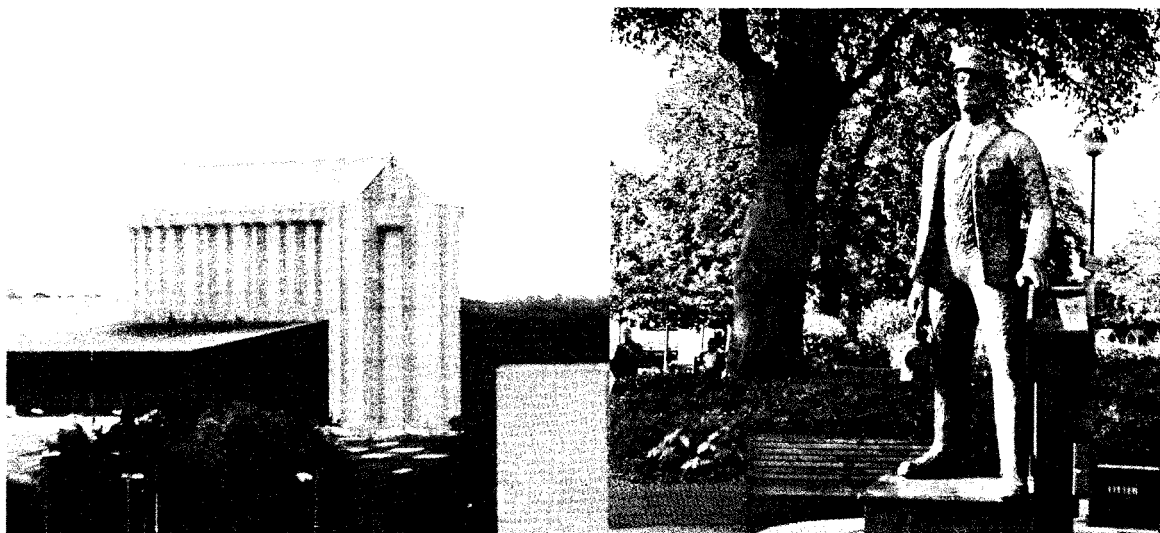
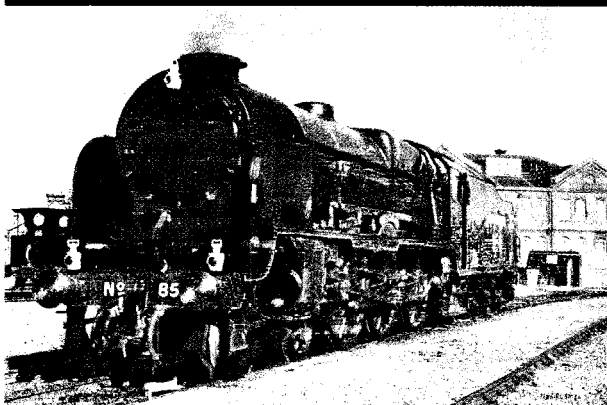


EASTLEIGH & DISTRICT LOCAL HISTORY SOCIETY



The Bombing of the Railway Works



Paper 67

This is the second of three booklets about Local Factories targeted by the Luftwaffe.

There were too few air-raids in Eastleigh to classify them reliably, but I see them as either, area (1), targeted (3) or random (the rest.).

In the area attack there was machine-gunning and High Explosive bombs many of which did not explode. There were some fatalities and some injuries but far fewer than would have been expected. A separate booklet (No. 69) had been produced about this. Another (No.70) is about the attacks which seem to have been random.

Most bombings in Eastleigh were probably random, but Luftwaffe files exist with details, maps, and aerial photographs of the Airport, the Railway Works and Pirellis indicating that those raids were planned. Much damage in Eastleigh was probably caused by our own side. What does up must come down so shells fired at planes over Southampton were likely to come down over Eastleigh.

The Railway Works.

This was first hit during the area attack of 8th October 1940. Two men were killed when a bomb exploded in the Running Sheds. Subsequently more unexploded bombs were found.

They were Frederick Hayes and Alfred Rendle.



John Rendle as a boy.

8th October 1940	Railway Running Sheds	Frederick Augustus Hayes	husband of D. I. Hayes of 6, Winchester Terrace, Chandlers Ford. He was aged 37.
	Railway Running Sheds	Alfred John Rendle	son of James and Rose Rendle of 1 Cherbourg Road He was aged 20.

Two others were wounded.

The next Raid was an attack on the Carriage works on 19th January 1941. The Luftwaffe file contains a map and aerial photograph (1942) of the factory.

Five First-Aid workers were killed and considerable damage caused.

19 th January 1941	Carriage Works	Francis Edward Ball	of 59 Spring Lane, Bishopstoke, son of Oliver and Elizabeth Ball of 49 Peel Road, Wolverton, Bletchley, Bucks.; husband of Pattie Florence Ball. He was aged 28.
	Carriage Works	Leslie Eric Gaiger.	F.A.P. member, of 56 Kipling Road, husband of Nora Kathleen Gaiger. He was aged 34.
	Carriage Works	Reginald Edgar Gillingham	Air Raid Warden and Ambulance Attendant, son of J. Gillingham of 3 Hillside Close, Chandlersford; husband of Ethel Gillingham of 31 Ruskin Road. He was aged 44.
	Carriage Works	Alfred John Godfrey	son of William John Godfrey of 55 Cherbourg Road; husband of Ida May Godfrey of 2 Spencer Road. He was aged 37.
	Carriage Works	George Wilfred Henbest.	son of William Charles and Martha Sophia Henbest, of 67 High Street. He was aged 30.

Luftwaffe File 151

Page 4 shows the Sewage Farm (Kläranlage) – B
and nearby Barrage Balloon sites - A

Geheim!

Zielstammtarte (L)

Land: Großbritannien
England (Hampshire)

Ort: Fratton (Southampton)

(Nähere Lage:
4,5 km N. N. O. Southampton.

(Geogr. Werte:
50° 58' 00" N.
1° 20' 45" W.

Ziel-Nr. G. B. 40 32

Kartenbl.-Nr. Engl. 381:100 000

G. B. Nr. Engl. 132/1:63 360

1. **Bezeichnung des Zieles:** Eisenbahn-Werkstätten der Southern Railway.

Vgl. mit Ziel-Nr.

2. **Bedeutung:** Größtes Werk der S. R. für Bau von rollendem Eisenbahnmateriale und Kraftomnibussen.

3. Beschreibung des Zieles:

a) Verkehrsanfchlüsse Eisenbahnanfchlüsse.

b) Ausdehnung insgesamt: O. - W. 300 m
N. - S. 1000 m

Bebaute Fläche:

c) Art der Anlagen und Einrichtungen,
Bauweise, Bauausführung, Luftempfindlichkeit, Brandgefahr:

Geschlossener Hallenbau. Gemischbau.

Im N. 7 große Werkstatthallen (Sheddächer) mit Nebengebäuden (250×400 m), 300 m S. eine große Halle (250×150 m) mit Kessel- und Maschinenhaus (Kraftanlage, 1 kleiner u. 1 großer Schornstein) am S. O.-Ende.

Im S. W.-Teil der Anlage 1 Halle (110×80 m) mit Lokomotiv-Prüfstand.

Einsturz- und Brandgefahr.

d) Erzeugnisse: Lokomotiven und Waggon der Southern Railway, Neubau u. Reparatur des Kraftverkehrsmaterials der S. R.

e) Erzeugungsmenge im Monat:

Regelmäßig und normal,
bei mehreren Schichten und Arbeitern?

f) Belegschaft: Etwa 3000 Arbeiter.

Männer, Frauen, Vollzeitarbeiter,
politische Einstellung, Unterbringung

g) Lebenswichtig: Teile, Wasser und Kraftversorgung, Zabetage:

Kraftanlage (Kessel- und Maschinenhaus) am S. O. Ende der großen Werkhalle im S. Teil der Anlage mit 1 kleinen und 1 großen Mauerstein.

h) Rohstoffversorgung:

i) Lagerung:

k) Sonstiges: S. anschl. liegt der Flugplatz Southampton. (G. B. 10 205)
7,5 km im S. S. W. liegt Seeflugplatz Southampton. (G. B. 10 206)
8 km im S. S. O. liegt Fliegerhorst Hamble. (G. B. 10 95)
9 km im S. liegt See Flughafen Hamble. (G. B. 10 94)
12 km im S. S. O. liegt See Fliegerhorst Calshot. (G. B. 10 31)
17 km im S. S. O. liegt Seeflugplatz Cowes. (G. B. 10 51)
17,5 km im S. S. O. liegt Flugplatz Cowes (West). (G. B. 10 52)
20 km im S. O. liegt Fliegerhorst Lee-on-Solent. (G. B. 10 125)

4. Aktiver und passiver Luftschutz, örtl. Bewachung:

Nächste Flak-Garnison: Southampton (8 schw. Flak).

