Treasuring the Past - Cherishing the Present

Kempegowda Bus Station
City's Proud Landmark

BANGALORE BUS STATION

KARNATAKA STATE ROAD TRANSPORT CORPORATION
Bengaluru Bus Station inaugurated by

Shri V.V. Giri
(President of India)

Shri G.S. Patak
(Governor of Mysore)

Presided:
Shri Virendra Patil
(Chief Minister of Mysore)

and

Shri Mohammed Ali
(Minister of Transport & Tourism
& Chairman, MSRTC)

Date: June 2, 1969
Kempegowda Bus Station
City’s Proud Landmark
I am happy to note that Karnataka State Road Transport Corporation has completed 60 years and is rendering incessant service to the people. It is a matter of great pride that, Nadaprabhu Kempegowda Bus Complex which is situated in the heart of the State’s Capital-Bengaluru has also completed 50 years in rendering ceaseless service. 

I congratulate Karnataka State Road Transport Corporation for bringing out a memorable publication on this occasion.

My warm regards to the Management and Staff of the esteemed Corporation and wish a great success in its future endeavours.

Thaawarchand Gehlot
Governor
Government of Karnataka
Message

I am immensely happy to note that **Karnataka State Road Transport Corporation** is celebrating its Diamond Jubilee and the Golden Jubilee of Kempegowda Bus Stand.

KSRTC is in the forefront of providing quality transport service. It is the lifeline of the rural as well as urban commuters across the state and the neighbouring states. It is commendable that the corporation has gained international attention by providing modern and efficient services.

Kempegowda Bus Stand, better known as Majestic Bus Stand is one of Bengaluru’s important landmarks. It is praiseworthy that the bus stand which is a significant part of the transport system is dedicated to the service of the people for the last 50 years.

It is apt that the corporation is bringing out a souvenir which will document the history of the KSRTC and Kempegowda Bus Stand which are both inseparable part of the State’s transport system. I wish that the souvenir will contain useful information about the most convenient, safe and reliable transport system and comes out beautifully well.

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**Basavaraj S. Bommai**  
Chief Minister  
Government of Karnataka
Message

It is a matter of satisfaction the fruitful completion of 60 years of the Karnataka State Road Transport Corporation and 50 years of the landmark of the Kepegowda Bus Station in Bengaluru. I have a close association with the Drivers, Conductors and other staff members of the transport organization. The emotional connection of all of us to the “Red Bus” journey still exists in my mind.

Public transport buses are always at the forefront in providing comprehensive transport services to the public. It has been noted that the State’s transport corporations, which have a long history are currently facing many problems and this has come to my notice. In the days to come, I have the intention of developing comprehensive plans and working for the betterment of the organization.

Commemorating the Golden Jubilee of the Kempegowda Bus Station on this occasion is commendable. Let me hope that this episode will be as beautiful as the memories of the past.

B. Sriramulu
Minister for Transport & SC/ST Welfare
Government of Karnataka
Message

It is a pleasure to see that the Kempegowda Bus Station has served for 50 years with Karnataka State Road Transport Corporation completing 60 years in extending travel facilities. Karnataka State Road Transport Corporation has been providing effective and efficient services to the people. The development of any area depends on the integrated transportation system in the area. In this regard, Kempegowda Bus Station, being the main Bus Station in Bengaluru is extending continuous good services to the public. Karnataka State Road Transport Corporation is always making popular programmes to provide adequate transport to the rural areas and in this behalf building modern Depots and Bus Stands at Districts, Taluks and Hobli places, thus catering to the needs of the travelling public.

At the Golden Jubilee of the Kempegowda Bus Station, it is necessary to recall history, the oldest of the commemorative issues that the Corporation is about to bring out, I wish the commemorative episode will blend well with the journey of old memories.

B. Chandrappa
MLA, Holalkere Assembly Constituency & Chairman, KSRTC
Message

Kempegowda Bus Station administered by Karnataka State Road Transport Corporation is located in the State Capital, Bengaluru and it is happy that the Corporation has completed 60 years. The Bus Station is being utilized for the past 50 years and it is more useful to the general public. To picture and record its history a commemorative edition being published is welcome.

In future also, let this Bus Station provide more facilities to travel for the general public and I wish that the commemorative issue being published be circulated in different editions roll-out successfully.

P. Ravikumar, IAS,
Chief Secretary
Having an amazing history in the field of public transport Karnataka State Road Transport Corporation has made many inventions in this field and has thus gained popularity both nationally and internationally.

It is a pleasure that the Karnataka State Road Transport Corporation has completed 60 years and has thus been providing excellent transport facilities and that the Kempegowda Bus Station situated in State’s Capital Bengaluru has also completed 50 years. The Kempegowda Bus Station is more convenient to the public and it makes more sense to bring-out the most memorable of its history and record of the spirit.

In the days to come the services of Karnataka State Road Transport Corporation and Kempegowda Bus Station with more facilities benefit more number of public. I hope that this commemorative episode that is going to be published on this occasion will come with useful information and be a complete success.
Foreword

Karnataka State Road Transport Corporation is the lifeline of the public. By extending effective transport facilities across the State and on Inter-state routes, over six decades the Corporation has set milestones through many travel-friendly programmes.

Achievements in the long history of the Corporation in the last 60 years recorded milestones and the people who worked for it, the officers/workmen, changes happened in the Corporation, initiatives implemented are unique and exemplary. Karnataka State Road Transport Corporation has made a significant mark in the field of transportation in the country. Similarly, Kempegowda Bus Station has become the heart of Bengaluru and a landmark of pride and a transport Centre, has become popular as “Majestic” Bus Station.

The Kempegowda Bus Station has completed 50 Years and in this happy occasion many issues mingling with the Bus Station and to share the marvels with you, bringing out with sincerity, the most memorable episode “Treasuring the Past-Cherishing the Present”

I wish and stand with everyone who participated in and contributed to the success of this unprecedented journey of transport.

Shivayogi C. Kalasad, IAS,
Managing Director, KSRTC
Recalling the History of the Golden Year

To-day, in the entire country Karnataka State Road Transport Corporation has become a model and large organization having different classes of buses and bus stands and also has widely grown-up background all through the way, which is very interesting. Of these, some of the special memories are cherished here.
Commemorating history of KSRTC “Sri Banashankari Bus”
Picture of old buses of KSRTC
The Bus Journey of Karnataka

The Canara Public Conveyance Company Ltd founded in 1914 was popularly known as CPC Logistics Ltd. In the same year, this company introduced its first bus service on the route from Mangalore to Bantwal, in Dakshina Kannada District. The culture of private bus operations started in the State during 1930s and at the end of 1940s, the Auto rickshaws made its way on Bengaluru roads.

The Government of Mysore established Mysore Government Road Transport Department (MGRTD) in 1948 with a fleet of 100 buses. The main objective of formation of this Department was to provide transport facilities on different routes across the State with the levy of economical fares, particularly to help the general travelling public.

The Hyderabad State Road Transport Department established in 1932 subsequently undertook the Nationalization of Road Transport in the State of Hyderabad in 1936. The Nationalization of Road Transport in Bombay happened in 1947; with the inclusion of Belgaum Division in 1949 and named it as “State Transport” (State Transport – ST).

After the formation of MGRTD, the bus services/agencies of the private operators were nationalized, restructured and brought under the ambit of the Government, thus helping to exercise greater control over the areas in its jurisdiction. The Canara Public Conveyance Company (CPC) which was providing bus services in Mysore State was merged with MGRTD in 1955. During 1956, the States were re-organized on linguistic lines, following which some parts of the areas lying in Hyderabad and Bombay State Transport Corporations were brought under the administrative jurisdiction of MGRTD with the inclusion of Raichur (shifted to Gulbarga later), Bijapur and Hubli Divisions along with the Regional Workshop, Hubli.

