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### Editorial

Things have changed, times have changed, ways of thinking have changed, and we ourselves are caught in the craze for change: Change of the outward appearance, change of the inward arrangement of contents. The old order is gone. The period of depression has passed. We feel the need of a brighter garb. New forms, new faiths, new fancies are the order of the day. We must not be left behind. We have forced the pace of novelty in our own little way.

The proceedings of the Association and the Report of the Council for the last session are worthy of note. The report shows dissatisfaction with the progress made in the past, the partial apathy of members in general towards the functions of the Association: the paucity of papers submitted for discussion; the complete loss of sympathy of a particular set of members: The number of resignations tendered.

All this we take as an indication of the need for change from the old order of things to something newer and brighter.

We have dealt lengthily with Road problems owing to the attention demanded by the increasing traffic and need for layout of new roads in both town and country. Volumes of literature dealing exclusively with road problems may be obtained by members for reference, free of charge, from the Association Library.

The continued existence of the ancient and slow, iron-tired, bullock cart side by side with the modern, highspeed, rubber-tired Motor car offers to engineers in this country a problem as difficult and distinct as that met with in any other country. Contributions from members on this subject will be welcome.

The fear of earthquakes is always with us. We have therefore

reproduced part of a paper read before the Bombay Engineering congress in 1935 dealing with the causes and nature of earthquakes and with methods of forecasting their advent to take timely precaution. The complete paper with all its diagrams will be found in our library. Contributions from members on this interesting subject are invited.

The procedure of work on the New Howrah Bridge is engaging the attention of Bridge Builders and designers. Some matters regarding Bridge design and construction seem therefore to be called for. We have gathered from papers read by Messrs Handman and Howorth before the Institution of Civil Engineers some interesting particulars of the Lower Zambezi Bridge which was completed in 1935. The papers contain comparison with some of the larger Bridges built in India and one point of topical-interest is that the contractors were The Cleveland Bridge and Engineering Company while among the consulting Engineers were Messrs Rendel, Palmer and Tritton, whose names have been heard in connection with the New Howrah Bridge. Apart from that the papers contain much edifying matter on foundations, well-curbs, and well-sinking that one would not regret reading through.

Shipbuilding is at present undergoing a boom. During the last year more than 4 lakhs of Rupees has been spent in India alone on shipbuilding. The value of vessels under construction during the current year is already more than Rs. 3,00,000. More orders may be placed during the year. The amount under consideration is over Rs. 10,00,000. The quantity of steel used in vessels constructed last year was over 400 tons. This year it is estimated that the vessels under construction on the Hooghly alone will require over 500 tons for completion, and those that have been tendered for, but whose orders have not yet been placed would use about 500 tons. These figures are so small as to be negligible when compared with those of other countries. But in comparison with the figures for India during the last 7 years they are relatively large.

The Inland River craft is still necessary as there are not sufficient roads and Bridges to make competition from Buses and railways overwhelming. There is a demand also for coastal vessels. Both these can be economically built in India.

The recent depression in trade had scared away apprentices and students from this branch of Engineering all the world over, with the result that skilled technicians are now in want. For information on this side of the profession an article on "Naval Architecture, Shipbuilding and Marine Engineering" is included in this issue.

That the subject of Engineering, which is generally considered too dull and insipid for Drawing-room conversation, may be made most entertaining when dealt with in the proper

manner, was realised by all who heard Mr. J. N. Das Gupta's talk on "Romance in Engineering" at the Meeting of the Association of Engineers at 2 Royal Exchange place on the 3rd March 1937.

While we are on the subject of Drawing-room talk, it is interesting to note how topics for conversation are gradually changing and how Engineering subjects are gradually invading the Drawing-room. It usually commences with reference to some engineering product and proceeds to a comparison of its technical details with that of another similar product.

There is scarcely a drawing room where the Motor car is not mentioned and the excellencies and defects of the various types of cars discussed—their engine performance, their control gear, their valves, their ignition system, their lighting system, the streamlining of their bodies etc. When the Air mail arrives or is delayed how often one hears discussion on the advantages and disadvantages of the Aeroplane and the Airship, of the Monoplane and the Biplane, of metal bodies and non metal ones.

When evening comes on and keen anxiety for the latest cricket or football, or racing results draws everybody to the Radio set, the tuning in seldom takes place without some reference to wavelengths and frequencies, to valves and transformers.

On a hot night after a visit to a modern well equipped cinema house, one is compelled to recollect the cool, refreshing delights of air conditioning, and invariably the talk all round centres on the air conditioning plant, what it is, how it works, etc.

These are just a few of the commoner examples that show the influence of Engineering on the conversation of the day. More examples may be stated but these are sufficient to bring out the point.

Before closing our remarks we wish to make known our appreciation of the services of the previous Editor, Mr. N. N. Rudra B.Sc. (Cal.), B.Sc. (Eng.), M.A.E. towards the publication of this Journal. Confronted with the inefficiency of various printing presses, lack of contribution from members, failure of support from his sub-editor due to ill-health, and with his own appointment as an examiner under the Electricity act, he has laboured single handed to maintain the production at a worthy standard, contributing articles himself or extracting up to date information from the numerous periodicals in the Association Library for the benefit of the Mofussil members who cannot attend personally to make use of it. He has now taken charge of the maintenance of the Library and we are sure that he will render equal service there.