000. 0. 0.
The people of Thirklesby	33. 0. 0.
<u>Ministry of Aircraft Production</u>	<u>M.o.I. 1.</u>

NEW POST OFFICE OPENS IN CITY FIRE RAID AREA

Moorgate Post Office
has reopened at
33, Eldon Street, E.C.2.

Rubber stamps will impress these words on all letters delivered in the Moorgate area on Friday, Saturday and Monday. The old post office was destroyed in the fire bomb raid, but alternative premises have been secured at 33, Eldon Street, E.C.2., furniture and fittings moved in and the interior rebuilt as a post office in less than a week. It will be opened at 8.30 a.m. on Friday morning.

Notification of the opening of the new post office is being conveyed by notices on hordings and pillar boxes.

General Post Office

M.o.I. 2.

POLISH MINISTERS ENTERTAINED

At a luncheon in London Mr. Hugh Dalton, the Minister of Economic Warfare, recently entertained General Sikorski, the Polish Prime Minister, M. Stanoyk, the Polish Minister of Social Welfare, and M. Retinger. The other guests were Mr. Herbert Morrison, Mr. George Gibson, Chairman of the T.U.C., Mr. John Wilmot, Mr. Gladwyn Jebb and Mr. Hugh Gaitskell.

Ministry of Economic Warfare

M.o.I. 3.

Continued/

MINISTER OF HEALTH TO BROADCAST TOMORROW.

The Minister of Health (Mr. Malcolm MacDonald) will broadcast after the one o'clock news tomorrow, Friday, on "Nurses and the National Effort."

Ministry of Health

M.O.I. 4.

GRASS OUR WEAKNESS OR OUR STRENGTH

We have some 10,000,000 acres of second and third rate grass - every one of them an obstacle to good farming. They are a burden in peace time. In wartime they are a menace, for they are preventing the nation from putting forth its full agricultural effort.

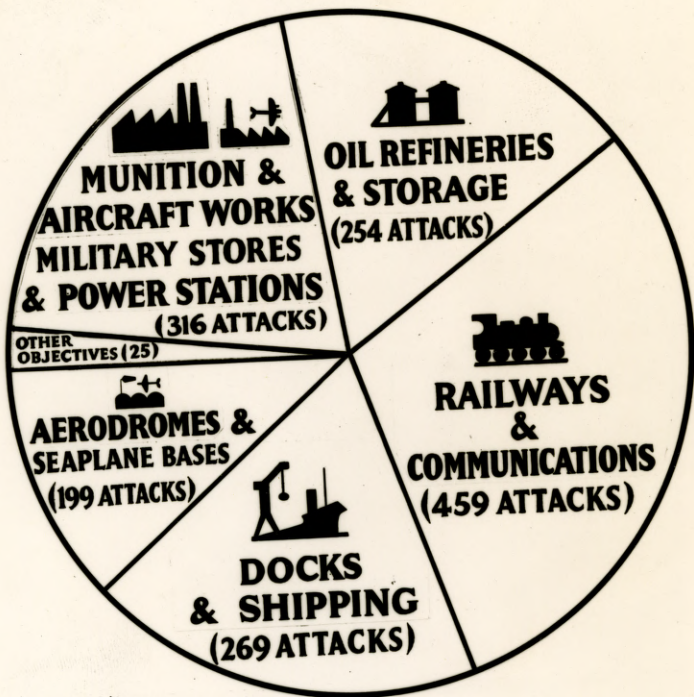
But this weakness can be turned to strength. There are three methods of achieving this. Some fields must be put to the plough now, to produce additional food as quickly as possible. Some fields must be improved to produce better grass, to make up for summer grazing lost from fields already ploughed. Some fields must be made ready now to turn over the productive crops a year or so hence, their fertility increased.

A new Growmore leaflet from the Ministry of Agriculture, No. 51, gives some helpful advice on these matters, including some remarks about the application of fertilisers under these conditions. It is obtainable free on application to the Ministry at Hotel Lindum, St. Annes-on-Sea, Lancs.

Ministry of Agriculture

M.O.I. 5.

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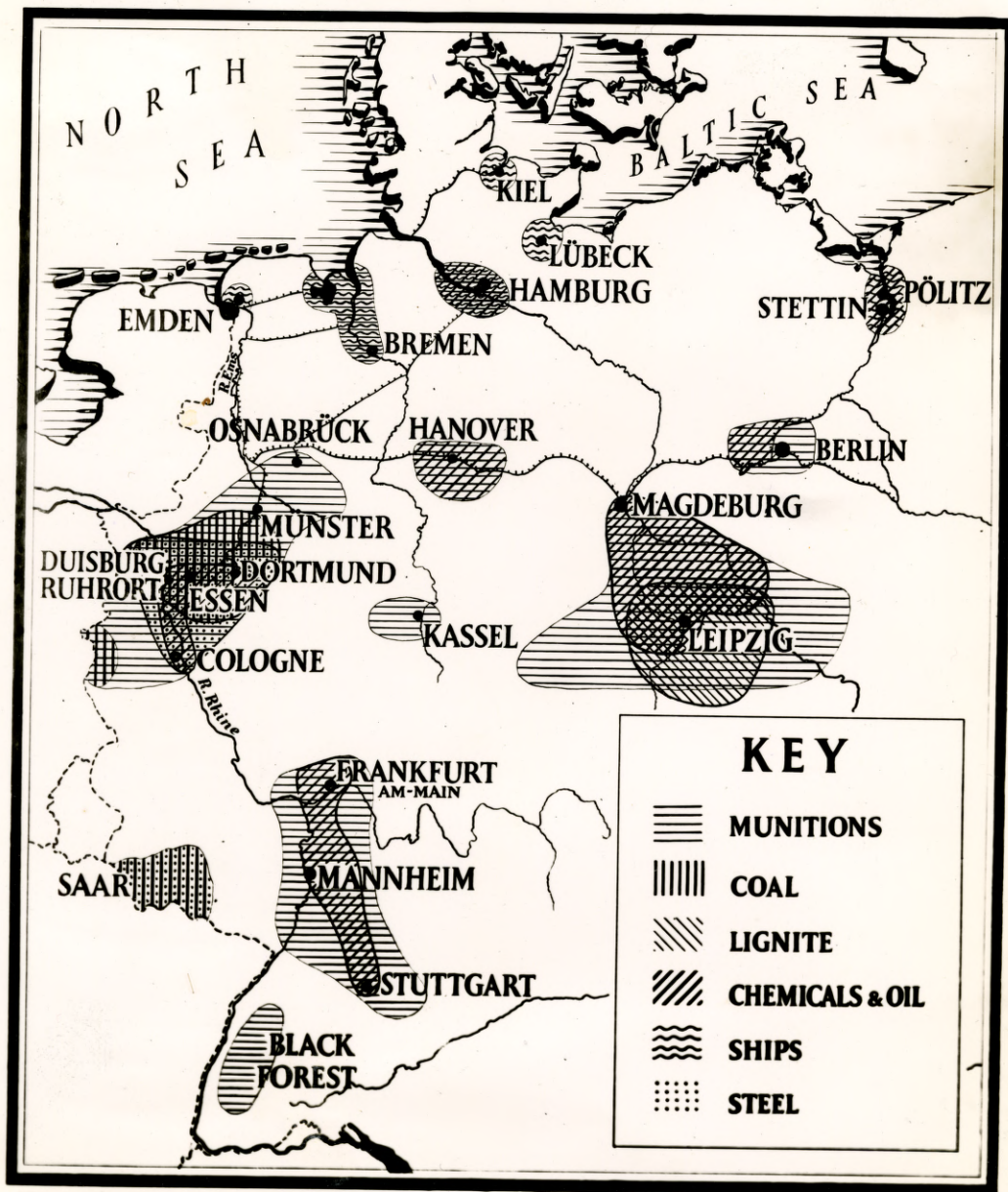


ISSUED BY THE MINISTRY OF INFORMATION.
No. D. 1821.

NO FEE FOR REPRODUCTION.

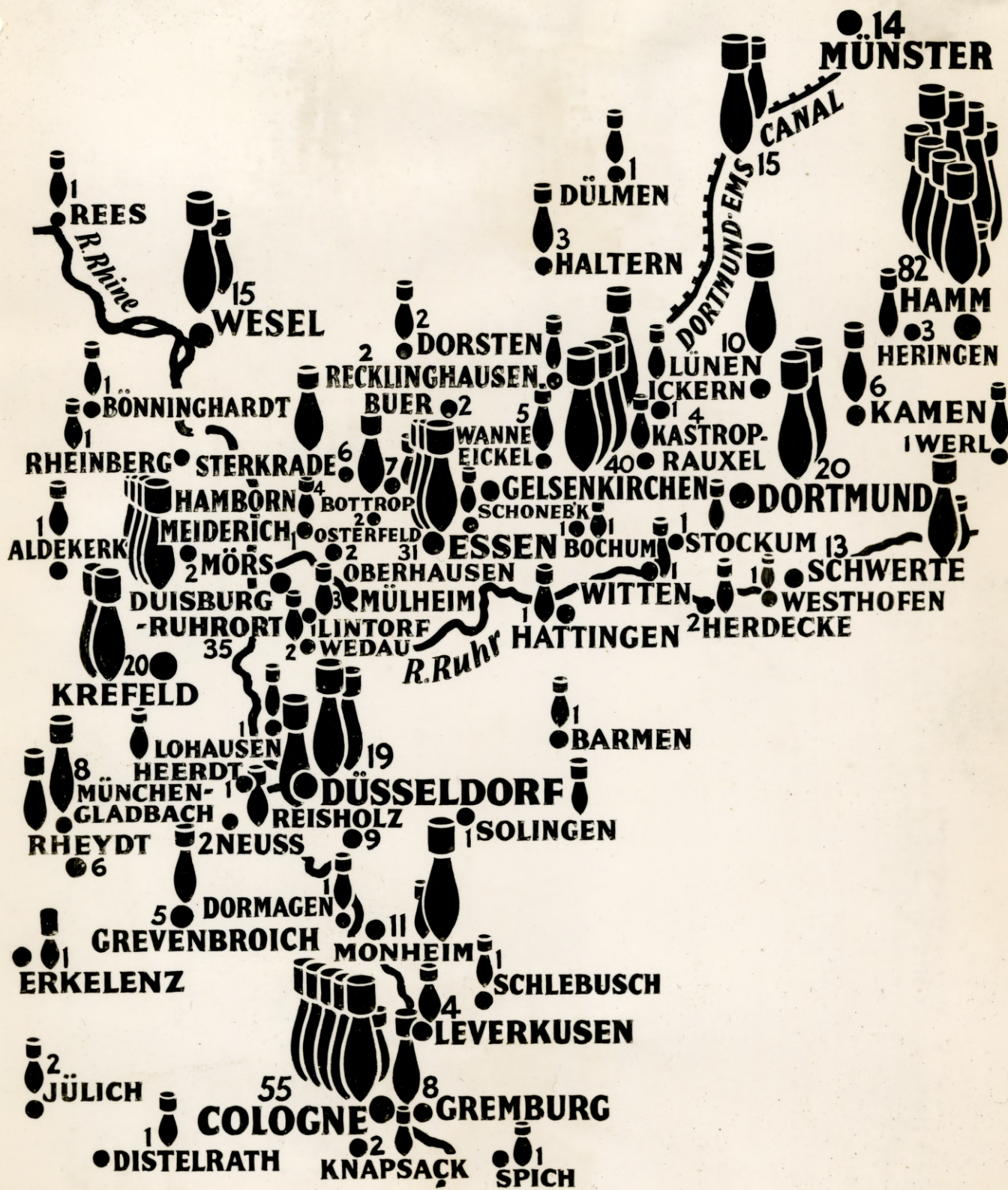
"D". In the course of 1400 area raids up to JAN. 1st 1941, over 1500 objectives are named as successfully attacked.

This shows the proportion of the different types of objectives bombed.



BRITISH OFFICIAL PHOTOGRAPH D. 1820
(Issued by the Ministry of Information).
NO FEE FOR REPRODUCTION.

"C" map showing location of Germany's main war industries. It is interesting to compare this with Map "A".



ISSUED BY MINISTRY OF INFORMATION.

No. D. 1819.

NO FREE FOR REPRODUCTION.

"B" enlarged map of Ruhr industrial zone

indicated by black area on Map "A".

