

MOTORINDIA

VOLUME 5

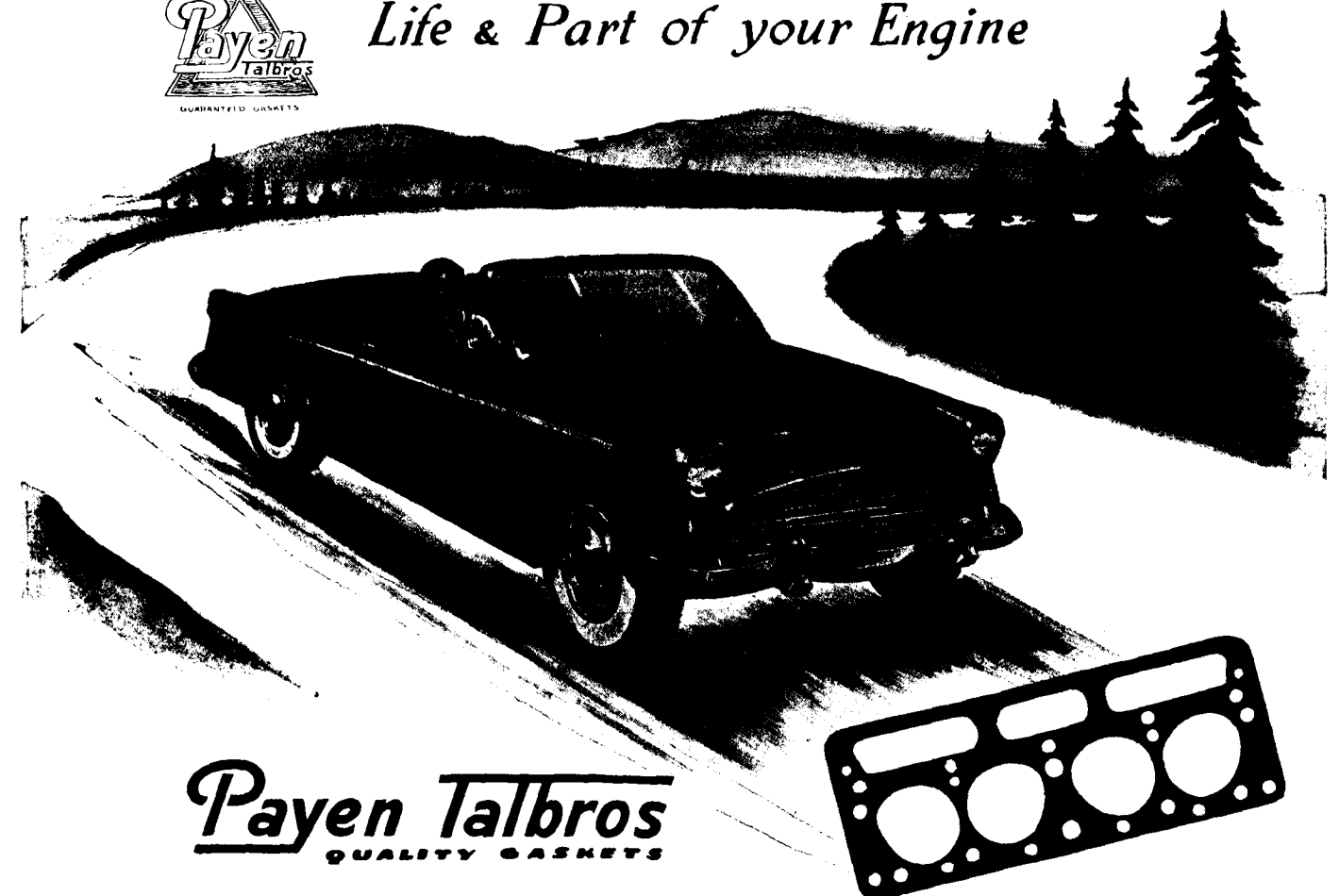
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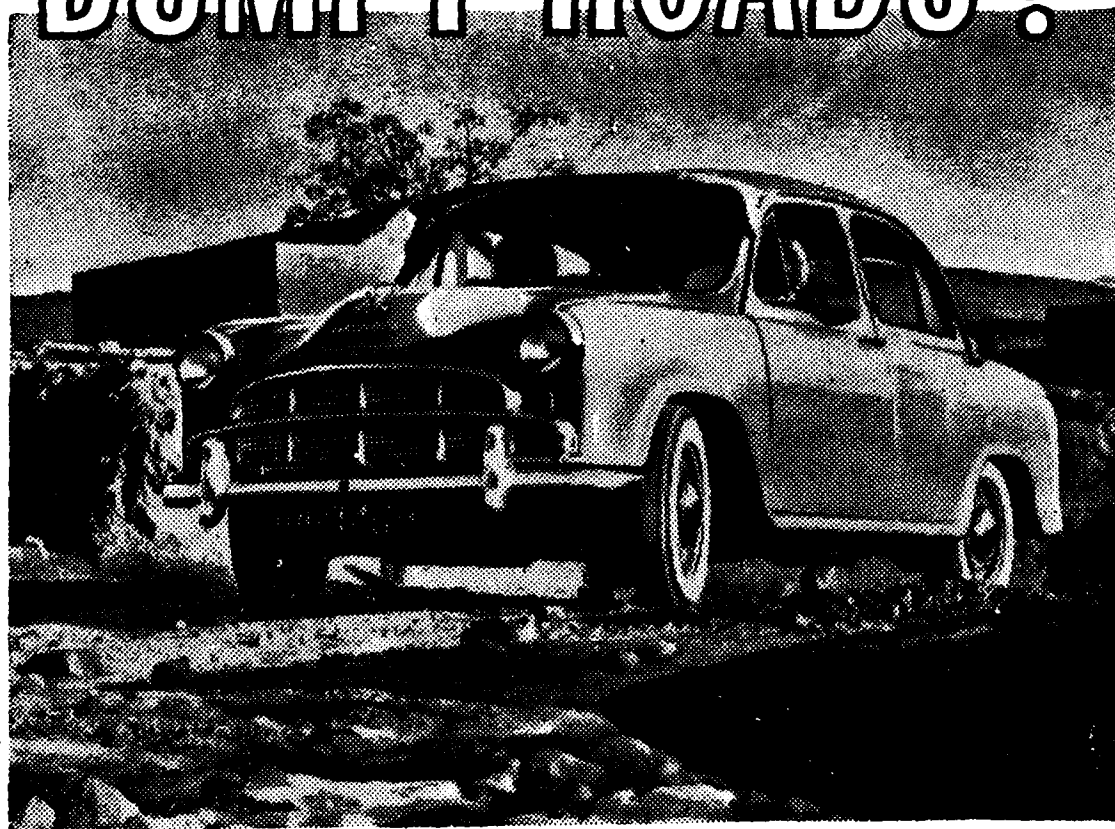
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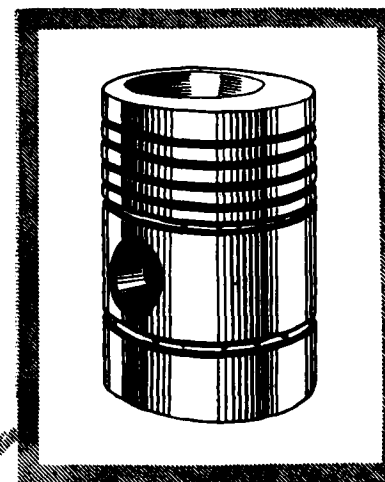


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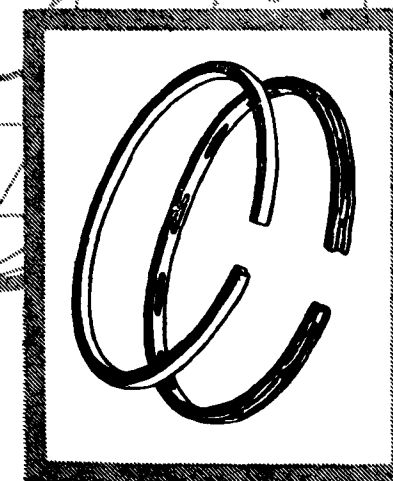
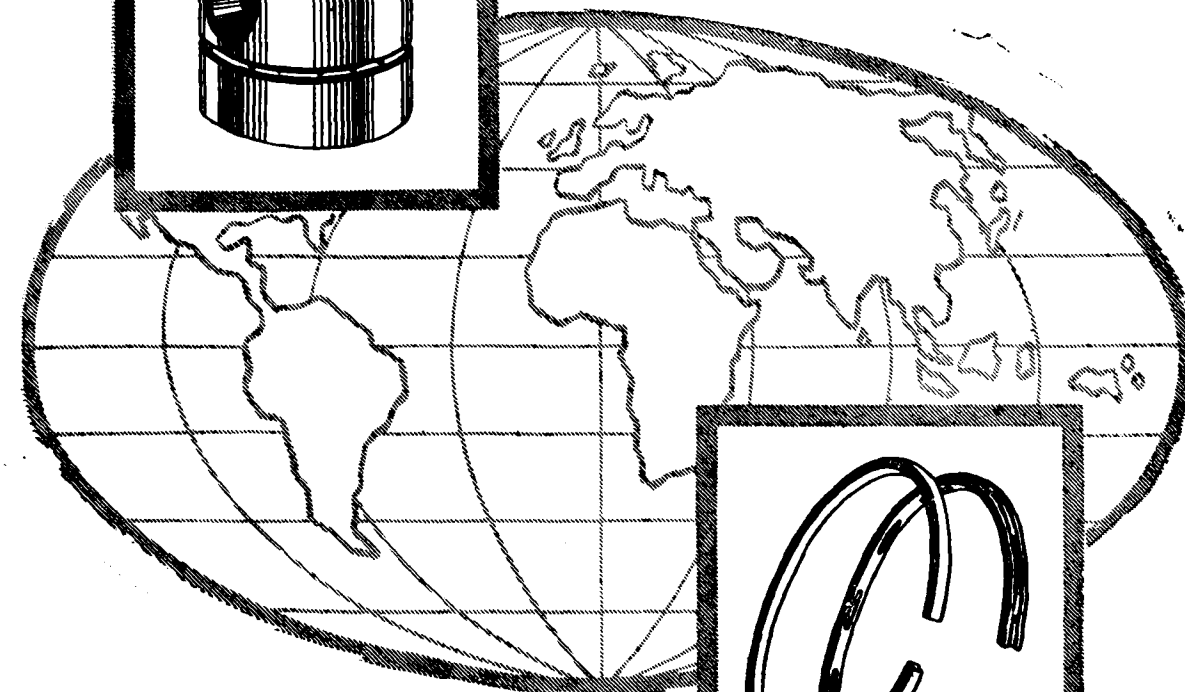
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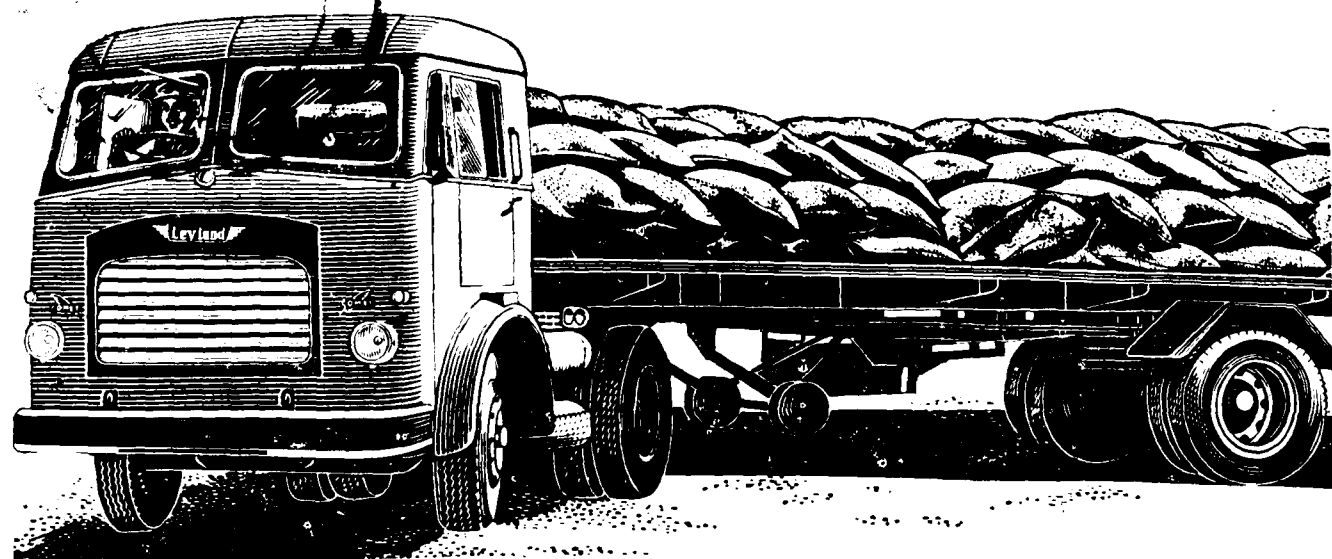
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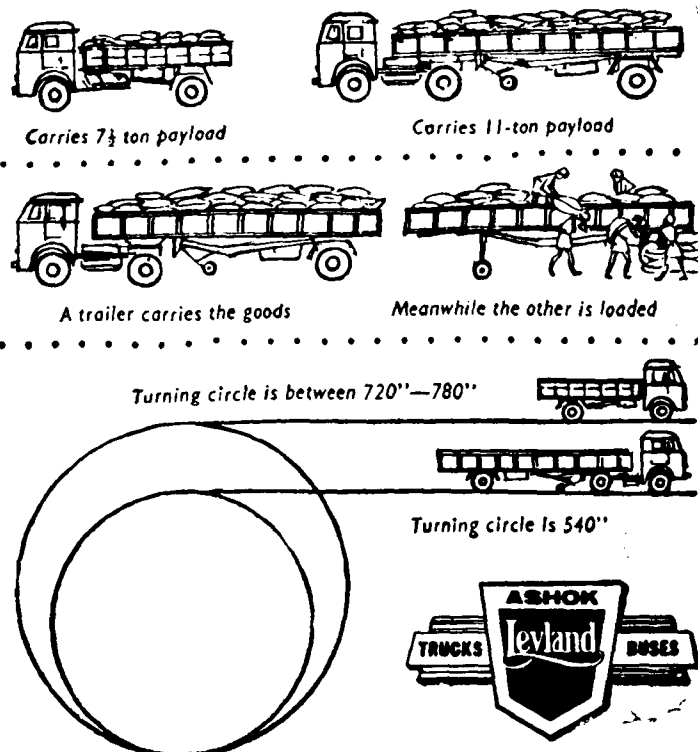
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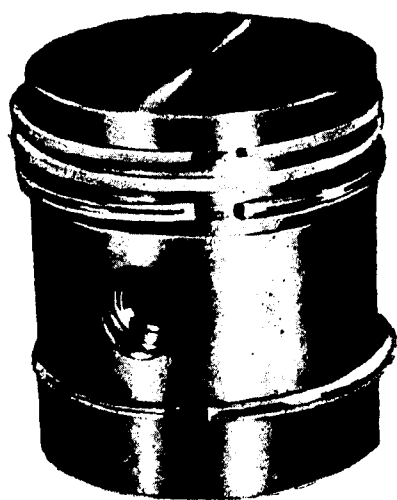
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MOTCRINDIA

