CHAPTER - 8
TRANSPORT AND TOURISM

IMPORTANCE OF TRANSPORT IN TOURISM:

Transport, a fundamental need of tourism, works as a movement of persons for the recreational purpose from one place to another as a result of shorter working hours, longer-holidays, increased income, improved facilities and individual-wills. Really, the recreation may be passive or active in its nature, though both, and especially the latter, normally include some form of transport. The well improved transport, especially the bus-service has urged the increased numbers to participate in recreational activities, especially activities of a more exotic type which are often not locally based and which involve some travel to reach activity destination, e.g. sailing, gliding, rock-climbing and pony-trekking. Thus, in long view, the tourism is related with only an aspect of recreation and depends upon the great and ever developed transportation. It is obvious, that tourism discloses the relation of spatial interaction between the origin and destinating centres of a trip, made for a needful purpose. Former implies a movement away from the place where people normally live and work, and therefore,
transport, which makes travel possible, is an essential pre-requisite for tourism.

People travel from place to another for multi-purposes, but among them the important one is the change of environment with all that this implies in terms of scenery, climate, human-contacts and differing ways of life; the wish to visit new foreign attractive places, which are the strange to their experience, is a major element in origin of tourism. For regional differentiation the places have individually characterised, but the uniqueness is predominant factor in tourism. The different regions are separated by physical distance one another. Such physical separation entails travel and travel, in turn, necessitates transport. Therefore, transport may be said to be one of the three basic important components of tourism, the other two have introduced as holiday destination and provision, for accommodation of food and place to tourist. The tourism and recreation are so complicated by this fact that both use common facilities. The territory and category of transport determine the form of geographical and economic aspects of tourism. Evidently, transport has been a cause and an effect of the growth of tourism; improved
transport facilities have stimulated tourism; the expansion of tourism has stimulated improvements in transport¹. Now the tourism being the fastest growing item in world-trade.

THE FUNCTION OF TRANSPORT IN TOURISM

Essentially, transport is the soul of tourism. In absence of transportation the tourism is dull and dead. By definition, tourism involves movement to areas away from where a person normally works and lives. Transport with all its changes influences the growth and development of tourist centres and, therefore, controls and determines the geographical spread of tourism.

The rank, quality and characteristics of transport-network affecting the accessibility of tourist centres, are of great importance. The travel happened through such tourist places is other important factor which makes the tourism, a strong. Near the mid twentieth century resorts such as Mahoba, Kalpi, Orai, Babina, Orchha, Charkhari etc. owed their popularity to rail links with Jhansi. In Jhansi region some places such as Gupta-Godawari, Hanuman Dhara (Bandà) are not very accessible in terms of public transport. Jhansi and Chitrakut (Banda) are the chief tourist
centres in the region. The contribution and relation of transport with tourism can be seen into the following heads.

**RAIL TRANSPORT AND TOURISM**

Railways played an important role in the development of holiday-making and tourism, because of having cheap, pleasure and safer-travel. In the ending of nineteenth century when the railway-lines of Jhansi-Manikpur, Jhansi-Itarsi and Banda-Kanpur were constructed the existing tourist places connected well with them. The development of railway network coincided with the growth of urban centres, especially Jhansi and Banda. During the period of second world war the railways discouraged to develop these tourist-resorts. After some time the metalled roads competitively challenged to railways. In the region, Jhansi stands the most significant tourist centre furnished with modernisation of railways, which attracts the visitors more and more. The other main resorts linked with railways having minor importance are Kalpi, Orai, Moth, Babina, Lalitpur, Orchha, Barwasagar, Mauranipur, Mahoba, Chitrakut Dham Karwi and Manikpur. At a result of growing population, urban expansion and growing congestion on the roads, the railway stands more affective. The visitors come to Jhansi
from Lucknow, Delhi and Bombay and to Banda from Kanpur, Allahabad, Itarsi by rail and car. In brief, for long distance travel, continuing improvements in speed, punctuality and other comfortabilities of service, the tourists prefer railways more than the others.

