

OBITUARY.

SIR HERBERT NIGEL GRESLEY, C.B.E., was born at Seale, Leicestershire, on the 19th June, 1876, and died at Watton House, Hertford, on the 5th April, 1941. He was educated at Marlborough, and in 1893 became an apprentice on the London and North Western Railway. He then served for 2 years as a pupil on the Lancashire and Yorkshire Railway, and after a short period as test-room assistant was transferred to Blackpool, first as running-shed foreman and later as an outdoor assistant in the carriage and wagon department. In 1899 he became assistant works manager at the Newton Heath works of the Lancashire and Yorkshire Railway. In 1902 he was appointed manager, and in 1904 assistant superintendent. In 1905 he joined the Great Northern Railway as carriage and wagon superintendent at the Doncaster works, and 6 years later was appointed chief mechanical engineer. Following the railway re-grouping of 1922, he was appointed chief mechanical engineer of the London and North Eastern Railway, which position he retained until his death. His many notable advancements in locomotive design included the introduction of the Gresley gear; his 4-6-2 ("Pacific") express engines; his 2-8-2 ("Mikado") engines; and his streamlined locomotives, "Silver Jubilee" and "Coronation." For his achievements he received the degree of D.Sc. (*honoris causa*) from the University of Manchester in 1936.

During the war in 1914-1918 he served as a Lieutenant-Colonel in the Engineer and Railway Staff Corps, R.E.(T.). He was awarded the C.B.E. in 1920, and was knighted for his work as Chairman of the Board of Trade Committee on the steering gear of ships. He was also a member of Committees appointed by the Ministry of Transport on Railway Electrification and Automatic Train Control, and of a committee of the Department of Scientific and Industrial Research to consider a national station for testing locomotives. He was for many years a Governor of Queen Mary College (formerly the East London College).

Sir Nigel was elected a Member of The Institution on the 3rd March, 1941. In 1921 he presented a Paper¹, in collaboration with the late Sir Henry Fowler, M. Inst. C.E., entitled "Trials in Connexion with the Application of the Vacuum Brake for Long Freight Trains", for which he was awarded a Telford gold medal. He was President of The Institution of Locomotive Engineers in 1934, and of the Institution of Mechanical Engineers in 1936.

In 1901 he married Ethel Frances Fullagar, who died in 1929, and had two sons and two daughters.

¹ Min. Proc. Inst. C.E., vol. 213 (Session 1921-2, Part 1), p. 223.