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Colin Hinson

In the village of Blunham, Bedfordshire.

THE LOCKING REVIEW



ROYAL AIR FORCE

LOCKING

WESTON-SUPER-MARE

SOMERSET

VOLUME 1

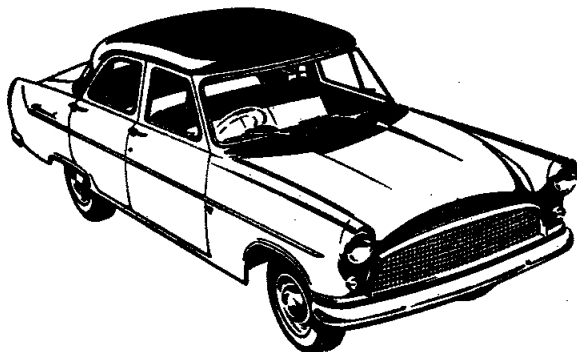
NUMBER 5

1959

Owing to the **PRINTING DISPUTE** the entire printing and make-up of this volume has been carried out by apprentices. We would therefore ask all readers to bear with us on any imperfections that have arisen through lack of experience.

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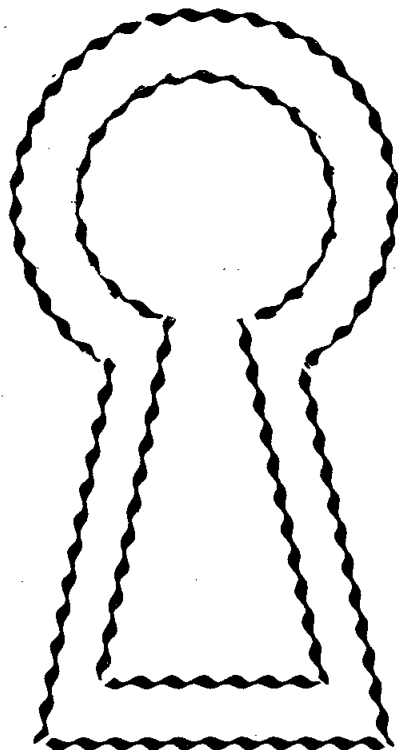
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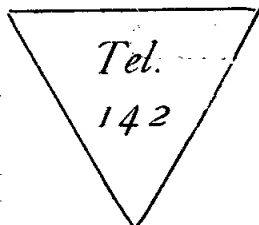
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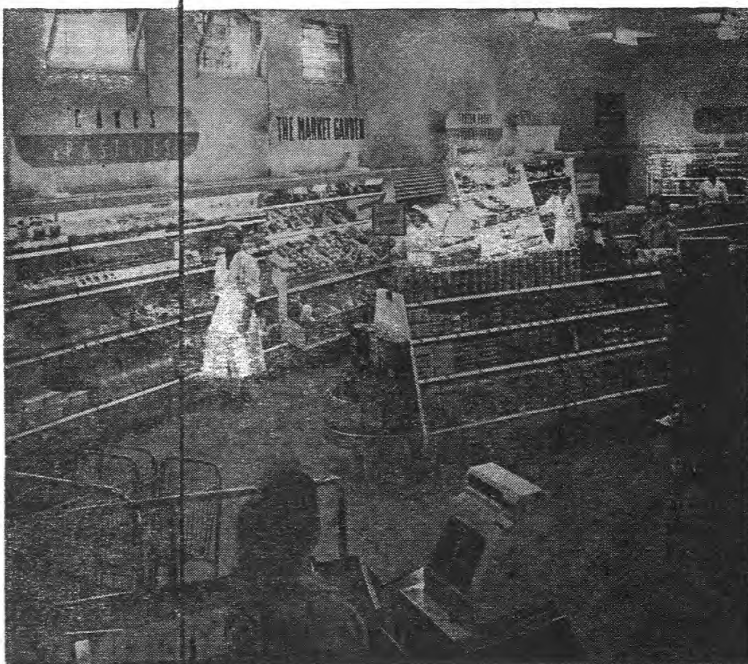
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No. 1 RADIO SCHOOL, LOCKING

Vol. 1.

No. 5

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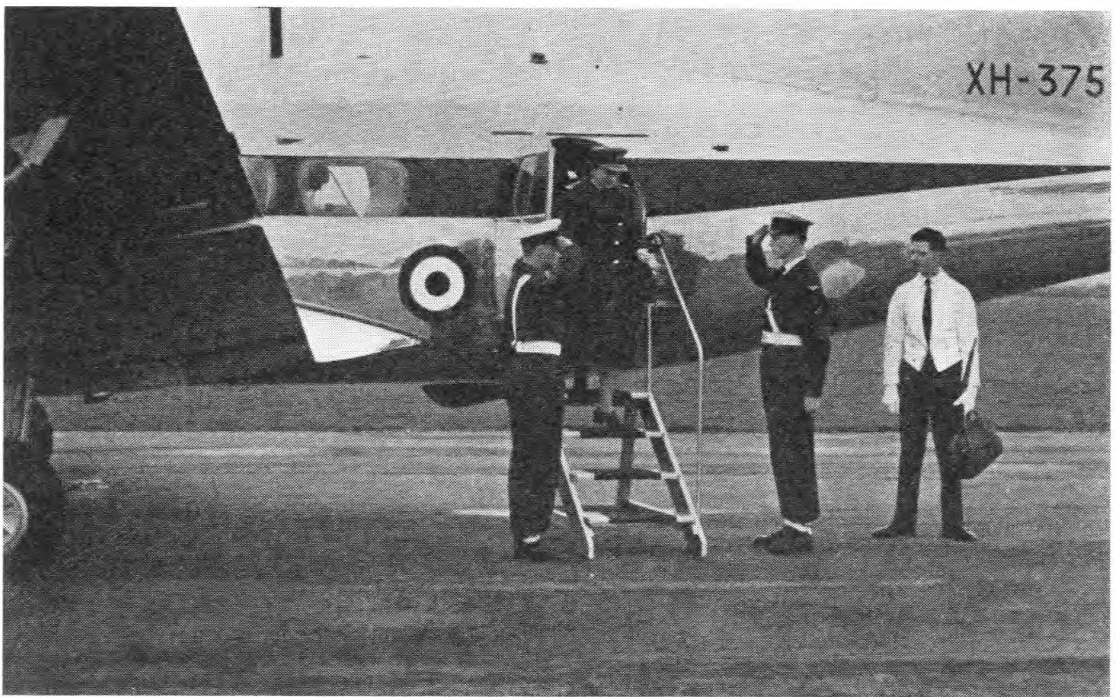
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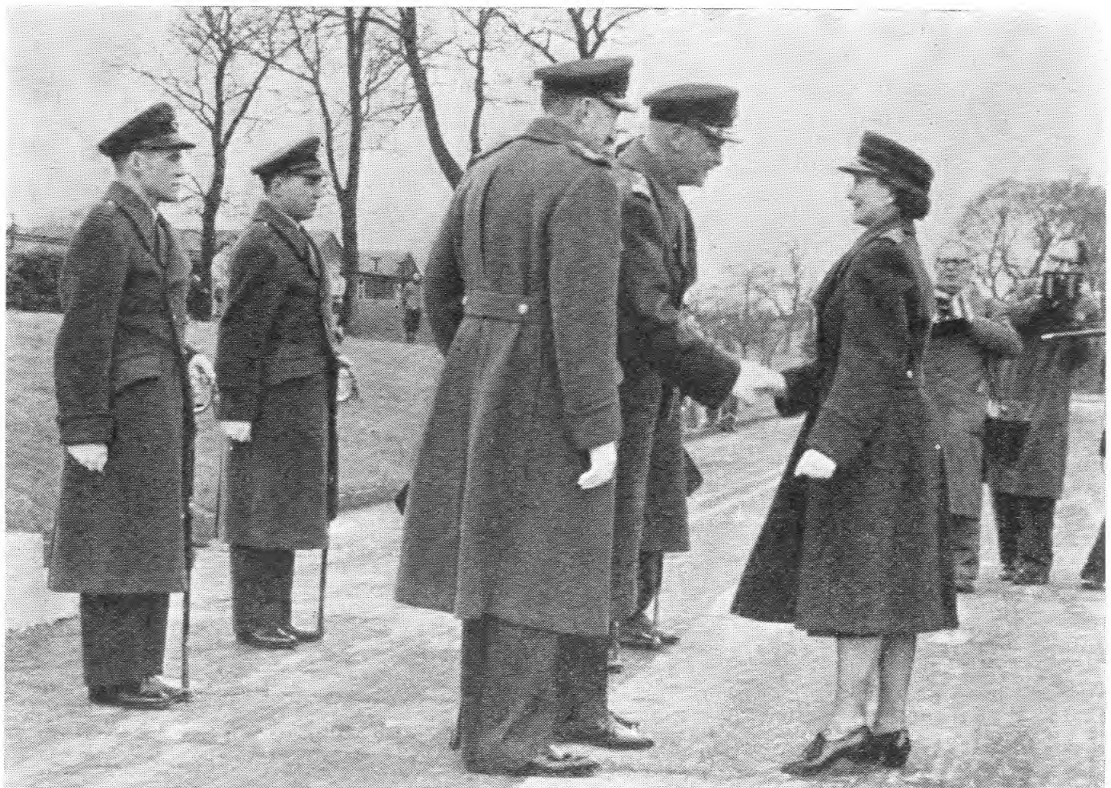
Locking, Somerset.



Visit of H.R.H. The Duchess of Gloucester on the occasion of 83rd Entry Passing Out Parade.



The arrival of H.R.H. The Duchess of Gloucester at Weston Airport



H.R.H. is welcomed on the Parade Ground by Air Marshal Sir Arthur Macdonald, K.C.B., A.F.C.

The Passing-Out of the 83rd Entry

on 24th March, 1959

Reviewing Officer : H.R.H. THE DUCHESS OF GLOUCESTER



H.R.H. Inspects the 83rd Entry



The March Past



"L.A.A. Hamish McCrackers" is presented to H.R.H. (above).



H.R.H. at No. 16 Airmens' Married Quarters (left)



W.O. Wedgebury is presented to H.R.H.



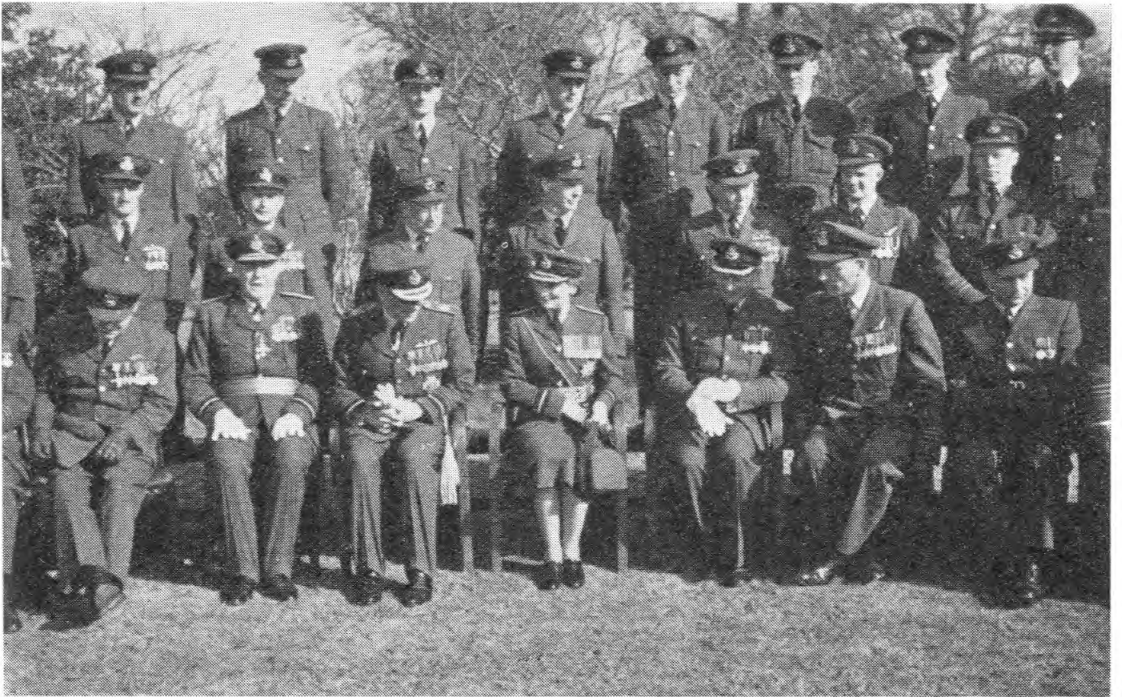
H.R.H. with Group Captain and Mrs. Chamberlain at the Wives' Club.



H.R.H. Leaving the Wives' Club



H.R.H. with Mrs. Chamberlain on arrival at the Officers' Mess



H.R.H. with Officers outside the Officers' Mess



Mrs. Chamberlain takes leave of H.R.H. at the end of the visit.



Air-Commodore H. G. Leonard-Williams, C.B.E.

Air-Commodore H. G. LEONARD-WILLIAMS, C.B.E.

The Command of R. A. F. Locking has been up-graded to air officer rank, and Group Capt. Chamberlain's successor at Locking is Air Commodore Harold Guy Leonard-Williams, who has come from the Air Ministry.

This is the first time he has been to Weston, but he knows other parts of Somerset quite well.

Air Commodore Leonard-Williams was born at Winchester and educated at Lancing College. In 1930 he went as a cadet to the R. A. F. College at Cranwell, and after completing his studies, he did a three-year tour in the Middle East, returning to this country in 1936. He then went back to Cranwell for a signals course. Afterwards, he became an instructor at Cranwell College. During the first year of the 1939-45 War he served in France and, for the remainder of the war, was at the Air Ministry. He then carried out another tour of the Middle East, lasting for nearly three years and, on his return joined the Joint Services Staff College at Latimer. He then went to command the Radio Engineering Unit at Henlow.

Following this appointment he became a Deputy Director of Signals at the Air Ministry. Later, he was appointed to the Headquarters, 90 Signals Group, and then returned to the Air Ministry as Director of Signals where he has spent the last two years.

Air Commodore Leonard-Williams is a Commander of the British Empire and also holds the American Legion of Merit, Officer Class.



Group Capt. A. P. Chamberlain

Group Capt. A. P. CHAMBERLAIN

Group Captain Chamberlain joined the Royal Air Force on 7th October, 1933, and was posted to No. 9 (Bomber) Squadron. He served with this Squadron until October, 1938, and then attended the Imperial College of Science and Technology for a period of three years. In May, 1941, he went to the United States of America and served on the British Air Commission in Washington until January, 1942. He then returned to England and was posted to H. Q. Air Defence of Great Britain. In September, 1944, he was posted to Austria, and was attached first to the Control Commission and then to the Air Division Control Commission, where he served until August, 1946. From this post he was sent to Italy, where he was a member of the Air Headquarters Staff. On the 1st October, 1952, he returned to England and went to H. Q. Flying Training Command in the capacity of Command Engineering Officer. He served on Flying Training Command until December, 1955, and then returned overseas to H. Q. (Unit) 3 Group, stationed in Germany with 2nd T.A.F., where he assumed the post of S.P.S.O. After two years in Germany he was posted to R.A.F. Locking, and on the 21st April, 1958, assumed command of the station. He is leaving Locking to fill the post of Deputy Director of Works Study at Air Ministry, and will take up this position on 25th May this year.

The Passing-Out of the 80th Entry. 1st April, 1958

Reviewing Officer : AIR MARSHAL SIR ARTHUR MACDONALD, K.C.B., A.F.C.

The 80th Entry Passing-out Parade took place on 1st April, 1958, the Reviewing Officer being Air Marshal Sir Arthur MacDonald, K.C.B., A.F.C., Air Officer commanding Technical Training Command. The number pass-

ing out 33, and three obtained Cadetships. S.A.A. Jackson (Prize) and C.A.A. Adams were awarded G.D. Cadetships, and C.A.A. Tucker a Technical Cadetship.

Extracts from the Reviewing Officers Speech to the 80th Entry.

Your Worship, Ladies and Gentlemen,

Since coming to Technical Training Command at the beginning of last year, I have already paid a visit to Locking to see something of this School, but this is the first time I have had an opportunity of taking a Passing-out Parade. I say straightaway that I am impressed by what I have seen.

I would particularly like to congratulate everybody concerned on the parade. The steadiness, smartness and precision with which orders were carried out was first-class. Some of you who are particularly keen on the technical part of your course may have grudged the time and effort devoted to drill while you have been here. You may have considered that parades are a sop to tradition and have little bearing on the work of a technical service such as the Royal Air Force. I would like to point out, however, that smartness on parade is, in fact, very important, and that it is an outward and visible sign of an inward sense of discipline, esprit de corps and high morale. This statement is not based on theory or on personal opinion, it is based on practical experience in our three fighting Services extending over a very long period of time. For experience has shown that steadiness on parade goes with steadiness under fire, and that the units which have performed best on the parade ground have been, almost invariably, the most effective fighters in war.

You must never forget, in the midst of all your preoccupations with technical matters, that morale and discipline are still the most important factors in war, in spite of all the recent scientific developments. In times of stress and danger discipline and immediate and unquestioning obedience to orders are the first essentials, without which technical knowledge and ability by themselves are quite useless.

I am saying this because I want you to realise that these things are important, and I want you to make up your minds that you will do

your part in maintaining the highest standards of smartness, discipline and morale in the units in which you will be serving in the future.

All of you who graduate from Locking have the special satisfaction of knowing that you have received training in trades which are of very great importance in the Royal Air Force today. We are living in particularly interesting times when the most fascinating scientific developments are being applied to our weapon systems. You have a special interest in these developments, and there is little doubt that with equipments becoming more and more complicated, able technicians in the electronic trades will increasingly hold a proud place in the Service.

And now, a very brief word about the Staff. This School at Locking is in a fine situation, in delightful country and near a most pleasant seaside town. It has a great deal of most expensive equipment and facilities in it. Even so, it is the Commandant and each and every member of the staff, instructional and Station, that really make it what it is. It has an enviable reputation, and on behalf of Apprentices, parents and myself, I say thank you to the Staff for the grand way it has achieved its task.

Good luck to 80th Entry and to you all.

PRIZE-WINNERS.

80th Entry

Highest Agg., Educ. & G.R.F.: C.A.A. Tucker, Portsmouth Northern Grammar School, Portsmouth, Hants.

Highest G.W.F.: L.A.A. Tully, Wolstanton Grammar School, Stoke-on-Trent, Staffs.

Highest A.R.F.: C.A.A. Webber, Abersychan Grammar School, Pontypool, Glam.

Highest G.S.T.: F.S.A.A. Jackson, Bedford Modern School, Bedford.

Victor Ludorum: C.A.A. Brooks, Dynevor Secondary Grammar School, Swansea, Glam.

The Passing-Out of the 81st Entry. 29th July, 1958

Reviewing Officer : AIR VICE-MARSHAL D. G. MORRIS, C.B., C.B.E., D.S.O., D.F.C.

The 81st Entry passed out on 29th July, 1958; the Reviewing Officer on this occasion was Air Vice-Marshal D. G. Morris, C.B., C.B.E., D.S.O., D.F.C., Assistant Chief of Staff

(Air Defence). Fifty-four passed out, and among these L.A.A. Windley was granted pilot training as a result of his application for aircrew training.

Extracts from the Reviewing Officer's Speech on the 81st Entry.

Group Captain Chamberlain, Group Captain Johnson, Distinguished Guests, Ladies and Gentlemen and members of the 81st Entry.

The Passing-out Ceremony on an R.A.F. Station is quite an important occasion. First of all I think it is important because it gives us in the Service an opportunity to see the parents and to entertain the parents of the young men under training. Secondly, it is an opportunity for a Unit like Locking to entertain local dignitaries, and on this occasion we have His worship the Mayor and the Mayoress of Weston-super-Mare here, and that signifies the close association between Locking and Weston-super-Mare, and as you know, recently the honour of the Freedom of the Borough was granted to this Unit. It is an important honour because it is important that the association between civilian life and Service life is maintained, and I have it on the best authority, that of the Station Commander himself, that the good behaviour of the apprentices, and the many friends that they have made in Weston-super-Mare have done much to maintain this association. Besides these desirable things, it is important because it marks the end of a period.

It is a day of satisfaction, and it is a day of celebration for the members of the Passing-out Entry. You might say, why is it a Ceremonial day; why do we have a Ceremonial Parade; why do we have a Reviewing Officer? Well now, to review is to scrutinise or to examine carefully, and although I have not been able to do that, I have had the benefit of hearing, as you have, the Station Commander's report. I have taken the parade and I have seen you at work, and I must congratulate you on the Parade, which I thought

was extremely creditable. This is a difficult parade to carry out, and you showed great discipline and steadiness. I would like to congratulate you on the results of your work, and in particular, those individuals who have been mentioned by name and those individuals who have received awards. Of course, this is far more a symbol of the end of your youth and beginning of your manhood, it is a symbol that has come down through the ages, from tribal and national customs and, in fact, your initiation period is now over and you are now taking on full responsibilities. And I here am representing the Chief of the Air Staff, all the senior officers in the Air Force, your present Commander-in-Chief, and probably more important than all, your future Commanders-in-Chief. We and they are all interested in maintaining the standards of tradition and quality that have always been required in the Royal Air Force, and I, as your Reviewing Officer, am ensuring that you meet these standards. These standards are very high. I think the standards required in Service life are the highest you can find.

You will be up against difficulties, you have to demonstrate loyalty to yourself, your individual fellow members, your service and your country. You will have to take responsibility, you will have to decide between right and wrong, you will have to be honest with yourself and honest with your Unit. You will have to maintain the highest standard of efficiency. You are now going off into the future, and what does the future hold? I do not know. It is very hard to see clearly, undoubtedly you will be asked to do things calling for a very high standard and hard work. It is impossible to see how far or what developments may take place.

You young men will probably not remember the war, but to us it was not very long ago. At the end of the war we finished up with aircraft that we thought were the finest in the world and we could not think of further developments. After the war, about twelve years ago, who would have thought that men would ever fly through the sound barrier, but that is a commonplace occurrence today, and nobody ever thinks of it. But would you, ten or twelve years ago, have forecast some of the developments that have taken place. Man is about to go into space, of that I am convinced. You young men may well be officers or senior N.C.O.'s involved in these colossal experiments. All I can say to you is that the training you have had is a good start, but you have a long way to go yet. There are some very famous predecessors of yours now serving in the Royal Air Force with high positions and great ability. I feel sure you will carry on their tradition.

And now I would like to wish you good luck and a long and successful career. I have no answer to a successful career, I can only give you, I think, a word of advice, and that is, if you want to get out of life, your Service life,

the greatest satisfaction, I would advise you to give into it as much as you possibly can. The more you give into Service life, the more you get out of it, and you will have the satisfaction of knowing you have done your best.

81st Entry.

- Highest Agg. and A.R.F.: F.S.A.A. Nichol, North Kelvinside Senior Secondary School, Oban Drive, Glasgow.
- Highest Educ.: A.A. Langdown, County School, Brockenhurst, Hants.
- Highest G.S.T.: S.A.A. Rafferty, King Edward VII Grammar School, King's Lynn, Norfolk.
- Highest Grnd. Radar: A.A. Wilson, Kettering Central Technical School, Kettering, Northants.
- Highest Grnd. Wireless: A.A. Cheetham, King Edward VI Grammar School, Spilsby, Lincs.
- Victor Ludorum: L.A.A. Grant, Forres Acad. Forres, Morayshire.



The Passing-Out of the 82nd Entry. 16th Dec., 1958

Reviewing Officer : AIR MARSHAL H. D. JACKMAN, C.B., C.B.E.



The 82nd Entry Passing-out Parade took place on 16th December, 1958, the Reviewing Officer being Air Marshal H. D. Jackman, C.B., C.B.E., Air Officer Commanding-in-Chief Maintenance Command. The number passing out on this occasion was thirty-three, and S.A.A. Ryan was offered, and accepted, a Direct Commission as an Air Electronics Officer.

Extracts from the Reviewing Officer's Speech to the 82nd Entry.

Group-Captain Chamberlain, Air Marshal Spreckley, Your Worship, Ladies and Gentlemen,

I should like first to say how pleased I am to be here as Reviewing Officer today and to welcome the Mayor and Mayoress of Weston-super-Mare and all other guests to this ceremony. Let me also congratulate all who took part in the parade. The bearing was very good and the marching excellent. I feel I should emphasise that drill is not just a means of keeping you out of mischief (although it may sometimes have that effect). A man who is alert and well turned-out on parade is usually also efficient at his work; and discipline on the parade ground builds up that personal discipline without which no man is worth his salt.

I second Group-Captain Chamberlain's welcome to the parents of both the Passing-out and Junior Entries. It is indeed a pleasure to see so many here, sharing in this pleasant ceremony. Parents may like to know that, since the last Passing-out Parade, the new Sports Pavilion and Squash Courts have been completed, and I feel I should pay a tribute to the Nuffield Trust for their generosity. Equally important is the fact that hard and fast plans have been made for providing the camp with permanent buildings instead of the present huddled accommodation. These amenities will be a great boon to all concerned.

Now I know what a difficult decision it must have been, in many cases, to allow your boys to join the Armed Forces. No mother likes to feel that her son is leaving home, even if the career which he has chosen is something which he really wants to do. Let me assure you that you have done the right thing—your son has already learned a great deal here, and will advance still further in knowledge and skill when he leaves. He is an essential part of a great fighting Service, the one which we believe to be the best of the three Services. The Aircraft Apprentice Scheme was conceived by the late Lord Trenchard in order to produce a hard core of highly skilled technical officers and N.C.O.'s. Since the inception of the scheme some 6,000 aircraft apprentices have completed training in radio engineering, and of these approximately 1,000 have been commissioned. Many officers now holding air rank are ex-aircraft apprentices, and one of these is the present Commandant of the Royal Air Force Technical College. Your son's training fits him eventually for his role as a supervisor, and the success of the Aircraft Apprentice Scheme can only be maintained by jealously guarding the high all-round standards with which it is invested.

However, I would like to give you one word of warning. I would not like any of you to think that your training is now completed, and that you can afford to relax or to throw away your text-books or lecture notes. Only the first

phase of your training as efficient airmen is complete. If you are to be fully efficient members of the Royal Air Force and achieve the promotion which the training here makes you capable of, you must use your present knowledge only as a foundation on which to build. There is no substitute for experience, and you will require the most intense concentration on your work and a deal of further study if you are to make yourselves fully efficient and gain promotion to the higher ranks. Training, in fact, is never complete however long one stays in the Service. I have served in the Royal Air Force for over thirty years, and I can assure you that I am still learning.

I want to say a word about responsibility. Whilst here your time has been organised for you, not only during working hours, but much of your leisure time also, and you have not had to make decisions and stand by them. If you have occasionally made mistakes no one has suffered but yourselves. When you go from here there will be a fundamental change. You will have to take responsibility for what you do. You will be responsible for the maintenance of extremely complex and expensive equipment, costing thousands of pounds, or even loss of life. You must leave nothing to chance, and be prepared to take full responsibility for the work of other people working under you. You must ensure that they also do not leave anything to chance, and that everything done in your name is done correctly and without any possibility of error.

I think it more than likely that the 82nd Entry has heard the exhortation that in a Service it is the duty of us all to serve. So it is. Serving our Queen and Country is an honour and a real and constant inspiration.

You should all be proud to be members of the Royal Air Force, and I am sure you are. Remember, it is not an organisation that has just come about by chance. It exists because of the sincere personal efforts and devotion of many thousands before you. Resolve to give, then, something in your turn; make the best contribution you can in work and leisure, and in that way you will gain great satisfaction for yourself and ensure the continued well-being of our Service at large. It has a fine history from its formative development period at the end of the First World War to the important position it holds today in the maintenance of peace. Today is the 40th Anniversary of its foundation and it will be my honour, as representing one part of the Service, to be present

when Her Majesty the Queen, with Prince Philip and other members of the Royal Family, dines with the Royal Air Force this evening.

This brings me to that sometimes maligned body of men—the instructional staff. Without instructors there can be no output, and unless the instructors are first-class the output will be poor in quality. From what I know of instructors generally, and No. 1 Radio School is no exception, they are dedicated men. The instructors here have a great responsibility, for they are charged with training young men to the highest possible technical standards. What they teach is ultimately felt in the front line of the Royal Air Force, and contributes to the serviceability of aircraft and so to our offensive and defensive capacity. I congratulate the staff on their past efforts and on what they have done for the 82nd Entry.

Perhaps most important of all, today is a momentous occasion for young men of the 82nd Entry. They have been under training since January, 1956, and the three years of intensive study have at last reached fruition. Thirty-five are now graduating and are on the threshold of careers in the Royal Air Force. They have gained their spurs—now they must go forward and try them. Do not forget that considerable numbers of ex-apprentices become aircrew, where their electronic background fits them particularly for modern air weapons. You may like to know that the recent C.O., Officers Commanding Wings and even Squadron and Flight Commanders at one V-Bomber Station were all ex-apprentices. Furthermore, most of the technicians now working on development and trials of guided missiles, and the special equipment of the V-Force, have been ex-radio apprentices. The significance of electronics in the future Royal Air Force is immense, and today's graduates have their part to play in it. In the future all-regular Royal Air Force they will be more than ever the key men, by virtue of the training received here.