At the time of unification in 1956, the MGRTD had a fleet strength of 825 buses and thus by utilizing these many vehicles operated 778 Schedules in the segments of Bombay, Hyderabad lying in the jurisdiction of Old Mysore State. By 1957, the MGRTD ranked as the fourth biggest bus operator in the country with 1100 buses under its administrative control. Also, the Regional Workshop in Bengaluru was established in the year 1962.
Under the provisions of Road Transport Corporation Act 1950, Sec 3; Mysore Government Road Transport Department (MGRTD) became a Corporation in the year 1961, later came to be known as Mysore State Road Transport Corporation. The main aim is to provide reliable, safe, adequate, economical and properly coordinated transport services to the general travelling public in the State. The first fleet of MSRTC comprised 1518 buses. However, in 1973 the name of Mysore State was changed to Karnataka and thereupon MSRTC became KSRTC. And in the same year, the administration of the Corporation was shifted to its Head Office, now known as KSRTC, Central Office.

Under the provisions of Road Transport Corporation Act 1950, KSRTC was bifurcated and accordingly on 15th of August 1997, Bengaluru Metropolitan Transport Corporation was formed. The main aim was to provide high quality transport services and also to extend special focus in providing better transport facilities in Bengaluru. On 1st November 1997, Northwestern Road Transport Corporation and on 1st October 2000, Kalyana (Northeastern) Karnataka Road Transport Corporations were formed.

KSRTC Central Office – Picture before renovation of the building or previous to renovation image.

Operational Jurisdiction of Transport Corporation’s in the State
Bengaluru: An interesting story of City & Traffic

The road transport system plays a very important and pivotal role in the overall economic growth of the country and more importantly work as the nervous system. KSRTC is known as one of the most organized and efficient public transport corporation in the country and has been providing consistent and reliable services to the commuters, while expanding its network across the State. KSRTC has its Central Office located in Bengaluru, which is the capital of the State and also by completing itself 60 years, is thus showcasing its eminence through Golden Jubilee Celebrations of Kempegowda Bus Station which is located in the heart of the City.
Bengaluru, as it stands to-day is known globally as Silicon Valley, Garden City and also the hub of Information Technology in the country. Owing to this, Bengaluru is termed as one of the world’s fastest growing cities. It is also standing as a Gateway to various multinational companies and has thus become famous to be known as “a hub” for new industries.

Moreover, there are many other important reasons behind the expansion of City’s volume and its glory and also carry interesting stories.

Once sparsely populated region yet favoured by the people, rich in water beds, natural resources and most importantly the pleasant climate had made the British to set up their military camps much before 17th Century. It has been mentioned and believed that the Rulers of Vijayanagara Empire had built a mud fort in Bengaluru around 1537. Later, it was Kempegowda who became the Architect of modern Bengaluru city. The region was also well known as the land of heroic people.

The erstwhile Bengaluru with its clean and fresh air and cool climatic condition had thus displayed the richness of nature. However, today the situation has been completely changed. Most of the lakes that were helping to maintain cool climate and the trees that provide fresh air have disappeared. Although the change is the rule of nature, it is necessary at this moment to remember the old symbols that represent history.
Dharmambhudi Lake – Bengaluru’s lifeline and sheltered KSRTC

Dharmambudhi Lake was once stood as one of the major waterfronts of old Bengaluru and has also served as an entertainment Centre in developing Bengaluru and also became the Centre that housed fully developed Bengaluru Bus Station.
Dharmambudhi Lake
once a major water source

A glimpse of how Dharmambudhi Lake went on to become historically famous and occupied an important place in every Bengalurean’s Life.

Dharmambudhi Lake had expanse of rain water and also sheltered huge number of rain bearing trees in its vicinity with gulmohar trees grown, intermittently. Especially during summer, when all the trees withered, the gulmohar stood tall with all its resplendent saffron coloured flowers. Further, in the middle of dried up Lake, the Horticulture Department developed a small nursery from where the saplings were sent elsewhere for planting and growing. During summer, where there were scanty rains, the plain ground would be filled with grass and people belonging to older generation, even this day recollects fondly that they were taking rest on this Lakes’ bed.

There is a staunch reason why Karnataka State Road Transport Corporation (KSRTC) has chosen Majestic area to establish its Bus Station. KSRTC Buses were used to be operated from in and around the banks of this Lake, when the Lake was filled with water. This Lake was also known to be the main source of water supply to the City. The water that was flowing to this Lake from other nearby Lakes namely, Sampangi tank etc got choked-up, when the work of construction of Railway Station started. This has resulted in the Lake getting totally dried-up and subsequently, as the City started developing many a folds the other canals connecting to Dharmambudhi Lake were also got closed.

With the increasing demand for water, the famished Dharmambudhi Lake could not meet the growing demand and also needs of the City. The City Administration began to depend upon Hebbala and Halasuru Lakes in order to meet water supply needs of the City. Thus and over passage of time, dependency on Dharmambudhi Lake got gradually decreased; no sooner this Lake dried up and became a huge maidan land.
Subhash Maidan

Apt venue for entertainment, Stage performance etc.

There is also an interesting story around how a dry lake came to be known as Subhash Maidan. It was in 1960s and the Lake had completely dried up. Hence, the government decided to hold a program that commemorated freedom fighter Subhash Chandra Bose and from thereon, the venue got the name Subhash Maidan. Also, as the Lake had turned into a dry land, soon the venue was sought-after for holding conferences and exhibitions. Even, the location became well known destination that staged Dramas, Exhibition, Circus and Plays etc. According to the writer T.R. Anantharamu, during those times the people used to walk on the tank bund and also on this tank bund road ‘Sangam Theatre’ stands to-day, he says. At the place where to-day Shanthala Silks building is existing that’s the place where the sluice of Dharmambudhi Lake existed, he recollects and reminisced that the people also cultivated paddy etc in the low-lying areas of Chikka Lalbagh region.

As Dharmambudi Lake was chosen as an ideal place for construction of City’s Bus Station, the Lake land was handed over to the Transport Department. Since the Buses were already getting operated from here, the location was selected as the most suitable option. However, the old-timers still reminisce the glorious days of Dharmambudhi Lake filled with water and the Buses stationed on its Banks.

This is how the tank area looked like; at Subhash Nagar, Majestic
When it rained, KSRTC Bus Station looked like this, those days
Transformation of Dharmambudhi Lake

Dharmambudhi Lake which was once the City’s water source and known to have provided a panoramic view to the people who were alighting at the City Railway Station and to-day has become the nerve Centre of City’s major transport network spot.

Water resource turned into a Transport Hub

Not many are aware of the fact that what people proudly proclaim as Majestic Bus Station, was once a Lake called Dharmambudhi. Until 1950s, the Lake was a primary source of water supply to the residents of Bengaluru. It was an important source that quenched the thirst of Bengalureans. When Bengaluru began to expand and develop, it was the water from this Lake that tended to agriculture fields and townships in City’s outskirts. However, it was ironical to note that the same people who were interested in using water from the Lake did not evince or show interest in reviving or protecting the Lake when it began to dry up. Eventually, the Lake dried up completely.
Dharmambhudi: A Lake built by Kempegowda

In 1537, when the Ruler Kempegowda began to build Bengaluru, had laid the foundation stones for the construction of many lakes; of which, Dharmambhudhi Lake is also one of them. Dharma means 'donation' and Ambhudhi means 'a place for collection of water'. Thus, the Lake derived its name with the combination of both these words and became Dharmambudhi Lake. The historians observed that the people might have called it Dharmambudhi as Kempegowda got the Lake built using his own funds.

