

(Buenos Ayres & Pacific Railway Company, Ltd., *History and Characteristics of the BAPR, 1882-1933*, 1933; *The London Gazette*, 9 July 1915, page 6710; 18 January 1918, page 976; *The Review of the River Plate*, 5 May 1939, page 24; *The Railway Gazette*, 31 January 1941, page 123.)

Albert Edward BOWEN was born 1 November 1858 in Hanley, Staffordshire, eldest son of Edward Bowen of Hanley and Clarissa Hackwood. He was educated at Upper Canada College in Toronto, returned briefly to England, and then went to Buenos Aires, where he was a merchant from 1879 to 1896, partner in the importing firm of John Shaw. After the retirement of James Whitworth Shaw from Shaw Brothers in 1885, Bowen remained as head of the Buenos Aires office at Piedras 35, while Henry Russell SHAW and Alfred Roden Walker operated in Birmingham. The partnership with Walker continued past Russell Shaw's death until dissolved as from 30 June 1896. Bowen had his home in San José de Flores since 1881 and until some time before 1901 owned a large, L-shaped tract of land in the Province of Córdoba, south of La Cesira (Villa María and Rufino Railway), and north of Salas (Buenos Ayres & Pacific Railway).

In 1895 Bowen returned to England with a considerable fortune. He became a director of the Buenos Ayres Western Railway in 1903, of the Buenos Ayres Great Southern Railway in 1908, and chairman of the latter from 1916 to his death in 1924. He was also a director of the following companies:

	<u>1913</u>	<u>1923</u>
Buenos Ayres Great Southern Railway,	Director	Chairman
Buenos Ayres Western Railway,	Director	Director
Monte Video Water Works,	---	Director
Mortgage Company of the River Plate,	Director	Director
Ocean Coal and Wilsons, Ltd.,	Director	Deputy-Chairman
Primitiva Gas Co. of Buenos Aires,	Chairman	Chairman
River Plate Trust, Loan & Agency,	Director	Director
Western Canada Trust,	Director	---
Wilson, Sons & Co.,	Chairman	Chairman



His position at Wilson's may have been due to the fact that his father-in-law was an importer of coal and salt at 240 Bolívar 240, Buenos Aires (in succession of John Pringle Boyd), and that established the relationship with Wilsons, coal merchants and carriers. In June, 1897, Bowen in England and the London & River Plate Bank (*i.e.* R. Thurburn) in Buenos Aires formed the River Plate Gas Company by amalgamation of the Gas Argentino and Belgrano Gas companies, and Bowen became chairman of the new company.

Bowen was also High Sheriff of Bedfordshire, 1910-11. During the first World War he served on many government committees. In 1921 he was created 1st Baronet of Colworth, Bedfordshire. His recreations were racing and fishing. He was a member of the Junior Carlton Club. His last addresses were 5, Queen's Place, London S.W.7; *Colworth House Estate* (269¼ acres), Sharnbrook, Beds.; and *Escadale*, Beaulieu, Scotland.

Bowen had returned to Buenos Aires in 1912, 1919, 1922, and 1923. In 1919 he stayed from May to August and had interviews with President Irigoyen. In 1922 he was received by President Alvear. Every such director's visit involved a railway inspection trip described by one of Bowen's guests:

'Needless to say, this is no joy ride. It is true that there are numbers of white-coated attendants in the dining saloon as the train pulls in a stately fashion out of the station; but this is only one side of the picture. There are charts, maps, battalions and regiments and army-corps of statistics, and sheaves of other documents of the kind, which seem to draw the whole company in an irresistible fashion to one of the sitting-rooms at the rear of the train. Indeed, "shop" discussions are interesting, but interminable, and it must be admitted with some shame that the couple of lay guests from time to time cast envious eyes towards a completely neglected bridge table. Now and again new arrivals, district engineers and the like, come to join the group on board, while others, their section finished, drop off and appear to regard the disappearing train with some regret.' (Koebel)

During his time in Buenos Aires Bowen gained a complete colloquial knowledge of the Spanish language. On 24 April 1884 he married Alice Anita (born at Buenos Aires 24 June 1866, died 21 November 1943), daughter of Frederick Crowther and Sarah Hunt of Buenos Aires, at the Episcopal Chapel of San José de Flores. Their children were:

- Major Sir Edward Crowther Bowen, 2nd. Bt., MC, born 11 March 1885, baptised 24 April 1885 at St. Peter's Flores; 2 June 1910 he married May Isobel Roberts (died 9 March 1972), daughter of John Frederick ROBERTS, first general manager of the B. A. Western Railway; Major Bowen died 31 October 1937;
- Winifred Ada, born 26 March 1886, baptised 12 May 1887 at St. Peter's, Flores, married General Sir Alexander Stanhope Cobbe, VC, on 1 October 1910. She died on 11 August 1956;
- Gertrude Dorothy, born 25 October 1888, baptised 27 February 1889 at St. John's, Buenos Aires; married Sir Kinahan Cornwallis on 14 October 1911, was divorced in 1925 and died 15 November 1958;
- Evelyn Constance, born 6 May 1890, baptised 6 October 1890 at St. Peter's Flores, married John Dale Read on 29 July 1911. She died 25 February 1959;
- Harold Cedric Bowen, born in England 4 Nov 1896, educated at Harrow (Sept. 1910-), married Vera Polianov on 20 August 1921. He died in 1959.

In 1923 Bowen travelled with Brodie HENDERSON (the consulting engineer), the main issues being then the enlargement of Plaza Constitución Station and the quadruplication of the lines to Temperley. Bowen had become seriously ill immediately upon his arrival in Buenos Aires in March, 1923. He recovered sufficiently to carry out all the objects of his mission, and on return to London took up his duties with his accustomed vigour. As time went on, however, it was evident that he was enduring much physical suffering that compelled him in February, 1924, to give up attending at the office. He placed himself unreservedly in the hands of his doctors, who applied drastic and painful remedies, borne with the utmost pluck and patience, but without permanent beneficial effect. A. E. Bowen had a serious relapse about ten days before his death on 19 September 1924. The funeral was at Holy Trinity Church, Queen's Gate, London, S.W. Simultaneous memorial services were held at St Peter's, Sharnbrook, and All Saints', Shouldrop, followed by cremation at Golders Green. He left an estate of £641,440. Bowen Station on the Western Railway's Colonia Alvear line was named after him in 1912.

(*The London Gazette*, 11 Sept. 1885, p. 4301, 30 June 1896, p. 3809; *Who was Who, 1916-1928*, London: Adam & Charles Black, page 88; Mulhall's *Handbook of the River Plate*, Kegan, Paul, Trench & Co., 1892, page 44; Roberto Warner, *Plano de la región limítrofe de las provincias de Santa Fe, Córdoba y Buenos Aires*, Rosario, 1894/95; C. de Chapeaurouge, *Mapa catastral de la República Argentina*, 1901; *The Review of the River Plate*, 26 September, 1924, page 821; W. H. Koebel, *The New Argentina*, New York: Dodd, Mead and Company, 1923, pp. 205-207; *The Railway Gazette*, 26 December 1924, page 827; John S. Lamb, *River Plate Personalities*, Buenos Aires, 1939, page 293.)

Sydney Thomas BOWKETT was born about 1874. At the age of 14 years he entered the service of the Buenos Ayres Great Southern Railway Company as office cadet and later took up a footplate career. After a period of six years he relinquished this vocation to occupy the post of Secretary to the Locomotive Inspector of the Empalme Lobos Section. On 1 January, 1913, he was promoted Travelling Foreman based at Remedios de Escalada, from which post he retired on pension in June, 1932, after 37 years' service. Bowkett had been elected a Member of the Institution of Locomotive Engineers in 1920 on the formation of its South American Centre and was a staunch supporter of it, never failing to attend its meetings. He died on 29 November, 1932, at the age of 58.

(*Journal of the Institution of Locomotive Engineers*, vol. xxiii, 1933, page 159.)

Frederick Cecil BOWN was born at Shepton Mallet, Somerset, on 17 February 1893, son of a cheese factor's traveller, Ernest Albert Bown. He was educated at Shepton Mallet Grammar School and Derby Technical College. His early training as a mechanical engineer was with the Somerset and Dorset Joint Railway from 1909 to 1911. In the latter year the Bowden family was living in Burnham, Somerset, and F. C. Bown was a Fitters Apprentice. From 1911 to 1914 he had further training at the Midland Railway. At the outbreak of World War I he enlisted in the 17th Lancers, and in April, 1915, was granted a commission in the Northumberland Fusiliers. In 1916, being wounded, he was appointed section director in the gauge department of the Ministry of Munitions (production branch). In 1919, Bown entered the service of the Cordoba Central Railway and in April, 1922, was appointed locomotive running superintendent, which post he vacated to take up the appointment of locomotive running superintendent of the Buenos Aires & Pacific Railway as from 1 June 1928.



