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## MUSINGS

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September 1 — 14, 1991

City transport planners urge...

A highway in  
the sky

(By a Special Correspondent)

Plans have been drawn up to give Madras a road in the sky to ease the traffic congestion in the city's main thoroughfare, Anna Salai (Mount Road). Land acquisition along the length of this road, from Anna Statue

(Old Round Tanà) to Kathipara Junction (Nehru Roundabout) in Guindy is expected to soon begin for this new 'bus route'.

This elevated 12.8 km long road, expected to be built with World Bank aid or institutional funding, will, initially, be meant for bus traffic alone. It is expected to cost over Rs. 100 crores and will, in parts, parallel Anna Salai, in other parts run alongside what was once Nandanam's Long Tank. In a couple of stretches, in Saidapet and Guindy, it will run on ground level.

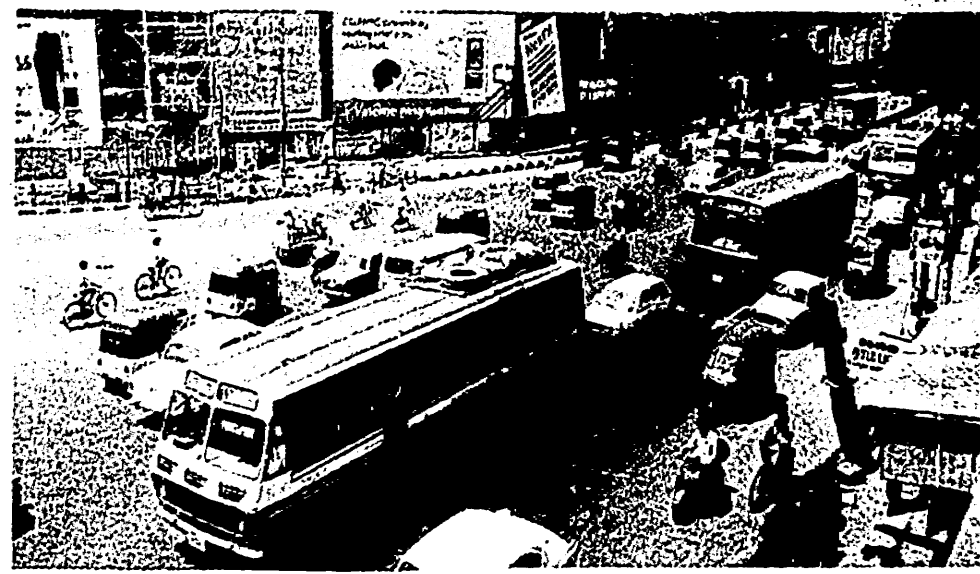
Work on this High-Capacity Mass Transport System skyway is scheduled to start towards the end of 1993 and be completed by 1996. Thereafter, it is planned to upgrade it at a cost of over

Rs. 250 crores into a Light Rail Transport System which is planned to be ready by 2011. The busway will, in the initial stages itself, be built in such a fashion that it can later be upgraded. Until then, bus users will have a comfortable and fast ride all along the new mall to the Mount which will have bus stops at every 800-1000m intervals.

If the plans drawn up materialise into a busway in the sky, this rapid transit system will go a long way towards solving the city's traffic problems of the late 1990s and the second decade of the 21st Century, it is claimed. It has been estimated in a feasibility report prepared by Pallavan Transport for the Madras Metropolitan Development Authority, who conceived the busway, that 400,000 passengers in 1996 and 715,000 passengers in 2011 would want to use public transport in the city every day and, at peak hours, this traffic would need nearly 25,000 and 44,000 trips in one direction in a one-hour period! With such numbers, the sooner work starts on the project the better the chances of the City's survival.

But while plans go ahead for this giant 'flyover', there are some transport experts who believe that for a little more money the city could get a much more modern and efficient transport system. They suggest the city should go in for an elevated monorail along this alignment. This would mean less acquisition of land, they point out, and by using state of the art technology the groundwork would have been laid for a transport system that could last well into the 21st Century.

Protagonists of this view suggest a perusal of such alternative proposals before a final decision is taken.



Believe it or not, Anna Salai — or Mount Road, if you prefer it — can get even more congested than this at certain times of the day. Will a highway in the sky for buses ease this traffic crush? We'll know a few years from now. (Photograph by SUSHEELA NAIR)

Look! No queues  
for the long wait!

(By a Staff Reporter)

I'm glad several people up there paid a lot of attention to my story *The Long Wait* (MM, Aug. 1), even if they didn't all agree with it. But if they all take another look into how to make those long lines outside the US Consul-General's office vanish, then perhaps the story would have been worth it.

