

WE CARE FOR MADRAS THAT IS CHENNAI

# MADRAS MUSINGS

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## Delhi nod for heritage listing

(By A Special Correspondent)

On September 23, 2001, the New Delhi Municipal Council, in a newspaper advertisement, notified listed buildings in areas under its jurisdiction. With this development, all listed buildings, except those within the jurisdiction of the Army Cantonment Board, now enjoy legal protection. Meanwhile Chennai is still talking about the subject that it first began discussing about 20 years ago and which it revived as a more vigorous discussion three years ago.

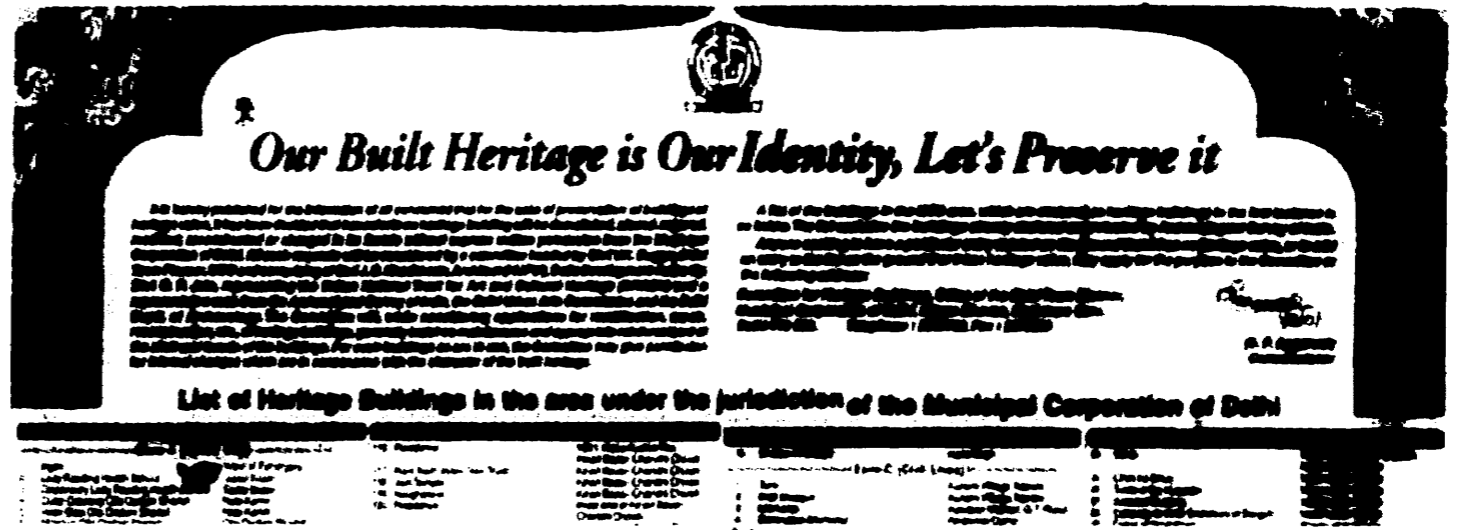
The listing by INTACH Delhi Chapter came as a relief at a time when demolition for the sake of development and encroachment in the name of convenience became the order of the day. Listing, INTACH Delhi pointed out, makes way for public awareness that can generate interest initially to protect and thereby preserve heritage buildings. Various Government and non-Government agencies have begun to use the

Delhi listing as the baseline to measure the progress and decay of our Heritage.

INTACH Delhi's listing culminated in the Municipal Corporation of Delhi issuing a Public Notice in a leading national daily on June 3, 2001 identifying 775 public and private buildings of heritage value and ensuring their safety by ordering "no structure would be demolished, altered, repaired, modified, reconstructed or changed in its facade without express written permission from the Corporation." This could so easily be followed in Chennai, if only there is a will.

A six-member Committee headed by the Chief Town Planner of MCD, and comprising an architect of the Delhi Development Authority, the Convenor of the INTACH Delhi Chapter and a representative each from the Archaeological Survey of India, the

(Continued on Page 7)



Public notification of MCD as advertised in one of the leading national dailies on June 3rd, 2001.

## HIGHWAYS HELP

The National Highway Accident Relief Scheme aims to provide IMMEDIATE care to victims of road accidents which, in many cases, could prove to be life-saving. It is a well-documented fact among medical practitioners that the lack of IMMEDIATE care to accident victims is often the cause of death. Medical aid provided to an accident victim during the first hour after the accident is what determines the extent of damage and the chances of a complete recovery by the victim.

Sadly, the ability to provide immediate care to accident victims is at present almost non-existent. Few hospitals near highways are equipped to deal with these kinds of emergencies and the hospitals that can provide this vital care often do not have ambulances that can trans-

port the victims from the scene of the accident to the hospital.

A group of organisations in Chennai has now come together to help improve the situation. The Automobile Association of Southern India (AASI), the TN Road Development Corporation, Rotary International District 3230 and Trauma Care Consortium (TCC) plan to cover under a pilot scheme the 125 km stretch between Chennai and Tindivanam. Two ambulances donated by the Ministry of Surface Transport will ply this stretch of road and will be stationed at Madurantakam and Tindivanam. The ambulances will be equipped to deal with emergencies and to transport the accident victims to the nearest hospital or to where they will get the specialised medical attention they may require. The service is being

provided by the AASI and will be operated by TCC. The maintenance costs of the ambulances are being borne by the Rotary.

The annual statistics of road accidents that occur in India are truly staggering. Looking at the total length of highways in the United States of America and in India which are 160,000 miles and 57,000 km respectively, it is shocking to note that the total number of fatal accidents that take place on the highways in India is 70,000 a year while in America they are only about 35,000 a year. And if that is not shocking enough, apart from the loss of lives, the economic losses as a consequence of these accidents are to the tune of about Rs. 5000 to Rs. 6000 crore annually! — (Courtesy: CAG Reports).

Divya Mohan

## A capital that basks in a new dawn

Thirty-seven years of conflict has left Colombia with two million displaced villagers. In some cities, urban warfare rages between rebels and right-wing militia members. Farms lie fallow. The economy suffers.

But not in Bogota, the fog-shrouded capital 8,000 feet atop the Andes. In this city of seven million, many Bogotanos agree, things have never been better.

A drop in crime has left the city not only statistically safer than Caracas and Rio de Janeiro, but also more secure than Washington and Baltimore. The economy, although sluggish, is considered Colom-

● Chennai has a new Corporation. And it will undoubtedly face a million problems in trying to give Chennai's citizens a better city. Perhaps this article, by Juan Forero, reporting for The New York Times from Bogota, Colombia, will inspire our City Fathers and make them not only believe that IT CAN BE DONE but will also get them down to work on MAKING A BETTER CHENNAI HAPPEN. — THE EDITOR

bia's sole reliable engine for creating jobs.

More visibly, a three-year multi-billion capital improvement programme has changed the landscape, refurbishing 877 parks, paving 117 miles of roads, introducing sewage treatment to 415 neighbourhoods and building 22 schools and 21 li-

braries. The symbol of the city's transformation has been its new Transmilenio bus system, which uses specially constructed bus lanes and subway-like platforms.

"Incredible, but now this city has possibilities," Edgar Saenz, 30, a designer, said, waiting for a bus. "We can walk downtown

without fear, in a pleasant urban landscape. I think the capital is an example for the whole country."

In the early 1990s, Bogota was a basket case. Traffic made short trips gruelling. Crime was increasing and getting out of control. Refugees were streaming in. Development was hamstrung by corruption.

Then, an unexpected renewal began. Much of the credit, residents and experts on the city say, goes to Enrique Penalosa, a student of urban development who served as mayor from 1998 until January 2001. Many Bogotanos, used to the

city's "despelote", Colombia's controlled chaos, called the effort quixotic.

"This was a city people had spent years hating," Penalosa said. "They talked badly of it and said it would never get better. But now there is a big change. People feel proud of their city. They believe it can get better."

The transformation is being watched by other Latin American cities suffering pollution, congestion and crime.

Behind the changes lies a simple premise. Can-do mayors take office proposing improve-

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# More than a law and order problem

The recent attack with *anavals* and staves on educationist Dr. Natarajan of IIT Madras, who is now moving on to head the AICTE, is deplorable. But even more deplorable is the fact that not one State leader and educationist has thought fit to condemn the attack and express concern about the deteriorating state of law and order in Tamil Nadu.

The attack on Dr. Natarajan is, however, more than a law and order problem. It is, as far as *The Man From Madras Musings* is concerned, a symptom of the times in Tamil Nadu and makes you wonder whether we are heading the way of such violence-prone States as Bihar.

Dr. Natarajan, for all his smiling ways, is known to have been a stern Director at IIT Madras. Faculty, service staff, trade unions have all found him a tough negotiator – and too often they haven't had their way. Undoubtedly he riled several people along the way. But is a brutal physical attack the way to settle scores over matters lost at the negotiating table, disciplinary inquiries or elsewhere?

Unfortunately, that seems to be the increasingly frightening trend in the State. Violence during and after elections, assaults in and around courts, opponents of governments attacked, statues desecrated, offices and homes vandalised, the symbols of law and order violently turned on, debt collection, eviction and settlement of civil demeanours all implemented with force...all these and more are fast becoming a way of life not only in the city but throughout Tamil Nadu. And a State with a once splendid reputation for law and order is now gaining one as a State where might is right and weaponry is the answer to all problems.

Can this slide downhill into the morass of chaos be stopped? MMM fears not – unless there is a change of heart on the part of the judiciary, the political leaders, and educationists in the State. It's time they showed the way, it's time they stood up and were counted as saying, "Enough is enough. It's time to stop goadism in the State. It's time law and order not only returned to the State but was respected."

