

WAR SERVICE OF JACK AUSTIN SEPT 15 1939 TO APRIL 1946

REPORTED TO WHITTINGTON BARRACKS. LICHFIELD.

1.9.1939 WAS KITTED OUT HAD MEDICAL 2.9.1939
MARCHED TO LICHFIELD STN. AND ARRIVED SOUTHAMPTON.

BOARDED FERRY BOUND FOR CHERBOURG FRANCE
THEN BY RAIL VIA RENNES TO NANTES. WHERE THE
3" H.A.A GUNS WERE PICKED UP FROM THE DOCKS A
FEW DAYS LATER. AFTER A SHORT PERIOD ALL
DRIVERS WERE ALLOCATED TO THEIR VEHICLES I WAS
GIVEN A 2 SEATER CAR WHICH WAS TO LEAD THE
CONVOY WITH THE BATTERY CAPTAIN AS PASSENGER.

I DID NOT KNOW THAT THE JOB OF BATMAN WAS
ALSO FOR ME. IT WAS ABOUT 6 DAYS DRIVE TO
VAULX VRA COURT GUN SITE NEAR ARRAS. VIA ANGERS
LE MANS - EUREAX AND ROUEN. ON ARRIVAL I HAD

A VERY HEAVY COLD AND DUE TO THAT I WAS
TAKEN TO A FIRST AID UNIT FOR A FEW DAYS AND
ANOTHER FELLA WAS GIVEN THE BATMAN JOB. WAS I
GLAD. I WAS THEN TRANSFERRED TO THE GUNS SECT.

FOR A FEW MTHS. I HAD 7 DAYS LEAVE IN FEB 1940
ON MY RETURN TO THE UNIT THE BATTERY WERE
MOVED TO A SITE IN VILLERS AU TERTRE NEAR
DOUAI. I WAS THEN GIVEN A 10 HP AUSTIN AS DRIVER

TO THE SECTION WRENTENANT WHO HAD HIS OWN BATMAN
THANK GOODNESS! ON THIS DATE DOUAI WAS BOMBED BY
THE LUFTWAFFE. OUR GUNS IN ACTION FOR THE
FIRST TIME. THE PHONEY WAR HAD BEGUN. WE

THEN MOVED THE GUN SITE TO ROUBAIX NR ARMANTIERES TO
BE NEARER THE ACTION. THEN TO CHEVRES IN
BELGIUM NR. BRUSSELS (ON THE OLD WATERLOO BATTLEFIELD)

A FEW DAYS THERE WE THEN MOVED TO LA PANNE NEAR
OSTEND AS AIR DEFENCE AGAINST THE LUFTWAFFE WHO
WERE ATTACKING IN GREAT NUMBERS THE EVACUATING
BRITISH ARMY ON THE BEACHES AT DUNKIRK. AFTER A
FEW DAYS WE WERE ORDERED TO DESTROY THE GUNS
AND INSTRUMENTS AND IT WAS EVERYONE FOR THEMSELVES

(APPROX)
5.9.39

ARRIVED)
6.9.39
VASTY T.A.B.
JAG HERE

ALL THE
WADS USED
FOR CARPS
PICKING UP

PAWN
10.5.1940

DECORATIONS
AWARDED
2 M.C.s
2 D.C.M.s
1 M.M.

