CHAPTER IV

GROWTH OF ROADWAYS IN U.P.

"If agriculture and industry are the body and bones of national organism communication are its nerves."

Hon'ble Mr. J.H. PARKER
AS STATED EARLIER, in Chapter III, the nationalised Roadways buses appeared for the first time on the roads, on May, 25, 1947. The venture proved a great success and in the very first year, the Government was able to operate on 38 routes. Since then gradual progress has been attained. The number of vehicles, routes under operation and passengers carried have increased considerably and are expected to increase in future.

In the beginning the State was divided into nine regions but later on Garhwal and Kumaon regions were merged into one region and thus remained only eight regions. In 1963 the Garhwal region was again separated from Kumaon and again merged in 1964. In 1966-67 one new region viz. Tanakpur was opened. Three more new regions viz. Aligarh, Varanasi and Nainital were opened in 1967-68. Thus at present the State has been divided into the following 12 regions:

1. Agra
2. Allahabad
3. Bareilly

*Source: Transport Commissioner's Office, Lucknow.*
5. Kanpur
6. Lucknow
7. Meerut
8. Kumaon
9. Aligarh (Opened in 1967-68)
10. Tanakpur (Opened in 1966-67)
11. Varanasi (Opened in 1967-68)
12. Nainital (Opened in 1967-68)

An account of all round development of the Roadways is given in the following paragraphs:

**FLEET OF ROADWAYS VEHICLES:**

In the beginning about 200 buses were purchased from the Railways which formed the nucleus of the fleet for operating the nationalised transport services in the State. Since then there has been a remarkable progress, in 1965-66 there were 3,905 Roadways buses, trucks and taxis. The increase in the Roadways fleet especially of the buses during the last five years, can be seen from the following statement:
Growth of Roadways Vehicle in U.P.

Scale 1" = 500 Vehicles

Years

1962 3549
1963 3601
1964 3635
1965 3775
1966 3005
### STATEMENT SHOWING NUMBER OF ROADWAYS BUSES, TRUCKS AND TAXIS.*

<table>
<thead>
<tr>
<th>Year ending March</th>
<th>Buses</th>
<th>Trucks</th>
<th>Taxis</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>2,914</td>
<td>162</td>
<td>50</td>
<td>3,126</td>
</tr>
<tr>
<td>1961</td>
<td>3,003</td>
<td>139</td>
<td>55</td>
<td>3,197</td>
</tr>
<tr>
<td>1962</td>
<td>3,311</td>
<td>145</td>
<td>93</td>
<td>3,549</td>
</tr>
<tr>
<td>1963</td>
<td>3,373</td>
<td>136</td>
<td>92</td>
<td>3,601</td>
</tr>
<tr>
<td>1964</td>
<td>3,359</td>
<td>192</td>
<td>84</td>
<td>3,635</td>
</tr>
<tr>
<td>1965</td>
<td>3,413</td>
<td>248</td>
<td>114</td>
<td>3,775</td>
</tr>
<tr>
<td>1966</td>
<td>3,482</td>
<td>284</td>
<td>139</td>
<td>3,905</td>
</tr>
</tbody>
</table>

**VEHICLES IN KANPUR REGION:**

There has also been a phenomenon increase in the number of Roadways buses, trucks and taxis in Kanpur Region as is evident from the table given below:

### TABLE SHOWING NUMBER OF ROADWAYS BUSES, TRUCKS AND TAXIS IN KANPUR REGION **

<table>
<thead>
<tr>
<th>Year ending March</th>
<th>Buses</th>
<th>Trucks</th>
<th>Taxis</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>378</td>
<td>9</td>
<td>1</td>
<td>388</td>
</tr>
<tr>
<td>1961</td>
<td>407</td>
<td>9</td>
<td>2</td>
<td>418</td>
</tr>
<tr>
<td>1962</td>
<td>446</td>
<td>9</td>
<td>2</td>
<td>457</td>
</tr>
<tr>
<td>1963</td>
<td>522</td>
<td>9</td>
<td>21</td>
<td>552</td>
</tr>
<tr>
<td>1964</td>
<td>566</td>
<td>12</td>
<td>18</td>
<td>596</td>
</tr>
<tr>
<td>1965</td>
<td>623</td>
<td>12</td>
<td>10</td>
<td>645</td>
</tr>
<tr>
<td>1966</td>
<td>668</td>
<td>13</td>
<td>10</td>
<td>691</td>
</tr>
</tbody>
</table>

* Figures obtained by the Courtesy of Transport Commissioner, U.P., Lucknow.

