

CHAPTER VII.

COMMUNICATIONS.

OLD TIME TRADE ROUTES AND HIGHWAYS AND MODES OF CONVEYANCE.

From "*An Account of the District of Shahabad in 1812-13*" by Francis Buchanan, it appears that two great roads passed through the breadth of the district, but neither was of much advantage to commerce. One of them was the military road from Calcutta to Varanasi, and was maintained by the public. It contained no hard material and was merely a line marked by two ditches from which a little earth was occasionally thrown to fill up ruts or hollows made by the rain. The other road along the old bank of the Ganga was also a military road from Danapur to Buxar. It was kept up by an additional tax of 1 per cent levied on the whole land that was assessed. This road was not even suitable for military purposes, as it remained practically impassable in the rainy season.

Besides these, it appears from his account that the cross roads then existing were of chief utility to the people of the district, but were in a very bad condition, worse than those of Behar (at present Patna and Gaya districts).

From his account it appears that the district was less favoured with water transport than Behar and the number of boats in proportion was perhaps smaller, nor was any kept for the accommodation of the great in travelling.

He further mentions that the Sone was the only river of which advantage had been taken to form floats; each of these floats contained about 14,000 bamboos and they were used from February to May only.*

Besides these means of communications, Francis Buchanan mentions one more road running from Sasaram to Rohtasgarh.* According to him goods were conveyed by bullock-carts, oxen and country boats and luggage by porters. Ponies were not used for the carriage of goods but were used for carrying passengers.

A hundred years back bullock-cart-trains either run by the Government or by private concerns used to pass over this road under the protection of armed sentries on horse back. The old English Correspondence Volumes about a hundred years old preserved in Arrah Record Room referred to the frequent dacoities which used

* *An account of the District of Shahabad in 1812-13* by Francis Buchanan, published on behalf of the Bihar and Orissa Research Society in 1934, pages 440—43.

to take place on the Grand Trunk Road. At frequent intervals there used to be Police Chowkis or *Murhellas* along with *Sarais* or *Chatis* that would give shelter to the travellers. The Grand Trunk Road in the early 19th century was the chief operating zone for the dacoits and *thugs*. Recently a road warning inscribed in *Kaithi* Hindi and Urdu on either side warning the travellers for not accepting sweets from unknown persons as there are *thugs* in abundance has been discovered near Durgauti in Kudra police-station.

Between the years 1813 and 1877 there had been marked improvement in the means of communications in the district of Shahabad. W. W. Hunter writes:—

“The following list of the roads in Shahabad District was furnished by the Executive Engineer in 1876:—(1) Grand Trunk Road, 55½ miles in length, from Dehri to Naubatpur. This road is carried across the Son on a causeway, which is flooded every year during the rainy season. The annual cost of repairs is £ 2,062, 4s. (2) A metalled road from Durgauti to Zamania, 6½ miles in length, annual cost of repairing £. 32, 10s. The following sixteen roads are unmetalled, but they are raised and bridged throughout: (3) Road from Sasseram to Arrah, 65 miles long; annual cost, £ 156, (4) Road from Koelwar to Chausa, 58 miles long; annual cost, £ 145, (5) Road from Piru to Bihiya, 18 miles; annual cost, £ 45, (6) Road from Sinhan to Bihiya, 14 miles; annual cost, £ 21, (7) Road from Sinhan to Arrah, 11 miles; annual cost, £ 22, (8) Road from Barhara to Arrah, 11 miles; annual cost, £ 33, (9) Road from Kasopur to Kamnagar, 7 miles; annual cost, £ 10, 10s., (10) Road from Nasrganj to Dumraon 40 miles; annual cost, £ 120, (11) Road from Sasseram to Bihiya, 6 miles; annual cost, £ 12, (12) Road from Jadunathpur to Koelwar, 122 miles, annual cost, £ 224, (13) Road from Tilothu to Sasseram, 13 miles; annual cost, £ 19, 10s., (14) Road from Karondia to Chhilbiba, 10 miles; annual cost, £ 10, (15) Road from Chanari to Jahanabad, 20 miles; annual cost, £ 20, (16) Road from Jahanabad to Karamnasa, 28 miles; annual cost, £ 60, (17) Road from Bhagwanpur to Bhabhua, 9 miles; annual cost, £ 18, (18) Road from Mohanian to Bhabua, 9 miles; annual cost, £ 27. The following sixteen roads are raised, but not bridged:—(19) Bhagwanpur to Darauli, 28 miles; annual cost, £ 42, (20) Durgauti to Hatah, 24 miles, annual cost £ 24, (21) Barun to Jahanabad, 16 miles; annual cost, £ 16.

(22) Mohanian to Chausa, 31 miles; annual cost, £ 53, 10s., (23) Ramgarh to Nawanon, 10 miles; annual cost, £ 10, (24) Sasseram to Chausa, 40 miles; annual cost, £ 9, (25) Barun to Buxar, 38 miles; annual cost, not given, (26) Dildarnagar to Dinara, 27 miles; annual cost, £ 27, (27) Nimjaur to Dumraon, 14 miles; annual cost, £ 14, (28) Nimjaur to Saraya, 20 miles; annual cost, £ 20, (29) Nawanagar to Arrah, 28 miles; annual cost, £ 84, (30) Baliyaghat to Dumraon, 11 miles; annual cost, £ 16, 10s., (31) Sahar to Arrah, 19 miles; annual cost, £ 47, 10s., (32) Bibiganj to Jagdishpur, 12 miles; annual cost, £ 12, (33) Ukhagaon to Arrah, 12 miles; annual cost, £ 36, (34) Barhara to Koelwar, 15 miles; annual cost, £ 15. The following five roads were made during the famine of 1873-74, as relief works:—(35) Saraya to Puranda, 24 miles, (36) Gadhari to Bihta, 16½ miles; annual cost, £ 33, (37) Bikramganj to Mohania, 40 miles; (38) Nanaur to Barona, 4 miles; annual cost, £ 12, (39) Jahanabad to Puranda, 25 miles. • The total length of district roads, exclusive of village tracks, is 957½ miles. Total expenditure, £ 3,610, 4s. of which £ 2,062, 4s. is derived from Imperial and the remainder from local funds. • There is a road cess of 1 per cent on the permanent revenue of the District.

“The report of the Shahabad District Road Fund for the year ending September, 1875, as published in the *Calcutta Gazette* of 12th July 1876, shows a total income for the year of £ 2,776, 8s. of which £ 1,644 was derived from a road cess, not levied under the District Road Cess Act of 1871, and £ 889 from ferry tolls. The expenditure in the same year amounted to £ 4,469, 12s., of which £ 1,411 was expended on original works and £ 2,760 on repairs.

“*Railways.*—The East Indian Railway traverses Shahabad District from Koelwar station on the Son, to Chausa on the Karamnassa, a distance of 60 miles. The intermediate stations are Arrah, Bihiya, Raghunathpur, Dumraon, and Baxar.”*

As regards waterways he mentioned that a large through trade was carried on both up and downstream by the river Ganga but the only places of any importance on the south bank were Buxar and Chausa.

* *A Statistical Account of Bengal, 1878, Vol. XII, Gaya and Shahabad, pages 256-57.*

According to W. W. Hunter, navigation on the Sone was intermittent and of little commercial importance. The principal traffic was bamboos and timber. The former were floated down on rafts consisting of 1,000 or so lashed together. It was estimated that about 4 million of bamboos were floated down the Sone.*

According to the first edition of the *District Gazetteer of Shahabad* published in 1906 by O'Malley as revised in 1924 by J. F. W. James, the district of Shahabad was well provided with roads of which the Grand Trunk traversed the district from south-east to north-west and the whole district was well supplied with District Board and village roads. The total mileage of these roads was 2,060. The Grand Trunk Road ran for $56\frac{1}{4}$ miles through Shahabad district. It was bridged throughout the district but between Dehri and Barun across the Sone there was only a stone causeway which was often difficult to cross. The principal roads which branched off from the Grand Trunk Road were those from Sasaram to Arrah, from Mohania to Bhabua, from Durgauti to Zamania, from Dehri to Akbarpur and from Dehri to Bikramganj. The other great historic road of the district was the Ganga road from Koilwar through Arrah and Buxar to Chausa. It ran in Shahabad for 64 miles, of which only the portion passing through Arrah and also that between Dumraon and Buxar were metalled. The other important roads as mentioned in the Gazetteer were:— (1) the metalled road from Arrah to Sasaram, 61 miles in length; (2) the metalled road from Nasriganj to Dumraon which crosses the Arrah-Sasaram road at Bikramganj; (3) the metalled road from Piro to Shahpur through Bihea; (4) the metalled road from Arrah to Bahiyara on the Sone; (5) the unmetalled road from Koilwar running by the Sone through Dehri to Akbarpur and beyond to the border of the district; (6) the unmetalled road from Chousa to Sasaram, and (7) the unmetalled road from Chousa to Mohania.**

Regarding the trade routes the *District Gazetteer of Shahabad* (1924) mentions as follows:—

"The East Indian Railway constitutes the chief artery of commerce, and the main trade of the district is that which is carried out of it or brought into it by this route. A certain amount of produce passes along the canals, which are in direct connection with the railway, as both their northern and southern termini are on the line of rail. There was formerly a considerable inter-district trade in grain, oil-seeds and ghi carried by pack-bullocks between Shahabad and the market town of Garwa in Palamau, but this has now been

* A Statistical Account of Bengal, 1878, Vol. XII, Gaya and Shahabad, pages 168-164.

** District Gazetteer of Shahabad (1924), pages 118-119.

diverted to the railway by the construction of the Barun-Daltonganj line. A large amount of produce also finds its way along the various roads and then across the Ganges to the Ballia and Ghazipur districts; great quantities of bamboos are floated down the Son; and there is a considerable river-borne trade along the Ganges. The steamer service from Digha which terminates at Buxar connects that station with the great Bengal river marts, and with the marts of the United Provinces. A great part of the merchandise of the riparian tract is borne by this service and also by country boats plying on the Ganges.”*

As regards railways the *District Gazetteer of Shahabad* (1924) mentions that Shahabad was fairly served by railways. The main line of the East Indian Railway (now Eastern Railway) ran through the north of the district which it entered at Koilwar where a fine lattice girder bridge had been built across the Sone. The other route of the district was tapped by the Grand Chord line of the East Indian Railway running from Dehri-on-Sone to the Karamnasa with a total length in this district of 53 miles. It is carried over the Sone by one of the longest bridges in the world. It had a total length of 10,044 feet and it comprised 93 spans of 108 feet each. Besides the East Indian Railway, there was a Light Railway from Arrah to Sasaram, and another Dehri-Rohtas Light Railway (24 miles in length) from Dehri-on-Sone to Akbarpur.

According to the Gazetteer mentioned above, the Ganga was navigable throughout the year and a steamer service for passengers and goods traffic plied as far as Buxar. Of the other rivers the Karamnasa, the Durgauti and Shuara were navigable only during the rainy season. Navigation on the Sone was intermittent and of little commercial importance. The main canals of the Sone irrigation system were navigable, 123 miles of canals being by that time open to navigation, and a bi-weekly service of steamers ran from Dehri to Arrah.**

In the last four decades after the *District Gazetteer of Shahabad* published in 1924, there have been remarkable changes in communications. The expansion of the railways has led to enormous increase in traffic both in passengers and goods. A certain part of the hilly section in the south of the district up to Pipradih is now connected by the railways and this is a very important link, both for goods and passengers. Roadways have been expanded and improved and a large number of passenger buses and trucks are running on them. The Arrah-Sasaram Light Railway has, however, had a slump owing to the diversion of certain part of goods traffic

* *District Gazetteer of Shahabad* (1924), page 111.

** *Ibid.*, pages 116—118.

ruck on the parallel road and it is a notorious fact that them also carry passenger in an unauthorised manner. The boat service on the Dehri-Arrah canal has been closed down. Passenger service on the Ganga which used to stop at various places in Shahabad district has also been closed down. The Grand Trunk Road has been given a much better service and is traversed by hundreds of motor vehicles every day. Bullock-carts have not only continued but have multiplied many times in the last few decades to cope with the increase in trade and industries. The villages and the village markets still require them.

ROADS NOW.

The roads now may be classified as Public Works Department roads, District Board roads, Municipal roads and village roads.

Public Works Department Roads.

The Public Works Department in this district is divided into two divisions: (i) Shahabad Division (Arrah) and (ii) Sasaram Division. The Shahabad Division (Arrah) controls the northern portion while the Sasaram Division controls the southern portion of the district.

Roads under Shahabad P. W. D. Division (Arrah).