ROAD TRANSPORT AND TOURISM:

As early stressed that roads in nature challenge to rail's superiority. All the tourist-places are survived by the road-transport. Calcutta in the east, Bombay in the south, Delhi in the north-west and Kanpur-Lucknow in the north are the centres from where a huge majority of tourists enters into region for recreational purpose. Generally, the tourists come to region by bus, while Jhansi by car from Kanpur. Visitors including tourists reach Banda by rail, bus and taxi\(^2\). Experienclly the local buses, cars, taxies are very comfortable for tourism as well as Indians and foreigners. The U.P. Govt. Roadways, M.P. Roadways and some private individuals operate their bus-service on several routes linked with the tourist centres of the region. The Kalinjar, Deograh and Chitrakut are connected only by road, while most of them by both rail and road respectively. The main intra-region routes are radiated from
Jhansi towards the places of Lalitpur, Garauth, Moth, Erich, Mata Tila, Chirgaon, Mauranipur, Madaura, Banpur and Dhoura.

The adequacy of motor-way network in relation to tourist needs is the evident fact, that urges to persons for travelling. Often it is mentioned that in the region motorway network connects only major centres of population. Resort-areas are served by motor-way only if they happen to lie on or near a route between two major population centres. While the connection should be also with small and near centres. The reason for this state of affairs lies in the economic appraisal of road schemes. Value of time savings is the largest element in the benefits of a road-scheme, but for non-work purposes like tourism, such savings have only a low hourly monetary value attributed to them. Although within the region all tourist-centres are inter-connected but it is not sufficient merely to make tourist areas more accessible they themselves must also be able to deal with the extra volume of visitors. If they cannot, there is a danger that the benefits of tourism to all visitors will be reduced. In conclusion, it may be useful to quote concerning the principles that must govern road development
if tourism is to benefit.

WATER TRANSPORT AND TOURISM:

Transport by water though relatively less important than roads, at least for passenger travel, still makes a significant contribution to tourism. In the context of present day tourism, water transport may be thought of as fulfilling two main roles, ferrying and cruising. But the Bundelkhand region is backward in the water-transport centres to facilitate the tourists. As early stressed (Chapter III) that all rivers, except Yamuna are unable for water-transport. The tributaries of Yamuna, such as Betwa, Dhasan, Pahuj, Ken, Chandrawal etc. avail the facility of ferrying and cruising to the people at some important places. After Yamuna the river Betwa is minor-advantageous for having 11 ferry centres. The tourist places of Rajapur (Banda), Hamirpur and Kalpi situated on the right bank of Yamuna have had more attraction. They operate the inter-region and intra-region traffic flow nearer with the Kanpur and Allahabad of the 'KAVAL' towns of U.P. Though services may run for all months of the year, but in rainy season mostly banned by the flood. A majority of visitors enters into the region by these main 'gate ways' of northern
region. In other words Kalpi to the west, Hamirpur to the mid and Rajapur to the east connect the tourist places of region. Now by the development of roads and railways the water-transport related with tourism is less advantageous.

THE NATURE OF TOURIST-FLOW:

The above features concerning with the correlation between transport and tourism obviously denote that well developed, comfortable and high ranked means of conveyance are more effective in case of the nature of tourist flow. The tourist flow increased and decreased by the historical, religious and political importance of places. Owing to this reason the tourist flow has led to diversity in its nature. In other words, the majority of visitors highly depends on brightened resorts. Fig. 8.1A depicts the volume of tourists which enter into the region from the various places by the suitable means of transport. Chitrakut has the peak position in regard of total tourists in the region. here visitors come from many far away places, e.g. Allahabad, Jhansi and Satna by the road and rail transport. In every month, at the occasion of Amavashya, the persons huddle here in great number for religious purpose. During 1985, 766000 and
65,000 tourists both India and abroad, had visited to Chitrakut and Jhansi, the religious and historical places respectively. The other places of region have attracted about 3850 persons from Delhi-Jhansi, Knapur-Jhansi, Bombay-Jhansi and Allahabad-Jhansi via Manikpur route. Except Muslim countries, the others as England, Germany, France, China, Australia and U.S.A. urge their visitors to visit India. Kalinjar and Rajapur have a slow movement of tourist flow of 385 & 380 visitors, where the road connection is only predominated. Although these tourist-destinations are of historical importance but because of poor transportation, interiority, less comfortability and limited amount of information for passenger-flow had not advanced. Deogarh, Lalitpur and Mahoba are the other tourist centres where persons achieve better facilities of cruising and halting. Therefore, the tourist flow is higher than the Rajapur and Kalinjar. In brief, it is clear that the nature of mode of transport, rank of destination and facilities determine the nature of tourist flow.

INCREASING TENDENCY IN TOURISM:

Table 8.1 shows the increasing tendency in tourism since 1980 to 1985. It clears that owing to the several great attractions the increasing
per art of tourists enhanced as 2.24, 4.36, and 6.62, since 1980 to 1982. In 1983 with the normal increase of total tourists the increasing per cent of tourists was decreased as + 1.52% and in the next years it emerged as 3.82% 3.79% respectively. For this decreasing, during last three years, many other resistancive factors are responsible. But now tour operators and tourists are continually searcng to enlarge upon existing travel opportunities. Their success to obtain this goal will depend primarily upon the opportunities offered by the transport development.

**TABLE - 8.1**

**TOURISTS ENTERING THE REGION**

<table>
<thead>
<tr>
<th>YEARS</th>
<th>TOTAL TOURISTS</th>
<th>% INCREASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980</td>
<td>7,64,781</td>
<td>+ 2.24</td>
</tr>
<tr>
<td>1981</td>
<td>8,00,150</td>
<td>+ 4.36</td>
</tr>
<tr>
<td>1982</td>
<td>8,53,148</td>
<td>+ 6.62</td>
</tr>
<tr>
<td>1983</td>
<td>8,66,178</td>
<td>+ 1.52</td>
</tr>
<tr>
<td>1984</td>
<td>8,99,314</td>
<td>+ 3.82</td>
</tr>
<tr>
<td>1985</td>
<td>9,33,415</td>
<td>+ 3.79</td>
</tr>
</tbody>
</table>

Source: Directorate, Regional Tourist Office, Jhansi.
TOURIST-PRESSURE ON TOURISM:

Both the inset figures 8.1B,C pronounce the different categories of pressure of visitors on existing tourist centres in the region. On an account of daily travelling Indian tourists, Banda, specially Chitrakut belongs the highest pressure of 200-250 visitors, which is one of the significant religious places in India. It has also the attraction of well developed road-transport connected with karwi, Banda and Satna, and other local hotel and motel accommodations. Jhansi district bears the load of 30-35 persons coming daily from the numerous places of India, and abroad. A step is generally desirable to improve the rail and road routes which immediately effect to force tour operators to turn towards this historical place. The pressure of daily visitors of 20-25 persons is found in Lalitpur and 10-15 persons in Orai respectively. The lowest category of 5-7 visitors daily is carried by Hamirpur, because of leading inferiority in transport and lackness of other spatial accommodation. In a distinct view of pressure of foreigners on tourism, Jhansi stands the first, which consists 20-25 persons daily, being more desired place for visiting. After Jhansi, the district Banda records the higher pressure i.e., 10-15 foreigners daily
followed by Lalitpur (5-7 foreigners daily), Orai (3-5 foreigners daily) and Hamirpur (1-2 foreigners daily) districts.

**ECONOMIC ASPECT OF TOURISM**

There has been an upsurge of interest in the geographical and economic aspects of tourism. Travel for this purpose creates its own type of flow and has certain peculiar characteristics. Alongside the physical flow, there is a spatial shift of spending power and this has implications for both regional and national economic development. The potential of inter-regional tourism as a development catalyst has only really been recognised over the last years. This is undoubtedly a consequence mainly of increased transport opportunities. Because transport charge has helped to promote tourism and so use resources.

