



JS

JOURNAL

SEPTEMBER 1955

J. S. JOURNAL

HOUSE MAGAZINE OF J. SAINSBURY LTD.

SEPTEMBER 1955

NEW SERIES, NO. 20

Contents

Bacon Sampling	1
Lewisham's New Self-service Shop ..	6
At Kentish Town	10
A Day with the Horses	12
A Summer Fête to Remember ..	21
Fête Day was Sports Day too ..	28
Some Prizes Presented	32
Paint Flaking	43
Retribution	45
Movements and Promotions	46

Letters and contributions are invited from all members of J.S. Staff. Photographs of Staff Association activities will be particularly welcome. A fee of half a guinea will be paid for any photograph by a member of J.S. Staff which is published in J.S. JOURNAL.

All communications should be sent to
The Editor, J.S. JOURNAL,
Stamford House, Blackfriars,
London, S.E.1.

OUR COVER PICTURE

At Dulwich on August Bank Holiday events were clearly signposted for young and old.
BACK COVER: *The putting green at Dulwich was one of the very popular attractions.*



Mr. Fowler in the Sampling Room measuring the length of a side. This length varies more on English sides than on Danish and Danish sides usually have the advantage of greater length than English.

Bacon Sampling

A vital routine job at Blackfriars

SAMPLING of the goods despatched to the branches is a vital every-day routine and sampling of bacon is a typical example. Every day sides from the day's delivery to the branches are taken

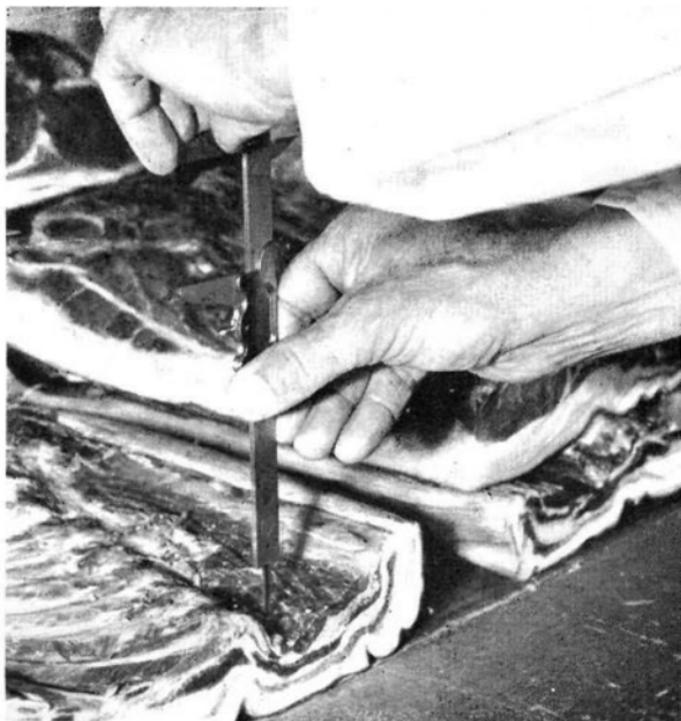


Above
The cutting and weighing of sides is carried out by Mr. Fowler who has been doing this work for the last four years. He started with J.S. in 1906 and when he retired in 1951 was Manager of our first self-service shop at 9-11 Croydon.

Left
The gammon is carefully weighed.



This tool, when driven through the meat, gives an exact reading of the thickness of the streak. The size of the eye of the meat is also measured. These figures are of use to the Department of Scientific and Industrial Research at Cambridge.



to the Sampling Room in Stamford House to be examined, weighed and measured; and then the rashers from those sides are tasted. In this way we keep a continuous watch on the quality of the bacon that we are selling. All who work in a J.S. Bacon Department will know that it is important for us to have well proportioned sides with heavy gammons, long middles and light fore-ends. It is only by weighing the gammons and fore-ends from our current supplies that it is possible to keep a close watch on the differences between the various factories that supply us. In judging how well the side is proportioned the length must be known and therefore this is also measured. In this way we are able also to help the scientists of the Department of Scientific and Industrial Research at Cambridge by sending them all our statistical data on the sides that we test (without specifying from which particular factory the bacon comes). We are in this way playing our part in research going on to help find the means of improving the quality of English pigs.



Rashers are taken to the Sampling Kitchen. Mrs. Gridley, who works with Mrs. Roberts in the Kitchen, grills one rasher from each of the sides being sampled.

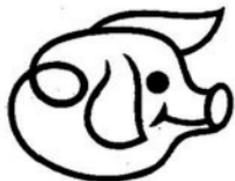
Mr. J. D. Sainsbury and Mr. R. J. Williams tasting a rasher. Tasting is done "blind" and they do not know the factory or the nationality of the bacon, nor do they see the uncooked set of rashers under the muslin sheet until their judgment, formed by taste alone, is entered on the report by Mrs. Roberts. This precaution is taken to avoid any danger of prejudice by the appearance of the uncooked rashers.





Following the tasting the sides are examined in the Sampling Room and final comments complete the report.

