

OBITUARY.

WALTER LEAHY MANSERGH was born at Hampstead on the 23rd October, 1871, and died at Woking, Surrey, on the 3rd September, 1941. He was educated privately and at University College School, and after an engineering course at University College, London, served a pupillage of 3 years under his father, the late Mr. James Mansergh, F.R.S., Past-President Inst. C.E., during which he was mainly engaged on Parliamentary surveys in Wales for Birmingham water-supply schemes. In 1894 he was appointed an assistant in his father's office, and accompanied him on visits of inspection of water-supply and drainage works at Toronto, Colombo, and Budapest. In 1899 he became resident engineer on the Caban Coch dam of the Birmingham waterworks, but in 1900 resumed his work as assistant to his father. In 1902 he was taken into partnership in the firm, and took an active part in the preparation of designs and the supervision of construction of numerous large water-supply, sewerage, and sewage-disposal schemes in various parts of Great Britain.

Mr. Mansergh was admitted as a Student of The Institution in 1891, was elected an Associate Member on the 12th January, 1897, and was transferred to the class of Member on the 10th March, 1908. In 1912, in collaboration with the late Mr. E. L. Mansergh, M. Inst. C.E., he presented a Paper on "The Works for the Supply of Water to the City of Birmingham from Mid-Wales"[†], for which he was awarded a Telford Gold Medal.

In 1899 he married Anna, daughter of the late Richard Price-Williams, M. Inst. C.E., who predeceased him, and had two sons.

HUGH HAMILTON NEWELL, O.B.E., was born in Belfast on the 29th April, 1878, and died at Mosman, Sydney, New South Wales, on the 15th March, 1941. He was educated first at Eric, Pennsylvania, and later at the Newtown Superior Public School and the Fort Street Model School, Sydney. In 1894, he entered the Public Works Department, Sydney, as an engineer-cadet, and served as an assistant engineer at various country centres in New South Wales until 1907, when he was placed in charge of the National Works District of Newcastle, N.S.W. He became district engineer at Bathurst in 1912, and at Lismore in 1915, and in 1917 was given charge of a sub-branch of the National and Local Works section of the Public Works Department. In 1924 he was appointed district engineer at Wollongong, and also manager of the Port Kembla shipping and electricity supply and of the harbour works. In addition, during the period 1917-1924 he was, on ninety-two separate occasions, appointed

† Min. Proc. Mech. C.E., vol. cxc (Session 1911-12), p. 3.

a Royal Commissioner for municipal schemes involving governmental approval of loans, in respect of roads, bridges, electricity-supply, and drainage works, and exercised the powers of a Supreme Court judge. In 1925 he was made engineering member of the Main Roads Board, and served as its deputy-president from 1928 until January 1932, when he became president. On the constitution of the Board of Transport Commissioners, Mr. Newell was appointed Commissioner for Highways and Transportation, in March 1932; in December of the same year, on the formation of three separate departments under the State Ministry of Transport, he was nominated as Commissioner for Main Roads, controlling also the Sydney Harbour bridge, and retained that office until his death. In 1936 his services were recognized by his appointment as a Commander of the Order of the British Empire. Apart from his official duties, he was interested in educational matters, and was Chairman of The Scots College Council, Sydney, and a councillor of the St. Columba Grammar School.

Mr. Newell was elected a Member of The Institution on the 8th January, 1929. For many years he served on the New South Wales Advisory Committee of the Council, and from November 1929 acted as Chairman of the Committee. He was also a member of the Institution of Engineers, Australia.

In 1903 he married Ethel, daughter of John Holmes Reid, of Tenterfield, N.S.W., and had one son and three daughters.

CHRISTER PETER SANDBERG was born in Sweden on the 11th August, 1876, and died at Crockham Hill, Kent, on the 26th June, 1941. He was educated in Brussels and at Dulwich College, and received his engineering training at the Crystal Palace School of Engineering and University College, London. In 1893 he became an assistant to his father, the late Mr. C. P. Sandberg, M. Inst. C.E., was made a partner in the firm in 1903, and succeeded as senior partner in 1913. He continued his father's pioneering and research work on steel rails and was the inventor of several processes for increasing their wear and resisting capacity, including the "sorbic" process, which was also applied, during the war of 1914-18, to high-explosive shell forgings, whereby millions rejected, owing to defects, were rendered serviceable. This process was presented to the Government free of royalties. Another process, known as "in situ," prolonged the life of worn tramway rails at a time when relaying was impossible owing to the scarcity of steel and labour. For his services Mr. Sandberg was appointed a Commander of the Order of the British Empire. In 1928 he introduced the "oven" process for controlling the cooling of rails after manufacture, to avoid the fissuring which had been responsible for many disastrous failures and derailments, especially in America. He also acted as consulting and inspecting engineer to the Siamese and the Chinese State Railways and to many other British colonial and foreign railways.