Of course, the answer is not as simple as it sounds. But the leadership in the various fields can set examples...such as by speeding up the legal processes, such as by not dodging legal proceedings, such as by obeying the law, such as by non-interference in administrative matters, such as by supporting disciplinary matters, and in many other ways. A demonstration of will in practice, not in words, would do a world of good towards improving the tragic state of Tamil Nadu.

## Mayor's agenda

*The Man From Madras Musings* congratulates His Worship the Mayor on his re-election

and wishes him well in making greater progress towards creating a Singara Chennai. But he has his work cut out for him, what with minority support he has in the House as things stand and with, if the past few months are anything to go by, the lack of support from a bureaucracy which sees its future in anything but wholeheartedly backing him.

But, wonders MMM, couldn't we have a miracle and find all those concerned – the majority that's the opposition, the minority that sees no wrong in its leaders, and a bureaucracy that should not have political loyalties but not only has them but wears them on its sleeves as well – growing up and beginning to think about the city and not themselves or their loyalties? Isn't it time the majority and the minority debated every proposal of the Mayor and arrived at a CONSENSUS and ensured that the bureaucracy implemented it or be prepared to be replaced? Isn't it time the bureaucracy showed its respect for the people by respecting the Mayor they have elected, instead of paying such respect to political leaders not elected to the Corporation? And doesn't that respect for the Mayor involve carrying out the decisions agreed on by his Council?

## SHORT 'N' SNAPPY

MMM might totally disagree with the Mayor's obsession with flyovers, but as the First Citizen of our city he is due every respect that goes with that position. At the same time, MMM would expect him to take note of views that disagree with his and give them the consideration and respect they deserve. At the end of the day, MMM hopes that we'll have a Corporation council committed to behaving in an adult fashion and making a wholehearted effort to improve Chennai, instead of choosing to bicker like children and stall all progress.

## Flyovers a priority?

It's unbelievable that after all the discussion over the past couple of years the Mayor still believes in flyovers. He's apparently planning NINE more. *The Man From Madras Musings* hopes that if he ever gets around to building them he will remember that his vote banks include pedestrians and cyclists who would like some safety on the road, bus-users who would like buses not having to struggle at turns or seem in danger of flying over the railings, and car, auto and two-wheeler drivers who would not have to constantly worry about pedestrians and cyclists as they all fight for space in the roads unconscionably

narrowed by the side of the flyovers.

More importantly, MMM hopes the Mayor will spend some time incognito – at least to the extent of doing away with his retinue – watching traffic on some of the major roads and at some of the major junctions in the city and note why there is chaos. MMM may be wrong, but if the four-lane Anna Salai traffic scheme is any example, what is needed is road discipline and the enforcement of it in the toughest manner possible. MMM is convinced that if lane discipline alone is maintained, the city's traffic problems at its numerous bottlenecks will be solved. It would be nice if the Mayor found out for himself how indisciplined road-users are in Chennai and how little the Police are able to do about it. Once he sees that for himself, perhaps a get-together with the police commissioners of the city will help all to fine-tune a way of enforcing road discipline, eliminating road chaos and not having to resort to flyovers unless they are absolutely necessary.

Looking at NOT flyovers, but how the city's traffic moves on its roads and the indiscipline all road-users, from pedestrian to luxury car owner, bring to those roads should be one of the

priorities of the Mayor and his council.

Another priority should be to get all those road-diggers laying cables to realise that they have an obligation to leave a road in an even better condition than it was when they began excavating it. No matter how big the organisations are that have dug up our roads and left them in a mess over the past few months, they must now be made to fulfil their civic obligations or pay a price. Will the Mayor and his council please take on these corporates and government departments and have them fulfil their responsibilities? The point to be noted here is not getting the road-diggers to merely refill their excavations; they need to be made to make the road useable again in at least, if not a better condition, than it was – and that's not too hard to judge; all that needs to be looked at is the undug side of the road... and wherever refilling is done, the difference, not to mention indifference in workmanship, is obvious.

## Picture paranoia

The other day, a photographer from abroad and his companion who had read that *Senate House* was one of the finest examples of Indo-Saracenic architecture made a beeline for

the building that should be the pride of the University, but were stopped in their tracks by watchmen who aggressively insisted "No pictures".

It's an experience many a photographer from in and out of the city has experienced when wanting to photograph some of the landmark buildings in Chennai.

Another incident *The Man From Madras Musings* recently heard about was an Ambassador to India and his entourage being stopped at the entrance to a road in Fort St. George with the words, "Can't enter. Military area". The road was lined on either side with heritage buildings listed by the Archaeological Survey of India and no one in the group had a camera in sight.

What MMM can't understand is why, if such restrictions are to be placed – and under what authority, MMM hasn't the faintest idea – are all these buildings, historic, architecturally splendid or parts of our heritage, listed in all the guides to Chennai as places to be visited and admired? In today's world, places to be visited are also usually recorded on film by visitors. To bar entry to some and bar photography in others which pride themselves on being tourist attractions is only to

drive away visitors in disgust. Which rather makes nonsense of all efforts to make Chennai a tourist destination.

When we are going to wake up to the reality that by banning access to particular roads, secrets – if any! – will not be kept hidden and that by preventing photography the warts will not be seen or a wider audience kept uninformed about them? The other day, MMM read about the proud claim by a leading Indian scientist that India was ready to put into orbit satellites that could identify cars moving on the roads. Many a country has for many decades before had satellites that could read the number plates of the cars and even identify their drivers, so to speak. Yet, policy on such essential tourist requirements as free access, photography, maps etc. continues to remain in the dark ages in India.

MMM agrees that there are times when many a military area must be considered off limits. But areas like Fort St. George and many other areas with heritage buildings could, even in imperial times, always be visited and photographed. It is only in recent times that we had slid into a dark age of our own creation. And we wonder why more people from abroad do not want to visit India!

– MMM

## Chennai Festival?

The annual Music Season is getting longer by the year, the initial two weeks now stretching to nearly four MONTHS! Nevertheless, there is quite a lot of good fare offered, though with so much on offer for so long, crowds have been getting thinner.

Chennai in recent years has also got itself an annual 'Tourist Fair'. What the fair has to do with tourism, *The Man From Madras Musings* has never quite found out, except that it is organised by the Tamil Nadu Tourism Development Corporation, which no doubt makes some money from it. Replete with Government exhibits, ramshackle stalls selling a variety of tawdry goods, and a range of mass entertainment, much of it supplemented with rickety, outdated equipment, it's a fair that will neither draw the tourist nor the big spender, though in an entertainment-starved city it still draws a mass audience.

To offer the tourist and those a little freer with their purses something better, there's talk now of what could be called a 'Chennai Festival'. Thought of as being an added attraction for that peak tourist season – from when the Music Season begins to over the Pongal week – plans to get it underway have been discussed rather late in the day. But with a team committed to at least make a start in 2001-2 and build on it for the following season, *The Man From Madras Musings* sees hope of it getting underway as scheduled.

The Festival, from what MMM hears, will look at particular roads in the city and will get all those with a stake in those roads involved in the Festival. Two stretches MMM has heard of are Pantheon Road and the Marina. On Pantheon Road, exhibitions in the Art Gallery and the Museum, performances in the Museum Theatre and the Museum gardens, a Cooptex-arranged textile fair and special offers at all the shops and restaurants on the road are being discussed. Plans for the Marina include a Food Court, theatre and dance performances, and sophisticated 'fun-of-the-fair' games. A couple of other stretches of city roads are also being looked at and, if all works out to plan, there might be five or six stretches of fun, entertainment and shopping and dining experiences that would kick off the Chennai Festival.

If it is made to work – and MMM is convinced it can – the Chennai Festival is something that could be successfully sold together with the Music Season and Pongal Festivities to draw visitors, initially, from other parts of India and then from wider afield.

## OUR READERS WRITE



### Not the answer

'Crisis Solution' (MM, September 16th) by V. Rajagopal must have irritated many women waiting with plastic pots in variety of colours at the water distribution points. They want water here and now.

When MGR was the Chief Minister, he toyed with the idea of shifting the state headquarters to erect loudspeakers outside *Senate House* as the Hall could not hold all those who had come to listen to the talk on 'Democracy in Contemporary India'. The late S.R. Venkataraman of the Servants of India Society, told me there were about 3000 persons inside and outside *Senate House* to hear the lecture.

I wonder whether the picture was taken then.

\* \* \*

In 1959, a trial run by a tram (MM, September 16th and October 16th) was undertaken from Royapettah Tram Shed to Luz and back. I can vouch for it, as I was a resident of Mylapore then.

The vacuum created by moving out Government offices will be filled by industrial and commercial houses. Chennai's importance as a major seaport and as an international airport and a large employment market for skilled workers and professionals will continue. Chennai will continue to be a large city, even if it ceases to be the state capital. At the time of Andhra partition, people thought that Chennai would shrink in importance. Actually, Chennai's growth has been in geometric progression after formation of Andhra Pradesh.

Our history shows how one of the Indian emperors unsuccessfully attempted to shift the capital from Delhi to Daulatabad. What is required is not wasting our resources and energies on will-o'-the-wisp projects but concentrate on projects that can fetch early results.

Nature has endowed Tamil Nadu with a long sea-coast. Conversion of seawater to potable water is being done in many countries. In the long run, it will be cheaper than Government spending large amounts every year to transport water by train and lorries. A large number of projects for conversion of seawater into potable water should be taken up.