After sides have been weighed and measured and examined for condition, rashers are taken up to the Sampling Kitchen and are tasted there. This is the most important part of the sampling operation and opinions on the flavour of the rashers are recorded with other details to complete the daily report on the bacon that we receive from our different suppliers.



Only by this constant watching and tasting is it possible for us to see that our shops receive the best bacon possible from the best factories in England and in Denmark. It is a routine daily task and a vital one if we are to ensure that our customers are served as well as possible.

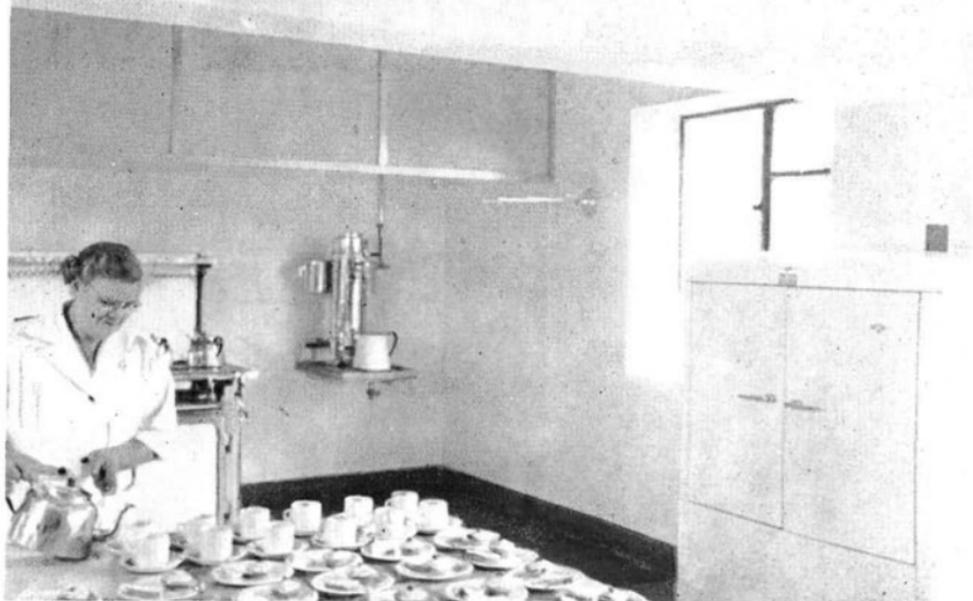


Lewisham's new self-service shop

OUTSTANDING J.S. achievement since the war is the great new self-service shop at 132 Lewisham High Street, opening day Tuesday, September 20th. The new shop will embody the firm's experience gained in designing and planning for self-service over the post-war years. Floor area is nearly 8,000 square



The Romer Avenue elevation of the new shop at Lewisham. There are three check-outs on this side of the shop.



Mrs. Churchill, housekeeper at Lewisham High Street, is already serving teas to a substantial number of trainees and staff who are working at the branch getting ready for the September 20th opening.

feet and some idea of the size of the undertaking can be got from the dimensions of the fresh meat department. There will be three self-service refrigerated cabinets for meat and 56 feet of refrigerated counters for service by butchers.

J.S. connections with Lewisham date back to 1888 when the site at 44/46 was taken over. No. 114 opened in 1903 and in July, 1944, was destroyed by enemy action. No. 56 was a butchers' shop, opened in 1927, and after rationing began it was consolidated with 44/46 in 1941. This shop was damaged by bombing and was later requisitioned for use as a Post Office. The new site is further up the High Street towards Catford with frontages in both Lewisham High Street and Romer Avenue.



