

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

served as Staff Officer to the Engineer-in-Chief, Royal Engineers' HQ (1932–34), then as Commander, Royal Engineers.

After the Quetta earthquake of 1935, the Government of India undertook to rebuild the cantonment and Lt-General King figured largely in the work of reconstruction. First as Deputy, later as Chief Engineer, he was in charge of the whole operation (clearance, layout and the building of a civil station, including construction of a water and sewage scheme for a population of 100 000). Over a period of three-and-a-half years an annual expenditure of £750 000 was involved.

On the outbreak of World War II he went to France with the British Expeditionary Force as Deputy Chief Engineer, mainly concerned with the construction of field defences on the British sector of the front. In 1940 he became Chief Engineer, Home Forces, and a year later was transferred to the War Office as Controller-General, Military Works Services. When a few months later the new post of Engineer-in-Chief was instituted there, Lt-General King became the first to hold this title. He found the War Office Engineering Department in need of complete overhaul, and during his term of office introduced many improvements, as a result of which the Army Works Service became efficient and well able to cope with increasing demands.

With the United States' entry into the war in 1941, a vast scheme for the accommodation of about 1½ million American troops in this country had to be undertaken. This was known as the 'Bolero Plan', the major responsibility for which fell upon King and his department. Their completion of the programme on time was a singular achievement.

After 1944 the British Government decided to extend welfare facilities for British forces in India and South-East Asia, and Churchill appointed King as his personal representative to deal with these matters. On the conclusion of this mission in 1946, he retired from the Army with the honorary rank of Lieutenant-General.

In 1951 he was appointed Chairman and Finance Director of Festival Gardens Ltd and presided over the work of the Board before and after the Festival of Britain.

For his services in Quetta he was awarded the CBE in 1939 and in 1943 was created CB. He was made KBE in 1945. From 1946–56 he was Colonel Commandant, Royal Engineers.

He was author of a paper presented to the Institution, 'Organization and execution of engineering work', J. 20 (April 1943) 115. Discussion: 125. Correspondence: J. 20 (Oct. 1943, Supplement) 374.

In 1941 he was elected direct to membership.

He is survived by his widow and three sons.