The Shahabad Division (Arrah) of Public Works Department maintains $31\frac{1}{4}$ miles of roads under Central Road Fund of which only 8 miles are metalled. It also maintains the National Highways of 41 miles of metalled road. Under the Five-Year Plans 104 miles of roads are also controlled by it. Of these $89\frac{1}{2}$ miles are metalled. It also maintains 10 miles of metalled road under the Road Improvement Scheme. The total number of roads under the control of this P. W. D. Division is 14, totalling $186\frac{1}{4}$ miles in length. The list of the roads maintained by this division is given below:—

Serial no.	Name of the road.	Classification.	Length in miles.
1	Arrah-Ekawari-Khaira-Sahar Road	.. Central Road Fund	21
2	Saraiya-Balua-Salempur Road ..	.. Ditto ..	6 $\frac{1}{4}$
3	Bhojpur-Dumri Road ..	.. Ditto ..	4
4	Arrah-Sasaram Road ..	.. National Highway	31
5	Arrah-Koilwar Road ..	.. Ditto ..	10
6	Arrah-Salempur Road ..	.. Five-Year Plan Communication.	9 $\frac{1}{2}$
7	Sasaram-Chousa Road ..	.. Ditto ..	14
8	Ramgarh-Chousa Road ..	.. Ditto ..	11
9	Arrah-Sinha Road ..	.. Ditto ..	9 $\frac{1}{4}$
10	Dumraon-Simri Road ..	.. Ditto ..	7
11	Koilwar-Babura Road ..	.. Ditto ..	7
12	Arrah-Buxar Road ..	.. Ditto ..	46
13	Buxar-Chousa Road ..	.. Road Improvement Scheme.	8
14	Buxar Bye-Pasa Road ..	.. Ditto ..	2

A short description of the roads is as follows:—

(1) *Arrah-Ekwari-Sahar Road*.—This is a road sponsored by the Central Road Fund. The length of the road is 20 miles. This is a *katcha* road. But out of 20 miles, 8 miles will be made *pucca*. The total length of 2 miles has already been made *pucca*. The improvement work of the road is in progress. It connects the district headquarters with Sahar, the headquarters of a police-station.

(2) *Saraiya-Balua-Salempur Road*.—This is a road sponsored by the Central Road Fund. This is $6\frac{1}{2}$ miles in length. It is a *katcha* road but now (1964) it is being metalled.

(3) *Bhojpur-Dumri Road*.—This is a road sponsored by the Central Road Fund. This is a *katcha* road, 4 miles in length.

(4) *Arrah-Sasaram Road*.—This road takes from Arrah and connects Arrah with Grand Trunk Road at Sasaram. This is a National Highway. Under Shahabad P. W. D. Division (Arrah) the road is from 0 to 31 miles. This is a *pucca* road and runs side by side with the Arrah-Sasaram Light Railway. Due to the lack of a road bridge on the Sone at Dehri this is a very important artery of communication between places west of Dehri and to its east, for all such road traffic has to pass along this road. It connects the district headquarters (Arrah) with the subdivisional headquarters (Sasaram). A traffic census was taken of vehicles, human beings and cattle using this road for the three days 5th, 6th and 7th March, 1963 by the Public Works Department. The total for these 72 hours was as follows:—

(1) Loaded <i>tamtam</i>	..	..	128
(2) Unloaded <i>tamtam</i>	..	..	91
(3) Loaded bullock-cart	..	..	448
(4) Unloaded bullock-cart	..	..	272
(5) Loaded truck	..	..	1,158
(6) Unloaded truck	..	..	923
(7) Loaded bus	..	..	96
(8) Unloaded bus	..	..	56
(9) Car	..	..	377
(10) Rickshaw	..	..	41
(11) Cycle	..	..	3,146
TOTAL			6,736

This gives an average of 94 vehicles per hour or 1.5 vehicles per minute. The number of the pedestrians was found to be 12,034 for 72 hours. This gives an average of 167 pedestrians per hour or nearly 3 per minute. The number of cattle that used the road was 3,231 for 72 hours, which shows that 45 cattle per hour pass along this road. These figures show the great importance of this road which runs through a rural area and there is also a light railway running parallel to the road.

(5) *Arrah-Koilwar Road*.—This is a National Highway. It connects Arrah, the district headquarters, with Patna, the State capital. The road up to Koilwar bridge (7 miles long) is in Shahabad district and under the jurisdiction of P. W. D. Division, Shahabad (Arrah).

(6) *Arrah-Salempur Road*.—It is under the head Five-Year Plans communication. The length of the road is $9\frac{1}{2}$ miles. The road is metalled.

(7) *Sasaram-Chousa Road*.—It is under the head Five-Year Plans communication. It is 41 miles long of which 14 miles lie under Shahabad P. W. D. Division (Arrah) and the rest is under Sasaram P. W. D. Division.

(8) *Ramgarh-Chousa Road*.—It is under the head Five-Year Plans communication. It is 11 miles in length of which 10 miles are metalled, the remaining one mile forms the approach road to Chousa Railway Station.

(9) *Arrah-Sinha Road*.—This is a State Highway. The length of the road is 10 miles. The improvement work of the road is in progress and is expected to be metalled within 1964. This is also a very important road for quick and cheap transport of goods from Shahabad to Ballia via a ferry on the Ganga at Sinha.

(10) *Dumraon-Simri Road*.—It is a State Highway. It is 7 miles in length of which one mile is metalled and six miles are *katcha*.

(11) *Koilwar-Babura Road*.—It is under the head Five-Year Plans Communication. The length of the road is 7 miles. It is a *katcha* road.

(12) *Arrah-Buxar Road*.—This is a State Highway and connects Arrah, the district headquarters, with Buxar, the subdivisional headquarters. This is a very old and important road. It is a metalled road.

(13) *Buxar-Chousa Road*.—This is a State Highway and of inter-State importance. The length of the road is 8 miles. It is a metalled road. It starts from 1st mile of Ramrekhaghat-Buxar Railway Station Road and meets Sasaram-Chousa Road at 41st mile.

(14) *Buxar Bye-Pass Road*.—This road is under Road Improvement Scheme. It is a metalled road of two miles. It is from Buxar Station Road to second mile of Buxar-Chousa Road.

Roads under Sasaram P. W. D. Division (Dehri-on-Sone).

The Sasaram Division of Public Works Department maintains 6½ miles of roads under the Central Road Fund. It also maintains the National Highways totalling 85 miles, the whole of which is metalled. Under the Five-Year Plan 209 miles of road have also been controlled by it. Of these 167 miles are metalled. The total number of roads under the control of this P. W. D. Division is 20, totalling 332 miles in length. The list of the roads maintained by this division is given below:—

Serial no.	Name of the road.	Classification.	Length in miles.
1	Ramgarh-Mohania Road ..	.. Five-Year Plans Communication.	9
2	Ramgarh-Chousa Road ..	.. Ditto ..	11
3	Bhabua-Mohania Road ..	.. Ditto ..	9
4	Bhabua-Chainpur-Chand Road ..	.. Ditto ..	16
5	Bhabua-Adhaura Road ..	.. Ditto ..	34½
6	Kudra-Chenari-Malhipur Road ..	.. Ditto ..	14
7	Bikramganj-Mohania Road ..	.. Ditto ..	42
8	Sasaram-Chousa Road ..	.. Ditto ..	27
9	Area round Shershah Tomb Road ..	.. Ditto ..	2
10	Bikramganj-Nasriganj Road ..	.. Ditto ..	13
11	Dehri-Nasriganj Road ..	.. Ditto ..	16
12	Dehri-Bikramganj Road ..	.. Ditto ..	9
13	Telkap-Banjari-Akbarpur Road ..	.. Ditto ..	6½
14	Dehri-Amjore Road ..	.. Central Road Fund	21
15	Arrah-Sasaram Road ..	.. National Highway	30
16	Grand Trunk Road ..	.. Ditto ..	55
17	Station approach Road, Dehri ..	.. Repair Provision ..	1
18	Bedandih-Darsandih Road ..	.. Ditto ..	6
19	Sasaram-Malhipur Road ..	.. Ditto ..	8
20	Sasaram-Nikta Hill Road ..	.. Ditto ..	2
TOTAL ..			332

A short description of the roads is as follows:—

(1) *Ramgarh-Mohania Road*.—This is a road sponsored by the Five-Year Plans Fund. The length of the road is 9 miles. It is a *pucca* road. The improvement work on the road has been completed. It connects the Chousa-Mohania Road with Grand Trunk Road at Mohania.

(2) *Ramgarh-Chousa Road*.—This is a road sponsored by the Five-Year Plans Fund. The length of the road is 11 miles, of which $7\frac{1}{2}$ miles are metalled and $3\frac{1}{2}$ miles are in progress. It connects to Ramgarh-Mohania Road and then to Grand Trunk Road.

(3) *Bhabua-Mohania Road*.—This *pucca* road is sponsored by the Five-Year Plans Fund. The length of the road is 9 miles. It connects Bhabua town to Grand Trunk Road at Mohania.

(4) *Bhabua-Chainpur-Chand Road*.—This is a road sponsored by the Five-Year Plans Fund. The length of the road is 16 miles. This is a *pucca* road. It connects the Chand Police-Station under Bhabua subdivision with Bhabua town.

(5) *Bhabua-Adhaura Road*.—This is a road sponsored by the Five-Year Plans Fund. The length of the road is $34\frac{1}{2}$ miles. This is a *katcha* road. The construction of the road is under progress. It connects the hilly and the interior parts of South Shahabad to Bhabua town.

The road running from Bhabua to Adhaura is *katcha* that is earth-covered from Bhabua to Shuara river, a distance of about 10 miles. This portion of the road is in the process of being metalled. Adhaura Block begins from the river Shuara which has its source in Okhergara, an uninhabited village of Adhaura Block. The scenery on this portion of the road is just like those in the plains and has nothing remarkable in it. There is a culvert here over the Shuara river and the road passes over it. For two miles beyond this river the road passes through a *ghat* which is very steep and has five very dangerous bends in it. This portion of the road is metalled and tarred. The scenery though beautiful in this spot is awe-inspiring due to these bends bordered by deep gorges. This *ghat* is called Hanuman ghat, most probably because monkeys are found in abundance here. There is a small Mahabir temple near the *ghat*.

From the *ghat* upwards to Adhaura the road is still only an apology for a road, for the surface has loose pebbles, clods of earth, etc., thrown over it. This bad portion of the road is about 24 miles long.

From the river Shuara onwards the forest begins. This forest is a reserved forest in which *shikar* without permit is prohibited. The jungle abounds in wild animals such as tiger, leopard, deer, stag, blue bull, wild boar, bear, rabbit, etc.

People from the plain use this area as the grazing ground for their cattle during the rainy season. This area, therefore, becomes rich in this season in milk and milk-products and exports specially *ghee* to U. P. and other parts of the district of Shahabad. The forest also produces *mahua*, *chiraunji*, plum (*bair*), *piar*, etc., which are used as food by the Adivasis. The forest also produces other fruits like *amla*, *haray*, *bahera*, etc., and also *Kendu* leaves, bamboos, timber of different kinds which are exported to U.P. and other parts of Bihar. Firewood and charcoal prepared from them are the other economic products of the forest.

On the road there is a District Board Dak Bungalow at village Karar at a distance of about 17 miles from Bhabua. It is not well furnished. There is a *Shiv linga* on a terrace near the dak bungalow. Besides the *linga* there are images of Hindu gods of ancient origin. At a distance of about $\frac{1}{4}$ mile from the road near Karar there is a steep vertical waterfall, about five hundred feet deep. The waterfall is called Telhar Kund. One remarkable feature is that at the bottom of this waterfall a *Sadhu* has been successful in establishing a *Kutia* for himself in this rather inaccessible wilderness.

One peculiar mode of conveyance was seen here. It has no wheels. It is supported on a pair of wooden supports arranged in the form of a fork and slanting backwards. It is overlain with a cot and dragged along by a pair of bullocks. This mode of conveyance is used only during the harvest season for carrying produce from the fields.

Postal communication with Adhaura from Bhabua is maintained through runners in three stages. The telephone communication between Bhabua and Adhaura is very frequently interrupted. The wooden poles are very often found dismantled.

(6) *Kudra-Chenari-Mahlipur Road*.—This is a road sponsored by the Five-Year Plans Fund. The length of the road is 14 miles. The road is metalled. The improvement work of the road is in progress. It connects the Chenari Police-Station to Grand Trunk Road in mile 363.

(7) *Bikramganj-Mohania Road*.—This is a road sponsored by the Five-Year Plans Fund. The length of the road is 42 miles. It is a metalled road. The improvement work of the road is in progress. It connects Bikramganj, Kochas to Mohania and meets the Grand Trunk Road near Mohania.

