

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.

Leslie did not miss the flood tide in his career. From 1920–26 he flung himself into the construction of several major works—a barrage across the Vaal River, intake stations, buildings, pipelines, pumping plant, boilers, etc. In 1925 he became Chief Civil Engineering Assistant, in charge of estimating, design and execution of the 5-million-gallons-a-day scheme for waters from the Vaal River (second and third instalments).

When in 1932 he was appointed Principal Engineering Assistant to the Board, he became in addition responsible to the Chief Engineer for the control of water purification, pumping and distribution in the Witwatersrand area. In the absence abroad of the Chief Engineer, M. Udwin, he acted as his deputy. He himself became Chief Engineer to the Rand Water Board in 1941.

During his term of office as Chief Engineer, Leslie was responsible for the planning and introduction of three major schemes—the Additional Water Supply Schemes of 1946, 1949 and 1953. These provided pipelines and plant to increase the amount of water available from 70 to 190 million gallons a day.

He retired from the Board's service in 1955. A fitting memorial to the man and his work is the Zuikerbosch station, planned and built under his leadership and guidance, which involved the development of a model purification works and pumping station on a new site remote from any of the previous installations.

James Patrick Leslie was a Member of Council from 1952–53, representing South Africa: from time to time he conducted professional interviews in the Union. He was a past-President of the South African Institution of Civil Engineers and of the Associated Scientific and Technical Societies of South Africa.

On the Roll for 48 years, he was elected to corporate membership in 1921 and transferred to the senior grade in 1938.

He is survived by his widow, a daughter, and a son who is also a Member of the Institution.