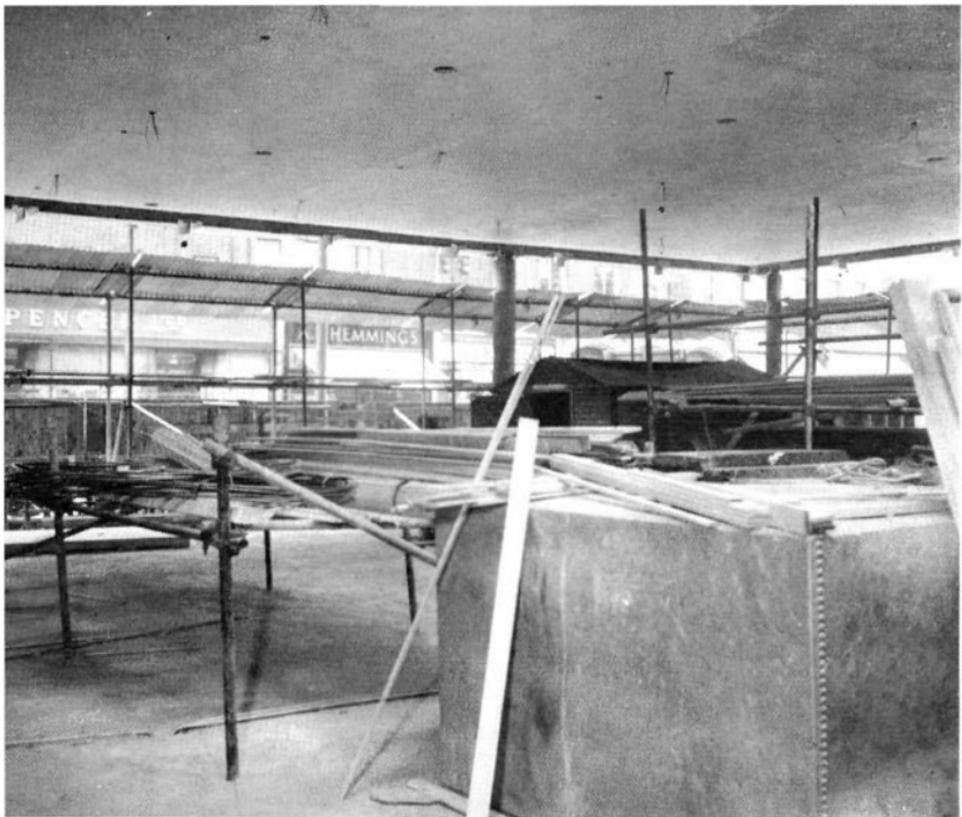
Above

Training staff to slice and pack cooked meats at Lewisham self-service branch. Produce prepared this way is welcomed by local branches.

Below

The cold store is already in working order. Carcasses shown here will be used in training butchers and wrapping teams.





Kentish Town's new self-service branch begins to look shop-shape

Progress continues at Kentish Town. Tiling is now complete in the basement and on the ground floor level. The picture above gives some idea of the extensive corner site and the impression of space gained by carrying the all-glass front round the corner.



Above
The back wall of the shop being got ready for the installation in due course of wall shelving.

Below
Welders at work in the basement. Cold stores are already in position and work has begun on tiling.





A Day with the Horses

Notes on the work of the carman and his team fifty years ago when the horseless carriage was still a rather crazy experiment.

WE had been reading a little time ago about a Madame Volterra who, besides owning a biggish piece of money, has a horse which this year alone had gone out to work for her to the tune of £40,000 and looked like bringing in still more in the near future. Pushing quite out of sight the mercenary thought that even a small piece of Phil Drake working for us would be nice, we fell to thinking about the disappearance of the horse from the daily scene over the past fifty years. So next time we met some of the veteran J.S. carmen we asked them to tell us about life and transport in the days when petrol was still a troublesome by-product in the production of lamp-oil.

When some of them came to work for J.S. about fifty years

ago the firm's stables were in Gravel Lane and today there can still be seen traces of the old stable buildings in the windows, now bricked in, on Copperfield Street. The electricians' store which was once the harness room still has the big pegs which were used for hanging up the collars and harness of the firm's horses. The tiny office by the gate into Gravel Lane where Jack Bugg the horse foreman used to sit is also still there.

A Lost Horse

The carman's day was a long one. So was everyone else's in those Edwardian hey-days that are remembered as so slow, comfortable and leisurely. The first carmen in at Gravel Lane would be the ones who went to the markets. They got off to an early start at 6 o'clock and made their trip so regularly that the horses could have done the journey alone. Jack Smith's horse tried it one day, leaving him scratching his head in Gravel Lane. He got another horse and van and set out to Leadenhall Street, his regular run, but hadn't gone far when a policeman stopped him to tell him that a Sainsbury horse and van had been found wandering on the approach of London Bridge. "Cost me half-a-crown to bail him out at Stone's End police station" said Mr. Smith. "Nice horse it was, name of General."

A lost horse and van was a common difficulty of the time since they were more difficult to secure than a motor vehicle. Vans were stolen to be used in warehouse thefts or simply used on a free-lance removal job and were then abandoned once the goods were unloaded.

The rest of the carmen came in at 6.50 and until 1919, when stablehands were taken on to look after the horses, they got their own horses ready for the day. Brass and leather were cleaned and polished, the horses watered and brushed down and they were then harnessed and teamed up in the vans. The stable at Gravel Lane was a two-storey one and very good of its kind with a stone floor on both levels. A long ramp with a coconut-fibre mat woven in one piece running its whole length joined the two floors. The horses were very much the personal charges of the carmen. They kept to the same horse or pair and got to know the individual oddities of each animal, whether, for instance, they were nervous of particular colours or sounds and how to get the best out of them in the varying road conditions. One

horse of a pair would often develop a talent for letting his partner do all the pulling. "Very artful they were, some of them" we were told. "Had to keep touching them up with the whip to make them do a fair share of the work."

But a carman generally was very fond of his horses even if they did have such faults, and if a horse were sick he would quite often sit up all night with it. The firm's vet, Mr. Gosling, paid regular visits to the stables, and was called in for jobs beyond the powers of the carmen. He is remembered among them as a well-set-up man in a blue melton coat with a velvet collar, always a red carnation in his buttonhole and "a very very quick talker." During the day the sick horses were the special care of Jack Bugg the horse foreman whose duties included breaking in the new horses.