(8) *Sasaram-Chousa Road*.—This is a road sponsored by the Five-Year Plans Fund. The length of the road is 27 miles and falls under the jurisdiction of the Public Works Department Division, Sasaram and is metalled. It connects the area of Kochas, Karaghar, Chousa and Sasaram and meets the Grand Trunk Road near Sasaram Court at mile 350.

(9) *Area Round Shershah Tomb Road*.—This is a road sponsored by the Five-Year Plans Fund. The length of the road is two miles. It is a metalled road. The improvement work of the road is in progress. It is a round road to the Tomb of Shershah.

(10) *Bikramganj-Nasriganj Road*.—This metalled road of 13 miles length is sponsored by the Five-Year Plans Fund.

(11) *Dehri-Nasriganj Road*.—This is a road sponsored by the Five-Year Plans Fund of 16 miles in length. The road is metalled and connects the Nasriganj Police-Station to Dehri town.

(12) *Dehri-Bikramganj Road*.—This is a road sponsored by the Five-Year Plans Fund and is nine miles long out of which six miles are concrete road and three miles are metalled. It connects Bikramganj to Dehri and Dalmianagar.

(13) *Telkap-Banjari-Akbarpur Road*.—This is a road sponsored by the Five-Year Plans Fund for metalling and black-topping only. The length of the road is $6\frac{1}{2}$ miles, out of which 5 miles have been metalled and the rest $1\frac{1}{2}$ miles are held up for want of decision regarding the construction of a bridge over river Aswani which will be met out of the Central Road Fund. This road when completed will allow a straight vehicular run from Dehri town to Rohtas Police Thana.

(14) *Dehri-Amjore Road*.—This is a road sponsored by the Central Road Fund which is 21 miles long and is metalled. It connects Dehri with a portion of South Shahabad and will have increasing importance when the pyrite mines at Amjore are exploited.

(15) *Arrah-Sasaram Road*.—This road takes off from Arrah and connects Arrah to Grand Trunk Road at Sasaram. This is a National Highway. The road falls under the jurisdiction of this Public Works Department Division from mile 32nd to 61st. This is a *pucca* road and runs side by side of the Arrah-Sasaram Light Railway. This road is important connecting the North Shahabad to South Shahabad. Other details regarding this road will be found elsewhere.

(16) *Grand Trunk Road (National Highway no. 2)*.—This road falls under the jurisdiction of Sasaram Public Works Department Division and runs from miles 338th to 394th up to the border of

Bihar State, i.e., from Dehri-on-Sone to Karamnasa. This road is one of the main arteries of inter-State communication in the country. The only drawback has been the absence of a road bridge over the river Sone at Dehri-on-Sone. This has been causing the diversion of vehicles going out of and coming into this district from Gaya district, through the Arrah-Sasaram Road. Vehicles can be transported by railway wagons over the river from Dehri-on-Sone to Sone-East Bank or *vice versa*. To avoid this difficulty a road bridge is being constructed over the river Sone at Dehri-on-Sone on this road. The work on this road bridge was started on 5th December, 1962 at a revised estimate of Rs. 2,30,72,000 and is expected to be completed by 5th June, 1965*. The total length of the road is to be 10,044 feet, the width to be 23 feet with 2 feet of foot-paths on each side. There are to be 2 abutments and 92 pillars, the distance between the pillars being 108 feet (centre to centre).

On the completion of this bridge, through inter-State traffic will be possible on this road without any diversion.

(17) *Dehri Station Approach Road*.—This is a *pucca* road. The total length of the road is about one mile. It connects the Dehri-Nasriganj Road to Dehri Railway Station.

(18) *Bedadih-Darsandih Road*.—This is a *pucca* road. The length of the road is six miles which has recently been taken over from the Shahabad District Board. It connects the Grand Trunk Road in mile 352.

(19) *Sasaram-Malhipur Road up to Darigaw*.—This is a *pucca* road. The length of eight miles of this road falls under the jurisdiction of the Public Works Department Division. The road has been recently taken over from the Shahabad District Board. It connects the interior parts to Sasaram town.

(20) *Sasaram-Nikta Hill Road*.—This is a *pucca* approach road. The length of the road is about two miles. The road has been taken over from the Shahabad District Board. It connects the Sasaram College to Grand Trunk Road in mile 349.

District Board Roads.

There are 111 roads under the District Board, Shahabad, of the total mileage of 678 miles, of which 101 miles are metalled and 577 miles are *katcha*. There are 69 Local Board Roads totalling 250 miles of *katcha* roads under the Arrah Sadar Local Board, 64 Local Board Roads totalling 181 miles of *katcha* roads under the Sasaram Local Board, 54 Local Board Roads totalling 218 miles *katcha* roads under the Buxar Local Board, 49 Local Board Roads totalling 211 miles *katcha* roads under the Bhabua Local Board.

* This expectation was not pre-filled (P. C. R. C.).

A Statement regarding the expenditure incurred by the District Board, Shahabad, on roads is attached herewith:—

The expenditure by the District Board on *Pucca*, *Katcha* and Village roads for the last ten years are as follows:—

Classification of roads.		1952-53.		1953-54.		1954-55.		1955-56.		1956-57.	
		Cost of original work.	Cost of repair work.	Cost of original work.	Cost of repair work.	Cost of original work.	Cost of repair work.	Cost of original work.	Cost of repair work.	Cost of original work.	Cost of repair work.
1		2	3	4	5	6	7	8	9	10	11
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. <i>Pucca</i> roads	..	35,441	8,53,593	46,171	2,78,164	25,658	3,22,568	1,46,057	3,79,111	1,68,209	3,85,543
2. <i>Katcha</i> roads	..	6,679	1,16,587	Nil	70,400	187	1,12,334	29,184	43,080	18,356	1,95,793
3. Village roads	..	Nil	38,103	Nil	37,875	Nil	32,130	15,329	14,690	2,970	55,088

Classification of roads.		1957-58.		1958-59.		1959-60.		1960-61.		1961-62.		1962-63.	
		Cost of original work.	Cost of repair work.	Cost of original work.	Cost of repair work.	Cost of original work.	Cost of repair work.	Cost of original work.	Cost of repair work.	Cost of original work.	Cost of repair work.	Cost of original work.	Cost of repair work.
1		12	13	14	15	16	17	18	19	20	21	22	23
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. <i>Pucca</i> roads		2,95,612	1,86,309	1,57,287	2,01,381	2,63,129	1,35,229	3,13,211	1,65,127	1,31,641.61	2,13,851.79	1,19,889.25	5,01,957.14
2. <i>Katcha</i> roads		Nil	11,764	16,723	62,041	447	20,591	18,264	32,502	74,644.16	1,31,851.79	31,483.75	1,16,189.83
3. Village roads		2,834	33,135	1,530	26,263	981	12,040	200	11,928	1,608.00	56,434.50	2,865.00	54,266.00

Municipal Roads.

The municipalities, viz., Arrah, Jagdishpur, Dumraon, Buxar, Bhabua and Sasaram and the Notified Area Committee at Dehri maintain roads in their own municipal areas in the district. The roads maintained by each of the municipalities and Notified Area Committee in 1963-64 are as follows:—

Serial no.	Name of the municipality.			Total mileage of road.	Classification.	
					Katcha road (in miles).	Pucca road (in miles).
1	2			3	4	5
1	Arrah	..	..	24	9	15
2	Jagdishpur	..	..	4½	2½	2
3	Dumraon	..	..	12	6	6
4	Buxar	..	..	9.07	1.82	7.25
5	Bhabua	..	..	2	..	2
6	Sasaram	..	..	13	5.09	7.01
7	Dehri-Dalmianagar Notified Area Committee			0.54	0.42	0.14

Village Roads.

Besides the roads under the District Board and the Local Boards, some 269 miles new roads have been constructed by *Gram Panchayats* in the district. They have further repaired 472 miles of old roads in the district.

Canal Roads.

There are 280 miles of canal roads along the main canals and 1,218 miles along the distributaries. These canal roads are opened for car and pedestrian traffic only. No other traffic is allowed over these roads and they cannot, therefore, be considered as general means of communication.

Forest Roads.

The Forest Department has constructed its own roads for the purpose of extraction of forest produce and also inspections. The Shahabad Forest Division has 221 miles and 6 furlongs of

fair weather roads and 54 miles and 6 furlongs are under construction in 1963-64 as follows:—

Serial no.	Name of road.	Length.	
		Miles.	Furlongs.
1	Samhuta-Gamharia <i>Via</i> Rehal and Adhaura	42	4
2	Chaudherna-Karkatgarh	13	0
3	Kalyanipur-Kamharia	14	0
4	Akbarpur-Garadag	32	0
5	Mahlipur-Suggikhoh	21	6
6	Tarachandi-Budhua	28	3
7	Darsana-Darsanakhoh	2	0
8	Dhankhoh-Shergarh	6	0
9	Haripur-Makarikhoh	5	0
10	Dhansa-Suggikhoh	11	5
11	Sarodag-Athan	11	0
12	Baddi-Dumarkhar	5	0
13	Tori-Parari	9	0
14	Sarodag-Lohra	9	0
15	Betri-Kadhahar	3	4
16	Barachhiyadah-Karketgarh	8	0
TOTAL ..		221	6

Forest roads under construction in 1963-64.

1	Nauhatta-Dahar	18	0
2	Adhaura-Sarodag	18	0
3	Khan-Harsoti	6	0
4	Goria-Bhurkura	17	6
TOTAL ..		54	6

VEHICLES AND CONVEYANCES.

Vehicles used in the district may be broadly classified as (i) bullock-carts, (ii) horse-drawn *tamtams* and carriages, (iii) cycles, (iv) cycle rickshaws, (v) *thailas* (platforms on wheels), (vi) motor cycles, (vii) motor cars and taxis, (viii) buses and trucks, and (ix) tractors, besides railways, steamers and boats. The other means of conveyance of goods and passengers that are used in this district though to a negligible extent are ponies, bullocks, camels and elephants.

The total number of bullock-carts and *tamtams* in the district cannot be correctly given as the census of their number that is carried on by the Shahabad District Board is still incomplete. Horse-drawn carriages are maintained in the municipal areas only. The number of registered cycles, cycle rickshaws, bullock-carts and *tamtams* within the different municipal limits in 1962-63 are given below:—

Serial no.	Name of municipality.			Bullock-carts.	Cycles.	Cycle rickshaws.	Tamtams
1	2			3	4	5	6
1	Arrah ..	..	..	826	745	766	173
2	Jagdishpur ..	..	..	700	125	Nil	16
3	Dumraon ..	..	..		Not available		
4	Buxar ..	..	..	1,911	1,800	347	77
5	Bhabua ..	..	..	665	675	20	90
6	Sasaram ..	..	..	2,126	296	212	146
7	Dehri-Dalmianagar Notified Area Committee, Dehri-on-Sone.			1,425	3,012	600	6

Besides these, there is a large number of cycles which have evaded registration so far. There are thousands of unregistered cycles outside the municipal areas. The popularity of cycles as a means of carrying light loads as well is evident by the fact that milkmen, washermen, bakers, newspaper hawkers, vegetable-vendors, etc., use them as a means of transport of their wares. The popularity of cycles is also due to the fact that it can be plied in places where many other means of mechanical transport cannot be used.

The statement showing the number of buses, trucks, motor cars and jeeps, motor cycles, taxis, trailers and tractors for the last ten years obtained from the Police Office, Arrah, is given below:—

Years.	Buses.	Trucks.	Motor cars and Jeeps.	Motor Cycles.	Taxis.	Trailers.	Tractors.
1	2	3	4	5	6	7	8
1953 ..	41	147	202	32	6	8	4
1954 ..	35	144	180	31	8	19	6
1955 ..	41	164	208	37	8	22	14
1956 ..	41	186	219	52	5	19	14
1957 ..	35	264	241	56	5	21	12
1958 ..	46	349	248	52	5	15	17
1959 ..	45	564	227	59	5	18	11
1960 ..	52	167	257	63	4	17	11
1961 ..	63	194	268	67	6	17	17
1962 ..	66	227	302	58	3	18	18
1963 (up to 31st March 1963).	74	351	322	82	5	24	27

The mechanically propelled and power-driven vehicles have replaced many of the indigenous means of transport such as horse-drawn carriages, *tamtams* and *palkis*. It is difficult to find now well groomed spirited ponies drawing *tamtams*. Elephants are no longer in demand as they are a great financial drain on the owner. Elephants no longer measure the prestige of the owner. Bullock-carts have been able to hold their sway, because in the overwhelming agricultural economy and when probably only 10 per cent of the villages have an access by even a jeepable road. Bullock-carts play a very important role.