26.39 ALL THE OFFICERS HAD DRIED UP AND EVERYONE MADE THEIR OWN WAY UNDER THE DIRECTION OF THE RED-CAPS MY AUSTIN CAR HAD TO BE DESTROYED SO I DROVE AS FAR AS THE M.P.S. WOULD ALLOW THEN WITH THE HELP OF A FEW OTHER SWADDIES PASSING BY. TIPPED THE CAR ON TO ITS SIDE WITH THE ENGINE RUNNING. SHOVED A BAYONET THRO' THE SUMP AND ALL THE TYRES JUST LEFT IT ON THE ROADSIDE. ALL THE SURROUNDING ROADS WERE BLOCKED WITH ABANDONED TRUCKS OF ALL KINDS THE SCAMMEL GUN TRACTORS TYRES WERE BURST WITH BROW GUN FIRE. ALL THIS HAPPENING TOLD US THAT THE SITUATION WAS GRIM. A CROWD OF US WALKED DOWN TO THE JETTY AT DUNKIRK DOCKS WHERE WE SAW A RED CROSS SHIP. A NUMBER OF DESTROYERS AND OTHER SHIPS AND BOATS WRECKED. A FEW OF US CLIMBED DOWN A STEEL LADDER WHERE A BOAT WAS READY FOR LEAVING. WE GOT SETTLED IN IT AND ROWED OUT TO A WAITING LARGE COASTER COAL BARGE S.S. TILLY ZANDARM. IT WAS MANNED BY THE R.N. AS THE HOLD WAS PACKED WITH TROOPS BEN FINNUS (A LEEDSMATE) AND MYSELF GOT OURSELVES A'SPOT IN A LIFE BOAT AND WHEN SHELLS FROM S.P. GUNS WERE DROPPING IN THE WATER NEARBY THE SKIPPER MOVED OFF ON OUR WAY TO RAMSGATE WHERE WE DIS-EMBARKED AND STACKED OUR SMALL ARMS ON THE JETTY. WE WERE ALL RAVENOUS NOT HAVING WASHED, SHAVED OR EATEN FOR A FEW DAYS. WE HAD TINS AND SARNIES BEFORE GETTING ON A TRAIN WHICH TOOK A LOAD OF US TO MANSFIELD. WE WERE BILLETED IN PARTY COUNCIL HOUSES IN STANTON HILL. WHERE WE WERE FED AND KITTED OUT AS WE ONLY HAD WHAT WE STOOD UP IN. A FEW OF US SHOT OFF HOME FOR A FEW DAYS IN A BORROWED CAR AND ARMY RED PETROL.

3

ON OUR RETURN TO MANSFIELD OUR UNIT WERE SENT TO ABERYSTWYTH FOR 6 WEEKS SURVIVOURS LEAVE FROM WHERE WE ALL GOT A HS PASS HOME. WHEN THE REPLACEMENT GUNS WERE OBTAINED ALDRSHOT WAS OUR NEXT PORT OF CALL FOR TRAINING ON THEM 3.7in A MUCH LARGER AND ACCURATE THAN THE 3in ONES FROM W.W.I. OUR FIRST SITE WAS NEAR SCUNTHORPE AS H.A.A. DEFENSE OF HULL DOCKS. SOON AFTER THEN THE BOMBING OF LONDON BEGAN IN SEPT 1940 OUR BATTERY WAS SENT TO A GUNSITE IN HYDE PARK NEAR THE MARBLE ARCH. AFTER A SHORT TIME THERE I WAS LOANED AS CHAUFFEUR TO PROFESSOR BLACKETT FOR A COUPLE OF MONTHS DURING THE DAY AS WAS A RADAR EXPERT. WE USED TO PAY VISITS TO ALL THE LONDON GUNSITES THAT WERE CONNECTED BY RADAR. OUR SITE IN HYDE PARK WAS HIT A NUMBER OF TIMES AND H.Q. SECT. WERE MOVED TO EMPTY HOUSES IN KENSINGTON NOT A GOOD MOVE AS TWO OF THEM WERE HIT AT THE FRONTS KILLING OUR COOK WHO WAS SLEEPING IN THE BASEMENT KITCHEN. AND INJURING HIS MATE. CHARUE MATHER AND I WERE AT THE REAR OF THE HOUSE. WE HAD THE NASTY JOB OF DIGGING THE TWO COOKS ^{ONE DEAD} OUT BY THE LIGHT OF A GAS MAIN THAT HAD ALSO BEEN HIT BY THE SAME STICK OF BOMBS. THE FOLLOWING DAY WE HAD ORDERS TO MOVE TO BIRMINGHAM WHERE THE LUFTWAFFE HAD DIVERTED THEIR ATTENTION FOR THE NEXT 3 MONTHS. OUR GUNSITE WAS IN THE VICINITY OF THE AUSTIN CAR WORKS AT LONGBRIDGE.