MILES FROM LONDON
350

450

550

650



NORTH SEA

BALTIC SEA

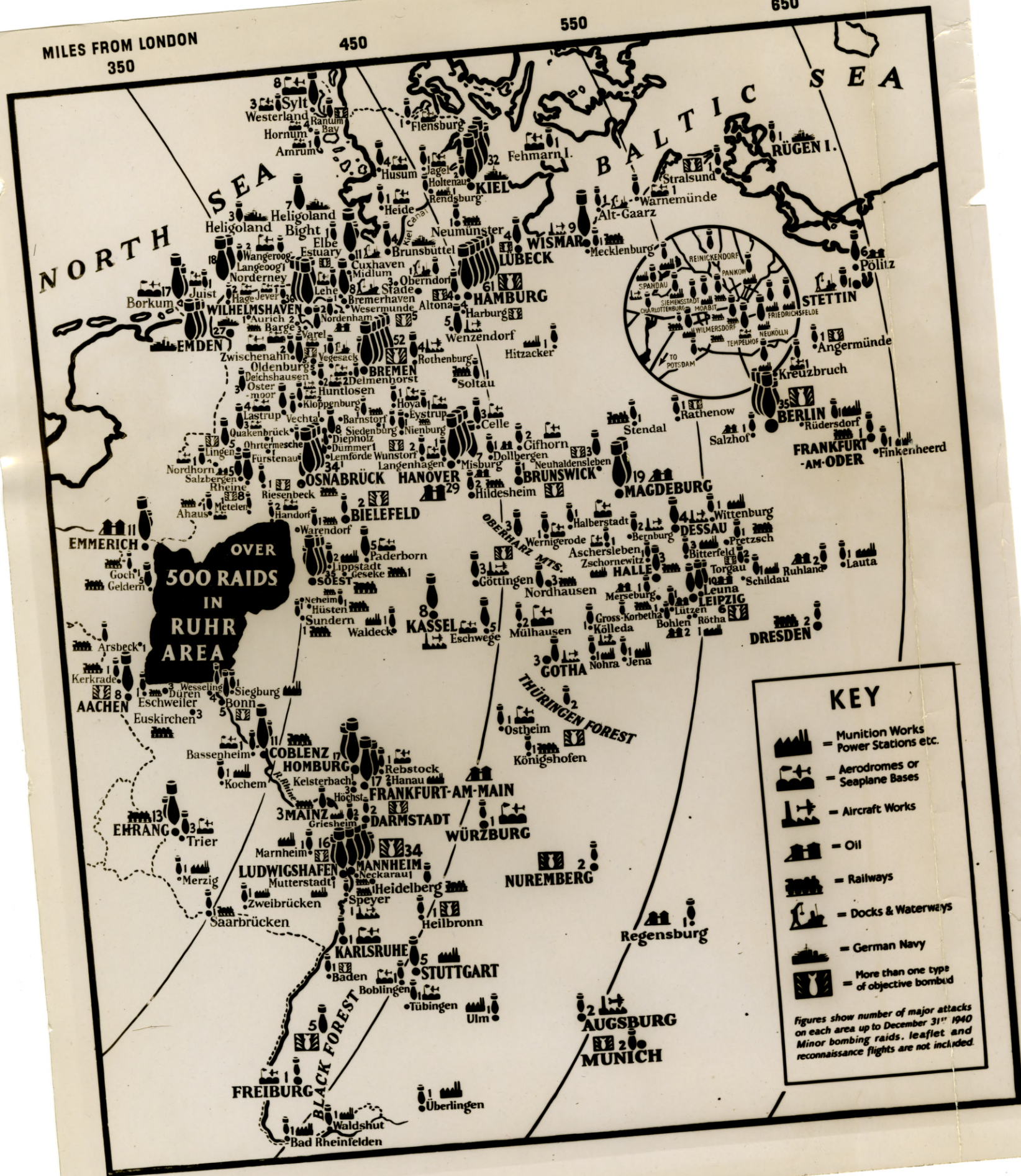
RÜGEN I.

OVER
500 RAIDS
IN
RUHR
AREA

KEY

-  = Munition Works
-  = Power Stations etc.
-  = Aerodromes or Seaplane Bases
-  = Aircraft Works
-  = Oil
-  = Railways
-  = Docks & Waterways
-  = German Navy
-  = More than one type of objective bomb

Figures show number of major attacks on each area up to December 31st 1940. Minor bombing raids, leaflet and reconnaissance flights are not included.



ISSUED BY MINISTRY OF INFORMATION.

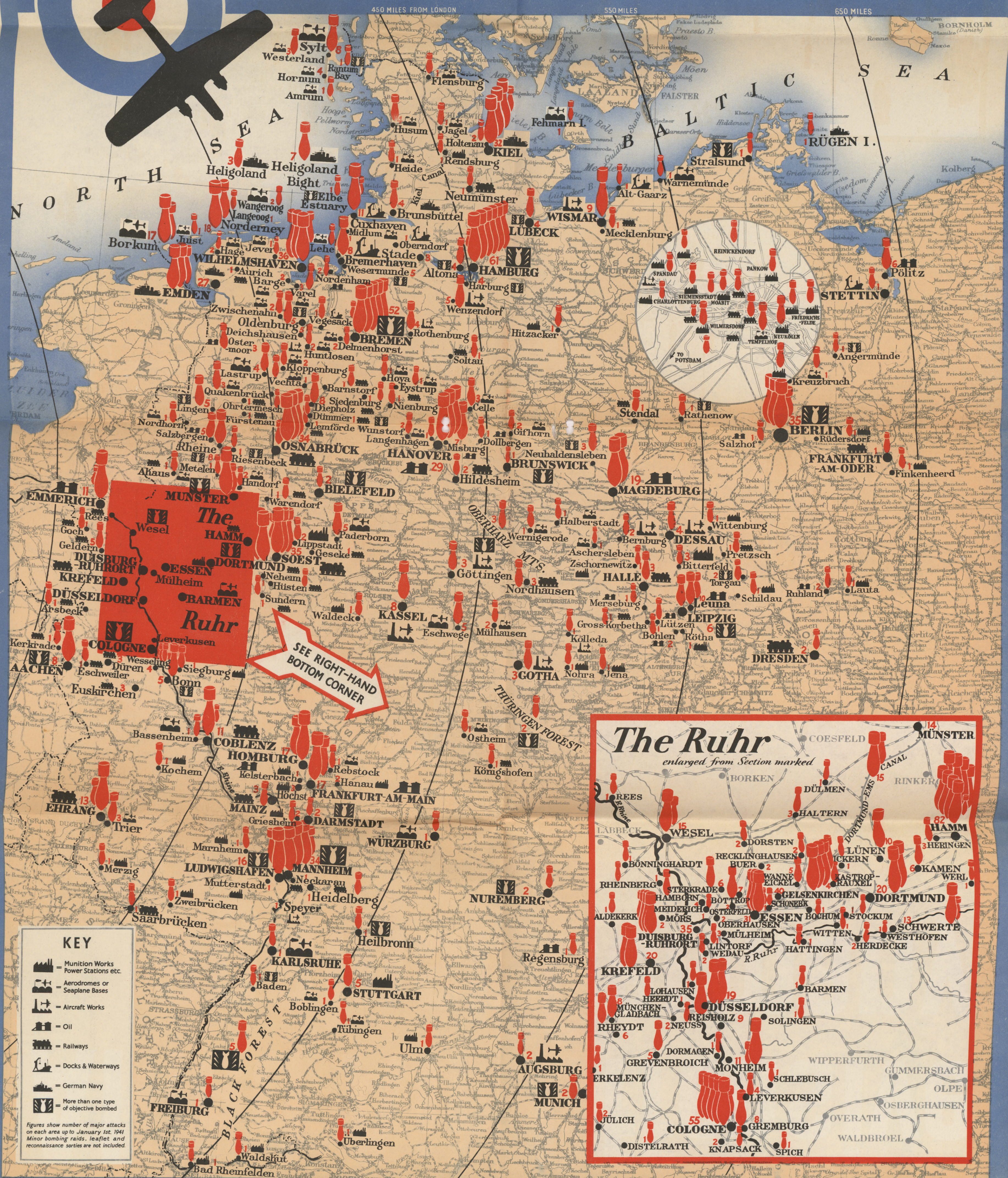
No. D 1818.

NO FEE FOR REPRODUCTION.

" A " Map showing raids on German territory up to JAN. 1st. 1941.
(Over 500 raids have taken place in the BLACK area indicating
the Ruhr industrial zone. See " B ").

This map should be compared with " C " which shows the
location of Germany's war industries.

UP TO JANUARY 1ST 1941



Figures show number of major attacks on each area up to January 1st, 1941. Minor bombing raids, leaflet and reconnaissance sorties are not included.

DETAILS OF THE ATTACKS

Following is a list of major bombing attacks carried out by the Royal Air Force over German territory between the outbreak of war, 3rd of September, 1939, and the 1st of January, 1941, as reported in communiqués issued by the Air Ministry. The name of the area visited is given in each case, together with the date of the attack and the objectives bombed. Minor bombing attacks, leaflet and reconnaissance sorties are not included. The number appearing in brackets after the description of the objectives bombed is that of the Air Ministry communiqué reporting the attack.

AREA	DATE OF ATTACK	OBJECTIVES BOMBED
AACHEN	22.5.40	Marshalling yards and bridges, wide area radiating from Aachen. (734/737)
	27.5.40	Various objectives and railway junction. (777)
	7.6.40	Railway line and tunnel few miles south of Aachen. (852)
	10.6.40	Railway line bombed one mile north-east of Aachen. (873)
	18.6.40	Various objectives. (908)
	4.7.40	Aerodrome. (1016)
	5.7.40	" (1030)
	14/15.9.40	Supply depots and goods yards. (1725/1729)
AHAUS	15.9.40	Rail communications. (1729)
ALDEKERK	11.5.40	Railway and road junctions and bridges. (664)
ALT-GAARZ	14/15.10.40	Harbour works. (2004)
ALTONA	3.8.40	Dock. (1281)
	15/16.11.40	Electric power station. (2279/2280)
	16/17.11.40	Electricity works. (2285/2291)
	24/25.11.40	Gasworks. (2359/2363)
AMRUM	13.8.40	Aerodrome. (1281)
ANGERMÜNDE	26/27.9.40	Direct hits on motor roads west of Angermunde. (1837)
ARSBECK	19.6.40	Railway junction. (913)
ASCHERSLEBEN	29/30.9.40	Aerodrome. (1867)
AUGSBURG	17.8.40	Bayerische Flugzeugwerke Messerschmitt factory. (1413)
	28.8.40	Messerschmitt factory. (1518)
AURICH	19/20.11.40	Railway junction. (2315/2318)
BADEN	30.6.40	Various objectives in region of Baden. (981)
BAD RHEINFELDEN	19.8.40	Aluminium works. (1434)
BARGE	30.6.40	Aerodrome. (981)
	10/11.9.40	" (1686)
BARMEN	18.6.40	Aerodrome buildings. (908)
BARNSTORF	9/10.9.40	Railway junction. (1677)
BASSENHEIM	29.9.40	Aerodrome near Bassenheim. (1858)
BERLIN	26/27.8.40	Various objectives, A.A. batteries and searchlight concentrations on the outskirts of the capital bombed. (1500/1501)
	28/29.8.40	Several important targets heavily bombed. (1530/1531)
	31.8.40	Various targets, which included petrol installations, aircraft factories and aerodromes, attacked. Fires and explosions resulted and it is estimated that considerable damage was done. (1559/1562/1563)
	31/1.9.40	Various objectives, including aircraft factories, aerodromes and lighting installations attacked. (1578/1580)

BERLIN

(continued.)

- 2/3.9.40 Electric power station attacked, also armament factory and lighting installations. (1612/1613)
- 4/5.9.40 Power station at Charlottenburg and aircraft component factory in Spandau district attacked, heavy bombs dropped, all on target area. Fires and big flashes suggested short-circuiting of the electrical installations. (1624/1625)
- 6/7.9.40 Power station, aeroplane factory, oil reservoirs and railway sidings attacked. Aero-engine works at Spandau set on fire. (1646)
- 9/10.9.40 Neukölln gasworks in Berlin suburb heavily bombed. (1677)
- 10/11.9.40 Potsdamer station in the centre of the city repeatedly hit with heavy bombs and several hundred incendiaries, one large fire and several small ones seen to break out. (1684/1688)
- 11/12.9.40 Anhalter station bombed, also a large railway yard south of Potsdam straddled with heavy and incendiary bombs. A.A. battery in the Tiergarten bombed. Tempelhof aerodrome attacked. (1700/1702/1704)
- 14/15.9.40 Tempelhof aerodrome bombed, also power station and various objectives to the north-west of the city. (1739/1740/1741)
- 23/24.9.40 Various objectives attacked in the Berlin area including: Rangsdorf railway station, Grunewald goods yard, Wilmersdorf electric power station, Danzigerstrasse gasworks, Neukölln gasworks, Brandenburg motor works, West power station at Charlottenburg, Moabit and Klingenberg power stations; railway junction to the east of the West power station, B.M.W. aero-engine works, Siemens cable works, B.M.W. aero-engine works at Spandau, Tempelhof aerodrome, Potsdamer station, junction near Potsdam, railway yards near Potsdamer and Lehrter railway stations, Friedrichsfelde power station. (1801/1802/1806)
- 24/25.9.40 Number of military objectives in the heart of the city attacked, including the electric power station at Friedrichsfelde. A blast furnace in the south-eastern suburbs and the Siemens and Halske factories also bombed. (1813/1814)
- 25/26.9.40 Attacks on Klingenberg power station, West power station, Schöneberg railway yard, on the main railway junction near the Charlottenburg district, the Tempelhof aerodrome and nearby railway sidings. (1823/1825)
- 29.9.40 West power station, Friedrichsfelde main transformer and switching station, A.A. gun positions. (1858/1860)
- 30/1.10.40 West power station, Klingenberg power station, railways, factory. (1875/1876/1878)
- 1/2.10.40 Electrical equipment factory. (1881/1882)
- 7/8.10.40 Moabit power station, West power station, Tegel coal-gas plant, Wilmersdorf power station, Brandenburg aero-engine works at Spandau, electrical equipment factor at Gartenfeld, main line at Rummelsburg, Charlottenburg railway yards, Tempelhof railway yards and goods sidings. (1941/1943)
- 12/13.10.40 Electric power station, gasworks, goods yards and several other targets. (1986/1988)
- 14/15.10.40 Various objectives including Danzigerstrasse gasworks, Tempelhof railway yards, sidings near Lehrter station. (2001/2002)