Lastly, I feel I shall be expressing the sentiments of everyone if I end this short address by saying to No. 82 Entry how much we all wish you the very best of good fortune in the future. May your high hopes be realised and your careers in this great Service be distinguished. I trust you will look back upon your stay here with affection, letting the passage of time erase the memory of those minor facets which may not have appealed to you. Retain

and strengthen the bonds of friendship which were forged during these informative years, for they will stand you in good stead in the future. Stride forward into the less sheltered life of the Service away from this school in the sure knowledge that you are welcome and fitted to meet the life ahead of you. Good luck to you all—go to your new jobs and, in the words of John Masfield:—

“Adventure on, for, from the littlest clue
Has come whatever worth Man ever knew.
—The next to lighten all men may be you.”

82nd Entry.

Highest Agg., Educ. and Air Radio: L.A.A. Penney, The Grammar School, Enfield, Middlesex

Highest Grnd. Radar and G.S.T.: S.A.A.A. Edwards, Tiverton Grammar School, Tiverton, Devon.

Highest Grnd. Wireless: A.A. Walker, Broughton Senior Secondary School, McDonald Road, Edinburgh 7.

Victor Ludorum: C.A.A. Fletcher, Alexandra Grammar School, Gillman Barracks, Singapore.



The Passing Out of the 83rd Entry. 24th March, 1959

Reviewing Officer : H.R.H. THE DUCHESS OF GLOUCESTER

Highest Agg., Grnd. Radar and Educ: F.S.A.A. Crowe, Otago Boys' High School, Dunedin, New Zealand.

Highest Grnd. Wireless: C.A.A. Bradford, Minehead Secondary Grammar School, Minehead, Somerset.

Highest Grnd. Radio: A.A. Norman, Milbour Secondary Grammar School, Milbour, Cumberland.

Highest G.S.T.: C.A.A. Campbell, Bellevue Junior Secondary School, Edinburgh (4 years); Leith Academy, Leith (11 months).

Victor Ludorum : S.A.A. Carden, Portsmouth Northern Grammar School, Portsmouth, Hants.

A Distinguished Visitor



Mr. C. Ian Orr-Ewing, Under-Secretary of State for Air, chatting with Apprentices during his visit on June 16th, 1958.

Wing Commander L. C. J. Smith, O.B.E.

WG. CDR. SMITH joined the R. A. F as a commissioned air gunner in 1939, and came straight to his new life from his desk as company secretary and director. He volunteered originally for pilot or navigator, but was turned down because of the age-limit. After training at a bombing and gunnery school in Scotland, he was posted to No. 16 Army Co-operation Squadron in February, 1940. After fighting in Lysanders during the Battle of France, he retreated through France and was eventually evacuated just south of Dunkirk. On return from France, the Wing-Commander was one of those chosen to have his portrait painted by Sir William Rothenstein, and this picture is now in the National Portrait Gallery. It was also included in the book "Men of the R.A.F." The next highlight of his career, after holding various posts connected with gunnery, was when he was seconded to the planning staff for operation "Overlord." Subsequently he was posted to the personal staff of Air Marshal Sir Arthur Cunningham, the C-in-C. of the 2nd Tactical Air Force, and was with the Air Marshal in France, Belgium, Holland and Germany.

After a short stay at No. 27 Group, he commanded the Bristol Recruiting Centre and later became the Wing Commander concerned with internal recruiting at Headquarters Nos. 1 and 12 Groups, and in 1950 became Deputy Inspector of Recruiting at Headquarters, Home Command. In 1952 he was S.O.A. at No. 62 Group, and in 1956 held the same post at No. 66 Group. In June of that year he was seconded to the Ministry of Defence and posted to Headquarters, Allied Air Forces, Northern Europe, at Kolsas, Norway, to fill an appointment as Assistant Chief of Staff, Personnel and Administration. In this work he maintained very close liaison with the Norwegian and Danish Air Forces within the N.A.T.O. framework.

Wg. Cdr. Smith was mentioned in despatches in 1945, and was awarded the O.B.E. in 1952. He is pleased to have received his award at the first investiture ever held by the Queen. He was seconded to the Staff of the Earl Marshal for the Coronation, and one of his proudest possessions is the baton he carried on the Coronation march.



The Wing Commander is keen on all forms of sport and is also most interested in dramatics. He produced shows for the troops in the orchards in Normandy, not more than 50 miles from the battlefield, and he received such artists as the late Ivor Novello, Diana Wynyard, Margaret Rutherford, Kay Cavendish and Florence Desmond. His theatre consisted of two "Queen Mary" vehicles and two marquees. Later he directed a theatre in Brussels and there presented such artists as Pouishnoff, Solomon and Mistinguett. He was also responsible for the very first showing to personnel of H.Q. 2nd T.A.F. and H.Q. 21 Army Group of the film "Henry V". In 1945 he formed the original 2nd T.A.F. theatre group at Bad Eilsen. Only recently he has been the stage manager for the production of Lehar's "The Merry Widow" by the Bridgwater Amateur Operatic Society.

No. 1 Wing Headquarters Notes.

SUMMER CAMP.

The Apprentices Summer Camp was held at Lulworth, Dorset, from 1st September to 1st October, 1958, and was attended by members of the 84th, 85th and 86th Entries.

Holt, "C" Squadron, January, 1959; Flight-Sergeant Burley to "B" Squadron, July, 1958; and Corporal Harrell to Wing Headquarters.

The intakes during this period were the 89th, 90th and 91st Entries.

PRIVILEGES.

The year under review saw the extension to members of the six senior entries, of the privilege of wearing approved pattern civilian clothes. In addition, Apprentice N.C.O.'s are now permitted to wear lounge suits during certain specified off-duty periods. This extension of privileges has been greatly appreciated.

DEPARTURES.

Flight-Lieutenant G. W. J. Walker, of "C" Squadron, was posted to Cyprus at rather short notice, being informed as he returned at the end of the Apprentices' Summer Camp. Apart from his Squadron duties, he had carried through a very good job as Camp Commandant of the Summer Camps, 1957 and 1958.

ARRIVALS.

New members of the permanent staff who have been posted in since the last issue of the Locking Review are: Flight-Lieutenant J. W. Charman, to "B" Squadron, April, 1958; Flight-Lieutenant L. H. Edwards, "C" Squadron, September, 1958; Flight-Lieutenant J. A.

A sad loss to the Wing was occasioned by the unexpected death of Flight-Sergeant Gough of "B" Squadron, on 8th May, 1958, after a short illness. He was a first-class S.N.C.O., very highly thought of by staff and apprentices alike, and had done a splendid job as S.N.C.O. i/c "B" Squadron.



No. 3 Wing Notes.

THE numbers of airmen in No. 3 Wing decreased from over 1300 early in 1958 to less than 900 twelve months later. For administrative reasons and because of the reduced numbers of Mechanics arriving in the Wing it was decided that No. 3 Wing should consist of three squadrons instead of four. Accordingly from the 1st March "A" and "B" Squadrons were amalgamated to form "A" Squadron (Mechanics) and the two fitter Squadrons were renamed "B" and "C" respectively.

The training of Mechanics and Fitters went on apace during the year and a total of 2136 airmen, comprising 1255 Mechanics and 881 Fitters passed their courses. Additionally 514 airmen were attached to No. 3 Wing for post-graduate courses varying in length between two and twelve weeks.

There were few administrative changes during 1958. Wing Commander J. H. I. Stirling continued in command of the Wing assisted by Squadron Leader M. H. Exton D.F.C., ("A" Squadron) and Squadron Leader V. Bridges D.F.C., ("C" Squadron). Squadron Leader Hastie retired and Squadron Leader J. N. Thorne took over "B" Squadron early in July.

Airmen of No. 3 Wing played a prominent part in most station activities both in the ceremonial and sporting fields. On Sunday, 14th September, over 120 trainees took part in the Annual Battle of Britain Parade and Church Service in Weston-super-Mare. Six days later a large number again participated in a similar March Past through Weston-super-Mare following a commemoration Church Service in the Parish Church. This parade was part of the celebrations connected with the twenty-first Anniversary of the Grant of a Charter to the Borough. On each occasion the opportunity was taken to exercise the privilege granted by the Borough Council of Weston-super-Mare of:—

"Marching through the Borough on all ceremonial occasions with swords drawn, bayonets fixed, colours flying, drums beating and bands playing".

At the request of the Royal Air Force Association a Battle of Britain parade was held at Taunton on 21st September. Fifty airmen of "B" Squadron marched through the streets of Taunton and attended divine service at St. James Church. On return from the church the salute was taken by his Worship the Mayor.

No. 3 Wing were well represented in Station sporting fixtures and, indeed, many trainees represented the Royal Air Force in their particular sport. They were A.C.'s Neate, Watkins and Hopkins, (Rugby), Hodgson (Sailing), Shoesmith (Badminton), Bateman (High Jump), S.A.C. Butler, (Cycling), and S.A.C. Shrubsole, (Athletics); Shrubsole won the R.A.F. 440 yards Championship. On the Golf Course Flying Officer Price and S.A.C.'s Grant and Robertson won the Inter Unit Championship of the R.A.F.

Some also represented Technical Training Command in two other Sports; Hockey and Boxing, but perhaps what matters most is the excellent spirit which prevailed among these sportsmen and their supporters. At all times they could be relied upon to produce the majority of the players for the Station Teams.

The monthly dances held in No. 3 Area N.A.A.F.I. have become an established event. Two coaches from Weston-super-Mare and one from Bridgwater are organised to convey the young ladies to the dance and at Christmas there was a record attendance of 350 dancers. Our thanks must go to the N.A.A.F.I. Staff for all the extra work they have done on these occasions.

To sum up, over 2,800 airmen were posted or attached to No. 3 Wing during 1958. The vast majority worked diligently and departed in due time without benefit of parade or fuss or bother to a wide variety of units in the United Kingdom and to Overseas Commands.

Staff Binding



SURPRISING as it may seem, numbers of the staff of Royal Air Force, Locking, put in many hours of "binding" in order to improve their technical and professional knowledge of electronic and radio engineering. Every night throughout the winter sessions the road to Weston is crammed with men anxious to improve the lot. The Mecca of this pilgrimage is Weston Technical College, wherein are qualified staff, provided partly by Royal Air Force, Locking, and partly by specialised engineers from local electronic industries.

Some figures may be surprising. In the Session 1956/57, one lecturer was "borrowed" from Royal Air Force, Locking, and the total Locking representation in a City and Guilds Telecommunication III class was four! In the Session 1957/8, the number of separate registrations for City and Guilds courses from Locking was eighty-three, needing the services of ten qualified staff from the School. In 1958/59 the number of staff borrowed from Locking is fourteen; lecturing that number of classes out of a total of seventeen, aimed at some part of the City and Guilds Telecommunication examination.

Numbers not being everything, success as a reward for hard work should be noted. Of approximately one hundred students who satisfactorily attended the courses in the last session 1957/58, 91 per cent. sat the examination appropriate to their classes, and achieved a total of 17 per cent. first-class, 22 per cent. second class and 19 per cent. ordinary passes in all subjects taken.

Some of the senior students, who are now completing the fifth year of the Full Technological Certificate, have great hopes of reaching Graduateship Exemption level for that grade of the British Institution of Radio Engineers.

It can also be placed on record that probably few, if any, technical colleges in the country provide such a complete five-year course in telecommunications and electronics, with associated mathematics and physics classes, aimed at backing-up the specialist work. In this session 1958/9 there are classes from Year I to Year V in Telecommunication Principles, with the corresponding Mathematics I to V inclusive. Elementary Telecommunication Practice in Year I is followed by four years of Radio I to IV, which commence in Year II and finish at Year V of the Full Technological Certificate.

One may enquire as to the objectives of these students and their relationship to Service and civilian careers. Firstly, it can be said that electronics and radio simply leap forward day by day, and no technician or engineer, Service or civilian, who is engaged in maintaining, developing or teaching, can afford to stand still. The existing City and Guilds Telecommunication course and its new Technician course, offer a chance for all interested to obtain a thorough grounding in principles and modern techniques. Secondly, there is an increasing demand for a higher technical standard in all spheres of radio engineering, and the ambitious man realises the need to prove his standard by the gaining of nationally recognised certificates.

Finally, one can conclude that there is a boiling over of this enthusiasm for radio; for in the examinations in May, 1958, some two hundred Locking apprentices sat papers up to the Intermediate City and Guilds level, and obtained a pass-figure of 94 per cent. ! Who says that when staff and students bind the results are not the opposite and faculties are used which cannot but help bring a wider and better knowledge of the trades taught at No. 1 Radio School.

Radio Ex-Apprentices Society

ALTHOUGH there has been some response, there are still not enough names to make up the Radio Ex-Apprentices register, although the file does grow—slowly. In order to get the Society really under way, it is proposed to hold a re-union dinner in Weston-super-Mare, on Saturday, 19th September, 1959, Battle of Britain Day. The Station Commander at Locking has granted permission for the station, which is, of course, No. 1 Radio School, to be open to Radio Ex-Apprentices for this occasion, in order that present-day radio equipment and training facilities may be inspected.

The dinner will be held at the scene of many of our present-day Apprentice passing-out dinners, The Grand Atlantic Hotel, Weston-super-Mare. Total cost for tea on the station, dinner and local transport will be 27/6. Dress for the dinner will be dark lounge suits.

From those who are unable to attend, we would like to have the following details for

inclusion in the register, which will be published in the Locking Review for 1960.

- (a) Name.
- (b) Rank.
- (c) Number.
- (d) Entry Number.
- (e) Location of Training School.
- (f) Present address.

Those who wish to attend the re-union are requested to contact Flight-Lieutenant E. C. Hargest, Hon. Sec., Radio Ex-Apprentice Society, Royal Air Force, Locking, Weston-super-Mare.



No. 5 Regional Band.

ANOTHER year has passed in the history of the band, a year which included among other important engagements, four days in Northern Ireland covering Battle of Britain Week, and a very enjoyable nine weeks spent at R.A.F., Uxbridge for the Royal Tournament. It was the turn of the R.A.F. Music Services to provide massed bands for the finale, No. 5 Regional Band combined with the Central Band, the W.R.A.F. Band, No. 1 and 4 Regional Bands. The Royal Air Force have a high reputation for these massed band jobs, and we can assure you the part we played last year helped to keep up that high standard. The Band only returned to R.A.F., Locking for a short time, then we went to the Empire and Commonwealth Games. Our main job was to play for the arrival of the Athletes from the different countries and give them a warm welcome to Wales. It was also our job to entertain the Athletes before the Games started, and we did that by giving Concerts, playing for dances and cocktail parties.

Apart from these very important engagements, we still found time to travel approximately 7,000 miles in carrying out the everyday duties of a Regional Band, which consist

of A.O.C.'s Parades, sports days, Concerts, Church parades, Guest Nights and many other functions which go to make up a bandsman's life.

This year will find us very, very busy again. In fact, we will be spending most of our time away from Locking. But, as we are often told, there's nothing like the Beat, Beat, Beat of the drum to put life into a parade, so wherever there's a parade you'll find our Band.

Since the last publication of this review we have had a change of command. W.O. D. G. Robinson assumed command for a brief period, followed by Fg. Off. J. E. Wagner. His stay was also short and we now have our permanent Director of Music. He is Flight Lieutenant R. E. C. Davies, L.R.A.M., who recently returned from Germany, where he spent the last 5½ years as Director of Music, 2nd Tactical Air Force. After spending such a long time as a foreigner he finds Weston-super-Mare very satisfying, and he has soon become acclimatised to dear old Blighty again. We hope and feel that under new management the Band is going to be as successful in the future as in the past.

Church Notes.

Church of England Men's Society.



Church : St. George the Martyr.

Church of England.

Rev. E. W. L. May, M.A., R.A.F.
Rev. H. R. M. Harries, R.A.F.

Sunday Services.

	Hours.
Holy Communion - - -	08.00
Sung Eucharist (1st Sunday in month)	10.00
Parade Service (No. 3 Training Block)	10.00
Families' Service (last Sunday in month)	10.30
Sunday School - - -	11.15
Evensong - - -	18.30

Week-day Services.

Holy Communion (Saints' Thursdays and Fridays)	Days,	- -	07.00
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Passing-out Services.

The following were the Special Preachers at the Passing-out Parade Services for Aircraft Apprentices during 1958 :—

30th March: The Reverend R. A. Lawrence (Weston-super-Mare).

27th July: The Reverend F. E. H. Trevor Assistant Chaplain-in-Chief.

14th December: The Reverend E. C. H. Tribbeck, R.A.F.

The Locking Branch of the C.E.M.S.—the first one to be formed in the R.A.F.—has had a successful year. A special programme is organised for every Thursday evening, involving speakers on various religious topics, debates, brains' trusts and discussions on current religious news. Visits to and from neighbouring branches take place periodically. Support is given to diocesan and federation activities. The Chaplains give talks from time to time to parochial branches in the neighbourhood. One of the highlights of the year was when eleven of the members went up to the C.E.M.S. National Rally at the Albert Hall on 12th July. This opened with a procession of bishops, including some who had come from overseas to attend the Lambeth Conference. Speakers included the Right Reverend Austin Pardue, D.D., Bishop of Pittsburg, U.S.A., His Grace the Lord Archbishop of Brisbane, The Right Hon. Lord Evershed, D.C.L. (Master of the Rolls), and the Right Reverend Cuthbert Bardsley, C.B.E., D.D., Lord Bishop of Coventry (better known to the R.A.F. as the former "Forces' Bishop," when he was Bishop of Croydon). The Community Singing was led by 300 Welsh members. The sight of the Albert Hall crowded with men, and the powerful addresses which were given, will not be forgotten for a long while, if ever.

Television Broadcast.

There was a television broadcast from R.A.F., Locking, in the "Meeting Point" series on Sunday evening, 2nd November, in the Assembly Hall. The Question-Master was Alan Gibson, B.B.C. commentator and broadcaster, and the team were; The Reverend Edward Royle (Vicar of Heavitree), Professor C. A. Coulson (Rouse Ball Professor of Applied Mathematics in the University of Oxford and a well-known Methodist lay-preacher), Miss Ruth Pitter (broadcaster, poetess and writer, and a keen Churchwoman), and Mr. Anthony Greenwood, M.P. (a member of the House of Commons Christian Union). One hundred and eleven questions from officers, airmen and apprentices were collected previously by the padres, of which eight were answered in the time available. The B.B.C. expressed itself afterwards as being "pleased with the results."

Confirmation Classes.

Classes are held twice a week for candidates for Confirmation. We continue to be especially indebted to The Right Reverend M. A. Hodson, the Bishop Suffragan (of Taunton), for his kindness in Confirming candidates about to go overseas, at times when there is no convenient Confirmation Service nearby. Candidates were presented at six Services in the course of the year. Twelve attendances are required of those under preparation, the instruction being illustrated by an admirable course of film-strip lectures drawn up by the Society for Promoting Christian Knowledge.

Film-Strip Sermons.

In order to make the Land of the Book more real to worshippers, sermons at Evensong sometimes take the form of talks given in conjunction with film-strips and coloured slides of the Holy Land, of which a large number of good ones are now available. These help to supplement the systematic study of the Bible which takes place in the Fellowship Room on Friday evenings.

Sunday School Nativity Play.

The children of the Sunday School presented a Nativity Play entitled "Unto us a Child is Born," in St. George's Church on the evening of Sunday, 14th December, 1958. The choir of apprentices conducted by Warrant Officer Webb, sang special music to link the scenes, and the children played their parts with that dignity and sincerity which only children can give to the simple but profound story of the Nativity.

Modern Morality Play.

IN preparation for a mission to a large industrial parish in Leeds, about five years ago, a play was specially written for production on a mobile stage in the streets of the parish.

The play, "Mann's End," lasts half-an-hour. It shows a typical factory worker, John Mann, and his wife in their tiny house. At the beginning of the play they discuss the baptism of their son Stewart. The child is baptised on the stage, and, later in the play, his confirmation and first communion are enacted. Set against this sacramental pattern are the three worldly forces of Pride, Economic Circumstances and Lust; they are characterised as people—Paul Pride, Hiram K World-Pressure and Letty. The Church is represented by Connie Conscience and the priest, and a speaking

chorus is there to indicate the passage of time. God's forces seem very weak against the pressure of the world; but, in the last scene, things are seen as they really are—the only reality, God's promise of eternal life.

The stage was a cart nine feet long by five feet wide, which was originally constructed to carry horse-meat. A covered area of thirty-five square feet was provided with curtains and fitted to portray the living-room of a house. An apron stage approximately eight feet by eleven feet provided an additional performing area.

Some cul-de-sac away from the main roads was chosen as a site, and two performances were given each evening. A handbill stating the time and place of the production was delivered to each house in the area. After the street performances the play was taken into public-houses, working men's clubs and into two local prisons. The cart has been borrowed by parishes in the East End of London, and the play performed by members of their local churches. And, again, with one member of the original cast, "Mann's End" was performed at Locking on February 9th and 10th, in the new Y.M.C.A. building. St. George's Fellowship provided the actors, and the audiences consisted almost wholly of apprentices.

The performances were well received, and as propaganda the play has three advantages. First it presents an impressive witness of a group of keen Christians who are not afraid to proclaim their faith in public. Secondly, it can develop a real sense of friendship between Church and people. Thirdly, it tells the ordinary man in his own language that Christ offers salvation in the world as it is, and that the Church is the instrument of that salvation.

St. George's Skiffle Group.

The latest Church venture is the formation of a skiffle group and jazz band. We hope on occasion to have a Church Service incorporating "modern popular music" and "skiffle treatment." We are indebted to the Department of Religious Broadcasting (West Region) for enthusiastic and expert advice.

Hail and Farewell

It was with sorrow that we said goodbye to the Reverend W. L. Neill and the Reverend A. F. Vickers during the past year. The former went to Cottesmore, and the latter to Cyprus. The Fellowship presented each of them with a de luxe edition of J. B. Phillip's translation of the New Testament into modern English. In their place we welcomed the Reverend H. R.

M. Harries. He was formerly a pilot in the Fleet Air Arm and still keeps up his flying. He also drives in car rallies, his ultimate aim being to take part in the Monte Carlo rally.

Our grateful thanks must be given to another newcomer, Squadron Leader J. A. Tinline. He has taken over the organ, the Sunday School, religious drama, and the skiffle group and jazz band, in addition to all his other Station commitments.

St. Andrew's Church

**Church of Scotland, Presbyterian, Methodist
and United Board (Congregational and**

Baptist) Churches.

Rev. P. W. Hern, R.A.F.

Royal Air Force, Locking.

OUR P.M.U.B. STATION CHURCH has continued to function in the spirit of St. Andrew, a name venerated not only by the Scots, but by all Christians with a desire to witness to their faith whether they be preachers, leaders or ordinary self-effacing members of the congregation.

Many have left us. We think of apprentices who have passed out, airmen who have completed their training, and members of the permanent staff of all ranks who, whilst at Locking, bore a faithful witness to the "truths they have embraced". We wish them well wherever they are.

1958 will probably be marked down as the last year of the dual pastorate. Fewer commissioned chaplains are now available. Padres Brigg and Fugler shared the work for the first part of the year. The latter then returned to civilian life, taking with him the good wishes of many R.A.F. friends. I arrived later in the year and enjoyed the collegueship of Padre Brigg until December. His ministry will be long remembered - to say nothing of his prowess on the tennis courts. He was responsible, amongst many other

things, for the present tasteful scheme of decoration and furnishing of our Church. We wish him God's blessing in his present ministry with the R.A.F. in Aden.

During this last year apprentice and airmen trainees have had regular periods of religious instruction as part of the training syllabus. Apprentices have paraded to our Church on the first three Sundays of each month during term time. In the autumn we introduced a Sunday evening service and a Wednesday evening Guild with a varied programme, in addition to the old established Bible Fellowship on Thursday evenings. Classes for Church membership have been held, and a number received into communion with their respective Churches. The Sunday School has continued to function under the devoted leadership of a few apprentices. Teenagers from married quarters have organised a club on Monday evenings. The inter-denominational S.A.S.R.A. group has made good use of our premises and we have been well served by the Scripture Reader, Mr. Keith Willis.

The links with hospitable local Churches have been maintained. Pulpits in the neighbourhood have occasionally been supplied by members of our R.A.F. Church. The Muller Children's Homes in Weston-super-Mare appreciated gifts from the Locking children brought to our Christmas toy service.

The disused "back room" of St. Andrew's is now being repaired and will be a useful additional games room. Latest news at the time of writing is that the ladies of the Church have started an afternoon sewing meeting and social gathering. It is hoped that an increasing number of P.M.U.B. wives will find this a useful channel of service and an enjoyable association.

We continue to invite the co-operation of P.M.U.B. officers, N.C.O's, families, permanent staff, apprentices and airmen in sustaining the spirit of friendly Christian fellowship and service so typical of the traditions of the Churches we represent.

Church of the Holy Cross.

Roman Catholic Church

Rev. C. Mulholland, R.A.F.

Pope Pius XII

In a review of the events of the past year I have no doubt that pride of place goes to the death of Our Beloved Pope Pius XII and the election and coronation of Pope John XXIII.

We are indeed grateful to the B.B.C. for such excellent coverage of these important events.

In the death of Pope Pius XII the world lost the guiding hand of a great statesman as well as a great man of God, as we said of him "a great light has gone out of the world and a new star is in the heavens".

Requiem.

It was fitting that the Pope who had done so much for our service men of all denominations during the war, especially those who were taken prisoners, should be honoured by service personnel at his death.

Many therefore though not of his faith took the opportunity to pay him this respect on the occasion of the Solemn Requiem in the Assembly Hall. The Assistant Ministers at the Altar and the chanters for this Solemn Mass came from Downside Monastery. To them, and to all those who attended or expressed condolence in our loss, we offer our sincere thanks.

Battle of Britain.

Another Solemn Mass of a very different kind took place on Battle of Britain Sunday. The Assistants of the Mass were Fathers Pyka and Crooke of the Claretian Order who have come to reside near Bristol.

The Deacon of the Mass, Father Crooke, treated us to a wonderfully simple little sermon very appropriate for the occasion.

Our Other Visitors.

During the year we also had a visit from the Ordinary of the Forces, Archbishop Mathew, who though only a short time with us managed to interview all the Catholic Apprentices individually and also called on most of the Catholic homes in the Officers and Air-mens Quarters.

The Principal Chaplain Mgr. O'Connell also visited us in May, and then in November we had a further visit from the Area Assistant Prinipal Chaplain, Father Henry

Glastonbury.

Many people have made private visits to

Glastonbury during this the centenary of the Apparitions of our Lady at Lourdes.

We also took part in the Diocesan pilgrimage held in July and joined with many thousands from all over this Diocese in the walk from the Tor and in the Solemn Pontifical Mass which concluded the ceremonies.

The Crib.

This year the crib was a very beautiful model by three Apprentices and very worthy of the new set of figures we had received from Holland.

The large Candle used at the Crib was a gift from one of the German Officers who had been on a course at Locking, and wished to show appreciation for the kindness he had received during his stay here.

Universality.

During the past few months no fewer than fourteen different nationalities have attended Mass in our little church - a very striking proof of the universality of the Church.

The Mission.

Our Mission this year was preached by that very capable missionary Father Peter Blake, S. J.

He had a long experience as a Chaplain in the Royal Air Force and has been in charge of the Retreat section of the Moral Leadership Course at Loyola Hall since its inception.

We are indeed very grateful to Father Blake for the tremendously hard work he got through in his few days in our midst, but let us not forget his main theme that it is the Holy Mass and the frequent reception of the Sacraments that count.

Club Activities.

As well as the normal club life which goes on throughout the year we also enjoyed a few social evenings and on these occasions our visitors seemed very pleased that they had made the effort to attend.

One thing we did lack on these occasions was more of the fairer sex for the dancing.

The Serial "Youth wants to know" was another innovation. We enjoyed the visit on one of these occasions of Mr. Peter Doherty—Bristol City and Irish Team Manager, and we look forward very much to his promised return visit to tell the story of his life with Soccer.

Looking Forward.

In concluding this review our thoughts are even now turning to the future, and work has already begun to fit out our little Sanctuary with a more worthy edifice for the service of God.

But while this means lots of money has to be found to pay for these furnishings I feel sure that the people will be delighted to give their share to provide something which will not only be used in our present little church but which can be moved when the time comes for us to have a more permanent church.

Times of Church Services.

Sunday Mass	...	08.00 & 09.30 hrs.
Weekdays Mass	...	06.50 hrs.
Friday Mass	...	06.50 & 20.30 hrs.
Holy days of Obligation Mass		06.50 hrs. 10.00 hrs. & 20.30 hrs.
Benediction Sundays		15.15 hrs.
	Tuesdays	20.00 hrs.
Rosary each night		20.00 hrs.
Confessions - Fridays		20.00 hrs.
	Saturdays	11.15 - 12.00 hrs.
		17.30 - 18.30 hrs.

Anytime on request.



St. Andrew's Church decorated for Harvest Thanksgiving.

The Locking Young Men's Christian Association.



Interior of New Y.M.C.A.

Since its opening, the Y.M.C.A. has made great strides for the future. An executive committee representing a cross-section of the Wing has been set up to organise the club's activities. Entertainments, both musical and dramatic, sports, printing and publicity all have representatives on the committee.

