

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, regirding 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.

OBITUARY

From 1948–49 he practised as a Consulting Engineer and was also associated with Sir Bruce White, Wolfe Barry & Partners, of Westminster.

For an appraisal of the man and his work, the farewell address of his staff at the Bridge HQ at Jhelum is worth quoting: 'The name "Everall Sahib" has become renowned and respected throughout the Punjab wherever men talk of civil engineering . . . you will become a legendary figure. . . . Our children's children will know you as a mighty builder of bridges . . . a man who compressed the work of years into months. . . . With only a few exceptions, the great bridges of the Punjab are impressive and enduring monuments to your name.'

Colonel Everall contributed a number of papers to the Institution. He was a Chevalier of the Legion of Honour (France) and a member of the Institute of Welding.

He was on the Roll of the Institution for nearly 60 years. Elected an Associate Member in 1908, he became a Member in 1930.

He is survived by two brothers and two sisters.

Author of:

'Reconstruction of the Attock Bridge across the River Indus on the North Western Railway, India'. P. 230 (1929–30) 234. Discussion: 259. Correspondence: 273.

With co-author D. A. Ball, 'Military Railway Construction, Pt II: Erection of standard bridging equipment'. CEW 1, 563 (1948).

With F. J. Crabb, 'Sectional Dock Caisson for emergency port repairs'. CEW 2, 119 (1948).

With Hugh Russell, 'Military railway construction, Pt I: General design of various standard bridging equipment'. CEW 1, 513 (1948).

With T. O. Cowan and F. W. Butler. 'Cross-Channel ferrying of locomotives and rolling stock.' CEW 2, 187 (1948).