BERLIN*(continued)*

- 20/21.10.40 Guter Moabit railway yard, north-western suburb industrial target, important target in heart of city, Putlizstrasse railway yards, Lehrter railway yards, Charlottenburg goods sidings, other targets in central area. (2046/2048)
- 23/24.10.40 Berliner electricity works at Charlottenburg, Klingenberg power station, Tempelhof, Lehrter and Putlitzstrasse railway yards, Potsdamer station. (2072/2074)
- 23/24.10.40 Factory east of Berlin. (2077)
- 24/25.10.40 Putlitzstrasse and Lehrter railway yards. Targets in central Berlin. (2081/2083)
- 26/27.10.40 Moabit power station, Putlitzstrasse and Lehrter main railway yards, Brandenburg aero-engine factory at Spandau. (2101/2102)
- 29/30.10.40 Electrical works and various targets. (2126/2127)
- 1/2.11.40 Klingenberg power station, Charlottenburg power station, Putlitz railway yard. Goods yards between Lehrter and Putlitzstrasse stations and between Potsdamer and Anhalter stations. Tiergarten railway station. Schlesischer station. Brunnenstrasse main line junction. (2157/2159/2162)
- 6/7.11.40 Spandau aero-engine works. Railway junction north-west of the city. (2193/2195)
- 13/14.11.40 Schlesischer railway station. Grunewald goods yards and main line tracks. Railway junction near Potsdam. Tempelhof railway yards. (2256/2259)
- 14/15.11.40 Schlesischer station and goods yards. Railway yards at the Putlitzstrasse, Lehrter, Anhalter and Tempelhof stations. Anhalter and Stettiner railway stations. Goods yards between Potsdamer and Anhalter stations. Nordenbahn. Charlottenburg power station. Wilmersdorf power station. (2266/2271)
- 19/20.11.40 Electrical equipment factory, railway goods yards, various other objectives. (2315/2318)
- 23/24.11.40 Putlitzstrasse and Lehrter railway goods yards, railway yards between Potsdamer and Anhalter stations, Potsdamer station. (2349/2350/2352)
- 26/27.11.40 Railways. (2379/2380)
- 15/16.12.40 Factories, railway objectives, power stations, goods yards. (2532/2534)
- 20/21.12.40 Aero-engine factory, main railway station, A.A. batteries and searchlights, goods yards, factories, railway stations, West Harbour. (2574/2578)

BERNBURG

- 14.8.40 Subsidiary Junkers factory. (1375)

BIELEFELD

- 16.8.40 Junkers assembly plant. (1413)

- 20.6.40 Various objectives. (926)

BITTERFELD

- 13.7.40 Aerodrome. (1196)

- 1/2.9.40 Aluminium works. (1586/88/89)
- 29/30.9.40 „ „ (1865)
- 12/13.10.40 Two aluminium alloy smelting plants. (1986/1990)

BLACK FOREST

- 2/3.9.40 Various objectives. (1612/1614)
- 4/5.9.40 „ „ (1624/1625)
- 5/6.9.40 „ „ (1635/1638)
- 6/7.9.40 „ „ (1646)
- 7/8.9.40 War materials stores. (1663)

BOBLINGEN

- 2/3.9.40 Aerodrome. (1568)

BOCHUM

- 6/7.9.40 Railway sidings. (1653)

BOHLEN

- 17.8.40 Benzine oil plant. (1413)

BOMLITZ

- 14/15.10.40 Oil plants. (2001/2004)
- 19.7.40 Aerodrome. (1161)
- 6/7.11.40 „ (2195)

BOBMS ON GERMANY—7

BONN

22.5.40 Aerodrome. (738)
 15.6.40 Railway line. (898)
 27.6.40 Aerodrome. (966)
 30.8.40 Blast furnace near Bonn. (1545)
 19/20.12.40 Goods yards. (2564/2567)

BÖNNINGHARDT

14.7.40 Aircraft. (1124)

BORKUM

28.11.39 Seaplane base. (186)
 13.12.39 " " (232)
 15.12.39 " " (239)
 17.3.40 Naval ships near Borkum. (457)
 20.6.40 Aerodrome. (926)
 26.6.40 " (959)
 30.6.40 " (981)
 10.7.40 " (1087)
 14.7.40 Seaplane base. (1124)
 25.7.40 " " (1212/1213)
 6.8.40 Aerodrome. (1299)
 13.8.40 Seaplane base. (1362/1363)
 12.9.40 Aerodrome and seaplane base. (1702)
 22.9.40 Supply ship south of Borkum. (1790)
 2/3.10.40 Aerodrome. (1893/1896)
 13/14.10.40 Gun positions. (1997)
 15/16.11.40 Seaplane base. (2280)

BOTTROP

26.7.40 Oil supplies (synthetic oil works) (1223/1224)
 4.8.40 Oil plant. (1286)
 23.8.40 " " (1470/1471)
 30.8.40 Oil refinery and tanks. (1545/1546)
 2/3.10.40 Oil plants. (1893/1896)
 10/11.10.40 Factories. (1967/1971)
 24/25.10.40 Goods yards. Blast furnaces and main line tracks near Bottrop. (2083/2085)

BREMEN

18.5.40 Storage tanks. (706/711)
 28.5.40 Targets near Bremen. (787)
 19.6.40 Oil tanks. (913/914)
 22.6.40 Factories, Focke-Wulf aircraft works. (940)
 26.6.40 Aircraft factory, supply train. (959)
 27.6.40 Oil refinery. (966)
 1.7.40 Oil refinery and aircraft factory. (987)
 5.7.40 Aircraft factory. (1030/1031)
 7.7.40 Shipbuilding yard. (1049)
 10.7.40 Naval dockyards. (1087)
 12.7.40 Docks. (1105)
 14.7.40 Docks and aircraft factories. (1123/1124)
 15.7.40 Focke-Wulf aircraft factory and oil refinery. (1130/1131)
 19.7.40 Focke-Wulf aircraft factory and oil depot. (1158/1161)
 20.7.40 Focke-Wulf aircraft factory and oil depot. (1161)
 21.7.40 Docks. (1169)
 22.7.40 Focke-Wulf aircraft factory, also oil storage. (1179)
 22.7.40 Oil tank. (1191)
 23.7.40 Focke-Wulf aircraft factory. (1196)
 24.7.40 Aerodrome. (1206)
 26.7.40 Oil supplies. (1223/1224)
 28.7.40 Docks and wharves. (1242)
 26.8.40 Docks. (1500)
 31.8.40 Railway junction, goods yards. (1563)
 8/9.9.40 Barge concentrations and shipping. (1670)
 9/10.9.40 Dockyards. (1677)
 10/11.9.40 Docks, Focke-Wulf aircraft factory. (1686/1690)
 11/12.9.40 Shipbuilding premises. (1702/1704)
 23/24.9.40 Shipyards and docks. (1806)
 26/27.9.40 Port and dockyards. (1837)
 29.9.40 Dockyards. (1858)
 30/1.10.40 Goods yards and rail communications. (1875/1876/1878)
 7/8.10.40 Aerodrome. (1935/1943)
 8/9.10.40 Shipbuilding yards. (1948/1952)
 11/12.10.40 Docks. (1981)
 12/13.10.40 Highway bridge. (1990)
 16/17.10.40 Docks. (2019)
 23/24.10.40 Factory east of Bremen. (2077)
 24/25.10.40 Rail junctions near Bremen. (2085)
 25/26.10.40 Docks. (2091/2092)

BOMBS ON GERMANY—8

BREMEN

(continued.)

- 26/27.10.40 Naval docks, railway communications and two bridges near Bremen. (2101/2102)
- 28/29.10.40 Deutscheschiff und Maschinenbau company's yards, warehouses and dockside factories. (2117/2118)
- 29/30.10.40 Docks. (2127/2130)
- 5/6.11.40 Naval dockyards. (2185/2190)
- 10/11.11.40 Oil storage tanks. (2232/2235)
- 14/15.11.40 Aircraft factory. (2270/2271)
- 16.11.40 Oil refinery. (2285)
- 19/20.11.40 Railways. (2315/2318)
- 29/30.11.40 Deutscheschiff und Maschinenbau company's naval shipbuilding yards. (2397/2398)
- 9/10.12.40 Aircraft factory. (2487)
- 13/14.12.40 Factories, railways, warehouses. (2516/2517)
- 15/16.12.40 Port. (2532)

BREMERHAVEN

- 21.7.40 Jetty. (1178)
- 11/12.9.40 Docks and ships. (1702)
- 23/24.9.40 Shipyards and docks. (1806)
- 11/12.10.40 Docks. (1977)
- 24/25.10.40 Docks and shipping. (2085)
- 5/6.11.40 Seebach shipbuilding yards and Columbus Bauhafen. (2185/2190)
- 13/14.11.40 Docks. (2256/2259)
- 19/20.11.40 „ (2315/2318)

BRUNSBÜTTEL

- 4.9.39 Naval base. (12)
- 19.6.40 „ „ (926)
- 6.7.40 „ „ (1049)
- 23/24.10.40 Factory. (2077)

BRUNSWICK

- 21.8.40 Anti-aircraft guns. (1461)

BUER

- 1/2.11.40 Aerodrome. (2161)
- 17/18.11.40 Synthetic oil plant, aerodrome. (2297/2301)

CELLE

- 3/4.9.40 Aerodrome. (1613)
- 9/10.9.40 Aerodrome and railway junction. (1677)

COBLENZ

- 26/27.10.40 Main line station. (2101/2102)
- 24.5.40 Communications. (754)
- 18.6.40 Various objectives. (908)
- 23.8.40 Railway junction. (1470)
- 11/12.9.40 Key rail centres and goods yards* (1702/1704)
- 19/20.9.40 Main railway lines. (1777)
- 29/30.9.40 Railways. (1867)
- 1/2.10.40 Goods yard and rail centre. (1881/1882)
- 9/10.10.40 Goods yards and rail communications. (1962)
- 23/24.10.40 Goods yards. (2077)
- 28/29.10.40 Railway yards. (2117/2118)
- 28/29.11.40 Sidings and goods yards, aerodrome. (2391/2393)

COLOGNE

- 20.5.40 Railway junctions. (745)
- 24.5.40 Communications. (787)
- 4.6.40 Railway yard. (839)
- 12.6.40 Various objectives. (883)
- 15.6.40 Marshalling yard. (898)
- 18.6.40 Goods yards. (908)
- 19.6.40 Munition works. (913)
- 26.6.40 Chemical works. (959)
- 27.6.40 Oil refinery. (966)
- 29.6.40 Blast furnace east of Cologne* (978)
- 30.6.40 Various objectives. (981)
- 2.7.40 Aerodrome. (991)
- 5.7.40 Communications. (1030)
- 6.7.40 Railway junction. (1043)
- 11.7.40 Munitions works near Cologne. (1105)
- 31.7.40 Aluminium factory. (1263)
- 3.8.40 Goods yard. (1286)
- 9.8.40 Supply depot. (1322)
- 10.8.40 Munition factory. (1331)
- 11.8.40 Explosives factory. (1337)
- 11.8.40 Power station (another raid). (1338)
- 13.8.40 Blast furnace north-east of Cologne. (1375)
- 15.8.40 Railway sidings and power station. (1388)
- 26.8.40 Supply depot. (1500)
- 27.8.40 Various objectives. (1512)
- 30.8.40 Union Rheinische Company* (1545)

COLOGNE

(continued.)

1.9.40	Union Rheinische Company. (1578)
11/12.9.40	Rail centres and bridge, goods yards. (1702)
28/29.9.40	Goods yard. (1858)
29/30.9.40	Goods junctions. (1867)
1/2.10.40	Oil plant, power station, railway yards. (1881/1882/1888)
2/3.10.40	Goods yards. (1893/1896)
5/6.10.40	„ „ (1917)
9/10.10.40	Oil plant and munitions factory, railway communications and goods yards. (1959/1962)
12/13.10.40	Oil plant and goods yards. (1986/1990)
12/13.10.40	Hangelar aerodrome. (1990)
15/16.10.40	Various objectives. (2009/2012)
20/21.10.40	Aluminium works. (2048)
26/27.10.40	Union Rheinische Braunkohlen oil plant. (2101/2102)
27/28.10.40	Industrial plants. (2112)
28/29.10.40	Refinery and goods yards. (2117/2118)
29/30.10.40	Goods yards. (2130)
6/7.11.40	Railway yards and junction near Cologne. (2193/2195)
8/9.11.40	Goods yards. (2219)
12/13.11.40	Oil plant. Railway centre and factory near. (2249)
13/14.11.40	Electric power station, oil refinery, railway. (2256/2259)
16.11.40	Oil refinery. (2285)
23/24.11.40	Canal and wharves. (2349/2350/2352)
26/27.11.40	Armament works, electric power plants, goods yards and railway stations, docks and warehouses. (2379/2380)
27/28.11.40	Railways, goods yards and railway stations, docks, wharves, power station, Humboldt works. (2386/2387)
29/30.11.40	Docks and wharves. (2397/2398)
19/20.12.40	Power station and railway junction. (2564/2567)
21/22.12.40	Military store near Cologne. (2586/2587)
22/23.12.40	Inland docks. (2593/2597)
21.12.40	Factory. (2669/2667)

CUXHAVEN

6.7.40	Docks. (1043)
9/10.9.40	Aerodrome. (1677)
23/24.9.40	Shipyards and docks. (1806)
30/1.10.10	Docks. (1875/1876/1878)
16/17.10.40	„ (2018)
24/25.10.40	Docks and shipping. (2085)
25/26.10.40	Docks and aerodrome. (2091/2092)
26/27.10.40	Naval docks, and railway junction. (2101/2102)
28/29.10.40	Docks. (2117/2118)
6.11.40	Harbour and shipping. (2193/2194)
28/29.11.40	Shipping and docks. (2391/2393)

DANZIG

10/11.11.40	Railway junctions. (2232/2235)
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DARMSTADT

