

OBITUARY

SIR HAROLD NUGENT COLAM, B.A., was born on 19 April, 1882, and died on 4 October, 1956.

He received his general education at Dulwich College and at Edinburgh Academy. He graduated from Pembroke College, Cambridge.

In 1904 he went to India to take up the appointment of Assistant Engineer, Jodhpur-Bikaner Railway, and in 1911 he became Bridge Engineer to the Bombay, Baroda, and Central India Railway.

From 1916 until 1919 he served with the Royal Naval Volunteer Reserve.

Returning to India in 1919 he served until 1928 with the Madras and Southern Mahratta Railway as Bridge Engineer, and for the succeeding 3 years he was with the Indian Railway Board. In 1932 he returned to the Madras and Southern Mahratta Railway as General Manager, in which appointment he remained until his retirement in 1938. From the end of that year until November 1940 he was Secretary to the Government of Mysore for the Electrical Department. He was also Chairman of the Road Board.

In 1938 he was created a Knight Bachelor.

Sir Harold was elected an Associate Member in 1912 and was transferred to the class of Members in 1932. He was a Member of Council (for India) from 1940 to 1943.

He engaged in much research on bridge stresses and published several technical articles. For his Paper¹ on the regirdering of a railway bridge in India he was awarded a Telford Premium and an Indian Premium, in 1929. Later he presented, jointly with the late Mr J. D. Watson, a Paper² on locomotive hammer-blow.

He is survived by his widow.

WILLIAM CORY GODDARD, M.C., was born on 20 January, 1885, and died on 18 February, 1957.

He was educated at Ascham College, Clacton-on-Sea, and later at Tettenhall College, Staffordshire, and Colchester Technical College.

Mr Goddard was an articled pupil for 4½ years with A. G. Mumford Ltd, and upon completion of his training in 1908 he became Assistant Contractor's Engineer on the Penrith Waterworks' contract, under the later Baldwin Latham, M.I.C.E.

From 1909 to 1912, he was Contractor's Engineer with Messrs A. E. Nunn & Co., and then joined Messrs George Stow & Co., Ltd, Monmouthshire, in a similar capacity.

He served throughout the first world war as an officer in the Royal Naval Divisional Engineers and the 124th (Tunnelling) Company of the Royal Engineers. He was demobilized in 1919 and became Resident Engineer and Works Manager on the construction of the Grwyne Fawr Dam for the Abertillery and District Water Board, under the late John Francis Jupp, M.I.C.E.

¹ "The regirdering of the railway bridge over the Krishna River, Madras and Southern Mahratta Railway, India; fourteen spans of 150 feet." *Min. Proc. Instn Civ. Engrs*, vol. 227 (1928-29), p. 245.

² "Hammer-blow in locomotives: can it not be abolished altogether?" *J. Instn Civ. Engrs*, vol. 17, p. 197 (Jan. 1942).