GCT ALUMNI

Annual Number

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Dr.S. PONNUSWAMY

Alumnus 1945-1949

Arthur Hope College of Technology.

(Government College of Technology)

PLATINUM JUBILEE YEAR 75th 1945 - 2020

PLATINUM JUBILEE

(1945 – 2020) Special

MESSAGE

Dear Sirs/ Madam,

I am very grateful to you for the invitation for Annual Alumni Meet 2021 following the Platinum Jubilee of the Institution due on February 16th. I am doubly grateful for the honour of 'kick starting the function'. Despite my earlier requests that this honour should go one of the many internationally famous Alumni.

I am thankful to you for this honour and again convey my wishes and prayers that by the time the GCT celebrates its century, it should have the honour of becoming an Internationally famous Institute of Excellence.

Thanking you and with regards,

Yours sincerely,

S.Ponnuswamy

PRINCIPAL'S MESSAGE

With all pride and exuberance, Government College of Technology, Coimbatore is marching towards the celebration of Platinum Jubilee (1945 – 2020). At this precious moment, I am extremely glad that GCTAA which releases its Annual Souvenir every year is bringing out its Special edition in view of Platinum Jubilee Celebration.

The institute is proud to witness the tremendous contribution made by GCTAA which plays a pivotal role in preserving the glory and heritage of the institute through innumerable quality initiatives for the welfare of the students. While the year 2020 is marked as the year of COVID 19 Pandemic, GCTAA ventured it's best through online to empower the students of this institute acquire academic excellence, foster values and create global competency with the help of Legendary Alumni. It is indeed noteworthy to mention that a Visitors Room is being constructed at Kothaiyaru Illam and the Basketball Court is being renovated by the 1996 batch as part of their contribution and efforts to revamp.

The aesthetic portal that exhibits the Alumni participation has established a strong attachment between the present day Students and Alumni. I am waiting to hear the successful blossoming of gSARC to real time needs. I invite every Alumnus/Alumna to share your experience and contemporary knowledge through this portal. Thanks to all our Alumni for standing with us and making GCT stronger whenever and wherever required.

Looking forward to all your support and contribution in various spheres to make this Association more dynamic and beneficial to the Student Community.

Dr.P.Thamarai
1984 - Civil

PRESIDENT'S MESSAGE

The "GCT Alumni" the in-house publication is entering it's sixth year. I am happy to note that this issue is being published against heavy odds due to the pandemic that has kept the association activities in limbo for the past year .We had planned a grand celebration of the Platinum Jubilee of the college and chalked out a challenging schedule of activities. We introduced the Mascot, launched the year long celebration during the last Annual Rally and planned a grand celebration on the 9th July 2020 the founding day of the Arthur Hope College of Technology as the Platinum Jubilee Day. The lockdown derailed all the events . But the undaunted spirit of the Alumni saw to it that the celebration was conduced virtually on that day as scheduled with over 300 participants .

The Annual Rally of 2021 is meant as the Valedictory function of the Platinum Jubilee. With uncertainty about the global travel the reunion is indefinitely postponed and we will organise when situation returns to normalcy.

This issue is designated as the Platinum Jubilee Special and contains selected passages from the Silver Jubilee Souvenir and an article by the first alumnus.

A.K.Anwar Batcha
1961 - Civil

GCTAA ACTIVITIES FOR THE YEAR 2020 -2021

The Annual General Body Meeting was held on 16.02.2020 at 9.30 AM in the Rajalakshmi Auditorium of our GCT Alumni Centre and the account statement for the year 2019-2020 was presented by the Dr. V. Prasanna Moorthy, Secretary, GCTAA and after discussion, it was approved by the General Body.

It was followed by the Annual Rally. The Chief Guest Er. S. R. Padmanaban (1960 Batch) GM (Retd), Cable Corporation of India, Mumbai was unable to make it to function and his batchmate Er. K Govindarajan graced the occasion spontaneously as Chief Guest. Following the President and Patrons address, the Chief Guest of the Function presented his brief address. He fondly recollected the GCT's Date with History, the day 13th Feb 1946 which was remembered for the beginning of Arthur Hope Polytechnic, the primary Avatar of GCT.

The day 16th Feb 2020 also marked the beginning of a year-long celebration commemorating 75 years of GCT's service in the field of science and technology by GCTAA.

As part of a larger initiative of enhancing alumni-student interaction, a career workshop event was also conducted on 16.02.2020 by alumni belonging to the Batch of 1996 and 1998. The workshop was well received by the student community.

Akash Pavan, Class of 2020, Mechanical and the vice-captain of the BAJA team shared his Team's achievement in the Alumni Portal. Team GCT had secured the 8th position all over India. This was an inspiration and motivation for the present-day Students to take forward.

In Feb 2020, Alumni Interview was done by Student Journalist Council “From GCT to IIM – B, Ananth Gunaseelan, Batch of 2011, ECE”. His response was posted in Alumni Portal.

In March all activities of GCTAA came to a sudden halt due to the Pandemic Covid.

Again with the enthusiastic support of Students T. Thamizh Malar Mathi and N. Nagpradheep of Second Year EEE, Rathesh Prabhahar of Third Year IT and D. Anandkumar Third Year Mechanical (President, Y's Club of GCT) along with dynamic Alumni Mr. Pradeep Varman 2008 batch and Mr. G. Laxmi Narayanan 2005 batch, the Patron and Secretary launched the “Great Conversations and Talks” on behalf of GCTAA, a series of presentations by various Alumni on a variety of topics to the GCT Students and it was also open to all. All the sessions are available in You Tube. The following are the details of the events:

01	AI - The World of Prediction Machines	26.05.2020	Ms. Niranjana Balasundram EEE, 2005
02	Personal to professional - How to enable us to excel in a corporate world	30.05.2020	Mr. Mujeebur Rahiman M EEE, 1995
03	The Skills of tomorrow - Navigating the AI world	06.06.2020	Mr. Reghu Ram Thanumalayan CSE, 2003
04	Basics of intellectual property - Focusing on patents	13.06.2020	Mr. Gopalakrishnan R Mech, 2001
05	Doctorate in Management at Top B-Schools in India	20.06.2020	Mr. Vishnu Prasad V IBT, 2015
06	Find the right mentor, it can change your life	27.06.2020	Mr. Vijay Ratthinam Mech, 2000
07	Women in Technology- Right time to rule	04.07.2020	Ms.Vidhya Krishnaswamy ECE, 1988
08	The Smart Way of Accessing The Job Market	11.07.2020	Mr. Dinesh Haribabu EEE, 2012
09	How to Stand Out and Importance of Soft Skills for Career Success	25.07.2020	Mr.Suresh Sankar ECE, 1995
10	Deep Learning - Introduction	08.08.2020	Mr. Chandran Venkatesan ME VLSI 2017
11	How to be more productive	05.09.2020	Mr. Vijay Thomas Francis CSE 1994
12	"E-Commerce 101" - Building a Career in E-Commerce	12.09.2020	Mr. Subbu Palaniappan Mech 1999
13	Blockchain - Introduction	26.09.2020	Mr. Kishore Seshagiri ECE 1999
14	Keep flowing - To Mould Life Skills	31.10.2020	Ms. Niranjana Balasundram CSE 1995
15	Creating and working in a safe workplace	09.01.2021	Ms. Niranjana Balasundram CSE 1995
16	Stay Hungry; Stay Foolish	23.01.2021	Mr. Kanishka Russell IT 2013

The Platinum Jubilee Commemoration was held on 09the July through online mode. The function was organised in the Seminar hall of GCT Alumni Centre. The Celebration was inaugurated by Er. Ponnuswamy (Alumnus 1949 Batch) from Chennai and the Celebration Plaque was opened in the hall by Dr. P. Thamarai, Principal, GCT (Alumna 1984) in the presence of Er. A.K. Anwar Batcha, President, GCTAA (1961), Er. C.V. Lakshmi Narayanan, Vice President (1984), Dr. V. Prasanna Moorthy, Secretary (1995), Executive Members: Er. K.R. Prasad (1968), Er. Vasanthi Angeline (1994), Dr.S.Rathi (2000), Er.P.Sugumar (1998) and hundreds of Alumni Members who made their presence online.

The 1970 batch followed by their Golden Jubilee reunion celebrated in Feb 2020, made a generous contribution to GCT. They contributed an amount of Rs. 8,40,000 towards R & D activities which includes a personal contribution of Rs. 5,00,000 by Mr. X. Durairaj, Chairman – Power Gears, India and Rs. 2,30,000 by Mr. S.K. Mahadevan of the 1970 batch.

The 1981 batch is supporting the entire education expenses of four Students from first year to final year. Mr. C.Doraiswamy, MD – Green Microelectronics India (P) Ltd., Coimbatore of this batch has sponsored PLCs and Electronic devices to GCT worth Rs. 4,00,000 and also supporting Students in the technical front signing a MoU with GCT active till 14th August 2021.

The 1983 batch spearheaded by Alumna Dr. Vimala Roseline, Former Principal, GCE Salem profoundly contributed by organising the following programs:

- "Execution of water supply schemes-A case study" – 15.07.2020 – 124 Civil Engineering Students benefited – delivered by Er.S.Sashidharan, Joint Chief Engineer / TWAD, Chennai (Retd)

- "Basics of Power Plant Operations" online training 6.7.2020 to 10.7.2020 - 46 Mech Engineering students benefitted - delivered by Er. .Mohammed Sultan, CEO, Chennai Power & Desalination Training Institute,Chennai

- "Surveying with Total Station" online training 6.7.2020 to 10.7.2020 - 260 Civil Engineering \ Students benefited - delivered by Dr.J.Shankar ,Consulting Engineer and Valuer Salem

- "Teach 2 Influence (T2i)" on 11.7.2020,18.7.2020 and 25.7.2020 - 101 faculty of GCT got motivated - delivered by Mr.M.Manoharan Senior GM & Global Head Sales & Leadership Development, Manufacturing Utilities, TCS,Chennai

- "Turning Point (Career Opportunities for Civil Engineers)" - 03.08.2020 to 07.08.2020 – 206 Civil Engineering Students benefited - Mr.S.Ramalingam Chartered Engieet, AARVY ASSOCIATES, SALEM

- Mr.Soundararajan Product development engineer, Australia, selected 6 EEE Students of UG - Electrical and Electronics Engg. and PG - Power Electronics and Drives. They were exhaustively trained during Corona Lock down period and completed a simulation process and continuing guiding them

The gSARC was launched on 02.10.2020. It is an initiative of Er. Senthilvelan Nataraja (1998) and Er. P. Sugumar (1998) started with the objectives to

- Build a Strong Alumni Database on an ongoing basis
- Strengthen relationships: Institution <> Students <> Alumni
- Manage engagement activities and support programs
- Brand Institution and Alumni

Dr.P.Ilamathi Joint Secretary (1999) is the Faculty in-charge and Mr. S.Bradeesh Moorthy (PG 2011) is the additional Faculty in-charge along with the active team comprising Ms. Vidhya (1992), Ms.Meenakshi (1998), Ms. Santhi (1998), Mr. Vijay (2002), Mr.Surya (2002), Mr. Pradeep varman (2008) and Mr. Gowtham (2014).

The orientation for the first year Students was held during 04.11.2020 to 17.11.2020. On behalf of GCTAA the office bearers interacted with the fresher's on and highlighted the activities of the Association. The gSARC team members also had a brief interaction with them.
Thiru G.D.Naidu, the founder of the Arthur Hope College of Technology had opened Endowment funds to benefit GCT and an amount of Rs. 1,89,431 has been received this year on 23.12.2020 to be distributed as scholarships to 38 Students.

From the Alumni Association the top two students of 2019-20 from each branch was selected and 75 students were reimbursed their college fees totalling Rs 4,26,125 for the academic year 2020-21.
The 1996 batch Alumni sponsored (i) renovation of the college Basketball court with a fence and lighting and (ii) the construction of a waiting hall in front of Manimutharu Illam is nearing completion.

Dr.V.Prasanna Moorthy
Secretary, GCTAA

Contributing to a cause…

Er.C.V. Lakshmi Narayanan
Vice President, 1984 Mech

It has been around 15 years since the low key alumni activity , has transformed into a driving force, with more alumni from world over getting connected to a cause .

Its heartening to see the growth trajectory, although with a warning of responsibility and commitment required to take this cause forward to the benefit of students and also to the alumni fraternity !

The role of technology has really aided and speeded up the restoration of the bond with our alma mater

The transformation in the thinking process as to how the alumni association should take things forward and plan for future is the challenge, in a dynamically changing student environment

There is an absolute need to blend the resources available with the association, to support

- Economically weaker students, who come into to GCT with a dream
- The technically superior minds to excel, in the current environment of competition and innoruptive excellence.
- And guide the larger section of students and charter them to face the real life situations of the world

All the above activities are happening over and above the efforts of college admin and academicians, known and unknown benefactors , outside agencies who are involved in one or all the above activities. There seems to be a scope for demand, as the challenge appears to be- opening up the young mind and making them look outside for support, shedding their inhibitions – both financial and technical .

Despite the pandemic situation, the support to reach out to students has been encouraging , although the response from students has remained lukewarm.
How we stimulate the interests in students to seek the experience and knowledge of the alumni for their career development , all over the world should remain our challenge, over and above supporting them financially.

Also an unchartered territory remains to be explored – supporting the alumni in terms of knowledge up gradation, career prospect enhancement and networking. This aspect has been emphasized in a recent guidance circular from the UGC of India , in line with the National Education Policy of 2020.

Inviting all alumni from all over, to join in the activities of the Alumni association in all possible avenues beyond money, by providing time share your experiences to guide future generations
Looking forward to working with you !!

Bank details for GCT Alumni association

Bank	:	State bank of India
Branch	:	GCT, Coimbatore.
Branch Code	:	10432
MICR Code	:	641002027
IFS Code	:	SBIN0010432
SWIFT Code	:	SBININBB451
Account Name	:	"GCT Alumni Association"
Account No	:	31130206480

Address for communication :

Dr.V. Prasannamoorthy, Secretary
GCT Alumni Association,
Government College of Technology,
Coimbatore - 641 013.
Contact No : 75980 19033
alumni@gct.ac.in

Finally GCTAA would like to remind that the Annual alumni Meet is held on the 3rd Sunday of every February month...do make it convenient to attend with your batch mates and family !!
Also you can watch it live on internet in the weblink- http://bit.ly/alumnirally
With best wishes for the New Year 2019, we remain,

Yours Sincerely,

Dr. P. Thamarai – Principal GCT & Patron, GCTAA,(1984 Civil)
Er. A. K. Anwar Batcha - President GCTAA (1961 Civil)
Er. C. V. Lakshminarayanan - Vice President GCTAA (1984 Mech)
Er.R.Rajagopal (1961 Electrical)
Dr. V. Prasanna Moorthy Secretary, GCTAA (1995 EEE)
Dr.P.Ilamathi Joint Secretary , GCTAA (1999 Prod)

CONTRIBUTIONS BY ALUMNI IN 2020-21

The following contributions were received from Alumni during 2020 -2021

1. Er. V.Janakiraman	-	Rs. 1,00,000 /-
2. 1970 batch (GCT R & D Development)	-	Rs. 8,40,000 /-
3. Er.R.Rajagopal (Towards Endowment Fund)	-	Rs. 5,00,000 /-
Amount Received for the year 2020-21 as F.D	-	Rs. 14,00,000 /-

GCT ALUMNI SPONSORED STUDENTS FOR 2020-2021

Mr.S.Ravi 1981 Batch	-	Rs.41,000/-
1968 Batch	-	Rs.96,740/-
Mr.S.Manohar 1982 ECE	-	Rs. 45,117/-
Rukmani Seshan Foundation (Mr.Jai Srinivasan)	-	Rs.45,117/-
Mr.Anand Srinivasan	-	Rs. 32,500/-
Mr.K.P.Manoharan 1982 batch	-	Rs.45,117/-
Mr. C.V Lakshmi Narayanan 1984 Batch	-	Rs. 20,000/-

List of Scholarships Awarded by Alumni Association

MERIT SCHOLARSHIP

Sl.No	Name of the Scholarship	To whom awarded/ Eligibility	FD Amount	Interest Amount
01	A.P. Madhavan Memorial Scholarship	Final year B.E., Student who gets highest marks (Excluding practical) in Second and Third year	Paid Annually	Rs. 5,000/-
02	1962 Batch old students Silver Jubilee Scholarship	Final year B.E. Students who secures the maximum marks in the third year	Rs. 21,900/-	Rs. 2,000/-
03	Er. S. Meganathan Scholarship funded by M/s. Rajalakshmi Engineering College, Chennai	For Final year B.E. Mechanical Engineering Student securing 1st or 2nd or 3rd rank in Final year.	Rs. 50,000/-	Rs. 4,000/-
04	AJCS Trust of Excellence	1. Final year EIE Student who gets highest marks in First, Second, Third and Final Year up to 7th Semester 2. Second year highest percentage all branches in First Year	Rs. 300000/-	Rs. 10000/- Each
05	1950-54 Batch Old students Scholarship	Third year B.E. Computer Science Engg. Student who scores the maximum marks in the II year	Rs. 40,000/-	Rs. 3,000/-
06	1963 Batch Old students Silver Jubilee Scholarship	Third year B.E. student who has secured the highest percentage of marks in the Second year	Rs. 25,000/-	Rs. 2,500/-
07	V. Janakiraman Memorial Scholarship	Third year B.E. student who has secured the highest percentage of marks in the Second year	Rs. 15,000/-	Rs. 2,000/-
08	V. Janakiraman Memorial Scholarship	First year B.E. Student who has secured the highest percentage of marks in HSC or it's Equivalent.	Rs. 15,000/-	Rs. 2,000/-
09	Dr. Saty and Girija Satyamurti Scholarship	For II & III year B.E Civil Engineering Students Securing 2nd rank in the previous year.(Two Students)	Rs. 100,000/-	Rs.8,000/- Each Rs.4,000/-
10	Dr.Saty and Girija Satyamurti Scholarship	For combined I yr & II yr final examinations who scores Second highest marks one from EEE & one from Mech. (Two Students)	Rs. 106,819/-	Rs.8,000/- Each Rs.4,000/-
11	G.C.T Old students Scholarship	Second year B.E. student who has secured the highest marks in the First year	Rs. 10,000/-	Rs. 1,000/-

Sl.No	Name of the Scholarship	To whom awarded/ Eligibility	FD Amount	Interest Amount
12	G.D. Naidu Memorial Scholarship	The Second year B.E. student who has secured the highest percentage of marks in the first year	Paid Annually	Rs. 5,000/-
13	GCT old students association NRI Merit Scholarship	First year B.E. Student who has secured the highest percentage of marks in HSC or it's Equivalent.	Rs. 20,000/-	Rs. 2,000/-
14	Er.K.S.Periasamy 1969 Scholarship	First Rank in Civil branch 3rd semester	Rs.100000/-	Rs 6500/-
15	Er.K.S.Periasamy 1969 –Book Prize	First mark in water supply Engg. In 3rd semester	Rs.50000/-	Rs 3000/-

MEDALS

16	Er.V. Janakiraman 1954 Endowment Medal	Best project work in EEE	Rs.8,00,000/-	Rs.30000 /-
17	Smt.Maragathammal W/o Sri V.Verivada Chettiar Endowment Medal (C.V.T.Chetti 1951)	Best all rounder in Final Year EEE	Rs.1,00000/-	Rs.7000/-
18	Choodamani Subramanian Endowment (Er S.Sundaresh-1971 EE)	Two best student based on acedamic performance from I to VII Semester one each from EEE &Mechanical	Rs.1,00000/-	Rs .6000/-

SPECIAL CATEGORIES

19	Sri Ardhanarishwaran Scholarship Swami Iswaramda Giri Santasarovar Mount ABU- 307501	Two deserving first year B.E Students (Based on HSC marks) (Two Students)	Rs. 50,000/-	Rs. 4,000/- Each Rs.2,000/-
20	M/s G. Ramamoorthy & co Scholarship	For B.E. Civil Engineering Student (Two Students)	Rs. 50,000/-	Rs. 4,000/- Each Rs. 2,000/-
21	1989-93' Batchmates Scholarship	Physically Handicapped (Shared by two students)	Paid Annually	Rs. 5,000/- Each Rs.2,500/-
22	Mr.R. Ramani Memorial Relief fund	Deserving Students (One from ECE & Other from CSE)	Paid Annually	Rs. 5,000/-
23	2001-2005 CSE Batch scholarship (Karthick Pattabhiraman)	For B.E. CSE – 5 students	Paid Annually	Rs. 10,000/- Each Rs.2000/-
24	1991& 1992 Batch (VijayaBaskar,V.M. Priya)	For B.E. CSE &ECE Students For II,III and Final year students (Six Students)	Paid Annually	Rs. 18,000/- Each Rs.2500/-

