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Mr. Robert Hall Chapman, who has been appointed as Assistant Engineer for Bridges to the South Australian Railways, has had a most interesting scholastic career. He is the son of Professor R. W. Chapman, of the University of Adelaide, and is himself a graduate of that University, holding the degree of Master of Engineering. Since graduating he has been doing practical work for about 12 years. After having left the University, he went to Queensland, where he was engaged on the mine fields at Einsleigh. After 12 months' practical work he joined the New South Wales Government Railways Department, on bridge design work, under the direction of Mr. J. J. Bradfield, the celebrated designer of the North Shore bridge. Later he took up construction work on the north coast railway, which, at that time, was being laid. The undertaking involved much heavy work on the lines, and a considerable amount of large bridge construction. In 1915 Mr. Chapman enlisted for active service. He served with the Royal Engineers, and was responsible for important experimental work, which resulted in the adoption of the system of calibration of field guns, by which the necessity for trial shots was obviated. He organized calibration ranges on the coast of Belgium, where all the field guns were sent in batches, calibrated, and sent on into action. When it is realized that before this discovery the trial shots greatly diminished the effectiveness of barrages, its importance, as a factor in warfare, may be recognized. Mr. Chapman's treatise on the subject of the calibration of field guns has been since published by the British War Office. On his return to Australia he resumed his work in the New South Wales Railways Department, but early last year was appointed as a lecturer at the Sydney University. He has now decided to resume his practical work in preference to any academical life.