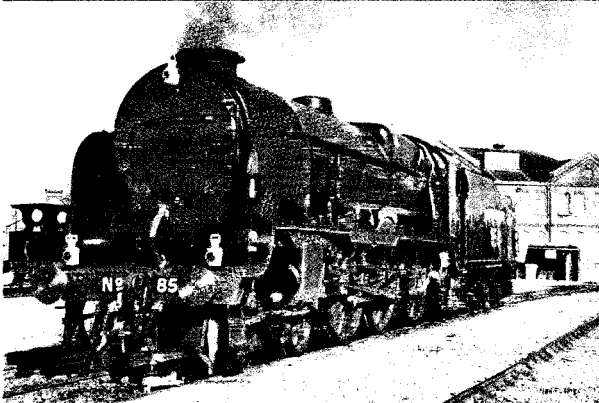


EASTLEIGH & DISTRICT LOCAL HISTORY SOCIETY



The Bombing of Pirellis



Paper 68

This is the third 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 (Paper 69) has been produced about this and another, (Paper 70), about the random bombings.

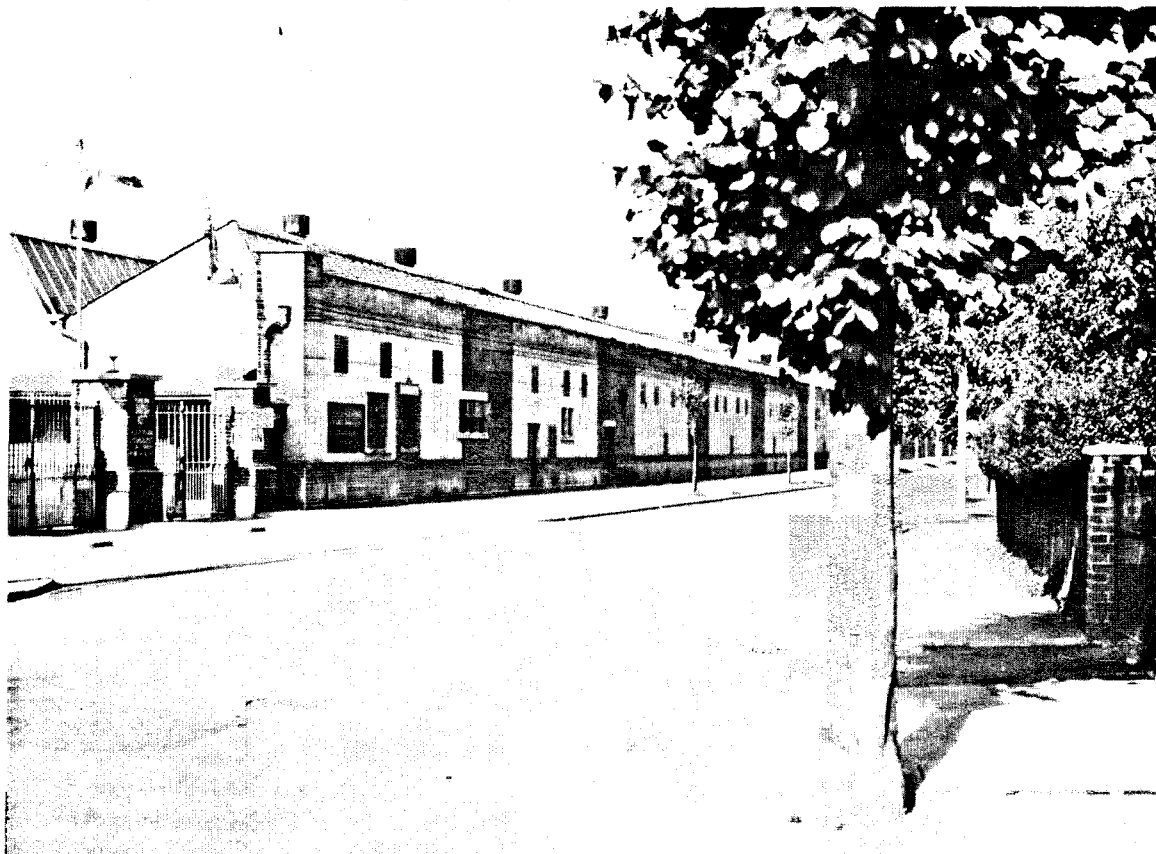
Most bombings in Eastleigh were probably random, but Luftwaffe files exist with details, maps, and aerial photographs of the Airport, the Railway Works and Pirellis indicating that those raids were planned. Much damage in Eastleigh was probably caused by our own side. What does up must come down so shells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

The Pirelli Factory

On 22nd January 1941 an unexploded anti-aircraft shell was found on the Pirelli Sports Ground.

During the area air-raid of 8th October 1940 a bomb damaged the Pirelli Canteen behind the Leigh Road Wall. Two people were slightly injured. One of these was Thomas Payne who worked for Pirellis. The men were in the Canteen preparing for Fire Watching Practice. Thomas Payne went hospital to be treated for shrapnel in his neck.

The Pirelli Factory had elaborate camouflage on its walls and roof, but its tall chimney must have been a giveaway.



The Luftwaffe had a file about the Pirelli Factory and attacked it on 22nd June 1942 with incendiaries and High Explosive bombs but also did a great deal of damage to nearby property. No Pirelli staff were killed or injured, but many homes were destroyed and there were civilian casualties.

I was told that Pirellis were secretly working on electronic valves for transmitters, as these were rescued from the bombed premises even while an unexploded bomb was wedged in the roof.

The incident reports were concerned about disruption to productivity and the press was silent about the factory.

A number of photographs were taken of the damage which was extensive but apparently mainly cosmetic. Roofs were mangled and the walls affected.

My father was not on fire-watch duty when the heavy raid on Pirellis took place. We went to our Anderson Shelter and father told us that Pirellis was ablaze. I wanted to see it, but was not allowed to, much to my annoyance. There were thunderous explosions and the ground shook. I think it cracked a wall of our house. The crack is still there. After the 'All Clear' dad took me up to the back bedroom window from which I could see fires along the whole length of the Pirelli Roof.

My grandmother liked to be out late in the evening and on 21st June, after the air-raid warning had sounded, made her way home to her house in Arnold Road, dodging into doorways, and being scolded several times by Air Raid Wardens for not being in a shelter. She arrived home, shut the front door and went to the back of the house. Bang! One of the bombs exploded and blew open her front door. She closed it and went back to her kitchen. Bang! The door flew open again, and she patiently went and closed it. No sooner had she returned than there was an even larger explosion. When she went close the door it was not there. She said "Cor, it's been blown clean awf". The east side of Arnold Road faced cornfields as far as North Stoneham, and there was nothing to absorb the energy of the blast between Pirellis and these houses.

The night-time raid began with incendiary bombs and once these had located the factory High Explosive bombs followed. Some fell short of the premises and others overshot it. So the casualties were to civilians who had nothing to do with the Factory.

Newspaper reports in the Daily Echo and the Eastleigh Weekly News made no mention of the Pirelli Factory.

The Echo of the 22nd June does not even mention Eastleigh or any other place. The headline was "**Two Neighbouring Towns Sharply Raided**".

It seems that there had been a decoy attack elsewhere.

The article however names names, so Eastleigh can be recognised as the smaller of the towns. The larger must therefore be Southampton.

This is confirmed as a Public House in Bitterne can be identified by the name of the Licensee who was killed.

University of Southampton
Sly William Jas. beer ret. 136 Dean rd. Bitterne

Licensee Victim

In one suburb of the town, in addition to several persons killed, there were a number of people injured.

Among those killed was Mr. William James Sly, licensee of a free public house of which he had been the licensee for 34 years, and his mother owned before him. Mr. Sly was in the house with his wife and daughter Miss Betty Sly, both of whom were unhurt.

Norman Kitchen, who later became Treasurer to the History Society, visited Betty Sly on the day of the attack. The pub was not completely demolished, but Mr Sly must have been blown to pieces as Norman found one of his eyes dangling on an ornament on a shelf.

[in the larger town section but probably refers to Toynbee Road School.]

SCHOOL PARTLY DESTROYED

A big suburban school which was used as a rest centre was partly destroyed by fire.

The Section in the *Daily Echo*, written on the day of the attack contains errors which were corrected by the time it was re-written for Eastleigh consumption in the June 25th. 1942 issue of *The Eastleigh Weekly News*.

Reproduced on the right.

MOTHER AND TWIN SONS KILLED IN RAID

During the shortest night of the year towns in a southern area had their longest and sharpest raid for many months.

Casualties were heavier in the larger of the two towns; in the smaller town seven people were killed.

Both towns were lit up by flares early in the attacks, which were carried out simultaneously. Showers of incendiaries were dropped while the flares were falling, but most of the fires they started were put out by Civil Defence workers, ably assisted by street Fire Guards.

Damage to property was caused by fire and high explosive bombs in the smaller town. Of four persons killed when houses were demolished by bombs in one district three of them, Mr. T. Kent, a railwayman, his wife, and Mrs. Judson, had been bombed out in a raid on the same town earlier in the war. Mrs. Winnell was also killed.

Francis Hart and Private Leonard Hart (home on leave), the 28 years old twin sons of Mrs. Hart, a widow, were killed with their mother when the house received a direct hit.

Mrs. Betty Wright and another resident had a remarkable escape from injury when the house they occupied was demolished with the exception of a reinforced room.

Wardens rescued Mr. and Mrs. Pragnell from a shelter on the tip of a crater. Bombs were also dropped on a local recreation ground.

Three of four wardens, Messrs. Potter, Waller and Carter, were injured when a hedge under which they were sheltering was blown away.

Warden F. Barton, who received his injuries from the blast from a bomb, just managed to reach his warden's post, before he collapsed.

Windows of premises in the shopping centre of the town were smashed.

The following is a list of casualties. Seven received fatal injuries, but only two were seriously injured.

Fatal: Mrs. Hart, Francis Hart, Leonard Hart, Edward Boulter Kent, Annie Kent, Mrs. E. Oakley, and Mrs. Winnell.

Seriously injured: Mr. G. Holloway, L/A.C. G. H. Robinson.

Injured: Felix Donovan Jenner, Mrs. E. Smith, Nina Cox, F. Barton, A. E. Smith, R. J. Potter, Mrs. Brooks, Donald J. Steel, Harry James Jenkinson and Edwin Charles Kimber.

Luftwaffe File 162
With Maps of June 1940

Nur für den Dienstgebrauch

Zielstammkarte

Land: Großbritannien
England (Hampshire)

Ort: Southampton-Castle
Older Lane
1,7 km S von Southamp-
ton (Hütte).
Geogr. Breite:
1°21'34" N von Greenwich
50°57'55" N

Ziel-Nr. G.B. 84 32

Kartenbl.-Nr. 38/1:100 000

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

1. Bezeichnung des Zieles:

Kabelwerk Firelli.

Bgl. mit Ziel-Nr. G.B. 84 32, Firelli Kabelwerke (8 km im SW).

2. Bedeutung:

Zweites Großwerk der Firelli General Cable Works Ltd.
(Hauptwerk Southampton unter GB 84 32 bearbeitet).

3. Beschreibung des Zieles: Höhe über NN: etwa 15 m.

- a) Verkehrsanchlüsse: Gute Straßenverbindung;
Nächster Bahnhof: Eastleigh, etwa 0,8 km im O.
- b) Ausdehnung insgesamt: N-S etwa 430 m Bebaute Fläche: etwa 45 100 qm.
O-W etwa 350 m.
- c) Bauweise, Bauausführung:

Geschlossene Anlage, zusammengedrückte Bauweise,
sämtliche Gebäude massiv. Die N-Seite des Zieles
grenzt an eine Hauptstraße.

Das Werk besitzt folgende Gebäude und Einrichtungen:

Im NO-Teil

- 1.) Kessel- u. Maschinenhaus mit Schornstein.
Über die ganze Anlage verteilt
- 2.) mehrere Fabrikationsgebäude verschiedener Größe.

Im S-Teil

- 3.) Ansch. Dreherei u. Zieherei.
An der W-Seite
- 4.) ansch. Tischlerei.
- 5.) 1 große Lagerhalle.
In der Mitte des Zieles liegt
- 6.) Betriebs- u. Verwaltungsgebäude.
- 7.) einige Nebengebäude,
- 8.) Lagerplätze.

d) Lebenswichtige Teile, Wasser- und Kraftversorgung, Sabotage:

Kessel- u. Maschinenhaus, Fabrikationsgebäude, Dreherei u. Zieherei
(s. Ausw. 1 - 3).

e) Sonstiges:

16,5 km N G.B. 10 251 Fliegerhorst Worthy Down
11,5 km SSO G.B. 10 95 Flughafen Hamble-nord (Land)
17 km SSO G.B. 10 31 Seefliegerhorst Calshot
12,5 km SSO G.B. 10 94 Seeflughafen Hamble-Süd
2 km S G.B. 10 205 Flughafen Southampton (Land)
11 km SSW G.B. 10 206 Seeflughafen Southampton
20 km NNW G.B. 10 335 Einsatzhafen Leckford.

4. Aktiver und passiver Luftschutz, örtl. Bewachung:

Starke Luftverteidigung im Raume Southampton:
Jagdabwehr, schwere u. leichte Flak,
Scheinwerfer u. Ballonsperren.

Nächste schwere Flakstellungen: 1,4 km im O
0,7 km im S und
1,5 km im WSW.

5. Orientierungspunkte zur Zielerkennung:

S-Küste Englands.

N-Ufer der Insel Wight etwa 23 km im SSO des Zieles.

Mündung des River Itchen in das Southampton Water etwa 9 km im SSW

des Zieles.

River Itchen fließt in N-S Richtung 1,5 km ostwärts am Ziel vorbei.

Große Hallen- und Gleisanlage der Eisenbahn-Werkstätten, 1,1 km im OSO.

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

a) Untergend:

- a) Kartenausschnitt
- b) Luftbild
- bc) Bildauswertung

b) Außerdem vom Zielraum vorhanden:

Zielraumkarte 3/4

7. Zielunterlagen hat:

Genst.5.Abt./II A (S)
Bearbeitet: März 1942.

1:24 556

Neu-Verlag, Wiesbaden

Southampton-Eastleigh

Kabelwerk Pirelli

Genst. 5. Abt.

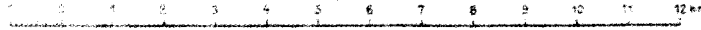
März 1942

Länge (westl. Greenw.): 1° 21' 33" Breite: 50° 57' 55"

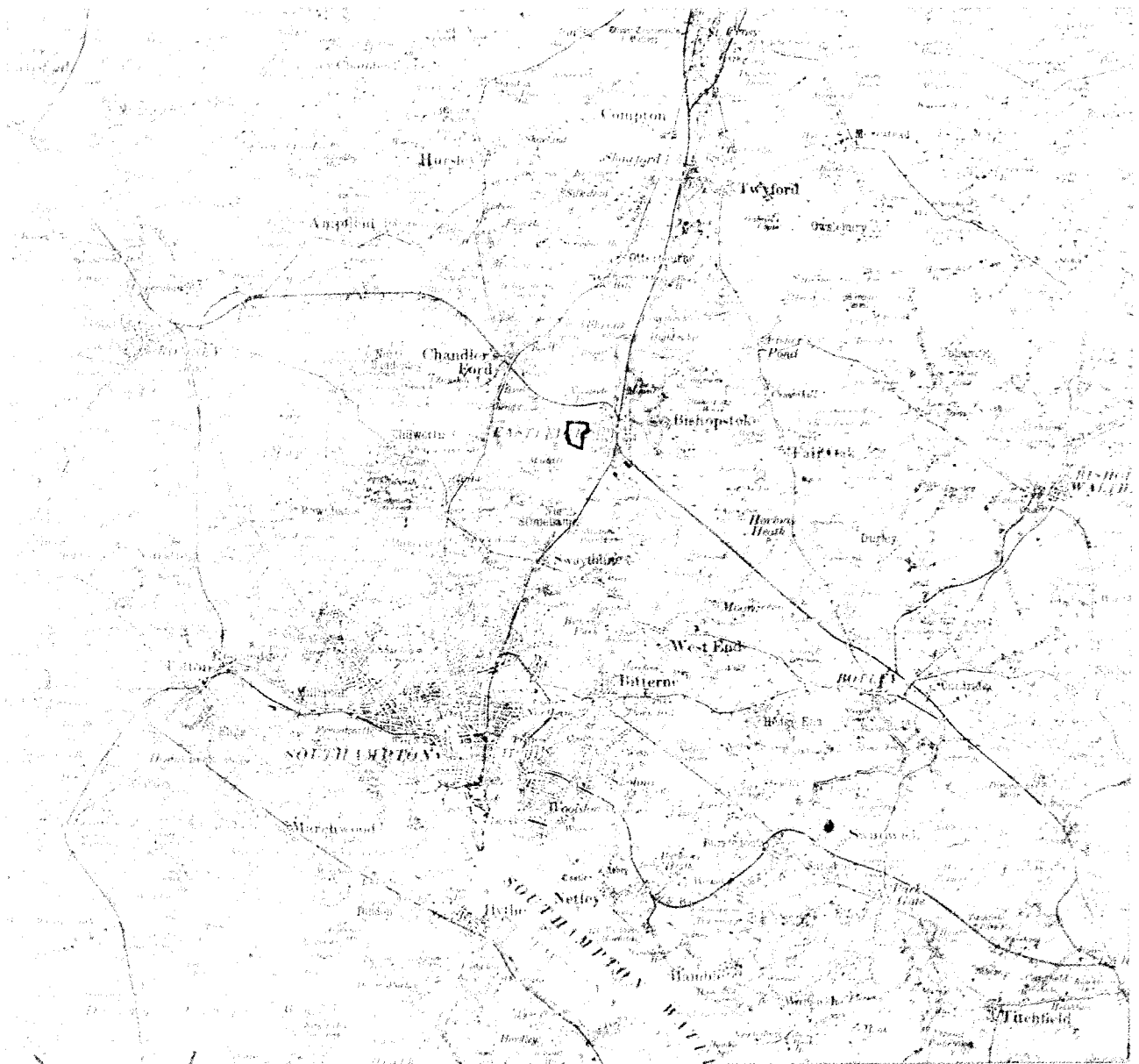
Karte 1:100 000

Mißweisung: -10° 29' (Mitte 1942) Zielhöhe über NN 15 m

GB/E 38



Maßstab 1:100 000



GB 8433 b c

Nur für den Dienstgebrauch

Bild Nr. 889 b (L.f. 3) 954

Aufnahme vom 26. 9. 40

Southampton-Eastleigh

Kabelwerk Pirelli

Länge (westl. Greenw.): 1° 21' 33" Breite: 50° 57' 55"
Mißweisung: -10° 29' (Mitte 1942) Zielhöhe über NN 15 m
Maßstab etwa 1 : 11 000

Genst. 5. Abt. März 1942

Karte 1 : 100 000

GB/E 38

500 0 500 m



1 Kessel- und Maschinenhaus, Schornstein, massiv, versch. Dacharten	etwa 4 500 qm	6 Betriebs- und Verwaltungsgebäude, massiv, versch. Dacharten	etwa 1 300 qm
2 Fertigungs- und Fertigungsgebäude, massiv, versch. Dacharten	etwa 23 700 qm	7 Nebengebäude, massiv, versch. Dacharten	etwa 2 500 qm
3 Ansch. Dreherei und Zieherei, massiv, einstockig, Satteldächer, 2 T. mit aufgesetzten Reitern	etwa 2 900 qm	8 Lagerplätze	Bebaute Fläche etwa 45 100 qm
4 Ansch. Tumbler, massiv, Sheddach	etwa 1 200 qm	Gleisanschluß nicht vorhanden	Gesamtausdehnung etwa 120 000 qm
5 Lagerhalle, massiv, einstockig, Satteldach	etwa 9 000 qm	O Sperrballone	
		GB 40.32 Eisenbahnwerkstätte	

GB 84 33 b c

Southampton-Eastleigh

Nur für den Dienstgebrauch

Kabelwerk Pirelli

Genst. 5. Abt.

März 1942

Bild Nr. 889 b (L.F. 3) 954

Länge (westl. Greenw.): 1° 21' 33" Breite: 50° 57' 55"

Karte 1: 100 000

Aufnahme vom 26. 9. 40

Mißweisung: -10° 29' (Mitte 1942) Zielhöhe über NN 15 m

GB/E 38

Maßstab etwa 1 : 11 000

500 0 500 m



1. Kessel- und Maschinenhaus, Schornstein, massiv, versch. Dacharten	etwa 4 500 qm	6. Betriebs- und Verwaltungsgebäude, massiv, versch. Dacharten	etwa 1 300 qm
2. Fabrikations- und Fertigungsgebäude, massiv, versch. Dacharten	etwa 23 700 qm	7. Nebengebäude, massiv, versch. Dacharten	etwa 2 500 qm
3. Anech. Dreherei und Zieherei, massiv, einstöckig, Satteldächer, z. T. mit aufgesetzten Reitern	etwa 2 900 qm	8. Lagerplätze	
4. Anech. Tischlerei, massiv, Sheddach	etwa 1 200 qm		
5. Lagerhalle, massiv, einstöckig, Satteldach	etwa 9 000 qm		
		Gleisanschluß nicht vorhanden	Bebaute Fläche etwa 45 100 qm
		0 - Sperrballone	Gesamtausdehnung etwa 120 000 qm
		GB 932 Eisenbahnwerkstätten	

22. Juli 1942

Incident Reports – 22nd June 1942.

I did not photograph the section on page 357 (this is a summary) HE means high explosive bombs.
 UXB means unexploded bombs.
 IB means incendiary bombs.

- 5 0152/22 Eastleigh. HE fell Eastleigh – Some Casualties.
- 0430/22 Eastleigh. Police Incident Officer notified. 2 UXB Pirelli Cable Works 888385 (KV51102) one hole 36", one hole 24", (sheet metal).
 Time of fall approx 0200/22.
- 0436/22 From Pirelli. At 0116/22 Probably 4 or 5 HE, Several IB causing fires in Works.
 Rolling Mills burnt out. Tel. Cable Factory badly damaged by fire.
 2 UXB, one in Power Cable Factory, dia. 36" - fins visible.
 Second in road outside tinning shop, hole 24" to 30".
 No casualties. Fires practically out.

