

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

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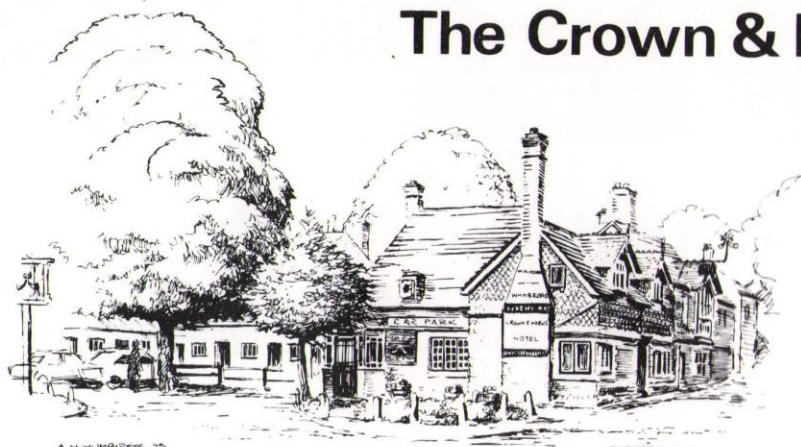
Harlequin



**In this
issue**

YOUR CHANCE TO COMMENT — BACK TO SCHOOL WITH A DIFFERENCE
THE GREAT WESTERN RAILWAY AND BRUNEL — THE C.S.M.A.
TWO SIDES TO INTERNATIONAL WOMEN'S YEAR — WINTER GARDENING
SCIENTISTS AS SEEN BY NON-SCIENTISTS — CODE WORD, ETC.

JANUARY/FEBRUARY 1976



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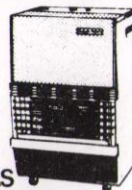
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Vol. XXX No. 1 (117)

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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

SCHOOL CHILDREN EXPLORING THE GREAT WESTERN SOCIETY DEPOT AT DIDCOT DURING AN OPEN DAY (SEE ARTICLE IN THIS ISSUE).

If you disagree with any of the views expressed in this issue—or feel strongly about anything else—a letter or an article will be welcome from you.

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THE CIVIL SERVICE MOTORING ASSOCIATION

- Membership of the C.S.M.A. Ltd is available to U.K.A.E.A., M.R.C. and S.R.C. personnel in two categories: (i) Ex-established persons can join and retain their eligibility for membership where ever they may be employed. (ii) Others are eligible to join and can retain their membership while employed by these bodies.



- The Association has almost 170,000 members nationally and is the largest private motoring organization in the country. Apart from the Trading facilities, Country Club and Club Ground, local Group activities are available at no extra cost for membership.

CSMA + NBRC = CAREFREE MOTORING

MEMBERSHIP PACKAGE DEAL BEING NEGOTIATED

Though we have sometimes boasted that the CSMA is Britain's largest private motor club, that's about the sum total of our bragging over the last 50 years. It was no empty boast, though we do have to admit that even in little Britain the CSMA is only a tiddler in the world of national motoring organisations. It is a tiddler that's shown them the way ahead often enough, the long established insurance scheme, in particular, put CSMA members on an apparently unscalable pinnacle and eventually set the others rather belatedly building their own.

To be fair, whilst the CSMA were concentrating on their elitist insurance scheme and making alliances with industry aimed at keeping down other motoring costs for its members, the AA and RAC were beavering away at providing facilities for motorists who wanted some sort of insurance against roadside breakdowns. Roadside service was something the CSMA did not attempt to provide until another alliance became possible, that with the National Breakdown Recovery Club whose facilities were first offered to members in August, 1974.

Now, for 1976, the finishing touches are being added to a package which will provide those who opt for it, when renewing their membership, with all the existing services of the CSMA plus a service that takes away the misery, expense and frustration of being stranded far from home by a major breakdown.

The National Breakdown Recovery Club is now five years old, and was originally based on the contention that three things cause real problems for the motorist—minor breakdowns, major breakdowns, and accident immobilisation — and only the last two really bring the motoring to a stop.

Two years ago the AA introduced 'Relay' which provided recovery after a breakdown not capable of local repair within a reasonable time, but did not include recovery after accident immobilisation. Obtaining the benefit of 'Relay' entails paying for everything else, currently adding up to about £14 for the first year, a little less thereafter.

Within the last year the RAC have introduced their own recovery service, a virtual carbon copy of the NBRC one, currently costing (with other services) about the same as AA membership.

From January 1 next year, for little more than half the above sums, CSMA/NBRC membership will offer in addition to all existing facilities, a recovery service for accident or major breakdown 24 hours a day every day of the year. A member opting for the package will know that, should the worst happen, he and his passengers will be transported home, his vehicle (car, three wheeler or motor cycle) back to his own driveway or local repair garage; alternatively, if he wishes to continue his journey under his own steam, his vehicle will be picked up and transported back to his local garage so that repairs can begin without delay.

NBRC help does not stop if the breakdown is only a minor one, or if a suspected major breakdown turns out to be only minor. A phone call to the Control Centre will produce information about where to get local garage assistance.

Then a member who adds his 25p to his insurance premium gets the additional facility of a stranded motorist service which covers the cost of hiring a vehicle to carry his passengers and luggage up to 20 miles or towing his car up to 10 miles.

So at last the CSMA is at the road side, where any motoring organisation, tiddler or not, should be, to help members when their need is greatest.



OXFORD GROUP

Several functions are already arranged for 1976:

Feb. 13 Film Show

Motoring and General interest films.

March 12. General Knowledge Quiz against team from Oxford Ambulance Club at their new Clubroom.

April 9. A.G.M. and Talk

June. Annual Motor Gymkhana — a light-hearted, untimed competition.

For Camping and Caravaning Members, some additional sites will be announced.

A monthly newsletter, complementary to 'C. S. Motoring' will also be issued to members through Group Secretaries and office representatives.

