

Clearly the pedestrian and the cyclist cannot be selected. They are in the habit of picking up their own methods of using the road, and since the traffic regulation is becoming scientific, arbitrary modes of using the road must always produce accidents. It is obvious that they, above all others, should be instructed how to avoid accidents from motor traffic. Instruction in schools and colleges and propaganda by private and aided agencies with a view to impart systematic training may produce the desired results. On the roads it is not uncommon to find the physically deformed and defective people, blind and deaf, old men and unsophisticated children sorely trying the patience of motor drivers, the motor cyclists and bicyclists. We have, on the other hand, villagers carrying head-loads, bullock carts carrying steel girders and bamboo poles, and beggars crossing from foot path to foot path, on sighting a car to stop. The

Indian traffic conditions are peculiar, and their control and direction must be based partly on research work and partly upon the education and enforcement of traffic regulations.

The importance of scientifically prepared and accident-free roads in India must become evident when it is remembered that more than fifty per cent of her population uses the road bare-footed almost from infancy to old age, imbibing into the system the dust and pollution of the road accumulations. Will such an existence improve the physical efficiency of the people? It seems to us that the multiplicity of problems involved not only in the construction and maintenance of roads, but also in the reactions of such roads on public health, must be the chief argument in favour of instituting a Ministry of Transport and a Road Research Board.

NEWS

FIRST-EVER POWER-TRANSFER LINE OF 1,150 KILOVOLT

The first 1,150 kilovolt power-transfer line of the world, 497 kilometres in length has been put into operation, linking Ekibastuz to Kokchetav in Kazakhstan. It is the first link in the major top-class line, which will connect the power stations of this fuel-and-energy complex with the Ural area.

Geographically, the power consumers are found mostly in the European parts of the Soviet Union, while the bulk of the fuel resources in its Eastern parts. Unprecedentedly, large fuel-and-energy complexes are taking shape on the basis of Western Siberian gas and Ekibastuz and Kansk-Achinsk coal. It is thus more advantageous to build power stations and transport electricity by long transfer lines.

Estimates show that prior to 2000 much more electricity than now will have to be transported from the country's East to the Ural area. Several parallel 500-kilovolt lines would have to be built for this

purpose, which is clumsy and costly. Meanwhile, one 1,150-kilovolt line has a throughout capacity of up to five million kilowatts. Simultaneously, the spending on wires, metal, pylon foundations and on building-and-assembly operations is more than halved, and the losses of electricity, too. Also, the lines thus occupy 2.6 times less land.

"The 1,150-kilovolt line is a major Soviet technological stride and a landmark in the development of world power engineering," said the First Deputy Minister of the USSR Power Industry and Electric Power Stations, Alexei Makukhin. "In 1986-1990, the Soviet Union will build several such power-transfer lines for linking the grids of Siberia, Kazakhstan and the Ural area," he pointed out. (*Soviet Features*, Vol. XXIV, No. 181, 5 December 1985; USSR Embassy in India, P.B. 241, 25, Barakhamba Road, New Delhi 110001).