Sl.No	Name of the Scholarship	To whom awarded/ Eligibility	FD Amount	Interest Amount
25	1971 Batch scholarship	For B.E. III year Civil, EEE, Mech Students (Two Students)	Rs. 1,23,000/- Rs.62000/-, Rs.61000/-	Rs. 10000/- Each Rs.5000/-
26	1998-2002 Batch ECE Scholarship (Annamalai Valliappan)	For B.E. Electronics & Communication Engineering Students(Two Students)	Paid Annually	Rs. 4,000/- Each Rs.2000/-
27	GCT CSE Alumni Association	For BE final year CSE students (Shared by Two students)	Paid Annually	Rs. 6000/- Each Rs.3000/-
28	1992 Batch Scholarship	Scholarships numbers -30 Final year – 12 I, II, III year – 16 Physically handicapped – 2	Paid Annually	Rs.150000/- Each Rs.5000/-
29	GCT CSIT Scholarship (Raja Saravanan)	Deserving students CSE -1 IT – 1	Paid Annually	Rs. 6,000/- Each Rs. 3000/-
30	Smt. Saraswathi Narayanasamy Memorial Scholarship	Students of EEE branch (I year to IV year)	Rs. 1,00,000/-	Rs.9000/-
31	Smt. Navaneetham Vedadri Endowment Scholarship	Students of EIE branch (I year to IV year)	Rs. 1,00,000/-	Rs.9000/-
32	Dr.S.Neelamani (1979-84 Civil) Scholarship	Economically Frail but academically brilliant Civil Engineering Students (II, III & IV Year)	Rs.4,00,000/-	Rs.32,000/- Each Rs.10000/-

GENERAL CATEGORIES

33	GCT –Silver Jubilee Meet 1978 Batch Scholarship	Two Deserving Students	Rs. 1,00,000/-	Rs. 8,000/-Each Rs.4000/-
34	1979 Batch Old students Scholarship	Deserving Students	Rs. 40,000/-	Rs. 3000/-
35	1961 batch Golden jubilee Scholarship	Deserving Students	Rs. 2,40,000/-	Rs 22,800/-
36	Pushpavalli Sundarajan 1961 GJ Scholarship	Deserving Students	Rs. 1742915/-	Rs.89574/-
37	Ambujavalli Srinivasan 1961 GJ Scholarship	Deserving Students	Rs. 1742915/-	Rs. 89574/-
38	Arthur Hope College of Technology (GCT) First Batch (1945-1949)Scholarship (Instituted by Er. S.Ponnusamy)	Deserving Students	Rs.2,57,557/-	Rs.13000/-
39	1962 Batch Golden Jubilee year Scholarship	Deserving Students	Rs. 2,00,000/-	Rs. 16,000/-
40	EEE 1995-99 Batch Scholarship (Varshini and 8 others)	Deserving Students	Rs. 1,20,000/-	Rs.10,344/-
41	Sri. V. V. Sundarajan Memorial Scholarship (Ms. Vijayalakshmi)	Deserving Students	Rs. 60,000/-	Rs. 5,172/-
42	EEE 2004 Batch Fund I Thenappan and 11 others	Deserving Students	Rs. 60,000/-	Rs. 5,172/-

Sl.No	Name of the Scholarship	To whom awarded/ Eligibility	FD Amount	Interest Amount
43	1984 Batch Scholarship (5 Years batch)	Deserving Students	Rs. 5,39,745/- Rs.302000/-	Rs. 45,000/-
44	Er. Mahadevan Scholarship	Deserving Students	Rs. 50,000/-	Rs.4,310/-
45	Er. Kanthasamy Scholarship	Deserving Students	Rs. 50,000/-	Rs.4,310/-
46	GCT Silver Jubilee Meet 1978 Batch Scholarship	Deserving Students	Paid Annually	Rs. 8,000 Each Rs. 2,000
47	Sidda Chetty Venkatammal Memorial Scholarship	Two Students in each year 1 boy & 1 Girl (8 Students)	Paid Annually	Rs.10,000/- Each
48	Er. Muthu Krishnan Scholarship	Deserving Students	Rs.30,000/-	Rs.2550/-
49	Er. Syed Ibrahim Bukari Scholarship	Deserving Students	Rs.50,000/-	Rs.4500/-
50	Ponnammal Appuswamy Scholarship	Deserving Students	Rs.1,00,000/-	Rs.8750/-
51	Class of 1964 Golden Jubilee Scholarship	Deserving Students	Rs.6,43,705/-	Rs.54000/-
52	1972 Batch Scholarship	Deserving Students	Rs.2.00,000/-	Rs.16,000/-
53	Kumarasamy Memorial Scholarship	Deserving Students	Rs.2.00,000/-	Rs.16,000/-
54	Nachimuthu Memorial Scholarship	Deserving Students	Rs.50,000/- Rs.100000/-	Rs.4000/-
55	Rendeep – Prod 96 Batch Scholarship	Deserving Students	Rs.60,000/-	Rs.4000/-
56	Mr. R. Junbulingam Memorial Scholarship	Deserving Students	Rs. 1,30,000/-	Rs.10000/-
57	Dr.APJ Abdul Kalam Scholarship	Deserving Students Final ECE	Rs. 3,70,000/-	Rs. 25000/-
58	Dr.V. Lakshmi Prabha Scholarship	Deserving Students	Paid Annually	Rs. 50,000/-
59	1991 – Batch Scholarship	Deserving Students	Rs. 3,60,000/-	Rs.25200/-
60	1988-91 Post B.Sc CT Batch	Deserving Students in CSE	Rs.3,00,000/-	Rs.26100/-
61	1990 Silver Jubilee Scholarship	Deserving Students	Rs.5,00,000/-	Rs.32500/-

Sl.No	Name of the Scholarship	To whom awarded/ Eligibility	FD Amount	Interest Amount
62	Lions Club	Deserving Students	Rs.5288/-	Rs.396/-
63	GCT 1993-97 CSE Batch	Deserving Students	Rs.4,43,720/-	Rs.28841/-
64	GCT 1998 Golden batch	Deserving Students	Rs.1,00,000/-	Rs.6500/-
65	1968 batch Golden jubilee Scholarship	For Deserving students one in each year	Rs.12,31,968	Rs.76998/-
66	Principal P.R.Ramaswami Scholarship	Deserving Students	RS.500000/-	Rs.31250/-
67	P.Sangaralinga Mudaliar Memorial Scholarship (Mr.S.Ponnusamy 1949-Civil)	Deserving Students	Rs.100000/-	Rs.6700/-
68	Dr.Saty Satiamurthi Scholarship	Deserving Students	Rs.1,05,949/-	Rs.7390/-
69	Dr.Saty Satyamurthi Scholarship	Deserving Students	Rs.1,11,465/-	Rs.7306/-
70	Dr.Saty Satyamurthi Scholarship	Deserving Students	Rs.108438/-	Rs.9000/-
71	Er.K.S Venkatasubban 1959 batch scholarship	Deserving Students	Rs.1,00,000/-	Rs.6975/-
72	1992 Batch Scholarship	Deserving Students	Rs.5,00,000/-	Rs.34613/-
72	B.Sc CT 1991 Batch Scholarship	Deserving Students	Rs.5,00,000/-	Rs.31000/-

MERIT SCHOLORSHIPS DISTRIBUTED DURING ANNUAL RALLY ON 16.02.2020

Sl.No	Name of the Scholarship	Name of the student	Dept.	Roll No	Year	Amount
01	A.P. Madhavan Memorial (Final year student securing highest marks in II & III year – excluding practicals)	KUGAPRIYA S	ECE	1614120	IV	Rs.5000/-
02	1962 Old students (Final year student securing highest marks in III year)	SANTHOSH KUMAR S	Mech	1612184	IV	Rs.2000/-
03	Er. S. Meganathan Scholarship (Final year B.E Mechanical Student Securing 1st or 2nd or 3rd rankers)	ANIZ M	Mech	1612108	IV	Rs.4000/-
04	AJCS Trust Excellence 1.Final year EIE Student Securing highest marks in First, Second, Third and Final Year upto 7th Semester 2. Second year highest percentage all branches in First Year	GAUTAM BATRA	EIE	1616123	IV	Rs.10000
		RANJITHA S	Civil	1811182	II	Rs.10000

Sl.No	Name of the Scholarship	Name of the student	Dept.	Roll No	Year	Amount
05	1950-54 Old students (III year CSE-B.E highest marks in second year)	SRISARANYA C	CSE	1717145	III	Rs.3000/-
06	1963 Old students (III year B.E highest marks in second year)	RAJKRISHNAN B	Civil	1711177	III	Rs.2500/-
07	V. Janakiraman Memorial (III year B.E highest marks in second year)	RAJKRISHNAN B	Civil	1711177	III	Rs.2000/-
08	V. Janakiramam Memorial (I year B.E highest marks in HSC)	MAHESWARAN R	Mech	1711177	I	Rs.2000/-
09	Mr.Saty & Girija Sathaymuthy scholarship (II & III Securing second rank in previous year-CIVIL)	ANUSUYA LAKSHMI P	Civil	1811110	II	Rs.4000/-
		PREETHA S	Civil	1711174	III	Rs.4000/-
10	Mr.Saty & Girija Sathyamurthy scholarship (Combined I & II yr scores second highest marks one from EEE & one from Mech)	ALAMELU S	EEE	1713104	II	Rs.5000/-
		SIDDHARTH RAMAKRISHNAN	Mech	1712190	II	Rs.5000/-
11	G.C.T Old Students (II year B.E highest marks in first year)	DESHIKA U	MECH	1812123	II	Rs.1000/-
12	G.D. Nadiu Memorial (II year B.E highest marks in first year)	MATHEW ROJAR A	MECH	1812156	II	Rs.4000/-
		DESHIKA U	MECH	1812123	II	Rs.4000/-
13	NRI Merit (I year B.E student based on HSC marks)	MAHESHWARAN R	MECH		I	Rs.2000/-
14	Er.Periasamy 1969 Scholarship (First rank in Civil Engg III Semester)	RANJITHA S	CIVIL	1811182	I	Rs. 6500/-
14	Er.Periasamy 1969 book prize (First mark in Water supply Engg. In IV Semester 2017 batch - Civil Engg)	RAJKRISHNAN B	CIVIL	1711177	III	Rs. 3000/-
14	Gct Alumni Association	KAVIYARASU N	Prod	1615121	IV	Rs. 5000/-

Sl.No	Name of the Scholarship	Name of the student	Dept.	Roll No	Year	Amount
05	1950-54 Old students (III year CSE-B.E highest marks in second year)	SRISARANYA C	CSE	1717145	III	Rs.3000/-
06	1963 Old students (III year B.E highest marks in second year)	RAJKRISHNAN B	Civil	1711177	III	Rs.2500/-
07	V. Janakiraman Memorial (III year B.E highest marks in second year)	RAJKRISHNAN B	Civil	1711177	III	Rs.2000/-
08	V. Janakiramam Memorial (I year B.E highest marks in HSC)	MAHESWARAN R	Mech	1711177	I	Rs.2000/-
09	Mr.Saty & Girija Sathaymuthy scholarship (II & III Securing second rank in previous year-CIVIL)	ANUSUYA LAKSHMI P	Civil	1811110	II	Rs.4000/-
		PREETHA S	Civil	1711174	III	Rs.4000/-
10	Mr.Saty & Girija Sathyamurthy scholarship (Combined I & II yr scores second highest marks one from EEE & one from Mech)	ALAMELU S	EEE	1713104	II	Rs.5000/-
		SIDDHARTH RAMAKRISHNAN	Mech	1712190	II	Rs.5000/-
11	G.C.T Old Students (II year B.E highest marks in first year)	DESHIKA U	MECH	1812123	II	Rs.1000/-
12	G.D. Nadiu Memorial (II year B.E highest marks in first year)	MATHEW ROJAR A	MECH	1812156	II	Rs.4000/-
		DESHIKA U	MECH	1812123	II	Rs.4000/-
13	NRI Merit (I year B.E student based on HSC marks)	MAHESHWARAN R	MECH		I	Rs.2000/-
14	Er.Periasamy 1969 Scholarship (First rank in Civil Engg III Semester)	RANJITHA S	CIVIL	1811182	I	Rs. 6500/-
15	Er.Periasamy 1969 book prize (First mark in Water supply Engg. In IV Semester 2017 batch - Civil Engg)	RAJKRISHNAN B	CIVIL	1711177	III	Rs. 3000/-

Sl.No	Name of the Scholarship	Name of the student	Dept.	Roll No	Year	Amount
16	Gct Alumni Association	KAVIYARASU N	Prod	1615121	IV	Rs. 5000/-
17	Gct Alumni Association	Lakshmi Vineka M	IT	1615121	IV	Rs. 5000/-
18	Gct Alumni Association	Mahalakshmi S	IBT	1619128	IV	Rs. 5000/-
19	Gct Alumni Association	Akila E	EEE	1613101	IV	Rs. 5000/-
20	Gct Alumni Association	Poushya C	Civil	1611169	IV	Rs. 5000/-
21	Gct Alumni Association	Archana S	CSE	1617104	IV	Rs. 5000/-

SCHOLARSHIP DISTRIBUTED ON 16.02.2020

By Post B.Sc CT 1991 Batch

Sl.No	Scholarship	Total Amount	No of Students
01	I – CSE	10,000	2
02	II – CSE	10,000	2
03	III – CSE	15,000	3
04	IV – CSE	15,000	3
		50,000	10

SCHOLARSHIP DISTRIBUTED

G.D.Naidu Endowment and Other Funds as mention below have contributed amount Rs.1,13,665/- (2018-2019)

Sl.No	Name of the Endowment	Amount in Rs.
01	The G.D.Endowment fund for Arthur Hope College	87,421
02	Diwan Bahadur.T.A Ramalingam Chettiar prize & Diwan Bahadur C.S. Ratnasabhapathy Mudaliar prize Endowment fund	13,825
03	Sri.K.N.Srinivasan Memorial sscholarship Fund	7,576
04	Sri.V.V.Giri prize Fund	3,120
05	Selvi. Indra Nambi Arurar Memorial EF Endowment Fund	1,722

TOPPERS LIST SCHOLARSHIP (COLLEGE FEES PAID)

Department	Year			Total
	II	III	IV	
Civil	5	4	4	13
Mech	5	4	4	13
EEE	2	2	2	6
ECE	2	2	2	6
EIE	2	2	2	6
Prod	2	2	2	6
CSE	2	2	2	6
IT	2	2	3	6
IBT	4	4	4	12
Total	26	24	25	75

SCHOLARSHIP DISTRIBUTED

G.D.Naidu Endowment and Other Funds as mention below have contributed amount Rs.1,89,431/- (2019-2020)

Sl.No	Name of the Endowment	Amount in Rs.
01	The G.D.Endowment fund for Arthur Hope College	1,42,441
02	Diwan Bahadur.T.A Ramalingam Chettiar prize & Diwan Bahadur C.S. Ratnasabhapathy Mudaliar prize Endowment fund	24,766
03	Sri.K.N.Srinivasan Memorial scholarship Fund	13,750
04	Sr.V.V.Giri prize Fund	5,577
05	Selvi. Indra Nambi Arurar Memorial EF Endowment Fund	3,077

SCHOLARSHIP DETAILS - 2020-21

Sl.No	Name of Scholarship	Numbers	Amount (Rs)
01	Er.R.Rajagopal & Shanthi Rajagopal	15	75,000
02	Dr.V.Lakshmi Prabha	10	50,000
03	Dr.APJ Abdul Kalam	5	25,000
04	Vivek Metha	5	25,000
05	Pushpavalli- Sundararajan 1961 G.J	12	60,000
06	Ambujavalli - Srinivasan 1961 G.J	12	60,000
07	Dr.S.Neelamani 1979-84 Civil	5	25,000
08	M/s.G. Ramamoorthy & Co	1	5,000
09	1971 Batch	1	5,000
10	Smt. Saraswathi Narayanasamy Memorial	2	10,000
11	Smt. Navaneetham Vedadri Endwment	1	5,000
12	GCT Silver jubilee meet 1978 batch	1	5,000
13	1979 batch Old Students Scholarship	1	5,000
14	1961 Batch Golden Jubilee	4	20,000
15	Er.Syed Ibrahim Bukari Scholarship	1	5,000
16	Arthur Hope College of Technology	3	15,000
17	Nachimuthu Memorial Scholarship	2	10,000
18	Rendeep - Prod 96 Batch	1	5,000
19	Mr.R.Jumbulingam Memorial Scholarship	2	10,000
20	Mr.Sangaralinga mudaliar	1	5,000
21	1998 CSE	1	5,000
22	1989-93 batch	5	25,000
23	Er.K.S Periasami 1969 Civil	1	5,000
24	1962 Golden Jubilee Scholarship	3	15,000
25	Aazhi Charitable Trust(Saravanan Sivakumar)	4	20,000
26	G.V Priya	4	20,000
27	1984 Batch	4	20,000
28	B.Sc CT 1991 Batch	10	50,000
	Total	117	5,85,000

SCHOLARSHIP INITIATED IN 2020-21

Sl.No	Name	Batch	Amount	Total Amount	Details
01	Er.V.Janakiraman	1954	100000	100000	Fixed Deposit
02	B.Sc. CT 1991 Batch Scholarship	1991	75000	75000	Fixed Deposit
03	Smt.Pushpavalli Sundararajan(R.Rajagopal)	1961	250000	250000	Fixed Deposit
04	Smt.Ambujavalli Srinivasan (R.Rajagopal)	1961	250000	250000	Fixed Deposit

BRANCHWISE AWARD OF SCHOLARSHIPS 2020-21

Department	16.02.2020	23.03.2020	08.02.2021	12.02.2021	Total
CIVIL	8	19	13	37	77
MECH	8	19	13	45	85
EEE	2	21	6	11	40
ECE	1	15	6	17	39
EIE	1	24	6	16	47
CSE	12	23	6	29	70
IT	1	15	7	32	55
PROD	1	16	6	38	61
IBT	1	14	12	33	60
Total	35	166	75	258	534

From The Tech- Mag March 1950

AN OLD BOY'S REMINESCENES

(S. Ponnuswamy 1945-49)

College Admission

It was at his brother's insistence that the author applied for a seat in the college of engineering. Guindy, which was the only engineering college in madras province at that time. His brother and his cousin were the first generation graduates from the family and in fact from their village surroundings. This was in may 1945 and he had given his uncle's village home address at Pugalur as correspondence address, as there used to be only weekly delivery of post in his own village. He had simultaneously applied for seats in B.Sc (chemistry main) and B. A (Honours) in mathematics in St. Joseph's college, Thiruchirapalli. Where he had just done his intermediate in arts and science. He received admission card for both. In those days, admission for professional colleges used to be completed in June and sessions started in July. That year, there were rumors floating around that number of seats in the engineering college would be increased from 125 to 200. He waited till end of June and having received no intimation, joined the B.Sc course. At around 10 PM on 5th of July night, when he had gone to bed he was suddenly woken up by a cousin of his from his uncle's village. He had been sent by his sister and uncle along with a provisional admission intimation received for him to report before 7th July at the premises of a new engineering college at Coimbatore to be inaugurated on the same day. He found no time to go the college and collect his transfer certificate and left early next morning for Pugalur. There he collected the cash needed for fees etc., from his uncle and left over night for Coimbatore.

He reported at the college premises at 8 AM on due date, as required. Most of the students had come previous day and had completed admission formalities, which included a short interview by the principal Dr. J.J. Rudra, (the then principal of college of engineering, Guindy) who had been posted to the new college for a year for the starting and setting up the new college. It was a busy morning for him as the inauguration was due at 11 AM. As the author entered his room, the principal just looked up, asked few informal questions and asking him to submit the papers, pay the fee and join the other students for the inauguration. The office did not make an issue of 'transfer certificate' and accepted other papers and fee asked for TC to be submitted later.

While the students were waiting at the entrance to the inauguration hall, Dr. Rudra and a few of the faculty came there. The author was the smallest boy there. Dr. Rudra looked at him there and asked him what he was doing there. When the latter told him that he had just joined the college. The principal looked surprised and pointing out some of the tall and well built students asked there if he could cope up with all physical work involved along with those 'giants' there. The author was now worried if his admission would be cancelled, but taking courage replied that he would strive. The principal laughed and left saying 'you must eat well and get fatter'.

COLLEGE DAYS

The new college named, Arthur hope college of Technology was being started at Peelamedu, in the premises of Argus Engineering, in which the well known technological wizard and industrialist G.D. Naidu had then a major interest. It was learnt that Mr. G.D. Naidu was very much instrumental in the college being started there that year and he had offered to provide buildings required for it to be started and housed till the permanent accommodation could be built.

The new college was housed in the long open workshop building just facing the main road with one end being partitioned to accommodate the office, principal's chamber, staff rooms and Electrical Engineering laboratory.

The remaining building was divided to provide three halls to serve as class rooms. The hostel was then under construction in the same campus which had vast open area. Till the hostel was ready, the boys were accommodated in the premises of Arthur hope polytechnic located at the western edge of the then Coimbatore town, opposite to the residence of Mr. Naidu. There were three hells serving as dormitories for them. We now talk about bugging in offices etc… the technology was existent even then, which was utilized by the host. As boys, the students used to talk about Mr. Naidu and his unconventional behavior at nights. Mr. Naidu used to come almost every evening to hostel and converse with the students. He used to repeat some of the comments made by the students in the hostel the previous night. Students used to wonder how he could do it. Later, the hostel warden let them into the secret.

Mr. Naidu had the hostel built, in form of two row houses (24 units in each) facing each other across an open ground, one for students and the other for staff. The ground in between was fully paved and converted as tennis courts and badminton courts. Each unit in the row consisted of a central large room with one small room each in front and rear. In the rear courtyard, were a WC and a bathroom for each unit. To begin with, three students were allotted a unit and in the third year six were accommodated in each unit. Students were not charged any rent or electricity charges, courtesy Mr. Naidu.