Lake that finds mention in the inscriptions

The Dharmambudhi Lake today is known as Majestic, the pivotal transport hub of Bengaluru. However, in an inscription dated to Hoysala rule found in 1927, the Lake is referred to as “Doddakere”, which means huge Lake. The inscription proves the fact that the Lake existed much before Kempegowda’s era. Further, the writer T.R. Anantharamu states in “Bengaluru Darshana” published by Udayabhanu Kalasangha that the documents that dates to 1844 possessed by Naragundadevra Mutt, Bengaluru and also the documents that dates back to 1876 possessed by Sarpabhushana Mutt, clearly mention Dharmambudhi Lake as “Doddakere”.

Lack of maintenance and a drained Lake

In the period, 1892-93 as the Lake began to shrink; Bengaluru started facing water scarcity whenever the rainfall was scanty. The government tried to rejuvenate Dharmambudhi Lake by connecting it with the other Lakes. However, this plan was short-lived. Once the Bengaluru Central Railway Station was constructed, the canal that connected Sampangi Lake with Dharmambudhi Lake was encroached upon and thereby the water level began to recede in Dharmambudhi Lake and thereupon became totally dry.

As no efforts were made by the concerned to rejuvenate the Lake, the entire Lake turned into a field. The people began walking on the bunds of dry Lake and started to have access to the City Railway Station and also to other parts of the City. Earlier, the access road was of mud, however with passing of time, it was converted into a cement concrete road.
Previously on Dharmambudhi Lake dance performances were held.

In 1896, the Bengaluru town water supply was linked to Hesaragaghatta Reservoir that used scientific process of supplying water through pipes, which further prompted neglecting of rejuvenation of Dharmambudhi Lake. It is said that due to lack of maintenance and care the lake got completely dried up. In 1905, a blue print was prepared to construct a children's park at this place, on the order of the then British Government, which however could not be implemented due to paucity of funds.

Dance performance on Lake Bed

The historians from Bengaluru still identify Majestic area with Dharmambudhi Lake. It is believed that when Prince Albert of the British Empire landed at Bengaluru Railway Station, he was stunned to see the beauty of this Lake. The dancers wearing colourful traditional dresses welcomed the Prince with the presentation of Bharatanatyam that too standing on a boat, on this very Lake.

But today, the scenario is entirely different. What you see when you alight from a train at Bengaluru Railway Station is a vast Bus Stations of the City and State Road Transport Corporation, Metro Rail Station in place of Dharmambudhi Lake. While in the bygone era, the Lake was the lifeline of the people and today the same place has become the transport hub of the city dwellers and others.
Before construction of Bus Station at Majestic, KSRTC Buses were used to be stationed at different places in Dharmambhudi Lake area.

Subhash Maiden and Kannada Rajyothsava Celebration

The foundation for grand celebration of Kannada Rajyothsava too was laid on this very Subhash Maiden. It was here that Karnataka Samyuktha Ranga celebrated three-day long grand Kannada Rajyothsava festivities.

The grandeur of the three-day long Rajyothsava celebration led by Kannada littérateurs namely; Mr. Aa.Na.Kru and Mr. M. Ramamurthy have no parallel, even to this day. Also, the high point of the celebrations and attraction was the presence of Karnataka Kulapurohita Mr. Alur Venkata Rao, who had strived for a separate Karnataka State.
Protest Movements

According to the senior freedom fighter Late H.S. Doreswamy, Majestic had been a centre for various movements even before India’s freedom. It is said that before independence, a few labourers had erected a flag post at Dharmambudhi Lake and hoisted the flag. However, on the orders from the then Municipal Commissioner, the flag post got demolished. Enraged by this, the same labourers invited Jawaharlal Nehru to Bengaluru on a certain occasion and erected the flag post and hoisted the flag at the same place. According to historians, the ground had been the Centre for protesters even during “Quit India Movement”.

Further, the Indian National Congress was also hosting its exhibitions at this venue. This was called by the name ‘Congress Exhibition’ through-out the 1970s. As this ground was mostly identified with Congress, it was also known as Gandhi Nagar. Also the party offices of All India Congress Committee and Kranti Ranga established by Devaraj Urs in 1970 were situated here.

Animal Fair

For now, we can only see Buses, Auto rickshaws and other personalized vehicles, if we venture out into Majestic area. However, five decades ago the same area was well known as a centre for selling animals. In 1960, an animal fair was held at Dharmambudhi Lake, which by then had completely dried up and transformed into a plain ground and this place was also used to host many exhibitions, circus etc. Considering all these facts, Dharmambudhi Lake area was identified as the most suitable and also the right place to build a Bus Station.
Majestic
Making strides - Nerve Centre of Bengalureans

Well before the Bus Station could come up, the Majestic theatre situated on the banks of Dharmambudhi Lake was quite famous. As the Buses of the Corporation were parked next to the theatre, the region came to be known as the Majestic Bus Station.

However, with the speedy development of the city, the memory of Dharmambudhi Lake began to fade away from the minds of the people and the area started to be known and recognized as Majestic.
Golden Jubilee Celebrations

June 2, 2019: Bus Station reaches Landmark of 50 Years

Mysore State Government in 1963 handed over 1,36,294 Square feet of land to the Mysore State Road Transport Corporation (MSRTC) to construct a Bus Station. However, the Bus Station was inaugurated in 1969 called by the name Bengaluru Bus Station and later to honour Bengaluru’s Architect Kempegowda, the said Bus Station was named after him.
Completion of Kempegowda Bus Station

After handing over the land for the work of construction of Bus Station project, it nearly took a long time for the Bus Station to be built. However, the transport woes of the City were eased with the construction of Kempegowda Bus Station.
The Horticulture Department gave up half portion of the Lake land to the Transport Corporation in 1964. The organization first planned to build two Bus Depots here, i.e., one for Rural Division and the other for urban transportation (BTS) and it was later converted into a Bus Station.

The construction that began in 1965 progressed at a snails’ pace with many hitches and lasted for three years. In one of the year in between, a heavy rain fall halted the construction work with three-fourth of the Lake area getting completely filled with water. At that time the organization was also facing shortage of expert engineers. Later on, an engineer was deputed from the department concerned and a sub-division was set up which accelerated the construction works leading to the stage of its completion.

Even though, the Kempegowda Bus Station was inaugurated, initially, only a handful of Buses were being operated from here and moreover, the number of Buses held was also minimal. However, once the passenger traffic picked-up its momentum at this place, the Buses hitherto operated from Shantinagar and Kalasipalya Bus Stands were shifted to this place. As soon as the Government Buses were shifted to Kempegowda Bus Station, no sooner the private operators who were operating their services from other parts of Bengaluru city also shifted their operations to the nearby places in and around Majestic area.
Construction of Bus Station

When Mysore Government Road Transport Department was formed in 1948, Shantinagar’s K.H. Road and Kalasipalya Bus Stations were considered to be the major Bus Stations of the City. After several years of construction, the KSRTC Bus Station finally began its operations from Majestic in 1967. However, it took even two more years for the total completion of the Bus Station and even though the construction was not completed until 1968. Though, the construction work began in 1965, it remained incomplete for full three years. The increase in water level at the Lake region due to heavy rains created a fear of Bus Station work remaining incomplete forever. However, already the Buses had begun its operations and also the vehicles were being parked at the Lake region and subsequently transformed into an open plain ground.
The Buses began operating on a full-fledged basis after it was inaugurated by the then President of India, V.V. Giri on 2nd June, 1969.

