

OBITUARY

ROBERT DUNLOP BROWN, who was born on 8 November, 1884, died at his home in Alderley Edge on 19 December, 1957.

He served his apprenticeship with the Office of Public Works, Glasgow, and remained with them from 1900 to 1908 as Assistant Engineer on the design and construction of a £2,250,000 new main-drainage scheme, designed for the purification of the River Clyde.

For two subsequent years he was Engineer-Agent, Scottish Area, and a specialist in reinforced concrete, for the Considere Construction Co. Ltd.

In 1910 he went to Canada as Assistant Engineer, Department of Railways and Canals, Ottawa, and was engaged on the design and construction of the £22,000,000 Welland Ship Canal and associated entrance harbour. He presented a Paper on this in 1919 to the Glasgow and West of Scotland Association of the Institution.

At the outbreak of war in 1914 he became a Lieutenant in the Canadian Infantry, but soon after that he was made a Captain in the Royal Engineers and, later, Staff Captain.

After the end of the war he became a partner in the firm of Easton, Brown & Co., consulting civil engineers, and between the years 1919 and 1922 he was largely concerned with works connected with water and drainage.

In 1922 Mr Brown joined the Manchester Ship Canal Company as a senior engineering assistant. He rose to be Assistant Chief Engineer and, in 1945, Chief Engineer. In his 27 years with the company he was responsible for many important development and construction works on the canal.

He retired in 1949 and went into private practice as a consulting engineer.

During the Second World War he was a member of a panel of consulting engineers appointed by the War Office to design and prepare works required for the invasion of Europe. He was particularly interested in ways of quickly gaining control of the outrush of land water and the action of the tides through openings caused by the demolition of dams and lock gates. He prepared small working models for the study of these conditions, doing so in great secrecy in Manchester.

Mr Brown was also consulted about certain harbour operations to be carried out in the Far East. He was a keen yachtsman and during the Normandy landings he was Master of one of H.M. Despatch vessels based on Portsmouth.

A Chairman of the Professional Advisory Council set up by the Home Office in 1939, he was also a member, in 1954, of the Board of Survey set up by the British Transport Commission to investigate and report on the inland waterways of Great Britain.

A Telford Premium was awarded to Mr Brown for his Paper¹ in 1929 on the raising of Barton swing-aqueduct, and he was also the Author of a number of articles for technical magazines.

¹ "The raising of Barton swing-aqueduct and the renewal of paths and rollers." Instn civ. Engrs, S.E.P. No. 67 (1929).

He was Chairman of the North-Western Association of the Institution for 4 years and was a Member of the Institution of Municipal and County Engineers.

Elected an Associate Member in 1910, he was transferred to the class of Members in 1928.

He is survived by his widow, two sons, and two daughters.

HERBERT RAIKES HEPWORTH, C.B.E., who was born on 26 June, 1880, died on 8 January, 1958.

He was educated at Wheelwright Grammar School, Dewsbury, and at Monkton Coombe School, Bath.

In 1897 he was articled for 2 years to J. Vickers Edwards, Surveyor and Architect for the West Riding of Yorkshire.

Between the years 1899 and 1913 Mr Hepworth held various appointments on the Surveyor's staff and in 1913 he became Deputy Surveyor, rising to Surveyor himself in 1921.

During the Second World War he was additionally appointed Chief Engineer to the Air Raid Precautions Committee of the West Riding. In 1946 he was made C.B.E.

Mr Hepworth had a considerable knowledge of road and bridge engineering and of general administration. He was a Fellow of the Institution of Highway Engineers, a Fellow of the Royal Institution of Chartered Surveyors, and a Member of the Institution of Municipal and County Engineers.

Elected an Associate Member in 1909, he was transferred to the class of Members in 1931.

He is survived by his widow and three daughters, of whom the eldest is Miss Barbara Hepworth, C.B.E., the sculptress.

FREDERICK WILLIAM SULLY, who was born on 30 May, 1901, died on 8 January, 1958.

Generally educated at Enfield Technical School and later at Woolwich Polytechnic, he went on to study engineering from 1922 to 1924 at King's College, University of London.

He trained under Mr A. H. Humphries, M.I.C.E., the Superintendent of the Royal Ordnance Factories, Woolwich, and in 1924 began his professional career as an engineering assistant to Mr C. H. Lobban, M.I.C.E., consulting engineer. For the next 2 years he was engaged on various aspects of reinforced concrete design and construction, including work for Victoria House, Kingsway, and the London School of Tropical Medicines.

In 1926 he became an Assistant Engineer on design and erection schemes in the Bridge Department of Messrs Dorman Long & Co. Ltd, where he was concerned with work on the Sydney Harbour Bridge, the Newcastle-Gateshead Bridge, and the Khartoum Omdurman Bridge. In 1928 he designed piers and viaduct approaches for the Bangkok Memorial Bridge and in 1930 he was Assistant Engineer, later becoming Engineer for construction on site, for the Scotswood Bridge. Between 1932 and 1935 he was an Assistant Engineer for the Nanking Pukow Train Ferry, he designed a 550-ton floating crane for the Stormstrom Bridge in Denmark, and he was an Assistant Engineer, and later, Engineer for construction on site, for the Birchenough Bridge, Southern Rhodesia.