SEPT 1940

DEC 1940

MAR 1941

A H.A.A. MOBILE UNIT WE WERE RE SITED IN
HUYTON FOR THE NEXT 3 MONTHS. THEN TO BARROW IN
FURNESS JUST BY THE MAIN SUBMARINE WORKS AND
BASE. NOT FOR LONG AS BELFAST HAD HAD THE
LUFTWAFFE VISITING. SO AGAIN OUR UNIT WAS
ON THE MOVE ON THE FERRY BOAT TWICKENHAM
STRANRAER - LARNE. OUR SITE WAS ROSE PARK
CAMP DUNDONALD JUST NEAR PARLIAMENT HSE.
ON OUR FIRST NIGHT OUT A FEW OF US WHO
WERE FREE WENT INTO BELFAST (SMILES 1st ON THE
TRAM) WE FOUND A C.W.L. CANTREIN FOR
TROOPS. WHILST HAVING TEA & SARNIES WE HEARD
MUSIC FROM THE FLOOR ABOVE. OF COURSE WE
WENT UP AND HAD 6^d WORTH. WHEN WE WALKED
IN WHO SHOULD I SEE ~~SEE~~ BUT YOUR MUM WITH
HER FRIEND. OF COURSE I WENT OVER AND
ASKED YOUR MUM TO DANCE. AFTER I SAID
TO COCKNEY WATSON THAT I WAS GOING TO MARRY
HER. TO CUT A SHORT STORY SHORTER I ASKED
TO SEE HER HOME AS WE WERE USING THE
SAME 1st TRAM. AFTER A LITTLE PERSUASION AND
A FURTHER VISIT TO THE SAME DANCE, I MANAGED TO
GET YOUR MUM TO AGREE TO ALLOW ME TO
BUY AN ENGAGEMENT RING OUT OF THE
WRESTLING MONEY. THERE WAS A SHOW EACH
TWO WEEKS. (£6.00 PER SHOW). 2nd OF OCTOBER 1941
WAS MY LUCKY DAY WE WERE MARRIED AT 8.00 AM
SO THAT NO ONE IN THE DISTRICT KNEW?
SEPT 1941 WE LEFT BELFAST AND OUR GUNS TO A
NEWLY FORMED UNIT WHO TOOK OVER OUR SITES
AND SETTLED IN HEADINGLEY CRICKET & RUGBY GROUNDS
FOR 3 MONTHS. WHILST I WAS AWAY WRESTLING,
IN THE WINTER GARDENS MORCUMBE SEAN WAS
BORN 27-11-42.
WE OBTAINED NEW GUNS + EQUIPMENT AND MOVED

57 (Memo) I was kept busy as I had had a P.T.I. course in Belfast)
(I WAS THE O.C. CHAFFEUR FOR THE TRIP NORTH)
MOVED TO ARBROATH SCOTLAND FOR INVASION
TRAINING AND GUN PRACTICE ON THE SHORE
FOR 2 WEEKS WE FOR ROTHSAY TO PRACTICE
DRIVING OFF AND REVERSING ON TANK LANDING
CRAFT DURING THE HOURS OF DARKNESS.
AFTER A FEW DAYS ^{AND NIGHTS} OF THIS PRACTICE WE WERE
CONVOYED AROUND THE ISLAND TO A SUITABLE
BAY TO TEST ALL OUR VEHICLES WHICH HAD
BEEN WATERPROOFED. DRIVING THEM IN THE SEA
TO THE DEPTH OF 4 TO 6 FT. ONE OF THE GUN
TRACTORS (A.E.C.) MATADOR ^{DRIVERS} STALLED HIS ENGINE
SIDE ON TO THE WAVES OF THE ATLANTIC
WASHING OVER THE. A VOLUNTEER HAD TO
DIVE DOWN TO RELEASE THE WIRE TOW
ROPE TO ENABLE ANOTHER A.E.C. TO HOOK
UP TO TOW THE ONE STUCK ABOUT $\frac{1}{4}$ MILE
TO SHORE. AS I WAS $\frac{1}{2}$ THE O.C.S HUMBER
SNIPE 4X4 I WAS NOT INCLUDED IN THE
WATER TEST. AS IT WAS IN FEBRUARY
YOU CAN IMAGINE WHAT THE WEATHER WAS LIKE
BACK TO ARBROATH FOR FURTHER TRAINING IN
THE SCOTTISH MOUNTAINS IN PREPARATION FOR THE
IMPENDING INVASION ON SICILY. WE WEREN'T AWARE
OF AT THE TIME. A FEW MONTHS LATER YOUR
MUM CAME FROM BELFAST TO ARBROATH FOR
A COUPLE OF WEEKS WITH SEAN WHO WAS ABOUT
SIX MONTHS OLD AT THE TIME SOON AFTER THEY LEFT
WE WERE PLACED UNDER ORDERS FOR OUR NEXT MOVE
TO THE TROBSHIP EMPIRE PRIDE WHICH WAS WAITING
OFF GOUROCK ON THE RIVER CLYDE ESTUARY.
72 HOURS LATER WE WERE RUNNING OUT OF THE RIVER
TURNING NORTH TO THE ATLANTIC OCEAN DUE WEST
ABOUT 3 DAYS OUT THEN SOUTH FOR A FEW
THOUSANDS MILES THEN EAST AFTER AVOIDING THE
USUAL UBOATS THAT WERE AROUND ALL CONVOYS.

