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Editorial Notes

Foreign Technicians : The introduction of foreign technicians for the purpose of carrying on Indian industries where it is felt that suitably qualified Indians are not available has become so common a practice now that it is becoming positively dangerous to Indian control and a note of warning must be sounded.

This practice is being increasingly exploited by biased foreign advisers in Indian industries and services. If careful observation be made, it will be noted that the foreign technicians introduced are less experienced and no better than those Indians who were, in spite of their long service in the establishment, subjected to "tests of their ability" and declared "unsuitable." If the tests themselves be looked into it would be noticed that on some occasions they had been applied in such a manner as to show up, not ability to carry on, but defects in performance that could be made a just ground for the appointment of foreign "experts," the examinees being thus in a way, sabotaged.

In this respect Indian Administrators keen on having "efficiency at any cost" appear to have been, as it were, blackmailed into introducing foreign "experts" by their foreign advisers who have found that by proclaiming Indians as inefficient they can provide employment for their own kin and retained or regain that control of Indian Industries which they had in the past and do not wish to lose.

It is a remarkable fact that Indians, who served their apprenticeship in India under foreign managers or heads of departments in Indian service and later obtained, through merit, employment in the

same establishment under the same employers, are yet after a considerable number of years' service, not considered fit for such positions as are given to young foreigners who have merely completed only five years' apprenticeship in their own country. This bears a great resemblance to the manner in which it was sought in the past to prove that Indians were not fit to govern their own country.

The danger of this introduction of "foreign experts" without insistence on proper efforts to train and make best use of whatever Indian talent is available is that, in time, with the rapid increase in numbers of these foreigners, representation will be sought for them and will have to be in all fairness granted to them in the corporations, councils, and legislative assemblies of this country with the result that there will be a repetition of the unhappy state of affairs occasioned by the privileges and permission to trade in India, granted to the late East-India Company of notorious fame, and the gradual loss of our own hard won liberties, as before.

Bhartia Electric Steel Furnace. The Association of Engineers had the privilege of a visit to the Bhartia Electric Steel Factory at Swinhoe Street, Calcutta, where products of cast steel are manufactured. About 20 members availed of the opportunity. They were shown round the works in batches of 4. The impression gained was that there was a vast amount of work being done, so much so that there was scarcely space enough to store the materials. Installation of modern labour saving machinery in progress. It was edifying to see that a chemical and physical laboratory is maintained for testing the quality of produce and also the materials used for moulding. Modern methods of time keeping and recording progress of production were also noted with great interest.

The works are somewhat cramped for space and there appears to be no further room for expansion. But when the new installations are completed it is expected that production will be considerably stepped up.

The works are at present equipped with three electric furnaces capable of producing 60 tons of steel per day, a pattern shop, moulding shop with machinery for mass production of moulds for standard railway parts, a turning shop, a welding plant, and a rolling mill. A gas-producer is under construction. Judging by the equipment, layout, and management it appears that it will be possible to obtain

from these works fairly satisfactory steel castings for construction other than railway coaches and wagons, such as castings for stems, sternposts and Rudder bearings for steel ships, etc.

We wish the firm every success.

Chittaranjan. The Association had the benefit of a visit to the New Locomotive manufacturing works under construction on the 22nd March, 1950, a few days before the opening by H. E. the Governor of West Bengal, Sri Kailashnath Katju.

The visit was a most interesting, enjoyable and instructive one. The sight of the magnificent progress made there was a revelation and a great relief from the erroneous apprehension that little was being done. A vast area of waste and undulating land is rapidly being transformed into a township with the amenities of planned housing, lighting, water supply, drainage and roadways for a population of 30,000. Houses to accommodate 6,000 families are under construction. Of these over a thousand have reached completion within two years. Housing has been planned for every worker, from the highest to the lowest grade that will be employed in the Chittaranjan Locomotive Works. The houses of various patterns are being built of Hollow concrete blocks mechanically manufactured with sand from the banks of the Ajoy river. A R. C. Dam 1000 ft. long and 40 ft. high has been constructed across the local drainage valley to form a reservoir in case of failure of the Ajoy River from which the water supply of the town is to be taken. A R. C. storage tank is being constructed on top of a hill 200 ft. high. Filtered water will be distributed from there by gravity. At present water is being supplied through a pressure filter.

Electricity will be temporarily supplied by Diesel electric generators. But later by D.V.C.

Heavy machinery for Locomotive construction have not yet been laid down. But for manufacture of small parts, light machinery consisting of about a 1,000 machines including lathes, drills, milling machines, housed in a large shed 300 ft. × 200 ft. of Indian design and construction, have been fitted ready for operation. All machines are individually driven by electric motors,

10,000 tons of steel have been used for the 1000 machines that manufacture the parts and assemble the locomotives. Also

100 miles of water pipes.

100 miles of sewer pipe lines.

Material for 60 miles of roads.

7000 tons of steel work.

250 m. bricks.

30000 tons of cement.

5 m. cu. ft. each of sand and stone chips.

100,000 cu. ft. of wood.

20,000 gallons of paint.

The total estimated cost of project is a little over Rs. 14 crores divided into Rs. 8.5 crores for workshops and ancillaries and Rs. 5.5 crores for staff colony and welfare.

Site of the works 10 miles from coal belt and 6 miles from the Maithon Dam across the Barakar.

Township will also have shops, schools, play-grounds, dispensaries, hospitals and other social amenities. All houses will have electricity and continuous supply of filtered water.

Project with Tatas E & L will make India self-sufficient—save Rs. 6 crores of foreign exchange.

It is expected that by 1954 the works will be capable of producing 94 locomotives and then gradually 120 locomotives and 80 spare boilers per annum.
