

EVIDENCE *in* CAMERA

VOLUME 4
NUMBER 3

JULY 1972
• 1943 •

ISSUED BY AIR MINISTRY A.C.A.S. (I)



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EVIDENCE IN CAMERA

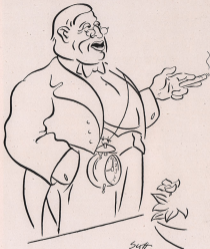
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SEE FURTHER INSTRUCTIONS ON BACK OF COVER.



"You should know when to stop talking, too!"



When COLOGNE was attacked by Bomber Command aircraft on 28/5.43 and 1/4.43 a large percentage of the great area of destruction on both sides of the Rhine was caused by fire. This night photograph, showing first aid stocks of incendiaries burning, was taken by an aircraft flying over Mulheim-Hafen (A), Hambrohn, Deutscher Flugzeug A.G., submarine engines (B), Van Wesselswerth Wuppenshiffbau A.G. (C) and Deutscher Lokomotivfabrik (D).



Railway communications in COLOGNE sustained severe damage. Rolling stock and buildings at the Deutscher Lokomotivfabrik and Carriage Works (A, and at D on previous page) were destroyed and the extensive chemical works (B) of Chemische Fabrik Rohn, G.m.b.H. were damaged by H.E. and fire. Serravallo Bahnhof (C), two depots, was extensively damaged.



In early 1940 sheds which occupied the site (A) at the German Goods Depot, COLOGNE, were severely damaged and the sheds were rebuilt to a simple plan. (See page 18, Vol. 3, No. 1.) In the recent attack 75 per cent. of the adjoining buildings (B) were destroyed. Considerable damage was also caused to the engine sheds and other buildings (C) attached to the railway siding.



Lying beneath the smoke from building still burning at KALK are the wrecked premises (A) of Kalken-Heimfeldt Druse Plaster A.G. (internal combustion engine) whose workshops at Druse (see right photograph, page 56) were also heavily damaged. Goodrich Hayes A.G. U-bolt accumulators (B) and large sheds at the Kalk Süd Goods Depot (C) were severely damaged.



It is estimated that at least 1,000 acres of the center of COLOGNE, west of the river, have been 75 per cent destroyed. Winchcoats on each side of the Rhine River are among the hundreds of destroyed buildings in the area photographed.



The roof of the Main Railway Station (A) at COLOGNE was seriously damaged. The photograph reveals that damage to the North Transept (B) of the Cathedral is nothing like the extent alleged by the enemy. Black smoke (C) is still rising from this devastated area which includes the Town Hall (D) and Post Office (E) both damaged in the latest attack.

CONCENTRATION OF BOMBS ON AIRCRAFT FACTORY



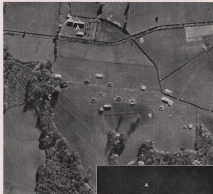
A heavy concentration of smoke comes on and around the target photographed during a daylight attack on the S.N.C.A. de l'Ouest Aircraft Factory at MARITZ CHATEAU BOUSDON by 81 aircraft of U.S.B.C. on 4/2/43. The target (indicated) is enveloped in smoke from many direct hits. Damage caused in the attack is seen on the next page.



Damage to the S.N.C.A. de l'Ouest Aircraft Factory at CHATEAU BOUSDON is very severe. At least fourteen direct hits have destroyed over half of the main building (A) and a number of smaller buildings and stores of material have been seriously damaged. This factory is engaged on aircraft repairs and is connected with Chateau Bousdon airfield (B) by a wide road-track (C). Five He 111s are seen in the factory yard (D).

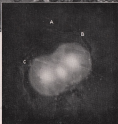


During a concentrated attack on the Glenn and Rhane River Engine Works and Airfield at LE HANE by U.S.B.C. on 4.7.43 bombs were photographed bursting on the works and sidings. The centre of the airfield is also covered with bombs. Inset shows the results of the attack, four direct hits on the main works and a large number of errors across the airfield.