Kempegowda Bus Station is connected by roads on all its four sides. In the north, by Seshadri Road, in the east by Dhanvanthri Road, in the south by Tank Bund Road and in the west by Gubbi Thotadappa Road.

The current semi-circularly shaped City Bus Station was constructed in the year 1980 under Bengaluru Transport Service. A separate City Bus Station helped in easing the pressure on Government in catering to the needs of the general travelling public using city services in Bengaluru city. Further, it also helped in striking a balance with the economically booming Bengaluru transport system.
Bus Station: Expanding operations from time to time

After obtaining necessary approval from the Government, it took nearly several years for the construction and completion of Bengaluru Bus Station. Ultimately, the Bus Station became operational, after its inauguration in 1969. Thereafter, the Bus Station has been constantly expanding its transport network much beyond expectations.

The inaugural occasion of Kempegowda Bus Station
Architectural Marvel

As Dharmambudhi Lake got itself converted into City’s Central transport network, also grew as cultural centre of the city. It also has the distinction of being a hub of several architectural marvels. However, despite housing City’s network of transport system, Dharmambudhi Lake region has not changed geographically much. Majestic Bus Station stands tall as a transport connecting hub and from this place anyone from the city can travel to the place of their choice without the fear of being lost in the crowd. The semi-circled structure of BMTC Bus Stand with two foot-over bridges connecting both the ends on either sides of Dhanvanthri and Thotadappa Chatra Roads is an architectural contribution to the city. The foot-over bridges at the Bus Stand are known to be as one of the most used and carrying high densities of passengers and others.

The importance of the Bus Station

There is a strong reason why Dharmambudhi Lake was chosen to build Central Bus Station in Bengaluru City and the reason being that Majestic area was located very close to the City Railway Station. In order to reach Railway Station, the people would alight at Majestic Bus Stand and hence the area was crowded. During 1960s, Subhash Maidan used to host number of cultural events and other political conferences etc. Moreover, dozens of movie theatre including Majestic theatre were operating in the same area and therefore, this region had become an entertainment and also cultural centre for the people. The area was also a hub for events like, exhibitions, circus, fairs with many religious institutions such as Mutts, temples etc situated here. Therefore, Dharmambudhi Lake was chosen as the right place for construction of Central Bus Station. The Majestic Bus Station that began its operations five decades ago with handful of Buses and today operate thousands of Buses and as well as saw a sea of changes in its technological up-gradation with Metro Rail Station being situated close by. The entire Bus Station area today has spread across 14 acres of spacious land.
Kempegowda Bus Station
Transport hub connectivity

There was a pressure from the general travelling public to build subways and also foot-over bridges to connect different transport terminals as soon as Metro Rail services began its operations from Majestic and the construction works are nearing completion.
Kalasipalya
Gateway to the City Areas

At present, one can see that the private operator’s buses are found in large numbers at Kalasipalya Bus Stand in Bengaluru. However, not many are aware of the fact that the City’s first Government Bus commenced its journey from this very bus stand.
History of Kalasipalya

Historically very famous 'Karaga Festival' in the city used to be held in Mariswamappa Mutt near vegetable market at Kalasipalya. The houses where the then Pailwan Lakshman and Narayan lived are situated at this place even today. According to historians, until the first decade of 1800, the name of Kalasipalya has not been found in any of the historical documents. Therefore, it is inferred that only after 1820s that the region began to be known as Kalasipalya.

Kalasipalya region began gaining prominence in 1800s during the reigns of Hyder Ali and Tippu Sultan. Kalasipalya came into existence when the city got extended on the eastern part of the Fort. "Kalasi" means 10 platoons of organized military camps and "Palya" means a place ruled by the Chief or Head. Further, Tippu Sultan’s summer palace is situated at this place and also his armory located at the market area, which is very close to his summer palace. The tunnel connecting Tippu’s Fort with his palace is also found at Kalasipalya.

Maiden Bus Service from Kalasipalya

Ever since, Bengaluru Transport Service began its operations, the Majestic Bus Station had become the only nerve Centre of City’s transport hub. However, the interesting part is that the City’s first bus service commenced its maiden journey from Kalasipalya. Therefore, Kalasipalya has attained a unique place in Bengaluru’s history as; it is the City’s first Bus Stand. Even the private bus operators chose Kalasipalya to roll out their bus services both within and outside the city limits for the first time. These buses were used to be operated in the narrow lanes of Kalasipalya. Initially, the private bus operators who used to operate their services in the City had to face a stiff competition from the bullock cart riders and also had to bear the brunt of petrol price hike during the Second World War.

In the beginning of 1940s, the formation of Bengaluru Transport Company (BTC) with 90 per cent of private funding and 10 per cent of Mysore Government’s funding brought about sea of changes in City’s transport system. In 1948, the Mysore Government had formed ‘Mysore Government Road Transport Department (MGRTD)’ and at
this juncture, introduced 120 Buses and these were getting operated from Bengaluru to other places across the State. Further, in 1956, the Bengaluru Transport Company was nationalized and got merged with MGRTD. Over a period of time, the City’s population began to increase and simultaneously the demand for introduction of more number of buses went up.

In the beginning of 1960s, it was felt difficult to accommodate all the buses at Kalasipalya Bus Stand and because of this, a situation arose to have new and spacious Bus Stand at a prominent location in Bengaluru City. For this purpose, a new location having sufficient area was identified and this place is none the less ‘Dharmambudhi Lake’ area, which was situated close by to the City Railway Station. Thereafter, the services operated from Kalasipalya were shifted to Majestic area.

The Story of a clean Bus Stand

Though today, Kalasipalya Bus Stand has seen a face-lift and a few years ago, it was known as one of the dirtiest areas of Bengaluru City. At present, along with other modes of transport, Kalasipalya has got a new bus stand and also market building, which has changed the landscape of the area. This does not mean that Kalasipalya was always a dirty place. Around 1956, it was a clean area and had a status of having City’s prominent bus stand in its lap.

Further, City services were already in operation across Bengaluru city much before the formation of Mysore State Road Transport Corporation. The private operators were providing transport facilities from Kalasipalya, in the period from 1921 and up to 1931. From this place, it is believed that about 10 Buses were being operated to Majestic, Malleswaram, Ulsoor and also to other parts of the City.
Sri Banashankari

Model: Bedford

Body Manufacturer: Bedford Coach Body Limited, Canada

The very ‘first run’ bus in the State by Karnataka State Road Transport Corporation is exhibited today for public view in front of KSRTC, Central Office, on K.H. Road, Shantinagar, Bengaluru. In order to give it a face-lift, action was taken to renovate this old Bus and preserved it as a historical vestige.

This Bedford model Bus was built by Canada’s Bedford Coach Body Limited and this vehicle has Perkins P6 engine. The Bus bearing Registration Mark, MYF 4101 was providing transport facilities in Bijapur, during 1947. Subsequently, this bus was taken over by KSRTC from Mysore Government Road Transport Department in 1956. Thereagain, after refurbishing the bus, it was re-introduced both for public and department usage in the region of Savadatti and Banashankari in Northern Karnataka. Owing to this, the bus got the name as “Sri Banashankari”. After being part of many exhibitions etc, the said bus, for the present, is being stationed in front of KSRTC, Central Office is a welcome view for scores of people.
Efficient Tollgates as early as 1930s

Bengaluru in 1930s still had not witnessed enough bus services. However, during 1928-29, just 8 buses were used to operate in parts of Bengaluru.