Rainwater harvesting in buildings and leading surplus rainwater that runs off into the sea, into the underground, without being contaminated by sewerage should be seriously pursued by Government. What is lacking is concerted efforts by Government. Even if half the zeal shown in providing telephones in rural areas is shown in providing protected drinking water supply, we would not be in the middle of the sorry state of affairs.

M.G. Balasubramanian  
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15, IV Seaward Road  
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Thiruvanniyur, Chennai 600 041.

### Vertical fans, indeed

The vertical fans shown in *Senate House* (MM, October 16th) existed and were also installed in the Constituent Assembly Hall and in St. Andrews Kirk, Egmore.

In August 1949, C.R. Reddy, the Vice-Chancellor of Andhra University, delivered the VSS Endowment Lecture at *Senate House*. Sir A.L. Mudaliar had to arrange to erect loudspeakers outside *Senate House* as the Hall could not hold all those who had come to listen to the talk on 'Democracy in Contemporary India'. The late S.R. Venkataraman of the Servants of India Society, told me there were about 3000 persons inside and outside *Senate House* to hear the lecture.

I wonder whether the picture was taken then.

The tram tracks with electric posts in the middle of the road were removed only later. Perhaps the Madras Tramway Company (which stopped operations in 1952) expected to revive their running.

C.A. Reddi  
57 Rundalls Road  
Vepey  
Madras 600 007.

### Remembering the doctor

Dr. S. Rangachari's car (MM, August 1st) was a Rolls-Royce! I was on a visit to the Rolls Factory in Shrewsbury in England. At the end of the visit I was being escorted to my car when suddenly my friend stopped and asked me to spare a few moments to meet someone who had visited India. We retraced our steps to a room where I was introduced to an elderly person snoozing in an armchair. When he was told that I was from India, he excused himself for a moment and reached for his wallet. Instead of a visiting card he opened a leaf in his wallet and carefully extracted an old photograph. "Sir", he said to me "do you know this gentleman?" There, standing alongside of him in front of a beautiful, long, open-topped Rolls-Royce car was none other than the great Dr. Rangachari!! This old man

### More on telephones

Telephones (MM, October 1st) came to Madras in 1881, within five years of their invention. To begin with, it was point to point (one point was at Fort St. George), only two locations connected to each other. Then it grew. Madras Telephones on this basis celebrated its centenary in 1981. A special postage stamp was issued at the time.

The telephone system was with a private company (only trunk traffic was with the Government Telegraph Department). In 1942, Government took over the private company's facilities, together with those in Bombay and Calcutta.

# Must we ask the imperialists for help?

I appreciate *Madras Musings'* concern for the preservation of a clean environment and prevention of pollution of every kind. But the article titled 'Helping Hand from English Heritage' (MM, October 1st) evoked different feelings and set my blood boiling.

Though India was originally a rich country, it was made poor by Mughal, British and other foreign rulers. Despite its diverse culture and economic backwardness India has successfully faced many challenges and has come a long way since Independence.

Shouldn't we be proud of being an Indian – a part of that country which has a glorious heritage, the civilisation that propounded scientific theories even when half the world was still uncivilised? Or should we take pride in being a successor of that section of a pre-Independence generation which found greatness in holding a servile

position under foreign imperialists and was happy to live on the dole meted out to them for slavery? On reading the article referred to, I can only conclude that *Madras Musings'* answer would be the latter.

Does heritage mean remembering our slavery? Should we preserve Chennai the way it was when chained in shackles of slavery in the pre-Independence era? Do we have to shamelessly ask those very people who enslaved us to come here again and help us? By doing so, 'heritage' would get a new meaning – it would mean preserving the tradition and culture of foreign imperialists and the symbols of native slavery. Britain's interest in preserving structures it built in the erstwhile colonies only reveals a present super-imperialist attitude towards its previous colonies. Articles like this only reflect the inferiority complex we Indians have and it was precisely this attitude that led to

the advent of British rule in India. Let us be clear in our minds: Indian heritage means only Indian heritage and not and can NEVER mean British imperialist heritage.

S. Aarti  
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Chennai 600 087.

EDITOR'S NOTE: What does reader Aarti suggest we do with the landmark buildings in the city, most of them in a state of collapse? Do we let them take them out of our tourist guide books? Do we let them collapse and build anew structures that in no time break? Do we vacate them to show our distaste with what they symbolise to some? And how do we go about showcasing those glorious symbols of those numerous kingdoms that fragmented the geographical entity that was the subcontinent, India?

The first telephone exchange in Madras was in a rented building at Audiappan Naicken Street. It was shifted in 1920s to its own building, *Telephone House*, near the Flower

or so – at Pachaiappas' College building (the same building that is now Pachaiappa High School), opposite the telephone complex in Flower Bazaar. The logic of the

water needs' (MM, October 1st). I wonder whether specialists from among your readers could throw light on the exact function of groundwater, say, as a binder, supporting subterranean flora and microscopic fauna having their role, imperceptible to us.

To my mind, groundwater should be left intact and only surface water should be used. Not simple shortage but lack of conservation and storage accounts for the present predicament. Water is a precious resource and should be judiciously used.

N. Dharmeshwaran  
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### The harvest

I refer to my article 'Options for city's water needs' published in MM, October 1st. With the city recording a rainfall of 47 cm during July-September, a surface water harvesting of 1 sq. km. of land area would have provided 1.4 million litres of much needed water per day during the 90-day period.

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Consulting Engineer  
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Chennai 600 035.

I now wonder about the plane Reader Ganapathiraman referred to. What make was it and did the good doctor pilot it? I wouldn't be surprised! Does anyone have information on this?

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### PLEASE NOTE

All letters for The Editor's attention should be addressed to The Editor, c/o Lokavani Hall-Mark Press Pvt. Ltd., 62/63, Greames Road, Chennai 600 006.

All business correspondence should be addressed to The Director, Chennai Heritage, 260-A, TTK Road, Chennai 600 018.

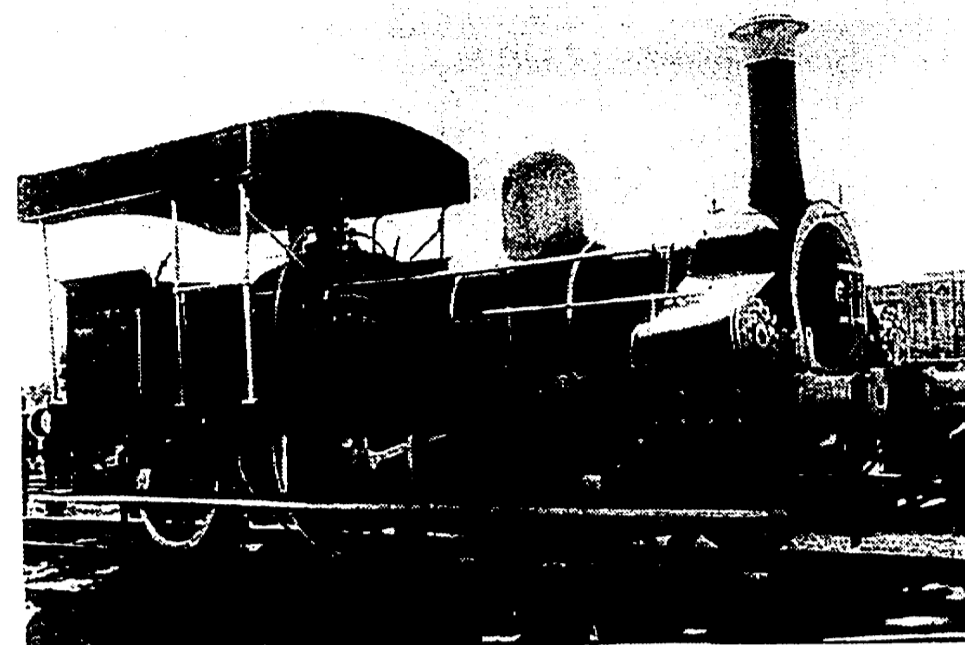
P.R. Chandran  
Triplicane, Chennai 600 005.

### Groundwater's function

Reference the well-researched Rarticle on 'Options for city's



# At 146, the 'Queen' still runs



The 'Fairy Queen', when she arrived as the first exhibit at the Transport Museum, New Delhi.

She's the grandma of all Indian steam locomotives. In fact, she is the oldest surviving locomotive in the whole of Asia.\* Her name is *Fairy Queen*, but her story is neither a fairy tale nor remotely concerned with royalty-related gossip. She was born in 1855, inside the foundry-cum-works of Kitson, Thompson and Hewitson of Leeds, England. She, and a twin sister, were shipped to India for operation on the broad gauge lines of the London-headquartered East Indian Railway (EIR) which, when inaugurated at Howrah on August 15, 1854, became the second railway in Asia, after the Great Indian Peninsula Railway (GIPR) which commenced operations in Bombay on April 16, 1853. The EIR was the predecessor of the present Eastern Railway (ER) which was formed on April 14, 1952.