Cont.
 P.359

Cannot assess effect on production yet.

<p>1340/22 Eastleigh KV51102</p> <p>1015/22 EASTLEIGH EASTLEIGH 10HE</p>	<p>TIME OF INCIDENT:—</p> <p>Rolling Mills reported by Pirelli. "Effect on production of fabric of building damaged by blast. Production cable plant out of action for probable 24/48 months. People affected by UXB will operate normally from time of removal of UXB."</p> <p>Damage to property 4" A" 4" B" 36" (C) 800" (D) + D. *</p> <p>(CONTINUED ON SHEET 360)</p>
--	--

<p>5/22 from sheet 359</p> <p>0045 EASTLEIGH KV51102</p> <p>0630/23 from 23RD Coy.</p> <p>0302/23 "</p>	<p>One more UXB HAN 146 CLASS A at 888385</p> <p>TIME OF INCIDENT:—</p> <p>O.C. 23 RD Coy reported personally clearance of UXB HAN 140 (350kg)</p> <p>4 UXB HAN 146 (250 kg) HAN 141 has been rendered safe & is in course of removal.</p> <p>UXB HAN 140 Category A1 both cleared at 0015/23.</p> <p>UXB HAN 141 Class A cleared at 0300/23.</p>
---	---

There were other, presumably unrelated, incidents in the Hampshire Control area, so this 5th incident for the 22nd June 1942 has three entries spanning pages 357 to 360 of the incident book.

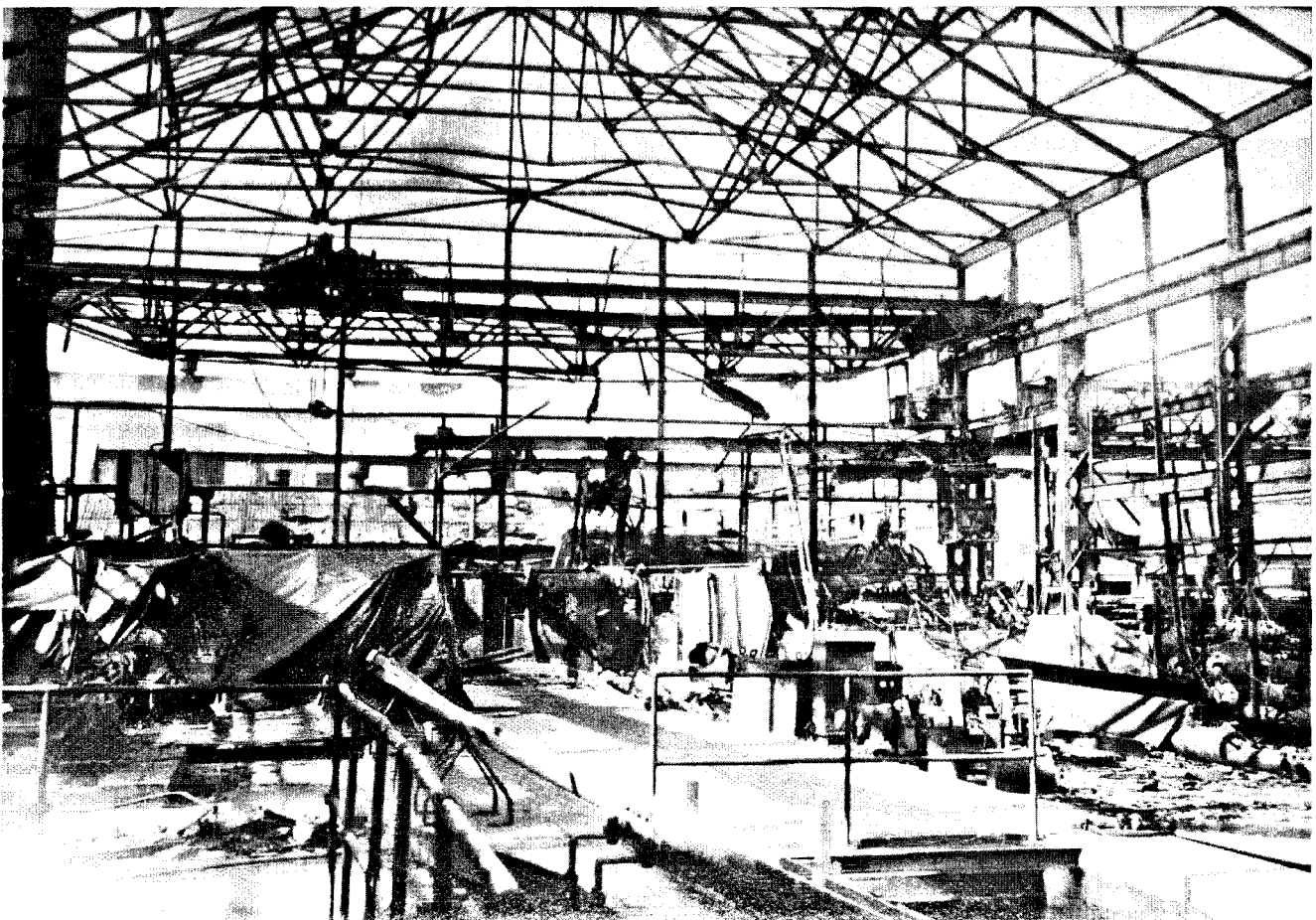
There is much under-reporting as it has been estimated that 1300 houses were damaged in the raid. Most will have been windows broken, slates dislodged, ceilings down or brickwork cracked.

The Bombing of Pirelli, Eastleigh 21st June 1942.

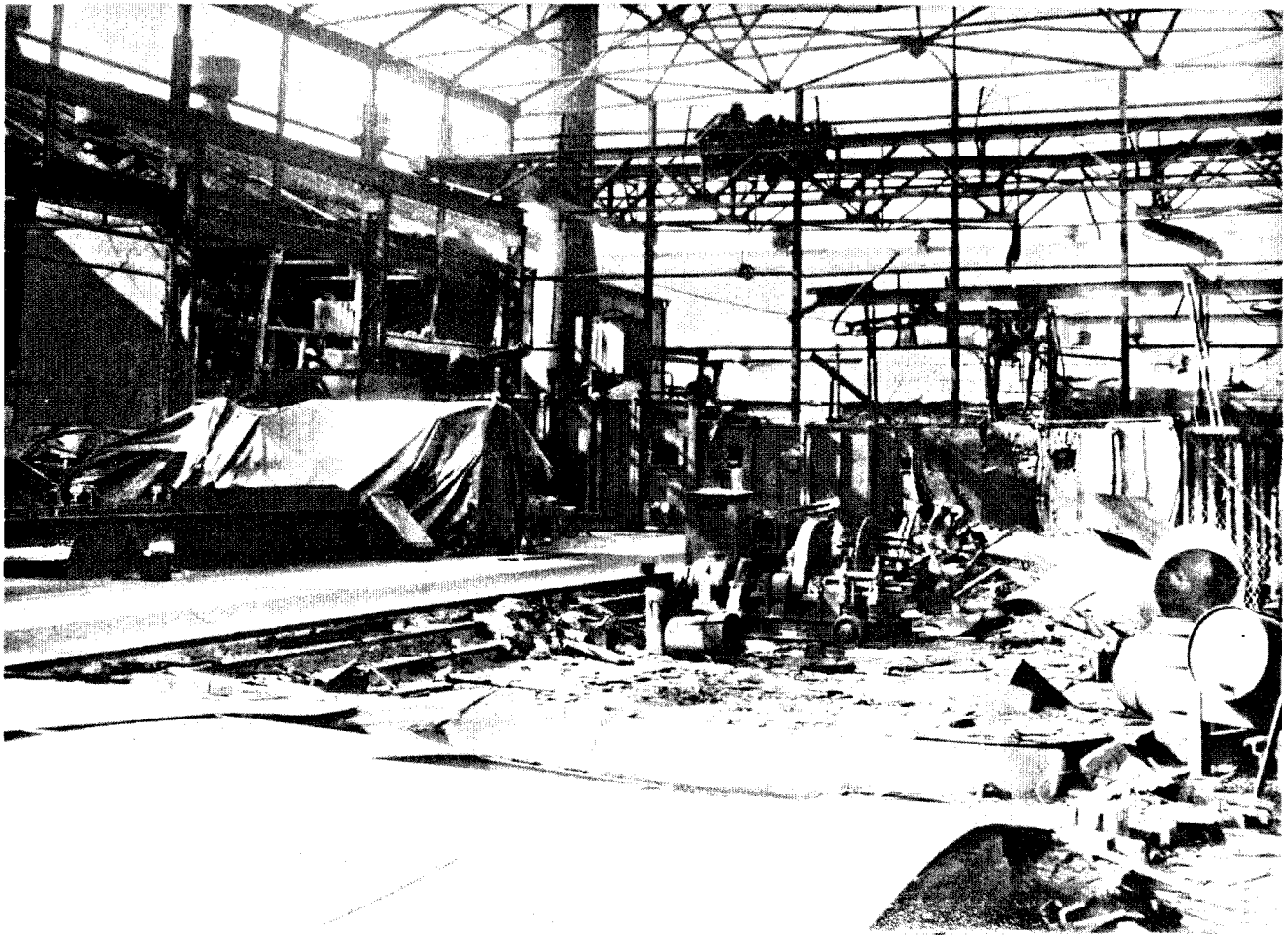
On the night of Sunday/Monday, 21/22nd June 1942 two showers of Incendiary Bombs, two 250kg High Explosive bombs, one SC 500kg. General Demolition Bomb and one 500kg. Unexploded bomb fell on the Eastleigh Factory of Pirelli General Cable Works. Ltd. Other ordnance fell on nearby houses in Leigh Road, Owen Road, Coniston Road, O'Connell Road and houses in other roads suffered blast damage. Toynbee Road School was also damaged

Fire broke out and there was extensive damage by High Explosive bombs to the wall and roof sheeting.

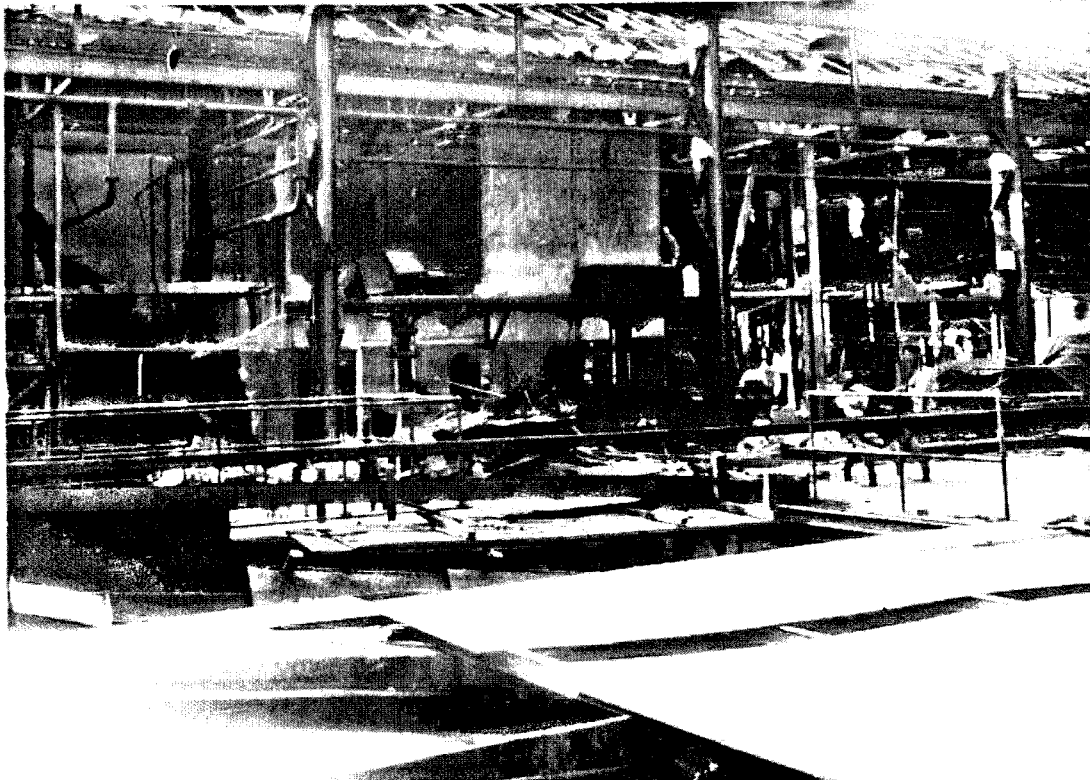
Photographs of the damage to the Factory are kept at the Public Record Office.



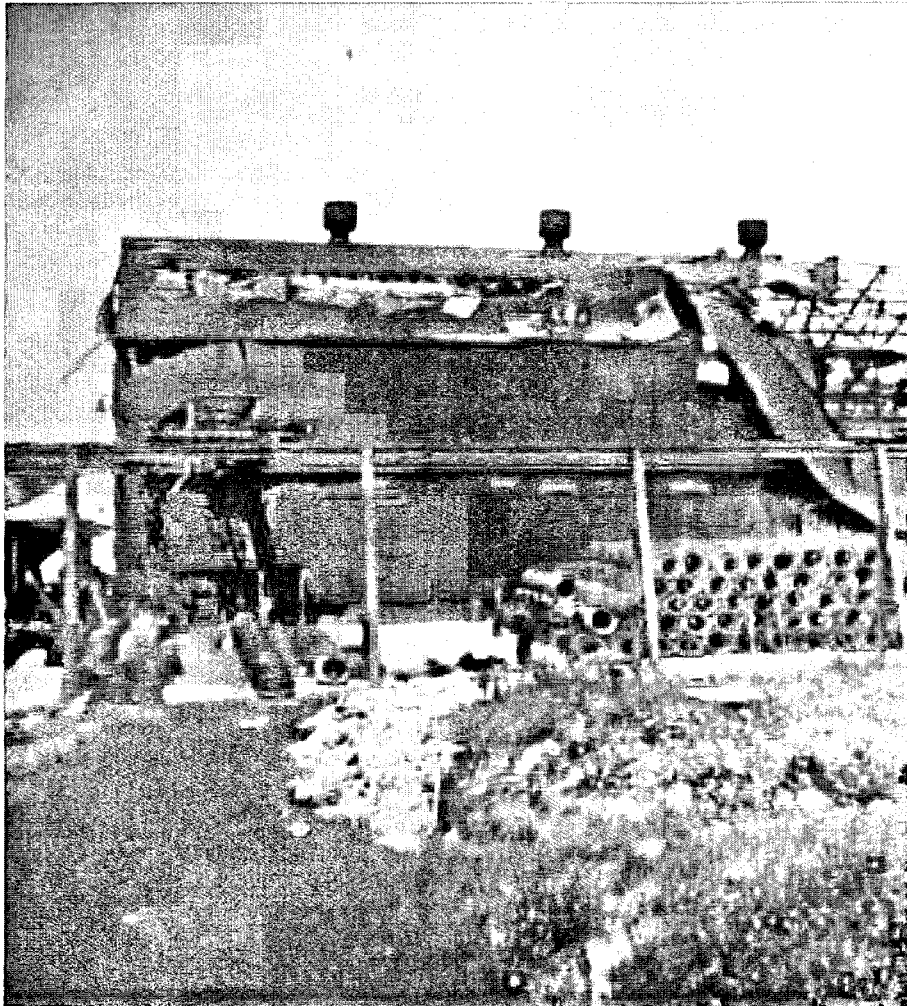
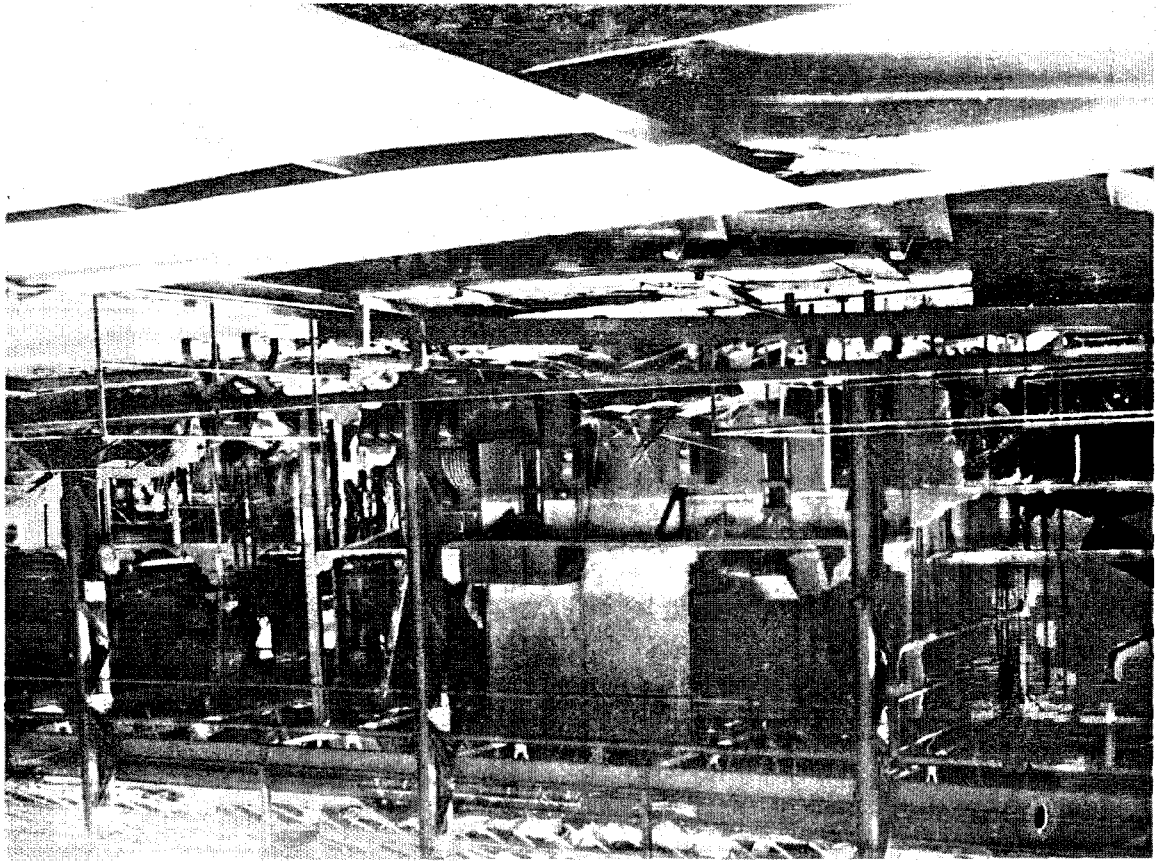
General view of damage in the Rolling Mill looking towards the bomb crater.

