Ben Barr
Honorary Editor

Editorial

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I am pleased to report that the first Issue of Bridge Engineering was well received by our readers. Excellent feedback was received at the ICE Annual Conference at Belfast and some colleagues were sufficiently enthusiastic to write to the Editor offering their congratulations on the quality of the first issue. One happy reader was kind enough to write: 'For a bridge engineer, such as myself, the first issue of this new journal was packed from cover to cover with the most interesting papers'. We do not expect the same response from all readers for all issues, since a wide range of topics will be covered, with occasional issues being dedicated to specific areas of bridge engineering.

One of the successes of the first issue was the inclusion of a reprint of a paper by Barlow from the 1867 *Proceedings* on the Clifton Suspension Bridge. This paper was appreciated by many readers and a number of requests have been made for similar papers in future issues. The Editorial Advisory Panel has already identified the 250 year celebrations of the construction of the William Edwards Pontypridd Bridge and the centennial celebrations of the Victoria Falls Bridge over the Zambesi (which take place in 2005) as being historically significant events which should be marked by suitable papers in Bridge Engineering. If any readers feel that we have overlooked other historically significant structures, please write to the Editor; however, we do not promise to start a letters section!

I regret that the second issue of Bridge Engineering is running behind schedule. However, we hope to catch up by the end of this year or by the first issue in 2004. The Editorial Advisory Panel is of the opinion that the quality of the journal is more important than the actual date upon which it leaves the printing press. The number of papers under review has

increased significantly during the last three months and we anticipate that the current delays will be eliminated by early next year, by which time a stock of papers will be available at the publication stage. This will help in ensuring that we achieve a good balance of papers in future issues.

I would like to emphasise one of the thoughts expressed in my first editorial— the Editorial Panel aims to develop *Bridge Engineering* as the premier journal for bridge engineers around the world. We are fortunate to have the services of four international Panel Members based in Germany, Singapore, China and the USA. We hope to increase the number of papers published by bridge engineers worldwide and a good number of such papers are already in the pipeline. In addition to publishing papers on the major internationally known bridges, we also wish to encourage shorter papers dealing with all aspects of innovation in bridge engineering.

Readers of this issue will note that the Editorial Panel will dedicate the September 2004 issue to the topic of Bridge Maintenance. Papers will range from short 1000-word contributions to more substantial 4000-word papers. We hope that this flexibility will result in a number of contributions focusing on innovation in this important aspect of bridge management.

One of the major current topics exercising the mind of bridge engineers is 'wobbly bridges'. Two of the papers in this issue deal with this aspect of bridge engineering and further papers on this topic will appear in future issues. The other papers in this issue deal with a range of topics including performance of concrete bridge decks, composite decks, seismic analysis and strengthening works.