

FEBRUARY 1974

3p

Harlequin

Leisure Magazine of the United Kingdom Atomic Energy Research Group and Associated Organisations



In this issue

RAILWAYS AROUND HARWELL — ADLESTROP
IDEAS, INVENTIONS AND PATENTS
EMERGENCIES — GOLF — CAMPING — ETC.



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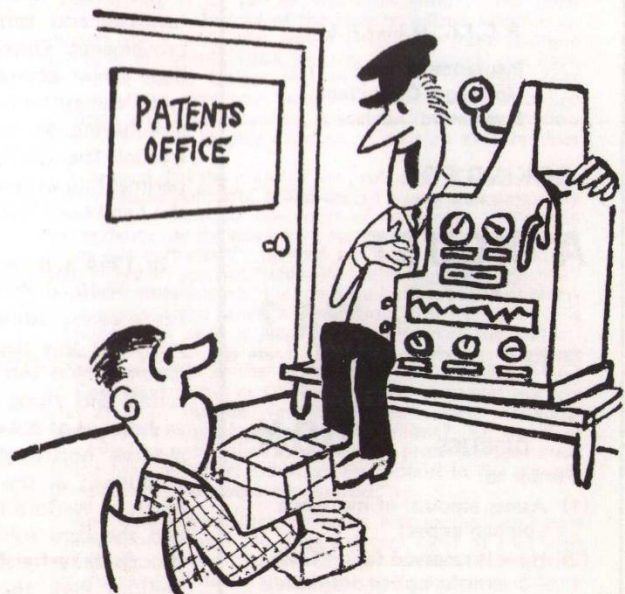
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"HARLEQUIN" is dependent upon its readers for most of the material published; its quality can only reflect the quality of the material submitted. Only through your support can it be developed to its full potential.

COVER PICTURE

A PROGRAMME OF ENVIRONMENTAL SAMPLING AND ANALYSIS HAS BEEN ESTABLISHED IN THE HEALTH PHYSICS AND MEDICAL DIVISION, AERE, HARWELL, SPONSORED BY THE NATURAL ENVIRONMENTAL RESEARCH COUNCIL. THE BACKGROUND LEVELS OF MANY STABLE TRACE ELEMENTS IN AIR, RAIN AND DRY DEPOSIT, AND THE VARIATIONS ABOUT THESE LEVELS, ARE DETERMINED IN ORDER TO OBSERVE THE PASSAGE OF TRACE ELEMENTS THROUGH THE ENVIRONMENT. THIS STATION AT CHILTON IS ONE OF SEVEN IN BRITAIN SET UP FOR THE MEASUREMENT OF LEAD, VANADIUM, NICKEL, ZINC AND MANY OTHER ELEMENTS IN THE ATMOSPHERE. IT IS ALSO USED FOR SPECIAL INVESTIGATIONS.



"IT'S A DEVICE TO ELIMINATE SUPERVISORY GRADES."
A cartoon sent anonymously to Harwell's Patent Section.

"Nine miles from anywhere, leading to nowhere and a capital place to wear out old clothes" was how some people described Lambourn. The roads in the 19th century were narrower and poorer than today, and transport to the nearest railheads was expensive and arduous. The cost of carrying coal from Hungerford or Challow was between eight and ten shillings a ton by horsedrawn wagon, and the cost by rail about ninepence or one shilling. The population living in the line's catchment area numbered 25,000 and had no means of public transport except a carrier's cart. Under these conditions a railway therefore seemed a profitable proposition and would not be unduly expensive to construct.

However, this was easier said than done. The first project to build a line started in 1873 and failed for lack of financial support after opposition by local residents. The third attempt met with success, albeit after a lot of delay. It took five years to raise sufficient capital to build the line, the contractor failed and had to be replaced, and the line was finally ready for official opening in 1898, with the full public opening two days later. Our pictures show scenes at the opening in which the Company's four passenger cars and a locomotive hired from the Great Western Railway are clearly visible.

RAILWAYS AROUND



Later in the year the railway's own locomotives arrived, two small 0-6-0 tanks named *Aelfred* and *Eahlswith* after two notable local residents of former times, otherwise known as King Alfred and his wife.

Unfortunately the line lost money from the start despite valiant financial assistance from a local resident, Colonel Arthur Houlton, who had paid for most of the rolling stock, and in 1904 *Aelfred*, *Eahlswith* and *Eadweade* (a later arrival) were withdrawn and sold in favour of steam rail motor cars hired from the GWR; but the line still lost money and in 1905 it was sold to the Great Western.

The GWR soon set about enlarging facilities and carrying out general improvements. Operations continued with little major change until the mid-1930s, when competition from local bus services was having an adverse effect on LVR traffic. The GWR at that time was experimenting with diesel rail cars for which the Lambourn line proved ideal.

In 1954 a three-mile branch was built from Welford Park to an American Air Force depot. While other traffic declined, traffic to this depot provided the line's *raison d'être*; but in 1960 declining receipts and rising costs resulted in the withdrawal of passenger trains, and freight services north of Welford Park were withdrawn at the same time. The track north of Welford Park was lifted in 1962 and the land sold to local farmers. Although daily freight services continued to Welford Park the amount they carried scarcely justified their continuance, and in 1965 all freight facilities were withdrawn, except those for the USAAF depot. This in turn ended in July 1973.

When the last train left for Welford Park from Newbury recently it was one of four special trains provided by British Rail. Some 3,000 rail enthusiasts and local people with their memories mourned the closing of the last six-mile section.

Because of the state of the track, the train was restricted to 5mph in places and top speed was only 15mph.

Horses and cows, some probably never having seen a train before, scattered as the engine approached, and at one point, where the line passed over the River Lambourn, enthusiasts snapped shots of a heron staring at the train.

A pheasant which was nearly struck by the final train jogged the memory of Alf Myers, a relief porter at all the Lambourn Valley halts at various times since 1939. "The crews used to get a fair number of pheasants," he said. "They used to hit them on the way up and stop to pick them up on the way back. It was allowed for in the timetable!"

Also travelling was *Trevor Brown of AWRE, Aldermaston* for whom the journey prompted the memories recorded opposite.

The last word on the Lambourn Rail comes to him, a county councillor, from the Berkshire county secretary. It states that British Rail have been asked not to remove the track pending a report to be considered by the Countryside Sub-Committee.

Readers who have any suggestions or comments on future possibilities for the line can contact the writer through "Harlequin".

