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Malayan Film Unit.

GENERAL TEMPLER IN FIRST EAST COAST TRAIN AFTER TWELVE YEARS.

Footage: 300 - edited, into fine grain duping positive.

Film Contents:

(a) Train halts at Manek Urai which means "unstrung beads". The High Commissioner gets down to meet the villagers, Home Guards and Boy Scouts.

(b) His Excellency at another stopping place. Here he visits a gutta percha plantation. This is the only one of its kind of commercial importance in the Commonwealth. (Confirmed by Forestry Department.) H.E. is seen watching a Malay woman lepping off the leaves from a cut branch. Gutta percha can either be tapped from a tree or extracted from the leaves.

(c) H.E. at other halting places, talking to villagers among whom are Temiars (aborigines), Malays and Chinese. The aborigines are in the sequence following the crowd scenes.

(d) Villagers waving farewell as train pulls away.

(e) H.E. having a go at driving the train.

In this two-day ~~visit~~ journey, the High Commissioner halted at 15 places, visited 5 new villages, their shops, schools, Home Guard Units and Community Centres.

He freely discussed their problems with them wherever he went and he often asked "What are your difficulties? Can we help solve your problems?"

August, 1953.

*Retained Open*  
*24-8-53*  
*Thames*

CCZY.

"Malay Mail".

14. 8. 1953.

"GOLDEN BLOW-PIPE" GOES EAST - AFTER TWELVE YEARS.

A Malayan Railway train from Kuala Lipis rumbled eastward to Kota Bahru on Sunday for the first time in 12 years. Along with it went truck loads of rubber, palm oil and rice to widen the channel of trade between the east and west coasts of Malaya.

General Sir Gerald Templer was in the train on its "pioneer" journey and described it as a "cavalcade of confidence of Malaya's future." He said he was thrilled to see supplies and other products moving up and down across the country. "It augurs well for Malaya's future", he added.

The Mentri Besar of Kelantan, Dato Nik Kamal, was also in the train. He suggested that it would be named the "Golden Blow-Pipe".

He said he already saw promise for better trade and wider industrial activities in Kelantan.

It was in December, 1941, that the train went east for the last time. And then the British Forces blew up the major bridges along the East Coast railway track to stop the invading Japanese forces.

During the Occupation, more damage was done to the line when the Japs removed 200 miles of rail and bridges.

In 1945 the British began to restore the east coast railway. Work progressed steadily until the outbreak of Communist terrorism three years later. The line inched forward at snail's pace.

And on Sunday the first train carrying distinguished passengers reared its way east.

General Templer said the line would bring great benefits to the people living near it and how it would help the whole economic future of Pahang and Kelantan.

He continued "As yet the line is no more than through. Trains cannot travel very fast on it until the track has properly settled. But all these will come in time."

General Templer also praised the Security Forces for their help and protection in getting the line through.

