

HEADQUARTERS 320TH BOMBARDMENT GROUP (M)
Office of the Group Intelligence Officer
AFG 650

Intelligence Narrative No. 197, Day Operation, 1 May 1944.

Flight Commander: Major Macia.

A. 320th Bombardment Group (M).

B. At 0940 hours, 27 B-26's of this Group took off to bomb Florence Southwest M/Y, Italy. 3 returned early; 2 spares, 1 with ill co-pilot. 24 B-26's were over the target. 11 B-26's dropped 88 x 500 lb. demolition bombs (1/10 - .01 second delay fuses) and 11 B-26's dropped 218 x 100 lb. incendiary bombs (instantaneous fuses) on the target in 3 bomb runs at 1153, 1158 and 1203 hours from 9400' to 10,000' on axes of 50° M, 230° M and 50° M. 88 x 500 lb. and 60 x 100 lb. bombs were dropped on the first run, 40 x 100 lb. bombs were dropped on the second run and 118 x 100 lb. bombs were dropped on the 3rd run. 20 x 100 lb. incendiary bombs were jettisoned in the target area because the bombardier erred. 8 x 500 lb. demolition bombs were returned to base because a/c carrying them was not in a position to drop on the target. 2 x 100 lb. incendiary bombs were returned to base, having hung up. 24 B-26's returned to base at 1345 hours.

C. Results: Demolition and incendiary bombs landed in excellent patterns on the eastern end of the M/Y. 8/10 cloud cover prevented complete observation of results.

D. Observations:

1. Air:

a. Air Activity: Spitfires from Corsica provided escort.

b. Situation: At Florence/Ferstola A/D, 4/5 S/E light colored a/c were seen at 1153 hours from 9400'.

2. Ground:

a. General:

(1) Brown smoke from Leghorn was seen at 1223 hours from 8,000'.

(2) Factory activity at Pomerance and Castelnuevo was seen at 1137 hours from 10,000'.

b. Communications:

(1) 50 RR oil cars at Empoli, Q5483, were seen at 1143 hours from 10000'.

(2) Florence East M/Y contained 150/200 RR cars at 1153 hours from 9400'.

(3) Florence Main M/Y contained 100 RR cars at 1153 hours from 9400'.

(4) 200 RR cars, 2 locomotives with steam up in M/Y were seen at 1153 hours from 9400' (Florence Southeast M/Y).

(5) 200 RR cars scattered between Florence and Signa were seen at 1158 hours from 9,000'.

(6) 35/40 RR cars at Rosignano were seen at 1225 hours from 8,000'.

(7) 25/30 RR cars at Castiglioncello, Q1302, were seen at 1225 hours from 10,000'.

C O N F I D E N T I A L

- (8) 6 RR cars at Volterra were seen at 1140 hours from 10,000'.
(9) 50 RR cars at Q1424 were seen at 1225 hours from 8,000'.
(10) Tracks appeared to have been taken up 200 yards on each side of Cecina RR Bridge; repair work in progress, at 1225 hours from 8,000'.
c. Flak: From Prato, scant heavy accurate for altitude, fairly accurate for deflection, Predicted Concentration fire in bursts of 4 each, was encountered on the first and third runs on the target.

d. Shipping:

- (1) 2 two masted schooners, 10/15 small boats were seen in Porto Ferraio, Elba at 1232 hours from 8,000'.
(2) An oil slick 10 miles east of Ghisonaccia, Corsica was seen at 1115 hours from 8,000'.

3. Losses: None. 3 a/c slightly damaged by flak.

4. Weather: Enroute: Scattered cumulus over land; clear over water.
Target: 8/10 cumulus at 8,000'.
Return: As enroute.

E. Routes and Altitudes: From 2500' at base, 120° T for 56 statute miles to Gavoi; 30° T for 60 statute miles to Tavolara Island; 353° T for 106 statute miles to rendezvous with escort at Alto; 38° T for landfall north of S. Vincenzo; to Volterra; to IP, S. Casciano, climbing to 10000' to target on axis of 50° M at 9400'; 180° curve to the left; second bomb run by second Squadron to target on axis of 230° M; 180° curve to right by second Squadron; third bomb run by second Squadron on axis of 50° M; breakaway left; to Cecina; reciprocal course to base.

