

RAILWAY STUDY ASSOCIATION

1909 to 2009

Short biographies of the
PRESIDENTS OF THE ASSOCIATION

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1909/10	William Pember Reeves	Director — London School of Economics	Reeves (1857-1932) was the first RSA President. He was a New Zealander who moved to London in 1896; was interested in journalism and socialist politics. Became High Commissioner of New Zealand until 1908 when he became Director of LSE until 1919. Later Chairman of National Bank of NZ.
1910/11	Sir George Gibb	Chairman , Roads Board, lately Managing Director of the Underground Group of railways.	Born 1850 in Aberdeen he trained as a lawyer and joined the Solicitor's office of the Great Western Railway in 1877. He later became General Manager North Eastern Railway in 1891, after previously serving as its solicitor. In 1901 he was appointed a member of the committee on War Office Reorganization and was later involved in the Royal Commission on London Traffic, to which end he visited the USA to study their methods. Perhaps partly because of his knowledge and interest in London traffic, he was invited to become Deputy Chairman and MD of the Underground Electric Railways 1 st Jan 1906 (following the death of American entrepreneur Charles Yerkes), together with Chairmanship and MD of the Metropolitan District Railway. He departed May 1910 to chair the new Roads Board. He was knighted July 1904 and died 1925.
1911/12	Sam Fay	General Manager — Great Central Railway	Born near Southampton 1856, and joined London & South Western Railway as a clerk in 1872, rising to Chief Clerk at Waterloo by 1884. Seconded to Midland & South Western Junction Railway in 1891 to deal with a financial crisis, returning to LSWR as its Superintendent in 1899. Became General Manager of Great Central Railway in 1902. Became Director of Movements and Railways at War Office during WW1 and Member of Army Council. Later became Chairman of Beyer Peacock. Knighted in 1912. Died in 1953 aged 97.
1912/13	Francis H Dent	General Manager — South Eastern & Chatham Railway	Dent was the son of Admiral C B C Dent, sometime Marine Superintendent of the London & North Western Railway. It is perhaps no surprise that young Dent also joined the LNWR, in 1884 at the age of eighteen. He became District Goods Traffic Manager in 1901, London & District Goods Manager 1902-1907 and then moved to the LSWR as General Manager. He then moved to the London Chatham & Dover Railway and he served on the South Eastern & Chatham Managing Committee where he became General Manager in March 1911 on promotion from Goods Manager, succeeding Vincent Hill. He served on the Railway Executive Committee from 1912 and appears to have served on the post WW1 Reparations Commission in Vienna as President. He retired in March 1920, having received a knighthood between these dates, but during 1920 served on the Advisory Committee on London Traffic.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1913/14	Sir Charles John Owens	Director (late General Manager) — London & South Western Railway.	<p>Charles Owens began his association with the LSWR in 1862. He was appointed General Manager from 1st January 1898, a post he held until 1912 when he was succeeded by Walker; at that point he appears to have become a director. His career continued into Southern days and he finally retired as a director in 1930.</p> <p>At that time he was Lt.Col engineer and railway volunteert staff corps. B26 Sept 1845. Head of goods audit office 1870, goods manager 1888.</p> <p>Knighthood in 1900. Keen on American methods and frequent visitor there.</p> <p>After retirement from the General Managership he became involved with the Shropshire & Montgomeryshire Railway in which he was a debenture holder. The S&M was in dispute with the Cambrian, and after several years of acrimony, Sir Charles was able to negotiate an agreement in December 1916 which appeared to put to rest a wide range of issues over which the dispute had raged, though wartime conditions probably facilitated this too.</p>
1914/15	Robert Hope Selbie	General Manager — Metropolitan Railway	1868-1930. Born in Salford and entering industry with Lancashire & Yorkshire Railway in 1883 where he became Secretary to General Manager and assistant to Chief Traffic Manager. He joined the Metropolitan Railway in 1903 as Secretary and became General Manager in 1908. In WW1 he served as Director of Horse Transport and also served on Road Transport Board and Army Forage Committee, gaining him a CBE. Also became a director of the Met in 1922 while still serving as General Manager.
			RSA Activities suspended 1916-20
1921/22	Sir William Henry Beveridge	Director — London School of Economics	1879-1963. Beveridge was born in Rangpur, in British India's Bengal. He was student at LSE in 1903-4 and in his early adulthood became a reporter with the Morning Post, notably commentating on social problems. He assisted with drafting of some early social legislation. During WW1 he was in government service mobilizing and controlling manpower, afterwards becoming permanent Secretary in Ministry of Food, during which time he was knighted. He served as Director of LSE between 1919 and 1937, succeeding Reeves. Afterwards he wrote his famous Beveridge Report (officially, the Social Insurance and Allied Services Report of 1942), leading to huge post WW2 social reform.
1922/23	Sir Henry Worth Thornton KBE	President – Canadian National Railways.	Born Logansport, Indiana, 1871. Thornton was General Superintendent of the Long Island Railroad Company between 1911 and 1914 before coming to England as General Manager of the Great Eastern Railway 1914-1922. During WW1 he served behind the lines in France as Director General of Railways, for which he was knighted in 1919. Between 1922 and 1932 he was President of the Canadian National Railways, which he sought to unify. He died March 1933. Sir Henry only completed part of his term as President as he was required to move to Canada.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1923/24 and 1924/25	Sir William Mitchell Acworth KCSI MA	Economist and Lecturer	Born 1850, died 1925. Educated at Uppingham, then Oxford, he became one of the first members of the new London County Council from 1889. He became a specialist in railway economics and chaired many commissions, for example he chaired East Indian Railways Committee in 1920. He reported on Austrian Railways for the League of Nations, and on German railways for the Reparations Commission. Acworth was a member of the Council of the Royal Economic Society and of the Institute of Transport, and was Director of the Underground Electric Railways of London Limited. He was knighted in June 1922 (Knight Commander of the order of the Star of India), in recognition of his work on the East Indian Railways Committee. He was an early lecturer on railway economics at the LSE and a Fellow of the Royal Statistical Society.
1925/26	Sir Felix John Clewett Pole	General Manager — Great Western Rly	Born Bedwyn in 1877. He joined the Great Western Railway as telegraph clerk in 1891 and worked his way up progressively, including a spell in charge of publicity and PR. By 1912 jhe was responsible for staff and labour, and became Chief Clerk in 1913. He became General Manager of the GWR in 1921. In 1929 he resigned from the GWR following disagreements with the Chairman. Sir Felix chaired AEI (Associated Electrical Industries) from its formation in 1929 until 1945, by which time he was blind. He died in 1956.
1926/27	Sir Ralph Lewis Wedgwood Bt	Chief General Manager — London & North Eastern Railway	1874-1956. Born near Stoke on Trent, Wedgwood is related to the pottery family. After studying at Cambridge Gibb invited him to join the North Eastern Railway where he was engaged on the Traffic side of the business. He became District Superintendent at Middlesbrough in 1902 and Secretary in 1904, after which he returned to traffic operation achieving high office. He had several important jobs during WW1 and was ranked as a brigadier. With a well-earned C.B. and C.M.G. he returned to the NER in 1919 as deputy General Manager, and as General manager from 1922. When the LNER was created in 1923 he became Chief General Manager, and was knighted in 1924. Although he had just retired, the advent of WW2 saw him called back to chair the Railway Executive Committee until 1942 when he retired with a baronetcy. He was a Member of the Central Electricity Board 1931-1946. He died in 1956.
1927/28	Sir Josiah Charles Stamp	Chairman — London Midland Scottish Railway	Stamp was born in Kilburn in 1880. In 1896 he entered the civil Service as a boy clerk at the Inland Revenue. After obtaining a degree in economics he became an Assistant Inspector of Taxes in Hereford aged just 23, a first class inspector in London aged 29 and Assistant Secretary to the Board aged 36. He left the civil service in 1919 to become Secretary and a director of Mond Nickel Co (later ICI). He was knighted in 1920. In 1926 he left to join the London Midland & Scottish Railway as its first President (Stamp was keen on American management systems and opinion is divided about the benefits he brought to bear). He was created GCB in 1935 and a peerage in 1938. He died in 1941, a consequence of an air raid on his home in Bromley (his eldest son died at the same time). From 1928 he also served as a director of the Bank of England, and he was President of the Royal Statistical Society 1930-1932. Stamp was at one time reputed to be the second richest man in England.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1928/29	Sir Herbert Ashcombe Walker	General Manager — Southern Railway	1868-1945. Born in London, Walker was educated at the North London Collegiate School and Bruges. He then joined the London & North Western Railway and made rapid progress, becoming District Superintendent North Wales in 1893, and London in 1902. In 1911 he was Assistant General Manager and evidently spent some time studying American railroad practices. In 1912 he moved to the London & South Western Railway as General Manager, and embarked on a programme of electrification. He was knighted in 1915. Walker was General Manager of the Southern Railway from its formation in 1923 until 1937, when he became a director until the end of its life in 1947. He died in 1949.
1929/30	Sir Harry Osborne Mance	Government Adviser	1875-1966 Educated at Bedford. In Boer War 1899-1904 he served as Deputy Assistant Director of Railways and Armoured Trains, receiving DSO in 1902; then in rail construction. In WW1 served briefly in the field then appointed at War Office as Director of Railways, Light Railways and Roads. CMG 1917, CB 1918. Then served as Transportation Adviser to British Delegation in Paris followed by several other roles. Retired 1924 as full colonel but honorary brigadier-general. Technical adviser to the Ottoman Bank, 1924-1962. British Director on German Railway Co 1925-1930. KBE 1929. Various government and advisory roles, including Ministry of War Transport 1941-44. Director of Canals at MoT 1941. Member of Transport and Communications, United Nations 1946-54. He died at his London home on 30 th August 1966.
1930/31	Frank Pick	Managing Director London Electric Railways.	Born Spalding in 1878, he joined the North Eastern Railway whence he was recruited to the London underground railways in 1906 by George Gibb. Rising rapidly, he became joint Assistant Managing Director in 1921, and managing director in 1928. In 1933 he joined the new London Passenger Transport Board as Vice Chairman. He retired in 1940 and died soon thereafter.