This apart, 10 other buses used to operate exclusively to connect Bengaluru Cantonment area with other parts of the City. Interestingly, during those days itself the City had 5 Tollgates, and all put together, these tollgates used to yield, annually a revenue of Rs.33,280/- to the treasury. The tollgates were located at Byrapatna, Attibele, Dobespet, Hindiganal and Avati.
A point of attraction for the people of the City

Majestic is a place that welcomes everyone right from a daily wager to professionals who have just landed in the City of dreams. With every day’s growth, this central transport hub has transformed itself into a destination that caters to almost all the needs of the citizens of Bengaluru and also others.
The images of different classes of buses operated by Karnataka State Road Transport Corporation
Majestic, a thriving cultural Centre of yore

After Dharmambhudi Lake dried-up and became a Maidan land it has become the Centre for cultural and political activities. Similarly, it is exciting, awesome and realistic to note that how this place over 60 years, turned into a transport hub.

Famous for theatres, congregation centres

Majestic was once stood as City’s heartbeat and a thriving cultural Centre, housing various businesses, professional cinema houses and theatres. Gubbi Veeranna Drama Company and Master Hirannaiah Mithra Mandali put up a shed at the lake area and began performing Kannada plays. The plays by Master Hirannaiah’s troupe like, Lanchavataara and Brashtaachara were applauded by the audiences and had record number of screenings. Many other professional companies have also performed a lot of Plays at this venue. Several Cricket Clubs were also located in the area. Many events, exhibitions, fair’s, circus were held apart from various Mutts and Temples being housed in this region. Subhash Maidan hosted several huge political rallies and meetings also.

Unorganized trader’s woes

There are many places like Chickpet, Balepet among others around the Majestic area. Any developmental activities in an area usually impact its surrounding areas also. It is expected that the construction of Metro Rail Station would help traders scattered in and around Majestic and Chickpet. However, due to narrow lanes in the area, parking of vehicles has become a burning problem, which is deterring the customers from visiting these fully crowded areas.
Evoking nostalgia

People residing in and also in the vicinity of the Majestic area have been a witness as to how the area underwent into a massive transformation over the last six decades. According to many, Dharmambudhi Lake was earlier not a place of hustle and bustle unlike today and instead the place was a proof of nature’s glory & true wonder.

Rapid rise as Transport Hub

With serenity the Majestic area had during 1960s gradually started disappearing, the region has been witnessing a steady development as a major transport hub. The story of transformation of Lake into today’s Bus Station is truly amazing, unique and beyond imagination. Due to this transition, the area has witnessed rapid changes as far as its volume and permeation are concerned especially in the past one decade. There were a total of 18 movie theatres existed in this area. However, in the recent times several movie theatres were bulldozed to accommodate huge commercial complexes and malls etc. Currently, there are only few movie theatres exist which have survived the test of time. Moreover, instead of single screen, multiplexes are being constructed here.
Special bus services for women

Currently, a few rows of seats inside & in the front portion of BMTC Buses are exclusively reserved for ladies. Also, there are instances of operating separate special buses for ladies, however this is not new. The organization has the credit of operating special buses for women, even when it was providing transport facilities under the name Bengaluru Transport Service (BTS).
Tragic end of
Double-decker buses

Those who grew up in Bengaluru in the 90s will definitely remember travelling in double-decker buses. People used to compete and clamour to board this bus in order to reserve the seats on the front deck, so that they can have panoramic glimpse of the City. In 90s, these double-decker buses used to operate from Indiranagar to Majestic, Shivajinagar to K.R. Market, Majestic to Jayanagar 4th Block, Gandhi Bazar to Majestic and in between Jayanagar & Shivajinagar among other routes.

However, a tragedy struck in 1980 when double-decker bus carrying school children turned turtle near Ramakrishna Mutt on Bull temple road close to Gandhi Bazar. This incident has led to the cessation of double-decker bus services in the City. Gradually, Bengaluru Transport Service withdrew Double-decker bus services in the City. By 1997, the double-decker buses were completely stopped from plying on Bengaluru roads.

Later on, BMTC restricted the service of double-decker buses only for local sight-seeing/tourism purposes inside Bengaluru City limits. Until 2014, double-decker buses were used for “Bengaluru Darshana” only. These buses used to take tourists on a road trip thus giving them to have the glimps of Bull temple, Iskcon temple, Gavi Gangadareshwara temple, M.G. Road, Tippu Fort, Ulsoor Lake, Lalbagh and also Vidhana Soudha.
Passengers standing in queue to board BTS Bus at Jayanagar Bus Stand

Transport Bus infront of Town Hall

Buses near Hudson Circle

Kempegowda Bus Station during rains'
A total of 58 years have passed since Karnataka State Road Transport Corporation was established in the State. Prior to its establishment, one would see only a couple of private buses plying on roads in Bengaluru City. My village is Harohalli which is located in between Bengaluru and Kanakapura (Kanakanahalli). Only two buses in a day used to be operated between Bengaluru and Kanakapura those days. However, after the formation of Transport Corporation, we have buses now plying in this segment of the route with a frequency of every 10 minutes.

Earlier, Datturaya’s private buses used to operate between Bengaluru and Kanakapura (Kanakanahalli) only once in a day. The owner Datturaya himself used drive down the bus. The bus that was leaving Bengaluru in the morning used to reach Harohalli at 11 am. After stationing the bus at Harohalli, Datturaya was getting down from the bus with his gun and used to visit nearby lakes/ponds to hunt down Indian pond Herons and collect them afterwards. He used to roam around the region until he caught a minimum of four to five Herons. He was taking at least two hours to hunt these many Herons. Only after bagging them, he would resume his onward journey, and in between, the passengers on board of the bus used to doze-off until he returned from the hunting.

The seats of the buses were always occupied and many passengers had to travel invariably by standing throughout the journey as the bus used to ply only for two hours. For the present, the buses provide transport facilities to every nook and corner of villages across the State. Owing to stiff competition from the private operators, the transport Corporations is facing revenue losses. Dharmambudhi Lake is a huge lake built by Kempegowda. Once the lake dried up, it became a huge ground. On this very ground, Congress began holding public rallies and campaigns. Likewise, the workers of Binny Mill used to erect a flag post at this ground to hoist National Flag that had Congress emblem on it. Subsequently, the Municipality employees demolished the flag post after the then Municipality Commissioner A.H. Krishnaraya issued an order to do so. When the workers came to know about this incident, they pledged to erect the flag post at the same place. Further, they invited Jawaharlal Nehru, who hoisted the flag on a certain occasion. After this, the Bengaluru Municipality Authorities did not interfered on this issue.

On the day of Independence, the then Congress President K.C. Reddy hoisted the flag having Ashoka Pillar symbol at the same ground in the midnight at 12 am. Nearly, one lakh people participated in the flag hoisting ceremony. Presently, the BMTC Bus Stand, stands majestically at this sacred place. Also, the Karnataka State Road Transport Corporation Bus Stand was also built here occupying the southern part of Dharmambudhi Lake.
When Swamy Vivekananda visited Bengaluru, he sat on a stone block existed on the banks of Dharmambudhi Lake. This stone is preserved & kept in Ramakrishna Mutt, in Bengaluru for public viewing.