F. Comments: 24,000 "nickels" were dropped in the target area.

WILLIAM COOK,
Captain, Air Corps,
Group Intelligence Officer.

1 May 1944.

STINOPSUM NUMBER 107

SECTION I - STATISTICS:

A. 42ND WING OPERATIONS 1 MAY 1944:

	<u>17th</u>	<u>319th</u>	<u>320th</u>	<u>1/22</u>	<u>TOTAL</u>
MISSIONS:	1	2	2	1	6
SORTIES:	36	36	48	12	132
EARLY RETURNS:	1	1			2
A/C BOMBING:	12	35	44	6	97
TONNAGE DROPPED:	23.25	63.70	80.90	12.00	179.85
DAMAGED: FLAK		2	3	3	8
WEATHER M/SORTIE:	1/1				1/1

B. 42ND WING OPERATIONS FOR MAY 1944. Same as above.

SECTION II - OPERATIONS:

A. OPERATIONAL MISSIONS:

1. 17th Bomb Group - At 0915 hrs, 37 B-26's took to bomb FLORENCE NW M/Y. 1 A/C returned early, eng. 36 A/C over target found primary under complete overcast. 12 A/C dropped 93 x 500 (.1 x .01) bombs on RR Viaduct at CASTELLARE, 1st alternate, at 1139 hrs, from 9,700 ft. 3 bombs salvoed, rack malfunction. 96 x 50 GP and 120 x 100 incendiary bombs returned, overcast prevented dropping. 36 A/C returned at 1330 hrs. RESULTS: Observations of results were difficult due to cloud coverage but bombs were believed to have landed to the W of the target. 12,000 nickels were dropped in the FLORENCE area. ROUTE: Base to landfall at CECINA, to POGGIBONSI, to GREVE, around FLORENCE on E side, to BURGO SAN LORENZO, to just N of PISTOIA, over target (RR Viaduct at CASTELLARE) on axis of 235 degrees, slight right break to PONTEDERA, to CECINA, to base. WEATHER: Enroute - 4-5/10 strato cumulus base 3,000 ft, tops 4,000 ft over western SARDINIA. Scattered cirrus at 20,000 ft. Over water - Scattered strato cumulus at 3,000 ft. Coast of Italy clear. Coverage increased from scattered, 10 miles inland, to overcast over primary target. Visibility, 15 miles over Sardinia, 10 miles over water and 5 miles over Italy. CASTELLARE area - 2-3/10 cirrus at 20,000 ft. 9-10/10 cumulus, base 5,000 ft, tops 7,000 ft. Visibility 5 miles in haze. Return - Same as enroute.

2. 319th Bomb Group - At 0850 hrs, 20 B-26's took off to bomb CAMPO DI MARTE M/Y, at FLORENCE (TO 3-150-NA). 2 A/C returned early, 1 spare and 1 mech. 18 A/C found primary target completely overcast, no bombs dropped. 9 A/C dropped 72 x 500 (.1 x .01) bombs on PONTEDERA RR Bridge, 1st alternate (GSGS 4164, sheet 112, Q-291580 at 1108 hrs, from 10,200 to 9,400 ft. 9 A/C dropped 71 x 500 (.1 x .01) on CALAFURIA NW RR Viaduct, last resort target (GSGS 4164, sheet 111, Q-035382) at 1126 hrs, from 10,200 to 9,400 ft. 1 bomb returned, rack failure. 18 A/C returned at 1254 hrs. RESULTS: Observation of results at PONTEDERA RR Bridge was difficult due to smoke from previous bombing. Most bombs fell in the smoke covered target area. Some bombs were just E of the target. At CALAFURIA NW Viaduct an excellent concentration of bombs scored 1 or 2 direct hits on the target. 1 string out the SE approach. ROUTE: Base to rendezvous at ALTO, to CASTIGLIONCELLO, to CERTALDO, to GREVE, to IMPRUNETA, to VOLTERRA, to IP at LALATICO, to PONTEDERA on axis of 345 degrees, right break to CECINA, to IP at 4318N/1009E, to CALAFURIA on axis of 45 degrees, right break to 4250N/0950E, to base. WEATHER: Enroute - CAVU. Target areas - 2/10 scattered. Return - CAVU.

