

Experiences of I.B.M. and brother T. relevant to The  
Clydebank Blitz, 13th & 14th March 1941.

On Fri, 1st Sept. 1939, two days before U.K. declared war (on Sun 3rd Sept '39), I (age  $12\frac{1}{4}$ ) and T (age  $14\frac{1}{2}$ ) were evacuated in school parties - children and some teachers - from Clydebank to Gavelochhead by train. Were initially billeted with Mr & Mrs Allison, who lived in a cottage in grounds of a large house named Dhalanahui, where Mr. A. was gardener. Later we moved to stay with Miss Agnes Cameron, Elderberry Cottage, and later still, with Miss C's sister, Mrs. Stalber and her husband John at Daisybank. The Stalbers were both perhaps aged abt. 60, Mr. Stalber having retired from his adjoining joiners & undertakers business. We were resident at Daisybank (attending Hermitage Sec. School, Helensburgh, Mon. to Fri, via school bus) on Thurs, 13th Mar. 1941.

Thurs (night) 13th Mar 1941. Since we were due to go home to No. 8 Taylor St, C'bank, tomorrow (Fri) for the week-end (been doing this fairly regularly for some months) we had packed our cases (dirty clothes for washing, etc) and completed school homework. Abt. 8 PM siren sounded an air-raid warning (fairly common) but this time there was much sound of aircraft. Eventually went to bed and slept (The "All Clear" probably sounded abt. 6 AM?)

Fri 14th Mar. 1941 In morning had breakfast, & radio reported heavy raid on Clydeside. Went off with cases, etc for school bus. At school, we learned that raid had been severe on Clydebank and transport had been interrupted (no trains which we normally used between Helensburgh & C'bank). After school, at 4 PM we met together and went to the station and tried to phone home, but all phones were "dead". We discussed what we should do - return to Gavelochhead? - try to get to C'bank by bus? Eventually decided on the latter and, after some time, boarded a packed double-decker to Glasgow.

We encountered first bomb damage at Bowling - part of tenement in ruins and smoking, also black smoke from a burning oil tank at Old Kilpatrick. Bus

terminated at Dalmeit, where there were many badly damaged houses, dust and smoke, fire engines etc. We became v. concerned about folks at home, as we walked through D'innis and Clydelbank main street, to Taylor St. V. glad to see house still standing, so folks hopefully O.K., - windows however were boarded. Delighted to see father, Mum and Uncle Willie - but they were aghast to see us! House was without water supply, gas & electricity - but a water-cart had made a delivery and the folks had a portable stove. There was a strong feeling that there would be a second raid that night, so after some food, father said that we should try right away to get back to Garellochhead and he accompanied us to Glas. Rd. to try for a bus. People were streaming west carrying goods and cases, leaving the town. There was very little transport - perhaps one or two double-decker buses - packed, and not stopping. We waited till abt. 7.30 as it started to get dark, then father said we should all return to the house.

Back at the house all of us had a snack, & sirens sounded air-raid warning abt 8.30. T & I took places under large, strong, dining room table while folks sat on chairs in the hall almost under the stairs. Uncle W., then abt. age 50 and not v. fit, was an auxiliary warden (helmet & service gas mask) and went to front door to watch street and area. Soon heavy sound of aircraft heard, accompanied by fairly loud explosions of bombs & A.A.-fire (this probably from Polish destroyer "Piorun", then in John Brown's dock, nearby). Noise became quite intense and probably around mid-night, father said we should leave the house and seek an air-raid shelter. There was an Anderson shelter in a back garden, just 2-doors north (Mrs Mrs Connell). We ran out back door, covering heads with hands - found shelter almost full, but T, I & Mum were admitted while father remained outside with some other men, under a sand-bagged entrance. Shelter was very cramped (I sat on someone's knees). Noise lasted all night but eventually it became quieter and "all-clear" sounded around 6 AM? We returned to house which had sustained further window damage, and we had a breakfast. Then Uncle W. & I had a walk around the immediate Whitecrook area - no substantial damage in Taylor St (but 1 incendiary bomb had fallen in middle of street & had been extinguished by a warden using a sand-bag). Lots of debris in the area, but worst damage was in

Whitecork St. where a 4 storey tenement had the middle completely blown down by a parachute mine (several fatalities and injured there). I picked-up two bright metal bomb or AA shell splinters (one of which I still have - now rusty!). After returning to house, we had snacks - then father accompanied us to Glas. Rd. to try for a bus to Helensburgh. After considerable wait, we decided to walk W. towards Dalnair, hoping a bus would come along. Father saw us off, and he returned to Taylor St. We walked almost to Bowling (severe damage at Dalnair and oil tanks burning) to where Dumbarton Rd. joins Gt. W. Rd. and joined a bus queue. After a time we boarded a bus which took us to Helensburgh - then another bus to Gavelockhead. We had some food/drinks in our schoolbags.

The folks at home were fairly deprieved, without tap water, gas, electricity on the Saturday. However on the Sunday, father's Uncle Jim McIninch and Aunt Ellen (Helen?) - (nee Macduff) - who, of course, had heard about C'banks raid on radio, etc (& had tried to phone Taylor St.) arrived in their car at Taylor St & insisted on taking father, Mum & U.W. back to Johnstone to stay with them (house "Bryndermere", Urdale Rd.). They did this, and stayed for 6 weeks, while <sup>No. 8</sup> Taylor St house was repaired. During this time, father & U.W. travelled to work, Mon. to Sat, in John Browns, via Renfrew Ferry. When No. 8 was habitable, the folks returned to C'banks.

