

Mr. E. E. Haddon

MR. E. E. HADDON, director of Chemical Defence Research and Development at the War Office, has succeeded Dr. Perren. Mr. Haddon was born at York in 1908. He was educated at Archbishop Holgate's School, York, and at Queen Mary College, London (then East London College), where he graduated with honours in chemistry. After a short period with the Admiralty, he joined the Chemical Warfare Research Department at the War Office in 1929, and during the Second World War became deputy to the Controller of Chemical Defence Development in the Ministry of Supply. In 1945, on promotion to senior principal scientific officer, he temporarily gave up his association with chemical defence to become secretary to the Scientific Advisory Council and assistant director of technical and personnel administration in the Ministry of Supply. He returned to the field of chemical defence in 1952, when he became assistant director, Chemical Defence Research and Development. Five years later he was promoted to the grade of deputy chief scientific officer on becoming director. Mr. Haddon has been closely concerned not only with the direction of chemical defence research in the United Kingdom but also with the framing and implementation of national defence research policy and with the furtherance of international collaboration in this field.

London Transport Directorate of Research :**Mr. A. T. Wilford**

MR. A. T. WILFORD, director of research, London Transport, is to retire on June 30. Mr. Wilford was educated at Wilson's Grammar School, Camberwell, and obtained his degree at the Imperial College of Science and Technology. During the First World War he served in the Special Brigade, Royal Engineers, and later with the Royal Field Artillery. He entered the service of the former Underground Companies in 1920 as chemist with the London General Omnibus Co. and became chief chemist in 1926, a post which he continued to occupy under the London Passenger Transport Board. He became superintendent of laboratories when the Laboratory Services of the London Transport Executive were centralized in January 1949, and, in May 1950, he was appointed to the new post of director of research. Mr. Wilford has been responsible for the general direction of research activities and scientific control in London Transport and for liaison in these matters with other sections of the British Transport Commission. The new Research Laboratory at Chiswick, which was officially opened in December 1960, was designed in accordance with his requirements. He has served on a number of committees and for several years was a member of Council of the Institute of Petroleum. He is the author of a number of papers concerning the use of fuels and lubricants in road service vehicles and for one of these he was awarded the Crompton-Lanchester Medal of the Institution of Mechanical Engineers.

Mr. H. E. Styles

MR. H. E. STYLES, who is succeeding Mr. Wilford as director of research, London Transport, is fifty-two. He was educated at Strand School, Brixton, and Battersea Polytechnic, where he graduated with first-class honours in chemistry. He joined the staff of the London General Omnibus Co. laboratory, the forerunner of London Transport's present Research Laboratory, in September 1927. In 1940 he became

assistant to the chief chemist and, later, assistant to the superintendent of laboratories. Mr. Styles was appointed superintendent of laboratories in 1950, in charge of the Central Laboratory at Chiswick and three laboratories located at London Transport's Lots Road, Greenwich and Neasden electricity generating stations. During the time he has been superintendent, the activities of the Central Laboratory have expanded, both in volume and range, to such an extent as to warrant provision of the newly erected Research Laboratory at Chiswick, in the design of which Mr. Styles was closely concerned. Mr. Styles represents London Transport on the Standardisation Committee of the Institute of Petroleum, the Illumination Industry Standards Committee of the British Standards Institution and the National Illumination Committee of Great Britain. He is chairman of the sub-committee of the National Illumination Committee concerned with Lighting for Transport.

Mr. Isaac Shoenberg : Silver Jubilee of British Television

FOLLOWING a recommendation of the Television Advisory Committee, an experimental television service began in London in August 1936, with two systems—those of Baird on 240 lines and of Electrical and Musical Industries, Ltd. (E.M.I.), on 405 lines (interlaced). Three months later a public service was formally opened by the Postmaster General; and in February 1937 the Television Advisory Committee recommended that henceforth only the E.M.I. system should be used. In this way the world's first public television service was inaugurated; and what has been sometimes termed the Shoenberg-E.M.I. system has been used by the B.B.C. ever since. Isaac Shoenberg was born in Pinsk, in Russia, in 1880. After taking his degree at the Technological Institute of Kiev, he joined a Russian company and was responsible for research, design and installation of wireless transmitting stations. He came to England in 1914, becoming a British subject five years later. In 1931 he became director of research of the newly formed Electrical and Musical Industries, Ltd. Mr. Shoenberg led the team of scientists and engineers which, in a remarkably short time, developed the 405-line television system, to substantially the same standards as are in use to-day. Mr. Shoenberg was awarded the Faraday Medal of the Institution of Electrical Engineers in 1954 in recognition of his outstanding technical contribution to the British television service. He was the guest of honour at a reception held recently by E.M.I. at Hayes to mark the silver jubilee of the E.M.I. television system.

Status of the Norfolk Broads

IN a written answer in the House of Commons on August 1, the Minister of Housing and Local Government, Mr. H. Brooke, pointed out that the primary responsibility for the designation of National Parks in Britain rests with the National Parks Commission. The Commission had advised him that the unique character of the Norfolk Broads made them in no way comparable in type with the other areas which, in conformity with the general requirements of the National Parks and Access to the Countryside Act, had been designated as National Parks. Mr. Brooke concurred in the Commission's conclusion that designation under that Act would not be appropriate, and he said he had agreed that the Minister of Trans-