editorial

SAFETY ON CITY ROADS

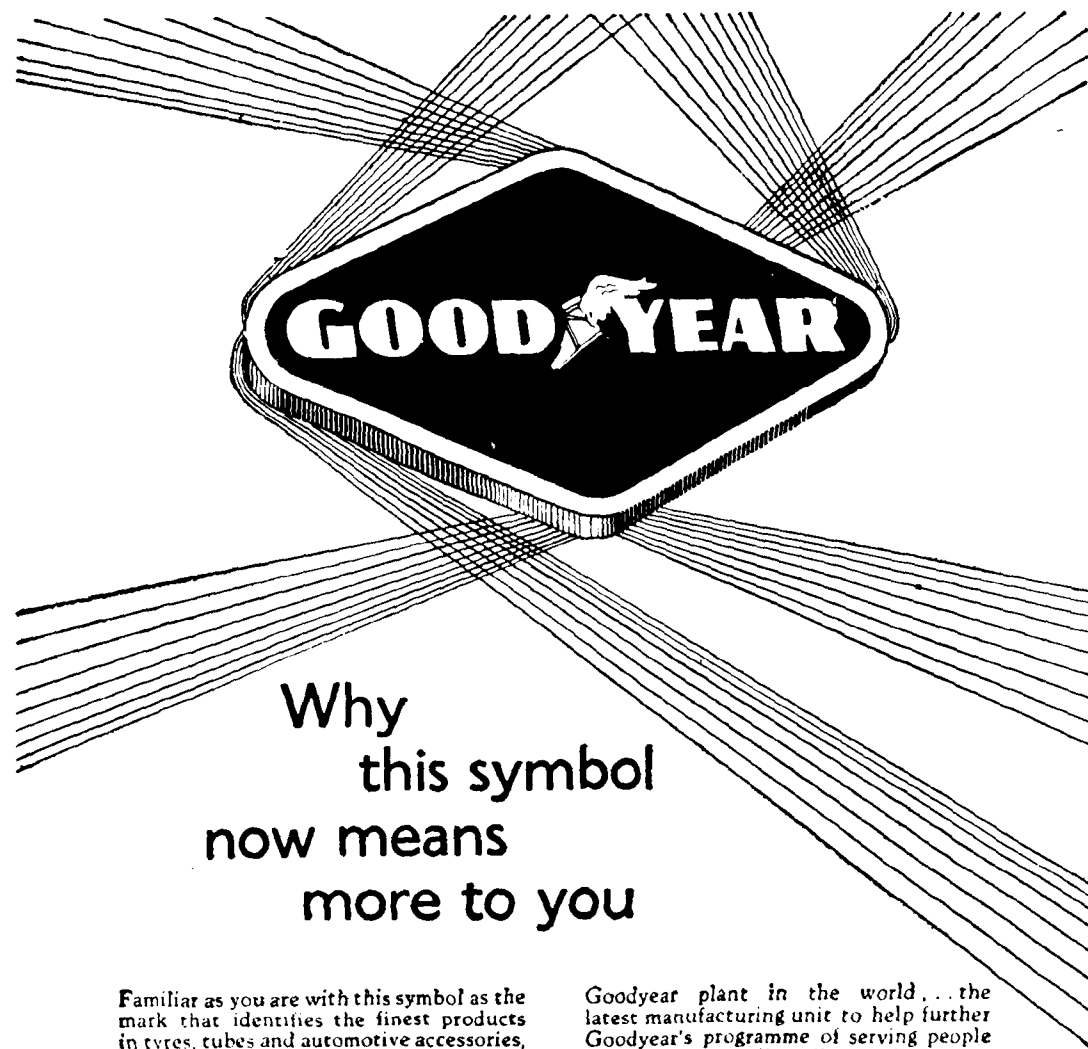
Safety on the roads is a subject that is engaging the attention of the authorities throughout the world and it is particularly so in big cities. In one place accidents happen due to vehicles not proceeding above particular speeds, while in another it is an accident resulting from over-speeding of vehicles. These normal speeds and driving conditions vary from city to city, according to the density of its population, and particularly vehicle population. But it looks as if vehicle population by itself does not contribute to so many accidents as when it comes into contact with other forms of road users.

It was therefore interesting to note from statistics given by the Police Commissioner Mahadevan at a recent meeting of the National Safety Association at Madras that only a fraction of the fatal accidents in the city during the last year was the result of collision of vehicles. In most cases, it is a vehicle and a pedestrian or cyclist.

But whatever statistics may reveal, one fact seems pretty clear. That more and more steps have to be taken to preserve the safety of road users. The enormous increase in the number of vehicles and other road users in the city of Madras, for example, has made the roads "shrink" in so far as its capacity to hold traffic is concerned.

The problem becomes more and more acute day by day in the city roads. Buses fit for only wide highways are forced to ply through narrow streets and through very congested bazaars, school zones etc. Already half the number of children under ten who go to school, cross the main roads under constant dread, and parents heave a sigh of relief every afternoon as they see their children back home. Surely, this state of affairs cannot exist for long. Remedies have to be found.

Pedestrian crossings have to be marked out in every possible road crossing in the city, particularly near schools and other institutions where children have to frequent. And drivers must be taught, as in Bombay, to be extra-careful at all pedestrian crossings, and to stop even as a precaution before road-crossing children. No automobile should be allowed to enter a main road from the side without actually slowing and halting. The pedestrian must be attended to first and foremost in any scheme for regulating his movement on the road. The most essential thing is usable footpaths, free from vendors at all times, and not only on days when a policeman thinks of checking up these intruders. There is plenty of room for voluntary organisations to help the authorities. We trust that the National Safety Association would grab the opportunity and do its bit to road safety and earn the gratitude of anxious parents and the public.



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MOTORINDIA

From Gordon Wilkins

FERGUSON RACING CAR

four-wheel drive coventry climax engine

The Ferguson four-wheel drive racing car is due to make its first public appearance in the Formula Inter Continental event at Silverstone this month.

The experimental Ferguson passenger cars have features like automatic fluid transmission and four-cylinder H-type engines with twin crankshafts, but the racing car is powered by a Coventry Climax engine driving through a five-speed manual gearbox. In all other respects it is built on Ferguson principles, with four-wheel drive all-independent suspension and the unique master differential, plus the Dunlop Maxaret device which together ensure that power and braking effort are evenly distributed at all times.

The car has a wheelbase of 90 in. with front track of 52 in. and rear track of 50 in. As the drive goes to all four wheels, the designers were free to mount the engine at front or rear. They chose the front because it gives better use of space and a better looking vehicle. With driver on board and fuel tanks full, weight distribution is about 50—50 front and rear. The engine is set at an angle of 5 degrees to the car's centre line and it is canted over at an angle of 17 degrees to the vertical to reduce the frontal area. The driver's legs pass to the right of the engine and his seat is off set 3½ in. to the right of the centre line. The steering column goes right of the engine to the rack and pinion steering. There is good space for a tall driver. Tony Rolt, Manag-

ing Director of Harry Ferguson Research who is extremely tall finds it quite comfortable. Drive is taken through a Ferguson twin-plate clutch at the rear of the engine and then by a quill shaft to a pair of transfer gears which transmit the power to the gearbox which is offset on the left side of the car. There is a choice of nine ratios for the transfer gears which can be changed quickly to suit different circuits. The gearbox has five speeds all indirect by constant mesh gears engaged by dogs, with no synchromesh. Colotti acted as consultant on the form of the gear teeth. The gears are not immersed in oil but are lubricated by oil jets. The Ferguson master differential is mounted at the front end of the gearbox to distribute the power

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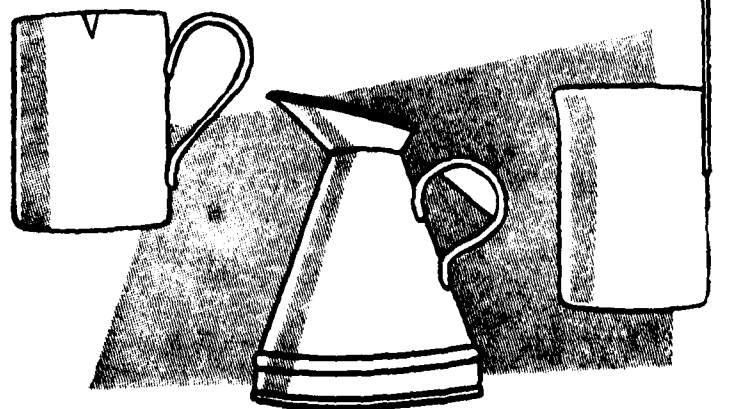
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evenly between front and rear wheels. The designs shown in some of the early patent specifications could not be used in reverse and the type actually used makes use of two multi-plate clutches instead of free wheels. In addition there are orthodox differentials at the front and rear of the car. As the front pinion engages with the rear edge of its crown wheel, and the rear drive pinion is at the front edge of its crown wheel, the front and rear propeller shafts have to revolve in opposite directions. This is achieved by a pair of gears on the rear end of the gearbox driving to the rear wheels. Normal Hooke type universal joints are used for the longitudinal propeller shafts.

All four Dunlop disc brakes are mounted in board against insulating discs to prevent heat transfer into the differentials. In addition, oil is circulated through hollow shafts to assist cooling. Thanks to the Ferguson transmission, a single Maxaret unit is able to prevent any

of the four wheels locking and its pump is driven off the clutch shaft.

Suspension is by the patented Ferguson system with a lower wishbone on the same level as the drive shaft to the wheel and swinging through the same arc. The upper wishbone thus comes fairly high and the top anchorage for the Armstrong coil springs and damper strut projects outside the body. In fact Stirling Moss found it possible to adjust the rear damper setting while he was driving. The drive shafts to the wheels have RZEPPA constant velocity universal joints of Minimi-nor size. The shafts are fully floating so that a wheel does not come off if a shaft breaks. The front hub bearings are located in a big ball joint housing which forms the steering pivot and encloses the universal joint.

The chassis frame is a space frame made of Reynolds 531 tubes of 18 gauge and nearly all the tubes are straight. Attached on the left

are the oil tank and an 11 gallon Flexolite bag-type fuel tank weighing 5½ lb. This is connected to the main alloy fuel tank in the tail which holds 15 Imperial gallons. Wheels are Dunlop magnesium alloy discs with centre lock fixing. As originally tested the car weighed 1,050 lb, but this has since been reduced. The freedom from wheelspin on any one or two wheels ensured by the Ferguson transmission should give the driver a considerable advantage in acceleration particularly on wet tracks, and the Maxaret system will allow him to make maximum use of the brakes, without fear of locking the wheels. Against this one must set the extra power losses in the transfer gears plus the additional differential and universal joints which might consume 10 to 15 horsepower. The performance of the car will therefore be watched with great interest, but whatever its racing achievement may be, it seems likely to yield valuable information for the development of safer passenger and utility cars.

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Road Accidents

THEY DO NOT HAPPEN, THEY ARE CAUSED

By Mr. U. Mukharji, Commissioner of Police, Calcutta

Mr. U. Mukharji, I.P., Commissioner of Police, in the course of a radio talk delivered on April 17, 1961, called for eliminating the cause or the factors which resulted in road accidents.

Mr. Mukharji said that the time has come for adopting more effective measures of driver control and there was the need for more extensive safety education.

The Police Commissioner also stressed the immediate need for a comprehensive bill to control the vehicles as well as the movement of pedestrians.

Accidents do not just happen. They are invariably caused. If we are, therefore, to ensure road safety, we must eliminate the cause of the

factors which result in road accidents.

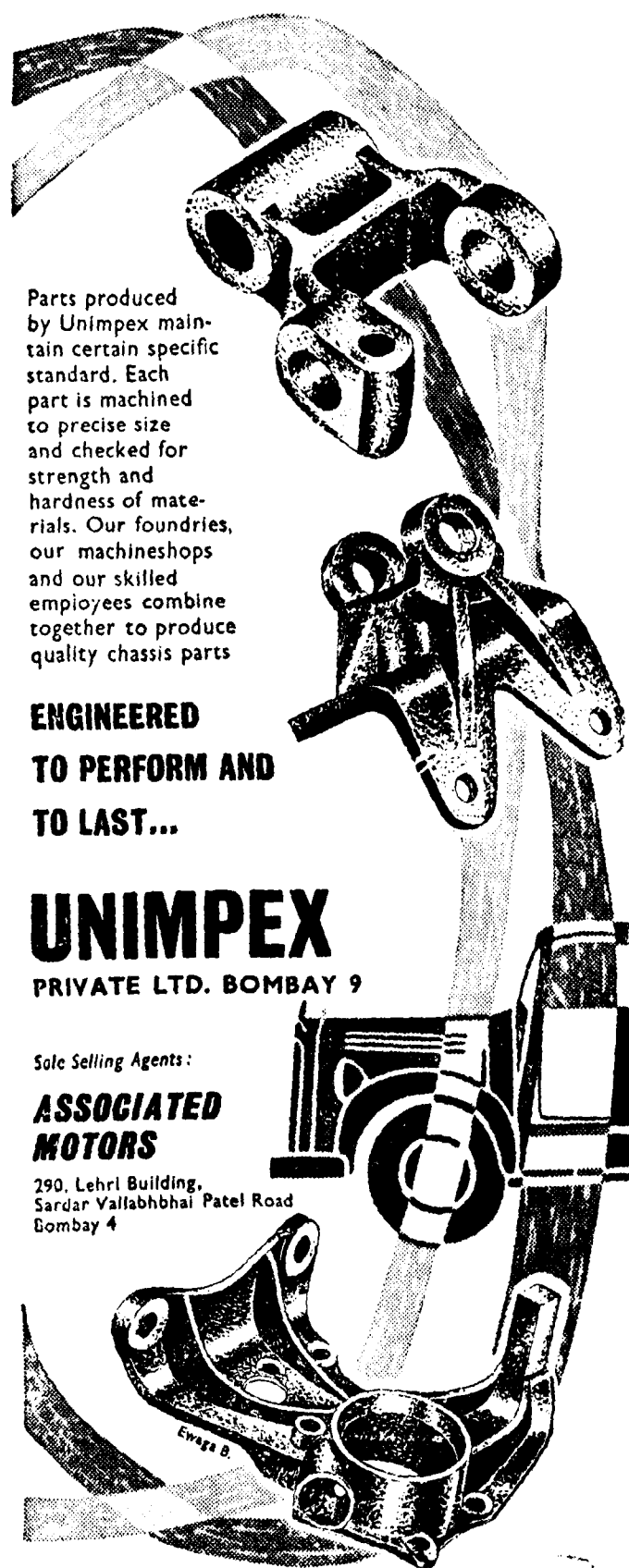
We had a quite large number of accidents in the streets of Calcutta during 1960—numbering roughly 15,000. All accidents do not result in casualties. In about 30% of accidents there were casualties, the number of casualties being a little less than 5,000: 289 of these were fatal and 224 resulted in serious injuries; and 415 of the casualties were children, 75 of these being fatal.