Suffering the troubled economic climate the growth of recreation and tourism of the region has continued. The total receipts from regional tourism continue to rise consistently. In 1982, although the volume was down, total receipts were Rs. 560 crores, a 16.18 per cent increase in 1981. In 1980, the total receipts were 482 crores, a highest increasing percent 42.60. Except
this, in 1985 with the growing volume of tourists, the increasing per cent of total receipts was 33.92, as well. In brief, tourism plays an important role as increasing the income for nation like a unnatural resource.

SOME INTERESTING TOURIST PLACES

CHITRAKUT:

Chitrakut, the heaven of love-lorn "Yaksha" of Kalidasa is one of the most ancient places in India. It lies among the northern spurs of Vindhyan ranges, in Lat. 25° 10' N and Long 80° 53' E. at a distance of 270 Km. from Jhansi, 285 Km. from Lucknow, 120 Km. from Allahabad, 70 km. from Banda and 5 km. from Chitrakutdham Karwi, Station of the Central Railways. Chitrakut is not the name of any particular place or township, but it represents a group of five small townships which are Karwi, Sitapur, Kamta, Khohi and Nayagaon. The present name of this complex is Chitrakut Dham. The most important of the five townships is Sitapur, which is generally known as Chitrakut.

Chitrakut, a celebrated place of pilgrimage, lies some 10 km. south of Karwi. The hill which is the object of pilgrimage, is known as Kamta Nath, and the name Chitrakut is
applied to the hill, the 'Parikrama and the locality generally. The name of Kamta Nath is the same as Kamda Nath meaning the 'lordly granter of desires' and the hill is said to have attained its great sanctity in the Treta Yug, when Lord Ram alongwith sita and Lakshman lived long here for some time,during exile. Its praise have been sung by sages like Valmiki and Tulsidas and many later poets. The name Chitrakut - from Chitra, of various colours and Kut, a hill - is said to have been given it from the number of different coloured stones found on it. Round the base of the hill is a terrace, on which pilgrims perform the Paikarma. It is said to have been erected about 1725 A.D. by Rani Chandra Kunwar, the queen of Chhatra Sal, the great bundela leader. To the south of Kamta Nath is the Lakshman Pahari, named after Lakshman, the younger brother of Ram. It is said that from this hillock Lakshman used to watch over Ram's hut on the Kamta Nath hill. There is a temple on the top of the hill constructed in the memory of Lakshman. The Paisuni river flows at a distance of about one kilometer from the base of the hill to the east and there are thirty-three places of worship dedicated to various deities, situated in the low surrounding
hills on the river banks, and in the valleys and plains at the foot of the hills, all of which are connected with the various ceremonies of pilgrimage performed at Chitrakut. Among these places, Pramod Van, Janki Kund, Phatik Shila, Sati Ansuiya, Gupta Godavari, Hanuman Dhara, Kot-Tirth, Devanganga, Ganesh Bagh, Bharat Kup and Ram Ghat are much frequented by devout Hindus, who go through the ceremonies of bathing and meditation, are easily approachable from here.

U.P. Tourism maintains a newly constructed and well furnished Tourist-Bungalow at Chitrakut with modern amenities. P.W.D. Inspection House and Forest Rest House belonging to Uttar Pradesh Government are also available. Other accommodations available here are Jaipuria Guest House, Goenka Dharmshala, Sri Ram Dharmshala, Calcutta Dharmshala and Maa-ki-Dharmshala.

DEOGARH:

Lying in Lat. 24° 15' N. and Long. 78° 15'E., Deogarh is situated on the right bank of the Betwa at a distance of 123 Km. from Jhansi at the western end of the table land of the Lalitpur range of hills in extremely picturesque natural surroundings. Distance of Deogarh from Lalitpur
is 33 Km. The nearest railway station is Jakhlaun about 11 Km. away.