New members joining before the end of June save 50p.

Written enquiries can be made c/o 'Harlequin', or direct to the Group Secretaries:

OXFORD: RON RIGLEY, J. Baker Road, Abingdon, Oxon. OX 14 5LW. Tel: Abingdon 24055
CLUBROOM: Telephone House, Paradise Street, Oxford.

READING: ERNST GOLDING, 5 Ashtree Road, Woodley, Berkshire. Tel: Reading 694489.

PRIVATE CAR INSURANCE PETROL COST SHARING

Members will be interested to note that as a result of an agreement reached by all Lloyd's and Company Insurers, payments made by passengers as a contribution towards the cost of petrol used for a journey will not now constitute use for hire and therefore will not infringe the conditions of a normal car policy.

If you are in any doubt about your own particular case, please contact Frizzells.

The truth about the absent minded professor

Scientists are remote, withdrawn, secretive and conventional, say non-scientists.

Oxford astrophysicist Michael Shallis tells us that the "absent-minded professor" stereotype still exists; of a thin, bespectacled, balding man — a shabbily dressed and white-coated eccentric.

Mr. Shallis and Philip Hills, a lecturer at Surrey University, Guildford, have announced the results of a summer survey of 'Scientists and their Images' in the magazines

"New Scientist" and "New Society".

Many non-scientists hold opposite views of scientists to the science researchers, who describe themselves as

"approachable, sociable, and unconventional, with many interests and high popularity".

Scientists claimed to try hard to explain their work to the general

public and to be interested in the non-academic world, but 'the public' disagreed strongly!

Only one in ten of respondents saw scientists as "much like anyone else". But virtually all agreed that scientists commanded respect as "intelligent, practical, calm, reliable and logical" — a highly flattering stereotype compared with many other profes-

sions!

When asked for a Typical Scientist, suggestions included fictional characters such as Professor Branestorm and non-scientists like Graeme Garden of 'The Goodies'.

The real scientists chosen included science popularisers like Sir George Porter, Magnus Pyke and John Taylor.

Charles Dickens, with his Gradgrind, Murdstone and Uriah Heep, was a keen literary exponent of the expressive surname. Novelists and playwrights before and after Dickens have often employed the technique, particularly in satire, of making a character's name reflect his or her role or interest in life. In real life, too, the double or treble barrelled names of solicitors and estate agents frequently sound as if they were put together in an expressive way for the general amusement of the public. And making comic associations between people's names and their books or interests, is, of course, a favourite pastime in the classroom.

But is there, asks Lawrence Casler of the State University of New York at Geneseo, a causal relationship in real life between a person's name and their eventual interests? Casler has combed through a mass of academic literature and come up with 190 surnames of researchers and authors which appear to be related to the subjects they study (*Psychological Reports*, vol 36, No. 2, page 467). A selection is shown in the table.

field of interest	author's name
schizophrenia	Batman
neurophysiology	Brain
marriage	Breedlove
university president	Brilliant
dream deprivation	Dement
effects of tactile stimulation	Finger
student achievement	Marking
psychosexual development	Rutter
aggressive behaviour	D. Sade
teacher education	Schooler
abnormal psychology	Strange
animal behaviour	Tiger and Fox

Some associations, such as Finger on the effects of tactile stimulation, are closer than others, such as Grunt on sequelae of orgasm in male guinea pigs. However, this selection does represent some circumstantial evidence that a person's surname might influence his or her choice of study. Perhaps all those classroom jokes are important. But Casler is unable to tell us if the associations he found between surnames and subjects could be accounted for statistically as the result purely of random chance.

Mr. Bones the Butcher



Mr. Bones the Butcher

Mr. Soot the Sweep



Mr. Soot the Sweep



It's truly amazing how nature has planned
That men's trades with their names should agree.
There Twining, the teaman, who lived in the Strand
Would be Wining if robbed of his T.

The nearest we got in our researches into real-life "Happy Families" was at Hermitage where we heard of Bullock the butcher. Then "Harlequin" looked for the first time at Harwell itself.

We found W.G. Sparke of Electronics and Applied Physics, J.J. Steele of Engineering, J.J. O'Toole of Construction Group, and P.E. Quirk of Research Reactors.

Waving the Harwell flag in Public Relations is R.M. Longstaff with D.R. Horne helping to blow the trumpet.

In the field of Harwell sport, the name of Norman Crick is quickly associated with the office of Cricket Club Secretary, while one of the longest-serving members of the Archery Club is Ken Archer.

"Harlequin" will welcome additions to this list.

The 140th anniversary of the incorporation of the GWR, which fell this year, is significant because of the line's lasting influence on the counties of Bucks and Berks. A railway along the route Brunel surveyed more than 140 years ago has been chosen to take Britain's first high speed trains.

The Great Western Railway and Isambard Kingdom Brunel

IN addition to the various other names given to it, 1975 could very easily have been called Railway Anniversary Year. The 150th anniversary of the opening of the Stockton and Darlington Railway; the 150th anniversary of the start of the first railway tunnel under water; the 140th anniversary of the incorporation of the GWR; the centenary of the opening of Wantage Tramway; and the centenary of the opening of the Ravenglass and Eskdale Railway in Cumbria, are all celebrated this year!

The anniversary of the incorporation of the railway is of special interest to the readers of this magazine because of the line's lasting influence on the counties of Buckinghamshire and Berkshire. In fact the construction of the railway tunnel and the building of the Great Western Railway are linked by Isambard Kingdom Brunel's involvement in both projects.

His father, Marc Isambard Brunel, invented a special tunnelling shield to construct the first underwater tunnel beneath the Thames between Rotherhithe and Wapping. He started work on November 28, 1825, assisted by his eighteen-year-old son, Isambard.

With the limited technology of the day, the Brunels set themselves an almost impossible



Statue of Isambard Kingdom Brunel in the new shopping precinct at Swindon, a town which owes its existence to the GWR.