Breaking Them In

Horses in London were not worked until they were five to six years old. They spent these years mostly out to grass, and for this reason they were bought on approval. Very often a good-looking horse would turn out to have more fat than muscle, or to be short in the wind, a thing which would soon be apparent to the foreman after the horse had been run round the yard on a long rein. A horse that didn't pass the tests would be returned; those that were kept were broken in for work and after getting the feel of harness and the vans they would be tried out in the streets. The working ability of the horse was the most important thing to J.S., but the firm did have some handsome animals. One great bay horse called Humpty-Dumpty was remembered by everyone for his appearance and his weight of $19\frac{1}{2}$ hundred-weights.

One large and handsome pair was driven by Charlie Thomas, a great character who had served in the Boer War with the Mounted Infantry. He had gone deaf after his service but it was said he always got his hearing back if anyone asked him to have a pint. The two huge horses he drove had originally been bought by Mr. J. J. Sainsbury for work at his Lewisham Drapery and Depository but were later transferred to Blackfriars. They were so big and strong that a special van was built for them to use on dock work. They created an unforgettable impression along the docksides and the wharves of Tooley Street.



In 1921 the J.S. carmen went on their first annual outing in this charabanc. The photograph taken in Gravel Lane before they set out shows, standing, front row L. to R. : Messrs. Ransom, Crump, Bugg, Bailey, Hayward, Powell, Allsopp, Guy, Windle, Manley, Boyce and Phillips. Sitting in the coach : Messrs. Wilson, Malyon, Henry, Skelton, Thomas. Standing in the coach (the first and third are unidentified) : Messrs. Thorpe, Adams, Jones, Dowling, Dennett, Clifton, Upton, Curness, Middleton and Willis. And a good time was had by all.

Once the carman had groomed and harnessed his pair, the van had to be loaded. In those days the carman did his own loading, and he piled the goods in an order which fitted in with the order of his calls. By 10 o'clock or perhaps 10.30 he set off on his round, and if he was on a long haul he might be

well out into the country most of the time. Charlie Ransom told us of his own trips which he still remembers very distinctly. On Monday mornings he'd set out with a full load of bacon and hams, calling first at both Lewisham branches then on to Rushey Green, Catford Hill, Forest Hill and Sydenham. His Wednesday journey took him out to Stratford, Leytonstone, Leyton and Lea Bridge Road and besides this there would be transport jobs at Blackfriars such as taking a load of hams from Union Street to the kitchens which were at that time in Wakefield House.

At the branch the loads were handed over to the managers who checked them in and then once the last call was made the carman would head back to Blackfriars. It was no uncommon thing for him to get back at 10 o'clock after twelve hours on the road. Then the horses would be unharnessed, watered (they took their feed on the journey during unloading), rubbed down and put into their stalls. Once they were stabled the carman was free to get his own supper. We asked Charlie Ransom how he felt about those kind of hours and he told us he didn't find them too bad. "There weren't all the distractions then that you get now" he said. He started with the firm in 1904 and the hours were not at all uncommon in the retail trade in those days. And in spite of the long hours the carmen took great pride in their work, and, today, remember with pleasure the smartness of their turn-outs. One carman was known as "Coachman" Bailey. You can see him in the photograph on page 15. He drove a very tall pair of horses in an egg-float and he took immense pride in his turn-out. He never hurried anywhere but drove everywhere as if he were driving in the Lord Mayor's show.

The Van Horse Parade

The carman's great day each year at that time was the Van Horse Parade in Regent's Park. These parades are now very small, but in Edwardian days they were a magnet for the cream of London horse transport. Right up until the early 'thirties J.S. vans were present in the parades, and in 1930 and '31 first prizes were won by carmen Malyon, Baggaley and Spencer. Adams and Guy also took first prizes for their turn-outs in 1930. The preparation for these parades involved a lot of hard work.



On this year's Veterans' outing to Eastbourne the picture above was taken of the one-time carmen who came down for the day at the sea-side. They are, from L. to R.: Messrs. Blackaby, Little, Knowles, Dowling (our senior veteran), Hayward, Briscoe, Mason, Ransom and Smith.

The harness was polished daily and the horses were groomed and fed till everything about them shone like a diamond. On the Sunday night the carmen would be at work combing and plaiting the manes and tails of their team, weaving ribbons into the glistening hair. The freshly painted vans were washed down and the carman's family and friends would climb aboard in their Sunday best, and with a picnic basket under the seat they would set out for the park to make a long cheerful day of it. And, as always, in those days the sun never failed to shine for Bank Holiday.



Mr. Hayward sends us this picture of his team gaily dressed-up for Hospital day. Holding the horses is a former J.S. carman, Mr. Guy, who was a jockey before he became a driver.



At the branches, trim little turn-outs like this one drawn by a cob were used for local deliveries to customers.

We wondered if traffic in those days was easier to negotiate, but although it moved a lot more slowly it seems to have been just as difficult as it is today. The streets were terribly noisy too, with the pounding of iron hooves and wheels, and by our standards they were far from clean and always in need of sweeping. A fallen horse could block a street much more effectively than a stalled engine, and while there has been great intensification of London's traffic congestion in the last fifty years, there were indignant cries raised about it fifty years further back in the 1850's and '60's, long before any mechanised transport had taken to the roads.