PUBLIC TRANSPORTS.

The number of privately-owned buses, trucks and taxis is very large. Besides these the Bihar State Road Transport Corporation with headquarters at Patna runs three services up and down daily from Patna to Arrah and the Uttar Pradesh State Roadways runs two services up and down daily from Varanasi to Bhabua. Private buses still ply on all the other routes. They ply for the conveyance of passengers not only within the district but also to and from other districts.

There are trucks plying on hire which are registered in the different districts of the country. These trucks are used as carriers of goods not only within the district but also for the export and import of different commodities from and into the district.

A number of routes including destinations have been allotted to private operators running passenger buses. They are—

Serial no.	Name of the route.	Number of parties holding permit.	Number of vehicles.	Number of services.
1	Arrah-Sahar via Garhani ..	3	3	3 Up and down.
2	Arrah-Sinha Ghat ..	3	3	9 ..
3	Arrah-Ekauna ..	2	2	6 ..
4	Arrah-Jagdishpur-Piro ..	9	9	9 ..
5	Arrah-Jagdishpur ..	3	3	3 ..
6	Bihea-Jagdishpur ..	1	1	5 ..
7	Bihea-Jagdishpur-Piro ..	1	1	1 ..
8	Arrah-Buxar ..	5	5	5 ..
9	Brahampur-Buxar ..	2	2	2 ..
10	Buxar-Chaugain ..	2	2	2 ..
11	Buxar-Surajpura ..	1	1	1 ..
12	Buxar-Dumraon-Kesath ..	1	1	1 ..
13	Rajpur-Chousa-Buxar-Dumraon-Koath.	1	1	1 ..
14	Dumraon-Nasriganj-Dehri ..	2	2	2 ..
15	Buxar-Chousa-Rajpur-Kochas ..	2	2	2 ..

Serial no.	Name of the route.	Number of parties holding permit.	Number of vehicles.	Number of services.
16	Dumraon-Nasirganj	10	10	10 up and down.
17	Dehri-Nasirganj	..	2	4
18	Sasaram-Dehri-Nasirganj-Bikramganj.	1	1	1
19	Sasaram-Dehri-Nasirganj-Koohawa	1	1	1
20	Nasirganj-Dehri-Bhabua	2	2	2
21	Dehri-Bhabua-Chainpur	1	1	1
22	Dehri-Bhabua	3	3	3
23	Dehri-Mohania-Nawan	1	1	1
24	Chainpur-Dehri-Tilouthu	1	1	1
25	Bhabua-Dehri-Tilouthu	1	1	1
26	Dehri-Sasaram	4	4	16
27	Rohas-Dehri-Sasaram	..	1	1
28	Kargahar-Sasaram-Dehri-Rohas	1	1	1
29	Tetrab-Dehri-Bhabua	1	1	1
30	Tilouthu-Sasaram	2	2	2
31	Sasaram-Kudra-Chenari	1	1	1
32	Dehri-Tilouthu-Akbarpur	1	1	2
33	Bhabua Town-Bhabua Road-Nawan	2	2	2
34	Bhabua Town-Chand-Dharauli	1	1	1
35	Bhabua Road-Chainpur-Chand-Dharauli.	1	1	1
36	Bhabua Road-Chainpur-Hatta-Chand.	1	1	1
37	Bhabua-Hatta-Chand	..	1	1
38	Bhabua Road-Chainpur	..	1	1
39	Bhabua Road-Bhabua Town	..	1	3
40	Bhabua Road-Adhaura (Bus is not plying on it).	1	1	1
41	Nasirganj-Koilwar	1	1	1
42	Arrah-Salempur	..	2	3
43	Sasaram-Mahipur via Beda and Alampur.	1	1	1
44	Bhabua-Bikramganj	..	1	1
45	Bhabua-Choussa-Buxar	..	1	1
46	Sasaram-Koohas	..	3	3
47	Bikramganj-Koohas	..	2	2
48	Bikramganj-Koohas-Mohania	..	2	2
49	Bikramganj-Mohania-Karamnasa	1	1	1
50	Buxar-Itarhi	..	2	6
61	Bhabua-Bhagwanpur-Adhaura (runs only up to Bhagwanpur).	1	1	1
62	Dumraon-Nasirganj-Koohawa	1	1	1
63	Arrah-Varanasi via Sasaram	1	2	1

A cursory glance of the district map showing the roads will indicate that the district is fairly well connected with communication arteries excepting a portion to the north of the district which contains the *diara* villages in Barahampur, Shahpur and Barahara *thanas*. There is no straight road from Semari Police-Station to Barahara Police-Station. The very nature of the country there which is frequently inundated makes it difficult to make any stable road. This portion gets the impact of the Ganga river which is usually in floods during a part of the year. Similarly excepting the canal road running by the side of the Arrah Canal and its subsidiaries, there is no regular straight road connecting some of the important villages in Sandesh and Sahar *thanas* for the same reasons. This area has an impact of the floods of the Sone River. The other area rather inaccessible by roads is covered by the *thanas* of Chenari, Rohtas, Adhaura and Chainpur. This is the area of the range of the Kaimur Hills and borders Palamau and Mirzapur districts. It is with a certain amount of difficulty and considerable expenditure that Bhabua has been connected with Adhaura by a fair weather jeepable road. Previously Adhaura was accessible by vehicles only through Mugalsarai by a road running through Mirzapur district. The terrains make it difficult to construct roads in this area. The economy of this area depends on the raising of some crops and jungle produce. There is no jeepable road now from Adhaura to Nauhatta and Rohtas. The Dehri-Rohtas Light Railway has been a boon for the exploitation of minerals and transport of jungle produce like bamboos in this area.

Bhabua subdivision has no railway excepting a portion of Eastern Railway (Grand Chord Line) which cuts through Bhabua subdivision. Some of the portion of Bhabua and almost all the areas of Sasaram subdivision are fertile lands. Had there been a straight railway connection between Arrah and Mohania it would have opened up a rich rice bowl consisting of the areas of Jagdishpur, Piro, Dinara, Kargahar and Bhabua *thanas*. There could also be a straight first class metalled road connecting Arrah and Bhabua instead of traversing of two sides of a triangle from Arrah to Sasaram and from Sasaram to Mohania and then to Bhabua. The economy of the district and its vast agricultural potential needs this road. This will also improve the industrial potential. At Dumraon a paper factory is going to be started which will use paddy straw as its main ingredient. The paper factory of Dumraon using paddy straw is expected to achieve success. There is no reason why at least another paper mill in this area in between the railway line or a first class road could not be started. In 1963-64 an Intensive Agricultural District Programme commonly known as Package Programme will accelerate the rate of produce and more markets will be needed. The Community Development Blocks are also charged with the obligation of opening more village roads and to give approaches to the villages.

As has been mentioned before the river ways are not being properly utilised. The railways in all the three railway systems are always overcrowded. The public and the private carriers are not only busy but are usually overloaded. The roads in the towns are congested and the traffic conditions are chaotic. The reading of the road census on Arrah-Sasaram Road shows that on the average every minute near Arrah 1.5 vehicles pass. Patna-Arrah-Buxar Road can certainly take many more passenger buses. Arrah-Buxar Road has not got the volume of traffic as on Arrah-Sasaram Road and an investigation shows that there is need for more passenger buses. All this will show that the picture of communication of the district though good is still capable of further improvement.

Particular mention has to be made of the Arrah-Sasaram road which is only about 14 feet wide and has a track of Arrah-Sasaram Light Railway parallel to the road and at a higher level of only about 4 to 6 inches. The trains on this line are always overcrowded although a good percentage of the passengers is said to be travelling without any ticket. The carrier trucks, the large number of motor vehicles, bullock-carts, livestock and pedestrians make the traffic on this road a problem. In order to avoid an unhealthy competition between the carrier trucks and the Arrah-Sasaram Light Railway the State Government have issued a circular* that there should be a restricted zone for five miles on either side throughout the length of the Arrah-Sasaram Road and that the trucks will not stop to load or unload goods. The railway authorities complain that this circular is more breached than followed. The Arrah-Sasaram Light Railway authorities report that they had been sending regular reports about violation of Motor Vehicles Act to the district as well as Transport authorities, Patna. This is also corroborated by our investigators.

This road has to be broadened and road blocks are necessary to avoid accidents. It is also gathered that there might be a considerable leakage of the realisation of sales tax by goods being carried on the carriers.

RAILWAYS.

The last *District Gazetteer of Shahabad* (1924) mentions as follows:—

“Shahabad is fairly well served by railways. The main line of the East Indian Railway runs through the north of the district, which it enters at Koilwar, where a fine lattice-girder bridge has been built across the Son. This great work was commenced for a single line of rails in 1855, and after many interruptions during the

* No. P2-208/63-T.—2815 of Political (General and Transport) Department, Transport Branch, Patna, the 30th May, 1963.

Mutiny, was completed in 1862; the second line was begun in 1868, and finished two years later. The total length of the bridge from back to back of the abutments is 4,199 feet, divided among 28 spans of 150 feet each. Underneath each line of rail is a sub-way for foot-passengers and beasts of burden. The line as far as Benares was completed in 1862, and in 1869 the large importations of grain it brought into the district saved it from famine.

"The south of the district is tapped by the Grand Chord line of the East Indian Railway*, running from Dehri-on-Son to the Karamnasa, with a total length in this district of 53 miles. It is carried over the Son by one of the longest bridges in the world, which was constructed in three years at a cost of thirty-five lakhs of rupees; the total length is 10,044 feet, and it comprises 93 spans of 108 feet each. A light railway runs from Arrah, on the main line of the East Indian Railway, to Sasaram on the Grand Chord Line The Dehri-Rohtas Light Railway runs for 24 miles, from Dehri-on-Son to Akbarpur†. The District Board permitted this railway to use the existing road; but they have not guaranteed its profits‡".

The railway system in Shahabad district has had further expansion and improvement since 1924. A number of smaller railway stations have since been opened on both the Main and the Grand Chord lines of the Eastern Railway, the present name of the old East Indian Railway. The Arrah-Sasaram Light Railway section has also opened some smaller stations. The number of rolling stocks on each of the railway system has increased to a very great extent. There are now many more passenger and goods trains on the railway systems than in 1924. The traffic both in passengers and in goods has tremendously increased.

The Dehri-Rohtas Light Railway has since been extended to Tiura-Pipradih and now this small railway section runs to 42 miles in place of the length of 24 miles as mentioned in the last District Gazetteer. The importance of the railway communications since 1924 has immensely increased owing to the development of the industrial towns of Dalmianagar which adjoins Dehri-on-Sone. The railway station still continues to be Dehri-on-Sone which is the station for Dalmianagar as well. Dalmianagar is really a part of the old Dehri-on-Sone town. The Dehri-Rohtas Light Railway with its extension up to Tiura-Pipradih has opened up the untapped mineral

* Now Eastern Railway.

† Now runs upto Tiura Pipradih, 42 miles from Dehri-on-Sone.

‡ The District Gazetteer of Shahabad (1924), pages 116-117.

resources of the south Shahabad district to a very great extent. With the exploitation of pyrites at Amjhore which is near Tunba railway station, the importance of this Light Railway will be increased. As it is, the demand on the Dehri-Rohtas Light Railway is heavier than what it can meet. The railway station of Dehri-on-Sone is of growing importance as the factories under the Rohtas industries are all being rapidly expanded.

The Eastern Railway has 12 railway stations and one halt for the section from Koilwar and Chausa in the Main line, kilometres 581 to kilometres 674 from Howrah. The names of the railway stations and the halt are:—Koilwar, Kulharia, Arrah Junction, Karisath, Kauriaya Halt, Behia, Banahi, Raghunathpur, Twinningganj, Dumraon, Baruna, Buxar and Chausa. There are 11 railway stations and one halt from Dehri-on-Sone to Karamnasa (both inclusive) on the Grand Chord (from kilometres 555 to kilometres 641 from Howrah). The names of the stations and the halt are given:—Dehri-on-Sone, Pahleza Halt, Karwandiya, Sasaram, Kumahu, Shiu Sagar Road, Kudra, Pusauli, Muthani, Bhabua Road, Durgauti and Karamnasa.