The period 1945- 49 were very eventful years in Indian history. The World War II was on when the college was started. The students celebrated the end of war there. On 15th August 1947, they all assembled in front of the main building in the mid- night hours to hoist the National Flag. Sing the national anthem and listen to Nehru's famous speech on the radio. Many dignitaries passed through Coimbatore to Ooty and Coonoor those days. They had to pass our college on their way from the Airport situated at Peelamedu. Our college took the opportunity of inviting them to visit the college and address the students. One such memorable occasion was when Gen. Cariappa visited the college on his way to wellington at very short notice and addressed students.

Within the first four years the college had four principals. Dr.Rudra was there for the first year followed by Maj, Morley and Prof. Sadarangani in the third year. Prof. Viswanath took over during the course of third year. In the third year, it was learnt that land had been allotted near the Forest College for permanent building and work on same had been started when we were in the final year. The accommodation available in Peelamedu had not been expanded after first year and hence, only three batches could be accommodated in the hostel, necessitating the first batch students allotted to our college to spend their first year in CEG. This was possible since there were only two branches, Civil and Electrical engineering disciplines, there then and students taking other branches went away to Guindy. Living within close quarters helped in development of very informal and close interaction between students and faculty.

FACULTY

In those days general practice was to have a mix of faculty for professional colleges selected as Lecturers and Lab assistants who would grow with the institution, and a good number on deputation from the government departments (Supervisors/ Junior Engineers as) coming as assistant instructors and (Assistant Engineers as) instructors who would go back to the department after a few years. In later years, even some departmental officers in executive grade used to come as Professors. Thus there was some institution – industry collaboration.

AHCT being a newly started college, to start with some of faculty came on transfer from PWD.

Apart from the Principal being a Civil Engineering Professor, the only other professor we had was prof. Ramanathan in Electrical Engineering. He was liked by everyone and he used to hold the students spell bound in classes. Prof. Morley who came as Principal in the second year took applied Mechanics and was another whose classes, no one would miss. He was a strict disciplinarian and students missed him very much when he went back to Guindy. Mr. Jambulingam came later as Asst. Professor in Mechanical Engineering and Mr. Chari (Full name not recollected) as Professor of mathematics. Latter was Gandhian to the core and he used a come to the class wearing KhadiPanjakatcham, Kurtha and a hard cap. Prof. P.R. Ramaswamy joined later in second year as part–time Professor in Civil Engineering branch. He was liked by students.

All the other staff was faculty on deputation from the PWD. Notable among them were Mr. M.S. Gopalakrishnan, who later opted for Education services and retired as Professor of Civil Engineering. He taught us theory of structures. Mr. Muthukrishnan, instructor in Civil Engineering taught Hydraulics and allied subjects. A licentiate supervisor from PWD taught us Sanitary Engineering and Water Supply. His lectures were practice oriented and very informative. All of them had some teaching experience in CEG prior to coming to AHCT. Mr. Chandrasekaran joined afresh as Asst. Instructor from PWD to teach surveying both theory and practical. Saturday mornings were Surveey (triangulation and in filling) and staying in accommodation provided by the Officers Training Centra there. During the final year the survey camp was in sathyamangalam where the class did survey and complete project design for an irrigation (Contour) canal project, dividing the length into a number of lengths amongst batches of four each.

STUDENTS

As mentioned earlier, the hostel comprised of a row of three-room self contained units. While in the first year each unit had three students one each in a room. In the second and following years, six had to stay in each unit, three senior most in large centre room. Thus the students from different batches mixed together from the start and became good friends.

The college was quite far from the city and Mr. Naidu saw to it that it was served by a good town bus service. The bus followed the main route of the town from Arthur Hope College to Porur passing by the main station and the main arterial through the city. There were no many distractions in the city for the students and hence they spent time mostly on studies and sports. This brought in a good academic and sports record for the college. The university first rankers in Civil in both first and second batches were from this college. Since the author went to work in the north two years after he passed out, he lost touch with the most of his class mates or juniors who made a career in the south.

Three of toppers of the first batch joined Central Engineering Services and made a name for themselves in the CPWD. Mr. Ch. Rama Rao when latter was Chief Engineer of Arunachal Pradesh in 70s, when the author also was working in that area. Mr. N.V. Shastri had the opportunity of looking after the construction of IIT Kharaghpur complex in early 50s. After retiring as a chief engineer in CPWD, it is learnt, he spent a number of years in Bhagwan Sathya Sai Baba's Prashanthi Nilayam doing service and responsible for planning and construction of a number of buildings.

Mr.N.C. Jayaraman, with whom author had been in touch right through till late 90s (when latter was living in Coimbatore, close to GCT), ROSE TO BE Chief Engineer in CPWD and later served for long as a UN Advisor on Habitat in a number of developing countries.

The topper from next batch, Mr. Ananthanarayanan also joined Indian Railway Service of Engineers and retired as Chief Engineer on Southern Railway. He continues his hobby of astrology and is considered an expert in forecasting. Most of the batch mates of the author who joined the state government services did well in their career and retired in the rank of Chief Engineers. Some like Mr. Abdul Lateef and Mr. S.P. Krishnamurthy of second batch havebeeen quiet active participants in professional associations long after their retirement. Maj. Gen (Retd.) Balasubramanian, who is one of the founders of Computer Society of India, belonging to the first batch, did his first two years in this college and shifted to CEG for doing telecommunication. Amongst the junior batches, Mr. M. RadhaKrishnan, Chief Engineer (Retd), Kalpakkam Atomic Power Piant and Mr. Ansari Baig (Retd Director, Technical Education) were author's roommates. Dr.K.S. Sankaran of 1950 batch joined IIT Madras and made a name as Professor of soil Machanics. Many from these batches from Andhra area later went to Andhra and had done very well in their respective fields. One of them was Prof. R/.C. Hubert who is well spoken of as a Professor in Civil Engineering.

FIRST JOB

In those days, the craze among passing graduates was for government jobs. Hence first preference for many students was Civil Engineering, as they were being absorbed in the state PWD or Highways departments soon after the results were announced, even though designated temporary. The author also received such an offer along with a classmate of his (N.C. Jayaraman) and they were asked to report to Dr.K.L. Rao, who was the Designs Engineer, PWD at Chennai. Their first job was to do a contour survey of Mopad Peservoir in Nellore District. They thus started a camp life staying in an inspection Bungalow on a hillock near one end of the reservoir bund. They enjoyed the work as it was more like a Project camp life they had in the final year. The purpose of the survey was to compare the contours of the reservoir bed with original contours and assess amount of sitting in the reservoir. Part of the reservoir had water, in which they were to do sounding using a boat. That part could not be done since a boat could not be arranged in the time allotted. On completion of this work, they were posted in the design office where designs and drawings for some parts of number dam projects e.g., lower Bhavani, RamapadaSagar etc., were being done then. After about two years there, the author had an opportunity to work on flood hydrology studies for about a year and half in the Central water power commission before he joined the Railways in 1952.

RAILWAY SERVICE

The author joined the Indian Railway Service of engineers in October 1952, having received his orders at end of September, while working in New Delhi. He had to report to the newly formed North Eastern Railway at Gorakpur. The first journey was very memorable. He had to take a Broad Gauge train from Delhi to Kanpur where he had to change to a MG over night train of NE Railway for Gorakpur. He had taken an inter class ticket for the journey. The train at New Delhi was so crowded that he could not even entre the compartment. The porter just lifted him and pushed him though one of the windows (they had no security bars then) and then handed over the bags. At Kanpur, he had his ticket upgraded to II class, paying the excess fare. At lacknow platform (en route) he saw an officer boarding the I class compartment next to his, and guessing he might be a railway officer he introduced himself and sought his help on arrival at Gorakpur. He happened to be the Railway District Electrical Engineer and was helpful for author getting temporary accommodation at the station and gave guidance for reporting for duty. Later author learnt he could have easily obtained a I class free pass for the journey from the Railway Board Office and avoided all this trouble.

The camaraderie existing between one another amongst the officers and staff on railway is something, not easily describable. The officers on entry to service have to generally spend on on-hand training learning the duties and responsibilities of staff and officers at different level, not only in his own

discipline but also in allied disciplines. During this period, if he is posted in the out of the way places, the officers to whom he is attached has to look after him in respect of boarding and lodging also. In this period, the budding officer has to work very closely with the supervisory staff, which in later years helps in good mutual understanding. It helps them to work as close knit 'family'.

He retired as Additional general Manager of Southern Railway after serving in different capacities on the Indian Railways for 34 years. In this period, he worked for different periods on five railway zones and one production unit (ICF at Chennai). His Railway service includes seven years on the Nigerian Railways and four years with RITES Ltd., a consultancy organization under railways. Since his retirement from Railways, he had been a Guest Faculty in Civil engineering Department of the IIT Madras and later an Advisory Consultant to the RITES Ltd.

During his service on railways, he was associated with a number of planning, constructions, maintenance if Railway tracks and structures, and investigation for new lines/ works. Substantial part of it (about seven years) has been spent on bridge works. In the early period on the North Eastern Railway he was involved in a massive programme of replacement of girders (superstructure) of major bridges and administration and expansion of a structural steel workshop and a concrete depot for precasting prestressed concrete bridge slabs and girders up to 18cm span of Gorakpur. As Deputy Chief Engineer (Construction) on Central Railway he had an opportunity to plan and supervisor works on a number of high rise (G+6) buildings and remodeling of a number of station yards, a major one being Pune- Ghorpuri combined yard. As Chief Engineer, RITES, He did the detailed investigations for location of bridges on River Brahmaputra in upper reaches and did the preliminary design of the Road Bridge near Tezpur. He found this as the most challenging and interesting job, which happened to be of National importance.

DIVERSIFICATION

While working on the South Central Railway, he suffered a major setback in form a cardiac attack, which restricted his physical activities. Soon after recovery, he was posted in the ICF at Chennai, which job did not call for travel and emergency duties. It gave him a lot of spare time. At the suggestion of an ex- colleague of his (Mr. Ajitha Shima). Who was also then posted at Chennai, he undertook a job of compiling his experiences on bridge works and writing a book on “Bridge Engineering”. It was accepted for publication by Tata McGraw- Hill Publidhers. Mr. Simba helped in correcting the draft and its publication.

Author had a long standing desire to do research and work for a PG degree. While posted in Chennai, he had an opportunity to come in contact with Prof. Johnson Victor of IIT, who also supported the idea. The then General Manager of ICF was agreeable also to grant required leave and get Railway Board approval for the author to attend IIT who also to grant required leave and get Railway Board approval for the author to attend IIT for one semester. Thus the author became a student again and worked for his MS at IIT Madras with Prof. Victor as guide. At latter's suggestion he did a dissertation on 'Criteria for Rail Transport in Indian Cities'. Thus the author was initiated into urban transport planning studies. With this qualification, he later had the opportunity to teach some subjects as a guest faculty in IIT Madras. After retirement, he followed up this interest by working for his PhD as a full time student in the CEG, Anna University under the guidance of Prof. Anantharajan. Latter period gave him also an opportunity to teach 'Railway Transport' to part time students, while working on his thesis.

After retiring from Raiways in 1986, as an Advisory Consultant to RITES, he took maor part on comprehensive Traffic and Transportation studies for Bangalore and Chennai and was involved on a number of urban Rail Project. Later as a lead member of SOWiL Consultants team at Chennai. He was involved in the preparation of the Feasibility and Preliminary planning atudy of the Outer Ring Road Project in Chennai.

With reduction in consultancy assignments, later the author used his spare time to compile the material he had collected during service and as a guest faculty on the subject of Railways and to write a book on 'Railway Transportation'. This book has been

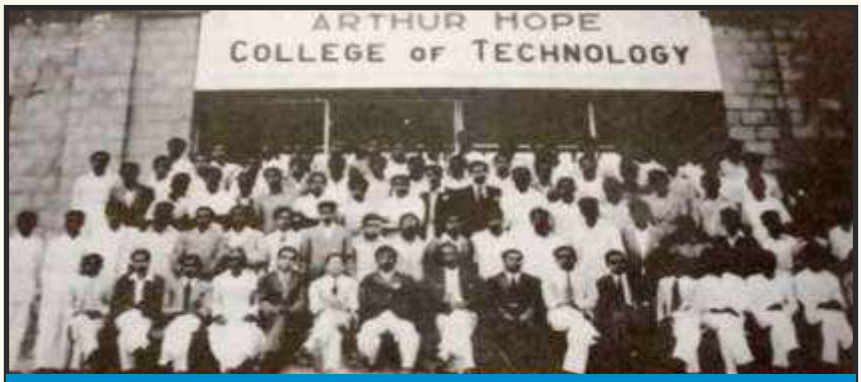


Photo Courtesy : Er. S.A. Letheef, 1949 Batch, Former, Chief Engineer, Highways Standing Third row left to Right 9th Member. (First Batch)

Published by Narosa Publishing House. Later at the suggestion of Prof. Johnson Victor, he contributed a few chapters for a book on 'Urban Transpotation', former was then preparing. The final draft of the book was completed and in the principle acceptance of the book was received from Tata McGraw-Hill Education just a few months before Dr. Victor passed away in 2011. It has since been published. Thus the author's career has been changed significantly by one health set back, thus proving the adage that 'everything is for good'. He is grateful to God Almighty for having given him this long life and to the alma mater for having given him the basic grounding and inculcating sense of values, which have guided him in his life.

Younger- Senthil Nathan did MS in Computer Science SUNY, settled in Chennai – having own business in Computer Science- has one daughter and one son.

Behind this bus stop, at Peelamedu “Arthur Hope College of Technology” (now GCT) was functioning from 1945 to 1950. Even though after more than 60 years this Bus Stop, still is called “Hope College Stop” and prominently written on the sides of town Buses plying in this area.

HONOURING THE SENIOR MOST ALUMNUS

(L to R) A.K. Anwar Batcha, S. Ponnuswamy, J. Kanakasabapathy, P. Arulanandam

PERSONAL DETAILS:

Name	:	S. Ponnuswamy
Date of Birth	:	26th February, 1928.
Native Place	:	Vanikarai, Nr. Vedasandur, Dindugal Dt.
Date of Marriage	:	30th August 1954
Name of Wife	:	Leela (passed away in February 1990)
Children	:	Two sons- Both graduated in Electronics and Communication Engineering in IIT Madras-

Elder- Sadayappan- did PhD in Computer Science SUNY, New York and is professor I Ohio State University, Columbus, USA- has one daughter.

Younger- Senthil Nathan did MS in Computer Science - has one daughter and one son.

S. Ponnuswamy belongs to the first batch of AHCT (now GCT), Coimbatore. He took his B.E (Civil) from Madras University in 1949. M S (Transportation) from IIT Madras in 1985 and PhD from CEG. Anna University in 1994. After serving in Madras PWD and CWPC, New Delhi for three years, he joined the Indian Railway Service of Engineers in 1952, with first posting on the North Eastern Railway. After serving in different capacities on different zones of the railways he retired as Additional General Manager, Southern Railway in 1986. This period includes 7 years in Nigerian Railways. Since retirement, he has been providing advisory consultancy services to RITES and different Railways on Urban Transportation, Bridge Construction and Port Railway related problems. In this period, he had also provided services as a Guest Faculty teaching Railways and Bridge Engineering related subjects in the Indian Institute of Technology Madras and College of Engineering, Guindy.

With best whishes
From

FIRST BATCH ALUMINI (1945-1949)

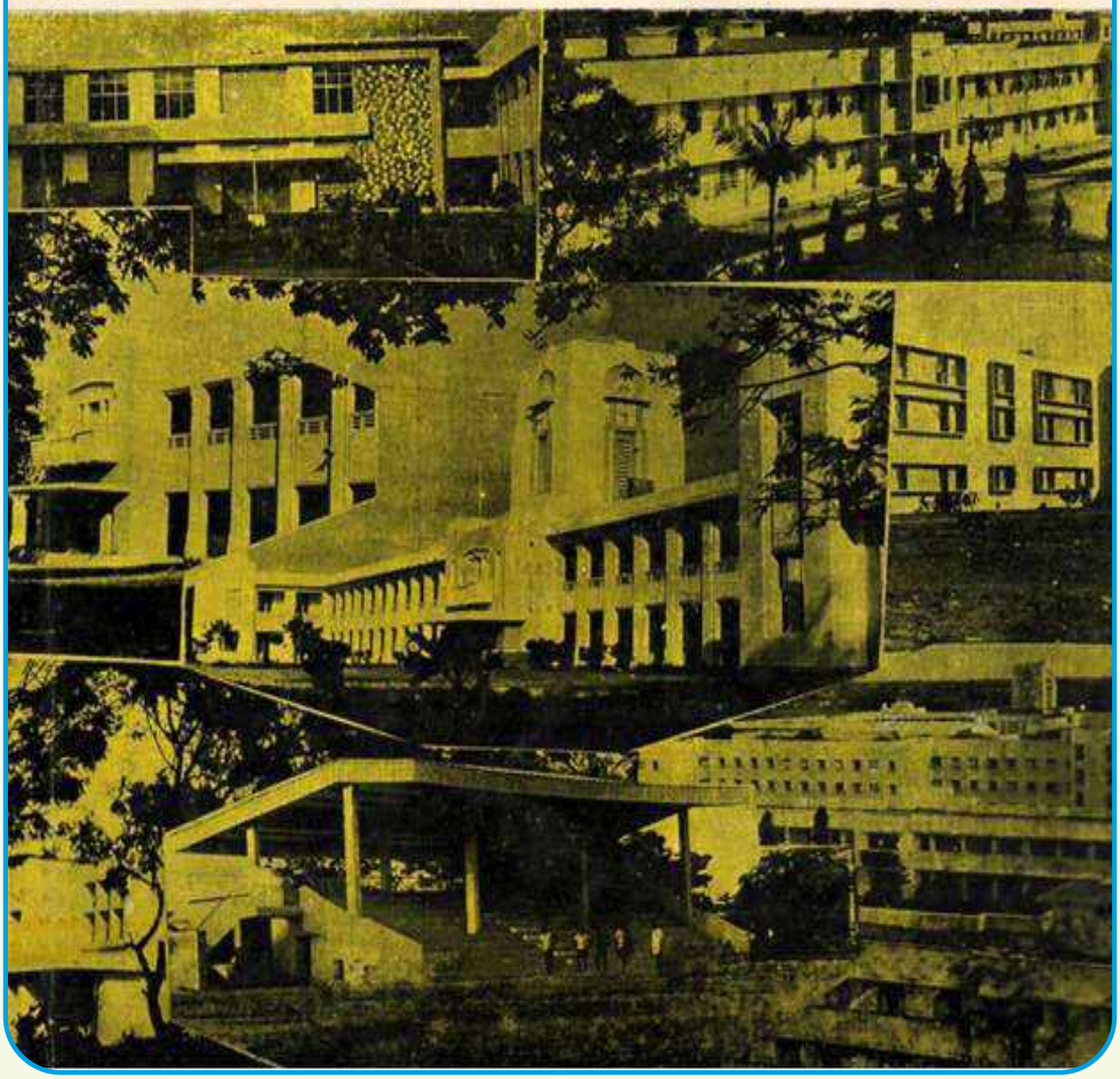
ARTHUR HOPE COLLEGE OF TECHNOLOGY

GOVT COLLEGE OF TECHNOLOGY

COIMBATORE

Silver Jubilee Souvenir

1945 - 1970



भारत के राष्ट्रपति का प्रेस सचिव,
राष्ट्रपति भवन,
नई दिल्ली-4

PRESS SECRETARY TO THE PRESIDENT OF INDIA
RASHTRAPATI BHAVAN
NEW DELHI 4

January 14, 1971

No. F. 2-G 71.

Dear Shri Srinivasan,

The President is glad to know that the Silver Jubilee of the Government College of Technology, Coimbatore will be celebrated shortly. He sends his congratulations to the staff and the students on the occasion and best wishes for the future of the College.

Yours Sincerely,
(Sd.) **A. M. Abdul Hamid.**

भारत के उपराष्ट्रपति के सचिव,
नई देहली
SECRETARY
TO THE VICE-PRESIDENT OF INDIA
NEW DELHI

13th January, 1971.

Dear Sir,

The Vice-President sends his best wishes for the success of the Silver Jubilee Celebrations of your College.

Yours faithfully,
(Sd.) **V. Phadke.**

Director (Information)
No. 8/1/71 P.M.P.

प्रधान मंत्री सचिवालय
नई दिल्ली-११
PRIME MINISTER'S SECRETARIAT
NEW DELHI-11

January, 8, 1971.

Dear Sir,

The Prime Minister thanks you for your letter. She wishes success to the Silver Jubilee celebrations of the Government College of Technology, Coimbatore.

Yours faithfully,
(Sd) H. Y. Sharada Prasad

शिक्षा मंत्री
भारत
EDUCATION MINISTER
INDIA

13th January, 1971

MESSAGE

I am happy to know that the Government College of Technology, Coimbatore, has completed twentyfive years of useful service to the cause of technical education in our country and the Silver Jubilee of the college will be celebrated in the first week of March, 1971.

On this occasion, I congratulate the Government College of Technology and send my best wishes and greetings to the students and teachers of the college.

(Sd) V. K. R. V. Rao.

सिंचाई व बिजली मन्त्री, भारत
MINISTER FOR IRRIGATION & POWER
INDIA

नई दिल्ली,
New Delhi, the 22nd February, 1971.

MESSAGE

I am happy to hear that the Govt. College of Technology, Coimbatore, has completed 25 years since its inception and is celebrating its Silver Jubilee in the first week of March 1971.