That said, the contention of all those up there needs recording. Those lines begin at 2 a.m. and 3 a.m. and are more created — and occupied — by touts and travel agents, on the one hand, and parents holding baba's hands — as is habitual in the Old World — on the other, this reporter has been repeatedly told. Never mind that the picture confirms neither fact. But the purpose is not to debate; it is to solve the problem.

And Bill Lawrence, Director, United States Information Service, writes that all the problems of discomfort outside can be solved if our readers know "two simple facts":

"1. EVERYONE who comes to our consulate between 8.30 a.m. and 11.00 a.m. WILL be interviewed for a visa.

"2. The applicants are briefly screened at the gate, then ushered into an airconditioned waiting room, where television programs from our Worldnet satellite system are broadcast and where they can find snacks and drinks."

Presumably, then, if you do away with touts and parents and arrive for a visa at the American Consulate's doorstep any time between 8.30 a.m. and 11.00 a.m., and not earlier, you will be almost immediately ushered into a comfortable waiting hall — on whose comforts this reporter stands corrected. No queues, no long wait. That, this reporter presumes, is Bill Lawrence's assurance.

But what this reporter can't understand is how Bill Lawrence presumes his story, which led to all this explaining, "gives people the totally mistaken idea that they need to get to the consulate hours before it opens to avoid the long lines that this very practise creates". However, as said before, the purpose of all this is not to win debating points; it is to find a solution.

And one suggestion from someone out there is why not allow an appointment request to be posted in or dropped and send back a reply with a place-in-the-comfort number and time. That might help keep only touts, travel agents, mommas and poppas out in the sun, while baba need only arrive at the appointed time and join his place in the queue inside. Of course, there might be practical difficulties about that that this reporter knows nothing about, but he's sure American ingenuity will be able to come up with a feasible alternative. Shall we now shake hands, Bill Lawrence, and may you continue to "enjoy reading Madras Musings?"

Banks  
for  
buses?

(By a Staff Reporter)

Several suggestions are being considered by Metro planners in the city to ease traffic congestion. The elevated road service is one. Another is the use of the banks of the Cooum for some kind of bus service.

The Cooum, which meanders through the city for nearly 20 kilometres, has very broad banks in some places. It is suggested that when the actual cleaning of the river is taken up in right earnest within the next year or so, efforts be also made to widen its banks in those stretches where they are narrow. These wide and widened banks, according to this scheme, could be strengthened and protected by retaining walls, thereby allowing roads to be laid on them that will take a rapid service of mini-buses. A wheel-cum-rail system has also been suggested for this stretch.

An integrated road and water transport system for the city is another idea being discussed. The water transport system could involve boats, but hovercraft have been mooted as a more suitable means of transport. In fact, the previous government talked about a hovercraft service all along the coast, from Ennore down to Mamallapuram, with plans to extend it further to Pondicherry.

It might be worth ferreting out that proposal from its pigeonhole and looking at it again in the light of other proposals now being discussed.

MANALI RAMAN...



I swear I have had nothing to do with them. I'm not hiding; I just live here!

IN MAD, MAD MADRAS

## The Tholkappiyam according to Karunanidhi

Former Chief Minister Muthuvel Karunanidhi may not have been formally educated beyond primary school, but he has always been a man of letters. He is now occupying himself even more with scholarship than has been his wont. He is busy on a major literary exercise, writing an interpretative commentary on that classical Tamil grammar, *Tholkappiyam*.

Over the years, Karunanidhi has been better known for his screen and stage plays, his short stories and novels, many of which laid the foundations for the Dravidian movement. As journalist and DMK leader, his *Kalaingnar Kaditham*, a daily column in his nephew's newspaper *Murasoli*, was much sought after by the cadres of the party.

But though he had written several literary commentaries, essays and reviews, he had not done a major work and was thus better known for his 'filmi' and political scripps.

The *Tholkappiyam* according to Karunanidhi promises to change all that. So intent is he on this scholarly exercise that he's put politics on the

