Honours and appointments snowballed in his later years. A member of the Council of the Institution of Electrical Engineers from 1945, he was later their Vice-President and finally in 1954 President. He was a member of the Institution of Mechanical Engineers, and from 1947–48 President of the Incorporated Municipal Electrical Association. The following year he was Chairman of the Council of the British Electrical Development Association and in 1957 President of the British Electrical Power Convention. He found time to contribute to a number of technical journals. In 1957 he received a knighthood.

Elected an Associate Member in 1941, he became a Member in 1945.

Predeceased by his only son, he is survived by his widow and two daughters.

Henry Dudley Gill

who was born on 14 July, 1874, died on 15 October, 1967.

Educated at the City of London School, he studied mechanical engineering at Finsbury Technical College from 1890–92.

His practical training was in Grantham, where for two years as an apprentice to Richard Hornsby & Sons he earned 7*s* a week, working on the Hornsby oil engine. In 1899 he joined Reavell & Company, Ltd, of Ipswich, as head of their Testing Department, engaged on the high-speed steam engines then being manufactured under the Scott patent. Three years later he became Works Manager of Ralph Horsfield & Company, of Bredbury, near Stockport, and there from 1902–05 worked on the design and manufacture of high-speed compound enclosed steam engines. At this time he drove the first car in his area (a Packard)—a sidelight on the period which underlines the then paramount importance of achieving fast rail travel.

The later years of his engineering career were spent in India. In 1905 he joined Richardson & Cruddas, of Bombay, as Works Manager, and in 1909 was made a partner of the firm. His first concern was to modernize and expand: an iron foundry of advanced type was installed, business greatly increased by a number of bridge-building projects and construction of large barges for freight, and—with the projected opening of a branch in Madras—the firm's activities extended to Southern India.

Henry Gill retired in 1919 and returned home to settle in Plymouth. Ahead lay close on 50 active years in which he was to serve well the County of Devon—as a member for 37 years of Devon County Council, as County Magistrate from 1931–35, and as Chairman for 12 years of the Public Assistance Committee.

During World War II he was engaged in local defence and food supply, and after the introduction of the new National Health Service became in 1948 Chairman of Plymouth Special Hospitals Management Committee. During his final years with Devon County Council the construction of Tamer Bridge was of absorbing interest to him, and he was a member of the committee which held discussions on the project with Cornwall County and Plymouth City authorities.

Henry Gill was remarkable both for his ability as an engineer and for the conscientiousness which was an integral part of his nature. Though much of

his work was concerned with mechanical and production engineering, he maintained to the last a strong interest in the civil side.

He was for 66 years on the Roll of the Institution, being elected an Associate Member in 1901.

His wife predeceased him by two years. He is survived by two sons and three daughters.

Colonel William Teague Everall, OBE

who was born on 28 August, 1880, died on 26 December, 1967.

Educated at King Edward VI Grammar School, Ludlow, he studied engineering at Birmingham Technical College from 1898–1901 before taking practical training under C. E. Stanier (AM) for four years. In the workshops and drawing offices of the BSA, Birmingham, and on bridge works of the Patent Shaft & Axletree Company, Wednesbury, he received his technical training.

He specialized in bridges and in the Punjab, India, his name was to become almost a household word. Appointed Bridge Engineer on the North Western State Railways, Punjab, in 1908, he dealt for the next 27 years with all phases of bridge engineering on an ever-increasing scale, including the construction of bridges of up to 350 ft span. In the period 1920–29 he was responsible for the strengthening of Haro Bridge, reconstruction of Jhelum Bridge, regirdering of Alexandra Bridge, Kangra Valley Railway Bridges and Adamirshan Bridge across the Sutlej. Attached to the Army for bridge work on the North-West Frontier campaigns in the course of his duties, he constructed bridges in the neighbourhood of Khyber, Kurram, Tochi and Waziristan. For this work he was twice mentioned in despatches and awarded the OBE. He eventually became Chief Bridge Engineer to the Railway and was responsible for the reconstruction of the famous Attock strategic bridge over the Indus near the Khyber Pass. On this work he presented a paper to the Institution (see under).

From 1938–40 he acted as Consulting Engineer to the War Office for the design and development of railway bridges.

During World War II, with the rank of Lt Colonel in the Royal Engineers, he worked as Chief Bridging Instructor at the War Office, where he designed and developed the sectional military railway bridges known as Everall bridges, widely used on active service. He also solved many problems connected with Mulberry Harbour and its American counterpart, including steelwork for the flexible roadways and connecting links for the pierheads. For technical discussions with his American opposite number, Colonel Everall accompanied Churchill's party to America, and in 1943 worked with the US War Department to secure interchangeable British–US railway bridging. Later he received from the Ministry of Supply an *ex gratia* award of £2500 for his work on bridges and ports during World War II.