Mr. F. C. Bown,
Asst. Locomotive Running Superintendent,
Buenos Ayres & Pacific Railway.

He took an active part in the South American Centre of the Institution of Locomotive Engineers. Elected a member of that Institution in 1921 he became a member of the Council for Sessions 1927

by his holding company, United Newspapers, were traditionally Liberal free traders in editorial policy. United Newspapers acted closely with his printers, the Argus Press.

His chief interests outside the City were country pursuits which centred around *Plumpton*, Whepstead, Suffolk, the estate near Bishop's Stortford which J. S. Austen had left to him. He became an enthusiastic farmer, pampered his pigs, loved his garden, read the lesson in the parish church and enjoyed the country-squire life on his 700 acre estate entertaining his friends at shooting parties. His links with East Anglia led him to take an active part in the foundation of its university at Norwich. He was High Sheriff of Suffolk in 1957. He became a discerning book collector — at first specializing in eighteenth-century pamphlets, early maps, then Kiplingiana, a unique collection of first editions of Daniel Defoe, and fine illustrated books. He learnt to like the best and this applied not least to claret, which he dispensed generously.

In 1926 Drayton married Christine Collie Low. The marriage was childless but very happy, and he was most popular with his friends' children. Drayton carried on much of his business at *Plumpton* and at his London home at 20 Kensington Palace Gardens. He died of lung cancer 7 April 1966 at his London home and an enormous concourse attended his memorial service in St. Paul's Cathedral. He left an estate of £2,121,321 gross.

(John Hibbs, 'Drayton, Harold Charles Gilbert,' in David J. Jeremy, *Dictionary of Business Biography*, London: Butterworths, 1984, vol. 2, pages 173-6; Antony Hornby, 'Drayton, Harold Charles Gilbert,' in *Dictionary of National Biography*, 1961-1970, pages 309-10; *The Review of the River Plate*, 9 August 1935, page 25; 18 July, 1947, pages 22-23.)

Charles Edward William DULEY was born 3 January 1890 at Tonbridge, Kent, son of the painter Charles Edward Duley and Emma Lay, his wife. C. E. W. Duley entered the service of the Central Argentine Railway in April, 1909. For about a year he was employed in the Hotels Department and organised the take over by the railway company of the catering services provided by contractors. He was subsequently transferred to the General Manager's staff, and two years later became Principal Assistant to G. E. A. JOHNSON, who was engaged in the formation of the Statistics Department. In March, 1914, Duley visited the USA to study North American railway

operating methods, and upon his return to Argentina acted as Chief of the Statistics Department during Johnson's absence on active service. In November, 1917, when Train Control had been introduced to the Central Argentine Railway, Duley was transferred for special duties under the direction of the Traffic Manager and the Chief Mechanical Engineer. In June, 1920, Duley was appointed to succeed Johnson as Chief of the Statistics Department, and on 1 July, 1923, he was appointed Indoor Assistant to the General Manager. On 1 July 1930 he succeeded Felipe C. LYNCH as Assistant to the General Manager, with the grade of a Chief Officer of the Company. In 1934 he left Buenos Aires on July 11, transferred to London as Assistant Secretary as from 1 September.

As a Member of the Institute of Transport, Duley served on the Committee of the Argentine and River Plate Centre. He published 'Argentine Railways: the Trend Towards State Ownership,' in *Journal of the Institute of Transport*, July 1941, 276-279. Duley and his wife Ettie (born 19 Oct. 1890) had two daughters, Joan (1917) and Gladys (1922). C.

E. W. and Ettie Duley retired to 30, Lindum Road, Worthing. C. E. W. Duley died at Worthing, Sussex, in 1972. (*The Review of the River Plate*, 4 July 1930, page 27; 8 Aug. 1930, page 197; 20 July 1934, page 119; 10 Aug. 1934, p. 229)



Mr. C. E. W. Duley,
Indoor Assistant to General Manager,
Central Argentine Railway.