The College has rendered yeoman service to the cause of engineering and contributed a stream of engineers who have been actively participating in the reconstruction of the national economy. I am sure the College will not only continue to render this service to the cause of engineering in India but will enhance its service through opening new branches and specialisations in engineering.

I wish the Silver Jubilee and the future of the Govt. College of Technology, Coimbatore, every success.

(Sd.) K. L. Rao

RAJ BHAVAN
MADRAS-22
8th January 1971

MESSAGE

I am glad to know that the Government College of Technology, Coimbatore, will celebrate its Silver Jubilee in March this year. I wish the celebrations success.

Ujjal Singh

(UJJAL SINGH)
GOVERNOR OF TAMILNADU

UNIVERSITY OF MADRAS

Telephone 86851
UNIVERSITY BUILDINGS,
CHEPAUK, MADRAS-5
DATED: 12th February, 1971

N. D. SUNDARAVADIVELU.
Vice-Chancellor.

The Government College of Technology, Coimbatore, formerly known as 'The Arthur Hope College of Technology', is completing 25 years of fruitful service. This college was affiliated to the University of Madras soon after the termination of the Second World War in June 1945. I am happy to recall on this occasion that Thiru G. D. Naidu, the well-known philanthropist of Coimbatore, gave a munificent donation of Rs. 2.00 lakhs for the starting of this college and also made available temporary accommodation for the institution in the initial stages. We are beholden to Thiru G. D. Naidu for his benevolent contributions to the cause of technical education in our State. The College moved to its present premises in July 1950, and has since grown from strength to strength. We are witnessing spectacular events in the field of science and technology, and it requires sustained efforts on the part of technical and technological institutions to keep abreast of advances taking place in the world.

On this joyous occasion of the Silver Jubilee of the College, it gives me great pleasure to offer my very warm felicitations and greetings to the Principal, Staff and Students of the College. I wish the College further progress and continued prosperity in the years to come.

(Sd.) ***N. D. Sundaravadivelu,***
VICE-CHANCELLOR.

THE UNITED STATES EDUCATIONAL FOUNDATION IN INDIA

TELEGRAMS: USEFI
TELEPHONES: 43811 (6 LINES)
43441

FULBRIGHT HOUSE
12 HAILEY ROAD
NEW DELHI-1

F: 1299

February 12, 1971

The Principal,
Government College of Technology,
Coimbatore-13

Dear Mr. Principal,

I am very glad to know that the Government College of Technology is celebrating its Silver Jubilee next month. The Foundation wishes the College many more decades of useful service to India. The progress of India depends on rapid and extensive dissemination of technology and colleges and institutions such as the Government College of Technology have a great responsibility in this regard. I feel that under your leadership the College will discharge its responsibilities with distinction.

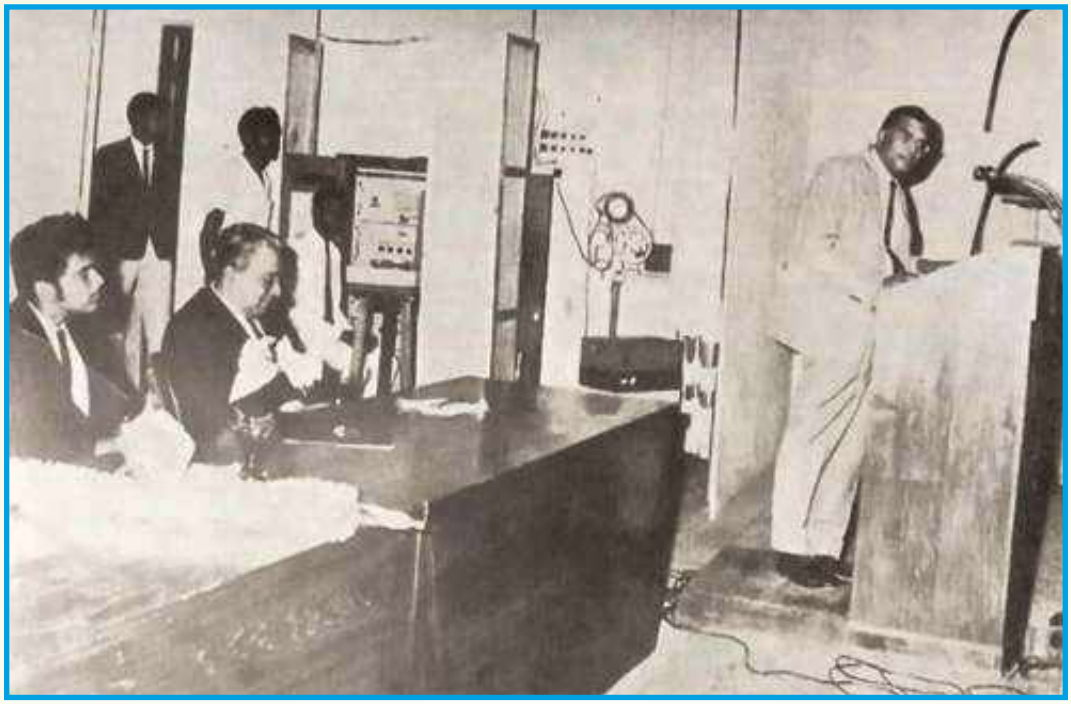
Sincerely yours,
(Sd) W. Robert Holmes
DIRECTOR.

The Hostel Managing Committee 1970 - 71

Gateway to the college and the exhibition

The College Main Building

The Auditorium and library Building



Inauguration of the silver jubilee celebrations
By Dr. Rajarathnam

Inauguration of the Silver Jubilee Exhibition
The President and the Chief Guest with office bearers

Inaguration of the silver jubilee Exhibition
Thiru G.D. Naidu Declaring the Exhibition Open.

Silver Jubilee Debate
The Principal Welcoming the Chief Guests

Mechanical Engineering Association Symposium
Mr.H.G. RAO, Technical General Manager.
Ms. Lakshmi Machine Works Coimbatore inaugurates.

A View of the Crowd of School boys waiting to see the exhibition

The G. C. T and ME.

P.R. RAMASWAMI
Former principal,
Government College of Technology,
Coimbatore.

It is my good fortune that I have been connected with the college from its inception in July, 1945. It is a thrill to recall my association with the College for the last 25 years. While musing over this happy association, the following quotation from Thomas Hardy is worth mentioning:

"What remains is what is done

What is done is what remains."

In the above two simple lines lies a great truth, poignant to those who have done something that is lasting.

My first day in the College is still green in my memory. I was introduced in the Applied Mechanics Class by Thiru M.S.Gopalakrishnan, who was then Assistant Instructor in Civil Engineering and who is now the superintending Engineer, P.W.D. Coimbatore circle. During the year 1945 I was an Honorary Lecturer appointed by the then principal Dr. Rudha and was asked to handle only one subject, viz. Applied Mechanics. The first batch of students was from Tamil Nadu, Andhra and Canara. This batch of students and a few other subsequent batches of students had a pioneering spirit as they had to live in difficult conditions, but they were all enthusiastic in their academic and extra-curricular work. As there was 100% passes in the subject I was asked to handle, the principal was keen that I should join the education department on a permanent basis and it was on his recommendation that I was appointed professor in the year 1947.

Teaching has given me great job satisfaction.

True sympathetic attitude towards students and colleagues built up an atmosphere of cordial relationship. This brought the cooperation from the students and staff and everyone felt at home and at the same time they discharged their duties efficiently. I am happy to that this cordiality between the staff and students and amongst staff themselves continued to prevail and continues to prevail which gives G.C.T a stamp and I am sure this will be maintained in the years to come.

In those days the Engineering graduates were in great demand and therefore it was difficult to get staff for the college. I remember that for many years the civil Engineering Department managed with only 50% of the sanctioned strength of staff. But in spite of the extra burden carried by the staff, the instruction work had not suffered as proved by the products turned out.

Even though the Institution was started in 1945, we had the main buildings only in the year 1957. This was due to the stringent policy of the Government whether right or wrong. However, the Engineers turned out from the humble buildings have proved to be good engineers.

While thinking about the main buildings and all other facilities that followed from the year 1957, we have to pay our homage to Padmabhushan Late T. Muthian, the former Director of Technical Education. His dynamic approach not only in the development of this College, but all other Technical

Institution in the State has put Tamilnadu on the Technical Education map of India. The generation to come would gratefully remember his services to the cause of Technical Education.

I was most excited to go through the Exhibition recently arranged on the occasion of the Silver Jubilee Celebrations. The exhibits have been numerous, impressive and instructive and have brought out in unmistakable terms the abilities of the students of the College. The Principal and Staff are to be congratulated for organizing the exhibition, oratorical contests, cultural, sports and other activities in connexion with the celebrations of the jubilee year.

Looking to the future, I am glad to find that Post- graduate Courses have already been instituted in the College and that further Courses will be introduced in the future. The curriculum that is being revised fits in with the present requirements of the Industrial Oriented Training.

Once again I am very happy to recall my association with the college and happy to know that the authorities are bringing out this Silver Jubilee Souvenir.

I wish the College, Staff and Students a bright future.

Good old G.C.T

K. ACHUTHAN NAIR. B.E., A. M. I. E.,
Professor and Head of the Department of
Mechanical Engineering,
Regional Engineering College,
Calicut, Kerala State.

I am happy to respond to the principal's request for an article giving some anecdotes and incidents connected with the College for the Silver Jubilee Souvenir.

On my arrival at Peelamedu campus in August 1947, students had just branched into Civil and Electrical, the only branches offered at that time. The problem was to set up the laboratories. To get a bit of pipe for the venturimoter for the hydraulic laboratory, we had to trail the 'Argus' Engineer for half a day. There being no scientific shop in the town, and it being indecent to think of an enema can, we had to depend on the benevolence of the Arts College to get a bit of rubber tubing.

On either of the small concrete courtyard we had the students' hostels and the staff quarters. Staff and students freely mixed, there being no alternative. Early in the year, students were a nuisance to the staff members preparing their lessons; later on, the young and boisterous staff members were a greater nuisance to the students preparing for their examinations. They sometimes deserted their rooms to sit under the shady trees, near the well or on the roof-tops.

The staff quarters were diminutive, close together and the cheapest construction. During one heavy shower of rain the partition wall between my quarter and neighbor's (Mr. Usman) collapsed. We could freely walk into each other's quarters. The position was awkward till emergency measures were taken to provide a screen.

When 'A' peeped out of his quarters 'B' also may happen to do the same. Very soon C, D, E, etc., join and a fully fledged conference is on. The whole thing was so spontaneous. The disadvantage was only if one wanted to avoid another.

Water was a problem. The level in the 'Argus'

well was a hundred feet below ground level. In the summer worms used to crawl on the floor of the well, though few had the occasion to descend the tortuous steps down the well and see them, except those charged with maintaining the water supply. The water was extremely brackish and used up a lot of soap.

One day a staff member happened to unscrew his tap and found a small plate restricting the passage. He promptly removed the same and got a better flow. The neighbors then began experiencing some difficulties. They did the same. In the end everyone was forced to do the same. The result was that there after no one got a continuous supply of water. The principal whose quarter happened to be at one end had to get the water in the pots.

Proper traditions had not been established. There

was a grand dinner in the 'N.V.' mess and some of us were invited. When we went every student had finished. We were fed sumptuously but naturally future invitations were refused.

Once while crossing the concrete courtyard in front of my quarter. I happened to be on a collision course with a student Mr. D. (Dastagoi) going in another direction. He accosted me and said "Sir, there is a party today just the "mamool" party why don't you attend? " I told him that I was not free. Later on it appeared that he himself was a guest at the party hosted by his friends on the eve of his going to 'Guindy' for the highway branch. (in those days telecom and highways students were sent to 'Guindy'). There used to be too many parties and staff members were not always discreet in selecting the party they attended.

The college being on the way to the airport many a V.I.P. was induced to visit the college. Among others Dr. C.V. Raman, Sir C.P. Ramaswami Iyer, General Cariappa and Humayun Kabir visited the college.

During Sir C.P.'s visit the burning problem of the day was the refusal of the principal to give the college bus freely to the students. The president of the student Union (Mr. Somasundaram) was a fiery orator inclined to forget himself in front of the mike. With one hand on the mike stand he was inclined to let him go on the subject of the college bus when Sir C.P. cut him short with the remark that he had not come to the college to listen to our quarrels.

The first exhibition held at Peelamedu was open only to the students of Coimbatore. Every visitor was served a glass of lime- juice free. A star attraction was a carriage fitted on the water ranking rank and propelled by an out board motor capable of carrying two or three persons. The exhibition was very popular.

Came the day when we had to shift to the present location. All the machinery was shifted by the staff themselves. Shifting of quarters was done extremely short notice. At the few Forest college campus, conditions were initially horrible. The water had to be carried in pots from the one and only bore-well. There was no electricity. Temporary lights were arranged by the mechanical lab diesel generator with one light to each quarter. When wiring was over and current was switched on, the fuse was blowing up repeatedly; examination showed that at every joint, the line and neutral had been tightly twisted together and taped over. Mr. 'E' the electrician who did the job would probably have shown better as a "Khalasi" than as an electrician. It did not take him long thereafter to give up his adopted avocation.

Even in the Forest campus there was good proximity between students and staff. Once I was

nearly bumped off from this world by a student Mr. K. (Kohli), while I was guarding first base ball, while he was chasing the ball. He was short and powerfully built and I was the opposite. On another occasion a student (U. C. J. C. Bhatt) jumped for the basket ball and sat on my face on his return thereby necessitating a few visits for me to the dentist.

Opening the main building of the college was a gala occasion. Mr. Sri. Prakasa governor of Madras was the Chief- Guest. He could not follow the oration of the minister and the translator was having a hard time keeping up with his own oration into Mr. Sri. Prakasa's ears.

There was a move to shift the college to the lowest bhavani project buildings. The move was reportedly agreed to by the principal but was scotched in time by the professors appealing to the government over the head of the principal.

Another land-mark was the opening of the science block. More hostels and quarters came up and the college grew up to a mighty stature. With the coming up of the campus life in Thadagam Road, there was more breathing space of all however the distance between staff and students and staff and staff increased literally and otherwise.

The unique position of the college was challenged by new stars in the horizon in the form of rival colleges. But G. C. T. always maintained its distinctive flavor. It was difficult for me to tear myself away from the college in 1966 march.

Long live **G.C.T.** May God Bless **G.C.T.**

Some Reminiscenes of my Days at the A.H. C. T.

Dr. R. SRIDHARA RAO, *B.E, (Madras)*
M.E.E. (Cornell), Ph.D (Alberta)
M.I.E.E. (London)
M.I.E.E.E. (New York)
Professor & head, Dept of
Electrical Engineering,
A.C. College of engineering &
Technology, karaikudi

I belonged to the second batch of students to graduate from the Arthur Hope College of Technology, now known as Government College of Technology. I still remember vividly the bright July day, when the Julka carrying me and my meagre belongings was slowly jolting along Avinashi Road towards the east – into wilderness. We passed several buildings and Mills, but the college was not in the sight. We thencame upon the P.S.G. Institute, and for a moment I thought it was a college; but I was told we have to go further along. Then came another Mill and beyond barren fields stretching to the horizon. I felt into a brown study. Io was not at all happy that I was allotted to the Coimbatore College. It was a new and unknown Institution. When I told my parents and friends that I was given Coimbatore, they asked me whether I was sure that it was for the B. E. degree course. They knew only of the P.S.G Institute at Coimbatore, which was then training students for the Engineering Diplomas.

I was awakened from my broodings when the Jutka turned into a low building. It was not he College. I expected to lind, but I was assured it was the college. There were workshops on the other side of the buildings, and these I thought were our Laboratories; but I was sorely disappointed when I was told that they were the workshops of the Argus Engineering Co. the College occupied only a small portion of the buildings. I peeped into a class room and found heavy cement concrete desks and benches. After a formal interview with the formidable principal, Dr. Rudra, I was shepherded to the Hotel.

Here again it was all cement and concrete. The flooring as well as the grounds was cemented. The cots and tables in the rooms were cast in cement concrete, as also the dining tables and benches in the huge Dining Hall. I came to know that this was Mr. G.D. Naidu's concept of minimizing the wear and tear on the furniture. It was Mr. Naidu who made available the premises the temporarily locating the College and the Hostels; he used to take a lot of interest in the College in the initial stages of its development.

The design of the Hostel blocks was also novel. There were two rows of them, each having 24 independent unit had a central high ceiling room, and two side bays, one in front and one at the back, with bath room and lavatory in the rear. The row on the

western side was used as staff quarters, and the other by the students. There were six students per unit, the central room being occupied by the seniors. It was a very homely hostel indeed.

The four years I spent there were very happy too. Through we lacked imposing buildings and well equipped Laboratories; we had a genial set of teachers, and a bright batch of students, well up both in the academic as well as sports activities. They were boisterous too, and never missed an opportunity to have a good laugh at each other, or at the members of staff, who never took it amiss. We were particularly proud of our cricket team, which won several matches during the course of our study. Our performance in the University Examinations wa s exceptionally good; our set knocked off the top few ranks in the university, in spite of the fact that we were subjected to the ignominy of being examined in the practical at the Guindy Engineering College Laboratories during the final year.

A few words about our teachers will not be out of place. Our professor was a polished gentleman, having had his Electrical Engineering education in old ye England. He claimed to been taught by Profs. Miles Walker and Clayton. The joke about him was that he had more stuff with him than in him, which was not really true. The inspiration for the joke was that he used to carry all his knowledge of Electrical Engineering packed in a big bound book to each and every class he taught. He used to specialize in teaching descriptive subjects such as Generation, Transmission, Distribution and Utilization of Electrical Energy, not to mention the dubious subject design, Estimate and Drawing of Electric supply system. Let alone the jokes, his notes and worked out examples were very valuable both for the examinations and for subsequent teaching to some of us. The younger members of the staff of the Electrical Department were fond of theory and calculations. They were very proud of their Guindy traditions. They talked a lot about research; we were introduced to Kron and tensors long before we could add two vector property.

We had interesting teachers in other Departments as well. For example our Instructor in Mechanical Engineering was an upright man, with a peculiar sense of humour. He was cut and dry, and taught what was necessary and sufficient. Once when one of my friends showed him a wrong answer to a problem, and insisted that it was right because his neighbor also got the same answer, our Instructor remarked "No doubt great men think alike, but fools also seldom disagree". Then there as our Lecturer in Mathematics, who taught machines in the first Year; when asked what B.H.P. and I.H.P. meant, he replied, "Perhaps they mean British Horse Power and Indian Power respectively".

I can go on narrating such anecdotes which enlivened our life at the A.H.C.T., but I must stop somewhere. Today the college has impressive buildings, well laid out laboratories, and a fine Workshop. It has salubrious surroundings and is situated in the posh suburbs of Coimbatore. I hope the present day students of the college will take full advantage of these, and forge ahead as their predecessors have done, and forge ahead as their predecessors have done, steering clear of the turbulences which seem to be disturbing the smooth flow of academic life, of late.

A Few Reminiscences

C.V. KAMATH
Asst. Superintendent, Elec. Dept. (Power),
The TISCO Ltd.,
Jamshedpur (Bihar

Hope's College! What fascinating hopes it raised in the minds of boys who were selected to join this college for an Engineering degree! There were four engineering Colleges in the erstwhile composite state of Madras and about 300 students who had passed the Intermediate Examination were being selected to join these colleges. The seats available for each one of the 26 Districts of the Madras State were limited. One can very easily imagine how difficult it was to get an engineering seat and what glad tidings the news of securing a seat brought to the boys selected. Such was my condition when I First landed in Coimbatore Railway station on the way to the Hope's College of Technology.

There were no taxis plying between the railway station and Peelamedu Village where the college was locat4ed in the beginning. Horse carriage was the only transport between the station and college for the entire four miles and odd journey. On arrival at the college hostel I was dumbfounded at the cement and concrete monolith. Whatever that could be seen or touched in the hostel and college was made of cement including tables, chairs, cots and playground. We were housed in rooms which were three in series; the entrance room for the first years, the third room for the second years and the middle, cool and easy room, for the third and final years. There was a cemented quadrangle had the students' rooms in a row, on the opposite side the cottages for the Professors and Lecturers and on the third side, the hostel office and the Dining Hall.

Because of the very nature of housing of the students in a mixed way as stated above, viz., the students of the all the years in one block of three rooms in series, the students body was well knit together resulting in integration of people coming from various districts with different languages, castes and creeds. The higher class students were immensely useful to give advice and solution to the difficulties of junior students in their college studies. The centre quadrangle formed the courts for tennis and volleyball. The proximity of these playing courts to the student rooms was an attraction for the students to come out and sit in seats provided in front of the courts watching and encouraging others at play.

The roofs of the rooms were made of cement asbestos sheets in tune with the rest of the construction. There were a few students who were in the habit of night walking and running on the rooftops. There were two in particular. One was nicknamed “Small rowdy” and the other “Big rowdy”. They were being called Small and Big for short. Once when Small was chased by Big on the roof top, the small fell through the asbestos creating a hole of his size in the sheet. The next day, a demonstration of how he fell through was arranged for the benefit of all the other hostel mates. What a sight it was!

Small exposed to the world in awfully declothed condition! Students and lecturers queued up to witness the drama on the roof top!

The hostel was more live with din and coos during occasional failures of electric power during the night. All students would come out and sing songs of every description during the interval of power failures.