HEAVY BATTERY S.E. OF LE CHUENGT

A daylight photograph of a four-gun heavy battery S.E. of LE CHUENGT. Inset is a night photograph of the same battery taken during the attack on LE CHUENGT on 11.10.43. Three of the guns are in action and the gun flashes reveal ground detail which enables the position of the battery to be plotted. (A) Crum's quarters. (B) Intersection of road and hedge. (C) Woods.



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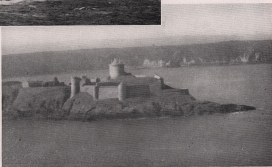


The Royal Danish Dockyard (A), a part of COPENHAGEN the Germans are not allowed to utilize, is employed solely for the construction, maintenance and repair of units of the Danish Navy, most of which are still under Danish operational control. Work is also carried out to a few train and car ferries under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



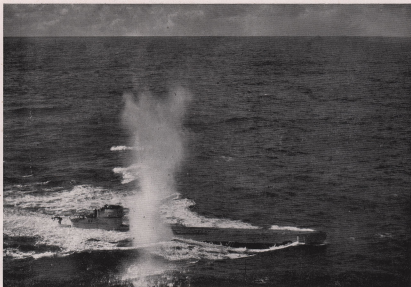
PROMINENT
LANDMARKS

Above: This islet, on which is a light tower and two other stone towers, is the largest and highest in the CASQUET group, six miles west of Alderney.



Right: Le Fort de la Latte was built in 937, repaired and enlarged in 1689. It is on the extremity of a small peninsula near CAP FREHEL and approximately twelve miles west of St. Malo.

DESTRUCTION OF 750 TON U-BOAT



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

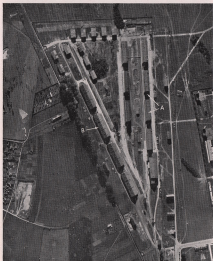


Above and below: Subsidence of the explosions.



Splashes from depth charges entering the water in the second attack, made from port.

STORAGE DEPOT FOR FOODSTUFFS



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

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NIGHT ATTACK ON LE CREUSOT



A night photograph taken during the attack on the Schneider Works at LE CREUSOT on 19/10/41. Two bursts of tracer are seen coming from flak positions in the vicinity (A and B) and reconnaissance flares are to be seen at (C). The Locomotive Machine Shops (D and E) were damaged in the attack.

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DO 217

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



Do 217s outside the Dornier assembly factory at OBERHAFFENHOFEN near MÜNCHEN. The wing-covered multiple stores (A) is of an unusual type. Six or more aircraft are fairly visible through the covering. Gunney loaders (B) are being placed on the roofs of hangars and other buildings. Photographs of Do 217 in flight are from a combat film.



Do 217s dispersed near covered aircraft shelters at DUCH-LONGWIC.



Stores and left: Many Do 217s at GARET (unknown on the Baltic coast).



The northern end of ULLS LA DELVANCEY Handling Yard with mixed goods stock in the foreground sidings (foreground). The reception sidings and locomotive engine shed are to the left, middle distance.



Above: A train of flat carrying motor cars on the Gwent-Chart line near TRECET.



Left: The signal box at the northern end of the forwarding sidings at ULLS LA DELVANCEY. Here the forwarding platform and the bypassing line also line which leads to the engine shed seen in top photograph.

CONTINENTAL RAILWAYS

These oblique views of typical Continental railway stations, sidings, railyard stock and equipment were taken by losses aircraft during attacks on 27.40.

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



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



Right: A modern signalling system controlling the goods train plan forms at COURTRAI. The covered wagons are standing in the goods yard (for self loading for and from road vehicles).

PROBLEM PICTURE.



WHAT IS THIS?

Answer at Foot of This Page.

ANSWER TO PROBLEM PICTURE ABOVE.

The unusual type of wind-cooled, dry cooling system for saving water in
power plants, at CHATELAIN, near CHATELAIN, MICHIGAN.

EVIDENCE IN CAMERA

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