5. Orientierungspunkte zur Zielerkennung:

Mündung des River Itchen in Southampton Water 8,5 km im S.
Eisenbahnbrücke über den River Itchen ca. 1,5 km im S. O. und im N.
Straßenbrücke über River Itchen am N.-Rand.

6. Bild- und Kartenunterlagen vom Ziel und vom Zielraum:

a) Anliegend:

G. B. 40 32 a: Kartenausschnitt.

G. B. 40 32 b: Luftbild.

G. B. 40 32 c: Lageplan.

b) Außerdem vom Zielraum vorhanden:

Z. K. 3/4

7. Zielunterlagen hat:

GB 40 32 bc

Nur für den Dienstgebrauch!

Bild Nr. 2352 Z 40

Aufnahme vom 17. 4. 42

Eastleigh (Southampton)

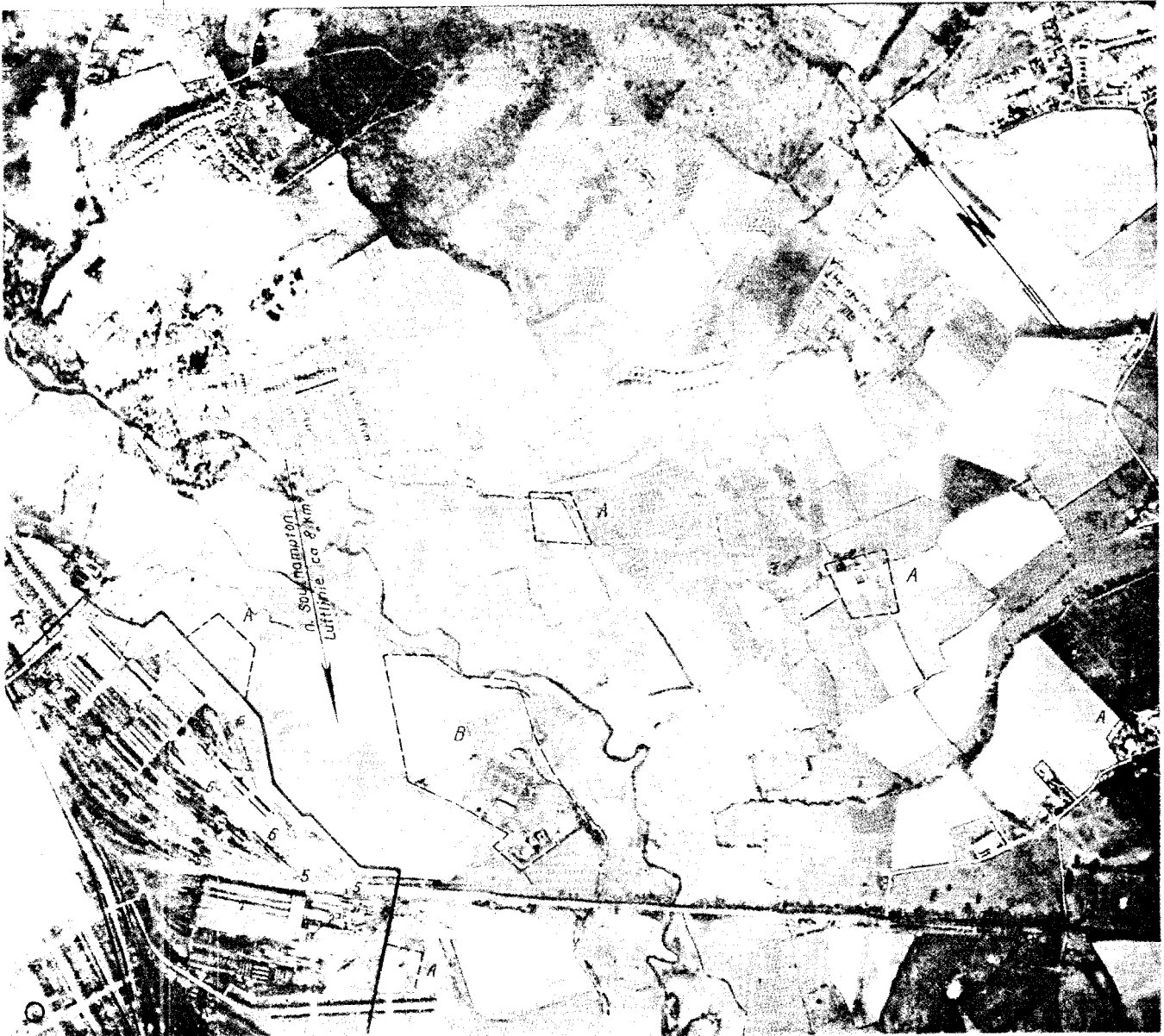
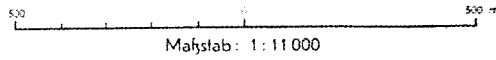
Eisenbahnwerkstätten

Länge (westl. Greenw.): 1° 20' 45" Nordl. Breite: 50° 58'
Zielhöhe über NN: 15 m

Lfl. Kdo. 3 Dezember 1942

Karte 1:100000

GB E 38



1. Werkhallen	etwa	95 000 qm
2. Kessel- und Maschinenhaus	etwa	950 qm
3. Lagerhallen	etwa	7 000 qm
4. Abstellhallen	etwa	4 200 qm
5. Stellwerke	etwa	250 qm
6. Lagerplätze		
7. Verschiebebühne		

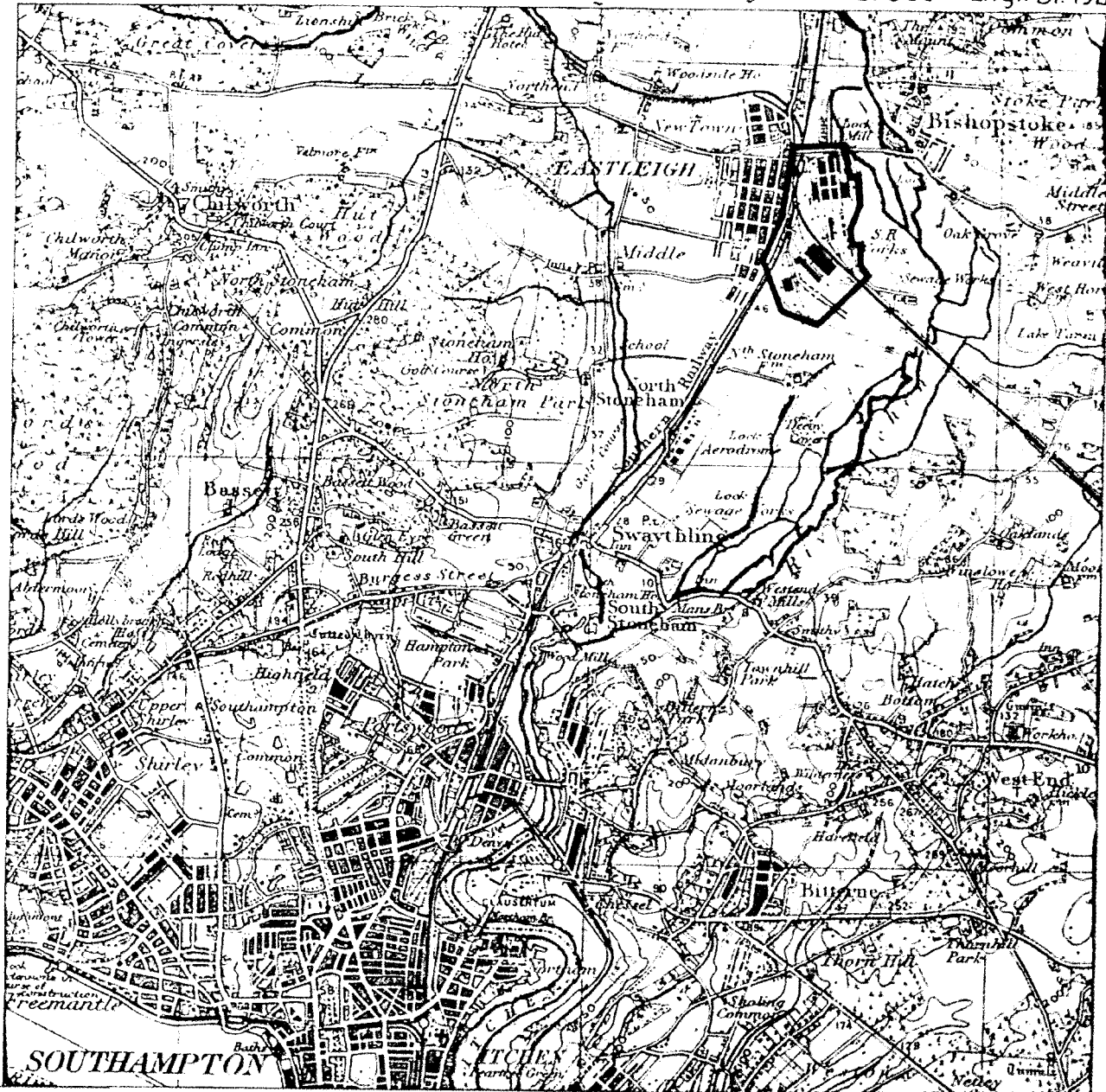
Bebaute Fläche im bildgedeckten Teil	etwa	107 400 qm
Gesamfläche im bildgedeckten Teil	etwa	650 000 qm