The great days of the carmen were over by the 1930's. Motor transport was established as the most efficient and economic way of moving our goods by then. Fifty years from now we will, perhaps, be doing the job in helicopters and remembering those romantic leisurely days of the Bedford five-tonners.

Another souvenir of past J.S. days, this picture shows six of the first saleswomen to be engaged by the firm. They were photographed at 9/11 Croydon during the 1914-18 war. Miss L. Arch, who is third from the left, had the registered number A.1 on the staff records.





Outside or inside the visitors to Dulwich on August Bank Holiday always looked as if they were having a good time.





"Well I hope you'll have summers like this one when you grow up."

A Summer Fête to Remember

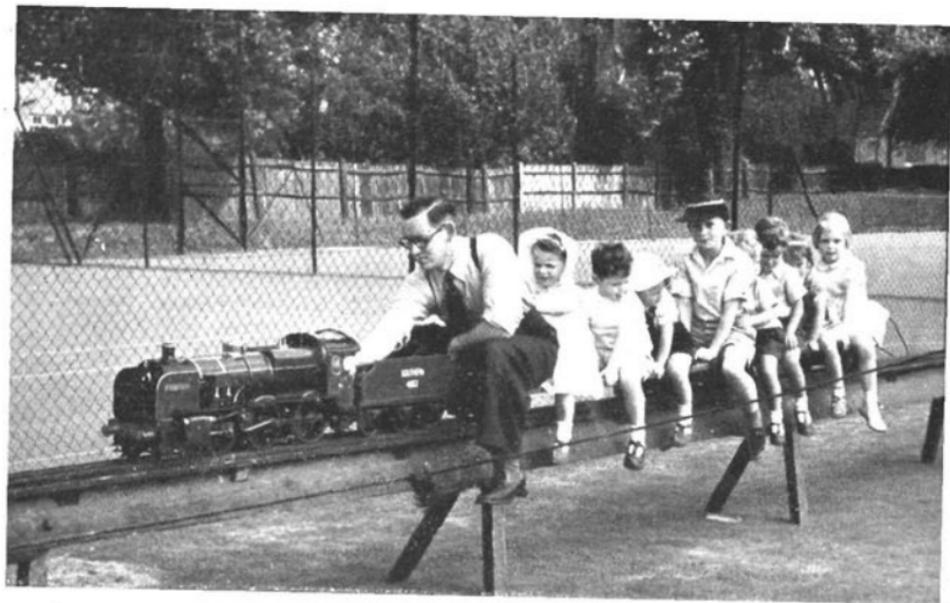
The weather was perfect. The sun shone steadily all through the long summer day and everyone had the kind of time they wanted; lazy or busy, active or idle. Four thousand members and friends came to the most successful party ever put on by the S.S.A. at Dulwich. And a really wonderful time was had by all. The pictures speak better than any words of ours.



Kiddies Korner

Liveliest spot in the show was the Kiddies Korner where swings, toffee apples, Shetland ponies kept everyone busy and some out of mischief.





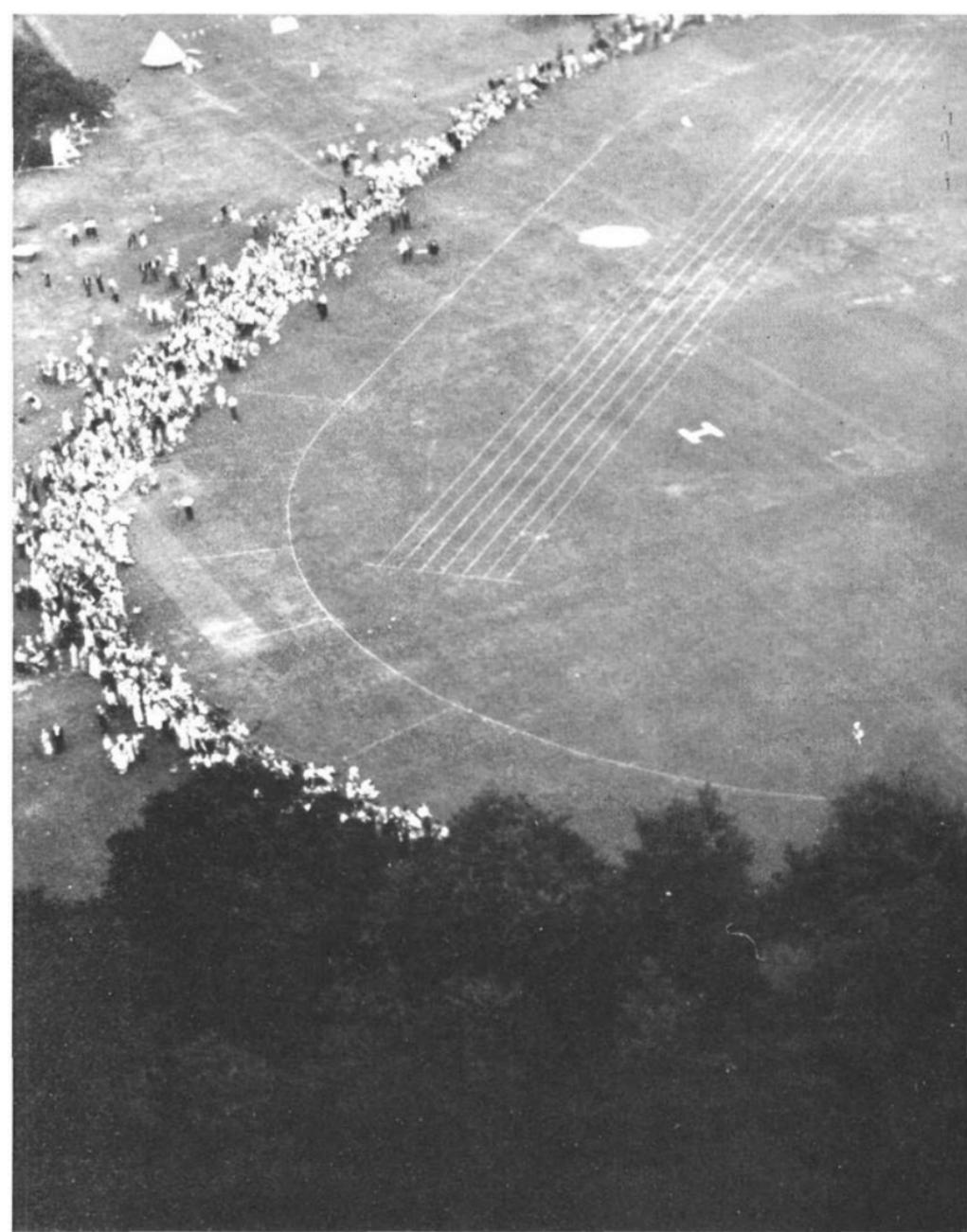
The model railway was one of the big successes in Kiddies Korner.