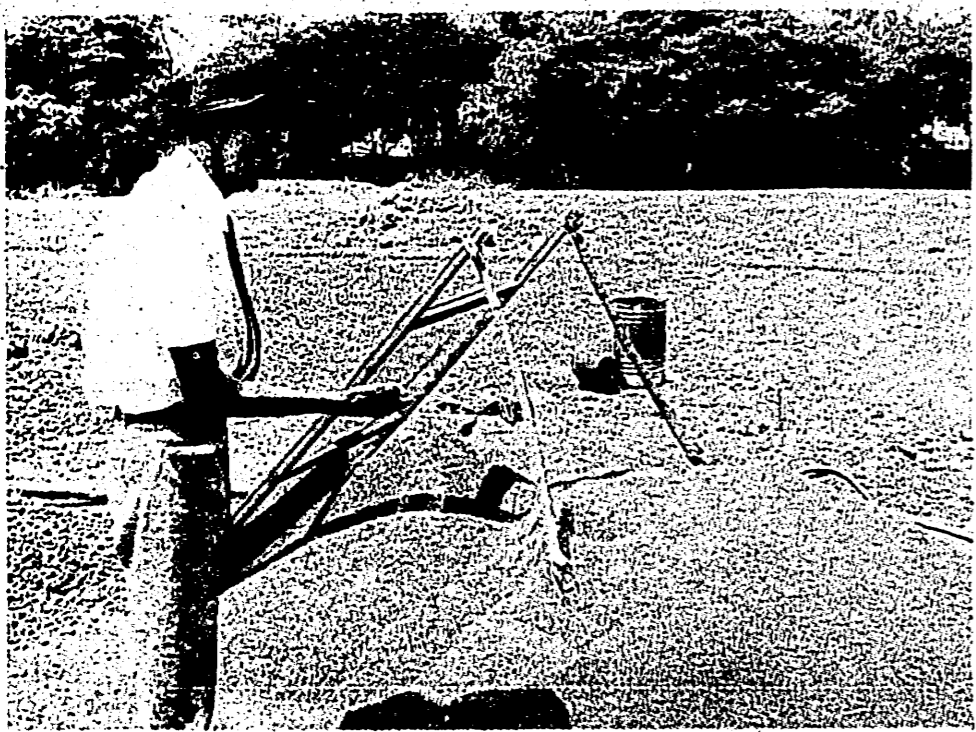
back-burner for the nonce and taken things easy with his daily letters. While this switch-over after more than fifty years in public life may disappoint his political following, the former Chief Minister's scholarly pursuits may yet earn him a more permanent place in the Tamil people's hall of fame than his politics.

Staff Reporter









Subbu, still going strong at 80 plus, relaying the Vivekananda pitch. Here he examines the sand to be used in the changeover from matting to turf. — (Photograph: K.N. CHARU)

## Whither Usha — and look-alike Beena?

P.T. Usha, the finest woman athlete produced by India, is now very much part of the Madras scene. As a Sports Officer of the Southern Railways, she is stationed in the city and is expected to contribute much to the continued Southern Railway's domination of athletics, by coaching several promising newcomers headquartered in the city. But is Usha ready to coach — or does she prefer getting back on the track?

The talk in athletics circles in the city is the comeback that Usha is said to be planning. Her husband, a BSF police officer, now stationed in Avadi, these stories state, is an enthusiastic sportsman and is, therefore, agreeable to his wife returning to the track. There, it is said, she will concentrate on the flats — from the 100m to the 400m, but, as has been suggested by some in the past, may be she'll try the 400m and the 800m. With the stamina she had for the 400m hurdles, the 800m, would certainly not be beyond her — and the 1500m, which is fast becoming a semi-sprint, is not an inconceivable thought.

If Usha does indeed return to the track, whatever her events, will she stay on in Madras or will she ask for a transfer to Kerala to work with the only coach she has ever known, O M Nambiar? That coach would undoubtedly be delighted to work with Usha again, but meanwhile he's busy with a surrogate.

Watch out for Beena Augustine in the next few months as India prepares for the Asian Track and Field Championships and the South Asia Federation meet in Colombo at the end of the year. Nambiar thinks she'll become a major challenger only by the next Asian Games, in 1994, but this writer feels she'll be in the public eye long before that.

Tall Beena Augustine is an Usha lookalike, not only in build but in appearance and background as well. Like Usha, she's from northern Kerala — the Cannanore area — and was spotted in Sports School. She's yet to show the turn of foot of an Usha in the shorter sprints, but seems ideally suited for the 400m and 800m — perhaps even the metric mile — and I can see Nambiar still hankering after that 400m hurdles Olympic medal.

If Usha does return to the track and to Kerala as well, her workouts with Beena could help both immensely. And Nambiar might look to not one but two winners at the next Asiad.

## Talent not in the arena

There is indeed no lack of organising talent in Tamil Nadu, even if the State invariably draws a blank in most games. This was well illustrated, for instance, by the efficient manner in which the State Boxing Association conducted, at short notice, the Federation Cup championships, and the steps the local Badminton Association took to get from R M Veerappan, the Minister in charge of sport and youth welfare, the green signal for a plot of land near Valluvar Kottam on which to build a modern stadium. The boxing meet has just ended, and the TNBA is awaiting formal government orders.

