

Arthur Dean, CBE, MSc(Eng), CEng

who was born on 2 May, 1903, died on 14 August, 1968.

Educated at Halifax Secondary School, he studied engineering at the Technical College, Halifax, and at the City & Guilds College, taking his BSc(Eng) (London) and MSc degrees in 1921.

Early experience with John Butler & Company Ltd, of Leeds, included designing and estimating steelwork for fixed and moving bridges (road and rail) and for framing of buildings and power stations.



It was in 1925 that he joined the Southern Railway Company—a momentous move, prefacing as it did a long and distinguished career as a railway engineer. Working in the Chief Engineer's Department, he was responsible under the Bridge Engineer for assessing the strength of road and railway bridges and the effects of wear and tear, preparing schemes for strengthening, widening or reconstruction and supervising the work carried out. Also on his list were steel framed buildings and steel and concrete piled dock and river walls. He designed and prepared specifications for the link span of the train ferry dock at Dover.

In 1936 Dean was appointed Assistant Divisional Engineer, Southern Railway (London West), with responsibility for the maintenance of structures and bridges. His duties also included the strengthening of viaducts, retaining walls, weak embankments and improvements to track. For the new connecting loop at Ascot he constructed earthworks, drainage and station alterations. So he continued until in 1939 he became Divisional Engineer for East and West London, responsible under G. Ellson (F), Chief Engineer of the Southern Railway Company, for maintaining permanent way and works, improvements to stations, bridges, walls and tracks—also for emergency repairs due to enemy action (1939–42).

Thereafter his status and responsibilities increased rapidly: appointed Maintenance Engineer to the Southern in 1942 and Assistant Chief Civil Engineer in 1946, he became after nationalization of the railways two years later, Chief Officer, Engineering (Works) to the Railway Executive. In 1951 he was appointed Chief Civil Engineer to the North Eastern Region. Based at York, he was responsible for many important engineering works undertaken as part of the Region's modernization plans, and took great interest in the training of staff for this purpose. Appointed Assistant General Manager (Modernization) in 1960, he was made General Manager of the Region two years later and in 1963 also became Chairman of the North Eastern Railway Board. He figured prominently in planning the merger of the Eastern and North Eastern Regions and when this took place in January 1967, joined the British Railway Board's Commercial, Operating and Planning Committees to assist in

important policy changes arising out of the White Paper on Transport. He submitted his report before his retirement in April 1967.

Arthur Dean was made a CBE in 1961. He held a DIC and was a Fellow of the Permanent Way Institution, of which he was President in 1955 and 1956. A member of the Société des Ingénieurs Civils de France, he was on the Board of the Railway Benevolent Institution.

He gave devoted service to the Institution and was for 48 years on the Roll, serving on the Council from 1958–63. A member of the Railway Divisional Board from 1945–53, he was Chairman from 1959–62—in this last period also serving on the Library Committee. Although in addition a member of the Yorkshire Association and of the Education and Training Committee, he found time to present a number of papers to the Institution, one of which was awarded the Telford Premium (see under). At the Symposium on Railway Traffic Engineering in May 1967 he was subpoenaed to act as Chairman and summed up the proceedings.

After an operation in April 1968, which revealed an incurable condition, he showed remarkable spirit, pressing on with his normal activities as long as possible. Two months before his death he addressed an international meeting of railway engineers at Mainz. Friends and colleagues remember him with pride and affection as a dedicated railway engineer and a sympathetic friend. He was a man of immense energy and enthusiasm with a keen analytic brain.

Elected to corporate membership in 1928, he was transferred to the senior grade in 1942.

He is survived by his widow and a son.

Author of:

'The Repair of War Damage to Railway Way and Works in the London area, 1940 and 1941.' D (Railway), No. 2 (1941–42), 3. Discussion: 28. Awarded Telford Premium.

'The Design of Locomotive Sheds.' D (Railway), No. 44 (1951). Discussion: 34.

'Prestressed Concrete Bridges on British Railways.' CCE, May 1950, 8.

'Prestressed concrete applied to the construction of railway bridges and other works.' D (Railway), 44 (1951). Discussion: 34.

With Peter Chalmers and A. C. Layhe, 'The mechanization of railway engineering maintenance work'. P. 14 (Oct. 1959), 205. Discussion: P. 16 (June 1960) 209.

George Lyttleton Laurenson, CBE

who was born on 13 October, 1893, died on 6 June, 1968.

He was educated at Lyttleton District High School and Wellington College (1899–1910), later attending courses at Wellington Technical College.

After four years' practical training with R. W. Holmes (F), Chief Engineer, New Zealand Public Works Department, he was engaged in 1914 on a survey of rough forest country for a 5-mile extension of North Auckland Main Train Railway, also estimating for earthworks and for 12 long bridges, culverts, station yards, etc. In 1915 he became Assistant Engineer on the construction of a section of the East Coast Railway. This included earthworks from Paingarva to Otamarakan, concrete culverts, timber and steel girder bridges, station buildings, etc.

In World War I Laurenson served from 1916–18 with the New Zealand Expeditionary Force, New Zealand Engineers. After giving instruction in bridge building at Trentham, he sailed for a 2-year spell in France, where he