Deogarh has great antiquarian, epigraphical and archaeological importance and figured in the history of the Guptas, the Gurjara Pratihars, the Gonds, the Muslim rulers of Delhi, Kalpi, Malwa, the Bundelas, the Marathas and British. It possesses the remains of five Vishnu temples of Gupta period and a group of old Jain temples. The former is also known as Sagar Marh. The exquisite execution and beautifully carved panels of the temple have called forth the remark that "few monuments can show such high level of workmanship, combined with ripeness and rich refinement in its sculptural effect as the Gupta temple at Deogarh." 4.

Perhaps of some what later origin but no less rich in archaeological and epigraphical value is a group of Jain temples situated inside the fort of Karnali on the hill overlooking the Betwa. Some 31 of these are still standing. Some of the panels depict scenes from Jain Mythology and there are typical pieces of Jain architecture and sculpture such as the Manas tambha (Votive pillar), Ayagapatta (Votive tablet), Pratima-
sarvato-bhadrika (Jain image visible from all sides) and Sahastrakuta (Pillar carved with a thousand Jain figures).

The thick forest on the hill is a haunt of wild animals. Red stone and fire-wood are the two objects of commercial importance available in this area.

**MAHOBA:**

Easily the oldest and historically the most important town Mahoba lies in lat. 25° 18' N. and Long. 79° 53' E., and is situated on Kanpur-Sagar road and Jhansi-Manikpur section of the Central Railway at a distance of 85 Km. from Hamirpur and 140 Km. from Jhansi.

Mahoba is believed to have existed from times immorial, and to have borne different names at different times. During Treta Yuga it was known as Kekpur and in the Dwapar Yuga as Patanpur. Its present name 'Mahoba' is said to be derived from the great celebration or Mahotsava, performed by Chandravarman, about 800 A.D. It is associated with the history of the Chandels who ruled over modern Bundelkhand from 9th to 14th century A.D. It was a civil
capital of Chandels about 900 A.D. for the earliest Chandel sovereign locally commemorated is Rahila, whose lake Rahila Sagar, lies about 3 km to the south-west of Mahoba. About 1182 A.D., the fierce battle was fought at Mahoba between Prithviraja and Alha and Udal, the Banaphar generals of Parmala.

The extent of the place in the days of its glory was doubtless greater than is covered by the present town which still has a number of historical, archaeological, religious and scenic sports of interest.

The most noticeable feature of the town is the lakes or tanks (Sagar), all of which are formed by means of massive embankments thrown across shallow valleys. The important of them are Disrapur Sagar, Rahila Sagar, Vijay Sagar, Kirat Sagar, Madan Sagar, kalyan Sagar and both Ram Kund and Suraj Kund.

KAKRA MATHS is the only temple which has escaped from destruction and is situated in the north-west corner of Madan Sagar. It follows the plan of Khajuraho temples. A mark of the lingam in the middle of Sanctum indicates its Shiva character. There are also the remains of a large temple, now known as Madan Temple dedicated
to Lord Vishnu.

KALINJAR:

The celebrated hill fort and town of Kalinjar is situated on the old road to Nagod about 56 Km. south of Banda. The nearest railway station is Atarra which is 38.6 Km. from here. The hill on which the fort is built is situated at the south-eastern edge of the plains of Bundelkhand. There are seven gates in the Kalinjar fort named as Alam Darwaza, Ganesh Darwaza, Chandi-Darwaza, Budhbadr gate, Hanuman Darwaza, Lal Darwaza and the main gate.

Except the above seven gates, the important other visiting places as Patal Ganga, Pandu Kund, Buddhi Talao, Siddh-ki-Gupha, Pani-ki-aman, Mirhe-Bhairon, Mrigdhara, Kumbhu, Parmal-ka-baithaka, the Boar Avatar, Nilkanth temple and the cave are some of the attractive places of tourist-interest at Kalinjar.
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