On March 24th, 1959, on the occasion of the 83rd Entry Pass-out, the Duchess of Gloucester paid a visit to the clubhouse during her tour around the station. Along with many officers she was very impressed with the clubhouse itself, and how things had progressed in so short a time.

Although the Y.M.C.A. had been open to

the Apprentices for 2½ months, the Official Opening Ceremony did not take place until Wednesday, 8th April, 1959.

The ceremony commenced at 3.0 p.m., and Lt. Gen. Sir John Evetts gave a brief description of how the Locking Y.M.C.A. came into being, and then asked Marshal of the Royal Air Force, Sir John Slessor, to officially open the establishment. After telling of his experiences with the Association in the Forces, both at home and abroad, Sir John handed over to N. S. Tucker, Esq., General Secretary, National Council of Y.M.C.A.'s, who enlightened the audience with the history of the movement. W. Blair, Esq., Area Secretary, then thanked

all the guests for coming, and for their work in connection with the Y.M.C.A. Tea was served at 4.45 p.m., to the guests, and by 6 p.m. the Apprentices were invading the Y.M.C.A. as usual, all guests having departed after a most pleasant afternoon.

Looking to the future, many activities are envisaged. Social evenings with the Girls' Friendship Society of Weston, are just one example. With Lt. Duddridge as Leader of the Y.M.C.A., the clubhouse should remain very popular with the Apprentices for years to come.

Locking Wives Club.

The aim of the Club is to foster good fellowship and to organise social functions, entertainments and outings for its members.

Mrs. Leonard-Williams, wife of the Station Commander, has just assumed the position of Chairman from Mrs. A. P. Chamberlain who, during her term of office, carried out her duties with charm and enthusiasm.

Meetings are held twice per month and a



A Pottery Demonstration



Sir John Slessor and A/A Churches

wide variety of demonstrations and lectures have been given during the past year, including pottery, crockery, hairdressing, child welfare, and First Aid in the home during atomic warfare. The Club Fashion Shows are a popular feature and outings have been held to various places of interest.



The Club

Flight Lieutenant R. R. SALMON.



FLIGHT LIEUTENANT SALMON has been in charge of Apprentice Rugby since September, 1957, and has been concerned with coaching the players since November, 1955.

He learnt his Rugby at the Lawrence Sheriff School, Rugby, Warwickshire, and played three seasons for his school 1st XV, the first as full-back, the second as hooker, and the third as scrum-half, thus gaining a fair variety of experience! He recalls a wet and dismal afternoon at Leicester, when, with him playing full-back, his team was thrashed 41-0!

After leaving school he went to Saltley Teachers' Training College and gained acquaintance with the wiles and weight of various factory sides in the Birmingham area. There followed two years National Service in the Royal Air Force, during which he played for R.A.F. Padgate and Wellesbourne.

On return to civilian life he began playing with his home town team, Rugby Lions, and then with his school Old Boys. Most of his experience was as prop-forward, although in fletcher-footed times he also saw service as a centre!

During his six years as a civilian teacher he also did much coaching with the under-fifteen age group, going through the usual exasperations with beginners at the game: little boys who would run backwards, the horrors of fly-kicking, the grotesque scrum-shapes, and the tendency of newcomers to the game to form a writhing mass of bodies over and round the ball, instead of keeping position. But occasionally efforts are rewarded, as with the sight of one small boy courageously and successfully tackling a larger one.

After rejoining the Royal Air Force in 1955, he was posted to R.A.F., Locking, where he began assisting Sqn. Ldr. Uprichard with Apprentice Rugby, which follows, in age and experience, the schoolboy Rugby he knew before. He has found it exciting and rewarding to

watch and help Apprentices develop in talent and knowledge from schoolboys to mature players.

The Apprentice 1st XV of 1956-57 won fifteen of its twenty-one games, and Salmon recalls S.A.A. Dartnall (77th) as the outstanding player. In the 1957-58 season, however, only one game was lost out of twenty, and the names of Brooks, Dunn, Goulding, Hunter and Williams (80th), and Jones and Evans (81st) are especially associated with that season.

Nevertheless, it was left to the young and inexperienced side of 1958-59 to achieve the distinction of beating the R.A.F., Halton Apprentices; a rare pleasure! The current Apprentice XV, well captained by Holroyd, has had a hard season with an almost equal number of victories and defeats, but Salmon forecasts that 1959-60 will see the best season yet; the team will be largely the same as this year's, but will be more mature and cohesive in play. He is delighted with the promise of such junior entries as 91st, who have already demonstrated much talent.

If you should think that Salmon spends all his spare time on Rugby, it will surprise you to learn that he is an active member of Weston-super-Mare Operatic Society. He has taken part in several concerts, given by the Society, both as a soloist and chorus member, and, last October, was in the presentation of "New Moon," at the Knightstone Theatre.

Flight-Lieutenant Salmon expects to be leaving shortly to take up a Permanent Commission in the Equipment Branch, and is handing over Apprentice Rugby to Fg. Off. Saxby, to whom he pays tribute as a very helpful and knowledgeable assistant.

He desires also, to thank Sqn. Ldr. Thorne, Flt. Lt. Goddard, Fg. Off. Capp and Fg. Off. Drew for assistance in refereeing and coaching, and he wishes all good luck to Apprentice Rugby in the future.

A CHANGING FACE

S.A.A. NOTTINGHAM (84th Entry)

“The Commission are determined to exploit the opportunities for re-equipment which modern science and techniques present, and to transform the operations of British Railways so as to offer the public a rail service second to none, whilst deriving from the equipment the full economic benefit it can provide.”

Sir Brian H. Robertson.

INTRODUCTION.

In January, 1955, the British Transport Commission published their proposals to change the face of Britain's railways in what is known now as the Modernisation and Re-Equipment Plan.

For thirty years the railways had been unable to undertake any large schemes of modernisation or even keep up an adequate programme of replacement. In the early 1930's the railways like other industries, suffered from the slump, and in subsequent years up to the war, they were not in a position to raise large sums of new capital due to the challenge of road transport. During the war it was impossible to provide resources for the maintenance of the railways except to the very minimum to keep them running, and at the same time they were subjected to the increased strain imposed by heavy war traffic and by wartime conditions. They therefore emerged from the war with much of the equipment out-of-date and run-down. Since the war successive Governments have been forced to restrict investment in the railways because of other urgent claims on national resources, and only in 1955 did the Commission feel sufficiently confident to introduce this plan.

As can be seen from the official report, the plan embraces every aspect of railway working, and it would be impossible to treat every one separately in these pages. Hence only major subject matter will be dealt with; motive power and its associated rolling stock, the permanent way, signalling and telecommunications, and freight transit.

One point standing out in the proposals which might be surprising to some is justified by industry in the area concerned. This is the fact that, although changes have been, and will be made over the whole country, by far the majority of these changes concern the North Eastern Region. It is, therefore, intended that most emphasis be placed on activities in this

area, rather than the country in general. This treatise does not deal with the proposals laid down by the Commission, but rather what has been and what is still to be done to satisfy their requirements.

MOTIVE POWER AND ROLLING STOCK

By far the most important and revolutionary factor in the modernisation of British Railways is the intention to eventually convert all motive power from the standard coal-burning type to the diesel, electric and combination units.

The Need For Conversion.

Ever since the last war railway engineers have visualised using new sources of traction, but up till now lack of funds have prevented the change-over. Let us then look and see why these changes are included in the Modernisation Plan of 1955.

What are the advantages of using diesel oil as fuel as opposed to coal? Firstly, steam locomotives have never been really efficient—about 15% is an average level—whereas diesel units can be made up to 75% efficient. Coupled with this is the fact that good quality coal is becoming scarcer and therefore costlier almost month by month, and even though the political situation with oil-producing countries is still questionable, the general availability of oil supplies has improved immensely. The reduction in the number of steam locomotives will allow the better quality coal to be released for other vital industrial requirements. Surely the biggest advantage from the passengers' point of view is the increased standards of cleanliness. Each and every one of the new units can be kept spotlessly clean and will remain clean for much longer periods. The associated rolling stock will also remain cleaner, thus eliminating one of the discomforts of the travelling passenger.

The New Iron Horse.

Let us now look into some of the problems involved in deciding which type of motive power shall be used in which application in the future.

On the East coast main line many passenger trains run non-stop for hundreds of miles. For example, the well-established “Flying Scotsman” runs from London to Edinburgh without a stop. Instances such as this are duplicated all over Britain's railway system. Thus there is a need for a locomotive which will haul a passen-

ger train weighing anything up to 400 tons for long distances at average speeds of around 75 miles per hour. To do this, the locomotive must have a power of over 3,000 H.P. After much experiment, a diesel-electric locomotive emerged which would fulfil all these requirements, and go even one better than that. The reserve of power of these locomotives can be used to haul a train at speeds up to 100 miles per hour if necessary to make up time lost through some unavoidable delay. It is hoped that all main line trains will be in charge of these locomotives in the future.

For the more local and more numerous passenger trains it was realised that although slightly lower average speeds could be tolerated, a really excellent starting and stopping performance was necessary. This was achieved in the experimental stages by using pure diesel traction. The final results were adopted, and hence the new familiar diesel sets came into being. The units usually consist of three coaches with a diesel motor at each end of the complete set. The latter can be used separately or in conjunction with each other, the main advantage being that if a train has to be reversed, only the driver, and not the driving unit, need traverse to the opposite end of a train. This saves a great deal of time on a run such as the one between Whitby and Scarborough along the Yorkshire coast, where two such reversals are necessary. The driver merely stops, switches off the motor, walks along the train to the opposite cab, switches on the other motor and drives away in the opposite direction. It has been estimated that this method cuts fifteen minutes from the time taken by normal methods. To increase the rate of starting, gears have been fitted to the motors. This is the first time such an idea has been adopted on the railways, and is possible only on this type of unit, but it has been found to be completely successful and will become standard practice.

Up to 1956 freight traffic was hauled mostly by the ex-W.D. and British Railways "Standard" locomotives. To implement the modernisation plan important sections of the railways are being electrified to allow the use of the new electric power plants as sources of motive power. It has been found that these plants are particularly suited to hauling long and extremely heavy freight trains for almost any distance without the need for excessive maintenance. Standards of safety are preserved by the use of overhead conductors for supplying power to the motors to keep the supplies away from human

activities such as loading and cleaning. Even with the proposed increase in the speed of freight trains, these units should hold their own.

Even before the British Transport Commission announced their plan, diesel locomotives were used successfully in marshalling yards and stations to replace the "saddle tank" type of engine which has given such long and yeoman service. It is hoped that eventually all such duties will be carried out by these small, but very effective, diesel engines.

Modern Rolling Stock.

The most surprising factor of the modernisation plan is that except in the completely new compound diesel units for local services, there are no really revolutionary ideas affecting passenger rolling stock. However, the coaches coming off the assembly lines today are the last word in comfort, consistent with practicability and safety considerations.

Every possible thing is done to make both First and Second Class passengers as comfortable as possible on any journey, wether long or short. The hard seated, non-corridor coach will soon disappear from Britain's railways and be replaced by these superb coaches. Apart from actual seating arrangements, other services are being improved. Buffet Cars and Restaurant Cars are having minor conversions and improvements carried out on them and serious consideration is given to any way of reducing the necessary high prices for these services without excessive losses being introduced.

Whatever the result of this, the travelling passenger can be assured that he will be transported to his destination as quickly, comfortably and safely as possible.

IMPROVING THE RAIL HIGHWAY.

The track is the railway's highway. Its quality is a big factor in securing smooth riding of the trains which run on it, and the comfort of travelling passengers.

It comprises essentially a pair of steel rails, set 4ft. 8½ins. apart, supported and held at that distance on closely spaced cross sleepers. It is the free running of locomotives and vehicles on hard steel-tired wheels on a pair of continuous steel rails which enables heavy loads to be hauled on the railway with the minimum expenditure of energy. While fifty years ago a few trains attained speeds as high as are attained at the present time, those trains were relatively

short and light. Today long and heavy passenger trains are regularly reaching speeds of from 85 to 90 miles per hour. This is only achieved by using powerful locomotives, much heavier than the locomotives of fifty years ago.

The Permanent Way.

Almost unknown to the travelling public throughout the last thirty-five years, railway engineers, interrupted only by the war, have been strengthening the tracks and bridges. Despite the progressively increasing track-loading, the long-established standards of safety are being retained, with no decrease in smooth riding qualities and standard of comfort. Track which carries high-speed trains must be firmly and evenly supported, but it must not be hard and rigid. A deep bed of open crushed slag or stone ballast supporting the track sleepers from the ground surface below provides a good foundation which can be compacted firmly, but which also gives a resilient support to the track, which is a valuable contribution to the smooth riding of trains. Huge quantities of ballast are being added to the foundations of the main line tracks on the North Eastern Region, and this will continue for years to come. Each week up to 6,000 tons of ballast is being deposited from rapidly discharging hopper wagons on to the tracks in this region alone. Mechanically hauled steel skids are used to plough the ballast between the tracks, and compacting machines to re-bed the track with a firm but resilient quality.

On many miles of track the old ballast bed is thoroughly cleaned to restore its quality and to speed the draining away of rain to prevent softening of the ground beneath the tracks. Big mechanical excavators are kept hard at work covering miles of track every week. The only evidence which the passenger sees of all this going on is an occasional glimpse of strange-looking machines parked alongside the track, and perhaps a measure of delay on a Sunday train, while avoiding a length of track on which the civil engineers are working, improving its foundation or replacing an old type bridge with a new one.

Since 1948 the medium weight steel rail which has been widely used on the main lines for the previous twenty-five years, has been replaced by a heavier and stiffer type of rail. The replacement is being accelerated as one of the track strengthening measures to provide for faster trains. British manufactured steel rail has proved itself to be

second to none in the world. Nevertheless, manufacturers and British Railways are jointly investigating further improvements in the composition and manufacture of rail without impairing its toughness or increasing brittleness. Yet one of the most effective ways of reducing the development of flaws in rails under heavy traffic is to weld together the 60ft. lengths of rail as normally made at the rolling mill instead of joining them up with plates and bolts, and with "expansion gaps" which get wider in cold weather and close up as the temperature increases.

Such continuous long rails would give smoother riding of trains and greater comfort to passengers. The elimination of a big proportion of the gaps between the ends of the rails would reduce the wear and tear on locomotives, coaches and wagons. The first experimental stage in the use of long rails having welded joints on British Railway track is nearly over. The safeguards which must be adopted to obtain sound and reliable welded joints and to secure a track without temperature expansion gaps have been confirmed. On the North Eastern Region flash welding equipment is being installed in a new rail welding depot near Darlington. The old familiar click-click, as wheels pass over the old open-gapped rail joints, will steadily disappear from the heavily used main lines on all regions.

A regular rail inspection has been introduced on the railways, making use of the recently developed Supersonic Rail Flaw Detectors to find where hidden flaws may be developing in rails in service. Particular attention is given to rails in tunnels, and any serious cases of defective track are immediately attended to by replacement.

Up to the present, softwood timber has been used for the cross sleepers which carry the steel rails. Most of these sleepers have to be imported—and present supplies of good, slow grown fir are restricted. The long experimental stage in the development of a sound, reliable, British manufactured concrete sleeper is nearing its conclusion. British Railways and British manufacturers have together developed the design of a sleeper of pre-stressed concrete with suitable clips and fastenings which can now be used safely in place of wooden sleepers, even in the heaviest worked high speed tracks. The first lengths of main line track in the heaviest loaded sections have now been laid with these concrete sleepers. A high degree of resistance

to electric leakage must be given by the track to secure the reliable functioning of the modern electrically interlocked signalling now being extended over all main lines. This requirement has been the most arduous to fulfil in the development programme.

Concrete sleepers with vibration absorbing rail pads and fixing will provide a strong, smooth riding bed for the long track rails of the future—the very near future.

The Use of Banking.

Extensive refinements in the setting of curved tracks were made during the period between the two world wars, and most careful adjustments were made on the lines which carried the so-called high speeds trains of the 30's. Many places still remain where safety and comfort considerations compel trains to adhere to restricted speeds and interrupt the achievement of consistent high speed running over long sections of lines. Some of the bottlenecks in the area are now being dealt with in conjunction with track strengthening works. A major junction improvement here, the building of a diversion line there, the elimination of a speed restricting factor elsewhere—all places which can be improved at a reasonable cost in relation to the improvement in free-running of all trains are being dealt with.

By the time the higher powered locomotives are hauling trains on the main lines, they will be able to run very long distances at uninterrupted speeds in the 80's, and they will be able to make up minutes which may have been lost by unavoidable delays, by running all out at speeds of 100 miles per hour. However, all trains are not of the high-speed passenger type, some being very heavy freight trains. This means they do not take kindly to their being guided into and around curves, or being diverted at a junction. It is only recently that robust equipment has become available in this country with which accurate continuous records can be taken to reveal most irregularities which may have developed in the track. These records provide valuable information in seeking to ensure that small defects are corrected before they magnify and multiply, and lower the standard of smooth, comfortable riding.

Still more accurate recording has been the object of investigation for some years. Engineers will soon have the best equipment produced yet to guide them in the maintenance of tracks to the highest possible standard for the trains of the future.

ELECTRONICS USED FOR ECONOMY AND SAFETY.

Effective communications between innumerable points within the Region—and to a lesser extent on an inter-regional basis—are an absolute necessity for the attainment of maximum efficiency in the overall working of the railways. Electronic equipment has been used in the North Eastern Region for some time now. The application of the thermionic valve to provide additional trunk telephone lines by means of carrier telephony resulted in the very first carrier type telephone installation between York and London, on what was then the London and North Eastern Railway.

Electronic equipment, in its many forms, is being used extensively to supplement the modernisation plan.

Remote Control Equipment.

An important application of the carrier system of working as applied to the signalling sections will shortly be installed on the East coast main line in conjunction with a centralised traffic control area, which will enable the work at present carried out by three signal cabins to be concentrated under the control of only one. The installation, which is referred to as the High Speed Transistor Remote Control System, enables a signal cabin to control remotely situated points and signals and to receive all the necessary indications from the points, signals and associated track circuits by means of the transmission and reception of several carrier frequencies. Normally, remote operation of this magnitude necessitates a considerable number of multi-core cables being run between the cabin and remote area. The carrier remote control system, however, requires only one pair of wires between the two points, and in contrast with the coded pulse two wire remote control system the transmission time is instantaneous. This is ideally suited for the heavy traffic density encountered on the region.

Where practicable, and partly where it would be economical, consideration is being given to the use of micro-wave links instead of cable links. It is possible that the East coast trunk route will be replaced by this type of carrier installation, because its initial cost and subsequent maintenance costs will be lower than those of a cable scheme. V.H.F. radio communication has recently been provided at Newport marshalling yard to enable the controller to communicate with the drivers of the diesel

shunting engines. Marshalling of freight trains will be facilitated, delays reduced and improved services given by this installation.

Speeding of Services.

V.H.F. mobile radio has been installed at Leeds and Newcastle to improve the parcels and goods collection and delivery service. Continuous telephone communication will be made available by means of radio between the central office and the mobile vehicles. The office, having received a request for collection from a trader, will be able to get in touch with a particular vehicle in that area as soon as possible, and collection of parcels or goods will be undertaken without the delay unavoidable under the present system when mobile vehicles have to return to the central office for instructions.

Loud-speaker installations for the distribution of information to passengers already exist at several stations within this region, but the number of installations will be increased considerably as the modernisation programme proceeds.

The sleepers on most of the magnificent four track route north from York to Northallerton, have been replaced by the concrete types. This route is absolutely straight and almost level as far north as Pilmoor, a distance of 23 miles. Thus heavy express passenger trains run at average speeds of around 85 miles per hour along this stretch. However, the sleepers are standing up to the strain perfectly and are providing even safer riding than before. This section of track is generally thought of as being the best on British Railways.

Signalling engineers have recently completed one of the most arduous tasks required for fool-proof handling of trains on this country's railway system. Before electronics really came into its own, no less than thirteen signal cabins of the manual type were required to effectively marshal all the various control sections at York. Four years ago these cabins were superseded by an engineering masterpiece. This is a single completely electrically operated control centre—a nucleus controlling in all eight miles of main line track and all associated depots and marshalling yards. It consists of a single room built on a platform roof, and from there all points, signals, marshalling depots, locomotive sheds, road services, telephone traffic and teleprinter signals can be controlled. All points are electrically operated and all signals are of the colour light variety. The original thirteen cabins have

now been demolished to provide building sites for other important depots.

In an underground centre there has been installed a twelve-channel carrier telephone system of the type described previously. The system affords direct communication between York and Leeds, primarily to deal with the increased telephone traffic which has arisen because of the recent bringing of the West Riding Operating Area under the jurisdiction of the Chief Traffic Manager of the region at York. Voice frequency dialling equipment has been installed to enable the York operator to dial any Leeds number without the intervention of the Leeds operator. A new telephone exchange will be provided at York towards the end of the year, and any extension connected to it will be directly able to dial any Leeds number. An automatic teleprinter will be installed in the centre during the next two years which will enable any point to obtain access to any other point simply by dialling two or three digits. The present system suffers from the disadvantage that all messages have first to be transmitted to York and then re-transmitted from there. The new system will effect a considerable saving, in staff as well as in time, and the efficiency will be greatly increased.

Apart from being a main passenger station, York deals with large amounts of freight traffic. Trains originating in the region are gathered up, sorted and sent out on fast long-distance runs. For example, there are many fish trains from Hull which have to be dealt with quickly and efficiently, and many coal and iron ore trains from the Newcastle area have to be similarly treated. The physical location of the two main marshalling yards at York is ideal, and there are no problems involved, but steps are being taken to increase the efficiency and modernise these yards. The introduction of diesel engines for shunting is a great boon. V.H.F. radio has been installed at the Leeman Road yard for easier communication between shunting engines, B.R. and G.P.O. road transport vehicles and the associated offices. A new system of fluorescent lighting has improved the standards of night activity in the yards, and already there has been a marked increase in the amount of traffic successfully dealt with since these amenities were installed.

This, then, is how the plan is affecting just one small area of the railways. These changes are being duplicated all over the main stations in the region, and on British Railways as a

whole, and to a lesser extent at every smaller and less important position in the complete system.

Automatic Exchanges.

The existing regional teleprinter network is used extensively for the transmission of messages in connection with every aspect of railway working, and this network will be extended and improved. In the proposed new systems the various district train controls, which supervise the running of trains, marshalling of rolling stock, motive power depots, and are responsible for diverting trains in case of accidents, are connected to the required signal cabins, motive power depots and so on, by "omnibus" telephone circuits. Many of the existing circuits are of the battery code-ringing type and it is proposed that these will be replaced by the more efficient selective dialling type, whereby the control can gain access to any point by dialling two numbers. Automatic exchanges will be provided at all important centres in the region within the next five years, and as the number of trunk circuits between the various points is increased, voice frequency subscriber dialling will become available throughout the region.

A close watch is being kept on developments in telecommunications, and particularly to applications of electronics to any apparatus which would be of value to the signals engineer. The various manufacturers have been most helpful and co-operative in adapting their most modern equipment to the particular need of the railways.

SPEEDY FREIGHT TRANSIT.

The North Eastern Region is essentially an industrial region. About 80% of its receipts is derived from its freight traffic, and speedy and economical transits are of great importance to the railways, trade and industry.

Transit time of freight traffic is broadly divisible into three factors :—

1. Time at the loading and receiving end.
2. Time occupied in marshalling yards to sort the wagons into their proper trains.
3. Time taken to actually move the train from its source to its destination.

The most important factor of the modernisation as far as freight traffic is concerned is the remodelling of goods yards and terminal stations, the building of modern marshalling

yards and the fitting of all freight vehicles with the automatic brake.

New Marshalling Yards.

Perhaps the greatest problem with which the railways are faced in freight working is getting wagons from their starting point to their destination with the minimum number of changes from one train to another. In the past, the location and design of marshalling yards was determined by the geographical relationship of the former railway companies. British Railways are facing up to this problem by placing the new yards at strategic points determined by the flow of traffic to be handled. These new yards will, in some cases, displace some inefficient yards which normally cause delays. They are being planned, built and maintained to enable trains to be made up in such a way as to ensure the wagons of which they are composed get to their destination in the least possible time.

In the North Eastern Region, new mechanised yards are being planned for Teeside. These will enable trains to be made up in this important industrial area for all parts of the country. Similarly, traffic going into this area will be distributed to the great steel-making and other firms direct from the new Down Yard instead of, as is sometimes the case nowadays, having to go through two yards before it can get to its train.

Automatic Brakes.

The decision to equip all freight vehicles with the automatic brake forecasts a stepping-up in the speed of freight trains. It is not generally realised that speed is largely determined by the ability to bring the train to a standstill in a given distance; in other words, on brake power. The automatic brake will be specially useful in connection with long-distance freight trains. It is the aim to increase the speed of such trains to 60 miles per hour. The process of fitting vehicles with this brake is already under way, and the number of fast trains is being increased. At the start of 1957 approximately 38% of merchandise vehicles were fitted with automatic brakes. By 1960 this figure will have risen to nearly 70%.

The equipping goes hand in hand with the introduction of the new forms of freight motive power—diesel and electric. Locomotives of these types can for most practical purposes work indefinitely. Just think what this means: a long distance train need have no change of

engine on its journey at all. It is easier and quicker to change crews than it is locomotives, and as higher speeds will be involved, the crews will be able to work longer distances in shorter times.

CONCENTRATED EFFECTS AT YORK.

One might ask just how much these plans will affect any particular section of British Railways. For illustration let us look at the development and re-organisation of a main railway centre in the North Eastern Region. The area to be dealt with is York and its immediate surrounding responsibilities.

Firstly, then, what are the arrangements for utilising motive power other than steam locomotives? York was one of the first areas to use diesel engines as shunting locomotives in its marshalling yards, and even more are scheduled to be delivered to completely replace the familiar old tank engines. Since York is situated on the East coast main line, the large diesel-electric units will eventually be hauling trains into and out of the station on this line. Already experimental units have been given trials on this route and have proved themselves 100% successful. At the beginning of 1957, some multiple diesel units were intro-

duced to effect relatively local runs. Today about 50% of passenger trains running between York and Harrogate, Filey, Bridlington and especially Hull, are of this type. It is hoped and expected that eventually all of these services will be handled by the diesel units.

CONCLUSION

Today, less than five years after the plan was announced, the rate of modernisation has already become more than a trickle; before very long it will have become a flood.

The nation must have a first class railway system if it is to compete prosperously with other highly industrialised countries, and with the help of industry it is intended to provide it. This help is necessary as British Railways are very much buyers of machinery, raw materials and stores of every description. For the modernisation of our railways the engineers must have from industry a mass of new equipment, and have it on schedule.

The day is not far distant when it will become apparent to everyone that British Railways has been both revolutionised and transformed, and manufacturers who are giving co-operation and confidence today will come to feel very satisfied that they did so.



COMPUTERS

By C. G. NEWSON

INTRODUCTION AND SHORT HISTORY OF COMPUTERS

The development during the 1939-1945 war of basic assemblies of electrical and radio devices to provide circuits for simulating elementary logical operations of the types "and" or "not," and the subsequent organisation of large groups of such basic elements to provide the means of controlled pulse manipulation, made possible machines such as ENIAC. These machines were capable of performing complex tasks of logical and mathematical analysis and synthesis accurately at very high speeds, being originally designed for scientific computations.

Much of the work of developing these computers was originally carried out at Universities and similar institutions of learning over a period of five years following declassification of information on ENIAC in 1946. In the opening years of the present decade many prototypes were developed chiefly in this country and the United States. It was quickly realised that here were the beginnings of something of major importance not only to scientific computation, but also to commercial and industrial data processing.

It may be asked why did this brain child of scientists find acceptance as an instrument for processing of commercial and industrial data? It is suggested that one reason was the ever-increasing volume and complexity of such data was tending to become too much for most conventional means of data processing, therefore, the times and circumstances were ripe for something new.

What is a Computer?

A computer is a machine which may be actuated by instructions presented to it in the form of numbers to carry out upon information presented to it in numerical form, a sequence, not necessarily predetermined, of operations of a specific limited number of kinds with extreme rapidity and accuracy. This definition reduces the computer from a creature of science fiction to a practical working tool of great potentiality. Each different computer performs various operations with different speed factors.

Numbers—always numbers. What the significance of these numbers may be to the user is quite immaterial to the computer. They may represent items of a pay-roll, of a programme breakdown, of a load schedule or a stock record.

If the fact that a computer works by numbers and only by numbers, and makes use of two kinds of numbers representing respectively what to do and information upon which to do it, can be appreciated, then much of the aura of mystery with which the computer tends to be surrounded will be dissipated.

Furthermore, the reason for the mass preparatory work attendant upon the majority of computer applications will become clear. This initial work is directed towards translating the original data into a language which the computer can understand, that of numbers. The various procedures for getting information into a language which the computer understands are somewhat long and laborious, since these stages may on the average take several months to work out. They may, however, be likened to the setting up of a complex machine tool, a task which can also involve lengthy periods. Once the final programme is finished the computer operates far more speedily and accurately upon information fed to it than any other system, manual or machine.

Finally, a computer is a machine competent to perform certain specific functional operations—to read, to store, to calculate, to choose and to write. Whatever be the subject matter of the material numerically expressed, upon which it is asked to exercise its functions, it does exactly what it is told to do in the order in which it is told to do it.