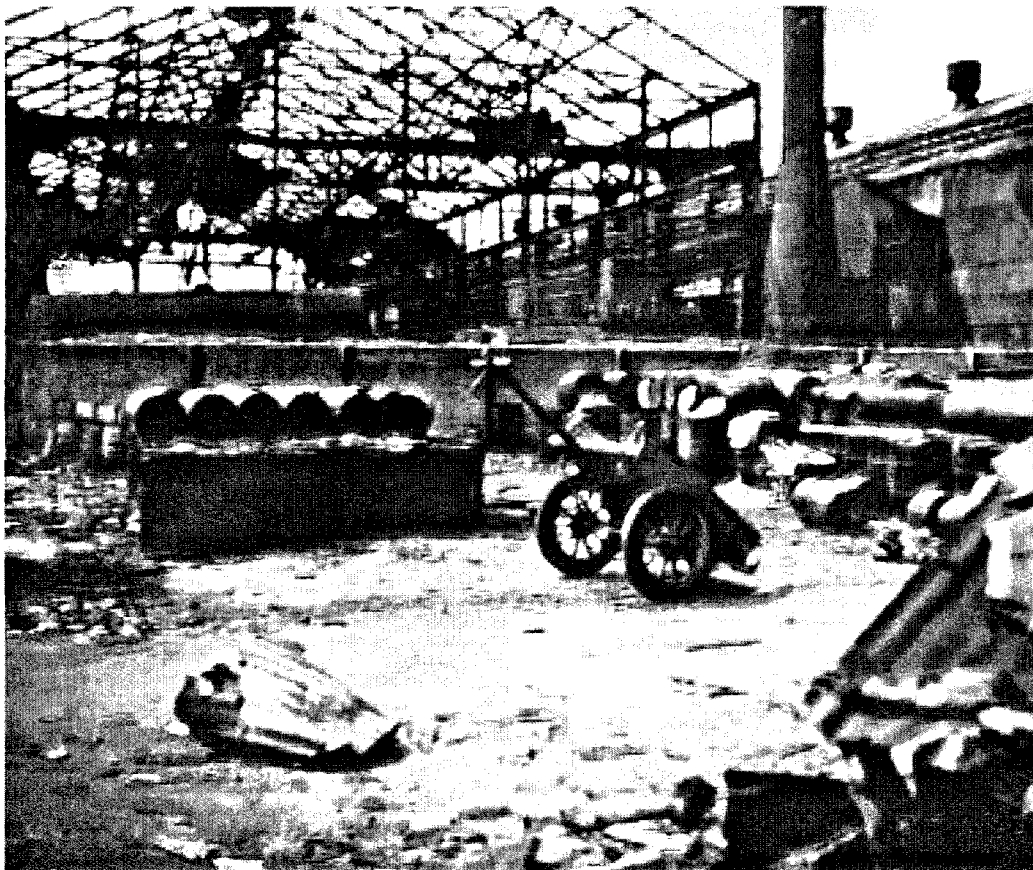


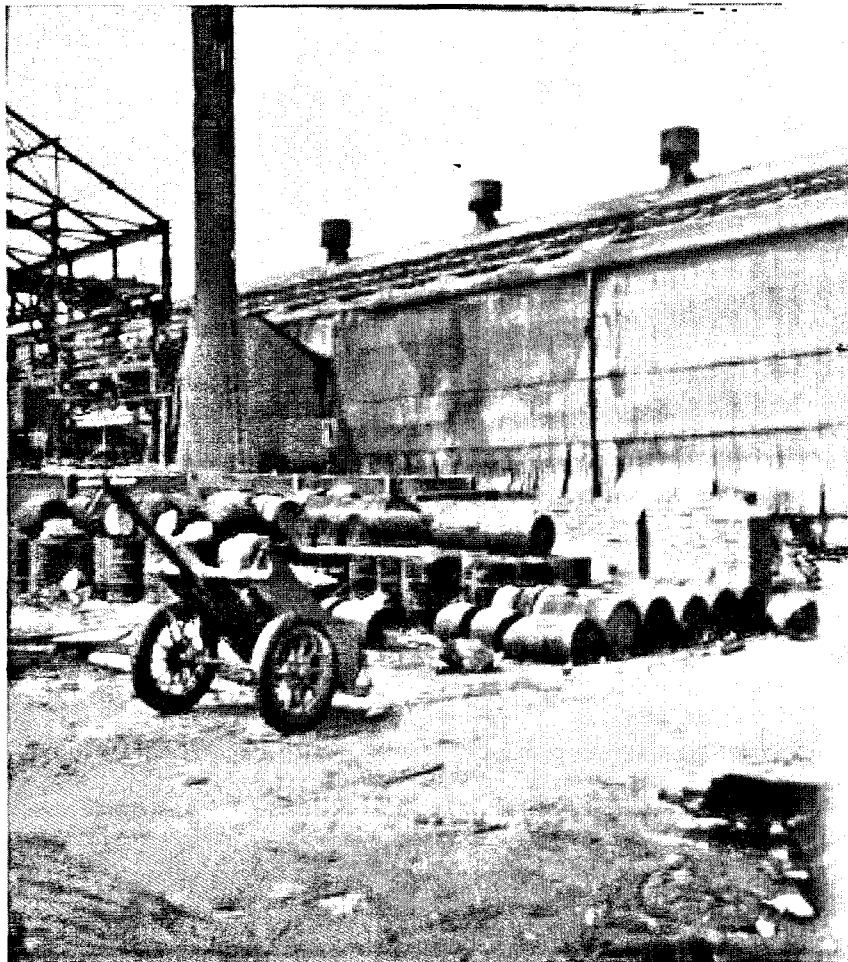
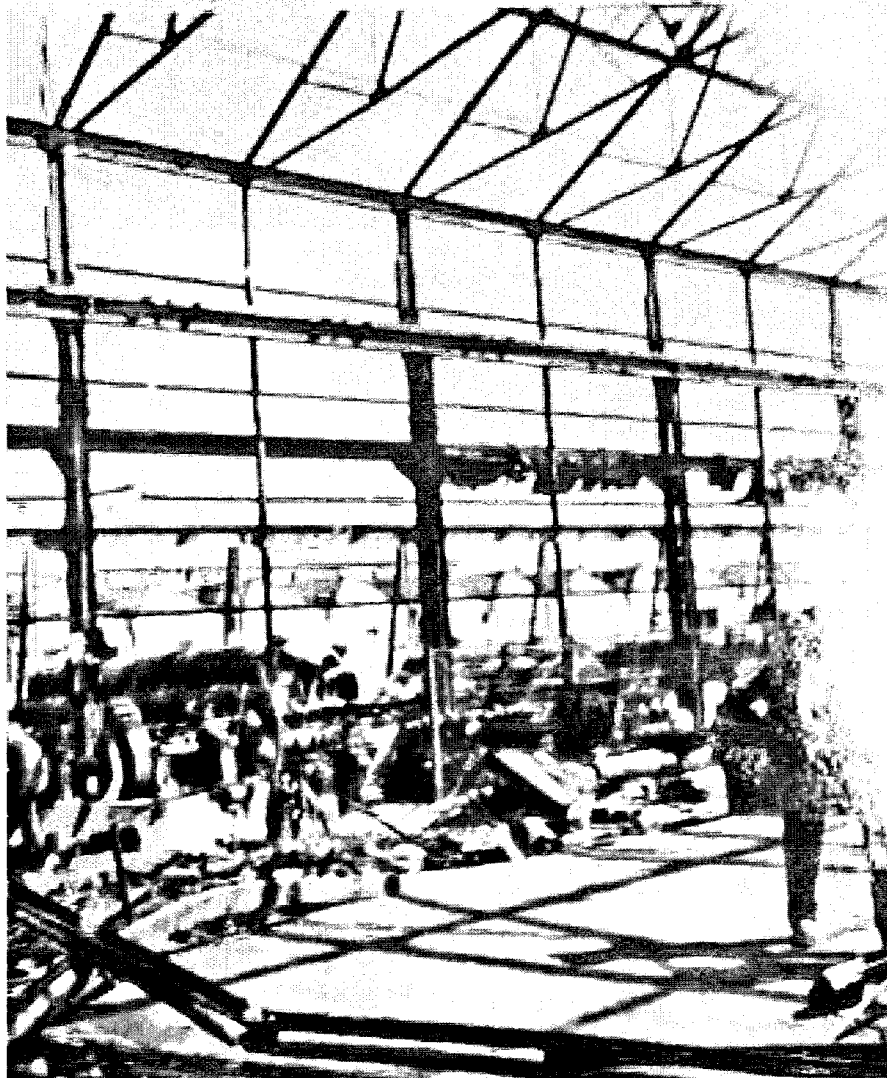
General view of damage in the Rolling Mill looking towards the bomb crater.

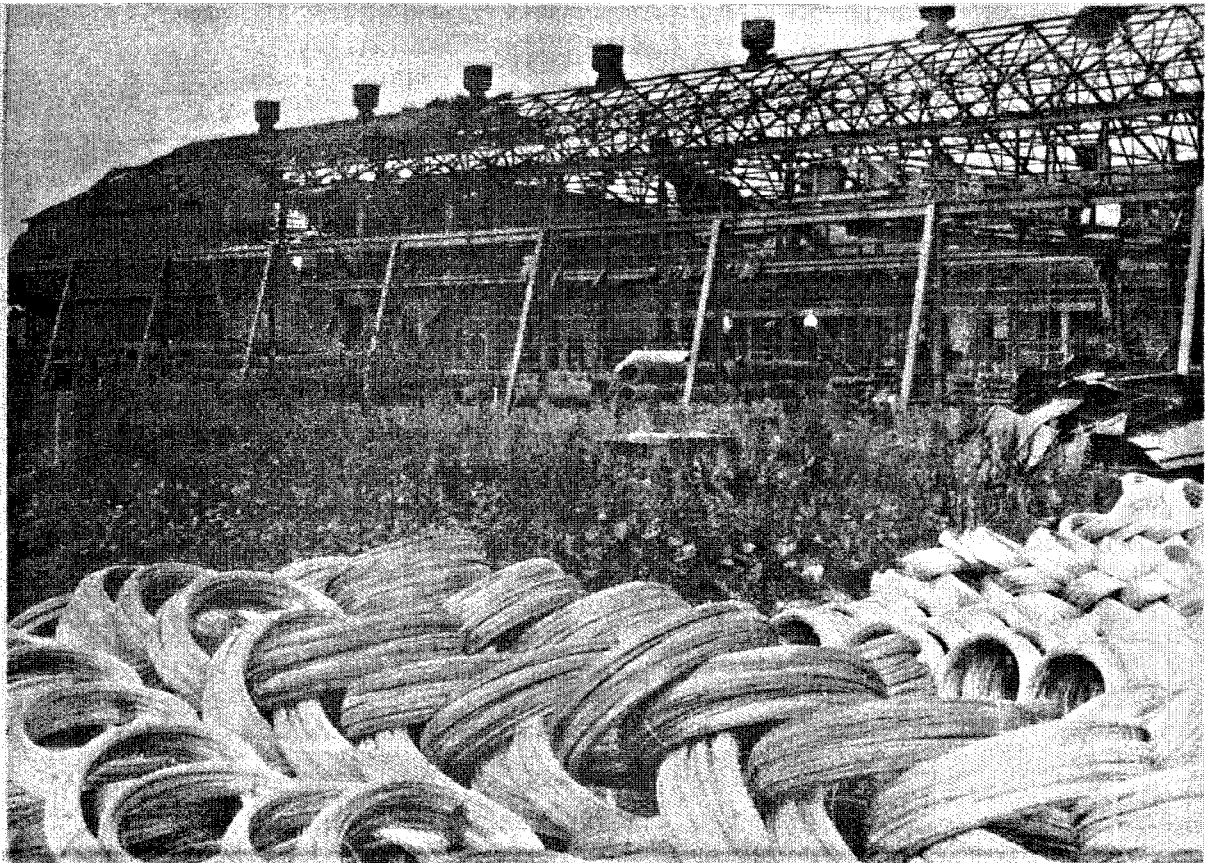
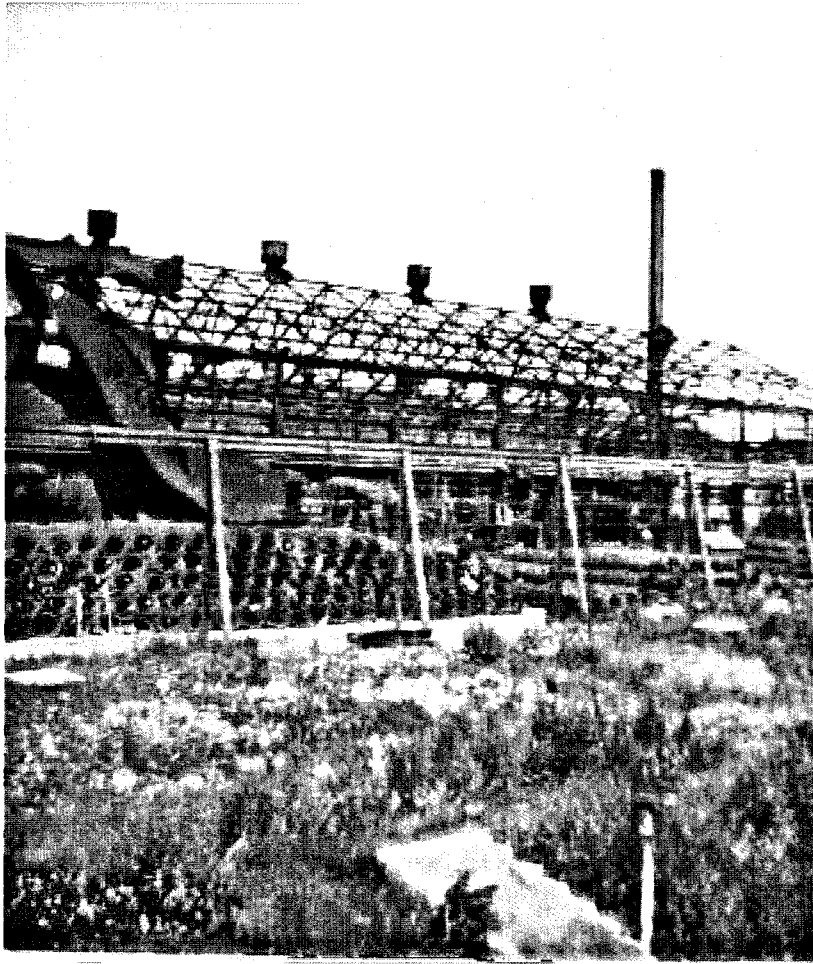


General View of damage in the Rolling Mill looking towards the Wire-winding Section.

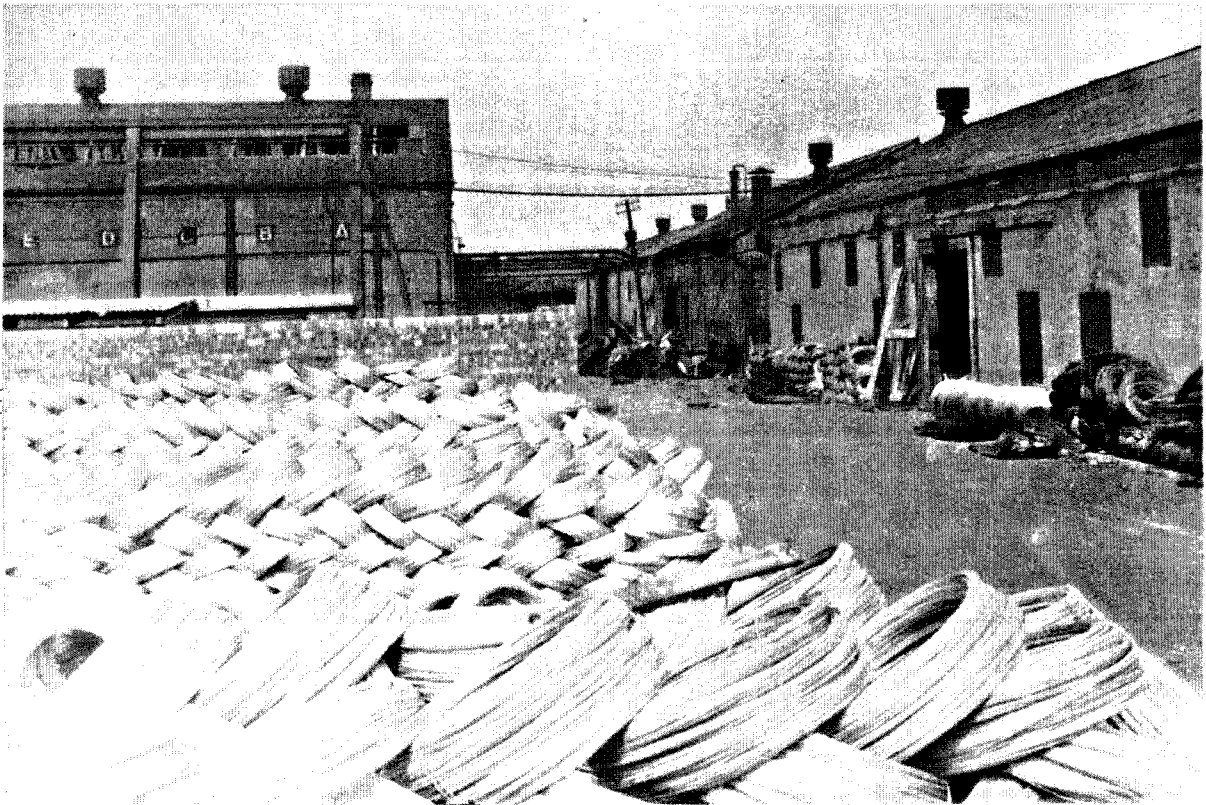
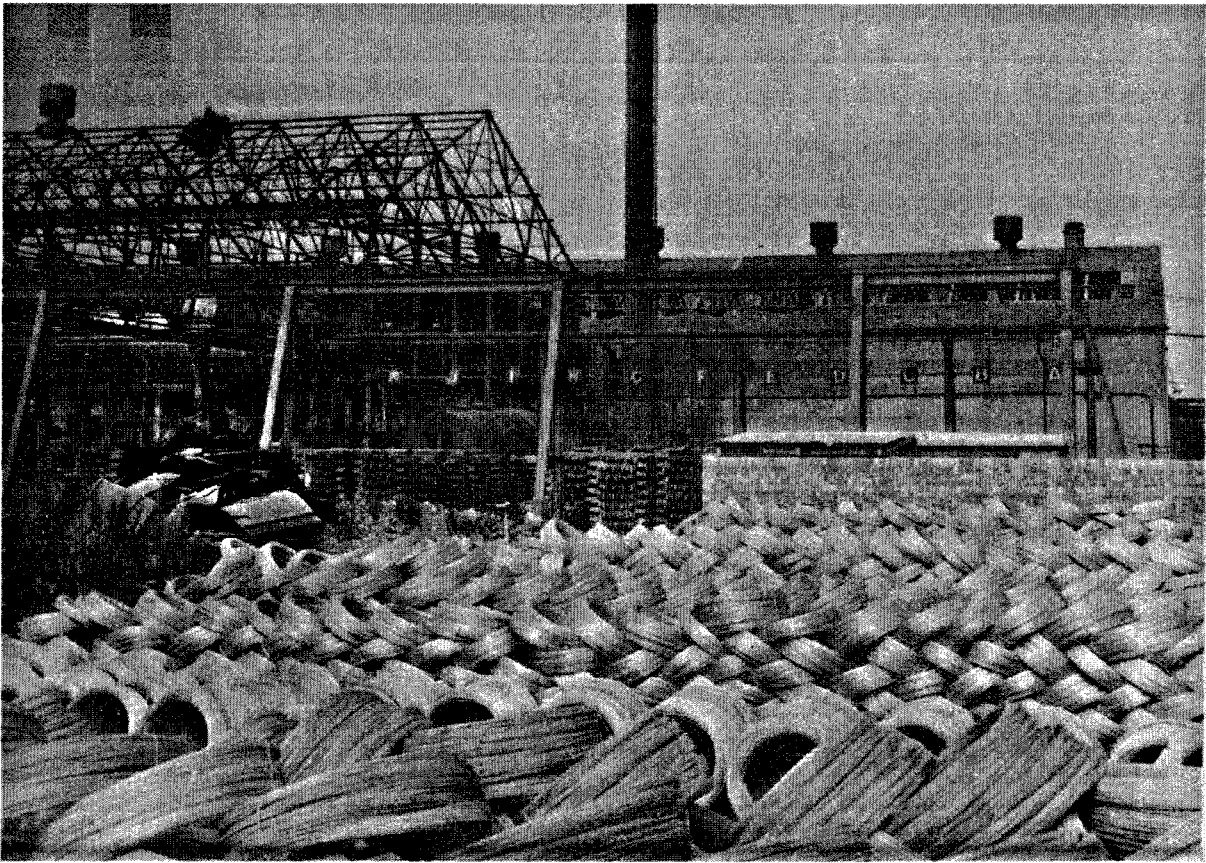






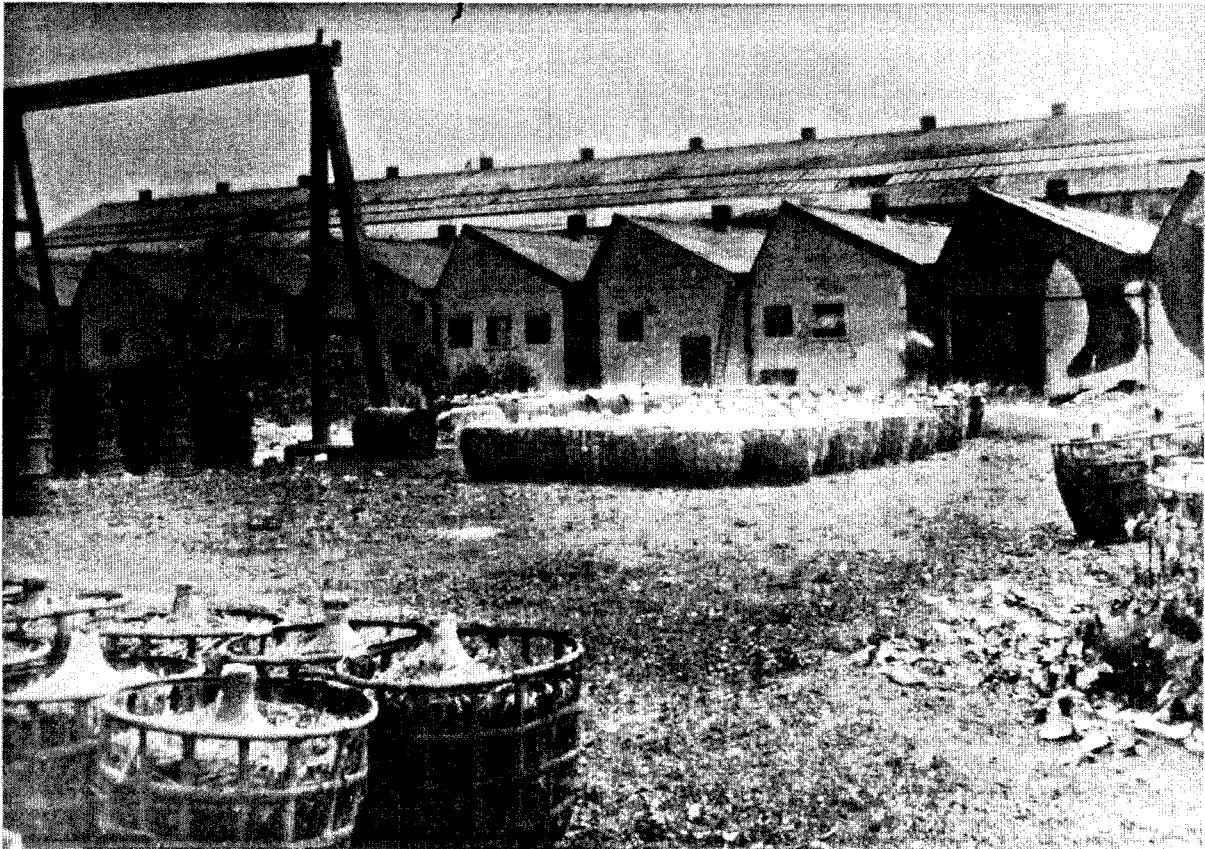


Exterior General View of the damage to the Rolling Mill.