Mistaken Idea

Our investigations showed that in the fatal cases, the drivers and pedestrians were almost equally to blame. The idea prevailing among certain sections of the public that the motorist is always to blame



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is not quite correct. This mistaken idea had led to irresponsible and even lawless behaviour on the part of members of the public on a number of occasions. Immediately after a serious accident, we have come across instances of mob fury in which the crowds have taken the law into their own hands, manhandled the driver and either set fire to or otherwise damaged the vehicle, though quite possibly the fault lay elsewhere.

There is a tendency among drivers to run away after being involved in an accident apprehending personal violence at the hands of the mob. In a recent incident, the driver of a private car who had knocked down a person, in mad bid to escape punishment from the crowd, drove recklessly through the streets and caused secondary accidents involving loss of several lives. Offending drivers are actually dealt with in accordance with the law of the land. Such irresponsible behaviour and mob frenzy do not help in acting as a check on erratic drivers but may result in further damage to life and property.

This should not, however, be taken to indicate that all the fault lies with the pedestrians and that the drivers are free from blame. Drivers have a great responsibility in the matter of road safety and various improper and irresponsible acts of drivers which contribute to accidents. Take for example, rashness, negligence, lack of road courtesy and lack of concentration.

Driver Control

Time has now come for adopting more effective measures of driver control. To ensure a minimum driving skill, there is need to set up properly equipped driving schools and to adopt stricter standards for the tests. Recent studies indicate that the chronic violators of the traffic rules are more accident-prone than the usually non-violators. It is necessary to send out such accident-prone drivers and to put them through refresher courses. Suspension of driving license for specified periods would be a deterrent step and, if we intended to improve the standard of driving, there is a measure we

would commend for the consideration of the licensing authorities.

The pedestrians be tackled by measures which may be grouped broadly under three heads.

The pedestrians' problem may be tackled. The pedestrians and passengers of public transport vehicles contribute to accidents by various improper acts.

Safety Education

First of all is the need for more extensive safety education. The important aspects of the education programme are the imparting of the safety instructions to children and adults by audio-visual methods. As a matter of fact, our traffic officers have been taking steps in collaboration with the Safety First Organisation for imparting safety education to children and we have so far trained more than 40,000 school children. Exhibitions have been held in different parts of the city with a view to fostering the growth of safety-mindedness among the citizen. Posters have also been exhibited in various parts of the city, specially in accident-prone areas. Meetings and film shows for educating the adults have also been held.

The pedestrians will always be in the streets and it will be necessary for them to cross streets. Provision for adequate footpaths for the use of the pedestrians and for suitable points for cross-walk is therefore a pressing necessity. Erection of pedestrian guard-rails is hazardous. Installation of pedestrians' signals, construction of subways and over-bridges and above all adequate footpaths are necessary to meet requirements of pedestrian movement.

Comprehensive Bill

In our country, we have mostly been regulating motor traffic on the basis of certain provisions of the Motor Vehicles Act. There are other types of road users e.g. tramcars, pedestrians, slow-moving vehicles, etc. regulation of whose movements are also necessary in the interest of road safety. In the more developed countries there is

usually some legislation covering all kinds of traffic on the road. The time has come when we should consider introduction of comprehensive legislation so that we may not only control the vehicles which use the road but also exercise some control over the movement of

'POOR BOX'

Calcutta shows
the way

At the request of the Calcutta Police, the West Bengal Government is understood to have tentatively decided to allow the Calcutta Police authorities to continue with their "POOR BOX." The Government has found on examination of the hitherto followed procedure of collection of funds for the Box that the cases which the police compromised on payment of donations by people committing minor violations of traffic rules and similar offences were compoundable in court.

Provided the court adopts this procedure and the Finance Department does not object, the Government proposes to make an annual grant to the 'Poor Box' equivalent to the money that will accrue to the consolidated fund of the State from cases of minor traffic violations and similar offences compounded in court.

The Government is already said to have adopted a similar procedure in regard to the money the Headquarters Company paid to the 'Poor Box' annually. Objections were raised by the Audit Department and the Government have decided to make a grant to the 'Box' equal to the sum the Company will now pay the Government instead of to the Police.

pedestrians in the interest of their own safety.

The number of vehicles registered in Calcutta and outside which use the city roads has increased tremendously, but our roads have remained the same. Apart from

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motor vehicles, there are other kinds of traffic viz., trams, slow-moving vehicles, etc., which add to our problems. In some of the roads of the city, the density of traffic has reached a saturation point with reference to the practical capacity viz., the maximum number of vehicles which can pass without causing unreasonable delay, hazard or restriction to the driver under the prevailing roadway and traffic conditions.

Road Capacity

There are a number of factors which have resulted in the reduction of the practical capacity of the roads. The roads were designed and constructed decades ago and the builders then had no idea of the current traffic requirements. Traffic streams of different types and directions are using the same carriage way. The tramway is in the centre of the carriage-way in some of our congested roads.

Segregation of traffic, which is a primary requirement of urban traffic control, cannot be introduced as our existing roads are in a bad state of repairs and obstruction on the carriage-way and footpaths are quite appreciable. Absence of facilities of off-street parking results in narrowing of the carriage-way due to the kerb-side parking of vehicles.

A number of all office buildings have cropped up in the congested business areas, but the builders do not appear to have paid adequate consideration to the persons who would be coming to or paying visits to these offices on business. These offices attract a number of car users who have to drive in and also to park their cars at suitable points. It would be of great help if designers of such buildings, keep in view the traffic needs and make arrangements for internal parking.

Apart from vehicles and pedestrians there are important factors which have a bearing on road safety. This is the condition of the roads.

Mutual Co-operation

Our roads would be safer if all the road users are conscious of their responsibilities and use the roads

in a spirit of mutual co-operation. As citizens of Free India, all of us have got certain fundamental rights and one of the fundamental rights is freedom of movement. In order that such freedom of movement may be possible, we have ourselves to observe restrictions. Whatever restrictions are enforced by the police as the law enforcement agency, they are with a view to enabling the movement consistent with safety of themselves as well as other citizens. Rights imply certain duties, and our idea of rights has, therefore, to be chastened with the duties of tolerance towards fellow citizens.

D. I. G. P.'s Suggestions

To solve the traffic problems Mr. P. K. Sen, Deputy Inspector General of Police, (Traffic) put some suggestions speaking at the World Health Day Observance Meeting held recently in Calcutta. Mr. Sen said: "Trams do not find in with modern traffic conditions. They are hindrance to the mobile of cars. Their elimination from the narrow streets like Chitpur Road, Bow Bazar and Dharmatalla Street is desirable."

The meeting has been organised by the Calcutta Association for the United Nations which chose street accidents and their prevention in Calcutta as the theme for discussion this year.

Mr. Sen said that a detailed analysis of traffic accidents should be carefully undertaken. Each accident is the outcome of many causes. The multiplicity of inter related causes, including the human element made it more difficult to establish with precision the main predisposing cause so that specific preventive action could be taken.

Of 739 deaths in Road accidents in 1960 in the whole of West Bengal, 486 were in Calcutta and its industrial suburbs. The rapid growth of population and the rise in the number of vehicles and increase in accidents in Calcutta and Greater Calcutta were posing a serious problem. "A planned approach is, therefore, immediately necessary for the solution of health, sanitation and traffic problems," he said.

Among the factors causing obstruction to traffic were shrinkage of roads or projection of shops, garaging and discriminating parking way-side repair-shops, transport agencies and warehouse in the busy areas, continuous loading and unloading on footpaths, and carriage way, concentration of refugees in the station areas and busy places, co-existence of slow and fast moving vehicles, constant digging of roads by utility services like tramways and telephones and processions.

Next to pedestrians, Mr. Sen said, drivers of the motor vehicles were the most important users and their common lapses were recklessness, improper overtaking, using headlights, disregard of traffic signals, tendency to drive vehicles at high speed, refusal to recognise the right of other road users and lack of concentration while driving.

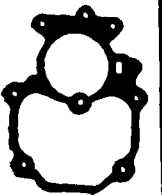
Among other suggestions Mr. P. K. Sen also suggested to put restrictions on hand carts and lorries at Howrah Station. The police have written to different chambers of commerce seeking their opinion on the plan for restricting loading and unloading of lorries between 8 p.m. and 8 a.m., he told.

New Chairman for National Council of Women's Education

Mrs. Raksha Saran, one of the Directors of Ashok Leyland Ltd. has been appointed Chairman of the National Council for Women's Education. Mrs. Raksha Saran is a well-known social worker and a zealous worker for the advancement of women's welfare and education in India.



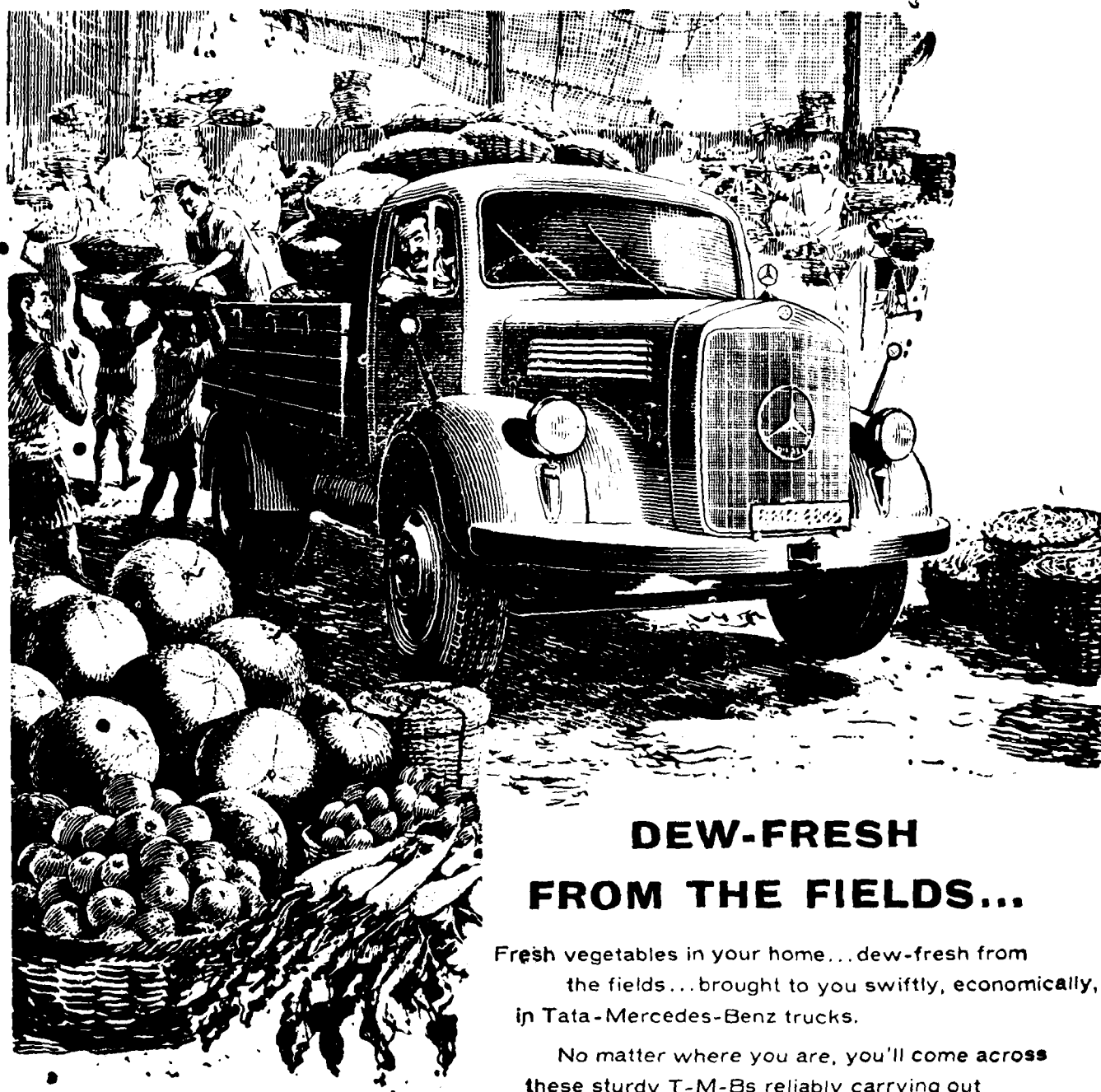
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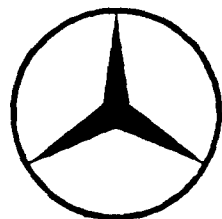


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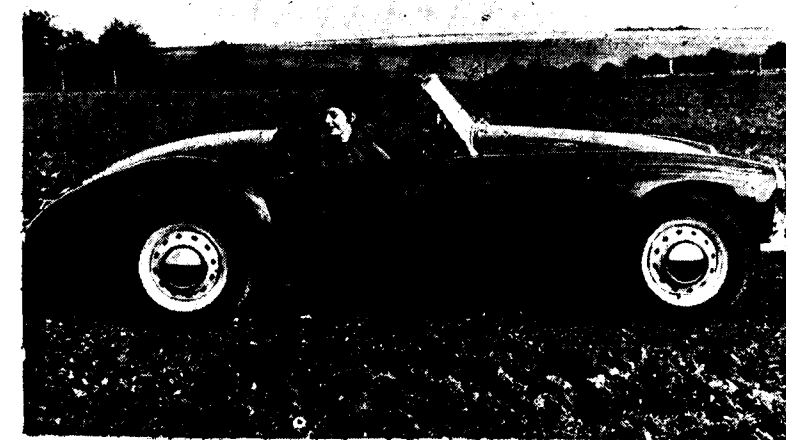
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BIGGER ENGINE FOR MGA

slight body changes

The Mark II MGA just announced (June 28) has a bigger engine and small changes in body and equipment at no increase in price. Swept volume has been raised to 1622 c.c. (98.94 cu. in.) by increasing the bores from 75.39 mm to 76.2 (3.0 in.) leaving the stroke unchanged at 88.9 mm. (3.5 in.) At the same time, compression ratio goes up to 8.9 to 1, although 8.3 will still be available on demand. Result of these and other modifications is to raise maximum power from 79.5 bhp. at 5,600 rpm. to 90 at 5,500 rpm. an increase of over 13 per cent. This has permitted adoption of an axle ratio of 4.1 to 1 instead of 4.3 Gearbox ratios remain unchanged, so overall ratios are now 14.909, 9.079, 5.632 and 4.1 to 1 with Reverse of 19.496 to 1.

