

HEADQUARTERS 55TH BOMBARDMENT WING (Hv)  
APO 520 US ARMY

6 December 1944  
1630A

INTELLIGENCE ANNEX NO. 274 )

TO OPERATIONS ORDER NO. 274 )

This is Plan Able

Maps: GSGS No. 4072 EUROPE Air (POLZANO, GRAZ) 1:500,000  
GSGS No. 3982 EUROPE Air (SALZBURG, KLAGENFURT, UDINE) 1:250,000  
Target Charts No. 13-13-NA (SALZBURG)

No. 14-44-NA (VILLACH)

No. 14-4-NA (KLAGENFURT)

Minimum Briefing Charts No. MBC 13-71 (SALZBURG)

No. MBC 14-40 (VILLACH)

No. MBC 14-21 (KLAGENFURT)

Minimum Photo Charts No: MP 13-56 (SALZBURG)

No. MP 13-71 (SALZBURG)

No. MP 14-40 (VILLACH)

No. MP 14-21 (KLAGENFURT)

Illustration No. 6(d)(vi)130/1,2 (SALZBURG)

No. 3(k)63/1 (SALZBURG)

No. 3/Air/248/1 (SALZBURG)

No. 6(d)(vi)134/2 (VILLACH)

No. 3/Air/251/1 (KLAGENFURT)

No. 3(e)105/1,2,3 (KLAGENFURT)

Pathfinder Supplement, Positive and Negative Relief Charts, South  
Central

EUROPE 1:2,892,000

Pathfinder Scope Photograph: SALZBURG

1. Plan Able calls for a coordinated attack on industrial and communications targets in Southern GERMANY and AUSTRIA by PFF methods by individual aircraft. Primary targets are selected with reference to their relation to the rail network connecting Southern GERMANY and AUSTRIA with ITALY and the BALKANS. The relatively light tonnage of this type of attack is balanced in its effect upon targets by the indirect results upon enemy morale, productivity of labor, and harassing damage. There is abundant evidence that these attacks cause great confusion, requiring refuge in shelters of laborers and civilian population with consequent loss of man hours in industrial production. The refinement of PFF technique promises effective damage to assigned military targets.

2. ENEMY SITUATION

a. FLAK

(1) SALZBURG: Refer to map E2665 (3 Oct 44) as last amended by reports 4E125 (25 Nov.44) and 4E191 (4 Dec 44). The expected time in flak will be 3 minutes.

Since this is a PFF mission and chaff will affect the enemy radar-controlled fire, the accuracy of flak will be somewhat lessened. However, Moderate flak may be expected.

(2) VILLACH: Refer to map 4E81 (14 Nov 44). On 30 Nov 44, a PFF mission, a formation of 3 aircraft encountered no flak in this However scant flak may be expected.

(3) KLAGENFURT: Latest report shows no flak visible in this area.

b. ENEMY AIRCRAFT: Enemy's capability of putting up fighters in the MUNICH area remains formidable, but in view of weather forecasts as of the time of the planning of this mission Intelligence Annex Fifteenth Air Force estimates negligible night fighter reaction.

#### c. SIGNIFICANCE OF TARGETS

(1) SALZBURG is an important railway communications center with extensive facilities. It is situated on the main VIENNA-LINZ-ROSENHEIM-MUNICH line, and has connections Southward to the BRENNER-TARVISIO- and PIEDICOLLE routes to ITALY, thus controlling important by-pass routes which would be available if main lines were cut. There are also a branch line to MUHLDORF (via FREILASSING) and light railway connections with BAD ISCHL, BERCHTESGADEN, LAMPRECHTSHAUSEN, and GAISBERG.

The main passenger area is extensive. The station is large, with six through platform lines and through double trackloops on either side. This area is complete with engine roundhouses, repair shops, and large goods sidings. To the East is situated the Marshalling Yard, which also has its engine roundhouse and repair shops.

All the main lines leaving SALZBURG are double track electrified. The main marshalling areas appear to be steam worked.

The yards are used for classification, storage, repair, loading, and unloading. Cutting all the through line tracks would sever the main VIENNA-MUNICH line, a feeder line to the BRENNER Route, and an important by-pass route to ITALY. Recent reconnaissance shows the BRENNER Line in ITALY to be open, so that cutting it at SALZBURG will have immediate effect on the ground situation in ITALY. The SALZBURG M/Y has capacity of 2,000 units daily. Latest reconnaissance shows 800 mixed units present, and all through lines at SALZBURG open and serviceable.

(2) VILLACH: The main lines from MUNICH to VIENNA converge at this yard, and lead through TARVISIO into Northern ITALY. Facilities include a station with three covered platforms serving seven tracks, goods sidings with transshipment sheds occupying a space 150' x 2500', and a sorting siding 10 tracks wide and 2500' in length. There is a passing loop 750' Northwest of the railway station which passes through a 890' cutting. The yard is used for classification, transshipment, storage, and locomotive repair.

Latest reconnaissance (2 December 1944) shows approximately 400 units present.

(3) KLAGENFURT: See Intelligence Annex No. 270, 2 December 1944, paragraph 2,b(c).

## 2. FRIENDLY SITUATION

### a. Coordination of attack:

- (1) 5th Wing: 18 PFF a/c attack LINZ Industrial area.
- (2) 47th Wing: 12 PFF a/c attack INNSBRUCK M/Y.
- (3) 49th Wing: 8 PFF a/c attack LINZ Industrial area.
- (4) 304th Wing: 8 PFF a/c attack SALZBURG M/Y.

b. No fighter escort or sweep is provided for this mission.

c. POW camps Nos. 18 and 63 are close to target and return route.

d. Escape Intelligence: current Bulletins.

By command of Brigadier General ACHESON:

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Major, AC,  
A-2.

DISTRIBUTION: "C"