** Figures obtain by the Courtesy of General Manager, Kanpur Region, Kanpur.
As a result of efficient and better services provided by the Roadways to the maximum number of people, routes under operation have increased considerably. The position of the routes and road miles covered from March, 1960 is as follows:

**STATEMENT SHOWING TOTAL NUMBER OF ROUTES AND ROAD MILES COVERED** *

<table>
<thead>
<tr>
<th>Year ending</th>
<th>Number of routes</th>
<th>Road miles covered</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>608</td>
<td>7,735.00</td>
</tr>
<tr>
<td>1961</td>
<td>640</td>
<td>8,335.1</td>
</tr>
<tr>
<td>1962</td>
<td>675</td>
<td>8,926.7</td>
</tr>
<tr>
<td>1963</td>
<td>715</td>
<td>9,528.8</td>
</tr>
<tr>
<td>1964</td>
<td>767</td>
<td>10,018.9</td>
</tr>
<tr>
<td>1965</td>
<td>803</td>
<td>13,927.8</td>
</tr>
<tr>
<td>1966</td>
<td>823</td>
<td>15,810.0</td>
</tr>
</tbody>
</table>

**ROUTES IN KANPUR REGION**:

As regards Kanpur, there has also been an outstanding increase in the number of routes and road miles covered as it is apparent from the following statement:-

* Collected by the courtesy of Transport Commissioner, U.P. Lucknow.*
No. of Routes Under operation in U.P.

<table>
<thead>
<tr>
<th>YEARS</th>
<th>Number of Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1962</td>
<td>675</td>
</tr>
<tr>
<td>1963</td>
<td>715</td>
</tr>
<tr>
<td>1964</td>
<td>767</td>
</tr>
<tr>
<td>1965</td>
<td>803</td>
</tr>
<tr>
<td>1966</td>
<td>823</td>
</tr>
</tbody>
</table>

Scale 1 = 100 Routes
While going through the above tables it is clear that the number of routes and road miles covered, both in U.P. and Kanpur Region, have registered a remarkable increase. This has facilitated the public to a great extent.

**Routes Taken Over During the Last Five Financial Years.**

During 1961-62.

During the period of April, 1961 to March, 1962 efforts were made to expand the Roadways services to new routes. Notifications were issued in respect of a number of routes.
routes under Section 68-C and 68-D of the Motor Vehicles Act, 1939. But due to legal complications, the Roadways services could not be expanded on several of them. Some of the important routes taken over for exclusive operation of the Roadways during 1961-62 were as follows:-

1. Azamgarh  
2. Kanpur  
3. Dehradun  
4. Hardwar  
5. Badaun  
6. Jaunpur  
7. Jaunpur  
8. Bahraich  
9. Robertganj

Khutan  
Bela Bidhuna  
Rishikesh-Narendra Nagar.  
Rishikesh-Laxamani  
Bilsi-Sahaswan  
Shahganj  
Ram Nagar  
Jarwal Road  
Dudhi-Wyndhamganj

By the end of March, 1962 Roadways was operating passenger services on 675 routes covering 37,530 routes miles and 8,926 road miles in the State.

DURING 1962-63:

This financial year was important from the standpoint of routes. A large number of routes were taken over by the Roadways. Some of them are mentioned below:*  

1. Rath  
2. Charkehi  
3. Rath  
4. Majhgaon  
5. Charkhari  
6. Ballia  
Hamirpur  
Hamirpur  
Maudaha  
Hamirpur  
Maudaha  
Barauli-Chosi

7. Dostpur     Kadipur Kadi
8. Bareilly    Shisgarh via Shahi
10. Gonda Colonel Ganj Tarabganj
11. Orai       Kalpi
12. Allahabad  Katra via Hanumanganj
13. Purquazi   Luxar Hardwar
14. Sultanpur  Koripur
15. Bhadohi    Dhantulsi

By the end of March, 1963, the Roadways was operating passenger services on 715 routes covering 41,032 route miles and 9,528 road miles in the State.

