

From 1917-20, Mr Legat was employed for short periods by the Anglo-Persian Oil Co. Ltd, Trussed Steel Co. Ltd (now known as Truscon Ltd), and the Considere Construction Co. Ltd. During this time he was mainly concerned with the design of reinforced concrete structures and his major work was on the oil company's Swansea refinery.

In 1920 he joined Sir William Arrol & Co. Ltd, Glasgow, as Engineer in charge of the reinforced concrete design staff, and from 1924-30 worked as Chief Engineer with the British Reinforced Concrete Engineering Co. Ltd. His work included bridges, docks, reservoirs, sewage works, factories, and heavy foundations, including foundations for the Piccadilly, Duchess, and Dominion Theatres in London, and the Shakespeare Memorial Theatre at Stratford-on-Avon.

In 1930 he joined the firm of Messrs F. A. MacDonald and Partners of Glasgow, consulting engineers and reinforced concrete specialists, where, as a partner, he practised until 1940. During these years, he was instrumental in securing for his firm the design of many of the bridges in Scotland, including Inverbervie (Kincardine), Glen Bridge (Dunfermline), Guard Bridge (Fife), etc., and in conjunction with his partner, Mr George Dunn, prepared numerous further designs for buildings and bridges, which experience was very successfully combined in a fully-detailed reference book.

He retired in 1940, but subsequently accepted an appointment with the Ministry of Works, later managing a quarry engaged on work of national importance. In the later years of his life, at Bournemouth, he furthered the general cause of civil engineering by giving illustrated lectures to a wide variety of audiences.

Elected an Associate Member in 1919, he was transferred to the class of Members in 1929.

He is survived by his widow and two daughters.

TREVOR JOHN LIVESEY, M.C., who was born on 9 January, 1920, died on 7 July, 1959.

Educated at Kings School, Chester, he received his early practical training as a pupil under Mr S. Trevor Roberts, Engineer to Prestatyn (Flintshire) U.D.C., from 1937-40.

In 1940, Mr Livesey joined the army, and with the rank of Captain, served in the 1st Parachute Squadron of the Royal Engineers. He was engaged on the construction of camps in the United Kingdom and of temporary and permanent roads in North Africa, Sicily, and Italy, winning the Military Cross in North Africa after a reconnaissance behind the enemy lines, from which he brought back accurate information concerning the tracks and roads in an area where it was planned to deliver an attack. Later, he was in action at Arnheim, where he was captured after being one of the few to reach the bridge.

In 1946 he was appointed General Engineering Assistant with Grantham Borough Council, engaged mainly on road, housing, and sewer works. He went to Leicester City Council as a General Engineering Assistant in 1947, and returned to Grantham as Chief Assistant Engineer later that year. In 1949 he was appointed Borough Engineer, Surveyor, and Architect of Grantham, and in 1957, County Surveyor to the Holland (Lincolnshire) County Council.

Mr Livesey was killed in a flying accident on the St Albans By-pass.

He was elected an Associate Member in 1948. He was also an Associate Member of the Institution of Structural Engineers, a Member of the Institution of Municipal Engineers, and a Member of the Royal Society for the Promotion of Health.

He is survived by his widow and two children.

ARCHIBALD HUGH McMURDO, M.B.E., who was born on 28 June, 1880, died on 19 October, 1959.

He was educated at Dunoon Grammar School and studied engineering at the Royal Technical College, Glasgow. He received his practical training as a pupil of Messrs Warren and Stuart, M.M.I.C.E., Glasgow, from 1896-1901.

In 1901 he joined the staff of the Chief Engineer, Glasgow and South-Western Railway, as a General Assistant. In 1910 he was appointed a General Assistant on the staff of the Engineer-in-Chief, Highland Railway, and in 1914 was appointed Chief Assistant Engineer.

In 1923, Mr McMurdo joined the London Midland and Scottish Railway as District Engineer in the Highland district, and later became Permanent Way Assistant to the Chief Engineer at Euston. He was finally appointed Divisional Engineer (Scotland), and retained this position until he retired in 1945.

Mr McMurdo was made an M.B.E. in 1920.

Elected an Associate Member in 1906, he was transferred to the class of Members in 1922.

He is survived by his widow, a son, and a daughter.

ARTHUR ALBERT ROWSE, C.B.E., M.A. (Cantab.), B.Sc.(Eng.), who was born on 7 May, 1885, died on 27 June, 1959.

He was educated at Portsmouth Municipal Secondary School and received his practical training at Portsmouth Royal Dockyard. He studied engineering at the Imperial College of Science and Technology, where he obtained an Honours B.Sc.(Eng.) degree in 1906.

He was awarded a Whitworth Scholarship and later he was engaged on research work on gaseous explosions under Professor B. Hopkinson, M.I.C.E., at Cambridge, where he obtained a first-class Honours degree in Engineering. In 1912 he was appointed an Engineering Inspector to the Board of Education. During the First World War he was at first Superintending Engineer, Ministry of Munitions, in charge of the Midland area, and later Chairman of the Machine Tool Release Committee, Chairman of an Area Engineering Board, and Chief Engineer, Trench Warfare Department. At the end of the war he was made an O.B.E.

In 1919 Mr Rowse became Production Director of Morris Motors Ltd, in charge of automobile production. From 1933 he served as a director or consultant concerned with engineering production with several companies, including the Telsen Electric Co., Ltd, Gambrell Radio Communications Ltd, Armstrong Whitworth Aircraft Ltd, Coneyare Foundry Ltd, Abingdon Works Ltd, Beardmore Diesels Ltd, Webley and Scott Ltd, and the Daimler Co., Ltd.

In 1936 he became General Manager of the Aircraft Division of Rootes Securities Ltd, and organized the entire aircraft activities of the company, including the planning, erection equipment, organization, and staffing of an aero-engine factory at Speke.