3. 319th Bomb Group - At 0950 hrs, 20 B-26's took off to bomb the NW half of CAMPO DI MARTE M/Y, FLORENCE. 2 spares returned early. 18 A/C over target and 17 dropped 93 x 500 (.1 x .01) and 94 x 100 SR bombs on target at 1158 and 1213 hrs, from 10,200 to 9,400 ft. 3 x 500 and 26 x 100 bombs returned, failed to release.

18 A/C returned at 1356 hrs. RESULTS: A good concentration of bombs reported in center of M/Y running up into warehouses. 1 string was along the NE edge of the M and another string fell in building area about 500 ft E of target. ROUTE: Base to rendezvous at ALTO, to CASTIGLIONECELLO, to CERTALDO, to GREVE, to INNUNSA, to target on axis of 335 degrees, right break to CAMPO BISENZIO, to IP 3 miles E of GREVE to axis of 335 degrees, right break to SCANDICCI, to CERTALDO, to 4317N/1031E, to 4250N/0950E, to base. WEATHER: Enroute - CAVU. Target - 6-7/10 broken at 4-5,00 ft. Return - CAVU.

4. 320th Bomb Group - At 0840 hrs, 27 B-26's took off to bomb FLORENCE S M/Y (TO 3-150-NA). 3 spares returned early. Primary target found cloud obscured, by 24 A/C over target. 24 A/C dropped 192 x 500 (.1 x .01) bombs on PONTEDERA RR Bridge (GSCS 4164, sheet 112, Q-291500), alternate target, at 1100 hrs, from 9,500 to 8,700 ft. 23 A/C returned at 1236 hrs. 1 A/C returned late after landing at GHISONACCLIA, Corsica, for gas. RESULTS: The target area was covered with an excellent pattern of bombs scoring probable direct hits on the bridge. Some bombs cut RR tracks 1000 yds E of the target and some landed wide of the target. ROUTE: Base to ALTO, to S. PIETRO, to VALFERRO, to S. CORCIANO, to CASTELLANA MARITTIMO to PONTEDERA on axis of 360 degrees, right break to SAN PIETRO, to base. WEATHER: Enroute - Scattered cumulus over land, clear over water. Target - 10/10 over primary, PONTEDERA clear. Visibility 10-12 miles in haze. Return - As enroute.

5. 320th Bomb Group - At 0940 hrs, 27 B-26's took off to bomb FLORENCE S M/Y. 9 A/C returned early, 2 spares and 1 with ill co-pilot. 24 A/C over target and 22 dropped 88 x 500 (.1 x .01) and 218 x 100 incendiary bombs on target at 1153 hr from 9,400 to 10,000 ft. 20 incendiary salvos in target area, bombardier error. 8 x 500 bombs returned, A/C not in position to drop. 2 incendiary returned, hung up. 24 A/C returned at 1345 hrs. RESULTS: Bombs landed in excellent patterns on the east end of the M/Y. 8/10 cloud cover prevented complete observations of results. WEATHER: Enroute - Scattered cumulus over land, clear over water. Target - 8/10, cumulus at 6,000 ft. Return - As enroute.

6. 1/22 Squadron - At 0925 hrs, 18 B-26's took off to bomb CAMPO DI MARTE M/Y, FLORENCE. 1 spare returned early. Primary target completely cloud obscured. 12 A/C over target. 16 A/C dropped 48 x 500 (.1 x .01) bombs on RR Viaduct at CAS ELLARE (GSCS 4164, sheet 105, Q-345827), secondary target, at 1140 hrs, from 11,100 ft. 48 bombs returned, target not identified in time to release bombs. 12 A/C returned at 1317 hrs. RESULTS: Viaduct missed. Bombs fell 100 yds to right (Wes) of target. ROUTE: Base to ALTO, to CECINA, to CERTALDO, to GREVE, to FLORENCE, to SAN PIETRO, to PIESCOLO, to IP at PISICIA, to CASTELLARE on axis of 230 degrees, to ORCIANO, to CALFURIA, to base on same route as going in. WEATHER: Enroute - CAVU. Target - Primary overcast, alternate 5/10 cover. Return - CAVU. ADDITIONAL TO MISSION 30 April: 34,000 nickels dropped in FLORENCE area.