**DURING 1963-64:**

During the financial year also, many important routes were taken over by the Roadways for its exclusive operation. Some of them are as under:*-

1. Allahabad     Kalakankar-Unchahar
2. Etah          Farrukhabad and allied routes.
3. Mathura       Alwar
4. Mathura       Kasma Kosi
5. Agra          Dholpur
6. Moradabad     Kanth-Dhampur
7. Agra          Bharatpur

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**DURING 1964-65***:

During this financial year number of buses and other services were increased on the route taken over during the last three years, specially on Kanpur-Lucknow, Lucknow-Sitapur-Mahmoodabad routes. The following new routes were also taken over:-

1. Mandaha Kabran (Via Mataundh)
2. Kishni Bhimer
3. Bindhi Road Sugsots
4. Sak Jhansi (Via Kailul)
5. Badaun Ramnagar

**DURING 1965-66**:

During this financial year Roadways made a remarkable progress. 18 new routes were taken over and by the end of March, 1966 roadways were operating 803 routes covering about 45,629 miles. The new services were started on Bind-Bareilly, Farrukhabad-Lucknow-Kanpur and Ballia-Gorakhpur Road.

**DURING 1966-67**:

This financial year does not appear to have made any remarkable progress in the field of operating new routes. No doubt a number of routes (about 13) were taken over but all these routes were not taken, taking into consideration the interest of the general public.

* Annual Report Activities of U.P. State Transport 1964-65
**Annual Report Activities of U.P. State Transport 1965-66
New routes were taken over from political point of view. Some of important routes, taken over during the financial year are given below:

1. Gajner Almora
2. Rura Rajpur
3. Sujiti Sonepur
4. Amraundah Orai (Via Kanpur)
5. Guganda Seraman
6. Halimpur Imtiaz Nagar (previously named Imtiaz Dham)

As a matter of fact, the State Government had contemplated on ambitious programme for taking over new routes but this had to be cut short due to non-availability of vehicles and spare-parts in adequate quantity on account of the present national emergency. By the end of March, 1966 the Roadways organisation was operating passenger bus services on 883 routes covering 5,264 routes miles and 11,123 road miles in the State.

**PASSENGERS CARRIED BY THE ROADWAYS:**

The popularity of the Roadways services as well as progress may be judged from the number of passengers carried by it. The following statement shows the total number of passengers carried by the Roadways from 1960 to 1966:

* Obtained from the Office of the Transport Commissioner, U.P. Lucknow.
No of Passengers Carried by U.P. Great Roadways

Scale: 1 = 2 Crore Passengers

No. of Passengers

20 Crore
18
16
14
12
10
8
6

15,586,825
16,574,896
17,832,000
19,027,608
20,892,450

1962
1963
1964
1965
1966

YEARS
### Statement Showing Total Number of Passengers Carried by Roadways Buses*

<table>
<thead>
<tr>
<th>Year ending March</th>
<th>No. of passengers carried</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>11,25,67,795</td>
</tr>
<tr>
<td>1961</td>
<td>13,51,75,473</td>
</tr>
<tr>
<td>1962</td>
<td>15,58,81,825</td>
</tr>
<tr>
<td>1963</td>
<td>16,57,48,806</td>
</tr>
<tr>
<td>1964</td>
<td>17,83,00,000</td>
</tr>
<tr>
<td>1965**</td>
<td>19,02,12,608</td>
</tr>
<tr>
<td>1966**</td>
<td>20,08,92,450</td>
</tr>
</tbody>
</table>

(UPTO DECEMBER, 1966)

**Passengers Carried in Kanpur Region:**

The undermentioned statement speak itself about the remarkable increase in the number of passengers carried by the Kanpur Region:

### Statement Showing Total Number of Passengers Carried from 1960 to 1964 by the Kanpur Region***

<table>
<thead>
<tr>
<th>Year ending March</th>
<th>No. of passengers carried</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>1,43,01,466.5</td>
</tr>
<tr>
<td>1961</td>
<td>1,59,37,386.5</td>
</tr>
<tr>
<td>1962</td>
<td>1,71,60,486.5</td>
</tr>
<tr>
<td>1963</td>
<td>1,92,92,532.0</td>
</tr>
<tr>
<td>1964</td>
<td>2,23,33,523.0</td>
</tr>
<tr>
<td>1965</td>
<td>2,79,65,406.25</td>
</tr>
<tr>
<td>1966</td>
<td>3,19,11,028.00</td>
</tr>
</tbody>
</table>

(UPTO December)

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* Transport Commissioner's Office, U.P., Lucknow
** Annual Report Activities of U.P. State Transport 1966-67
***Obtained from the Office of General Manager, Kanpur Region, Kanpur.
SERVICES RENDERED BY THE ROADWAYS CITY BUS SERVICE:

City Bus Service has also been started by the U.P. Government Roadways wherever it has been feasible. The first service of this type was introduced in Lucknow on August 15, 1949. On January 26, 1950, Allahabad saw these buses on its roads for the first time. Later on city bus service were started in Banaras and Bareilly. Sub-urban services have also been provided from Dehradun to Clement Town and Premnagar, Mathura to Vrindaban and Fatehgarh to Farrukhabad. City bus services have also been extended to Kanpur on February 1, 1963. Thus at present six major cities of the State viz. Agra, Allahabad, Bareilly, Banaras, Kanpur and Lucknow are enjoying the facility of city bus services, providing cheap and quick conveyance inside the cities. The city services carried 5,21,21,730 and 5,93,21,782 in 1964-65 and 1965-66 respectively. That the popularity of the city service has climbed spirally, is very evident from the fact that during 1964-65 about 5,87,73,828 passengers travelled in the city services of the State, thus, registering an increase of about 33% over the corresponding figure of previous year. The following statement shows the number of routes, schedule buses and passengers carried by the Roadways city bus service in different cities during 1965-66.
### STATEMENT SHOWING ROUTES, NUMBER OF BUSES AND PASSENGERS CARRIED IN CITY BUS SERVICE*

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Name of City</th>
<th>No. of routes served</th>
<th>No. of scheduled buses</th>
<th>No. of passengers carried (in lacs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Agra</td>
<td>15</td>
<td>26</td>
<td>66.12</td>
</tr>
<tr>
<td>2</td>
<td>Allahabad</td>
<td>13</td>
<td>36</td>
<td>111.24</td>
</tr>
<tr>
<td>3</td>
<td>Bareilly</td>
<td>5</td>
<td>11</td>
<td>19.06</td>
</tr>
<tr>
<td>4</td>
<td>Lucknow</td>
<td>19</td>
<td>58</td>
<td>148.25</td>
</tr>
<tr>
<td>5</td>
<td>Kanpur</td>
<td>13</td>
<td>66</td>
<td>136.15</td>
</tr>
<tr>
<td>6</td>
<td>Varanasi</td>
<td>12</td>
<td>59</td>
<td>111.02</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>77</strong></td>
<td><strong>256</strong></td>
<td></td>
<td><strong>591.84</strong></td>
</tr>
</tbody>
</table>

The city bus service has proved much useful for the travelling public as it provides adequate, efficient and cheap services to the passengers. The buses are of modern designs and provide comfortable service to the public for their popularity. The buses are available at almost every important routes after five or ten minutes. The routes have regular stops as well as request stops. In order to cope with the additional traffic, the number of buses is increased during peak hours and on days of social religious and national importance.

**OPERATION OF TAXIS:**

The Roadways organisation also operates taxis on hire in different regions of the State. But such services are important in Kumaon, Kanpur and Garhwal regions as they alone account for 82 taxis out of the total number.

*Figures obtained by the courtesy of Transport Commissioner U.P., Lucknow.
of 123 taxis. The total number of taxis in all the region during the last five years is indicated by the statement as under:-

**STATEMENT SHOWING NUMBER OF TAXIS IN DIFFERENT REGIONS**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Agra</td>
<td>3</td>
<td>16</td>
<td>14</td>
<td>13</td>
<td>14</td>
<td>1</td>
</tr>
<tr>
<td>2.</td>
<td>Allahabad</td>
<td>7</td>
<td>10</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>3.</td>
<td>Bareilly</td>
<td>3</td>
<td>7</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>4.</td>
<td>Gorakhpur</td>
<td>3</td>
<td>6</td>
<td>3</td>
<td>3</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Kanpur</td>
<td>2</td>
<td>9</td>
<td>5</td>
<td>15</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Lucknow</td>
<td>45</td>
<td>12</td>
<td>11</td>
<td>10</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Meerut</td>
<td>6</td>
<td>12</td>
<td>10</td>
<td>10</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Kumaon</td>
<td>14</td>
<td>20</td>
<td>23</td>
<td>22</td>
<td>16</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>93</td>
<td>92</td>
<td>84</td>
<td>82</td>
<td>71</td>
<td>6</td>
</tr>
</tbody>
</table>


**OPERATION OF GOODS SERVICES**

Along with passenger services, the Roadways organisation also provided goods services to the public. A number of trucks have been attached to each region according to its need. But these trucks do not run like passenger buses. The buses run in accordance with a time table whereas the trucks may be chartered at any time. It is to be noted here that the Roadways do not accept smaller quantities of goods but the whole truck may be chartered on the scheduled charges.