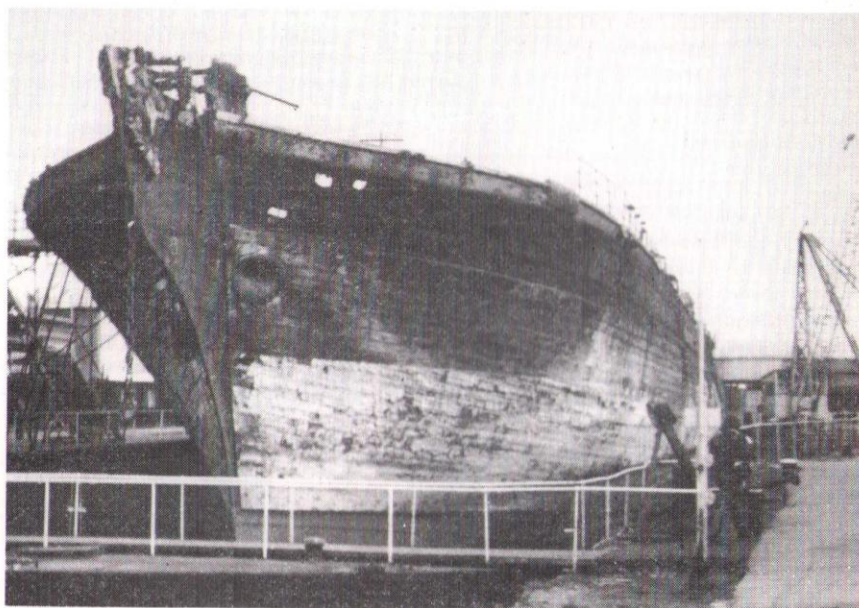
task. Eighteen years were to pass before the tunnel was completed and during its construction it was flooded five times. Numerous workmen were killed and Isambard was nearly drowned twice. Marc was knighted as a result of his work on the tunnel and today it still links the underground stations at Rotherhithe and Wapping.

Isambard did not stay to see the completion of the tunnel. Instead, in 1829, he started work on his own, but he had no great success until he submitted a design for a bridge over the Avon Gorge at Bristol. Another famous

the railway's route. They agreed to this condition and he took up his appointment in March, 1833.

In three months, Brunel surveyed the line and the directors of the railway set about getting their plans accepted by Parliament. After some setbacks and modifications to the plans, they were finally passed, and work commenced in 1835 when Brunel was thirty.

Brunel believed implicitly in his own ideas and abilities. He did not suffer fools gladly and he liked to get his own way in everything



The SS Great Britain in dry dock at Bristol, just after being towed back from the Falkland Islands in July 1970, exactly 127 years to the day after her launching. Photograph by L. J. Dalby.

Part of the railway track at Didcot on which Britain's first high speed trains will travel following the route of Brunel's Great Western Railway. In the background is the 600 ft. chimney of Didcot Power Station, the scale of which would be to Brunel's liking.

By permission of "Buckinghamshire and Berkshire Countryside"



which affected his work. Because of this, many lesser mortals regarded him as being rude and presumptuous.

He did not get his own way on every occasion. In 1836 he proposed to cut off the Longcot branch of the Wilts and Berks Canal to save building a number of bridges. Representatives of the canal company objected and pointed out that the Act of Parliament giving consent for the construction of the GWR expressly stipulated that the railway builders could not alter the course of the canal without the consent of its owners. They won the day and the railway was built to the south of Brunel's proposed route and had to cross the canal at one point by way of a substantial bridge.

All the bridges along the line were beautiful examples of engineering design. The one over the Thames at Maidenhead still holds the record for the world's largest brick-built span. Apart from that, most of the biggest works on the railway were at the western end. These included the gigantic incline at Wootton Bassett, Temple Meads Station, Bristol, which was built on arches 15 ft. above the ground, and the two-mile-long Box Tunnel, which cost the lives of a hundred men and at the time was the longest tunnel ever built.

Brunel built his track 7 ft. 0½ in. wide, while all the other railway builders used narrow gauge track, which was 4 ft. 8½ in. wide. The broad gauge had many critics and a Royal Commission was set up to investigate the issue. In spite of the fact that Brunel proved his gauge more reliable by means of speed tests, the commission decided to make the narrow gauge standard throughout Britain.

The decision was based mainly on the lower cost of the narrow gauge and the fact that nearly 2,000 miles of it were already in use. The GWR took its time in converting its 275 miles of track to the new standard gauge and did not complete the job until some time after 1890.

In 1836 Brunel married Mary Horsley and they made their home at 18 Duke Street, Westminster. He made no secret of the fact that work was his first love, but in spite of this their marriage appears to have been a happy one. They had two sons, Isambard and Henry Marc, and a daughter named Florence Mary.

Long before the GWR was finished, Brunel was able to persuade its directors that the railway should be extended across the Atlantic to New York by means of a wooden steamship. Fortunately they agreed with him and he started to build the "Great Western" in the year of his marriage.

Written and illustrated

By Reg Wilkinson MRC

The GWR was completed from London to Bristol in 1841 and the "Great Western" was finished in the same year. The ship was a huge success, and during the next eight years made nearly seventy crossings of the Atlantic carrying passengers in a more comfortable manner, and carrying mail faster than any other ship.

To follow the "Great Western", Brunel designed a second steam driven ship which is regarded by many people as the finest ship ever built. Named "Great Britain", she was 300 ft. long and weighed 3,270 tons and was the biggest ship to be built at the time. In addition to being the first ocean-going propeller driven iron vessel, she had other features which made her the wonder of her age. These included a six-bladed propeller; fold-down masts; a balanced rudder; watertight bulkheads and an electric log.

