


Surname: Houston	First Name(s): Jean Margaret	Army Number: W/163279	
Maiden name (if applicable): Morrison	Name used during service: Morrison / Houston	Rank: Sgt	
Main base: C.A.D. Lontown	Training base: Lancaster M.T. Camberley (Mulroy House)	Enrolled at: Lancaster	
Platoon/Section: M T Section	Company/Battery: P Company	Group/Regiment: R.A.O.C. Solway Group	Command:
Year(s) of service: 13/11/1942 to 21/5/1946	Reason for discharge: General Release	Trade: Staff Driver	
Uniform Issued: Cap Shoes Greatcoat Jacket / skirt Battledress trousers Shirts Ties Gauntlets Stockings underwear	Photo: 		
Description of daily tasks:	<ul style="list-style-type: none"> • Driving Staff Cars. • Vehicle maintenance. • No PT or fatigues • Normal days collected from ATS Camp 4 at 7.30 am, 2 mile on perimeter road to C.A.D. Headquarters on call for camp Commandant. Drove to various camps and depots throughout England/Scotland/Sub depots. • Did own maintenance on Super Snipe (Humber) fortnightly. 		

Pay book:

2

(1) SOLDIER'S NAME and DESCRIPTION on ATTESTATION.

Army Number N/163279
 Surname (in capitals) HOUSTON MARGARET
 Christian Names (in full) JEAN MARGARET
 Date of Birth 7.6.22
 Parish BISPHAM
 Place of Birth. In or near the town of BLACKPOOL
 In the county of LANCS
 Trade on Enlistment SHOP ASSISTANT

Nationality of Father at birth BRITISH
 Nationality of Mother at birth BRITISH
 Religious Denomination C of C.
 Approved Society
 Membership No.
 Enlisted at LANCASTER On 15.10.42
 For the: Force of present emergency.
 * Regular Army. A.T.S. * Supplementary Reserve.
 * Territorial Army. * Army Reserve Section D.
 * Strike out those inapplicable.
 For 2 years with the Colours and _____ years in the Reserve.
 Signature of Soldier J.M. Houston
 Date 13.11.42

3

DESCRIPTION ON ENLISTMENT.

Height 5 ft. 5 ins. Weight 111 lbs.
 Maximum Chest 33 ins. Complexion Pale
 Eyes Blue Hair Fair
 Distinctive Marks and Minor Defects

CONDITION ON TRANSFER TO RESERVE.

Found fit for _____
 Defects or History of past illness which should be
 enquired into if called up for Service _____

 Date _____ 19_____
 Initials of M.O. i/c _____

A.F. X 202/C

RELEASE LEAVE CERTIFICATE


Army No. N/163279 Present Rank SGT.
 Surname (Block Letters) HOUSTON
 Christian Name's JEAN MARGARET
 Coy. and Group/Unit P. COY., LONGTOWN & BOLWAY GROUP, A.T.S.
 Date of Last enrolment _____ * Calling up for military service 13.11.42
 * Strike out whichever is inapplicable.

(a) Trade on enlistment SHOP ASSISTANT. (c) Service Trade DRIVER i/c.
 (b) Trade courses and trade tests passed _____ (d) Any other qualifications for civilian employment NO.

Military Conduct: EXEMPLARY.

Testimonial: Sgt. Houston has been employed as a Driver for the past 3 1/2 years. Her driving abilities are above average, and she takes considerable care and pride in the appearance and condition of her car. Her intelligence is of a high order, she is resourceful and polite and of good appearance at all times.

Place Longtown Date 25th March 1946
 Signature of Officer Stanley Board
 Signature of Auxiliary Member J.M. Houston


Coy. and Group/Unit
 Oversee or
 Record Stamp


* Army Education Record (including particulars under (a), (b), (c) and (d) below).
 * This section will not be filled in until the receipt of further War Office Instructions.
 (a) Type of course. (b) Length. (c) Total hours of instruction. (d) Record of achievement.
 (i)*
 (ii)*
 (iii)*
 (iv)*
 (v)*
 * Instructors will insert the letter "I" here to indicate that in their case the record refers to courses in which they have acted as Instructors.
 Signature of Unit Education Officer _____

NOTES:
 (1) Further details of service and of medals to which entitled may be had on application to O. i/c Records, accompanied by the applicant's A.B.54, 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 i/c Record Office. All personnel released are liable to recall if necessary during the continuing period of the emergency.

