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Dean Hitchcock Travels

The Dean recently spent a week-end at Glenlyn, Virginia, with Mr. M. P. Lawrence with whom he went to Europe in 1924 to attend the World Power Conference. At Glenlyn, 25 miles east of Bluefield, West Virginia, is located the main electric generating plant of the Appalachian Power Company, and Mr. Lawrence is its superintendent. This company is a part of the American Gas and Electric Company system. When Mr. Lawrence took charge in 1920, the station had a capacity of one-fourth of that of the present time. It had four 1250 H.P. boilers; now there are thirteen, the last one of which can generate 400,000 lbs. of steam per hour, which is fifty per cent in excess of the total capacity of the original four boilers. This is an illustration, and one case only of an enormous number, showing the rapid growth in this particular field during the years prior to the depression.

The Dean drove by the way of Charleston, Kermet, Beckley and Princeton—316 miles—with many crooks and turns south of Charleston. At Kermet is located the new and quite celebrated roller dam in the Kanawha river.

On the return trip—which was made in eight hours running time—the Dean spent three hours at the plant of the Libbey, Owens, Ford Glass Co., Charleston, with Mr. C. E. Bliven, M.E., 1909, who is superintendent of the mechanical department of 130 men. Here also were two other Ohio State graduates. This plant has a normal force of about 1200 men, with a technical group of twelve or thirteen men. Of this technical group, three, or approximately 25%, are from Ohio State. The plant, during the depression, had been operating with a greatly reduced force but now it is getting back to normal and quite extensive installations of new equipment are going on. Such signs are most encouraging for prospective Ohio State graduates.

Through the Dean's contact with some of the officials of the Power Company in Bluefield he has obtained the latest map of all of the transmission systems in the south-east—many thousands of miles, covering all of the states from Philo, Ohio, to Vicksburg, Mississippi. This map shows the transmission systems for fifty different organizations, and how these systems are tied together from Alabama to Ohio—which really means Chicago.

Engineers' Dream May Soon Come True

With the announcement of Secretary of Interior Harold L. Ickes that public works funds will be used to promote a transcontinental highway, a Super-highway spanning the United States over which automobiles can travel at a 100-mile-an-hour speed (a project which for two years has been under consideration) looms nearer.

At the national conference held recently at Baltimore, Secretary Ickes, in a speech, condemned current catch-as-catch-can work on road developments. He stated that work on miscellaneous highways will be conducted with the goal in mind of perfecting a transcontinental road.

This announcement fits in perfectly with the plans of a group of highway engineers who, for some time, have been planning such a highway which will permit automobiles to cross the country from coast to coast in a time almost rivaling that of an airplane. With the recent developments in automobiles, which have given them more power and speed than can be used safely on our present-day highways, it is time that such a development in highways be considered.

Engineers in considering such a highway have encountered numerous obstacles, but they claim that the biggest of these are already overcome.

One question is that of road surfacing; the ordinary type being unsuitable for high-speed traveling. Fast automobiles are built almost rigid and must depend on the road for resiliency. However, a new flexible surfacing which absorbs automobile vibration has been developed. It is black in color, non-skid, and unaffected by sun, snow, ice or rain.

Sir Malcolm Campbell says that the importance of resiliency in a roadbed cannot be underestimated. Campbell should know since he is the holder of the world's automobile speed record. His feats of speed have been accomplished on the flexible, carpet-like surface of Daytona Beach sands, which the tides renew twice daily.

There is the problem of curves. A motorist traveling at a speed of 100 miles an hour must be able to see a half mile ahead at all times. Because of this the super-highway must be practically free of curves and its surface must be flat and smooth.

The super-highway, as planned, will contain four lanes, each 20 feet wide and separated by eight-foot gravel strips. Cars in trouble may pull over on these strips and not hold up traffic. The two outer lanes will be for slow-traveling vehicles and the two inner ones for high speed traffic. The two center lanes will rise over all intersecting highways and cross roads, while the low-speed lanes will connect with the customary traffic circle.

Tunnels must be provided under large cities. Of course, the highway will skirt all cities possible, otherwise, the high-speed lanes will be depressed to avoid conflict with the local traffic.

Motorists speeding down the high-speed lanes need have no fear of cross-wise traffic, nor of other motorists suddenly entering their lane. There will be no direct entry from any connecting highway into the high-speed lane. Motorists wishing to enter the high-speed lane must first enter the outer lanes and then take a cross road which runs diagonally 500 feet before it connects with the high-speed lane. This gives the driver on this lane a 500-foot knowledge of the entry of another car into his territory.

Signal and semaphore devices will further safeguard the high-speed driver. For his convenience there will be service stations and maintenance garages stationed a distance of ten miles outside each city, and at points 100 miles apart thereafter.

The Ohio State Engineer

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Undue Criticism

A member of the engineering faculty has recently been severely criticised. The criticism was heaped upon the individual by the mayor of an Ohio community. The administration of this municipality was attempting to secure federal funds for the construction of a city water works. The case was brought up before a Federal board for hearing.

It so happens that the member of our faculty was employed as a consulting engineer for a privately owned water company and gave the facts of the case as he saw them. Unfortunately for the municipal enterprise, the testimony given by the engineer was in favor of the private concern. The mayor, naturally disappointed, indignantly wrote to Governor Davey. The city official strenuously objected to "educators on the payroll selling their services to public utilities."

We often wonder how some of our public officials can be so narrow in their views. Could it be possible that this Ohio mayor could not understand that regardless of who gave the testimony, the facts would remain unchanged? Any ethical engineer would come to the same conclusion if he were testifying for the utility company as he would if he were hired by the municipality.

Consulting work provides one of the best methods for our faculty to keep in contact with the problems confronting and advancements made by the industry. It should be encouraged rather than be rebuked.

A Black Mark

Under "On Other Quadrangles" in this issue we note that the "About Towne Club," University of Pennsylvania, failed to give their musical comedy production this year. We find a similar condition on our own campus.

Quadrangle Jesters, after giving two very successful productions, has failed to carry on. The annual production was expected and eagerly awaited by a multitude of students, engineers and non-engineers alike. A play had been chosen, a cast had been selected, several rehearsals

had been held and then the bubble burst. The quarter comes to an end without a sign of the production.

Quadrangle Jesters' failure to produce was not caused by lack of interest. Past performances have shown that there is a definite place on the campus for an all-male production. We suggest that the Jesters organize earlier next year. With the proper leadership they should once again be able to meet the demands of the students of the University.

It Was Our Move

The Ohio State Engineer has moved out of the Ohio Union. This action has closely followed demands from the Ohio Union Board to move out of our room on the second floor and into a room on the fourth floor. We were also informed that we were to share our new location with another organization.

A demand such as this had been expected for some time as certain organizations had been requesting a similar change from their various political friends on the Ohio Union Board.

Some 1100 engineering students pay three dollars a year as Ohio Union fees and yet the one activity composed of engineering students was ejected. The staff made the request that the Engineer be allowed to remain on the second floor for the few weeks left in the quarter with the hopes that some location could be found in the engineering buildings at this time. This request was flatly denied.

With the beginning of the spring quarter we did find room on the north side of the campus and moved immediately to the fourth floor of the Engineering Experiment Station. We are now conveniently located in our own "atmosphere." Perhaps our move was to our own advantage. We are only objecting to the circumstances leading up to the act. It is apparent that taxation exists without fair representation at the Ohio Union.