Built in a dry dock at Bristol, the "Great Britain" was christened by Prince Albert and "floated out" on July 19, 1843. After many adventures, including running aground; conversion to sail; troop carrying expeditions to the Crimean War and over eighty years as a

derelict in the Falkland Islands, the ship was eventually towed back to Bristol for restoration. She arrived at the dry dock where she was built, on July 19, 1970, with the Duke of Edinburgh on board, exactly 127 years to the day after her launching by Prince Albert.

Brunel's third vessel was a steamship which was intended to sail round the world without needing to refuel. He built it in partnership with John Scott Russel, a marine engineer, but the relationship was not a happy one and it caused Brunel much headache. The "Great Eastern", as it was named, took many years to build and was finally launched on January 31, 1858, after a number of attempts were defeated by its vast bulk.

By this time Brunel was suffering from a chronic kidney disease and exhaustion, and he was forced to take a holiday in Egypt to restore his health. On his return, hard work and more trouble with Scott Russel began to take their toll and he was ill in bed when an explosion on board the "Great Eastern" during her sea trials killed several men. This tragedy proved too much for Brunel, and he died on September 15, 1859.

The "Great Eastern" was eventually finished, but she was never used for the purpose for which she was intended. However, she did prove useful as a cable-laying vessel, because she was the only ship capable of carrying the vast lengths of continuous cable required to cross various stretches of water throughout the world.

Brunel would be pleased to know that a railway along the route which he surveyed more than 140 years ago has been chosen to take Britain's first high speed trains. He would also be amused to learn that some of the men concerned in building the 125 mph trains would prefer them to run on the broad gauge track which he told the Gauge Commission was more suitable for high speed trains. Unfortunately, the members of the commission were somewhat lacking in foresight!

THE GARDEN IN WINTER

MEMBERS OF HARWELL HORTICULTURAL SOCIETY PRESENTING THEIR CHAIRMAN SID DIXON WITH A POINSETTIA (DECORATED WITH REAL MONEY LEAVES) TO MARK HIS RETIREMENT FROM HARWELL.

BOB HORN WHO MADE THE PRESENTATION IS HIMSELF THE LONGEST SERVING MEMBER, HAVING BEEN IN THE COURSE OF THE YEARS, SECRETARY AND CHAIRMAN, AND NOW SERVING AS TREASURER. SID DIXON HAS BEEN ACTIVELY CONNECTED WITH THE SOCIETY FOR TWENTY YEARS.

'HARLEQUIN' IS INDEBTED TO HIM FOR LOOKING THROUGH THESE NOTES WHICH, IF THEY ARE FOUND TO BE OF GENERAL INTEREST, WILL BECOME A REGULAR FEATURE.

WEEK 1:
Very early in the year birds peck at the hearts of polyanthus plants and destroy the flower buds before they show. Black cotton stretched just above the plants will keep them off, but it must be done now, or it will be too late.

WEEK 2:
Many catalogues are as good as reference books. They are often free or cost very little, and make good reading in the dark months. Note the new varieties of seeds and plants, and think carefully if they can be of more use to you than the older sorts. Order composts, fertilisers and all garden sundries needed.

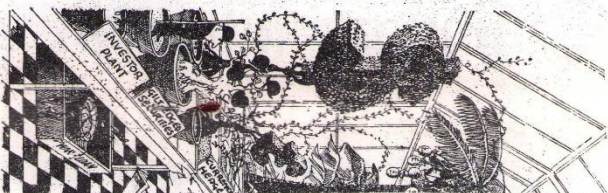
WEEK 3:
Sow tomato seeds if 65 degrees F. can be maintained. Set half an inch deep in Levington seed compost, and cover with glass and newspaper. From a sowing made now, under normal greenhouse growing conditions, ripe fruit will be ready in early June.

WEEK 4:
If you only have room for one fruit tree in the garden yet would like more than one kind of apple, why not try a 'family' tree. These have three sorts of apples grafted on to one trunk. Plant now using good peat round the roots, staking well, and treading in firmly.

Opportunities to work outside may be very restricted this month, particularly when chances are confined to the weekend. It is most important then, to do the jobs that MUST be done, rather than those which can wait until spring. Lawn turfing for instance is done, the more chance the turves have to become rooted into the soil underneath. Don't put this job off — March or April is too late for comfort.

Spread on the soil surface to make the job easier. Frozen turf, of course, cannot be made, but frost itself will do the work. They should never be left rolled up for very long. Laid out flat and straight, they will stand unharmed for several weeks. Trees, shrubs and roses can be planted whenever the weather will allow. If they arrive from the nursery and must wait until the weekend for planting, they will not hurt if left as delivered for a few days. But if they have to wait longer, they should be heeled in — that is, a trench got out, the roots laid in it and covered with soil. A supply of shrub peat must be kept ready to mix in with the roots, and this should be kept inside, or covered with sacks. Containers should not be planted in January or February; March or April is better, although ideally they should have been put in in October.

If the tops of herbaceous border plants have still to be cut down, a cold day with the surface frozen hard enough to walk on, might be welcomed. It is then possible to get between plants easily and cleanly without churning up the soil. A light crust of frosty ground will also help to make digging a cleaner easier job, and if manure is to be wheeled on to the ground, again, take advantage of soil conditions. This



is often the month when frosts are most fierce, and in places where shrubs such as hydrangeas are likely to be caught, some protection with hessian or bracken if available, should be arranged. Earlier frosts may have lifted earlier planted things such as heathers and rockery plants, and these must be firmed back.

House plants, given as Christmas presents will soon begin to show whether the treatment they are being given is right or not. Azaleas particularly need plenty of water. Look for a dark area on the trunk for about an inch above soil level. This shows the presence of water in the compost. If it isn't there, give a good soak.