1931/32	Sir George McLaren Brown	European General Manager. Canadian Pacific Rly.	Born Hamilton, Ontario in 1865 of Canadian father and Shrewsbury mother. Emerging as a scholar and an athlete, he was educated part in Hamilton and part in Shrewsbury England. He entered railroad service in 1881, at first with the Northern & Western, and later with the Grand Trunk. In 1887 he joined the Canadian Pacific Railroad, with "a good appointment". He became their general European Agent in 1908. He undertook war service and in 1919 was Assistant Director-General of Movements and Railways at the War Office in London (he was appointed lieutenant-colonel in 1917). In 1925 he joined the International Olympic Committee, and was present at the Berlin games, retiring from the CPR shortly afterwards. He died in June 1939.
1932/33	John Sloane Anderson	General Manager – Metropolitan Railway	Anderson was born in 1888 and qualified as a solicitor in 1911. He joined the Metropolitan Railway in 1914 as Assistant Solicitor, though was soon called to War work where he served in the army and with the Royal Flying Corps where he received serious injuries in 1916 on active service. He was appointed Chief Legal Adviser and Solicitor to the Metropolitan in 1929 when the incumbent moved to the LNER. Following the death of Robert Selbie in 1930 a general management committee was temporarily formed, but in 1931 Anderson additionally assumed the full general managership. Anderson's Presidency of the RSA was especially taxing as he was heavily involved in the formation of the London Passenger Transport Board in July 1933; upon its formation Anderson was appointed Secretary, Treasurer and Solicitor to the new board until his early death on 12 March 1937 when he was only 48.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1933/34	William Valentine Wood	Vice-President of the Executive Committee – London, Midland & Scottish Railway	Born in Belfast in 1883 he later joined a local railway company as junior accountant. During WW1 he worked for the Irish Railway Executive Committee, and later for the Ministry of Transport. He joined the LMS in 1924 as Assistant Accountant General. After various further promotion he was appointed in 1928 Vice President of the Executive Committee, the American-style creation of Josiah Stamp; he soon gained a reputation for his familiarity with and deployment of railway statistics as a management aid. Wood succeeded to the Presidency of the LMS in 1941 after Stamp's untimely demise, having previously received a knighthood in 1937. Wood was not as articulate as Stamp and his strong Irish brogue and tendency to mumble made it hard work for those seeking to comprehend his wise words, but this did not discourage his appointment to the wartime Railway Executive Committee and later as a Member of the mighty British Transport Commission on a 5-year term. He was appointed KBE in 1947 and died on 26 th August 1959.
1934/35	Sir William Beveridge	Director - London School of Economics	See earlier entry, 1921-22
1935/36	Lt Col Gilbert Savill Szlumper CBE	Assistant General Manager, Southern Railway	Born 1884, son of Alfred Szlumper, the Chief Engineer, London & South Western Railway. Gilbert was a pupil in his father's department from 1902, and from 1905 Engineering Assistant. He became assistant to the LSWR general manager (Sir Herbert Walker) in 1913 and served on the WW1 Railway Executive Committee as Secretary. He became LSWR Docks and Marine Manager in 1920 and was largely responsible for the massive expansion of Southampton Docks. He became Assistant General Manager (again to Walker) of the Southern in 1925 and finally succeeded Walker in 1937 when he received a CBE. Much of his time with the Southern was devoted to the expansion of its electrification schemes. During the Second World War he assumed duties as Director-General Transportation at the War Office until 1942 (when he formally retired from the Southern) when he became Director General at the Ministry of Supply until 1945. He had a long retirement, dying only in 1969.
1936/37	William Whitelaw	Chairman LNER	Born 1868 and educated at Harrow and Trinity College such as to equip him as Scottish landowner and director of the Bank of Scotland, together with a directorship of the Highland Railway from 1899. He also found time to become MP for Perth 1892-95. In 1902 he became Chairman of the Highland Railway, until 1912, and Chairman of the North British (of which he had also been a director) thereafter. In 1923 the London & North Eastern Railway was created, and to the surprise of many Whitelaw was appointed Chairman, a post he held for 15 years. A courteous man, he enjoyed his footplate trips and relationship with his staff. The LNER was heavily over-capitalized and in perpetual financial difficulty; some regard his natural Scottish rectitude and financial prudence as part of the secret of his longevity. Whilst in office he took a personal interest in the quality of the Scotch whisky available to his passengers, another possible cause of his longevity. He retired in September 1938 and died in January 1946. He was the grandfather of the more recent Lord Whitelaw who served in the Thatcher government.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1937/38	Lieut. Col. The Viscount Horne of Slamannan, GBE, PC, KC	Chairman GWR	Being born in Slamannan (Stirlingshire) in 1871 as Robert Stevenson Horne, he was (despite the abbreviated spelling) perhaps destined eventually to take an interest in the rail industry. He was educated in Edinburgh and at Glasgow University before teaching philosophy in North Wales preparatory to being called to the Scottish bar in 1896. He had a varied career, including directorships of the Suez Canal Company, and government posts including Minister of Labour, President of the Board of Trade and Chancellor of the Exchequer; he was onetime MP for Glasgow Hillhead from 1918, and remained its MP until 1937 though refusing government posts in favour of work in the City. During WW1 he became Director of Railways on the Western front with honorary rank as a lieutenant-colonel in the Royal Engineers; he also spent some time with the Admiralty, for which he received his KBE in 1918 (GBE in 1920). He had a very busy business career, amongst which he found time to undertake the chairmanship of the Great Western Railway in 1934 and was raised to the peerage as Viscount Horne of Slamannan in 1937. He died in 1940 (still in office) without known offspring (he had a colourful private life).
1938/39	Ashton Davies CVO OBE	Chief Commercial Manager LMSR (though at time of address on 28 th April 1939 he was Acting Vice President)	Born 1874. The earliest known about Davies was that his service at a senior level began with the Lancashire and Yorkshire Railway in 1919. That year he delivered a paper called "Statistics as Applied to Railway Operation" to the Superintendent of the Line's 'Zetetic Society' (Statistics features heavily in LMS management); he appears to have moved on in 1921. In 1923 he became General Superintendent-Western Division of the new LMS Railway though later he was Passenger Manager of the LMS and was in that post in 1931, at which time he is credited with introducing the innovative "Tell Your Friends" page in the LMS Magazine, as a means of viral marketing (before it was called such) and the widespread introduction of parking places at stations (200 passenger stations and 400 goods depots). Ashton Davies, under Stamp's direction, pursued an aggressive marketing policy from 1932 (when he became the first Chief Commercial Manager), and was doubtless responsible for some of the famous posters produced by that company. Shortly after, he seems to have taken a personal interest in the LMS's adventures with the operation of airways services. He seems also to have taken an interest in maritime services as his daughter Joyce launched one of the Windermere steamers (the <i>Swan</i>) in 1938 (the review describes Ashton as 'formidable'). He rose to become Vice President of the LMS in 1938 (initially in an 'acting' capacity), succeeding Wood. He retired in 1944 and died in 1958.
			RSA Activities suspended 1939-46
1946/47	Sir Charles Newton	LNER	Born 1882 he found himself Assistant Accountant of the LNER in 1923 from which post he rose to Chief Accountant in 1928. Perhaps unusually he moved across to become Divisional General Manager of the LNER's Southern area in 1938 and became Chief General Manager of the LNER in 1939. He retired in 1947.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1947/48	Sir Alexander Carr-Saunders	Director London School of Economics	<p>Sir Alexander Carr-Saunders, 1886-1966, was born in Reigate and educated at Eton and Magdalen College, Oxford, where he gained a first in zoology in 1908. He was awarded the Naples Table, a scholarship in Biology, and returned to Oxford for a year as a demonstrator. He left Oxford for London in 1910 and, after studying biometrics under Karl Pearson, decided that he did not want a career as a natural scientist and therefore read for the Bar. He became the secretary of the Eugenics Education Society and lived at Toynbee Hall, in the East End of London, where he was a sub-warden from 1910 to 1914. He also took an interest in local politics, becoming a member of Stepney Borough Council. When war broke out in 1914, he attempted to join the London-Scottish Regiment, but the standard of his spoken French was such that he got a commission in the Royal Army Service Corps and was posted to a ration depot at Suez, where he stayed for the duration of the war. After World War One, he returned to Oxford to work in the Zoology department, taking a particular interest in the issue of population. He served on the Royal Commission on Population, 1944-1949. The success of his publication <i>The Population Problem</i> led to his appointment to the Charles Booth Chair of Social Science at the University of Liverpool in 1923. Here he established a reputation for the teaching of social sciences, and furthered the role of social science as a University discipline. In 1937, he was invited to succeed Sir William Beveridge as Director of the London School of Economics, a post that he held until his retirement in 1955. Carr-Saunders was also involved in the Colonial Office's plans to found universities in British colonial territories and the Sudan, chairing a number of committees and commissions between 1947 and 1962. He was knighted in 1946, and created FBA in 1946 and KBE in 1957. He received honorary doctorates from the Universities of Glasgow, Columbia, Natal, Dublin, Liverpool, Cambridge, Malaya, Grenoble and London, and was made honorary fellow of Peterhouse, Cambridge, the University College of East Africa, and LSE.</p>
1948/49	Sir Cyril William Hurcomb GCB KBE	Chairman British Transport Commission	<p>Hurcomb was born in 1883 and entered the Post Office after graduating at St John's College Oxford (of which he later became Fellow). He became Private Secretary to the Postmaster General in 1911 and during the war moved to the Ministry of Shipping as Director of Commercial Services. He rose the ranks quickly to Permanent Secretary at the Ministry of Transport in 1927. He became Chairman of the Electricity Commissioners in 1938 and in 1939 moved back to the Ministry of Shipping as Director-General (retaining that rank upon absorption by the new Ministry of War Transport in 1941). After the War he stayed at the restored Ministry of Transport and was the principle architect of the BTC of which he was appointed its first Chairman. He retired in 195?? And died in 1975. During his life he was a keen ornithologist and became President of the Nature Conservancy 1961-62 and of the RSPB 1962-66. He was also a Trustee of the British Museum 1960-63. His peerage (he was the first Baron of Campden Hill) was created in 1950.</p>