The railway sections of the Eastern Railway intersect the rich rice area of the Shahabad District. Some of the stations connect extremely important *hats* and *bazars* and also serve some of the famous *melas* of the district. The large villages and towns served by the two sections have been covered separately. It may be mentioned here that the original name of Sasaram was Sasaram-Nasirul-Hukkam. Nearabout 1947 or 1948 the name has been changed to Sasaram. The significance of the original name has been explained elsewhere. Arrah, the headquarters of the district, may be described as the pivot of the railway system and is one of the terminals of Arrah-Sasaram Light Railway which connects Arrah to the subdivisional town of Sasaram. Arrah is also the headquarters of the Superintendent of the Arrah-Sasaram Light Railway. Buxar has an engine shed and a Permanent Way Inspector is stationed there. Besides being a subdivisional town, Buxar is in close contact with Ballia District being separated by the Ganga river only. Buxar attracts a large number of pilgrims as well. Sasaram railway station is also of growing importance as the subdivisional town of Sasaram is expanding rapidly and is likely to have some industrialisation very soon. Arrah-Sasaram Light Railway terminates at Sasaram and there is a small section of seven kilometres from Sasaram to Tarachandi for the transport of stones quarried from Tarachandi.

Details of the goods and passengers handled by the main railway stations in Shahabad District have been given elsewhere. Here it may be briefly mentioned that the main items of goods sent out from Arrah, Buxar and Sasaram railway stations are grains and pulses, skin, livestock, mangoes and vegetables. Besides these, Arrah

and Buxar export fish and Sasaram exports stones and other quarry materials. The inward goods traffic at these three stations consists of coal, mineral oil products, cloth, medicine, salt, timber, etc.

Dehri-on-Sone Railway Station receives from the mills of Dalmianagar and the vicinity, bulk of cement, lime, paper and paper board, hydrogenated oil, asbestos sheets and stones for export. The inward goods traffic of this station consists mainly of coal, petroleum products, cloth, medicines, salt, waste paper, gypsum, etc.

Passengers and goods Traffic.

The tables indicate the turn over of the passenger and goods traffic at some of the important stations of the Eastern Railway falling within the district of Shahabad:—

Arrah Railway Station (Eastern Railway).

Passengers.

Months.	Inward.			Outward.			
	1961.	1962.	1963.	1961.	1962.	1963.	
	1	2	3	4	5	6	7
January	..	78,566	74,086	82,484	73,571	78,044	1,18,070
February	..	72,748	63,975	85,614	76,211	61,690	1,33,791
March	..	83,341	86,141	88,668	84,605	82,731	88,576
April	..	1,01,691	84,008	84,564	92,919	84,844	1,30,429
May ..	..	1,01,951	1,09,331	25,233	1,03,290	1,16,839	1,86,480
June	..	1,00,263	1,08,120	1,10,470	1,05,521	1,20,857	1,80,071
July ..	..	1,00,593	90,163	75,261	1,09,739	1,15,967	93,002
August	..	97,013	73,101	72,827	85,774	72,174	75,011
September	..	75,638	73,622	85,447	75,621	79,327	77,730
October	..	75,130	80,568	77,523	81,165	82,736	86,250
November	..	77,269	83,096	75,560	85,734	84,627	89,450
December	..	68,470	72,579	76,608	86,423	72,731	N.A.

N.A.—Not available.

**Arrah Railway Station (Eastern Railway).
Goods.**

Months.	Inward (in quintals).				Outward (in quintals).			
	1961.	1962.	1963.		1961.	1962.	1963.	
January	29,201	25,105	25,460	718	2,072	1,835		
February	28,502	24,461	25,997	1,903	4,012	3,621		
March	32,789	38,134	21,610	1,595	3,581	3,807		
April..	24,700	38,868	23,253	1,401	2,574	2,185		
May ..	36,687	28,662	22,374	2,352	3,322	2,238		
June	36,351	41,929	27,336	1,241	2,967	2,029		
July ..	37,598	26,140	38,425	2,229	2,642	1,751		
August	26,620	21,245	47,855	1,679	2,184	4,142		
September	28,035	28,816	20,149	3,615	2,118	1,260		
October	29,629	26,347	23,546	1,961	1,263	5,230		
November	37,817	32,878	N.A.	3,182	1,597	N.A.		
December	17,823	31,957	N.A.	3,555	2,153	N.A.		

Buxar Railway Station.				Passengers.			
January	25,105	25,460	718	2,072	1,835		
February	24,461	25,997	1,903	4,012	3,621		
March	38,134	21,610	1,595	3,581	3,807		
April..	38,868	23,253	1,401	2,574	2,185		
May ..	28,662	22,374	2,352	3,322	2,238		
June	41,929	27,336	1,241	2,967	2,029		
July ..	26,140	38,425	2,229	2,642	1,751		
August	21,245	47,855	1,679	2,184	4,142		
September	28,816	20,149	3,615	2,118	1,260		
October	26,347	23,546	1,961	1,263	5,230		
November	32,878	N.A.	3,182	1,597	N.A.		
December	31,957	N.A.	3,555	2,153	N.A.		

**Buxar Railway Station.
Passengers.**

Months.	Inward.				Outward.			
	1	2	3	4	5	6	7	
January	58,800	45,378	48,287	56,327	42,077	49,438		
February	58,450	37,236	43,829	41,496	36,037	41,562		
March	51,938	48,455	45,544	48,350	44,874	43,475		
April	56,384	53,674	59,911	5,419	53,345	53,712		
May	59,154	65,930	68,838	63,535	64,451	53,642		
June	66,082	65,363	60,246	59,056	70,662	64,679		
July ..	48,166	48,274	46,615	47,890	54,310	60,105		
August	39,396	34,919	36,277	43,111	35,067	38,261		
September	38,939	40,788	36,076	41,981	40,901	40,792		
October	41,983	36,751	45,533	47,899	43,140	48,126		
November	44,384	42,976	40,031	48,920	52,347	42,486		
December	38,001	33,262	40,813	40,840	36,168	N.A.		

Buxar Railway Station.
Goods.

Months.	Inward (In quintals).						
	1	2	3	4	5	6	7
January	16,219.40	16,490.33	19,290.00	10,936.87	16,190.86	19,856.00	
February	16,808.10	12,049.05	14,769.00	18,051.49	9,827.41	20,160.00	
March	30,188.10	16,173.79	15,430.00	1,899.05	33,206.69	27,145.00	
April	3,567.42	14,155.11	27,849.00	16,614.19	29,216.66	28,803.00	
May	18,053.20	16,252.78	20,601.00	16,005.45	25,854.28	14,410.00	
June	22,695.19	18,748.39	16,071.00	18,097.60	22,170.59	17,579.00	
July	15,306.76	16,643.85	21,193.00	13,883.95	11,830.64	10,638.00	
August	25,998.75	18,808.28	26,763.00	14,521.63	29,690.61	8,434.00	
September	11,437.85	14,030.95	13,776.00	8,799.83	8,783.54	10,394.00	
October	20,832.25	15,035.33	11,966.00	10,426.78	8,308.63	9,358.00	
November	18,131.00	11,250.00	29,827.00	10,392.00	8,904.12	8,585.00	
December	12,765.00	16,778.28	16,272.00	14,425.00	8,579.96	10,772.00	

Sasaram Railway Station (Eastern Railway).
Passengers.

Months.	Inward.						
	1	2	3	4	5	6	7
January	31,680	25,712	21,715	29,789	24,557	20,933	
February	44,525	22,026	26,343	33,691	19,449	28,873	
March	31,250	35,483	29,584	38,079	30,000	43,509	
April	32,412	33,357	37,082	31,134	31,457	32,646	
May	26,804	41,911	32,983	31,652	38,995	32,528	
June	39,925	35,306	28,536	33,504	64,722	27,409	
July	29,433	27,323	27,493	31,633	14,243	26,110	
August	29,228	21,522	21,373	27,557	21,025	21,497	
September	32,942	26,928	24,611	27,715	17,535	24,182	
October	32,809	29,048	28,870	29,881	17,608	25,247	
November	30,002	26,968	22,625	26,234	10,738	19,311	
December	24,294	21,509	19,540	22,260	19,932	18,152	

Months.	Outward.						
	1	2	3	4	5	6	7
January	31,680	25,712	21,715	29,789	24,557	20,933	
February	44,525	22,026	26,343	33,691	19,449	28,873	
March	31,250	35,483	29,584	38,079	30,000	43,509	
April	32,412	33,357	37,082	31,134	31,457	32,646	
May	26,804	41,911	32,983	31,652	38,995	32,528	
June	39,925	35,306	28,536	33,504	64,722	27,409	
July	29,433	27,323	27,493	31,633	14,243	26,110	
August	29,228	21,522	21,373	27,557	21,025	21,497	
September	32,942	26,928	24,611	27,715	17,535	24,182	
October	32,809	29,048	28,870	29,881	17,608	25,247	
November	30,002	26,968	22,625	26,234	10,738	19,311	
December	24,294	21,509	19,540	22,260	19,932	18,152	

**Sasaram Railway Station (Eastern Railway).
Goods.**

Months.	Inward (In quintals).			Outward (In quintals).		
	1	2	3	4	5	6
January	20,308	20,496	13,828	58,600	14,566	17,352
February	19,375	12,608	16,479	5,732	18,132	14,776
March	18,660	12,295	6,094	8,199	21,015	17,079
April ..	15,505	12,733	10,405	9,924	13,260	17,220
May ..	16,320	15,034	10,134	1,052	18,454	7,613
June	17,526	18,256	14,266	98,990	12,704	12,922
July ..	15,825	16,998	20,452	96,595	13,617	12,734
August	13,900	23,797	14,038	5,357	17,180	1,643
September	7,542	13,850	23,704	4,944	2,810	2,725
October	68,701	21,792	N.A.	2,390	4,561	N.A.
November	7,110	17,465	N.A.	3,698	2,662	N.A.
December	10,311	20,136	N.A.	5,214	5,625	N.A.

**Dehri-on-Sone Railway Station (Eastern Railway).
Passengers.**

Months.	Inward.			Outward.		
	1	2	3	4	5	6
January	48,074	38,974	45,342	30,511	49,458	59,551
February	46,872	37,726	49,152	59,650	45,510	58,746
March	47,406	58,490	48,841	64,349	74,156	68,879
April	48,117	57,045	54,456	65,748	67,785	62,078
May ..	51,922	62,571	60,676	70,369	80,121	79,640
June	51,208	51,186	62,121	74,613	74,430	73,336
July ..	44,138	47,270	42,702	71,269	61,658	57,609
August	42,526	36,251	45,686	56,005	48,343	50,309
September	60,046	47,429	50,770	62,159	61,853	62,503
October	48,249	48,928	55,038	65,063	59,108	61,808
November	45,224	51,377	45,085	57,465	56,786	53,451
December	42,134	44,559	46,199	50,246	45,844	52,705

Dehri-on-Sone Railway Station (Eastern Railway).
Goods.

Months.	Inward (In quintals).				Outward (In quintals).			
	1	2	3	4	5	6	7	
January	1,98,737	2,92,396	4,34,887	3,50,297	2,42,252	3,65,952		
February	13,21,764	5,85,554	5,97,332	3,47,832	3,01,557	4,52,571		
March	5,66,946	6,11,350	8,25,531	4,03,945	3,97,432	5,19,968		
April	5,12,724	2,09,162	2,18,721	1,98,794	4,56,481	4,29,565		
May ..	5,45,982	4,64,373	4,85,284	4,04,230	3,92,224	4,59,814		
June	3,81,321	3,87,304	6,12,008	2,56,735	2,99,873	4,26,852		
July ..	2,86,291	3,42,659	4,25,668	3,42,671	3,46,942	2,83,050		
August	4,36,929	4,31,082	8,32,871	4,23,405	3,75,206	3,81,398		
September	5,05,506	4,31,053	4,25,973	5,02,913	3,78,809	3,44,475		
October	5,67,462	4,04,694	3,23,864	4,80,976	5,37,041	4,71,965		
November	4,57,085	3,09,038	4,53,063	3,32,608	3,74,477	4,47,925		
December	4,14,083	8,15,966	3,52,383	4,54,889	4,23,965	5,18,568		

Dalmianagar Eastern Railway Siding.
Goods.

Months.	Inward (In quintals).				Outward (In quintals).			
	1	2	3	4	5	6	7	
January	1,98,737	2,92,396	4,34,887	3,50,297	2,42,252	3,65,952		
February	13,21,764	5,85,554	5,97,332	3,47,832	3,01,557	4,52,571		
March	5,66,946	6,11,350	8,25,531	4,03,945	3,97,432	5,19,968		
April	5,12,724	2,09,162	2,18,721	1,98,794	4,56,481	4,29,565		
May ..	5,45,982	4,64,373	4,85,284	4,04,230	3,92,224	4,59,814		
June	3,81,321	3,87,304	6,12,008	2,56,735	2,99,873	4,26,852		
July ..	2,86,291	3,42,659	4,25,668	3,42,671	3,46,941	2,83,050		
August	4,36,929	4,31,082	8,32,871	4,23,405	3,75,206	3,81,398		
September	5,05,506	4,31,053	4,25,973	5,02,913	3,78,809	3,44,475		
October	5,67,462	4,04,694	3,23,864	4,80,976	5,37,041	4,71,965		
November	4,57,085	3,09,038	4,53,063	3,32,608	3,74,477	4,47,925		
December	4,14,083	8,15,966	3,52,383	4,54,889	4,23,965	5,18,568		

Arrah Sasaram Light Railway.