Greenhouse growth depends on the temperature that can be kept up. Lining the glass with polythene will keep it several degrees warmer, and newspaper laid over plant will protect them on the colder nights. It is possible to keep small plants and cuttings, and to raise seeds without heating, the whole greenhouse. An electric soil warming cable, buried in sand on the staging, and then covered with a frame and polythene, will provide a miniature greenhouse where doilies, cuttings, and small plants can be kept. Doilies, bedding plants can all be started in this, gaining valuable time at comparatively little expense. Levington seed compost is the ideal sowing mixture, also perfect for starting early cuttings of chrysanthemums, geraniums and fuchsias. Keep the bag in the greenhouse for a few days, to keep it warm, and make sure it is moist when put in the boxes or pans.

Useful first sowings can be made of a quick maturing lettuce such as Tom Thumb, for later planting under frames or cloches. Indoor plants such as begonias and gloxinias need sowing now because they need a long season of growth, and if you have plenty of heat the first batch of tomato seed for indoor cropping can be sown.

Check stored stocks of summer bedding plants for mould or pests and take off faded foliage. Ivy and zonal pelargoniums, heliotrope, abutilons, lantinas, verbenas, etc. If you don't have enough for summer, plants start them into growth and take extra cuttings next month.

It is also the main time to prune fruit trees. Plums and gages only need the dead and weak wood cutting out with the help of replacement growth superseding exhausted shoots.

With pears shorten back the leader to leave 8 inches of last year's new growth to the lateral buds. Apples should just have the leaders topped and except in new trees where they can be halved) and side shoots are pruned to 3-4 buds.

For new blackberries shorten to about 15 in. and put up three levels of horizontal wires, the tallest about 5 1/2 ft. high. On gooseberries cut leading shoots by half and laterals to 3 in. and remove weak, dead or congested inside shoots.

For red and white currants shorten leader to 6 in. and laterals to 3 buds and remove old, exhausted wood gradually year by year and let new growth replace it.

Tip raspberries back to remove soft growth. A winter wash against aphids and capsids, etc., can be given this month on peaches, gooseberries, apples, pears and plums.

With rose beds gather up the last of the fallen leaves and spray over the beds and bushes, providing they are dormant, with 1 1/2 oz./gallon copper sulphate against black spot spores, ready for pruning next month or in March.

Digging should now proceed with vigour on light soils — cultivate such soil too early and weeds grow again. If there are surface weeds burn off first with parquat as it is not wise to dig perennial weeds into the ground, or to compost them.

On the lawn look to drainage — and if water lies on the surface it can be due to compaction, to lack of soil drainage or to the due to clay soil which relies on the use of one of the two for water to run off. Earmark such areas for spring treatment with peat or the putting in of drainage pipes.

Quietly and slowly things are on the move outdoors — the first colour from early bulbs gives much promise of things ahead. Indoors, and more especially in the greenhouse, serious and more comprehensive

activities must get under way — it's surprising how the temperature can shoot up in sunny spells under glass, certainly you must now shade orchids if their blooms are not to be scorched or the plants spotted. It is also a very good time to reflect on how worthwhile, economically speaking, it is to heat a greenhouse. All methods are now more costly than they were five years ago. If you cannot afford it there are masses of things to grow in a greenhouse during the rest of the year — or if winter is also to be included then alpinists need no heat and last almost a lifetime — getting larger and more colourful year by year.

Fruit trees and bushes need lots of organic matter round the roots to do well in the summer — fork in **Super Manure** now. Similarly humus taken cleanly and easily from a bag makes the ideal preparation for the bottom of trenches for early peas, broad beans and sweet peas. Fertilisers can go on next month. Carry on planting shrubs, trees, and roses if the soil is not frozen or snow covered — prune roses late in the month in the South if the weather is open but generally leave until March. Pot on January-rooted indoor chrysanthemums and bring in the last bowls of planted indoor bulbs. Plan the vegetable cropping.

As sap rises cut back overgrown hedges — continue planting hedging subjects. Harden off bulbs previously flowered indoors for planting into the garden next month but protect from hard frost. Take root cuttings of oriental poppies, verbasiums, phlox, plumbago, eryngiums, dracaenas, anachars and smilax. And not forgetting vegetables: early tomatoes, broad beans for later outdoor cloching, early cauliflowers, early cabbage, celery, cress, early leeks — really first class for early winter eating, and early lettuce.

People often have trouble with African violets. Keep slightly on the dry side in plenty of light so they flower well and in a moderately warm room — not hot and dry. They have no particular resting period.

Give Christmas cactus a feed or two so new growth is put on after flowering. Tidy up most permanent pot plants and earmark suitable ones for division next month.

One vital task is to prune back indoor fuchsias HARD this month, to within 2-3 joints of the base of last year's new growth, then you'll get good new growth and flowering this year. Thin out weak shoots.

If the weather is open there is plenty to do outdoors. Making a peat garden with a brick retaining wall and in-filling with peat, is the only way to grow good rhododendrons, pinks, azaleas, camellias and many other time-hating plants on chalky or limestone soils.

It's also time to find out if your soil needs liming — a simple test (pH) kit will tell you, and this is important, because liming on alkaline soil will make essential iron and magnesium unavailable. If you can afford a test for nitrogen, phosphate and potash too this will pay dividends in the years ahead otherwise you're working very much in the dark.

It's the best month to prune Clematis — but remember these are the groups those that need only light trimming, those that need to be cut back to within 2-3 feet of the ground. Consult a good catalogue for details. Clematis love peat at their roots tightly mulched up the stem.

If you're thinking of making a new lawn this spring dig over roughly now, removing all stable stones. Don't sow until next month or the spring.

If you want lots of dahlias for the garden, exhibition, or cuttings, set up tubers close together in boxes filled to just below the crowns (junction of tubers with old stems), with equal parts peat and sand, start off in heat after watering — take cuttings next month.



There are not many villages which can boast their own school of art. But thanks to a group of local artists the people of Sunningwell can claim that distinction.

They have taken over the old schoolhouse in the village, but lessons at the Sunningwell School of Art are a far cry from the three Rs that used to be taught there.

Mr Duncan Killen, chairman of the school said that he and a group of artist friends had been interested in the idea of opening a school for some time.