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1949/50	John Benstead CBE	Deputy Chairman British Transport Commission	Born 1897 and educated at King's School Peterborough. Served Royal Navy 1915-1919 and afterwards joined railway service in Peterborough. He became interested in trade unionism and rose through the ranks of the NUR to become its General Secretary in 1943. He served on several government committees and was a member of the Royal Commission on the Press in 1946, the same year in which he became President of the International Workers Federation. On the formation of the British Transport Commission he was selected as a Member with the thought in mind that this would be a good approach to representation of the ordinary worker, but in fact these ideological appointments were rather resented by the left wing who wanted more direct worker control, and Benstead had to resign from the NUR's pension fund. He died in 1979.
1950/51	John Blumenfeld Elliot (born John Elliot Blumenfeld)	CRO London Midland Region British Railways, (appointed Chairman of Railway Executive during term).	John Elliot was born in 1898, son of R.D. Blumenfeld, Editor of the Daily Express, and it is hardly surprising to find him entering the newspaper industry where he became Assistant Editor of the Evening Standard. He was educated at Marlborough and Sandhurst, and saw the First World War as a Hussar. In 1925 he left newspapers to join the Southern Railway as Public Relations Assistant to the General Manager but moved to the traffic department in 1930 as Development Assistant. He became Assistant Traffic Manager in 1933, Assistant General Manager in 1937, Deputy General Manager in 1939 and Acting General Manager in 1947. Although staying with the railways during the war, his efforts resulted in awards of officer of the Légion d'honneur and he received the American Medal of Freedom. On formation of the Railway Executive in 1948 he became the Chief Regional Officer of the Southern Region, moving to the London Midland in 1950 and being appointed Chairman of the Railway Executive in 1951. With abolition of the Executive imminent, he became Chairman of the London Transport Executive in 1953, superseding Latham who had resigned. He was knighted in 1954. In 1959 (partly in consequence of presiding over the crippling London bus strike) he was superseded by Valentine and took appointments with the Pullman Car Company and Thomas Cook & Son. His last public appointment was on the board of the British airport Authority (1965-69), though he was Transport Adviser, East Africa (World Bank) at that time. He had a wide range of interests including military history, writing and that most worthy of activities, fine dining, to which end he founded a dining club. Between 1956 and 1963 he was Colonel Commanding of the Royal Engineers (engineer and railway staff corps). He died in 1988.
1951/52	Charles K Bird	CRO Eastern Region British Railways	Bird was a former LNER man with outstanding intellectual qualities. Gerard Fiennes, when Chief Operating Officer at BR in the early 'sixties, recalled an impromptu meeting in a brake van with a Guard Merrydown who happened to ask if Fiennes knew Charlie Bird. On getting an affirmative answer, Merrydown said: 'I were at school with Charlie. Brightest lad in't class was our Charlie. When he went wrong, we all went wrong'. Bird was appointed Chief Regional Officer Eastern Region on formation of Railway Executive in 1948. He became Eastern Region General Manager 1955-57. Unfortunately he did not enjoy good health and died in 1958 aged just 60.
1952/53	Charles P Hopkins	CRO BR Southern Region	Born and bred in York it is perhaps not surprising that he found himself in York upon his appointment as Chief Regional Officer North Eastern Region on formation of Railway Executive in 1948 (he was the youngest CRO appointed). Moved to the Southern Region in 1951 on Elliot's elevation to Chairman, subsequently joined the Southern Area Board and became Southern Region General Manager 1955-62 (after which he retired, although he remained a part time Member of the Southern Board).