Below, the fancy dress winners take a bow under the guidance of a Crazy Gang member





H stands for Helicopter . . .



From way up in a helicopter the four-thousand-strong crowd looks a little lost in the club grounds. Down below things looked very different.



I knew I had a gift for music.

• • • ***the Fair***

I know I've got a sweet tooth.





Competitors relax while spectators crane to see at the running track.

Fête Day was Sports Day too !

Finish of the 100 yards final. J. Liddington wins, second E. Spencer, third K. Langton.





Final of the half-mile, D. J. Myers, 'V' Section, in the lead, followed by T. J. Kinchin of Tunbridge Wells.

The ladies' relay race, won by 'V' Section.





R. A. Sewell, 'O' Section, just gets over the bar.

'V' Section tug-of-war team.





A Bouncing Dillon can't get down.

Union Street tug-of-war team who won by 2 pulls to nil.





An attentive section of the crowd watch the prizes being presented by Mr. Salisbury.

Some Prizes Presented

F. Netscher, winner of the Gent's Singles Tennis Championship.

Mrs. Mann, winner of the Ladies' Singles Championship.





You wouldn't think this little chap was the same one who won a fancy dress prize on page 23.

'V' Section relay team take the cup. Team was, left to right, Messrs. Spencer, Myers, Langton, Ayling.





K. Langton, 'V' Section, winner of the 220 yards and the 440 yards, receives his cup.



'V' Section won the Section Championship Challenge Shield. Mr. Salisbury congratulates Mr. C. Ayling, who received the shield on behalf of the Section.



J. Liddington, 'Q' Section, winner of the 100 yards, receives the cup.

M. J. Fisher, 'Q' Section, winner of the high jump.



G. Simey of 'Q' Section receives his prize as winner of the Bowls Singles Handicap.



Miss M. Norman of Bedford, winner of the Ladies' 80 yards.





Opposite top
'V' Section
Ladies' relay
team come up for
their prizes. From
left to right they
are Mrs. Purchase,
Miss Murton, Miss
Watkins and Miss
Markham.

Opposite below
Union Street 'L'
Section tug-of-
war team receive
their prizes. The
team members
were Messrs. L. H.
Smith, R. Smith, T.
Palfrey, B. Bell, W.
Vincent, J. Berres-
ford, P. McDermott
and G. Moore.

Right
Miss M. Birtwistle,
of Bedford, who
won the 120 yards,
is seen here re-
ceiving her prize.



Another winner
from the Fancy
Dress Parade
steps up to take a
prize.





How to win a Refrigerator

Mr. Fowler, manager of 122 Croydon, was the lucky man whose ticket was first out of the drum. The simple business of winning was complicated by the Crazy Gang who put on a cheerful spot of bother for Mr. Fowler when the helicopter brought in the refrigerator.



Mr. Snelgrove, of the Factory, won an electric razor in the draw. His was the second ticket out.





Popular with all visitors was the handicrafts show organised by Mr. Crook of 'O' Section.

They helped to make things go !

Some stewards relax after the sports events. Left to right : Messrs. R. A. G. Lee, A. O. Rickman, R. S. Dudman, H. W. Younger.