A Sperrballonaufstiegstellen B Kläranlage

GB 4032 a

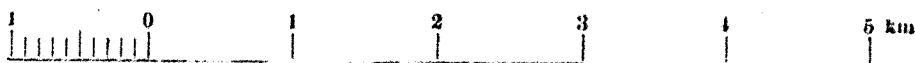
Eastleigh - (Southampton)
Eisenbahn-Werkstätten der Southern Railway

1:100 000 Engl. Bl. 38
1:63 360 Engl. Bl. 132



Geheim

Maßstab 1:50 000



Eastleigh - (Southampton)

Geheim

Eisenbahnwerkstätten der Southern Railway

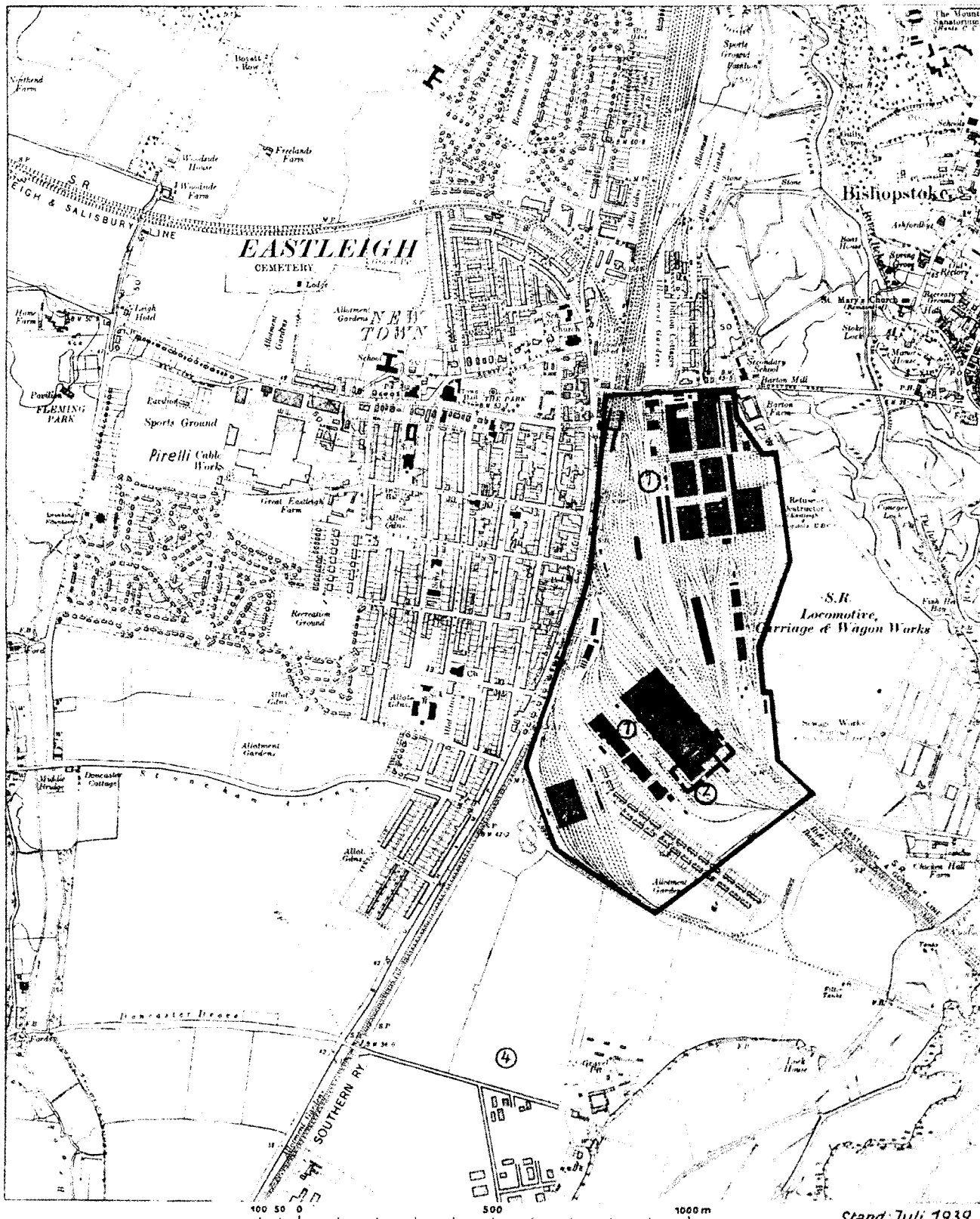
Länge (westl. Greenw.) 1°20'45", Breite 50°58'

Mißweisung: - 11°6' (Mitte 1939)