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1953/54	David Blee	Chief of Commercial Services	Blee was born in 1899 and joined the GWR in 1916 though soon called for war service from which he returned to a post in the Goods Department rising to Principal assistant to the Chief Goods Manager. He became Goods Manager in 1946. Upon formation of the Railway Executive he was appointed a full time Member. Upon dissolution of the Executive he became General Manager London Midland Region 1956-61, though he seems to have preferred the company of former GWR men. He died in 1979.
1954/55	Sir Reginald H Wilson	Member, BTC	Wilson was born in 1905 and started his career as a Chartered Accountant in Scotland, though gaining experience in Sweden. He became a partner at Whinney, Murray & Co from 1937 and worked in the Treasury 1940-41. He became a Principal Assistant Secretary in 1941 at the Ministry of Shipping and Under Secretary at the Ministry of Transport in 1945. He returned to the City in 1946 but maintained government associations, and served on the Royal Commission on the Press in 1946. He was selected to join the BTC as its Comptroller, later being appointed as a Member. He was knighted in 1951. After abolition of the Railway Executive in 1953 he first chaired the Eastern Area Board, and later the London Midland. After the BTC was disbanded he chaired the Transport Holding Company and later National Freight Corporation.
1955/56	John Cumberland Landale Train CBE, MC	Member, BTC	Train was born in 1889 and educated at Dulwich College and Hull and Glasgow Technical Colleges. He joined the North British Railway as an apprentice in 1908 and served as a major during the First World War in the Royal Engineers. He then joined the Great Northern Railway and after Grouping became Assistant to Sir Ralph Wedgwood at the LNER. He became District Engineer at Glasgow in 1929, Assistant Engineer (Southern Area) in 1934 and Engineer (Scotland) in 1938. He became the LNER's Chief Engineer in 1942. Upon formation of the Railway Executive he was appointed a full time Member. He was a Member of the Institution of Civil Engineers and knighted in 1957. He died 1969.
1956/57	James William Watkins CVO, DSO, MC	General Manager London Midland Region	Watkins began his career with the Midland Railway in 1905. On formation of Railway Executive was appointed Operating Superintendent, London Midland Region. He succeeded Elliot as Chief Regional Officer of the LMR and became its first General Manager when the Railway Executive was abolished in 1953. He was appointed a Member of the British Transport Commission in 1958, but died in office shortly afterwards on 12th Jan 1959. In the years immediately prior to his death he was also a director of the Hemel Hempstead Development Corporation.
1957/58	Arthur Herbert Grainger	Deputy Chairman London Transport	Grainger was appointed to the BTC's London Transport Executive upon its formation in 1948. Grainger became deputy Chairman of the London Transport Executive in 1955 on John Cliff's retirement. In 1959, Alec Valentine became part time Chairman in consequence of having to split his time with the British Transport Commission and Grainger was additionally appointed Managing Director of the LTE, in effect its Chief Executive.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1958/59	Arthur Bruce Balmain Valentine	Member, BTC	Born in Highgate, 1899, educated Highgate and Worcester and joined the Underground Group in 1928 as personal assistant to Frank Pick (1928-36), following which he undertook a variety of duties before becoming Chief Supplies Officer (1943-45), Chief Commercial Officer (1945-47) then Operating Manager. Valentine was appointed a Member of the BTC's London Transport Executive on its formation in 1948 and was appointed a Member of the Commission itself in 1954. Valentine succeeded to the Chairmanship of London Transport in 1959, surviving its transfer to the government on abolition of the Commission at the end of 1962. He retired in 1965, following receipt of a knighthood the previous year.
1959/60	Henry Cecil Johnson	General Manager, BR Eastern Region	Johnson was born in 1906 in Lavendon, Buckinghamshire, and entered the LNER in 1923 as a traffic apprentice. His career progressed through a number of positions in the operating department after which he found himself Assistant Superintendent of the LNER's Southern Area in 1942. After nationalization he stayed with the Eastern Region becoming Assistant General Manager in 1955 and General Manager in 1958, moving to the London Midland in 1962. He became Chairman of the London Midland Board 1963-67; presiding over the high profile London Midland Electrification (completed 1966). He was rewarded with the vice-Chairmanship of the British Rail Board in 1967 and the following year found himself unexpectedly propelled into the Chair following Stanley Raymond's enforced resignation. He retired in September 1971 and received a KBE the following year (he was appointed CBE in 1962 and knighted in 1968). Following his railway career he became a businessman and held several board appointments including Chairmanship of Metropolitan Estate and Property Corporation. He died in 1988, in Buckinghamshire.
1960/61	John Roy Hammond MBE BSc AMICE	BR Western Region	Hammond appears to have spent his early railway career as an engineer with the Great Western Railway and during 1938/9 was Resident Engineer on the Central Line Western Extension (which was undertaken by the GWR). While he was away on war service his Ealing home was bombed, unfortunately killing his family (he remarried in the 1960s). During the 1950s he became Personnel Assistant to Sir Alan Quartermain Chief Civil Engineer WR followed by a spell as Divisional Civil Engineer Cardiff Valleys (1951) then a move to a similar position at Wolverhampton (WR). By 1957 he worked for the Western Region as Assistant to the General Manager (Modernization). Hammond was appointed General Manager Western Region 1959-61 and moved to Eastern Region 1962-65. He was appointed Chief Secretary to the BRB in 1968 and also sat on the Committee of the British Transport Police. He was also a member of the Governing body of British Transport Staff College Ltd. He retired in 1973.
1961/62	Alex R Dunbar OBE	BTC	Dunbar joined the North British Railway in 1922 and in 1924 found himself on the LNER's traffic apprentice scheme, rising to Asst District Superintendent (Leeds) then Divisional Superintendent (Manchester). He moved to the LNER's Southern Area during WW2 becoming Divisional Operating Superintendent in 1947 then Asst General Manager North Eastern Region in 1954 (it appears he had already received his MBE by this date). He was appointed Manpower Adviser to the British Transport Commission 1958-62 and upon the formation of the British Railways Board in 1963 was appointed a Member. He was appointed CBE in 1964 and he retired on 1 st January 1968.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1962/63	Major-General G N Russell CB, CBE	Member, BTC	Russell was born in 1899 and was commissioned in the army in 1918 in the Royal Engineers, serving in several countries. In the Second World War he was Director of Movements, Middle East and Deputy Quartermaster General, Movement and Transportation, India. He was then adviser to the Special Commissioner SE Asia. He joined the BTC as a result of an open application for the post of Deputy Secretary but impressed his interviewers and was offered Chairmanship of the Road Transport (later Road Haulage) Executive. His army nickname of 'cyclone Charlie' (he was personally referred to as Charlie for some reason) accurately describes his energy and enthusiasm. In 1953, and with the shift of emphasis away from road transport, Russell was appointed a Member of the reconstituted BTC until its demise. Towards the end he was also Chairman of the Eastern Area Board and anticipating changes to be implemented under British Rail he was appointed Chairman of Railway Sites Ltd (a wholly owned property venture) until 1965. He died in 1971.
1963/64	John Ratter CBE MICE	Member, British Railways Board	Ratter was appointed Member of the British Transport Commission in 1958 from his previous role as Technical Adviser. Ratter was appointed to the newly formed British Railways Board from 1963 and served until 31st March 1970, when he resigned because of his disagreement of new Board policy, imposed by government.
1964/65	David McKenna OBE	General Manager Southern Region	McKenna was born 18 February 1911 and died as recently as 29 January 2003. Educated at Eton and Cambridge, his father was sometime Chancellor of the Exchequer, Home Secretary and First Lord of the Admiralty and David enjoyed independent means. He joined London Transport in 1934, working in several departments. During the Second World War he served with distinction in the Royal Engineers (Transportation Branch), achieving the rank of Lieutenant Colonel, and in 1946 he was awarded his OBE (having earlier received an MBE). After the conflict he returned to London Transport, becoming Research Officer and later Chief Commercial and Public Relations Officer. He moved to main line rail in 1955 as Assistant Divisional Manager (Southern Region) and by 1961-62 he had been elevated to the BTC (BR Central Staff) as Chief Commercial Officer. Was appointed Chairman and General Manager Southern Region 1963-68 (in 1967 he was awarded his CBE). Was elevated to Board Member on 3 rd June 1968 (and Chaired BR Shipping Division). He retired on 2 nd June 1976 but was reappointed as a Part Time Member from 1 st September 1976 following which he became Chairman of British Transport Advertising. He died 12th Jan 2003. He had an interest in music, being Honorary Secretary of the Royal College of Music, Chairman of Sadlers Wells and was an active member of the Bach choir.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1965/66	Robert L E Lawrence OBE ERD	BR LMR	Lawrence began his career on the railway as a Traffic Apprentice on the LNER in 1934. He served during the Second World War with distinction; as Captain (temporary Major) RLE Lawrence RE was mentioned in despatches for service in North Africa (London Gazette). Much of his railway career was with the London Midland Region, and by 1960 he was Divisional Traffic Manager London (LMR). After further promotion he served as General Manager London Midland Region 1968-71 (after his RSA term) and this included Chairman's role on the London Midland Board from 1969. He was a founding member of the Board of the National Freight Corporation in December 1968, later becoming its chairman until the corporation was privatized. He was appointed Member of the BRB from 1 st February 1971 from which time he also chaired BR Hovercraft Ltd, British Rail Engineering Ltd (and later British Transport Hotels Ltd until it was wound up). He was appointed Vice Chairman BRB 1975, though his appointment became part time from 1 st January 1977 and chaired the BR Property Board. He relinquished his position as Vice Chairman in 1981 but continued for a while as Part Time Member, until his death (in office) in 1984. He was awarded his CBE in 1975.
1966/67	John Arkwright Bonham-Carter CVO, OBE, DSO, ERD	Chief Operating officer BRB	Bonham-Carter was born 27 th March 1915 and joined the London & North Eastern Railway in 1936 as a Traffic Apprentice. He became (supernumerary) assistant yardmaster at Carlisle in 1939 before moving to an office job at Kings Cross. He served during the Second World War at first in the Royal Tank Regiment and achieved the rank of Major, evidently serving with distinction — he was mentioned in despatches twice and was awarded his DSO in 1942. After returning to the industry in 1946 he had become Assistant District Superintendent Manchester in 1948 followed by a number of posts culminating in Assistant General Manager Eastern Region in 1959, and London Midland in 1963. His career progressed to Chief Operating officer BRB 1966-68 and he was then appointed General Manager Western Region 1968-71 (with Chairmanship of the Western Region Board) and moved to London Midland Region 1971-75 (after RSA term). He received his OBE in 1967. At about this time he was also serving on the Industrial Design Panel and the Railway Management Group. He retired in 1974 but maintained an interest in promoting his local St John Ambulance Brigade (he was Commissioner, later Commander) and was also successively Officer, Commander and Knight of the Order of St John. Until his eighties he was also active with the Engineer and Logistics Staff Corps. He died on 9 th September 1998.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1967/68	Richard Michael Robbins	Chief Commercial and PRO, London Transport	Robbins was born in Golders Green in 1915, in the shadow of the Underground's railway depot which perhaps pre-disposed him towards employment in that organization. He father was a journalist and publisher and it is little surprise to see Robbins taking an interest in historical research and good writing (assisted by a classical education). Indeed he might have become a journalist had not there been a chance meeting between Frank Pick (who also lived at Golders Green) and Robbins' father the outcome of which was that he became a management trainee at London Transport. This appointment was short-lived as he was called up for war service in the Royal Engineers. He received a commission in December 1940 and was appointed Major in 1944 after service in the Middle East where he was involved in railway operations. He returned to London Transport on demobilization to become the secretary to Lord Ashfield (Chairman). Having already obtained railway operating experience (though abroad) he was selected for one of the earliest LT post-war management training schemes at Henley before returning as Secretary to the LT Executive and to the Chief Commercial and Public Relations Officer. He become the first Managing Director of London Transport (Railways) in 1971. He was awarded a CBE in 1976. He was a prodigious writer and researcher with a particular interest in matters connected to London and to means of transport. He died in 2002.
1968/69	Robert A Long	Executive Director Passenger Services BRB	Robert Long joined the LNER traffic department in Leeds in 1935, where he worked at 36 stations and offices throughout the system. He was Assistant to the Divisional Superintendent during the completion of the Shenfield electrification, following this as Assistant to the Operating Superintendent E&NER when the first Britannias came into service. Appointments in BTC Headquarters followed, he was then successively Economic Survey Officer (1959, when he attended the British Transport Staff College's first course) and Commercial Superintendent, Great Eastern. He became Assistant General Manager, Scottish Region before moving to BRB HQ, where he was Chief Commercial Manager at the time of the Reshaping Plan and then Chief Planning Manager. His final position (by 1969) was Executive Director, responsible for planning, development and marketing of passenger services (by which time he had already been awarded his OBE), and then international policy.
1969/70	J L Harrington OBE	Deputy Chairman, Shipping and International Services British Rail	Harrington was educated at University College School, London, and joined the Southern Railway in 1924. He served initially in the Traffic Department and was then appointed a cadet for training, which included a period with London's Underground. In 1934 he found himself as Assistant to the Traffic Manager, Divisional Marine Manager Dover in 1938, General Assistant to the General Manager 1941, Chief Officer (Administration) 1951 at what by then was Southern Region. In 1956 he became Chief Shipping and International Services Officer at the BTC, which translated to General Manager (Shipping and International Services) at the newly formed British Railways Board in 1963. He was appointed Deputy Chairman of British Rail Shipping and International Services Board in 1970 and retired in 1971. Harrington was unusual in being awarded foreign honours – he received the Chevalier de la Légion d'Honneur, Officier du Mérite Maritime (France) and Chevalier of the Order of Leopold (Belgium).