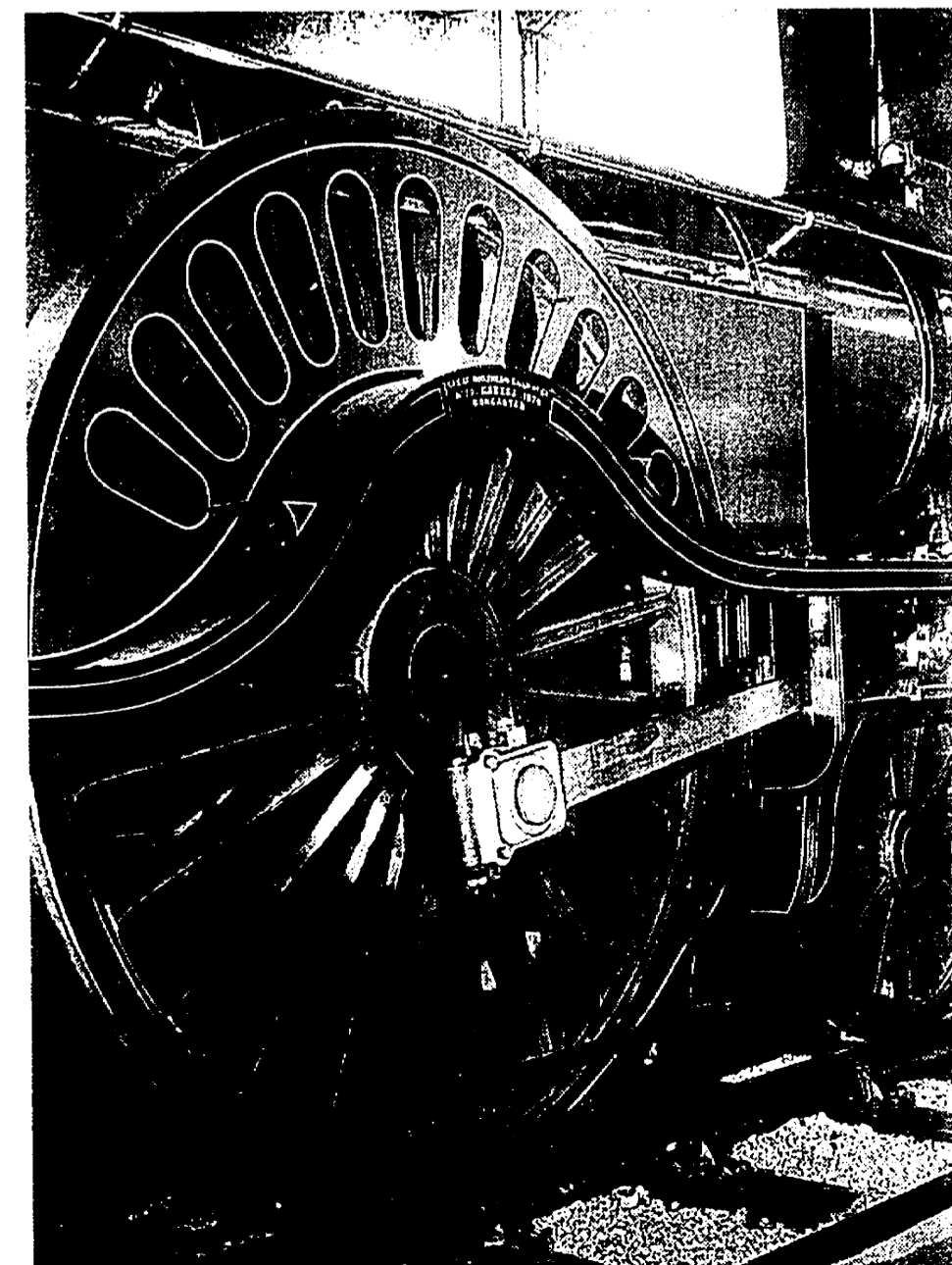
How chequered has been the history of this ordinary-looking, but otherwise noteworthy locomotive may be judged from the milestones in her life. To start with, she was not christened until the age of forty; an inexplicable delay when you recall that by 1895 there were scores of named engines running on India's growing railway network. Thus, *Fairy Queen* spent her youth and more, carrying the prosaic appellation Engine No. 22, which was changed to No. 92 in 1881, and yet again re-numbered 101 in 1884, a year before the naming ceremony!

EIR locomotive No. 22 began her career by hauling light Mail trains on the Howrah-Raniganj segment. She usually took five hours to complete the

\*The first railway in and outside India was opened in 1864 in the former Dutch East Indies (the present Indonesia). By then there were ten railways in British India. Editor's Note: The *Guinness Book of World Records*, lists her as "the world's oldest workable broad gauge locomotive".

121-mile (194 km) run. That works out to an average speed of about 25 miles an hour (39 km/h): a telling comment on what constituted "express speed" in those times!

*Fairy Queen* ended her working life as a construction locomotive on EIR's lines in Bihar in 1909. She was then withdrawn from active service, an euphemism for discardment, and languished on a quickly forgotten siding, until someone in the railways was struck by the brilliant idea of elevating *Fairy Queen* on to a pedestal outside Howrah station, where she spent 34 long years of sitting statue-still. In 1943, she was brought down from that perch and taken to EIR's Zonal Training School at Chandausi, where her role was that of satisfying the curiosity of railway trainees. There she remained till she was moved to Delhi in 1972, by which time the idea of establishing a railway museum was fast

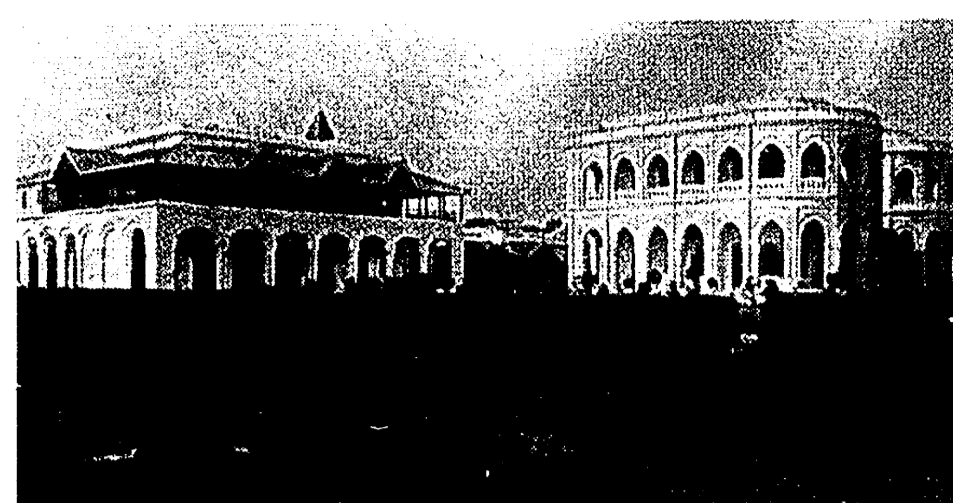


A close-up of a massive driving wheel that helped power the early locos.

growing. In the event, the museum was opened at Chanakyapuri, New Delhi, on February 1, 1977. The pride of place went to *Fairy Queen*, who had been refurbished and restored to working condition. The 122-year old engine used to be steamed on occasions to make special 'live' trips on the track inside the museum precincts.

The *Queen* was dressed up in her original livery of black and green, her wheel rims were painted white, and all visible copper and brass parts were burnished to mint condition. This resurrection did not last for long; a third bout of inactivity for this much-used, and abused, engine followed. Fortunately, it was not for too long.

India's original show-case tourist train, 'Palace On Wheels', which used to run on a metre gauge route from Delhi to parts of Rajasthan fell prey to the much hyped Railway Gauge Conversion Plan (a fad in reality) when its original route was converted to broad gauge. Then came the grand scheme of reviving that wheeled palace in conjunction with the Tourism Corporation of Gujarat State. The ornate private saloons of India's old Raja-Maharaja fraternity, which were of broad gauge dimensions, were selected to form a spanking new 'Palace On Wheels' which would attract dollar-splurging tourists. The locomotive chosen to haul the new train was the *Fairy Queen*. She was sent to the Integral Coach Factory, Perambur, for the necessary systemic and cosmetic surgery.



We could have used a newer picture of our OLD - the training school attached to the Teachers' Training College, Saidapet - but chose a picture dating to the early part of the 20th Century when the school and college were housed in a neatly hedged uncluttered campus. We have in the past commented on the twin circular frontages of the school building. Today, they are echoed in the NEW, Raheja Towers on Anna Salai, one of the newest buildings and one of the most upmarket ones to come up in the city.

Whereas the OLD still remains gleaming white - or, occasionally, creamy - and open to the breezes of the space surrounding it, the NEW, clothed in gloomy dark glass, has to depend on power-hungry airconditioning to make life comfortable. How differently can a pair of curves be handled by architects of different ages!



That exercise has produced a sparkling train for the broad gauge, headed by a 142-year-old locomotive. Its run and ambience were tailored for the West, where many have an insatiable appetite for 'live steam' - its aroma, sounds, stack talk, et al! The nuts and bolts, diehard, rail buffs among the train's passengers are captivated by the now strange looking driving mechanism of the *Fairy Queen*; namely her single driving axle which rotates a pair of wheels.

This peculiar design, known as classic British 'single-wheeler', retained its popularity in Britain for more than 50 years after its introduction in 1833 by Robert Stephenson, the only son of George Stephenson, perhaps the most famous name in the history of railways. The salient feature of locomotives of this type was the size of the driving wheels. The largest were nine-footers but most had driving wheel diameter varying between 6 feet and 8 feet. The *Fairy Queen* and her sister engine had relatively modest-sized drivers.

Single wheelers eventually became what their designers had intended them to be - speedsters. In addition, many engines of this type were aesthetically pleasing. However, the *Fairy Queen* was not endowed with either of those

attributes. Many English and Scottish engineers designed machines of this variety. Patrick Stirling of Kilmarnock, Scotland, built some outside-cylinder single wheelers which were the forerunners of his later 8-foot singles which rank among the world's sterling machines (pun intended). The domeless steam boiler characterised all his locomotives.