1:63360 B.Nr. 132

1:100000 B.Nr. 38

GB 4032 c

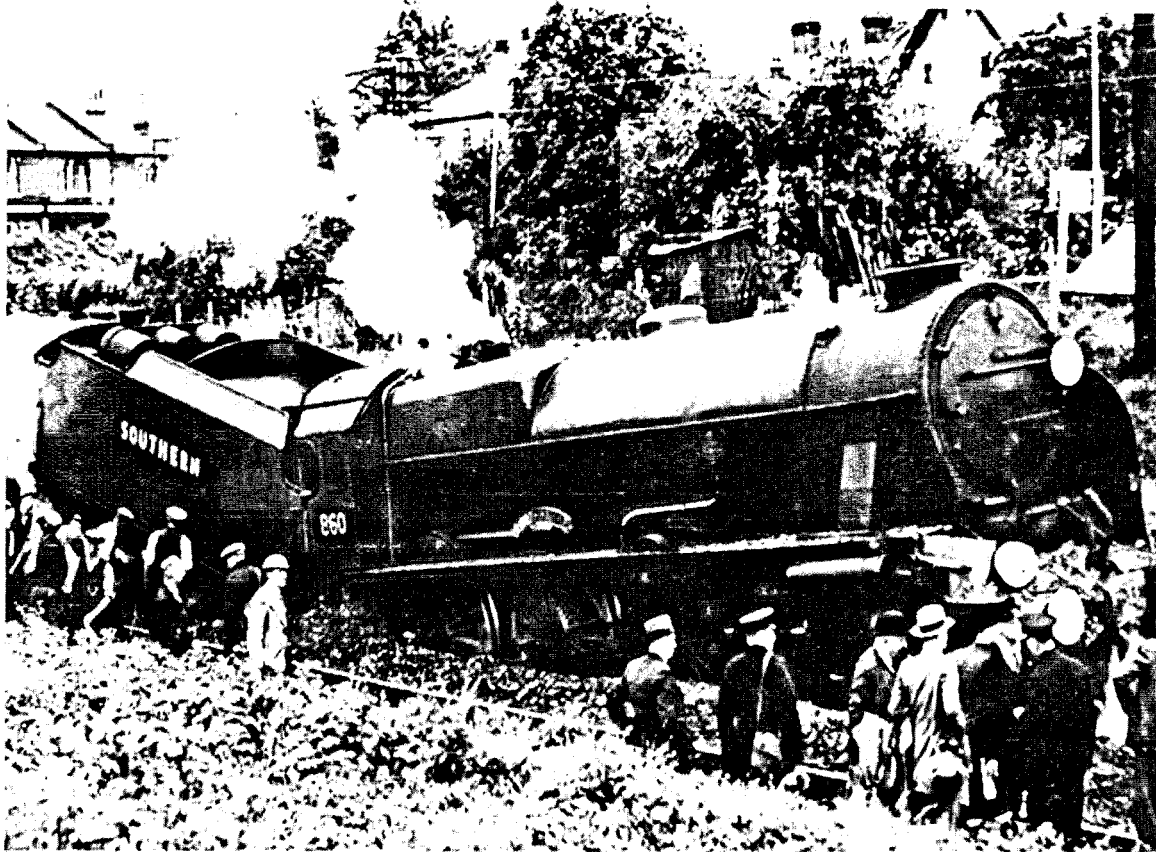


1. Werkshallen der S. R.
2. Kessel- u. Maschinenhaus
3. Lokomotivprüfstand
4. Flugplatz Southampton

Maßstab 1:10560

Stand: Juli 1939

On 14th August 1940 a bomb was dropped on the line just ahead of a locomotive coming towards Eastleigh and it plunged into the crater. Such damage was quickly repaired.



Wednesday 14th August 1940.
Train fell into a bomb-crater on the line at St. Denys.

On 19th January 1941, the day the Carriage Works was bombed, Southampton Road and the Railway track alongside were damaged by bombs which destroyed houses at 370 and 372 Southampton Road and a water main was hit. The railway line was back in operation within hours but the road was closed for a month. The gap in the houses just north of York Road was where 370 and 372 Southampton Road had been.



FIVE DEAD IN ONE AREA

In one southern area five people were killed. They were Messrs. Godfrey, Gillingham, Gaiger, Henbest, and Ball and were members of a first-aid party.

A bomb fell in the centre of a main road, damaging a number of houses. Nobody was injured but a water main was broken and the road was flooded to a depth of two feet.

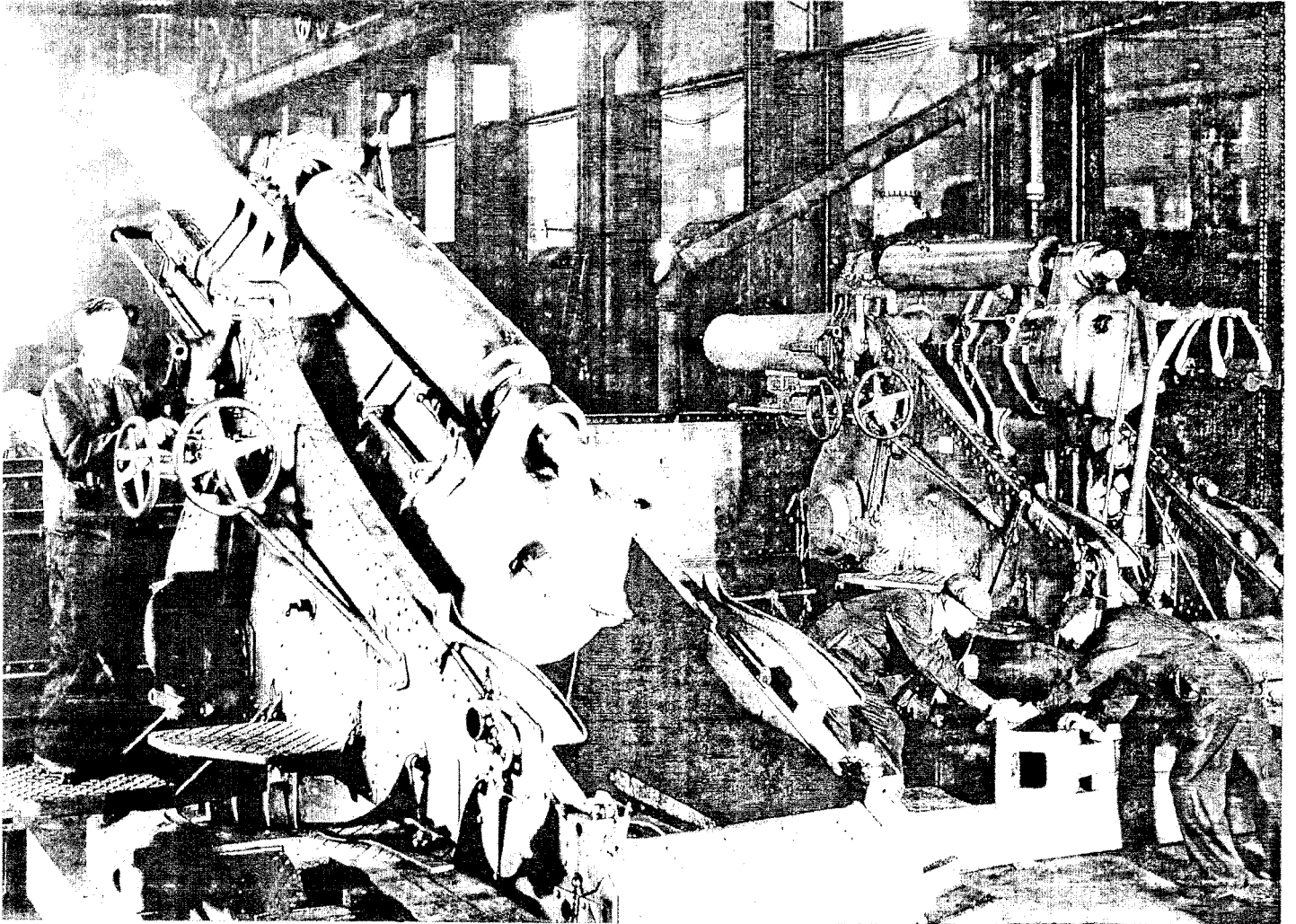
A first aid party in a car ran into the crater but the party escaped with nothing more than a wetting.

There were other attacks in villages in this area but no further casualties have been reported.