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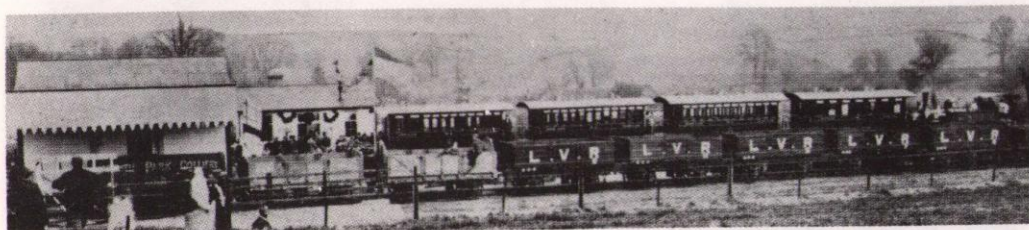
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HARWELL



Not a model railway — but the Lambourn Valley Railway Terminus in 1898!

◀ Opening ceremony, April 1898.

DURING the 19th Century the lives of many families centred on the railways, which the menfolk found an exciting and worthwhile occupation in the days before "job-satisfaction" became a catchword. The closing of one of the few remaining rural railways, the last six miles from Newbury to Welford Park of the Lambourn Valley line (Newbury-Lambourn) prompts a backward look at one family's links with the glory that was rail.

When my mother opened the bedroom door and called me on schooldays I was normally already half-awake. A few moments before the 7.35am Didcot to Newbury would have thudded and thundered through the cutting on the other side of the apple orchard. Its anxiety could be felt through the shuddering window-panes—would it really get up that long slope to Upton? And having stopped at that trim and self-important little station, where the single track divided into two so that trains could pass, it would face the ordeal of the climb through the chalk hills to the wilderness round Churn Halt. Then the worst was over, with a more relaxed but still fussy locomotive shepherding its few coaches through Compton, Hampstead Norris and Hermitage to Newbury.

So that when my mother spoke the 7.35 had already roused me to that delicious haze where the hopes and fears of the night merged with the day. Soon I would be having breakfast. On a Monday morning, as I read the *News Chronicle* and ate my egg and fried bread, I would wonder how my sister had felt getting up an hour earlier to catch that train to Newbury, and would visualise her travelling on to Stockcross, where she would fill the daytime hours of her infant class with the 3Rs, colour, music and an awareness of the detailed beauty and variety of the plants and flowers that grew round their little village.

Now, 35 years older, I read at breakfast a polite invitation. Will I, as a member of the new Berkshire County Council Transport Committee, join in a last rail trip from Newbury on the old Lambourn Valley Line, passing through Stockcross to Welford Park? The trip, it is suggested, will no doubt be a nostalgic occasion for many people. Mr Divisional Manager, you can say that again!

It is not just nostalgia for one line which is evoked. It is the thought of all the railways meant to the family through several generations, and to all the hundreds of thousands of families throughout the country for whom the railways were the focus of life, with their thrills and boredom, their pleasures and tragedies.

I never saw my great-grandfather, but listened with awe to the story of how he drove one of the first locomotives supplied by Britain to Russia. While he was training Russian drivers, my grandmother told me, he wore a revolver in case the train broke down in the wolf-infested forests.

My grandfather I saw quite often, as he made our house his base for fishing trips to Appleford Halt on the Oxford line. There was a reminder of him recently when it was decided to demolish the railway houses in Station Road, Didcot, for it was when he was transferred from Worcester to Didcot in 1895 that his concern at the shortage of housing for railwaymen reasonably close to the station had led to their erection. They could never have been called beautiful, but fulfilled a great need for many families over seventy years.

Three of his sons went on the railway, two to be salaried staff with the prestige of being paid fortnightly. My father, let down, he always said, by his inability to spell the names of all the stations on the Great Western, failed the staff examinations and became a signalman. One of his first

postings was on the new line between Pewsey and Westbury at the station serving Edington and Bratton. Here he met my mother who was working at the Monastery Gardens farm. Life as a railwayman involved many moves, and it was while working near Slough that he was one of a very few workers participating in a sudden strike for union recognition.

Later the family moved to East Hagbourne, from where my sister started her journey to Stockcross on those long-ago Monday mornings and my brother and I took the 'bunk' to Wallingford Grammar School. My brother thought the academic life irrelevant to his desire to be an engine driver; but it stood him in good stead, and we were all proud when he achieved his ambition at an unusually early age.

It was always a special thrill to go on a train with one's brother driving, and being able to wave to one's father in the Didcot East End signalbox as one passed by. There were pleasant trips to Stockcross, and back to Edington to visit old friends and relatives of my mother. Although the railwaymen prided themselves on punctuality, the time-tables were often more relaxed on the rural rides, where time seemed to be allowed to load the occasional herd of cows. One day, returning from Stockcross, we were pleased to find my brother in the cab of the Didcot train waiting at Newbury. My mother told him how much she had admired a field of cowslips on the way over that morning and wished she could have picked some. Later on the journey we were just becoming aware that the train seemed to have stopped rather longer than usual at Hampstead Norris when an arm reached through the window and dropped a bunch of cowslips on the seat next to my mother.

