

advice from the Fleet Work Study Organization, a body instigated by Admiral of the Fleet Lord Mountbatten of Burma, and successfully applied much of what they learned—precepts which stemmed from Russell Currie's own teaching. He was the author of what was to become the standard British text-book on work study ('Work Study', Pitmans, 1963). He retired from ICI in 1964.

Russell Currie was made a CBE in 1956. He was President of the original Work Study Society (the Institute of Work Study, as it became in 1961), first President of the European Work Study Federation, a member of the Institution of Mechanical Engineers and of the Institution of Electrical Engineers.

A man of exceptional energy and integrity, Russell Currie was a born organizer and a leader whose personality and tact won friendship at all levels, both at home and abroad.

Elected an Associate Member in 1936, he became a Member in 1951.

He is survived by his widow, two sons and a daughter.

Major Hubert Edward Aldington, CB

who was born on 9 September, 1883, died on 20 September, 1967.

Educated at Kingswood School, Bath, he studied at the Mathematical School, Rochester. After practical training from 1898–1901 under William Banks (AM), his early experience was on coast defence works at Bridlington (surveys, plans and estimates) under Professor E. R. Matthews (AM).

But his future lay with railways and roads. From 1904–12 he was attached to the Civil Engineering Department of the Great Western Railway, on surveys and plans for reconstruction and permanent way work in Wales and Somerset. In 1912 he went to Australia to work for Australian State Railways in Adelaide under the Chief Engineer, J. C. B. Moncrieff (M), and was engaged in rebuilding the terminal station there and on construction of a rail link between Adelaide and Melbourne.

During World War I he served in France from 1915–19 with the Royal Engineers, with the rank of Major, and was mentioned in despatches. After the armistice he stayed on to organize the disposal of surplus British war material in Amiens before returning home. There followed some two years in Cornwall as Deputy County Surveyor on unemployment relief works: he was in charge of the siting and construction of Mevagissey Road, Trelowarren Drive, and other projects.

In 1922 he joined the Ministry of Transport as a temporary engineer—a decisive step, since with one brief interval he was to remain with the Ministry until his retirement 27 years later.

He was appointed Divisional Engineer for London and the Home Counties in 1935. With the stream of road traffic at that time soon to become an avalanche, new roads were vital, and Major Aldington carried out surveys and prepared plans and contracts for the construction of arterial roads between Liverpool and Manchester (£3 million), Edinburgh and Glasgow, Perth and Inverness. His plans for a London–Birmingham–Manchester motorway came to nothing during his term of office owing to lack of funds.

It was in 1945 that he became Chief Highway Engineer to the Ministry of Transport—a post he continued to hold until his retirement in 1949. Over this period he was able to give priority to the work nearest his heart—reconstruction of blitzed cities and towns. Due in part to his own efforts, the

Traffic Advisory Council came into being and he became active in resuscitating the Permanent International Association of Road Congresses, an organization of which he was later to become Vice-President: he attended their congresses in Lisbon, Istanbul and Rio de Janeiro.

After his retirement in 1949, he served on the Board of the Amalgamated Roadstone Corporation and its associated companies until 1965, and for many years had his own consulting practice in London.

Major Aldington was made a CB in 1947. From 1945–50 he was a Member of the Council, and with Duncan Kennedy presented a paper on 'Royal Dock Approaches Improvement, London', J. 2 (Feb. 1936), 4. Discussion: 35. Correspondence: J. 2 (Oct. 1936), 609. He was a Fellow of the Institution of Highway Engineers, of which he later became President (1957–59), a member of the Institution of Municipal Engineers, and a Fellow of the Royal Empire Society.

Aldington was a man with the vision for big decisions. But there is irony in the fact that, although one of the strongest advocates of motorways in this country, his plans while at the Ministry of Transport came to nothing through lack of funds.

He was elected an Associate Member in 1908 and became a Member in 1936.

Predeceased by his wife only a few months before, he is survived by two sisters.