What meaning those who use the machine choose to place upon the numerical data they feed into the machine, or upon the numerical data they derive from it in printed or punch card form, is their business and not that of the automaton they employ.

Computers in Practice.

Take one specific use of a computer with the Western Region of British Railways, where the pay slips of 11,000 weekly paid staff are all

computed in less than two days, and following just one pay slip from the very beginning when the employee clocks "On" and "Off," right up to the point where all calculations have been made and the pay bills despatched to the various pay points where the employee is paid.

The hours of the driver are recorded every day with the extras noted for night duty, expenses and Sunday work. Now that the basic entries have been made, manual data processing can begin. This has to be done first by the time-keeper and usually only includes totalling, checking and adjusting the hours worked. This is soon finished and the pay slip is on its way to the District Pay Bill Office of the Regional Accountant's Department at Paddington Station. Every Monday morning the pay slips arrive—less than two days later everything is computed and information of the amount of pay to be given to the employee is passed back in the form of pay bills. In that short time every pay slip for 11,000 people has been transmuted into hours worked for net wages.

As described earlier, transmutation and the preparation for transmutation is in most cases a lengthy business as compared with the computer's speed and accuracy. The preparatory work for the computer's first step is to select from a file a card with details of last week's pay. This card is then punched with all relevant details of this week's pay, no calculating is done, only the punching of information for the computer. This information is now checked, as it must be very accurate, as the computer cannot judge right from wrong. From another file is taken a card with deductions punched upon it; as they usually stay constant, the same card can be used week after week. The final stage of preparatory work is to arrange all the cards, deduction card and pay card (in that order), each pair being arranged in sequence with others depending on how the computer has been set to accept it.

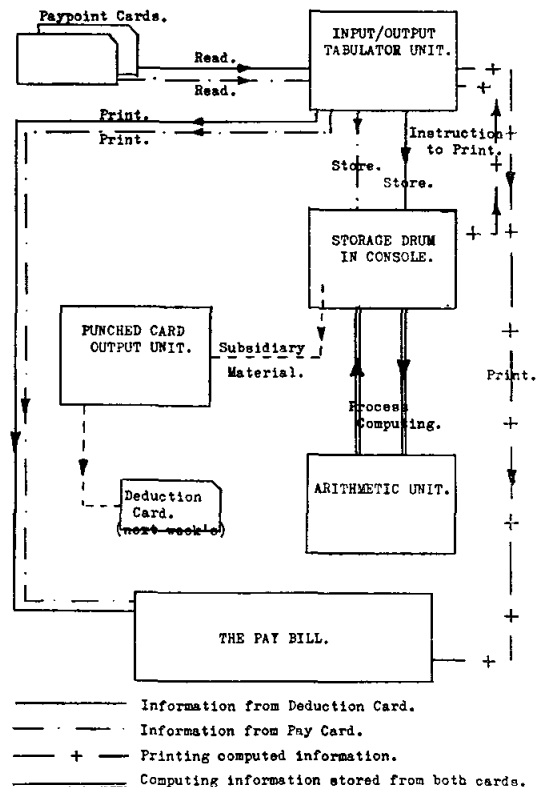
The 11,000 pay bills have now all been prepared for the computer, but it must be realised that in this case no two may be alike, especially in any concern where there are a profusion of different grades with different deductions and bonuses inside each grade. Here is where the computer takes over, in this case the British Tabulating Machine Company's Hollerith Electronic Computer; the processing of the pay slip to follow.

We know that a computer can carry out five simple operations—it can read, store, calculate, choose and write. Here is where the Paddington Office takes the advantages offered. The computer can transmute time into money, and determine on the basis of hours worked how much money should go into each pay packet.

Looking at the five simple processes we might assume that there is really nothing of note, but there must be some advantages of this computer work—and there is. The answer being simply put in three words is "speed and accuracy." The accuracy of a computer cannot really be questioned, but speed of calculation varies with milli-seconds, the usual time factor, five hundred times faster than any conventional calculating machine.

The information fed into the feed mechanism storage device housed in the console unit, it being drawn from the store by registers housed in the electronic unit. Here is where the addition, subtraction, multiplication and division is completed.

A Block Diagram of the Computer used by the "Western Region".



The electronic unit can also select one or two courses open to it according to predetermined or arising conditions. Finally, the information is delivered in two forms, one as a printed record with carbon copy from the tabulator unit, and the other in punch card form, part of which, as explained earlier, is kept for next week's input into the computer with a new pay card.

We have explained earlier that manual data processing was necessary, well, manual data processing crops up again in the form of a "programme sheet." In this case, for the 11,000 employees there are 14 programme sheets; for every man there are 502 machine programme steps to cope with all conditions, a further 74 steps when changing grade of pay, and yet another 33 at the end of each pay bill section—609 programme steps in all.

609 programme steps - remember each one takes so short a time that each individual's calculation takes approximately five seconds. Something like 750 pay slips per hour. Something less than 15 hours machine time to prepare pay bills for 11,000 people.

Finishing on a thoughtful note, the deduction card must precede the pay card as stated earlier. With the very first pair entering the computer checks to see that they are in order, if not it sounds an alarm and refuses to proceed. All during the computing various calculations are checked by the computer time and time again, and if there is any discrepancy the machine sounds the alarm and stops. It makes you think, doesn't it?

Computers Technically.

On the technical side of computing the fundamental operations performed by digital computers are the arithmetical ones of addition, subtraction, multiplication and division, multiplication and division being carried out in various ways on different machines. Some computers use addition and subtraction with right and left shifting, to give multiples and divisions, this being explained later.

Most digital computers use numbers in the binary notation form, and in order to understand the operations that take place in the machine it is necessary to know something about Binary arithmetic. In binary notation any number is represented by using only the numbers 1 and 0. Zero is represented by 0, one by 1, two by 10 three by 11 and so on.

Binary notation is very useful for computers because it is often more convenient to use computer devices in such a way that they only have to adopt one of two stable states, rather than one of many stable states. One example of this is the thermionic valve, here it is either conducting or not conducting, to take values in between would involve cost and waste. Of course, the most common input or output system is the punched card or punched paper tape, both of which are inherently two state devices where their information is carried by the absence or presence of a hole. Such two state devices can be made to present either a 1 or a 0. We will quickly finalise binary notation in respect of addition, subtraction, multiplication and division.

In decimal numbers the value of the digit depends on the position of the decimal point. If the number is moved one place to the right, it is then divided by ten, and if moved one place to the left, it is multiplied by ten. In binary numbers the value of a digit also depends on its position in the number, and a binary point is used to separate whole numbers from fractions.

But here each digit position represents a power of two instead of a power of ten. If a binary number is moved one place to the right it is divided by two, and if it moved one place to the left it is multiplied by two.

Now that the binary notation has been discussed, a careful look at medium sized digital computers as a whole from input to output will follow.

Input data, in punch card form, moves past two reading stations. Each station has individual brushes, either 64 or 80, depending on the type of card being read. As each card passes the brushes they sense the presence of, and assign values to, any holes punched in the 64 or 80 column cards. Either station can read the data to be processed. Two stations are useful as they can compare a card with the one following and operate from there. But in the usual case the first station tells the second ahead of time what to read and where to read it. The sensing stations are not limited in number, Powers-Samus computers using three, and with some firms using the photo electric action.

The sensing is now converted into electrical pulses which are sent away to be stored, details will follow later. But just a few words on one of the most important actions which takes place in an electronic digital computer—that of switching. This being done by gate, bi-stable, and buffer inverter units.

In most computers at least two types of gates are used, they are called “and” and “or.” These names coming from the similarity between the operations performed by these “gates.” The electrical pulses travelling from one part of the computer to another will meet several gates, some will be closed, others open, depending upon certain conditions of operation.

An “and” gate will be open and produce a pulse on its output terminal only when pulses occur on all of its input terminals. An “or” gate will open and produce a pulse on its output terminal when a pulse occurs on any of its input terminals.

The bi-stable unit is a flip-flop and is always in one of two stable conditions, these conditions are referred to as “set” or “unset”; or, by convention 1 or 0. When either side of a bi-stable unit is set it stays set until the other side is triggered by a pulse, whereupon it changes to the unset state. As well as the ability to represent 1 and 0, it is useful for its characteristics of causing a one digit period delay between pulses on the input and output terminals.

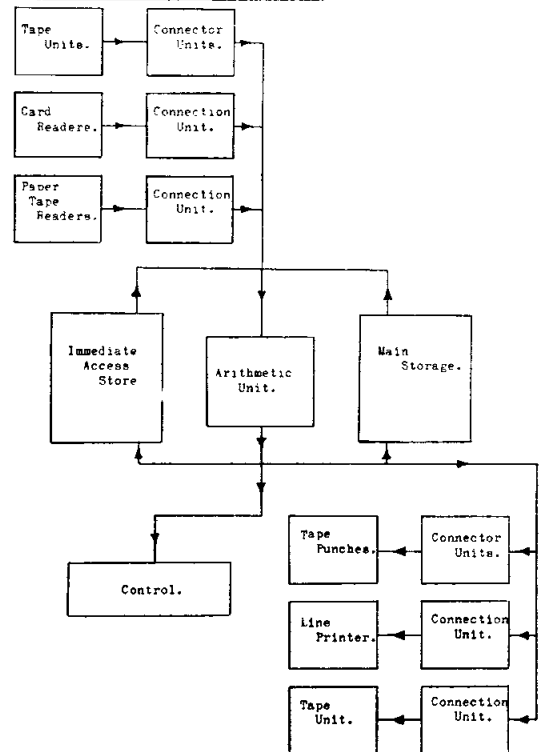
The buffer-inverter has one input and two output terminals. The two outputs may be called normal and inverted. Given a pulse representing a 1 on the input terminal produces a 1 on the normal output terminal, and a 0 on the inverted output terminal, if the pulse on the input terminal represents a 0 then the opposite applies.

Having just covered most inter-connection units, we will catch up where we left off with the electric pulses, which are a direct equivalent to the binary code, being fed away to the computer itself, the real heart of the whole system.

As a heart has three valves which it can draw upon, so the computer has three stores for information, whether it be relevant to the immediate problem or one to come. The user of a computer wishes to have speed of operation and large storage capacity at the lowest cost. Fast stores are costly (in relation to their

storage capacity) and consequently the large capacity can only remain available economically by using a second, slower store and sometimes even three. As the actual arithmetic unit and store capacities are so important, different equipments will be compared.

A Block Diagram of a Typical Computer.



The Ferranti Pegasus has a high speed computing store, where all arithmetical operations are carried out combined with a lower larger main store, a magnetic drum. The computing store is made up of single word registers made of nickel delay lines to any of which there is immediate access.

The E.M.I's Emidec has three stores comprising a magnetic core matrix for immediate access, four or more magnetic drums, for information of a very much wider type, and magnetic tape for main backing-up storage. Magnetic tape is sometimes referred to as input/output equipment. Emidec can use up to 16 magnetic tape units, each lending themselves to the category of a storage device. Emidec's arithmetic unit also has a store referred to as an accumulator, but this unit in Emidec is not a genuine store.

English Electric's Deuce, on the other hand, uses an acoustic mercury delay line for quick access storage. The backing store is again a magnetic recording on a drum. Magnetic tape or storage is again handy as a final and complete backing store up to four units may be used.

Standard Telephones and Cables, Ltd., Stantic Zebra differs from the other three in having only one large store, a magnetic drum. Having mentioned the drum many times, I think a little information concerning one specific type would be appropriate. The Stantic Zebra drum is of a conventional type, although more detailed in its function than most. The drum is 6" in diameter, it is hollow aluminium coated with a thin layer of nickel, revolving at 6,000 r.p.m., information being recorded on the surface of the drum by means of read/write heads. In writing an A/C is passed through the head, and this causes a pattern of magnetisation to be formed on the drum surface as it passes beneath the head. The phase of the writing current wave form is made to represent binary digits, which are reproduced by the magnetic pattern. In reading, the pattern of magnetisation is converted into a voltage wave form which is then amplified and decoded to produce the binary digits it represents. The surface round the circumference of the drum which passes beneath a head is called a track. By spacing heads along the length of the drum a large number of tracks are formed. The number of tracks on machines differ, but a usual number is around 270, of these tracks 95 per cent will form the main store.

In the example above, 256 out of 273 tracks are for main storage. 12 are used as special purpose, one word capacity, stores. Two more are used by the arithmetic unit for holding partial results of calculations, of the remaining three tracks, one controls the timing wave frequency which is 128 Kc/s, with the other two controlling everything in the computer, these being the control registers.

The main store offers facilities for storage of 8,192 words each of 33 binary digits. Each different machine, of course, as its own word length, in the case of our example, it is 33 numbers.

The figures above differ from machine to machine as can be appreciated, but at the end of the text follows a very comprehensive table of values for different computers.

Having covered the magnetic drum in respect of one machine, it is time now to generalise again on digital computers as a whole.

The read/write heads are clustered in groups usually each covering a set of tracks. Each position on the drum is given a code and depending where the information required is on the drum, then any one of the groups is activated, selecting in turn the track, then at the precise instant the head passes over a point on the drum the information required is selected.

To perform the necessary arithmetic, the "read/write" heads withdraw the respective digits from the fast stores passing them through the computer proper, the arithmetic unit, and again being put back into the appropriate fast store and, if desired, back to the slower permanent store of the magnetic drum. This happens many thousand of times before the completion of one calculation.

Whenever a transfer between the computing and main stores takes place, the new word is written where the old one was, thereby obliterating the old one, this permits great economy of storage space. The same storage locations being used over and over again, especially when the process is repetitive. But, the transfer does not spoil the word in the storage location from which the reading has taken place. The same applies for the transfers within the main computer and store.

The arithmetic unit being the real heart of the equipment needs some mention here. Some machines use the decimal system, others use a modified decimal and binary system, but the usual system is the one already fully covered, that of binary notation.

The unit usually has two accumulators, each with a circulation path with adder and subtractor enabling it to perform all the required operations. The accumulators are used for the formation of sum and differences, or partial results, the results being fed to any store that requires it, or may just be circulated in order to be right or left shifted, for multiplication or division, or to have another number added to or subtracted from it. The accumulators are on the surface of the magnetic drum and are fed by three input paths which are an undelayed path, a one digit delayed path, and a two digit delayed path. If when the information was first obtained from the drum, before circulating, it was read just one digit too soon, it can be seen that in the undelayed path the word will be right shifted by one digit, in the second case the

word will become normal and in the third case, when the two digit delayed path is employed, the word will be left shifted by one digit.

As has already been stated when a digit is left shifted it is effectively doubled, and if shifted to the right, halved. Thus, this is used in most computers for multiplication and division, the information being circulated many times until the required operation has been completed.

After every calculation has been completed the results are transferred from the drum to the output unit. Most output units will have two sensing stations with the last checking the output of the first.

The type of output differs from machine to machine, the main one being punched cards, but paper tape and teleprinters are also used extensively, with magnetic tape being used for lengthy storage.

Some Facts, Tables and Principal Characteristics

The first table shows Production and Exports Digital Computers and Electronic Calculators in the U.K.

	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958
Total	1	0	3	3	3	1	11	17	45	130
Export	0	0	1	0	0	0	5	0	3	30

Above is the proof that the Computer Industry is as yet very young - but it grows rapidly with every year.

Manufacturer & Model	Channels		Word storage capacity		Operation Speeds (mS).	
	I/P.	O/P.	Immediate access/Main		Sub/Add.	Mult./Div.
British Tabulating Machine Co. Ltd. Hec 1201.	1.	2.	4.	1024.	2.5	5/40
EMI. Electronics Ltd. Emidec 1100.	Up to 16		1024	16384	.125	1.12
English Electric Co. Ltd. Deuce.	2	2	402	8192	.064	2
Ferranti Ltd. Pegasus. 2.	Up to 26		56	7168	.3	2/5.5
I.B.M. United Kingdom Ltd. I.B.M. 650.	6	2	60	2000	0.77	12/16.
Leo Computers Ltd. Leo II.	Up to 4.		2048	65536	.34	.99/3.96
National Cash Register Co. Ltd. Elliot 405.	2	2	512	16384	0.1	3.3
Power-Samas Accounting Machines Ltd. Pluto.	Up to 26.		56	8192	0.3	2/5.5
Standard Telephones and Cables Ltd. Stantic-Zebra.	2	2	12	8192	0.312	11/35
I.B.M. U.K. Ltd. 305 Ramac.	1	2	—	5000000	—	—

Model	Prices (£)	Machines delivered (correct to Dec. 58.)	
		Business	Scientific
Hec 1201.	40,000	31.	—
Emidec 1100.	165,000	—	—
Deuce.	121,500	2.	19.
Pegasus.	150,000	5.	17.
I.B.M. 650.	220,000	6.	1.
Leo II.	170,000	4.	—
National-Elliot 405.	120,000	6.	1.
Pluto.	180,000	—	—
Stantic-Zebra.	34,000	1.	12.
Ramac 305.	70,000	—	—

FINAL CONCLUSIONS

It can be said that this young industry grew from a very small beginning and has adapted itself with extraordinary speed and thoroughness to new skills and new opportunities. The customers too have been quick to grasp when and where they can save time, money and mental drudgery by befriending a robot. Britain has not been so lavish on computers as the United States, but it can safely be said that there are only a few cases when the Americans have left their counterparts in Britain very far behind. The British machines' true quality is now being recognised in overseas markets, mainly because of their great value for money.

What will come after the computer? Far sighted men in Universities, Industry and in

Government posts have been pooling their ideas and it seems certain that thinking machines are possible and their entrance into the modern scene is chiefly governed by matters of engineering, money and time. Combining the features of both analogue and digital computers then they can unite "intuition" and "experience" to solve problems which logic alone cannot solve.

With every development of automatic machines someone will try to involve Frankenstein legends, but whatever form thinking machines take they will remain locked in their metal cabinets. Like the computer they will come to be regarded as slaves rather than monsters, and if they release human minds for higher purposes we shall be grateful for them.



The Birth of Jazz by A.A. MAYO - 90th Entry.

NEARLY all types of music including jazz started as a form of simple folk music usually in the shape of vocals which described everyday happenings. In the case of jazz, this early folk music was the music of the American negroes, who were slaves in the southern states for many years.

Their only enjoyment came during infrequent rest intervals when they sat in a corner of their cotten field or dockyard on the Mississippi and sang about their troubles. Much could be written about their songs and ways of singing alone. Suffice it to say that this music which was known as the "blues", later on formed a great part of early jazz.

In the last thirty years of the nineteenth century, for the first time, the negro slaves were given free evenings occasionally. On these rare occasions many of them flocked to a large field (which was later called "Congo Square") where the forerunners of the early jazzmen would extract rhythmic accompaniment from home-made drums of various pitches. The huge crowd of negro men, women and children were easily excited by the sound of "jungle drums". Although many had never heard them before the sound seemed a natural one to them. Before long when the slaves had even more free time granted them a few began to make their own instruments in imitation of those used by white men. There were guitars made of boxwood, cheap tin whistles and wooden pipes which when blown correctly produced a musical

sound. All of these were used to add to the revelry in "Congo Square". Not long after this all slaves were freed. The negroes therefore had to find jobs and houses. New Orleans, which until then had been occupied by Americans, Frenchmen, Creole Indians and mixtures of all these races now began to be filled by the flood of negroes. The town expanded rapidly to accommodate them. Now that the negroes were free to earn money they could afford to buy instruments although these were usually very poor ones.

One of the first regular small negro bands was formed by Buddy Bolden in about 1883. Bolden himself played a cornet while the famous Willy Cornish on a valve trombone and "Pops" Foster on the double bass are the best remembered members of the band. "Pops" Foster was one of the first bass players to play with a bow. "Kid" Bolden, as Buddy was nicknamed must have been a powerful player, since it is reputed that his cornet could be heard seven miles away. Before long, Bolden was renamed "King" Bolden as it was he who led the tremendous street parades through New Orleans during the hot summer months. If a band could afford it they would hire a cart and play as they were pulled through the streets. As pianos were too heavy to carry about this instrument was left out of the street parades and also from any engagements the band had. The trombone player was named "Tailgate Charlie" as he had to sit on the back and thrust his instrument away from the rest of the players.

As these parades marched along children followed behind imitating the bands with tin whistles or imaginary instruments. Among these children were Johnny Dodds, who later played with King Oliver, and Louis Armstrong, Bunk Johnson who was taught to play the cornet by Buddy Bolden, Sydney Bechet who after being a considerable influence on Johnny Dodds, later took up the Soprano Saxophone and is still famous with this instrument and George Lewis who has found fame with his clarinet since the revival of jazz.

In the early nineteen hundreds, scores of bands sprang up and New Orleans began to become famous for its music. New Orleans at this time was filled with brothels, dives, drinking houses and gambling dens. Many so called "cafes" were in cellars. A visitor upon entering had either to buy a drink over the counter or to fill his mug from the barrels on the wall. (These places were often known as barrelhouses). If a customer failed to finish his first drink within a few minutes he became a marked man and should he continue the practice he might be thrown out and robbed at the instigation of the proprietor. To attract customers many of these houses employed bands to play in a corner and many jazz vocals have been made up about the scenes which occurred in barrelhouses. Jazz also flourished in the guest houses or brothels, where the more refined melodious music was performed. The trio recordings later made by Johnny Dodds, Lil Armstrong, and various bass players like Pops Foster reflect the atmosphere of the brothels, although Dodds himself would not have been old enough to play in them.

1918 saw the passing of an act which was largely responsible for the spread of jazz throughout the world.

This was the Prohibition Act.

The sale of liquor was not completely abolished, but all brothels, gambling houses, and drinking hovels were closed. As a result of this, and partly because of the aftermath of war, thousands were out of work. Many negroes sold or pawned their instruments and found other work. A few however travelled upriver taking their music as far as Chicago where jazz was already known but not at the height of its popularity. With the help of the Southern jazzmen Chicago became the New Orleans of the north. Jazz flourished there from 1918 until about 1930 when the world slump prevented people from spending money on music.

In 1922 a band was formed in Chicago by

Joe "King" Oliver, who is said to have been one of the finest cornet players in the history of jazz. His band comprised himself and Louis Armstrong on cornets, Johnny Dodds on clarinet, Honore Dutry on trombone, Lil Armstrong (Louis' second wife) on piano, Bud Scott on banjo and "Baby" Dodds (Johnny's younger brother) on drums. It is said that crowds would listen, quiet and spellbound when this band played in Lincoln Gardens in Chicago.

A few years later when Oliver's band broke up, the individual members formed their own jazz groups. Louis Armstrong, perhaps the most famous of all jazzmen, formed the "Hot Five" and "Hot Seven" between 1925 and 1928. His playing in these years is said by many enthusiasts to have been his finest and he himself would probably admit this. In Louis' bands played the famous "tailgate" style trombonist "Kid" Ory; Johnny Dodds who played in these bands also had various recording sessions of his own.

By 1930 jazz had begun to die in Chicago and only the top bands survived. By now white jazzmen had formed large bands, in New York, and had gained fame. Negroes too had brought big-band jazz to the east, and among these were Fletcher Henderson, Duke Ellington and Count Basie.

Jazz barely survived the 1930's but in the early 1940's, old recordings were rediscovered all over the United States and people became interested again in this forgotten music. Because of this a man called Lu Watters formed a band in California and from it sprang the Bob Scobey and Turk Murphy bands. Bunk Johnson, the New Orleans veteran who still played in the style of Buddy Bolden came back to jazz, when he was given a band and a set of false teeth to replace those he had lost through age. After making several memorable recordings with his band he died in 1949. George Lewis the clarinetist took over and led the band to fame with a very different style of playing - Lewis nearly always played off-key.

The story of jazz from 1945 onwards is often related on the back of record covers. The gist of it is that musician after musician was rediscovered and exploited so that today the true traditional jazz can be heard only on old recordings. Jazz musicians all over the world try to imitate the music of New Orleans and Chicago but they never recapture the spirit and vitality of the historic recordings of King Oliver, Louis Armstrong, Johnny Dodds, Kid Ory, Bix Biederbeck, Nat Dominique, Red Allen, Jimmy Noone, Sydney Bechet and a host of others.

“I REMEMBER”.

By Flt. Lt. W. F. J. WILSON



EMBEDDED in the floor of St. Clement Danes, the Church of the Royal Air Force, near the chancel steps among many others, lies the crest of No. 33 Squadron. Its emblem is the proud head of a hart, and its motto is but one word—"Loyalty." In the Books of Remembrance are such names as Sqn. Ldr. M. T. St. J. Pattle, D.F.C., Flt. Lt. Frank Holman, Flt. Lt. Harry Starrett, Flt. Lt. Bolingbroke, Flt. Lt. Mackie, W.O. Goodchild, D.F.C., Sgt. "Ginger" Green and many others.

In the silence of that rebuilt shrine I paused to reflect on the sacrifices which had been made by so many pilots of this squadron during their battles, often against countless odds, in the Western Desert, Greece and Crete, and I thought how fitting was the motto under which they, and many others, had served.

My thoughts were reflected back to the dark days when I was privileged to serve under such gallant leaders, and I wondered how many such memories would be shared by others who live to tell the tale.

It was mid-May in 1941, and a small band of technicians had been whisked over from Greece ostensibly to assemble Hurricane aircraft which were being shipped to Crete. During the days which followed the only Hurricane components we had seen were six long-range fuel tanks. We learnt later that in several convoys which had left Alexandria for the Aegean, the only vessels to suffer damage were those carrying fighter aircraft.

Imagine our feelings when, two days after arrival in Crete, a shuttle-service of Bristol Blenheim and Bombay troop-carrying aircraft descended upon us on an errand of evacuation from Greece, bringing more members of our squadron, who told us the distressing news that nearly all our pilots were either killed or miss-

ing, and that the Germans were advancing so rapidly down the length of Greece that our forces were being driven literally into the sea. Worst of all was the news that our C.O., Sqn. Ldr. Pattle, had fought his last battle. "Pat," a South African who had joined the R.A.F. before the war, was the first fighter ace of the desert campaign. With a score of 33 confirmed kills (a most appropriate number) he had met his death in the Battle of Athens, leading his pilots in a running fight with Me 109's and 110's, with odds of at least thirty-five to one. He had destroyed four Huns, and was in the process of removing another from the tail of his No. 2, when two more Messerschmidts attacked him and his aircraft exploded. His remains were scattered over Eleusis Bay.

Within the short space of three months, we had seen one of our premier "Desert Rats" squadrons reduced to a handful of war-weary pilots, three Hurricanes (which had more than earned their places in historical archives) and 110 members of the ground staff scattered throughout the Middle East from a brewery yard in Kalamata, Southern Greece, to Cyprus, Palestine, Egypt and the Sudan. We were not to know that within a fortnight some of this number would also be found in the P.O.W. cages of Greece, or in the cemeteries, hedges and ditches of Crete.

The airfield at Maleme was a graveyard of aircraft. Remains of Gloster Gladiators, Blenheims, Hurricanes and Brewster Buffaloes lay scattered all around, while the only airworthy machines were six Hurricanes—the remains of four fighter squadrons from Greece, and three Gladiators of the Royal Navy based on Crete. This sadly depleted air arm was to carry out many sorties against the entire weight of the Luftwaffe before it too was torn asunder. I well

remember one pilot, Bill Vale, returning from a sortie with four Ju 88's to his credit, laughing with derision at Lord Haw Haw's radio announcement from Berlin that "today a mock air raid was carried out on the Royal Naval base at Suda Bay. Our bombers were intercepted by the remnants of the famous Royal Air Force fighter squadrons from Greece. All our bombers returned safely after having shot down these aforesaid remnants."

The following morning our fighting strength was increased by one Hurricane. Our new C.O. had arrived. Sqn. Ldr. W. Howell informed us that the squadron was being re-formed in Palestine. Half our number was to proceed on leave that day, and in one week would return to Crete with the remainder of the squadron to relieve those who were to stay behind. A hectic half-hour of drawing lots for leave was followed by hurried preparations for departure by some, and a dismal walk down to the airfield for the less fortunate ones.

For the next few days life dragged on monotonously. Our fighter defence appeared to be limited to a standing patrol of one aircraft, except when a bombing raid was due, and on those occasions everything which could fly was pushed into the air. Sqn. Ldr. Howell won his spurs with an incredible performance in full view of the airfield. He audaciously joined a formation of five Me 109's in the outside-left position, and then proceeded to shoot down the aircraft on his right. Twice this manoeuvre was successfully completed before the formation leader peeled off to dispose of the intruder. The lone Hurricane dived down to zero feet and hedge-hopped to safety, whilst the raiders turned homeward to Greece. The pilot's reward for this daring feat was a barrage of anti-aircraft fire from our own guns when he attempted to land. Fortunately the damage was slight!

On 16th May, we were assembled for a short talk by the C.O. His words were brief and to the point. "As an Air Force," he said, "we have virtually ceased to exist—for the time being. Each one of you will be issued with a rifle and fifty rounds of ammunition and will receive instruction on your new role. We are now in the New Zealand Army. Naval Intelligence informs us that we can expect three days' bombing, followed by one day's intense dive-bombing and strafing, followed by an attempted invasion. These New Zealand N.C.O.'s will instruct you in your exact duties. Good

Luck!"