SCV/2
56 DAYS ENDS 20 MAY 1946


109649 Army Form X202/D (Revised).
**CERTIFICATE OF RELEGATION TO THE
 UNEMPLOYED LIST OF A.T.S. AUXILIARY
 OR V.A.D. MEMBER**

Army No. 4/168379 Rank Sgt
 Surname (Block letters) HOUSTON
 Christian Name(s) JEAN MARGARET
 Corps A.T.S.

The relegation to the Unemployed List of the above-named is confirmed
 with effect from* 21-5-46

Record Office Stamp.
 A.T.S. RECORD OFFICE
 9 APR 1946
 WINCHESTER

Date _____
 Officer i/c E. J. Baker A.T.S. Records.

*The date to be inserted here will be that following the day on which
 Release Leave terminates, including any additional leave to which the
 Auxiliary or V.A.D. Member may be entitled by virtue of service overseas.
 WFL 54239/1077 200M 9/48 R.J.L./071/10 Gp. 38/3

Memorable moments:

- On leaving school it seemed the next stage of my life was mapped out for me and I joined my two maiden aunts in their Bakers and Confectionery business which they had started after the end of World War 1, and known as Morrison's. There I served in the shop also learning cake decoration; finishing off, icing etc what the bakers had produced. In October 1942 I left home in Blackpool to join the ATS in Lancaster having been called up. It was to prove a very interesting and exciting experience which lasted four and a half years. I decided to join the ATS as there were large numbers of WAAFs in Blackpool and I didn't feel I was qualified enough for the WRENS.
- After completing three weeks basic training at Lancaster I took a series of aptitude tests and put in for driver training. Out of one hundred in the intake I was one of only seven sent to Mulroy House Camberley for a twelve week course covering driving, maintenance and First Aid. I was thrilled at being one of the few chosen for the MT course at Camberley which I enjoyed immensely. In 1945 a slightly more famous person passed through Mulroy House – HM Queen Elizabeth II.
- Having passed out as a driver I was posted to Central Ammunition Depot at Longtown north of Carlisle. There I was employed as a staff car driver initially driving utility cars. At 0730 each day I left the women's camp and went the couple of miles to the men's camp at Mossband which also housed the CAD Headquarters. In the women's camp I shared a wooden building known as "The Drivers Hut" with 24 other women drivers who were allocated to utility cars, 30 cwt and 3 ton trucks. They were mainly distributing ammunition to sub depots. Being on my own proved rather daunting, first meeting the 23 other ATS Drivers who were already well established at the camp, after a few days I had settled into routine duties. I was on call from 0730 to 1800 hrs each day unless detailed for night duty being involved in vehicle maintenance when not driving.
- I progressed through the ranks to Sergeant, each promotion involving a higher ranking officer and a more prestigious car. From the basic utility car for junior staff officers to a Morris saloon as a Corporal driving the CAD Second in Command, finishing up with a Humber Super Snipe as a Sergeant driving the Commandant – a Brigadier. Driving various officers all over England and Scotland proved very interesting and rewarding although driving over Shap in the depth of winter could be a bit tricky!
- One highlight was receiving an invite (through my commandant) from a tank corps

regiment based about ten miles away. I could take four other driver to spend a day at their camp. After a general tour we were each allocated to a Churchill tank and ended up driving it (in a very large field with instructors beside us at the ready). A few weeks later another invite came for us to attend a dance at the Officers Mess. It was held in a beautiful old house and of course entailed wearing civilian clothes, making a nice change and we all had an evening to remember.

- On another occasion I drove the Commandant to Carlisle Station where we picked up two high ranking Russian officers who spent the day touring the Ammunition Depot. As my father had been a despatch rider in the First World War I was pleased to be sent on a motorcycle course although it was at very short notice. The reason for the haste became apparent some time later when all the male despatch riders disappeared and the D Day landings were announced. I was involved in despatch riding for three months before returning to staff cars.
- In December 1945 I was married to RSM James Houston and after six days leave we returned to CAD Mossband to continue our regular duties. I was demobbed in May 1946 but very pleased when the Commandant asked if I would like to continue driving him in a civilian capacity, which I did until my husband was demobbed. Being a Sandgroun returned to Blackpool in 1957 and lives in the same house as I did before the War.

Photos:



Training for a despatch rider if or when required
Jean Houston, centre



MT Section, HQ RAOC