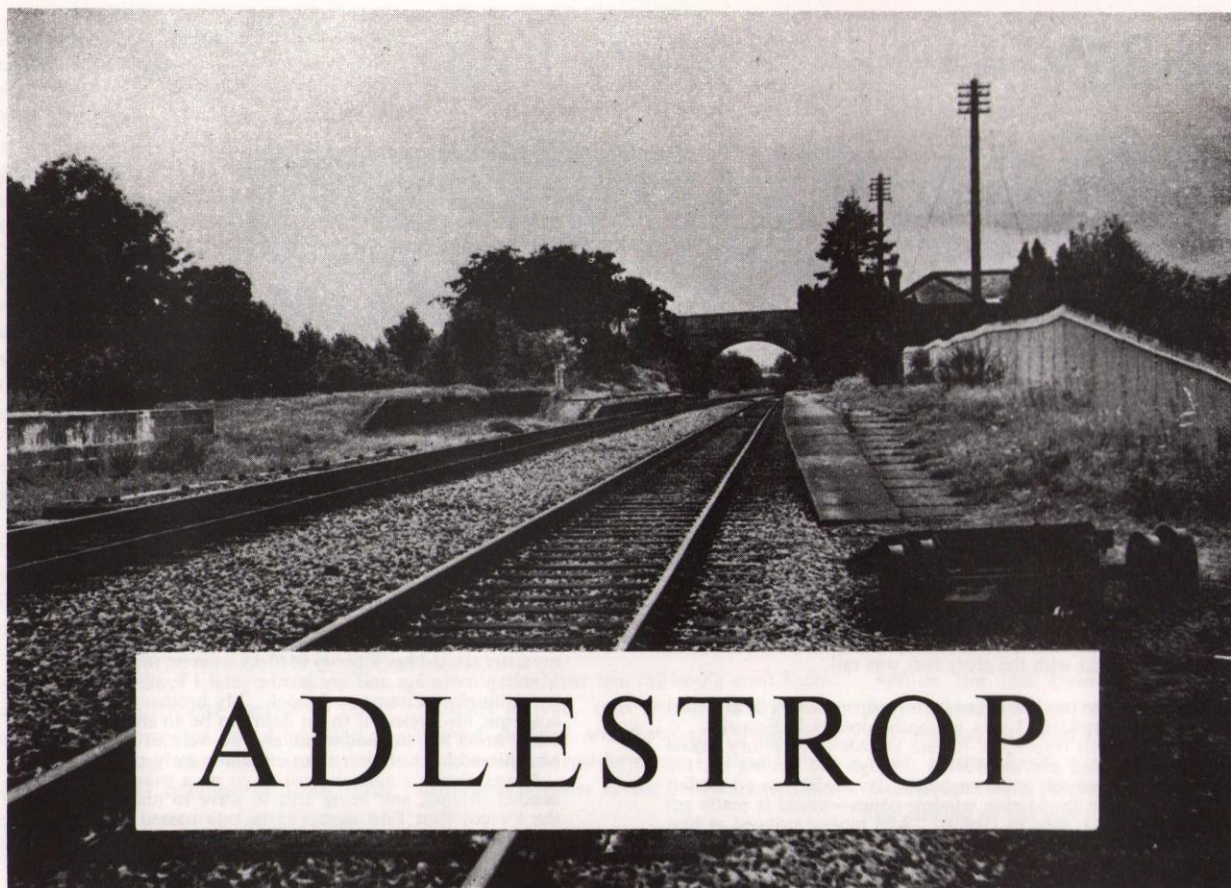
The years rolled by, and many railwaymen and many railway lines became memories. "Come and see the last steam train from Didcot to Birkenhead," said my brother. "I'm driving it as far as Wolverhampton". The sight astonished me. Instead of the busy travellers, schoolboys, porters and guards who would officiate in those multiple births in my youth, when journey after journey was born from the hectic Didcot platforms in the constant daily routine, there were now hundreds of enthusiasts with cine cameras and tape recorders, and even their own spotless polishing cloths to give *Pendennis Castle* an even brighter mirror-finish.

It seemed that the sunset of the profession of steam engine driver was as colourful as the end of an autumn day. My brother was certainly not short of admirers. "Sitting in the buffet-car on the way back I accepted a bottle of Guinness from one enthusiast", he told me later. "Do you know that before we reached Didcot I'd been bought twenty-two!"

Now my brother and his son have both taken their severance pay and the family's connection with the railways is finished. But need it have been? And was the Didcot-Newbury line so unviable? Did they really try to attract additional traffic in the 1950s; with new housing estates at East Hagbourne, at Chilton for atomic energy workers and at Shaw outside Newbury where a more confident management might have built new stations? Or was it in fact killed by nationalisation, when the profit seekers turned to the road transport industries for support in the manner to which they had been accustomed?

And shall we see the permanent way in the Lambourn Valley torn up with the same indecent haste as that with which other senior transport facilities have been destroyed, for the value of the scrap rails to appear as a sordid figure in an accounting computer printout? Or will they be left there for a period while we pause and reflect? And see a reflection, perhaps, not only of the past but, hopefully, also of the future.

By permission of "Railway World"



ADLESTROP

by N.W. WEBSTER, A.W.R.E.

THE rail closures of the last thirty years, accelerated in the past decade by Beeching, have brought protests both for reasons of loss of amenity and from nostalgia. None however is quite like the case of Adlestrop, a small station in Gloucestershire on the main line between Paddington and Worcester. A Cotswold village in the delightful style of that area, Adlestrop lies secluded and peaceful by the side of the Evenlode and possessed until recently an equally pleasant station with its station master's house of warm local stone and platforms garlanded with red rambler roses. There was no argument when the station was closed, since in this case there was no real defence. Adlestrop had no pressure of freight or passenger traffic. Protests arose this summer on a different score—on a claim to leave the station name-boards in place even though no station existed.

The proposals arose to serve as a memorial to Edward Thomas, a poet of rare charm and distinction killed in the first World War, now best remembered for his poem "Adlestrop." It was thought too there might be pilgrims who would seek the station and that it would be short-sighted to obliterate it. The poem which prompted the suggestion is here quoted:—

Yes. I remember Adlestrop—
The name, because one afternoon
Of heat the express-train drew up there
Unwontedly. It was late June.

The steam hissed. Some one cleared his throat.
No one left and no one came
On the bare platform. What I saw
Was Adlestrop—only the name.

And willows, willow-herb, and grass,
And meadowsweet, and haycocks dry,
No whit less still and lonely fair
Than the high cloudlets in the sky.

And for that minute a blackbird sang
Close by, and round him, mistier,
Farther and farther, all the birds
Of Oxfordshire and Gloucestershire.

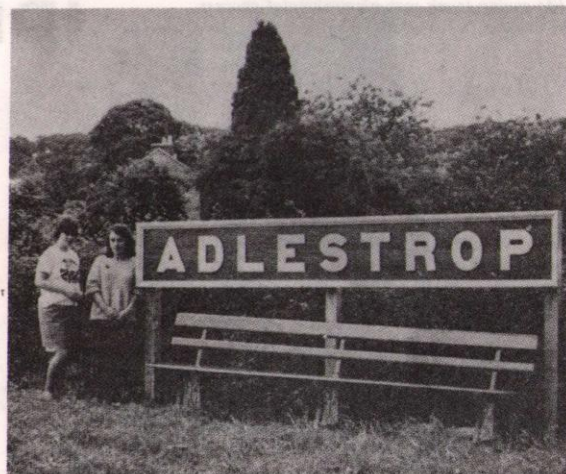
British Rail however would have none of the idea. In spite of protests, and remarks by the "Times" that an opportunity was being missed, Adlestrop station was closed, its buildings demolished and the name boards removed. That was not quite the end of the affair for a compromise was eventually reached, as satisfactory as compromises ever are. One board was handed over to the village which lies half a mile or so from the station. In July of this year the name board was repainted and erected on sturdy oak posts at the entrance to the village; a seat from one of the platforms stands in front. . . . The stranger coming across this strange site may well feel that he has come across a ghost railway station—as perhaps he has—while the pilgrim who has found the ruins of the station itself will probably be mollified to see that something has been saved from the wreck. The second name board, after consultation with Thomas's widow, Helen, has found an honoured home in the Lettering Museum at Oxford.

