Thailand and the United Arab Republic in setting up and operating an aeronautical research laboratory and three civil aviation training centres. The laboratory is to be at Bangalore, India, where an Aeronautics Department in the Indian Institute of Science already exists. The prime objective will be the investigation of flight problems related to the design, construction and operation of aircraft in India. The laboratory will also undertake research and development work in allied fields of importance in India's economy, such as wind power and industrial aerodynamics.

The three new civil aviation training centres are to be in Morocco, Thailand and Cairo (U.A.R.). All three aim to train personnel in aircraft maintenance and operation to the recognized International Civil Aviation Organization standard. These centres will be open to trainees of neighbouring countries. Thus, the Moroccan centre in association with a similar Tunisian establishment will serve other African countries; Thailand will cater for south-east Asia; and Cairo will be the centre for the Middle East. In addition, the International Civil Aviation Organization is to help the centre already operating in Mexico City to increase its capacity and raise the level of training. In this way it is hoped that the supply and standard of trained civil aviation personnel throughout the world may be satisfactorily increased and improved to meet the increasing demand from the still expanding field of air transport. The Governments concerned and the United Nations Special Fund will provide the necessary financial support. The International Civil Aviation Organization will administer the scheme and provide any necessary additional funds.

Sterilizing Materials for Hospitals

All new hospitals in the United Kingdom will include a central sterile supply department, and many existing hospitals are already planning or constructing such departments. A small book, edited by Brian Watkin, assistant editor of *The Nursing Times*, describes the experience which has already been gained in setting up central sterile supply departments (Pp. 58. London: Macmillan and Co., Ltd., 1961. 4*s*. 6*d*.). Such departments have not only produced considerable financial economies but also have enabled a limited supply of nurses to be used to the best advantage, as well as to reduce the incidence of hospital cross-infection. Unlike the United States, where each financially independent hospital has its own central sterile supply service, the grouping of hospitals in Britain under regional hospital boards means that the arrangements for central sterile supply departments may differ from group to group. This booklet describes some of the experiments which have taken place and will be of great value to those responsible for planning hospital services as well as the doctors and nurses who work in them.

The South African Museum

The annual report of the South African Museum for 1959–60 records the completion of plans for the extension of the main Museum (Pp. ii + 19 + 4 plates. Cape Town: South African Museum, 1961). It also refers to the low scale of museum salaries and the consequent difficulty in obtaining personnel capable of assembling educational exhibits and undertaking research. The Board is endeavouring to establish equality of museum and university scales of pay. Several field trips were undertaken by the staff, most of them with the definite policy of collecting material to fill gaps in the collections. Remarkable progress has been made in the re-organization of several of the exhibition galleries, especially in the "Hall of Man", where the European Stone Ages are well illustrated, and a striking exhibit clearly shows the importance of South African ape men. An innovation in South African museums was the installation of earphones, by which visitors may, on inserting a coin, hear the calls of some common birds and at the same time see the animals in the case.

Modern Methods of Traffic Control

An exhibition of modern traffic control arranged by the Westinghouse Brake and Signal Co., Ltd., will be on view at the Science Museum, South Kensington, during September 12–October 1, to coincide with the opening there, by Lord Brabazon of Tara, of the London conference of the International Commission for Transport Museums. It illustrates, by means of actual equipment and working models, a few of the types of device employed in controlling safely the more rapid flow of traffic on road and on rail. Particular attention is paid to those regions of British Railways undergoing electrification. The exhibition includes the 'Westronic' demonstration model, which shows how all the points and signals in a particular signalling location are controlled, some distance away, from a central control cabin, which also receives an indication of the condition of the remote points and signals and the position of trains passing through. There is also an automatic barrier machine and its associated equipment, which ensures that road traffic is stopped for the shortest possible time at level crossings. Other railway signalling equipment devised to prevent false operation or damage to it by interference from the traction system will be shown in model form. Among the road equipment is a road traffic-lane divider, for varying the width of traffic lanes at the approach to main junctions or cities according to the direction and volume of traffic.

British Regional Development Plan for Courses for the Diploma in Technology

A regional development plan for courses leading to the diploma in technology and the diploma in technology (engineering) has been drawn up by the Regional Advisory Council for Technological Education, London and the Home Counties, after consultation with industry, the Ministry of Education and the local education authorities in the area (*Regional Development Plan for Courses for the Diploma in Technology*. Pp. 16. London: Regional Advisory Council for Technological Education: London and Home Counties, 1961). It is the policy of the Council to encourage and build up such courses so as to secure maximum efficiency. The need for providing such courses in anticipation of the 1964 and 1965 period, when a major influx of eighteen- and nineteen-year-olds is expected, is kept in mind, as well as the requirements of industry. The development of 'end-on' as well as 'parallel' courses will be encouraged as one means of making the best possible use of available industrial training places, even though this may present problems of staffing and time-tabling in the technical colleges. Another method may be that of the 'thick' sandwich courses of at least three years full-time academic study, together with a minimum of one year of industrial training during the course, and the need for the continuing development of Higher National