Brakes are Lockheed, with discs 11 in. diameter at front and 10 inch drums at rear. Dunlop discs on all four wheels are an optional extra, with centre lock wire wheels instead of bolt-on steel discs.

At the front is a new grille with bars vertical instead of being curved to follow the body contour. At the rear, tail and signal lamps are combined in two horizontal groups. Mark 2 script on bonnet and trunk lid provides additional identification.

Triumph Herald 1200 On the Station Wagon

A new car model made its debut in the British Trade Fair at Moscow on May 19, is the station wagon version of the Triumph Herald 1200. Style of the two-door body conforms closely with that of the other models and overall dimensions are the same as for the saloon. At the rear is a single lift-up door giving access to a flat platform with space for 20 cu. ft (0.57 m³) of baggage or 110 lb (50 kg) of freight. A folding rear seat backrest extends the platform

to give space for 45 cu. ft. (1.275 m³) of freight or, according to the makers, a weight of 560 lb (250 kg), objects up to 64 in. long can be carried.

The wagon has the same 1147 engine as the other 1200 models and the same equipment, including white rubber bumpers, more comfortable seats etc. and there are two exterior mirrors on the front bumpers, but the export models do not have the walnut veneer insert on the instrument panel introduced for saloon, coupe and convertible. Leather upholstery is an optional extra.

The tyres are 5.60-13 tubeless instead of 5.20 on the other models. This raises speed in top gear a 1,000 rpm. to 16.3 mph (26.2 kmh) instead of 15.7 mph (25.5 kmh). According to the makers, maximum speed is around 74-76 mph (118-120 kmh) with acceleration from 0-50 mph in 18 seconds (0-80 kmh). Dry weight is 1,810 lb (820kg).

July 1961
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A high gloss first quality product that can be applied either by brush or spray as a decorative, machinery or transport paint. Designed for interior as well as exterior exposure, these finishes are available in 30 popular shades including black and white.

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At the end of the Third Plan

HEAVY STRAIN ON TRANSPORTS

Swaran Singh's Note of Caution

"The strain on the transport system would be greater towards the end of Third Five year Plan because the big developmental effort will produce such large quantities of goods to be transported that will require all our ingenuity and organisation to cope with it. Therefore I welcome improvements of roads, production of large number of vehicles and their parts" said Sardar Swaran Singh, Union Minister for Steel, Fuel and Mines while declaring open the Canara Workshops at Nagpur. (A short report has appeared in the June issue of *Motorindia*.)

Two types of Industries

He said, "There has been of late a certain measure of controversy or argument, I may use that expression, about the relative importance of basic industries and consumer industries. As a matter of fact, there is no conflict at all. The fact of the matter is that in a vast country of the population and area that we find in India with low standards of living, progress has to be divided between basic and consumer industries. Obviously consumer industry cannot exist unless there are basic industries and the object of laying the foundation by developing all basic industries is to enable the country to be supplied with the goods which could be manufactured by small scale industry or consumer goods industry. If this picture is not fully kept in view, we are prone to take a shorter view of the matter and are likely to be misled in our conclusions."

Any person, with regard to any project, can make out an indisputable case that what he is doing is something which is of the highest importance to the country. So much has to be done in the country that whichever aspect we take, whether it is physical or production aspect or training aspect or the institutional aspect, it is easy to

make out a case that activity directed in any particular sector is of great importance. To a certain measure it is correct because other countries have stolen a march over us in a period of about a century because science was yoked to the service of mankind more than a century ago all over the world, in America, Western Europe, Japan and lately in countries like the Soviet Union and other East European countries. They have taken a start over us and we have been left behind. Therefore we have to put in greater effort to make good the deficiency with which we are faced in our country.

Five Basic Things

We have attached the highest importance in the Second Plan for four or five basic things—steel, power, electricity and machine-making. The fifth is common for everyone, namely, training of personnel. These are the pillars—the basic foundation over which we have to build the edifice and the superstructure of our development. This involves large scale investment. This means the country has to deprive itself for the time being of a number of goods and services which could be produced if the investments that are required for the basic industries were directed to the production of other consumer articles and possibly the people will

have a little easier time during these five years, ten years or fifty years. But ultimately the picture will be extremely dismal, because unless we build this, we cannot build the super-structure. Therefore the hard and difficult task, if I can say, the arduous and unspectacular task of putting in our effort or building the foundation is the lot that has fallen to our present generation.

Actually we are now seeing the spectacle of the small scale industry coming up in distant parts of the country right from Dibrugarh in Assam to the western part of Rajasthan, from Himalayas that is Jammu and Kashmir down to Cape Comorin. There is hardly a place now which is not humming with activity of one type or other. Its content may vary from place to place depending upon the initiative of the people and the availability of facilities and of the type of people involved. But there is no doubt that India has awakened from her slumber and is going ahead in a very marked manner towards the ultimate goal of realising the type of standards which the developed parts of the world have attained.

Scope For Development

The development of any country means essentially the development of its transport system. We cannot develop the transport system unless we develop other basic things and we cannot develop the basic things unless we develop transport. It is a sort of circle in which we go round and round if we do not take steps to break it. We have taken steps to break it. We have decided to step up the development of transport by all possible means by rail, road, by inland waterways and also by coastal shipping. For all that we require the co-operation of all the industries big and small for shipbuilding, locomotives, for rail and road, automobiles and the like. For everything

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we have to go to the basic thing and utilisation of basic things in an imaginative manner.

Lesson from other Countries

The history of other countries shows that progress means greater consumption of electric power, greater consumption of steel and greater development of the transport system. For the transport system in India whether road or rail, shipping or inland waterways, there is scope in each and in every direction. In a country with a population of about 44 crores or so, it is a huge population, our per capita consumption and provision of transport is extremely meagre. If you compare the number of trucks or automobiles that are on the roads in any of the developed countries you will find our figure is dismally low. Therefore anything that gives content to our transport system and I am mentioning this because the factory with which we are associating ourselves today is contributing its own quota for developing the transport system by producing original parts and their associates going into the line of developing and manufacturing certain other parts either as original parts or replacement parts.

Bound to Develop in a big way

In a country of our size and distance, road transport is something which is bound to develop and develop in a very big way. It is true, as I said at the commencement of my remarks that so much has to be done that anyone would say that road is of the highest importance; I will say that rail transport is one of the highest importance. Someone else will say perhaps with greater force, as our Prime Minister pointed out some days ago, that of greater importance is education, because if road is not there, people can do without a road for four years or so. If there are not educational facilities of the right type for four years that generation which covers that four years had less of that education for four years. Therefore when all these competing demands are there,

the view has to be taken as to what is best and what is the order of priority within our limited resources. But in the ultimate analysis and even in the near future increased dependence upon road system will become apparent before long.

Road-Rail Competition days are gone

Those days are gone when people talked of road rail competition. There will be so much of goods to be transported, so much trade has to be generated by the schemes that have already taken shape during our Second Plan period that there can never be competition between road transport and rail transport. There will be so much of freight to be carried and there is so much of scope for expansion that there is going to be a huge scope for utilisation of all the transport facilities that our country can generate.

Heavy Strain Expected

It is true that at the moment there is somewhat a crisis-cross movement by both rail and road. Obviously because we are functioning in what can be described as essentially a capitalistic form of society in which private motive also determines the movement by rail or road. The

difference in price of any article by about 8 annas or 12 annas generates movement of a heavy order both by rail and road, which probably keeps out some of the essential movement by roads or rail. If this is not so then our transport system can be saved the strain. This strain is artificial and does not go to the root of our development and does not add to our economy.

All our ingenuity needed

But I have no doubt in my mind that the transport system is likely to be strained towards the end of the Third Five Year Plan. You must have noticed that towards the end of the Second Five Year Plan, our transport system was greatly strained. I have no doubt in my mind that the strain would be greater towards the end of the Third Five Year Plan because the big developmental effort will produce such large quantities of goods to be transported that we will require all our ingenuity and organisation to cope with it. Therefore anything that adds to our transport system by improvement of roads, by the provision of large number of vehicles, by the production of parts of vehicles is most welcome.

THE DEVELOPMENT OF CANARA WORKSHOPS

Mr. S. V. Kudva's Review

the factory. From 1949 to 1956 the company was generating its own power from its own Thermal Power Station in Mangalore. In Jan. 1957, Hon'ble Shri S. Nijalingappa, the then Chief Minister of Mysore State switched on the Jog Hydro Electric Power supply to the factory. The factory has been continually expanding and at present is producing more than 200 tons of springs per month. It has the privilege of supplying springs to almost all the automobile manufacturers as original equipment to vehicles.

Recently the company secured licences to manufacture U Bolts, Centre Bolts, Hubs, Brake Drums, Special Bolts and Cylinder Liners. The plant

for manufacture of U Bolts, and Special Bolts is already in action though it is not able to work to full capacity for want of appropriate type of steel and because of very small import licence granted though we are licensed to manufacture 250 tons per year. The plant for manufacture of Hubs, Brake Drums and Cylinder Liners is under installation and is expected to go into production in about two months' time.

With our continuously expanding spring manufacture, with one factory in Mangalore and a second one here, our requirement of raw material has risen considerably. The raw material for this industry is high quality spring steel. At present all of this steel has to be imported. To stop this drain on our country's foreign exchange and make the industry self-contained we will be starting manufacture of this high quality spring steel ourselves. This is a project which requires an investment of Rs. 60 lakhs towards which we raised a share capital of Rs. 34 lakhs and expect to meet the balance requirement by raising loans. The Government kindly granted us the necessary industrial licence and also import licence for plant and machinery and orders were placed for same last year. The machinery is expected to arrive about the end of this year, and erection and installation of the plant may require another year and we may be able to start production at the beginning of 1963.

The present factory which you are now witnessing is situated five miles three furlongs from Nagpur on the trunk road leading from Nagpur to Amraoti. The site was purchased in the middle of July 1959. Due to late rains of that year, construction work could not be commenced till January 1960 as no lorries could enter the place on account of the slushy nature of the land till the rains were over.

After a study of local conditions and the nature of our requirements, it was decided by the Technical Director, Shri V. S. Kudva to construct the buildings by departmental organisation instead of by contract. Thus a set of trained staff was sent from Mangalore, plans were prepared and the construction was directed by him by day to day instructions.

It helped us to gauge the local labour and to train them for our requirements. The total floor area of constructions completed is about 38,000 sq. feet and one office and rest house building of about 1,800 sq. feet area has yet to be completed. The total cost of buildings is expected to be about Rs. 3,25,000. The actual construction time was about 11 months.

Though we had applied to the Government for an industrial licence for this factory as far back as the beginning of 1956, and in 1957 the Government agreed to give us a licence provided we can make satisfactory arrangements of foreign exchange for import of required plant and equipment, though we submitted that we would limit our foreign exchange requirement to a very small amount, i.e. within 3 lakhs of rupees, undertaking to manufacture most of the plant ourselves, the Government declined the licence about the beginning of 1958 on the ground of want of even the small exchange required by us. But immediately after this rejection, the Government issued a notification offering to issue import licences under the Export-Import Bank Loan Programme and we took advantage of this notification and the Government was thus pleased to grant us the industrial licence and an import licence for Rs. 4.1 lakhs. With this import licence and our own manufacture of equipment and purchases of some machines imported and indigenous, we have been able to

completely equip the factory and you can see how the factory is equipped and laid out when you get into the factory after the end of this function. Here we have to acknowledge the services rendered by Khare Brothers who manufactured for us our structural requirements and steel tanks and equipments of like type for the factory and the C. P. Foundry for casting and preparing for us certain cast iron parts.

As would have been noticed from the name we have adopted to this industry here in Nagpur, it is our intention to start other automobile ancillary industries as we get firm hold on the present industry here and as we train local personnel in the technical processes that we adopt.

Though we are licensed to manufacture 200 tons of springs per month here and the factory is designed to manufacture that quantity, till now the grant of import licence for the raw material, i.e. the special quality spring steel, is quite meagre and hence we will not be able to start manufacture immediately to the full capacity, we hope that the Government will grant us import licence to meet our full capacity and also enable us to build up adequate buffer stock to take care of delays in issue of licences. After all, this necessity to provide import licence to us will be only for a short period of 2 to 3 years after which we expect to be able to produce our own steel.

THE REDeX CAR CLUB

New Members

The following have joined our Club in June '61 to whom we extend our welcome and thank those who introduced them to the Club :—

Mr. M.A. Khan, Mr. S.A. Gondhalekar, Mr. H.H. Datoobhoy, Mr. S. S. Vaghela, Mr. B. S. Munshi, Mr. A. M. Patel, Mr. C. R. Panchal, M/s. Metro Motors and Mr. H. H. Mehta.

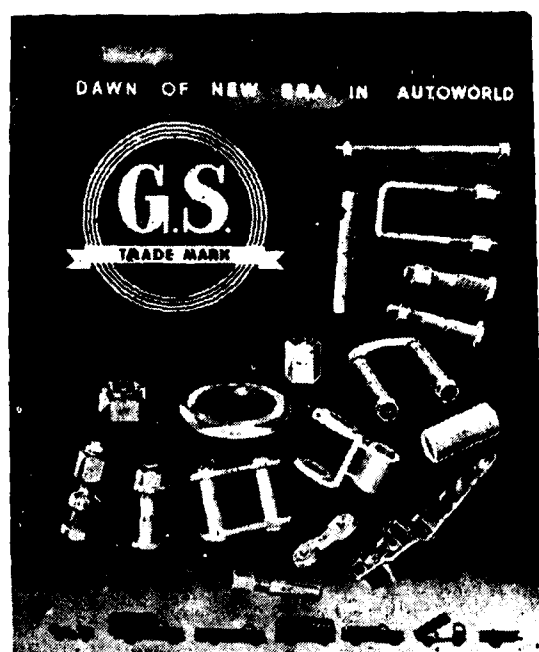
Membership Drive

The Managing Committee offers half tola gold piece to any person

who introduces the largest number of New Members from now to the end of September 1961. The members of the managing committee are not eligible to receive the prize, though they are requested to introduce more members.