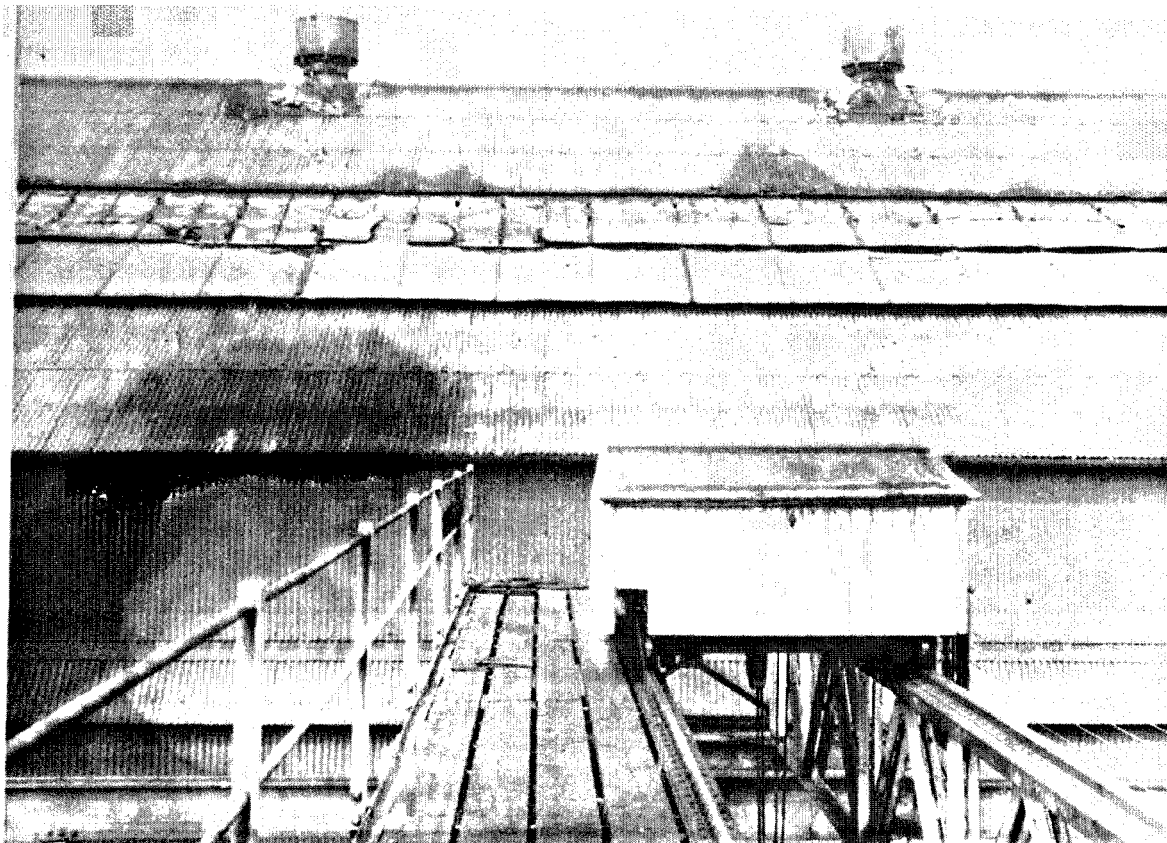


E

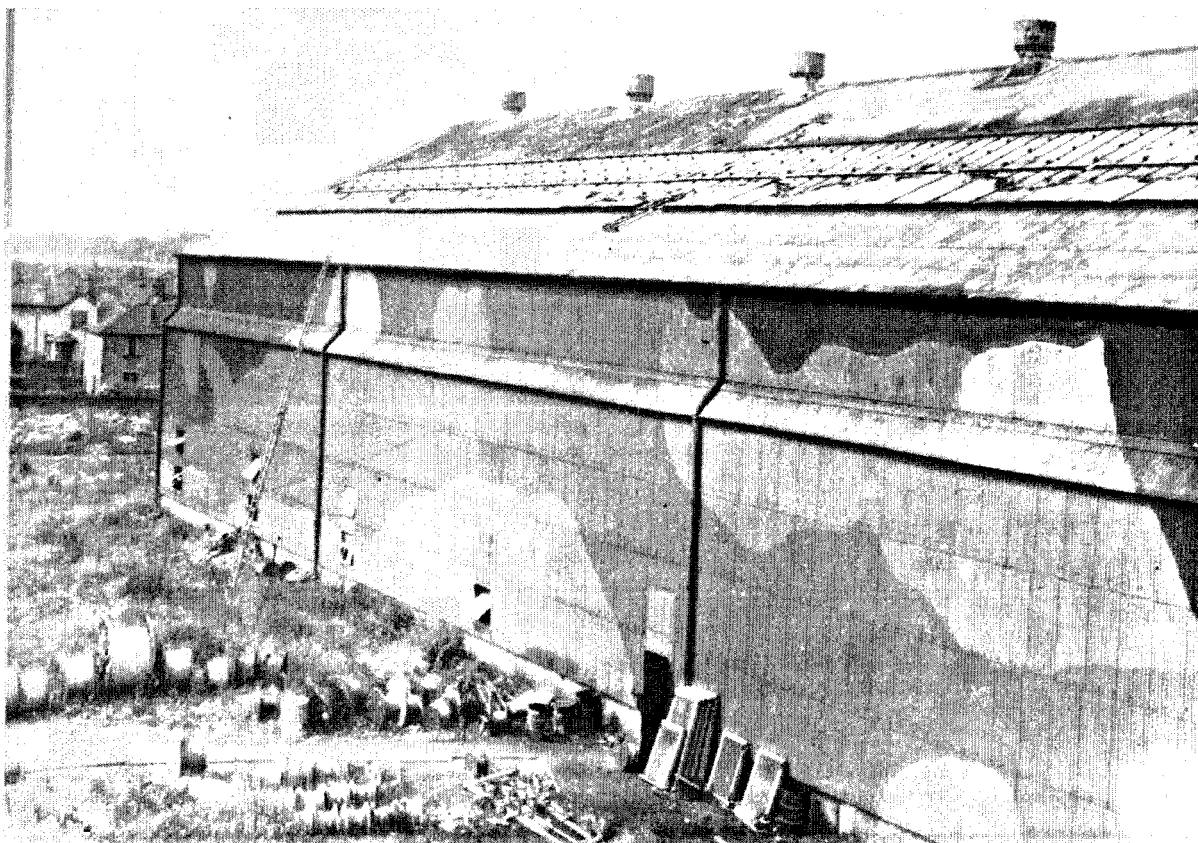
General exterior view of damage by blast to the end of the Wire-winding Section and side of the Power Cable Sections.



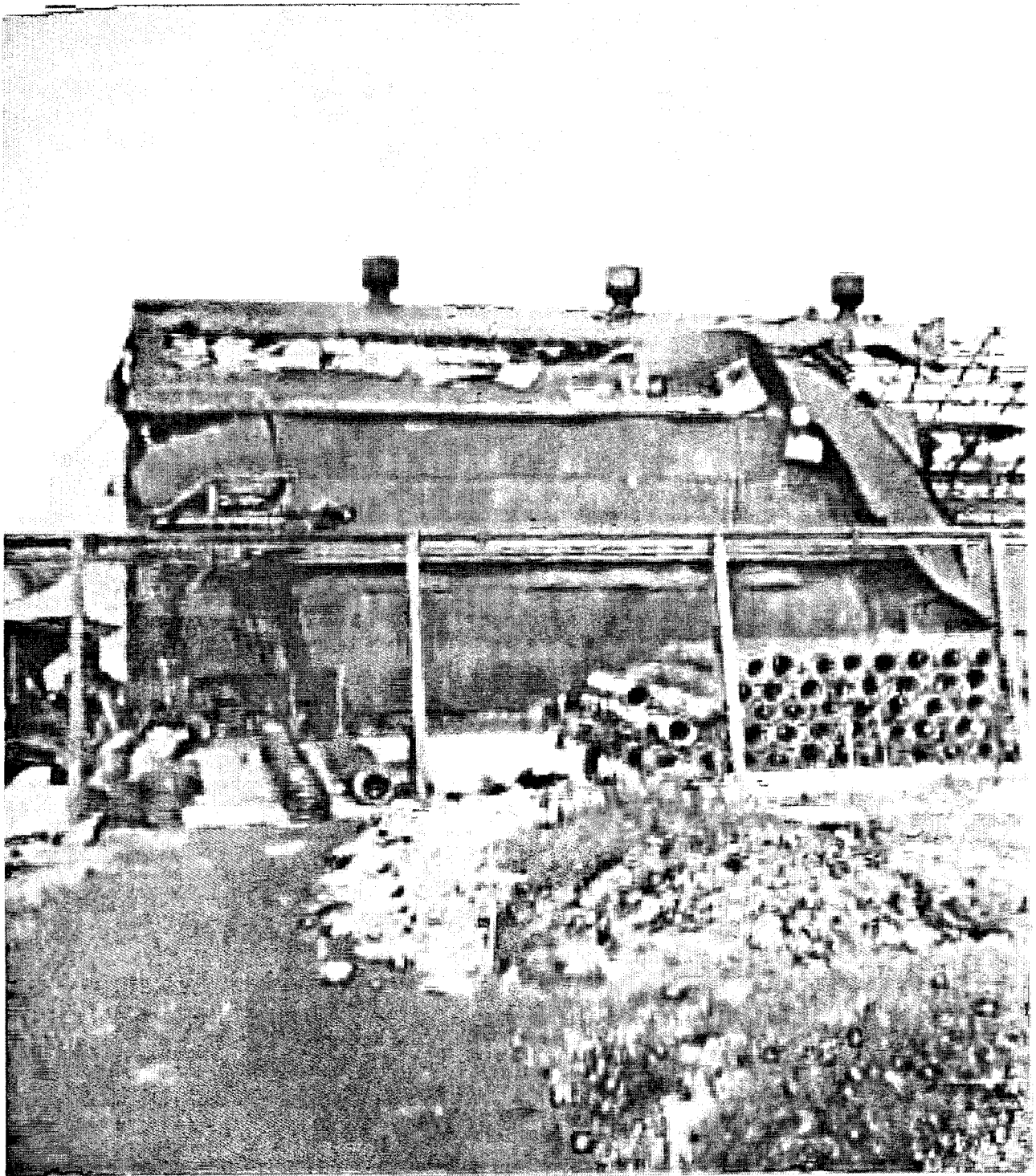
General exterior view of damage by fire to the Telephone Cable Section taken from the edge of the Cooling Pond.

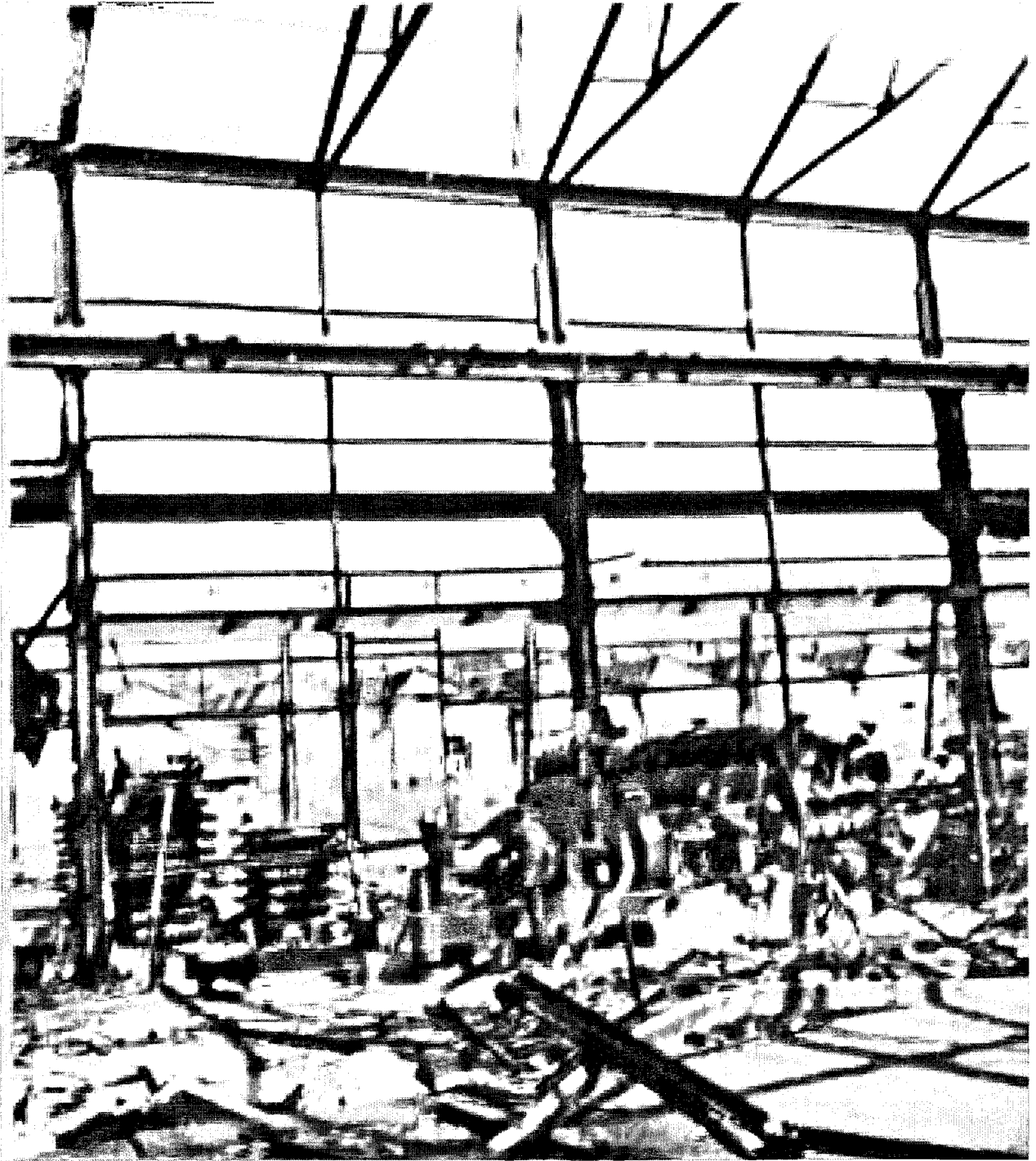


General exterior view of view of damage by fire to roofing of the Telephone Cable Section taken from the top of the Gantry of the Telephone Cable Section.



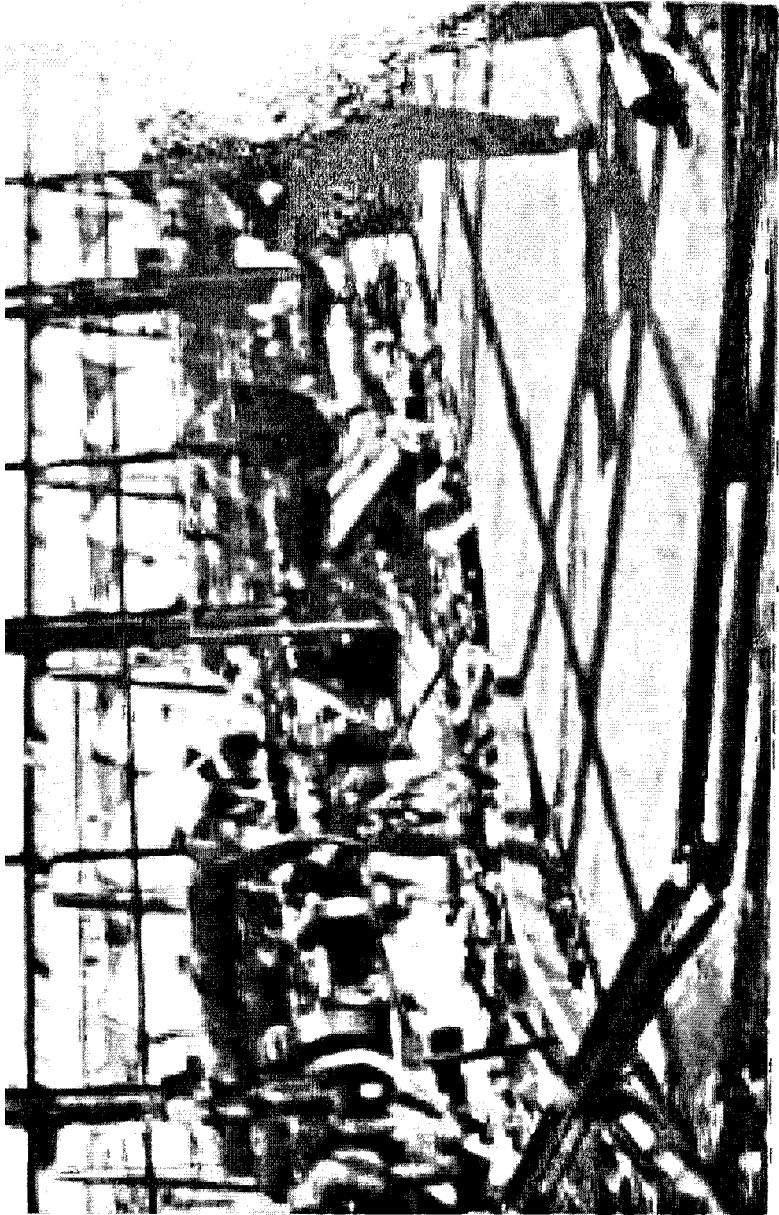
General exterior view of damage by fire to roofing of the Telephone Cable Section taken from the top of the Gantry of the Telephone Cable Section.

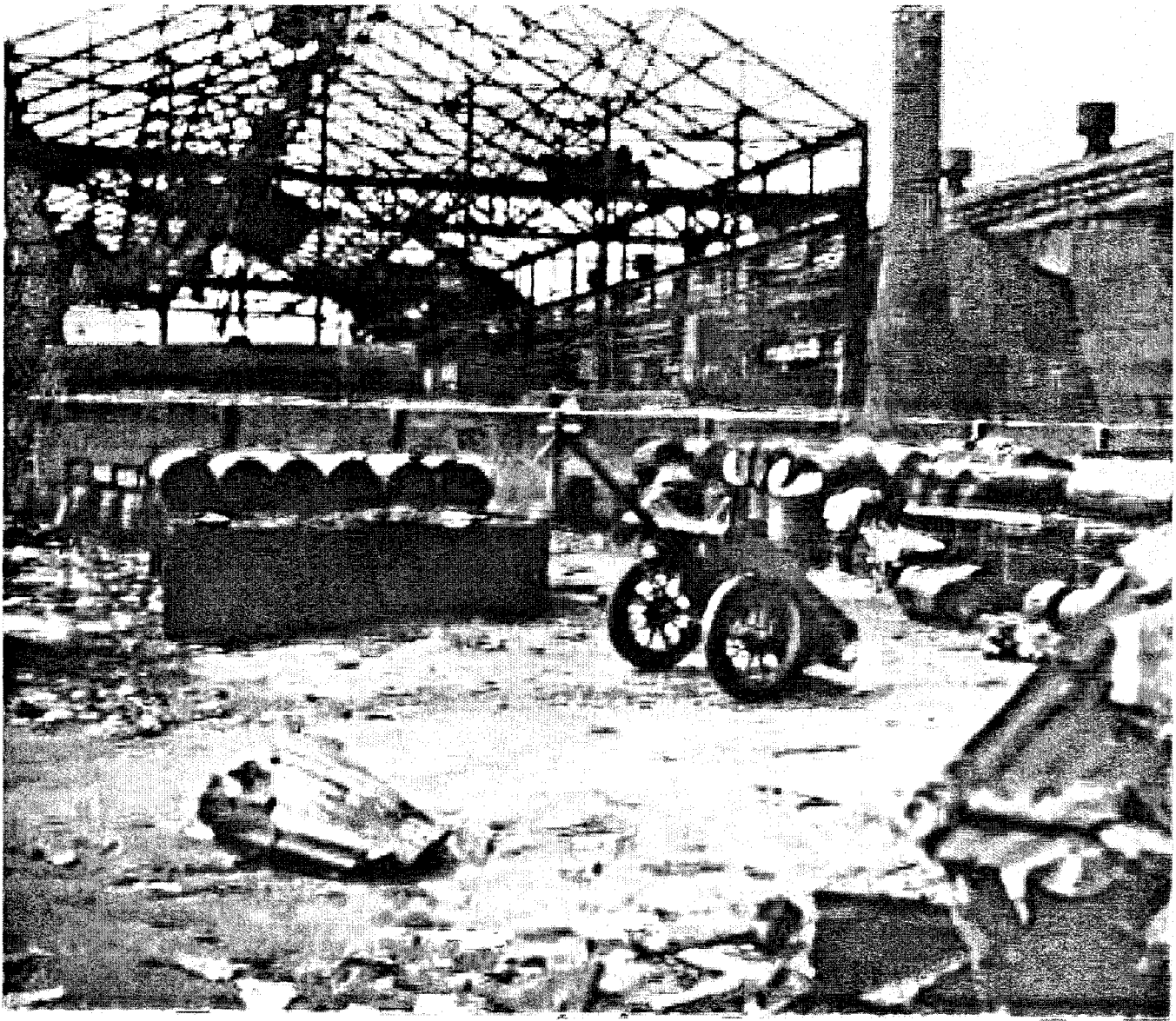


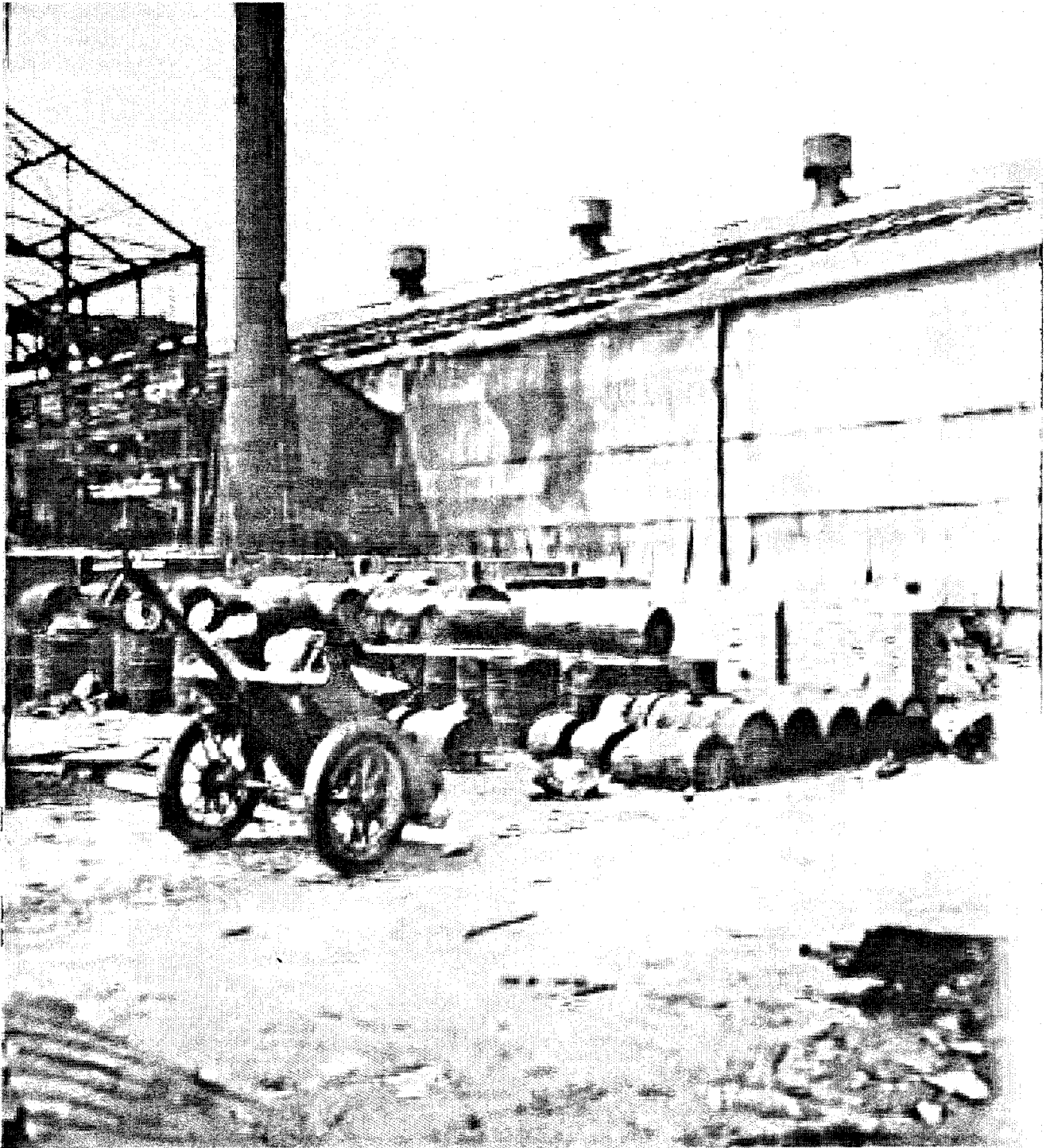


I









Damage to Factory by 500kg bomb.