B. WEATHER MISSION:

1. 17th Bomb Group - At 0645 hrs, 1 B-26 took off to recon weather in the CECINA area. A/C returned at 0945 hrs. WEATHER: Base - Scattered cirrus above 20,000 ft, visibility 8 miles in light haze. Enroute - Same as base to 20 miles S of LAKE TIRSO where it became overcast strato cumulus at 2,000 ft, tops 3,000 ft. Scattered cirrus 15 miles N of LAKE TIRSO. Became clear with few cirrus above 20,000 ft to E. Visibility unlimited. Scattered cirrus above 20,000 ft, visibility 8 miles in light haze, over water. CECINA area - Clear, visibility 10 miles in haze. Return - Same as enroute, except strato cumulus in LAKE TIRSO area had become scattered.

C. OPERATIONS OF OTHER UNITS:

1. 15th AF, Night 29/30: 10 Halifaxes and 5 B-24's attacked GENOVA PORT with several fires in target area. 24 Wellingtons attacked LA SPEZIA PORT scoring hits on E mole. 22 Wellingtons dispatched to LECHORN PORT had hits in target area with red explosions. Day 30 April: 121 B-24's had a good coverage on MILAN M/Y with hits on roundhouse, tracks and nearby industrial area. 54 B-17's attacked BRESCO A/C factory with excellent results on main factory. 29 B-24's on CASTEL MAGGIORE M/Y, most bombs fell to E of target with some hits on nearby warehouses. 59 B-17's had good concentration on hangars and SW part of REGGIO EMILIA A/D, also hits in M/Y. 240 B-24's attacked ALESSANDRIA M/Y with good coverage, choke points hit, numerous fires and explosions. 5 B-17's using special equipment scored 1 direct

10/0/1, bombers claim 11/1/2. Losses - 2 B-17's. 2 B-17's and 1 B-24 missing. Night 30/1: 7 Halifaxes attacked MONFALCONE (H-6391) observing bursts in the shipyards. 9 Liberators claim hits on GENOVA jettys and harbor. 6 Wellingtons caused fires at LEGHORN while 14 Wellingtons caused bursts across LA SPEZIA harbor.

2. 12th TAG, 30 April: Bombers - A-20's attacked dump at F-9194 resulting in fires and explosions; also dropped nickels in vicinity of G-1065. F-Bombers - P-40's had direct hits on RR at F-5070, 7483, 4771; near miss at F-4272; direct hit on station at F-4979, 8895; started fires in dump at G-5378; 1 M/T destroyed and 2 damaged. P-47's cut RR lines at A-6682, 6984; scored direct hit on roads at A-4163 4064, F-2783, 3579; hits on building at F-3579; 2 M/T destroyed; destroyed a Radar Station at F-2184. P-40's claimed direct hit on tracks at F-7480, 8969; hits on building at F-7576 and 2 direct hits on guns at F-7470.

3. 57th BW, 30 April: 24 B-25's attacked RR bridge at A-6580 scoring possible hits. 1 May: 24 B-25's attacked ALBINIA RR Bridge, alternate target, after finding primary, N ORVIETO RR Bridge weather obscured. target missed. 36 B-25's found FICULLE RR Bridge obscured and bombed GROSSETO RR Bridge (E-641619), alternate. Hits observed on both approaches and on tracks. No losses.