Film Show

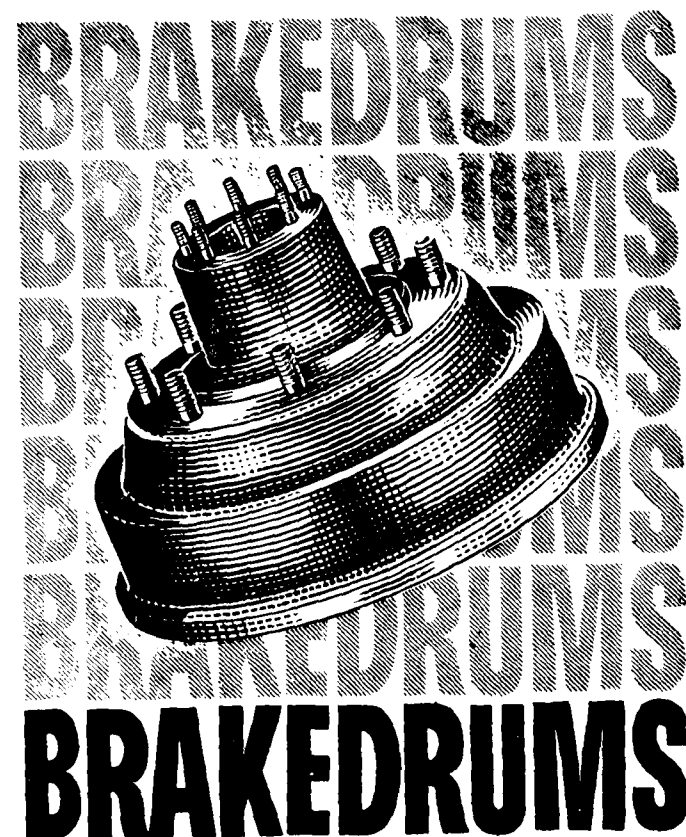
Our members M/s. Metro Motors very kindly sponsored an interesting free film show on 7th July '61 for our members and friends. The films exhibited introduced the Triumph Herald Car and the stiff test through which it emerged triumphantly.



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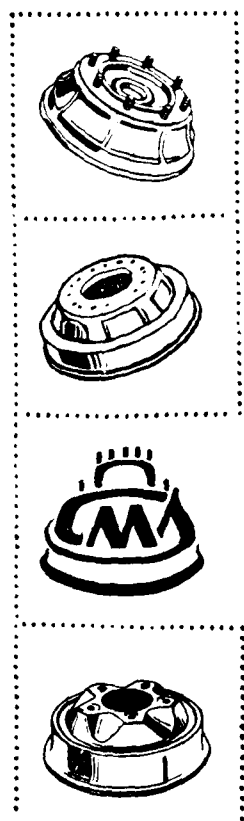
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The All-India Automobile and Ancillary Industries Association

At the meeting of the Executive Committee of the All-India Automobile & Ancillary Industries Association at Madras on the 4th instant, the following matters were discussed and decisions taken:

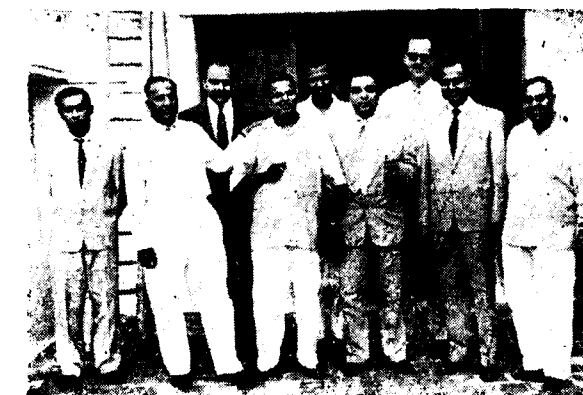
It was decided to arrange for a collective display of the products manufactured by the members of this Association in the Pavilion specially designed for the purpose by the Association at the forthcoming Indian Industries Fair 1961. For this purpose the Association decided to take 7,500 sq. ft. of open space in the Exhibition Grounds at Mathura Road, New Delhi.

The committee discussed at length the problems of import of the automobile components into the country in relation to the items manufactured indigenously and decided to bring to the notice of the Union Government that a policy of liberal licensing of items in production in the country has tended to adversely affect the off-take of the indigenous products with the result that the indigenous industry could not optimise the utilisation of its capacity and thus step up its competitive efficiency. There was therefore a powerful case for a progressive curtailment of the imports of items manufactured indigenously both as a measure of saving foreign exchange and as a measure of assistance to the indigenous industry to firmly establish itself in the country.

The committee decided to bring out an Automobile Buyers' Guide.

July 1961

Ancillary Industries Meet at Madras



In pursuance of their policy to have their meetings in various centres to enable members of different regions to take active part in the deliberations, the automobile and ancillary industries association held their last committee meeting at Madras. This was followed by a lunch at the New Woodlands Hotel. Photo above taken on the occasion is printed on this page, and shows the members who attended including Messrs. V. S. Nair, L. L. Narayanan, Prandlal Patel, E. F. Smith, M. K. Raju and H. R. Aslot. A section of the lunch table is seen in the photo below:

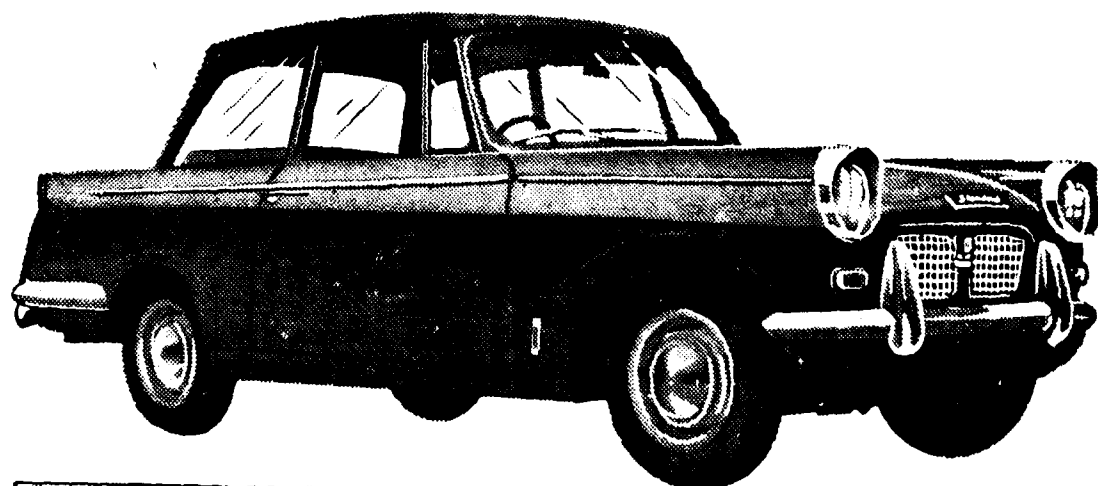


Acknowledgment

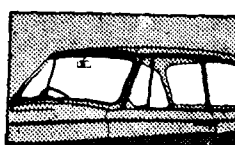
Sri V. Kunjitapadam (Kunju) thanks all friends and relations for their presence, presents and best wishes on the occasion of the marriage of his son Sri K. Ramakrishnan with Sow. Saroja at Chidambaram on 10th July and at the reception at his residence in Lloyds Road on 13th July.

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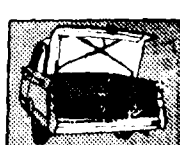
Extremely slim front and rear pillars. High wide curved windscreen. Large windows give greater visibility - 93%.



Turns in an incredibly small turning circle of only 25 feet. Park with pride, in practically the own length of the Standard Herald.



Independent suspension on each wheel.



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And finally, a tankful goes much further - which all adds up to a really new thrilling experience in motoring.



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Letter to the Editor

Inter-State Roads

Dear Sir,

I recently covered the journey from Bombay to Kanyakumari and back by car and I am writing this note to you with the hope that you will pass it on to our friends who intend to motor down from Bangalore to Calicut and Kanyakumari. It is advisable to follow the Mysore-Gudalur-Nilambur route for proceeding to Calicut from Bangalore. Though the route via Gundlupet, Sultan's Battery and Vyathiri is shorter and though the Ghat road in this section is in excellent condition, the stretch between Gundlupet and Sultan's Battery continues to be as bad as it was five years ago when I had covered this distance by car. If you investigate, you may possibly find that the road runs through all the three Southern States, viz. Mysore, Madras and Kerala. Possibly, none of the P. W. D. authorities of the three States appear to have taken the initiative to make a co-ordinated effort to improve the surface of this particular stretch of road. I may be wrong in my surmise but as the Editor of a popular Automobile Magazine, you may possibly get to know the facts and move further in the matter.

Though I have covered the journey from Bombay to Cape on more than half a dozen occasions in the last 12 years, this was the first time when the excise authorities proved to be an irritant to the motoring tourist. The motor tourist can be easily distinguished as his car will be having the Registration No., of some other State. will be generally fitted with a luggage rack on the roof and invariably the car passengers include ladies and children. It is difficult to understand why the Police at the excise check-posts or nakas should imagine the motor tourist to be contravening excise regulations. Of course, another side

of the picture is the consolation that the excise Policeman is doing a conscientious job. This irritation was felt in the drive between Trivandrum and Kanyakumari.

Finally, if any of your readers are motoring from Trichur to Guruvayur, I would advise them to follow the old road running via Kunnankulam instead of taking the new short-cut leading to the Eastern Nada at Guruvayur as this short cut is worse than a cart track.

Yours etc.

N. Balakrishna.

Bombay
June 23.

Tiruchi Tyre Syndicate: Proper Distribution Of Tyres

This organisation was inaugurated in the beginning of this year (1961). Mr. Gulam Muhammad Badsha, the District Collector blessed this concern and gave away the first permit at a function which was presided by Mr. Dorairaj M.L.C.

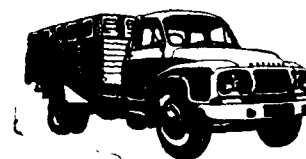
This concern takes pride in announcing that during the six months of its existence it has distributed tyres to the needy bus and lorry owners. It is because of this syndicate all the commercial automobile owners are able to get the tyres for their vehicles.

Each bus or

lorry is given only one tyre per month. Care has been taken to see that each company, is not supplied more than two tyres, a month. Because of this arrangement it was possible for a single lorry or bus owner to get their tyre requirements. Those who require tyres should bring their vehicles and show that their tyres were worn out and that they were to be renewed. This was the condition introduced to see that tyres were distributed to those who were really in need.

So far (June) 860 tyres were distributed to lorries and buses under special and ordinary permits. With the co-operation of tyre companies every effort is taken to provide tyres to all the applicants.

Since the tyres 700x20 and 900x20 specifications were supplied to vehicle owners in a fair manner, the issue of permit was stopped and arrangements had been made to get the tyres from the dealers directly. The registration fee fixed hitherto was Rs. 5. To suit the conveniences of bus & lorry owners this fee is reduced to Rs. 3 since June 15.



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July 1961

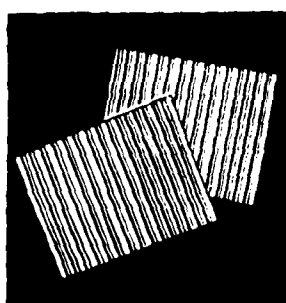
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Why most motorists prefer Exide batteries



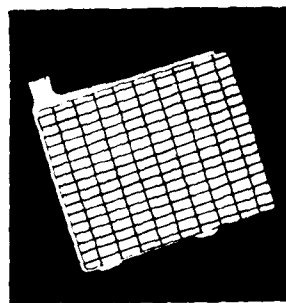
QUALITY...

Quality control at each stage of manufacture with routine tests of raw materials and finished components in the laboratories at the Exide Works ensure a consistently high quality product.



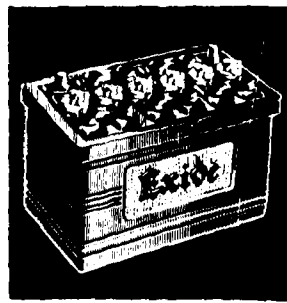
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685C/36

THE PROBLEM OF RECHARGING THE BATTERIES

"DOPE"—Is it really a "Wonder Solution?"

Dope—a sinister term which loses none of its significance when applied to solutions for replacing the normal Electrolyte in Storage Batteries.

(Contributed)

The average user of motor vehicles has his own problems connected with his own line of business which claim his full attention.

It is, therefore, quite natural that he should not want to bother himself with the technicalities of his vehicle. He is naturally not concerned with the chemical composition of the petrol or diesel oil he buys or with the mechanical strength of the various components of the vehicle. He leaves these problems, quite rightly, to the manufacturers. In the same manner with the battery he realises that the manufacturer knows his business and wisely follows the instructions issued with the battery.

Now over the past forty odd years from time to time there have appeared on the market various battery preservatives or "dopes" which are supposed to be the "wonder solution" which will bring back to life "dead" batteries and give new batteries trouble-free lives of 5 to 10 years. It is therefore desirable that the facts should be placed impartially before you, so that you may judge for yourselves whether these claims are justified.

Certain dope vendors play upon the lack of knowledge possessed by many of the characteristics of storage batteries. As a very typical example, the prospective purchaser if invited to take a battery exhausted on discharge and, after satisfying himself that the battery will not start an engine, pour out the electrolyte and replace with the dope. The effect is to cause an apparently miraculous regeneration of the battery. Lamps light, the horn sounds, and the engine will even start. The battery maker can explain that such a result is only to be expected because the exhausted electrolyte is practically water, and when this is replaced with sulphuric acid, which comprises the

greater proportion of many liquid dopes, the battery has been served with means to furnish further discharge without first recharging. The new sulphuric acid is sure to find some portion of the plates still able by chemical combination with the electrolyte to yield current. Such addition of acid, or substitution of strong acid for weak acid, leads to much more serious troubles.

Another claim made by the manufacturers of these wonder solutions, is that they will entirely prevent sulphation. This is possibly the most absurd claim of all as the normal action between the plates and the electrolyte when the battery is being discharged is to produce sulphation. If this action is retarded in any way it may be likened to running a car with the brakes on while trying to drive at full speed.

The authenticity of some of the testimonials used by the vendors may be genuine, but the value to be placed on such testimonials is very, very doubtful. In one case investigated in America it was discovered that there was an interchange of testimonials between District Agents themselves on a particular dope, the Agent for the South West giving a testimonial to one of the Agents in the North, and vice versa.

All battery makers would welcome the discovery of some chemical which would serve as a perpetual tonic or a simple rejuvenator, but they look at the matter from a scientific and technical standpoint and no reputable concern will be a party to the sale of any battery additive which will not have some benefit to the working of a battery.

Constant research has been carried out by battery manufacturers throughout the world for the last 70 years to improve the quality and life of their products and it seems strange that these wonder solutions

are only discovered by small concerns operating in back streets.

One of the claims of these manufacturers of dope is that their particular solution or powder has certain ingredients which cannot be discovered by anyone else. Such a claim is absurd in the light of modern analytical methods as a result of which any ingredient more than a trace in extent can be accurately estimated and weighed.

From time to time the battery manufacturers test the latest battery solutions offered in the market, and the results generally fall into two categories:

1. Those that are definitely harmful to a battery and will considerably shorten the life.
2. Those that are harmless, but without lasting benefit in a battery. In most cases however rendered harmful because of the impurities of the ingredients used in their manufacture.