1.7.40	Various objectives. (989)
25.8.40	Aerodrome. (1488/1489)

DEICHSHAUSEN

25.6.40	Aerodrome buildings and aircraft works. (951)
28.6.40	Aircraft factory. (970)
2.7.40	Aircraft factory and aerodrome. (991)
6.7.40	Aircraft factory. (1043)
14.7.40	Airframe factory. (1123/1124)

DELMENHORST

7.6.40	Oil storage plant. (852)
23/24.9.40	Aerodrome. (1806)

DESSAU

14.8.40	Junkers factory. (1375)
29.8.40	„ „ (1531/1532/1534)
29/30.9.40	Aerodrome. (1867)
10/11.11.40	Railway junction. (2232/2235)

DIEPHOLZ

15.7.40	Aircraft stores. (1130)
19.7.40	Aircraft factory and aerodrome. (1158)
23.7.40	Aerodrome. (1196)
13.8.40	Aircraft park. (1362)
20.8.40	Aerodrome. (1442)
9/10.9.40	„ (1677)
6.10.40	„ (1923)
24/25.10.40	„ (2085)

DISTELRATH

10.6.40	Railway centre. (873)
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BOMBS ON GERMANY—10

DOLLBERGEN

18.6.40 Oil storage. (908)

DORMAGEN

29.6.40 Chemical factory. (978)

DORSTEN

26.6.40 Railway siding. (959)

27/28.10.40 Railway station. (2112)

DORTMUND

25.5.40 Aerodrome. (768)

27.5.40 Various objectives. (787)

4.6.40 Oil stocks and rail communications. (839)

25.6.40 Oil depots and marshalling yard. (951)

27.6.40 Aerodrome. (966)

30.6.40 „ (987)

3.7.40 Various objectives. (1001)

16.7.40 Munition factory. (1132)

26.7.40 Oil supplies. (1223/1224)

27.7.40 Power station. (1235)

2.8.40 Aerodrome. (1276)

12.8.40 Hoesch Benzar oil plant. (1345/1348)

13.8.40 Aerodrome. (1362)

29.8.40 Oil plant. (1531)

18/19.10.40 Factory, railways. (2034)

26/27.10.40 Railway communications. (2101/2102)

13/14.11.40 Industrial objectives and river port. (2256/2259)

22/23.11.40 Goods yards, oil storage tanks. (2343/2344)

23/24.11.40 Railway goods yards, oil installations. (2349/2352)

4/5.12.40 Railway goods yards. (2445/2446)

DORTMUND-EMS CANAL

25.6.40 Lock gates and barges. (951)

28.6.40 Lock gates. (970)

29.6.40 Traffic, barges, etc. (978/981)

4.7.40 Various objectives. (1030)

24.7.40 Bridges. (1205)

26.7.40 Various objectives. (1223/1224)

20.8.40 Traffic. (1443)

2/3.9.40 Various objectives. (1598)

19/20.9.40 Aqueducts. (1775/1777)

20/21.9.40 „ (1782)

26/27.9.40 New aqueduct and lock gates. (1837)

12/13.10.40 Aqueduct. (1986/1990)

20/21.10.40 Barge fleets. (2049)

7/8.11.40 Docks. (2202/2205)

16.11.40 Various objectives. (2285)

DRESDEN

22.9.40 Railway, sidings and goods train. (1796)

10/11.11.40 Factory, railway junctions, gas, water and electricity installations. (2232/2235)

DUISBURG-RUHRORT

27.5.40 Various objectives. (878)

18.6.40 Various objectives and railway junction. (908)

28.6.40 Docks near Duisburg-Ruhrort. (970)

2.7.40 Important objectives near Duisburg. (991)

8.7.40 Canal basin, goods yards and inland port. (1062)

26.7.40 Wharves. (1223)

31.7.40 Aerodrome. (1263)

10.8.40 Rail communications. (1326)

11.8.40 Wharves and other objectives. (1338)

14.8.40 Railway junction between Duisburg-Ruhrort and Krefeld. (1375)

23.8.40 Railway junction. (1470)

27.8.40 Supply depot. (1511)

30.8.40 Electric power station. (1545)

10/11.9.40 Railway targets. (1686)

20/21.9.40 Main line tracks at southern exit. (1782)

1/2.10.40 Electric power station and rail centre. (1881/1882/1888)

9/10.10.40 Aerodrome. (1962)

13/14.10.40 Oil plant. (1993/1997)

15/16.10.40 Docks. (2009/2012)

18/19.10.40 Wharves and factory. (2034)

24/25.10.40 Goods yards and commercial docks. (2083/2085)

26/27.10.40 Goods yards. (2101/2102)

27/28.10.40 Inland port. (2112)

6/7.11.40 „ „ (2193/2195)

BOMBS ON GERMANY—II

DUISBURG-RUHRORT

(continued.)

	7/8.II.40	Inland Port. (2202/2205)
	8/9.II.40	" " (2212/2219)
	10/11.II.40	Docks. (2232/2235)
	12/13.II.40	Inland port. (2249)
	13/14.II.40	Docks. (2256/2259)
	17/18.II.40	Wharves, etc. (2297/2301)
	19/20.II.40	Docks. (2315/2318)
	20/21.II.40	Inland port—shipping and ware- houses. (2321/2324/2325)
	22/23.II.40	Goods yards. (2343/2344)
	23/24.II.40	Inland port. (2349/2352)
	19/20.I2.40	" " (2564/2567)
DÜLMEN		
	1.7.40	Railway junction. (986)
DÜMMER		
	16.7.40	Supply train. (1133)
DÜREN		
	9.6.40	Marshalling yard. (870)
	15.6.40	" " (898)
	20.6.40	Various objectives. (926)
DÜSSELDORF		
	27.5.40	Various objectives. (787)
	4.6.40	Oil stocks and marshalling yard. (839)
	19.6.40	Railway yard. (914)
	12.8.40	Various objectives. (1348)
	16.8.40	Munitions factory. (1400)
	30.8.40	Aerodrome. (1545)
	27/28.9.40	Munitions factory. (1854)
	9/10.10.40	Rail communications and goods yards. (1962)
	15/16.10.40	Oil tanks in railway yards and other objectives. (2209/2012)
	20/21.10.40	Docks. (2049)
	21/22.10.40	Düsseldorf - Derendorf railway yards and goods yards and main line south-west of Düsseldorf. (2053/2055)
	6/7.II.40	Factories near Düsseldorf. (2193/2195)
	7/8.II.40	Steel works and blast furnace (2202/2205)
	13/14.II.40	Industrial targets and railway yards. (2256/2259)
	17/18.II.40	Aerodrome to the north of Düsseldorf. (2297/2301)
	28/29.II.40	Factory, coal-gas works, railway goods yards. (2391/2393)
	4/5.I2.40	Railway yards in Derendorf district, Mannesmann Röhren- werke armament works, quays and docks, coal-gas plants. (2445/2446)
	7/8.I2.40	Press and Walzwerke blast fur- naces and steelworks, inland port, gasworks. (2465/2466/2471)
	8/9.I2.40	Press and Walzwerke blast fur- naces and steelworks, factories, other industrial and military targets. (2477/2478)
EHRANG		
	6/7.9.40	Railway sidings. (1646)
	7/8.9.40	Rail depots. (1663)
	11/12.9.40	Key rail centres and goods yards. (1701)
	12/13.9.40	Goods yards. (1708)
	14/15.9.40	" " (1725)
	17/18.9.40	Distribution centres. (1759)
	18/19.9.40	" " (1770)
	19/20.9.40	Railway yards. (1777)
	20/21.9.40	Communication centres and goods yards. (1782)
	25/26.9.40	Rail communication centres. (1824)
	29/30.9.40	Railways. (1867)
	30/1.10.40	Goods yards and rail communi- cations. (1875/1876)
	7/8.10.40	Railway centre and goods yards. (1935/1943)
ELBE ESTUARY		
	15.9.40	Oil tanker and supply ship. (1739)
EMDEN		
	5.7.40	Naval base. (1030)
	7.7.40	Armament depot. (1049)
	13.7.40	Naval base and petroleum sheds. (1117)
	14.7.40	Docks. (1123)
	19.7.40	Naval base. (1158)
	20.7.40	" " (1169)
	21.7.40	Shipping. (1179)
	25.7.40	Docks. (1212)

BOMBS ON GERMANY—12

EMDEN

(continued.)

30.7.40 Barges. (1259)
 30.7.40 Naval base. (1264)
 3.8.40 Oil depot. (1283)
 22.8.40 A.A. batteries. (1461)
 30.8.40 Shipping. (1562)
 31.8.40 Docks and shipyards. (1578)
 1/2.9.40 Shipping. (1588)
 5/6.9.40 Docks. (1638)
 7/8.9.40 " (1663)
 8/9.9.40 Barge concentrations and shipping. (1670)
 12/13.9.40 Docks and petroleum sheds. (1708)
 14/15.10.40 Docks. (2001/2004)
 18/19.10.40 Commercial docks. (2036)
 20/21.10.40 Docks. (2049)
 23/24.10.40 Wharves, warehouses and docks. (2072/2077)
 28/29.10.40 Naval port, petrol storage area. (2117/2118)
 30/31.10.40 Naval base and railway junction near Emden. (2136/2142)
 5/6.11.40 Petroleum sheds. (2185/2190)
 10/11.11.40 Aerodrome near Emden. (2235)

EMMERICH

24.5.40 Communications. (754)
 4.6.40 Oil tanks. (834)
 20.6.40 Various objectives. (925)
 25.6.40 Railway junction nearby. (951)
 5.7.40 Oil refineries. (1030)
 1.8.40 " " (1270)
 3.8.40 " " (1283)
 16.8.40 Dock installations. (1399)
 12/13.9.40 Railway sidings. (1708)
 24/25.10.40 Rail junctions. (2083/2085)
 31.12.40 Bridge near Emmerich. (2667)

ERKELENZ

21/22.5.40 Supply train near Erkelenz bombed. (738)

ESCHWEGE

8.7.40 Aerodrome and aircraft on ground. (1054)
 19.7.40 Aerodrome. (1158)
 21.7.40 " (1178)
 23.7.40 " (1196)
 26.7.40 Aircraft factory. (1223)

ESCHWEILER

6.6.40 Marshalling yards. (845)

ESSEN

5.6.40 Marshalling yards. (839)
 8.6.40 " " (870)
 15.6.40 Marshalling yards and blast furnace. (898)
 18.6.40 Railway tracks and various objectives. (908)
 19.6.40 Targets near marshalling yards and junctions. (928)
 22.6.40 Krupp's works and junction. (940)
 19.7.40 Krupp's works. (1161)
 20.7.40 Railway sidings. (1170)
 23.7.40 Krupp's works. (1196)
 26.7.40 Railway yard. (1223)
 2.8.40 Krupp's works. (1278)
 16.8.40 " " (1399)
 30.8.40 " " (1545)
 7/8.9.40 " " (1663)
 9/10.9.40 Blast furnace and railway sidings. (1677)
 12/13.9.40 Goods yards. (1708)
 2/3.10.40 Krupp's works. (1893/1896)
 5/6.10.40 " " (1917)
 8/9.10.40 " " (1948/1952/1954)
 9/10.10.40 " " (1959)
 12/13.10.40 " " (1986)
 13/14.10.40 " " (1993/1997)
 20/21.10.40 " " (2048/2049)
 29/30.10.40 " " (2130)
 1/2.11.40 Krupp's armament works and blast furnace. (2157/2161)
 7/8.10.40 Krupp's works. (2204)
 10/11.11.40 " " (2232/2235)
 13/14.11.40 " " (2256/2259)
 23/24.11.40 " " (2349/2350/2352)
 3/4.12.40 Blast furnace plant. (2436/2437)
 19/20.12.40 Various objectives. (2564/2567)

EUSKIRCHEN

22.5.40 Marshalling yard. (738)
 8/9.6.40 " " (870)

EYSTRUP

20.6.40 Various objectives. (926)
 11.10.40 Aerodrome. (1967/1971)

BOMBS ON GERMANY—13

FEHMARN ISLAND

21/22.7.40 Seaplane base. (1188)

FINKENHEERD

24/25.9.40 Electric power station. (1815)

FLENSBURG

2/3.10.40 Aerodrome. (1896)

FRANKFURT-AM-MAIN

4.6.40 Various objectives and oil storage depot. (830)
5.6.40 Oil storage. (839)
19.6.40 Objectives near Frankfurt. (913)
8.7.40 Various objectives. (1062)
11.8.40 Blast furnace, oil depot and chemical factory. (1338)
14.8.40 Factories. (1375)
17.8.40 Deutschmetallwerke Company. (1414)
22.8.40 Deutschmetallwerke Company. (1470)
25.8.40 Synthetic oil plant. (1488)
27.8.40 Oil refinery and aircraft factory. (1512)
2/3.9.40 Oil installations. (1598)
11/12.9.40 Explosives factory. (1704)
28/29.9.40 Oil storage plant. (1858)
8/9.11.40 Oil refineries. (2212/2219)
15/16.12.40 Inland port. (2532/2534)
22/23.12.40 Oil stocks and works. (2593/2597)
29/30.12.40 Objective near Frankfurt-am-Main. (2648)

FRANKFURT-AM-ODER

23/24.10.40 Railway yards. (2077)

FREIBURG

19.8.40 Aerodrome. (1432)

FÜRSTENAU

22.6.40 Goods train. (940)

GELDERN

11.5.40 Railway and road junction. (664)
23.5.40 Two supply trains. (768)
6.6.40 Fires on railway. (845)
13/14.11.40 Industrial objectives. (2259)
8/9.12.40 Supply train near Geldern. (2477/2478)

