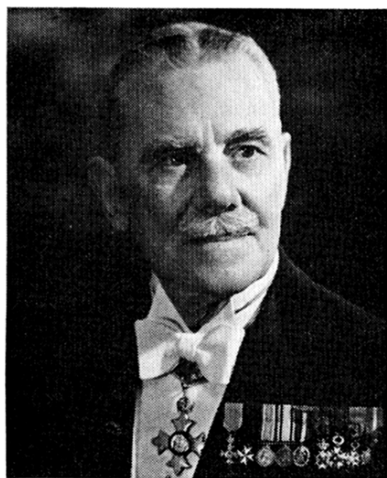




Major-General Gilbert Savil Szlumper, CBE, TD

who was born on 18 April, 1884, died on 19 July, 1969.

Son of Alfred Weeks Szlumper, himself an eminent engineer, and nephew of Sir James Szlumper, pioneer in the construction of South Wales railways, he was educated at King's College School, Wimbledon, and studied engineering for two years at King's College, London. He then took three years' practical training under J. W. Jacomb-Hood (F), Chief Engineer to the London and South-Western Railway.

With this Railway Szlumper was to spend the major part of a long and distinguished career. Starting in 1905 as Engineering Assistant, he tested and reported on cast-iron bridges in connexion with the new Motor Car Acts. In 1908 he joined the staff of the LSWR's Chief Engineer, surveying and setting out transition curves over the Company's whole network. Two years later he was appointed Assistant Divisional Engineer, Eastleigh, in charge of various widening works, bridge reconstruction, etc.: under the Divisional Engineer he supervised about 300 miles of permanent way. From 1913-14 he was Resident Engineer, responsible for the laying of conductor rails and cables in connexion with the electrification of the first section of the LSWR (about 40 miles), also for the setting out and construction of Hampton Court flyover. In 1914 Szlumper was appointed Assistant to the General Manager of the Line.

Throughout World War I he was Secretary to the Railway Executive Committee and Senior Railway Transport Officer of the British Army. With the rank of Major he served from 1916 onwards in the Engineer and Railway Staff Corps (TA). Promoted Lt Colonel in 1928, he became Colonel in 1937 and Major-General in 1939.

After a year as deputy, he became in 1920 Docks and Marine Manager to the London and South-Western Railway, based at Southampton, in general control of the Docks Engineers Department, of which F. E. Wentworth-Shields was in charge. This Department was responsible for the maintenance of Southampton Docks, Newhaven and Folkestone Harbours, and prepared plans for the extension of Southampton Docks. Szlumper was also in charge of the Company's fleet of 52 Channel vessels and of the mechanical engineers who saw to their design and maintenance. Electrical engineers for generating stations, cranes, etc., were also under his control.

In 1925 he was appointed Assistant General Manager of the Southern Railway (Waterloo Station), and twelve years later became General Manager, in control of the civil, mechanical and electrical engineers departments.

Although in this post, which he held until 1942, his direct engineering responsibilities decreased, his admiration for the profession remained unchanged and his interest never waned.

During World War II he served various Ministries. He was loaned to the War Office from 1939–40, and appointed Director-General of Transportation and Movement: from 1940–41 he was with the Ministry of Transport as Railway Control Officer, and from 1942–45, Director-General of Supply Services, Ministry of Supply. He was then loaned to the South African Government and from 1944–45 visited the Union to advise on railway and port problems. In 1949 he became a member of the Air Transport Advisory Council (of the Ministry of Civil Aviation). He was at that time London representative of the North British Locomotive Company, Westminster.

Major-General Szlumper was awarded the CBE in 1925. He was a Lieutenant of the City of London, a Knight of St John, an Officer of the Légion d'Honneur, and a Commander of the Order of Leopold II. He was a member—and a past President—of the Institute of Transport.

Nearly 60 years on the Roll, he was elected to corporate membership in 1910 and transferred to the senior grade in 1938.

He is survived by his daughter, Mrs Kendzior, and two grandchildren.



James Patrick Leslie, BSc

who was born on 17 August, 1895, died on 19 August, 1969.

Educated at Johannesburg College, he studied from 1911–15 at the South African School of Mines (now Witwatersrand University). He obtained a diploma in civil engineering in 1915, later taking his BSc at the University of South Africa.

During World War I he served from 1915–19 in South Africa and France. He was commissioned in 1916 and saw action in the front line in France with the 229th Field Company, Royal Engineers.

After demobilization Leslie spent a year in London with the Indented Bar and Concrete Engineering Company before returning to South Africa to join the Rand Water Board as Temporary Civil Engineering Assistant—a move which affected his whole future.

The Rand Water Board is a statutory body responsible for supplying water to a population which at that time numbered over a million, in an area of 1874 square miles. Initially most of its supply was pumped from wells and boreholes near the Witwatersrand, but after 1923 derived from the Vaal River near Vereeniging. In the period 1920–40 supplies grew from 10 to 70 million gallons a day, with the prospect of a greatly increased potential should plans for the future be implemented.