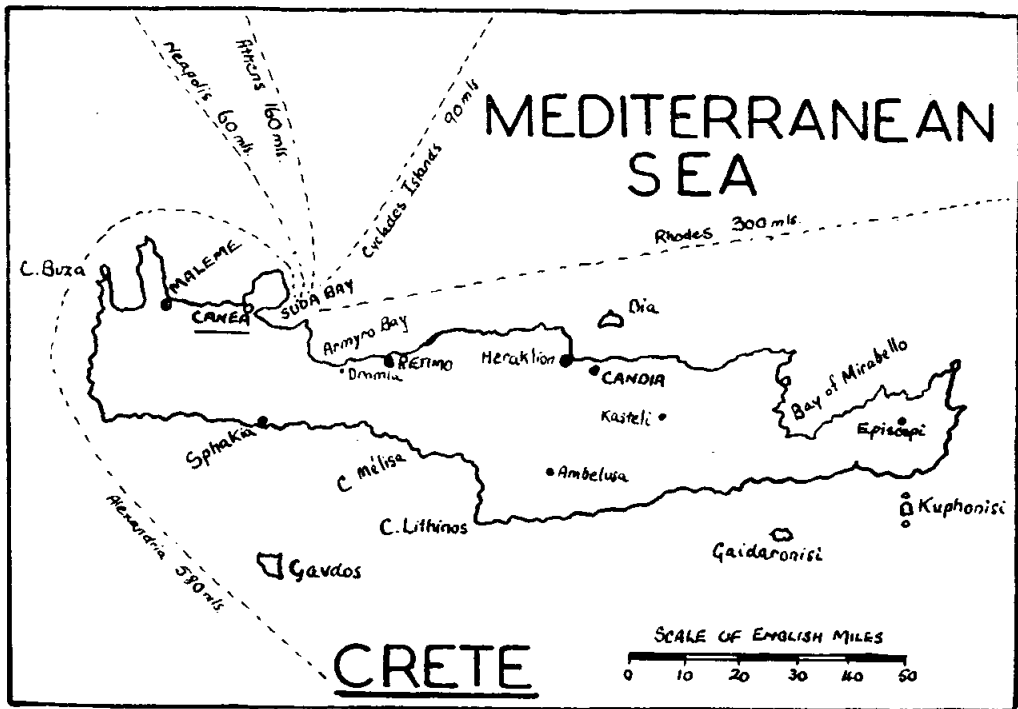
The Naval Intelligence report proved to be extremely accurate, and for the next four days we were really pinned down by the cannons, machine-guns and anti-personnel bombs of the Me's and the heavier loads of the enemy bombers. How many casualties the squadron suffered I cannot say, as I only saw an odd member of the squadron from that day. I was allocated a defence position which overlooked the airfield, and with a machine-gun and six riflemen, received instructions on hitherto unheard of things such as "arcs of fire" and "friendly forces." The entire area was covered by crossfire and morale was remarkably high.

Reveille was at 4 a.m. on the morning of the 21st May. This was it! Hitler was to attempt an airborne invasion today, if our source of information continued to prove reliable. We made our way up the hillside to our appointed positions, and within five minutes we were "standing to," while a N.Z. sergeant grilled each one of us on the instructions we had now learned by heart. Every man in the vicinity of Maleme knew exactly what action to take when Jerry arrived, and we were all confident that no one could elude the tight cordon of defence which encircled the airfield. (This confidence had not altogether been misplaced, as official sources maintained that 80% of the first wave of paratroops were accounted for before they had time to form up).

A tense silence persisted until 7.30 a.m., when our N.Z. sergeant once more appeared. "You Jokers can stand down now," he informed us. "If Jerry had been coming today, he'd have arrived before dawn, ready to make a consolidated attack at first light." Thus reassured, a few of us decided to make tracks for the cookhouse, whilst the remainder, preferring the security of the slit trenches on the hill, attempted to catch up on some lost sleep.

I had barely collected my ration of greasy tinned bacon from the duty cook, when the drone of aircraft engines came to my ears. Almost immediately, confirmation of an imminent attack arrived in the form of a clanging of the station fire bell—our air raid warning signal. In record time I had covered the distance to my favourite trench—an "L" shaped construction with a large tree near the junction of the two legs.

For the next 90 minutes we were subjected to the heaviest aerial bombardment I have ever dreamed possible. Formations of Junkers 88's.



Heinkel III's and Dornier Do 17's (Flying Pencils) carried out low-level attacks, while the dreaded Ju 87, Stuka dive-bombers, screamed down in vertical dives on our gun positions, and individual fighters of the Me 109 and 2-seater 110 variety machine-gunned the olive groves where our living quarters were concealed. The culminating point of this attack—at least from my viewpoint—was when I glanced over the top of the trench and saw a stick of five bombs leave the gaping bombdoors of a Ju 88. I can still recall the feeling of utter resignation which swept over me as I realised that only a miracle could save us. I clamped my tin hat more firmly on my head, thrust a rolled-up handkerchief in my mouth, pushed my fingers in my ears, and sat down with my back to the side of the trench. Things were rather hazy after that, but I do remember the ear-splitting crack and a choking sensation as the side of the trench collapsed. I learned later that I probably owed my life to the tree, which took the brunt of the attack and in so doing was uprooted and transported some twenty yards away on the roof of the cookhouse, and the willing hands of L.A.C. De Como, an ex-apprentice armament fitter, who later earned himself a well-deserved Military Medal in this campaign.

Eventually we were on our feet once more, badly shaken, but convinced that if we could get as near to destruction as this, and still survive, then Fate really meant us to see the war through.

The cacophony of battle still persisted, so we wasted no time in finding another vantage point and refuge. Very soon, through the noise of diving aircraft, staccato machine-gunning and steady "crump, crump" of ack-ack fire, another sound penetrated. It took us back to the Italian war days in the Western Desert, and the unmistakable throb of the three-engined bombers. As the sound grew stronger we scanned the skies and saw an ever-increasing black cloud on the horizon.

Forty-five Junkers Ju 52's, old, lumbering, three-engined troop carriers, packed in tight "V" formation, plodded throatily across the airfield at about 500 feet, doing no more than 80 knots. My first thoughts were, "They know that we've no aircraft left, and they're sending over any old thing to bomb us out." Retreating further into the sanctuary of my new trench, I watched the procession with bated breath, eyes alert for the first sign of bombs. The steady thud of the ack-ack continued, accompanied by sounds of every type of small arms available, but still no bombs!

As the tail-end of the circus passed overhead, I caught a glimpse of a parachute. "Good," I shouted, "they've got one"—this last remark referred to the accuracy of the anti-aircraft fire—"and another, and another. . . ." This was too good to be true. I raised myself above the level of the trench, and an empty feeling crept into my stomach. The air was full of parachutes. White ones mingled with red, green and brown. Swaying bodies floated down among the occasional cannister of supplies and ammunition.

The invasion had commenced!

Who was the fool who had decided that Jerry must come before dawn? I couldn't help feeling that my 50 rounds of ammunition could have been used more effectively from the defence position which we had vacated earlier that morning. The point was, how to get back there—and, in fact, what chance did we stand of making the trip, between the crossfire of enemy and friendly weapons. After some quick consultations, it was decided that perhaps the situation still wasn't too critical, and our best plan would be to remain in our present position, keeping a sharp look-out, until the Army boys disposed of the main force, when we could expect to hear the "All Clear," and re-join our comrades up on the hillside.

After a couple of hours we realised that things were not going according to plan. Further waves of troop-carriers and gliders arrived, and we were now an isolated pocket at the foot of the hill, liable to be cut off completely. One by one our numbers dwindled as we sought the vantage points of the higher slopes of the hill.

Our first objective was a First Aid Dressing Post half-way up the hill, and threading our way through the trees we arrived without incident. About forty people were crowded in this small space. Two stretcher cases lay on the ground, and their occupants were not in very good shape. One young airman was unconscious, and the second lad was covered with blood down the right-hand side of his body. This boy had been nearer to an explosion than was good for him, and his continued moans of pain were quite frightening.

A quick glance at the faces around me convinced me that this was no place in which to loiter. Apparently two others were of the same mind—Harry Whitehurst (an engine fitter) and Jimmy Pickering, another member of the Signals organisation. No word was spoken,

just an enquiring look, a curt nod, and we were off. We had only covered about five yards when a machine-gun opened up, and Harry fell to the ground with a yell. I wasn't sure whether it was a yell of pain or surprise. I was back behind the sandbagged wall in front of the F.A.P. in a matter of seconds. I scanned the ground on all sides, but I could see no signs of any likely adversary, so decided to have another try at reaching the hilltop. When I reached the spot where Harry had fallen, I was agreeably surprised to see that he had gone and resolved to follow very smartly in his tracks, but once again the unseen gunner tried his hand. Fortunately, his aim was bad and only disturbed the ground a few yards in front of me. However, it was too close for my liking, and I dashed back once more to the shelter of the sandbags to collect my now scattered thoughts. Maybe I could make it round the other side of the F.A.P., and so keep this structure between me and whoever was interfering with my progress. I went inside the dressing station to discuss this course of action with someone, and to collect a spot of moral support. Only a few were really interested, and together we formed a somewhat ragged plan of action. This plan, however, was never carried out.

As we left the confines of the F.A.P. and looked over the top of the sandbags, we were confronted with a shattering sight. Seven German paratroops were advancing slowly on our retreat from about 15 yards away. Six tommy-guns were trained on the entrance, whilst the seventh character held a stick bomb at the ready. Our position was impossible. I have no doubts that we could have accounted for perhaps two of their numbers, but by that time the First Aid Post would have been blown sky high. Discretion was obviously the better part of valour.

Slowly we crept back inside to tell the occupants of the situation, while the thud of heavy boots came nearer. Then a dark shadow filled the doorway, a tommy-gun barrel crept round the corner of the door-frame, and a guttural voice called out: "Englishmen, Hands up." I didn't really follow much of the one-sided conversation which followed, my German vocabulary being confined to about half-a-dozen words, none of which was used on this occasion. There was certainly no mistaking the tone of the young German's voice as he ordered us outside, where we were relieved of our tin hats and searched.

We were then herded towards an olive grove which had already been marked with large Nazi flags for the benefit of their pilots who kept up a constant patrol. Our two wounded comrades were gently laid in the shade, and water was brought to them by our captors. I was rather surprised at the apparent friendly treatment we then received—cigarettes and sympathetic pats on the back from our guards, two of whom spoke some English. Having heard many tales of German brutality during the earlier days in Greece, we were prompted to ask the inevitable question: "Are we to be shot or taken prisoner?" The non-committal answer did nothing to relieve my feelings—"Germany has too many prisoners." I tackled the second English-speaking guard with the same question. "You will not be shot . . . today," he curtly replied, adding the last word almost as an afterthought.

After about half-an-hour the camaraderie was rudely shattered by a German officer of the pre-war Warner Brothers type—a veritable Conrad Veidt. He barked orders, shouting and screaming at his subordinates, who later explained his threat that "the next man to give an Englishman a cigarette will be shot." A nice, friendly fellow. Returning some few minutes later, he issued further orders. Translated, these indicated that we were "to join the other prisoners at the top of the hill, and remember that the first man to run will be shot."

Assembled in a line abreast formation, with about a dozen well-armed paratroops at our rear, we were then prodded forward, and as a living screen for those behind us we commenced the terrifying climb up the hillside.

Throughout the journey our own troops on the top of the hill continued to fire on us. They had already experienced ambushes in Greece from Germans dressed in British uniforms, and were taking no chances. We could hear bullets zipping past our ears, and the chilling whine of an occasional ricochet drove many of us to our faces, thereby bringing heaps of abuse and sharp prods in the back from our more suitably equipped escorts. After all, these Jerries were only a matter of inches behind us, whilst the British troops to our front were at least half-a-mile away. Common sense told us that we stood more chance of catching a Nazi bullet than one from a friendly source, so for the present, at least, Hitler's men were to be considered.

As we approached nearer the odd British gun-post, the firing was noticeably more accurate, and several of our unfortunate men fell by the wayside, dropped by New Zealand bullets. This drew from our lips the screaming entreaty: "Don't shoot. We're English." We might as well have saved our breath. The firing continued.

Within 200 yards of the summit, a sudden lull in the firing was noticed, and within seconds a wave of Air Force blue appeared before us, quickly augmented by a larger wave of khaki in the rear. I could scarcely believe my eyes! The R.A.F. was making a bayonet charge! Not only that, but their foremost member wore $2\frac{1}{2}$ rings of braid on his sleeve. Our C.O. was indeed a leader on the ground as well as in the air. (We learned later that Sqn. Ldr. Howell sustained shots in both arms during this action and was himself taken prisoner, only to escape later and return to Egypt). The Australians and New Zealanders were quick to follow his lead, and the flash of steel as they hurtled towards us prompted me to act quickly. I felt that it was time to quit my present role, and with what I hoped was a realistic moan, I fell flat on my face and stayed there motionless.

The rumble of running feet approached and then passed beyond me, but I still did not dare to raise my head for some minutes. Eventually, I clambered to my feet and ran towards our lines as though all the devils of Hell were after me. The first thing I really noticed was an anti-tank gun pointing straight at me, and from where I was, the barrel looked about a foot in diameter and the faces behind it looked anything but friendly. If I had expected to be greeted like a long-lost brother I was sadly mistaken. I was roughly grabbed by a couple of husky New Zealanders and hustled before their Intelligence Officer, who fired questions at me. "What's your name? What unit d'you belong to? Who's your C.O.? What aircraft have you got? Can you tell me the numbers of any of them? What pilots were on the squadron?" I'm sure that no German would have survived his questioning. In fact, I felt almost guilty myself.

Having finally passed muster, I proceeded to re-equip myself. This was accomplished by the simple expedient of removing a tin hat and rifle from beside a khaki-clad figure covered by a blanket. No sooner had I checked the contents of the magazine than a Royal Marine

sergeant tapped me on the shoulder and said, "And you, Corporal." "And me?" I questioned. "Yes, up there," he pointed to a low stone wall which bounded the field we now occupied. "Hold that ridge at all costs."

This was the sort of thing I'd read about in fiction. It didn't happen in real life—or so I thought, until I glanced in the direction indicated. There was scarcely a foot unoccupied along the length of the wall, and I recognised the flashes of New Zealanders, Australians, Fleet Air Arm, Marines, Cheshire Regiment, Pioneer Corps and R.A.S.C. Four N.Z. sergeants paraded behind this "thin red line," constantly checking points, pausing to identify possible targets and generally keeping up the morale of all concerned. Our orders were to fire at anything which moved, but I fear that many rounds were wasted on wind-swept bushes.

This vigilance continued for the rest of the day, and as dusk crept over the island, bringing all the weird sounds and movements

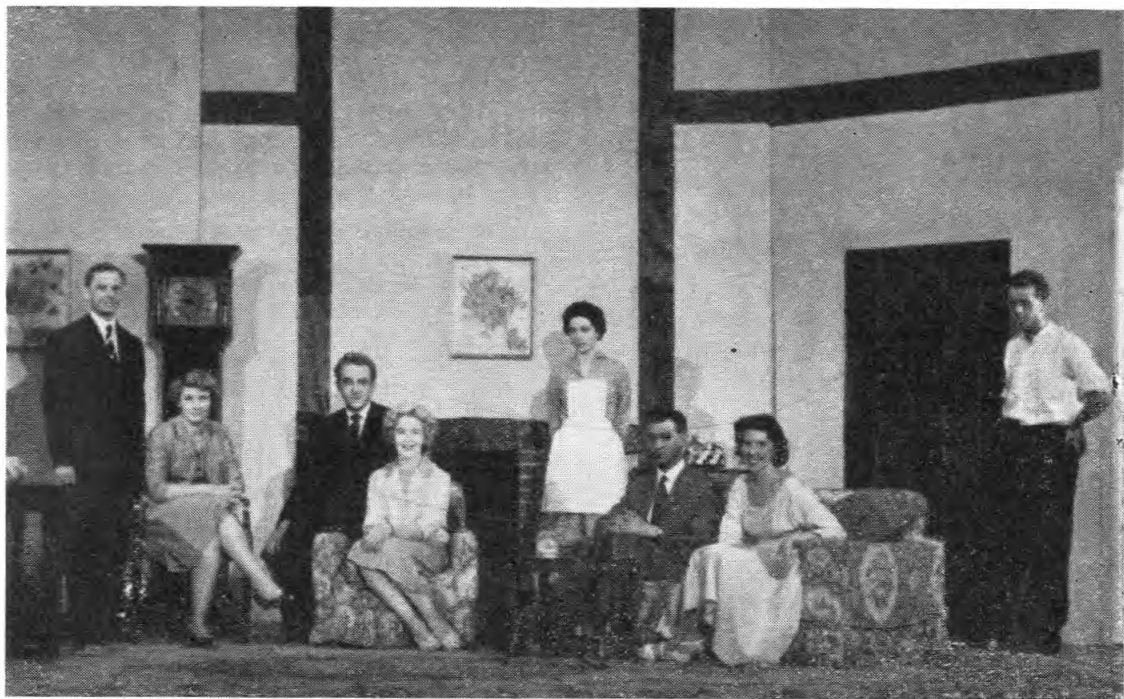
associated with danger, we were introduced to the greatest peril of all—the Oxford-trained German. More than once we heard the unmistakable tones of a Sandhurst graduate issuing instructions, "Get those men out there. Come on, you people. Over here. At the double." Any movement on the part of our troops was greeted by several bursts of machine-gun fire from a hidden sniper. We learnt our lessons from the mistakes of others.

At 3.30 a.m. the situation became untenable, and we received orders to withdraw.

So ended the first day of active service for the Air Force without planes, and the commencement of another "strategic withdrawal," which was to end ten days later on the beaches of Sphakia in Southern Crete.

Might I say in conclusion, that this story had not been written so much as another escape story, but rather as a tribute to the leaders of a unit which can be justly proud of the motto it bears—"LOYALTY."

The Dramatic Society.



“ LOVE FROM A STRANGER ”

Colin Wilkinson	Yvonne Nash	Peter Buck	Helene Aldwinkle	Joyce Gardner	Ken Gardner	Rosalie Buck	Brian Hodgson
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THE society has undertaken more productions in the last year than ever before and the experience and confidence of the players has given to each presentation a polish comparable with that of the professional stage.

The year began with Noel Langley's domestic comedy "Little Lambs Eat Ivy" which centres on the turbulent family of Lady Buckring (Helene Aldwinkle). From the rise of the first curtain there was an air of smooth competence about Peter Buck's production and his impelling hand and commanding personality were reflected in the production and the enthusiasm of the players. Perhaps a single performance was inadequate for all the effort which had been made, but the audience of over four hundred compensated for this by their obvious enjoyment and appreciation of the play. It was unfortunate and disappointing that this entry for the Command Annual Com-

petition could achieve no higher than 8th place behind Yatesbury. While the standard of 71.7% was high, the competition was so keen that only a difference of 5% separated the next six entries.

After a short break we were hard at work with Frank Vospers' thriller "Love from a Stranger" based on a story by Agatha Christie. Peter Buck handed over his role as producer to newcomer Brian Hodgson and played the part of Bruce Lowell; the fair haired young man from America who turns out a homicidal maniac. The story is about a rather naive girl, Cecily (Helene Aldwinkle) who inherits a fortune, throws over her steady but unexciting fiance Nigel (Ken Gardner) and after a whirlwind courtship marries Bruce Lowell. As the garrulous Aunt Louise, Yvonne Nash brought gaiety and comedy to the part and the principle players were ably supported by Rosalie Buck,

Joyce Gardner and Colin Wilkinson. The problems of set design for the two scenes caused many headaches for Stan Woodward and Tom Belford but the final result helped greatly in achieving the dramatic tension of the final act. It is often remarked that a summer production is not popular but the audience was almost as large as usual even though it was mid July — perhaps it is quality that counts and not the time of the year.

The month of November brought to the society two ventures which had not previously been undertaken. The first was the performance of a one act play at the Colston Hall, Bristol, at the British Legion Festival of Remembrance and the second was the presentation of two plays to an invited audience of the Wives Club, Locking.



“THE DEEP BLUE SEA.”

John Hill Helene Aldwinkle Nigel Thorne

The saying that “the show must go on” seemed particularly appropriate when Helene

Aldwinkle and James Tinline gave a performance of Noel Coward’s short play “Red Peppers” at the British Legion Festival of Remembrance. Their entrance was heralded by a fanfare of trumpets and the roar of aircraft through loud speakers, and the fact that the band was behind the players and not in front of them made the planning of the theatre scenes difficult, but the packed audience of ex-servicemen and women showed their enjoyment by their loud applause.

The dramatic society next presented a series of linked scenes from “The Love of Four Colonels” by Peter Ustinov. This was produced jointly by Nicholas Armstrong and James Tinline who had now joined the society. The production which was of first-class quality was due to the flair of James Tinline and the performances of Helene Aldwinkle, Yvonne Nash, Joan Craigmyle, Joyce Beilby, Jeannine Armstrong, Graham Fry, Colin Wilkinson, Nicholas Armstrong, John Hill and James Tinline. This production marked the end of the long and pleasant association of Joyce and David Beilby with the society.

The 1959 entry in the Command Drama Competition was “The Deep Blue Sea” by Terence Rattigan, which had an effective set, good lighting, able production and fine performances by the leading and supporting players.

It must never be forgotten that a play stands or falls on the ability of the back stage staff, and the society has always been fortunate enough to find enthusiastic workers for every back stage department.

For the first time since the competition was started R. A. F. Locking won the 1959 Command Drama Competition against strong opposition from 10 stations. Their production of Rattigan’s “Deep Blue Sea” gave them a total of 78% of the possible marks and they were adjudged first in every aspect of presentation ranging from individual acting to stage management. In his letter the Air Officer Commanding-in-Chief says:- “I congratulate Locking on winning the competition for the first time. I am sure that activities of this kind will play an ever increasing part in the community life of Stations in the Royal Air Force as we move to an all regular Air Force, and I am pleased by the effort and hard work which the Stations taking part in the competition have made to ensure its success.”



“ THE DEEP BLUE SEA”

Helene Aldwinkle James Tinline



“ THE LOVE OF FOUR COLONELS.”

Graham Fry

The Little Theatre.



"Of Whiskey, Beer, Brandy and Vodka you stink."

Education Officer
(Fg. Off. Gardner)

Villain
(Garry Cooper, 85th)

Clareuce
(Alan Taylor, 85th)

No. 2 Villain
(Polly Garratt, 87th)

THE result of the Little Theatre's efforts this term was a somewhat peculiar musical effusion which went under the singularly appropriate title of "How Appsurd." The plot was based on the life of Clarence, an apprentice who had to pass out successfully in order to inherit a large sum of money. The situation was further complicated by a pair of evil-minded villains who do their level best to stop him, an over-possessive Mamma, who comes to keep an eye on him, and collect herself a new husband in the process, and the usual collection of Flight Commanders, Education Officers, N.C.O.'s and other flora and fauna which are normally encountered during a three-year apprenticeship in the R.A.F.

Alan Taylor (85th) performed creditably as Clarence, the uninspired and rather "soppy" hero. The part was written as a foil for the other peculiar characters who appeared, and as such, was extremely difficult to do well. His voice was pleasant, but rather lacking in power.

Mamma was played by Flt. Lt. Lane in a rip-roaring pantomime dame manner. His acting ability was considerably curtailed by the use of the microphone with which he had to be encumbered to be heard at all. The effort of keeping up a girlish squeak all evening is quite considerable, and we were very lucky in finding someone who could manage to cope.

The two villains (Garry Cooper, 85th, and Polly Garratt, 87th), worked together extremely well. Cooper's manner and voice when in villain's costume, were excellent, but he tended to slip back into his normal mannerisms when dressed as an apprentice. His voice was very clear and his words could always be heard.

Garratt's voice is beyond the power of mere words to describe, but was suited admirably to the part. He has a natural stage presence and always seemed to be completely at home.

Ian Trays (89th) made a very adequate lawyer. He had the most difficult song in the whole show to sing, and the result was very



“ Here we sit at leisure, here we puff our Fags.”

Rod Warner, 88th	Roger Vallant, 90th	Merion Parry, 86th	Ian Trays, 89th	Colin Campbell, 90th
Bill Barber, 89th		Malcolm Medland, 85th		Flt. Lt. Lane
Chris Outhwaite, 89th		Trev. Perks, 89th		Mick Kent, 89th

much a compromise with the original. However, the final result was very satisfactory, and the large amount of work he put into it paid its own dividends.

One of the notable successes of the show was Robert Merry (88th), as the Flight Sergeant. His voice has that beautifully modulated tone which is generally associated with that particular species, and in all his actions he really lived in the part.

Flt. Lt. Walker's interpretation of the Fairy Flight Commander was a joy to behold. His considerable experience of this type of show made him invaluable both on and off-stage, while his voice set a standard that the rest of us could only strive for.

The cultural studies officer, as portrayed by Fg. Off. Wilkinson, was a thing of beauty and a joy for ever. His approach was more subtle than that of the other two officers, and provided a delicate contrast. His restraint and patience with Mamma during the dance was a joy to watch, and he succeeded in making the most of a very small part.

Great praise must be reserved for the chorus, a motley crew, consisting of Merion Parry (86th), Rod Warner (88th), Bill Barber, Michael Kent, Malcolm Medland, Christopher Outhwaite, Trev. Perks, Ian Trays (89th), Colin Campbell, Jeffrey Grice, Roger Vaillant (90th). Grice performed his role with verve and has a good, deep voice when he lets himself go, while Messrs. Parry, Barber and Campbell caused many a heart to flutter in their interpretation of dancing girls. The chorus in general performed with great vigour and energy, and although some of the sounds were, on occasion, not exactly beautiful, it is not a fault that matters in a show of this sort. What does matter is the liveliness and slickness of the performance, and in this the chorus excelled themselves.

We were also very musically entertained by the 90th entry skiffle group, consisting of Taff Grant, Christopher Anscombe, John Easter, Barry Lynn and Geoffrey Grice, who added a touch of culture to the proceedings.

The only other characters who performed on stage were a group of highly ferocious gentlemen from New Zealand, namely, Ray Skellern, Graham Churches, Ray Farrel, Tony Wilton and Dave Hodge, who succeeded admirably in their task of frightening the wits out of the poor education officer.

During the interval we were entertained by the "Tramps," consisting of Michael Noel (86th), Derek Wood (88th), David Manchip (85th), Edwin Andrews (87th), and Stan Molineaux (85th).

Sqn.-Ldr. Tinline handled the musical side of the production with great versatility and skill, and had the ability to liven the show up musically where it would otherwise have fallen below standard. His vast experience was of very great value and gave the production a degree of slickness that it would otherwise have lacked.

Fg. Off. Witchell and his assistants, Messrs.

Adams, Brown, Gibbs, Lipscombe, Mac-Donnel, Noel and Williams did a most excellent job behind the scenes. Although the scenery was simple, eleven scene changes can be very daunting, and the lighting itself was sufficiently complex to cause many a headache. The result was extremely effective, and well worth the long hours spent on it.

Other people who contributed to the success of the performance were Fg. Off. D. G. Breadner, as front-of-house manager, Fg. Off. K. M. Brewer (Props.), John Boon (85th) (posters) and Roger Pyne (90th), (decor.).

Finally, mention must be made of the Printers' Guild, who produced our tickets and a programme which was very well in keeping with the rest of the production.

In the long run, the show's success depended on Fg.-Off. K. L. Gardner, who wrote the book. It abounded in witty lines and satirical scenes which extracted every ounce of humour from situations dear to the heart of the appren-



"MANN'S END."

John Cross

Elizabeth Ballington

John Wells

Paula Flemington

Model Railway Club.

THE Royal Air Force Locking Model Railway Club was founded in August, 1958, to bring together members of Royal Air Force Station, Locking, with the exception of Aircraft Apprentices, who are interested in all aspects of railway modelling and to provide facilities for them to construct, test and operate locomotives, rolling stock, track and line-side items on a larger layout than is normally available.

Before going into the activities of the club, it would be as well to touch briefly on the background, and the history of a hobby which is growing rapidly throughout the country.

The first model railway of which anything is known was built in 1859 for the son of Emperor Napoleon III, although it is suspected that the model was as much used for the amusement of the Emperor himself as for his son. Serious railway modelling, however, really got going in this country in 1925, and the first of the magazines, "The Model Railway News," started publication. There are now no less than three such magazines on the market, the two new ones being "The Model Railway Constructor" and "The Railway Modeller." The latter is very much the baby of the trio, and has recently published its 100th issue.

It is interesting to reflect on the sort of models which were made in the 1925 era. They were mainly Gauge O and Gauge 1, powered by steam and clockwork, although electricity was beginning to make itself felt as a form of motive power. A lot of work was still being done in 2 inch, 1½ inch and 3½ inch gauges, but the continental Bing railways were marketing models in the then "impossibly small" 00 gauge. These pioneer 00 models were the forerunners of the present-day 00 gauge scale models, which outnumber by far all other gauges. For the uninitiated, 00 gauge models are built to the scale of 4 millimetres to the foot and run on track of 16.5 mm. gauge. Motive power is nearly always electricity (12 volts D.C.), but clockwork mechanisms are available.

Gauge 0 is still fairly popular among certain of the model railway fraternity, but Gauge 1 is losing ground. Work in the larger gauges is now confined to a very few enthusiasts, who

specialise in making steam-driven locomotives for passenger hauling.