GELSENKIRCHEN

22.5.40 Railway track. (738)
18.6.40 Various objectives and oil storage. (908)
27.6.40 Oil plant. (966)
14.7.40 Supply factories. (1123)
15.7.40 Oil plants. (1130) *
18.7.40 Oil installations. (1150)
20.7.40 Oil plant. (1169)
21.7.40 Oil refineries. (1178)
22.7.40 Oil storage and depot. (1188)
23.7.40 Oil plant. (1196)
24.7.40 Oil depot. (1205)
26.7.40 Oil storage. (1224)
1.8.40 Oil refineries. (1278)
4.8.40 Oil plant. (1287)
12.8.40 Gelsenbergbenzin A.G. oil plant. (1348)
16.8.40 Oil plant. (1399)
30.8.40 Refinery (Hydrierwerke Scholven refinery). (1545)
31.8.40 Oil supply depot. (1562)
7/8.9.40 Oil plant. (1661)
1/2.10.40 " " (1881/1882)
5/6.10.40 " " (1917)
8/9.10.40 Oil refineries and power station. (1948/1952)
10/11.10.40 Oil refinery and railways. (1967/1971)
13/14.10.40 Oil plant. (1993)
15/16.10.40 " " (2009)
20/21.10.40 Oil refineries. (2048/2049)
24/25.10.40 Oil refinery. (2083/2085)
27/28.10.40 Oil supply centre. (2108/2112)
29/30.10.40 Oil refinery, storage plant and industrial plant. (2130)
1/2.11.40 Braunkohlen Benzin works. Hydrierwerke Scholven oil plant. Industrial factory near Gelsenkirchen. (2157/2161)
7/8.11.40 Oil plant. (2205)
8/9.11.40 Hydrierwerke Scholven plant and branch of Braunkohlen Benzin Combine. (2212/2219)
10/11.11.40 Oil plant. (2232/2235)
11/12.11.40 " " (2249)
13/14.11.40 Two oil plants. (2256/2259)
17/18.11.40 Oil refineries, railway stations and junctions, railway yards. (2297/2301)
19/20.11.40 Oil refinery. (2315/2318)
22/23.11.40 Railway. (2343/2344)
19/20.12.40 Synthetic oil plants. (2564/2567)
21/22.12.40 " " " (2586/2587)

BOMBS ON GERMANY—14

GESEKE

20.8.40 Railway junction. (1443)

GIFHORN

24.9.40 Aerodrome. (1806)

29/30.9.40 „ (1867)

GOCH

11.5.40 Railway and road junction.
(664)

GOTHA

24.7.40 Aircraft factory. (1205)

26.7.40 Messerschmitt assembly factory.
(1223)

GÖTTINGEN

13.8.40 Gotha air-frame factory. (1360)

22.6.40 Aircraft factory and storage
depot. (940)

22.7.40 Aircraft stores. (1188)

14/15.10.40 Road and rail junction in suburb
west of Göttingen. (2001/2004)

GREMBURG

30.6.40 Marshalling yard. (981)

8.7.40 Goods yard. (1062)

1/2.10.40 Goods yard and rail centre.
(1881/1882/1888)

2/3.10.40 Railway yards. (1893/1896)

7/8.10.40 Goods yards and communica-
tions. (1935/1943)

8/9.10.40 Goods yard. (1948/1952)

9/10.10.40 Railway communications and
goods yard. (1962)

22/23.12.40 Goods yards. (2593/2597)

GREVENBROICH

14.7.40 Supply factories (metal works).
(1123)

14.8.40 Factory. (1375)

9/10.10.40 Aluminium works, foundry and
carbon electrode factory. (1959)

15/16.10.40 Various objectives. (2009/2012)

20/21.10.40 Aluminium works. (2048/2049)

GRIESHEIM

23.8.40 Explosives factory and chemical
works. (1470)

27.8.40 Explosives factory. (1512)

GROSS-KORBETHA

10/11.10.40 Railway yard. (1971)

HAGE

20.7.40 Aerodrome. (1170)

24/25.9.40 Aerodrome—hangar—runway.
(1815)

HALBERSTADT

24.7.40 Aerodrome. (1205)

HALLE

12/13.10.40 Aerodrome. (1990)

15/16.10.40 Railway junction. (2009)

6/7.11.40 Railway yards and junctions.
(2193/2195)

HALTERN

1.7.40 Ammunition dump north-west of
Haltern. (987)

25/26.9.40 Canal and dock gates. (1824)

24/25.10.40 Goods yards. (2083/2085)

HAMBORN

20.6.40 Various objectives. (926)

16.7.40 Blast furnaces. (1132)

7.8.40 A.A. batteries west of Hamborn.
(1304)19/20.11.40 Electric power stations (August
Thyssen-Hütte group)
(2315/2318)

HAMBURG

18.5.40 Storage tanks. (706)

28.5.40 Various objectives. (787)

6.6.40 Storage tanks. (845)

7.6.40 Storage plant nearby. (852)

18.6.40 Various objectives and oil
storage. (908)

19.6.40 Targets near Hamburg. (913)

20.6.40 Various objectives. (926)

22.6.40 Aerodrome to the north of
Hamburg. (940)

1.7.40 Oil storage. (986)

3.7.40 Various objectives. (1001)

4.7.40 Railway junction. (1017)

5.7.40 Communications, docks and oil
tanks. (1030)

6.7.40 Docks. (1043)

14.7.40 Docks and oil refineries. (1123)

15.7.40 Oil refineries and supply fac-
tories. (1130)21.7.40 Oil refineries and aircraft fac-
tories. (1178)

23.7.40 Oil plant. (1196)

24.7.40 Oil depot. (1205)

25.7.40 Docks. (1212)

26.7.40 „ (1223)

28.7.40 Oil depots. (1242)

30.7.40 Barges and vessels. (1259)

2.8.40 Oil depot. (1283)

HAMBURG*(continued.)*

6.8.40	Various objectives. (1299)
8/9.8.40	" " (1322)
10.8.40	Docks. (1337)
11.8.40	" (1338)
30.8.40	Warehouses and dockside. (1563)
5/6.9.40	Mineral oil installation. (1635)
8/9.9.40	Docks, barges and shipping. (1667)
9/10.9.40	Dockyards, etc. (1677)
11/12.9.40	Docks and shipbuilding yards. (1702)
14/15.9.40	Barges, dockyards and goods yards. (1739)
17/18.9.40	Port and shipping. (1759)
23/24.9.40	Shipyards, docks and railway. (1802)
24/25.9.40	Port and docks. (1815)
28/29.9.40	Rail junction. (1858)
2/3.10.40	Docks, oil factory and storage plant. (1893/1896)
8/9.10.40	Oil refineries. (1948/1952/1954)
10/11.10.40	Rhenania Ossag oil plant. (1971)
11/12.10.40	Deutsche petroleum works. (1977/1981)
13/14.10.40	Blohm and Voss shipbuilding yards. (1993/1997)
14/15.10.40	Docks. (2001/2004)
15/16.10.40	Naval base. (2009)
16/17.10.40	Docks. (2018/2019)
18/19.10.40	Blohm & Voss shipyards. (2034)
20/21.10.40	" " " (2048/2049)
21/22.10.40	" " " (2053/2055)
24/25.10.40	Blohm & Voss shipyards, oil storage plant, power station. (2083/2085)
25/26.10.40	Neuhof power station. Dock buildings and A.A. batteries. (2091/2092)
26/27.10.40	Naval docks. (2101/2102)
27/28.10.40	Deutsche petroleum works, docks, Rhenania Ossag mineral oil refinery. (2108/2112)
28/29.10.40	Blohm & Voss shipyards, oil refinery and oil supply centre. (2117/2118)
29/30.10.40	Docks and goods yards. (2130)
5/6.11.40	Neuhof power station. (2185/2190)
14/15.11.40	Rhenania Ossag mineral oil works and Wilhelmsburg oil refinery. (2270/2271)
15/16.11.40	Railway communications in Billwarder and Moorfleth districts. Blohm and Voss shipbuilding yards. Docks. Rhenania Ossag oil refinery. Gasworks at Barmbeck. (2279/2280)
16/17.11.40	Railway goods yards and industrial targets in Billwarder and Moorfleth districts, Blohm and Voss shipyards, factory, Rhenania Ossag mineral oil works, railway goods yards, Schlink edible oil and fats factory, other industrial objectives, supply ships. (2285/2288/2291)
19/20.11.40	Blohm and Voss shipyards, Rhenania Ossag oil refinery. (2315/2318)
24/25.11.40	Blohm and Voss shipyards, Rhenania Ossag oil refineries in Grasbrook area. (2359/2363)
25/26.11.40	Docks. (2368/2370)

HAMM

(On many occasions, more than one raid has been made in a 24-hour period. Total of 82 raids to the 1st Jan., 1941.

2.6.40	Marshalling yard. (816)
3.6.40	Bridge over canal and railway tracks. (826)
18.6.40	Marshalling yard. (908)
20.6.40	Various targets. (926)
26.6.40	Railway junction, marshalling yard and trains. (959)
27.6.40	Marshalling yard and railway junction. (966)
28.6.40	Marshalling yard. (978)
28.6.40	" " (981)
1.7.40	" " (986)
2.7.40	Viaduct. (991)
5.7.40	Lines of communication. (1030)
8.7.40	Goods yards. (1062)
9.7.40	" " (1074)
14.7.40	" " (1123/1124)
15.7.40	" " (1130/1131)
19.7.40	Railway junction and sidings. (1158/1161)

HAMM

- 22.7.40 Railway sidings. (1188/1191)
 24.7.40 Main line junction between Hamm and Soest. Also sidings at Hamm. (1206)
 26.7.40 Railway sidings. (1223/1224)
 28.7.40 Railway yards. (1234/1235)
 1.8.40 Railway sidings. (1278)
 5.8.40 Goods yards. (1299)
 8.8.40 Store depots. (1312)
 9.8.40 Supply depots. (1322)
 10/11.8.40 Railway sidings and supply depots. (1337/1338)
 22.8.40 Railway junction. (1470/1471)
 26.8.40 Supply depots. (1500)
 27.8.40 " " (1511)
 29.8.40 Goods yard. (1545/1546)
 31.8.40 " " (1562)
 31/1.9.40 " " (1580)
 3/4.9.40 Railway marshalling yards. (1612/1613)
 5/6.9.40 Communications. (1638)
 6/7.9.40 Railway sidings. (1646)
 7/8.9.40 Railway yard. (1663)
 11/12.9.40 Goods yard. (1702)
 12/13.9.40 " " (1708/1710)
 14/15.9.40 Supply depot, goods yard, sidings, goods train on the Coesfeld-Dorsten line machine-gunned. (1725/1729)
 17/18.9.40 Railway yard. (1759/1761)
 20/21.9.40 Goods yards and sidings. (1770/1771)
 24/25.9.40 Rail depot and distributing centre. (1815/1817)
 25/26.9.40 Railway yard, etc. (1824/1825)
 27/28.9.40 Railway yards. (1847/1848/1852/1854)
 28/29.9.40 Yard—a building close to the tracks. (1858)
 29/30.9.40 Goods junction. (1867)
 1/2.10.40 Goods yard and rail centre. (1881/1882/1888)
 2/3.10.40 Railway junction near Hamm. (1893)
 2/3.10.40 Double railway track and goods yard south of Hamm. (1896)
 5/6.10.40 Goods yard. (1917)
 7/8.10.40 Railway centre and goods yards. (1935/1943)
 10/11.10.40 Railways and goods yards. (1967/1971)
 12/13.10.40 Goods yards and factories. (1986/1990)
 15/16.10.40 Goods yards. (2009)
 23/24.10.40 " " (2077)
 24/25.10.40 " " (2085)
 27/28.10.40 " " (2108/2112)
 6/7.11.40 Railway yards. (2195)
 8/9.11.40 Goods yards. (2212/2219)
 17/18.11.40 " " (2297/2301)

HANAU

- 28/29.9.40 Munition factory. (1859)
 8/9.10.40 Metal works. (1948/1952/1954)

HANDORF

- 27.6.40 Aerodrome. (966)
 23.7.40 " (1196)

HANOVER

- 20.5.40 Oil storage tanks nearby. (714)
 19.6.40 Various objectives near Hanover. (913)
 22.6.40 Oil storage. (940)
 27.6.40 Two oil tanks. (966)
 5.7.40 Oil refineries. (1030)
 16.7.40 Oil refinery. (1132)
 18.7.40 Oil depot. (1158)
 14.8.40 Oil refinery. (1375)
 20.8.40 Oil storage. (1444)
 21.8.40 Deurag installation. (1462)
 22.8.40 Railway tunnel north of Hanover between Nienburg and Verden. (1470)
 31/1.9.40 Goods yard. (1580)
 1/2.9.40 Oil plants. (1588)
 9/10.9.40 Railway junctions. (1677)
 23/24.9.40 Goods yards. (1803)
 24/25.9.40 Aerodromes. (1815)
 25/26.9.40 Railway yards. (1824/1825)
 28/29.9.40 Main line station. (1858)
 29/30.9.40 Factory near Hanover. (1867)
 29/30.9.40 Oil refinery. (1869)
 30/1.10.40 " " (1875/1876)

HANOVER

(continued.)