T. & I. resumed school on the Monday after the raids. We kept in touch with folks, by letter - not returning to Taylor St for a week-end till, perhaps, August. We stayed in Gavelockhead during part of the school hols. - July/Aug. - and worked on Mamore Farm, Rahave on G'loch side. Farmer was Willie Goodwin, whose mother was a close friend of our landlady Mrs. Stalber. He delivered our milks. We worked at haymaking & turnip-thinning for 10s. (50p!) per week, and enjoyed it!

During rest of 1941 there were still air-raids, especially in the south, but also in Scotland - one in May on Greenock when Blair's at 26 Waverley St. had home badly damaged & stayed with Uncle John for several weeks, afterwards.

Probably during Aug/Sept., our occasional week-ends to home in C'banks were resumed, as bombing became less, and was never so severe again in Scotland.



This shows up not too badly in strong daylight

Black with lightest rim  
Pond at intersection of perps A & B

Bright patch rimmed to left of pond is Tennis Ct. Cochrane St, Taylor St just left of Tennis Ct.

(A)

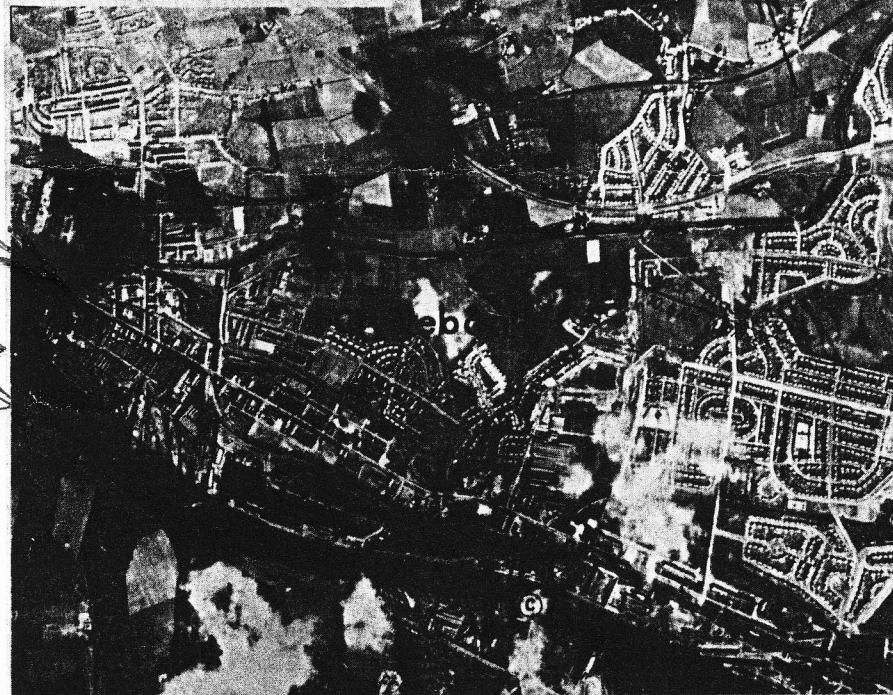
GB 8322 bc  
Glasgow

**Glasgow-Clydebank**  
Schiffswerft John Brown und Co.

Sch 26 Sch 7

Flächenmaßstab 1:4230 Breite 55 55 0 (Bildmitte) 2 10 30  
Mittelwert 1:4100 Mitte 1936

- GB 80 10 Schiffswerft John Brown und Co.
- 1) 2 Kesselhäuser etwa 5 000 qm
  - 2) 2 Maschinen- u. Schalthäuser etwa 3 700 qm
  - 3) Kohlenbeladungsanlage
- bebaut Fläche (Schwerpunkte) etwa 8 700 qm  
Gesamtausdehnung etwa 45 000 qm  
Gleisanschluss vorhanden



Glasgow Rd

(B)

Clyde

Note date!

2.10.39.

Was declared by U.K. 3.9.39.

(B)

A GB 83 22 Schiffswerft John Brown & Co.

- 1) Hellinge
  - 2) 1 Baubassin
  - 3) Werft u. Maschinenbau-Halle etwa 98 000 qm
  - 4) 2 Maschinenhäuser etwa 5 000 qm
  - 5) 1 Lagerhalle etwa 3 500 qm
  - 6) 1 Kesselschmiede etwa 2 500 qm
- bebaut Fläche (Schwerpunkte) etwa 116 000 qm  
Gesamtausdehnung etwa 290 000 qm  
Gleisanschluss vorhanden.

B GB 45 45 Rothesay - Dock

- 6) 3 Umschlagsschuppen etwa 6 300 qm
  - 7) 2 Lagerschuppen etwa 3 500 qm
  - 8) 1 Betriebsgeb. f. Entladekräne etwa 1 400 qm
  - 9) 4 Entlade-Aufzüge
  - 10) Gleisanlagen
  - 11) Verladekais m. fahrbaren Kränen
- bebaut Fläche (Schwerpunkte) etwa 11 000 qm  
Gleisanschluss vorhanden.

German Aerial Photograph of Clydebank

Copy of photo opp. p 16 of "The C'bank Blitz" by J.M.M. MacPhail