Photograph No. 1



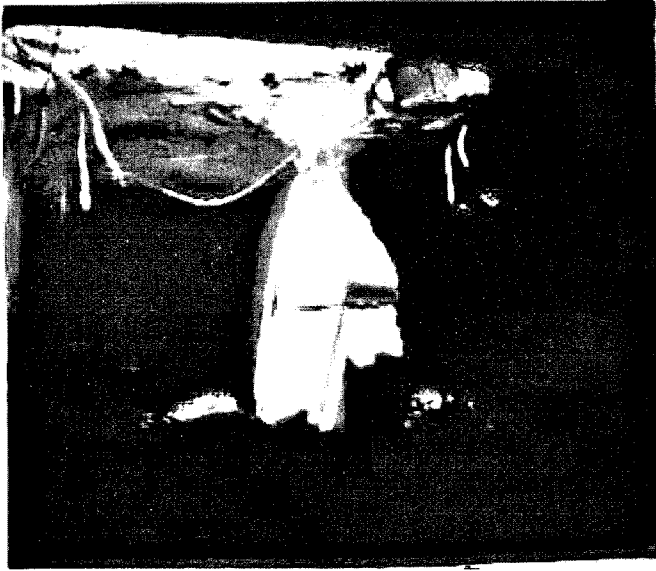
Photograph No.2



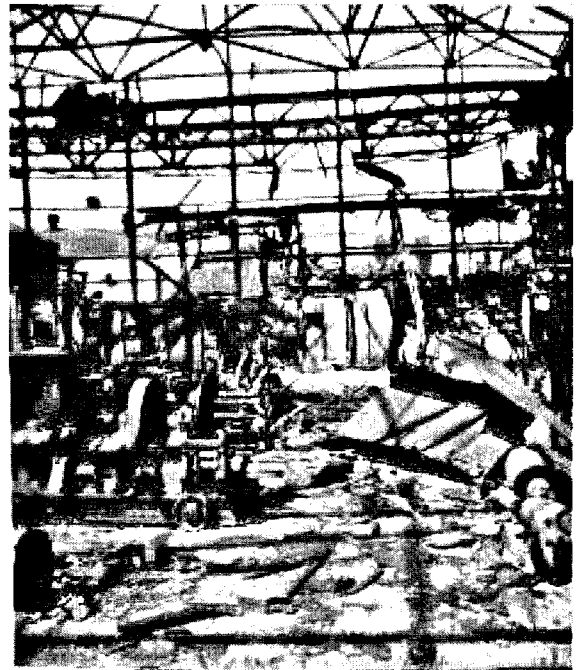
Photograph No. 3.



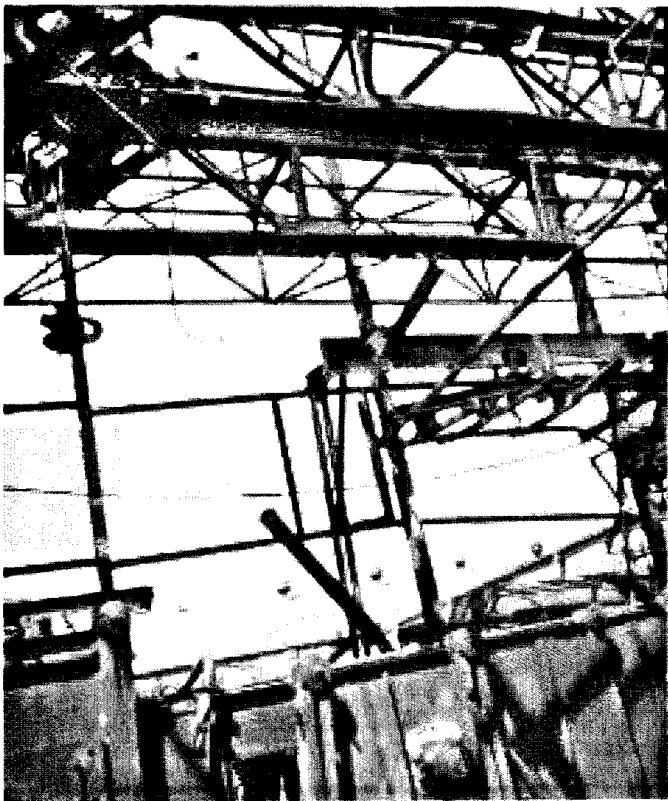
Photograph No.. 4



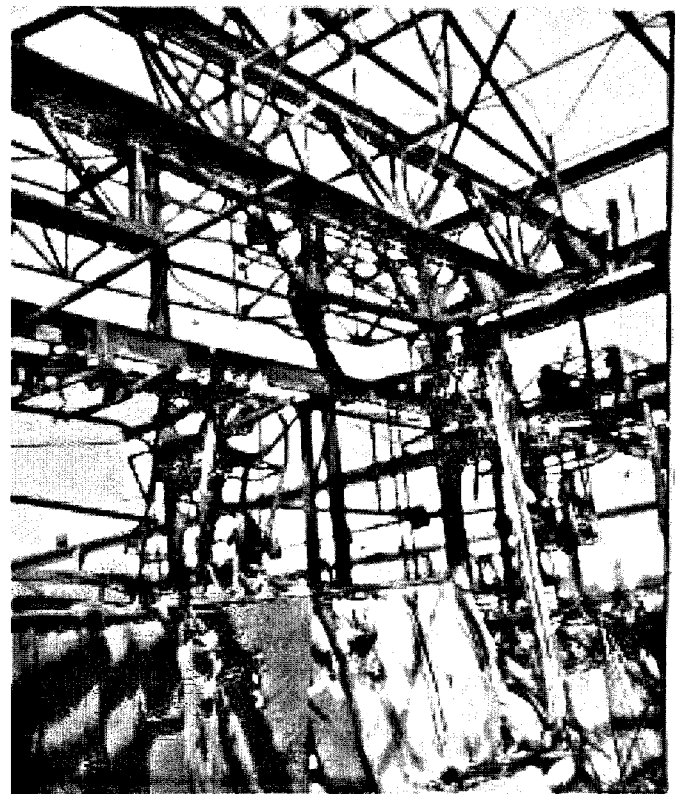
Photograph No..5



Photograph No. 6



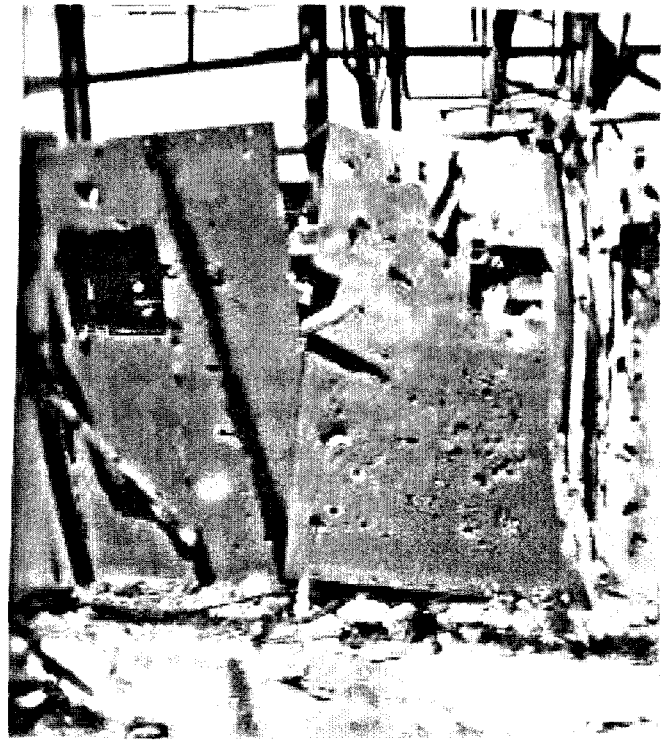
Photograph No. 7



Photograph No. 8



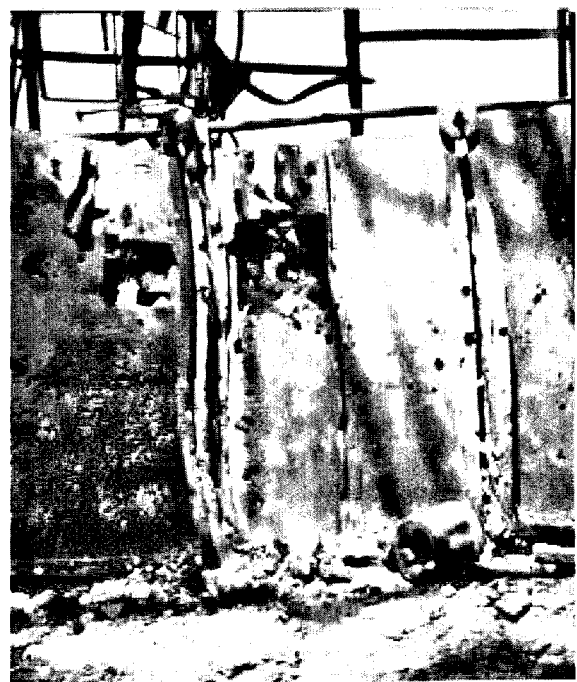
Photograph No. 9



Photograph No. 10



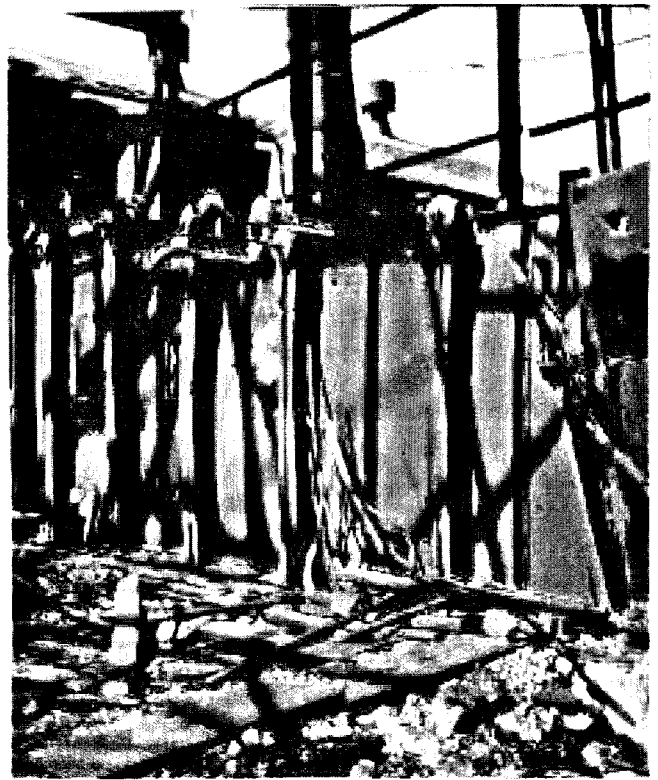
Photograph No. 11



Photograph No. 12



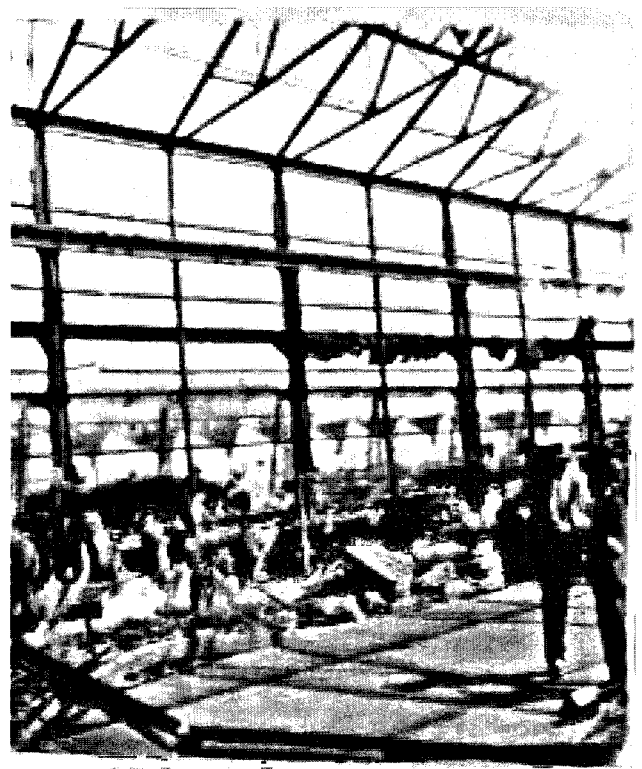
Photograph No. 13



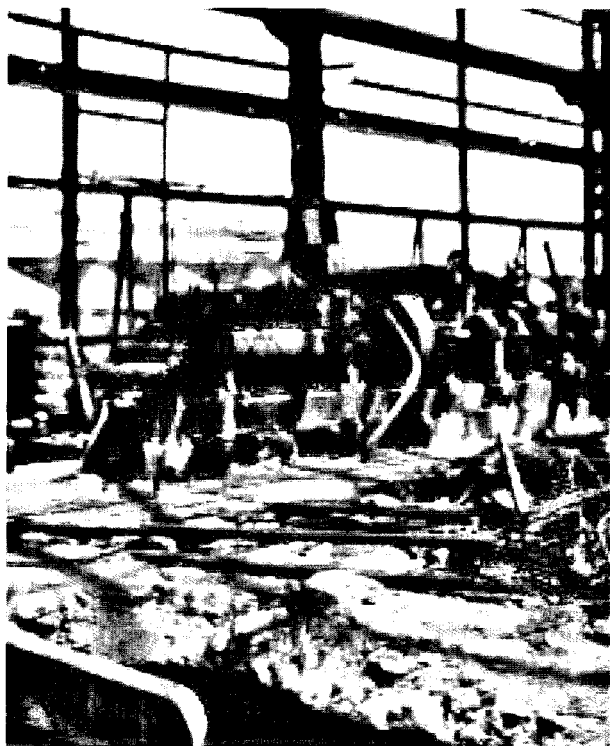
Photograph No.14



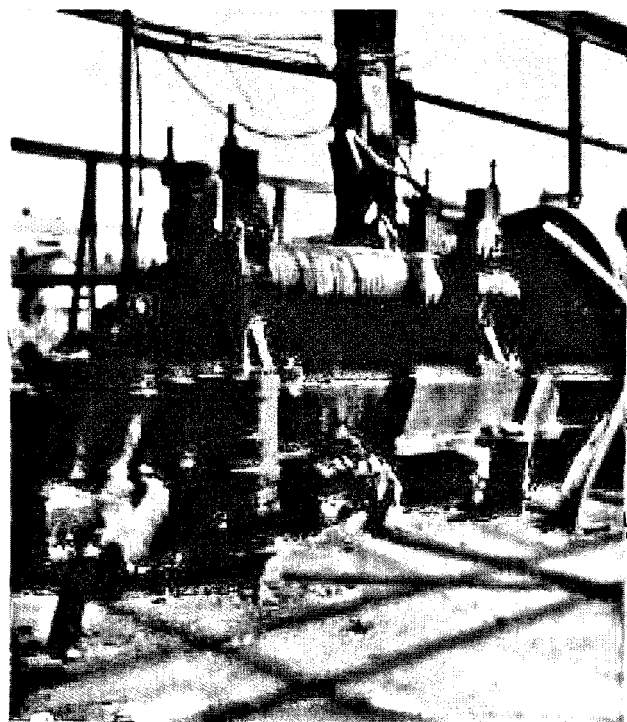
Photograph No. 15



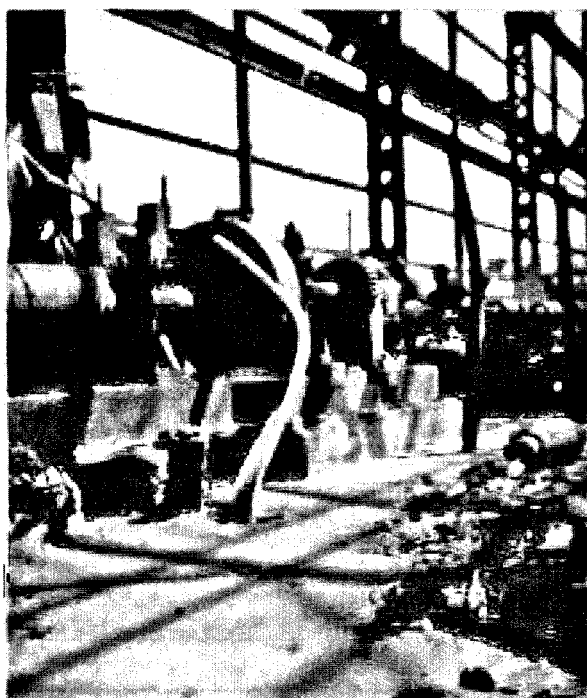
Photograph No. 16



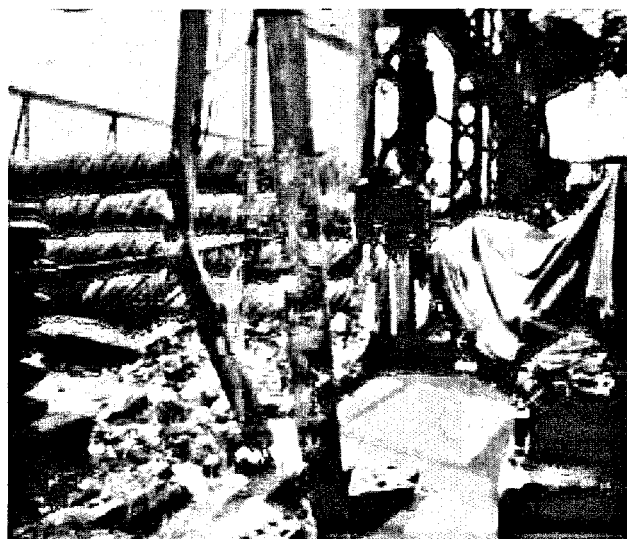
Photograph No. 17



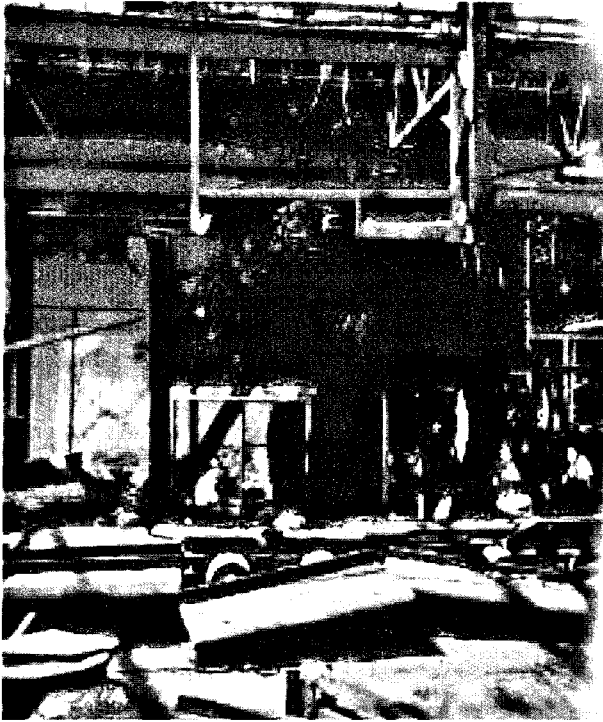
Photograph No. 18



Photograph No. 19



Photograph No. 20

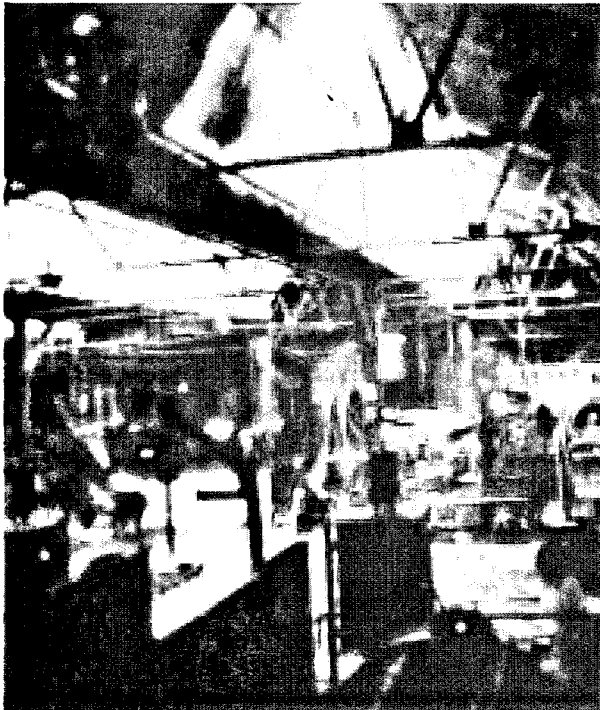


Photograph No. 21



Photograph No. 22

General damage views of the Telephone Cable Section.