4. 87th FW, 30 April: F-Bombers - P-47's bombed bridge at R-2108 cutting it completely. 12 P-47's skip-bombed M/V at U-9541 scoring direct hit; dive-bombed factory at Q-3818 without observing results; and scored 1 direct hit on factory at E-6882, and 2 direct hits on buildings causing explosions. P-47's bombed bridge at R-2108 and viaduct at Q-8915 cutting approaches to viaduct in 2 places. 12 P-47's bombed tracks at E-855895 cutting them and destroyed 2 M/T and 1 RR engine by strafing. 12 P-47's on bombing mission cut tracks at R-2309 and in 2 places at SINALUNG damaged 15 RR cars at Q-1846 and 9 at Q-1326. 4 Spits flew photo recon of GROSSETO CASTIGLIONE, AREZZO and SAN SAVINO areas. Spits flew escort for 42nd and 57th Bomb Wings on missions to MARSCLANO, INCISA and AREZZO. 1 May: 4 Spits flew weather recon with incident.

SECTION III - INTELLIGENCE:

A. AIR:

1. Activity: 1 U/I T/E A/C ~~was~~ 5 miles W of PONTEDERA observed by 320 BG was the only E/A activity noted on mission. 32nd BG, flying to FLORENCE and alternate targets this date. 87th FW provided escort for bombing missions of 42nd BW this date. 30 April: No reports received concerning E/A operations in the beachhead area. 87th FW reported no E/A on missions 30 April. 57th BW reported no E/A on missions to MARSCLANO and FICULLE. 1 May: B-25's of 57th BW reported no E/A on missions over ALBINIA, ORVIETO, FICULLE and GROSSETO areas.

2. Situation: (17th BG) 2 transport planes on PISTOLA A/D. (320th BG) 4-5 S/E, light colored, A/C on FLORENCE/FIETOLA A/D. 319th and 320th BG's reported 1 T/E A/C on PONTEDERA A/D.

B. NAVAL:

1. Ports and Harbors: (17th BG) 1 medium M/V and 5 small boats at CASTIGLIONCELLO at 1152 hrs. (319th BG) 7 barges or F-boats on beach at Q-1324. 1 naval vessel at S mole and 1 medium M/V in LEGHORN harbor. 5 barges just S of entrance to LEGHORN harbor. 6 small barges at beach 4 miles N of POPOLONIA. 2 small M/V off CASTIGLIONCELLO. 1 M/V approx 6,000 tons in the outer part of LEGHORN. All groups reported 1 M/V, several small M/V and 10-20 small craft and F-boats at PORTO FERRAIO.

C. GROUND:

1. General: (17th BG) Factories active in POMERANCE. Divac area or camp E of CECINA at Q-2624. 15 columns of smoke (white) in area of CASTELNUOVO up to 800-1,000 ft, probably factories. Gun flashes observed from top of buildings at POMERANCE. (319th BG) 14 L-shaped buildings at Q-3220. Piles of supplies on NW edge of SALINE. Piles of supplies, white in color, on docks at CASTIGLIONCELLO. (320th BG) 1 supply dump at Q-1723. 1 supply dump at Q-5236. A supply depot at Q-5937. Brown smoke from LEGHORN. Factory activity at POMERANCE and CASTELNUOVO.