The Arrah-Sasaram Light Railway line was constructed from Arrah to Sasaram connecting Arrah station of the Eastern Railway on the main line and Sasaram on the Grand Chord Line. The line was constructed under the order of Arrah-Sasaram Tramway Company published under the Bengal Government notification no. 39-R of the 12th October 1909 and with the agreement, dated the 15th October 1909 between the District Board of Shahabad and Messrs. Martin and Company (now Messrs. Martin Burn, Limited of Calcutta). The District Board guarantees to supplement the net earnings by annual subsidy as may be necessary to allow the Company to pay a dividend of 4 per cent and any profit in excess of 4 per cent were to be equally divided between the Board and the Company.

The line is constructed of 2 feet 6 inches in guage with a length of 65 miles of which 61 miles are open for passenger traffic from Arrah to Sasaram and its extension to Tarachandi which is four miles from Sasaram, is primarily meant for tapping stone metal from Tarachandi quarries.

The line between Arrah and Sasaram was opened in the month of March, 1911 and the extension to Tarachandi in the month of November, 1914. The railway runs parallel with the Arrah-Sasaram Road.

There are sixteen stations on the railway, viz., Arrah, Udwan-nagar, Kasap, Garhani, Semraon, Charpokhari, Dhanauti, Piro, Nonar, Hasan Bazar, Bikramganj, Ghusiyakalan, Sajhauli, Garh Nokha, Karadih and Sasaram.

This railway passes through an area which is the largest rice-producing area in South Bihar and supplier of foodgrains to North Bihar. The importance of the line is further enhanced by a number of *melas* held near different stations of this railway. The most important *mela* is held at Gupta Mahadeo Temple at a distance of 24 miles from Sasaram. It is held on *Basant Panchami* day every year and is attended by about 10 thousand people.

Near Sajhauli Station Ghinawar *Brahm melas* are held in the months of *Chaitra* and *Kartik* every year and is attended by about five thousand people from South Shahabad and Gaya districts. A large fair lasting nearly a month is held near Surajpura at about four miles distance from Bikramganj Station of this railway. This *mela* is held near Jakhini Bhawani temple and attracts a large number of traders.

On the occasion of *Chhat* there is a considerable movement of passenger traffic over this railway to Palmerganj in Gaya district via Sasaram.

On the occasions of these *melas* the railway runs special trains.

The goods traffic consists mainly of (i) stone ballast, stone-chips, (ii) rice, paddy and wheat from nearly all the stations of this railway specially from Garh Nokha which has some eight rice mills, (iii) sugarcane to feed the sugar mills at Bihta and Dalmianagar and (iv) Linseed for export.

The inward goods traffic consists mainly of (i) coal, (ii) kerosene oil, (iii) oil-cake, (iv) manure of all kinds, (v) timber, (vi) cement, (vii) stone-chips and stone-ballast from Gaya and (viii) salt.

The figures for passengers and goods traffic and the gross earning of this railway are given below:—

Year.			Number of passengers.	Volume of goods traffic. (In maunds).	Gross earnings (In rupees).
1920-21	..	..	5,26,609	10,49,470	2,89,000
1930-31	..	..	6,48,602	13,76,491	4,17,530
1940-41	..	..	6,35,355	17,18,360	4,54,897
1950-51	..	..	18,66,470	20,18,000	15,59,961
1960-61	..	..	22,74,609	11,28,360	19,57,439
1961-62	..	..	21,70,216	12,46,000	19,87,689
1962-63	..	..	22,13,266	12,03,000	19,93,915

These figures show that though there has been an increase in the gross earnings of the railway, there has been a decline in the volume of goods traffic which has fallen by about 40 per cent and is now nearly on the same level as it was 40 years ago. This is evidently due to the fact that the Arrah-Sasaram Road with its truck traffic has become a strong competitor to this railway. But there has been a phenomenal increase in the number of passengers carried by this railway. The increase at present is about 400 per cent over what it was 40 years ago, for the railway is the quicker, safer and cheaper means of transport than other means.

Dehri-Rohtas Light Railway.

The Dehri-Rohtas Light Railway was opened in 1909 from Dehri-on-Sone to Rohtas a distance of 38.08 kilometres. This was done under the Bengal Government notification no. 24-R., dated 10th November 1908. It was constructed as a 2'6" gauge line and

ran along the District Board road running from Dehri-on-Sone to Rohtas for which Messrs. Octavius Steel and Company entered into direct relationship with the District Board by an agreement dated 4th June 1909. By another agreement, dated 20th December 1924, between the District Board of Shahabad and the Company, the railway extended from Rohtas Station to Akbarpur (Rohtas Fort) Station. But the railway line at Rohtas was washed away after some time by flood. So the railway continued to run from Dehri-on-Sone to Rohtas only up to 1958. After the construction of a bridge on river Osani between Rohtas and Rohtas Fort and under an agreement, dated the 30th June 1954, between the Light Railway and Messrs. Rohtas Industries Limited, a private siding for Rohtas Industries Limited, was constructed from Rohtas to Tiura Pipradih at a distance of 28.26 kilometres. Under a further agreement with the Rohtas Industries Limited this siding was opened for passenger traffic as well in 1958. The total distance served by this railway now extends to 66.34 kilometres as against 38.8 kilometres prior to 1958. This railway was purchased by Messrs. Sahu Jain Limited from Messrs. Octavius Steel Company Limited in 1941.

There are sixteen railway stations on this railway, viz., Dehri-on-Sone, Dehri City, Badiha Shankerpuri, Indrapuri, Tilouthu Bazar, Tilouthu, Ramdhira-on-Sone, Tumba, Banjari, Rohtas, Rohtas Fort, Baulia Road, Mahadeopuri Bhadara, Nimhat, Nauhatta Road and Tiura Pipradih.

This railway passes through an area which produces chiefly minerals for carrying which the railway was primarily meant. At the moment this Light Railway also carries a quantity of forest produce, particularly bamboos to Dehri. Some vegetables, seasonal sugarcane and merchandise goods are also carried by it. The chief inward goods traffic consists of coal from Jharia coalfields, gypsum from Rajasthan and mercantile and consumers' goods from various places. The outward traffic consists mainly of cement, limestone, lime and laterite.

The figures for passengers and goods traffic and the gross earnings of this railway are given below:—

Year.				Number of passengers.	Volume of goods traffic in tonnage.	Gross earnings in rupees.
1944	..	..	..	1,70,963	2,96,309	4,94,254
1949	..	..	..	2,64,505	2,09,373	8,27,695
1954	..	..	..	3,50,171	5,92,600	20,60,479
1959	..	..	..	3,27,609	8,96,128	39,97,620
1962	..	..	..	5,28,636	9,54,736	52,03,831

These figures show that there has been an all round increase in passenger and goods traffic as well as in gross earnings of the railway.

The area that this Light Railway serves is going to play a role of increasing importance in the near future. There will be more and more exploitation of the mineral resources of this area and it is quite clear that this light railway will have to be further developed. A broad gauge double line railway system is very much needed. It will also be necessary with more industrialisation to have an electric railway system. Development of Bokaro needs more exploitation of minerals of this area.

Rail-road competition and regulation of transport.

In this district roads run parallel to all the railway lines. The Arrah-Buxar Road with its extension to the east and to the west runs parallel to the main line of the Eastern Railway throughout its length in this district. The Arrah-Sasaram Road is parallel to Arrah-Sasaram Light Railway and hugs it. The Grand Trunk Road runs parallel to the Grand Chord Line of the Eastern Railway throughout its whole length in this district. The Dehri-Rohtas Road runs parallel to the Dehri Rohtas Light Railway. All these roadways carry vast number of trucks which compete with the railways in the carriage of goods. The main difficulty with the railways is that there is an inordinate delay in the booking of goods in the railways. Moreover, the time taken in the actual transport of goods by the railways after being loaded in wagons is sometimes greater than that taken by the trucks. Then comes the tedious process of taking delivery of the goods and transport of these goods to their destination by road after being taken delivery from the railway station. Trucks load goods at the point of despatch and carry them direct to their destination as far as possible. Thus the roads stand as serious competitors to the railways in matters of goods traffic. It is generally, when goods to be carried are bulky or for long distances which trucks are not able to handle then the railways are utilised for transport. Then there are certain specific items such as answer books of examinees, petroleum and kerosene oil in bulk and molasses that are carried by the railways. Fish, livestock, vegetables, fruits and other perishable goods are sent both by trucks and railways. There are a number of regular long distance truck services with headquarters in Calcutta and Delhi that will transport any consignment to the destination within a week or so.

On the Main and Grand Chord lines of the Eastern Railway as well as on the roads running parallel to them, the traffic is very heavy. The trains as well as the buses run overcrowded so practically there is no competition between the railways and the buses on these routes. Rather it appears absolutely necessary in the interest of passengers that the number of trains and bus services should be

increased if possible so that passengers may not have to travel on foot-board of the trains or get overcrowded in the buses. There seems to be some competition between the Arrah-Sasaram Light Railway and the buses and trucks plying on the road running parallel to the railway. Realising this the State Government have issued a circular* ordering,

“(i) Permits for goods vehicles may be granted by the Transport authorities on the route Arrah-Sasaram which runs parallel to the Light Railway with the specific condition (which should be noted in the permit itself) that the permit holder shall not load or unload goods anywhere within five miles on either side of Arrah Sasaram road

.....
 (iii) No additional buses should be allowed to ply on Arrah-Sasaram routes”

Besides the regular buses which carry passengers legally, trucks, chassis and new cars pick up passengers illegally on the way and this requires strict checking.

There is ample scope for both the railways and the roadways to handle traffic, goods and passengers. The overcrowding of the passenger trains and buses in the zones where both systems run indicate that there is ample room for expansion of both the systems and the possibility of healthy competition.

WATERWAYS AND FERRIES.

The Ganga which passes along the northern border of this district from west to east is navigable throughout the year by steamers and large and small country boats. This river was used for commercial purpose since the earliest time and hence a large number of important towns grew up on its banks and Buxar is one of them. The last *District Gazetteer of Shahabad* (1924) mentions:—

“The Ganges is navigable throughout the year; and a steamer service for passengers and goods traffic plies as far as Buxar. Of the other rivers the Karamnasa, the Durgauti and the Shuara are navigable only during the rainy season. Boats of fifty maunds burden sail up the Karamnasa to the confluence of the Durgauti; on the latter river boats can sail up-stream for about fifty miles; and on the Shuara boats of a hundred maunds burden ply up to the foot of the hills, where extensive lime quarries are worked. The Kao or Dhoba is only

* No. P2-268/63-T.—2815 of Political (General and Transport) Department, Transport Branch.

navigable for a short distance from its junction with the Ganges. Navigation on the Son is intermittent and of little commercial importance; in the dry season the small depth of water prevents boats of more than twenty maunds proceeding up-stream, while the violent floods in the rains equally deter large boats though boats of five or six hundred maunds occasionally sail up. The main canals of the Son irrigation system are navigable, 123 miles of canals being now open to navigation; and a bi-weekly service of steamers runs from Dehri to Arrah. The canal-borne traffic used to be considerable, but has suffered greatly from competition with the Mughalsarai-Gaya Railway. This line attracts the traffic that was formerly sent along the canals and the steamer service which formerly ran along the Buxar canal had to be abandoned in 1901. The river and canal traffic is almost entirely carried on by means of country boats, some having a capacity of as much as a thousand maunds.”*

Except for the steamer traffic on the Ganga, the observations regarding water communication quoted in the last District Gazetteer of Shahabad (1924) still hold good. There used to be a regular steamer service of the I. G. N. and R. S. N. Companies Limited between Buxar and Calcutta and passengers and merchandise used to be transported to the various steamer stations in Assam, Bengal, Bihar and U. P. But in 1957 the Company closed down the steamer service on the ground that it had ceased to be an economic proposition. The closure of this regular steamer service was a great blow to both passenger and goods traffic to and from this district. But now a fresh steamer service called Ganga-Brahmaputra Water Board Transport has been started. This Board opened a steamer station at Buxar in 1960 to transport goods of all kinds up to Rajmahal. Only one weekly steamer plies up and down from Buxar to Rajmahal. This service used to touch *Sinha Ghat* near Arrah town also but this station ceased to function due to non-availability of goods. Cattle and passenger traffic is not allowed on this steamer service. The main exports and imports of the Buxar ghat are as follows:—

Exports—Rice, Gram, Paddy, Pulses.

