

DEODATUS HILIN NEALE, eldest son of the late Mr. William Johnson Neale, barrister-at-law and Recorder of Walsall, was born at Kingswear, Dartmouth, on the 5th of September, 1849. After being educated at King's College, London, and in Germany, he became a pupil in the office of the late Mr. William Dredge, of Buckingham Street, Adelphi, well known at that time as an engineer and bridge designer. In October, 1868, he was articled to Mr. William Adams, then Locomotive Superintendent of the North London Railway, and served his time in the workshops and drawing-office at Bow. On the appointment of Mr. Adams as Locomotive Superintendent of the Great Eastern Railway, Mr. Neale followed that gentleman to Stratford and remained there until August, 1871, when he was appointed Chief Draughtsman in the Locomotive Works of the Monmouthshire Railway at Newport. After holding that post for about four years he entered in the spring of 1876 the Hyde Park Locomotive Works of Messrs. Neilson & Co. at Glasgow and in the following year conducted some elaborate brake trials at the Cowlairs Works of the North British Railway Company. He was then for a few months in the service of the Westinghouse Brake Company and from 1878 to 1881 was again in the Locomotive Works of the Great Eastern Railway Company at Stratford.

Early in 1882 Mr. Neale was appointed Assistant Locomotive Superintendent to the Cape Government Railways, which post, however, he resigned in the following year in order to represent *The Engineer* at the Chicago Exposition of Railway Appliances. In November, 1883, he settled in New York as Joint Editor of the *Railroad Gazette*, one of the principal railway organs in the United States. Almost the first work he undertook in this capacity was to compile, under the title of "Recent Locomotives," an illustrated series of descriptions, with specifications and details, of recent American and European locomotives, reprinted from the *Railroad Gazette*. An enlarged edition, with his name attached to the preface, was issued in 1886. After a connection of five years with this journal, Mr. Neale resigned in November, 1888, in order to accept the appointment of Mechanical Engineer to the Railway Commissioners of New South Wales. There he performed valuable service in bringing into order the rolling-stock of the colony and, as one of the Commissioners appointed to select a brake for all the Australian railways, was mainly instrumental in the choice of the Westinghouse system.

Returning to the United States in the autumn of 1892, Mr.

Neale rejoined the editorial staff of the *Railroad Gazette*. In addition to his work for that journal he was occupied during the last few months of his life in editing a new edition of the "Car-Builders Dictionary." His career was however destined to be prematurely cut short. Overwork brought on an attack of cerebral meningitis, which proved fatal on the 5th of April, 1893. Mr. Neale was a man of studious habits and of more than average intellectual power. Combined with a keen mechanical faculty he possessed an habitually active mind and was able to express his ideas in vigorous and appropriate language. He was elected an Associate of the Institution on the 4th of February, 1873, and was placed in the Associate Member class on its creation in 1878.

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ARCHIBALD COLIN CAMPBELL ROGERS, born on the 7th of November, 1849, at Ramsey, Isle of Man, was the fourth son of the late Mr. Francis Rogers of the East India Company's Service. He commenced his career as an Engineer at eighteen years of age, when he entered the works of the East India Irrigation Company at Cuttack and was engaged on the construction of the High Level Canal in the district of Orissa. Early in 1869 he was appointed an Engineer Apprentice in the Public Works Department of the Government of India and placed in charge of the construction of 16 miles of the Machgong Irrigation Canal. In the following year he was promoted to the rank of Assistant Engineer, 3rd-Grade and was then engaged under Mr. R. H. Rhind on the survey of the Mahanuddi, Katjuri and Brahmini rivers. In September, 1874, he became 2nd-Grade Assistant Engineer and for the following two years was employed on the High Level Canal between Bhadrak and Balasur, 53 miles of which he surveyed and laid out in detail. He then assisted in the construction of the Sengabasavum Tank, with an embankment 50 feet high, undertaken in connection with the Famine Relief Works in Madras in 1877-78.

In January, 1880, Mr. Rogers was promoted to Assistant Engineer, 1st-Grade and was engaged on various works in the Eastern Sone, Gundak and Arrah Divisions until October, 1884, when he was posted to the Pooree Division, Orissa circle. After becoming Executive Engineer, 4th-Grade, in May, 1883, he was placed in charge of the Pooree Division. There he had to provide for the maintenance of a large number of flood-embankments on the rivers of the district and also of the metalled roads between