A new miniature gauge known as TT3 appeared in Britain some two years ago and has gained much popularity with modellers whose space is limited. The models, all electrically powered, are built to a scale of 3 mm. to the foot and run on track of 12 mm. gauge.

All gauges have their adherents and of course, models of every region of British Railways are to be found. Many modellers have refused to "nationalise" their railways, and models only of the old four main line railway companies are used.

Returning to the Royal Air Force Locking Model Railway Club, facilities exist for modelling in both 00 and TT gauges. Test tracks in both gauges are virtually complete, and are electrified on the 2-rail principle. The 00 track will accept models fitted with wheels to scale or Triang standards, and the TT track will accept all models built to that gauge. It is to be emphasised that the club's activities are not solely confined to modelling, but embrace such things as film shows, visits and lectures, and any member of Royal Air Force Locking (excluding apprentices), is welcome to join as long as he has an interest in railways, live or model.

The club is self-supporting, and all members contribute a small quarterly subscription plus 6d. on the regular meeting nights.

Full details of meeting places, times, etc., are shown in the Station Monthly News Sheet.



Photographic Club.

DESPITE the rigours of winter, the lack of heating, and the depressive content of the present clubrooms, the Station Photographic Club has managed to survive the last year relatively intact.

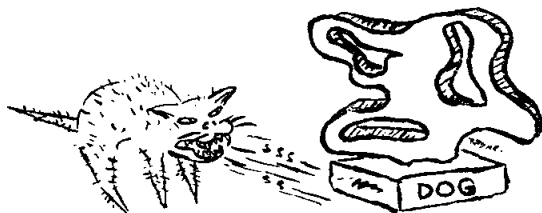
Certainly, the enthusiasm of the twenty or so members is still quite strong, and this year promises to be one of the busiest and liveliest to date.

We are hoping to move to better and more centrally placed premises in the near future, which should attract more members. The equipment at present in use has been modified and brought up-to-date with many new pur-

chases, so that now members have everything needed for the complete processing of all their work, except colour prints.

In addition, the annual competition is being expanded to embrace the whole of 24 Group. This competition, which will take place in April, 1959, should provide a very real stimulus to photographers on the station. Many of the larger photographic firms are supporting the event with display material and prizes.

Plans for the future include the commencement of monthly competitions, discussion groups and lectures according to demand.

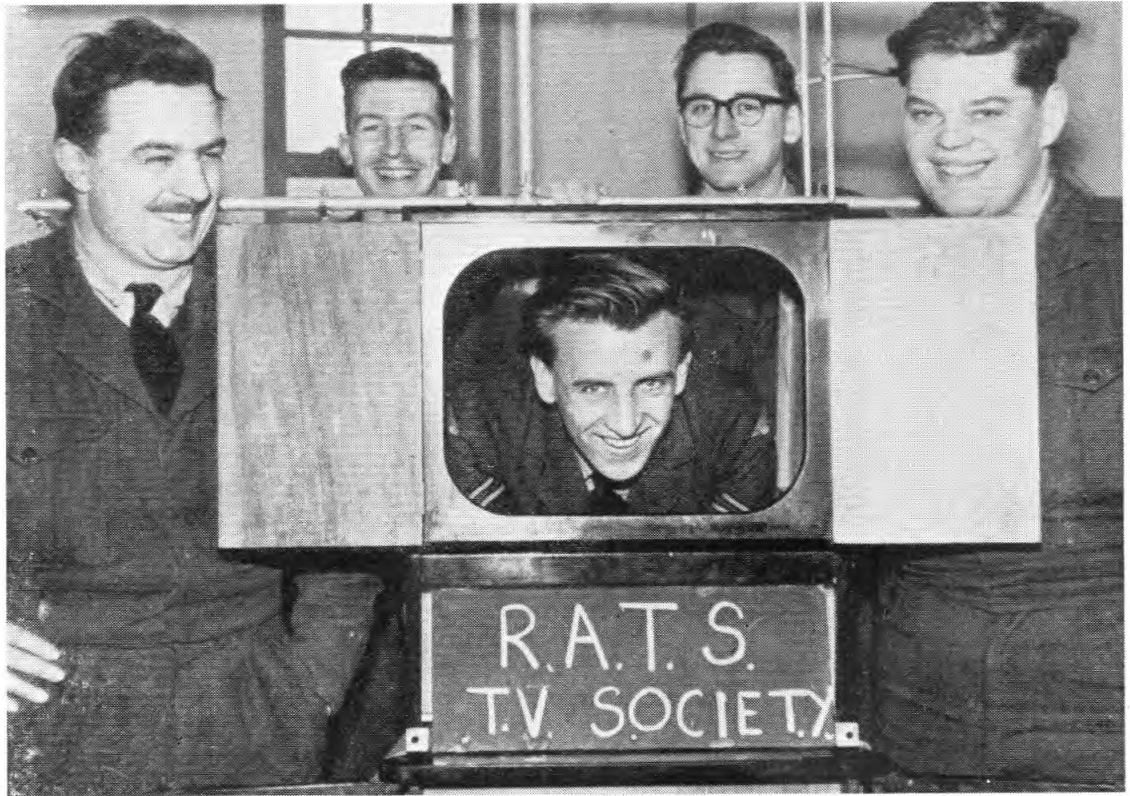




STATION PHOTOGRAPHIC CLUB

A Print by one of the Members which has already won over Twenty Pounds in Competitions.

Amateur Television Society.



THE photograph shows some of the enthusiasts of the Amateur Television Society, together with some of their equipment, including, Regulated power supplies, sync. pulse generators, 9" monitor, flying spot scanner, oscilloscope, etc. The oscillogram shows the line synchronising pulses which are employed to "lock" the vertical bar shown on the monitor.

The aim of the society is to build a transmitting station, but first of all to develop closed circuit television, i.e., monitors, pulse generators, scanning for still pictures, captions, etc., camera work and a flexible intercom. system.

This is the only television club in the R.A.F., and it is affiliated to the British Amateur T.V. Club. There is a great deal of interesting work to be done, and new members will be welcome. Those without previous experience will find it an ideal opportunity to learn something of television principles.

The clubroom is situated behind the Armory and is open at all times to members. Those interested should contact either Fg. Off. Davies (ext. 76) or Cpl. Walton (ext. 38).

The Duke of Edinburgh's Award Scheme.

THE Duke of Edinburgh's Award Scheme was devised by His Royal Highness to encourage young people to make the best use of their leisure. Sir John Hunt, of Everest fame, acts as Secretary. Locking, together with other Apprentice and boy Entrant Schools, is taking part in the Scheme to pilot it through its beginnings and development and to prove as suitable the various standards and tests. Forty-one Radio Apprentices have gained their Silver Awards to date and a number of these are now progressing towards the Gold Award.

The Scheme is divided into four sections, Rescue and Public Service Training, Pursuits, Physical Fitness and the Expedition.

The Rescue and Public Service section requires, towards qualification for the Silver Award, a certificate for training in First Aid, Life Saving, etc. Most of the apprentices take First Aid in this section and, for this purpose, classes are run under the St. John Ambulance Association to instruct the boys for the Adult Certificate. Dr. Colin Drew and members of the St. John Ambulance Brigade come from Weston to the Camp on Tuesday evenings. Thirty-two boys completed the course last October and, of these, twenty-two passed the final examination to gain their certificates. Another course is now running which fifty apprentices are attending. For the Gold Award, in addition to the First Aid Certificate, some actual work in public service is required. Apprentices are engaged in a number of activities. Twelve boys, for example, attend each weekend at St. John Ambulance Brigade Headquarters in Weston to assist the ambulance men there. They have also taken part in two Civil Defence Exercises in the town. The Area Civil Defence Officer has expressed verbally and in writing his delight at the behaviour and the helpfulness of the boys.

For the Silver Award in the Pursuits Section each apprentice is required to pursue a hobby of his choice for six months and to reach a certain standard of knowledge and proficiency. For the Gold Award he must carry on for a further nine months and show further improvement in his hobby. The boys engage in a number of hobbies within the Locking Society, such as Photography, Aero Modelling, Philately, Printing, Sailing, Amateur Radio, Angling, Shooting, Aircraft Recognition and the Apprentices' Band.

In the Physical Fitness Section the candidates must pass laid down standards in three of five groups, running, jumping, throwing, swimming and physical efficiency. The Wing Physical Fitness Officer and his staff test the boys in these.

The Expedition is possibly the most popular of the four sections. For the Silver Award the apprentices go out in teams of three to six for three days to cover on foot a minimum distance of thirty miles and to camp out two nights. They also carry out a set reconnaissance task. Those who have completed this test will acknowledge that the distance is certainly at least thirty miles and that it seems very much greater when a heavy pack is on one's back. The boys who took part in the Expedition in early April are to be congratulated on the spirit they showed in the face of very adverse weather on the Saturday of their trek. Camping in tents was impossible that night, but they found a comfortable, dry billet in a hay barn near Barrow Gurney.

The first Gold Series Expedition went over the Saturday to Tuesday of 25th to 28th April. The requirement is for a four days' walk, covering at least fifty miles, across wild country where the boys are at some distance from help. Rations can be dumped at a suitable rendezvous for the last night, but otherwise the lads must carry their own food, cooking utensils, camping gear, tents, blankets, change of clothing, etc. The weight of a pack, taken without the tins of food, came to two and a half stone.

Eighteen apprentices took part in this pioneer expedition, divided into three independent teams. Team One was A.A. Kyte, Captain (84th) with A.A.'s Sykes, Manchip and 820 Smith (85) and Corner and England (88). Team Two was L.A.A. Lyttle, Captain with A.A.'s Trussler, Whitten, Blewitt, Whinray and Furlong (all 87th). Team Three was L.A.A. Peattie, Captain (87th) with A.A.'s Gardner, Adams and Cross (87th) and Nicholson and Sibley (88th).

The area chosen was Exmoor, as being sufficiently wild to meet the rules. Transport left Locking at 8 a.m. on the Saturday and ran through Bridgwater and Taunton to Dulverton, where rations for the Monday night were left at the Police Station. The bus then continued

up the Exe valley to deposit the teams at Dunster.

The weather was poor but the apprentices were only concerned lest the Expedition should be abandoned. The three teams set off at intervals to make their way by Wootton Courtney across Dunkery Hill. The weather quickly deteriorated and the crossing of the hills was accomplished in driving rain by steep paths running in mud. The descent was finally made to reach a lane leading to Exford, the first night's rendezvous, and the boys paddled into the village with their feet squelching in water-logged boots. Perhaps one advantage lay in the fact that feet were at least water-cooled.

Tents were out of the question but a billet was found for the night in the hay loft over a stable and the wet and weary travellers settled down to changing and drying clothes and brewing up hot tea. A comfortable night was spent above the horses.

On Sunday morning the teams set out again to take a hill path south-westwards across the Somerset-Devon border with the rendezvous at North Molton. After crossing Pennycombe Water and the River Barle, the boys ascended a steep climb into a heavy rainstorm. The weather during the day, however, was very much better than on the Saturday and the occasional rain had no damping effect on high spirits. Morale was so good that, when the teams assembled at North Molton, they agreed together to press on along the next day's route to a further rendezvous at Twitchen.

By the time Twitchen was reached excess energy had been thoroughly used up and the teams were very grateful to find a resting place in the straw over a small cow shed. Fires were soon made in a field and some delightful concoctions of tinned sausages with steak and kidney pudding, peas and beans were soon sizzling in the mess tins. There was heavy rain during the night, but the expeditioners slept snugly in their manger to the lullaby of a large bovine neighbour in the downstairs flat, suffering from night starvation and periodically alleviating it by munching and crunching from a bale of hay.

On Monday the teams left the little farm to climb steeply into Molland and Anstey Commons. The weather again produced bright intervals and showers with one heavy hailstorm, but the country was very beautiful and there was sufficient sunshine to make the world seem a very bright place. Flt. Lt. Deakin flew over in the Locking Chipmunk searching for the teams but, although he circled closely

several times, he failed to see them waving their groundsheets.

The steep path down into Dulverton was descended in heavy rain on feet beginning to complain somewhat piteously but luck was again with the apprentices, who were soon making friends with some more stable companions. The rations were collected from the Police Station and tinned salmon was on the menu for tea.

Tuesday was the last day of the "Yo-Yo Hike"—now so called because it had been all ups and downs. It was a clear, sunny day. The route from Dulverton led over a steep hill to Chilly Bridge, across the Dunster-Exeter road then northwards over the moors to Timbercombe, the final rendezvous. Transport was due there at two o'clock and the last team hobbled in at five minutes to the hour.

All the boys were extremely grateful to see Timbercombe in the valley from the final bend of the descent, but the general feeling was that the trek had been thoroughly enjoyable. There was a very satisfying feeling too that a tough, pathfinding task had been successfully accomplished under conditions that, on the first day at least, could hardly have been worse.

Random Impressions:—The kindness of the country people of Somerset and Devon - the beauty of Exmoor - the spirit of the apprentices - the disproving of the theory that what goes up must come down - L.A.A. Peattie's tea - the discouragement climbing hill paths behind A.A. Kyte, the Wing walker.

Extracts taken at intervals from Smith's log:-
 1st day - Rain driving down heavily - Heavy rain lashing down. Everyone saturated - Rain still falling in torrents. Plodding through deep, slushy red mud - Rain hammering down - There seems no end to the heavy rain. Everyone looks like a drowned rat - 2nd day - Heavy rain falling to our left. It missed us this time!
 - 3rd day - Sighted wild deer down to our left and many Exmoor ponies. Crossed the moors in slight to heavy rain - Reached Dulverton. Our team has become very footsore in the past few hours - 4th day - The team's feet are killing them - Beginning to get slightly shattered - My poor old feet are nearly dropping off. Maybe it would be better if they would - An R.A.F. truck arrived and took us back to Locking and a darned good hot bath. So ended a most unforgettable and enjoyable four days' expedition.

And, despite the rain, it was indeed enjoyable and the perfect change from the routine of normal training life.

Foreword by Station Physical Fitness Officer.

Flight Lieutenant J. Mayhew

TAKING a broad view of the sporting activities at Locking as a recent new arrival, I think it only fair to say that the standard of sport compares favourably with other Units throughout the Royal Air Force.

The results in field games have been disappointing this season, but undoubtedly can be attributed to the appalling weather conditions. Too many fixtures have had to be cancelled, which has resulted in loss of form in the field.

It is very gratifying to note however that we have our star men on the Unit who have represented the Command or Royal Air Force at the following activities:—Basketball, Badminton, Cycling, Fencing, Hockey and Boxing. All these men are to be congratulated on their

high standard of performance. It should be every man's ambition to represent his Station, Command and the Royal Air Force at some sport and it can be done providing he is willing to carry out intensive training. We look forward now to the summer season and to those individuals who hope to make the Station Teams.

I would say start training NOW. A lot of valuable work can be done in the evening in the gymnasium. Make yourself out a schedule and stick to it come what may and your standard of performance must improve. Last but not least, if you have passed the performing stage, we still need you to encourage the beginner or advise the man who is interested. The gladiator will always look after himself.



Station Rugby.

ON the whole, the past season has been successful. Of the 1st XV's 22 games only 7 were lost, and the 2nd XV, despite serious and disheartening difficulties arising in connection with finding sufficient players, won 6 of their 11 games.

Once again we met Innsworth in the first round of the Cup, having beaten Colerne in the preliminary round, and once again, in the most inclement weather, they proved too strong winning by 6 points to 3. In the Inter-Services Sevens we did not distinguish ourselves, but in the Somerset Sevens at Weston the "A" team were not knocked out until the semi-final when they were beaten by the runners-up for the Tournament. Burnham, the eventual winners, knocked out our "B" team in the second round.

During the season we were badly hit by postings and releases, including one week when four of our players went on the same day. The fact that it was necessary to replace these players by members of the second team has made it very difficult for the Seconds to settle down and get used to each other, and is very probably responsible for their lack of success on five occasions.

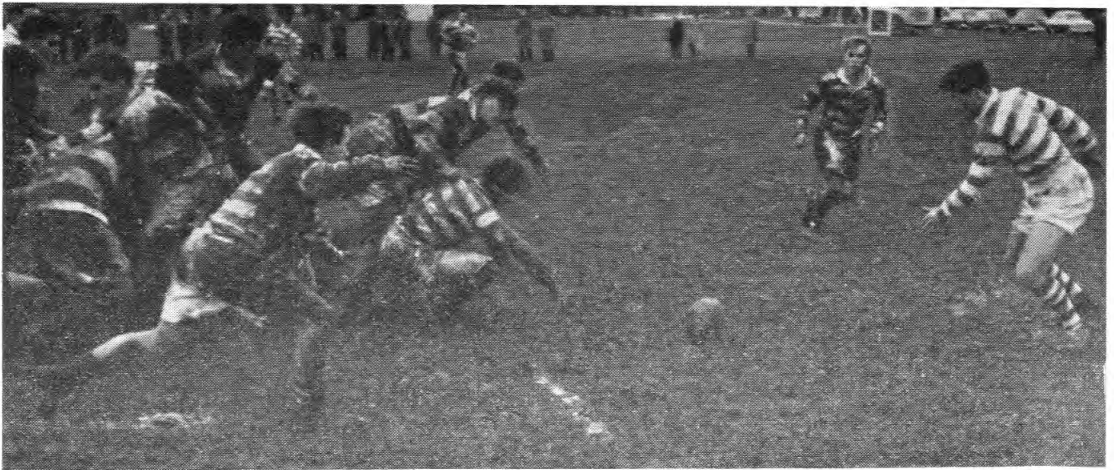
During the early part of the year the weather rendered the pitches, both at home and away, unfit for play and the teams had little opportunity to practice. Despite all this only two

R.A.F. Stations, Innsworth and St. Athan, managed to beat us twice.

We would like to mention everybody in the team, but there just isn't room, so while thanking everybody we will mention those who appear to us to be outstanding. S.A.C. Gary Hopkins, who has unfortunately left Locking, played for the R.A.F. and for Somerset, and AC Tony Edwards, another trainee who has departed, was reserve for Technical Training Command. Fg. Off. Terry Capp, who led the forwards regularly, has left Locking to go flying. J/T Ritchie has gone to Cyprus, "Sarge" Tetlow has left for OCU Jersey, Cpl. Graham Davies leaves in July and Flt. Lt. Hedley Jones, who skippered throughout the season, goes in November. All of them played excellently and are to a large extent responsible for the team's successes. The Committee thanks them all very sincerely for their help and wishes them well. We also would like to thank W/O Williams for being so helpful in arranging transport, teas and kit, and for turning out cheerfully whenever required to make a very safe fullback, even at the ripe old age of 41! Finally, we congratulate Sgt. Peter Mason and Graham Davies on their respective marriages and wish them all the best, although their absence on their honeymoons was very inconvenient at the time.



Station Rugby. Some of the Team.



R.A.F. Locking v. R.A.F. Inmsworth

Soccer.



STATION 1st XI SOCCER

Downs Baker Thomas Chatterton Meiklejohn Moore Briggs Cairns
 White Carden Green Jones Rowe

DURING season 1957-58, although the Station did not make much progress in R.A.F. competitions, the 1st XI had a fine league record, finishing third to Bridgwater and Ilminster in the Somerset Senior League.

The final analysis was:—

Played 34; Won 23; Drawn 5; Lost 6;

Goals for 103; Against 45

The 2nd XI did not win any honours, but put up a creditable performance in finishing in the top half of the Weston and District League.

The Second XI record was:—

Played 30; Won 19; Drawn 2; Lost 9;

Goals for 148; against 62.

The season came to a successful close with the Station winning the Somerset Inter-Services 6-a-side Soccer Competition.

Taking into consideration the fact that both Station XI's are largely made up from the Airmen trainees, making it impossible to have regular teams, the above figures put the general

standard of the Station soccer into a favourable light.

The Station was again defeated in the early stages of the present season's R.A.F. Challenge Cup Competition, losing to St. Athan in the first round. It was, however, a hard-fought match and one in which Locking were rather unlucky to lose. It is hoped that the Station will do better things in the Group Inter-Section Competition.

The League position of the 1st XI at the moment is approximately the same as it was at this stage last year. It is worth noting, however, that now there are six or seven clubs challenging strongly for the League title, where last season's League was more or less dominated by two or three clubs. In these circumstances, club fortunes can fluctuate a great deal before the season's close, but if the Station maintains its present standard, it can be assured of a good final placing. The 1st XI has played 21 games up to February 14th,



Station Soccer Team.

1959, winning 15 and losing 6. They have scored 83 goals and conceded 32.

All the friendly fixtures so far have resulted in keen tussles, notably with the Universities of Bristol and Cardiff, as the following results suggest :—

R.A.F., Locking 3; R.A.S.C., Yeovil 3
 R.A.F., Locking 1; Compton Bassett 1
 R.A.F., Locking 5; Bristol University 4.
 Bristol University 2; R.A.F., Locking 2.
 Cardiff University 1; R.A.F., Locking 1

The 2nd XI again entered the Weston and District League, and to date are having a successful season. Of the 18 games played, 12 have been won, 4 lost and the remaining two drawn. In the League K.O. Cup Locking disposed of Bournville Athletic, Westpost (after a drawn game) and Langford Rovers on the way to the final. Here they met Blackford A.F.C., a newcomer from the Cheddar Valley League, but the latter proved to be the better team on the day, and the Station side lost by two goals to four.

The 2nd XI have also had friendly fixtures

the results to date being :—

R.A.F., Locking 2nd XI 1; Bristol University 9.
 R.A.F. Locking 2nd XI 6; Compton Bassett 4
 Bristol University 2; R.A.F. Locking 2nd XI 4.
 Cardiff University 1; R.A.F., Locking 2nd XI 3.

As the results show, the heavy defeat by Bristol was later avenged in the return match at Bristol.

The Station XI's are indebted to Sgt. Downs, on whom their smooth running and success largely depends, to J/T Guthrie and A.C. Cairns who are acting as team managers, and to Sgt. Duncan and Cpl. Green for taking an active part on the Selection Committee.

The Soccer Club would also like to thank the Station P.F.O. and the Gymnasium staff for their co-operation, and especially W.O. Williams for the excellent way that the Inter-section Leagues and K.O. Competitions are being organised.

F.B.



STATION 2ND XI SOCCER

Guthrie Harper Chilton Minto Rowe F'O Brown Cheesebrough
 Burnett Odle O'Rourke Duncan Cross

Cycling.

THE season which has passed has been a very good one for everybody who was interested in competitive cycling. February, 1958 saw the Station Affiliated to the B.L.R.C. Western Section, and to R.T.T.C. as well. This ensured that we would have sufficient events in which to compete throughout the season. At the same time we were in the process of organising the racing section on more competitive lines, and full use was made of the clubroom throughout the season. Unlike previous years, we did some preparatory training and were to be seen pedalling furiously around the surrounding counties throughout February and March. In spite of all the hard work we were pleased to find our numbers growing steadily, until the

original six drew to an enormous pack of 23 by mid-summer, and only posting on passing-out academically of course, reduced our number late in the season.

March saw our braver members cycling down to Devon to compete in road races, and east to Swindon for time trials at 6.00 hours in the morning. If only the same enthusiasm could be engendered for parades! Slowly, with many aches and sprains, we got ourselves fit, and by April we were achieving finishing positions in the prize list, until we won a 25-mile time trial against our keen rivals Yatesbury. Success at last!

We were now a name to contend with in the Royal Air Force Cycling Association, and in due course Cpl. Tech. Farrow, our efficient club leader (and taskmaster) was selected to captain the Command team in the 5-Day Massed Start Championships. Like a good N.C.O. he led us from the front of the pack in our training sessions and, in an effort to ride us into the ground he pulled a muscle. However, S.A.C. Butler, G., was available to take his place in the Command team.

In the meantime, we competed in the 25-mile championship at R.A.F., Hullavington and Butler was fourth to finish. We did not gain a team prize, but were not dismayed and Butler went to R.A.F., South Cerney, for the Massed Start Championships, while L.A.C. Charlesworth was a reserve. At South Cerney Butler was the star of the Command team, and finished fifth in the final classifications, while winning the final stage. Needless to say, the team prize was won by Technical Training Command.

While Butler was shining in a Command vest, we, at home, brought our new Station colours home in front in several civilian events in the South-west, and when our team went to R.A.F., South Cerney, for the 50-mile time trial championships, we were a very fit and confident bunch. Our confidence was completely justified, and we returned to Locking in triumph, with our first-ever R.A.F. championship trophy: the Station having first team place, and Butler 2nd individual position.

The second week in June saw two strong Station teams travelling to the Inter-Station Track Championships at Birmingham. Our B team was 3rd, and our A team 4th equal, a very creditable result, which established Locking as one of the foremost cycling stations in the Royal Air Force.

On the results of past performances, Butler and Farrow were chosen to ride for the R.A.F. in the 50-mile Inter-Services Time Trial at the end of the month, and Butler was the first R.A.F. rider to finish and was second to the winner.

July was our busy month, which started when Butler won the return fixture with Yatesbury. Next, the Station won the 100-mile T.T.

Championships, and then most of our team went to Herne Hill Stadium to race for Command in the Inter-Command Track Championships. They were Butler, Farrow, Charlesworth, Jamieson and Paling. Of course, Technical Training Command won the competition, and Butler and Farrow finished off a busy month by again riding for the Service at Herne Hill. However, they were not so successful this time; a serious blow to our confidence.

By the end of the August break we were refreshed and expected to finish the season in a blaze of glory, but this was not to be. Butler and Charlesworth again rode for the R.A.F. in the Inter-Service Mass Start Championships, but the only major event for the Station team was the 100 Km. Mass Start Championship, in which we came nowhere. In fact, we collected five punctures, two broken gears and a buckled wheel amongst other undesirable trophies such as cuts and bruises—but no cup. This marked the end of our great team, because posting and injury reduced them to an average station outfit. However, we finished the season by getting 2nd team place in the Hill Climb Championships and rested content.

During the season we had won two R.A.F. championships and seven other events; three riders were awarded R.A.F. colours, and another two won Command colours. Considering we had never won any previous event, this was an achievement of which we remaining cyclists are proud. And we are determined to do as well, if not better, this year. Won't you come and help us?



Station Hockey, 1958-59



Sqn. Ldr. Catley Flt. Lt. Mayhew Cpl. Bird Fg. Off. Williams Fg. Off. Carpenter A.C. Kent
 S.A.C. Bleasdale Flt. Lt. Show Flt. Lt. Mason A.C. Bramwell Fg. Off. Melhuish A. Cravenburgh

THIS season has been distinguished by the number of matches we have not played. Out of a total fixture list of 19 games, 10 were cancelled for various reasons, mainly due to our unkind climate.

The station team won seven of the nine games played, but unfortunately they lost the two most important games, the cup matches.

We hope for better things from both players and weather next season.

Basketball

THE Station basketball team has had a remarkably good season. In the Division I of the Bristol Basketball League they have won every game, so far usually leaving little doubt as to which side was the best team! In several games the Station team finished with three-figure scores, the best being against Y.M.C.A., Totterdown, on 6th January, when the result was 214-28.

The team suffered its first and only defeat of the season when, having reached the last 16 in the National Championships, they were beaten by the London Polytechnic, after playing extra time, by the narrow margin 54-47.

In the R.A.F. Inter-Unit Cup Competition the Station team has won all its games to date, and will meet R.A.F. Chessington, in the semi-finals at R.A.F., Halton, on March 12th. We wish them the best of luck.

As to individuals in the team, three players have distinguished themselves by being selected to represent Technical Training Command. They are Sgt. Keogh, Sgt. Lester and Cpl. Brown. In addition, Sgt. Keogh and Cpl. Brown will represent the R.A.F. this season. Many congratulations to them for this fine achievement.

Congratulations, also, to the whole team in reaching and maintaining such perfection.

Badminton.

AT the beginning of the 1957-58 season the Station team was beaten by R.A.F. St. Athan in the first round of the Inter-Station Competition. The St. Athan team went on to win the R.A.F. Cup, but the Locking team had a very successful season otherwise, culminating in a six matches to three win in the final of the Plate competition. The successful team included Flt. Lt. Meats, Flt. Lt. Rees, W.O. Williams, Sgt. Keogh, A.C. Shoemsmith and A.C. Boyd. Flt. Lt. Rees has been Officer in charge of Badminton for three successive seasons, and this performance by the team, on the eve of his departure from the Station, was an especially happy victory. Only three matches were lost during the year, one to Bristol, and two to Bristol University.

The current season has been even more successful so far and, for the first time in nearly ten years, the Station team has reached the semi-final stage of the R.A.F. Cup. The final stages will be played at St. Athan towards the close of the season, and the draw is as follows: R.A.F. Locking v. R.A.F. Waddington. R.A.F. Henlow v. R.A.F. St. Athan (Holders).

Only three of last year's team are included in the following list of this year's players:— Flt. Lt. Meats, Fg. Off. Gearing, W.O. Williams, Sgt. Keogh, A.C. Jones, A.C. Macmillan and A.C. Wilding.

Bristol University is the only team to have beaten the Station up to the time of writing, and their victory was by the narrowest possible margin. Earlier in the season, when we visited

the University, we were forced to abandon the match with the score standing at three-all, when the police escorted us out while the fire brigade rescued our clothes from a burning building. The team record to date is:—

Played 17; Won 16; Lost 1. Games for 122; Games against 18.