Thomas Joy DURNFORD was born at Ashford, Kent, 4 January 1879, son of John Durnford and Catherine Sophia Joy. His father was an Assistant Chemist. Thomas received his early education at St. Augustine's College, Ashford, Kent, and the Grammar School, Ashford. His engineering experience was gained at the Ashford works of the old South Eastern Railway from 1896 to 1901. At the same time he attended the Railway Institute at Ashford. To further his career he worked as a draughtsman at four locomotive works: for two years with Neilson's Hyde Park Locomotive Works, Glasgow, six months with R. Stephenson & Co., Darlington, nine months at the Atlas Works of Sharp, Stewart at Glasgow, and two years with the Midland Railway Co. at Derby, from 6 June 1904 to 16 Feb. 1906, when his salary was £156. He returned to Glasgow in February, 1906, to take up the appointment of Leading Draughtsman with the North British Locomotive Co., but within a year decided to emigrate to South America. He sailed from London on 8 February 1907 on *Guardiana*, and became employed as Assistant Chief Draughtsman with the Buenos Ayres Great Southern Railway.

In 1911 he became Chief Draughtsman and in 1916 was appointed Works Manager. Later he became Works General Manager at Remedios de Escalada, which appointment he held until his retirement in 1946. For some time previous to his retirement he also acted as technical adviser to the director of development.

He was elected a member of the Institution of Locomotive Engineers in 1920. Of a kindly and genial nature, he had a profound knowledge of locomotive engineering and was held in high esteem by a large circle of engineers in South America. He had married Jane Holmes Mitchell (1887) in Scotland. They had three daughters: Jean D. (1909), Vera E. (1914) and Joyce C. (1917).

Thomas Joy Durnford died in Buenos Aires on 21 January 1949 just after his 70th birthday. (*Journal of the Institution of Locomotive Engineers*, vol. xxxix, No. 207, 1949, page 112.)

Frank Noel DYMOND was born in 1864, eldest son of Captain Robert Dymond in the 3rd. Light Dragoons and his wife Annie, elder daughter and second child of John and Catherine Donaldson. He was admitted as a student in the Institution of Civil Engineers on 27 October, 1885. In 1889 he was employed by Perry, Cutbill, de Lungo & Co. in the construction of the Cordoba North Western Railway. Dymond died by drowning at the age of 25 and was buried in Córdoba on 21 September 1889. He is commemorated by a stained glass window, at the west end of Cheswardine Church.

(Institution of Civil Engineers, *Charter, Supplemental Charter, By-Laws and List of Members*, 1889, page 159; Donaldson family web-site.)

Sir (**Crawford**) **Wilfrid (Justice Griffin) EADY**, public servant and negotiator of the sale of British-owned Argentine railways, was born in Villa Nueva, Province of Córdoba, on 27 September 1890. He was the eldest of the two sons and one daughter of **George Griffin Eady** (1866-1937), and his wife, Lilian Armstrong D'Olivier (1866-1941), born at Jullunder, India, daughter of General John Miller. The parents had married at St. John's Anglican, Buenos Aires, 10 December 1889. Wilfrid was baptised in the city of Córdoba 19 May, 1891, when the family lived at La Carlota, Province of Córdoba. The family had moved to Ituzaingó 1307, in Belgrano (Buenos Aires), before Eady's brother Harold Griffin was born 11 February 1894. Eady's sister was Alicia Lilian, born 23 August 1897 in Argentina, married Captain George Ronald Gordon Allen, died in Buckinghamshire 19 January, 1980.

Eady's father was a civil engineer employed by the Villa Maria & Rufino and Buenos Ayres & Pacific railways, constructed railways in Turkey, and was involved in fruitless efforts to keep Turkey out of World War I. At one point G. G. Eady carried with him a blank cheque from Admiral Hall guaranteeing the Turks £3 million if they met the British demands, an amount he was allowed to increase to £4 million. He later joined the Naval Reserve and was appointed OBE in 1919.

Wilfrid was educated at Clifton, for which he fought in the finals of the Public School Boxing Championships. He then read Classics at Jesus College, Cambridge, graduated with first class honours in 1912, and entered the Home Civil Service in 1913. Bad sight precluded military service in the war, and after short apprentice spells in the India Office, the Home Office, and the Department of Foreign Trade, he was transferred in 1917 to the Ministry of Labour, where he was to stay for twenty-one years, the last three as Secretary to the Unemployment Assistance Board. By this time he had become a Principal Assistant Secretary, and his reputation for energy, determination, and resourcefulness in administration and for a positively creative skill in negotiation and in dealing with people was securely established.

