

Senior Vice-President of the British section of the Société des Ingénieurs Civils de France (ill-health forced him to decline nomination for the Presidency). Until 1969 he was Chairman of the Eastern Branch of the Institute of Directors. He took an active interest in the affairs of the Institution, and formed the Peterborough Branch of the East Midlands Association, of which he was Chairman from 1968–69. From 1961–62 he was a member of the Works Division Board, later known as the Works Construction Divisional Board, of which he was also a member from 1969–70 (but owing to ill-health was unable to attend meetings). In 1956 he became a full member of the Institution of Civil Engineers of Ireland, and in 1959 was elected a member of the Société des Ingénieurs Civils de France.

He was devoted to France and did all he could to improve Anglo–French relations. He shared French expertise in wine and food, owned a remarkable library of cook-books and was a Chevalier de Tassevins (Order of wine-lovers). He had a genuine taste for literature and the Arts, and was an artist himself of no mean ability.

Author of numerous technical papers, he contributed to the Institution a section of the Symposium of 4 Notes on ‘Contractors’ Site Layouts’, ‘Cliff Quay Power Station, Ipswich’. D(Wks) (1949). Discussion: 35. Later he introduced an Informal Discussion on ‘The training of civil engineering operatives’, P. 41 (Oct. 1969), 405.

He became a Student of the Institution in 1935 and a Corporate Member in 1940. In 1955 he was transferred to the senior grade. He was therefore on the Roll for 35 years.

He is survived by his widow.



Reginald Herbert Honley Kirkham, PhD, DSc

who was born on 4 March, 1914, died on 24 April, 1970.

From King Edward’s School, Birmingham, he went to Birmingham University, where in 1935 he received a first-class Honours degree in Civil Engineering. He was awarded a Bowen Engineering Research Scholarship, which enabled him to carry out four years’ research under Professor Batho on the concrete encasement of structural steelwork (1936–39), some of the results of which were published in the *Proceedings* in February 1939 (see under). For this work—the first of a number of important contributions to scientific and technical journals—he received a PhD at Birmingham University

There followed four years’ experience in industry: a year in the Stress Office of Boulton Paul Aircraft on strength calculations of aircraft frames, a year

with Chittenden and Simmons, civil engineering contractors, and two years with Sir Alexander Gibb and Partners (1939–43).

Kirkham then returned to research, now at the Road Research Laboratory, where he began his long and fruitful collaboration with Sir William Glanville and F. N. Sparkes into the design and construction of concrete roads, concentrating particularly on the operations of manufacturing and placing concrete. He developed techniques for measuring the performance of mixers, vibrators and spreading machines and did much to improve the construction of concrete roads, supervising on site major experiments on earthworks as well as on the base and surfacing of roads (on the B2465, St Athan, Glamorganshire, the A46, Six Hills, Leicestershire, and the A20, Ashford, Kent).

In 1956 he succeeded F. N. Sparkes as head of the Concrete Section at the Road Research Laboratory, with the rank of Senior Principal Scientific Officer, and so continued until the reorganization of this body twelve years later, when he became head of the Construction Methods Section, with added responsibilities for research into flexible road construction, efficiency of site operations and automatic control of processing plant. In each and all these branches the progress made owed much to his inspiration and guidance, in recognition of which he was awarded the DSc in 1964.

In the last few years of his life he paid particular attention to problems of road maintenance and carried out valuable research work on behalf of the Marshall Committee.

Reginald Kirkham gained international recognition as an authority on concrete and served on many boards and committees. A member of the Airport Divisional Board from 1960–61, and of the Road Divisional Board from 1963–67, he was Chairman of the PIARC* Technical Committee for Concrete Roads, of the Research Committee on Concrete of the Road Research Laboratory, and of several committees of the British Standards Institution. In the affairs of the Concrete Society he was also very active.

By nature reserved, he was a man of decided opinions, yet always ready to take into account the views of others. An able committee man and a firm and fair chairman, he had complete intellectual honesty and a mind able to grasp quickly the essentials of a problem. But perhaps doggedness in the face of practical obstacles was his chief characteristic—and as a result our concrete roads are better designed and better constructed than they would otherwise have been, with improved riding quality. He longed to see more evident results of his work in his own country, convinced that concrete roads could and should be more widely adopted. With so much to give, his comparatively early death is felt as a tragic loss.

Dr Kirkham was elected to corporate membership in 1944 and transferred to the senior grade in 1961.

He is survived by his widow, and a son and daughter.

* Permanent International Association of Road Congresses.

Selected Papers:

Author of 'Factors affecting the riding quality of machine-laid concrete roads'.

P. II, 2 (Oct. 1953), 656. Discussion: 686.

— 'Recent research into the construction of concrete pavements'. P. 27 (Feb. 1964), 241. Discussion: P. 29 (Nov. 1964), 623.

OBITUARY

- with C. Batho and S. D. Lash, of 'The Properties of Composite Beams, consisting of Steel Joists encased in concrete, under Direct and Sustained Loading'. J. 11 (Feb. 1939), 61. Corrigenda: J. 11 (April 1939), 389. Correspondence: J. 12 (Oct. 1939), 382. *Awarded Telford Premium.*
- 'Design of concrete mixes for compaction by surface vibrators'. Proceedings of a Symposium on Mix Design and Quality Control of Concrete, London, May 1954. Published London, 1955, Cement and Concrete Association, pp. 96-106.
- 'Recent experience with regard to the evenness of concrete roads, Great Britain'. Beton, Düsseldorf, 1960, 10 (9), 411 (in German).