2. Communications: (17th BG) 25 car train headed E out of PONTEDERA at 1144 hrs. 60 car train headed SE between PRATO and SESTO FIORENTINO at 1132 hrs. 30 M/T headed SE from SALINE at 1022 hrs. 20-25 M/T standing at Q-3575. 50-100 RR cars in PISTOIA M/Y. 100 M/T headed S from POGGIBONDI to SIENA at 1120 hrs. 80 RR cars at station at BORGO SAN LORENZO at 1135 hrs. 30-40 M/T facing E between S. GEMIGNANO and POGGIBONDI, stationary, at 1120 hrs. 150 cars in SESTO FIORENTINO, (319th BG) 10 cars at SALINE. 50 cars at Q-0440. 40 cars at Q-0444. 40-50 cars at PONTEDERA. 30-35 cars at CASTIGLIONECELLO. 60-70 cars at Q-1630. 25 cars at Q-1534. 100 cars at Q-1424 with considerable M/T activity in vicinity. 8-9 M/T heading N from CECINA at 1128 hrs (Radio). 100-150 M/T heading E 3 miles SW of VOLTERRA at 1100 hrs and between VOLTERRA and POGGIBONDI at 1120 hrs (Radio). 25 cars at FIGLINE. 75-100 cars at INCISA. 200-250 cars in CAMPO DI MARTE M/Y. 500 cars in locomotive and repair yards at FLORENCE. 150 cars in W M/Y at FLORENCE. 40 M/T headed S 10 miles S of FLORENCE at 1202 hrs, (Radio) 20 M/T parked 3 miles S of CECINA. 15 M/T heading S at Q-3119 at 1230 hrs. (320 h. BG) Train of 10-12 cars, moving toward target, at P-7/8 (TC 3-454-NW, 1st mission). 40 RR cars at C/S. 40 RR cars at F-9/10. 50 RR cars at Q-3357. 16 RR cars at SAN ROEMANO, Q-3961. 6-8 cars at SAN PIETRO. 15-20 cars at CASITELLEFIORENTINO. 6 cars on bridge at target, (PONTEDERA). 10-15 cars at GREVE. 20 cars at Q-1914. 15 M/T in convoy headed S at Q-5837. 6 M/T headed W, N or S. COSOVANO, Q-7456. 150-200 cars in FLORENCE E M/Y. 100 cars in FLORENCE Main M/Y. 200 cars and 2 locomotive, with steam up, in FLORENCE SE M/Y. 200 cars scattered between MARCONI and SIGNA. 35-40 cars at ROSIGNANO. 25-30 cars at CASTIGLIONECELLO, Q-1302. 6 cars at VOLTERRA. 50 cars at Q-1424. Tracks appeared to have been taken up 200 yds on each side of CECINA RR Bridge, repair work in progress. (1/22 S) Viaduct at PITECCHIO cut between the 5th and 6th spans. Repair work in progress. 5 groups of cars, 25-30, in VAGLIA. 319th and 320th BG's reported approx 40 cars at VERNALDO and 50-60 cars at EMPOLI. Photo Recon 30 April: On the E coast the ROSETO DEGLI ABRUZZI Bridge probably remains impassable on the S approach. On the same line the approaches are cut at the S. BENEDETTO del TRONTO Bridge. On the W coast CERVELLARI remains cut. The central line is out at the N end of STAZ FARA SABINA at F-882962, and 2 miles S of the station at F-878925. The VITERBO-CAPRANICA-ROME line is cut at F-459927, F-595864, F-605863, and at F-645804. The bridge 4 miles NE of CIVITA CASTELLANA remains out. The ATTOLIANO Bridge, 4 miles N of ORTE, is partially collapsed. Line are also blocked in the station S of the bridge. Farther N, the S ORVIETO Bridge is blocked on the S approach. The bridge 4 miles S of STAZ DI FIGULLE is blocked on the N approach. STAZ DI FIGULLE is blocked. The CHIUSI-SINALUNGA-AREZZO by-pass line is blocked at W-307876, R-174065, R-160194, between this last point and MONTE SAVINO STATION and at R-214293. The bridge 2 miles W of AREZZO remains impassable. The INEISA targets remain impassable. POGGIBONDI remains blocked by trucks N of the bridge N of town. The SIENA-SINALUNGA line is blocked at V-890150 and R-147100. SETTE BAGNI is blocked N of the station at F-777800. The CIVITA CASTELLANA-ROME line is out at F-750385, F-754931, F-738963.

a. Bomb Damages: Photo Recon 30 April: As a result of the 17 BG attack of 30 April, CORCONA Bridge had been completely demolished. Both approaches are cratered and S of the bridge 4 RR cars were destroyed. As a result of the 319 BG attack of 30 April the Bridge 2 1/2 miles W of AREZZO, the temporary section carrying the southbound track of the W span and that half of the bridge carrying the same track on the 2 central spans were destroyed. The E approach was out. As a result of the 1/22 PAF Squadron attack of 30 April, the line to PONTASSIEVE at BORGO S. LORENZO was out.

b. STATUS OF RAIL COMMUNICATIONS IN CENTRAL ITALY DURING APRIL:

During the month of April the virtual collapse of rail communications in Central Italy has been achieved. The entire rail system has received tremendous damage and the attacks continue.