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1970/71	Leonard F. Neal CBE	Member, British Railways Board	Neal was born in 1913 and had a slightly unusual career that equipped him well for the future. He left school at 14 to become a meat porter at Smithfield and soon become involved in the process of unionization. He was elected Secretary of his local TGWU branch and later rose to be National Officer. As a mature student he later studied at the LSE where he won a scholarship to Trinity College Cambridge, where he graduated in economics in 1955. His efforts were unappreciated by his union and he joined Esso where he became Employee Relations Manager at Fawley refinery, obtaining a reputation as a brilliant negotiator. He successfully introduced ground breaking new productivity agreements in the period 1960-62. In due course he was headhunted on behalf of the Ministry of Transport and despite his lack of experience in certain areas he was appointed a BR Board Member from 1 January 1967 until 31 October 1971, shortly after being awarded his CBE. Neal was admired as an Industrial relations specialist who played a very influential part in the modernisation of industrial relations on the railway. He was much respected by the BR unions and achieved consensus where others might have failed. After his railway career he was appointed Chairman of the Commission on Industrial Relations until its abolition by Michael Foot in 1974 when Neal moved to the Chairmanships of MAT International and Employment Conditions Abroad, together with a directorship of Pilkingtons. He also spent time at the University of Manchester Institute of Science and Technology. He continued to be influential owing to his work with the Centre for Policy Studies. In 1968 he co-authored a book with Andrew Robertson called The Manager's Guide to Industrial Relations. He was knighted in 1974 and died on 4 th May 2008, aged 94.
1971/72	Ralph Bennett	Member, London Transport Executive	Bennett studied engineering at Plymouth technical college and began his career with City of Plymouth Transport department. After appointments at Great Yarmouth and Bolton he became General Manager Manchester Corporation Transport, where he was a proponent of the Piccadilly-Victoria link; when the scheme was dropped he came to London. He became an Associate Member of the Institution of Mechanical Engineers. He was appointed to the London Transport Board in September 1968 as full time Member and took the role of Deputy Chairman and Managing Director (Buses) in 1971, following reorganization of London Transport into functional businesses. He became Chairman in 1978 (having been nominated by his predecessor, Robinson) until his resignation in August 1980 after an uncomfortable relationship with some of the personalities at the Greater London Council after the appointment of 'axeman' Chapman.
1972/73	David M Bowick	Chief Executive (Railways), British Rail.	Bowick was moved to Assistant General Manager (Planning) at Euston in January 1965 having formerly worked in the Central Planning Unit. He became Chief Industrial Relations Officer BRB in 1968 and in March 1969 he became Executive Director (Personnel) after departmental mergers. By 1970 Bowick's position was also represented on BR's Railway Management Group. Early in 1971 Bowick was appointed GM London Midland Region, but just a few months later, after much internal hand-wringing about organizational structure, Bowick was appointed Chief Executive (Railways) with effect from July, together with considerable devolved responsibility. On 1 st July 1976 he was appointed a Member of the BRB, and became Vice Chairman and Chief Executive (Railways) 10 th January 1977, in which year he received his CBE. Bowick suffered from ill health causing extended absence; during 1978 his role as Chief Executive passed elsewhere and he was restyled Vice Chairman (Rail), a full time role, though there was also a non executive Vice Chairman to the Board in the person of Lawrence. Bowick retired on 13 January 1980.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1973/74	David Binnie	General Manager Southern Region	In 1961 Binnie was District Operating Superintendent, Glasgow North, but by 1965 he had transferred to the role of Divisional Movements Manager Glasgow Division. By 1967 he was Movements Manager for the whole of the Scottish Region. By 1969 he had come south, becoming Divisional Manager Southern Region, South East Division, achieving promotion in 1972 to General Manager (Southern Region). He subsequently fulfilled the role of BRB Executive Director Freight 1974-76 before being appointed General Manager (London Midland Region 1977-80, when he retired. Binnie was awarded his OBE in 1978.
1974/75	David Binnie	Executive Director Freight, BRB	See Above
1975/76	David Donald Kirby	General Manager Shipping & International Services, and Managing Director, Sealink UK Ltd.	Kirby was born in Beaconsfield in 1933 and educated at High Wycombe Royal Grammar School and Jesus College, Oxford, where he read modern languages. He joined BR Southern Region in 1954 as a cadet (management trainee). His mastery of languages pre-disposed him towards interaction with British Rail's continental colleagues and his career was largely spent running British Rail's ships; by 1964 he was Divisional Port and Shipping Manager Dover (where he had control of 'Night Ferry' operations as well as the latest car ferries. Kirby was Operations Manager, Shipping & Continental in 1965 and the following year was elevated to Assistant General Manager Shipping & International Services, followed in 1968 by the position of Continental Traffic Manager BR. By 1974 he was General Manager Shipping & International Services, including the function of Managing Director Sealink UK Ltd, which he set up. His career took a profound change of direction in 1982 when he was appointed (Sector) Director London & South East under the beginning of the sectorization programme with a remit (successfully achieved) of reducing subsidy by 36 per cent. On 10 th December 1985 he was appointed Member of the BRB acquiring the duties of Joint Managing Director (Railways) BRB, and from 1 st November 1987 he was appointed Vice Chairman BRB, a post held until retirement in 1989. He was awarded his CBE in 1988. After leaving British Rail he became a consultant, and in 1994 was Chairman of Transmark (then owned by Halcrow). In his final years he did not unfortunately enjoy good health. He died on 12 April 2008. His ability with languages was significant and during his RSA Presidential year gave a speech to convention hosts in Florence in their own language, being not in the least unnerved by an earthquake which chose that moment to shake the building.
1976/77	James G Urquhart	British Rail, Executive Member Productivity & Production, then appointed BRB Member during his year of office.	Urquhart joined the railway as a Traffic Apprentice (from 1963 renamed Management Trainee) on the Railway Executive's Eastern Region 1949-52. After some years he became District Traffic Superintendent at Perth 1960-62, then Divisional Operating Superintendent at Glasgow 1962-64 before assuming the role of Divisional Manager Glasgow & SW Scotland 1964-67. He was promoted to Assistant General Manager Eastern Region 1967-69 before taking a headquarters role as Chief Operations Manager BRB 1969-72. A change of emphasis followed upon his appointment as Executive Director Personnel BRB, 1972-75. He was then appointed General Manager LMR, 1975-76 before his final appointment as Executive Member (Operations & Productivity) a BR Board Member from 10 January 1977, a post he held until retirement in 1983. Urquhart chaired many subsidiary board and businesses including British Transport Police 1977-86, BRE Metro 1978-86, BR Engineering Ltd 1979-85, Freightliners 1983-85, Transmark 1983-86. He was appointed CVO in 1983.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1977/78	Cliff A Rose	Member BRB	Cliff joined the GWR as booking clerk at age 15 in 1944, he served in the Royal Engineers before becoming a Traffic Apprentice in 1955. After the usual progressions that follow the apprenticeship scheme he found himself Assistant Divisional Manager Cardiff in 1968 and Divisional Manager (South West Division) Southern Region in 1971. A change of direction soon followed with appointment as Chief Personnel Officer Southern Region in 1972. He was appointed a BR Board Member (with Personnel responsibilities) on 10 th January 1977-82, redefined as BR Board Member (Resource Utilisation) in 1982. Unfortunately he died in Office in July 1983.
1978/79	William Wayland Maxwell	Member, London Transport Executive	Born 1925 and educated at Bedales and Trinity Hall Cambridge, graduating in the mechanical sciences. He joined London Transport in 1947 as an engineering trainee, becoming Assistant Production Engineer at Acton Works in 1951, transferring to the Running Division in 1958 as a depot engineer and becoming Divisional Engineer for Central, Northern and Piccadilly Lines in 1959. In 1963 he became Development Engineer (Victoria Line) responsible for the design of the rolling stock for the just-authorized line and the following year became Mechanical Engineer (Development) for LT Railways and appointed an officer grade. On 27 July 1970 he was appointed Operating Manager (Railways), being restyled Chief Operating Manager the following year; the appointment of an engineer for this post was unprecedented. Appointed Member of the LT Executive from 1 st January 1973 and from 1979 held title Managing Director (Railways) until his retirement on 31 st March 1981. He latterly lived in Barnes and became a consultant with Mott, Hay & Anderson. He died in 1986, aged just 61. During the late 1970s he was Chairman of the Railway Division of the Institution of Mechanical Engineers, and in 1980 was elected to Fellowship of Engineering. He was also Colonel in the Engineer and Transport Staff Corps (Royal Engineers).