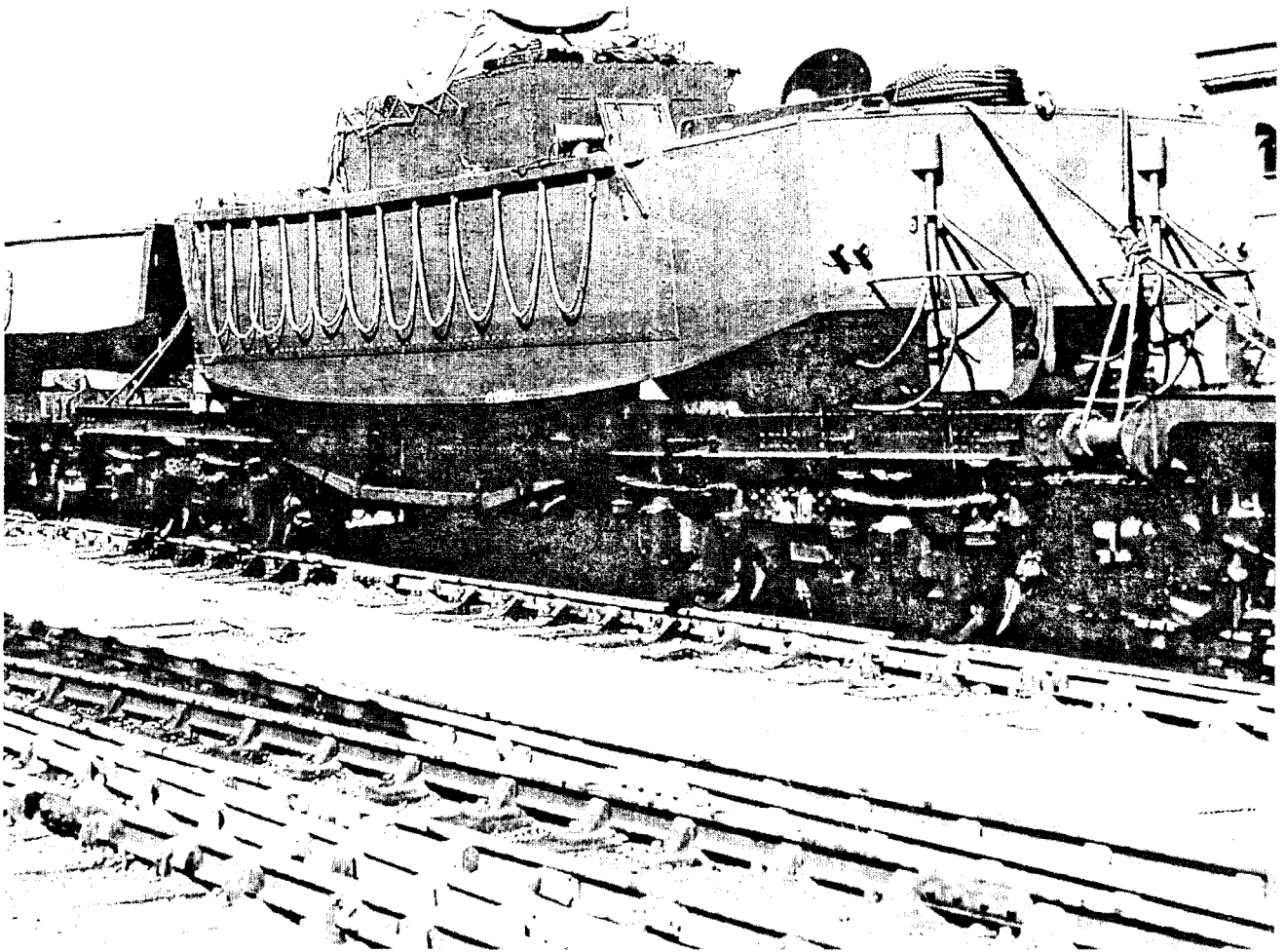
Alfred John Godfrey was one of those killed on the same day at the Carriage Works.



Later in the War.

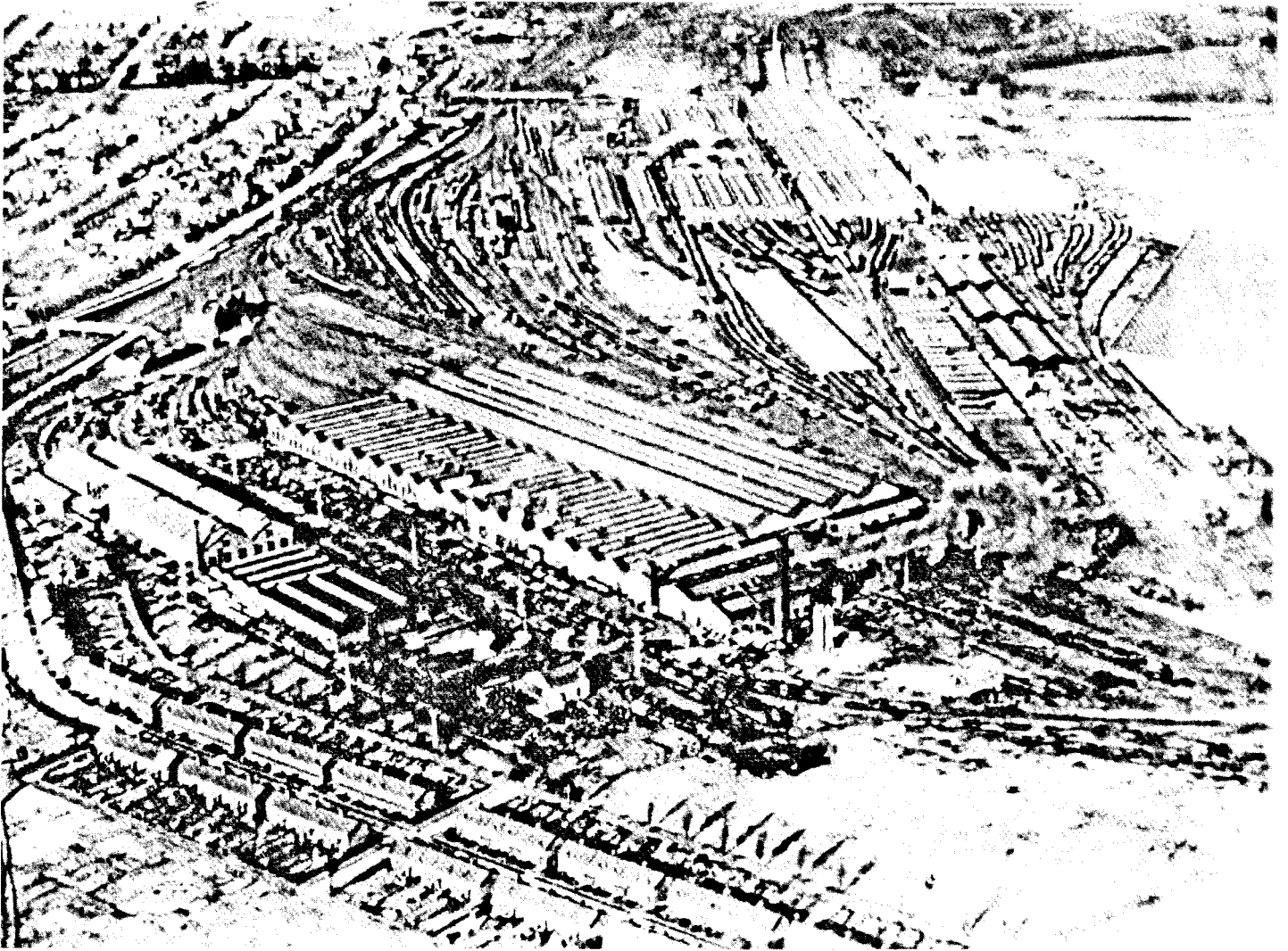


Guns were overhauled and modified in the erecting shop of the Locomotive Works



Construction and fitting out of landing-craft and motor launches were shared between Eastleigh Locomotive Works and Carriage Works.

The following is part of a Comprehensive Official Report of A.R.P. arrangements at the Railway Works during the Second World War.



The Section on
AIR RAIDS

from page 30.

AIR RAIDS.

The first warning to be received at the Works was the Preliminary Yellow on September 5th 1939 at 10.7 am. followed by White a few minutes later. As is well known, activity on the part of the enemy so far as aircraft is concerned did not develop seriously until 1940 and the first Red, or alert, warning took place on 7th June 1940 at 12.55 am. and was in operation for two hours. During September and October of that year the warnings were of daily frequency and a good deal of time was spent in the Works Shelters as a result.

The first damage from aircraft occurred on Tuesday, 8th October, when low flying machines travelling in a South Easterly direction passed over Eastleigh and dropped bombs, so off which fell upon the Locomotive Running Sheds, within a stones' throw of the Works. The Running Shed office was struck, two of the staff being killed and three injured. Call for assistance were made and members of the Works and Shed Rescue squads worked well to reach the injured Persons.

The Company's property received no further damage until the night of Sunday 19th January 1941 when, during an alert lasting four hours, bombs were dropped on both the Locomotive and Carriage and Wagon Works. The warning was sounded at 7.9 pm. and aircraft were soon passing overhead in a Northerly direction. At approximately 8.45 pm 16 bombs were dropped in the Area.