The hostel was famous for its dinners and parties. The chief cook was a man of huge figure especially with the large belly. The food he made was really good. The College feasts were very much sought after during the feast the Chief cook used to parade in front of the dining tables joyfully accepting all the praises hurled at him.

In the class room the students were very much obedient and disciplined. The Professors and Lecturers used to take a lot of personal interest in the students. The Lecturers (Mr. M.S. Rajagopalan) who used to take a class on building materials was loved by all and was nicknamed Mr. Bricks. The Civil Engineering Professor (Prof. Ramaswamy) was a kind and amiable gentleman and was taking a mild subject like Applied Mechanics. The Electrical Engineering Professor (Prof. Advani) was dealing with his pet subject "Transmission Distribution." Surveying was a dearly liked practical subject. High way levels and theodolites were used to be aimed at all sorts of subjects.

On completion of my third year, the college was shifted from Peelamedu to its existing site near the Agricultural College. The hostel followed suit and was located near the Forest College. The distance between the hostel and the college now increased to about a mile. This was not liked very much by the students. But quite a few students came in an Austin Car belonging to Mr. Thirugnanam, a final year student, rich in talents, money and kindness. A ten h. p. car was loaded with ten students inside and ten outside on the top bonnet and wings. It was a sight to watch the car grinding along on the muddy roads from the hostel to the college. The name of the college was changed from Arthur Hope College of Technology to Government College of Technology.

After the first term, a new Principal arrived, Mr. Morley. Under his patronage games and sports received a tremendous impetus. In addition to College day, College sports day was also celebrated. Mr. Morley encouraged more of practical work by the students. He exempted students from terminal examinations if they undertook to install new machines or repaired defective ones.

No memoirs of our college will be complete without a reference to the father of the Institution, Mr. G.D. Naidu. His sense of philanthropy and his urge for improvement of technical education and industry were solely responsible for the starting of the college and its further growth. Mr. Naidu gave to the students whatever they asked for furtherance of their studies and good living in the hostel. Very often he invited students to his home and listened to their problems and needs. He would provide necessary transport for excursion. He used to visit the college, its laboratories and hostel often.

The college has helped to fulfill the aspirations of many and it is hoped that it will continue to do so for all time to come.

My G.C.T. Days

K.C. KINI
Senior Mechanical Engineer,
Simon- Carves India Ltd,
Tiruvottiyur, Madras.

Over 13 ½ years have rolled by since I left the precincts of G.C.T, - a tiny little College at that time and a giant institution to day! But the sweet memory of the four years spent by me there under the fraternal care of the learned Professors is still in my memory.

When I relax in my arm-chair on a quite Sunday in the cool atmosphere of Kilpauk Garden Colony in Madras now, the famous sentence inscribed on the wall of the then 'G' Hall of G.C.T. by major B.H. Marley- "The knowledge acquired by reading for examination is worth nothing; but the habit of mind acquired by preparing for them is highly useful" rings in my cars and I realize how true it is! Through the college was not fully equipped at the time I was there, still we never felt the absence of any essential facility or equipment and the effort put in by the small group of staff members led by the able Principal – Major Marley – to guide the students in the right direction was really commendable.

The most unforgettable part of my four years stay in GCT is the initiation rites into the professional College – I mean the "Ragging" - conducted under the personal supervision of the Principal. It was a real field day for all of us - the first year students – within a few days of our joining the Engineering College through it was a really grueling affair. Most of us were for the first time outside our homes and getting into the hostel life in new surroundings and with new people. Then it came down on us like a ton of bricks – the crawling on all fours in the base - ball field, the running with hands raised above our heads, the blanket tossing, the frog race etc. the whole thing was climaxed by the ceremonial ducking of all of us in the hydraulic tank in the college compound and a beautiful single file march – past on soaking wet cloths with the right hand of all boys tied up with a long manila rope running right through the column of 75 boys. Through at that time this treatment seemed to be cruel to many of us, later on we realized that this was the thing that shook off the boyhood from us.

Our stay in the GCT hostel situated at that time in the Forest College campus was extremely pleasant in spite of the severe water shortage that was existing in that area. The shady cool atmosphere in the hostel area was ideal for concentration on studies and we had an excellent diversion in the weekly open air film shows for which we had to carry our own chairs from the rooms. The common room with a table tennis board and a "Murphy" radio used to be the venue of heated discussions on varied subjects ranging from the political situation in the country to rocket launching technique! The water supply situation was really critical in the hostel and it was a common occurrence to find a few boys standing with soap on their bodies when the taps suddenly went dry! Then all would shout at the

top of their voice and the waterman used to show a gesture of generosity (and thereby lay the foundation for claiming his Deepavali bhakshis) by cracking open the value for one minute more so that all could wash the soap off their bodies!

Regarding the technical education that I had I GCT, all that I can say in a nutshell now is "It could not be better". We had a handful of Professor, Lecturers and Lab Assistants who were dedicated to the cause of education! In my own branch of specialization - Mechanical Engineering we had the expert in the field Prof. K. Achuthan Nair who could by just listening to the exhaust noise of a diesel engine, say whether the engine was functioning in which Prof. P.R. Ramaswamy used to take classes in Civil Engineering subjects was so convincing and inimitable, Prof. Bhikshandeshwaran used to enliven his Lectures in Electrical Engineering subjects by his curious mannnerisims and funny gesticulations. Major Marley the Principal, used to take personal interest in Survey Classes and I still remember his drill – "open your boxes; grip up; screw on" – for the mounting of a dumpy level on the tripod. The few days that we spent in the Second year Survey camp are really unforgettable.

I am sure, if I go on writing like this reminiscing the grand old days that I spent in the GCT way back in 1953-57, there will be no end because they were the real good days - and days which can never be forgotten in my life time! I had an occasion to tread on GCT! By the side of the side of the giant new building I could not recognize our old A, B, C, etc. lecture halls and the Laboratory buildings! It was really heartening for me to see that the small College of which I had the proud privilege of being an alumnus has grown to such huge dimensions and is continuing the good work that it has been doing since its inception in 1945.

I am glad that a souvenir is being brought out March, 1971 as part of the Silver Jubilee Celebrations of the Alma Mater. I wish the function all success and pray to the Almighty that my Alma Mater may live for many, many more years to come for the benefit of the people of Tamil Nadu.

"நிலமென்னும் நல்லாள்"

—:(முதல் பரிசுபெற்ற கவிதை):—

அ. இரவீந்திரன்
புகுமுக வகுப்பு - அரசினர் கலைக்கல்லூரி - கோவை-18

தமிழ்த்தாய் வாழ்த்தும்,
அவையடக்கமும்

பரிமேல் அழகாகப் பாழிருளை ஓட்டும்
இரவி பெயரின் இளையோ விருந்தமிழுன்
வீக புகழேந்தி வீதியோரம் போகிவந்தேன்
பேசும்தொல் சங்கத் தரும்பாவாய்! பேணிமிகப்
பூசிடுவாய் நன்னிலத்துப் பொன்.

பார்புகழும் பெண்ணுக்கே இரவிக்கை சேர்த்துப்
பாவாடை கட்டிவந்தேன் தலைக்கொண்டை யுற்றுப்
பார்க்காமல் கேட்டிடுவீர்! பைந்தமிழ்ச்சொற் பின்னல்
பாடிவரப் பகர்வேன்கண் தாவணிகள் பொங்கச்
சார்த்தியிங்கு வந்துள்ளேன் சதிராடும் பாவில்
சலசலக்கும் நகைச்சுவைப்பாள் பெண்பாவில் குற்றம்
சேர்த்தாமல் விட்டிடுவீர் சிறுவனிவன் பாடற்
சிறகசைப்பேன்! கவிக்காற்றைச் சேர்த்திடுவீர் தந்தேன்.

பொருள்: வேறு

திருவேநிறை செகமேவளர் திரையேபொரு மகளே!
கருவேயுறை கனிவேமொழி கவியேதரு புலமே
உருவேயழ கொளிர்ந்தேவழி உளமேவிளை வளமே!
தருவேமழை முகிலேயிடி தனமேபடு தளமே!
மலையேயுயர் மனதாய்ப் புது மலரோபல மாலை!
கலையேயுயர் கவினேபெறு கதியோசுவை காலம்!
சிலையேயுயர் சிமையப்பிடர் செறிவேபுனை சிலம்
இலையேயுயர் விளகாமனம் இருக்காதெனின் ஏமம்!

வரம்

காடு பொடிந்திடக் கற்கள்உடைந்திடக் குண்டிலையே
தேடு விலைப்பொருள் நீர்க்குப்கொடுப்படை வீச்சாலும்
வீடு நெடும்புலம் வெந்துநசித்திடு போதினிலும்
ஏடு பொறித்திடும் இன்பச் சிறப்பினை நீயன்றே!

வாழ நினைமதி வானங் கடந்தவர் வாழ்ந்தாலும்
வேழ முகப்படை வெள்ளம் கடந்துல காண்டாலும்
ஆழ விருந்தொளிர் ஆதி நிறப்பட வாய்ந்தாலும்
சோழ நிலக்களச் சோறு நிறைக்குலை நீயன்றே!

வரம்
(மடக்கு)

கலிவிடுப்பது கண்ணருந் தோகையே!
கடல்விடுப்பது கண்அருந்து ஓகையே!
வலிவெடிப்பதங் கோடையாங் காலமே!
வளம்வெடிப்பதங்கு ஓடையாம் காலமே
நிலைபடுப்பது நன்னில மாடியே
நிரைபடிப்பது நன்னிலம் ஆடியே
நிலைகொடுப்பது நெஞ்சுவந் தாயதே!
நிலம்கொடுப்பது நெஞ்சுஉவந்து ஆயதே!

வரம்

சிலப் புகழுரிமை சோமத் தியற்கைவளம்
சித்திக் குழையுநிலமே
காலப் பெருப்பழமைக் கண்ணில் செழித்துவரு
கன்னித் திருவினுளமே
நாலப் பிறப்பதனை நாடிப் புகன்றிடினும்
நண்ணுப் புதிய மகளே!
நீலப் பொதிகையுறை நேயத் தலமுனிவன்
தென்சிற் படியு துகளே!

கொட்டும் புனலருவிக் கோங்கம் மலர்விரித்த
கூட்டப் பொலிவி னெளிலியே!
முட்டும் பனிமலையின மோனப் பெருநிலையில்
மூளும்ம் அகத்தின் வலியே!
வெட்டும் புதல்வருக்கு வெள்ளியக் குலியதரு
வேளாண் விளைத்த கொடியே!
திட்டும் அடிமைநில தேம்பிக் கசிவடையத்
தெய்வப் புலமைப் படியே!

வேறு

குறிஞ்சியிலே பூவானுய்! குறவர் செத்தேன்
கொழுஞ்சுனையாய் விளைந்துள்ளாய் கோலமுல்லே
நிறங்கிளரும் நல்லாயர் பாடியானுய்!
நீர்மருத நாட்டினிலே நின்ற செந்நெல்

நறுங்குவளே வயலானுய்! நெய்தர் கண்ணே
நளிமீனுய் அலைகடலின் நாவாய்ப் பம்பைத்
திறமானுய்! பாலையிலோ ஆறலைக்கும்
திருடர்வாழ் அகமானுய்! அனைத்தும் ஆனுய்!

நிலமகளே! நீசிரித்த சிரிப்பே மின்னல்!
நின்னிதயம் பொன்னிதயம்; விரலே மக்கள்!
கலைமகளே! உன்னறிவே அறிஞர் செஞ்சொல்!
கரையளவும் நீண்டுலவும் பரப்பே கண்ணுய்!

தலைமகளே! நீல்வானக் கருமை மேகம்
தாழ்குழலாம்! மெய்யெல்லாம் பசுமை பொங்கும்!
விலைமகளே! என்றுரைத்துச் சிலர்போர் உன்னை
விற்கின்றார் காசுக்குக் 'காசே' சேர்த்தார்!

உன்கேள்வன் விடிகாலைத் தேரிற் செல்வான்
ஒளிகொடுப்பான் வெம்மையிலே உயர்ந்து செல்வான்
பொன்கேள்வன் பிரிந்துவிட்ட காரணத்தால்
பூவையுந்தன் உடலினிலே வெம்மை பூக்கும்!

மன்னவன்தன் செங்குத்து மலரின் வாயில்
மடிசேர்ந்து மங்கைகுழற் கையுறையாய்
மின்மலர்கள் தொடுத்தபுது மாலைக்காக
மிதந்திருப்பாய்! மாலையிலே உடைபடுக்கே!

உன்னிடத்தை மையூரார் மற்றும் உரார்
உதவுபடி ஆகாமல் கூறுபோடத்
தன்முயற்சி! எச்சரிக்கை! மிரட்டல்! கூச்சல்!
சாடுகிறார்! இதுதானு! உன் கண்ணீர்க்கும்

புன்மையுடன் யானென்றும் எனதே என்றும்
புரையோடிப் பகைக்கின்ற காட்சி கண்டும்
நன்றுநன்றே என்றுரைத்துக் கைகள் கொட்டி
நகைத்திடுவாய்! நிலமகளே என்னே! என்னே!

இசையில்லா யாக்கைகளைப் பொறுத்தால் உந்தன்
இயல்பான வண்பயனும் குன்றும் அன்றே!
கசிந்துலகக் காட்சிக்கே எளியன்; ஆள்வோன்
கடுஞ்சொல்லன் அல்லனேல்நீ உயர்வாய் அன்றே!

வசையுடைய கடுங்கோல்வேந் தனுக்குக் கல்லார்
வாய்த்திருந்தால் கமையேயாம் வையத்தின் கண்
இசையுடைய கண்ணோட்டம் இல்லா தாரும்
இருத்தலுந்தன் உடலுக்குச் சுமையே யன்றே.

பொருளொன்றே வேண்டுமெனப் புகழே வேண்டார்
பூமகளுன் உடலுக்குச் சுமையே யாவார்!
நிறைபொருளும் இலமென்று சோம்புவாரை
நிலமென்னும் நல்லாள்நீ நகுவாய் அன்றே!

திருநாடாய்ப் பெருங்காடாய்ப் பள்ளம் மேடாய்த்
திகழ்கின்றாய்! எவ்விடத்தில் ஆடவர்கள்
பெருமையுடன் நல்லவராய் வாழுகின்ற
பேரிடத்தில் நல்லியெனப் பீடுபெற்றாய்!

பாவுக்கு வள்ளுவராம்! பண்டைக் காதல்
படைப்புக்கோ அகநூல்கள்! பண்ணின்ஓசை
ஆவுக்குக் கண்ணனவன் அகப்புணர்ச்சி
அடைவுக்குப் பிரிதாந்தை சோழன்தட்பு!

நாவுக்கு நக்கீரன்! நன்கொடைக்கோ?
நவிலுவர்வேள் பாரியினை! நற்றேன் பாய்ச்சும்
பூவுக்குத் தாமரையே! புகழ்ச்சியில்லீர்!
பொறுமைக்கு நிலமகளே நீயேவாழ்க!

வயல்காட்டும் திருமகள்நீ வளர்க்கா விட்டால்
வளமேது? குளமேது? வாழ்க்கையேது?
கயல்காட்டும் கண்ணவளுன் காதல் இன்றேல்
காவியத்தின் ஓவியத்தின் காட்சியேது?

அயல்காட்டும் கடைப்பார்வை அழித்துபோலல்
அமிழ்தூறி எழிலொழுகும் அருட்பா வேது?
முயல்காட்டும் மக்களுக்காய் முகிழ்த்தெழுந்த
மூதறிவே! முழுமுதலே! மொய்ம்பே! வாழ்க!

Inauguration of the Silver Jubilee Activities:-

The Students' Union and the activities of the Silver Jubilee Year were inaugurated on the 6th Aug. 1970 by Dr S. G. Rajarathnam, M.B.B.S., F.C.G.P. a leading medical practitioner of Coimbatore and Governor of the Lions Club. He was the President of the State Branch of the Indian Medical Association. He is the Vice-President of the Coimbatore City Co-operative Bank and Director of the Coimbatore District Co-operative Printing Press. He is intimately connected with various social, and ameliorative activities in Coimbatore.

The principal Prof. S. Srinivasan welcomed the chief guest and others. The chief guest Dr. Rajarathnam delivered the inaugural address. He emphasised the importance of the Engineers in a developing country. He spoke about the new branch of Science called bioengineering which is developing in advanced countries like the United States making use of engineering gadgets in the field of medicine. He pointed out that doctors and engineers should work hand-in hand for the betterment of society.

Our former principal Prof. P. R. Ramaswami graced the function with his presence. He advised the students to devote themselves zealously to their studies and take an active part in the Silver Jubilee celebrations.

Thiru R. K. Sivanappan, Prof. of Agricultural Engineering, Agricultural College, Coimbatore, who is also the President of the Ahctanian Association (G. C. T. Old Boys' Association) spoke about the various activities of the Old boys and described their part in the ensuing Silver Jubilee Celebrations. The Secretary of the College Union Thiru Chellamuthu proposed a vote of thanks and the function came to an end with entertainments followed by the National Anthem.

S. M. B. Shahul Hameed,

President, Students' Union.

Inter Collegiate Debate and Quiz Programme in English

As part of the Silver Jubilee Celebrations of our College an Inter-collegiate Debate and a Quiz Programme in English were organised. The debate was held on 9-12-70 in the College Auditorium on the topic " Has the advancement in Science and Technology contributed to the growth of peace and happiness of Mankind?" The response from other colleges was very encouraging. As many as 18 Colleges participated in the debate, six of them from outside Coimbatore. Mrs. Eileen Ramasamy, Dr. V. N. Madhava Rao of the Agricultural College and Thiru G. S. Balakrishnan of the P. S. G. College of Technology were the Judges. The debate was of a high order and the discussions were punctuated with humour and were well received by the audience.

Thiru P. R. Ramaswami, a former Principal of this College presided over this function and recalled with nostalgic memories some of the important landmarks in the growth of this College. Mrs. Saradamani Ramaswami gave away the prizes.

The following were the Prize winners:-

I prize:-	Miss Rekha Mancheri of the Nirmala College.
II Prize:-	Mr. K. S. Ramesh of C. I. T.
III Prize:-	Mr. P. C. Narayanan of the Regional Engineering College, Trichy.

The team Prize was awarded to the Coimbatore Institute of Technology.

A lively and interesting Quiz Programme was held on 10-12-70 with Prof T. C. Mohan of the P. S. G. College of Technology as the quiz master. 12 Colleges participated in the dynamic programme and the members of the audience were on toes throughout the evening and gained for themselves a large credit. The Government College of Technology secured the I Prize and this being the host College, the first prize was awarded to the Nirmala College, Coimbatore, which came second. The Second Prize was annexed by the P. S. G. Arts College. The Coimbatore Institute of Technology came third.

The following were the Prize winning Teams.

Nirmala College:	Miss. M. S. Lalitha
	Miss. Rajkumari Sudha
P.S.G. Arts College:	Mr. R. Karan Paul
	Mr. P. A. David
C. I. T.	Mr. K. S. Ramesh
	Mr. Thiyagarajan

The Government College of Technology was represented by Mr. T. V. Ramasamy and Mr. K. J. Chakravarti.

K. S. Krishnamoorthy,
Professor of Physics,
Convener.

Silver Jubilee Exhibition

The G (rand) / Government College of Technology completing twenty five years of consistently dedicated service celebrates its Silver Jubilee this year. As part of the celebrations an exhibition was arranged for five days. Rightly called by "The Hindu" as the Mecca for the people in Coimbatore it attracted almost the entire population of Coimbatore.

The students and staff concentrated their efforts night and day for more than two months in setting up the exhibits. They gave a warm reception to the Press on 27th January 1971 and took them round various departments. They were very much impressed and gave full co-operation and publicity to the exhibition.

The Exhibition was inaugurated on 28th January 1971 by Thiru G. D. Naidu and presided over by Thiru P. Sivalingam, Director of Technical Education, Tamil Nadu. Thiru G. D. Naidu in his inaugural address stressed the role played by exhibitions in educating the people and pointed out the necessity to have a permanent exhibition in the Institution.

The next day, i. e. 29th, the exhibition was declared open to the public. Even on the very first day from 11 A. M. thousands of children thronged the campus only to wait till the exhibition opened at 2 P. M. Greeting them at the entrance was the model rocket zooming through space now and then. Going through the Arts exhibition one could see the skill of our College students in fine Arts like painting, sketching, Ikebana, Photography, Rangoli etc. In the open air one could see the cable car, a mode of transport between hills. Messrs New Century Book House and Pai and Sons had their variety of books exhibited in their stalls and Messrs Hill Brook Dynamics Limited their various equipments.

To mention a few of the most popular exhibits in the various departments; in the Science Block one could see black magic, Coral Gardens, writing fire, dancing balls etc. The Faculty Hall was a paradise for mathematicians with digital computers, Tower of Brahma and so many other attractions in arithmetic and Geometry. In the Engineering laboratories one could see models of over head tanks, bridges, Surveying equipments and testing machines, various prime movers, and Power generators. A variety of machines provided a very good pas time for the visitors. The washing machine, room air-coolers, temple of Lord Muruga, water falls, melting man and the escalator, were a few among those attracting the general public especially ladies and children. The digital counter, artificial lightning, magic tap, remote controlled jeep and many other interesting exhibits of the electrical department attracted huge crowds and one could see endless queues in front of the department.