* Source: Transport Commissioner's Office, Lucknow.
There is, however, an exception on the Dehradun-Mussorie and Haldwani-Nainital routes where the Government Roadways has the monopoly even for the operation of goods traffic and, thus, it becomes the responsibility of the Roadways trucks to carry smaller consignment also. But these trucks are not popular with the public and are not in economic, proposition in all the regions except Kumaon which alone accounts for 97 trucks out of the total number of 192 trucks. The reason is that the trucks operated by the private owners possess a certain amount of flexibility and suit the requirements of the public. Moreover, in most of the cases, the private trucks try to evade octroi and toll taxes while it is not possible in the case of trucks operated by the Roadways. The private industrialists, therefore, find it rather convenient to get their goods transported by the private trucks. Usually Roadways trucks are hired by the Government Departments which donot care much about the rates. Another reason for the non-development of goods services of the Roadways is the policy of the Government itself. The policy is to extend first of all the passenger services and not to divert its resources on the provision of goods services until passenger traffic in fully developed and consolidated in the State.

The following statement gives the region-wise position of trucks from 1960 to 1966 :-
### STATEMENT SHOWING NUMBER OF TRUCKS IN DIFFERENT REGIONS **

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Agra</td>
<td>12</td>
<td>13</td>
<td>16</td>
<td>32</td>
<td>51</td>
<td>59</td>
</tr>
<tr>
<td>2.</td>
<td>Allahabad</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>14</td>
<td>25</td>
<td>28</td>
</tr>
<tr>
<td>3.</td>
<td>Bareilly</td>
<td>7</td>
<td>7</td>
<td>10</td>
<td>15</td>
<td>30</td>
<td>29</td>
</tr>
<tr>
<td>4.</td>
<td>Gorakhpur</td>
<td>12</td>
<td>8</td>
<td>13</td>
<td>20</td>
<td>32</td>
<td>34</td>
</tr>
<tr>
<td>5.</td>
<td>Kanpur</td>
<td>9</td>
<td>9</td>
<td>12</td>
<td>22</td>
<td>52</td>
<td>52</td>
</tr>
<tr>
<td>6.</td>
<td>Lucknow</td>
<td>4</td>
<td>4</td>
<td>7</td>
<td>15</td>
<td>35</td>
<td>26</td>
</tr>
<tr>
<td>7.</td>
<td>Meerut</td>
<td>18</td>
<td>19</td>
<td>29</td>
<td>40</td>
<td>56</td>
<td>66</td>
</tr>
<tr>
<td>8.</td>
<td>Kumaon</td>
<td>77</td>
<td>69</td>
<td>97</td>
<td>122</td>
<td>142</td>
<td>157</td>
</tr>
<tr>
<td>9.</td>
<td>Garhwal</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>20</td>
<td>20</td>
<td>28</td>
</tr>
<tr>
<td>10.</td>
<td>Tanakpur</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>58</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>145</td>
<td>136</td>
<td>192</td>
<td>300</td>
<td>443</td>
<td>537</td>
</tr>
</tbody>
</table>


### ACQUISITION OF LAND AND CONSTRUCTION OF BUILDINGS DURING THE LAST FIVE FINANCIAL YEARS

**DURING 1961-62**

Plots of land were acquired for the construction of bus stations at Bahraich, Ayodhya, Bhogaon and Deoria and construction of bus stations was completed at Chibramau, Pukhrayan, Zero Road (Allahabad), Sujar, Rasra, Ghazipur, Inhauna, Surjanganj, Bah, Kosi, Bewar and Goverdhan.

**Source:** Office of the Transport Commissioner, U.P., Lucknow.
Moreover extension in the building of bus station and workshop at Agra, Varansi, Moradabad, Ramgarh, Aligarh, Bewar, Jagdishpur, Deoria, Shikohabad, Azamgarh, Kanpur, Allahabad, Farrukhabad, Hardwar, Dhampur, Ranikhet, Gorakhpur, Teri Kothi (Lucknow) Saharanpur, Dehradun, Muzaffarnagar, Pratapgarh and Varanasi was also carried out.*

**DURING 1962-63**

Plots of land were acquired for the construction of bus stations at Bindki, Mohanlalganj, Maurwan, Kalankar, Allahabad, Ghosi and Dhorighat and construction of bus stations was completed at Bhogaon, Safedbad, Bishemwarganj, Themka, Hassanpur, Naugarh, Mukhlispur and Jahanabad, Najibabad. Additional construction was completed at Robertganj Ayodhya and Katra Bus stations. Besides a plot of land was also acquired at Varansi for the construction of Workshop and construction work at Roadways Workshop at Charbagh (Lucknow) and Moradabad was completed. By the end of March, 1963, construction work at 14 bus stations and 6 workshops was in progress. Extension of existing bus stations and Workshops was also going on at several places.