Imports—Castor oil, wooden articles and empty gunny bags.

The average goods traffic on this ghat is about 3,000 to 4,000 maunds per trip. The Ganga-Brahmaputra Water Board Transport Service is rather a poor substitute for the previous daily steamer service of the I. G. N. and the R. S. N. Companies Limited, which used to carry passengers and live-stock as well.

* *District Gazetteer of Shahabad* (1924), pages 117-118.

The details of ferries maintained by the District Board, Shahabad and the Revenue Department are given in the following lists:—

Ferries under the District Board, Shahabad.

Serial no.	Name of the ferries.	Description.
1	Lachhuman Chapra comprising of 3 ferries, viz., Mahuli, Sheopur, and Dokti.	These ferries are on the Ganga and are leased every year by the District Board. The lessee provides the boats.
2	Telpa—Ekauna ..	A joint ferry between District Board, Shahabad and Chapra Municipality settled alternately by each other. The ferry is on the Ganga. The lessee provides the boat.
3	Koilwar—Suraundha ..	The ferry is on the Sone and leased by the District Board, Shahabad every year. The lessee provides the boat.
4	Bahiara	Ditto.
5	Panduri (Labadna) ..	Ditto.
6	Darihat	Ditto.
7	Tilouthoo	Ditto.
8	Kaithi	Ditto.
9	Dehri	Ditto.
10	Bandu	Ditto.
11	Nasriganj	The ferry is on the Sone. It is under the control and management of the Daudnagar Municipality of Gaya district.
12	Kakrait	The ferry is on the river Karamnasa. The lessee provides the boat.
13	Jahanabad	The ferry is on the river Durgauti. It is leased every year by the District Board. The lessee provides the boats.

Serial no.	Name of the ferries.	Description.
14	Kochani	The ferry is on the river Kochani in Buxar Subdivision on Dhansoin-Manoharpur Road. It is leased every year by the District Board. The lessee provides the boats.
15	Gaura Nullah	The ferry is on a nallah near Gaura village in Sadar Subdivision on Jugdishpur-Lalganj ghat road. It is leased every year by the District Board. The lessee has to provide boats.
16	Sinha	The ferry is on the river Ganga. It is leased every year by the District Board. The lessee provides boats.

Ferries controlled by the Revenue Department directly.

Serial no.	Name of the ferry.	Name of the river where ghat is situated.	Name of the village where ghat is situated.	Name of the Anchal.	Subdivision.
1	2	3	4	5	6
1	Parasi ghat ..	.. Sone	Parasi ..	Nasriganj	Sasaram.
2	Jamalpur ghat ..	.. Do.	.. Jamalpur ..	Ditto ..	Ditto.
3	Mahadeva ghat ..	.. Do.	.. Mahadeva ..	Ditto ..	Ditto.
4	Mangraon ghat ..	.. Do.	.. Mangraon	Ditto ..	Ditto.
5	Kaithi ghat ..	.. Do.	.. Kaithi ..	Ditto ..	Ditto.
6	Chhitratar ghat ..	.. Kudra	Chhitratar	Chenari	Ditto.
7	Tenua ghat ..	.. Durgauti	Baniadih	Ditto	Ditto.
8	Chakar ghat ..	.. Ditto	Banauli	Ditto	Ditto.
9	Bhadesa ghat ..	.. Sone	Bhadesa	Rohtas	Ditto.
10	Samahuta ghat ..	.. Do.	Samahuta	Ditto	Ditto.
11	Jamuon ghat ..	.. Do.	Nawadih Jamuon.	Ditto	Ditto.
12	Akbarpur ghat ..	.. Do.	Akbarpur	Ditto	Ditto.
13	Osni ghat ..	.. Do.	Ditto	Ditto	Ditto.
14	Kasigaon ghat ..	.. Do.	Kasigaon	Ditto	Ditto.
15	Tumba ghat ..	.. Do.	Tumba	Ditto	Ditto.
16	Danwar ..	.. Do.	Danwar	Bikramganj	Ditto.
17	Jadunathpur ..	.. Do.	Jadunathpur	Rohtas	Ditto.
18	Nawadih ghat ..	.. Do.	Nawadih	Ditto	Ditto.
19	Purcha ghat ..	.. Do.	Purcha	Ditto.	Ditto.

Serial no.	Name of the ferry.	Name of the river where ghat is situated.	Name of the village where ghat is situated.	Name of the Anchal.	Subdivision.
1	2	3	4	5	6
20	Pararia ghat	.. Sone	Pararia	Rohtas	Sasaram.
21	Tiura ghat ..	.. Do.	Tiura	Ditto	Ditto.
22	Nauhatta ghat	.. Do.	Nauhatta	Ditto	Ditto.
23	Uli ghat ..	.. Do.	Uli	.. Ditto	Ditto.
24	Daranagar ghat	.. Do.	Daranagar	Ditto	Ditto.
25	Antidih ghat	.. Karamnasa	Antidih	Ramgarh	Bhabua.
26	Sarai ghat ..	.. Ditto	Sarai	Ditto	Ditto.
27	Nonar ghat..	.. Ditto	Nonar	Ditto	Ditto.
28	Panjraon ghat	.. Dharmawati	Panjraon	Ditto	Ditto.
29	Barra ghat	.. Karamnasa	Baraura	Ditto	Ditto.
30	Sihani ghat..	.. Ditto	Parainpur	Ditto	Ditto.
31	Akarhi ghat	.. Durgawati	Oreadih-Akarhi	Ditto	Ditto.
32	Chhotabarahi ghat	.. Karamnasa	Chhotabarahi	Ditto	Ditto.
33	Akhani ghat	.. Ditto	Akhani	Ditto	Ditto.
34	Kariram ghat	.. Ditto	Kariram	Ditto	Ditto.
35	Sabra ghat	.. Durgauti	Sabra	Bhabua	Ditto.
36	Nimej ghat	.. Dharmawati	Nimej	.. Brahampur	Buxar.
37	Bhariai ghat	.. Ditto	Bhariai	Ditto	Ditto.
38	Garhatta ghat	.. Ditto	Garhatta Kalan	Ditto	Ditto.
39	Kothiya ghat	.. Ditto	Kothiya Dhandha.	Ditto	Ditto.
40	Itarhi ghat	.. Thora	Itarhi	.. Itarhi	Ditto.
41	Saraiya ghat	.. Do.	Saraiya	Ditto	Ditto.
42	Siktauna ghat	.. Do.	Siktauna	Ditto	Ditto.
43	Sant ghat	.. Do.	Sant	.. Ditto	Ditto.
44	Nauratan ghat	.. Bhojpur Dah.	Bhojpur Jadid	Dumraon	Ditto.
45	Sinha ghat ..	.. Ganga	Sinha	.. Barhara	Sadar.
46	Alakhitola ghat	.. Do.	Nathmalpur	Ditto	Do.
47	Keshopur ghat	.. Do.	Ditto	Ditto	Do.
48	Gangi ghat	.. Gangi	Arrah	.. Arrah	Do.

The lessees of these ferries provide boats at the respective *ghats* leased out to them.

At Ramrekha Ghat in Buxar town there is a pontoon bridge connecting Ram Rekha Ghat with Ujjiar Ghat in Ballia district of Uttar Pradesh. The bridge is under the control of Uttar Pradesh Government. The bridge functions from October to June only. The average daily traffic on this bridge is about 1,000 passengers, 25 bullock-carts and 12 cars. The bridge is about $3\frac{1}{2}$ furlongs long and is well maintained.

Between June and September the crossing is made by a steamer launch provided by the Uttar Pradesh Government.

TRANSPORT BY AIR.

Shahabad is not on the air route of any scheduled flight. There are four small landing grounds maintained by the Public Works Department at village Majhauan near Arrah, Buxar, Bhabua and Salia village near Dehri. The air strips are used by smaller planes, private or State.

Private aeroplanes are allowed to use the landing ground on payment of charges leviable under the rules framed in 1952. These landing grounds are serviceable only in fair-weather.

ROPEWAY.

There is only one ropeway owned by the Japla Cement Factory of Palamau District operating in the Baulia Quarries of the district of Shahabad. It is a private ropeway for carrying lime stones from Baulia Quarries to Japla Cement Factory. The length of the ropeway is about 8 miles.

DAK BUNGALOWS, INSPECTION BUNGALOWS AND REST HOUSES.

The rest houses maintained by the Public Works Department, District Board, Canal Department and Forest Department are shown in the tables that follow. They are available to the Government officials and non-officials on certain fixed charges. The number of tourists has gone up tremendously. In the holidays a large number of motorists from different parts of the country visit these areas. The rest houses available are inadequate. They are furnished and at some of them cooks are available. Hoteliering has to be developed yet. There are no standard hotels even at Arrah the district headquarters. But hotels are of poor standard in almost all towns of the district and their charges are high. There are *Dharamshalas* also at Arrah, Buxar, Sasaram, Bhabua, and Dehri-on-Sone and some other places. But stay at the *Dharamshalas* is allowed free for 2 or 3 days but the comforts are practically nil.

The accommodation now available to the public is extremely inadequate particularly at Arrah, Buxar, Sasaram, Bhabua and Dehri-on-Sone.

The district has got excellent prospects for development of tourism. There are a number of places of attraction from various points of view like Shershah Tomb at Sasaram, Dehri-on-Sone, Dalmianagar, Indrapuri, Amjhore, Banjari, Karakatgarh, etc. There are some very attractive waterfalls in the midst of beauty spots. During the rainy season some of the hills near Sasaram attract hundreds of visitors and some of them could be developed to attract the tourists. Shooting of wild animals in certain forest spots with permission could also be a tourists' attraction. Big games are available. The district headquarters Arrah and the industrial town like Dehri-on-Sone are well connected with Patna, Ranchi, Varanasi, etc., and hundreds of motorists usually pass through these areas in the holidays. There are no Youth hostels or cheap places for comfortable stay anywhere in the district excepting the inspection and dakbungalows which are usually crowded by Government servants and not easily available to the public. The statement below gives the list of rest houses available within the district:—

Serial no.	Name of the Bungalow.	Classification.	Location.
<i>State Government Bungalow.</i>			
1	Circuit House	Circuit House	Katira Road, Arrah.
<i>P. W. D. Bungalows.</i>			
1	Buxar Inspection Bungalow.	Inspection Bungalow	In Buxar town.
2	Rest shed at Arrah	Rest shed	Station Road, Arrah.
3	Dehri	Inspection Bungalow	On 338th mile of Grand Trunk Road at Dehri.
4	Sasaram	Ditto	On 35th mile of Grand Trunk Road at Sasaram.
5	Kudra	Ditto	On 364th mile of Grand Trunk Road at Kudra.
6	Durgauti	Ditto	On 387th mile of Grand Trunk Road at Durgauti.
7	Bhabua	Rest shed	In Bhabua town.
	Banjari	Ditto	On Telkap-Banjari Road at Banjari.
9	Rohtas	Inspection Bungalow	At Rohtas Fort.
<i>District Board Bungalows.</i>			
1	Dumraon	Inspection Bungalow	On 35th mile of Arrah-Chousa Road.
2	Bhabua	Ditto	On 13th mile of Jahanabad-Chainpur Road.
3	Mohania	Ditto	On 1st mile of Mohania-Bhabua Road.
4	Akbarpur	Ditto	On 9th mile of Koilwar-Akbarpur Road.

Serial no.	Name of the Bungalow.	Classification.	Location.
5	Nasriganj	.. Inspection Bungalow	On 53rd mile of Koilwar-Akbarpur Road.
6	Barhampur..	.. Ditto	.. On 2nd mile of Raghunathpur-Nainijore Road.
7	Bikramganj	.. Ditto	.. On 1st mile of Bikramganj-Mohania Road.
8	Kochus ..	.. Ditto	.. On 22nd mile of Bikramganj-Mohania Road.
9	Kawai ..	.. Ditto	.. On 17th mile of Dumraon-Nasriganj Road.
10	Chenari ..	.. Ditto	.. On 10th mile of Jahanabad-Malhipur Road.
11	Chand ..	.. Ditto	.. On 7th mile of Chainpur-Chand Road.
12	Tilouthu ..	.. Ditto	.. On 77th mile of Koilwar-Akbarpur Road.
13	Saraiya ..	.. Ditto	.. On 8th mile of Dumraon-Nasriganj Road.
14	Garhani ..	.. Ditto	.. On 13th mile of Arrah-Sasaram Road.
15	Parsathua ..	.. Ditto	.. On 29th mile of Bikramganj-Mohania Road.
16	Karar ..	.. Ditto	.. On 17th mile of Rajghat Karar Road.
17	Adhaura ..	.. Ditto	.. On 29th mile of Karar-Adhaura Road.
18	Nokha ..	.. Rest shed	.. On 48th mile of Arrah-Sasaram Road.
19	Bihea ..	.. Ditto	.. One furlong from Bihea-Railway Station.
20	Piro ..	.. Ditto	.. On 25th mile of Arrah-Sasaram Road.
21	Khaira	.. Ditto	.. On 29th mile of Koilwar-Akbarpur Road.
22	Arrah ..	.. Dak Bungalow	.. On Arrah Station-Gopali Chowk Road.
23	Sasaram ..	.. Ditto	.. At Sasaram town
24	Buxar ..	.. Ditto	.. At Buxar town.