Fg. Off. Gearing and Sgt. Keogh have both played for the Royal Air Force in representative matches, and Sgt. Keogh has also been playing for Somerset. In the Royal Air Force Championships these two players reached the semi-final stages of the Men's Doubles competition and the Inter-Station Pairs Championship. W.O. Williams was a runner-up in the Veterans' Doubles, and A.C. Jones was selected for the R.A.F. team which played South Wales. A.C. Jones also competed in the West of England Championships where he and his partner, A.C. Corps, lost in the quarter-finals to two English International players.

With the considerable assistance of the Families Badminton Club, which meets on Wednesday evenings, we have surprised ourselves by reaching the semi-finals of the Somerset Inter-Club Championship. This is the first time that we have competed in this tournament, and Mrs. Chapman, Mrs. Beck, Mrs. Browning and Mrs. Williams have helped to build up the following impressive record for the Mixed Doubles team:—

Played 4; Won 4; Lost 0; Games for 29; Games against 6.

E.N.M.

Table Tennis

ALTHOUGH no outstanding players have been discovered on the station this season, we have normally been able to field a reasonably strong team and a number of extremely enjoyable matches have been played.

In the R.A.F. Championship we were eliminated by a very strong team from Hereford in the Area Final. We had previously beaten Chivenor, Mountbatten and St. Athan.

Among friendly matches played, we entertained a Weston Y.M.C.A. team at the club early in the season. The teams were very well matched and the final result was a draw.

The team has suffered from many changes caused by postings from the station. S.A.C. Smart, however, has played at No. 1 in every match, and has made a large contribution to the success of the team. He is entered for the R.A.F. Individual Championships, in which we hope that he will do well.

Cricket

ALTHOUGH the season was not a notable one overall, the station team did very well in the local League, winning both the 2nd Division and the Knock-out Cup of the Weston-super-Mare and District Mid-Week League without losing a match.

In the R.A.F. "A" Competition, we were eliminated by R.A.F., Innsworth, in the second round, but it should be remembered that R.A.F., Innsworth went on, to finish runners-up in this Competition.

The teams also enjoyed some good friendly matches with Service and civilian teams, and well maintained the Locking Cricket Club's standards.

The prospects for the 1959 season appear on the whole to be fairly good, especially if the pitches on Cook's field can be improved, as last season they were not up to the standard of the pitches upon which the teams played in some of their away matches.

Tennis.

The 1958 season was marred, as is not uncommon, by the weather, twenty-two matches having to be cancelled or postponed. Twenty-one matches were, however, played, and resulted in 13 wins, 3 draws and 5 losses. A Station "B" team played 5 games—3 wins and 2 drawn.

In the Senior R.A.F. Stations' Competition the Station Team was unfortunate in losing the Area semi-final 5-4 to St. Mawgan, after a long journey to Cornwall on the morning of the match.

Three competitions were held within the Station—an inter-unit competition, which was again won by Admin. and Training Wing, a singles championship, won by Fg. Off. Hulley, and a doubles championship, won by Fg. Off. Gearing and AC. 2 Carden.

The following regularly represented the Station: Flt. Lt. Clare, Flt. Lt. Shaw, Fg. Off. Hulley, Fg. Off. Gearing, Cpl. (Tech.) Kennedy, Cpl. (Tech.) Prichard, A.C.'s McIntosh and Carden.



Fencing.

ONCE again the combined efforts of Apprentices and Airmen fencing together have produced another highly successful season.

Winning the R.A.F. Inter-Unit Royal Tournament Competition last Summer, Locking went on to represent the R.A.F. in the Inter-Services Final at Earl's Court, where our Foil team beat the Army, Navy and Marines, and our epee and sabre team acquitted themselves well. A fitting climax to last season's fencing came when the Locking team was invited to assist the Australian Empire Games team in a training match at St. Athan in July, when the Station obtained several victories. At the Empire Games, Flt. Lt. Evans was a member of the successful Welsh team which gained Bronze medals in the Foil and Sabre team events.

In November we were defeated by R.A.F.

St. Athan, for the fourth successive year, in the final of the R.A.F. Senior Inter-Unit competition. It is likely that had some of our first team fencers not been engaged in compulsory educational pursuits, we should have brought home the cup. The team has continued to win most of the Somerset trophies, including the Sabre team cup and the Gilmour Schoolboys cup, the latter an Apprentice event, and in local club matches we have been defeated only twice. The Apprentice team has scored several major victories over their close rivals, Halton, including the 1958 Summer Games and the MacEwen trophy. Halton secured their revenge in March by winning the Winter Games, 15-12.

Locking fencers have continued to obtain outstanding results in individual competitions. Flt. Lt. D. Holt having had a particularly good season, winning the Somerset Foil, Epee and



Trophy Presentation.

Sabre championships, and reaching the semi-finals of the Royal Tournament Foil championships. He has been a regular member of R.A.F. representative sides, and stands an excellent chance of obtaining a place in the R.A.F. team for the Inter-Services match. He has also captained the Somerset County team for the past two seasons. L.A.A. Parkinson and A.A. Downes, who have recently passed out, have both had excellent results, Downes fencing particularly well in last year's Royal Tournament series, while Parkinson showed up well in the T.T.C. phase of this year's Royal Tournament, gaining first place in Epee and 2nd place in Foil and Sabre. They have both represented

Somerset during the year. Cpl. J. Clarke and A.A.'s Bambrill and Cochrane have gained regular places in the Station team, Clarke winning the Blair-Oliphant Handicap tournament last September, and each has contributed to the success of the team. Flt. Lt. Evans, after a brief six months retirement, made something of a come-back by winning the West of England Foil championship in March.

The small nucleus of Apprentices and Airmen who have recently taken up the sport indicates that prospects for future seasons are bright.

Rifle and Pistol Shooting.

THE R.A.F., Locking Rifle and Pistol Club is now well past the half-way mark of the season's fixtures, which have thus far produced results that have been most encouraging, considering that in all the competitions entered this year except one—the R.A.F. "Nobel" Competition—was for the first time.

The new Range in No. 2 Bellman Hangar, apart from leaks in the roof, is excellent in all other respects, and when the heating is installed, no adverse comments will be justified.

The Club has approximately 30 (regular members) and is affiliated to the Royal Air Force Small Arms Association, The National Small Bore Rifle Association and the Somerset County Association of Rifle Clubs.

The results of the 1958/9 season to date are very good for the Club's first full competitive year.

The following give a brief resumé of the Club's activities to date:—

Royal Air Force, Technical Training Command.

1. Nobel—Rifle.
Final result decided by the shoot between R.A.F., Halton and R.A.F., Locking. Result: Halton 1st; Locking 2nd.
2. V.J. Trophy—Pistol.
Insufficient support given to pistol shooting and the team consisted of the only four members of the Club that practiced pistol shooting at all. Now out of competition.
3. National Small Bore Rifle Association. Junior Winter Competition, under 18.
The Apprentices team came 31st, out of 99 teams entered.
4. Burrough and Watts Knock-out.
Lost first round to Dunfirmline.
5. National Short Range League, Division 25.
After four matches and one bye, we are second in the League with the highest aggregate score.
6. Inter-Services Marksman Shield A.
The winners last year—with 51 points—were R.A.F., Halton. The Shield has again been won by R.A.F., Halton, with 118 points. This was a surprise to all and a disappointment to R.A.F., Locking, be-

cause with 104 points we felt sure that the shield was ours. R.A.F., Halton, however, had the advantage of more Class "B" and "C" shots, whereas R.A.F., Locking concentrated on a higher standard and produced 13 Experts and 2 Master Shots, against Halton's 8 Experts and 3 Marksmen.

7. Somerset League of Rifle Clubs, Somerset League, Division 3.
Of the 22 rounds to be fired, 13 have now been completed and R.A.F., Locking is clear TOP.
8. Davey Cup Knock-out.
The first round is being fired off this week. Shoulder to Shoulder Matches.
A team of 8 Apprentices were taken to the Army Apprentices School at Aborfield on November 1st, 1958 and, for the first time ever, won the match by 25 points.
Unfortunately this success was not repeated when another team visited the Army Apprentice School at Chepstow. The match was lost by 5 points. The result was actually decided by one unfortunate Apprentice who had a misfire.
In March of this year another team of Apprentices will be visiting R.A.F., Halton who, for many years, have been virtually unbeatable. Interest and enthusiasm is there among the Apprentices, and if concentrated practices is continued the team from Locking can go to Halton and win.
9. Royal Air Force Small Arms Association Championship.
Championship.
Rifle: Two members of the Station team have been entered, A.C. Campbell, A.A. Barnett.
Pistol: One member of the Pistol team has been entered, Sgt. Russell.

Awards.

The following Certificates have been awarded to members of the R.A.F., Locking Club this season :

- "Daily Telegraph": A.A. Barnett.
- "News of the World": A.C. James.
- "Daily Mail": A.C. Campbell.
- "Chas E. Bell": A.A. Carpenter.

Golf.

PERHAPS it is not everyone who knows we have a Golfing Society on the Station, but, in fact, we have a very flourishing Society. The Station holds a block membership in the Worlebury Golf Club, and Station players have full membership rights of the Club, can play on the Worlebury Course at any time, and, what is more, can freely participate at the 19th hole.

1958 was a very successful golf year for the Station. Of the eleven matches played, eight were won and three were lost. Unfortunately, two of the lost games were against our old rivals, the Worlebury Golf Club.



Over the long history of the Station there has always been friendly rivalry between the Station and the Worlebury Club, and two cups are played for annually between us. In 1958 Worlebury not only retained the Singles Cup, but also won the Fourball Cup from us. We go into 1959 determined to do all we can to win both cups into our keeping once again.

The outstanding success of 1958 was the winning of the Royal Air Force Inter-Station Golf Championship Cup for the second time, having previously won it in 1955. Only Fg. Off. J. Price of the winning team is still with us.

Jnr. Tech. Morton and S.A.C. Robertson having proceeded on their respective ways after completing training.

Further honour to Fg. Off. Price and S.A.C. Robertson was their award of Technical Training Command Sports Badges. A third Station golfer to be awarded a Command Sports Badge was A.C. Grant, who has since left us. All three played for the Command Golf team in 1958.

In the 27 Group Golf Competition, which was played on the Weston-super-Mare Club's course, the Station won both 27 Group cups, the Inter-Station Cup for the best net score and also the Inter-Station Cup for the best gross score, whilst Sqn. Ldr. Exton was runner-up in the group competition for the best individual scratch score.

In the Station competitions, the Medal Cup was won by Jnr. Tech. Grant, the Bogey Cup by A.C. French, and the Match Play Cup by S.A.C. Guthrie, respectively.

The Station Golfing Society welcomes 1959 with every hope for another successful season. Should there be any players who have not joined the Golfing Society yet, they are asked to make themselves known. Those playing off 24 are as welcome as the player with a single figure handicap.

Caving Club.

THIS club organises trips to the many caves in the Mendip Hills. These caves are formed by the action of water on the limestone. Water from the surface streams dissolves away the limestone, cutting an underground channel. Some of the limestone becomes deposited again further down the cave, and forms the well-known fantastic shapes, stalagmites and stalactites, and the more delicate straws and helictites. Some of these have taken millions of years to form. The caves found on the Mendips vary in size from the small rock shelters, such as those in Cheddar Gorge, to much larger systems such as Swildon's Hole at Priddy, with a depth of 400 feet and a length of well over a mile.

For caving purposes caves may be divided into two types, wet or dry, depending on whether the original stream still flows. But even

the dry caves have a certain amount of water seeping through the walls and dripping from the ceiling. The temperature in the caves is quite constant at about 50 degrees all the year round.

When you go down a cave, you must wear suitable clothes. These are usually the oldest you can find, with some overalls on top. In a wet cave it is best to wear wool next to the skin, as this keeps you warm even if it gets wet. At least two or three old pullovers should be worn in a wet cave. A caving helmet should always be worn, to protect your head from striking the roof. Boots are the best footwear for climbing on rocks. The best form of lighting is probably the miner's carbide lamp, which can be fixed to the helmet. These give a bright light, and are not very heavy. A second form of lighting such as an electric torch should

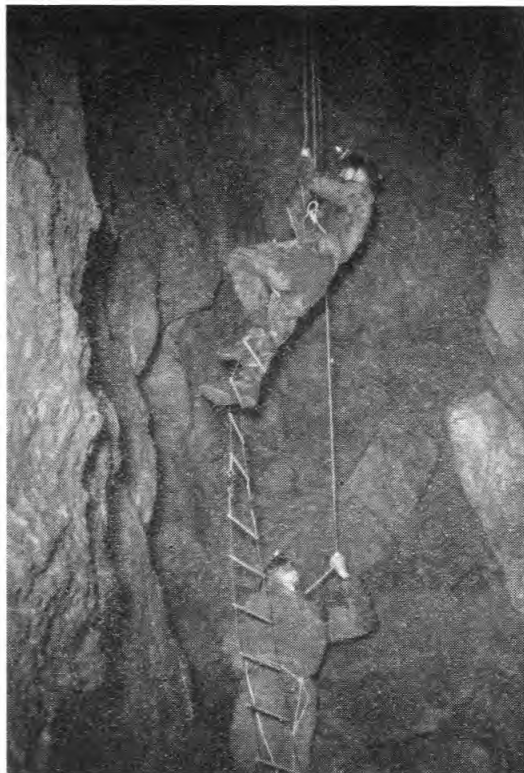
always be carried for use in emergency.

As a sport, caving has many resemblances to rock climbing, but it is much safer. There is no wind to blow you off the rock face, and the rocks are usually firmly cemented with a layer of stalagmite. Although caving is popularly supposed to be dangerous, accidents are few and far between, and they are nearly always caused by neglect of the simple precautions, such as having adequate clothing, spare lights and using a life-line when climbing ladders.

New members are always welcomed to the caving club, especially if they have some form of motor transport, as most caves are tucked away in out-of-the-way places.

Anyone interested should apply to:—

Fg. Off .Wright, 1 (T) Block; or, for apprentices, Fg. Off Edwards 3 (T) Block.



Cpl. West and A.C. Dixon climbing in the Dolphin Pot, Eastwater Swallet, Priddy.

Boxing.

OUR present boxers, though numbering only six, have had a very hard season, and in particular **J./T. New**, who has represented the Command to the finals of the Inter-Command. New fought some very strong opponents, but remains unbeaten this season, and the Command were again the Champions. At the time of going to press it is hoped that New will represent the R.A.F. in Denmark.



Sgt. Lee, our present I.S.B.A. champion, has fought in a number of civilian competitions and remains still undefeated.

L.A.C. Gushlaw had weight trouble at the beginning of the season, but it is now back to Flyweight, and we have every hope that he will be the R.A.F. champion this year, unless his posting overseas takes place before the championships in March.

A.C. Clapperton, who is a this season's arrival, had the honour to represent the R.A.F.

in the Channel Islands early in the season, but since then he has had few bouts.

L.A.C. Stacey has been called upon by Command several times and can always be relied upon to give of his best. He has also had many civilian bouts and this year has been defeated only twice out of 17 bouts.

Cpl. Clifton, of the Physical Fitness staff, is always eager to step into the breach, and though his boxing is not of the standard it could be with training, he always gives a good account of himself.

The response for boxing from a station of Locking's size is poor. Amateur Boxing is a sport often too readily compared with Professional Boxing, when in fact, one is completely different from the other and the matching of two people (other than in the Individual Championships) is seriously discussed before any bout takes place. It is a sport that necessitates one being at the peak of fitness, and, of course, is a teaching of self-defence.



SGT. LEE. R.A.F. Boxing Middleweight Champion. 1958



Swimming.



STATION SWIMMING TEAM.
L—R Rogers Fisher Boddington
Atkinson Laidlaw

27 GROUP WATER POLO CHAMPIONS, 1958
Goulding Fyffe Douglas Pritchard
Lighttower Lawrence

THE 1958 season was successful and enjoyable, for the station teams as a whole, the winning of the 27 Group Inter Station Championships was the goal to be aimed at and trained for, especially since this was the last of the swimming championships to be held by 27 Group. The teams trained hard and well and Locking came first in almost every event, the final results being 1st Locking with 92 points; 2nd Compton Bassett with 64. Our water polo team won their match 16 goals to nil. In the diving we did not do so well as in former years although two aircraft apprentices obtained sufficient points in the firm-board and spring board diving to be competitors in the Technical Training Command Championships.



Now that we are in 24 Group the competition will be much keener, since Cosford and St. Athan have swimming pools on the station and can train all the year round. However the facilities available to us are good, we can use the indoor pool at Weston from April to October and the outdoor pool with its magni-

ficent diving boards is warm enough for practice from Whitsun to the end of September. Once again the indoor pool is booked for our use on alternate Wednesday evenings from 20.15 to 21.15 starting on 15th April, 1959, during these evening practice sessions we will be competing with other local teams as we have in past seasons. In 1958 for the first time a Somerset Knockout Water Polo event was arranged, this was won by Bristol North team. We will enter a team again this year and, who knows, if we practice hard enough we might even win. All station personnel are invited to join the Weston Amateur Swimming Club, they have very good coaching facilities and make our members most welcome.

The photograph shows the 'gladiators' who formed the team in 1958, most have been posted or have completed their service so lots of new talent is required. No. 5 L.A.C. Fisher was also a member of the Weston-super-Mare Swimming Club and had a very successful season during which he represented the R.A.F. at the Inter-Service swimming competitions held at Eltham Baths during August.

Apprentice Rugby Football, 1958-59



APPRENTICES v. OFFICERS

THE current season has been one of mixed fortunes for the Wing 1st XV. Much experimenting has taken place and the results to date have not been outstanding: Eight matches won and eight lost. It is felt, however, that much important work has been done for the future, as almost all the present side will be available next season too.

One of the first problems was to find an outside-half, and, after several experiments the choice fell upon AA Loud (88) who has played this difficult role with considerable success. His partner at scrum half, Powell (88), has also worked hard and is tough and intelligent. Another problem behind the scrum has been the lack of good centres to feed our fast wingers Harris (85), Trussler (87), and Murphy (88), and a solution to this has been emerging in the play of Sanders (88), and Churches (89). The former is a strong runner and kicker, and the latter a sound handler and defensive player. Bayley (87), converted to full back from centre, has shown good positioning and handling.

In the scrum LAA Langcake (87), LAA Holroyd (85), and Sumner (86) have finally settled into the front row, LAA O'Connell (84)

and Horlock (83) have formed the second row, and Owen (87), Ambler (91), and LAA Minshall (87) the back row. These eight have not yet properly learned to push as one, to heel when told, and to bind in the loose scrum. In line-out, Langcake has been the outstanding player, and in the loose Owen and Minshall have been particularly prominent.

Holroyd, this year's captain, has had a difficult task and has tried hard to weld the players into a team; he deserves credit for his efforts, and for his example to others.

One of the team's best performances was given against the Army Apprentices, Arborfield. Although out-weighted Locking played good Rugby throughout and won 3-0. However, the highlight of the season was the defeat of the R.A.F. Halton Apprentices by 8-3. The conditions were very bad and Locking, very well lead by Holroyd, played the right tactics, keeping the ball tight and taking advantage of every slip made by the opposition. The honours went mainly to Locking's pack, and halves, although centres Sanders and Churches scored the winning tries.

Results :	Opponents	Result
Versus	St. Brendan's 1st XV	Lost 5 - 6
„	Taunton Sch. 2nd XV	Lost 3 - 9
„	Bristol Univ. 4th XV	Won 12 - 8
„	Weston G.S. 1st XV	Won 6 - 5
„	Army Apps. Arborfield	Won 3 - 0
„	Weston Colts	Won 14 - 0
„	Kingswood Sch. 2nd XV	Lost 0 - 6
„	Army Apps. Chepstow	Lost 8 - 14
„	Bridgwater Colts	Won 8 - 0
„	A Station XV	Lost 3 - 6
„	Bridgwater Colts	Won 8 - 3
„	City of Bath Tech.	
	School 1st XV	Won 32 - 8
„	Weston G.S. 1st XV	Lost 0 - 5
„	A Station XV	Lost 0 - 28
„	Bath "A" XV	Lost 3 - 9
„	R.A.F. Apps. Halton	Won 8 - 3

Leading Point Scorers :

AA Sanders, 33; AA Harris, 18;
AA Murphy, 18

Colours have been awarded to the following players this season:— LAA Langcake, AA Horlock, AA Murphy.

Re-awards go to LAA Holroyd and AA Harris.

The following have also played for the 1st XV in addition to those mentioned in the

report above:—CAA Goodwin and LAA Beard (84); CAA Somerville and AA Molyeaux (85); LAA's Peattie, King, Strickland; AA's Kerridge, Burns, Chillery (87); AA's Watson and McPherson (88); AA Farrell (89); AA's Mills and Stevens (90); AA Waddington (91).

The 2nd XV (Played 7, Won 3) has included a relatively large number of apprentices from Junior entries. The most promising of these are: A.A. Mills, Pyne and Stevens of 90th Entry, and Ambler (1st XV), Moreland and Waddington of 91st Entry.

Inter-Squadron Results:

Autumn Term, 1958.

A drew with B 3—3
A beat C 15—3
B beat C 3—0

Spring Term, 1959.

A beat B 6—3
C beat A 11—0
C beat B 6—3

Inter-Entry Results:

87th beat 88th 19—3
87th beat 90th 19—5
87th beat 91st 17—3
88th beat 89th 29—0
89th beat 90th 9—0
85th beat 89th 14—0



Road Walking.

TWO teams, each of six apprentices, were entered for the R.A.F. 7-mile Road Walking Championships. The race was an Individual, Inter-Station and Inter-Command fixture rolled into one, and was held over a very hilly course in the Pennines at R.A.F., Harpur Hill, Buxton, Derbyshire.

The individual title was won by a young ex-Locking apprentice, Cpl. T. B. Clark; the Inter-Station title was won for Locking by the Apps "A" team, consisting of Apprentices Quayle, Kyte, Jones, Wright, Brown and Bryan.

Tech. Trg. Cd. won the Inter-Command championship, and the first three above-mentioned apprentices were in the Command team and were presented with additional awards for that representation.

Cordial relations are maintained with the Trowbridge Club at Chippenham, in whose races apprentices frequently compete. The "Pewsey Cup," Junior Section, was won by a team of apprentices on January 17th, and three more walkers, A.A.'s Thompson, Brown and Woolgar have received their "6 miles in one hour" badges.



R.A.F. ROAD WALKING CHAMPIONS

F/O Pye

A/A Jones
(88)

A/A Wright
(87)

A/A Quayle
(88)

A/A Kyte
(84)

A/A Brown
(90)

A/A Bryan
(87)

Apprentice Soccer.

APPRENTICES SOCCER—1957-58 —

THE second half of the season started with great gusto, when the 1st XI won their match against Weston St. John, who were then second in the League, by 4 goals to 1. The standard of football was excellent, and either reflected the good rest of the Christmas Holiday or that members of the team had



been watching their favourite professionals. However, the brilliance did not continue long enough to enable No. 1 Wing to become League champions, but they are to be congratulated on obtaining second place in the League. This was the first season that the Apprentice team had entered this very keen local

league, and the final position of the first three teams are as shown.

	P.	W.	D.	L.	GF.	G.A.	Ps.
Langford Rovers	30	24	4	2	169	50	52
R.A.F.							

(Apprentices)	30	23	2	5	160	53	48
Weston St. John	30	20	4	6	116	53	44

Team members: C. A. Scott (Capt.), Flett, Bond, S.A. Hull, Acton, L.A. O'Connel, L.A. Critchley, C.A. Carden, Griffiths, C.A. Dawson, Hopkins, C.A. Fletcher, L.A. Lacey.

The 2nd XI in the Youth division of the Weston and District League continued in their winning vein. With a very full fixture list, they became League Champions by five clear points.

Youth Division Position.

	P.	W.	D.	L.	GF.	G.A.	Ps.
R.A.F. Locking (A)	10	9	0	1	51	14	18
Broadoak Rangers	10	6	1	3	62	19	13

Team members: L.A. Bench (Capt.), Bond, Oram, Wyatt, Edwards, Wilson, Street, Beagley, Mills, Smith, D.R., Smith, L.G., Blair, Hildyard, Ford.

THE "Lye" Cup.

One further success was the winning of the Lye Cup, which is a competition for boys under 17 years of age.

The final was played on 22nd April, against Wanderers A.F.C. Apprentices won 4-1.

Apprentice and Boy Entrant Championships.

The final and semi-final of the above Championships were held at Locking on 17th and 18th March, respectively.

No. 1 Wing were drawn against Hereford,

and after one of the longest and hard-fought matches seen for a long while, No. 1 Wing won (2-0). (Three periods of extra time were played).

Halton, No. 1 Wing beat St. Athan, so Locking played No. 1 Wing Halton in the final.

This was a most unfortunate match for Locking, and although both teams played good football, Locking appeared the more dangerous. However, having missed a penalty and an open goal, Locking lost by 1 goal to nil.

Now for the 1958/59 season!

The Apprentices 1st XI opened the new season with a good all-round team and were always near the top of the league table of the Weston-super-Mare & District Junior League until the Christmas break.

With the departure of the 82nd Entry, which had provided six and sometimes seven of the team, and comparatively few footballers in the 83rd and 84th Entries, it became necessary to promote the younger players from the Youth XI into the first team, although few of them had played against the more senior teams of the higher division. The team has consequently enjoyed less success in the second half of the season, but, with the younger players becoming accustomed to the harder, faster type of Soccer played in the higher grade, it is hoped that the 1st XI will now settle down and regain their best form.

League Knock-Out Cup Competition.

The 1st XI played well in this competition and won a place in the semi-final round. They were narrowly defeated in this match by the strong Blackford side, who later beat the R.A.F. Locking 2nd XI in the final round to win the trophy.

Apprentice and Boy Entrants Cup Competition

This Inter-Wing Knock-Out Competition for Boy Entrants and Apprentices is restricted to players under the age of eighteen. It was fortunate that some of our younger players were playing in the senior soccer when the first round of this competition was played at Locking against the Boy Entrants Wing from St. Athan, for our team was comprised almost equally from the 1st XI and the Youth XI. This combination proved too strong for the opposition and were worthy winners by 7 goals to 3. A/A Hildyard (88th Entry) played exceptionally well to score 5 of the goals.

Youth XI

Our Youth XI started the season by losing the opening game to the strong Broadoak Rangers side in the Subsidiary League by 4 goals to 5, but completed this part of the League programme with only one further loss and gained their revenge over Broadoak with a good win in the return fixture. Unfortunately for us, no other team in the League was able to defeat Broadoak and we had to be content to conclude the subsidiary League as runners-up to them by a two-point margin.

Youth League Knock-Out Cup Competition.

In this competition we received a Walk-Over from the Wanderers in the 1st Round, beat Henlys A.F.C. by 5 goals to 1 in the semi-final, and met Broadoak Rangers again in the Final! We were able to field a strong team for this match and we needed to be strong! With only eight minutes to go to full-time we were trailing 2-3, but at this stage we were awarded a free-kick and A/A Smith, D.R. (87 Entry) scored with the kick to level the score. During extra-time our course of circuit training and coaching proved its value and the supe-

rior fitness of our Youth team enabled them to overcome the good Broadoak Rangers side and beat them by 5 goals to 3. Thus we retained the trophy which we have now held for seven successive years.

'Lye' Cup (Under 17 years of age).

Due to the age qualification for this competition it was necessary to field a team composed almost entirely of players from the two most junior entries. In spite of the fact that they had never played together as a team before, our youngsters gave a good account of themselves in the 1st round match against Yatton Youths on the Yatton ground and, after being a goal down in the first few minutes they fought back to earn a 2-2 draw. The replay will be at Locking on a date to be decided.

In the League Proper, which commenced after the Christmas Holidays, the Youth XI have played three matches and won all of them with a goal average of 46 for and 4 against. Several talented young players have emerged from the 90th and 91st Entries, which augurs well for our chances of becoming League Champions at the conclusion of the season.



Swimming.



Flt. Lt. H. B. Jones and Sgt. Keogh with the Apprentice Swimming Team.

THE first event of the season was the Inter-Squadron Gala. Two new records were set up by A.A. Fyffe in the 66 2-3rd yards Junior Breaststroke, and the 100 yards Open Breaststroke, and one new record by A.A. Boddington in the 66 2-3rd Junior Backstroke. The final positions of the Squadrons were: 1st, A Squadron, 120 pts.; 2nd, C Squadron, 77 pts.; 3rd, B Squadron 74 pts. The individual champion was A.A. Fyffe, and the runner-up A.A. Mullan. Two new fixtures were obtained this year, against Chepstow, which we lost by one point, and Sidcot School, whom we beat convincingly by 45 pts. to 16.

The annual fixture against Halton, which we have never won, took place at Knightstone Baths this year. We lost by

44 pts. to 30 pts., but the Water Polo team did well to beat Halton by four goals to three after extra time. A.A.'s Fyffe, Boddington and Pugh swam for the Station in the Group Championships, with A.A.'s Kite and McGowan in the diving events. Kite, McGowan and Fyffe did very well and were selected to represent the Group in the Command Championship.