	10/11.10.40	Oil plant (Gewerkschaft Deutsche Erdöl). (1967/1971)
	12/13.10.40	Oil plants. (1986)
	12/13.10.40	Autobahn bridge near Hanover. (1990)
	14/15.10.40	Gewerkschaft Deutsche Erdöl and railway sidings. (2001/2004)
	23/24.10.40	Oil plant, goods yards near Hanover. (2077)
	24/25.10.40	Gewerkschaft Deutsche Erdöl (oil refinery). (2083/2085)
	25/26.10.40	Oil refineries and storage plant. (2091/2092)
	13/14.11.40	Gewerkschaft Deutsche Erdöl (oil refinery). (2256/2259)
HARBURG	5.7.40	Aerodrome. (1030)
	3.8.40	Various objectives. (1281)
	12.9.40	Quays. (1702)
	24/25.11.40	Norddeutsche chemical factory. (2359/2363)
HATTINGEN	12.8.40	Electric power station. (1345)
HEERDT	28.6.40	Munitions factory. (970)
HEIDE	8.7.40	Aerodrome. (1062)
HEIDELBERG	8.7.40	Railway junctions. (1063)
HEILBRONN	16/17.12.40	Various objectives. (2544)
HELIGOLAND	6.6.40	Military objectives. (845)
	26.6.40	Ammunition dump. (959)
	25/26.11.40	Various objectives. (2368/2370)
HELIGOLAND BIGHT	29.9.39	German warships. (46)
	3.12.39	" " (201)
	18.12.39	" " (250)
	21.2.40	Bombs on warship. (403A)
	11.3.40	Attack on submarine at entrance to Schilling Roads. (451)
	17.3.40	Naval patrol vessels near Heligoland Bight. (457)
	6.6.40	Various objectives. (845)
HERDECKE	12.8.40	Dortmund electric power station. (1345)
	29.8.40	Keopchenwerke power station. (1532)
HERINGEN	13.8.40	Munitions factory. (1362)
	12/13.10.40	Aluminium works. (1986)
	23/24.10.40	" " (2077)
HILDESHEIM	1.9.40	Railway junction. (1578)
	29/30.10.40	" " (2130)
HITZACKER	21.6.40	Works. (929)
HÖCHST	29.6.40	Chemical factory. Heavy and light guns surrounding factory. (978)
	30.6.40	Chemical factory. (981)
	27.8.40	" " (1511)
HOLTENAU	8.8.40	Aerodrome. (1311)
HOMBURG	19/20.11.40	Five locks bombed. (2318)
	2.6.40	Goods yards. (826)
	5.6.40	Railway tracks. (839/845)
	10.6.40	Railway centres. (873)
	18.6.40	Various objectives. Oil storage and tank. (908)
	2.7.40	Oil refinery. 991)
	9.7.40	" " (1074)
	31.7.40	Oil storage. (1263)
	2.8.40	Oil plant. (1278)
	7.8.40	" " (1304)
	8.8.40	" " (1312)
	11.8.40	" " (1337/1338)
	10/11.9.40	" " (1686/1690)
	9.10.40	" " (1957)
	9.10.40	Railway sidings near Homburg. (1959)
	28/29.10.40	Industrial plant near Homburg and canal, concentration of 50-60 barges. (2117/2118)
	29/30.10.40	Oil refinery and storage plant. (2127/2130)
	6/7.11.40	Synthetic oil plants. (2193/2195)
HORNUM	19.3.40	Air base severely damaged. (460A to E)
	7.7.40	Seaplane base. (1049)
	8.7.40	Aerodrome. (1062)
	13.8.40	" (1362)

HOYA

HUNTLOSEN 9/10.9.40 Aerodrome. (1677)

22.6.40 Aircraft. (940)

1.7.40 Aerodrome. (986)

HÜSTEN

15.9.40 Rail communications. (1729)

HUSUM

4.8.40 Buildings and aerodrome. (1286)

8.8.40 Aerodrome. (1311)

11/12.9.40 „ (1702)

5/6.10.40 „ (1920)

ICKERN

26.7.40 Blast furnace nearby.
(1223/1224)

JAGEL

20.8.40 Aerodrome. (1443)

JENA

17.8.40 Carl Zeiss plant. (1413)

JEVER

21.7.40 Aerodrome. (1178)

JUIST

19.7.40 Aerodrome. (1161)

JÜLICH

25.5.40 Road. (768)

14.9.40 Goods yard. (1725)

KAMEN

25.6.40 Various objectives. (951)

20.7.40 Oil refinery. (1170)

21.7.40 Railway sidings. (1178)

26.7.40 Oil supplies. (1223/1224)

2.8.40 Oil refineries. (1278)

29/30.9.40 Factory. (1867)

KARLSRUHE

5/6.9.40 Aerodrome. (1635/1638)

KASSEL

22.6.40 Factories (Fiesseler aircraft works) and aerodrome. (940)

24.6.40 Aerodrome and aircraft works. (951)

22.7.40 Fiesseler aircraft factory. (1188)

22.7.40 Aircraft factory and aerodrome. (1205)

26.7.40 Aircraft factory. (1223/1224)

1/2.9.40 Power station. (1586/1588)

12/13.10.40 Aerodrome. (1990)

25/26.10.40 Industrial targets near Kassel.
(2091/2092)

KASTROP-RAUXEL

10.6.40 Petroleum refinery near Kastrop-Rauxel. (913)

26.7.40 Oil supplies. (1223/1224)

12.8.40 Klockner Wintershall oil plant. (1345)

23/24.11.40 Factory. (2349/2350)

KELSTERBACH

28.8.40 Transformer station. (1518)

KERKRADE

22.5.40 Train nearby. (739)

KIEL

6.6.40 Oil depot. (845)

2.7.40 Naval base and "Scharnhorst." (991)

5.7.40 Naval base and "Scharnhorst." (1030)

6.7.40 Naval base. (1043)

7.7.40 Shipbuilding yard. (1049)

9.7.40 Naval base and dockyards. (1074)

13.7.40 Naval base. (1117/1118)

5/6.9.40 Oil tanks. (1638)

9/10.9.40 Dockyards. (1677)

25/26.9.40 Naval dockyards. (1824/1825)

11/12.10.40 Docks. (1977/1981)

13/14.10.40 Naval base. (1993)

15/16.10.40 Naval base and oil depots, and Deutsche Werke shipbuilding yards. (2009)

16/17.10.40 Deutsche Werke and Germania shipyards, warships in dock. (2018/2019)

18/19.10.40 Shipyards. (2034)

25/26.10.40 Power station, shipbuilding yards, oil refinery. (2091/2092)

28/29.10.40 Deutsche Werke yards.
(2117/2118)

3/4.11.40 Naval dockyards. (2172/2173)

10/11.11.40 Docks and shipping. (2232/2235)

15/16.11.40 Dockyard. (2279/2280)

19/20.11.40 Deutsche Werke naval shipbuilding yards. (2315/2318)

25/26.11.40 Shipyards and docks, gasworks. (2368/2370)

13/14.12.40 Shipbuilding yards and docks. (2516/2517)

15/16.12.40 Shipyards. (2532/2534)

4.8.40 Docks. (1287)

KIEL*(continued.)*

- 6.8.40 Various objectives. (1299)
- 8.8.40 Dockyard. (1312)
- 20.8.40 Naval base. (1444)
- 28.8.40 Docks and naval dockyard. (1518/1519)
- 23/24.9.40 Canal entrance. (1806)
- 8/9.10.40 Power station. (1948/1952/1954)
- 10/11.10.40 Krupp's shipbuilding yards. (1967/1968)

KLOPPENBURG

- 10/11.10.40 Aerodrome. (1967/1971)
- 5/6.11.40 Searchlights and A.A. batteries near Kloppenburg. (2185/2190)

KNAPSACK

- 23.8.40 Electric power station. (1470)
- 25.8.40 " " " (1488)

KOCHEM

- 14.8.40 Factories. (1375)

KÖLLEDA

- 17.8.40 Aircraft stores. (1413)

KÖNIGSHOFEN

- 9/10.10.40 Rail communications and goods yards. (1962)

KREFELD

- 22.5.40 Aachen-Krefeld railway line. (738)
- 4.6.40 Searchlights. (834)
- 2.8.40 Supply depots. (1278)
- 5.8.40 Aerodrome. (1291/1294)
- 7.8.40 " (1304)
- 11.8.40 " (1337)
- 13/14.8.40 Railway junction near Krefeld. (1375)
- 6/7.9.40 Railway sidings. (1646)
- 7/8.9.40 Aerodrome. (1663)
- 9/10.9.40 Railway junction. (1667)
- 14/15.9.40 Rail centres, etc. (1725/1729)
- 17/18.9.40 Distribution centres. (1739)
- 18/19.9.40 " " (1759)
- 19/20.9.40 Railway yard. (1769)
- 20/21.9.40 Communications and goods yards. (1782/1785)
- 9/10.10.40 Aerodrome. (1962)
- 15/16.10.40 Goods yards. (2009)
- 27/28.10.40 " " (2108/2112)
- 28/29.10.40 Railway yards. (2117/2118)
- 29/30.10.40 Goods yards. (2130)

KREUZBRUCH

- 13/14.11.40 Aerodrome. (2259)

LANGENHAGEN

- 27.6.40 Aerodrome. (966)

LANGEOOG

- 19/20.7.40 Aerodrome. (1170)

LASTRUP

- 1.7.40 Aerodrome. (1188)
- 13.8.40 " (1362)
- 31.8.40 " (1578)
- 3/4.9.40 " (1613)

LAUTA

- 22/23.9.40 Aluminium works. (1795/1796)

LEHE

- 21.7.40 Aerodromes. (1178)

LEIPZIG

- 26.8.40 Various objectives. (1512)
- 29.8.40 Aeroplane factory. (1531)
- 1/2.9.40 Munition factory. (1588/1596)
- 16/17.10.40 Two factories south-west of Leipzig. (2018/2019)
- 29/30.10.40 Industrial plant. (2130)
- 23/24.11.40 Goods yards, railway stations. (2349/2350/2352)

LEMFÖRDE

- 22.6.40 Trains 1 mile north of Lemförde. (940)

LEUNA

- 17.8.40 Hydrogenation plant (I.G. synthetic oil plant). (1410/1413)
- 27.8.40 I.G. Farben Industrie chemical plant. (1511/1512)
- 30/1.10.40 Oil refineries. (1875/1876)
- 16/17.10.40 Synthetic oil plant, power station and factory. (2018/2019)
- 26/27.10.40 Oil plants. (2101/2102)
- 29/30.10.40 Oil refinery and storage plant. (2130)
- 6/7.11.40 Synthetic oil plants. (2193/2195)
- 13/14.11.40 I.G. Farben oil plant. (2256/2259)
- 18/19.11.40 Synthetic oil works. (2304/2307)
- 19/20.11.40 Oil refinery, railway junction near Leuna. (2315/2318)

LEVERKUSEN

- 14.7.40 Munition works. (1124)
- 27.8.40 Chemical works. (1511)
- 31/1.9.40 Bayer explosives factory. (1578)
- 2/3.9.40 " " " (1598)

LINGEN

- 22.6.40 Station and goods train. (940)
 26.6.40 Railway bridge. (959)
 13.8.40 Aerodrome. (1362)
 23.8.40 „ (1470/1471)
 14/15.10.40 Railway sidings. (2001/2004)

LINTORF

- 13/14.11.40 Battery of coke ovens. (2256/2259)

LIPPSTADT

- 14.7.40 Railway junction. (1124)
 13.8.40 Munitions factory. (1362)

LOHAUSEN

- 30.8.40 Aerodrome. (1545)

LÜBECK

- 19.7.40 Autobahn south of Lübeck. (1161)
 25/26.9.40 Various objectives. (1824)
 18/19.10.40 Commercial docks. (2036)
 13/14.11.40 Aerodrome. (2259)

LUDWIGSHAFEN

- 20/21.6.40 Marshalling yard. (929)
 27.6.40 Explosives factory. (966)
 8.7.40 Various objectives. (1062)
 12.7.40 Munitions works. (1105)
 10.8.40 „ „ (1331)
 25.8.40 Oppau Farben Industrie nitrogen plant. (1488/1489)
 29.8.40 Oil receiving depot. (1545)
 1/2.9.40 Oil plants. (1586)
 2/3.9.40 Oil installations. (1598)
 6/7.11.40 Port. (2193/2195)
 28/29.11.40 Sidings and goods yards, railway bridge between Ludwigshafen and Mannheim. (2391/2393)
 3/4.12.40 Goods yards. (2436/2437)
 16/17.12.40 Aniline dye factory. (2539/2544)
 18/19.12.40 Industrial buildings. (2555/2557)
 22/23.12.40 Various objectives. (2593/2597)
 23/24.12.40 Industrial objectives. (2603)

LÜNEN

- 20.6.40 Various objectives. (926)
 4.7.40 Railway junctions. (1017)
 20.7.40 Main railway line. (1170)
 14.8.40 Munitions factory. (1375)
 16.8.40 „ „ (1399)
 25/26.9.40 Main line track. (1824)
 15/16.10.40 Various objectives and supply train near Lünen. (2009/2012)
 18/19.10.40 Aluminium factory. (2043)
 20/21.10.40 „ „ (2049)
 22/23.11.40 Railway sidings. (2343/2344)

LÜTZEN

- 19/20.11.40 Mitteldeutsche oil refinery. (2315/2318)