The 18-year period from 1888 to 1906 witnessed some thrilling railway races in Britain. Many single wheelers participated in those contests which were held on the railway routes from London to Edinburgh and Aberdeen. A disastrous derailment at Salisbury on July 1, 1906 brought the racing to an end. Twenty-four passengers and four railwaymen were killed.

G.D. Patwardhan

Madras Musings' footnote:

When the loco was brought to the Perambur Loco Works for servicing, its boiler tubes started cracking after which it could not generate steam. It also had other minor problems in the axle.

Though the tubes were leaking, the boiler, even if it was 146 years old, was not corroded and most of the other parts were completely intact.

A team of railway personnel from the Golden Rock Workshop at Tiruchi and those who had earlier served in the Madurai Steam

(Continued on Page 7)

# Awareness through stamps

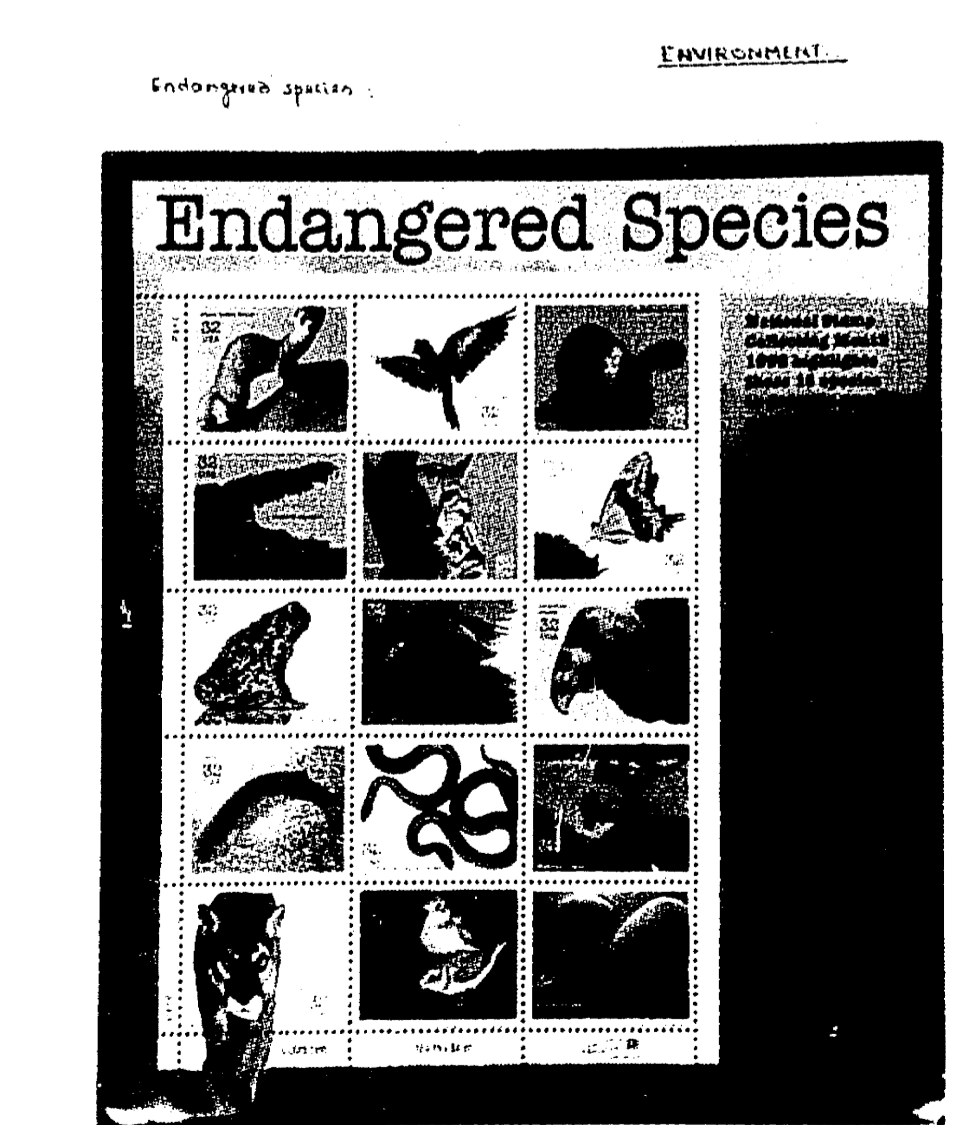
THEPEX 2001 (to denote Transport/Information/Technology/Environment/Pollution Exhibition), a thematic exhibition held at the Lalit Kala Akademi recently, was a rare treat, not only for die-hard stamp collectors, old and young, but also for novices like me. Of particular interest were the stamps that focussed on the environment. One student's 'Environment' collection progressed from stamps on Rain Forests to Endangered Species - animals, birds, butterflies, ending with a message (through stamps, of course) on ways to save the environment, through controlling population, soil and water conservation.

Another collection that caught my eye was the one on 'Maps on Stamps'. Besides fascinating facts on maps (that the oldest known map was drawn on a clay tablet as early as 2300 B.C. in ancient Babylon, and that the Greek geographer Ptolemy (90-168 A.D.) was the earliest to show the world on a map), the collection had over 134 stamps on maps from countries across the globe. One stamp even showed Ptolemy's map of Sri Lanka drawn in 150 A.D.

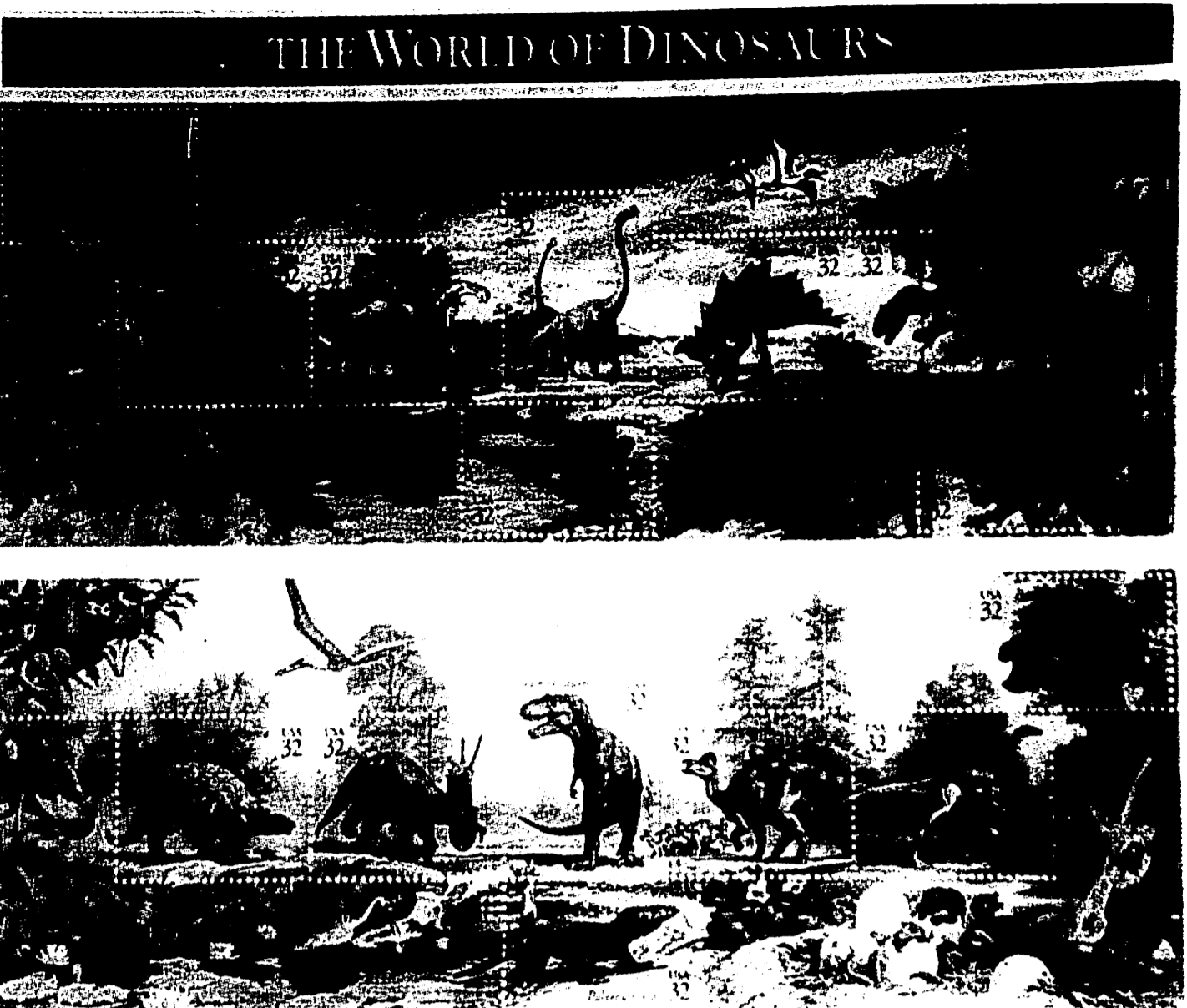
Of the Classic collections, the Travancore State Collection with its oldest cancellation of 1784 stood apart. The Bhutan Collection exhibited



The Himalaya - and its flora and fauna.



