

In the latter years of World War I he served in the Royal Flying Corps and with the R.A.S.C. (Mechanical Transport).

After the war came three years' practical training with George Green (M), Borough Engineer of Wolverhampton. In 1923, after a brief period in Dudley working on extensions to the Town Hall, he was appointed Engineering Assistant to the City of Birmingham (large-scale surveys, roads, sewers, and bridges). Made Assistant District Surveyor in 1926, he became in 1929 District Surveyor, a position he continued to occupy until 1936. During this period, under Sir Herbert Humphries and Mr H. J. Manzoni (MM), he carried out extensive works, including Chinn Brook Valley Sewer, Moor Green Lane Sewer, roads and sewers for many large housing estates and reconstruction of Stratford Road. In 1936 he was appointed Deputy Borough Engineer and Surveyor to Huddersfield Corporation, and under Mr W. Jagger (M), was engaged on the construction of Longwood intercepting sewer, a trolley vehicle depot and the widening of Trinity Street. Two years later he became Borough Engineer and Surveyor to Barrow-in-Furness, where he remained until 1945, in sole charge of an electricity works extension, Cambridge Street Schools, preliminary work on an ambitious main drainage scheme, housing estates and post-war housing programme. In 1945 he became Engineer and Surveyor to the County Borough—later City—of Southampton, where he remained until his sudden death twenty years later. Southampton had suffered heavy devastation and during his twenty years as Engineer he played a major role in the rehabilitation of the city centre, extended the main drainage system and was responsible for the design and construction of the City's housing programme. During that time some 11 500 dwellings were erected, including several large multi-storey blocks of flats. One of his schemes received a Civic Trust Amenities Award in 1960.

Keenly interested in recreational facilities, he was responsible for the reclamation of 120 acres of land for this purpose. He also designed and constructed a new road network in the central area and carried out major improvement schemes on the City's main approaches. One of these included the replacement of the then Northam Bridge by what was at the time the largest prestressed concrete bridge in the United Kingdom, a project in which he was associated with Messrs Rendel, Palmer & Tritton, consulting engineers.

Mr Wooldridge was co-author, with J. Cuerel and K. R. Hauch, of a paper presented to the Institution, 'New Northam Bridge, Southampton'. P. 1, 4 (May 1955), 269. Discussion: 290. He was a member of the Institution of Municipal & County Engineers and of the Institution's Southern Association (on which he twice served as Chairman).

Elected an Associate Member in 1928, he became a Member in 1945. He is survived by his widow and one daughter.

JAMES EDWARD MONTGOMREY, B.Sc., M.I.Mech.E., who was born on 16 March, 1882, died on 16 May, 1965.

Educated by his father, former tutor of Trinity College, Dublin, he studied engineering at the Central Technical College, South Kensington (now the City & Guilds (Eng.) College), and received the degree of B.Sc. in 1906.

Practical training preceded and followed his studies—a year with the Thames Ironworks Shipbuilding & Engineering Company and a further year with Messrs G. H. Hill & Sons, waterworks engineers, of Westminster. With this

firm he continued, from 1906–14, under Mr E. P. Hill (M), gaining experience of water supply schemes for public authorities—Manchester and Huddersfield, Pontypridd, Rhondda and elsewhere.

He served throughout World War I, first with a commission in the Royal Garrison Artillery (T.A.) on the construction of defences, then for 2½ years as Staff Captain to a garrison.

After the war he returned to G. H. Hill & Sons and was engaged on a water supply scheme for Newport Corporation. He also assisted Sir Walter Hughes (M)—then associated with Sir John Wolff Barry & Partners—in harbour and docks schemes for Bombay.

A decisive stage in his career came in 1920, when he became Assistant Secretary to the Institution of Mechanical Engineers. Here for the next nineteen years he was responsible for the technical side of the Institution and for much of its educational work. He formulated the scheme, launched in 1921, for the award in conjunction with the Board of Education of national certificates and diplomas in mechanical engineering, and served on a joint committee on which were represented the Board of Education, the Scottish Education Department, Northern Ireland and the Air Ministry. In 1939 he was appointed Secretary to the Institution of Mechanical Engineers, responsible to the Council for the entire work of this body, with its membership of over 13 000. He retired in 1942 but continued until 1947 to help in the educational work of the Institution and to serve on government committees. After that date he continued to act occasionally in a consultative capacity to the Institution, and became Governor of Cornwall Technical College and of Falmouth Technical Institute.

Mr Montgomery edited 'The Sentinel' for some years before 1914. He was an Associate of the City & Guilds Institute and of the Institution of Naval Architecture.

Elected an Associate Member in 1908, he became a Member in 1939.

He was a widower, and is survived by three nieces.

STANLEY MEHEW, *C.B.E.*, B.Sc., who was born on 28 February, 1902, died on 1 June, 1965.

Educated at Preston Grammar School and the City of London School, he studied engineering at University College, London, and received an Honours degree (B.Sc.(Eng.)) in 1923.

After some mechanical engineering experience, he turned to civil engineering, and joined Surrey County Council in 1923, under W. P. Robinson (M), County Surveyor. Here he was engaged on the design and construction of Kingston and Sutton by-pass roads and was later appointed Bridge Assistant, responsible for five reinforced concrete bridges and associated road works. In 1929 he moved to East Sussex to join the late H. E. Lunn's senior staff, where he was concerned with extensive road construction and coastal protection and responsible for all bridge works. Subsequent promotions took him to Staffordshire in 1933 as Assistant Deputy County Surveyor and to Derbyshire as Deputy County Surveyor in 1937. His promotion to County Surveyor three years later—a position he was to retain for a quarter of a century—followed on the sudden death of Mr C. G. Milligan. Since the High Peak area was in his county, he was inevitably concerned with snow, and made a study of the most effective way of keeping roads open to traffic during severe winters: to this