
OBITUARY

Norman Alastair Matheson

who was born on 8 May, 1907, died on 12 March, 1966.

Educated at Robert Gordon's College, Aberdeen, he received five years' practical training with R. Gordon Nicol (M), an Aberdeen Harbour Engineer. He passed the Associate Membership examination in 1935.

From the first his interests centred on harbour engineering. A brief period as Assistant Engineer to Messrs Henderson & Nicol, Consulting Engineers, of Aberdeen, was followed by five years as Senior Assistant Engineer to the Isle of Man Harbour Commissioners. In 1935 he joined the Greenock Harbour Trust as Chief Engineer and in 1940 was appointed Chief Engineer to Dundee Harbour Trust, of which he was made General Manager a year later. From 1947-57 he was Engineer-in-Chief to the Port of Bristol, leaving to become Assistant Engineer-in-Chief to the Mersey Docks & Harbour Board, Liverpool. He was appointed Engineer-in-Chief to the Board in 1960 and over the next few years played a major part in formulating the port's long-term expansion plans. Shortly before his death he visited the United States to discuss dredging problems with the US Corps of Engineers.

A member of the Institution of Mechanical Engineers and of the Institute of Transport, Mr Matheson presented a Paper at an Institution Symposium on cargo handling, 'Civil Engineering Structures', p. II, 5 (Oct. 1956), 247. Discussion: 283. Correspondence: p. 6 (Jan. 1957), 134.

He was elected an Associate Member in 1935 and became a Member in 1945.

He is survived by his widow, a son and two daughters.

Lionel Gordon Baynes Rock, BSc(Eng)

who was born on 1 July, 1902, died on 10 December, 1966.

Educated at Bradfield College, he studied engineering at the City & Guilds Institute and received the degree of BSc(Eng) in 1923.

After three years' practical training with A. W. Szlumper (M), he joined the Southern Railway, and from 1927-34 was Engineering Assistant under the Divisional Engineer at Ashford, Kent, on the realignment and regrading of 200 miles of track, including 10 miles in tunnels. Added responsibilities were track drainage and the remodelling of junctions. In 1935 he became Engineering Assistant at headquarters, under the Assistant Engineer, General Maintenance, C. A. G. Linton, and the Chief Engineer, G. Ellson (MM), engaged on the development of permanent way welding, service tests on track materials, appliances and maintenance methods. He visited the United States in 1938 to report on their permanent way practices.

During World War II the planning and equipment of emergency repair depots and air raid damage repairs were also under his charge, and from 1941-43 he organized and controlled a temporary flash-butt rail welding depot. In 1944 he became Permanent Way Assistant, under Maintenance Engineers A. Dean and F. E. Campion (MM) and the Chief Civil Engineer V. A. M. Robertson (M), responsible for all permanent way design and development, including the introduction of flat bottom track, relaying, approval of speeds, investigation of rail failures and preparation of programmes.

In 1951 he was appointed Assistant Engineer (Permanent Way) under F. E.

OBITUARY

Campion (then Chief Civil Engineer), responsible for the control of 5336 miles of track, of which 1776 miles were electrified, and for maintenance of permanent way supplies from Redbridge and Angerstein Works (Greenwich) and concrete articles from Exmouth Junction.

He visited Cuba in 1954 to advise on the overhaul of Occidentales Railway and a year later represented British Rail on the Permanent Way Sub-Committee of the International Union of Railways. He also served on numerous committees.

Mr Rock retired from British Rail's Southern Region in December 1965, and later took on part-time consulting work.

An Associate of the City & Guilds Institute, he was a Fellow of the Permanent Way Institution and author of a number of papers contributed to Southern Railway publications. His lecture to Institution students on 'The construction of a large cleaning shed for electric trains' was awarded the Miller Prize in 1926, and his Christmas Institution lecture to schoolboys on 'How a railway is built', delivered in 1946, was repeated in 1948, 1949 and 1950. He also wrote the introduction and commentary to a film, 'The production, distribution and use of permanent way ballast in British Railways' (Railway Division, 29/3/49). For his sound reasoning and patience in discussions he won respect alike from colleagues here and overseas.

Elected an Associate Member in 1928, he became a Member in 1955.

He is survived by his widow and a daughter.



Lt-General Sir Charles John Stuart King, KBE, CB

who was born on 13 October, 1890, died on 7 January, 1967.

Educated at Felsted School, he studied at the Royal Military Academy, Woolwich, passing out first with the Sword of Honour. In 1910 he received a commission in the Royal Engineers. He also studied at the School of Military Engineering, Chatham. From 1912-14 he received practical training under agreement with the London & South-Western Railway and the North-Western Railway.

Throughout World War I he served in India, and took part in the operation against the Mohmands and Swatis: he was twice mentioned in dispatches. He also served in the Third Afghan War (1919-20). Over the next nine years he was variously engaged as Adjutant, Madras Sappers and Miners, at the Experimental Bridging Establishment, Christchurch, as Garrison Engineer, Aldershot, and as Commander, First Field Squadron, Royal Engineers. In 1929 he became Chief Instructor in Military Engineering and Geometrical Drawing at the Royal Military Academy, Woolwich, after which he returned to India, where he