Swamy Vivekananda took rest on the banks of Dharmambudhi Lake

Swami Vivekananda’s visit to Bengaluru

In 1892, Swami Vivekananda had visited Bengaluru from Belagavi. The historians have stated in a book on Swami Vivekananda’s visit to Bengaluru that he sat and took rest on a stone block lying on the bund of Dharmambudhi Lake while on a stroll in the City. Thus sitting on a stone block on the tank bund of this Lake, Swami Vivekananda had spent hours enjoying the scenic beauty of the lake. Further, it is stated in the book, the people around at that time were not aware of who Swami Vivekananda was, and only after he became world famous, then the people recollected that he had visited Dharmambhudi Lake in Bengaluru.

Only after, when Swami Vivekananda acquired name and fame globally, the locals preserved the stone block on which he sat and rested with them for several years. Later on, it was handed over to Ramakrishna Mutt situated on Bull temple road in Bengaluru during 1997. This stone block is now housed and preserved at the said Mutt for public viewing.
Kempegowda Bus Station
Treasuring the Past- Cherishing the Present

The speciality of Kempegowda Bus Station is its convenience and that the hassle-free facilities extended here to the general travelling public.
The passengers can easily move into any of the platform or terminals to identify the buses of their destination/choice and can easily board them.
Majestic: 
A connecting link

Wherever you are waiting for a bus in Bengaluru; you will notice that there is always a moving bus towards Majestic. Majestic, being the City’s prominent Bus Station which can be easily accessible by any traveller. The passenger’s come to this semi-circle shaped architecturally monumental Bus Station either to enter the City or to take a connecting bus for their travel to other parts of the City. Necessary and required information on bus schedules are clearly displayed on boards and kept at the prominent places on platforms, making it easy for them to travel to the places of their destination/choice without any chaos or confusion.

The central area of the transport network

At Kempegowda Bus Station, both Karnataka State Road Transport Corporation and Bengaluru Metropolitan Transport Corporation Bus Station function side by side. It is helping those who come to Bengaluru for the first time like; professionals, industrialists or students to move from one place to the other in the Metro City. As the Kempegowda Bus Station is located close by City Railway Station, Metro Rail Station and also City Bus Station, will help the passengers to travel with more comfort while roaming in the city.

Those who visit Bengaluru for a day or two and return back, can also move freely across Bengaluru city from this bus station. For over night stay, there are good quality hotels existing in the vicinity of Majestic area & hence the tourists who come to Bengaluru will not face any problems with regard to travel or overnight stay.
Majestic: Centre for City transport

The Majestic Bus Station located at the Centre of Bengaluru connects the City with various other places across the City and also to other places of the State and even outside the State. The only suggestion generally given to those who visit Bengaluru for the first time is, to catch a bus to Majestic and then find the route bus of their choice to travel from thereon. Until the induction of Mobile Maps and Metro Rail facilities, the only thing that used to give courage to the general travelling public in order to travel anywhere in the City is mere existence of this Bus Station, called Majestic. It is well-connected to each and every corner of the City by its wide range of buses and also operational convenience and network. Moreover, bus facilities to various parts of the City, across the State and also outside the State are available till late night. In order to minimize the congestion of vehicular traffic and also to regulate the density of passenger movement at Majestic, more number of inter-state bus operations was shifted from here to Shanti nagar and also to Mysuru Road Bus Stands. However, even for this day, large numbers of buses are being operated from the Majestic Bus Station.

Though officially it is known as Kempegowda Bus Station, the people in general still call this bustling area as “Majestic”. Further, lakhs of people are benefited since decades owing to the mere existence of this very Bus Station at a prominent place in the City for their daily travel needs.
Majestic: Name etched forever

The Majestic area has been crowded with vehicles and people for various reasons for decades from now, more so now, with it being the City’s Central transport hub. Today, while it is a transport network, earlier it was a bustling place for various cultural and social activities. Earlier, the place that was once known as Subhash Nagar, no sooner started to be identified with various transport corporations names. However, Bengalureans even today most fondly call the place as Majestic in general. The history of Bengaluru City notes that during the olden days, when the bus stands were not in existence, the buses were used to be parked next to Majestic theatre, and this is the reason why the place is popularly known by the name Majestic. Despite, the fact that the theatre called Majestic is no longer in existence; the name Majestic has been etched forever in the minds of the people of Bengaluru.

Shopping destination

The Majestic area is not merely known as an entertainment and transport hub. A place called Chickpet having close connectivity to Majestic is also a favourite shopping destination of the City dwellers. Further, the Majestic area and its vicinity has also witnessed sea of changes and the rise in number of shopping malls and complexes in the recent times. Hence, it is no surprise that the region is the most sought-after destination for window shopping among the public. The area boasting of books to garment shops, hotels, coffee shops to bars and movie theatres to community halls, thus caters to different tastes of the people, thereby becoming a place of huge attraction.
Focal point of movies

Prior to the development of Bengaluru into a huge City, the Majestic area was the Centre place of entertainment for Bengalureans. There were movie theatres in dozens located at the Majestic area a few decades ago. The area which was popular for single screen theatres today has lost its sheen due to the advent of commercial complexes and multiplexes etc. Gradually, the theatres in this area began to disappear and today with only handful of theatres standing with the test of time and also from its onslaught.

However, the area which was a key entertainment hub of the City dwellers in 1970s and 80s was well-connected by buses to all parts of the City. It was also famous for holding plays, events and meetings. Once there was a time, even to lay one step in this area was considered to be very difficult, particularly on Fridays. Nevertheless, the Majestic area even this day is still very busy and on Fridays and Sundays for various other reasons. After Bengaluru developed as a huge and vast City, the influx of people into Bengaluru from across the country to make a living/career has increased enormously thus surpassing all boundaries. Therefore, the area witnesses large number of vehicles and high density of people movements during weekends, who return to their hometowns and as well on Mondays when they come back to Bengaluru and vice versa.

Walking through in the narrow lanes of Majestic

If one has to move around in the vicinity of the Majestic area, the four-wheeler or two-wheeler has to be parked at a distance from such places. There are no parking facilities available on the main roads and it is also a problem to park vehicles on cross roads. Hence, it is prudent that one travels by bus and alights at Mysuru Bank circle stop or come down to Majestic bus station and alight here and then set out on foot to roam in the narrow lanes of the area. One can also take Metro Rail to reach Majestic and roam around in the area to experience the feel and real vibrations of the region. Therefore, to get to know the actual Majestic area, walk around and leave your vehicles aside. One can find fast food joints as well as small chat shops here on both sides of the roads.
Hawkers at subway

We will come across hawkers and peddlers in large numbers in whichever the subway we walk through in Bengaluru. The subways in Bengaluru Railway Station and Bus Stations are in no way exception to this rule. Like Majestic, these hawkers and peddlers too have a long history of their own.

Street hawkers and what they sell

A few decades ago, the street hawkers used to sell toys, dolls and balloons etc. Especially, there was a time these hawkers used to mostly sell Channapatna wooden toys and dolls. Selling readymade clothes, balloons and footwear etc are the specialties of these vendors. With the passing of time, vegetables and fruit sellers also made their way into these subways along with the street hawkers.
Subway for easy and prompt access

Easy access in between terminals

Bengaluru is the only City in India where the Central Railway Station, Mofussil and the City Bus Stations, Metro Rail services are located at the same place. Therefore, Majestic, which is the transport hub of the City, welcomes lakhs of commuters every day. Also, existence of easy and proper connectivity between various transport modes has thus helped Majestic to develop itself as one of the most important and the best transport network Centre of the State. There are foot-over bridges which links City and Mofussil Bus Stations. Apart from this, one can directly cross the road and reach any of the bus terminals.