The poetry of Thomas is imbued with a deep love of the English scene. He is sometimes compared with Rupert Brooke (a poet at present rather out of fashion, the best of whose writings tends to be neglected). Brooke is said to have used the day-dream of an unspoiled English countryside as an anodyne; nevertheless he was aware of the ugliness, and the shadow of war, even if he chose to ignore it. We are reminded of Matthew

Arnold in "The Scholar Gypsy" who wrote of the broad landscape of the Berkshire downs, yet who too was aware of and distressed by the ugly feverishness elsewhere. The sight and sounds of the English countryside are not anodynes for Thomas, who wrote intensely yet honestly, with a freedom from vulgarity.

Edward Thomas has probably not yet achieved the full recognition that his writings deserve, but he has made his mark in that two of his poems are in the Oxford Book of English verse, and "Adlestrop" is in the later editions of the Golden Treasury.

As for Adlestrop today, although the station buildings have gone and the approach road is falling under grass, the platforms yet stand although it seems that they too will have soon disappeared. The remains may be glimpsed from the A436 as it drops down from the wolds through unspoilt woodland to cross rail and river at its lowest point; thence it climbs steeply to Stow whose church may be glimpsed on the hill. On the platforms infant sycamores have found a hold and the untrimmed roses add splashes of colour. As on that day over half a century ago no one comes and no one goes, but the birds sing as they did then and the Evenlode, most peaceful of Thames's streams, flows quietly through the verdant valley.

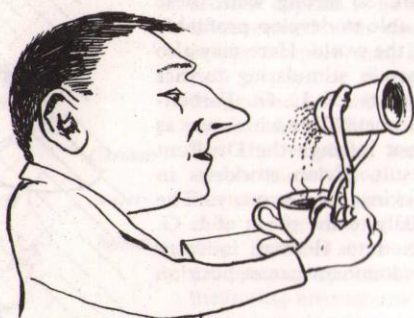


Above: The re-erected station sign at the entrance to the village.

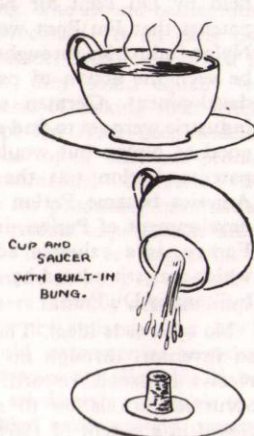
On opposite page: The station as it is today.

LAST YEAR THE AERE SUGGESTION SCHEME, BLDG. 329,
AWARDED £1000 FOR IDEAS ON PRODUCTIVITY AND SAFETY
—BUT NOT FOR THESE!

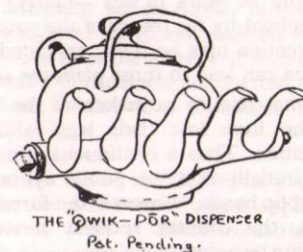
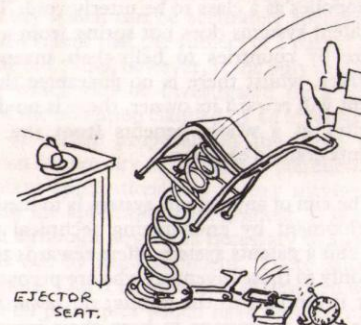
Some Suggestions for Speeding the Tea Break



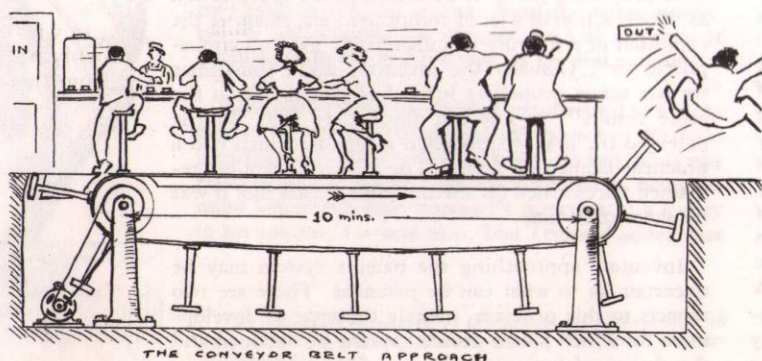
SAFETY OFFICER EXAMINES SUGAR CANISTER (TONGS FOR USE IN ACTIVE AREAS!).



CUP AND SAUCER WITH BUILT-IN BUNG.



H.S.



Two spouted teapot in use in Lyons' tea shops before the war.

Nothing new under the sun! The actual specification held in the Patent Office and reproduced by kind permission of H.M. Stationery Office. See article overleaf.



MONOPOLIES are generally unpopular. Yet the grant by patents of monopolies for invention is accepted in both capitalist and communist countries. Indeed in Britain the patents system is based upon a Statute of Monopolies enacted in 1624, declaring monopolies as a class to be utterly void. This tolerance of patent systems does not spring from a disinterested desire by countries to help their inventors. On the contrary, whilst there is no guarantee that any single patent will reward its owner, there is no doubt that the country as a whole benefits from the multitude of patents granted each year.

The aim of any patents system is to further industrial development by encouraging technical progress. To this end a patents system offers rewards to inventors—but only to those inventors who are prepared to disclose their inventions to the public; no reward is offered to those who endeavour to keep their invention, or any essential details of it, secret. For a limited period (rarely exceeding 20 years in any country) the invention is monopolised by the owner of the patent but thereafter the invention may be freely exploited by anyone; this situation can lead to those plaintive advertisements by firms who claim to be makers of the "original" article but who have lost their legal ability to suppress competition. Thus a continuous stream of inventions comes initially into the public eye and subsequently into public hands. Whatever the fortunes of individual patents, the country receives a steady income of advancing technical knowledge.

