training under Mr J. C. Hawkshaw, M.I.C.E., and Mr Harrison Hayter, M.I.C.E. from 1892–94. On completion of his training he continued as their assistant until 1897, being employed in the preparation of drawings and estimates for harbour and railway works and projects, in addition to inspection duty.

From 1897–98 he was assistant to Mr T. Stuart, Contractor's Engineer engaged on the Hitchin to Arsley widening of the Great Western Railway.

In 1898 he joined the Madras & Southern Mahratta Railway Company, where he held positions of increasing importance. From 1924 until his retirement in 1930 he was the Company's Chief Engineer in charge of surveys and new constructions, which included 5,000 miles of railway, bridges, culverts, stations and yards, in addition to various buildings and foundations.

From 1914–19 he was British Consul in Portuguese India.

Mr Marsh was elected a Member in 1913 without passing through the stage of Associate Member.

He is survived by his two sons, Mr E. R. Marsh and Colonel J. E. Marsh, *D.S.O., O.B.E.*

GUY ANSON MAUNSELL, who was born on 1 September, 1884, died on 20 June, 1961.

Educated at Inverness College and Eastbourne College, he studied engineering at the City and Guilds Engineering College, London, obtaining his B.Sc. Honours degree in 1907.

He received his practical training under Mr A. Palaz, Consulting Engineer, Paris and Lausanne, from 1907–8, and under Mr D. G. Sommerville, from 1908–9.

Mr Maunsell, who made his mark as a bridge designer and builder of genius, began his distinguished engineering career in 1909 when he was appointed to the staff of Easton Gibb & Son Ltd, contractors on the construction of the Rosyth naval base, working consecutively as assistant engineer, sub-agent, and outside staff manager.

From 1915–16 he was Chief Engineer and Agent responsible for the erection of the Misk Cordite factory, Ayrshire, and for the erection of London West Cordite factory for Messrs Nobel's Explosives Co. Ltd.

In 1917 he was commissioned in the Royal Engineers and saw service in France.

In 1918 he was seconded from duty in the Army as Chief Engineer to Mr John ver Mehr, who was building concrete ships. He was responsible for the design and construction of a shipyard at Shoreham and for the building of large sea-going tugs and other craft.

After the war he served under Sir Alexander Gibb, then the first Chief Engineer at the Ministry of Transport, where he was responsible for the preparation of a major scheme for the development of tidal power on the Severn, combined with a barrage, road and railway bridge.

In 1923, as Special Assistant to Sir Alexander Gibb and Partners, he was engaged on the design and layout of Ipswich Dock extensions, Poole Harbour, and other works.

From 1924–27 he was Engineer and Agent to Sir William Arrol & Co. where, among other projects, he was responsible for the Falls of Clyde hydro-electric power scheme.

The next three years he spent in private practice and in association with Sir Alexander Gibb and Partners.

In 1931 he joined Dorman Long & Co. Ltd. as Agent on the widening of Putney Bridge, on the completion of which he was appointed Managing Director of the Anglo-Danish Construction Co. This company was formed to build the Störstrom Bridge in Denmark, which is still the largest bridge in Europe. Here his experience of construction techniques, his knowledge of marine work and his aesthetic sense came to full fruition.

In 1936 he founded the firm of Consulting Engineers in Westminster which he headed until he retired in 1959. During this period he was responsible for many important works. In 1936 he was invited by Sir Alexander Gibb to be associated with him on the reconstruction of Telford's famous Menai suspension bridge. He approached this work with great sensitivity and much credit must go to Mr Maunsell for the way in which the fine appearance of the original was preserved.

During World War II he produced designs for floating concrete structures of all types, best known of which were the Maunsell sea forts. Later his practice extended over a wide variety of industrial and marine works at home and abroad, while his bridge work continued, his last major work being the design of a 1000-ft span arch bridge which at the time of his death was being built at Gladesville in Sydney, New South Wales.

Mr Maunsell, a man at once of great vision and action, was awarded a Coopers Hill War Memorial Prize and a Telford Premium by the Institution, and was further honoured when he was invited to deliver the James Forrest Lecture in 1951.

Elected an Associate Member in 1914, he was transferred to the class of Members in 1931.

He is survived by his widow and two daughters.

REGINALD KEBLE MORCOM, *C.B.E.*, M.A., who was born on 23 April, 1877, died on 5 May, 1961.

Educated at Marlbrough College, he studied engineering at Cambridge University where he graduated in 1899.

He received his practical training under Belliss & Morcom from 1899–1900, and under Siemens Brothers in 1901. Later the same year he joined Belliss and Morcom as Test House Manager and Assistant General Manager.

In 1904 he joined the Board of Directors under the chairmanship of his father, Mr Alfred Morcom, and later the same year was appointed Assistant Managing Director, in which capacity he was fully responsible for the Company's experimental work, the execution of the company's various important contracts, as well as for the development programme, including the construction of steam turbines.

Mr Morcom served in Gallipoli and Salonika during World War I, during which he reached the rank of Lieutenant-Colonel. He was mentioned in despatches and later was awarded the *C.B.E.*

Following the death of Mr T. H. Parrott, he was elected Chairman of the Board of Directors of Belliss & Morcom Ltd. from April 1938 and continued to serve in this capacity until his retirement in March 1959.

He also held many other appointments; he was a Director of Lloyds Bank, 1910–1950; Vice-President of the Federation of British Industries, 1920;