There are also subways connecting Bus Stations with the Central Railway Station. In the recent times, the Railway Department has been working efficiently and diligently to keep the path of subways clean and tidy. A few years ago, these subways were filthy and wore a shabby look and had become the den for unlawful activities. However, today the subways wear a new and clean look. The subway path connecting the Bus Station at present are kept in neat and tidy condition compared to previous times.

Spacious Market

As Bengaluru developed rapidly, the hawkers have also changed the type of goods and items they were selling in accordance with the ever changing demands of the customers. Since, Bengaluru is well connected by train and bus facilities to the hinterlands across the State, the hawkers identifying with cottage industries and the farmers who grew vegetables began selling their produce and products in Bengaluru. Thus the consumer market of Bengaluru began to develop and expand. As the demand and needs of the people started increasing, the presence of hawker’s has also increased manifold at this place quite considerably. These hawkers occupy every nook and corner of the streets in Majestic area. Further, depending on the needs and demands from the consumers these hawkers are seen changing their business bases, time and again.

Catering to the demand for electronic items

The volume of hawkers selling items in the subways in and around Majestic is very high. Decades ago while they were selling toys, dolls etc are now seen selling the electronic items, these hawkers sell variety of items ranging from mobile phones, phone screen guards, chargers to earphones etc. They are also seen selling handkerchiefs, readymade clothes and the factory rejected goods and seconds at cheaper rates thus suiting the needs and requirements of customers.
**Majestic: Connecting hub for passengers**

Whenever the passengers desire to travel from one corner to another corner in the City, it is the place called Majestic that comes to their help as a connecting point/link; at some places where they do not find any direct buses plying. Every day, thousands of commuters use Majestic Bus Station for their daily travel. While others take a bus to visit this place and from here they can continue onward journey using Metro Rail as inter-change transport mode. Even to travel on inter-city routes and also to far away towns either by trains or buses, people usually come to Majestic. Thus the place has proven its mettle as one of the most important transport connecting hub for passengers to reach their respective places.

**Subway makes transit easy**

Earlier, the passengers who were alighting at Majestic either from KSRTC or BMTC buses had to necessarily walk using the roads, where speeding vehicles operate in order to reach Metro Rail Station. The walker’s path built for the present at the eastern side of the Metro Station connects the subways of BMTC Bus Station and also the Central Railway Station, thus making the transit path more convenient for the commuters going for Metro inter-change and also for long distance train journeys at City Railway station and further who opt either BMTC or KSRTC bus travel.

**Over-bridge to connect Metro Rail Station**

The work of constructing a foot-over bridge connecting Metro Rail Station with BMTC and KSRTC Bus Stations is underway. However, the foot-over bridge connecting Metro Station with the Central Railway Station has already been completed. Once the foot-over bridge work is completed as stated above along with its subways, it will pave way for inter-linking all modes of transport services existing for the present at Majestic.
The Board of Directors of KSRTC

**SRI. M. CHANDRAPPA**
Hon'ble MLA and Chairman,
KSRTC, Central Office, Bengaluru-560 027

**SRI. S. N. ESHWARAPPA**
Hon'ble Vice Chairman, KSRTC
Central Office, Bengaluru-560 027

**SRI. I.S.N. PRASAD, IAS**
Additional Chief Secretary to Government,
Finance Dept., Government of Karnataka

**SRI. RAJENDER KUMAR KATARIA, IAS**
Principal Secretary to Government,
Transport Dept., Government of Karnataka

**SRI. SHIVAYOGI C KALASAD, IAS**
Managing Director, KSRTC,
Central Office, Bengaluru - 560027.

**SRI. V. ANBUKUMAR, IAS**
Managing Director, BMTC,
Central Office, Bengaluru -560 027

**SRI. GURUDATTA HEGDE, IAS,**
Managing Director, NWKRTC,
Central Office, HUBLI
The Board of Directors of KSRTC

SRI. YESHWANTH V. GURUKAR, IAS
Managing Director, KKRTC,
Central Office, Kalaburagi

SRI. VENKATESH. T, IAS
Director (Personnel & Environment), KSRTC,
Central Office, Bengaluru -560 027

SRI. PARESH KUMAR GOEL
Director (Transport), Ministry of Road Transport & Highways,
Transport Bhavan, No.1, Parliament Street,
Government of India, New Delhi-110 001.

SRI. GIRISH C. HOSUR, IFS
Metropolitan Commissioner, BMRDA,
Govt.of Karnataka

SRI. AARUNDI NAGARAJA
Hon’ble Director
KSRTC

SRI. P. RUDRESH
Hon’ble Director
KSRTC

SRI. RAJU VITTALA S JARATARAGHARA
Hon’ble Director
KSRTC
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# List of KSRTC Managing Director's

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During the 2nd wave of Covid-19, due to increase in the number of Covid cases the need/demand for more number of beds in hospitals rose severely. Considering this fact, KSRTC by managing funds internally to the extent of rupees ten lakhs as a social responsibility has thus refurbished an old bus and naming it as “Sarige Suraksha” and converting it as a Mobile ICU and rolled out for public usage.

This is the first of its kind initiative in the history of the Country’s transport corporations.

**Facilities on this Special Bus**
- Five beds ambulance
- Oxygen facility to each bed
- Monitoring patients (BP, Oxygen level, ECG, temperature) with testing equipment’s
- Facility to install ventilator
- Emergency medical system
- 24X7 generator facility
World-class Bus Station’s constant evolution

The Majestic Central Bus Station in Bengaluru has been continuously evolving over the last several decades. The Majestic area that began with the setting up of KSRTC Bus Station, today houses City Transport Bus Station, Railway Station and also Metro Rail Station and has thus become the Centre for all modes of transport under one roof.

Kempegowda Bus Station built on 28 acres of land has thus made available 7.5 acres of land to BMRCL for building Metro Rail Station. With this, on the remaining 20.5 acres of land the KSRTC has thus built three bus terminals and accordingly operating services from here. Further, there is also a plan to build a new and magnificent Bus Station on the twenty acres of land.

Kempegowda Bus Station is one of the most important and a major Bus Stations in the State and also it is the key transport hub for both road and rail transport. In its vicinity, it houses Central Railway Station, Metro Rail Station and BMTC all at one place much to the benefit of both bus and train commuters. This kind of facility could not be seen anywhere in the Country.

Everyday thousands of commuters travel either by train and/or buses from and to Majestic in the City and to other parts of Karnataka State and also to key destinations on inter-state routes lying outside the State. Daily, 2,900 schedules (Buses) are being operated from Kempegowda Bus Station which includes both intra and inter-state services. The foot-over bridge that connects Metro Rail Station to Kempegowda Bus Station will be made available for the convenience of the general travelling public and it will be built in the premises of KSRTC. This will help the travelling public to reach-out to various locations in the City from the Metro Rail Station.

As the City grew rapidly the Kempegowda Bus Station became more congested to cater to the ever-growing needs of the general travelling public. Hence, the Corporation has thus built a Satellite Bus Station (Now named as Mysuru Road Bus Station) at Byatarayanapura near Gaali Hanumantharaya Swamy Temple on Mysuru Road, on 9 acres of land during 2011. This has quite considerably eased the load of vehicular traffic and also the passenger density at the Majestic Bus Station. Further, to help the passengers to travel in between Kempegowda Bus Station and Mysuru Road Bus Station, Non-stop services namely; “Samparka Sarige” is being operated for the present. The Kempegowda Bus Station has been bifurcated into 4 Terminals after a portion of the land belonging to KSRTC was allotted to BMRCL for construction of Metro Rail Station. At present, 2,900 Schedules (Buses) of KSRTC, NWKRTC, NEKRTC and the services belonging to the neighbouring State Transport Undertakings namely; Andhra Pradesh, Telangana, Maharashtra and Goa are also being operated from these Terminals.