With the assistance of the various sections of the volunteer groups, the public could conveniently go through all the sections. The canteen and its branches providing tasty refreshments and drinks and the Orchestra giving music to relax enabled the public to have the real four to five hours of real entertainment and relaxation and enjoy themselves during their stay on the campus. The campus and buildings were tastefully decorated and temporary lights were put up on the Thadagam road for the convenience of the public.

The main complaint about the exhibition was that it was of very short duration. The fact, that we continued to receive batches of school children even after the exhibition was over was clear proof of the success of our exhibition.

S. Modi,
Professor of Mechanical Engineering
Convener.

ARTICLES

TRANSPORT GROWTH, REGULATION AND CO-ORDINATION

(Dr. S.Ponnuswamy - 1949 Civil)

1.0 INTRODUCTION

This is a State-of-art paper reviewing the growth of various forms of transport, their regulation and co-ordination over the years in major countries and in India in particular.

Transport forms most vital part of a country's economy. It not only by itself contributes a significant part to the GDP of the country but it acts as a catalyst of most of the people's activities. According to statistics on American economy,'passenger transport represents 10% of United States' GDP and freight transport another 6%. With the inclusion of some closely related sectors, transport probably accounts for about fifth of all economic activity.'1. In India, the direct contribution of transport sector is hardly 3.4 % (asin 2015)of which only about a quarter is contributed by railways, while a major part of it is from Road transport. Transportation has many forms and there are many players in providing the same. In almost all countries the government plays the part of provider of some or part of all transport modes and has to act as a regulator.1Roads are provided by the government providing connectivity needed for people's movement and material transport. In some selected cases, like Turnpikes and tolled roads, it acts as a regulator. In Canal transport, natural waterways form the major way used for transport, while some connecting or linking canal are built and operated by many users or agencies. Except in minority of cases, private parties, varying from single operators to large companies own, maintain and operate vehicles and charge the public for the services. In rail transport, to start with, they acted as a regulator and let private parties provide tracks, yards, stations etc., own the motive power and rolling stock and do the operation. The government acts as regulator in all these cases. The regulation takes three forms viz., entry/ exit into the industry in an area; safety in infrastructure and operation and environmental needs (including safety in transporting hazardous materials): and economic regulation. This economic regulation has to ensure reasonableness of charges, preventing unhealthy competition within each industry and area and between modes.

2.0 GROWTH OF TRANSPORT

2.1 Global Growth- Ancient times:

Historically, investments on transport facilities and their technology picked up from mid-eighteenth century with the start of industrial Revolution and large scale emigration from European countries to Americas.

In the ancient days people used walking or riding on domesticated animal backsover land. They appear to have been using small floats and boats on rivers and other water bodies inland for longer movements. This is evident some seals taken in excavations in from Harappan cities and in Roman/ Greek mythologies. A few of important dates in development of various transport modes in the world are listed below. [Source- Dr Johnson Victor's lecture notes]. By 6000 BCE- use of sails on rafts and canoes came into vogue, improving river transport. By 5000BCE ox yokes were invented and oxen and asses were tamed and used to drag sledges. Harappan and other Indus

Valley excavations indicate that about 4000 BCE, old urban cities had stone paved roads (straight and crisscrossing) with side ditches provided for road drainage. Similar records and evidence in Europe show development of paved roads in citieslike Pompeii in 300 BCE. It is said that at the same time brick paved roads had been built in India to connect cities to major food producing rural centres. By 3500 BCE it appears horses had been tamed and bridles were used for riding them. By 3200 BCE, wheelsdevelopment had started and by 1800BCE spoked wheels and horse carts appeared, in Egypt first. (There aresome references to wheels and horse-drawn chariots in Vedas and Greek and Indian Mythologies in ancient times)

Regular roads were first developed in Persia in 530 BCE and in Second Roman Empire by 100 BCE. It is only by 900CE (AD) that modern type of horse harness appeared (in France first). By this time rudders for ships had been developed for ocean going vessels and it gave complete independence for sailing from wind and sails. By this time, international trading had become very common, e.g., facilitating Araband Jewish settlements coming up in west coast of India. Land travel habits using coaches had grown allover. Public coaches and wagons started appearing on roads in London first.

2.2 Canal Transport

The industrial revolution in West started in the middle of 18th century, when need for movement of materials like coal and imported raw materials in bulk from port to industrial locations. They found that inland water transport using large boats cheapest mode. Where navigable rivers were not available connecting such places, they found it better to dig artificial canals for such connections. Where they had to cross hills or high grounds, tunneling through with available technology and cheap labour was found to be economical. The canal era started 1759 in UK when Duke of Bridgewater started building a 9.6 km canal for carrying coal from his Lancashire mines to Manchester industries. It has a number of short tunnels and an aqueduct.The roads and bridges available then were not capable of carrying vehicles of the size and weight required for transport of the material in bulk. James Brindley was the engineer who built itin 2 years. This was followed suite by him and others in UK in large scale.By 1840 there were 4500 miles of canals in Britain alone.

Many European countries and USA and many othersfound canal transport to be the most viable solution. It was so till middle of nineteenth century, when Railways became major competitor. In USA many of the rivers were navigable and they were connected to interior by digging canals and building dams across streams for diverting enough flow.In some places the IWT could even compete with Railways. Movement of the boats and tugs were facilitated by rowing by batches of men on or by pulling with ropes by men walking on sidewalks provided on either bank of the canal. Towards the end of eighteenth century, with the invention of steam engines, river craft could be fitted with steam engines and rudders and the craft could be made more load bearing and fast.

Steam engines were invented in 1776 and their first use was to fit engines on boats (1786 Williamson built the first iron boat). During 1807- 1811 steam boats were built and started plying on the River Mississippi. Steam engines were also used for operating winches in minesfor pulling 'trains of open coal carts/ wagons'with coal running on railssince 1801.

2.3Railway Development

Richard Trevithick built his first steam carriage. But it was Stevenson who first used the steam engine for atrain. The first Railway was inaugurated in 1825 from Stockton to Darlington in UK. First railway line in USA was openedin 1826 (Baltimore- Ohio). First (urban) street railway (horse drawn) was used in New York in1812. First steam engine-operated urban rail service was started in London 1838. First railway in Europe

was started in France (by Thomas Brassy). All these railways were started by private companies and the Governments helped them with acquisition of land and incorporating the companies. They acquired land by using an 'eminent domain' law. India closely followed them soon, opening a short line from Colabato Thane in Mumbai- in April 1953. New York started its Metro rail service with an elevated line in New York in 1868.

The growth of Railways was rapid then in in the industrialized countries and the canal transport started losing its importance except in USA. First railway to operate commercially in China was the one in Shanghai built in 1876. Real progress was accelerated from 1949 in China.

Year	Route length-Miles	Year	Route length- km	Year	Route length-km
USA		CHINA		PARTITIONED INDIA	
1850	9021	1949	21800	1853	34
1860	30626	1955	25600	1870	7670
1870	52914	1960	33900	1880	14730
1880	93301	1970	41000	1900	44620
1890	129774	1980	53300	1947	55890
Latest		1990	57800	2001	63028
		2000	68700	2017	67368
		2010	90504		
		2015	121000		

Source: Various.

With the invention of electricity towards end of eighteenth century, Electric Multiple Unit services were introduced in London 1897. They make the rail mode efficient and economical for city service.This type of formation of units is now being used for High Speed train formations also.

Diesel Motor bus for public transport started in 1941, which brought in an efficient and popular competitor to the Railways both in passenger and freight transport.

2.3 Road Transport

Introduction of modern stone paved roads started with George Wade's 400 km length of a road in Scottish Highlands in 1725 -1737. It was perhaps the first designed road with large stones as base course and gravel on top totaling about 2 meters. This was followed by Telford's designed pavements for (tolled) turnpikes in UK. Louis Macadam started this design and Macadam name for the pavement of roads. Pierre-Marie Jerome Tresaquet in France. This started the era of well paved roads which could take heavier loads and their better geometry aided in achieving higher speeds. It was towards latter part of the nineteenth century that they found the need to provide a protective layer on top of roads to prevent dust raising, especially in urban roads, and to have atop protective layer to extend their lives. First they started spreading hot coal tar over a layer of smaller stones on surface and rolling. It was in 1901 a method of heating the aggregates with coal tar, spreading the mix as top layer and rolling with steam rollers was started. Such roads could compete better with railways.

With the invention of internal combustion engine in 1860s, first motor bike was introduced by Daimler in 1885 and first Daimler car in the same year. Diesel engine was invented in 1896, which was to bring in a revolutionary growth of automobiles, motor buses and trucks and container trucks and trailers.

First Motor Bus was developed in in 1912. It helped the countries' economy grow faster. Their strategic advantage was first recognized by European countries, especially Germany in pre Second War period. Germany were the first to go in for a network of fast Autobahns first and they helped, in fact, in their early successes in the Second World War. After the Second World War, all countries started building more and better roads. In USA, under President Eisenhower, this got a fillip and many Inter-State roads and expressways were built.

Due to such road transport developments, competition to Railways increased and latter started losing heavily. Many private railway companies went into liquidation and some even started dismantling the heavily losing branch lines. Position worsened during and after the Second World War. But the road transport was not interested in carriage of bulk like coal, food grains etc... Seeing their necessity for socio economic growth of the countries, many national governments started taking over or buying some of them so as to maintain minimum service, subsidizing their operation where necessary. Fossilized fuel shortage for road transport and pollution on city roads in mid-twentieth century caused a re-thinking, resulting in reversing the policy of closing railways. They were found essential especially for urban services and long haul bulk traffic. In 1960s Japan started experimenting building new high speed passenger railways on their busy corridors, starting with New Tokaido line. Europe followed suit. China favoured this and now have over 3000 km of HS lines. In fact China has gone in for expanding their railway net-work in a large way, as can be seen in Table1.

2.4 Civil Aviation

The first aircraft was built in 1903by Wright brothers.Its importance was felt quickly in the inter war period.It had a major role in the Second World War. After that, its growth has been phenomenal. The most expensive part of this transport is development of airports and control and service facilities within the airports/ terminals. Airports required large areas of land themselves, in addition to imposing land use regulations on approach fight paths. It causes heavy pollution in terms of noise and smoke emission. Mostly, this part was provided by the governments and the user planes pay a charge for their use, thus facilitating private service providers come forward to buy and operate planes within the countries and between nations. But its quick service is a great advantage thus conceptually bringing the world community closer each other. The inter-city passenger traffic mostly shifted to airways, thus adding to the competition ailing the railways.

2.5 Pipe Line Transport

First pipe line (a 5 cm dia pipe over 9.7 km length) was laid in Pennsylvania from the oil field to nearest railway line. By end of that century, entrepreneur (John Rockefeller)started building long lengths of pipe line service in the oil fields in the southern states of US for transport of crude and refined petroleum products. The laying of pipe lines for petroleum products started in USA first around 1900s. It became a monopoly and had a fast growth. It grew fast when Rockefeller started laying pipe lines in the southern oil fields. For example when it was 90170 miles long in 1926had reached 161,142 miles in 1965. To start with, 12.5 cm and 25cm pipes were used. Later 30 cm pipe lines were available. This took away a very highly paying traffic which till then was amonopoly of the railways. Regulation to control its competitive pricing was first brought in 1906 in USA.

India started building pipe lines for oil transport from 1962 when the Oil India Ltd., commissionedin the first line in 1962 from Naharkatia to Nunmi. Railways had no other way except to reduce their role in oil transport. Since road transport in oil by road was generally limited to local distributions, its share was not much affected.

2.6 Competition and Regulation1,4

Thus resultant growth of different forms of transport had no co-ordination between the modes. Also existence of no economic region on them resulted in high competition between modes and some within same mode, starting from end of nineteenth century in all developed countries. .

Effects of competition was first felt in USA in 1887. Some railways were charging lower costs on longer distance between two meeting point of two rival parties but higher charge between an intermediate station and a terminal. This used to happen as one of them ran parallel to a waterway and it was competing with IWT plying on the waterway. The government in that case brought in regulations foruniform pricing on Railways to avoid such competition. The regulation curtailed the monopoly power enjoyed by Railways. Regulation was to make the Railroads to charge same 'fair rates' to all users and industries using them.Their entry and exiting the industry was also controlled. Next undue pricing competition by truckers were too competitive for Railways. Some railways found it difficult to maintain the mandatory passenger services on all lines and preferred to close down many losing routes. Some went into liquidation or mergers.Next regulation was brought in in 1906 to prevent oil pipe lines monopolizing oil industry. Only large units were under mandatory regulation of charging uniform prices.

In 1935, government found that manysmall unit or individual motor carriers and boat operators came into the business charged very low rates in competition within the industry and with railways. It led to cut-throat competition. The government in such cases tried to fix lower threshold for charging freight and for piggy- back services on road vehicles. Despite this, due to their cost structure, inflexible nature and social obligations, the Railways were unable to hold on to their share of traffic. Since transport pricing on trucks was also governed by the minimum wages demanded by the crew and truckers had perforce to charge higher rates and the price war could not be continued by truckers.

Many railways found it difficult to maintain mandatory passenger services, as it is a loss making part of railway operation. Quite a few Railways had to close down some branch lines, cut or stop passenger services on some other lines. Post Second World War, they found it difficult to maintain regulations on road pricing. Quite a few railways went in for liquidation or mergers. Penn Central was one such.The government had to take them and some neighbouring Railroads over.The government had to take over the passenger services on selected intercity routes (about 32000 km) all Railways and first by forming NRPC later renamed as Amtrak on the needy routes. There was some regrouping and consolidation amongst them, important larger ones forming large Class I railways. They, in co-ordination with long distance hauliers went in for inter-modalism – [explained in Para 5.1].

In 1938 some regulations were brought into the aeronautics, by regulating providing service in specified routes. It thus brought in need for government permission to run on any route, which were regulated. The airways came together under label of IATA and fixed some sort of uniform rates among themselves. In 1980-82 period, when the air industry grew a lot and there were many fliers coming into the business especially within the country there was need for more air ports. Government partially permitted private parties to build some airports and terminals and to operate them.

In 1940 the government had to bring in some regulations on some part IWT industry i.e., its freight segment to avoid too many small shippers in booking. They brought in some regulations for larger freight forwarders. Some more provisions were made in later 1942, for regulation of relationship between 'smalls' bookers and the freight forwarders. It brought in some consolidation in the industry simplifying small booking in IWT. After Second World War they found that the regulation were not working well and the smaller trucking and IWT which had not been regulated provided unhealthy competition to railways.After the Second World War, it was found that many regulations were not workable or were unnecessary and were done away with. Industries went in for self-regulation going in for inter-modalism. For the size of the country and long distances between major cities and also from port to farms and industries, and this system was found workable and advantageous to both railways and road truckers.

3.0 TRANSPORT DEVELOPMENT IN INDIA

3.1 Railways:

While the first railway line was opened in UK in 1825, the first line in India from Colaba to Thane was inaugurated in April1853. As was the case in the other countries, the railways in India were also started by Private Companies incorporated in UK. There were three companies to start with, but numbers increased soon. The companies were guaranteed aminimum return of prevailing interest rates (4.5% to 5% per annum). Not satisfied with their expansion the government itself started building some lines, soon after.Broad gauge was favoured initially, quoting weather conditions in India and lack of expertise in maintaining narrower ones.

Seeing slow progress in railway building, Local princely states and some District Boards also constructed some lines within their respective territories. They mostly went in for Meter or Narrow Gauges considering costs and based on their needs and demands. Later some new companies also were permitted to lay new lines also. Thus the railways had a chequered growth. Railways rate of growth in terms of route length in India, USA and China are given in Table 2 (for comparison). Private companies' agreement provided for Government's option to take over their ownership on paying compensation after specifiedperiods on some agreed formula. They were all taken over, one by one from nineteen twenties.

By the time of Independence, all lines were owned by the Union Government. At that time of Independence, there were about 42 Railway Administrations and they were first reorganized into six zones. Subsequently some changes have taken place, which is an ongoing process. Railways were the main transport carriers. They could not provide enough capacity by way of additional mileage, required for economic development of the country and many committees appointed to look into this inadequacy in nineteen thirties stressed on expanding the net-work, but not much was done for lack of funds. By the time of independence, they needed more funds for replacement of existing assets like, track, bridges and locomotives.

As in 1951, when the country went for development based on 'five year plans', there was a network of 53000 route km of Railways, which had grown to 62,400 RKM (a 14.6 % increase) by 1991. Much of the funds were used by Railways in increasing capacity by way of doubling, gauge conversion, electrification, improving yards and station facilities, and improving signals and procuring/ producing rolling stock. On the other hand, funds on the roads were used improving road linkage in rural areas and connectivity between cities/ towns and paving and upgrading main roadsand to some extent new roads. The allocation of funds for railway and road transport developments in different periods were as given in Table 2.

Table 2 Share of Funds under Transport Sector in Different Plan Periods

Sector	1951-85	1985-90	1992-97	1997-2002	2002-07	2007-12
	Expenditure (in percent of total Transport allocation)					
Railways	46.4	56.1	49.1	38.2	35.7	29.7
Roads	28.5	21.5	24.4	39.9	45.6	39.9
Road Transport	7.6	7.3	5.9	5.0	2.4	2.3
PMGSY (Rural connectivity roads)	-	-	-	4.1	7.5	13.4
Ports	6.3	5.1	3.5	4.2	1.4	3.0
Shipping	4.7	2.4	5.0	2.5	1.3	1.3
Light House and Light Ships	0.1	-	Negligible	Negligible	Negligible	Negligible
Inland Water Transport (IWT)	0.4	0.6	0.2	0.3	0.2	0.4
Others in Transport sector	-	0.2	0.4	-	2.1	2.1
Total amount – Transport sector – Rs Billion at current prices (100 %)	255	295	656	1,196	2,422	6,472
Total Public Sector expr-Rs Billion at current price	1,597	2,187	4,855	8,140	16,185	37,510
Transport Sector out of total P.S. exp.	14.2	13.5	13.5	14.7	14.5	17.3

Note 1. These do not include Urban Transport expenditure

2. Upto 1997, the States spent part of their Roads allocation and some other special projects of their own for rural connectivity

Source: Reference 2- based on Planning Commission data (2013)

Judiciously using these allocations,development of the railway system was more in terms of line capacity expansion and laying a few essential new lines and gauge conversions.The effect of these changes can be gauged from Table 3 which gives a list commodities carried by the Indian Railways over a period.

Table.3 Trend of Freight loading in Indian Railways

Commodity	1950-51	1980-81	1990-91	2000-01	2007-08	2016-17
Coal		64.08	135.16	223.69	336.83	532, 83
Food Grain		18.33	25.35	26.65	38.23	44.86
Iron and steel		10.82	10.01	13.78	25.79	52.41
Iron ore		28.00	25.90	61.26	136.69	137.55
Cement		9.64	28.88	42.90	78.99	103.29
Fertilizer		8.11	18.36	27.01	35.88	48.34
POL		14.95	24.99	36.18	35.88	42.42
Total all	73.2	195.9	318.40	454.32	793.89	1106.15

Source: Indian Railways Year Books.

In 2013-14, Indian Railways carried 8.4 billion passengers and 1.05 billion tonnes of freight. Two-thirds of train-kms were used by passenger trains,thus adversely affecting capacity enhancement for freight.Though numerically, there is growth in traffic carried by Railways, comparatively its share of total traffic with roads has been consistently going down (vide Table 5). Moreover, the higher paying traffic is more and more preferring road transport due to much improved connectivity, speed and reliability in terms of safety and assured timely delivery. Indian Railways,Hence need to look at expansion and improvement of their network, specially on the heavy loaded corridors connecting the four major cities Mumbai, Delhi/ Punjab, Kolkata and Chennai and further down to Bengaluru (totaling about 9500 km); and also quick and safe/ reliable transit. They have to take special steps to win back the higher valued goods also.

As a first step, they had over a decade back, started a program of planning and building two Dedicated Freight Corridors one from Mumbai to Dadri (near Delhi) and the other from Punjab (Ludhiana) to Bengal (Dankuni).They propose to deal with other legs of the quadrilateral later. Thesecorridors are to be planned to carry higher dimensioned loads3. Main delayshad beenfirst to source funds and secondlyland acquisition.

3.2 Roads

Two trunk roads one from west to east in Gangetic Plain, and one from North (Ayodhya) to South West towards Nasik appear to have been in existence since Maurya period (about 300 AD). It is learnt that Sher Sha Suri in 1540-45 paved the North Trunk Road from Peshawar to Sonapur (East Bengal). Many roads must have been formed by the then invading and ruling Afghan, Turkish and later, Moghuls in Central Indiain the South-west, leading towards Karnataka for their troops as they established the Bambini Kingdom. In down south the Pandya,Chola, Cherasand Pallavas kings appear to have built roads connecting their capital cities, mainly meant for troop movements. Since the country was divided into many small kingdoms except in the north there appeared to have not been much development on road transport except for wars.

After the British and European traders started their trade, trade posts and also political occupation of some parts of the country, some road development took place, but they all seem to befair-weather roads. After British consolidated their occupation of the country, they started building roads connecting major Port Cities and interior areas from where they had to convey raw materials to ports or use for strategic purpose. They also used IWT in rivers like Ganga, Yamuna, Brahmaputra and some natural waterways/ canals in Kerala, Bengal and Goa. It is only a few years before the Independence that concerted efforts had been made to expand and or improve the country's road net-work, especially major inter-city roads, as can be seen from Table 4. In 1950-51 only 32% of villages with 1000+ population and 20% of all villages were connected with all-weather roads, while by 2010, 11 9% of 1000+ population villages and 68% of all villages had been connected with all -weather roads2. India plied its first bus service was started in Mumbai-on July 15, 1926.India, as of now, has the highest density of roads (1.42 km / sq. kilometer of the area) in the world.