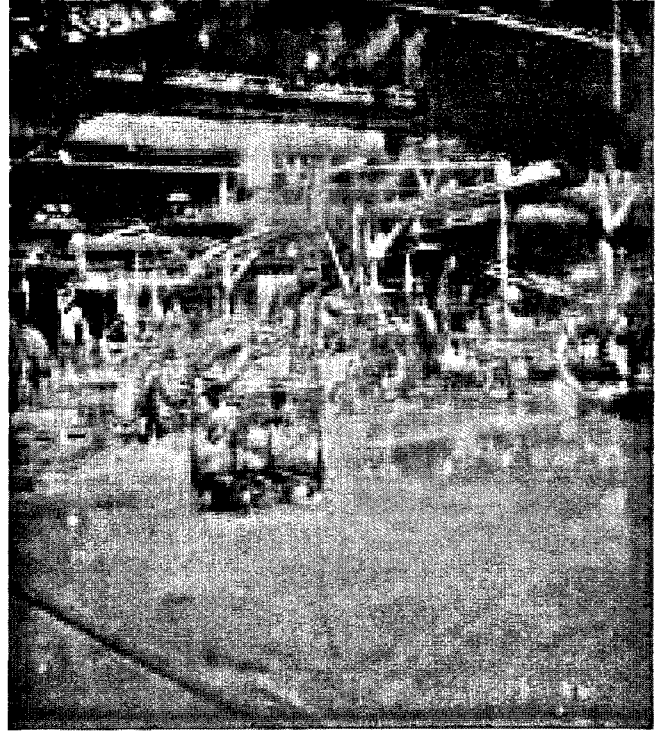
Photograph TC21



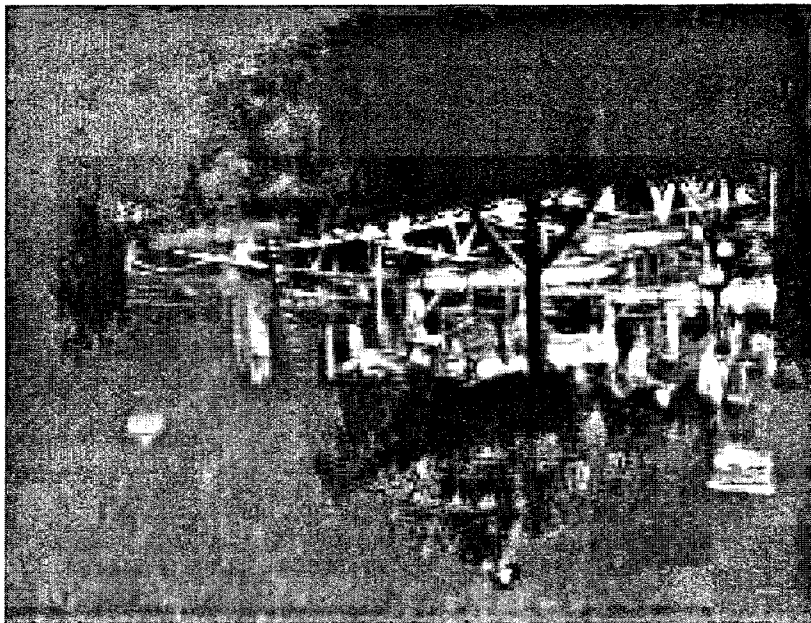
Photograph TC 22



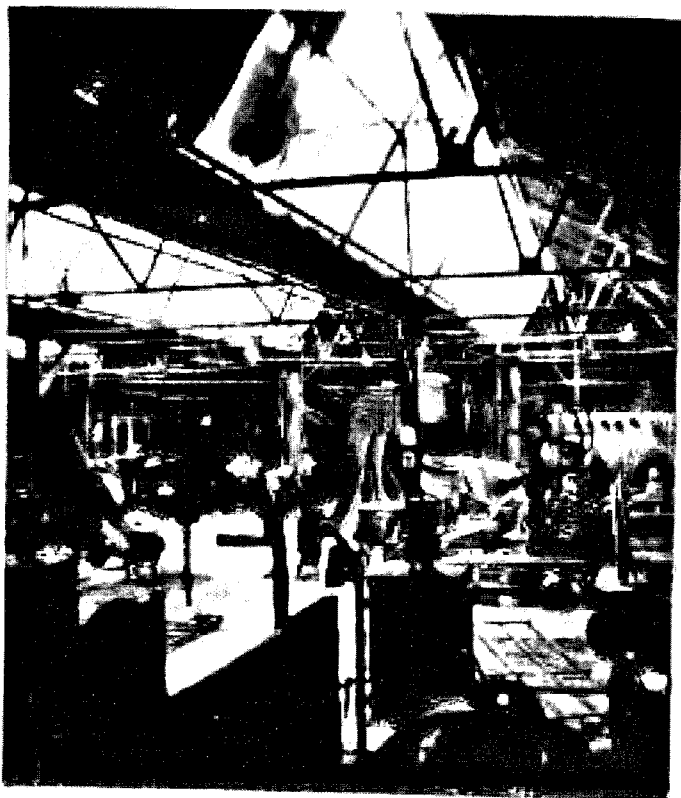
Photograph TC 23



Photograph TC 24



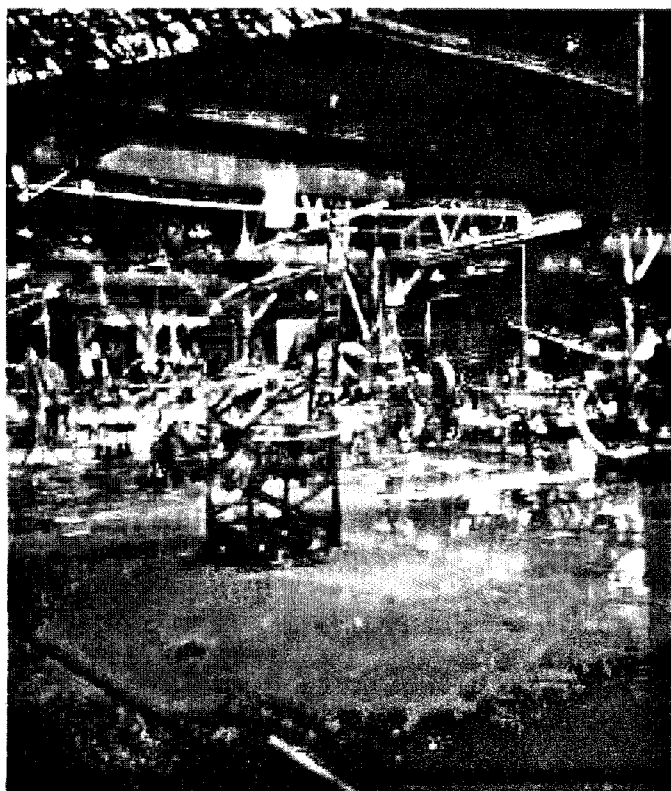
Photograph TC 25



Photograph No. 28.



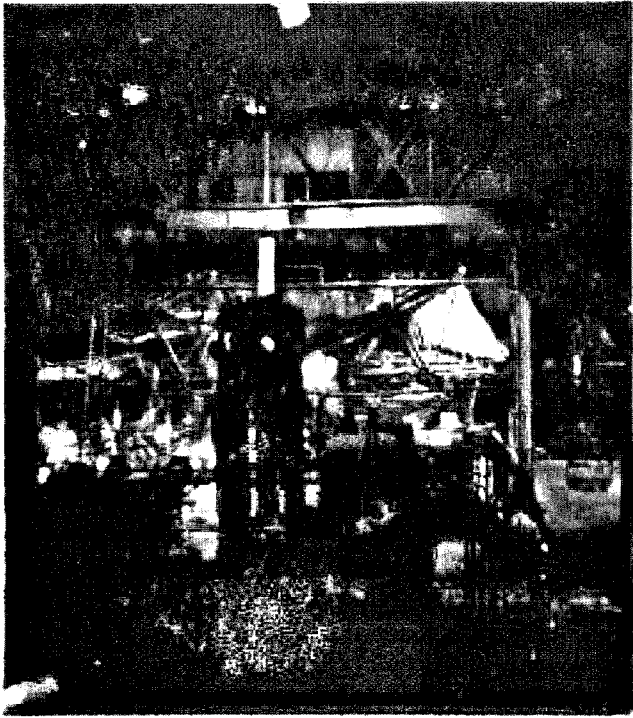
Photograph No. 29



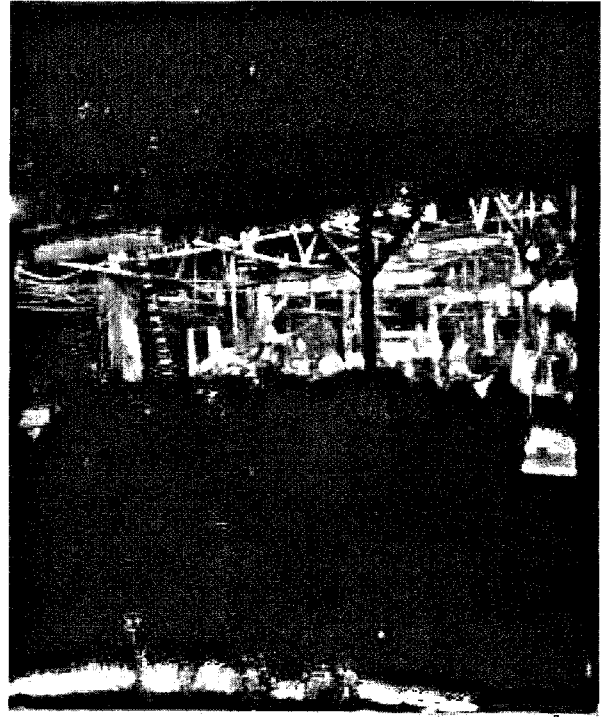
Photograph No. 30



Photograph No. 31

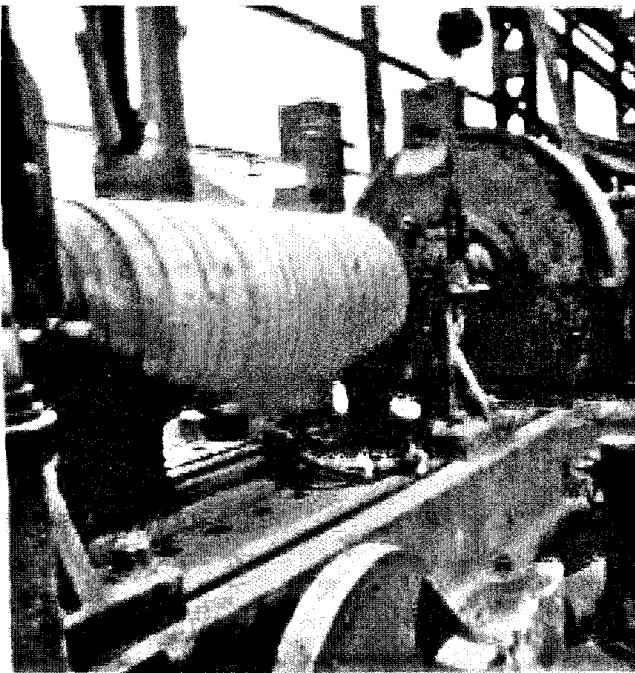


Photograph No. 32

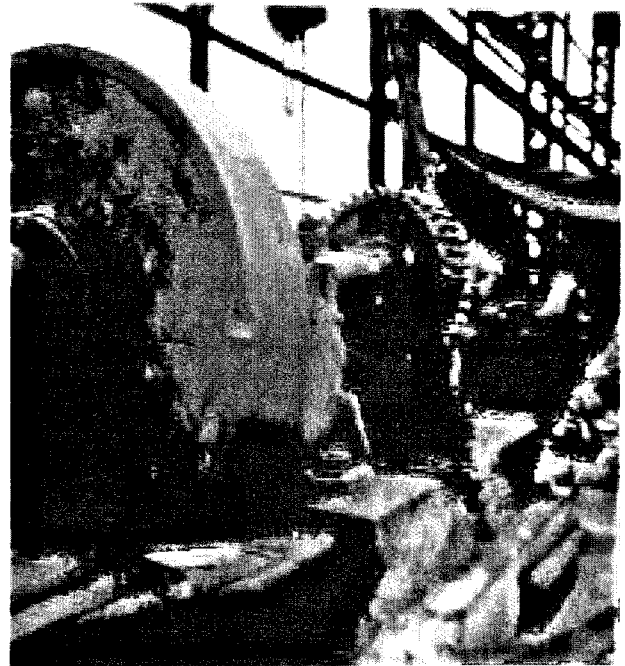


Photograph No. 33

Splinter damage on the Wire Drawing Machine..



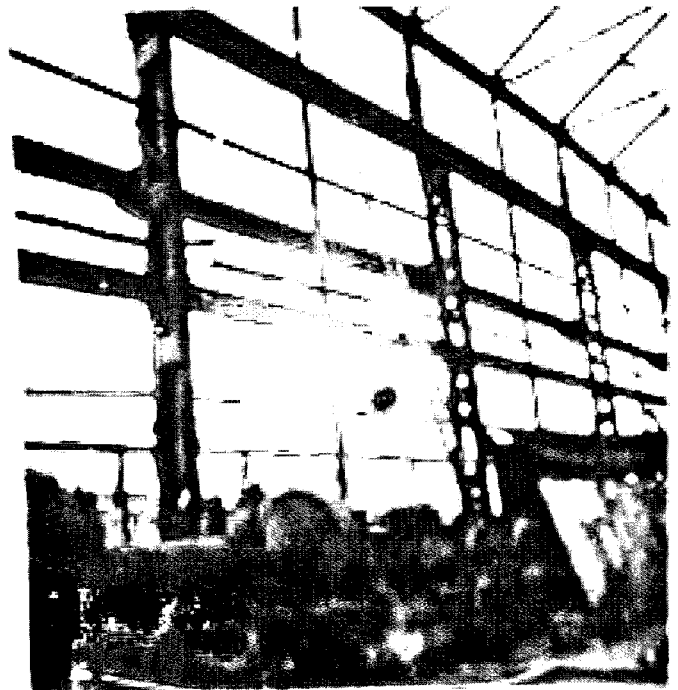
Photograph No.34



Photograph No. 35.