***DURING 1963-64***

Plots of land were required for the construction of a bus station at Kaiserbagh (Lucknow) and for the extension of Central Workshop at Kanpur. Moreover, construction of bus stations was completed at Mirzapur, Tilhar, Bindki, Kanchi and Lucknow.

* Activities of U.P. State Transport 1961-62
** Activities of U.P. State Transport 1962-63
***Activities of U.P. State Transport 1963-64.
During this period (April, 1965 to November, 1965) land was acquired in Saini and Jhoosi for the construction of building. New bus stations were opened on Kalankamber, Gauri Bazar, Maheraj Ganj and Saini. A waiting room for ladies at Agra and lunch rooms for officers at Allahabad and Azam Garh were constructed. Bus stations, latrines were constructed in the workshops of Rampur, Shahjahanpur, Faizabad, Meerut, Banda, Shikohabad, Allahabad, Roorkee, Muzaffarnagar etc. etc. At Kanpur Central Workshop construction of Additional Trade Shed, Engine Dismounting Section was completed.

A new workshop was opened at Tanakpur region. Besides a number of small construction work was done during this period.

During this period (April, 1966 to December, 1966) a plot of land was acquired from Gramsabha, Lalganj for the construction of Roadways Building. A new station was constructed at GAJRAULA, running rooms were made at Chandpur, Rampur and Jaunpur and waiting rooms with sheds were made at Shivraj Ganj, Deoria.

At Agra Regional Workshop a Servicing Shed, Washing Shed, Overhead Tank and Lohari Shed was constructed. A Store Block and Maintenance Depot were constructed at Rai Bareilly. Besides from the defence point of view forewall were constructed at Mathura, Dehradun, Moradabad, Azamgarh Bus Stations etc. A number of latrines and minor

*Activities of U.P. State Transport 1965-66.*
repairs etc. were also done at various places.*

THIRD FIVE YEAR PLAN*

In the Third Plan it was proposed to start 59 new routes in order to connect the whole State by Roadways. It was also proposed that besides operating new routes, number of buses and their services should also be increased on the existing routes. But on account of some financial and administrative difficulties the said target could not be achieved and many important routes could not be started. By the end of September, 1966 Roadways was operating services on 846 routes covering about 18437.5 Kilo Meters.* Now it is being understood that the development of Road Transport is essential for the economic, social and cultural development of the State and the country as well.

FOURTH FIVE YEAR PLAN*

The development programmes of the Roadways during the Fourth-Five Year Plan are still under consideration. It is believed that about 2,800 Kms. extra routes and 500 buses would be operated during this plan period. About rupees 6 crores would be allotted for the purchase of buses, tools, furniture, land and building etc. Greater efforts would be made to operate cheap Roadways services on hilly regions. For this purpose about 100 Special Buses would be purchased and some new workshops and bus stations would be opened on hilly regions.

NEW BUILDING FOR COLLECTORGANJ BUS STATION, KANPUR

A double-storeyed Government Roadways Bus Station will be constructed at a cost of Rs. 900,000/- on the Ganga Canal in the near future. The new building will be of the design of the Charbagh Roadways Bus Station at Lucknow. It will contain separate waiting rooms and lavatories for passengers. This new bus station will replace the present bus station at Collectorganj which is not big enough and, thus, remains congested and causes obstruction to the regular traffic.

ROADWAYS AND FIVE YEAR PLANS OF THE STATE

The nationalised road transport was conceived as a development scheme in the First Five Year Plan on the State. Provision was made in that Plan for the expansion of the Roadways, passenger services upto 6,500 road miles by the end of the year, 1955-56. However, a number of difficulties and problems were confronted in efforts to rehabilitate displaced operations which unduly delayed in taking over of routes. By March, 1956, therefore, Roadways passenger services could cover only 5,976 miles of road in the State.