R.N

THERE WAS SHIPS ALL AROUND WITH DESTROYERS BUZZING AROUND DEPTH CHARGING WHERE NECESSARY. WE DID HEAR LATER THAT ONE SHIP WAS TORPEDGED. OUR CONVOY PUT IN TO ALGIBRS AND 2 BATTLESHIPS PULLED OUT TO PROCEED AS WE LATER FOUND OUT WERE ON THEIR WAY TO BOMBARD THE SICILIAN COAST THAT WAS WHEN WE HEARD OF OUR FINAL DESTINATION (OP HUSKY) OUR SHIP WAS PACKED WITH ROYAL MARINE COMMANDOS AND CANADIAN COMMANDOS. THE 16 DAYS ON BOARD THE TROOPSHIP I AND FEW OTHER P.T.'S WERE KEPT ^{BUSY} KEEPING THEM JUMPING FIT FOR THE JOB IN HAND. AFTER THE 2 BATTLE SHIP HAD DONE THEIR DAMAGE. ROBS WERE GIVEN FOR THE LANDING PARTIES TO CLIMB DOWN THE ROPE LADDERS INTO THE NOW WAITING LANDING CRAFT AND MAKE OUR WAY TO SHORE AS YOU WILL SEE BY THE ENCLOSED ARTICLE I CUT OUT OF THE T+A A FEW YEARS AGO THE GERMAN ARMY HAD BEEN FOOLED AND THE MAIN DEFENSE AT PORTO PALO WAS THE ITALIAN ARMY WITH SMALL GERMAN BACK UP. SO THERE WAS A MUCH LESS RESISTANCE TO THE INVASION FORCES OF BRITISH AND CANADIAN DUE TO IT BEING A SURPRISE ATTACK. THE OBJECTIVE WAS TAKEN MUCH SOONER THAN EXPECTED (PECHINO A/PORT) AND OUR UNIT BEING H.A.A REGT, RA WAS WITHDRAWN TO THE SHIP CARRYING OUR GUNS AND TRANSPORT SO FOR THE NEXT 3 OR 4 DAYS WE WERE USED AS STEVADORS UNLOADING TONS AND TONS OF ESSENTIAL SUPPLIES OF RATIONS ALONG WITH OUR OWN EQUIPMENT. EACH NIGHT THERE WAS ATTACKING LUFTWAFFE. THERE WAS NO SLEEP FOR ANYBODY WITH BOMBS + GUNFIRE

JULY 1943

1/

AND AS THE UNLOADING WAS URGENT WE HAD TO CONTINUE DURING THE NIGHTS UNTIL EVERY THING WAS A SHORE. AS THE PREVIOUS LOAD ON THE SHIP HAD BEEN COAL EVERYBODY WERE FILTHY AND AS IT WAS JULY AND REALLY HOT MOST US WERE OFTEN STRIPPING OFF AND DIVING FROM THE RAILS INTO THE MED (ABOUT 40 FT DROP) AND CLIMBING BACK UP THE ROPE LADDERS. AFTER ALL OUR GUNS AND OTHER EQUIPMENT - TRUCKS, CARS, M/CYCLES ETC WERE ALL ASSEMBLED AND READY ON THE NEAREST ROAD THE CONVOY MOVED OFF TO OUR FIRST GUN SITE IN THE VICINITY OF SYRACUSE FOR A FEW DAYS. NO ACTION DURING DAYLIGHT BUT KEPT BUSY AT NIGHT. AS THE INFANTRY AND ARMoured UNITS PLUS GLIDERS AND PARAS MOVED FAIRLY FAST FOR THE FIRST FEW WEEKS OUR UNIT FOLLOWED ON IN THEIR WAKE. OUR GUNS WHICH HAD ABOUT 20,000 YARD ^{RANGE} WERE USED FOR ANTI AIRCRAFT - ANTI TANK AND MORTAR DESTRUCTION AS INFANTRY BACK UP. AS YOU WILL SEE BY THE TTA CUTTING THE AIRBOURNE TROOPS HAD A ROUGH-TOUGH TIME AT FRONT OF THE ATTACKS. WE MOVED TO NEAR AUGUSTA FOR A FEW DAYS THEN TOWARDS CATANIA A LARGE TOWN BESIDE THE AIRPORT WHERE A LARGE BATTLE WAS IN PROGRESS AND MOVEMENT FORWARD WAS HELD BY A BATTERY OF 88M GERMAN GUNS FOR QUITE A FEW WEEKS. AFTER PASSING THEM WE PROCEEDED TO OUR LAST SITE IN SICILY IN MESSINA. BY THIS TIME THE INVASION OF ITALY WAS BEING ORGANISED AND OUR REGT WERE IN POSITIONS TO GIVE COVER FOR THE LANDING CRAFT AND OTHER SHIPS INVOLVED IN THE INITIAL LANDINGS. THIS WAS ROUGHLY 3-4 MONTHS FROM THE INVASION OF THE SICILY ISLAND