They arranged to lease the building from Sunningwell Parish Council, and the idea became reality. Mr Killen said that the school is an entirely non-profit-making venture, aimed at people who are interested, though not expert, in art.

"I have found the local people very enthusiastic," said Mr Killen.

Two of the school's first pupils, Mrs Joan Richie and Mrs Una Mitchell, both of Bagley Wood Road, Kennington, also thought it was a good idea. Dabbling away at their paintings at the portrait class they both agreed that the Sunningwell School of Art deserved to be a great success.

Although most of the group are artists, the school offers a wider choice than just drawing and painting. Courses in folklore, poetry and folk music are planned for the near future.

"We want to encourage people who have wanted to paint for years but have never had the courage to go along to a school and try," said Mr Killen. "Absolute beginners are encouraged to come, as well as those who have already been involved in art before. We want people who have a love of art, but are not necessarily concerned with getting diplomas and degrees."

School . . . with a difference

DUNCAN KILLEN
WITH LEN McCOMB

However, he added, if someone did decide they would like to take a formal exam, in some branch of art, they would help them to do so. "We want young and old people alike," said Mr Killen.

Mr McComb said that the school was hoping to interest people in sponsoring its activities so that the fees could be reduced, and they intend to approach bodies like the Arts Council to find out if any financial aid is available.

Judging from the response to the school's opening meeting, when 50 people turned up and most enrolled as members, it will soon become a popular place.

The programme at the school is not confined exclusively to the practical side of art, which also includes this term, pottery for teenagers and wood sculpture classes; there are also plans for lectures, exhibitions and film shows.

So far the weather has not been suitable for outside work, but Duncan, who, incidentally, hails from Canada, hopes that as summer approaches the school will be able to concentrate on landscape painting.

"This was the original plan," he says. "We thought the situation of the school would make it an ideal place for landscape studies. The surrounding countryside, with its hills and footpaths, is really fantastic — perfect for people interested in landscape work."

And if anybody wants more information about the school — fees, times of classes, etc. — my advice is to write to The Secretary, Sunningwell School of Art, Sunningwell, Oxon, or telephone Oxford 739592.



WHEN Winston Churchill was told that savants were declaring that, by the year 2100, women would be ruling the world, his rejoinder, with a twinkle, was just one word: "Still?"

—J. Gustav White,

International Women's Year 1975

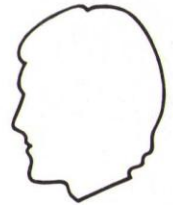
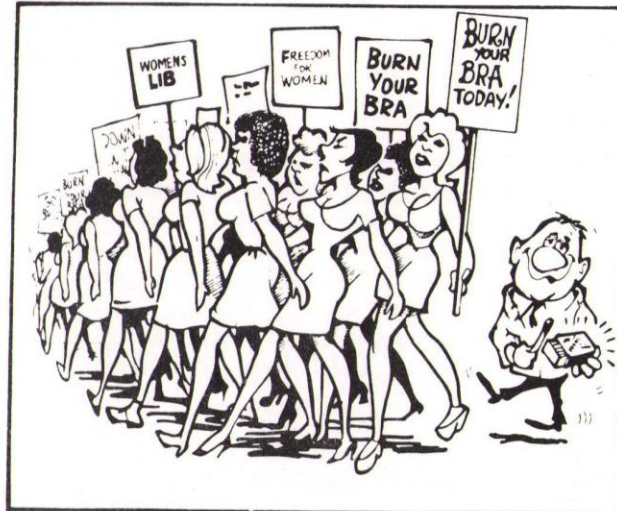
1975 was International Women's Year. As such it seems appropriate to reflect on what this has meant, and how the 2 new Acts on Equal Pay and Anti-Discrimination, which come into effect this month, will affect women.

This year the role of women in society has been under the spotlight all over the world; but what about the place of women at work? Although conditions and opportunities have improved over the last couple of years, attitudes have not changed that much. **One employer in Oxford has a large vacancy noticeboard outside the premises, and jobs are listed under 3 categories: Skilled, Unskilled, and Women!** Another example is the letter printed recently in a local paper which suggested that all married women should give up their jobs in order to eliminate unemployment among school leavers. Incredible? but none-the-less true.

Unfortunately the belief that women only work for 'pin' money still persists. But what about widows and divorcees? According to Employment Services Agency statistics, women are the major wage earners in 20% of British homes. Yet, until recently, this 'major' wage was not a realistic one. Fortunately the Equal Pay Act will ensure that women are given equal pay for equal work. As a result many companies have introduced job evaluation schemes, resulting in the employee, whether male or female, getting a wage within the salary range for their grade. Although this Act has already meant some improvement, it still doesn't alter the fact that in most organisations men seem to fill most of the upper grade jobs.

Why are so few women in top jobs? A recent survey revealed that most of the people (mainly men) responsible for formulating and implementing employment policies tend to exhibit traditional prejudices against women for many jobs, particularly at the more senior level, and that this is basically due to the belief that the female candidate is likely to be inferior.

Many generalisations are made about the attributes of women, but there is no basis for these beliefs. A Dept of Employment study shows that there is no reason why women should not be suitable for almost any job at present performed by a man, or why they should not be able to do it just as well.



MEN MORE LIKELY TO BE GENIUSES

Men are more likely to be geniuses than women but they are also more likely to be idiots, said Dr Corinne Hutt, an Oxford University psychologist.

Men are also slower to develop in infancy.

There was no difference between men and women in average intelligence but men were found at the extreme ends of the scale in greater numbers than women. She said new born male infants were more active, slept less and were more irritable than their female counterparts.

New born girls were more sensitive to touch and pain and had a keener sense of smell. They could also distinguish sounds better but the male child was better at visual comprehension and as he grew up was likely to be more creative even in fields like cooking and sewing.