Two on the permanent was North of the East Box

Two on the permanent way near South Coast Carriers

One near cycle sheds in the Carriage & Wagon Works

One near the Boiler House in the Carriage and Wagon Works

One between the Brake Shop and Smithy the Carriage and Wagon Works

One on the Lifting Shop Roof the Carriage and Wagon Works

One in the Yard the Carriage and Wagon Works

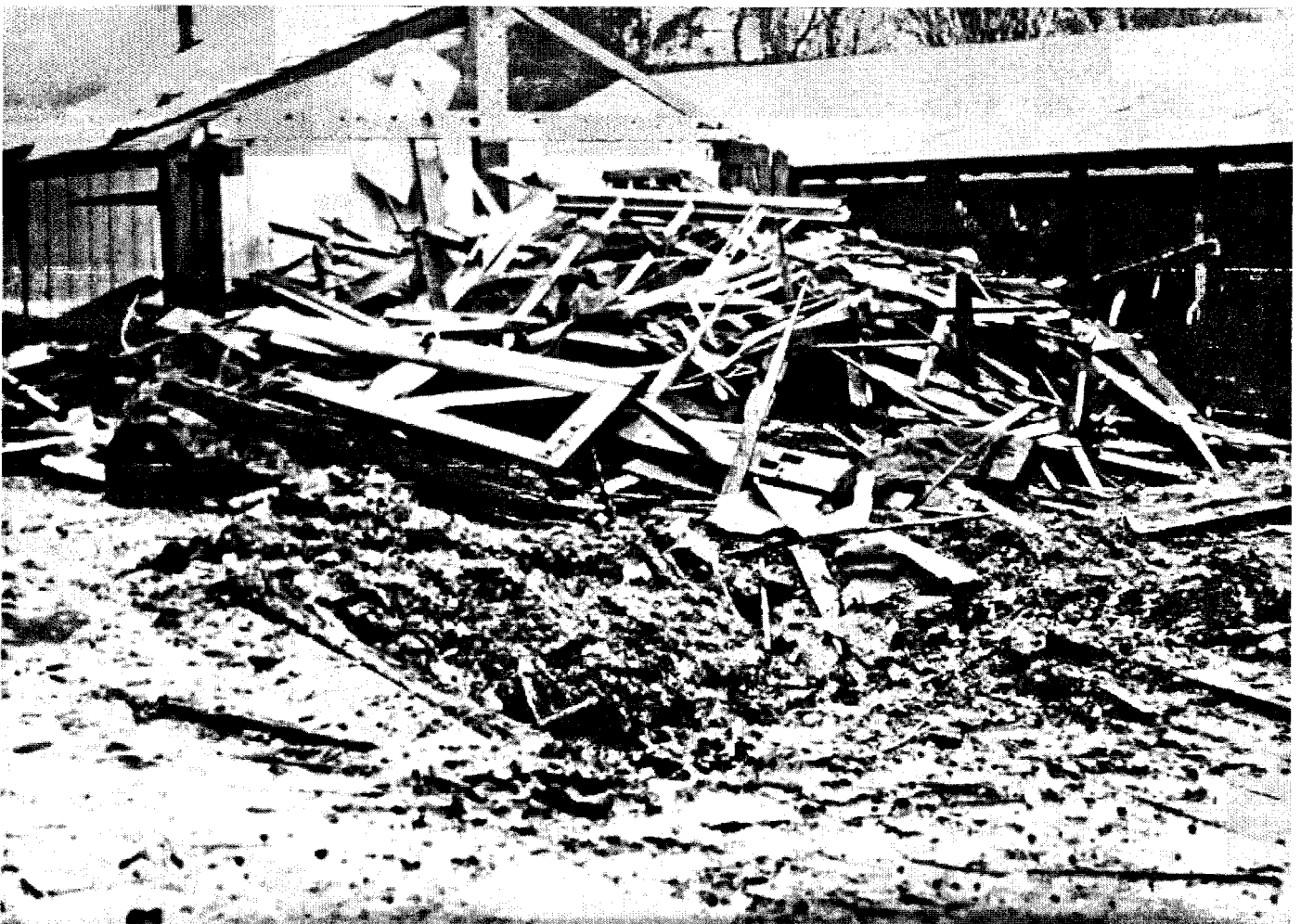
One unexploded in the Traverser Road

Two on the permanent way South of the Transfer Shed

Three in the Locomotive Works Yard

BOMB DAMAGE

A large portion of the Cycle Shed and Motor Car Sheds was demolished by the bomb which fell near these Sheds. This also shattered all the windows on the North side and blew down a number of doors in the Carriage Works General Offices, Stores and Accountants' Offices. The outside staircase to the Accountants' Offices was also damaged. The petrol pump at the Stores gate fired and was rendered useless.



Motor and Cycle Sheds.

Paint Shop.

The North West corner of the Paint Shop received damage. A piece of brickwork approximately 10'0" by 4'0" was blown down at ground level. Many windows along the wall and glass in the roof were shattered. A gas main and water main were broken at this point, also the Works clock and clock tower received damage. The windows of the Control Room and Time Offices were shattered. All windows in the South side of General Offices were shattered and a number of doors blown down. Damage was also done to the Ambulance Room.



North West Corner of the Carriage Paint Shop.

Boiler House.

The bomb which fell within a few feet of the Smith's Shop Boiler House damaged the Works Hydraulic main, Compressed Air main and Secondary steam main. The coke storage bin was blown down and damage caused to the corrugated iron building housing the hydraulic machine &c. The automatic starter of the vacuum pump was damaged beyond repair, and also the starter of the 60 H.P. hydraulic motor received minor damage.

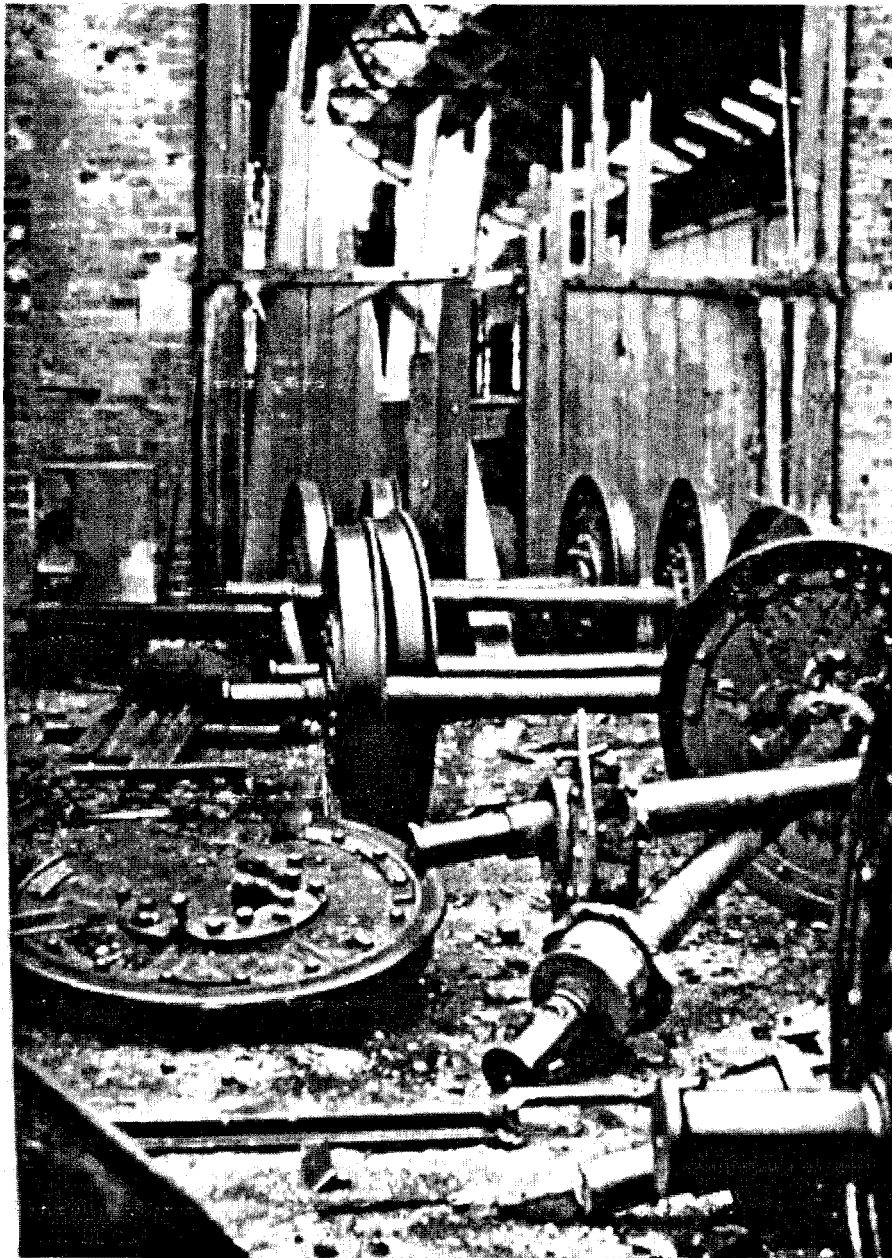
The North East corner of the Iron and Steel Store received damage. A number of windows were shattered along the West wall of the Smith's Shop and a quantity of glass in the roof broken.