The main trouble is due to the doubtful materials used in the manufacture of these solutions, usually done on a small scale, without proper facilities for quality control. The net result is that the individual who is tempted to purchase dope due to misleading claims will probably experience considerable trouble with his battery and find that the battery manufacturers will not entertain his claim when the battery fails since the use of these additives renders the guarantee null and void.

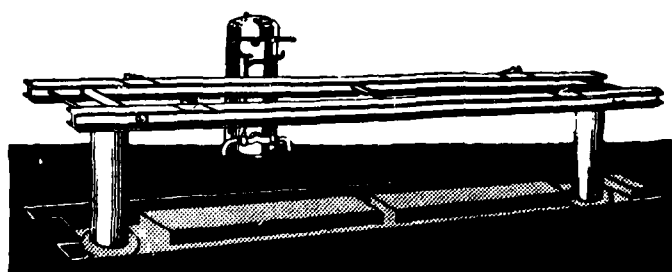
The word "dope" is eminently suitable, since the use of such liquid will have a bad effect not only on the battery into which they are put but also in the mind of the owner, as in time he will become dissatisfied with the service he receives from the battery. If you start taking dope you know perfectly well the ill effects are far reaching and terrible. This applies to batteries.

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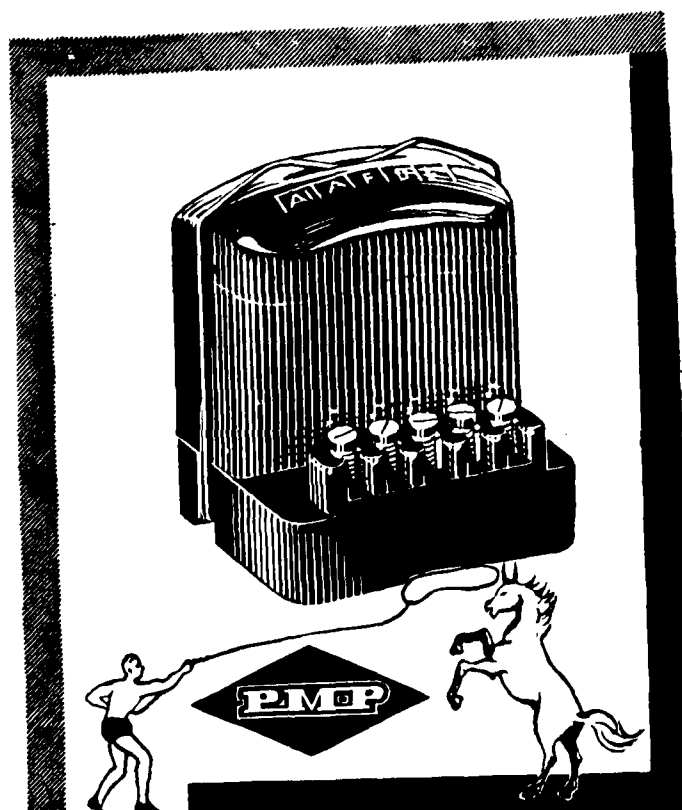
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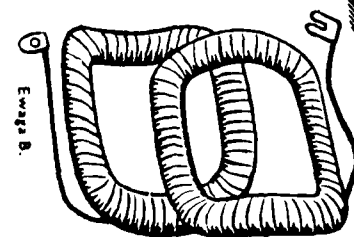
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SAFETY ON THE ROADS

Measures discussed at the National Safety Association Annual Meeting

MR. R. N. PILLAI ELECTED CHAIRMAN

Commissioner Mahadevan Details Police Efforts

Presiding over the annual meeting of the Madras Branch of the National Safety Association, Shri R. N. Pillai, Chairman, drew special attention of the authorities to the condition of pavements in the city and said that these should at first be kept clear for use by pedestrians. Unless this was done it was difficult to prevent jay walking which was a serious threat to safety on roads.

The annual meeting of the association was held at the Hotel Connaught on June 26, with Shri R. M. Mahadevan, Commissioner of Police as the Chief Guest.

Referring to the shrinking of city roads as a result of increased population and vehicles, Shri Mahadevan called on safety associations and educational institutions to co-operate with the police in tackling the problem and reduce road accidents.

He added that efforts should be taken in three directions, engineering, enforcement and education, if the roads are to be made safer for the motorist and the pedestrian alike.

The increase in vehicle population made the roads small. As regards accident statistics, it showed clearly that out of 109 fatal accidents only four were the result of collision of vehicles. In all the others pedestrians or cyclists were hit.

The police were doing their best. On the engineering side, they had submitted a master plan for the city which was being accepted by the Govt. almost in toto, and so this should be pushed through soon.

On the enforcement side, the police were doing their best to regulate traffic and had even asked for increased staff, the need for which has since been realised by Government. On the educational side steps should be taken to impart education on safety measures, particularly road use etc. to children at school level. In particular he has suggested inclusion of traffic education in the school curriculum.

In most of these spheres of activity the National Safety Association, which already made a significant start in co-operating with the police and volunteers last year, can contribute substantially and help reduce accidents. He assured every possible help and co-operation for the plans that may be evolved by the association in this respect.

Earlier, Shri R. N. Pillai, who was



Shri R. N. Pillai who has been elected Chairman of the Association.

re-elected chairman of the association said, *inter alia*:

On behalf of the National Safety Association I have great pleasure in welcoming you all to this first Annual Meeting. I am particularly thankful to you, Mr. Mahadevan for accepting our invitation and sparing the time to be present here this evening.

Although the parent Association viz. The National Safety Association, New Delhi, has been in existence for twelve years, as you all are aware, the Madras Branch of the Association is still in its infancy, having been brought into being only in June 1960.

With the tremendous increase in the volume of traffic on the roads and increasing fatalities in road accidents, it is but natural that Road Safety should receive greater attention now than ever before and people should come forward to organise planned campaigns to educate road users in regard to their responsibility while on the roads.

Our primary object has therefore been to endeavour to make roads more safe and with this purpose in view we called for volunteers from member firms, Boy Scouts' Association, National Cadet Corps, Young Men's Club, etc., and launched our first pedestrian safety campaign in the Central Station area on 8th September 1960. We are deeply obliged to Mr. Mahadevan, for not only agreeing to be a Patron of the Association but also directing through the D. C. Mr. Radhakrishnan the above

campaign. We greatly appreciate the assistance rendered by you and your officials and staff in conducting these campaigns.

It is however unfortunate that our Pedestrian Safety Campaign, which we had intended to undertake on one day in every week at the important centres of Central Station, Esplanade and Mount Road continuously from 8th September 1960 could not be carried out uninterruptedly, as proposed, as unprecedented rains intervened in November/December which damaged extensively all the city roads and we had therefore to temporarily suspend our activities, pending repairs to the roads.

I hope that with the close co-operation of the new Committee and the Members we will be able to enter new fields and hope to direct our efforts at school-going children, factory-workers etc.

I should here like to say a word about our pavements. If our campaign is to succeed, the pavements should be kept clear and attractive for pedestrian use. It is not uncommon to see pavements being grossly misused. Pedestrian crossings have been provided at several important traffic points and I am glad the Police are taking keen interest in controlling traffic at these crossings. In respect of pavements, however, a lot more remains to be done and it would be our endeavour to prevail upon the authorities concerned to keep pavements clear of all obstructions for pedestrian use primarily and thereby prevent jay walking, a serious threat to safety on the roads.

Annual Report Adopted

The Annual Report of the Association for the Year ended 31st March 1961, which was earlier adopted at the meeting stated:

The Madras Branch of the National Safety Association was inaugurated on 30th June 1960 by Shri R. Venkataraman, Minister for Industries & Labour, with Mr. C. H. B. Wanton as the Chairman, to promote educational propaganda and devise principles and methods of securing the prevention of accidents

of all kinds, and make roads more safe. The membership which stood at 12 at the inauguration, has increased to 23 at the end of the year under report. The Committee is however alive to the fact that this increase is not sufficient and there is considerable scope for further improvement. A drive for membership has therefore been launched.

The Association started doing valuable work right from its inception by undertaking the difficult task of controlling and directing the movements of pedestrians and cyclists under the guidance of the Police. In view of the limited manpower available, it was decided to seek the assistance of various organisations such as National Cadet

ed at the crossing to guide the pedestrians and a part of the road was lined to prevent pedestrians from crossing stray points. The Director of State Transport, and the D.C. of Police took active part in the campaign by taking up posts at main crossings.

The experience of the day's campaign emphasized the need for more volunteers.

The Association could carry out only three more exercises during the period under report, as these had to be stopped in view of the unprecedented rains that intervened and made our roads very bad.

CAR PRICES

Readers are informed that the current ex-factory price of the Standard Ten is Rs. 10,036 and that of the Standard Herald is Rs. 10,040. This change may be noted while referring to "models and their prices" in the last page of this issue.

Corps, Scouts' Association, Rotary Club, The Lions Club, and the Young Men's Club, etc., and call for volunteers therefrom.

Pedestrian Safety Campaign

The Pedestrian Safety Campaign was launched successfully on 8th September 1960 under the direction of the Commissioner of Police. 50 cadets of the National Cadet Corps and volunteers from the member companies, State Transport, Automobile Association etc., numbering about 25 took part in the campaign at the Central Station area between 5-30 and 7 p.m. the peak hour. Volunteers and cadets were station-

Premier Automobiles Expansion Scheme

In pursuance of their plans to increase production of their cars and trucks to a substantial extent, the Premier Automobiles Ltd., have selected for their new factory a large piece of land measuring about 300 acres, near Kalyan, about 40 miles from Bombay. The Government of Maharashtra have notified in the Gazette about the acquisition of land and the preliminaries such as contouring and surveying have already been completed.

The new factory which will be erected at Kalyan will be an independent unit in addition to the existing Kurla plant. The work of construction will be undertaken immediately after the monsoon.

With the addition of the Kalyan factory, the total production capacity of the Premier Automobiles is expected to be raised to 15,000 to 20,000 Fiat cars and 15,000 to 18,000 Dodge and Fargo trucks per year, which is almost three times the present annual production of Kurla plant.

The Premier Automobiles is one of the largest automobile manufacturers in the country, with the highest total production of over 90,000 vehicles so far. The Kurla plant employs about 6,000 workers.

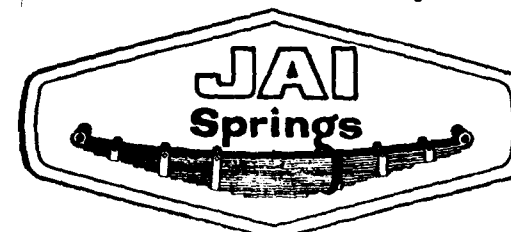
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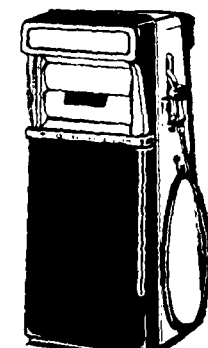
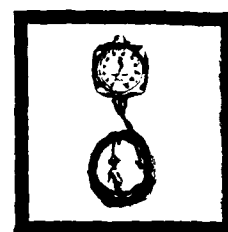
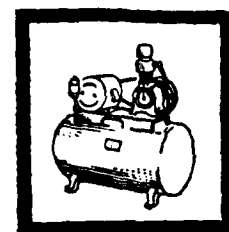
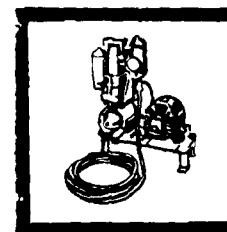
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Social & Personal



Mr. K.L. Goel, Partner, Messrs. Modern Sales & Service, Distributors for Standard Batteries in Gwalior, recently returned to India after a business trip to Tokyo.



Mr. K. V. Natarajan, Assistant Works Manager of Standard Batteries Ltd., recently left for Sweden for higher technical training.



Mr. R. S. Shanbagh (3rd from right) of the Technical Department of Messrs. Standard Batteries Ltd. recently left for Sweden for higher technical training. He was seen off at the Santa Cruz Airport by Mr. L. D. Char, Director of the Company, and others.



The 300,000th Mercedes-Benz truck rolls off the assembly line: The Daimler-Benz AG, after rebuilding the war-damaged truck plants of Mannheim, Gaggenau and Sindelfingen has produced since 1949, 300,000 Mercedes-Benz trucks.

MOTORINDIA

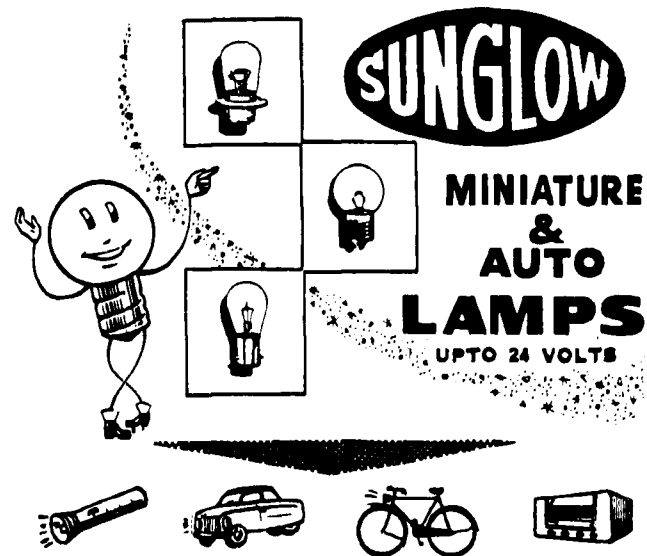
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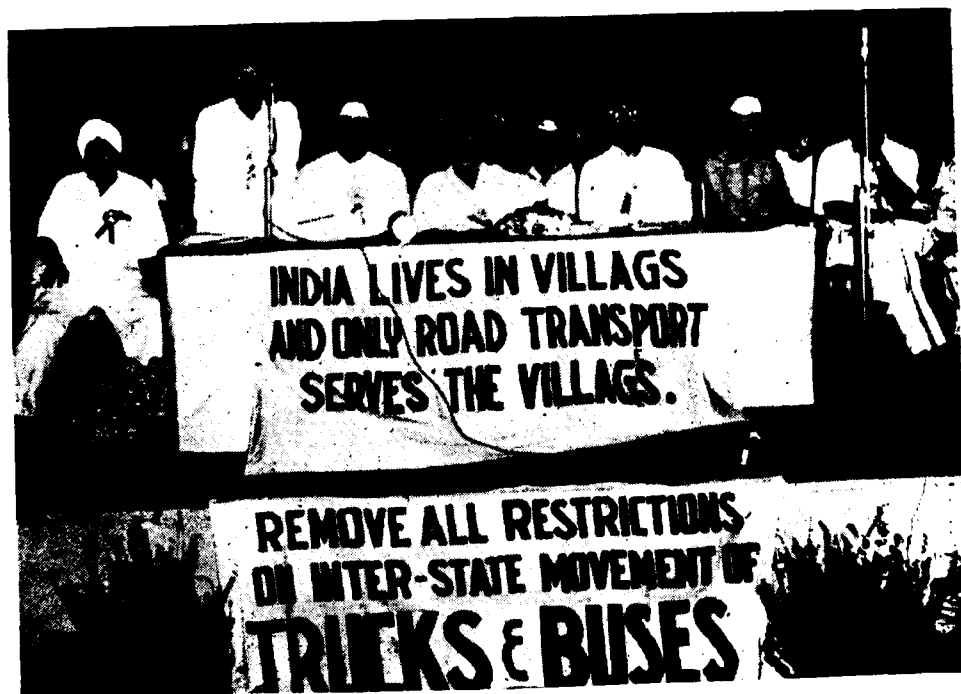
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Shri Shyam Nath, Mayor of Delhi, addressing the conference. Picture shows from left to right:— Sardar Har Bhajan Singh, Shri Shyam Nath, Minister, Shri Raj Bahadur, Sardar Hukum Singh, Shri Mir Mushtaq Ahmed, Chairman of the Reception Committee and Shri Gopinath Anand.