The staging of the Federation Cup meet was made possible mainly by the persuasiveness of the T.N. Boxing Association Secretary M. Mohanakrishnan, a more dedicated official than whom the State has not known. To begin with, virtually single-handed he won a long-drawn-out duel with the influential Tamil Nadu Football Association in the corridors of the

Corporation for use of the Nehru Stadium for the boxing meet, and in the process reminded the TNFA that the stadium was not its private property even if it used it throughout the year. But what mattered most was the rich sponsorship Mohanakrishnan was able to obtain for the Federation Cup. He was able to convince the Indian Bank's sports-minded Chairman and Managing Director, M Gopalakrishnan, that the Federation Cup deserved as much patronage as any of the numerous tournaments Indian Bank had sponsored since he became its Chairman.

The Indian Bank's sponsorships and employment of Indian internationals like Angela Lincy and Sentheshwaran

physical director, P R Subramanyam, that the State Government had plans to build on the college ground by the beach, and the College should hand it over to the P.W.D. before the weekend. He brushed aside Subramanyam's protests, that it would affect the sports and recreational activities of thousands of students, and asked him to carry out the order.

It was to this ground that the Governor, Sir Arthur Hope, would come to watch cricket matches between A.F.W. Dixon's team and the college

by  
**P.N. Sundaesan**

eleven. Dixon, and his close friend Sir Robert Denniston, both pillars of the Madras Cricket Club, did much to break the barriers between the Europeans and the Indians by forming a team consisting of both, and the Governor used to enjoy these attempts at integration. During his visits to the ground, Subramanyam, Subbu to his colleagues, friends and students, would play host and thus got to know Sir Arthur well.

Now, he lost little time in phoning Government House and asking for an immediate appointment with the Governor. He then went straight to Denniston's house and explained the

situation to him. Denniston readily agreed to accompany Subbu to the Governor's.

The Governor greeted them with the remark, "What pleasure brings both of you here?" Subbu replied that it was not pleasure but pain that was the reason for their visit. Subbu then explained that His Excellency would no longer be able to witness the "integrated" cricket matches on the Marina ground because his Government preferred to use the land for building. When the Governor, who loved the game and had appeared occasionally for the M.C.C., asked what he could do, Subbu, backed by Denniston, suggested that he instruct his adviser, Mr Austin, to cancel the order. The Governor did exactly that in their presence.

A few years later, Subbu staved off another threat to the ground with the same diplomacy when the then Police Commissioner, an Englishman, wanted a big slice on the eastern side of it to widen the road between the ground and the beach (now Kamaraj Salai). Thus, the Marina ground was saved for cricket twice — and the sport still flourishes there.

To those of my generation, the Marina ground is a reminder of the halycon years when the beach was a haven of peace and fresh air. Walking or cycling up and down the main road was then a great pleasure, with vast open spaces on both sides of it. The turbaned figure of Ram Singh polishing up his cricket at his club nets on the Plague-shed ground, south of the Examination Hall, is one of my strongest memories.

To return to Subbu, now an octogenarian, he can still be seen at every sports gathering, bursting upon the scene with a hat out of the thirties atop his tiny, but shrewd head. And betwixt these occasions, he can still be seen tending and re-laying cricket pitches. A brilliant sprinter in his youth, who missed the Olympics narrowly, Subbu's stature as a sportsman is the result of his deep love for sport, and the uncompromising manner he has served it without regard to personal gain or reward.

AJAX

## Superbikes & Formula 3s

The 34th All India Motor Race Meet, postponed due to the Gulf War, will now be held on September 8th and 15th at the new race track in Sriperumbudur.

This year's action will include Superbikes and Formula 3 racing cars from abroad, but driven by some of

India's best drivers. There will also be the McDowell's Formula two-seater, the Maruti Formula single-seater and various classifications of Indian bikes and cars.

An action-packed programme has been planned for both Sundays. Not to be missed.


## ANSWERS

1) They were made from scrapped weapons. 2) The invasion of Kuwait. 3) Adi Perukku the traditional day when the Cauvery is in spate. 4) Brindavan Gardens. 5) The destruction of Hiroshima by an atomic bomb. 6) Trishul, Agni, Akash and Nag. 7) V Karunakaran. 8) Isundur, AP. 9) Tharasu. 10) The paper pulp removes salt from the stone which is then coated with

a transparent polyvinyl acetate coating to prevent further damage. 11) Remote sensing. 12) Pushkaram. 13) Jeevodaya. 14) Kuwait. 15) Bharatiya Jnanpith award. 16) President H M Ershad. 17) V and J services. 18) (a) S Mallikarjuniah, (b) Sheikh Yahya H M Al Sagish. (c) Evander Holyfield. (d) John McCarthy, (e) Shapur Bakhtiar. 19) (a) Viv Richards. (b) Yiannis Avramis, captain of the Greek liner Oceanos which sank in a storm. He made this statement before the voyage. (2) It ran without a driver!

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