MAGDEBURG

- 24.7.40 Aerodrome. (1205)
 14.8.40 „ (1395)
 22.8.40 Brabag refineries. (1461)
 29.8.40 Aerodrome. (1531)
 31.8.40 Oil supply depot. (1562)
 31/1.9.40 Oil refinery. (1578/1580)
 3/4.9.40 Oil storage tanks. (1612/1613)
 4/5.9.40 Oil stocks. (1624)
 24/25.9.40 Railway communications near Magdeburg. (1815/1817)
 28/29.8.40 Aerodrome. (1858)
 29/30.9.40 Oil refinery. (1869)
 10/11.10.40 Oil plant (Braunkohlen Benzin works.) (1967/1971)
 14/15.10.40 Oil plant and aerodrome. (2001/2004)
 15/16.10.40 Oil plants. (2009)
 23/24.10.40 „ „ (2077)
 27/28.10.40 Braunkohlen Benzin oil plant, and aerodrome. (2108/2112)
 29/30.10.40 Oil refineries and storage plant. (2127/2130)
 1/2.11.40 Synthetic oil plant of Braunkohlen Benzin Company, power station. (2157/2161)
 5/6.11.40 Searchlights and A.A. batteries. (2185/2190)

MAINZ

- 6/7.11.40 Railway yards. (2195)
 8/9.11.40 Railway communications. (2219)
 28/29.11.40 Military storehouses near Mainz. (2393)

MANNHEIM

4/5.6.40	Oil storage plant. (839)
1/2.8.40	Railway sidings. (1276)
23.8.40	Railway junction. (1470/1471)
24.8.40	Railway sidings. (1479)
28.8.40	Supply depot and oil tanks. (1518/1519)
29/30.8.40	Autobahn east of Mannheim. (1545)
1/2.9.40	Goods yards. (1586/1588)
6/7.9.40	Railway sidings. (1646)
7/8.9.40	Rail depots. (1663)
11/12.9.40	Key rail centre and goods yards. (1702/1704)
14/15.9.40	Supply depot and goods yards. (1725/1729)
18/19.9.40	Distribution centres. (1770)
19/20.9.40	Railway yards. (1777)
20/21.9.40	Communication centres, and goods yards. (1782/1785)
25/26.9.40	Rail communication centres. (1824/1825)
27/28.9.40	Railway yards. (1854)
28/29.9.40	" " (1858)
30.9.40	Railway. (1867)
30/1.10.40	Goods yards. (1875/1876/1878)
7/8.10.40	Goods yard and railway centres. (1935/1943)
8/9.10.40	Goods yards. (1948/1952)
27/28.10.40	" " (2108/2112)
28/29.10.40	Railway yards. (2117/2118)
6/7.11.40	River port. (2193/2195)
8/9.11.40	Goods yards. (2219)
10/11.11.40	Factory and railway junction (2232/2235)
28/29.11.40	Submarine-engine factory, coal-gas works, railway goods yards. (2391/2393)
3/4.12.40	Goods yards and railway junctions. (2436/2437)
11/12.12.40	Power station, railways and sidings, inland harbour. (2501/2504)
16/17.12.40	Docks, factories, railway communications and railway stations, various objectives at Neckarstadt. (2539/2544)
17/18.12.40	Industrial objectives. (2547)
18/19.12.40	Railway junctions and main station, petroleum depot. (2555/2557)
21/22.12.40	Industrial objectives. (2586/2587)
22/23.12.40	Main railway station. (2593/2597)

MARNHEIM

1/2.9.40 Industrial sheds. (1585)

MECKLENBURG

24.6.40 Marshalling yards and railway junction. (945)

MEIDERICH

2.7.40 Blast furnace. (991)

MERSEBURG

(near Leuna)

10/11.10.40 Oil plant and aerodrome. (1967/1971)

MERZIG

3/4.9.40 Blast furnace. (1612/1613)

METELEN

11/12.9.40 Aerodrome. (1702)

MIDLUM

17/18.9.40 Aerodrome. (1759)

MISBURG

20.5.40 Oil storage tanks. (702)
 19.6.40 " " " (913)
 27.6.40 Oil refinery. (966)
 1.8.40 Oil refineries. (1266)
 3.8.40 Oil depot. (1270)
 14/15.10.40 Oil plants. (2001/2004)
 27/28.10.40 Oil supply centre. (2108/2112)

MONHEIM

4.6.40 Munitions works. (834)
 5.6.40 Oil storage plant. (839)
 26.6.40 Oil refinery. (959)
 29.6.40 Factory, east bank of Rhine near Monheim. (978)
 10.7.40 Oil refinery. (1087)
 13.7.40 Various objectives. (1117/1118)
 14.7.40 Oil refinery and mineral oil works. (1123/1124)
 15.7.40 Oil tanks. (1131)
 31.7.40 Oil refineries. (1263/1264)
 4.8.40 Oil plant. (1286/1288)
 11/12.9.40 " " (1704)

MÖRS

7.8.40 Arms factory near Mörs. (1304)
 8/9.11.40 Railway communications. (2212/2219)

BOMBS ON GERMANY—22

MULHAUSEN

- 19.7.40 Aerodrome west of Mülhausen. (1161)
19.8.40 Habsheim aerodrome at Mülhausen. (1432)

MÜLHEIM

- 23.6.40 Aerodrome. (951)
9/10.10.40 Air base near Mülheim. (1962)
21/22.12.40 Hangars. (2586/2587)

MÜNCHEN-GLADBACH

- 19.6.40 Railway junction. (713)
20.6.40 Various objectives. (926)
19.6.40 Railway junction. (913)
Buildings damaged. (1304)
26.6.40 Main railway line. (1223)
14.8.40 Munitions factory. (1375)
10/11.10.40 Aerodrome. (1971)
19/20.12.40 Goods yards. (2564/2567)

MUNICH

- 1/2.9.40 Aero-engine works of Bayerische Motorenwerke Company. (1586/1588)
8/9.11.40 Railway stations and goods yards. (2212/2216/2218)

MÜNSTER

- 20.6.40 Various objectives. (926)
21.6.40 Aerodrome. (929)
30.6.40 „ (981)
10.8.40 „ (1326)
19/20.9.40 Aerodrome—Münster-Handorf. (1777)
23/24.9.40 Goods yards. (1803)
26/27.9.40 Aerodrome. (1837)
29.9.40 Aerodrome — Münster-Handorf. (1858)
29.9.40 Railway yard. (1858)
7/8.10.40 Aerodrome. (1935/1943)
12/13.10.40 Air base and barracks near Münster. (1990)
24/25.10.40 Rail junctions. (2083/2085)
29/30.10.40 Canal and goods yards near Münster. (2130)
10/11.11.40 Railway junction (2232/2235)

MUTTERSTADT

- 12.7.40 Blast furnaces. (1105)

NECKARAU

- 19/20.9.40 Goods yards. (1777)

NEHEIM

- 25.8.40 Railway junction and wharf. (1488)

NEUHOLDENSLEBEN

- 21/22.8.40 Canal south-east of Neuholdensleben. (1461)
14/15.10.40 Industrial targets. (2001/2004)
15/16.10.40 Various objectives. (2009/2012)

NEUMÜNSTER

- 4.7.40 Railway junction. (1017)

NEUSS

- 28/29.11.40 Sidings and goods yards. (2393)
4/5.12.40 Railway goods yards. (2445/2446)

NIENBURG

- 4/5.9.40 Goods yards. (1624/1625)

NOHRA

- 19/20.11.40 Industrial buildings. (2315/2318)

NORDENHAM

- 29.8.40 Oil plant. (1531)
1/2.9.40 Oil storage tanks. (1588/1590)

NORDERNEY

- 13.12.39 Mine-laying aircraft operations from Norderney. (232)
15.12.39 Seaplanes at moorings. (239)
7.6.40 Aerodrome. (852)
18.6.40 German destroyers. (904)
20.6.40 Various objectives. (926)
30.6.40 Aerodrome. (981)
1.7.40 „ (986)
7.7.40 Seaplane base. (1049)
14.7.40 Aerodrome. (1124)
16.7.40 „ (1132)
20.7.40 Aerodrome and docks. (1170)
5/6.9.40 Seaplane base. (1635)
11/12.9.40 Aerodrome. (1702)
12/13.9.40 Seaplane base. (1708)
10/11.10.40 „ „ (1971)
11/12.10.40 Aerodrome. (1981)
13/14.10.40 Seaplane base. (1993/1994)
13/14.11.40 „ „ (2259)

NORDHAUSEN

- 14/15.10.40 Aerodrome. (2004)
15/16.10.40 Railway junction. (2009)
29/30.10.40 „ „ (2130)

NORDHORN

- 21.7.40 Aerodrome. (1178)

BOMBS ON GERMANY—23

NUREMBERG

- 5/6.9.40 Objectives in woods, and auto-bahn. (1635/1638)
- 8/9.11.40 Aircraft factory (Siemens-Schuckert works). (2212/2219)

OBERHARZ MOUNTAINS

- 3/4.9.40 Armament factory and munition stores in forest. (1612)
- 4/5.9.40 Various objectives. (1624/1625)
- 5/6.9.40 „ „ (1638)

OBERHAUSEN

- 10/11.10.40 Blast furnace. (1967/1971)
- 7/8.11.40 Blast furnace, steel works. (2202/2205)

OBERNDORF

- 30.8.40 Shipping and wharves. (1545)

OHRTERMESCHE

- 22.6.40 Railway station and goods train. (940)

OLDENBURG

- 20.7.40 Railway sidings. (1170)
- 24.7.40 „ „ (1206)
- 2/3.10.40 Aerodrome near Oldenburg. (1893/1896)
- 8/9.10.40 Aerodrome. (1948/1954)
- 5/6.11.40 Searchlights and A.A. batteries and large warehouse. (2185/2190)

OSNABRÜCK

- 1/2.6.40 Marshalling yard. (816)
- 3.6.40 Road and rail junctions. (826)
- 27.6.40 Marshalling yards. (966)
- 28.6.40 „ „ (970)
- 29.6.40 „ „ (978)
- 1.7.40 „ „ (986)
- 4.7.40 Railway junction. (1017)
- 5.7.40 Communications. (1030)
- 8.7.40 Goods yards. (1062)
- 14.7.40 „ „ (1123)
- 16.7.40 „ „ (1132)
- 24.7.40 Sidings and factory near Osnabrück. (1206)
- 1.8.40 Supply depot. (1270)
- 14.8.40 Railway yard north-west of Osnabrück. (1375)
- 31/1.9.40 Goods yards. (1580)
- 12/13.9.40 „ „ (1708)
- 14/15.9.40 Distributing centre. (1725/1729)
- 17/18.9.40 „ „ (1739)
- 18/19.9.40 Goods yards. (1759)
- 20/21.9.40 Goods yards. (1770/1771)
- 25/26.9.40 Rail communication centres. (1824/1825)
- 29/30.9.40 Goods junctions. (1867)
- 30/1.10.40 Goods yard and rail communications. (1875/1876/1878)
- 5/6.10.40 Goods yards. (1917)
- 7/8.10.40 Goods yards and railway centre. (1935/1943)
- 18/19.10.40 Goods yards. (2034)
- 19/20.10.40 Railway yards. (2041)
- 24/25.10.40 Goods yards. (2083/2085)
- 25/26.10.40 Industrial objectives near Osnabrück. (2091/2092)
- 27/28.10.40 Goods yards. (2108/2112)
- 29/30.10.40 Railway junctions. (2130)
- 1/2.11.40 Railway junction. (2157/2161)
- 8/9.11.40 Goods yards. (2212/2219)
- 19/20.11.40 Railways. (2315/2318)

OSTERFELD

- 21.6.40 Military storehouse and marshalling yard. (929)
- 26.6.40 Marshalling yard. (959)

OSTERMOOR

- 5.7.40 Oil feed pipes. (1031)
- 20.8.40 Oil storage. (1443)
- 27/28.10.40 Oil supply centre. (2108/2112)

OSTHEIM

- 10/11.10.40 Aerodrome. (1971).

OTTERSBERG

- 23/24.9.40 Railway south of Ottersburg (1806)

PADERBORN

- 21.6.40 Hangars and sheds. (929)
- 15.7.40 Aircraft stores. (1130)
- 16.7.40 Aircraft park. (1132)
- 19.7.40 Supply depot and aerodrome. (1161)
- 23.7.40 Aircraft stores. (1196)

PILSEN

- 27/28.10.40 Skoda armament works. (2111/2112)
- 19/20.11.40 „ „ „ (2315/2317)

BOMBS ON GERMANY—24

PÖLITZ

- 4/5.9.40 Synthetic oil plant. (1624)
 5/6.9.40 " " " (1635/1638)
 2/3.10.40 Oil plants and docks. (1893/1896)
 14/15.10.40 Oil plants. (2001/2004)
 26/27.10.40 Norddeutsche Hydrierwerke oil refineries. (2101/2102)
 28/29.11.40 Synthetic oil plant. (2391/2393)

PRETZSCH

- 6/7.11.40 Railway yard and junction. (2193/2195)

QUAKENBRÜCK

- 26.7.40 Aerodrome. (1223/1224)
 22.8.40 " (1461/1462)
 29.8.40 " (1532)

RANTUM BAY

- 11.1.40 Various objectives. (316A)

RATHENOW

- 29.8.40 Vessels in canal near Rathenow. (1531)

REBSTOCK

- 24.7.40 Aerodrome. (1206)

RECKLINGHAUSEN

- 20.7.40 Main railway line, south of Recklinghausen. (1170)
 21.7.40 Railway sidings. (1178)

REES

- 11.5.40 Railway and road junction. (664)

REGENSBURG**REISHOLZ**

- 5/6.9.40 Oil refineries. (1635)
 2.8.40 Oil refineries. (1278)
 7.8.40 Refinery. (1304)
 16.8.40 Oil supply. (1399)
 29.8.40 Oil supply (mineral oil and electric power station). (1531)
 30.8.40 Power station. (1545)
 9/10.10.40 Electric power station. (1959/1962)
 10/11.10.40 Oil plant. (1967/1971)
 21/22.10.40 Synthetic oil plant. (2053/2055)
 25/26.10.40 Oil target. (2091/2092)