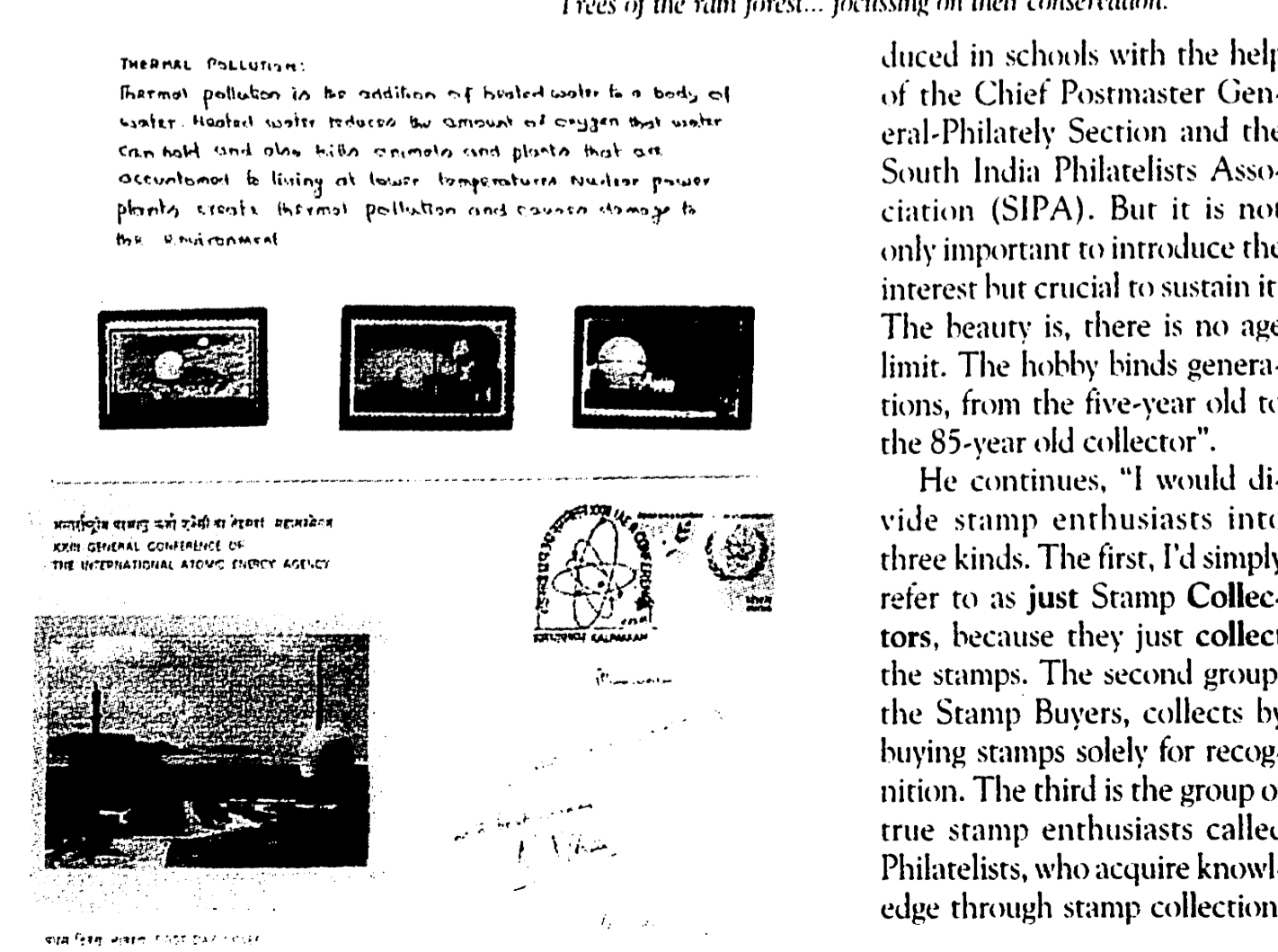
A set of 15 Indian stamps that focus on 'Endangered Species'.



Two set-tenants from the U.S., featuring eight stamps in one and seven in the other, all focussing on the world of dinosaurs.

the world's first set of relief stamps, plastic-moulded stamps, 3-D stamps, printed cloth stamps, tin sheet stamps, even talking stamps. The set-tenant (a French word that means 'joining together') collection - a single picture separated by perforations to make more than two stamps - was another crowd-puller. It had set-tenant pairs, sheets and composite blocks that had four stamps making a single picture.

P.S. Seshadri, a mechanical engineer, and stamp collector for the last 36 years, has been conducting workshops on stamp collection in schools all over Chennai, for about 15 years now. He says, "With the current pace of life and the ambient distractions, children need to touch base with hobbies like stamp-collecting which exercises your thinking powers and increases your imaginative skills, besides providing so much information. Nehru Stamp Clubs are currently being intro-



A look at pollution caused by energy production.

(Continued on Page 8)



## Quizzin' with Ram'nan

(Questions 1 to 10 are from the period October 1 to 15. Questions 11 to 13 pertain to Chennai. Questions 14 to 20 relate to Tamil Nadu)

- Who is the nation's first ever Chief of Integrated Defence Staff (CIDS)?
- Which militant group carried out a ghastly suicide bomb attack on the J&K Assembly, killing 31 people, on October 1st?
- Effective October 1, 2001, which two domain name extensions have become active globally?
- Who is the new Prime Minister of Bangladesh?
- Who is the recipient of this year's Nobel Peace Prize?
- What historic ruling did the Supreme Court pass as regards 'contempt of court' by advocates?
- Who is the new 'Maharaja' of Gwalior?
- What new medical scare is now hitting the U.S.?
- Which American is to be bestowed a knighthood for his role in the aftermath of the WTC tragedy?
- Whom did boxer Mike Tyson batter into submission in Copenhagen, recently?
- Where in the city was a desalination plant set up recently?
- According to a study, out of the 18 pedestrian subways in the city, which is the most used one?
- Which police station in the city became the first to install the 'E-beat', a technology-aided security system for patrolling, recently?
- Where near Coimbatore do tourists frequent an elephant farm?
- Name the Nobel Peace Laureate who took part in Gandhi Jayanthi activities in Madurai on October 2nd?
- Hops Croft Holt Hotel in Steeple Astine and Slaley Hall Estate are the two hotels in the news. Why?
- What prestigious award did Dr.T.Muthu Kannappan receive recently?
- The first indigenous teleport facility of the country was set up in the State on October 11. Where?
- What is the presiding deity at Marudhamalai temple called?
- What is now housed in the Tamukkam Palace of Rani Mangammal in Madurai?

(Answers on Page 8)

# Leading India into broadcasting

Madras has many firsts to its credit, and one of the most noteworthy is the establishing of a public broadcasting service.

The first systematic broadcast programme service in the country was organised in Madras in 1924 through the initiative of C.V.Krishnaswami Chetty, the Electrical Engineer of the Corporation of Madras.

Considering the fact that the world's first broadcast was made in England by the Marconi Company in 1920 and that regular transmission of broadcast programmes there started in 1922, Madras was not far behind.

That India, a country then not in the forefront of scientific or technological achievement, should be literally placed on the world radio map so early was due to the drive of the young Krishnaswami Chetty, to whom credit is due not only for organising the first Radio Club and its broadcasts, but also for the first municipal radio broadcast service in the whole country (this in 1930).

Carnavalli V.Krishnaswami Chetty studied electrical engineering in Manchester, England shortly before World War I. Marconi's 'wireless' was at the time slowly becoming 'radio' as we understand it today. With the growth of popular interest, academic interest also grew in the subject. Krishnaswami Chetty learnt Radio Engineering besides Electrical Engineering. He had the benefit of observing first hand radio in its infancy and was bitten by the 'radio bug'. He became a 'radio ham', an amateur radio operator.

Returning to Madras after the War, Krishnaswami Chetty joined the Corporation of Madras and became its Electrical Engineer.

Early in 1924, representatives of the Marconi Company of England toured the length and breadth of India demonstrating their wireless sets and encouraging interest in radio broadcasting. In Madras, they gave their demonstrations in April 1924. As a result of these demonstrations, many interested in radio decided to form a Radio Club in the city, and at a meeting convened at Ripon Building, home of the Corporation of Madras, The Madras Presidency Radio Club came into being on May 16, 1924, the first of the radio clubs in India. The Commissioner of the Corporation, G.T.Boag, took a keen interest in the formation

of the Club. C.V. Krishnaswami Chetty, as one who knew radio engineering, was the spirit behind the Club.

The Club began broadcasting programmes on July 31, 1924, the day the Madras Presidency Radio Club was officially inaugurated, with the Governor, Viscount Goschen, as its Patron. The inaugural meeting was held in Holloways Garden, Egmore, which presumably was the location of the radio studio. July 31, 1924, then, is the date of the first radio broadcast in India, and is officially accepted as such by All India Radio.

The Club was sustained by the grant of a proportionate share in radio licence fees collected by the Government of India. Three and a half years later, the Madras Presidency Radio Club came into grief when responsibility for organised broadcasting in India was entrusted to a newly formed private concern, the Indian Broadcasting Company, and the proportionate share in licence fees was discontinued for all radio clubs.

● *Going through our old clipping files, we came across a series of five articles R.A. PADMANABHAN, a veteran journalist, wrote for the now sadly defunct Indian Review. Today, the subjects of these articles have become commonplace or have vanished, but we publish the series as a reminder of their beginnings. This is the fifth and last article in this series.*

— The Editor

The Indian Broadcasting Company started its first radio station in Bombay, the Viceroy, Lord Irwin, inaugurating it on July 23, 1927. The next station, in Calcutta, was inaugurated the next month, on August 26, by the Governor of Bengal, Sir Stanley Jackson. These were very small medium wave radio stations, with transmitters of only 1.15 kw capacity, with a listening range of about 30 miles.

### Corporation Radio

In October 1927, the Madras Presidency Radio Club wound up because of financial difficulties. Madras was left without a radio station as the Indian Broadcasting Company was not able to start more stations due to lack of funds, since the number of radio licences in force was only 3,594. Under the circumstances, it seemed a great pity that the Club's own radio broadcasts had to be given up.