The Inventor's Gamble

The inventor can often lose. In addition to making a public disclosure of his invention, he is required to contribute towards the expenses of running the patents system (which are largely met by patent fees in this country). Ultimately the reward he is granted has a certain justice in it, that it compensates the sole right to profit from his invention during the life of his patent (in Britain a patent may be kept alive by payment of fees for 16 years and there is a possibility of extending this period to a maximum of 26 years in exceptionally deserving cases). In this way, not only does the patents system make an inventor earn his own reward by selling his patent, but it also ensures that the reward is related to the value of the invention. There are numerous patents granted each year which are worth only the paper they are printed on, so trivial or unnecessary are they. In these cases the inventors may receive some satisfaction from seeing their inventions

IDEAS, INVENTIONS AND PATENTS

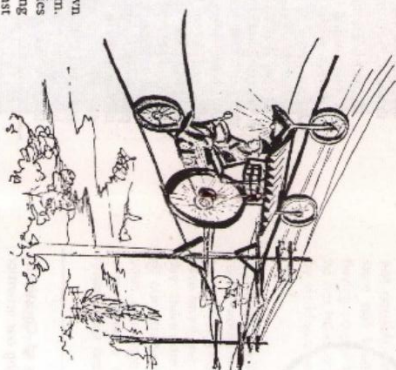
by D.M. EVANS
ex-REACTOR GROUP
RISLEY

published and their names printed (at their own expense) but financial reward is likely to escape them. The patents remain on the library shelves as curiosities (such as a patent of 1718 for a portable gun for firing round bullets at Christians and square bullets against infidel Turks).

Nevertheless, the patents system offers an opportunity for securing considerable profits for inventions of real value. It is difficult to form an impression of the great mass of profitable patents which earn a fair but unspectacular reward for their owners. It is easier to notice the outstanding patents upon which whole new industries have been founded, patents such as those held by Du Pont for Nylon. So strong were these patents that Du Pont was able to develop profitable Nylon industries throughout the world. Here may also be seen the action of patents in stimulating further development. German scientists of I. G. Farbenindustrie were set to find a synthetic fibre which was as good as Nylon but would not infringe the Du Pont patents. Perlon was the result. Nylon stockings in America became Perlon stockings in Germany. The development of Perlon, initially to the profit of I. G. Farben, is a valuable addition to German industry which was stimulated by the dominant patent position built up by Du Pont.

No system is ideal. There are circumstances where an inventor, through no fault of his own, does not receive a financial reward. One notable instance of this occurred in relation to a jet-propelled aircraft disclosed in a patent of 1867 entitled "Improvements in Apparatus for Floating in and Travelling through the Air". The invention was defined as "two horizontal wings with a vertical wing, when such vertical wing is made to carry the aeromotor and the propelling power". This propelling power is described in the specification as "the reaction of a jet of compressed air, steam or the explosion of a mixture of inflammable gas and atmospheric air". Casually the inventors said "sometimes we use screw propellers instead of jets to obtain the same results". It was not until 1935 that Whittle patented the first jet-propelled aeroplane which had a practical chance of flying. The earlier invention remained unheeded for the innocent reason that it was far ahead of its time.

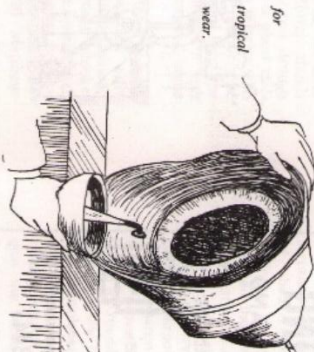
Inventors approaching the patents system may be uncertain as to what can be patented. There are two aspects to this problem, namely the type of development for which patent protection may be obtained and the degree of invention required for a patent.



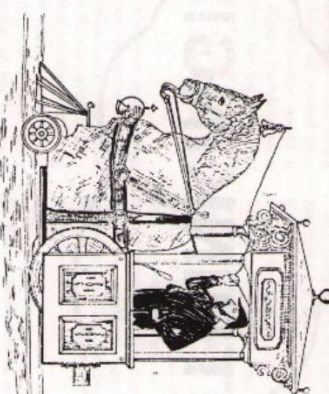
The telegraph-wire bicycle.



German water-helmet



for tropical wear.



Man-made room with horses in mind.

Three Battle Grounds

Patents are not granted for all innovations but only for those which conform with the commercial aims of the patent system. Broadly, patent protection may be expected for technical developments which have an industrial application. This simple statement conceals three historical battle-grounds. The first of these concerns biological developments and here the battle appears to be going in the inventors' favour. Laying processes have been granted with a somewhat superstitious respect which has denied patent protection for such fields of research as plant breeding and weed killing. The distinction became blurred at the level of catalysts and enzymes and nowadays a more realistic attitude appears to be rising. The second battleground is concerned with new processes. At an early date it was accepted that, if patents could be granted for new articles or materials, they could equally well be granted for new processes of making such articles or materials. This concept has since been widened but the emphasis remains upon the end-product which must have a commercial character. For this reason new processes for producing information, such as the time of day, remain unpatentable unless they involve some new device or apparatus. A grudging exception was made in 1945 in the field of measuring instruments where radically new techniques may not be accompanied by new apparatus but only by new ways of employing old instruments; nowadays, patents for measuring processes are allowable if, and only if, the measurements are directly applicable to an industrial process. The third battle-ground concerns intellectual developments. Patent protection is not available for scientific discoveries except to the extent that they can be industrially exploited. Nuclear fission as a physical theory is unpatentable; patents are available for nuclear reactors in which fission is employed to produce energy. Similarly patent protection is not available for schemes, such as a system of business management or a form of musical notation.

Recently a patent application was directed to a flight plan for jet aircraft during take-off, the aim of the flight plan being to reduce noise from the aircraft. This was rejected by the Patents Appeal Tribunal as being not more patentable than a trainer's direction to a jockey in his control of a racehorse. The Tribunal added that

The inventions illustrated in this article are described, with many others, in a book, "Patent Applied For" by F. Cooper-Smith and J. J. Lynn.



Instant fresh air during the silent hours.

an airline pilot already had enough responsibility without being required to consider whether his manner of flying is an infringement of any patent.

The degree of invention required to support a patent is not a quantity which can be accurately specified. It may seem self-evident that the subject of a patent must not actually be old; this, however, is the only quality of an invention which can be investigated by a simple comparison of the invention claimed by an inventor and publications of earlier proposals in the same field. An examination for novelty of this sort is conducted on all British patent applications and if they survive this elementary test the applications are granted. It is clear, however, that although novelty is necessary to support a patent, it is not by itself sufficient. There must be something more. Can it be inventive to design a water-making valve on principles which have been employed in gas-making valves? A recent decision suggests that it is. Can it be inventive to design a humane gas cigarette lighter with an automatic action similar to the action used in a petrol lighter? A recent decision suggests that it is not. In both cases there was evidence that the patented article was a considerable commercial success. The line between novelty and invention remains unclear.