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1979/80	Robert Basil Reid	Board Member for Marketing British Rail	<p>Reid was born in Sevenoaks in 1921 and educated at Malvern and Oxford. His education was interrupted by the Second World War which saw him enter the Royal Tank Regiment where he was captured in action and spent four years as a prisoner of war. After subsequently completing his degree he joined the LNER in 1947 as a management trainee, and became one of their last traffic apprentices. After nationalization he progressed to become Goods Agent at York in 1958 followed by a number of posts in the Scottish Region. Returning to England he became Divisional Manager at Doncaster and in 1972 became Deputy General Manager, Eastern Region, and in 1974 General Manager Southern Region where he came to note with well thought through cost savings. He found himself working with the BR Chairman, Peter Parker, on some major organizational changes which resulted in his appointment in 1977 as the chief entirely responsible for British Rail marketing at Board level, in which post he made a significant contribution to revising an aged pricing structure. After a spell as Chief Executive he became Chairman and Chief Executive in 1983 (the Department having failed to find a suitable outside appointee). His spell as Chairman resulted in some of the most profound change in the rail industry with generations-old structures swept away. Most far-reaching of these was establishment of business sectors, initially for all marketing and commercial matters but finally ousting the regions to produce five fully vertically integrated businesses responsible for operations, engineering and commercial matters. This created the well known Inter-City, Network South East and Regional Railways brands. Reid also helped revitalize British Transport Hotels and other subsidiaries prior to the beginning of a privatization process which saw a number of these disappear. He received a knighthood in 1985 and retired in 1990 after a bruising second term that saw difficult industrial relations problems, the terrible accident at Clapham and the first rumblings of rail privatization. He died in 1993 near Colchester.</p>
1980/81	Geoffrey Myers	Board Member for Marketing British Rail	<p>Myers is first noted as Planning Officer BR North Eastern Region in the period 1957-64. In the period 1966-68 he was Divisional Manager (Movements) Leeds following which he moved to the BR Staff College at Woking as Director of Studies 1968-70. He subsequently took up the role of Divisional Manager Sheffield, 1970-76 before becoming Deputy General Manager Eastern Region 1976-77 and General Manager Eastern Region 1977-78. A more cerebral role followed as Director of Strategic Development BRB 1978-80 before becoming Deputy Chief Executive (Railways) in 1983. He became a Member of the BRB on 1st March 1980 and was then appointed Joint Managing Director (Railways) 1984-85 and Vice Chairman BR Board 1985-87. He was appointed CBE in 1984. He also chaired several BR subsidiaries at various times, including Travellers Fare and Freightliners Ltd. Myers later became International President of the Chartered Institute of Transport and founded Transaid, an initiative to improve the transport and logistics associated with international aid; he became Chairman of Transaid in 1988, the same year he was awarded a Doctorate in Engineering by Bradford University. In retirement he lives in North Yorkshire with a wide range of interests including Hon Lecturer Leeds University from 1991 and Save the Children from 1993.</p>

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1981/82	William Peter (Bill) Bradshaw	Director of Strategic Development British Rail	<p>Bradshaw was born in October 1936 and was educated at Slough Grammar School and Reading University. He started his railway career as a Management Trainee on the BTC's Western Region in 1957 (soon interrupted by National Service to 1959); he also married in 1957. After a number of years of steady career progression he found himself Divisional Manager at Liverpool in 1973, and in 1976 Chief Operating Manager London Midland Region. He was appointed Deputy General Manager LMR in 1977 and Chief Operations Manager BRB in 1978. He was appointed Director of the Policy Unit BRB in 1980 before returning to operational matters as General Manager Western Region in 1983. He resigned 1985 to take positions in academia. His first post was Professor of Transport Management at Salford University, until 1992. He then a Fellow of Wolfson College Oxford and Chairman of Ulsterbus and Citybus (in Belfast). He was appointed a life peer (Baron Bradshaw of Wallingford) in 1999 and is now Liberal Transport Spokesman as well as a County Councillor for Oxfordshire.</p>
1982/83	Cyril Bleasdale	Director Inter-City British Rail	<p>Bleasdale was educated at Everard High School Liverpool. He attended Stanford University Graduate School of Business Executive Programme. Bleasdale joined British Railways and is first noted in 1968 when he attended the British Transport Staff College as a representative of British Transport Advertising. In 1972 he was Divisional Manager Doncaster, but had soon risen to become Managing Director of Freightliners Ltd 1975-81 before his appointment as (Sector) Director BR Inter City 1982-86. He was then appointed General Manager London Midland Region 1986-90 before becoming Director of Scotrail 1990-94, when he retired from BR. Within BR he was known to all and sundry as 'Instant Cyril'! He received his OBE in 1988.</p> <p>While with BR he was a member of the British Transport Police Authority. He was Chairman British Rail Inc. the British Rail subsidiary in the U.S. He is currently a visiting Professor of Guangdong Technical University College (China). He is married to Katy with 2 daughters and 2 grandsons. Interests are music, theatre and fitness. Bleasdale is also Managing Director of Railnews Ltd; and Chairman of Hertfordshire UK Business Development. He is a former Chairman Transaid and Past Chairman of the International Air Rail Organisation.</p> <p>Cyril Bleasdale OBE FCILT, is Director General of The Chartered Institute of Logistics and Transport International and has held this position since 1999.</p>

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1983/84	Dr Tony Ridley	Managing Director (Railways) London Transport	<p>He was the Director General of the Tyne & Wear PTE from 1969 (on its creation) until 1975. He was appointed (first) Managing Director Hong Kong MTR Corporation in 1975 until 1980 when he attended the Senior Executive programme at Stanford Business School. He was appointed to the London Transport Executive in September 1980 as Managing Director (Railways), and became London Underground's first Chairman and Chief Executive when it was established in 1985, a post held until 1988, after which he became Managing Director of the Eurotunnel project for two years. He is currently Emeritus Professor of Transport Engineering, Imperial College London and had fellowships, qualifications and appointments rather too numerous to mention here in detail, but including a PhD in transport engineering from University of California. He has been President of the Institution of Civil Engineers, the Chartered Institute of Logistics and Transport, and the Association of Project Management and was appointed a CBE in 1998 for services to public transport.</p> <p>More recently he has been Senior Advisor to the London Olympic bid, and is now a member of the Independent Dispute Avoidance Panel for London 2012. He is Chairman of Building Schools for the Future Investments, the investment arm of the government's programme to rebuild or refurbish all secondary schools in the country. He is a member of an International Panel of Advisors to Singapore's Minister of Transport.</p>
1984/85	Maurice C Holmes OBE	Director of Operations British Rail.	<p>Holmes joined the Office of Operating Superintendent WR at Paddington in 1952, following which he worked in operations at Swansea and Plymouth. He was Special Trainee, appointed Plymouth and Bristol Divisions before becoming Assistant Area Manager Plymouth then Junior Operating Assistant Plymouth and Bristol (Divisions being combined as West of England Division). He then held appointments as Area Manager (Bath), Area Freight Manager (Bristol), Assistant Train Planning Officer (Paddington) WR, Freight Train Planning Manager (BR-HQ) and Passenger Planning Manager (BR-HQ).</p> <p>Holmes was Divisional Manager Liverpool Street 1976-79 when he became Chief Operating Manager, Southern Region, 1979-1980. He became Deputy General Manager Southern Region 1980-82 before becoming Director of Operations, British Rail, 1982-88. He was appointed Director of Safety BRB in November 1988, just 11 days before the disastrous accident at Clapham, the aftermath of which was that a more aggressive safety policy was called for. He retired from BR in 1992. He received his OBE in 1985. He is currently President of the British Transport Pensioners Federation and holds the rank of Colonel in Engineer and Logistic Staff Corps (representing railways following John Bonham Carter).</p>
1985/86	Colin J D Driver	Director, Freight British Rail	<p>In June 1985 Driver was (Sector) Director Freight. He also sat on the boards of the London Midland Region (from 1985/6) and (from the following year) of British Rail Maintenance Ltd. Driver appears to have left the industry in 1991. He was awarded his OBE in 1989 and after retirement lives in York.</p>