The Second Plan contemplated expansion of Roadways services to 464 additional miles of roads with a capital expenditure of Rs. 85.5 lacs. But after the first two years of the Plan i.e. with effect from April, 1958, the Roadways was put in the category of non-plan items. However, this did not hamper the expansion of Roadways as per

the phased programme passenger services covered 8,335 miles of road in the State which further rose to 8,926 and 9,528 miles of road in March, 1962 and 1963 respectively. In March, 1964, Roadways passenger services hit the all time record by covering 10,018 miles of road in the State.

PROGRESS OF ROADWAYS IN KANPUR REGION:

The Roadways has also made a remarkable progress in Kanpur Region. Because of the facts that Kanpur is an industrial city of Uttar Pradesh and is heavily populated, this region has been leading and marching towards progress since its beginning. Inspite of the increase in fares due to imposition of a new passenger tax, the public has preferred Roadways to Railways. During the financial year of 1965-66, the number of passengers rose from 2,09,92,532 to 2,30,33,523. During the same year there were 180 operating routes of which 3 were operating in other regions. Some of the important routes are as follows:

<table>
<thead>
<tr>
<th>Name of route</th>
<th>Distance covered in Km.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kanpur Hamirpur</td>
<td>68</td>
</tr>
<tr>
<td>Kanpur Jahanabad via Chatampur</td>
<td>68</td>
</tr>
<tr>
<td>Kanpur Tirwan</td>
<td>90</td>
</tr>
<tr>
<td>Kanpur Allahabad</td>
<td>202</td>
</tr>
<tr>
<td>Kanpur Agra via Etawah</td>
<td>295</td>
</tr>
<tr>
<td>Kanpur Agra via Mainpuri</td>
<td>291</td>
</tr>
<tr>
<td>Kanpur Varanasi</td>
<td>347</td>
</tr>
<tr>
<td>Kanpur Orai</td>
<td>116</td>
</tr>
</tbody>
</table>

* Obtained by the courtesy of General Manager, Kanpur Region Kanpur.
<table>
<thead>
<tr>
<th>Name of route</th>
<th>Distance covered in Kms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kanpur Bela-Bidhuna</td>
<td>116</td>
</tr>
<tr>
<td>Kanpur Mainpuri</td>
<td>176</td>
</tr>
<tr>
<td>Kanpur Laloli</td>
<td>92</td>
</tr>
<tr>
<td>Hamirpur Lucknow</td>
<td>145</td>
</tr>
<tr>
<td>Jahanabad Lucknow</td>
<td>145</td>
</tr>
<tr>
<td>Fatehpur Allahabad</td>
<td>120</td>
</tr>
<tr>
<td>Fatehpur Lucknow</td>
<td>159</td>
</tr>
<tr>
<td>Etawah Kanpur</td>
<td>173</td>
</tr>
<tr>
<td>Farrukhabad Allahabad</td>
<td>343</td>
</tr>
<tr>
<td>Farrukhabad Kanpur</td>
<td>141</td>
</tr>
<tr>
<td>Maholia Kanpur</td>
<td>153</td>
</tr>
<tr>
<td>Rath Kanpur</td>
<td>149</td>
</tr>
</tbody>
</table>

Note: These routes are only illustrative and not exhaustive.

Progress of Kanpur region can be judged from the following table:—

<table>
<thead>
<tr>
<th>Financial year</th>
<th>Length of Road in Km.</th>
<th>Income in rupees</th>
<th>Net profit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1963-64</td>
<td>2,51,06,887</td>
<td>1,60,76,672.92</td>
<td>2,23,33,523</td>
</tr>
<tr>
<td>1964-65</td>
<td>2,66,98,905</td>
<td>1,76,99,441.13</td>
<td>2,56,55,443</td>
</tr>
<tr>
<td>Difference</td>
<td>16,92,018</td>
<td>16,23,768.21</td>
<td>33,21,920</td>
</tr>
</tbody>
</table>

Besides the regular services, extra services were also operated from time to time during the year 1964-65. These

* Office of the General Manager, Kanpur Region, Kanpur.
services were provided for a distance of 2,98,613 Kms, rupees 2,15,122.31 P. were earned from them and about 3,10,148 passengers travelled. The buses were also operated in different melas, exhibitions, festivals etc. The department earned Rs. 1,62,306.59 from them. Buses are also provided for marriages and in this connection the department earned Rs. 2174,302 during the year 1962-63.