At the time of the closing down of the Madras Radio Club, the transmitting set used by it was presented to the Corporation of Madras on condi-

tion that it organised a broadcasting service in the city. Municipal bodies in England had set an example by undertaking such broadcasts and it was felt that Madras should do likewise.

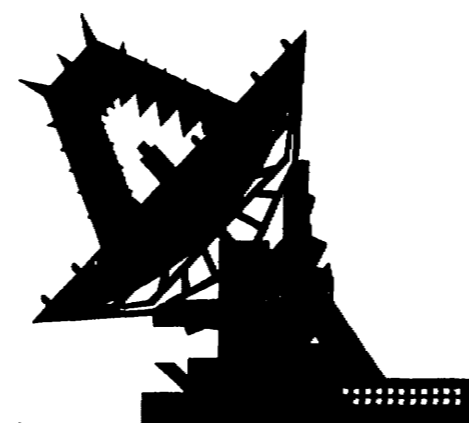
But red-tape was not to be easily unravelled. The Corporation's application for a licence to broadcast got bogged down in endless correspondence with the Government of India. Sanction came ultimately nearly two years later, in May 1929. It was a great day for the Corporation of Madras.

Krishnaswami Chetty was put in charge of the Corporation Radio and got down to making the necessary arrangements, such as constructing a fairly sound-proof studio and other such work. Meanwhile, policy matters, such as the objectives of the radio service and its day-to-day working, were being discussed.

The Administration Report of the Corporation of Madras for 1928-29 said: "Arrangements are being made for starting a regular broadcasting

service by the Corporation. The objects are:

- To provide radio music, especially for the benefit of the poor, in the various parks of the City every evening from 5 to 6-30 p.m. At present, the band engaged for providing music in various parks of the City plays by turns at various parks. The proposed arrangement is to make the band play at the Broadcasting Studio and fix loudspeakers in various parks of the City, so that every park may have music every day of the week.
- To make the school life of the boys and girls attending Corporation schools more interesting by giving them talks on various subjects by wireless, drill at these schools to tunes broadcasted (sic) by the wireless will also be conducted, the drill-master giving instructions from the studio at stated hours in the week.
- To broadcast news on civic matters.
- Health propaganda. A large



amount of money is now being spent on health propaganda every year. Some portion of this amount may be diverted to wireless."

The studios of the Corporation Radio were located in Ripon Buildings itself and the transmitter mast was erected on top of the building. After test broadcasts had been made, the Corporation Radio went on the air on April 1, 1930. It functioned for 8 years and 5½ months and closed down only when All India Radio started its Madras Station on June 16, 1938. The transmitter which inaugurated the broadcasting era in India was presented to the Madras Museum.

The Corporation Radio of Madras was placed on a sound footing thanks to the efforts of Krishnaswami Chetty and the authorities of the Madras Government. The Indian Broadcasting Company in the north was not to have similar luck and went into liquidation on March 1, 1930, its broadcasting services being carried on for a month by the Liquidator of the company. The Government of India got sick of its affairs, and on April 1, 1930 assumed direct control of it, placing it under the Department of Industries and Labour and designating the new service The Indian State Broadcasting Service. By October next year, the Government of India decided to close down the Service, but were prevailed upon to continue it. The vicissitudes of this Service and its final blossoming as All India Radio in 1936 are a different chapter in the development of radio in India.

The teething troubles of the Corporation Radio in Madras are described in the Administration Report of the Corporation of Madras for 1929-30 as follows: "The Municipal Broadcasting Scheme... consists at present of broadcasting vocal and instrumental music from the Studio at Ripon Building every evening from 5-30 to 7. The programme of music... is as follows: 1. Mondays & Thursdays: English Music. 2. Tuesday, Friday & Sunday: South Indian Music. 3. Wednesdays & Saturdays: Hindustani Music. "Owing to restricted finance, mostly amateur artists are at present engaged on a small remuneration as fixed by the Council.

(Continued on Page 8)

## A sign of things to come



● This picture has nothing to do with Chennai, except that it could be a sign of things to come. The picture, a reproduction of a painting by N.S. Bendre (1910-1992), was on the front of a card announcing an 'Auction of Paintings & Works of Art' (presumably, the paintings are not works of art) by newcomers to the Indian scene, 'BOWTINGS - Fine Art Auctioneers'. An expat-run organisation hoping to improve on Sotheby's and Christie's record in the Indian art world, the Bowring auction is scheduled to be held at The Oberoi, New Delhi, at '6 p.m. prompt' on November 5th, the catalogue price of Rs. 500 admitting 2 persons to the view and auction. But what intrigued Madras Musings most about 'Kashmiri Women - Oil on canvas, 68.75 by 90 cm.' was the asking price - Rs. 1,000,000 - 1,500,000! Is this, then, the sign of things to come - paintings priced in the millions as an investment in hard times? Bowtings seem confident that it will be.

## Delhi nod for heritage listing

(Continued from Page 1)

Delhi Urban Arts Commission and the Delhi Department of Archaeology, will scrutinise all the applications for repair of listed heritage buildings coming under MCD's purview.

The response the Delhi listing has evoked, this correspondent is told, indicates the beginning of a conservation movement. O.P.Jain, Convenor, INTACH Delhi, states, "The purpose of listing can only be taken further with greater participation and co-operation from civic and corporate bodies. We now have to formulate guidelines for the MCD to implement this heritage programme to ensure that Delhi remains one of the most beautiful capitals of the world".

As a prelude to the MCD's action, a two-volume illustrated

publication - by INTACH Delhi - documenting 1208 buildings and 26 areas of historic value in Delhi, was released by the Prime Minister Atal Bihari Vajpayee, who pointed out that "to preserve Delhi's history we need to preserve its heritage".

The book is the first attempt since 1913 to comprehensively document Delhi's built heritage. Secondly, the publication is illustrated with photographs and zonal mapping, which brings the effort at conservation to an implementable stage for government authorities. Lastly, the book was undertaken by public and private agencies working in close cooperation.

Listing all the historic buildings of a city is an important task because only on the basis of understanding the morphol-

ogy of an area, which the list presents, can appropriate policies and programmes for change be drawn up. In the case of Delhi, absence of effective legislation, uncontrolled growth, rising land values, complete disregard for heritage and inappropriate planning controls have meant that the built heritage of Delhi has been under continuous threat. Moreover, in spite of Delhi having been in existence for over 3000 years, of which the last thousand years have been an uninterrupted existence, fewer than 200 historic buildings are given a protected status. Therefore, as consultant Ratish Nanda said, the attempt while preparing this Delhi list was primarily to document the fast disappearing built heritage of the city and then present it to the scholars and general pub-

## A CAPITAL'S NEW DAWN

(Continued from Page 1)

ments that residents of more livable cities take for granted: that traffic can be controlled, that mass transit can work and that crime can drop.

Mayor Antanus Mockus, a son of Lithuanian immigrants who preceded and succeeded Penalosa as mayor, began changing the stubborn, me-first mentality in Bogota. A seat belt law took effect. He unclogged roads, banned parking on sidewalks and initiated anti-litter campaigns.

Mockus, a former professor, did away with the corrupt transit police force and raised money by selling off the city's once inefficient energy company.

The progress has not eliminated some serious problems. The crime rate, although far lower than in the mid-90s, remains a persistent threat. A housing shortage is becoming

more acute with the annual arrival of 160,000 new inhabitants, many of them displaced by the grinding civil conflict here.

The quality of life in Bogota began to change with Mockus. Cars were restricted in peak hours, to cut down on pollution and traffic. Bars were closed at 1 a.m., to keep drunken drivers off roads. Gun control became a mission.

Then came Penalosa with his big projects. About 70 miles of bicycle routes were built through parks and along sidewalks. Next came the bus system intended to replace the wheezing, aging clunkers that made driving a nightmare.

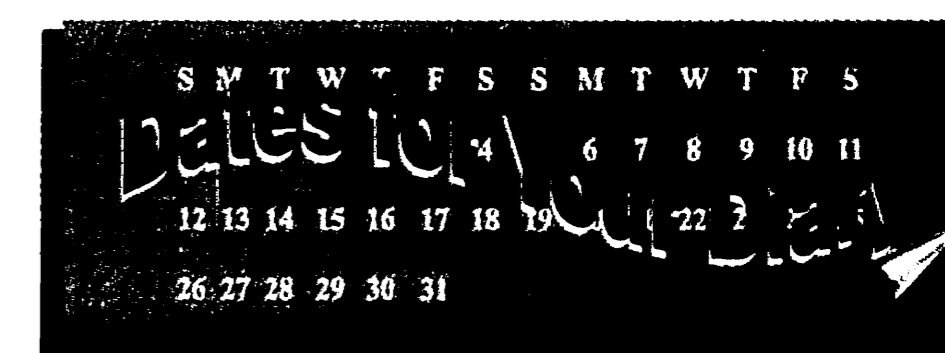
The national police force also modernised its operations. Homicides dropped.

Penalosa focussed much of his attention on the poorer neighbourhoods, having schools built and water and sewer lines installed.

"Penalosa understood that modern cities need to make up for the precarious situation in some areas, to make available access to public services of high quality," said Juan Carlos del Castillo, a professor of urbanism at the National University here. "What this means is that Bogota has advanced, while the rest of the cities have not."

Through the changes, Bogota has maintained its charm, the whispers of its tumultuous past evident in neighbourhoods like the colonial Candelaria and in the tightly packed downtown with its worn but elegant buildings.

