

### Frederic Eugene Campion

who was born on 10 May, 1893, died on 22 February, 1967.

Educated at Uppingham School, he passed the Institution examination in 1920.

From 1912–16 he was articled to C. J. Brown (M) and worked under his father, F. A. Campion (M), both of the Great Northern Railway of England. When his father became Chief Engineer of the Great Northern Railway (Ireland), he joined his staff as an Assistant.

After experience in bridge design and permanent way maintenance, he became in 1920 Resident Engineer for the London, Brighton and South Coast Railway, on heavy repair works in Oxted Tunnel, then spent two years as Assistant to the District Engineer at Croydon. On the formation of the Southern Railway in 1923 he became their Assistant Division Engineer, London East Division, at London Bridge.

In 1927 he was made Personal Assistant for Special Works to G. Ellson (M): among other things this involved an investigation into the hardness and wearing properties of rails. Seven years later came his appointment as Divisional Engineer, London East, and in 1940 his transfer in the same capacity to London West. When in 1946 he became Maintenance Engineer at headquarters, his duties included the renewal of permanent way, drainage and blanketing, and organization of the switch and crossing shops at Redbridge (Southampton) and Angerstein (Greenwich), as well as the sleeper creosoting and charring depot at Redbridge.

He was appointed Assistant Civil Engineer of the Southern Region of British Railways in 1948, under V. A. M. Robertson (Past President of the Institution) and in 1951 became Chief Civil Engineer. From this post he retired in 1958. For a few years he then took on part-time consulting work for Messrs Taylor Woodrow (Civil Engineering) Ltd.

Something of a pioneer, Frederic Campion in 1938 carried out the first investigation on the expansion of long welded rails with his Assistant A. H. Cantrell (then AM), from which modern practical application has developed. He will also be remembered for his introduction in the early 1950's of work-study and bonus incentive payments for civil engineering maintenance staff on the Southern Region, an innovation eventually adopted on the whole of British Railways.

He presented two papers to the Institution: 'Preliminary experiments with British Standard 95 lb Bull-Head Track, using rails 180 ft long' D (Railway), No. 4 (1941–42), 16. Discussion: 29, and 'Part reconstruction of Bo-Peep Tunnel at St Leonards-on-Sea'. J. 36 (Mar. 1951), 52. Discussion: 93.

Though of a retiring disposition Frederic Campion was popular amongst those who knew him, a clear thinker and a valued committee man.

Elected an Associate Member in 1920, he became a Member in 1948.

He is survived by his widow and a daughter.

### John Chambers, CIE, OBE, MC

who was born on 17 March, 1892, died on 9 May, 1967.

Educated at Wakefield Grammar School, he studied engineering from 1910–14, first at Leeds University, then at Imperial College, Kensington. Examinations were remitted owing to war service.