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1986/87	Gordon C Pettit	General Manager, Southern Region British Rail	Pettit was born in 1934 and joined British Railways in 1950 as a junior clerk in the passenger train section of the office of the King's Cross operating superintendent. After National Service in the Royal Engineers he returned to the Eastern Region where he had a number of operational positions until being identified as a management trainee in 1960. Following this he was appointed into a succession of positions where he gained commercial experience. Towards the end of this period he was Freight Sales Manager, BR Eastern Region. From 1978 he was Chief Passenger Manager Western Region, overseeing the introduction of HST sets. The following year he moved back to the Eastern as Divisional Manager Liverpool Street. From 1983 he moved to the Southern, to become Deputy General Manager, assuming the General Managership in 1985. He was appointed (Sector) Director Provincial Services BR 1990-1991 and then Managing Director Regional Railways in 1991-92 under the Organizing for Quality programme that abolished the regions. He received his OBE in 1991 shortly before he left British Rail. From 1989 he was governor at Middlesex University but held non-executive directorships on the Network Rail property board and Heathrow Express as well as a number of consultancy appointments.
1987/88	Sir Robert Reid	Chairman British Rail	See previous entry for this individual, 1979-80
1988/89	Sidney B Newey	Director, Provincial Services British Rail	Newey was educated at University College, Oxford. He is first identified as a Traffic Apprentice on the Western Region in 1960 but career progression followed and he became Freight Marketing Manager on the Western Region by 1971. He was Divisional Manager, Birmingham (London Midland Region) in 1978 and Deputy General Manager LMR in 1980. He moved back to the Western Region as General Manager until his appointment as (Sector) Director Provincial Services BR in 1987. In 1990 he transferred to the role of Assistant to the Chief Executive, Railways BR (John Welsby) until his retirement in 1993. On retirement Newey pursued a wide range of interests including fell walking, history, Village and church affairs in Oxfordshire
1989/90	Chris E W Green	Director, Network SouthEast, British Rail	Green read Modern History at Oriel College and became Oxford Management Trainee on the London Midland Region at Birmingham 1965-67 during the West Coast electrification era. He progressed to Passenger Operating Manager BR Nottingham in 1973 then Area Manager Hull in 1975. He moved to Scotland 1979-86 where he progressed from Chief Operating Manager to Deputy General Manager and finally General Manager 1984-86 where he launched the ScotRail brand. He was appointed Director Network South East 1986-91 where he united London's railways under a single brand (Network SouthEast). He moved to Managing Director Inter City BR 1992-94 before briefly returning to ScotRail as Managing Director in 1994-95 during the run up to privatization. He subsequently became Chief Executive Virgin Trains 1999 – 2005 and experienced his second West Coast modernization. He retired to become Chairman of the Railway Forum, Chairman of Greengauge21 and a non-executive director of Network Rail.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1990/91	William. R. Clarke	Development Director, London Underground	<p>Bill Clarke was born in 1934 and educated in Solihull, Warwickshire until he went up to Fitzwilliam College Cambridge to read Geography. During his time at Cambridge he spent two summer vacations working in the Great Northern and Great Central Trains Office on various special Projects. National Service followed 1956 to 1958—mainly spent as a Specialist Cryptographer attached to the School of Signals, which allowed much train travel. But it was LT which offered him a Graduate post and he joined the LU Operations Department in late 1958. Having worked on several projects (and particularly the Victoria Line and the Metropolitan 4- tracking) he was appointed Divisional Inspector at Rickmansworth in 1964. In 1970 he became Assistant Divisional Manager (Operations) on the Central Line, following a period as Rules and Regulations Manager at Head Office and a secondment to BR in connection with the Hixon Level Crossing Accident. In 1978 he was appointed Divisional General Manager for the District and Piccadilly Lines until he was seconded in 1983 as General Manager of the Project Team to build the Docklands Light Railway. In 1986 he became Operations Director of the Underground and a Member of the LUL Board. He was very much involved in the events of, and following the sad Kings Cross Fire in 1987. From 1989 to 1995 he was successively Development Director and Railway Extensions Director. In the latter role he was responsible for the Jubilee Line Extension, Crossrail and East London Line Projects. From 1989 he was an Adviser to the Chairman of LT on International Affairs and from 1989 to 1997 Vice President and then President of the UITP World Committee of Metros. Bill Clarke retired in 1995 and subsequently worked on a wide range of Projects in Europe and worldwide. He was particularly involved in benchmarking in Public Transport as part of an EU Project. From 1997 – 2004 he was a Board Member of the Heathrow Express Operating Company with special responsibility for Safety.</p>
1991/92	John R Ellis	Deputy Director, InterCity British Rail	<p>Ellis was General Manager Scottish Region and member of Scottish Regional Board in 1986/7 and until 1989/90 when he moved to the Southern, until the region was abolished when he became Group Director (South) in the Network South East organization. On Railtrack's formation in 1994 he became Director of Production at Railtrack HQ. He was later a director First GBRf</p>
1992/93	Dr John Denys Charles Anstice Prideaux	Managing Director, Union Railways (BRB)	<p>Prideaux was born in London on 8th August 1944 and was educated at St Pauls School and Nottingham University where he obtained a BSc in Engineering and PhD in Operational Research. In due course he joined BR in Operational Research. After various posts, including Area Manager at Newton Abbot (1972) and Strategic Planning Officer at the BRB (by 1974), he became Divisional Manager Birmingham 1980–83. He then became Director of the BRB Policy Unit until 1986 when he was appointed (Sector) Director at InterCity (1986-91, during which time the post became Managing Director InterCity). He moved to the Channel Tunnel Rail Link project in 1992 as Chairman of Union Railways, formally retiring from BR in 1993. He then formed the joint venture that in 1995 acquired Angel Trains, of which he was Executive Chairman until 1998, continuing as a Director until 2007. In that period he held a number of other rail directorships, including DLR and as Chairman of Altram in Manchester. Among his ongoing railway commitments is as Chairman of the Festiniog Railway. He was awarded his CBE in 1994.</p>

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1993/94	Ivor W Warburton	Director, InterCity West Coast British Rail	<p>Warburton joined BR LM Region as a Management Trainee from University of Cambridge with a degree in Mathematics and Chinese. After local Area Management posts he spent one year at Warwick University for a Master's degree in Management & Business studies.</p> <p>He was Divisional Passenger Manager Bristol 1974-78 and was then appointed Overseas Tourist Manager BR 1978-82 and became Regional Passenger Manager on the Eastern Region 1982-83, before finding himself in a head office job as Director Passenger Marketing Services BR 1984-85. He was appointed Assistant General Manager of the London Midland Region 1985-87 before acquiring another head office job as Employee Relations Manager BR 1987-88. He became Director of Operations 1988-90 before taking up the role of General Manager London Midland Region 1990-1992. Whilst in this latter role his support had considerable influence over the successful innovation of the Midland Section of the RSA.</p> <p>In dismantling the London Midland Region he oversaw the creation of vertically integrated business units and was appointed Route Director InterCity West Coast. With the creation of Railtrack in 1994 he became Managing Director, West Coast Trains 1994-1997. On acquisition by Virgin Rail Group, he remained for two years as Director of Business Development and Industry Affairs (as well as Chairman of ATOC) until a very early retirement in 1999.</p> <p>Devoting time to studying Chinese and travelling widely, he spent three years 2006-2008 living in China as General Manager of Tangula Railtours procuring the vehicles and creating the organisation for the launch of a luxury train operation in that country.</p>
1994/95	Brian Mellitt	Director, Engineering London Underground	<p>Holds two degrees in electrical engineering (Loughborough and Imperial College, London). The first ten years of his career spanned research and development, first for English Electric and then with BR Research. He then went into teaching and research at the University of Birmingham where he served as Lecturer, Senior Lecturer, Professor, Head of Department, Assistant Dean and Dean spanning a period of 16 years. He became a professor in 1982. During this time he also set up a research group on Railway Systems Engineering which undertook many major consultancy projects with railway organisations and manufacturers of railway equipment throughout the world. He then worked as the Director of Engineering, first for the London Underground for 7 years from 1988 and then for Railtrack (UK), one of the successors to British Rail, for 5 years, where he also had a production role. During his career, he has published over 120 papers on railway engineering topics, received 6 IEE premiums for published work and was awarded the Leonardo da Vinci prize for his contributions to electric railway design in 1989 from the Italian Association for Industrial Design. He holds a number of fellowships, and is Chairman of the Building Research Establishment as well as a consulting engineer.</p>

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1995/96	John G Nelson	Group Managing Director, South and East, BRB	<p>Nelson was born in Hunstanton Norfolk in 1947 and joined BR Western Region from Manchester University in 1968 as a general management trainee. After early training posts on WR he was appointed Assistant Station Manager (Commercial) at Liverpool Street in 1972. Nelson was successively Area Passenger Manager (Shenfield) 1973, Passenger Sales Officer (Leeds Division) 1977 and Divisional Passenger Manager (Sheffield) 1979 before becoming Personal Assistant to Bob Reid (Chief Executive Railways) in 1981. He was then held posts successively as: Regional Parcels Manager (SR) 1982, National Business Manager (Red Star Parcels) 1984, General Manager (ER) 1987, Managing Director East Coast 1991, Managing Director Network South East 1992 and Group Managing Director South & East (1994) in which capacity he oversaw the transfer of 13 Train Operating Companies into the private sector. Following privatisation in 1997 he set up First Class Partnerships (a management consultancy operating in the UK and overseas) and promoted two open access train operating companies, Hull Trains (2000 to date) and Wrexham & Shropshire (2008 to date). He was on the Board of South Eastern Trains (Holdings) following the termination of the Connex franchise (2003-5) and of M40 Trains/Laing Rail (operators of the Chiltern Railways franchise) from 1998 to 2006. Since 2007 he has also been a Board member of TRACSIS plc (promoters of software systems for train crew establishments), YourRail (promoters of mobile phone ticketing) and has been an adviser to the National Railway Museum. Between 1997 and 2002 he was Chairman of two NHS Ambulance Service Trusts in Yorkshire.</p>
1996/97	Stig Svard	AdTranz	<p>Stig Svard was the first President to represent private sector rolling stock manufacturing interests. In 1988 the Conservative government required British Rail to divest itself of BREL's Construction and heavy maintenance facilities at York, Derby and Crewe. The unhappy course of events, during which one of the backers went out of business, resulted in ABB taking control of BREL and putting in a new, mainly Swedish management team, including Svard who had been headhunted from Atlas Copco of Watford for his production experience. Svard subsequently left ABB but some months later returned as Managing Director and completely modernized York as a 'world class' manufacturing plant. Unfortunately the rail privatisation process resulted in the complete stalling of rolling stock orders for 1000 days, dealing a heavy blow to the UK rolling stock manufacturing industry, which never recovered. Svard lobbied heavily for a more rational approach but it was impossible to save York, which closed. The logjam was finally broken when a small order was placed by newly franchised Chiltern. Svard left the industry when ABB Transportation was sold to Daimler Benz (initially with ABB as a partner) and is now part of Bombardier's UK business. Some of the manufacturing process improvements introduced by Svard have endured and were subsequently emulated by others.</p>
1997/98	Chris Green	Director, Gibb Rail	see 1989-90 entry