At the most for only several day has the enemy had profitable use of his main supply channel, the Florence-Rome Directissima Line. Numerous blocks have been thrown into this route along its entire length and many have existed simultaneously. The viaduct 7 1/2 miles W of Arezzo having been blocked on 26 March remained so for the first 4 or 5 days of this month. The bridge 2 1/2 miles W of Arezzo was also blocked for several days at the first of the month and again on the 28th. Opened on the 29th no advantage was derived from the repairs for the bridge 2 miles W of Arezzo was blocked at this time and both bridges are blocked as of the 30th. At approximately the same time as the Arezzo Viaduct block the line was out farther N at Ineisa in

this series of targets has remained blocked for probably the remainder of the month. N of Inesna, Pontassieve has been blocked for short periods during the month and the Borgo S. Lorenzo line has been blocked at that point since 7 April. The Bucine Viaduct targets were rendered unserviceable on the 10th and were out for several days. As can be seen the N section of the Directissima Line, between Florence and Arezzo, was consequently comparatively well taken care of during the month. Although it was open for several days at the middle of the month, blocks were effective in the central and southern sections of the line, and little traffic was possible. On the central section from Arezzo to Orte, the bridge and approaches at Staz di Ficulle were completely torn up on 6 April. This condition existed until the middle of the month and was again effected on the 22nd. It has since probably been repaired. From the 7th until the 14th the Attigliano Bridge, 4 miles N of Orte, was impassable due to damage to the approaches. The Orvieto targets enjoyed their periods of unserviceability as they continually have in the past. The N Bridge was blocked from the 7th until the 10th and then again on the 25th. Orvieto Station was out for several days starting the 10th. Again on the 24th it was knocked out but has since probably been repaired. The Viterbo Line junction with the Directissima Line N of Attigliano was blocked from 12 April for 3 days. N of this junction the tracks and a small tunnel were blocked from the 12th until approximately the 20th. The Orte-Rome section of the line has suffered many cuts. The most serious block in this area has been the bridge block 4 miles NE of Civita Castellana disclosed at an earlier date. This block was still in existence on the 25th. The second half of the month has seen various breaks in the line at such stations as Fara Sabina, Gallese, Monterotondo, Poggio Mirteto, and Sette Senni.

The enemy has consequently been denied anything approaching full use of his main rail supply route. It should be noted that in addition to the above blocks, further disruption has been furnished by fighter-bomber attacks along the line. These attacks have cut the line at many points and have destroyed numerous supply trains parked in the sidings and dispersed along the route. The German dependence on this rail line for supplies is evidenced by the fact that toward the latter part of the month greater portions of the railroad has been defended by heavy anti-aircraft batteries. His preparedness and high regard for our bombing is shown by the fact that along this route flat cars loaded with steel truss-type bridge spans have been noted in many instances. At the Inesna targets flats so loaded were parked on the line waiting either for shipment farther S or for use in reconstruction of one of the Inesna bridges after its future destruction.

The railroad most closely tied in with the fortune of the Directissima Line is the Empoli-Siena By-pass. This road has been completely neutralized during the month and promises to remain so. The bridges N of Poggibonsi have been cut or cratered or blocked as evidenced by damaged freight cars on the track since 22 March. This block probably remains and is reinforced by the Poggibonsi S Viaduct, blocked early in the month, then repaired, then partially destroyed on 22 April. This block remained in effect on the 28th. Additional reinforcement was added on 22 April when the Tabianello Viaduct was also partially destroyed and remained so on the 28th. Cortella Bridge was blocked spasmodically during the first three weeks of April and was finally made completely impassable on the 26th. A dive bombing attack of 23 April caused complete destruction of this target and on the 30th no repairs were visible. Add to these blocks those temporarily effective at Siena, Castellina, Castel Fiorentino and cuts in between, and it can be seen that no traffic was possible on this by-pass. Also, on the 24th photo reconnaissance showed 4 breaks S of Siena on the section of the line to Buonconvento.