His next move was to the Home Office, in October 1938, as a Deputy Under-Secretary of State, where he applied himself with great effect to an overhaul of the country's air-raid precautions. That completed, he moved again in April 1940, and as a Deputy Chairman of the Board of Customs and Excise, took charge of the arrangements for the new purchase tax introduced in that year's budget. In December 1940 he became Chairman of the Board.

In July 1942, after declining an invitation to become the Editor of the *Observer*, he was appointed a Second Secretary in the Treasury; there he remained until his retirement. For the first part of this time he was in charge of overseas finance. In this capacity he was deeply involved, alongside Lord Keynes, in the construction of the

Railway Gazette, 27 August 1943, page 213; 25 June 1948, page 735; *The Review of the River Plate*, 12 July 1934, page 44; 7 July 1939, page 22; 18 July 1947, pages 22-23.)

Sydney Tom HARRIS-SMITH was born at Lydney, Gloucestershire, in 1879, and was educated at Coleford and Monmouth Grammar Schools and Malvern College. He started his railway career in 1895 in the Traffic Department of the old Severn and Wye Railway (later incorporated in the Great Western and Midland Joint Railway) where his energy and abilities quickly attracted the favourable notice of his superiors, and gained him rapid promotion. In 1899 he was transferred to the General Manager's Office of the Great Western Railway, in the capacity of Secretary to Sir Joseph L. WILKINSON. In 1901 he resigned this post to accept that of Secretary to the General Manager of the Western Railway of Havana, later absorbed in the United Railways of Havana. He eventually rose to the position of Traffic Manager of that system.



In March, 1909, he joined the Central Argentine Railway, occupying various appointments in the Traffic Department, and was successively Traffic Superintendent at Tucumán, Córdoba, Buenos Aires and Rosario. In January, 1924, he was appointed the Company's Treasurer at Buenos Aires, occupying this responsible position with credit and ability up to the time of his death.

All his life a staunch supporter of outdoor sport in all its forms, Harris Smith was a keen golfer, and in his younger days a cricketer and a lawn tennis player of more than average merit. When advancing years compelled him to relinquish active participation in the two last-mentioned sports, his interest in and enthusiasm for them in no way diminished, and his tall, lithe figure was very familiar on local cricket fields. His knowledge of the game, quick eye and unquestioned impartiality made him a valuable umpire. During his residence in Córdoba, his successful efforts to foster sport in that City and district received fitting recognition in his election as President of the Cordoba Athletic Club. At the time of his death, he was also President of the Central Argentine Athletic Club, and Vice-President of the Belgrano Athletic Club.

A prominent Freemason of many years' standing, he was a member and Past Master of the 'United Gauges' Lodge of Buenos Aires.

Quiet and reserved, but invariably urbane, and ever ready to respond to every call made upon his help and sympathy, Harris-Smith was the ideal type of a British gentleman. He died in Buenos Aires on 2 September 1939, following an attack of broncho-pneumonia, survived by his widow, Mary Strettle (1881), and their children Georgina (1914), Victor (1916), Sydney (1919), and a younger daughter.

(*The Review of the River Plate*, 8 September 1939, pages 31-32.)

Geoffrey Harnett HARRISSON, CMG 1918; DSO 1917; MICE, was born in 1881 in Wirral, Cheshire, son of Margaret Catherine V. Lloyd and Thomas Harnett Harrison, civil engineer and architect. He was educated at

Wirral College and Liverpool University. An adventurous spirit, he broke loose when he was only 16 to serve as a sapper with the Royal Engineers in the South African (Boer) War in 1901-1902. He then briefly returned to residence in university, entered the Civil Engineering Department of the London & North Western Railway in 1906 but departed unqualified for the Argentine 'on spec.' From 1907 to 1914, he worked for the Argentine railways at Concordia, Argentina, where the family lived in *Chalet Patterson*. In 1911 he was also in charge of branch line construction for the Buenos Ayres Great Southern Railway at a salary of £700. He was building a railway in Brazil when World War I broke out, joined up at once as a 2nd-Lieutenant and served in Belgium, Gallipoli and France. There he was promoted to Lieutenant-Colonel and C.R.E. of the Naval Division in March, 1916 — this alone constituting a remarkable instance of rapid promotion. On the formation of the Directorate-General of Transportation in France, Colonel Harrison was posted to it and appointed Director of Light Railways in February, 1918, with the rank of Brigadier-General until the end of the war, when he retired with the honorary rank. He was wounded four times at



The Late Brig.-General G. H. Harrison
Formerly General Manager, Entre Rios and Argentine
North Eastern Railways, and Chairman of G.W. of
Brazil and Central Uruguay Railway Companies

Gallipoli and again in France, mentioned in despatches, received the DSO in 1917, the Croix de Guerre and the Order of the Crown of Belgium, and was made CMG in 1918.