Delhi State Motor Operators' Conference

Raj Bahadur's Assurance to Hukum Singh's plea for more help to Road Transport

One of the pressing problems facing the Delhi Transport is the inadequacy of parking places and absence of such facilities in important places. Shri Raj Bahadur, Union Minister of State for Transport and Communications, while addressing the Delhi State Motor Operators Conference on June 15, disclosed that the matter has been discussed already with the officials of Delhi Administration and they have agreed to provide parking places at Bela Road behind the Red Fort.

Referring to the various problems facing the transport operators he assured them that almost all of them would be solved on the completion of Delhi Master Plan.

Answering the point that operators are made responsible for the mistakes committed by drivers and conductors he said, "The drivers

The Govt. have not fully recognised the importance of road transport industry in the economy of the country... In their anxiety to help the Railways they should not forget road-motor transport which is equally important if not more, and at least is the only tool for the economic development of the villages.

—S. Hukum Singh
(Dy. Speaker, Lok Sabha)

and conductors are your men—people under your control. Their recruitment is in your hands. It is your duty to select efficient men". He welcomed the scheme started by the Delhi Operators to award prizes to the efficient drivers and conductors for their services and said that it will go a long way

to create efficiency in transport services.

He humorously pointed out that in spite of their paying 'heavy' taxes each one of them is earning a good amount. But he promised to do his best in the matter.

As regards the contract carriage permits he said that reports have been called from the States and after hearing their views in the matter steps to be taken further would be considered.

Concluding he said that 22000 miles of pucca roads are to be laid up in Third Five Year Plan and 325 crores have been allotted for this purpose.

Welcome Address

Mir Mushtaq Ahmad, chairman of the reception committee in his welcome address said:

"I am glad to record that in the intervening two years, road trans-



Shri Raj Bahadur, Minister for Transport & Communications addressing the conference.

port has gained in status, both in Government circles and in public estimation. The Government of India, for the first time, acknowledged the importance of road transport and sent out a team of road transport operators at official expense to West Germany, U.K., U.S.A. and Japan. This team known as **Road Transport Productivity Team** consisted of six official and six non-official members. It is gratifying to the Delhi operators that out of six non-official members, two members belong to Delhi one of them Shri Durga Das, who happens to be the Working President of the Delhi Provincial Motor Union Congress, represented the goods side and S. Manmohan Singh, one of our important managing committee members represented the passenger side.

What impressed our two friends abroad was the competition in

service at reasonable rates. Competition in rates is considered a second degree approach. While we hope that these two responsible office bearers of Delhi Motor Operators will do their best to put into practice, whatever they have seen to the extent it is practicable, there is a lot to commend to the rank and file of our members also.

If we have been able to achieve certain status in the official circles as also in the international transport associations, it is largely due to our strengthening the spirit of cooperation between ourselves and the unions at various levels.

It would be unfair to omit the other achievements which you registered meanwhile due to closer understanding among the ranks at a time Delhi citizens were horrified at the threatened strike of DTU employees on grounds which were not considered weighty. When the Delhi public and DTU authorities invited cooperation of your State Union for providing bus service on certain routes, your Union reciprocated and to begin with started running exclusive services on four routes 18, 18A, 29 and 29A. It is my privilege to congratulate the Delhi operators on the valuable services rendered to the Delhi public which won the applause of Delhi wadas and of the DTU officials. Due largely to your capacity to give a substitute service to the Delhi citizens, perhaps in a well disciplined, punctual and polite manner, the DTU threatened strike did not come off. Apart from the public, the DTU officials also complement you on your valuable services on an embarrassing occasion and entered into a long term arrangement with you that you would offer buses under the DTU management in the interest of the public.

"Admitting as we do that the cost

of road transport is a reckonable element in the cost of industry and conceding as we do that motor transport in India is the highest taxed in the world, what has been the outcome of pious official wishes and verdicts of the Government Enquiry Committees? Not only precious nothing but just the reverse. The official agency professes something different but the State Governments act in a diametrically opposite manner. The results have been more and more curbs on the development of road transport for whose wellbeing all the official agencies now openly swear.

Parking Place Problem

Another point which exercises the minds of not only the transport operators but the Delhi citizens as a whole is the lack of suitable parking places for buses and trucks which continue to increase phenomenally year after year. The traffic congestion and obstructions are assuming serious proportions. We whole-heartedly appreciate the annoyances of Delhi citizens particularly those who happen to live or carry on business near the transport centres due to undesirable congestion and obstructions. Let it be known that Delhi State Motor transport operators disown responsibility for this situation. It sympathises with Delhi citizens and is one with them in demanding speedy remedial measures. It is quite regrettable that in spite of continuous approaches to the authorities, the question of earmarking and providing parking places for rapidly expanding vehicle population of Delhi still continues to hang fire.

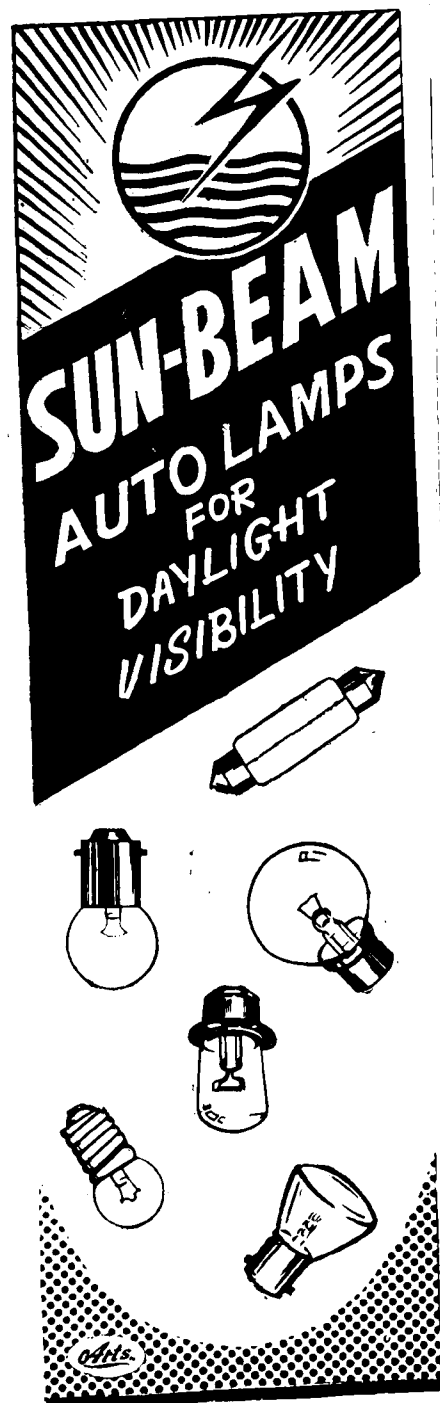
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I am desired by the Delhi State Motor Transport Union Congress to reiterate the offer of Delhi private bus companies to run parallel or complementary services at a rate of 3½ nP. per mile against the 5 nP. per mile charged by the DTU.

"A fleet of about 100 buses with the investment of Rs 5 lakhs is operating in the Capital under the guidance of the Contract Bus Association. It has always served the Government in the event of emergencies, like agitations, strikes, reception of foreign dignitaries. They have won the confidence both of the public and the Government with their efficient service. It is high time that the interest of Contract Buses is protected by equipping them with regular permits for Delhi State under section 49 of the Motor Vehicles Act and by removing the restrictions of 'No Objection Certificate' for entry into U. P. State and single point taxation and other necessary facilities to enable them to serve the public, the tourists and the Government still more efficiently.

Offer of Private Companies

It is lamentable that at the time of special gatherings and exhibitions in Delhi when every effort must be made to provide quick bus service to the Delhi citizens and tourists from abroad, the DTU and the official machinery reject the offer of private bus companies to supplement the frequencies to the exhibition grounds. This shows total disregard of public convenience by the DTU, an object which the DTU must serve. It is fantastic that in complete disregard of offers of private bus companies, the DTU either allows the public to suffer the inconvenience of travel or invites State buses from the adjoining States.



Shri Mir Mushtaq Ahmed, Chairman of the Reception Committee, delivering his welcome speech.

Whereas the private buses pay a commission to the DTU and volunteer to subject themselves to their supervisory control and pay taxes to the Delhi Administration, the buses imported from the adjoining States pay no taxes and come to Delhi at the cost of public inconvenience in their own States. I hope that the DTU will not take a negative attitude in the forthcoming Industries Fair and will accept the offer of private bus companies to supplement services to the exhibition in public interest.

Much was said in my last reception committee address about the mobile traffic courts. This system was considered expedient to cope with the rush of traffic cases which were piling up because of no regular traffic courts. Now that fixed regular courts have been established to dispose off traffic cases exclusively, the injustice done by mobile courts must be dispensed with.

Working Hours

According to labour laws, the transport workers should work no more than 8 hours a day. There is a sizeable number of trucks for local jobs in Delhi for carrying building materials etc. Various roads are closed to them for several hours in the morning and evening with the result that the local transport operators cannot carry on their trade without either breaking the labour laws or the transport traffic rules. In all earnestness I would suggest to the traffic police to examine the difficulties of local trucks

and ensure that they are given alternative routes so as to allow them 8 hour work a day.

Summing up, I would say even at the risk of repetition that the transport community is an essential integral industry in the service of the country. Its role is extensive and important. It has to expand to catch up with the growing needs of the economic regeneration of this country. They are keenly aware of the scope of bettering yet their standard of service and extending it further and further. This would,

only be possible with the sympathetic understanding of the Government and the public.

In this gathering are represented the fraternal observers of allied associations like Delhi Petrol Dealers Association, Delhi Tyre Dealers Association, Delhi Auto Parts Association, Delhi Motor Traders Association, etc. The interests of these bodies to a great measure are identical. We are all prepared to give our best for the expansion of road transport for the greater prosperity of this country."

PRESIDENTIAL ADDRESS

Mr. S. Hukum Singh, Deputy Speaker of the Lok Sabha in his Presidential Address said :

I quite appreciate that all of you are being put to a very great inconvenience for want of suitable parking places for your vehicles. The population of Delhi has greatly increased in the past years and the Government is no doubt engaged in tackling this problem of the over-population and rapid growth of Delhi. Side by side with this, the number of motor vehicles in Delhi also has increased substantially with the result that in the absence of any suitable places for parking etc., these vehicles have to be parked here, there, and everywhere, thereby causing unavoidable congestion on the roads and creating traffic jams.

Now, it is true that all this is not desirable. However while the Government, or for that matter any authority, is justified in prosecuting you for wrong parking, I believe, you are equally justified in demanding it from the Government that

suitable and nearest-to-the-site-of-business parking places should be designated.

Whatever may be the reasons now that the Master Plan is in its final stage, it is only fair that the authorities make a definite provision for parking places for the very large number of trucks and buses in the city. This number is constantly increasing due to a great demand for transport facilities by the people.

Totally Inadequate

As I know, your organisation represents all the different modes of transport; trucks, buses and taxis. I will take up the question of passenger transport service in the city of Delhi. These services are being now provided by the Municipal Corporation of Delhi which had earlier taken over from the Government buses of the Delhi Transport Service which was a nationalised concern, having been set up by a special Act of Parliament. When the Act setting up the Delhi Transport Authority was passed by Parliament, I had occasion to express my views on this subject. There has not been much of a change in my views since then. I had then said that we were not opposed to nationalisation of transport services, but what we really wanted was that the people of Delhi should get efficient, economic, and adequate services. We

were fully assured that this was exactly what the government had intended by taking over the running of private services in their own hands. However, as the experience of the past few years has shown, all is not well with the services provided by the D.T.U. There can be two opinions about their efficiency but certainly there cannot be any difference of opinion about the fact that the services, being provided, are totally inadequate. I remember having read about the speech given by the Chairman of the Transport Committee of the Municipal Corporation in which he had estimated the overall requirements in terms of buses etc. for the D.T.U. in order to provide an adequate service to the travelling public of the fast growing city of Delhi. As against these targets, the present number of the D.T.U. buses cannot be said to be adequate in any sense of the term. It is a great pity that instead of adding more buses to their fleet and increasing the frequency and number of their existing services within the limits of the cities of Delhi and New Delhi, the D.T.U., according to reports appearing in the press is



Sardar Hukum Singh, Dy. Speaker, Lok Sabha, delivering his Presidential Speech.

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thinking in terms of operating on inter-state routes. I would only like to say here that it is always a better policy to do first things first. The Municipal Corporation has both a legal as well as moral duty to provide to the public of Delhi adequate transport. It should not shirk this responsibility and if it feels that it has not enough resources, the government should give the necessary aid. But it seems to me rather queer that while they have failed to provide the requisite number of services to the people of Delhi, they should begin to think in terms of running their buses outside on long distance routes. I am told that one reason for this is that the D.T.U. administration believes that running of long distance transport services is more profitable. In the absence of any comparative data it is difficult for me to say anything, but as I have been told, that because of the very high fares charged, the intra-city services of D.T.U. ought to be highly lucrative.

I have heard with great interest

to the proposal made by your Chairman in the reception committee's address, in which you have offered to run the services at a cheaper rate side by side, with the D.T.U. buses, or, on such uneconomic routes which D.T.U. thinks it should not operate because the return is not sufficient. It is certainly something which deserves full consideration. I do not know whether there are any serious difficulties in considering and accepting this offer, but whatever be the difficulties, surely the same can be overcome in the larger interests of the public.