The catering staff deserve a very big bouquet for their work at the fete. Above: Serving the steady stream of visitors was a full-time job for Miss Jakeman, seen here with Miss Taylor and other helpers. Left: Mrs. V. Bazell, Mr. G. Tyers and Mr. E. Kemp were busy from morning till night.

Jewel's Juveniles put on two shows in the big tent. Here are some of them cooling down after the first show.





And four very pleased people get down to counting out the very considerable takings which helped to meet some of the cost of the Fete. Left to right: Mr. Netscher, Mrs. Kettley, Mr. Alan Kettley and Mr. Hopker.



*So long chum ! See you
next Summer*

Flaking on External Surfaces

Mr. B. Butler discusses how the decorator can best prevent this fault of paintwork



Flaking is the usual cause of paint failures externally, and when it does occur it usually happens *between the woodwork and the first coat, i.e. the priming*. This exposes the woodwork to the penetration of moisture and should be avoided at all costs. It is, of course, wrong to blame the finishing coat and undercoat for any flaking. To stop it by penetration and adhesion is the function of the priming coat which must be considered just as important a coat as any in the build-up of the paint system.

A good quality priming coat costs very nearly the same as a finishing paint and it is really false economy to use a cheap paint for this vital function of providing the foundations for the paint structure. It is just as important as in building a house to make sure the foundation is absolutely right.

It may be clearer to understand the functions of each type of coat.

What the Finishing Coat Should Do

The finishing coat of gloss is the "weathering coat". This is applied on a properly built-up surface and its main function is to protect the paint underneath from the ingress of water and to provide a permanent decorative colour. To do this it must be elastic and expand and contract with heat and cold, be resistant to acids and alkalis present in the atmosphere, resist sea air and sun, be permanent in colour retention, not be too hard, which would cause cracking, or too soft, which would cause chalking and it should maintain its properties for as long as possible.

(The modern first-grade enamel is designed to last for at least five years on a properly built-up structure.)

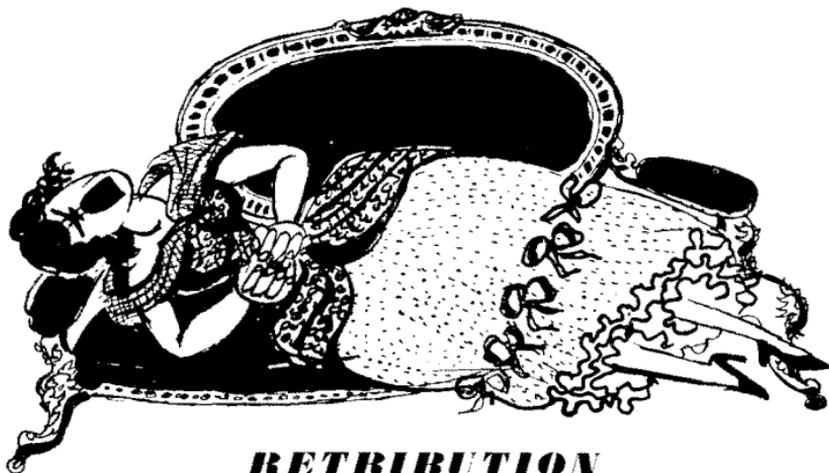
The Undercoat's Job

The function of the undercoat is to bring the work forward from the priming stage and to be a perfect base for the gloss weathering coat. To do this it must be heavily pigmented as it must obliterate well and fill the grain of the wood. With such a bulk of pigment the amount of oil is correspondingly reduced and it dries with an eggshell finish. As the amount of medium in the undercoat is only about a quarter of the total it is most important that it should be applied on a surface which is not absorbent so that the oil stays with the undercoating, firstly, to allow it to contract and expand in conjunction with the finishing gloss, secondly, to make it flow out as smoothly as possible, otherwise the brush marks would show under the gloss and, thirdly, to stay with its pigment and stop it being absorbent, otherwise the finishing gloss would sink into it causing loss of gloss and reduction of life.

The Importance of Primers

The function of the priming paint has been described, i.e. to adhere to the surface and not to absorb the oil from the undercoat. To do this it should contain an oil for penetration (on softwoods) and an oil to again stop its pigment from absorbing the oil from the undercoat. This is quite a different construction from an undercoating with a considerably greater oil content and therefore it should always be used as a specific material for a specific job.

To summarise these remarks an undercoat should never be applied to an absorbent surface such as a badly chalking old surface or to bare woodwork. These must be fed with a first coat of a more oily nature than an undercoat otherwise the whole paint structure will deteriorate. A good quality priming paint is the answer and therefore it must be realised that repainting of a weathered surface should be a three-coat process consisting of priming, undercoat and finishing coat and a two-coat process of undercoat and finish only will be a false economy leading to an early breakdown because the paint structure has not been built up properly on an absorbent surface.