	Women as % of working population 1974	Women workers' wages as % of male workers' wage	% Higher Ed'n qual's obtained by Women 1974	Playschool places per 1000 inhab's 1974
Denmark	45	100	39	38
France	38	75-80	47	35
Greece	35	100	42	10
Ireland/Eire	26	70	36	—
Holland	27	100	30-35	51
Norway	37	75-80	19	6
UK	38	95	35	16-18
USA	38	100	45	23

This comparison chart was taken from figures compiled by 'Vision'.

So prejudice is clearly one reason why there are not more women in top jobs, but there are others, some to do with women's own attitudes. Many women underestimate their own capabilities: they may have the ability to take on a high-grade job, but lack the confidence to apply. Others may have the confidence, but are reluctant to take on more responsibility at work as they already have enough demands placed on them by their families. In some households both husband and wife work fulltime, yet the running of the home remains with the wife. Other couples have more of a partnership arrangement where the husband takes on some of the household responsibilities, but even then there is usually the feeling that he is helping the wife with her 'work'.

So for many different reasons, women are not well represented in

higher grade jobs, nor have women in the past received adequate payment for the jobs they have done. The legislations will guarantee all women equal pay for equal work. Women will have to decide for themselves if they want to aim for the higher grade jobs with the accompanying higher rates of pay. For those who want the added responsibility, the new legislation will help by discouraging discrimination by employers as well as by giving equal access to the education and training which will qualify them for the better jobs. **Social attitudes take a very long time to change and the role of women at work will not alter much unless women want to change.** The impact of the legislation will be limited unless at the same time there are changes in social attitudes.



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VIEWPOINT

A BETTER OXFORDSHIRE TOMORROW ?

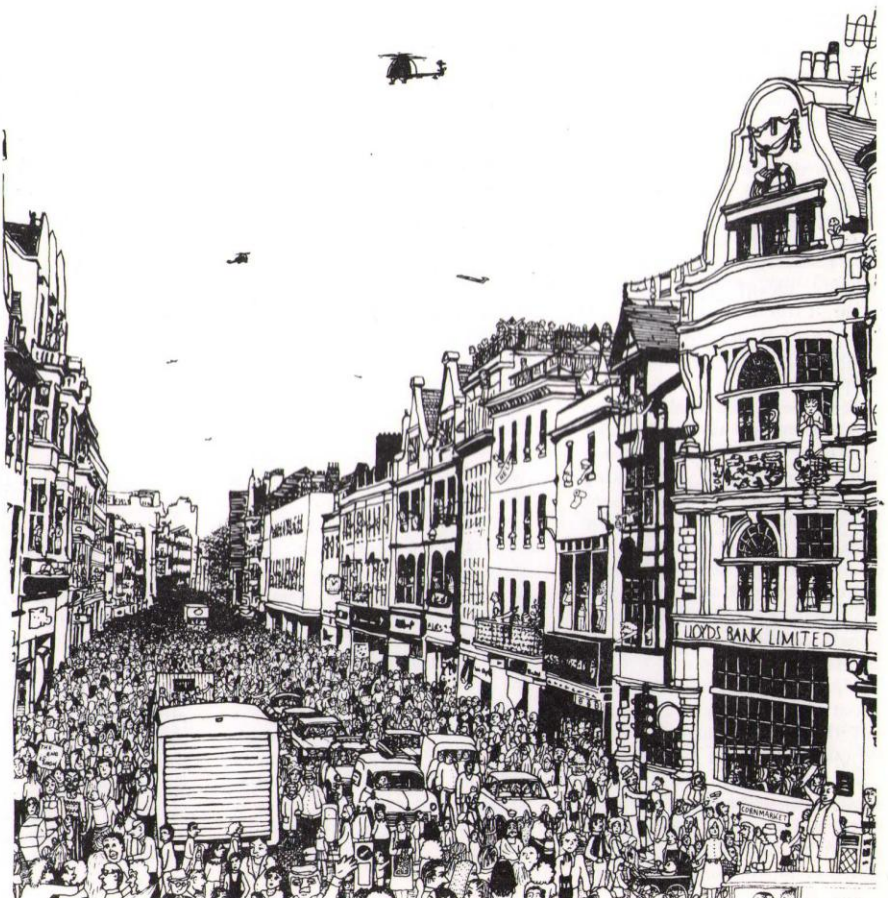
A View of the County's Structure Plan

by JEAN DEARNALEY

CHAIRMAN OF THE OXFORD BRANCH
CONSERVATIVE SOCIETY AND
WIFE OF DR. GEOFF. DEARNALEY
NUCLEAR PHYSICS DIV.

The Structure Plan will vitally affect the future of all Communities in Oxfordshire: it should be to their benefit, it may be to their detriment. There must be adequate opportunity for the public to influence both the general direction and the detail of the Plan. Public participation is an essential and integral part of the planning process, as is laid down in planning law.

There are viable alternatives to the central aims given in the County Council's version, particularly very different levels of growth and transport strategy. A new version of the Plan must be drawn up, which sets out and offers real choices to the people of Oxfordshire.



Why it Matters to us All

The Structure Plan outlines planning policies for Oxfordshire up to 1991. Once it is adopted, all local plans will have to comply with it. The general direction and overall emphasis between development and conservation will be fixed. So the Plan is vitally important for everyone in the County. If we want to influence it, we must make our views known before the end of February, during the period of public consultation.

The Council is Offering no Real Choice

The County Council have published their 'proposed Structure Plan, cost £1, while a summary booklet "Oxfordshire Tomorrow" is available free, as are their 'comment sheets' asking for public approval of certain policies. These fail to put the important issues before the people and offer no choice of basic policy. The Plan insists on choosing so-called 'medium growth', which is really a continuation of the disastrously rapid growth of recent years. This even though the documents finally admit that the serious financial burdens mean that the chosen target is undesirable.