North East Corner of the Iron & Steel Store.

Brake Shop & Smithy.

The timber-built lean-to sheds containing the Smith's Shop blowers were blown in and 25 H.P. motor and starter of some of them received damage. Eight pairs of doors at the North end of the Lifting Shop were damaged, 6 pairs badly, but the building fabric appears to have stood up to it. The timber and iron building containing the two boshes for cleaning axleboxes received damage to the iron sheets and widows. A quantity of glass was shattered in the roof of the Lifting Shop and a number of widows at the South West corner of the Body Shop was blown in.

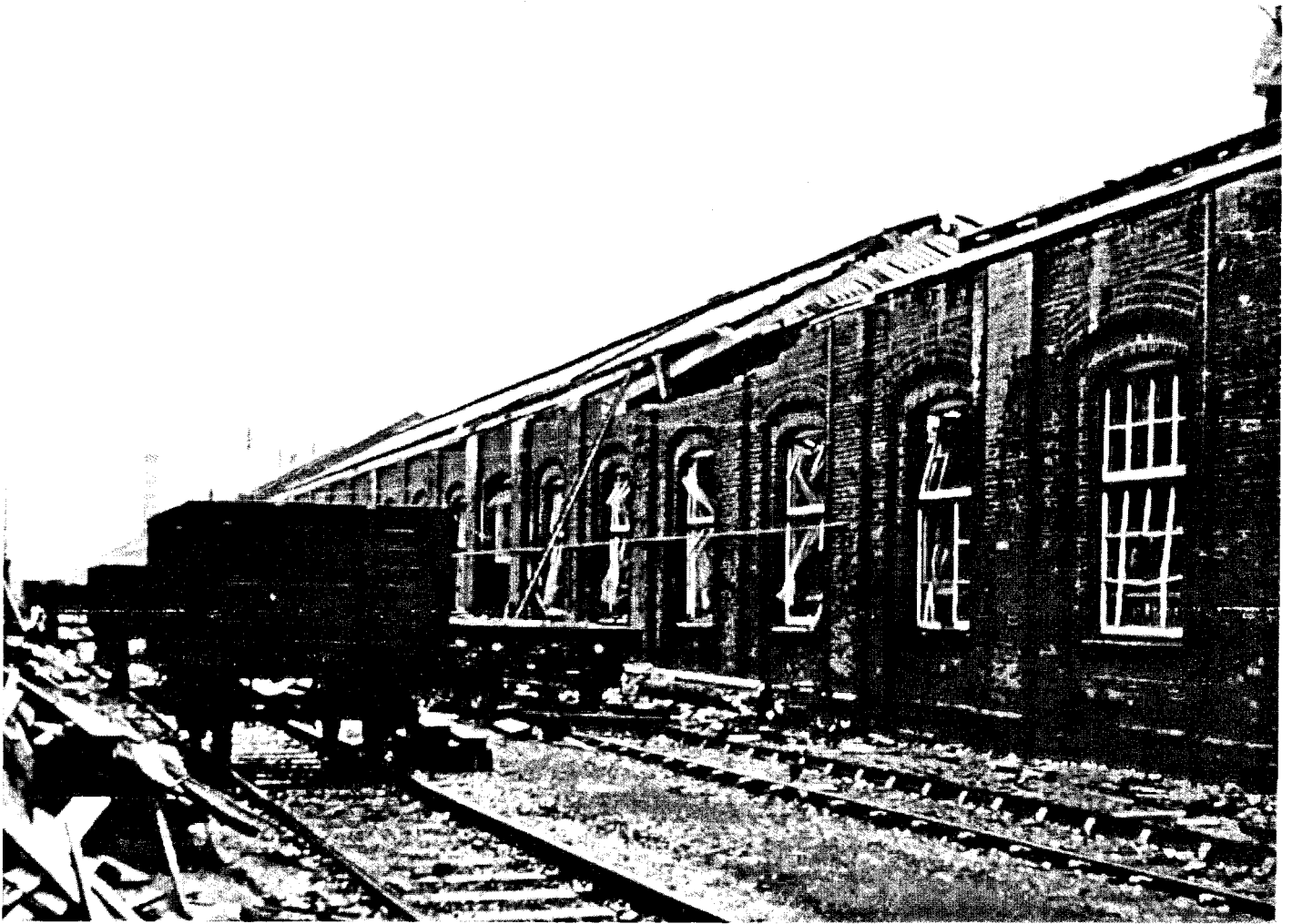


North End of the Brake Shop.

Lifting Shop.

This bomb fell in the South West corner of the Lifting Shop and it appeared to explode on contact with the roof. A portion of the roof about 35'0" in length in one bay fell in causing damage to Waterloo and City stock. A large quantity of glass was shattered in the Lifting Shop.





South West Corner of the Lifting Shop.



Entrance to Shelter.

Yard South of Lifting Shop.

This bomb fell outside the South West corner of the Lifting Shop and landed in the centre of a new underframe. A hydraulic main was fractured by the explosion and the pipe broke a few days later.



Underframe outside the Lifting Shop.

Fires.

With regard to the fire at the Petrol Pump mentioned previously, about 250 gallons of petrol were contained in this pump. The fire was extinguished within ten minutes by the Fire Service under the supervision of the Brigade Captain W. H. Cawte with the aid of Phomene extinguishers.

In the Lifting Shop one or two old coats were thrown to the roof and became ignited. This outbreak was quickly dealt with by the Brigade.

The fact that the Petrol Pump Fire was extinguished within ten minutes speaks well of the initiative shewn by all members of the Fire Service who rendered assistance under actual raid conditions. The Pump was within ten yards of the Stores Warehouse and had the flames reached this point some considerable damage would have resulted.

At the same time as this fire was receiving attention five members of the Casualty Service who were on duty lost their lives as the result of the bomb dropping near the Paint Shop. They were:-

Ambulance Attendant R. G. Gillingham

Tinsmith A. Godfrey

Bodymaker F. E. Ball

Labourer C. W. Henbest

Clerk L. Gaiger of the Stores Dept.

The sixth member of this party, painter, A. H. Welch who survived was absent from work for some time suffering from shock.