From January 1919 to 31 December 1928, Harrisson was General Manager, Entre Rios and Argentine North-Eastern Railways. The first Argentine Garratt engines were acquired by these railways during his term of office. On return to England he was elected a director of the Entre Rios Railways and the Argentine North-Eastern Railway; in 1930 a director of the Cordoba Central Railway; in 1934 a Member, Debenture Holders' Committee, Buenos Aires Central Railway. As a director, he returned twice to Argentina, in 1933 and 1934. He was also Chairman of the Great Western of Brazil and Central Uruguay railways.

G. H. Harrisson married Marie Ellen ("Doll") Cole (1886-1961) in 1909, in Argentina. They had two sons: Thomas Harnett, born in Buenos Aires, 26 September 1911, and William Damer in 1913. The two sons remained in England at Eastacre junior preparatory school, Winchester, and later Winton House preparatory school, until 1922, when they spent about a year at Concordia before returning to England for good. The family's life was difficult. Doll was a hypochondriac who gradually fell into alcoholism. Thomas was disinherited when he disappointed his father by dropping out of Pembroke College, Cambridge. However, by then Thomas had already been recognised as a pioneering ornithologist and went on to lead an adventurous, fruitful and colourful life during which he published several books, conducted original opinion research, made important discoveries, and recruited a thousand blow-piping headhunters to defeat 1500 Japanese in Borneo. He died in Thailand in 1976, at the age of 64.

Geoffrey Harrisson's recreation was fishing and he was member of the Argentine Club of London. Since 1932 his last home address in England was *The Chase*, Weeke, Winchester. Harrisson died at home 14 February, 1939, leaving an estate of £28,656 gross and £26,442 net personalty.

(*Who was Who*, 1929-1940, London: Adam and Charles Black, 1941, page 601; *The South American Journal*, 21 December 1918, page 411; Judith M. Heimann, *The Most Offending Soul Alive, Tom Harrisson and his Remarkable Life*, University of Hawaii Press, 1998; J. F. Ashby, 'Railway Building in Argentina,' *Railway Magazine*, vol. xxviii, 1911, page 385; *The Railway Gazette*, 17 February 1939, page 273; 12 May 1939, page 790.)

John J. HARTE was born at Bandon, County Cork, Ireland, about 1861, son of James Harte and Hannah Cotter. He came to Argentina in 1893 on contract with the Central Argentine Railway. On 10 November 1897 he married, at Rosario, Madeleine Margaret, daughter of Thomas Butler Arnott. They had no children. Before their wedding they had witnessed at St. John's Anglican Church, Buenos Aires, the marriage on 16 May 1894 of Elizabeth Rodgers to Thomas John McGowan, both residents of Victoria, FCCA. J. Harte retired in 1923 after thirty years as Signal Superintendent, Central Argentine Railway.



Mr. J.J. Harte.

James Patrick HARTE, brother of John, was born 30 August 1874 in County Cork and came to Argentina in 1895. Working as Signal Superintendent, Buenos Ayres & Pacific Railway, he had obtained the following patents:

1. *Apparatus for the delivery of "line clear" staffs by, and to, trains in motion.* GB360478, 1931-11-09.
2. B. A. & Pacific Rly., applicant, *Improvements in Railway Signalling Apparatus.* GB641, 1915-02-11. Reduction of confusing number of signal arms and lights at terminals and junctions by use of discs.
3. B.A. & Pacific Rly., applicant, *Improvements in Apparatus for Automatically Exchanging and Receiving and Delivering Hoops, Staffs or the like on Railways.* GB17044, 1907-07-27. Comprising the apparatus on the engine and on the platform for exchange at full speed of line-clear hoops and block staffs.

J. P. Harte was the first President of the Buenos Aires Hurling Club, formed in 1900. On 31 May 1899 he married Helen, daughter of Michael Grennon and Brigid Conway. They had five children:

1. Patrick James, died 11 July 1942, unmarried;
2. James Michael, died 31 August 1957;
3. John Joseph, died 25 October 1955;
4. Brigid, born 4 September 1906, died 3 August 1966, unmarried; and
5. Nelly.