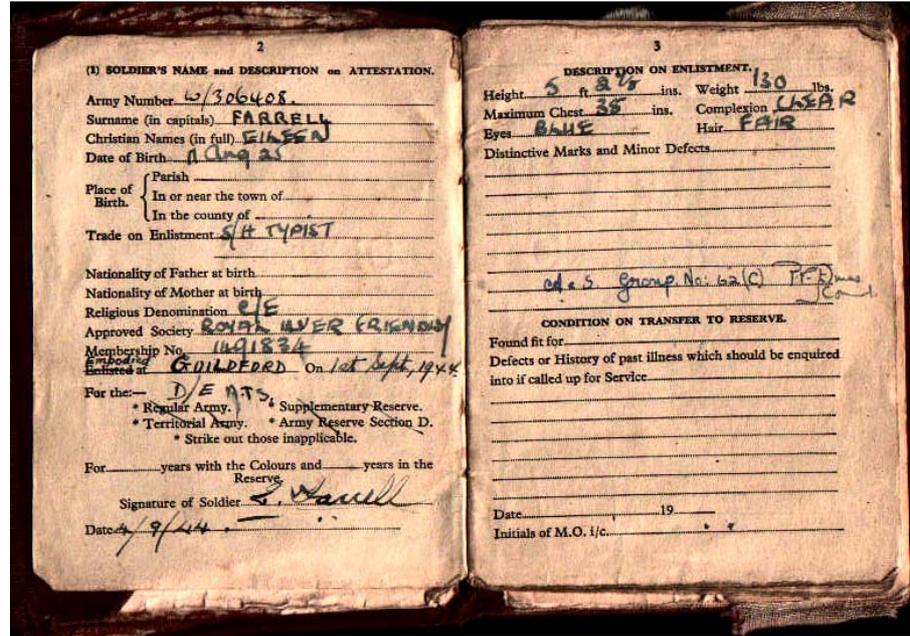


<b>Surname:</b> Jenner	<b>First Name(s):</b> Eileen	<b>Army Number:</b> W/306408	
<b>Maiden name (if applicable):</b> Farrell	<b>Name used during service:</b> Farrell / Jenner	<b>Rank:</b> Corporal	
<b>Main base:</b> Weymouth North Wales	<b>Training base:</b> Queens Camp, Guildford Fleet in Hampshire	<b>Enrolled at:</b> Volunteered London August 1944	
<b>Platoon/Section:</b>	<b>Company/Battery:</b>	<b>Group/Regiment:</b> R.A.S.C.	<b>Command:</b>
<b>Year(s) of service:</b> 1/9/1944 to 1947	<b>Reason for discharge:</b>	<b>Trade:</b> Driver (including Driving instructor) Despatch Rider	
<b>Uniform Issued:</b>  S.D. Shirts Collars Tie Stockings Knickers Peaked Cap Shoulder bag Greatcoat Trousers Denim overalls Gaiters Leather jerkin Gauntlet gloves	<b>Photo:</b> 		
<b>Description of daily tasks:</b>	<ul style="list-style-type: none"> <li>• Whilst training at Camberley (or rather Fleet) we did early morning 'runs' in our P.E. Kit. We did Drill ('square bashing') several times a week. Practical mechanical lessons. Map reading lessons. Medical and Dental checks. Driving all types of Army vehicles, under instruction. After 'passing out' we did Convoy Driving, particularly at night.</li> <li>• After qualifying and being posted to an R.A.S.C. Unit at Weymouth we had many different daily tasks ... driving Officers in varied Staff Cars; driving the Medical Officer to Inspections; driving patients to C.T.S. centres in the 'cumbersome' Austin Ambulances; driving the Pay Officer to outlying Dorset farms (accompanied by an Italian Officer Prisoner of War) to pay the many Italian P.O.W.'s working on the land.</li> <li>• We of course did our own cleaning in our billets, with regular inspections by the Orderly Officer. We also had to clean and maintain our vehicles to pass regular fortnightly inspections at the R.A.S.C. workshops.</li> </ul>		

Pay book:



Memorable moments:

- I volunteered and joined the A.T.S. on 1 September 1944 aged 19 and did my initial training at Queens Camp, Guildford. We did six weeks of initial training with strict medical supervision, lectures teaching us about Army regulations and protocol. We sat written tests to ascertain which of the Branches we would be sent to for further training – which we would be most suited for.
- On passing out I was posted to a Motor Transport Training Unit at Fleet in Hampshire, adjacent to the unit Princess Elizabeth attended, for my Driver Training. It was during my time at Fleet that she was initiated for training at Camberley, although I am disappointed to say our paths never crossed.
- After passing out from my course I was posted to an R.A.S.C. Regiment in Weymouth in Dorset. I had many enjoyable “details” during my year there. These included driving Staff Cars, Austin utilities, 15 cwt, Bedford trucks, 2 ton lorries and the large Austin Ambulances. One favourite detail was to drive the Medical Officer in such an ambulance up a hairy zig-zag path leading to the Verne Citadel at Portland which was topped by a narrow and bending tunnel into the Citadel – you needed to get the bend just right to avoid getting stuck!
- For one short period I was billeted at Bovington Tank Corps Camp, and another time was on ‘out Station’ in a very pleasant house in Bournemouth (one of many ‘commandeered’ by the Services during the War).
- My billet in Weymouth was also in a very pleasant such house which looked out directly onto the beach. Our NAAFI was further along the Bay and was, if I remember correctly previously an Ice Cream Parlour! This was in sight of the Pier where in off duty hours we would attend Band Concerts in the theatre. Particularly popular at that time was the visiting Regimental Band of the Royal Corps of Signals. They stayed in Weymouth for a short time and we made many friends. Most weeks there was a Dance for us to attend at the weekend – I clearly remember the late Nat Gonella with his Band one week! And of course the American Navy ratings who were stationed at nearby Portland were always very welcome at these Dances.
- Once a week I would drive the Paying Officer into the heart of Dorset, where we picked up an Italian Officer (prisoner of War) to drive him out to the many out-lying farms where Italian prisoners of war worked on the land. I have to say what a pleasure it was in those days to drive our roads, even though there were no

signposts to guide you. This was where our intensive Map Reading Course came into play and we never drove anywhere without our map. Driving after dark was not quite such a pleasure as our headlights were heavily capped.

- During my time in Weymouth we were very aware of nearby Portland docks and harbour which was full of American Navy, whom of course we met up with during off-duty hours. This was my one and only time I attended an American Rules football match! It was during my time in Weymouth that one of the first German U-boats surrendered, and I drove the Medical Officer to meet it before allowing the men to disembark.
- Towards the end of my time at Weymouth we celebrated V.E. Day. Shortly after this my Unit was to be disbanded and we were given new postings, or were demobbed. I was posted to North Wales as a Driver Training Unit Instructor. Once again a very enjoyable posting, and I was fortunate enough to have on camp with the R.E.M.E. detachment an ex-Isle of Man T.T. rider who taught me to ride a Matchless 350 cc motor bike. This meant I could ride as Despatch Rider to the convoys which were part of driver training.
- We were sometimes billeted in Nissen huts, where the central stove could not be lit before 6 pm, I seem to remember! And, of course regular Drill on the Square – which I happened to love.
- Part of my time in North Wales coincided with that infamous winter of 1947, which we still regularly recall. I remember the students were sent on leave as the roads were not fit for learner drivers. However, we instructors remained in situ and on one memorable occasion we were asked to take food and tea urns to make hot drinks out to some of the farms that were cut off by the snow. We used the very versatile 15 cwt Bedford trucks with chains fitted to the rear wheels and we all returned safely, much to the relief of our Commanding Officer back at base camp!
- On demobilization I was sent to Dalkeith in Scotland to attend a Rehabilitation course of my choice. This was a pleasant two weeks of having my previous Secretarial 'profession' updated!
- Discharge in 1947 was my choice – the War was well over and the Forces of courts were cutting back. I returned home to my mother in London, who had been widowed. I took up my Secretarial work for a couple of years before emigrating to Australia.
- These were such great times of friendship and being de-mobbed in 1947 was quite a wrench.

**Photos:**



Cpl Farrell in the centre  
Gresford N. Wales 1946

Serial No D410/715 Army Form A.2038

**WAR DEPARTMENT DRIVING PERMIT**

(Not valid for driving any mechanically propelled vehicle for private purposes)

Issued under the conditions of A.C.I.699 of 1942.

The undersigned... W. E. FARRELL, E.  
(description) HAIR - FAIR EYES - BLUE  
HEIGHT 5' 4"

being employed on Military Service is hereby authorized by the Secretary of State for War to drive mechanically propelled vehicles of:-

- Group I
  - " III
  - " ~~IV~~
  - " ~~V~~
- (Delete Groups inapplicable)

when on Government duty, from 12. 11 1946 until 11. 11 1947

W. E. Farrell Signature of Holder  
J. D. ... Permanent Under-Secretary of State for War.  
W.S.C. 51-5439