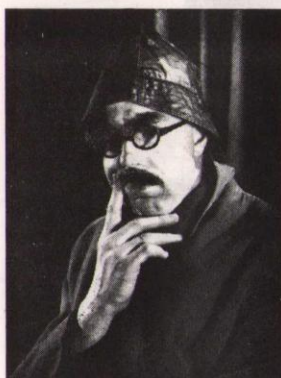
The patents system can be justified by its popularity which, judging by the numbers of patent applications filed, increases every year. It offers industrial firms investing in new plant some guarantee of a financial return before competition becomes severe. Most important of all it enables large commercial organisations to secure some tangible assets from research which might otherwise be considered unnecessarily expensive.



The Authority carry out in their establishments, and through contractors, a large volume of research, development and design work. In the carrying out of this work many new ideas arise which could and should be protected for the Authority and for the benefit of British industry.

If you want further information on the Authority's use of the Patent System, a leaflet is obtainable from Patents Section, Bldg. 329 (or ring Mrs. Stewart, Ext. 2037).

'I CAN'T HELP THINKING ABOUT



...THINKING!

Clearly it isn't necessary to be a politician to get into the fooling-the-people business: last month's deliberate mistake either went largely unnoticed or most of those that did spot it didn't bother to do anything about it. Others perhaps thought that 'Didymania' was something suffered by Knotty Ash enthusiasts, but in any event there were no prizes for the sharp-eyed. A more sobering thought is that perhaps not many bothered to read even the heading, in which case 'Thank you' those who have got this far; perhaps you will join me in the plea: "Come back, Ted Norvell, all is forgiven!"

Inspiration

Already I am finding this monthly literary caper to have its pitfalls: here I am at Christmas trying to think of something worth writing that will not be read until February. While it is still fresh in my mind, it would be easy to put down a lot

of stuff topical to Christmas, but dreaming up not-so-Yuletide yack is far from easy. Without disrespect to Ted Norvell, it must be comforting to have a well-worn programme of seasons to provide their own guide-lines, and even when inspiration is lacking to take a surreptitious shufti at some naturalist's 'Mrs. Beeton'. If I thought I would still be on this treadmill in a year's time, I would whip down the bones of next December's article while the recent festive season's ideas are still fresh.

Come to think of it, if I generalize a bit I might yet get away with something of a Christmas theme. Remembering where it all started, I am reminded of a school-master of mine who, once a week, had to take a class of thirty unbelievers in Divinity, a subject not of his choosing and not obviously one that came easily to him. He must have thought hard about

how to get the origins of Christianity across to us without losing our attention and his own self-respect as a teacher, but he hit upon the idea of up-dating the language into a version that King James would have been pushed to understand, never mind authorize. But we were with him all the way, even ahead now and then. Unfortunately it was one thing to refer in class to Goliath as a bufflehead and the Philistines in general as a bunch of toughs; it was something else again at exam time when the resulting literary harvest was gathered in by the headmaster himself, a Doctor of Divinity, who waxed exceeding wrath. Moses would have felt quite at home.

Imagination

Since that time, when even the miracles were explained in terms of possibility, the Bible for me has never been the same. Water might not have been turned into

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wine by some quick sleight of hand and a packet of lemonade crystals, but the thought is still there. And in a land where, until recently at least, oil flowed more readily than milk and honey, wasn't it just possible that Elijah's barrels of water were not what they seemed, and that having poured them over his altar, might he not have assisted the fire from Heaven by striking a swift flint on the seat of his robe?

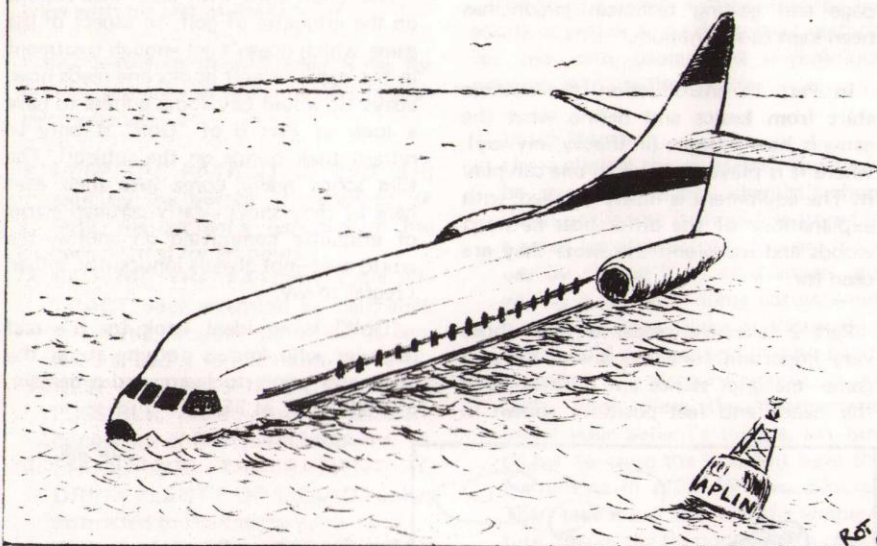
Though making the loaves and fishes go round would not have presented much of a problem to our school cook, who would have saved enough for fish cakes the next day, there were other miracles that defied all our attempts at solving. However, try your own ingenuity; the Editor might even work a miracle of his own and reward your best efforts.

tanker trials were going on.

And since there are likely to be still a few tankers to spare, how about mooring half a dozen end to end across the Channel, suitably surfaced to carry traffic between England and France? They, again, could be moved if the original site did not prove to be satisfactory. Empty, super-tankers ride so high that it ought to be possible to leave a couple of bridged-over gaps between tankers so that up and down Channel shipping could go its way. Not only would we save the cost of permanent Maplins and Chunnels, but we might even charge Mr. Onassis for parking his tankers.

The more I think over this tanker idea the more I wonder what our politicians are about. They should be coming up with ideas for our economic salvation,

"THAT'S FUNNY, I LANDED HERE
LAST WEEK!"



Improvisation

Thinking further about the Middle East and the problem of oil supplies, I am surprised that no-one has noticed a couple of obvious benefits beyond those of having to walk or cycle instead of drive. With all those super-tankers going spare, why not park a raft of them off Maplin Sands, deck them over aircraft-carrier fashion and try out the practicalities of having an airport there without it having to be permanent? Come to think of it, if Maplin proves to be unsuitable, sail the whole lot round to the Bristol Channel or anywhere else that seems likely. I realize that aeroplanes themselves may be in short supply because of lack of fuel, but closing London Airport for a while would give the locals some peace while the

not bickering back and forth across the floor of the House. If they, like me, had to think up something original every month, Parliament might begin to earn its keep.

I wish I knew what to write for March.

Don't worry! The writer's original aim of stirring up the public outcry for the return of a much-missed contributor has now been achieved. The calculating Cogan will himself rest for the next issue to enjoy with readers some out o' doors meanderings without having to do more than turn the pages. Look out for the return of TED NORVELL in March 'Harlequin'.