Facilities for the passengers

At each Terminal, for the convenience of the general travelling public the facilities such as; Computerized Advance Reservation Counters, sophisticated seating, proper lighting during night, safe drinking water, canteen/restaurants, clean & tidy toilets [a machine installed to dispense sanitary napkins to women passengers at ladies toilet.] Wheel chairs for the specially-abled and ramps to board the buses, public address system, deployed Traffic Controllers at every phase, Traffic controlling system, CCTVs as a security measure, infant care room for the breast-feeding mothers, two-wheeler parking, counter for sparing buses on casual contract for the public (for excursions, marriages, pilgrimage, functions etc) are made available. Thus, all the required and basic facilities particularly to help the commuters are extended and daily, on an average over lakh passengers visiting these Terminals for their travel needs.

Further, fully and well-equipped four transit rest-rooms are provided specially to help the running staffs to take rest and those who work on “Night-services” and also on long-distance routes.
Sthree Toilet

It is the priority of the Corporation to extend basic comforts to women passengers at Bus Stations. In the period of Covid-19 (in 2020) this toilet has become operational.

It is the first of its kind in the country's history of road transport corporations that KSRTC has built a well-equipped toilet and named it as “Sthree Toilet” thus making the fullest use of a scrapped bus.

The authorities of Kempegowda International Airport, Bengaluru paid-up the expenses incurred on this work under their Corporate Social Responsibility.
Cargo service – “namma Cargo”

The transport corporations have newly started (in 2021) a parcel and cargo service called “namma Cargo Service” is a public-friendly scheme. The cargo service facilities are extended not only in the State of Karnataka but also to the whole of southern India namely; Andhra Pradesh, Telangana, Goa, Maharashtra, Kerala and Tamilnadu.
A picture of Bus Station during bus operations to facilitate migrant labourers
COVID – 19: It was the most difficult period in the history of the corporation. During this period, the corporation had arranged free bus travel facilities to 1.20 lakh migrant labourers to move them across the state and the task was successfully handled.
Going back to the time when bus station was a lake...

Urbanisation, industry to meet the drinking water demand of growing city and changed notions of sanitation led to demise of the water body

Story of determination

At that time, the region was ruled by the Hoysalas

Mentioned in 13th century inscription

Dance on floats

Was an attraction for dignitaries

‘Majestic is the heart of Bengaluru, also its intestines and gastric system’

Writer Zac O’Hara expounds on his inspiration to create the principal protagonist of his novels

Through majesty and chaos, change is the only constant

Majestic was not always the chaotic hulk it is today, and its transformation over the decades has been drastic yet almost organic in nature
A Majestic golden jubilee

From hosting Nehru and Rajagopalachari to becoming Bengaluru's transport lifeline

In the 1990s, the water was drained out and Cubbon Park lake was turned into a venue for cultural events and large political gatherings

First bus stand operated from bylanes of Kalasipalya

The early players, especially those running intra-city services, faced stiff opposition from the janata

A 'golden opportunity' to integrate the transport hub

Passengers want better infrastructure and linking of all modes of transport

Golden milestone for city's transport hub

KRRC plans a museum to showcase transformation of Majestic bus stand over the years

Many people prefer to use the train as it has a dedicated station and the option of traveling without any transfers with their luggage in the bag on their back. This is also a new problem with the trains, but the situation is much better now with more than 1,000 buses, which are being run by private operators in various destinations, including some of the smaller ones.
Bengaluru, stop being unkind to your lakes

The Majestic bus terminus was once a sprawling lake, built by Kempegowda about five centuries ago.

The bus terminus in Majestic, the city’s largest transport hub, is celebrating its 50th anniversary, but the landscape has changed, and the lake has been drained.

The Mysore government laid the foundation stone for a bus depot and a small terminus in 1964. The innovative, circular bus terminus for city buses came up only in 1980, when the Majestic terminus went through a metamorphosis to become one of the most prominent landmarks in Bengaluru.

While the present terminus — covering the entire area just across the KR City Bus Station — must be remembered that the sprawling built-up area was a water body just four decades ago. The area became a playground when some parts of the centuries-old tank began drying up.

The Congress decided to build a conference to pay tribute to Subrahmanya Chandra Bose in the early 60s, and named the ground after him. The Congress exhibition, a huge carnival-like show, was among the events held there. Circuses also pitched tents there on the days they were not banned.

Four decades ago, the space where the terminus stands today was covered with water. It was just a state’s throw from Kempegowda’s body, and a few local temples.

Why save lakes?

Bengaluru is often gripped by water scarcity. A city that is home to nearly 32 lakh people, with an annual growth rate of 4.04 per cent, can’t afford to be indifferent to water conservation.

The city has not been kind to its lakes. Bellandur lake, the largest in the city, has been abused so much it repeatedly catches fire. The lake has been fruited, too, giving the world an idea of the extent of pollution in the city.

buddi kalyani (a stepped well) via a main channel. This channel was diverted to create another lake, today’s Sunnah, so that railway lines could be laid.

Gradually, the Dharmasthala lake started drying up and the landscape looked like a strange field. The dry area as a pathway between railway stations. In long years, the dry area has become a concrete corridor. You no longer find a mill on the dry area.

While the Majestic terminus celebrates its 50th anniversary, the steps have been taken to bring back the lake. The terminus has come up over a Kempegowda-era water body, and parts of Mysore. Bengaluru was the biggest urban sprawl in the world.

In the ongoing celebrations, there is a book on the terminus, carrying pictures and articles.

Iconic bus terminus turns 50

The Majestic bus stand was built on the dry Dharmasthala lakebed. The bus stand got its name from Majestic Theatre in the area. Now that it has turned 50, the corporation plans to celebrate the occasion.

In the ongoing celebrations, there is a book on the terminus, carrying pictures and articles.
The Sleeper Coach is a new concept in the field of Passenger Road Transport. With its introduction the Mysore State Road Transport Corporation has given a lead in introducing modern methods of Transport.

The first Sleeper Coach was introduced on the Bangalore—Hubli route in March 1966.

There are 8 upper and 8 lower berths in each of the vehicle and Trailer respectively. Fans and wall clocks are provided in both. Each berth is provided with a pillow, bed cover and Nylon mosquito curtain. In addition to this it is also equipped with a reading lamp with a separate switch and a push-button calling bell. To add to the luxury a radio and a record player are fixed in the Trailer and can be heard in the Vehicle. This is not all. For inter-communication between the vehicle and the Trailer, Telephones have been fixed in both.

The Sleeper Coach has already become popular and M.S.R.T.C. may have to meet demands for such services from other important Cities and Towns of Mysore State for it is specially designed for comfortable long distance travel during night.

General Manager
M.S.R.T.C., BANGALORE
KSRTC has chosen the most impactful and a unique symbol “Gandabherunda” as its official emblem. The word ‘Ganda’ means powerful and ‘bherunda’ means two-headed. The bird has its origin in the world’s oldest civilizations’ dating back to at least over 4,000 years.

This bird is a symbol of infinite power and has been used by many empires as their official symbol as well as etched this symbol on their thrones and royal coins. It was also the royal emblem of Mysore Wodeyars. It has been further included as emblem in many of the State Government Departments in Karnataka.