Heberto Acero, 58, a security guard, said his neighbourhood was electrified and had telephone service and drinkable water. "When I came here," he said, "we had to buy our water from tanker-trucks that came through every four days."



Till November 10: New Berlin - on process, - an exhibition of recent works by Rm. Palaniappan, one of India's leading printmakers and artists, who commands great respect in the artistic community for his progressive ideas and internationally acclaimed graphic works. In this collection, Palaniappan has used multiple techniques, inspired by the reconstruction of the city of Berlin (at Apparao Galleries).

November 13: Discussion on Comic Art by Markus Huber and Isabel Kreitz who with their

Indian colleagues will present some of their recent works and open a discussion on the comic as an art in Germany and India. Isabel Kreitz is one of Germany's best young comic-talents. Born and living in Hamburg, her comic productions often describe scenes out of city life. Markus Huber's comics are always defined by their context - mostly based on the reality of Hamburg, where he lives and works as an illustrator (6 p.m. at Max Mueller Bhavan).

November 22: A benefit performance of THE LIVING TREE, a dance theatre production of The Cleveland Cultural Alliance. Donor Cards available at the Music Academy from November 15th. (6.30 p.m. at the Music Academy, in aid of the Spastics Society of Tamil Nadu.)

November 24-25: From Bach to Tchaikovsky : A Workshop by Parag J.Trivedi, Bombay, on eight great composers with an introduction to their music, their lives and times. Trivedi, a Visiting Professor at the Universities of Bombay and SNDT, Pune, has conducted numerous workshops on Western Classical Music appreciation. The workshop is mainly meant for musicians, music students and enthusiasts with a keen interest in Western Classical Music. Registration before November 14. (9 a.m.-6 p.m. at Max Mueller Bhavan.)

December 2: Carols and Solo Performances by Young Artists. Choirs: Polyphonics (+juniors) subjuniors. Conductor: Gita Menon, former Chairperson and Examiner of the Board of Studies of Western Music at the Madras University. Her choir was formed in 1986. (4.30 p.m. at Max Mueller Bhavan.)

It is hoped that it will raise the public's consciousness of the value of their cultural heritage, and act as a catalyst for a mass movement for conservation. - Sir Bernard Fielden, one of the world's leading conservationists.

● The first step towards preserving its past has been taken in the form of the two volumes which list Delhi's heritage... This has specifically identified structures which must be saved from rapaciousness of developers, owners, illegal occupiers... All future conservation strategies will flow from this listing since it has ably established what needs to be done. - Patwant Singh, The Asian Age

● As a framework for conservation, a guide to government policy, a gazetteer for the curious Delhi-wallah or as a baseline for research, the book is a magnificent starting point. - William Dalrymple, Times Literary Supplement, London.

● It is a historic step in preventing the spread of the urban nightmare and a model for other cities to follow... - Sunil Sethi, Indian Express.

● The great service that this book does is to list notable examples of colonial architecture. Much of what was built in the 19th and 20th century is routinely built over because it is considered to be too young to be historical. The listing is a ready reckoner for the ASI, town planners, travel agents, tour guides, historians, even policymakers. - Mukul Kesavan, Outlook.

## THE QUEEN STILL RUNS

(Continued from Page 4)

Loco shed were brought in to help with the work which was completed. They re-sub components, spares and sub-assemblies after repair, instead of replacing and retrofitting, to preserve its heritage value.

During servicing, an air-brake was fitted in the engine rear along with a compressor to enable it to haul modern air-conditioned coaches. The rejuvenated loco can touch speeds upto 40 km. per hour, can haul one AC chaircar coach, carrying around 60 passengers and a service car.

Most of the equipment in the loco is made of brass, including the boiler. The engine, weighing 26 tonnes, has one set of driving wheels, one set of leading wheels and one set of trailing wheels. The driving wheel of the engine is over six feet.

It was at Perambur Loco Works that the challenging task of overhaul was done when it was decided to put the Fairy Queen into service again in 1997.



# Leading India into broadcasting

(Continued from Page 6)

"The only loudspeaking equipment possessed by the Corporation at present is being moved from park to park each week, but as the scheme is to give the benefit of radio music to the rate payers in general, simultaneously, in the various parks of the city, the question

of financing and the purchase of additional loudspeakers required is under consideration. It is also hoped that all the schools in the Corporation will in due time have small receiving sets, so that interesting lectures by Radio, on hygiene, etc. may be given to the school boys and girls. It is also proposed to have drill to the tune of radio music in all the schools, but until funds are made available, the existing arrangements will continue..."

## Answers to Quiz

1. Lt.Gen.Pankaj Joshi; 2. Jaish-e-Mohammed; 3. .info & .biz; 4. Begum Khaleeda Zia; 5. The United Nations and its Secretary General, Kofi Annan; 6. That they cannot practise until the 'offended' court clears them; 7. Jyotiraditya Scindia; 8. Anthrax; 9. New York's Mayor Rudolph Giuliani; 10.The Danish boxer Brian Nelson.

\* \* \*

11.Ayodhyakuppam near Ice House; 12.The one near the Anna Statue on Anna Salai. 13. Teynampet.

\* \* \*

14.Top Slip; 15.Margaret Corrigan Maguire of Northern Ireland; 16.They are the two hotels which the former Tamil Nadu Chief Minister Jayalalithaa has been accused of buying; 17.The Dr.Rajah Sir Annamalai Chettiar Award for 'outstanding contribution to Tamil Language and Literature'; 18.Chennai and it is offered by Raj TV; 19.Dhandayuthapani; 20.The Mahatma Gandhi Memorial Museum.

## Answers to Environmental Quiz

1. (a); 2. (b); 3. (a); 4. (c); 5. (b); 6. (a); 7. (b); 8. (a); 9. (a); 10. (a).

25 miles, Rs. 75, less 10% for Cash or V.P.P."

The Corporation Radio brought to the mike for the first time many of the leading musical artists of the day, and took advantage of their presence in the city during the December music season. It also provided light music, but such music of those days lacked the raucousness and tinsel glitter of the present day. There were, thank God, no film music nor Listeners' Choice or "You asked for it"! Its announcers were not artificial but simple and straightforward, without attempting at unseemly gimmicks or flourishes or rhymes as they do now. There were no "throw at you" flamboyant nonsense, nor the rigmarole of name recitation... The announcements were for the programme and the programme was not for the announcements. There were talks and *Hari Katha Kalakshepams*, but no radio plays; that genre of radio programmes had not born yet.

### Wireless with wires!

Advertisements for wireless sets appeared in the Press from the time the Madras Presidency Radio Club started its broadcasts. A 1925 advertisement read: "Radio in Madras! Listen in on No.1 Gecophone. Crystal Detector Set...Effective range

## AWARENESS THROUGH STAMPS

(Continued from Page 5)

Stamp collecting as a hobby for children definitely need not be expensive if you go about it the right way. SIPA's early stamp exhibitions concentrated on stamps of a single country (which is actually more difficult). Later, we diversified into themes that afford greater possibility for imaginative and creative thinking. One 11-year-old enthusiast recently showed me his collection on Anatomy, with stamps of all the different parts and organs of the body!"

12 year-old S.M.Jagdish of Bhakthavatsalam Vidyashram, who started at the age of three, has over 2000 stamps in his personal collection, and says, "I en-

joy collecting and trading with stamps. Besides owning the stamps, I get to learn a whole lot about countries whose name I've only heard about. And you get even more curious as you go along". He finishes smiling mischievously, "Obviously, when you want to exchange stamps, you need to know something about the country to which the stamp belongs, at least to be able to convince the other person".

The exhibition, however, concluded on a discordant note, for some participants at least. The last day saw a few prized stamps and pre-stamped covers pilfered (neatly cut out with a blade). Obviously some stamp

## Know your environment

We offer you another quiz today. The answers to it are something every reader should be aware of:

- Of the following organisms, which is a first-rate pollution monitor:  
a) Mollusc b) Honey bee c) Dandelion d) Butterfly
- A newspaper contains one of the following toxic elements:  
a) Cadmium b) Lead c) Manganese d) Mercury
- As innocuous an activity like using a hair-spraying can on a large scale can drastically affect :  
a) the ozone layer b) the ionosphere c) the magnetosphere d) the troposphere
- Coal burning hearths or stoves produce one of the most hazardous gases:  
a) Sulphur dioxide b) Carbon dioxide c) Carbon monoxide d) Hydrogen sulphide
- Which harmful gas is emitted by masonry building materials, even groundwater?  
a) Hydrogen sulphide b) Radon c) Ammonia d) Carbon dioxide
- What is it that smoking produces in the largest amount?  
a) Nitrogen oxide b) Carbon monoxide c) Particulate matter d) Carbon dioxide
- Which is the most abundant of all the hydrocarbon pollutants in the atmosphere?

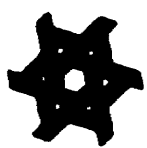
- Propane b) Methane c) Butane d) Benzene
- What is a recent source of pollution of underground water?  
a) Landfills b) Sewers c) Biogas plants d) Thermal power stations
- Of the following different types of workers, who suffer more frequently from cancer?  
a) Uranium miners b) Coal miners c) Sailors d) Truck drivers
- Of the following elements, which is a carcinogen or cancer producing agent?  
a) Chromium b) Cadmium c) Ammonia d) Carbon

### Answers in Column 1

(Courtesy: Montfort Community Service Development News.)

Shobha Menon

Madras Musings is supported as a public service by the following organisations:



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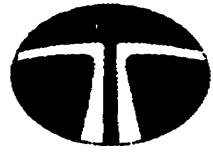
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