

Surname: Lea	First Name(s): Betty Lilian	Army Number: W/279624	
Maiden name (if applicable): Todd	Name used during service: Todd	Rank: Cpl	
Main base: Slough Gresford, N Wales	Training base: Dalkeith Camberley	Enrolled at: London	
Platoon/Section:	Company/Battery:	Group/Regiment: R.A.O.C. D & C.T.C.	Command:
Year(s) of service: 12/8/1943 to 19/02/1947	Reason for discharge: Mother ill – demob brought forward by 2 months	Trade: Driver	
Uniform Issued: Jacket 1 Cp 1 Skirt 2 Trousers 2 pairs Shoes 2 pairs Shirts 3 Gloves 1 pair Overcoat 1 Cape 1 Leather jacket 1 Stockings 4 pairs Belt 2 Underwear (various) Nightwear	Photo: 		
Description of daily tasks:	<ul style="list-style-type: none"> • Report on parade – roll call. • Drill (on parade ground). • Report for duty (morning and after lunch). • When a Cpl – take drill. Teach map reading and basic first aid. Do night duty (with officer on duty) check whole camp etc. 		

Release book:

A.F. X 202/D

RELEASE LEAVE CERTIFICATE

Army No. W/279624 Present Rank W/100 Release leave expires on 16 APR 1947

Surname (Block Letters) TODD

Christian Name/s BETTY CUMMAN

Coy. and Group/Unit D. S. I. C.

Date of *Last enrolment 12 Aug 43 *Calling up for military service.....
*Strike out whichever is inapplicable.

(a) Trade on enlistment Shorthand Typist (c) Service Trade Driver 1/6

(b) Trade courses and trade tests passed..... (d) Any other qualifications for civilian employment.....

Military Conduct Excellent

Testimonial:
A very steady and reliable NCO. who exercises a good influence on those entrusted to his care and training. Is keen and punctual, and is neat and tidy in his personal appearance.

Place GRESFORD Date 7 Feb 47

Signature of Officer Kathleen Pope
 Signature of auxiliary member Bedford Hotel

* Army Education Record (including particulars under (a), (b), (c) and (d) below).
* This section will not be filled in until receipt of further War Office Instructions.

(a) Type of course. (b) Length. (c) Total hours of instruction.

(i)*
 (ii)*
 (iii)*
 (iv)*

Nil

* Instructors will insert the letter "I" here to indicate that in their care the record refers to courses in which they have acted as Instructors.

Signature of Unit Education Officer Alan

NOTES:
 (1) Further details of service and of medals to which entitled may be had on application to the records, accompanied by the applicant's A.R.64, Part I.
 (2) If this certificate is lost or mislaid, no duplicate can be obtained.

THE ABOVE-NAMED PROCEEDED ON RELEASE LEAVE ON THE DATE SHOWN IN THE MILITARY DISPERSAL UNIT STAMP OPPOSITE

N.B.—A certificate (A.F. X 202/D) showing the date of transfer to the Unemployed List in the case of A.T.S. auxiliaries, and the termination of release leave in the case of V.A.D. members, will be issued by the Officer in Charge of the Record Office. All personnel released are liable to recall if necessary during the continuing period of the emergency.

DRIVERS & CLERKS
 Coy. and Group/Unit
 Overseas or United Kingdom Stamp
 T. S.
 19 FEB 1947
 L56
 SHOT

Memorable moments:

- The day before my 18th birthday I volunteered to join the A.T.S. and I wanted to drive a lorry.
- I was sent to Newbattle Abbey in Dalkeith, Scotland in September (something of a shock for a young girl who had not been away from home before). I did my initial training there and in January I was posted to the Driving School in Camberley, Surrey, where the Queen did her training. The course lasted 10 weeks and all the routes we drove along were fairly local, covering Slough, Windsor, Ascot and Datchet to name but a few. I well remember the day of our final test. We were all very worried as we drove around Camberley and Frimley. (Little did I know I would spend 26 years in that area and raise a family there). Only 5 of us out of almost 50 got through the final test – the others were “returned to their units”. I was thrilled and with the other 4 girls I put my cap-band over the top of my cap (only drivers were allowed to do that) and collected my bright yellow gauntlet gloves from the stores.
- In due course, I was posted to Slough and worked with many other girls and men in Burnham Beeches in Bucks to No 2 Vehicle Reserve Depot. We drove all kinds of cars, lorries etc around the camp. Towing and being towed, as they were being prepared to be collected by various units all over the country. We sometimes went in convoys to deliver them and this was very exciting. The most memorable convoy I went on was to Dover. We drove at under 10 mph and took 15 cwts and 3 tonners that had been water-proofed with oil-grease and material and had extensions on their exhausts to allow them to drive off the DUKWS into the sea and onto the beaches for the invasion. We were told all the water-proofing would have to be removed before they could be driven properly.
- After about 2 years, I decided I would like to become a driving instructor. I was then posted to another Driving School in Gresford, N Wales. I thoroughly enjoyed teaching girls to drive. We started them off in 15 cwt Bedfords that had been put

up on blocks. The wheels went round and it was possible to learn to drive without going anywhere. It was a very good way to learn. Of course, as soon as they learned to change gear and double-declutch, do all hand signals and remember to look in the mirror etc they were allowed out on the roads.

- I found this job very rewarding, and with one girl driving and four more in the back watching it was quite hard work.
- The courses lasted 12 weeks. The final test being at 10 weeks and those who passed then had 2 weeks of “pleasure driving” to gain experience in N. Wales and in Liverpool but not through the Mersey Tunnel. This was enjoyed by us all and ended with a full day map reading – Treasure Hunting and a picnic under Snowdon at Llanberis (and sometimes a swim in Bala Lake).
- I was asked if I would like to help to train instructors and I liked the idea. We did this in old Austin ambulances and the idea was that we should pretend to be learner drivers and had to be taught by would-be instructors. We had to report on progress and it was not an easy job. It was surprising the local population were not frightened by some of the things we did. But, to be fair we were all sensible girls and did our job well.
- After 3.5 years away from home I was demobbed and returned to civvy street. But I would not have missed those years for anything.

Photos:



(Betty Todd middle, front row)
No 2 VRD, Issue Park, Burnham Beeches



Gresford (Betty Todd 3rd from Rt, top row)
Officers' and NCO's - Driving School



1945 Issue Park No. 2 Vehicle Reserve Dept
(Betty Todd 4th from right top row of girls)