EVER since independence, India has been passing through an era of enthusiastic nationalisation of Road Transport. Several States have nationalised Road Transport and started their own motor services. Uttar Pradesh too could not remain a mere silent spectator and nationalised Road Transport Services in 1947. The Roadways organisation was set up as a Government Department for the efficient running of nationalised transport services in the State. Since its very birth, the organisation has been marching towards progress. Even then, it has yet to come into its full bloom and vigour of youth. Only passenger services have been provided by the Roadways and they too do not extend to far-flung areas of the State. Many villages of the State still remain unserved. For instance, Kanpur is linked with Agra, Allahabad, Lucknow and other distant towns but its links with the outlying villages are scanty. It is cheaper and quicker to go to Lucknow than to a village ten miles away.

In our dynamic economy, development of the Roadways is as essential as the development of any other industry. We have to look back to what has been achieved so far and also to look forward to what remains to be achieved. Here I have made a modest attempt to critically analyse the working of the Government Roadways in U.P. and especially in Kanpur Region. The fundamental issues and problems connected with it have been equipped with photographs, diagrams, graphs, charts and statistical data to illustrate the statements. Definite
and constructive suggestions have been offered for improvement in its operational efficiency. The various ad-hoc studies and the reports of the Committees at Central and State level have been fully made use of. Standard authors and their works have been quoted with due acknowledgements. Although the treatment of this important and interesting subject has been brief and at some places there seems to be a lot of condensation, yet no important fact has been ignored.

On certain occasions, I had to face great disappointments due to the non-availability of the required information. Published literature on the Roadways in U.P. is scanty. The annual progress report of the Roadways entitled "Activities of U.P. State Transport", of the State Government contains very limited information. Most of the information concerning the Roadways is still buried in the official files and is not available for study. Thus, a certain amount of continuity has not been possible on account of insufficient data, but an effort has been made to re-adjust the available material for presenting a connected account of the growth of the Roadways. Though I have drawn upon the published report of the U.P. Transport Department, yet considerable unpublished information, factual and statistical, has been incorporated. Most of the information was collected by me through personal interviews with the Roadways Authorities, visits to some regions of the Roadways and correspondence with the office of the Transport Commissioner, U.P.

I am highly indebted to the Officers and the staff of the U.P. Government Roadways, specially to Sri K. Bhardwaj Transport Commissioner and Sri K.K. Kodasia, General Manager, Kanpur Region who helped me a lot in giving the necessary latest information and statistical data. In fact all the
members of the staff have been very generous in their assistance to me at all stages of my study of the subject. I am very much thankful to Sri Irshad Ali, Majid Jahangir and P. N. Bhattacharya, assistants of the office of the General Manager, Kanpur, who helped me a lot in collecting the information and statistical data, relating to Kanpur Region.

I must also gratefully acknowledge the help that has been extended to me by my friends Sri Irfan Ahmad Lari, Sri Mohd Ahmad, Sri Mohd Arif, Sri Shamshad Ahmad and Sri R.S. Srivastava at various stages of the completion of the thesis. The help rendered by my friend Sri Inamul Hasan Siddiqui in making graphs and diagrams etc. is hardly to be forgotten. Thanks are also due to my friend Nabi Sher Khan for the help rendered by him in typing out the thesis.

I would also like to place on record my sense of profound gratefulness to my kind uncle Shiekh Mohammad Rafiq Quraishi for his kind words of encouragement and best wishes. In fact, it was his stimulating and thought provoking words of encouragement which led me to complete this thesis easily which formerly seemed to be an uphill task.

A final debt of gratitude is due to my respected teacher Prof. R.C. Trivedi of Commerce Department, D.A.V. College, Kanpur under whose guidance I have had the privilege to write this thesis and whose assistance has enabled me to make this small contribution to the cause of the Roadways Development in Uttar Pradesh. He took the trouble to read with minute care, and close attention, every sentence of the draft of this thesis, made most valuable suggestion for its
improvement, pointed out mistakes of fact, and frankly stressed what he regarded as unwarranted in the expression of my views. In fact, he brought to bear upon a critical examination of the original draft of this thesis, his profound learning and exquisite good taste, and, by reason of my adopting almost all his suggestions, the value and utility of this small contribution, as now presented, are, I am satisfied, appreciably increased. Nonetheless, he should be not held responsible for defects, or the demerits of the thesis, for which I along surrender myself. Needless to say, I would not have been able to produce this work for the lofty inspiration, vigilant care, parental affection and meticulous supervision which I have always received from him day and night. For all these blessings, I am profoundly thankful to my beloved Sir.

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