RENSBURG

- 25/26.9.40 Factory. (1824)

RHEINBERG

- 21/22.7.40 Aerodrome. (1188)

RHEINE

- 1/2.6.40 Motor transport column and bridge. (816)
 21/22.6.40 Supply and ammunition trains near Rheine. (940)
 23/24.7.40 Road and rail bridges over Dortmund-Ems canal. (1206)
 14/15.9.40 Railway junction. (1729)
 15/16.9.40 " " (1739)
 29/30.10.40 Aerodrome. (2130)
 7/8.11.40 Canal locks. (2205)
 13/14.11.40 Railway sorting yards. (2259)

RHEYDT

- 6.6.40 Marshalling yards. (845)
 10.6.40 Various objectives. (873)
 15.6.40 Various objectives and railway junction. (898)
 18.6.40 Various objectives and goods yards. (908)
 19.6.40 Various objectives. (913/914)
 27.6.40 Marshalling yard and railway junction. (966)

RIESENBECK

- 28.6.40 Barges. (970)

RÖTHA

- 22.5.40 Power station. (747)

ROTHENBURG

- 21/22.6.40 Aircraft factory and aerodrome. (940)
 18/19.7.40 Factories and depots. (1158)
 21/22.7.40 Aircraft stores. (1188)
 30/1.10.40 Aircraft factory. (1875/1876)

RUDERSDORF

- 25/26.9.40 Munitions factory. (1823)

RÜGEN ISLAND

- 14.7.40 Naval barracks. (1124)

RUHLAND

- 10/11.11.40 Ilse Bergbau synthetic oil refinery. (2232/2235)
 19/20.11.40 Ilse Bergbau synthetic oil plant. (2315/2318)

SAARBRÜCKEN

- 8/9.11.40 Railway communications. (2212/2219)

SALZBERGEN

- 27.6.40 Factory. (966)
 3.8.40 Oil refinery. (1281)
 20.8.40 Oil storage. (1443)
 15/16.10.40 Oil plant. (2009)
 6.11.40 Factory and oil refineries. (2193/2194)

BOMBS ON GERMANY—25.

SALZHOF

6.9.40 Oil storage. (1646)

SCHILDAU

19.6.40 Power station. (913)

SCHLEBUSCH

2/3.9.40 Dynamite works. (1598)

SCHONEBECK

15/16.10.40 Various objectives. (2009/2012)

SCHWERTE

19.6.40 Marshalling yard. (913)

20.6.40 Various objectives. (926)

28.6.40 Marshalling yards. (970)

30.6.40 " " (981)

5.7.40 Communications. (1030)

7.8.40 Supply depot. (1305)

26.8.40 " " (1500)

27.8.40 " " (1511/1512)

3/4.9.40 Goods yards. (1612)

12/13.9.40 Marshalling yards. (1708)

13/14.10.40 Rail junction and motor road viaduct near Schwerte. (1993/1997)

15/16.10.40 Goods yards. (2009)

18/19.10.40 Railways. (2034)

SIEDENBURG

24/25.10.40 Main line tracks near Siedenburg. (2085)

SIEGBURG

12.7.40 Blast furnaces. (1105)

SOEST

2/3.6.40 Railway junction and oil wagons. (826)

19.6.40 Marshalling yards. (913)

27.6.40 Railway sidings. (966)

29.6.40 Marshalling yard. (978)

30.6.40 Various objectives. (981)

5.7.40 Marshalling yard. (1030)

8.7.40 Goods yards. (1062)

14.7.40 " " (1123)

15.7.40 " " (1130)

22.7.40 Goods yards and railway siding. (1188)

24.7.40 Main line junction between Hamm and Soest. (1206)

26.7.40 Railway siding. (1223)

31.7.40 Goods yard. (1264)

9.8.40 Supply depot. (1322)

9/10.8.40 Railway. (1326)

10.8.40 Rail communications. (1337)

11.8.40 Supply depot. (1338)

12.8.40 Various objectives. (1348)

16.8.40 Railway yard. (1399)

23.8.40 Railway junction. (1470)

30.8.40 Goods yard. (1546)

31.8.40 " " (1562)

31/1.9.40 " " (1580)

1/2.9.40 " " (1588)

5/6.9.40 " " (1638)

6/7.9.40 Railway sidings. (1646)

14/15.9.40 Distributing centres, etc. (1739)

17/18.9.40 Goods yards, etc. (1759)

20/21.9.40 Goods yards and communications. (1782)

29/30.9.40 Railways. (1867)

1/2.10.40 Goods yard. (1881/1882/1888)

7/8.10.40 Railway centre and goods yard. (1935/1943)

10/11.10.40 Railways and goods yards. (1967/1971)

15/16.10.40 Goods yards. (2009)

8/9.11.40 " " (2212/2219)

SOLINGEN

22.11.40 Factory. (2333/2334)

SOLTAU

19.7.40 Ammunition train. (1158)

SPEYER

16/17.12.40 Aircraft factory. (2544)

SPICH

31/1.9.40 Ammunition factory. (1578)

STADE

11/12.9.40 Aerodrome (1702)

18/19.10.40 " (2036)

21/22.10.40 " (2053/2055)

STENDAL

28/29.9.40 Railway junction. (1858)

STERKRADE

19.6.40 Oil tanks near Sterkrade. (913)

26.7.40 Oil supplies and chemical works. (1223)

5.8.40 Oil plant. (1291/1294)

24.8.40 Oil refinery. (1478)

1/2.10.40 Oil plant and railway junction. (1881/1882/1888)

[29/30.10.40 Oil refinery and storage plant. (2127/2130)

BOMBS ON GERMANY—26

STETTIN

28/29.11.40 Stettiner Oderwerkestettin ship-building yards. (2391/2393)

STOCKUM

17/18.9.40 Goods yards. (1759)

STRALSUND

29/30.10.40 River bridge. (2130)

STUTTGART

26.8.40 Daimler-Benz plant. (1488)

1/2.9.40 Bosch Ignition Plugs factory. (1588)

2/3.9.40 Bosch Ignition Plugs factory. (1598)

29/30.9.40 Bosch factory and coal-gas plant. (1865)

8/9.11.40 Railway communications. (2212/2219)

SUNDERN

15.9.40 Rail communications. (1729)

SYLT

13.12.39 Over Sylt. (232)

15.12.39 Bases near Sylt. (239)

19.1.40 Hornum air base. (232)

10.1.40 Bases near Sylt. (309)

24.4.40 Aerodrome. (593)

5.7.40 Aerodrome near Sylt. (1030)

11/12.10.40 Aerodrome. (1981)

14/15.10.40 „ (2004)

THÜRINGEN FOREST

3/4.9.40 Various objectives. (1614)

4/5.9.40 „ „ (1624)

TORGAU

22/23.9.40 Railway junction. (1796)

12/13.10.40 Blast furnace. (1986)

TRIER

10.8.40 Aerodrome near Trier. (1331)

19/20.9.40 Bridge over Rhine. (1777)

21.9.40 Aerodrome. (1782)

TÜBINGEN

8/9.11.40 Aerodrome. (2219)

ÜBERLINGEN

8/9.11.40 Factory near Überlingen. (2219)

ULM

8/9.11.40 Factory. (2219)

VAREL

5.7.40 Aerodrome. (1030)

20/21.9.40 „ (1782)

25/26.9.40 „ (1824)

VECHTA

3/4.9.40 Aerodrome. (1613)

VEGESACK

5/6.11.40 Submarine building yards (Vulcan shipyards. (2185/2190)

WALDECK

12/13.10.40 Electric power station. (1986)

WALDSHUT

19.8.40 Electro-chemical works. (1432)

WANGEROOGE

11/12.9.40 Aerodrome. (1702)

11/12.10.40 „ (1981)

WANNE EICKEL

18.6.40 Various objectives and oil storage. (908)

28.7.40 Oil depot and railway sidings. (1223)

12.8.40 Krupp Treitstoffwerke oil plant. (1345/1348)

22/23.11.40 Oil tanks, Krupp's oil works. (2343/2344)

23/24.11.40 Krupp's synthetic oil works. (2349/2352)

WARENDORF

9.10.40 Railway sidings. (1957/1959)

WARNEMÜNDE

25/26.9.40 Seaplane base. (1824)

6.6.40 Marshalling yards. (875)

WEDAU

6.6.40 Goods yard nearby. (852)

WENZENDORF

5.7.40 Aircraft factory. (1030)

20.7.40 Aircraft factory (Dornier works). (1169)

21.7.40 Factories and adjoining aerodromes. (1178)

24.7.40 Aircraft factory. (1205)

25.7.40 „ „ (1212)

WERL

10.8.40 Aerodrome. (1326)

WERNIGERODE

24.7.40 Aerodrome. (1206)

BOMBS ON GERMANY.—27.

WESEL

- 11.5.40 Bridge over Rhine near Wesel. (664)
- 3.6.40 Hangars. (826)
- 5.6.40 Marshalling yard. (839)
- 19.6.40 Railway junction. (913)
- 1.7.40 Refinery on quay. (987)
- 2.7.40 Aerodrome. (991)
- 8.7.40 „ (1062)
- 19.7.40 „ (1158)
- 22.7.40 Barges on the Weser Canal. (1188)
- 20.8.40 Canal and bridge (Weser-Elbe Canal). (1443)
- 7/8.9.40 Aerodrome. (1663)
- 2/3.10.40 „ (1893/1896)
- 3.10.40 Iron works near Wesel. (1901)
- 9/10.10.40 Goods yards and communications. (1962)
- 13/14.10.40 Aerodrome. (1993/1997)

WESERMUNDE

- 20/21.7.40 Docks and aerodrome. (1178)
- 10/11.9.40 Aerodrome. (1686)
- 17/18.9.40 „ (1759)
- 11/12.10.40 Docks, etc. (1977)
- 14/15.10.40 Aerodrome. (2004)

WESSELING

- 10/11.10.40 Oil plant. (1967/1971)
- 20/21.10.40 „ „ (2049)
- 7/8.11.40 Union Rheinische Braunkohlen oil plant. (2202/2205)
- 21/22.12.40 Synthetic oil plant. (2586/2587)

WESTERHOLT

- 1/2.10.40 Goods yard. (1881/1882)

WESTERLAND

- 24.4.40 Aerodrome. (591/593/598)
- 7.7.40 „ (1062)
- 2/3.10.40 Air base. (1896)

WESTHOFEN

- 15.9.40 Rail communications. (1729)

WILHELMSHAVEN

- 5.9.39 German warships. (12)
- 5.4.40 Warship near Wilhelmshaven. (512)
- 5.7.40 Naval base, dock area and oil container. (1030)
- 6.7.40 Naval base. (1043)
- 8.7.40 Naval barracks. (1062)
- 9.7.40 Dockyards and warships. (1074)
- 10.7.40 Naval dockyards. (1087)
- 14.7.40 Docks. (1123)
- 20.7.40 „ (1170)
- 21.7.40 Docks and warships. (1178)
- 24.7.40 Targets at Bauhafendok. (1206)
- 25.7.40 Docks. (1212)
- 28.7.40 „ (1242)
- 11.8.40 Dockyard. (1338)
- 28.8.40 Docks. (1518)
- 9/10.9.40 Dockyards. (1677)
- 10/11.9.40 Naval barracks and naval yards. (1686/1690)
- 11/12.9.40 Docks and shipyards. (1702)
- 14/15.9.40 Shipping, dockyards, etc. (1739)
- 28/29.9.40 Dockyards. (1858)
- 2/3.10.40 Docks. (1893/1896)
- 7/8.10.40 Naval dockyard. (1935/1943)
- 8/9.10.40 Naval base. (1948/1952/1954)
- 10/11.10.40 Warships and docks. (1967/1968)
- 11/12.10.40 Docks. (1977/1981)
- 13/13.10.40 Naval base. (1993)
- 20/21.10.40 Naval docks and the Bauhaven. (2048/2049)
- 24/25.10.40 Docks and shipping. (2085)
- 27/28.10.40 Docks. (2108/2112)
- 28/29.10.40 Naval base, docksides and barracks. (2117/2118)
- 29/30.10.40 Naval base. (2127/2130)
- 13/14.11.40 Docks. (2259)
- 24/25.11.40 „ (2359/2363)
- 25/26.11.40 Naval works and dockyards. (2368/2370)
- 1/2.12.40 Naval shipbuilding yards (Marinewerft) and factory buildings. (2413/2416)
- 22.12.40 Dockyard. (2589)

BOMBS ON GERMANY—28.

WISMAR

28.6.40 Aircraft factory. (970)
20.7.40 Dornier seaplane factory. (1169)
21.7.40 Factories. (1178)
22.7.40 Dornier works. (1188)
25.7.40 Aircraft factory. (1212)
6.8.40 Various objectives. (1299)
9/10.9.40 Docks. (1677)
23/24.9.40 Docks, shipyards and aircraft
works. (1806)
23/24.10.40 Dornier factories. (2077)

WITTEN

13.8.40 Blast furnace near Witten. (1362)

WITTENBURG

14/15.10.40 Industrial targets near Witten-
burg. (2004)

WUNSTORF

24.7.40 Aerodrome. (1206)
20.8.40 Railway junction. (1443)

WÜRZBURG

5/6.9.40 Aerodrome. (1635)

ZSCHORNEWITZ

20.8.40 Electric power station. (1443)

ZWEIBRÜCKEN

7/8.9.40 War factories. (1663)

ZWISCHENAHN

21.7.40 Seaplane base. (1178)
2/3.10.40 Aerodrome. (1893/1896)