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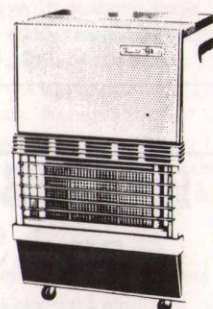
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for golfers



A series of sport coaching books is being sponsored by the National Westminster Bank to help—paraphrasing the Bank's foreword—people of any age to learn or improve in their chosen sport and enjoy it all the more.

The one on golf has been compiled in consultation with experts from the Golf Foundation and is published by Training & Education Associates Ltd (Agents: Bailey Bros & Swinfen Ltd) at 35p. It is called "Golf".

"Golf" is in six parts with Part 1 introducing the game and the others dealing with the fundamentals of its technique—grip, stance, swing and so on. The book uses a format of short paragraph with film strip alongside, and the emphasis is on simplicity and clarity. Each of the 48 pages has no more than five paragraphs (sometimes only one sentence long) per page and golfing technical jargon has been kept to a minimum.

In Part 1's introduction, the authors start from basics and define what the game is, how it began (in theory, anyway), where it is played and when one can play it. The equipment is nicely detailed, with explanations of the differences between woods and irons and the shots they are used for.

Part 2 takes the reader through those very important fundamentals of the golf game—the grip, stance and address—with the hands and feet positions shown in

close-up in the film strips. The strips, coupled with the brief and to-the-point instructions, make this an excellent section for the beginner to follow.

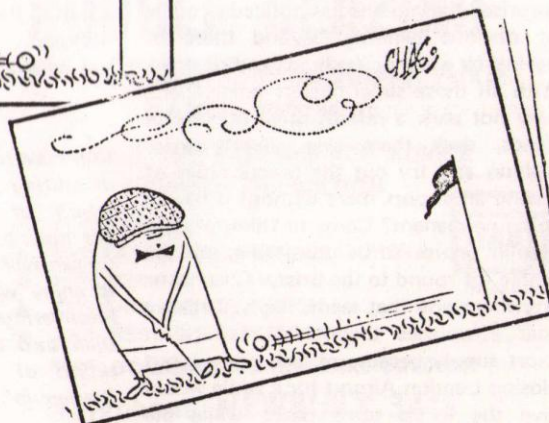
The swing, the heart of the game, is covered in Part 3 with a simple analysis of what happens from the start of the backswing to the follow-through. Here the reader is introduced to the wooden clubs—the driver and the fairway woods.

Part 4 goes into a lot of detail on iron play, with explanations of the minor differences in the swing action and feet placings as the higher-numbered clubs are used. From there it is a logical progress to the short game in Part 5—bunker play and putting. The authors show a basic putting method but are agreed that this part of the golf game is very much a personal thing.

The book ends with clear instructions on the etiquette of golf, an aspect of the game which doesn't get enough treatment in the spate of golf books one reads nowadays (it would pay some golfers to have a look at Part 6 of "Golf" if only to refresh their minds on the subject). The film strips really come into their own here as they show clearly cardinal errors of etiquette committed on courses the world over—not always innocently, either, I regret to say.

"Golf" is an ideal book for the real beginner who knows nothing about the game and wants to learn, and a bargain, I would think, at 35p.

J.F.McG.



Could you cope with an

EMERGENCY?

FEBRUARY...

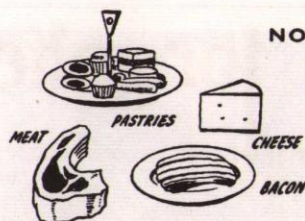
Cold, damp, dismal, this is the month for bouts of 'flu. You probably have your own favourite remedy, or, in the more serious cases, your Doctor will prescribe one. A little thoughtfulness and effort on your part can have a very real effect on the speed of recovery of your patient confined to bed.

Do you really know how to care for a patient at home? Or do you try to pretend he or she is not there, except at mealtimes, or, if it is Mum who is the patient, when you need advice on how to cope with the rest of the family?

You may find these Golden Rules for nursing someone at home helpful in such circumstances:

1. KEEP THE PATIENT IN BED until seen by the doctor, if necessary, or until the patient's temperature has been normal for 24 hours.
2. BE SURE THE PATIENT CAN ATTRACT your attention by bell, stick or whistle, whether he or she is confined in bed or to one room.
3. KEEP THE PATIENT AS QUIET AS POSSIBLE, avoiding any unnecessary discussions of household problems.
4. ENCOURAGE THE PATIENT TO DRINK PLENTY OF LIQUIDS unless instructed to the contrary.
5. SERVE MEALS ATTRACTIVELY AND PUNCTUALLY, making the menus as light and varied as possible.
6. GIVE MEDICINES ACCURATELY (when prescribed) at the correct intervals, and report any unusual effects to the doctor.
7. CARRY OUT ANY INSTRUCTIONS or advice given by the doctor.

We hope you are not going to need this advice; but leave this article lying around somewhere. YOU may be the patient! Lastly, please remember, if you are nursing any of your family or friends at home and would like to borrow any of our medical comforts, we can lend them out for a very small charge from the Harwell St John's Ambulance Division. (Contact: Margaret Snowden, Ext. 2192/2828)



TAKING A PATIENT'S TEMPERATURE

There are three methods in normal use. The most commonly used one is the mouth method, but this cannot be used if the patient is unconscious, or is a young child or baby. It is also not used if the mouth is injured (for example, the jaw may be cracked) or if the patient is likely to have a fit, is confused, or likely to be unco-operative.

The next most commonly known method is to use the patient's armpit. It is not a reliable method, however, because the skin surface may be damp from perspiration.

The third method, widely accepted for adults, as well as being the correct method for use with babies and unconscious patients, is to use the rectum.

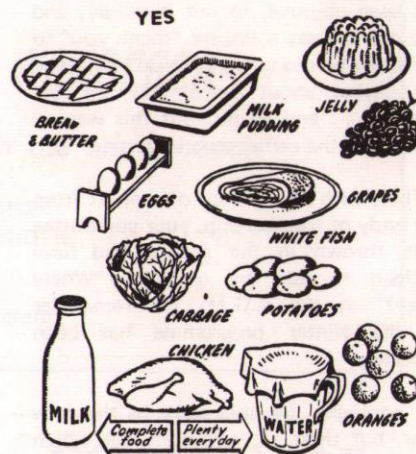
1. In the Mouth

Use a clinical thermometer. These can be purchased at any chemist's shop. When not in use it should be stored in a small jar of antiseptic. Prepare it for use by rinsing it in cold water, and wiping it dry with some cotton wool. You must then shake it thoroughly, (don't hold the bulb end in your hand) to ensure the mercury returns to the bulb. Then place the thermometer under your patient's tongue, ask him or her to close the lips, and leave the instrument in place for two minutes. Then take it out and read the temperature. Shake the thermometer to return the mercury to the bulb, rinse it in cold water and return it to the jar of antiseptic.



