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Jet-train travel coming

By an Air Correspondent

THE gas turbine, with which the R.A.F.'s jet fighters are powered, may revolutionise industry and travel after the war.

This forecast was made to me yesterday by Dr. H. Roxbee Cox, managing director of the Government-owned Power Jets (Research and Development), Ltd.

Much of his work has been helping to defeat the flying bomb, and one of his ambitions is to see the gas turbine engine—of which jet propulsion is only a facet—developed for the good of humanity.

"It could be applied to ship propulsion, to locomotives, and to land power stations," he said.

Over 400 m.p.h.

Locomotives would still need a tender—though oil instead of coal would probably be carried—but they would make a continuous noise instead of the familiar puffing.

"Advantages of gas turbine ships and locomotives would be compactness and, ultimately, fuel economy," said Dr. Cox.

Commercial air liners could attain a speed of over 400 m.p.h. "if the gas turbine is allowed to operate in the conditions to which it is best suited."

The gas turbine was particularly fitted to tailless aircraft. High speeds could be obtained only if an aircraft's resistance were reduced to the absolute minimum.

Entirely British

Dr. Cox, who collaborated with Air Commodore Frank Whittle in the development of the jet-fighter, emphasised that this aircraft was "entirely British in design and manufacture, both of engine and airframe."

Of rockets for transport, he said: "There are serious difficulties to overcome, among them take-off and landing."