Day Scholar

Courtesy
Dr.Saty Satyamurty,
1957 Civil, USA

I was eagerly awaiting the admission letter for my B. E. first-year class, from the Director of Public Instructions (DPI) in Madras. The admission letter finally arrived on Friday, July 10, 1953. I took the letter and rode my bicycle to the Principal's office at the Government College of Technology (GCT) campus. I met the secretary to Principal, who directed me to a clerk who handles first-year students' admission to fill the necessary forms and get the admission paper processed. She asked for my Secondary School Leaving Certificate (SSLC) and the original certificate showing the marks from my Intermediate Science (ISc)examination that I had completed at PSG Arts College. I went home, as it was only 2 miles away near the Gandhi Park, brought the SSLC certificate and the mark sheet from the University of Madras, to her office; when she took the information, she gave me a copy of the class schedule, emphasizing that the classes start at 8 a.m. and I have to arrive before the classes begin. She finally marked a paper and told me that I will be treated as a “Day Scholar” and I will not require any hostel facilities now until next year. Also, I am not allowed to enter the dining hall without paying the cahier first for the meal. I am not allowed to use the badminton court, volleyball court or play the carom board in the lounge area. I signed the admission papers at her request, paid Rs 78 fees for half a year, and Rs 25 fees for athletic and library facilities.

The clerk told me that I should go to the book store and purchase set squares 60° and 45°, a T-square, 2H, H and HB pencils for the drawing class and “ARISTO” Slide Rule (Rs. 45) for performing engineering calculations.

She also gave me a blank authorization form to take to the librarian and getit signed off to borrow books from the Library. The librarian mentioned that, as I am a Day Scholar, I can borrow books only in the evening and should bring it back before the classes begin the following day, because the library had only one copy of each textbook per discipline. Students living in the hostel had the preference as they share the books among their classmates and it gives a wider use of a book from the library.

The next day, Saturday, I went to PSG College of Technology offices in Peelamedu; luckily I was able to meet Mr. G.R. Damodaran, Principal, who had given me admission in the first-year B. E. class, at the recommendation of the Principal of the Arts College. I mentioned to him that I got admission at GCT and would like to join there to complete my Bachelor Degree in Civil Engineering. He congratulated me and asked me to consider PSGCollege of Technology, if I decide to do my Graduate Studies.

I did miss a great event at GCT, that happened previous week, the “ragging and ducking” of first- year students organized by Hugh Morley, son of Principal Major Morley and his friends in the final-year and third-year classes. My classmates told me that it was a horrifying experience to undergo at the hands of the senior students. It seems they were asked to hold a rope and walk from the entrance gate on Thadagam Road to the open tanks near the B Hall. They were pushed one after another in the water only with their under garment on, then they were asked to sing, talk, narrate a story, playa drama and run to show their, talent, aptitudes and how they can be assimilated with other students once they are inducted into GCT via this ceremony, after four weeks one day three of my classmates and I met the Principal and told him that the ritual ideadoes not reflect the traditional Indian manner of meeting and greeting new students and told him that the event should be scrapped in the future. After a lengthy discussion about the merits of such an event, he agreed and mentioned that he and his family will be leaving for UK after Hugh Morley completes his final year in June 1954. Thus the ritual for new comers at GCT came to an end with the departure of Hugh!

Finally, on Monday, July 13, 1953, I began my pursuit of engineering, with first period in the drawing hall, where it was written on the wall facing the students entering “A” hall though themain door,“DRAWING IS THE LANGUAGE OF THE ENGINEER”. Also there was the quote from Prime Minister Jawaharlal Nehru: ITISMYHERITAGETOTHINKANDACTFORMYSELF, ENJOYTHEBENEFITSOFMYCREATIONAND SAYBOLDLYTO THE WORLD, "THIS I HAVEDONE”!

All of 75 students enrolled in the first-year program were assembled in thehall each near a drawing table. The Principal, Major Morley, walked into the hall and welcomed all students. He reiterated that the attendance at this class,Geometrical Drawing, is compulsory, discussions between students strictly prohibited and silence should be maintained at all times. We were asked to print on the drawing sheet those words from the wall and learn to do printing in different styles and sizes.

After two, one hour session, ournext class was Mathematics I. The students walked to the class and were seated.Mr. S. Janakiram, Lecturer in Mathematics walked in, climbed the platform and started the lecture; subject was Analytical Geometry, under Mathematics I. He wrote on the chalk board y=mx+c, which was my very first day of immersion in Engineering Mathematics

During the first-year, B E Civil students had to take the following subjects: Mathematics I, Building Materials, Applied Mechanics I, Physics, Chemistry, and Geometrical Drawing. In the Second-year: Mathematics II, Civil Engineering, Electrical Engineering, Mechanical Engineering, Surveying, Applied Mechanics II, Building Drawing, and Machine Drawing. Third-year: Mathematics III- Particle Dynamics, Strength of Materials and Theory of Structures I, Structural Engineering, Railway Engineering and Highway Engineering, Hydraulics I and Geology. Fourth-year:Strength of Materials and Theory of Structures II, Hydraulics and Hydraulic Machinery II, Design and Drawing I, Surveying, Irrigation, Docks and Harbours, Sanitary Engineering, Design and Drawing II.

At the end of each year the students had to take the University conducted examination which will decide our grade or mark on each subject. No credit was ever given from teachers, for homework, assignments, project work, classwork or attendance.

During summer of 1954, I took a six weeks voluntary job with Sathyanarayana Consulting Engineers at Luz Corner, Mylapore, to supervise construction work at the Postal Colony in West Mambalam. I had to work from 8 a.m. to 1 p.m. supervising mortar mixing, reinforcing steel bars and concrete placing in forms on the roof, and brickwork on the wall in one, two, and three-bedroom homes. The buildings were designed by the Central Public Works Department (CPWD) for the Postal Department andthe Consulting Engineer was awarded the Project Managementand construction supervision work. I used to ride my bike from Triplicane where my parents were staying, to West Mambalam.On my return trip, went via Pondy Bazaar Road to Royapettah High Road, Whites Road, and turn on to Pycrofts Road to head home in Triplicane. It was a hot summer, some days the temperature rising to 105° F. The asphalt on the road would melt and stick to the bicycle tire making funny noise. I did this routine for about six weeks and returned to Coimbatore to continue my studies in the second week in June 1954.

During second-year nothing remarkable happened. In the third-year our most important event was the South India tour (October 1955) which began from Chidambaram, TN, where we saw the construction of the first Pre-stressed Concrete Bridge for the highway over the Kollidam River. We were taken 5 people at a time by a PWD jeep to view the placing of reinforcing steel bars, pre-stressing equipment

and the method of construction. The high tensile strength reinforcing bars were imported as they were not manufactured in India.We stayed at Annamalai University Hostel. We were treated to delicious vegetarian and non-vegetarian food at the respective mess. Also, visited the famous 10th century built, Nataraja Temple while we were there. From Chidambaram, we went to see the Kallanai Dam (Grand Anicut) built across the Cauveri Rivernear the townof Thogur, about 10 miles from Tiruchirappalli.Spill way photo is on the left

In Trichy, we visited the Fort, the Southern Railway signal changing tower andgoods yard where we saw the turn-table pushed by two persons to change the direction of travel of a steam engine. Trichy had both Broad Gauge and Meter Gauge train systems. We also went to Sri Rangam temple. From Trichy, we went to Mettur to visit the Mettur dam across the Cauveri River. There we saw the new Electrical Power Generation units constructed to increase the capacity ofelectricalpower generation to the region. The photo on the left shows a view of Mettur dam.

From 15th to 26th January1956,forty students in our CE class were at the Wellington Barracks near Coonoor on the Nilgiris for the Survey Camp. It was a wonderful,fabulous experience that gave us practical exposure to the art of surveying under the watchful supervision of Mr. P. S. Natarajan, Mr. G. A. Krishna Pai, and Mr. Kalyana Sundaram.Everyone learned to set up stations on the hills, measure the distance between stations using theodalite, the elevation of the hill,compute the Latitude and Longitude of the baseline end points A and Bon the parade ground and create a topography drawing using the plane table. It was a boundless experience in working together on a project, communicating between classmates, exchanging information, computing and checking each other's survey notes to verify that the data is complete and valid. On the evening of 25thJanuary, handed our project report, computations made using the slide rule, survey data book, to the lecturers. All of us returned to Coimbatore on the 26th from Coonoor in the Blue Mountain Express.

At the beginning of our Fourth-year in August '56, the class took a two day trip to the Amaravathy River Concrete Dam, under construction south of Udumalaipet; saw the concrete piles being driven in the foundation to protect the seepage from construction joints. The foundations and some of the super-structure were under construction with a variety of cranes, machines, and trucks.

Lecturer Mr. M.N. Ramanujam and Lecturer Mr. Chokkalingam, who made all the arrangements for our visit, accompanied us. The photo was taken at the dam construction site. It was an enjoyable learning anduseful experience firsthand to observe the concrete being poured, vibrated and cured to specifications in a very complex environment.

One of the other major events at GCT happened on Sunday, 26 August 1956, laying the foundation stoneby the Governor of Madras, Shri Sri Prakasa, assisted by Mr. Kamaraj Nadar, Chief Minister, Mr. C Subramaniam, Finance Minister, and others for the Main Building, where the offices, classrooms, library and other facilities will be located. I took several photos of the ceremony.

During the fourth week in October, '1956, the final year class took the "All India Tour" organized by Mr. M.N. Ramanujam, Mr. R. Palaniveland Mr. A. Ayyaswamy.Our tour beganwith a visit to Calcutta, to study the Howrah Bridge over the Hooghly River, visit the Howrah Shipyards and the Alipur Mint where coins were minted by the Central Government for public circulation. The Woodlands Hotel at Chowringee gave comfortable accommodation on the fourth and fifth floor. It was a fine hotel with all modern amenities including lifts to take passengers to higher floors from the ground floor.

All of us spent a day at the Howrah Bridge (opened on February 3, 1943)reviewing andlistening to the engineering design process, methods and the deep foundation locations carefully chosen to construct the bridge. It was a double cantileverbridge from both ends extending from the high towercolumns and the center portionof the bridge was a simply supported structure. We learned that Tata Steel supplied the special alloy steel and Braithwaite, Burn and Jessop Construction Co. (BBJ) built the totally riveted structure. The photo shows the students standing under the Howrah Bridge.

Our trip to Alipur Mint was called off, as the mint was closed for that week to make changes to the dyes that mint the coins. In the afternoon, visited the huge Howrah shipyard, the storage areas, warehouses, and watched the cranes moving the freight from the ship to the storage areas on the docks.

From Calcutta, all of us boarded the train to Cuttack, Orrisa to visit the longest Earthen cum Concrete Dam designed for installation of power generating units, which was under construction across the Mahanadi River in Hirakud, about 10 milesnorthwest of Sambalpur. All of us traveled by train from Cuttack to Sambalpur.From Sambalpur to Hirakud dam construction site, weboarded two buses specially arranged by the Chief Engineer, who was responsible for the construction management at Hirakud dam. He had arranged rooms for our stay in quarters that were built for future project personnel. In the evening everyone dined with the Chief engineer and other construction engineers after visiting the dam in their Officer's mess. They explained to us the method of construction, number of people working at the site, variety of equipment in use, budget, cost, completion dates, number of units and type of turbines in the power plants and capacity etc.

The next morning, boarded the buses to Sambalpur and train to Cuttack to catch the Calcutta Mail to Waltair. No one was allowed to photograph the construction site by the Government of India.

After alighting at Waltair,allof us boarded a bus to reach the Harbour or Vizag Port. The Visakhapatnam Port is surrounded by mountains on two sides with an opening between mountains on the east side with a ship channel facing the sea; the ships travel from the harbour to Bay of Bengal over the ship channel. From the Bay of Bengal, the port was not visible unless one comes close to the entrance. All of us spent a day talking to port personnel, who explained the kind of ships that were anchored, tonnage, special tower cranes in use,warehouses and other particulars.

It was an excellent scholastic visit where students were able to comprehend the port and its ancillary facilities that Mr. Ramanujam was teaching us under the subject Ports and Harbour. From Vizagapatinam, we took the Calcutta Mail for Madras to reach Coimbatore in Bluemountain Express. The photo shows the students waiting for the tour of the Port.

It was lots of fun and great opportunity to get to know each other's interests and goals in life.To my knowledge, during these travels none of us had Life insurance, Health Insurance or any other type of insurance. Travel arrangements were made by writing letters, occasional phone calls from Principal's office;over one phone that we can use to make calls outside Coimbatore.

After coming from the tour, I was thinking about the method used in the construction of Hirakud dam earthen embankment which was about 18 miles long. I spoke to the Principal who suggested that I go over the Tennessee Valley Authority (TVA) in USA publications, describing the method of construction of dams in TVA. It was in six volumes each with photographs, description of the method of construction selected, cost and location of each dam in map, size and other information. I borrowed one volume at a time from the Library and read the books and prepared a paper for presentation at the Civil Engineering Club that we had organized in the Civil Engineering department. The title of the paper was “Earthen Dam”, five pages long on a legal paper (81/2” x 11”). One afternoon on December 1956, I presented the paper to 3rd and 4th year CE students, Professors, Lecturers,describing the “Hydraulic Fill” method used in Hirakud dam construction project, which was very similar to the one used in the construction of several dams at TVA.

In February 1957,GCT celebrated the Madras University Centennial Celebrations and set up a large exhibition under all disciplines. In the Hydraulic Lab with assistance from Mr. Kuzhandai Swami, Mr. G Thiagarajan and Professor Ramaswami, set up a replica of the Courtallam water- fall using 120 HP high capacity pumpto push the water over the platform, to fall from 20 ft height like a waterfall. The high capacity pump was meant for the Kaplan and Francis turbine Professor Ramaswamigot as a gift from Escher Wyss & Cie, in Zurich, when he attended a conference in Switzerland. I also personally built a suspension bridge using 3/8” steel rod, a scale model to actual dimensions of the suspension bridge in the USA, specified in a textbook on Structural Steel Engineering.

In March1957, GCT had the inter-collegiate drama competition, between GCT, PSG Tech and Government Arts College, where GCT won the First place; I acted as an Attorney in the drama.The drama was staged in the lawn in front of the Hydraulic lab. We had great attendance from staff and students from all three colleges. The photo shows the GCT students who participated in the drama.

We played a one day cricket match with the Palghat College Team in Palghat.

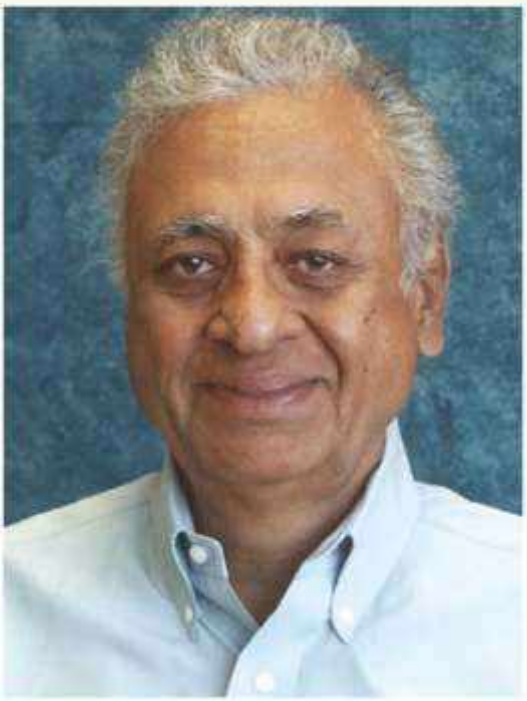
I joined the GCT Team to play in the match. Mr. Kerala Varma, the Physical Director, told Veera Subramanian, our team captain, to give me the opening bowler opportunity. Mr. Varma watched my bowling at the practice we had on Forest College cricket grounds. I was given four overs and I took 2 wickets.While I was at the third man position on the field, caught the ball hit by the batsman, threw right into the hands of the wicket keeper and got the batsman run-out with bales flying in the air. It was a friendly match and we all had lots of fun and entertainment.

Under Design and Drawing II, we were instructed to design the new GCT Hostel facilities for future students. Our group designed a three story building, with all facilities and stair case; used the American Standard-USA to designthe doors, windows, stairs, façade,width of hallways and walkways. The drawings were completed in the black “Indian Ink” that came with the “Rotoring” fine quality stylingdrawing pens and a bottle of black ink. We were asked to prepare a rough order of an estimate and determine the total cost of construction of the hostel.

It was a memorable, exceptional, outstanding, and unforgettable 4 years at GCT, where learning, developingfriendship with classmates, talking about future outlook and all other significant phases of life took place.We were 75 students in the first and second year; third-year we branched out to:- 40 in Civil Engineering, 12 in Mechanical Engineering, 14 in Electrical Engineering, 6 in Instrumentation Engineering, 2 in Telecommunication Engineering and 1 in Mining Engineering at the Guindy Engineering College, Madras.

I was getting ready to build my future on the strong foundation placed by Professors, Lecturers, and Principal on the Fundamentals of Civil Engineering. From Coimbatore, on Sunday eveningMay 12, 1957, I boarded the Madurai Express (meter gauge)to Madurai, then continuing to Sankaran Koil, to embark on my first job as a Junior Engineer (JE) with the Public Works Department-Food Production Circle on a starting salary of Rs. 105 plus dearness allowance (DA) of Rs 27 per month.Thus began my career as a Civil Engineer!

Life begins at 72



Satyamangalam 'Saty' Satyamurti is not your typical graduate student. He's a 72-year-old retiree who's worked for major engineering firms, has been married for many years and takes his grandson to kindergarten.

But after he receives his Ph.D. in civil engineering from The University of Texas at Arlington this weekend, there may be a renewed demand for his knowledge and experience.

In 1957 when he graduated from the University of Madras in Coimbatore, India, Satyamurti and his fellow bachelor's degree classmates spoke of their life ambitions.

"I told them I wanted to eventually earn a Master's and a Ph.D.," he said. "I got my Master's 20 years later at the University of Toronto. I just didn't think it would take this long to get the Ph.D."

During the intervening years, he worked for many large engineering firms in the United States and internationally. His last assignment was with the Parsons Corporation, working on the expansion of the Seattle-Tacoma International Airport. Upon retiring in 2000, he and his wife, Girija, decided to settle in Arlington, Texas, to be closer to their son and his family.

In less than a year, he became bored with retired life and began searching for an engineering college where he could achieve his goal. His son, Ravi, a UT Arlington MBA graduate who lives in Grand Prairie, suggested UT Arlington.

"Ravi vouched for the quality of the programs here, and he was right. So I enrolled here in January of 2002," Satyamurti said.

During his assignment at Seattle-Tacoma Airport, he developed an increased interest in airport operations and decided to make it his doctoral research topic. The Civil and Environmental Engineering Department faculty encouraged him to develop his own doctoral plan.

"I had read that DFW International Airport was planning to construct perimeter taxiways connecting four of its runways," he recalled, "so I contacted the Southwest Regional office of the Federal Aviation Administration to see if there was anything in this project that I could use."

The Manager of Runway Safety encouraged him to investigate potential runway incursion elimination and improve runway safety with the use of the new perimeter taxiways. This led to his doctoral dissertation: "Runway Incursion Mitigation, Capacity Enhancement, and Safety Improvements with Perimeter Taxiway Operations at DFW International Airport."

Civil and Environmental Engineering Assistant Professor Stephen Mattingly, a transportation engineer,

supervised Satyamurti's studies.

"His performance was phenomenal," Dr. Mattingly said. "It's so unusual for me to be working with a student almost twice my age, but our relationship was outstanding. He's incredibly persistent and independent in his research, probably more so than any graduate student I've worked with. His ability to create a new research area without any prior contacts and limited support by me is very special."

Although Satyamurti held a graduate research assistant position and two small scholarships, most of his research expenses came out of his own pocket.

"He needed to understand and utilize a new simulation software called Visual SIMMOD for his research, so he went to California to learn from the developer," Mattingly said. "That's determination to do things right."

Throughout his research, Satyamurti conferred with local FAA officials and DFW operations staff.

"It took 15 months, but they signed off on the simulations I was running," Satyamurti said.

In fact, the FAA officials were so pleased that they may implement some of his ideas at airports in Chicago, Los Angeles, St. Louis, Detroit and other locations.

"I've received an excellent education here at UTA, and it has presented a lot of opportunities for me." Satyamurti said. "Oh, and one other thing: I did it with the Senior Citizens discount. More people should be taking advantage of that."

For information on commencement ceremonies, visit www.uta.edu/commencement.

Recovery From Corona

-Er.V.Janakiraman, 1954

There's no doubt that 2020 was difficult for everyone and tragic for many. But now vaccines against COVID-19 are finally being administered – giving a much needed hope of a return to normality and a happy 2021.

However, months of anxiety, grief and loneliness can easily create a spiral of negativity that is hard to break out of. That's because chronic stress changes the brain And sometimes when we're low we have no interest in doing the things that could actually make us feel better.

To enjoy our lives in 2021, we need to snap out of destructive habits and get our energy levels back. In some cases, that may initially mean forcing yourself to do the things that will gradually make you feel better. If you are experiencing more severe symptoms, however, you may want to speak to a professional about therapy or medication.

