

firm specialized in structures. With them he was to remain for the rest of his working life. As assistant to Mr Hurst he was from 1910–1915 engaged on the design of road and railway bridges for the Great Western Railway, on steelwork and foundations for the Imperial College of Science, South Kensington, a warehouse in Liverpool, a synagogue in Bloomsbury, a tannery in Bermondsey and an extension to the Royal Naval College, Dartmouth. He joined in consultations on reinforced concrete construction for the Cunard building, Liverpool, and for a cold store at the Royal Albert Docks.

During World War I he served from 1915–19 as a Gunner in the Royal Garrison Artillery, then with the Royal Engineers. He was demobilized with the rank of Captain in 1919.

After the war he rejoined Mr Hurst as Chief Assistant, dealing with bridge-work and structures for large buildings—an elevated water tank and compressor foundations for Eastman's Dye Works at Acton, reconstruction of the R.A.F. Club, Piccadilly, the National Institute for the Blind, Bermondsey Borough Council swimming baths, Westminster Bank, Threadneedle Street, reconstruction of the Army & Navy Stores, three branches of Lloyds Bank, and other projects.

In 1930 he went into partnership with Mr B. L. Hurst (the firm now renamed B. L. Hurst & Peirce) and became responsible for the design and supervision of structural engineering work for many large buildings, including the new building on Victoria Embankment for Imperial & International Communications Ltd (shoring and safeguarding surrounding property and retaining walls as well as foundations and structural steelwork), the new Shell-Mex building on the Hotel Cecil site, Strand, Brettenham House, the Duchy of Lancaster building in Lancaster Place, Hull University, the Bank of England New Change, Bank of London & South America, John Lewis, Oxford Street and the Admiralty Citadel in the Mall. He was also consulted on the Shakespeare Memorial Theatre, Stratford-on-Avon. In 1943, on the death of Mr Hurst, he became Senior Partner.

Himself for many years a church organist, he took particular interest in the restoration of several churches, including St Clement Danes in the Strand. Here in 1955 he was Engineer-in-Charge and derived great pleasure from the reconstruction of so fine a church and in the fact that he lived to see its re-opening.

In 1958 Mr Peirce retired from the firm (now re-named Hurst, Peirce & Malcolm), though continuing his association as a consultant until 1963, when he gave up active work completely.

He was a member of the Institution of Structural Engineers and of the Association of Consulting Engineers. He also served on the LCC Tribunal of Appeal and on various drafting committees of the British Standards Institution.

Elected an Associate Member in 1915, he became a Member in 1932.

He is survived by his widow and one son.

FRANK LESLIE WOOLDRIDGE, who was born on 17 November, 1901, died on 21 April, 1965.

Educated at Wolverhampton Grammar School, he studied engineering at Staffordshire County Technical College from 1920–23. In 1927 he passed the Associate Membership examination.

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