Photograph No. 36



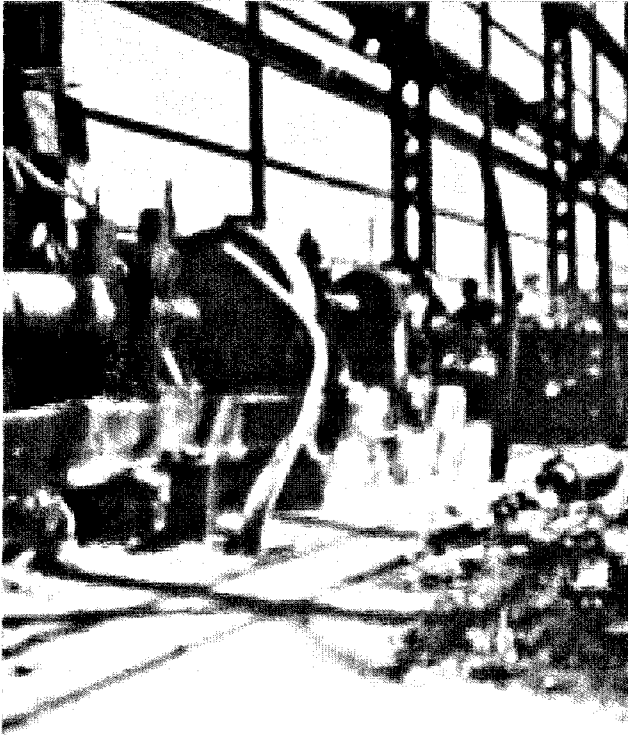
Photograph No. 37



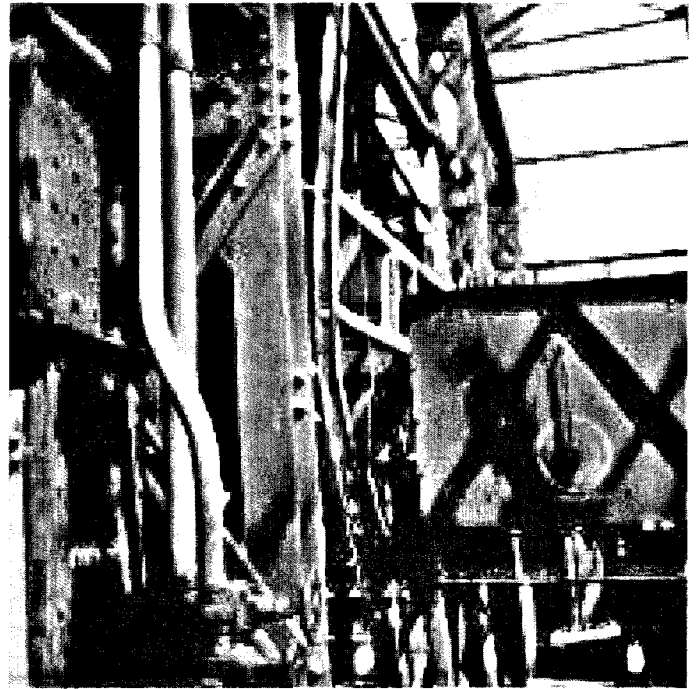
Photograph No. 38



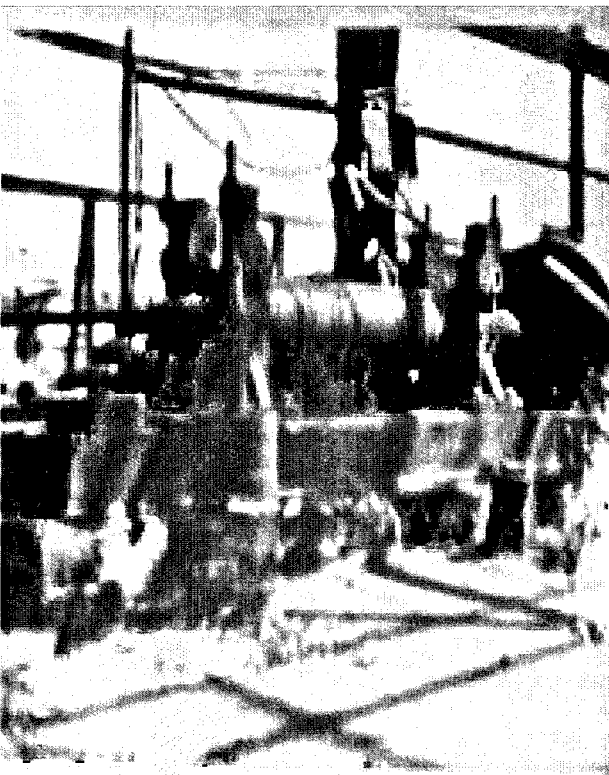
Photograph No.39



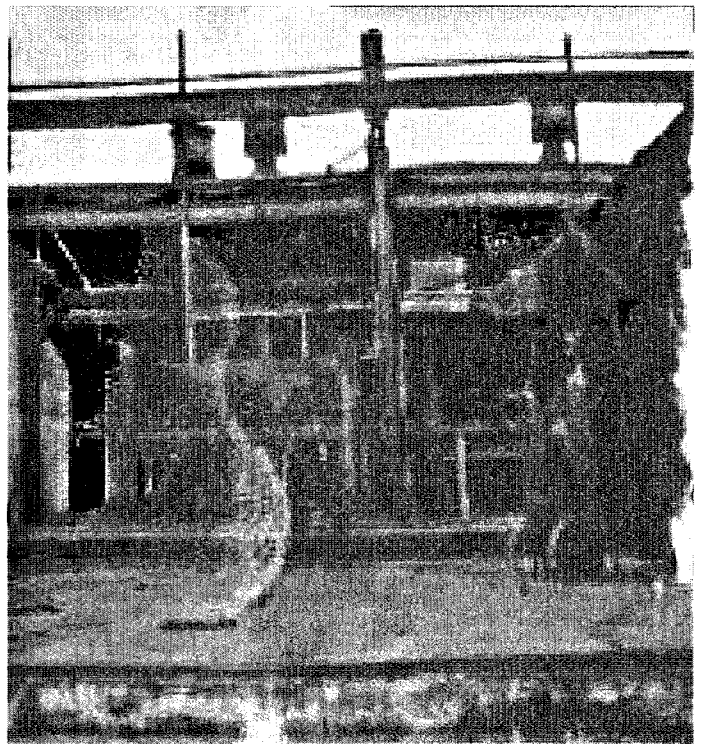
Photograph No. 40



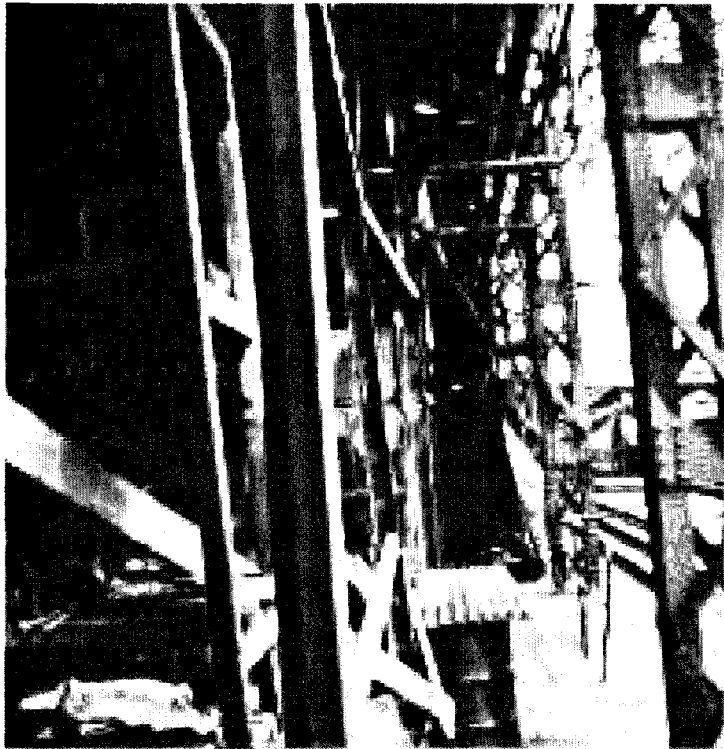
Photograph No. 41



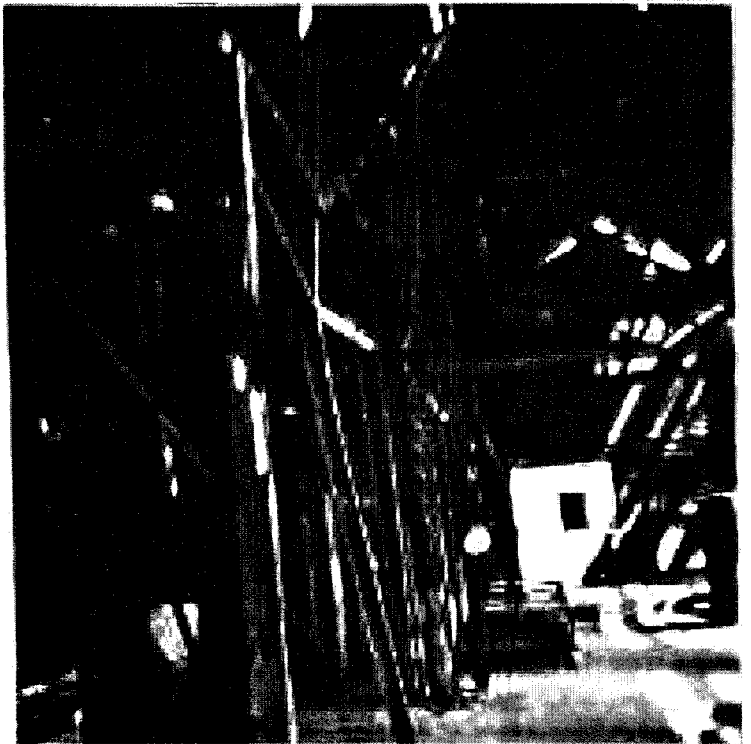
Photograph No. 42



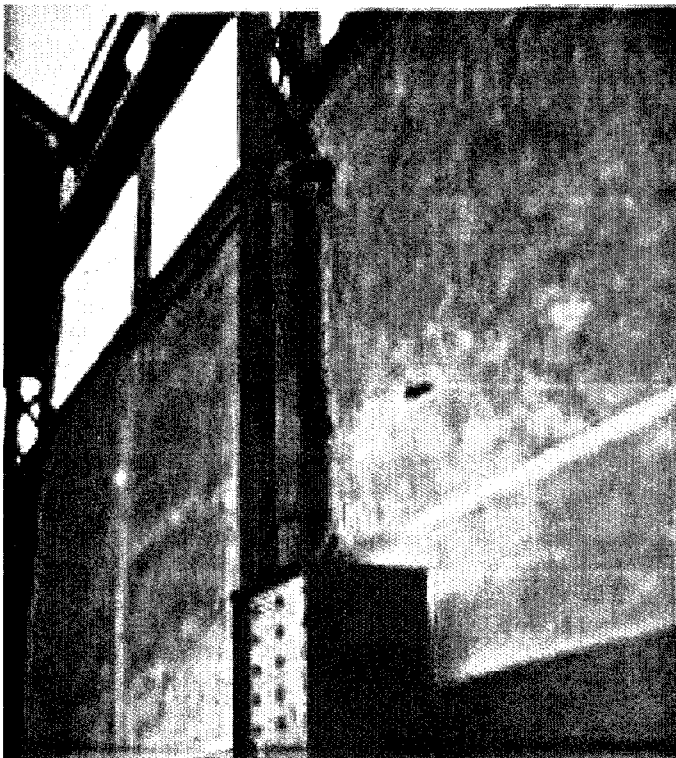
Photograph No. 43



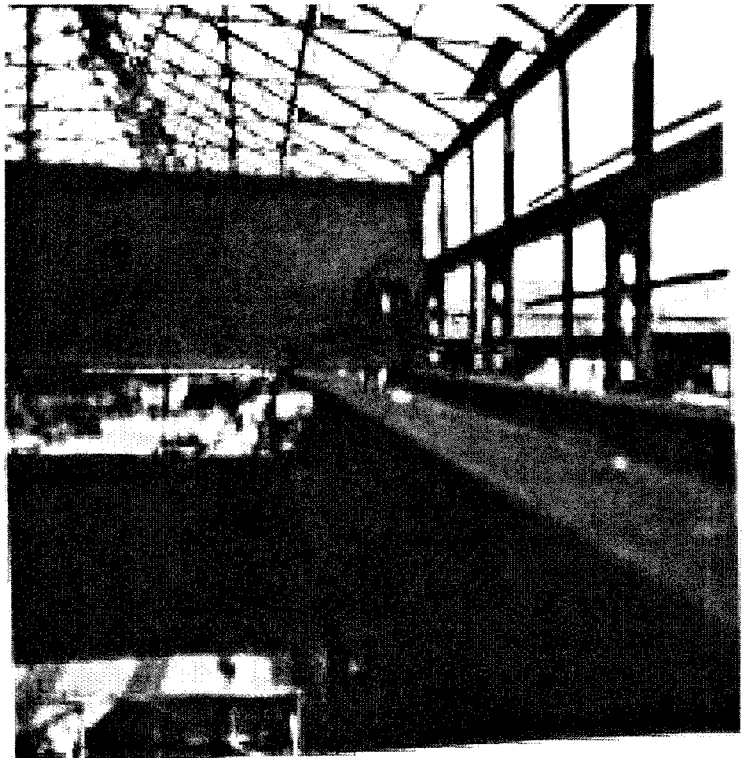
Photograph No. 44



Photograph No. 45



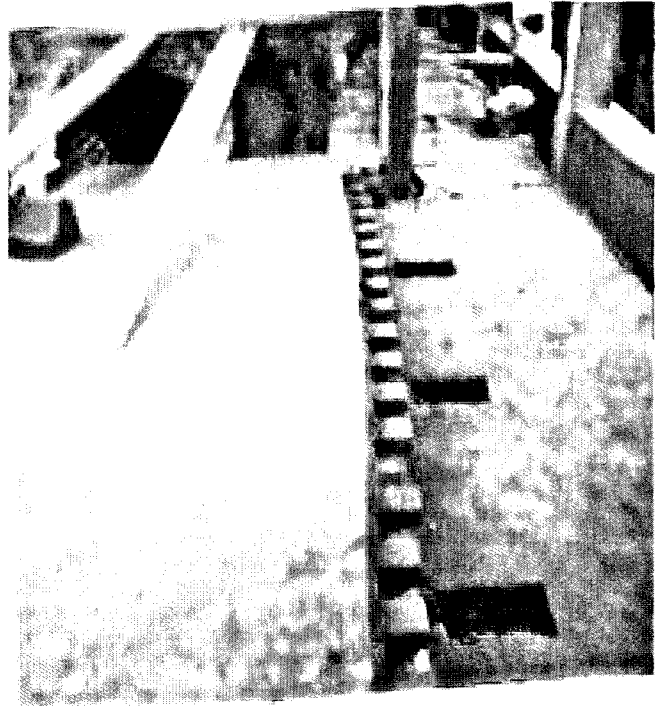
Photograph No. 46



Photograph No. 47

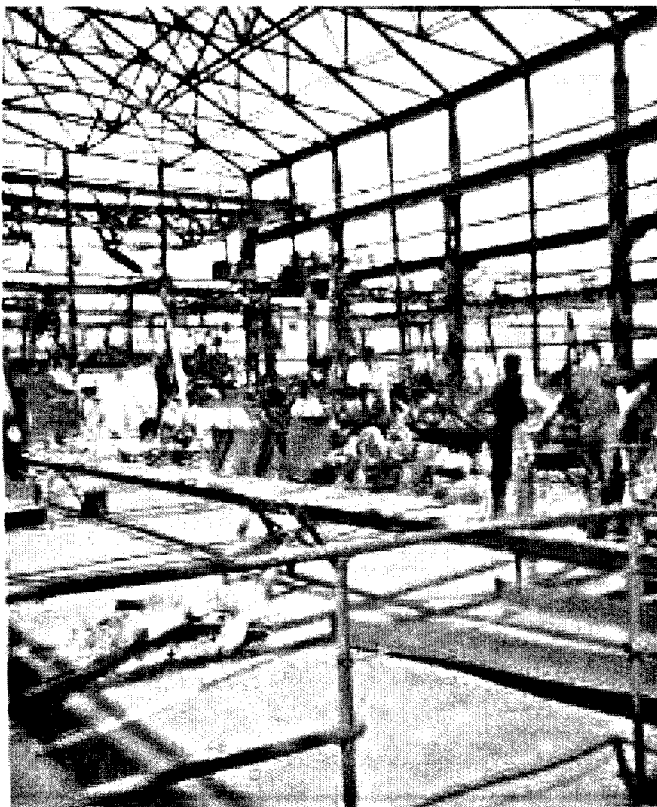


Photograph No. 48

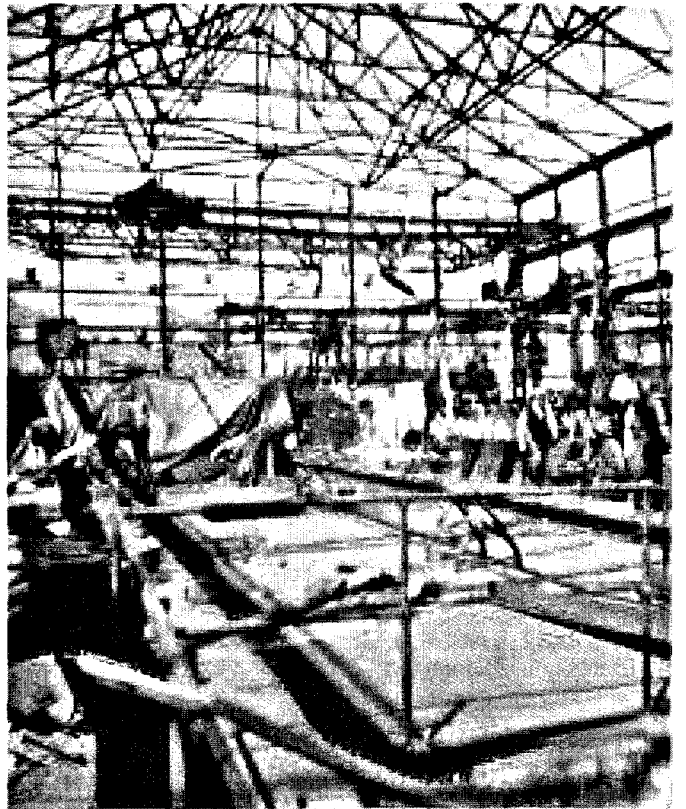


Photograph No.49

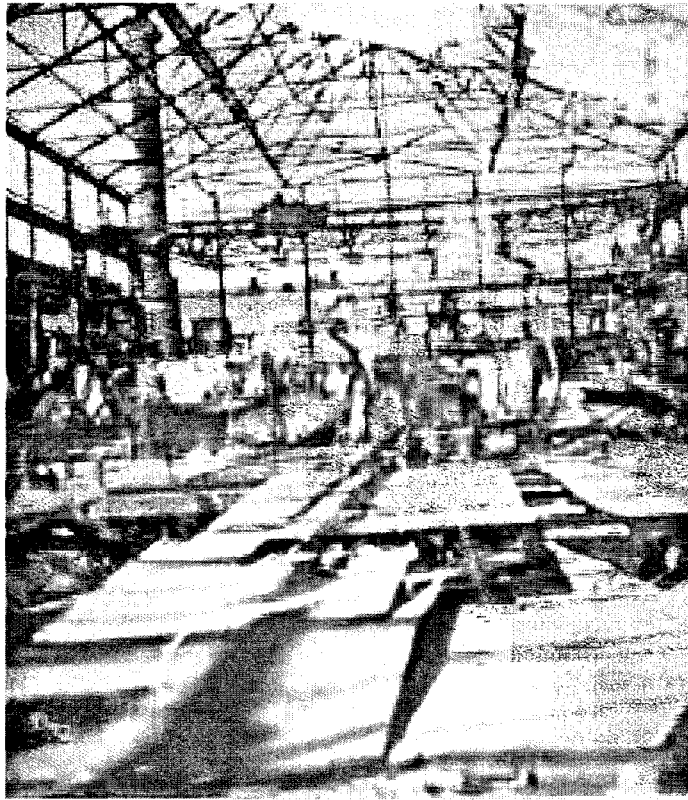
General views of damage to Rolling Mill and Wire-drawing Sections.



Photograph No. 50



Photograph No. 51

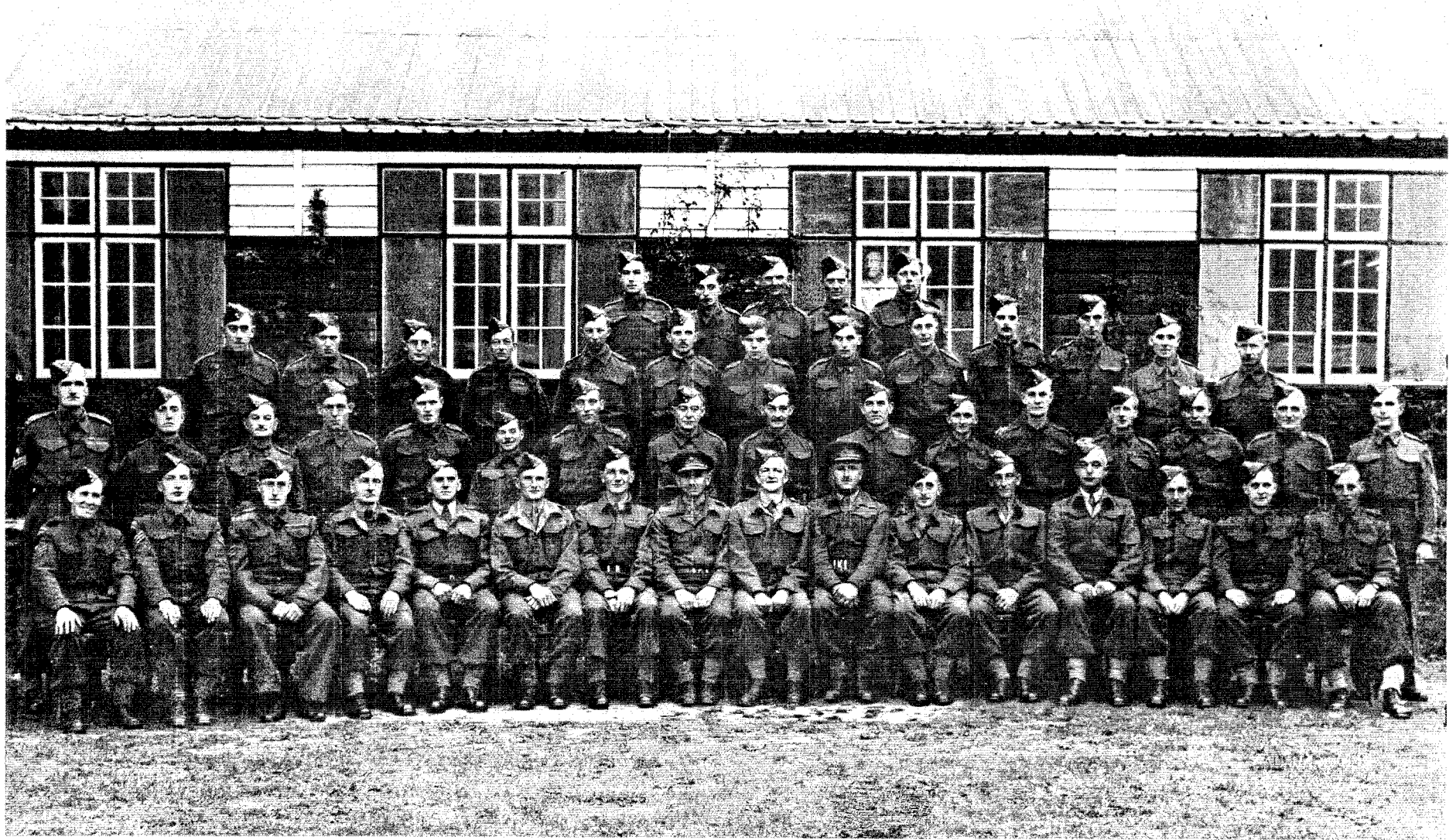


Photograph N o. 52

A Photograph of the Pirelli Home Guard Follows followed by an unrelated list of names.

As many of the incendiaries and explosives missed the factory an Appendix has been added about some of the collateral damage inflicted during the attacks.

The Pirelli Home Guard.



Home Guard Roll. 131 Battery, D Company, 11th Battalion, Hampshire Regiment. - Dated 27th May 1944

Rank	Name	Rank	Name
Capt.	G Bishop	Pte.	D Cassar
Lieut.	W Goater	Pte.	W Curtis
Lieut.	N J Cottell	Pte.	D J Davies
Lieut.	W N Brown	Pte.	J E Davies
Lieut.	E M Le Provost	Pte.	Drake
Lieut.	F R Tatchell	Pte.	B D Ellis
Lieut.	F Trodd	Pte.	F W Gerrard
Col. Sgt.	N F Norris	Pte.	S Gibbons
QMS.	A Bennett	Pte.	L W Goddard
Sgt.	K Oram	Pte.	Gribble
Sgt.	S G Rodway	Pte.	S C Groves
Sgt.	D Saunders	Pte.	R Hansell
Sgt.	S Small	Pte.	R G Harley
Sgt.	E Tubb	Pte.	E J Hart
Cpl.	J Attree	Pte.	L Haskett
Cpl.	H Blencowe	Pte.	J R Henderson
Cpl.	Bronsdon	Pte.	D H Heuze
Cpl.	G Bunce	Pte.	W Hewett
Cpl.	Fancourt	Pte.	Hibdige
Cpl.	H Gubbins	Pte.	P Hornby
Cpl.	Paltridge	Pte.	R Meacher
Cpl.	E D Spring	Pte.	L Mead
Cpl.	Westwood	Pte.	Moody
Cpl.	Wyvill	Pte.	H W Palmer
L/Cpl.	R Clark	Pte.	Proudley
L/Cpl.	S E Eatherley	Pte.	F W Richards
L/Cpl.	H F Dowse	Pte.	H G Robins
L/Cpl.	V S Gabb	Pte.	F E Rowe
L/Cpl.	L E Gee	Pte.	K R Ryder
L/Cpl.	P Humphreys	Pte.	C J Scammell
L/Cpl.	F C Knowles	Pte.	F Shilley
L/Cpl.	R J Lepiez	Pte.	C F Smallbone
L/Cpl.	C J Mace	Pte.	J Smith
L/Cpl.	W Martin	Pte.	R Sparks
L/Cpl.	H Richardson	Pte.	W J Spencer
L/Cpl.	W H Rowe	Pte.	Sturrock
L/Cpl.	S Tilley	Pte.	E N Summers
Pte.	N Adamson	Pte.	F F Tarr
Pte.	C G Baldwin	Pte.	H D Toms
Pte.	A V Bavington	Pte.	F J Wakefield
Pte.	F Bellenger	Pte.	E G Welsh
Pte.	S R Bennett	Pte.	Wellstead
Pte.	Besant	Pte.	Westerhoff
Pte.	H F Betteridge	Pte.	C J Whyte
Pte.	W G Binstead	Pte.	Wiltshire
Pte.	W F Boyce	Pte.	C S Wort
Pte.	A Brewster	Pte.	R Young
Pte.	L D Carter		

Appendix

As it was reputed that 1300 (see page 52) houses were damaged in the midsummer bombing of Pirellis in 1942 and I could remember a number of the bombed houses I wondered how all the most seriously bombed houses could be found when contemporary reports were so vague.

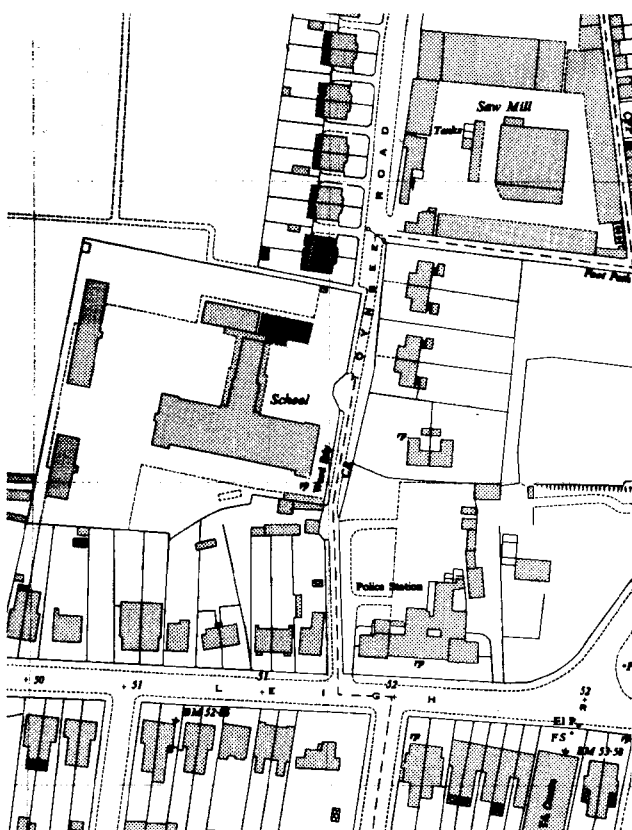
I discovered that when a house was no longer habitable rate-payments ceased immediately or a rebate given. This was recorded in the Borough Rate books which are held by the History Society. We are able to list all the houses which were damaged so badly as to become uninhabitable.

On 22nd June 1942 16 houses in Leigh Road, 2 houses in Toynbee Road, 2 houses in Grantham Road, 8 houses in Coniston Road, 16 Houses in Owen Road, 2 houses in O'Connell Road fell into this category.