Here are six evidenced-based ways to change our brains for the better.

1. Be kind and helpful

Kindness, altruism and empathy can affect the brain. One study showed that making a charitable donation 'activated the brains reward system in a similar way to actually receiving money. This also applies to helping others who have been wronged.

Volunteering can also give a sense of meaning in life, promoting happiness, health and wellbeing. Older adults who volunteer regularly also exhibit greater life satisfaction and reduced depression and anxiety. In short, making others happy is a great way to make yourself happy.

2. Exercise

Exercise has been linked with both better physical and mental health, including improved cardiovascular health and reduced depression. In childhood, exercise is associated with better school performance, while it promotes better cognition and job performance in young adults. In older adults, exercise maintains cognitive performance and provides resilience against neurodegenerative disorders, such as dementia.

Exercise can lift us. Jacob Lund/Shutterstock

What's more, studies have shown that individuals with higher levels of fitness have increased brain volume, which is associated with better cognitive performance in older adults. People who exercise also live longer. One of the very best things that you can do to reboot your brain is in fact to go out and get some fresh air during a brisk walk, run or cycling session. Do make sure to pick something you actually enjoy to ensure you keep doing it though.

3. Eat well

Nutrition can substantially influence the development and health of brain structure and function. It provides the proper building blocks for the brain to create and maintain connections, which is critical for improved cognition and academic performance. Previous evidence has shown that long-term lack of nutrients can lead to structural and functional damage to the brain, while a good quality diet is related to larger brain volume.

One study of 20,000 participants from the UK-Biobank showed that a higher intake of cereal was associated with the long-term beneficial effects of increased volume of grey matter (a key component of the central nervous system), which is linked to improved cognition. However, diets rich in sugar, saturated fats or calories can damage neural function. They can also reduce the brain's ability to make new neural connections, which negatively affects cognition.

Therefore, whatever your age, remember to eat a well-balanced diet, including fruits, vegetables and cereal.

4. Keep socially connected

Loneliness and social isolation is prevalent across all ages, genders and cultures – further elevated by the COVID-19 pandemic. Robust scientific evidence has indicated that social isolation is detrimental to physical, cognitive and mental health.

One recent study showed that there were negative effects of COVID-19 isolation on emotional cognition, but that this effect was smaller in those that stayed connected with others during lockdown. Developing social connections and alleviating loneliness is also associated with decreased risk of mortality as well as a range of illnesses.

Therefore, loneliness and social isolation are increasingly recognised as critical public health issues, which require effective interventions. And social interaction is associated with positive feelings and increased activation in the brain's reward system.

In 2021, be sure to keep up with family and friends, but also expand your horizons and make some new connections.

5. Learn something new

The brain changes during critical periods of development, but is also a lifelong process. Novel experiences, such as learning new skills, can modify both brain function and the underlying brain structure. For example juggling has been shown to increase white matter (tissue composed of nerve fibers) structures in the brain associated with visuo-motor performance.

It's never too late to learn how to play an instrument. Rawpixel.com/Shutterstock

Similarly, musicians have been shown to have increased grey matter in the parts of the brain that process auditory information. Learning a new language can also change the structure of the human brain.

A large review of the literature suggested that mentally stimulating leisure activities increase brain-reserve, which can instil resilience and be protective of cognitive decline in older adults – be it chess or cognitive games.

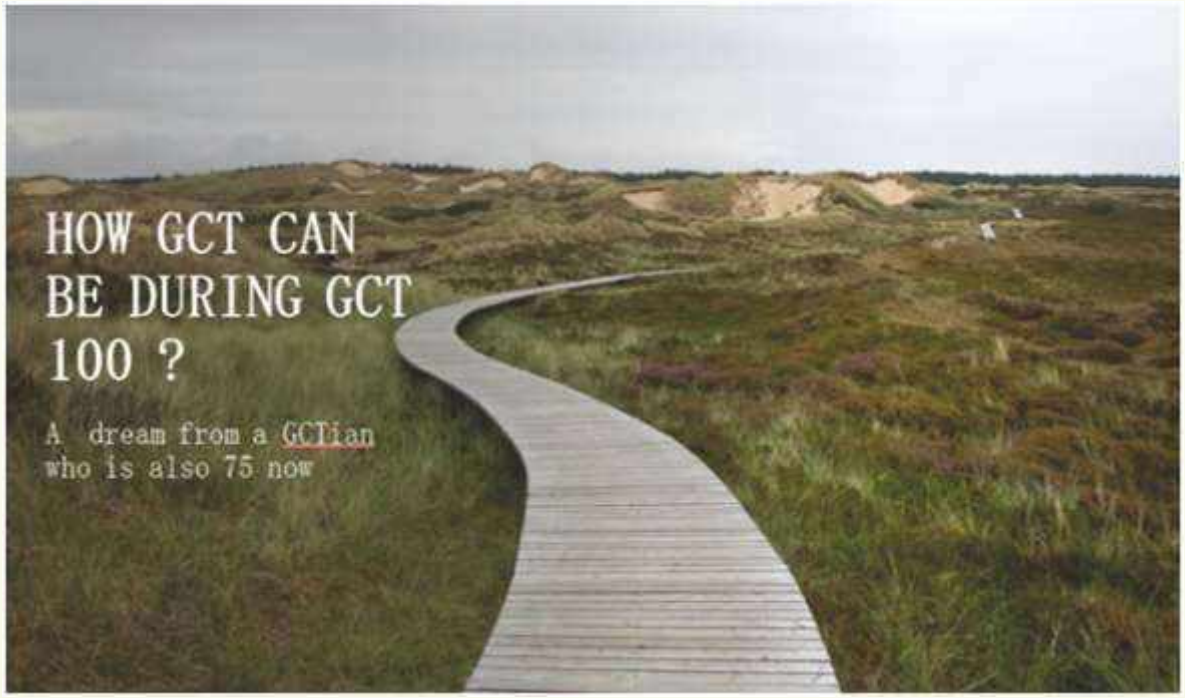
6. Sleep properly

Sleep is an essential component of human life, yet many people do not understand the relationship between good brain health and the process of sleeping. During sleep, the brain reorganises and recharges itself and removes toxic waste byproducts, which helps to maintain normal brain functioning.

Sleep is very important for transforming experiences into our long-term memory, maintaining cognitive and emotional function and reducing mental fatigue. Studies of sleep deprivation have demonstrated deficits in memory and attention as well as changes in the reward system, which often disrupts emotional functioning. Sleep also exerts a strong regulatory influence on the immune system. If you have the optimal quantity and quality of sleep, you will find that you have more energy, better wellbeing and are able to develop your creativity and thinking.

So have a Happy New Year! And let's make the most of ourselves in 2021 and help others to do the same.


GCT IS NOW 75


HOW GCT CAN
BE DURING GCT
100 ?
A dream from a GCTian
who is also 75 now

- By GCT 100 ,GCTians' population would have increased by another 10K or so.
- My dream is for GCTians should become MORE of
- Innovators & Entrepreneurs as CBE is a fertile soil for
- Innovations & Entrepreneurships.
- My own Taoist DFM calls for synergy between Yang (males) and Yin(females) to bring out faster Generation of New Engineering Products & Equipment.
- And the present GCT has a population with more of Yins also .
- My own current updated websites , links & bloggers are periodically updated on Innovation & · Entrepreneurship .GCTians can treat them as an open source.
- By bringing Innovations through Entrepreneurships only Engineers Serve themselves and serve Society !
- As a noteworthy Engineering Institution of repute from Tamil Nadu, we @ GCT have the potential to populate India with more co-creations between talented Engineers of both sexes from GCT- from a soil noted for Innovation from MSME .Internationally it has been proved that MSME has the real potential for not only inclusive growth but also for bringing out the brilliance in innovation compared to persons from larger units as there is closer interactive net working of innovative minds and deeds.
- In this context ,I would like to repeat my earlier proposal for an Exclusive Conventional as well as Digital Resource Centre or Library @ GCT -to become a big Ware - House of Innovations in CBE..
- Let GCTians become a Mine of Innovations to ignite more younger to become the guiding spirits for Innovations during GCT 100!
- I hereby give my commitments to be a FREE source / catalyst for the future innovators from GCT! On this memorable month of GCT.I would like to add one more suggestion for intangibles as follows:
- More entrepreneurs from GCT -now @ CBE can be roped into EC for giving practice Training & Projects to not only students :but also to Faculties so as to enrich our STUDENTS & FACULTIES with added Skills for challenging careers ahead .
- Let Theory & Practice dance together very closely –not merely with arms to arms but also cheek to cheek to prove to the world that
- UNDER THE SUN ON THIS EARTH NOTHING IS IMPOSSIBLE TO ACHIEVE LIKE THE WHOLE WORLD PROVING THAT EVEN COVID -19 CAN BE OVERCOME BY THE UNITED COMMUNITY OF MEDICAL PROFESSIONALS RESEARCHERS WITH DUE SUPPORTS FROM POLITICAL LEADERSHIP & PUBLIC .
- WISHING THE BEST TO ALL GCTIANS OF TODAY & TOMORROW

Er. Ramalingam

from GCT Mechanical – 1965-68

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Indian Equity Markets – Where is it headed?

There is a basic principle on which an asset is priced. It is a function of how much money is chasing the asset. Imagine a piece of land up for sale. If 5 people, queue up to buy the parcel of land, it shall be sold for a certain price. Imagine what would happen to the price if 50 people were to be interested.

Stock markets are no different.

Central Banks all over the world have responded to the pandemic in the following ways.

a. Expanded the money supply. In crude terms, they have printed a lot of money.

b. Brought down the interest rates in the hope that businesses would borrow and invest.

Central banks responded the credit crisis of 2008/09 in a similar way. While the Central banks wished that the expanded money supply shall help businesses to invest in their business, many chose to invest in financial assets. Further, low interest rates did not spur businesses to take additional loans, and instead many chose to retire their existing loans and replaced it with loans at a lower interest rate.

Given that Central banks have chosen the sample prescription to solve the pandemic-induced economic crises, there is no reason to believe that businesses shall choose to behave very differently this time.

Coming to India, RBI has responded to the crisis by driving down the interest rates to historic lows, primary to allow the government to borrow at low interest rates and offer cheap finance to businesses for investment. In doing so, it has chosen to ignore inflation resulting in negative real returns (When FD rates are 6% and inflation is 7%, the real returns are negative). As expected, big businesses cut down costs, replaced high cost debt with low cost ones, but few have chosen to invest.

In such a scenario what shape shall Indian equity markets take in the next few decades?

While the immediate outlook for India may look grim, there is still hope and that resides in India's young population.

There is a basic rule of thumb when it comes to the equity markets. On an average it grows by the nominal GDP growth rate, a number that adds inflation to the real GDP growth rate, wide quoted in the press. For the last 10 years India has seen the nominal GDP growth rate be about 11% to 14%. It was much higher in the preceding decade due to a combination of high real GDP growth rate and high inflation.

Given India's demographic, where it shall continue to remain young until 2040, GDP growth is here to stay. And that would mean equity markets are expected to touch record highs in the years to come.

In such a scenario, depending on one's age, it shall be prudent to take exposure to a judicious mix of equity and debt and reap the financial benefits of India's demographic dividend.

Vijay Chandrasekhar,
ECE, 2002 Batch

RENOVATION OF BASKET BALL COURT BY 1996 BATCH

Visitors Room Kothaiyaru Illam 1996 Batch

Annual Alumni Meet 16.02.2020

welcome

General Body Meeting

ANNUAL RALLY 2020


RAJALAKSH
ALUM

MEMENTOS FOR 1960 ALUMNI


LAKSHMI
75
ALUMNI

MEDALS & MERIT SCHOLARSHIP DISTRIBUTION

CULTURAL PROGRAMME


ASSOCIAT
AUDITORIUM

TREE PLANTING ON 09-07-2020

PLATINUM JUBILEE CELEBRATION 09-07-2020


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GOVERNMENT COLLEGE OF TECHNOLOGY


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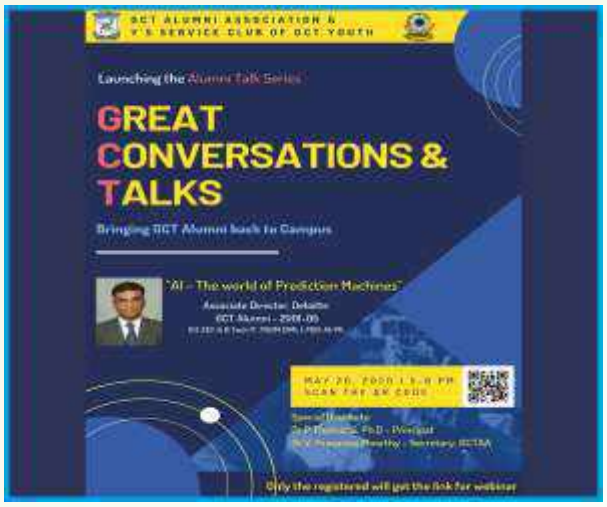
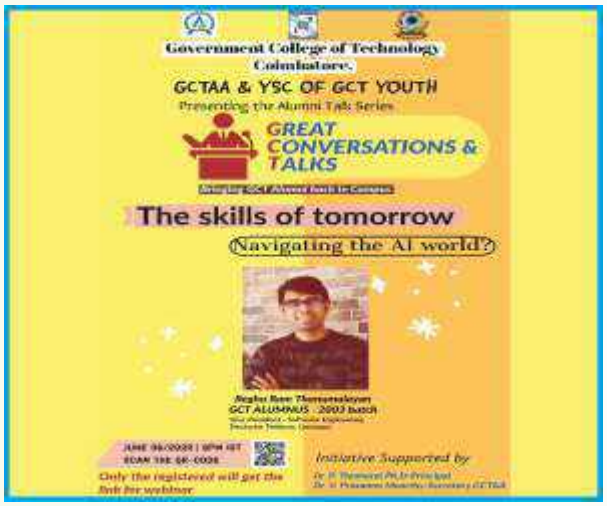
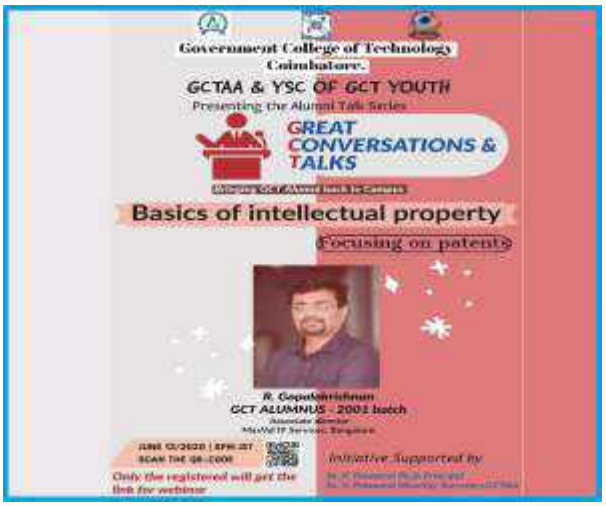
zoom

1983 BATCH VIRTUAL MEET

Virtual Meet During Lockdown





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GREAT CONVERSATIONS & TALKS
Bringing GCT Alumni back to Campus
Women in Technology
Right time to rule
Mrs. Vidhya Krishnaswamy
GCT ALUMNUS - 1988 batch
JULY 4 /2020 |
6PM IST
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The smart way
JULY 11 /2020 |
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PRESENTER
Suresh Shankar
Technical account manager,
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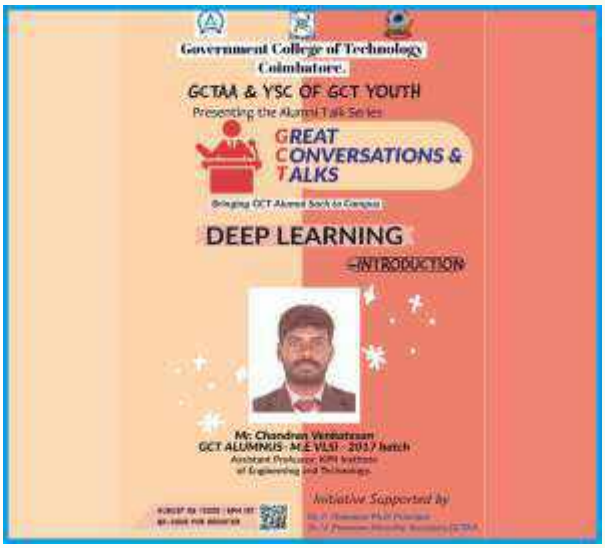
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DEEP LEARNING
-INTRODUCTION
Mr. Chandran Venkatesan
GCT ALUMNUS- M.E VLSI - 2017 batch
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Bringing GCT Alumni back to Campus
How to be more productive
Techniques that can help you
Mr. Vijay Thomas Francis
GCT ALUMNUS - 1994 batch
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GCTAA & YSC OF GCT YOUTH
Presenting the Alumni Talk Series
GREAT CONVERSATIONS & TALKS
Bringing GCT Alumni back to Campus
E-commerce 101
Guest speaker:
Mr. Subbu Palaniappan
GCT ALUMNUS - 1999 batch
DIRECTOR AND HEAD OF AMAZON PRIME INDIA
SEP 12/2020 |
6.00 PM IST
ZOOM MEET
Initiative Supported by


GREAT CONVERSATIONS & TALKS
BLOCKCHAIN -
AN INTRODUCTION
A Talk by Mr. Kishore Seshagiri
GCT Alumnus - 1999 Batch


GREAT CONVERSATIONS & TALKS
E-COMMERCE 101 &
BUILDING A CAREER IN
E-COMMERCE
A Talk by Mr.Subbu Palaniappan,
GCT Alumnus - 1999 Mechanical

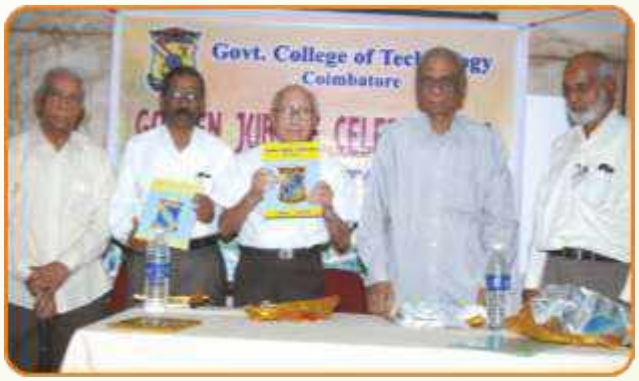

GREAT CONVERSATIONS & TALKS
KEEP FLOWING
A Talk by Ms.Niranjana Balasubramani
GCT Alumna - 1995 CSE


STAY HUNGRY
STAY FOOLISH


GREAT CONVERSATIONS & TALKS
HOW TO BE MORE
PRODUCTIVE
A Talk by Mr. Vijay Thomas Francis
GCT Alumnus - 1994 CSE


CREATING AND
WORKING IN A SAFE
WORKPLACE

FROM 1961 GOLDEN JUBILEE REUNION 24.07.2011



CELEBRATING DIAMOND JUBILEE

ACKNOWLEDGEMENT

The GCT Alumni Association thank all the Alumni who contributed to this great effort. Due to the continued lockdown we were not sure about the Annual Rally but decided at short notice to bring out this issue. Our thanks are due to Dr S.Ponnuswamy the legendary alumnus who had seen through the past 75 years of the institution since inception and taken a keen interest in its growth. Our thanks also to Dr Saty.Satyamurti of 1957 a former faculty member of GCT and now settled in USA for his regular contribution and gifting the Silver Jubilee number which he has preserved for the past 50 years from which we have reproduced a few pages. Our thanks to all who contributed in various capacities to bring out this issue.

2021 JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Government holidays

01	Fri	New Year's Day	16	Sat	Thiruvalluvar Day
14	Thu	Pongal	26	Tue	Republic Day

2021 FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

Government holidays

2021 MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Government holidays

2021 APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

Government holidays

02	Fri	Good Friday	14	Wed	Dr Ambedkar Jayanti
13	Tue	Telugu New Year	25	Sun	Mahavir Jayanti

2021 MAY

SUN	MON	TUE	WED	THU	FRI	SAT
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Government holidays

01	Sat	May Day	13	Thu	Idul Fitr

2021 JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Government holidays

2021 JULY

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Government holidays

20 Tue Bakrid / Eid al Adha

2021 AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Government holidays

15 Sun Independence Day
19 Thu Muharram
30 Mon Janmashtami

2021 SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Government holidays

10 Fri Ganesh Chaturthi

2021 OCTOBER

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Government holidays

02 Sat Gandhi Jayanti
14 Thu Maha Navami
15 Fri Vijaya Dashami
19 Tue Eid e Milad

2021 NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

Government holidays

04 Thu Diwali

2021 DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Government holidays

25 Sat Christmas Day

PRESENT OFFICE BEARERS

Dr. P. Thamarai
Patron/Principal

Er.A.K.Anwar Batcha
President

Er.C.V.Lakshmi Narayanan
Vice-President

Dr.V. Prasannamoorthy
Secretary

Dr. Ilamathi
Joint-Secretary

EXECUTIVE COMMITTEE MEMBERS

Er.PR.Sundaram

Er.K.R.Prasad

Er.K.S.Ramalingam

Er.P.Subramani

S.Bradeesh Moorthy

Dr.Narmadai

Er.S.Vasanthi Angeline

Dr.S.Rathi

Er.P.Sugumar

Er. Vivek Poovalingam