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
1998/99	Alan Williams	Director of Communications & Corporate Affairs, The Post Office	<p>Williams is best known as a journalist and broadcaster. A columnist in 'Modern Railways' every month for over 30 years and author of several books on railway signalling and operation. He worked in current affairs at the BBC and then became official spokesman at first for The Treasury and then for the Department for Trade and Industry during the turbulent early 1980s. He was later seconded to 10 Downing Street.</p> <p>Williams joined The Post Office Corporation as spokesman in 1986 and appointed to the main Executive Board as Member for Corporate and External Affairs in 1993. He spearheaded the resurgence of the Post Office/British Rail relationship in the early 1990s and the subsequent development of the Railnet programme. He was external Member of the BR Design Panel 1985 – 1994. He is an Associate of the Institution of Railway Signal Engineers. Now semi-retired in North Yorkshire, he is Chairman of the Esk Valley Railway Development Co and Member of the Heritage Line Community Rail Partnership.</p>
1999/ 2000	Bob Breakwell	Managing Director, First Great Eastern	<p>Breakwell was educated at Sevenoaks School and joined the South Eastern Division of the Southern Region in 1963, with the opportunity to work in BR's New York (USA) Office for 5 months in 1966. He became a Management Trainee (on the Southern) in 1967. He was appointed Ashford (Kent) in 1974, transferring to Worksop (Notts) in 1977. In 1979 he moved to Liverpool as Divisional Operating Officer and in 1982 to Crewe as Regional Train Crew Manager (LMR). A change of scene to Anglia followed in 1986 when he was appointed as Operations and Planning Officer (Anglia) and then an HQ job followed as Train Crewe Agreement Project Manager (BRB), in 1988. In 1990 he became Divisional Director WAGN, which was followed by appointment as Managing Director Great Eastern Railway, in 1993 (subsequently part of First Group). He is currently a non executive director on First Group's Great Western and Capital Connect Boards. He has also served as Chairman on the National Rail Enquiries Board.</p>
2000/01	Chris Leah	Director, Safety & Environment, Railtrack	<p>Chris Leah joined the railway in 1966 and enjoyed a distinguished career in the industry. Starting in the clerical grades in what was then the London Division of the London Midland Region of British Railways, Leah undertook numerous roles in the passenger, freight, operations and business sectors, eventually becoming provincial manager in Scotland and the Midlands. His last British Rail appointment was regional railways director in the northwest of England, based in Manchester. At privatization, Leah joined Railtrack as a founder member and eventually became a group board director. With the formation of Network Rail, he continued as group board director for safety and compliance, retiring on 3rd December 2004.</p> <p>Chris Leah, supported by former RSA President Gordon Pettit, became instrumental in the formation of the Institution of Railway Operators and central to its development as a recognized institution and a body that could provide formal professional training and qualification, a huge contribution given the fragmented nature of the industry and the issues that created in sharing knowledge and experience.</p>

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
2001/02	George Muir	Director General Association of Train Operating Companies	Born in Edinburgh in 1943, George Muir trained as an engineer in the Merchant Navy and later left to take a degree in Maths and Physics at Aberdeen University. In 1969 he joined the finance company, 3i, providing venture capital to new companies and later worked for Morgan Grenfell where he advised on company takeovers and finance in the City and New York. In 1991, he joined the large French utilities group, Vivendi, as Head of Business Development and then moved to Psec, as Chief Executive, supplying managed services to local authorities. He then helped to bid for and subsequently managed Connex South Eastern rail company. In April 1999 he became Director General of the Association of Train Operating Companies (ATOC).
2002/03	Adrian Shooter	Chairman Laing Rail	Shooter joined BR in 1970 as a management trainee and held a number of posts in maintenance of rolling stock, plant and electrification. In 1978 he became manager of the new Heaton depot (Newcastle), devising and introducing new maintenance and operating processes and recruiting staff to service the new HST fleet. In 1978 he became maintenance engineer Carlisle and in 1981 Assistant Chief Mechanical & Electrical Engineer Southern Region, responsible for implementing new and upgraded depots and managing their staff. In 1987 he became Area Manager St Pancras, responsible for introducing the new track and signalling, and introducing Driver Only Operation. In 1990 he became Director of the parcels sector, introducing hub and spoke operation and making it profitable. In 1993 he moved to the new Chiltern Railways train operating company leading its management buyout, which took effect in July 1996 and undertaking MD role. Shooter became Chairman of Laing Rail when it acquired Chiltern and remains Chairman of what is now DB Regio after Laing's acquisition by the German operator. DB Regio also has a 50 per cent stake in London Overground and the WSMR open access operator. He is also General Manager and Engineer, Beeches Light Railway, and retains his involvement with the Ffestiniog Railway.
2003/04	Mike Parker	Director General Nexus (Tyne & Wear Passenger Transport Executive)	Parker was educated at Swansea University and started with London Transport in 1970 as a management trainee where he worked for 18 years—during which he worked directly for three former RSA presidents (Paul Garbutt, Ralph Bennett and Tony Ridley). He started in Bus Operations and then worked in Marketing and Communications; he was Marketing Director of London Transport International. He held posts of Head of Communications and Head of Operations in his 6 years with Centro (the West Midlands PTE) before becoming DG of Nexus for 12 years until 2006. He was one of the first members of the government's Commission for Integrated Transport. He left Nexus to chair Northumberland Tourism and to start Gaps for Grumpies— providing short term student type gaps for the over 50s. He was President of the Light Rail Transit Association 2006-8. He currently is a non executive director of the Northumbria Healthcare Foundation Trust and the Tyneside Cyrenians.
2004/05	Adrian Lyons CBE	Director General The Railway Forum	Adrian Lyons has been Director General of The Railway Forum since January 2001. Before working in the railway industry Adrian was a Ministry of Defence strategic planner and logistician and a career Army officer, reaching the rank of major general. His final job was to set up and lead the unified Defence supply chain organisation. Adrian retired from the Forum in November 2004.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
2005/06	Ian Brown	Managing Director, London Rail, TfL	Brown was born in 1946 in Stockport and was frightened by a train at the age of 4 at High Lane Station. For many years after, when taking a train, he remained in the waiting room until the engine had passed. Dieselisation provided an opportunity to join British Railways in 1967 as a Graduate Management Trainee. Following a series of operational roles, Ian Brown became Divisional Passenger Manager at Stoke, then Birmingham which was followed by Chief Passenger Manager at London Euston in the heady days of the introduction of Anglo-Scottish electric services. Following a spell in the Chairman's Policy Unit, Ian Brown joined the freight business, becoming Managing Director of Railfreight Distribution and Freightliner where he introduced international rail freight trains to Europe via the Channel Tunnel and indeed rationalising the Speedlink wagonload network. Ian Brown then joined the Docklands Light Railway as Chief Executive and subsequently became Managing Director, London Rail at Transport for London. Ian Brown is currently responsible for the DLR, London Tramlink, London Overground and Crossrail Sponsor. Ian Brown is a member of the government's Railway Heritage Committee.
2006/07	Robin Gisby	Director, Operations and Customer Service, Network Rail	Gisby has a degree in Engineering Science and an MBA had an early career in both the UK and abroad, mainly with GKN plc. Gisby had a career operating freight trains in the early days of privatization and later joined Railtrack where he held a number of positions including Director of the Southern Region, then Eastern Region, Director of Network Operations and Director of Freight. He became Director, Operations and Customer Service at Network Rail in May 2004, and joined the main Network Rail Board in October 2008.
2007/08	David Franks	Business Unit Director, Rail, National Express Group	Like many others in the industry Franks started as a management trainee with British Rail and was production director of Thames Trains in 1996. Franks gained experience on LTS and First North Western, helping to turn round difficult cash-starved operations. He then moved to National Express as head of the trains division with the job of reversing the catastrophic decline in service after the Hatfield crash, achieving particularly good results at Midland Mainline.
2008/09	Jim Steer	Director, Steer Davies Gleave; Director Greengauge 21	Educated at Worcester, Swansea and Imperial College, Steer has had a lengthy career in consulting. Qualified as a civil engineer, he led studies of rail investment in Dublin, Valencia, Manchester, Hong Kong and Adelaide in the 1970s before founding Steer Davies Gleave in 1978, where he would remain Managing Director until 2002. During this period, he undertook a series of major projects for British Rail, drafting InterCity's first Strategy (under Cyril Bleasdale) and introducing Stated Preference market research techniques. He was extensively involved in Britain and Ireland's programme of Light Rail Transit proposals. He encouraged Richard Branson's interest in the rail sector and advised on the investments undertaken by the West Coast and Cross Country franchises. He was seconded as Managing Director Strategic Planning to the SRA from 2002 to 2005, where he was responsible for initiating a new approach to planning, through Route Utilisation Studies and Regional Planning Assessments. Since then, he has continued his consulting career, and he established Greengauge 21, which is promoting the case for High-Speed Rail in Britain. He is Vice-President of CILT.

RSA Presidents Public List (V13)

Academic Year	President	Title and Affiliation during presidency	Biographical Notes
2009/10	Richard Brown CBE	Eurostar	Richard Brown was educated at Cambridge, University College (London) and Harvard. He joined the transport industry in 1977 and was a Director of British Rail's Intercity Division before privatisation. After rail privatization he became Commercial Director of National Express Group plc, where he set up its UK Trains Division, at the time the largest UK passenger franchise operator. Richard Brown became Chief Executive of Eurostar in August 2002, delivering record passenger numbers and punctuality and successfully launching the first high speed passenger service in Britain. He became Chairman of Eurostar at the end of 2009. He is currently President of Railteam, Chairman of the Railway Forum and the immediate past President of the Chartered Institute of Logistics and Transport. He is married with three adult children and enjoys sailing, skiing, walking and gardening.