Serial no.	Name of the Bungalow.	Classification.	Location.
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Canal Bungalows.

1	Piro	..	..	Inspection Bungalow	Piro.
2	Jamrore	..	..	Ditto	.. Jamrore.
3	Pakri	..	..	Ditto	.. Pakri.
4	Ramnagar	..	..	Ditto	.. Ramnagar.
5	Chounri	..	..	Ditto	.. Chounri.
6	Baligaon	..	..	Ditto	.. Baligaon.
7	Lahijore	..	..	Ditto	.. Lahijore.
8	Chandi	..	..	Ditto	.. Chandi.
9	Danwar	..	..	Ditto	.. Dangar.
10	Harpur	..	..	Ditto	.. Harpur.
11	Sandesh	..	..	Ditto	.. Sandesh.
12	Chibilia	..	..	Ditto	.. Chibilia.
13	Nasriganj	..	..	Ditto	.. Nasriganj.
14	Jaseri	..	..	Ditto	.. Jaseri.
15	Koath	..	..	Ditto	.. Koath.
16	Siddhipur	..	..	Ditto	.. Siddhipur.
17	Akalupur	..	..	Ditto	.. Akalupur.
18	Raghunathpur	..	..	Ditto	.. Raghunathpur.
19	Agiaon	..	..	Ditto	.. Agiaon.
20	Jamrore	..	..	Ditto	.. Jamrore.
21	Jainagra	..	..	Ditto	.. Jainagra.
22	Araila	..	..	Ditto	.. Araila.
23	Nokha	..	..	Ditto	.. Nokha.
24	Gunsej	..	..	Ditto	.. Gunsej.
25	Sikroul	..	..	Ditto	.. Sikroul.
26	Pasahara	..	..	Ditto	.. Pasahara.
27	Saisar	..	..	Ditto	.. Saisar.
28	Basecan	..	..	Ditto	.. Basecan.

Serial no.	Name of the Bungalow.	Classification.	Location.
29	Dhangain	Inspection Bungalow	Dhangain.
30	Rampur	Ditto ..	Rampur.
31	Baghaila	Ditto ..	Baghaila.
32	Dumraon	Rest shed ..	Dumraon.
33	Lathan	Ditto ..	Lathan.
34	Semraon	Ditto ..	Semraon.
35	Bihea	Ditto ..	Bihea.
36	Karath	Ditto ..	Karath.
37	Durgadih	Ditto ..	Durgadih.
38	Moranpur	Ditto ..	Moranpur.
39	Ragia	Ditto ..	Ragia.
40	Warsi	Ditto ..	Warsi.

Forest Bungalows.

1	Karketgarh	Rest shed ..	On 12th mile of Kalyanpur-Kamaharia Road.
2	Rehal	Ditto ..	On 14th mile of Samhauta-Adhaura Road.
3	Dhobahar	Ditto ..	On 5th mile of Tarachandi-Budhua Road.
4	Chutia	Ditto ..	On 16th mile of Akbarpur-Garadag Road.

POSTAL COMMUNICATION.

The Superintendent of Post Offices with headquarters at Arrah is the head of the Postal Department, which is under a Central Ministry. The Superintendent of Post Offices, Shahabad Postal Division, is assisted by five Inspectors, the headquarters of the three Inspectors is at Arrah and of the two Inspectors is at Sasaram and Dalmianagar respectively. Besides them there is one complainant Inspector whose headquarters is at Arrah. The total length of the Postal Communication in 1963 is 1,958 Kilometres in the district distributed as follows:—By Railways—342 Kilometers. By Motor buses—16 Kilometres, By Horse drawn *ekka*—10 Kilometres, By Cycle-runners—501 Kilometres, By Foot runners—1,089 Kilometres.

Arrah and Sasaram are the two Head Post Offices in Shahabad Postal Division. There are 78 sub-post offices and 499 branch post offices. Arrah Head Post Office has sub-post offices at the following places:—Agiaon, Arrah Chowk, Arrah Nawadah, Barhampur, Barhara, Benwalia, Bihea, Buxar, Buxar Gajadhargang, Buxar Jail, Chandwa, Chausa, Dhamar, Dumraon, Dumri, Garhani, H. D. Jain College, Hasanbazar, Hitwarajpur, Itarhi, Jagdishpur, Kasap, Kayamnagar, Koilwar, Murar, Piro, Raghunathpur, Shahabad District Board, Shahpurpatti, Sheoganj, Simri, Sinha, Sohniipatti, Umraoganj, Sirpalpur, Jitaura, Nawanagar, Naya Mohammadpur,

Noaon, Sahar, Haryana Cattle Farm, Lauhar Farna, M. V. Mahavidyalaya, Narhi Chandi and Waliganj, Banjari, Baulia, Bhabua, Bikramganj, Chainpur, Chenari, Dalmianagar, Darihat, Dehri-on-Sone, Dehri R. S., Denara, Durgauati, Garh Nokha, Hatta, Indrapuri, Karaghar, Koath, Kochas, Kudra, Kudrabazar, Meari Bazar, Mohania, Nasrignj, Natwar, Rajpur, Rohtas, Sasaram Bazar, Sasaram Local Board, Surajpura, Tilouthu, Akorhi Bazar, Sanjhauli and Sheo Sagar are under Sasaram Head Post Office.

The 499 branch post offices are located at villages. They serve the neighbouring villages also. Some of the branch post offices are located where there are police-stations and block offices.

In all the post offices including branch post offices ordinary postal work including money-orders but excepting Savings Bank transactions are conducted. All the sub-post offices conduct savings bank business work. National Savings Certificates are not sold at any extra Departmental sub-offices.

870 villages have got two deliveries in a week and 799 villages have got three deliveries in a week. Many of the villages do not get more than one delivery in a week. But bigger and important villages have got daily delivery in the district. Efforts are being made to open a post-office in every village having a population of 2,000 persons or more and also to give postal facilities at every five miles.

The following statistics indicate the average weekly postal business done in 1961-62 and 1962-63:—

	1961-62.	1962-63.
(1) Average weekly number of articles delivered.	16,342	17,810
(2) Average weekly number of Money-orders issued.	2,141	3,192
(3) Average weekly number of Money orders paid.	6,550	7,884
(4) Average weekly number of Savings Bank Deposits.	1,337	2,421
(5) Average weekly number of Savings Bank withdrawals.	878	910
(6) Average number of National Savings Certificates issued.	299	423
(7) Average number of National Savings Certificates discharged.	52	61

TELEGRAPHS AND TELEPHONES.

There are 70 Postal Telegraph Offices from where telegrams can be sent and received in the district. They are viz., Agiaon, Arrah Chowk, Arrah Nawadah, Brahampur, Barhwara, Benwalia, Bihea, Buxar, Buxar Gajadharganj, Chandwa, Chausa, Dumraon, Dumri, Garhani, Hasanbazar, Hitwarajpur, Itarhi, Jagdishpur, Koilwar, Murar, Piro, Raghunathpur, Shahpur Patti, Simri, Sinha, Nawanagar, Noaon, Sahar, Banjari, Bhabua, Bikramganj, Chainpur, Chenari, Dalmianagar, Dehri-on-Sone, Dimra, Durgauti, Garhnokha, Hatta, Indrapuri, Karaghar, Koath, Kochas, Kudra, Mohania, Nasriganj, Natwar, Rohtas, Sasaram Bazar, Surajpura, Tilouthu, purchor, Darauli, Adhaura, Bhagwanpur, Ramgarh and Kalyanpur. Danwar, Bihta, English, Tarari, Barkagaon, Karath, Dawath, Rairpurchor, Darauli, Adhaura, Bhagwanpur, Ramgarh and Kalyanpur.

For easy and quick communication for Government, businessmen and public there are 11 Telephone Exchanges in the district. The details of the different Exchanges functioning in the district are given below:—

Name of the Telephone Exchange.	Type.	Capacity.	Working connections.
		lines.	
1. Koilwar ..	Small Automatic Exchange	25	4
2. Arrah ..	Central Battery Manual System.	300	219+27 extensions.
3. Bikramganj ..	Small Automatic Exchange	25	13
4. Nokha ..	Ditto ..	25	12+1 extension.
5. Bihea ..	Ditto ..	25	13
6. Dumraon ..	Central Battery Manual System.	50	23+1 extension.
7. Buxar ..	Ditto ..	200	95+8 extensions.
8. Sasaram ..	Ditto ..	150	150+8 extensions.
9. Bhabua ..	Small Automatic Exchange	25	25+1 extension.
10. Mohania ..	Magnet System ..	50	22+1 extension.
11. Dalmianagar	Central Battery Manual System.	200	151+38 extensions.

The small Automatic Exchanges, viz., Koilwar, Bikramganj and Bihea are connected with Arrah. Telephone Exchange for trunk purposes at Nokha, Bhabua and Mohania are connected with Sasaram Telephone Exchange. The Arrah Telephone Exchange is going to be an Automatic Telephone Exchange very soon.

There are 50 public call offices in the district viz., Agiaon, Arrah Chowk, Arrah Nawadah, Barhampur, Barhara, Banwalia, Bihea, Buxar, Buxar Gajadharganj, Chandwa, Chausa, Dumraon, Dumri, Hasanbazar, Hitwarajpur, Itarhi, Jagdishpur, Kasap,

Koilwar, Murar, Piro, Raghunathpur, Shahpur Patti, Simri, Wali-ganj, Nawanagar, Naon, Sonar, Banjari, Bhabua, Bikramganj, Chenari, Dalmianagar, Dehri-on-Sone, Dinara, Durgauti, Garhnokha Hatta, Karaghar, Koath, Kudra, Mohania, Nasriganj, Natwar, Rohtas, Sasaram, Surajpura, Tilouthu, Sanjhauli and Sheosagar.

RADIO AND WIRELESS.

There is no broadcasting station in the district. People are getting radio-minded. In 1963 there were 7,927 licensed radios. The Public Relations Department had distributed 379 radio sets till 1963 in different rural areas specially to *punchayats*, libraries and schools.

The police have six wireless stations, viz., at Arrah, Buxar, Sasaram, Dehri Bihar Military Police Line, Dehri Police Office and Bhabua. They are meant for administrative purposes only.

ORGANISATIONS OF OWNERS AND EMPLOYEES IN THE FIELD OF TRANSPORT AND COMMUNICATIONS.

Shahabad district has no organisation of owners of means of communication. The employees, however, have their own organisation which are listed and detailed below to look after the interest of the employees in the field of transport and communication.

Serial no.	Name of the Union.	Registra- tion no.	Date of Registration.	Affiliation with Central organisation.
1	Bihar Light Railwaymen's Union, Light Railway Colony, Arrah, Shahabad.	58	5-9-1944	All-India Trade Union Congress.
2	Dehri-Rohtas Light Railway Employees' Union, P. O. Dalmia- nagar, Shahabad.	301	28-10-1948	Hind Mazdoor Sangh.
3	Rickshaw Mazdoor Union, Buxar, P. O. Buxar, Shahabad.	504	9-4-1951	
4	Martins Light Railway Employees' Union, Arrah, Shahabad.	839	23-10-1957	Hind Mazdoor Sangh
5	Eastern Railway Vending and Catering Workers' Union, Dehri- on-Sone, P. O. Dalmianagar, District Shahabad.	856	7-5-1958	
6	Eastern Railway Licensed Porters' Union, Dehri-on-Sone, Station Road, Dehri, P. O. Dalmianagar, District Shahabad.	865	27-9-1958	
7	Bihar Martins Light Railway Mazdoor Union Congress, Arrah, Shahabad.	888	27-2-1959	
8	Rickshaw Chalak Panchayat, Navaratan Bazar, P. O. Sasaram, District Shahabad.	1018	12-8-1961	
9	Rickshaw Mazdoor Union, Dumraon, P. O. Dumraon, District Shahabad.	1050	6-7-1962	