RETRIBUTION

SEPT. 24, 1790. . . . Nancy was taken very ill this Afternoon with a pain within her, blown up so as if poisoned, attended with a vomiting. I suppose it proceeded in great measure from what she eat at Dinner and after. She eat for Dinner some boiled Beef rather fat and salt, a good deal of a nice rost duck, and a plenty of boiled Damson Pudding. After Dinner by way of Desert, she eat some green-gage Plumbs, some Figgs, and Rasberries and Cream. I desired her to drink a good half pint Glass of warm Rum and Water which she did and soon was a little better—for Supper she had Water-gruel with a Couple of small Table Spoonfuls of Rum in it, and going to bed I gave her a good dose of Rhubarb and Ginger. She was much better before she went to bed—and I hope will be brave to Morrow.

From the DIARY OF THE REVEREND JAMES WOODFORDE, 1740-1803.





MOVEMENTS and PROMOTIONS

We are pleased to record the following promotions : -

TO ASSISTANT MANAGER

F. J. Gronland of 44/46 Lewisham

TO HEAD BUTCHER

A. E. Alward	from Crouch End	to 51 Ipswich
K. Stephen	from 48 Ilford	to 259 Ilford

The following transfers will be of interest to many members of the staff : -

ASSISTANT MANAGER

A. W. Goodswen	from Stanmore	to Kingsbury
F. P. Rowell	from 165 Haverstock Hill	to Stanmore

HEAD BUTCHER

F. C. Davis	from Dagenham	to 13/15 Blackfriars
T. Hopker	from 50 Goodmayes	to Dagenham
A. A. Sansum	from 13/15 Blackfriars	(Spare) to 50 Goodmayes

CONGRATULATIONS and best wishes to :-

Miss D. M. Winter, First Clerk of Paddington, upon the completion of twenty-five years' service.

R. J. Smith of Lambeth upon passing the advanced examination of the Institute of Certificated Grocers.

P. J. Larkin (of the Factory), who won the Crampton Medal for small goods manufacture at the National College of Food Technology.

MARRIAGES (BETWEEN MEMBERS OF J.S. STAFF)

Very best wishes for their future happiness to:—

Miss J. E. Bunnage and Mr. R. Marshall of 218 Sutton.

Miss R. Beeton and Mr. A. Bye of Cambridge.

Miss A. Hawkins and Mr. V. Vale of the Factory.

Mrs. J. M. Heaney and Mr. E. C. Hacker of 218 Sutton.

RETIREMENT

We wish good health and happiness in her retirement to Miss L. Edge, First Clerk at Surbiton. Miss Edge joined the firm as a clerk in 1915 at Hove and for many years served as First Clerk at Guildford. In 1949 she was transferred to Surbiton, from whence she retired.

NEWS OF J.S. STAFF ON NATIONAL SERVICE

The following notes are based on letters we have received from our men on National Service since our last publication:—

W. ALLSOPP, *Highb Barnet*. Yeovil (Army). Has now passed his test for a driver. Expects to be sent abroad in the very near future.

D. MEAD, *Purley*. Germany (Army). Has just been promoted to L/Cpl. and has also passed his clerk's up-grading course. Seems to be having quite an enjoyable time and has taken the opportunity of having a good look round at the various types of food shops in Germany.

J. FINCH, *Peckham*. Yorkshire (Army). Recently had seven days' leave after passing the first part of his course. Has met Sarton of Stoke Newington who is in the same Regiment.

N. SHAKSPEARE, *193 Catford*. Stanstead (Army). Is a member of the A.C.C. and has now been promoted to L/Cpl. Finds the life a lot easier now.

M. KALB, *Leicester*. Hong Kong (R.A.F.). Is now stationed at Hong Kong after having spent a very enjoyable six months in Singapore. Has been lucky enough to get into the station table tennis team.

G. HOLMES, *New Malden*. Germany (Army). Still stationed in Germany and is very much looking forward to his demobilisation. Says that the weather is very good and he has had plenty of opportunities for swimming.

J. FAWDRY, *Winchmore Hill*. Germany (Army). Still stationed at Butzweilerhof and has been having quite a reasonable time. Hopes to be going on three weeks' leave at the end of the month.



Bexhill's Sunday Outing

Bexhill section of the S.S.A. spent a happy Sunday on July 17th when they took a trip to Windsor and to Hampton Court. Some of the party are seen above.

N. BEST, *Westbourne*. Scotland (Army). Has been on several training camps recently, one of which was under canvas in Kirkcudbright. Seems to be having an enjoyable time.

V. PERREN, *Bognor*. Germany (Army). Now back at Dortmund after having been on a seven weeks' practice camp. Coming to England on three weeks' leave very shortly.

W. L. DEWHURST, *Head Office*. With the Royal Navy at Chatham. Just finished initial training and awaiting draft to a ship.

R. S. EMMITT, *Head Office*. R.A.F. (Odiham). Now an S.A.C. and has worked in the Farnborough Air Display. Had a visit from the Libyan Defence Minister.

J. B. STANFIELD, *Head Office*. With the Army in Cyprus. Is enjoying life but is looking forward to October 1st when his service terminates.





H stands for Helicopter . . .

From way up in a helicopter the four-thousand-strong crowd looks a little lost in the club grounds. Down below things looked very different.