The annual Inter-School and Individual Championships for Boy Entrants and Apprentices were held once again at St. Athans on 4th October, 1958. As the results show, the match was keenly contested, and when it is remembered that Locking are the only School without a Bath of their own, our performance is all the more creditable.

APPRENTICES SWIMMING, 1958.

Results (Locking positions).

Medley Relay, 2nd.
 440 yds. Freestyle, 4th (A.A. West).
 Diving, Springboard, 3rd (A.A. Kite).
 100 yds. Freestyle, 4th (C.A. Rodgers).
 100 yds. Breaststroke, 1st (A.A. Fyffe).
 100 yds. Backstroke, 2nd (A.A. Boddington).
 Diving, Firmboard, 3rd (A.A. Kite).
 100 yds. Butterfly, 1st (A.A. Kite).
 Team Relay, 2nd.
 Water Polo, semi-final: Locking, 2 goals; Cosford, 3 goals.

Final Positions.

1st, Halton, 34 pts.; 3rd Locking, 32 pts.
 2nd, St. Athan, 33 pts; 4th, Cosford, 31 pts.

We have been weak in the Freestyle swimming this year, partly, perhaps, because training has not been taken seriously. Several of the Junior entries showed promise at the end of the season, and it is hoped that they will take the place of old stalwarts like Pugh, Jenkins, Fletcher, Newson and Potter, who have now left us.

Cricket.

THE 1958 season opened disastrously and finished gloriously; the Halton bogey has been well and truly laid, and the Wing XI hold their heads high.

For the opening match of the season the Apprentices played a well-balanced, well-coached, Bristol, but were unlucky not to force a draw, losing in the last minute of extra time.

After some coaching by Mr. W. (Bill) Andrews, the Apprentices tackled the next match, against Taunton, with not a little more skill, and the Wing XI declared at 161 for 5 in under two hours, Manocha, 61; Barnes, 32, not out; and skittled Taunton out for 55, the wickets being shared evenly by five bowlers.



The Army Apprentices, Chepstow, once more proved to be too strong for the Locking team, who on a rain-soaked wicket were spun to defeat by 19 runs.

The Sidcot match was notable for a delightful 50 by C.A.A. Carden, and a typical bowling feat by the captain, L.A.A. O'Connell, of 7 for 35.

Against our old rivals, Halton, the Wing team won the toss and batted first on a good firm pitch. In the first hour 39 runs were scored for the loss of 4 wickets, but then Carden 85 and Beagley 25 not out, added 91 for the fifth wicket, and after some lusty hitting by Turner, the innings was declared closed at 182 for 9. Very smart fielding and accurate bowling whisked Halton out in two hours for 86, and both the Cricket Trophy and the Summer Games had come back to Locking.

At Dr. Morgan's School, Bridgwater, on a dust-bowl pitch, O'Connell took all 8 wickets falling to our bowlers for 11 runs, and the season ended with a comfortable win.

Most of the 1958 players will be available for the 1959 season, which would seem to augur well for Wing cricket.

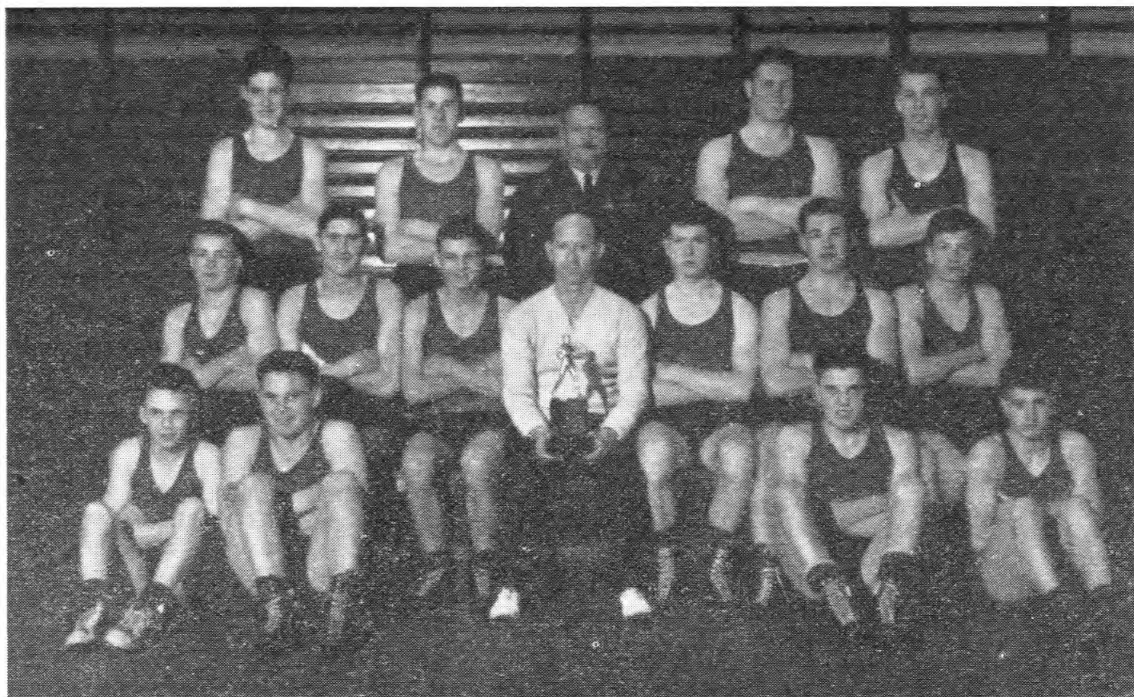
WESTON MID-WEEK LEAGUE.

The Wing XI won four of the seven matches played, and finished fifth in the League. After reaching the final of the senior six-a-side competition Locking were well beaten by Spotters.

C.W.A.

Date	Opponents	Result	Wing XI	Visitors
3rd May	Bristol G. S.	Lost	47	152 for 9 Dec.
17th May	Taunton	Won	161 for 5	55
31st May	Bristol G. S.	Won	75 for 7	72
14th June	Weston G. S.	Drawn	65 for 8	91 for 5 Dec.
21st June	Chepstow	Lost	87	115
28th June	Sidcot	Won	129	120
5th July	Halton	Won	182 for 9	86
8th July	Officers XI	Won	61 for 2	60
12th July	Y.M.C.A.	Drawn	36 for 8	140 for 8 Dec.
19th July	Dr. Morgans	Won	56	37

Apprentice Boxing.



BEFORE commencing to write about the present season's boxing, I would like to mention two competitions that were not included in the article on boxing in the last issue of the Locking Review, namely the Hubert Scott Paine Trophy Competition, and the annual Inter-school fixtures with R.A.F., Halton.

The Hubert Scott Paine Pairs Competition took place at Royal Air Force, Cosford, in February, 1958. Owing to some very stringent medical inspections, Locking suffered the loss of five boxers from the two junior teams. This practically ruled us out from winning the overall competition; however, we managed to have four boxers in the finals, one of whom was A.A. Macdonald, of the 85th Entry, who won the Light Middleweight division in grand style; and A.A. Manchip was unlucky to lose a close points decision to a very good boxer. On March the 1st we entertained the Apprentices of Royal Air Force, Halton, and in the boxing events of the winter games we lost the overall competition, but surprisingly won the Junior Section; the seniors, however, did not fare so well and were swamped.

At the end of the 1957-8 season a programme of weight circuit training was devised, and carried out by No. 1 Wing boxers in preparation for the 1958-9 season. And under the supervision of Sgt. Jock Turnbull it worked exceedingly well. Many groans of "No, not that Sarge!" were heard on Tuesdays and Thursdays. We commenced the 1958-59 season with the usual Inter-School Boxing Competition, which produced some really good bouts, with emphasis on solid punching and aggression, two very necessary attributes for successful boxers.

B. Squadron won the Senior division, and A. Squadron won the Juniors, with A and C Squadrons sharing the overall honours.

Our next venture was against the Wing Army Apprentices School, Arborfield, where we lost by 5 points, but the Seniors won by 5 bouts to 3.

At this meeting our Welter-weight A.A. Chillery suffered a cut eye which seriously affected his boxing for the first part of the season; L.A. Straughan substituted well at Welter-weight at various times during the present

season.

For a long time it was felt that No. 1 Wing boxers were not getting enough regular contests to keep them in fighting trim, as long periods of training without the chance to put lessons into practice were making them stale when they did appear. So we obtained permission to participate in local A.B.A. Boxing Competitions to this end. The Somerset County Boxing authorities were contacted, they proved very helpful and No. 1 Wing boxers moved into a new class of boxing, something on the style of the Army Apprentices, with varying degrees of skill thrown in.

Our first introduction was at the invitation of Bournville Club, Weston-super-Mare, where we entered seniors, and Sanders, Macdonald, Straughan and Blain. All four won their contests. The three juniors entered lost their bouts on points, but gained in experience.

On Nov. 14th, we staged our effort, to retain the Sigris Trophy for yet another season. Every other school was out for Locking's blood this time, and Halton 3 Wing ran us very close, having more finalists, but losing more bouts in the final. Locking won the competition by 2 points, too close for comfort. Kuhle, Murphy, Macdonald all won their weights. Blain, of the 88th, a newcomer, and in his first season at Boxing even did well to reach the final, which he lost, but bearing in mind his fifth fight was the final of the Sigris Trophy, his was a commendable effort.

L.A. Straughan, our reserve welter-weight, boxed well in a special contest, but lost a narrow points decision. A.A. Chillery was to suffer a re-opening of his Arborfield eye injury in the third round of his semi-final bout, when miles ahead of his opponent on points, the referee stopping the contest with about 15 secs. to go; again Chillery was out of Boxing for a while.

On Nov. the 22nd, Locking travelled to Chepstow Army Apprentices School, but again we lost by 6 points, this time to some really tough opposition.

Nov. 27th saw the Inter-Command Championships staged at Locking, and A.A. Murphy of No. 1 Wing, appeared in a special contest versus B.E. Wicks of St. Athans. Murphy, or Spud as he is known, had orders to box three rounds, which he did, to win well on points.

On Saturday, the 6th December, 1958, Locking were hosts to the A.T.C. on the occasion of their Western Area Championships, and to liven up the proceedings Macdonald and Chal-

loner of No. 1 Wing, were asked to box special contests against previous A.T.C. champions. This they did to great effect, both Challoner and Macdonald K.O.'d their opponents in the first round. Mac's opponents, on reviving, was heard to remark: "He hits !!!!! hard!"

All our boxers then returned to their homes for some well-earned leave, and much Christmas fare, away from the eagle eye of Jock Turnbull, who had the job of sweating it out of them when they came back.

Our next main venture was to enter the Somerset County Championships at Yeovil on the 10th January, 1959. This resulted in Blair, Westhead, Woodford and Baldwin becoming County Champions in the Junior division and A.A. Kuhle, "Tiny" to his friends, becoming heavyweight County Champion.

Challoner lost narrowly in the finals after he and his opponent fought a hard contest, both of them spending sessions on the canvas and as once before in a Challoner fight the referee had to stop the contest as both participants were too worn out to complete the third round.

A.A. Murphy also lost in the final on points to R. Swain, and Chillery, who opened the night's proceedings lost narrowly to one of the finalists.

The Somerset County Championships did much to bring our boxers to the notice of the civilian clubs, and many requests were made for them to appear on local bills.

On the occasion of the Western Counties versus the Royal Navy at Bath, on the 1st January, 1959, Locking provided some six boxers as reserves to be called on for special contests if required. A.A.'s Murphy and Kuhle did in fact, box, Murphy again losing narrowly to R. Swain, and Tiny broke the ice in Senior Boxing with a match against a well-known local heavyweight boxer, one R. James, of the Patchways A.B.C., and who boxes for Wales Internationally. Tiny really rose to the occasion, giving as good as he received, if not better, finally losing on points, but so close was it that James said afterwards he was sure he had lost.

Following this, A.A.'s Chillery, Murphy and Sanders appeared at Bridgwater on the 31st January, 1959, and all three won hard-fought contests. Chillery, back to his old form, defeated the County Welter-weight Champion. We now have five more outings left to finish the season, and they are the Hubert Scott

Paine, at Cosford again this month, a visit to Taunton on the 14th February; we go to Bath again on the 24th February, and then our meeting with Halton on the 7th March, where we hope our experience with civilian clubs will stand us in good stead; and lastly we have been invited to box at Eastleigh Boxing Club's competition on the 21st March.

As will be seen, we have had a very full season, with many hard contests, and at all times No. 1 Wing boxers have shown themselves to be excellent sportsmen, have worked hard and progressed in all departments. Much credit must go to Sgt. Jock Turnbull for this; he has given unstintingly of his time to the boxers, and with his wealth of experience is our greatest asset.



Badminton.

THE chief event of the season was the Inter-Wing championship, held at R.A.F., Halton, between the 3 Halton Wings, No. 1 Wing, R.A.F., Locking, and the Apprentice Wing of R.A.F., Bircham Newton. Our Wing team did well to come second to No. 2 Wing, Halton, who had an influx of Malayan players in the 91st Entry. Manoché and Loud, our first pair, did well to take a game from No. 2 Wing first pair, who had not lost a game during the rest of the season. Our other two pairs, Lyttle and Smith (88), and Maglan and Williams (88), each scored three wins out of a possible four, giving a total of nine wins out of 12 sets played. Halton 2 Wing had 11 wins out of 12, and so won the trophy narrowly. In the Halton winter

games our team suffered a heavy defeat, when they came against the Halton Malayan menace for the first time and lost 6-2, with one set unplayed. The team also had a full fixture list against local badminton teams, whom they generally found rather too experienced for them, and only twice did they win a match.

With three courts available on Tuesday afternoons, we now have a large number of enthusiastic players of various standards, and we hope to add skill to their enthusiasm to build up our playing strength again after the inevitable depletions caused by pass-out parades. Manoché (captain), Somerville and Loud were awarded wing colours.



Apprentice Wing Hockey.

THE start of the 1958-59 season found the Wing Hockey XI sadly depleted, due mainly to the losses incurred by the departure of the 80th Entry. Fortunately, however the arrival of two "converts" from Soccer (S.A.A. Carden and L.A.A. Sibley), plus some unexpected talent in the newly-arrived 9t0h Entry (A.A. Gilland, A.A. Masterman) enabled the Wing to field a reasonably balanced team against Yeovil in the opening match of the season.



As was expected, the team took some time to settle down, and it was no great surprise that the opposition provided by Yeovil, Frome and Weston, in the first three games, proved to be too strong.

However, by the time the first of the Inter-School matches was played the team had improved considerably, and were worthy winners against Arborfield (3-1).

Later in the season they drew with Chepstow (2-2), and are now looking forward to the clash with Halton, which is due in March.

At the time of writing the Wing XI have won four, lost five and drawn one, with a further six games cancelled due to bad weather.

The following players have represented the Wing during the present season: A.A. Hamlen, L.A. Hollands, L.A. Kelly, A.A. Parkinson, A.A. Gill, A.A. Masterman, L.A. Somerville, A.A. Roberts, S.A. Carden, L.A. Sommer, A.A. Butterworth, C.A. Manocha, A.A. Smith, A.A. Mitchell, A.A. Venacart.

Athletics.

The most outstanding feature of the 1958 track and field season was the magnificent total of twenty-seven record-breaking performances which give the list of Wing records an entirely new look. It is also worthy of note that seventeen of these new times and distances were set up by athletes in the Youth age-group (fifteen and sixteen years old) who will be moving up to the status of Juniors (seventeen and eighteen years old) during the coming season.

A.A. Makinson of the 87th Entry set new

Youth records in the 100 yards and the 220 yards, while A.A. Stickland, also of the 87th Entry, improved the best Youth performance for 440 yards three times. There was a very close rivalry between Loud and Stockley of the 88th Entry, and both athletes broke the previous Youth record for the Hurdles event on different occasions. Loud finished the season one-fifth of a second in front of his rival, but Stockley turned his attention to improving the Hop, Step and Jump record, three times in all, and to setting a new mark for the Long



Flt. Lt. Meats and Flt. Lt. Reece supervising Athletics Training.

Ree

Jump, which he shared with Watt of the 86th Entry. Manchip of the 85th Entry threw the Youth Hammer nearly 135ft., and was only 4ft. behind the heavier Junior Hammer. The 84th Entry provided the new Junior record holder for the Shot Putt event in the form, the somewhat larger form, of O'Connell, who improved the previous best by over 2ft. The Junior furlong time was brought down by Cason, 85th Entry, always hard-pressed by Murphy, of the 88th, who also beat the old record. In general the track records were not so easy to break because most of our races were run on the undulating grass track of the arena. Even in the field there are difficulties, however, and Oakes of the 88th Entry did well to break the Youth Discus record without the benefit of a concrete circle.

While record-breaking is an excellent incentive, it does not necessarily win matches; nevertheless the Wing teams had an excellent record in a season fraught with wet and windy weather. Under the captaincy of C. A. Dallimore

(81st) the Athletic team performed admirably, losing only the fixtures against Halton and Aborfield. The best performances were the overwhelming victories over Chepstow, St. Athan and Bristol Athletic Club.

In the more domestic sphere of the Inter-Squadron Championships, the Trophy was awarded to "B" Squadron with 232 points, only 6 points ahead of "C" Squadron, with "A" Squadron just 1 point further behind. Two months later "A" Squadron turned the tables by winning the major trophy on Station Sports Day.

During the close season Fg. Off. Moll has left us. The track athletes, with whom he worked so hard, will miss his guidance, but we all join with them in wishing him every success in his new post.

A revised list of records is presented for destruction during the 1959 season.



Straughan (84th) clears nearly 20 ft. in the Long Jump against Arborfield.



C.A. Dawson (82) being cheered home in the One Mile against Chepstow by Makinson, Atkinson and Strickland.

We would like to congratulate Sgt. Clark, who still holds the Wing records for 880 yards and One Mile, on his selection for the Great Britain team in the European Games last season at 5000 metres with Gordon Pirie; also J/T Shrubsole, whose 440 yards record still stands, on gaining his first Royal Air Force title at the same distance in 50.0 seconds.



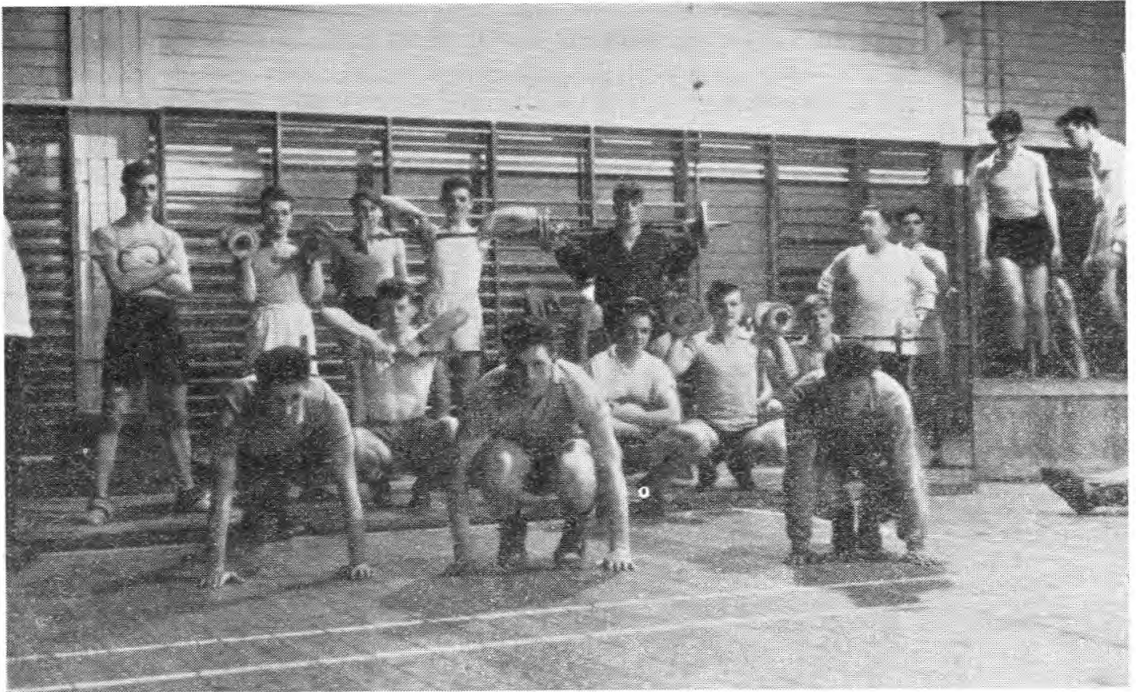
C.A. Dallimore (81st) the Team Captain, on his way to a hurdles victory over St. Athan and Chepstow.

JUNIOR RECORDS.

100 yards	10.1s	Adams (72)	Locking	1954
220 yards	23.5s	Cason (85)	Locking	1958
440 yards	52.9s	Shrubsole (79)	Cosford	1956
880 yards	2m 02.2s	Clark (66)	Grimsby	1952
One Mile	4m 26.9s	Clark (66)	Halton	1952
Three miles	16m 09.2s	Smedley (84)	Locking	1958
Hurdles	15.8s	Dissanyake (75)	Locking	1955
Sprint Relay	45.8s	Wing Team	Chepstow	1955
High Jump	5' 10"	Cordell (63)	Compton Bassett	1952
Long Jump	22' 7"	Rennolds (76)	Locking	1956
Hop, Step Jump	44' 8"	Rennolds (76)	Yeovil	1955
Pole Vault	10' 6"	Locker (76)	Netheravon	1956
Shot	45' 11"	O'Connell (84)	Locking	1958
Discus	129' 10"	Pepper (70)	Halton	1954
Javelin	182' 5"	Cordell (63)	Cranwell	1952
Hammer	130' 10"	Farmer (77)	Locking	1955
	130' 10"	Manchip (85)	Locking	1958

YOUTH RECORDS.

100 yards	10.5s	Mackinson (87)	Locking	1958
220 yards	24.9s	Mackinson (87)	Locking	1958
440 yards	54.8s	Strickland (87)	Locking	1958
880 yards	2m 04.6s	Wilson (79)	Locking	1955
One Mile	4m 48.0s	Wilson (79)	Locking	1955
Hurdles	15.1s	Loud (88)	Locking	1958
Relay	48.5s	Wing Team	Locking	1958
High Jump	5' 4½"	Knight (81)	Cosford	1956
Long Jump	10' 10"	Watt (86)	Locking	1958
	20' 10"	Stockley (88)	Bristol	1958
Hop, Step, Jump	40' 10"	Stockley (88)	Bristol	1958
Pole Vaule	9' 3"	McKenzie (78)	Locking	1955
Shot	40' 9"	Longden (83)	Arborfield	1957
Discus	141' 9"	Oakes (88)	Locking	1958
Javelin	161' 9"	Somerville (85)	St. Athan	1957
Hammer	134' 11"	Manchip (85)	Locking	1958



CIRCUIT TRAINING

Tennis.

DESPITE the fact that there were only two members left from last season, this year's team had quite a successful season. Although a few fixtures were cancelled, due to inclement weather, the team won the majority of games played.

The team on the whole played well and there are two players, namely, Canning and Blair, who improved steadily throughout the season and should make a valuable pair for next season. Llewellyn and Griffiths, the No. 1 pair, helped to keep the team together by winning most of their matches.



The team was usually selected from the following players :—

Llewellyn (85), Captain.
 Griffiths (85th)
 Edwards 82nd)
 Ryan (82nd)
 Parkinson (82nd)
 Bond (88th)
 Saunders (88th)
 Canning (87th)
 Blair (89th)

The highlight of the season was during the Summer Games, played against Halton. The teams were evenly matched and Locking had to fight hard to gain a very narrow victory of 5 games to 4. Not only did this match give the tennis team a victory, but it also helped to decide which would be the winning school for the complete Games.

Angling.

THE Club, now in its second year, is still flourishing and becoming well-known locally.

Salt Water.

A good year's fishing has been enjoyed with some good individual catches, which improve as Club members become more proficient and adopt local methods.

So far, Club records are L. A. Armes, skate, 11½ lbs.; A.A. Sibley, cod, 3½ lbs.; A.A. Ridgway, flounder, 1½ lbs. Senior members of the Club have also had good catches, as well as various guests who have accompanied us on outings. Of recent months members have elected to go on boat trips rather than fish from the shore, as with a boat better fishing grounds become available. This season nine local sea trips have been accomplished, mostly with Juicy Paine, a well-known local character, whose family have been boat fishing in Weston Bay area for years. Juicy, incidentally, is the coxswain of the Weston Lifeboat.

The Club have never come back from one of these trips without fish. In season they have boated conger, skate, whiting, silver eels, flounders and codling.

On the last trip over 25 lbs. of fish were taken even A.A. Lee had four. One outing was undertaken with the Weston-super-Mare Sea Angling Club, and that was to Poole Harbour, where we were entertained by the local club.

The fish caught on this trip were all of the miniature type, mostly small bass, with the exception of A.A. Thompson, who managed to catch three mackerel lead and scooped the Club sweep.

The Club made three trips on its own, one each to Exmouth, Beer and Lulworth Cove, with mixed success. Although it is interesting

to note that whenever a boat was organised on these trips, plenty of fish were caught. In local competitions, when we entered, A.A.'s Duncan and Headland figured in the prize lists. **Fresh Water.**

On the fresh water side we were able to purchase membership tickets from the local Angling Club and, again the boys were made welcome and have become very popular with the locals, who have commented on their sportsmanship and general good behaviour. This season also we are pleased to welcome to the Club Flt. Lt. Brian Walker, who kindly offered to help in the running of the "Fresh Water Dept." Members who are finding more water available are fishing such venues as the Huntspill and the River Brue, as well as the River Axe and local ponds.

One fresh water outing has been accomplished this season, and that was to Sheerwater, but unfortunately it did not fish as well this time as on the occasion of our last visit.

In competitions fished locally, members did very well, especially in the local competition just before Christmas, when a large hamper of fresh and tinned fruit was won by A.A. Sibley. Other members won a large joint of beef, 100 cigarettes and bottle of wine, all of which went home with the boys for their Christmas leave.

A.A. Sibley won 3rd prize in his section on the occasion of the West of England competition, on the Huntspill, a commendable achievement.

We hope that by the time this article appears in print we shall have enjoyed much more fresh air, companionship, fish and exercise, and look forward to a continued year of calm weather and tight lines.

Table Tennis.

THE Apprentice Table Tennis team plays in the Weston-super-Mare and District Table Tennis League. After a disastrous start to the season in which the first three matches were lost, the team recovered well and proceeded to win the remaining five games. As a result, with half the fixture list completed, the team is joint third in the League Table, and intends to finish in the top three at the end of the season.



The team is entered for the League's Individual and Doubles Championships, as well as a new Knock-out team competition which are to be held simultaneously on April 11th. The team has usually been chosen from the following five players: L. A. Manocha, L.A. Lyttle, A.A. Smith, A.A. Hildyard and A.A. Boddington. A.A. Trays and A.A. Ellison have played occasionally.



Basketball.

ALTHOUGH the present basketball season is not yet over, sufficient matches have been played for it to be labelled as a very successful season indeed.

Two teams from the Apprentice Wing were entered in the newly-formed Bristol basketball League. The junior team to play in the Junior Division, and the senior team to play in Division II. Both teams have had considerable success in their respective divisions.

At the time of writing the senior team has played fifteen league matches, and are undefeated. Most of the matches have been won by most convincing scores, but Locking were perhaps a little fortunate in beating a team of schoolmasters by only one point. The senior team is at present leading Division II, and with only a few matches to be played, it is most unlikely that any other team will manage to overtake them.

The senior team's unbeaten record is also carried on to their non-league games, which include victories over both the Chepstow and Arborfield Army Apprentice teams.

The Locking junior team cannot boast a record quite as impressive as the seniors. Nevertheless, their efforts in both league and non-league games have been most praiseworthy. They have played a total of seven league games and have lost two of these. One of these defeats was particularly unfortunate. After two periods of extra time the scores were still equal and the game had to be decided by tossing a coin.

The present League position isn't known, but with only three league matches to be played, this team stands a very good chance of winning the Junior Division.

The junior team was entered in the National Basketball Championships. In the preliminary round they were drawn to meet Frome Grammar School, but as Frome had to withdraw, Locking went into the last sixteen teams remaining in the competition, without actually having played a game. In the next round they were drawn to meet a Liverpool Boys' Club. This match was played at Watford in Hertfordshire, and resulted in a handsome win for Locking, thus taking them to the quarter-finals which have yet to be played.

It is very difficult to mention individuals in a game such as basketball, which depends so much on the co-operation of all players. Mention should be made of Woodhouse and Llewelyn, who have proved to be able captains of the junior and senior teams respectively, but apart from these two it would be a little unfair to single out any other player for special mention. All members of both these teams have played very well, and they have certainly established themselves in the "Basketball World" in Somerset and Bristol areas. Both teams deserve congratulations, and doubtless they, in turn, would like to thank the physical training instructors who have spent a lot of time coaching them, and who are responsible to a very large extent for both teams successes



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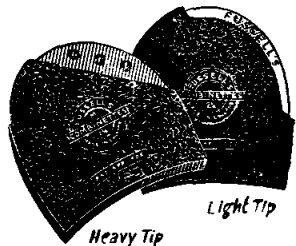
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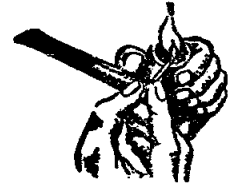
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