At present 4,121 Roadways buses are operating of which Kanpur Region shares 712 buses--576 are of rural services and 86 for city bus service

**PROVISION OF CITY BUS SERVICE:**

The city bus service in Kanpur was started for the first time on February 1, 1963 on the request of Nagar Mahapalika. Originally it was introduced by M/s NANDA BUS COMPANY. It was subsequently taken over by KANPUR DEVELOPMENT BOARD and was continued to be operated under NAGAR MAHAPALIKA upto December, 31, 1962. Really speaking with the starting of City Bus Service by the U.P. Government Roadways, a new era has begun in the history of Kanpur. Much before 1963, the Kanpur public was feeling an acute necessity for some means which could replace the City Bus Service managed by KANPUR CORPORATION because the services rendered by it were extremely defective and uncomfortable to the passengers. On February, 1, 1963 the city bus services was started with a fleet of 46 new costly tiger-brand buses which were introduced on different routes. The minimum fare of the city bus service
is 10 Paise and maximum is 56 Paise. Its timings have been so arranged that students, office employees and mill labourers are able to make the best use of it. A separate Assistant General Manager has been appointed for the proper and efficient working of city bus service. It is noteworthy that the bus services is being run with modern types of buses with adequate head room, leg room and comfortable cushioned seats.

GENERAL RULES FOR CITY BUS SERVICE:

(i) Pay and board system has been introduced simply to avoid any chance of malpractices. The passengers are requested not to return tickets in any case but to tear them off after leaving the bus.

(ii) The passengers should tell the definite destination to the conductors so as to permit correct purchasing and to avoid re-selling.

(iii) No luggage is allowed to be carried by the passengers in the city bus service except small packages not weighing more than 20 Kgms and can be put inside the seats.

(iv) The male passengers are only allowed from the 'Q' in case of overcrowding. Female passengers can be however, taken from the outside 'Q' only to the extent of number of seats reserved for them. One male member can accompany ladies. If there is no vacancy in the gents seat, he will go standing.

(v) Children above the age of 3 years are charged full fare.
ROUTES UNDER OPERATION:

Upto 1964 the following routes were taken over:

Route No. 1:
Railway Station to Nawab Ganj.

Route No. 2:
Railway Station to Azad Nagar Via Gwaltoli

Route No. 3:
Railway Station to Nawab Ganj Via Gopal Takies

Route No. 4:
Moolganj to Mandhna Via Jarib Chowki

Route No. 5:
Railway Station to Chakeri Via Lal Bagh.

Route No. 5A:
Railway Station to Rooma Via Chakeri

Route No. 6:
Mool Ganj to Govind Nagar Via Station.

Route No. 7:
Govind Nagar to Jarib Ki Chowki Via Gumti No. 5

Route No. 8:
Mool Ganj to Jajmau Via Phoolbagh

Route No. 9:
Pandu Nagar to Kidwa Nagar Via Station.

Route No. 10:
Mool Ganj to Bhawti Via Gun Factory

Route No. 11:
Mool Ganj to Raipur Via Juhi

Route No. 12:
Kidwai Nagar to Rawatpur Via Station.
Routes Operated in 1965:

Route No. 13: -
Railway Station to Pandu Nagar Via Kidwainagar.

Route No. 14: -
Rawatpur to Moolganj.

Routes Operated in 1966:

Route No. 15: -
Nawab Ganj to Kachehri Road.

Route No. 16: -
Mool Ganj to Jarib Ki Chowki Via Halim College

Route No. 17: -
Kashthan Road to Moolganj Via Arya Nagar.

Routes Operated in 1967:

Route No. 18: -
Gumti No. 50 to Station Via Jarib Ki Chowki

Route No. 19: -
Railway Station to Kidwainagar Via Prampurw a

Thus it is clear that during the last 6 years the city bus service operated services on every big and important routes. But taking in view the wide area of Kanpur and the necessity of its public this progress is not satisfactory. In Bombay, Calcutta and Delhi we find that Roadways has connected all the important and less important big;and small parts of the city with regular city bus services. However it is pleasing to note that the City Bus Service has made a wide plan to connect the whole city by City Bus Service like Delhi, Calcutta and Bombay and for this purpose 25 new
buses are expected to come under operation.

The City Bus Services earned a profit of rupees 2,11,813.72 paise and 2,14,101.13 paise respectively during 1965 and 1966. The profit of city bus services is increasing day by day and taking into consideration the progress made by City Bus Service, it can be rightly remarked that in near future the city Bus Service will progress by leaps and bounds and more and more modern type of buses will be plying on the Kanpur roads.