The section on transport fails to set out any choice of policies, even though there was a complete reversal of policy against the judgement of the Planning Officer last June - the result of a vote in the County's Environmental Committee. In the earlier draft, 'conservation of energy' was one of the aims, provision of public transport to meet 'social needs' was another. Both these have disappeared. There is no study of possible increased use of railways, either for local passenger services or for freight transport.

A Few Facts not Given in "Oxfordshire Tomorrow"

POPULATION AND EMPLOYMENT: a further 18% growth in population by 1991 has been chosen - the comparable forecast nationally is below 4%. Oxfordshire's growth has been calculated by assuming growth in jobs at a rate even faster than between 1966 and 1971, and movement of people in from outside the County to fill many of them. The Plan itself admits that there will have to be heavy extra capital expenditure on roads, schools and public amenities, with probably a drop in the standard of services.

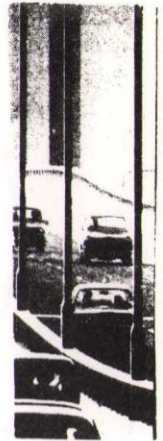
TRANSPORT: no account has been taken of the national need to conserve energy, or the consequences of future rises in fuel prices. Subsidies to public transport take only 4% of the current Oxfordshire Transport budget, and the Council have decided to contract the services rather than increase the sum. Bus and rail services will worsen, and those without cars (likely to be more of us in the future) will have greater difficulty in getting about. Traffic accidents and harm to the environment will increase.

AGRICULTURE: at present Britain imports more than half her food. World population is currently doubling every 35 years. This country will have to grow more of its own food in the future and Oxfordshire is supposed to be an agricultural county. However, the Plan rates agriculture as a minor, declining industry, and would allow even the best agricultural land less protection than areas of 'Outstanding Natural Beauty'.

CONSERVATION and the ENVIRONMENT: while the Plan pays lip-service to these, housing development and new roads would in nearly all cases take up good-quality agricultural land (at Didcot, high-class land), while sand and gravel extracted for building will destroy still more. The 'historic towns' of Oxfordshire would suffer from increasing traffic, as public transport within them is scarcely conceivable on present policies.

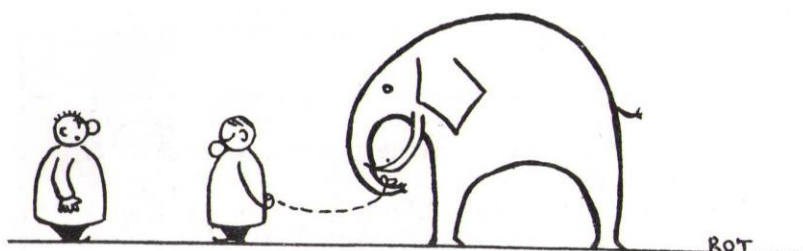
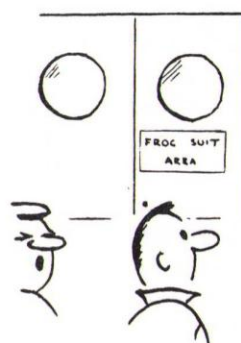
In order to spotlight these and other issues, and to canvass public opinion on them, the Conservation Society has produced its own questionnaire, together with a 30-page booklet *A Better Oxfordshire Tomorrow?*, price 25p

(obtainable from G. Dearnaley, Hangar 8).





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| 16 V; | 17 U; | 18 D; |
| 19 W; | 20 H; | 21 M. |

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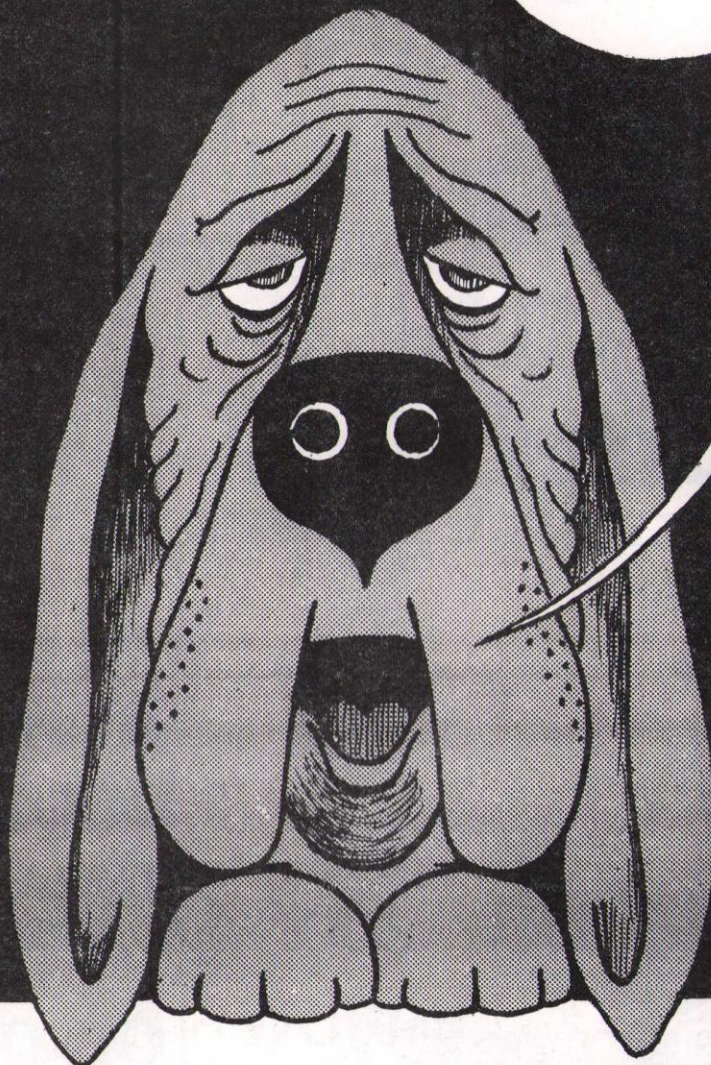
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