Three people were killed in Leigh Road and five people were killed in Owen Road, but had it not been for the air-raid shelter policy, area firewatchers and Air Raid Wardens, casualties would have been much higher.

The facts cannot reveal the horror of this night. Families were made homeless when houses sustained major damage and the people had no idea what the future held. They did not know what possessions they had lost or if further raids would follow. They could only fear what might happen should there be unexploded bombs or if the incendiary fires ignited the fractured gas pipes.

A bomb was also dropped on the North Wing of Toynbee Road School. This also damaged adjacent houses.

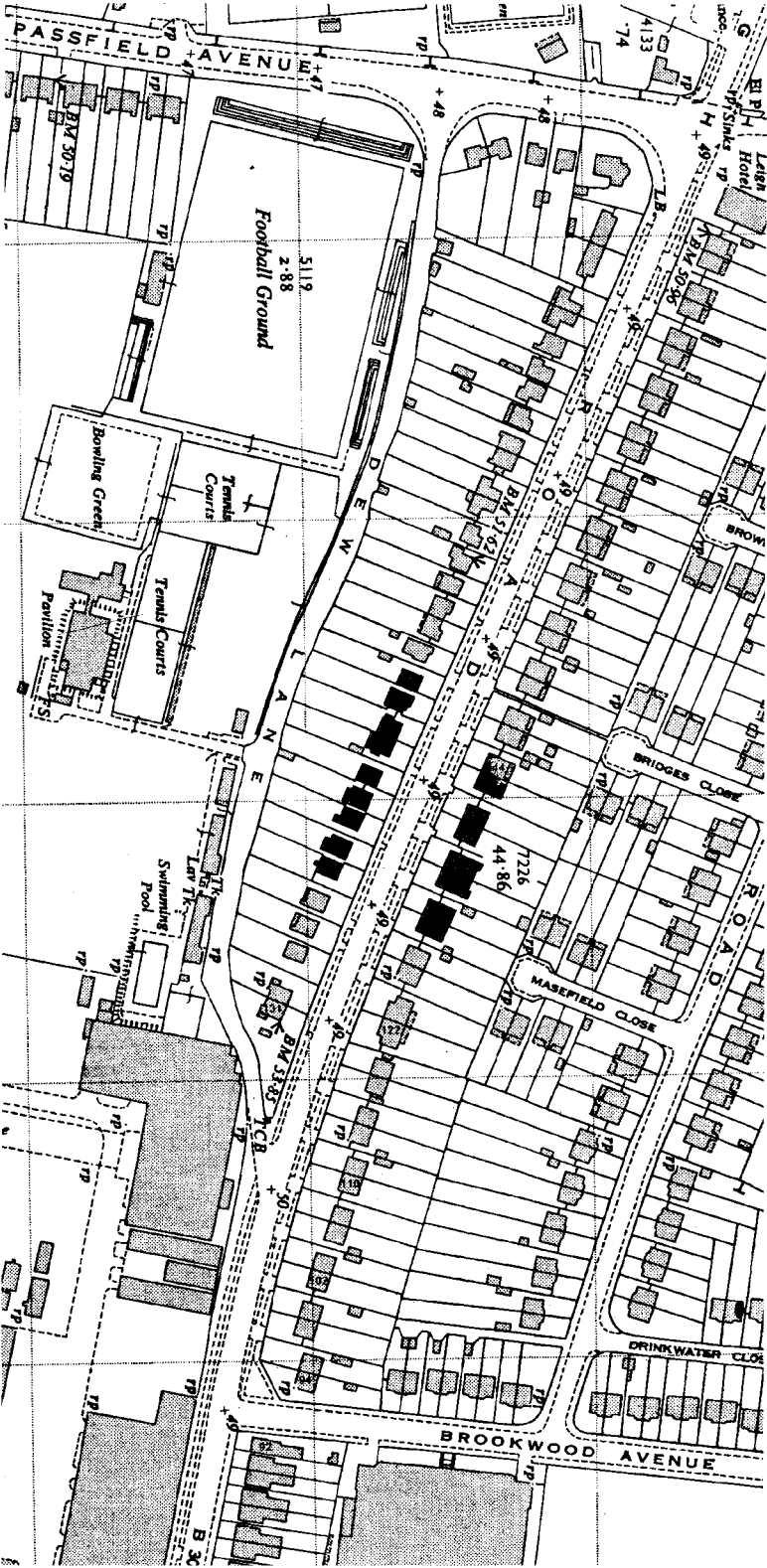


**1 Toynbee Road - Ratepayer –
Nicholas H Coombes – re-occupied
16th December 1944.**

**3 Toynbee Road – Ratepayer Ronald
Treleven – re-occupied 21st
September 1944.**

**The School pupils were taught at the
County High School premises for six
months, but the rest of the School
was used to store furniture &c from
the 'bombed-out' properties.**

Houses in Leigh Road which were destroyed or seriously damaged by bombs intended to fall on the Pirelli Factory.



After the war the houses in magenta had to be completely rebuilt. It was decided that Number 134 should also be rebuilt at the same time.

**Leigh Road. Houses rendered uninhabitable from 21st June 1942.
These were privately owned houses.**

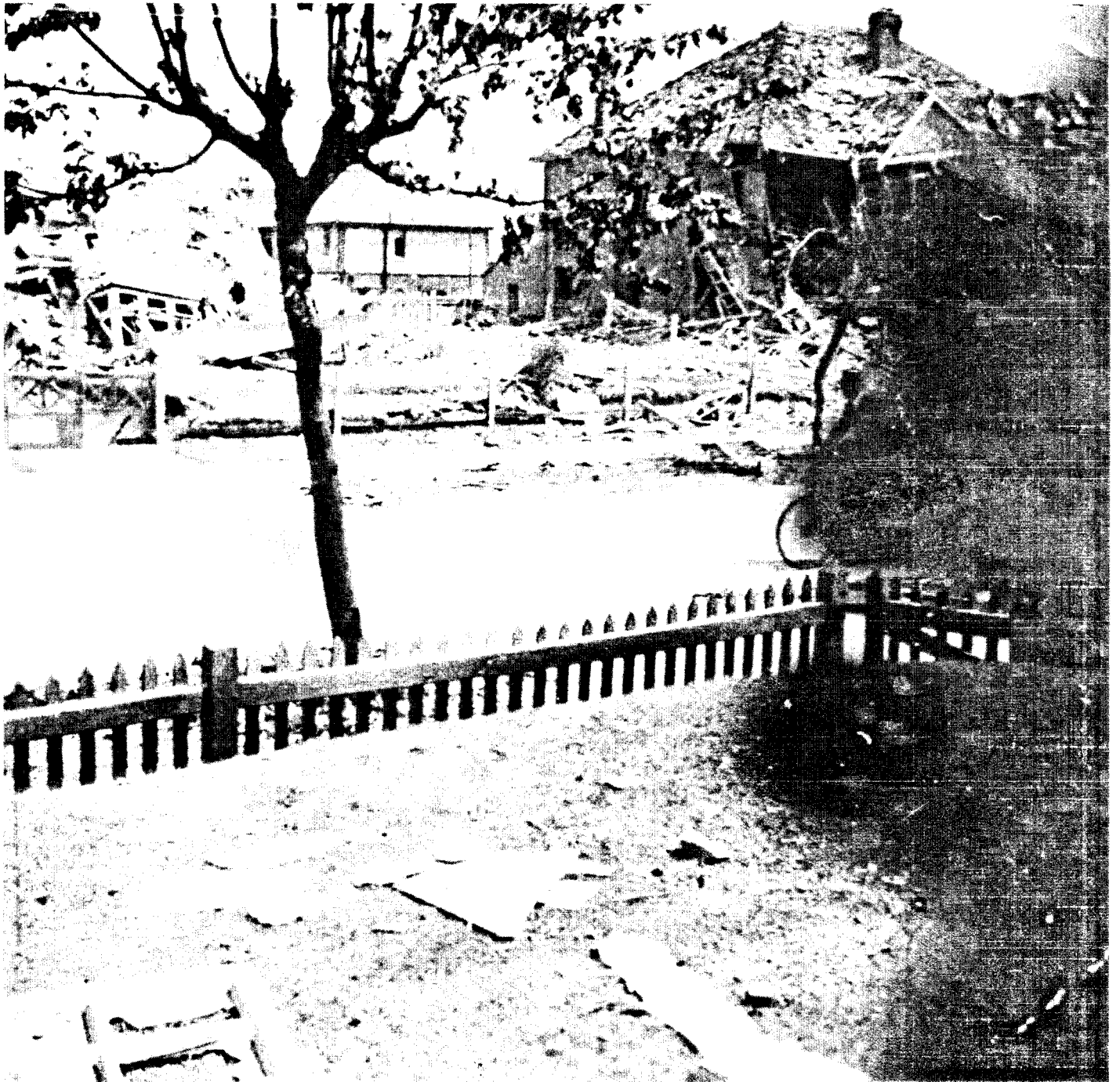
House No.	Rate-payer	Date reoccupied	
North Side			
130	Cyril H. Bayley	5 th October 1942	
132	Edward Henry Tharp Brown	1 st November 1942	
134	Robert Gervase Alfred Clifton	Received a War Damage Refund on his rates	These two houses were rebuilt in the same style after the war.
136	Charles E. Brown	Demolished	
138	Mrs. Rose Ellen Hart who was killed here along with two of her sons, Leonard John Hart and Francis John Hart.	Demolished	These two houses were rebuilt after the war.
140	Mrs Elizabeth Wright	Demolished	
142	Walter John Jolliffe	23 rd January 1944	Mrs Elizabeth Wright moved in.
144	William G. Read	Received a War Damage Refund on his rates	
South side.			
141	Mrs Edith M. Evans	13 th November 1943	Rates had been refunded when house was vacant
143	Samuel Palmer	25 th March 1944	Rates had been refunded when house was vacant
145	Mrs. Emily Cooper	...	
147	Albert E. Emmett	...	
149	George E. Mason	...	
151	Harry J. Jenkinson	17 th September 1943	Herbert John Downton
153	William A. Oxenbridge	17 th July 1943	
155	Alfred J. Pink	20 th April 1943	

Mrs Rose Ellen Hart with her sons Francis John Hart and Leonard John Hart.



They died when 138 Leigh Road was destroyed by a High Explosive bomb on 22nd June 1942.

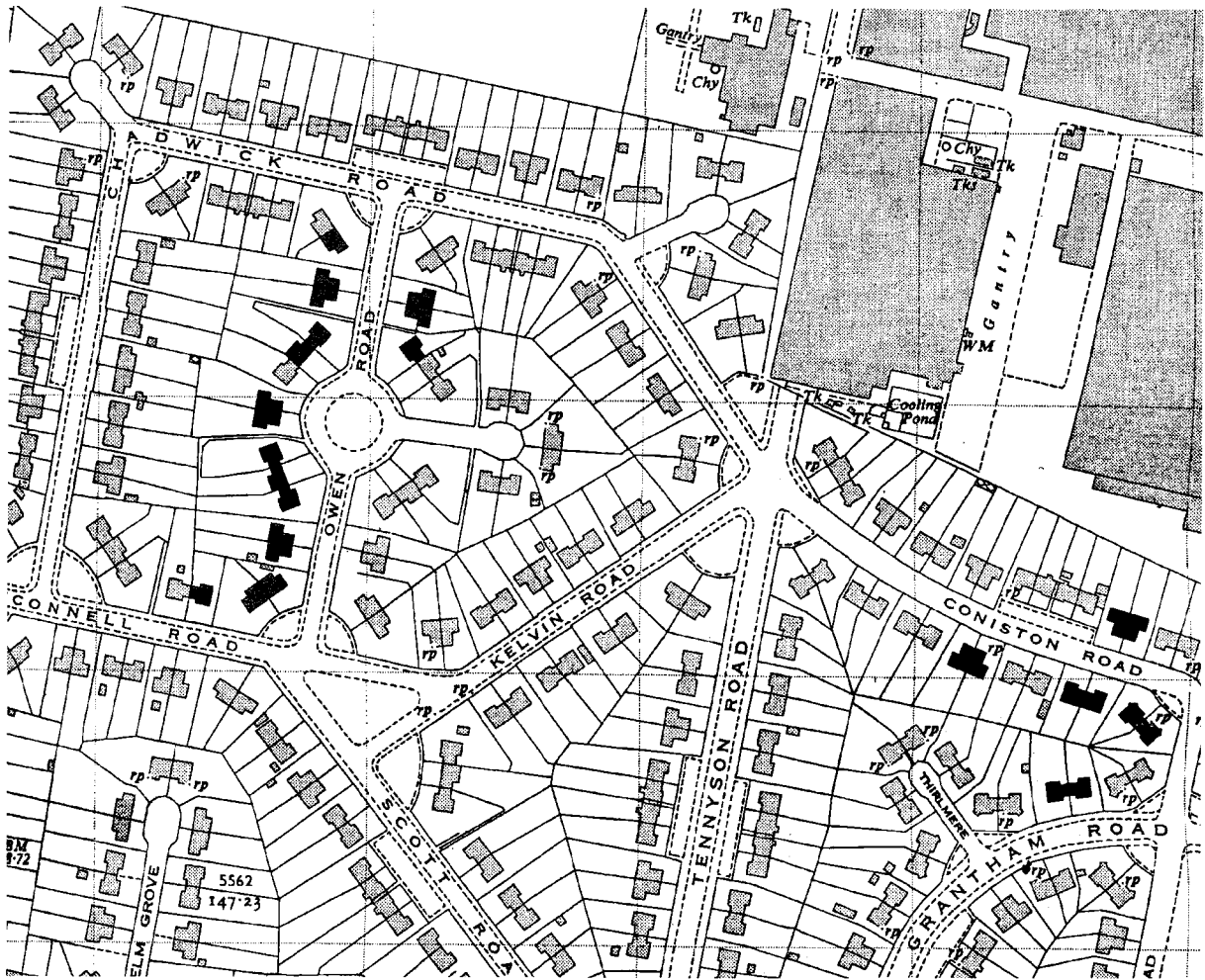
The remains of 134 – 140 Leigh Road after the bombing. The houses were re-built in 1948.



The view from the back. The house on the left, which had to be demolished, (136 Leigh Road) belonged to Charles E. Brown, the Manager of Dibbens in Market Street.



Houses South of Pirellis which were destroyed seriously damaged.



The houses in magenta had to be rebuilt.

Those who were killed as a result of the bombing.

22nd June 1942	138 Leigh Road	Leonard John Hart	aged 28, Son of Rose Ellen Hart and the late Charles Bernard Hart.
	138 Leigh Road	Francis John Hart	aged 28. Son of Rose Ellen Hart and the late Charles Bernard Hart.
	138 Leigh Road	Rose Ellen Hart	widow of Charles Bernard Hart.
	4 Owen Road	Dorothy Margaret Winnell	aged 47 daughter of the late Sydney Gilbert and Martha Senneck Damer; wife of Albert Winnell, killed.
	6 Owen Road	Emma Oakley	aged 85
	6 Owen Road	Annie Kent	wife of Edward Boulter Kent aged 58.
	6 Owen Road	Edward Boulter Kent	husband of Annie Kent, aged 58.
	24 Owen Road	Dorothy Maud Smith	wife of Arthur Edward Smith, aged 44 fatally injured in a shelter at 24 Coniston Road, was buried 4 th July 1942.

**Houses South of Pirellis which were destroyed or seriously damaged so as to
have been unoccupied for some time after 22nd June 1942.**

House No.	Rate-payer	Date reoccupied	
Grantham Road North Side			
36 Grantham Rd.	Ernest E. Sangster	....
38 Grantham Rd.	William T. Holmes	....
Coniston Road South side.			
12 Coniston Rd.	Cyril A. Woodcock	....
14 Coniston Rd.	Arthur E. Smith	....
20 Coniston Rd.	Alfred C. Winter	....
22 Coniston Rd.	A. J. Lewis	....
24 Coniston Rd.	Sidney E. Knowles	....
26 Coniston Rd	Albert V. Ravenscroft	....
Coniston Road North side.			
23 Coniston Rd	Robert Sparks	....
25 Coniston Rd	Ernest D Harwood	....
Owen Road East Side			
3 Owen Road	David Charles Richardson	destroyed	
5 Owen Road	Joseph Malizia	destroyed	
7 Owen Road	J. K.Morgan	6 July 1942	
Owen Road West side.			
2 Owen Road	H. E. Sevyour	destroyed	
4 Owen Road	Albert Winnell. His wife, Dorothy Margaret Winnell was killed.	destroyed	
6 Owen Road	William F. Hooper. Edward Boulter Kent, his wife Annie and Emma Oakley died here.	destroyed	
8 Owen Road	Walter Frazer	Destroyed	

House No.	Rate-payer	Date reoccupied	
10 Owen Road	Henry Evans	31 st March 1943	
14 Owen Road	G. H. Woods	20 th July 1942	
16 Owen Road	Mr & Mrs Dacombe	20 th July 1942	
18 Owen Road	G. Reed	24 th August 1942	
20 Owen Road	S. C. Yates	24 th August 1942	
22 Owen Road	M. Green	20 th July 1942	
24 Owen Road	E. S. Smith. His wife Dorothy Maud Smith was fatally injured in a shelter at 24 Coniston Road.	20 th July 1942	
26 Owen Road	Albert E. Knight	20 th July 1942	
28 Owen Road	W. H. Pragnell	destroyed	
O'Connell Rd. North side			
8 O'Connell Rd	R. J Murray	destroyed	
10 O'Connell Rd	A. J. Folland	20 th July 1942	

The facts cannot reveal the horror of this night. Families were made homeless when houses sustained major damage and the people had no idea what the future held. They did not know what possessions they had lost or if further raids would follow. They could only fear what might happen should there be unexploded bombs or if the incendiary fires ignited the fractured gas pipes.

Henry and Norah Evans lived at No. 10 Owen Road with their young daughters Marion and Patricia. The wall of the house had been blown out by the explosion. Yet Mrs Evans, finding that the electricity was still on, made cups of tea for her traumatised neighbours using an upturned electric fire to boil the water.

Being midsummer, dawn soon came and the authorities took the family to Northend School, which was a Reception Centre, where they had breakfast. Their furniture and possessions were taken to Toynbee Road School, even though part of this had received a direct hit during the night. The family were temporarily re-housed with Mrs Nichol of 37, Kipling Road (who had no choice in the matter).

The house at 10, Owen Road was repaired and ready for occupation on 31st March 1943, but by then they had moved to 23, Scott Road which had become vacant.



**Henry Evans with his daughters
at 10 Owen Road in 1941.**



The family at 23 Scott Road around 1943.

Letters to men in the Air Force notifying them that their homes had been damaged in the raid of 22nd June 1942.

[101/674]

26th June 1942

The Commanding Officer,
No 1 A. A. Co-operation Unit,
Royal Air Force,
FARNBOROUGH

Dear Sir,

Air Raid on Eastleigh.

This is to confirm that air-craftman Cooper's home at 145, Leigh Road, Eastleigh, was badly damaged during the enemy air attack on Eastleigh on Monday last, the 22nd. instant.

Yours faithfully,



Borough Engineer & Surveyor.

[101/675]

26th June, 1942.

The Commanding Officer,
Royal Air Force Station,
~~FARNELL.~~ WARNWELL.

Dear Sir,

Air Raid On Eastleigh

This is to confirm that Corporal F. Reed's home at 18, Owen Road, Eastleigh, was badly damaged during the enemy attack from the air on Eastleigh on Monday last, the 22nd instant.

Yours faithfully,



Borough Engineer & Surveyor.

Letters to some of those bereaved on 22nd June 1942.

[102/681] [102/682] [102/683] [102/684]

26th June, 1942.

Mrs. I. D. Parker,
209, Chamberlayne Road,
EASTLEIGH.

Dear Mrs. Parker,

I have been directed by my Council to convey to you their deepest sympathy in the death of Mr. and Mrs. Kent due to war operations.

The Minister of Health also asks me to express the deep sympathy of His Majesty's Government with you in your loss.

It is my earnest hope that throughout the hazardous days which lie ahead, you and your family may be protected from any further enemy action.

Yours truly,

Borough Engineer & Surveyor.

26th June, 1942.

Mrs. L. M. Stevens,
209, Chamberlayne Road,
EASTLEIGH.

Dear Mrs. Stevens,

I have been directed by my Council to convey to you their deepest sympathy in the death of Mrs. Oakley due to war operations.

The Minister of Health also asks me to express the deep sympathy of His Majesty's Government with you in your loss.

It is my earnest hope that throughout the hazardous days which lie ahead, you and your family may be protected from any further enemy action.

Yours truly,

Borough Engineer & Surveyor.

26th June, 1942.

Mr. C. Hart,
94, Leigh Road,
EASTLEIGH.

Dear Mr. Hart,

I have been directed by my Council to convey to you and your family their deepest sympathy in your bereavement.

The Minister of Health also asks me to express the deep sympathy of His Majesty's Government with you in your loss.

It is my earnest hope that throughout the hazardous days which lie ahead, you and your family may be protected from any further enemy action.

Yours truly,

Borough Engineer & Surveyor.

26th June, 1942.

Mr. Winnell,
82, Archers Road,
EASTLEIGH.

Dear Mr. Winnell,

I have been directed by my Council to convey to you and your family their deepest sympathy in your bereavement.

The Minister of Health also asks me to express the deep sympathy of His Majesty's Government with you in your loss.

It is my earnest hope that throughout the hazardous days which lie ahead, you and your family may be protected from any further enemy action.

Yours truly,

Borough Engineer & Surveyor.

The following extract from a letter of 4th November 1942 from the Borough Engineer is the source of the figure for the extent of the damage to Eastleigh during the Pirelli Raid.

[102/382]

Eastleigh is scheduled "A" for vulnerability and so far approximately 3,700 properties have been damaged in the area, (1,300 on the 22nd June last), and owing to the shortage of houses in the area, it is essential that repairs, both First Aid and Major, are executed expeditiously. Eastleigh being so near the coast, it is quite possible that further damage will be done, and if my staff is depleted any more, it will be impossible for me to do the work.