The west coast lines were also blocked for the entire month. Cecina has developed into a permanent block with no attempt at repairs. Montalto Bridge was opened during the first week of the month but was again destroyed on the 11th and has become a lost cause for the enemy. Additional blocks have been spasmodically present on the line at Chiarone, S of Cecina, Furbara, Grosseto Bridges, Leghorn, Maccaresse, Montepescali, Sarzana Bridge, and numerous fighter-bomber cuts along the tracks.

The east coast main line has this month received severe disruption. Fano Bridge has been unserviceable for almost the entire month and during the time it was open Falconara Bridge was out. Roseto Degli Abruzzi has been blocked since 8 April and remains so. Toward the end of the month Ancona M/Y also received its share of unserviceability. Further S on the line Cupra Marittima, Civitanova, Montesilvano, Porto D'Ascoli, Pedaso, and San Elpidio have all been reinforcing blocks during this period.

SECTION IV - FIRST PHASE STRIKE ASSESSMENT REPORTS:

FLORENCE CAMPO DI MARTE M/Y: (319 BG, 1-5-44, 1158 hrs, 93 x 500 demolition and 94 x 100 incendiary bombs dropped)

Photo Coverage - Poor) Due to Time in process and delivery - 4 3/4 hrs.

Photo Quality - Poor) weather Average time per edited negative - 16 min.

The photos are almost completely cloud obscured. The main concentration of bombs landed in the middle of the M/Y and along the E edge of the yard. Some bombs fell E of the M/Y. Rolling stock and buildings in the area of bomb bursts were seriously damaged. A count of rolling stock cannot be given. (Bomb Fall Plot Issued)

CALAFURIA RR BRIDGE Q-352382 (Alternate target): (319 BG, 1126 hrs, 71 x 500 bombs dropped)

Photo Coverage - Poor Photo Quality - Excellent

There was an excellent concentration of bombs in the target area. All bombs fell within 200 yds of the target. Strikes cannot be pinpointed but there were several probable hits on the bridge. (Bomb Fall Plot Issued)

PONTEDERA RR BRIDGE (Alternate Target): (319 BG) 72 x 500 bombs dropped)

Photo Coverage - Excellent Photo Quality - Excellent

The target area was completely obscured by the smoke from the bombs of the 320 BG. Only discernable strikes fell 600 yds W of the target. (No Bomb Fall Plot Issued)

FLORENCE WEST M/Y: (320 BG, 1-5-44, 1153 hrs, 219 x 100 incendiary and 88 x 500 demolition bombs dropped)

Photo Coverage - Poor) Due to Time in process and delivery - 2 1/2 hrs.

Photo Quality - Poor) weather Average time per edited negative - 6 min.

The photos were almost completely cloud obscured. The area covered by the incendiary bombs ran N and S across the SE end of the M/Y. The demolition bombs also covered the SE end. A large fire was started in one of the buildings in the yard. Several other buildings in the SE end of the M/Y were destroyed. Photo coverage does not permit a count of rolling stock in the W M/Y. (Bomb Fall Plot Issued)

PONTEDERA RR BRIDGE (Alternate target): (320 BG, 1100 hrs, 192 x 500 bombs dropped)

Photo Coverage - Good Time in process and delivery - 2 1/2 hrs.

Photo Quality - Excellent Average time per edited negative - 6 min.

The target suffered 2 probable direct hits. An excellent concentration of bombs landed on the W approach to the bridge cutting the tracks and blocking the line. After photos by the 319 BG show the tracks, 1100 yds E of the target, cut in two places. A group of bombs landed 2,000 yds S of the target. Prior to today's attack the line was open but as a result of this raid it is blocked. (Bomb Fall Plot Issued)

NOTE: No Bomb Fall Plots Issued on the 17th BG and 1/22 Sq missions, this date, as no photos were received.

DISTRIBUTION:

3A

ADAMS

A - 2