FEEDING PATIENT ABLE TO SIT UP

A LIGHT DIET



2. In the armpit

To ensure maximum reliability, you must ensure that the cleaned thermometer is dry, and also that the armpit is dry. Lay the bulb in the armpit and fold your patient's arm across the chest to keep the bulb of the thermometer in contact with skin all around it. Leave it in place for two minutes, then remove it and read the temperature. Clean the instrument as outlined above in method 1.

3. In the rectum

You will need to use a special thermometer for this, with a short bulb the same diameter as the stem. Grease the bulb, for example with 'Vaseline', insert it gently into the rectum and hold it firmly in place. Remove it after two minutes and read the temperature. The thermometer should then be washed, shaken down and replaced in antiseptic.

The thermometer should in all cases be washed, shaken down and replaced in a jar of antiseptic after use. It is a good idea to make a note of the temperature, the time, and the method you used. This could be very useful information for your Doctor.

Normal body temperature ranges between 36-37°C (97-99°F). A rise above this is usually due to infection. A fall below this may be due to shock, or prolonged exposure to cold. If you suspect hypothermia, a condition leading to death in the very young and the very old, you should use a special low-reading thermometer.

CAMPING AND TOURING CLUB

With the beginning of the year we come to what would appear to be the end of something so far as the Club is concerned. Your committee have had even less reward than ever before for their efforts in arranging a winter programme. Attendance has been abysmal, to put it mildly, and one can but say a sincere "thank you" to the few who did turn up. "Yes!" you may say, "what about petrol and the fuel crisis?" ... and so on. But this was no excuse for the earlier meetings.

Thus, with no evidence of support from the body of membership, your committee have thrown in the sponge and have decided to ask the question "Where away?" at the A.G.M. The remainder of the winter programme has been cancelled.

I apologise for this start to the new year, but these are circumstances which we have to face and do something about if the Club is to survive. The A.G.M., due on the 14th February, will, we hope, be adjourned to a later date when a representative body of members can be expected to attend. Members should bear in mind the requirement to elect a NEW Chairman; appoint a Treasurer and elect three members to the committee. Nominations should be sent to the Secretary (L.S. Evans, B.220).

To be more cheerful! The Social Evening has been fixed for 5th April. This at least we hope to be a bumper occasion as we have booked the RHYTHM ACES to play for dancing.

The Spring Holiday Meet at White-mead Park has yet to be confirmed. We will keep you posted. If anyone has suggestions for an alternative venue, your committee would like to hear of it.

CODEWORDS

THIS crossword puzzle has only one clue — the word that is already printed in it. Notice the number alongside each letter of the clue word. Where this number re-appears elsewhere in the puzzle, the letter is also repeated. Fill in these known letters first then work out remainder. Dotted lines indicate hyphens or linked words, where these occur.

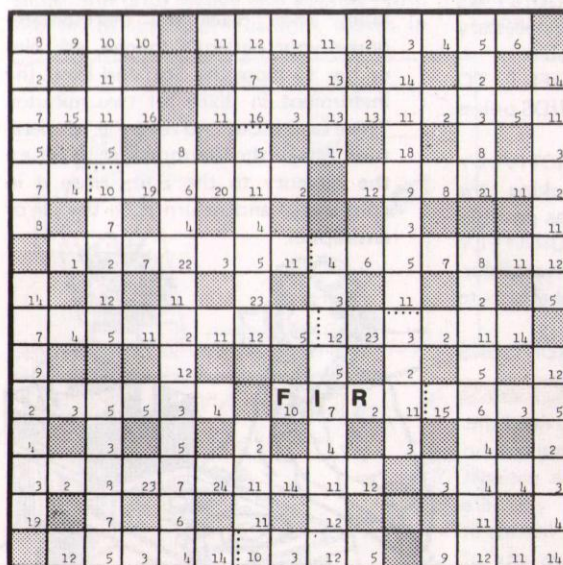
SOLUTION TO LAST PROBLEM

1 L; 2 A; 3 T; 4 D; 5 O; 6 H; 7 R; 8 E; 9 G; 10 U; 11 V; 12 M; 13 S; 14 N; 15 I; 16 W; 17 P; 18 C; 19 B.



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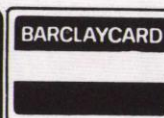
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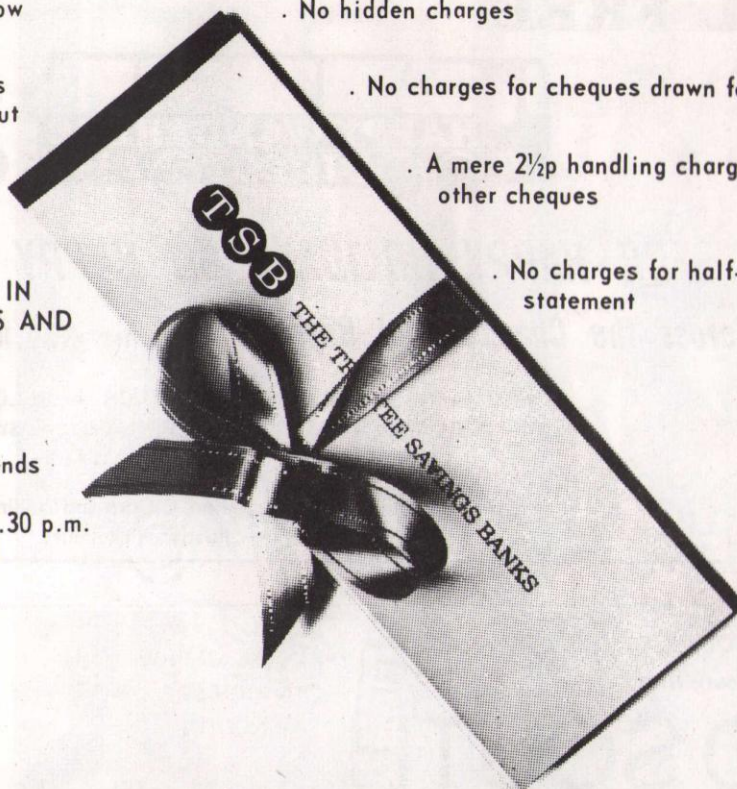
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