WE STAYED IN THE MESSINA SITE AS H.A.A. PROTECTION OF THE DOCKS WHICH WERE VERY BUSY SUPPLYING THE INVASION ON THE TOE OF ITALY. DURING THE NEXT FEW MONTHS OUR SECT ^{L TROOP} (4 GUNS) WERE SENT TO THE SLOPES OF MT. ETNA TO PRACTICE FOR FIELD ARTILLERY AND AIR-BURST OVER GROUND TARGETS, WHEN THAT WAS COMPLETE OUR REGT. WAS SENT TO A SITE WITHIN RANGE OF MASSIMO WHERE WE USED FOR HARRASSING FIRE AND H.A.A. USE. WE WERE SITED THERE FOR ABOUT 6 MONTHS UNTIL THE BIG ASSAULT WITH THOUSANDS OF OTHER GUNS FOR 48 HRS NON-STOP. ALSO DURING THE DAYLIGHT FLIGHTS OF L40 SUPERFORTS & LIBERATOR HEAVY BOMBERS WERE PASSING OVERHEAD EVERY FEW MINUTES.

APPROX
JUNE 1944

ONE OF THE ^{FLIGHTS} L DROPPING ITS LOAD ON THE WRONG TARGET A VILLAGE NAMED VENAFRO. THERE WAS CROWDS OF FREE FRENCH FORCES KILLED AND A HOSPITAL & CONVENT FLATTENED. WE MOVED HIGHER UP THE MOUNTAINS SO WE COULD REACH EXTRA TARGETS BUT BECAME A TARGET OURSELVES AS GERMAN O.P. HAD SEEN OUR GUNS EACH TIME THEY WERE ELEVATED. ABOUT 60 88mm SHELLS BURST ON OUR CREATING MUCH DAMAGED EQUIPMENT NO FATALITIES BUT JUST ONE INJURED ARM. WE HEARD THE GUNS OPEN FIRE AND TOOK COVER IN TIME. AT THE TIME I WAS WRITING TO YOUR MUM IN MY TENT, WE WERE TOLD TO TAKE COVER AND WHEN THE BARRAGE WAS OVER I STARTED TO WRITE AGAIN. JUST WHERE MY HEAD HAD BEEN BEFORE THERE WAS A SHELL SPLINTER HOLE IN MY TENT IT HAD THEN EMBEDDED IN THE RECOIL SLIP OF THE GUN I WOULD HAVE BEEN SETTING HAD WE NOT TAKEN COVER (MISSED ME TWICE) AFTER THIS ATTACK OUR GUNS WERE MOVED TO A SAFER SITE HIGHER TO THE TOP OF THE MOUNTAIN INACCESSIBLE FOR THE ENEMY S.B

9
AND BETTER FOR OUR GUNS TO TARGET MORE NECESSARY SPOTS IN AROUND CASSINO. WE WERE SOON AFTER ORDERED TO OBTAIN AN EXCESSIVE AMOUNT OF AMMUNITION AS A MASSIVE BARRAGE OF AROUND 3000 GUNS. COMBINED WITH AMERICAN SUPERFORCES WAS READY TO BEGIN. FOR HRS HOURS CONSTANT SHELLING AND BOMBING WAS ~~CONSTANT~~ ^{MADE} MAKING THE FINAL BREAK THROUGH TO ROME.

FROM THERE IT WAS A VERY SLOW ADVANCE OVER THE NEXT 12 MONTHS VIA AREZZO - FOLIGNO - ASSISI - PERUGIA OVER TO THE ADRIATIC COAST VIA FERRARA TO VENICE AND THEN TO CASTEL SAN PIETRO - BOLOGNA WHERE THE ITALY CAMPAIGN ENDED.

