

Surname: Matthews	First Name(s): Joyce	Army Number: W/133877	
Maiden name (if applicable): Plummer	Name used during service: Clarke	Rank: Private	
Main base: Vange, Essex	Training base: Warrington Camberley	Enrolled at: ATS Enlistment Centre Liverpool	
Platoon/Section:	Company/Battery: 37 th A.A. Brigade HQ	Group/Regiment: ATS	Command:
Year(s) of service: 26/1/1942 to July 1945	Reason for discharge: End of War	Trade: Driver	
Uniform Issued: S.D. Shirts Tie Shoes Stockings Shoulder bag Side cap Trousers	Photo: None available		
Description of daily tasks:	<ul style="list-style-type: none"> As a driver we spent most of our days out driving around all day. When we were not driving, we used to get under the car to do maintenance. 		

Release book:

RELEASE BOOK

Army No. W/133277 Present Rank PL2

Surname (Block Letters) CLARKE

Christian Name/s St. John Eleanor

Coy. and Group/Unit A. Coy. 37 A.A. Bde. A.T.S. GP

Date of *Last enrolment 26.1.42

(a) Trade on enlistment Heavy Armament Gun

(b) Trade courses and trade tests passed

Military Conduct Very Good

Testimonial:
A very efficient & capable driver who has always given his best to the service & showed great loyalty during the critical period of flying bombs for he to drive at all hours under all weather conditions.

Place W. & S. Essex Date 1.6.45

Signature of Officer in Charge A. J. G. [Signature]

Signature of Applicant [Signature]

* Army Education Record (including particulars under (a), (b), (c) and (d) below)

(a) Type of course (i) * (ii) * NIL (iii) * (iv) *

(b) Length (c) Date of completion (d) Record of achievement

Signature of Unit Education Officer A. [Signature]

NOTES:
 (1) Further details of service and of medals to which entitled under A.D.04, Part I.
 (2) If this certificate is lost or mislaid, no duplicate can be obtained.

THE ABOVE-NAMED PROCEEDED ON RELEASE LEAVE ON 1.6.45 DATE SHOWN IN THE MILITARY DISPENSAL USE STAMPS ONLY

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

Military Dispensal Unit Stamp
 No. 7
 12 JUL 1945
 BRITISH ARMY

Memorable moments:

- I joined the ATS in 1941 and did my basic training in Peninsula Barracks, Warrington which was near my home town of Liverpool. I said I wanted to be a driver, so after basic training I was sent to Camberley in Surrey, to learn all about driving and maintenance. We did most of our driving on the Hog's Back in Surrey. We were taught on Ambulances, big lorries and cars. In those days the lorries did not have synchromesh gears and oh how I remember, we all crashed those gears, the instructor saying "Sort 'em out, they are all in the one box!"
- Whilst out one night with some other ATS, we met some Canadian soldiers who wooed us with chocolate cherries! That was how I met my future husband.
- After training at Camberley, two of us were posted to a unit near Southend, Essex, but when we arrived we were told it was an all male unit, the poor officer in charge, did not know what to do with us so he sent us to sit on the beach while he figured what to do with us. Eventually, we were split up and I was sent to 37th A.A. Brigade Headquarters in Vange, Essex.
- I was always accommodated in a Nissen hut, but quite enjoyed it.
- One incident stands out in my mind, June 5th 1944. I was called to drive a sergeant to London, we were on the Southend bypass in thick fog. He was hanging out of one side window, I on the other, we eventually arrived in London. I dropped him off, then had to report to A.T.S. HQ IN Knightsbridge. The Officer took one look at my face, it was black and said she would phone Brigade HQ to tell them I would be bad the next day, little did I know it would be D Day. I will never forget driving back. I have never seen so many trucks on the road or airplanes in the sky. If I close my eyes, I can still see the picture.
- When I was settled, I was assigned to a Captain who was to go round all the gunsites teaching Radar, it was a good job, and I enjoyed it except for the fact that at that time, all gunsites were manned by male personnel only, and as we were out all day, it became very embarrassing about going to the toilet, but as time went

	<p>on, I learned to adjust!</p> <ul style="list-style-type: none">• One day I was driving a Morris 8 and we saw a 'buzz bomb' in the sky, my officer said "Follow that buzz bomb", I said "Sir, we are in a little Morris 8, but I'll do my best". Just then, it cut out and came down in a field, we eventually managed to find it, and my officer got his souvenir.• I always thought, that being a driver we did get away with a lot. We never had to do any of the mundane things, lectures etc. If we were not out driving all day, we used to get under the cars to do maintenance.• I spent 4 years in the ATS and was very proud to do so.
Photos:	Not available.