Looked at from any angle, the provision of adequate and efficient bus services for the public is indeed important and at the same time an urgent task which should receive topmost priority. I know that because of the limited resources of the Government, it may not be possible to increase the existing number of buses of the D.T.U. very much during the Third Five Year Plan. Under these circumstances, I feel it would be a wise

policy to consider allowing the private operators also to operate on all or, on part of the routes. What form and shape it should take is a matter for mutual negotiations. I have every hope that all those who have anything to do with it, will give this matter due consideration and I am sure that having the will, a way will be found out for doing the needful.

The one thing upper-most in my mind is that the Govt. have not fully recognised the importance of road transport industry in the economy of the country. There are still some people who are thinking in terms of rail-road competition. I remember when the Railway Minister had referred to this in his Budget speech recently, a large number of members of the Parliament pleaded with him for the development, not only of the Railway but of all modes of transport and more so of road transport. I am one of those who have always believed that we in this country

need a lot more of road motor transport, as in fact a lot more of every other form of transport. Any controversy at this stage is rather unfortunate. Recently there has been some reference to the interim Report of the Neogy Committee both in the press and in the Parliament. Since the committee has not made any final recommendations, it would be rather unfair to pre-judge the issues. But I would like to say only this much that in our anxiety to help the railways, we should not forget road motor transport which is equally important, if not more, and at least is the only tool for the economic development of our villages. Who will deny that thousands of our villages will remain inaccessible unless we had good roads connecting them with our cities. In this connection I am aware of the great disappointment which has been expressed in many quarters over the very meagre allocations for roads under our Third

Five-Year Plan. I also share this disappointment but I hope that as the time passes, we may find some ways and means to increase this allocation. In this connection I am sure that as a valiant fighter for the cause of roads, Shri Raj Bahadur will not give up his efforts in this direction.

We are told that road motor transport industry is highly labour-intensive. It is therefore of very great importance that it should be developed to solve the problem of unemployment. Again it has been conceded that road motor transport contributes more to our national exchequer than any other form of transport by way of taxes etc. If that is so, certainly road motor transport is entitled to an equal, if not a better treatment than what is being meted out to the railways or for that matter to other forms of transport. I am sure that the government will lose no time in doing all that is needed to help these people and as a first step towards it, will set up in Delhi, a Transport Finance Corporation to advance

loans to these people. Surely the Central Government can give a lead in this matter and when a Corporation has been set up at the Centre, we can then approach the State Governments to follow suit.

I may as well make a reference to what had appeared in the press only recently about introduction of luxury buses by the D.T.U. for use by foreign tourists. I am told that whereas the Municipal Corporation is insisting that the government should under-write the loss if any for the first three years, the private operators have already made an offer to operate such services without any such guarantee. When we have nationalised only the stage carriage services, we should rather welcome this proposal from the private operators and allow them to operate the luxury services specially when they do not cost anything to the tax-payer.

Resolutions

The following resolutions were passed at the conference.

(1) The conference urges the



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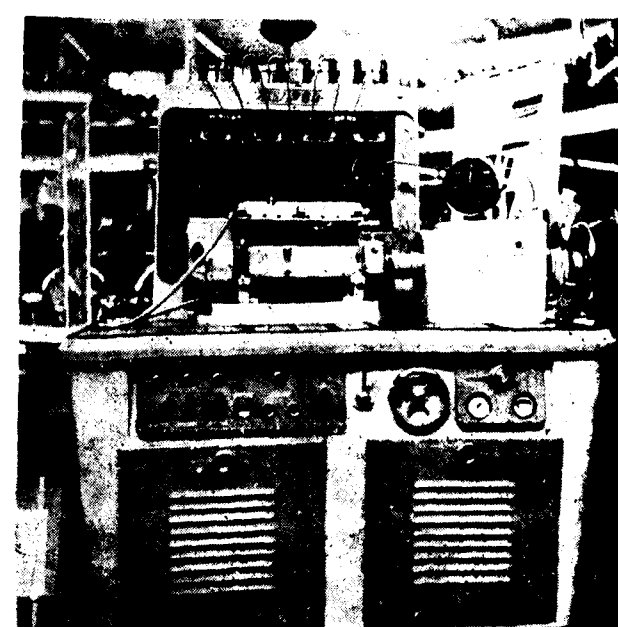
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MOTORINDIA

Government to appreciate the emergency of the situation at least in so far as provisions of proper parking places is concerned and fix a deadline for the provisions of the same. It further urges that the Delhi Administration should revise its attitude and policy regarding prosecutions of the transport trade and should take necessary steps in consultation with the representatives of the transporters' organisations to remove unnecessary embarrassment

which is caused at present. It pleads for the increase of traffic courts.

(2) The conference strongly feels that the private operators should be allowed to supplement the service of D. T. U. on their existing routes providing their own services in the interest of travelling public.

(3) Long distance road transport facilities for carriage of passenger, also goods, should be encouraged by

Central as well as State Governments. The conference demands that regular permits valid on the entire route for a full term of five years should be issued and other necessary steps taken to solve various difficulties.

(4) The conference strongly protests against the imposition of motor taxes on vehicles operating in different States such as vehicle tax, octroi tax, toll tax, counter-signatures, fee etc., and passenger and goods taxes. It is a matter of regret that these multi-point taxes are continued to be levied and in fact are being multiplied in spite of the fact that the various committees appointed by the Govt. of India had recommended single point taxation which was agreed to by the Transport Commission's Conference and by the Transport Council. The Central Govt. should come forward to abolish the multi-point taxes and see that taxes are collected at single point. It demands that passenger and goods taxes levied by the various State Govts. should be withdrawn and the directions given by the Govt. of India be implemented.

(5) The conference demands that all contract carriage buses should be issued regular contract carriage permits as in the case of taxis.

(6) The recent amendments in rules 1, 18, of the Delhi Motor Rules which have made the permit holders vicariously liable for all kinds of offences in the L.P.C. committed by the drivers and conductors etc., may be withdrawn forthwith. The conference also feels strongly that the policy of Delhi State Transport Authority in taking action against the permit holders under the Motor Vehicles Act and the rules by the drivers and conductors is neither fair nor proper and needs to be revised.

(7) The conference feels that in the various Committees and Boards constituted by the local administration including the Delhi Traffic Advisory Board, representatives of the Transport organisations should be included.

(8) It urges upon the Govt. of India the necessity for immediate setting up of a Road Transport Finance Corporation for provision of long

term credit facilities to the transport trade at reasonable rates of interest and with facilities of payment in easy instalments.

(9) This conference urges upon the Government to devise ways and means for provision of recognised booking agencies for variable units of vehicles for convenience, security and comfort of the travelling public.

(10) This conference is strongly of the opinion that the offences provided in the motor vehicles act such as under section 304-A section 279, 337 and 338 etc. should be made compoundable by the consent of the parties concerned and the provisions of the criminal procedure code should be amended accordingly. This amendment will ensure in providing speedier and substantial justice to the aggrieved parties.

(11) The conference urges upon the Local Administration and the Government of India not to treat the Public Utility vehicles such as buses, taxis, trucks, Auto rickshaws

etc. and their spare parts as items of luxury to be charged at the enhanced rate of sales tax of 7 nP. in the rupee, as detailed in the first schedule of section 5(1)(a) of the Bengal Finance Sales Tax Act 1951.

(12) This conference urges that operators owing at least five vehicles should be registered as fleet owners with the tyre companies and the fleet owners should be provided for their adequate requirements.

(13) This conference has viewed with great dissatisfaction the levy of sales tax in Delhi on the amount of loan and interest paid by the motor transport operators to the finance companies when hypothecating their vehicles for raising loans. This conference considers this as unjust and unfair and more so, because this is not done in any other State in India, this levy is also discriminatory. This conference therefore requests the government to kindly remove this levy of sales tax on such transactions.

(14) This conference requests the highest officials of the Corporation, particularly the Mayor and the Commissioner, to go into the difficulties expressed by transport operators and remove these genuine difficulties of the operators realising that the Corporation has its responsibilities not only to just one section of the people but to all, which include the road transport operators as well.

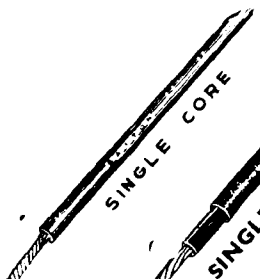
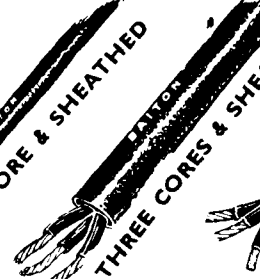
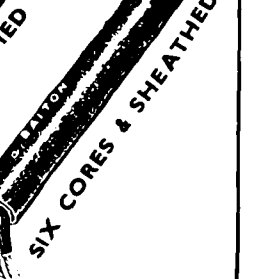
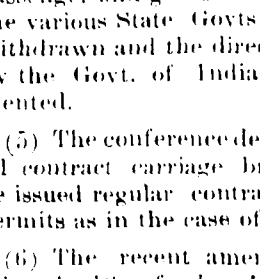
(15) This conference of the Delhi Road Transport Operators requests the Chief Commissioner and authorities concerned to grant some suitable piece of land in order to enable the operators to construct a housing colony for the use of their employees and other workers.

(16) This conference strongly demands that the difficulties facing the Taxi Service must be seriously looked into and adequate solution be sought out, thus enabling the operators to give maximum possible facilities to the travelling public.



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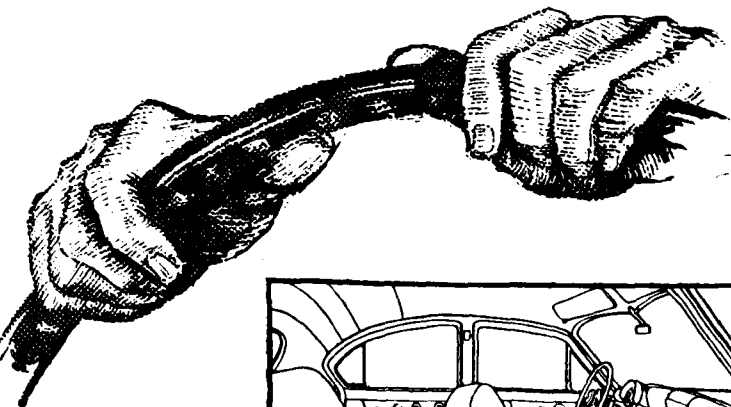
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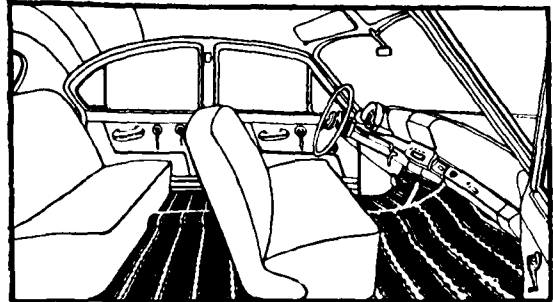
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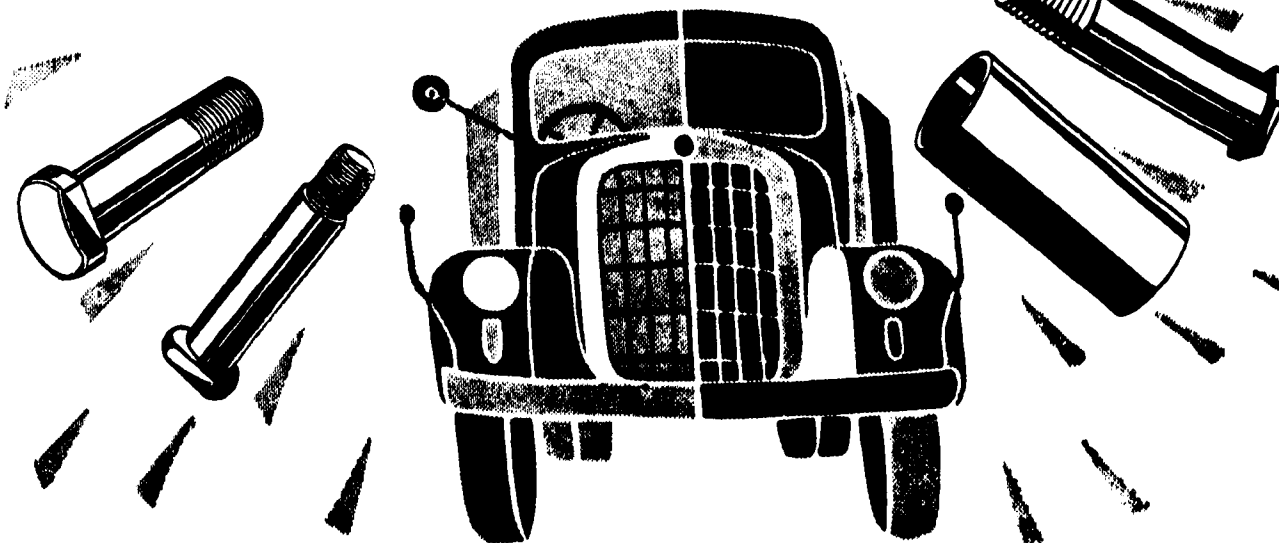
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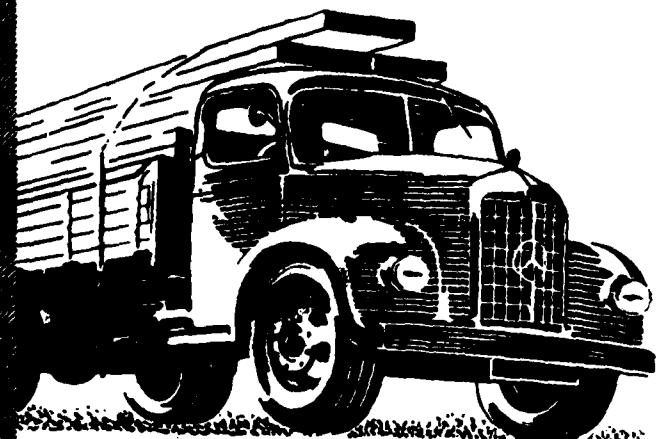
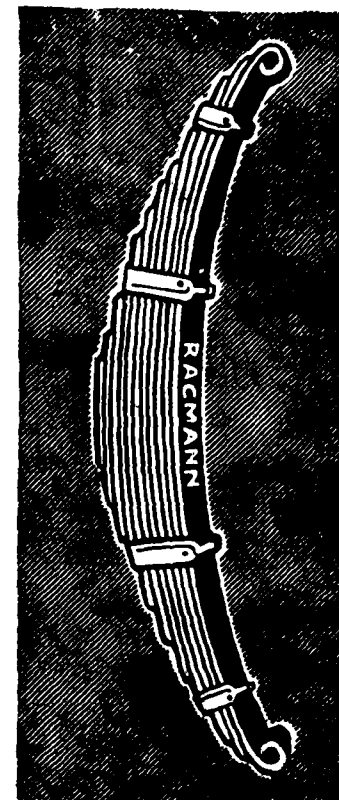
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