

builds many of America's machine tools, particularly lathes. They have just launched an effort to help in making the nation's 55,000 turret lathes more useful by furnishing lecturers, textbooks and a monthly journal to all such machinists. An illustration from a textbook appears on the front cover of this week's SCIENCE NEWS LETTER.

Turret lathes combine all the features

of the ordinary lathes with tooling equipment which makes possible production of duplicate parts in quantity. It is a paradox that whenever the metal working industries reach a high level of operation it is impossible to find enough properly trained skilled mechanics although millions of men are looking for work.

*Science News Letter, July 13, 1940*

GENERAL SCIENCE

## American Research Leaders Reviewing British Experience

### Nearly a Thousand Names in Britain's Central Register Of Specialists; Plan Now Receiving Study Here

OVER a year ago Great Britain's Ministry of Labor created a list of Englishmen whose scientific, technical and professional qualifications would be particularly valuable in time of war.

Nearly a hundred thousand names were contained in the central register of specialists, as it was called, and about a tenth of these were those capable of engaging in scientific research. Enrollment on the register was not compulsory but voluntary.

When war came to England, both the

government and essential industries turned to the register to obtain competent and qualified additions to the staff. As war produced dislocations, those who lost jobs were able to find others through being listed on the register.

In some cases certain kinds of scientists, such as biologists, whose primary talents were not of immediate and direct aid to the military preparations, were put to tasks in which they previously had had merely a hobby or secondary interest.

While there are some kinds of experts for which there was a demand far beyond the supply, the disorganization of the early months of the war created a large amount of unemployment among scientists, particularly biologists and chemists, who were connected with educational, industrial and governmental laboratories in which work not connected with the war was severely curtailed.

For this reason, shortly before Hitler invaded Holland and Belgium, scientists were allowed to enlist in any of the British military forces in any capacity, whereas at the beginning of the war specialists and experts could serve only in the particular occupation in which they were proficient.

Those organizing American research efforts directed toward national defense are known to be reviewing British experience with such mobilization of scientific skill and brains. Prof. A. V. Hill, secretary of the Royal Society, who was chairman of the scientific committee cooperating with the central register of specialists in London was in the United States for several months this spring and conferred with American scientists.

*Science News Letter, July 13, 1940*

AERONAUTICS

## Lending Library to Speed Aviation Progress

TO SPEED aeronautical defense developments, the Institute of the Aeronautical Sciences is establishing a book-lending service available to aeronautical engineers, pilots and students, Maj. Lester D. Gardner, executive vice-president, has announced.

Over 2,000 aeronautical books will be available for distribution by mail and over 100,000 books on general engineering can also be borrowed through an arrangement with the Engineering Societies Library. The Institute, located at Rockefeller Center, also has a reference library of over 10,000 aeronautical books.

The new aeronautical literature lending service, which will include reviews of new books and digests from aeronautical journals, was made possible by an endowment of \$50,000 by Paul Kollsman of New York City and Greenwich, Conn., and the Square D Company of Detroit. Mr. Kollsman is known in aviation circles as a manufacturer of precision aeronautical instruments, most used of which is the sensitive altimeter which gives altitude within five feet.

*Science News Letter, July 13, 1940*



**ELECTRIC SWITCHING LOCOMOTIVES**

The current is supplied by their own Diesel power plants. They are now available in two sizes—660- and 1,000-horsepower, designed for at least 8,000 hours per year of operation, with speeds up to 35 miles per hour. Even more powerful, intended for transcontinental freight service, are the 5,400-horsepower Diesel-electric locomotives recently made for a western railroad.