

tionately and sometimes derisively as little Neddies, covering about two-thirds of private industry, with representatives from management and unions. When the results of their deliberations are known the Government will add them to results from its own studies and produce a more detailed planning document in the autumn. It is acknowledged that prices and incomes will be important considerations in any plan of this kind. The whole subject of national planning has been regarded rather sceptically since the National Plan was abandoned in July 1966, but it is thought that the present state of the economy calls for another attempt, provided that it is more flexible than the last.

New Look for Heathrow

THE British Airports Authority, which runs commercial airfields in Britain, last week unveiled plans for the development of Heathrow, London's major airport. With the advent of the Boeing 747, which will be arriving on commercial flights to London by the summer of 1970, development of Heathrow to handle the increase in passengers has become urgent. Although the new plan is to cost £10 million, it represents a face-lift for only a small part of the airport.

The new section of the airport will be a T-shaped pier, with an upright 900 ft. long and a crosspiece 1,000 ft. long. The aircraft stands will be positioned along the crosspiece, seven each side, and passengers will be carried along the upright section on a travelling pavement. For those who prefer to make the journey on foot, ample space will be provided on either side of the conveyor. Telescopic air jetties will link the aircraft with waiting rooms. There will also be changes in the terminal buildings; a new passenger terminal building, prosaically called Terminal 1, will be built, and the existing Europa and Britannic buildings will be merged and called Terminal 2. The Oceanic building will be renamed Terminal 3, and a new arrivals terminal will also be built. By the time the 747 service across the Atlantic is in full swing, it will be necessary to separate arriving and departing passengers into two separate terminals. Thus by 1970, Terminal 3 (the Oceanic building to today's travellers) will be devoted to departing passengers, while the new arrival terminal looks after those coming into Britain. By this time, the authority says, the number of departing and arriving passengers on long haul services is likely to reach 2,700 an hour in each direction.

The main difficulty will arise when several 747s arrive at once, or within a few minutes of each other. Each will be carrying up to 490 passengers. Unless the capacity of the airport bus services is to be severely overstretched, a rail link between central London and the airport must be built.

Marine Science on Record

THE first comprehensive directory of marine science in the United Kingdom has just been published (The Royal Society, £2). It has been prepared on behalf of the Royal Society's British National Committee for Oceanographic Research with the co-operation of the Natural Environment Research Council, and it should prove to be of great help to everyone working in this rapidly growing subject.

For the most part, the book consists of the names of scientists listed by establishment and arranged in four

sections. Sections 1 and 2 include the marine science laboratories, both government and university, with details of the scientists employed in them and of the laboratories themselves. Information given under each institution includes facilities for visiting research workers, training courses, and a selected bibliography of research done there. There are as many as 57 university departments in the United Kingdom which have continuing interests in marine science.

Sections 3 and 4 cover university departments and government-supported laboratories in which marine science has only a minor role—but where there are staff working on some aspect of the subject. A further 42 academic and 13 government-supported departments are listed in these sections.

There is often confusion over the organization of research in interdisciplinary fields such as oceanography. It is helpful, therefore, that the directory includes a summary of the overall organization of oceanographic and fisheries research in the United Kingdom and the part played by the national programme in international activities.

The research ships available to British scientists and the libraries offering facilities to them are listed in two appendices.

Scientist on the Move

MR B. T. PRICE, at present director of the Defence Operational Analysis Establishment of the Ministry of Defence at Byfleet in Surrey, is to become Chief Scientific Adviser at the Ministry of Transport on April 1. Mr Price has worked in turn for the Atomic Energy Authority and for the scientific group at the headquarters of the Ministry of Defence. He has been largely responsible for setting up the Byfleet establishment in the past few years. He is a physicist by trade.



Mr B. T. Price.

This new appointment comes at a time when it seems that the Ministry of Transport would like to see more of what the British Government spends on research and development devoted to the art of moving about.

Make or Break

DURING the past year or so, the Electrical Research Association has done its share of breast-beating in