ALL OUR TRUCKS WERE THEN USED TO BRING IN ABOUT 1 MILLION GERMAN PRISONERS TO P.O.W CAMPS IN N. ITALY MOSTLY FROM AUSTRIA. THE MAIN CROWDS OF PRISONERS WERE LEFT TO FIND THEIR OWN WAY ON FOOT. JUST THE HIGH RANKS WERE CARRIED IN TRUCKS TO SEPARATE ACCOMMODATION. MY FIRST WORD WAS 16 S.S. OFFICERS. THEY WERE ALL ARMED WITH AUTOMATICS LUGER, - WALTHERS AND OTHER TYPES. WITH ME AS A GUARD WAS A SOLDIER OF THE H.L.I. BEFORE WE SET OFF WE BOTH WENT TO THE REAR OF MY LORRY AND WHILST I KEPT WATCH WITH MY TSMG AND THE READY TOOK ALL THE SMALL ARMS FROM THE LOT OF THE SS THEY WERE VERY RELUCTANT TO PART WITH THEM AS THEY FEARED FOR THEIR SAFETY FROM THEIR OWN MEN
X AFTER THIS WHOLE JOB WAS COMPLETED OUR UNIT WERE SENT SOUTH TO CASERTA NEAR NAPLES LORRIES ALL PARKED UP AND WE WERE USED AS TRAIN GUARDS BETWEEN NAPLES AND ROME AS THE ARMY TRAINS WENT VERY SLOWLY AND WERE VULNERABLE TO ATTACKS FROM VARIOUS DESERTERS AND BANDITS WHO HAD PICKED UP ARMS THAT WERE VERY EASY TO OBTAIN. WE DID THIS JOB UNTIL I CAME UP FOR DEMOB. WAS I GLAD?

2/

* PUT IN THIS BIT O/LGAF. AFTER THE PRISONERS WERE DEALT WITH ALL OUR UNIT LORRIES ALONG WITH ONES FROM OTHER MOBILE WERE USED FOR A FEW MONTHS TO LOAD UP WITH FLOUR & CORN AT THE VENICE DOCKS TO CONVEY THE SUPPLIES UP INTO AUSTRIA AS THERE WAS A GREAT DEAL OF SHORTAGES THERE. AFTER THIS JOB WAS ENDED OUR 3 TONNERS WERE CONVERTED WITH SEATS IN THE BACK TO HOLD 16 MEN AND KIT ~~WAS~~ THE LEAVE TO ENGLAND FOR THE 8TH ARMY HAD JUST BEGUN. A FIVE DAY TRIP STARTING AT VILLACH UP ACROSS N. ITALY UP THRO' THE BRENNER PASS TO INNSBRUCK DAY THROUGH THE MOUNTAINS OF BAVARIA - OBERHAMMIGAU - AUGSBERG UHM MAINZ VIA STUTGART · HEIDELBERG · MANNHEIM · DARMSTADT TO SEDAN FRANCE VIA LUXEMBOURG CITY TO CALAIS VIA CHARLEVILLE ARRAS · DOUAI · LENS; AND SADLY A RETURN LOAD OF LADS COMING BACK FROM LEAVE, ON OUR RETURN TO VILLACH ANOTHER TRIP OR TWO THEN THE SNOWS STOPPED THE MOUNTAINOUS TRIP AND THE RAILWAYS HAD BEEN MADE AVAILABLE SO MY STORY GOES O/LGAF FOR THE NEXT BIT.

ON DEC 10TH 1945 I WAS NOTIFIED 'AS I WAS GROUP 24' TO GET ALL MY JABS UP TO DATE (I HAD REFUSED THEM ALL MY 7 YEARS SER) AS I WAS VERY POORLY AFTER A T. A. B. JAB IN FRANCE IN MY 1ST WEEK AS A SOLDIER. THEN BY RAILWAY FROM NAPLES VIA ROMA · MILAN SIMPLON TUNNEL THROUGH SWITZERLAND AND FRANCE TO CALAIS FOR THE LAST TIME. DEMORBED AT STRENSALL BARRACKS YORK ARRIVED HOME AT LAST IN A RED VAN ROYAL MAIL OF COURSE (DRIVER TOMMY DEMPSEY) SEAN (3 YRS OLD MET ME AT THE DOOR WITH YOUR MUM AT 73 LONGSIDE WANE (GRANDADS GOLF SHOP) FINAL DISCHARGE AFTER FOREIGN SER APRIL 1946