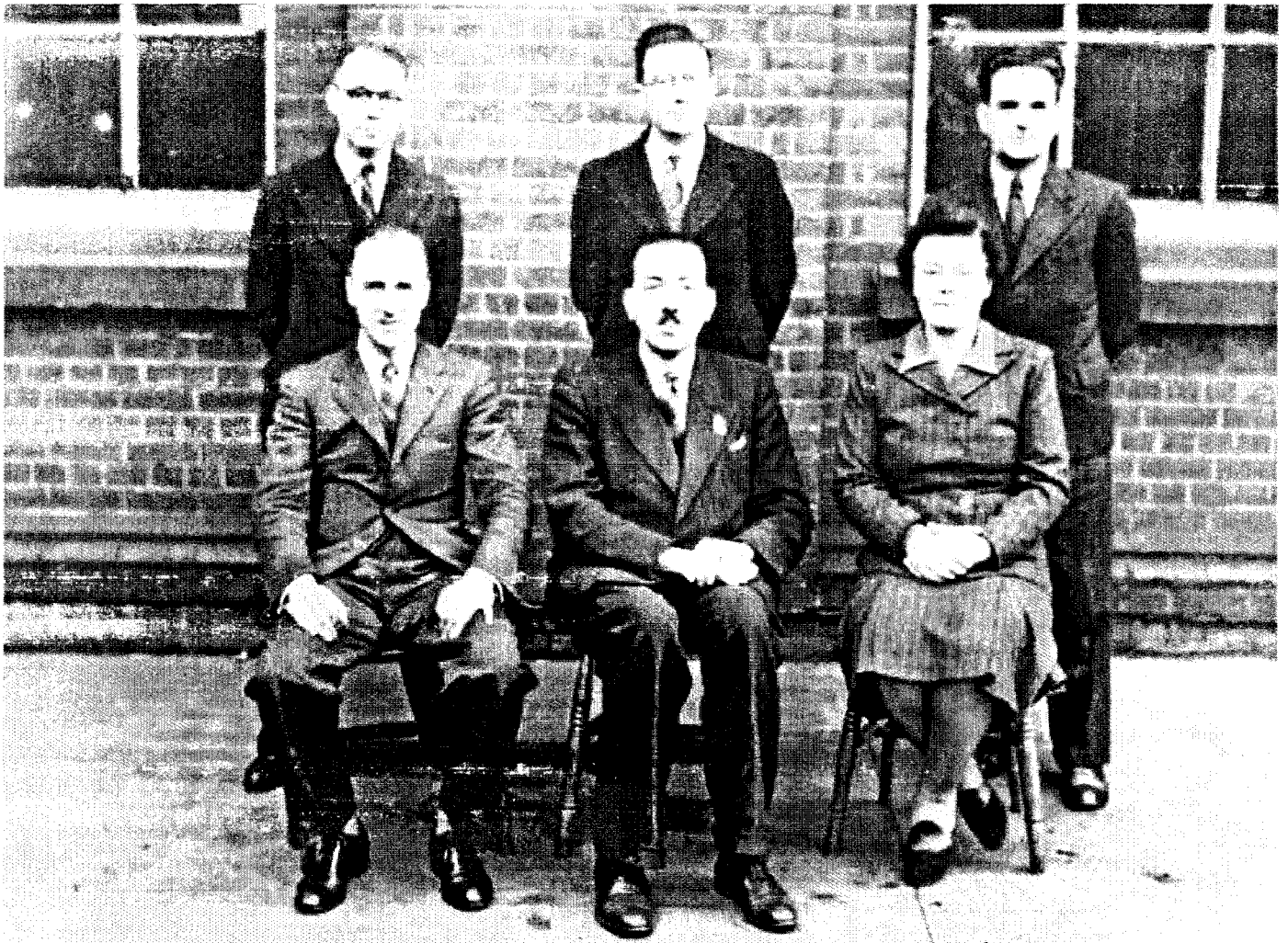
The Locomotive Works First Aid Party Leader, R. H. Roberts, was called over to render assistance together with the Demolition/Rescue squads from both Works. The A. R. P. services functioned in a praiseworthy manner upon this occasion and received a good deal of help from members of the Home Guard who were on duty. As it was not possible to decide under blackout conditions whether a number of unexploded bombs were also on the premises as a result of this raid the Works were closed for a short time on the following day. With the exception of one or two of the Shops in the Carriage Works most of the employees lost very little time as a result of the damage and with all 'hands to the pump' the repairs were got under way and work proceeded with the minimum of delay.

During the alert of 12th February 1941 a bomb was dropped upon the Dutton Lane Recreation Ground. This was the only damage upon this occasion despite the fact that bombs were dropped upon other parts of the Town.

On the 10th April 1945 an unexploded bomb was found at the Running Shed in a coal stack, presumably from the raid of Tuesday 8th October 1940. This was removed without trouble.

Railway Employees – 1939-1945. and their contribution to the War Effort.

A



Eastleigh Works.

Chief Warden & Control Room Staff.

1

2

3

4

5

6

B



Eastleigh Works.

A.R.P. Committee – Employees Representatives.

- | | | | | | |
|---|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | |
| 6 | 7 | 8 | 9 | 10 | 11 |
| | 12 | 13 | 14 | 15 | |

C



Loco Section – Wardens Service

1 2 3 4 5 6 7

8 9 10 11 12 13 14 15 16 17

18 19 20 21 22 23 24

D



Carriage & Wagon – Wardens Service.

- | | | | | | | |
|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | |

E



Eastleigh Works Firefighters

F



**Eastleigh Works Fire Service
Roof Fire-Spotters.**

1 2 3 4 5
6 7 8 9

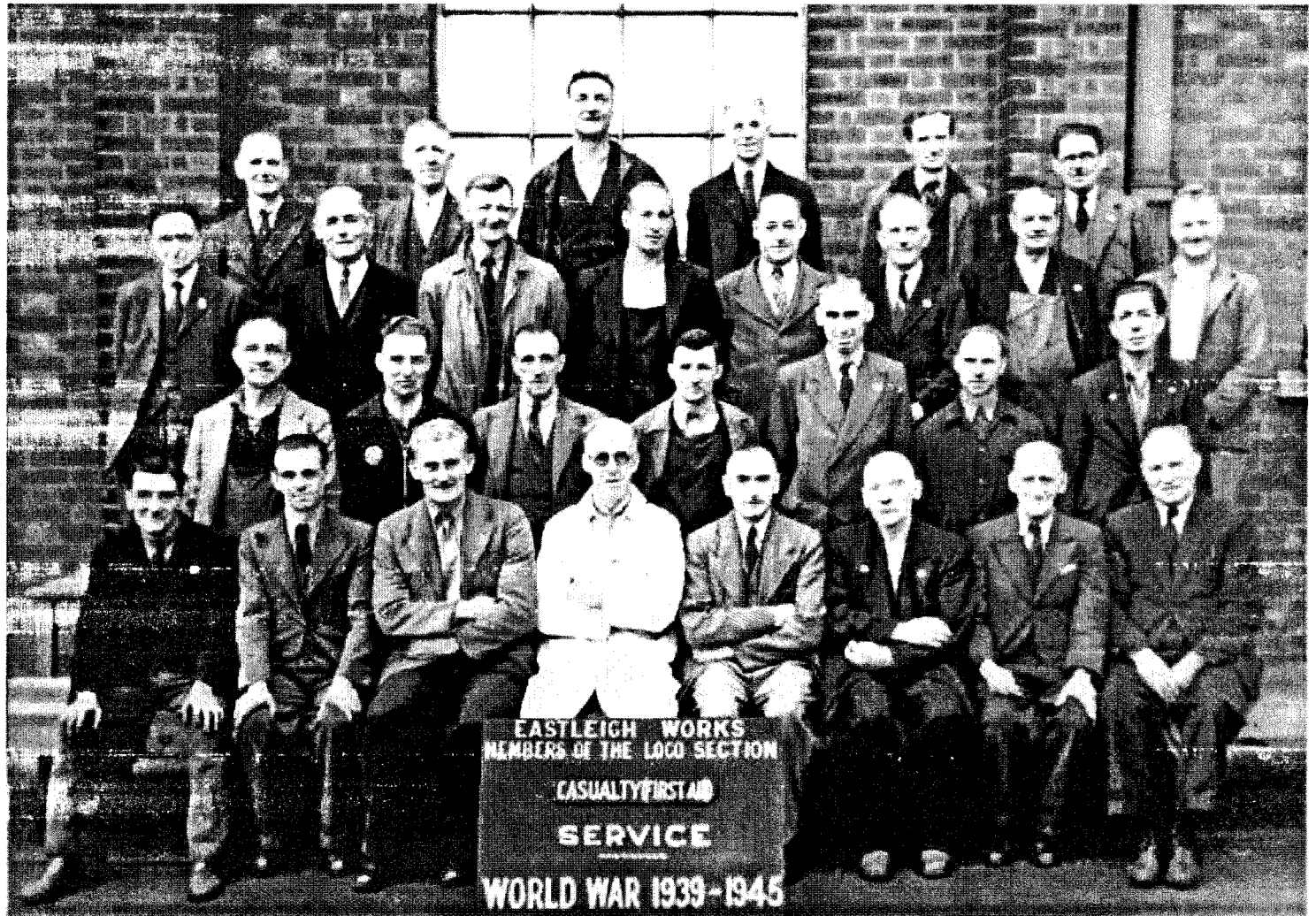
G



Carriage & Wagon – Casualty and First Aid Service.

- | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |

H



Loco Section – Casualty & First Aid Service.

- | | | | | | | | |
|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | | |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |

L



Carriage & Wagon Section. Demolition/Rescue.

1 2
3 4 5 6 7
8 9 10 11

M



Locomotive Section. Demolition/Rescue.

1

2

3

4

5

6

7

8

J



Carriage & Wagon Section of the Decontamination Service

- | | | | | |
|----|----|----|----|----|
| 1 | 2 | 3 | 4 | |
| 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 |

K



Loco Section of Decontamination Service.

- | | | | | | | |
|---|---|----|----|----|--|--|
| | | 1 | | 2 | | |
| 3 | 4 | 5 | 6 | 7 | | |
| 8 | 9 | 10 | 11 | 12 | | |