

## CHAPTER VII

### TRANSPORT AND COMMUNICATIONS

The rulers of this area in historic times paid much attention towards communication, mainly through roads. *Rajaveedhi* or *rajamarga*, *heddari*, and *bandidari* between places existed and these roads had *aravattiges* (places where drinking water was provided) to the travellers. Francis Buchanan mentions about the roads above the ghats around Dodballapura, where asses were used for carrying luggages on these roads. Roads were found necessary for both trade and military purposes. The road network assumed further importance by the introduction of *anche* system by Chikkadevaraya. In the days of Haider and Tippu roads were further improved for military purposes, specially for the movement of cavalry and huge guns. Dr. Buchanan travelled by road in 1880 from Malur to Bangalore, and from there to Srirangapattana *via* Kengeri, Bidadi, Ramanagaram, Channapatna, Maddur and way back he travelled from Channapatna to Magadi and from there *via* Bangalore and Sarjapur to Dodballapur. But he does not present any description about the condition of the roads. He speaks of the British officers engaged in preparing a ghat road from Ambur to Pedda Naikana Durga. But he describes a 'rude' bridge at Shrirangapattana. Most of the roads were passable only by pedestrians and were narrow, passing through forests and ghat sections. The princely class and rich traders used horses as the mode of conveyance, while the palanquins were also used for transporting princes, nobles, rich persons and other travellers. There were professional palanquin bearers who were hired by the traders, princely class and others. The palanquin bearers were called '*khalihats*' who were maintained by the state on the main road from Palemner to Mysore *via* Bangalore. "Every where in *karnata* the palanquin bearers are of *Telinga* descent, and in their own families speak the language of their original country. In the language of *Karnata* they are called *Telige Bestas*, but in their own dialect they are called Bui," says Buchanan. The goods were carried on pack animals like bullocks and asses and during war times ammunition, food etc. were

carried on elephant backs. Individuals carried luggage on a 'hasibe' (a shoulder bag) or on a *kavadi* (weights tied on ends of a pole). By 1831, there was a road from Naikneri to Mysore *via* Bangalore and a road from Bangalore to Harihara which were perhaps the only roads worth the name according to Col. Greens report. These roads were also not in good condition as the baggages of regiments could not be transported swiftly and they were detained for days. With the improvement of trade and commerce, the roads were improved.

Since 1831, when there was direct British rule in this district, stress was laid on formation of new roads connecting Bangalore with Mysore. The upkeep and maintenance of roads were taken up by the local self-government bodies which were established by 1862. In 1856, in the administration of Mysore State, the Public Works Department, a department of the Government to look after the task of road building was formed. This was formerly called as 'maramat' department. With the formation of this department a methodical classification of roads which were in existence and the future roads was possible. The roads thus classified were, Class I - Metalled (a) with bridges or ferries and drains; (b) Partially bridged and drained; Class II - Unmetalled (a) with bridges or ferries and drained (b) Partially bridged and drained; Class III - Banked and surfaced, but not drained; Class IV - Banked but not surfaced, partially bridged; Class V - cleared only. Generally the Class I (a) roads had avenues of trees planted along. Construction of roads was being taken as famine relief measure and sometimes forced labour was deployed. The cost some times was reimbursed by road cess and by tolls. During 1831 - 56 a sum of Rs 28.75 lakhs was spent on roads. The roads constructed in this period connected all headquarter stations to Bangalore besides some roads extending on all sides to the frontier state.

The increased revenue realised since 1862 from District Local Fund enabled the transfer to that head, the maintenance of subordinate lines of road (maintained by the Public Works Department) besides providing the means of extending cross roads, including the transferred lines of road. Thereafter the roads were reclassified as State Fund Roads and District Fund Roads, according to the allotment of funds for construction and maintenance from the State or District Board revenues. These are further classified as metalled or gravelled according to the surface. During this period there were 215 miles (354 km) of State Fund roads with the cost of their maintenance being Rs 84,000 and 455 miles of District fund roads (728 km) with the cost of maintenance being Rs 52,000 in Bangalore district (including the urban district). In Bangalore Division during 1866-67 the length of roads in various classes maintained was as follows: I Class Imperial roads

132 miles; II Class or Provincial Roads 61 miles; III Class or District Roads 170 miles; and IV Class or cusbah roads 10 miles; and the total outlay was Rs 41,122.

The following were some of the roads that were existing in this district around 1860-70: (1) From Naikneri to Mysore via Bangalore. (2) From Bangalore to Harihar (3) Bangalore - Magady (4) Dodballapur - Gauribidanur. By 1900 the following were the roads passing through the district. (1) Bangalore-Nilgiri Road, (2) Bangalore-Mysore Road via Kanakapura

#### CLASSIFICATION OF ROADS

The roads were later classified on the basis of the Nagpur Plan which was perhaps a breakthrough in the road development. The classification thus made was, National Highways, State Highways, Major District Roads, Other district roads and village roads. As in 1956, the length of roads in the above categories in Bangalore district (comprising of both Rural and Urban) were 160 km, 163 km, 500 km, 317 km and 1660 km respectively. The total road length per 100 sq km area was 35 in 1956. By 1987, the National Highways increased to 197 km (increase of 23.13 per cent), the State Highways increased to 271 km (66.25%), the major district roads to 876 km (75.2%), the other district roads to 309 km (almost same) and village roads to 2,567 km (54.64%). (This figure pertains to the old Bangalore district as a whole). The table showing the length of roads under different categories from 1956 to 1986 in Bangalore District is given in Table (Page No. 361).

Category-wise and surface-wise road length in Bangalore District  
(including Urban district) from 1956-1988

Year	N.H.	SH	MDR	ODR	VR	TDB	Forest Dept.	Total	Total Road length per 100 Sq.Km.
1956	160	168	500	312	-	1649	11	2800	35
1961	160	168	735	356	352	1089	5	2865	35
1966	160	217	751	405	559	1433	5	3530	44
1969	160	217	756	417	624	1495	5	3674	45
1975	197	180	753	417	985	2602	-	5134	54
1980	197	271	699	419	2050	2460	-	6096	41
1985	197	271	877	309	2949	2349	18	7070	88
1986	197	271	877	309	2949	2449	18	7069	88
1988*	139	210	665	239	2120	1661	-	5034	-

(\*Pertains to Bangalore Rural district only)

Source: Public Works Department - Karnataka)

NH: National Highway; SH: State Highway; MDR: Major District Roads; ODR: Other District Roads; VR: Village Roads; TDB: Taluk Development Boards Roads. There are no irrigation roads.

The Nagpur Plan envisaged a rationale for the road formation and laid down that in a highly developed agricultural area no village should be more than 3.2 km away from a road or 8 km away from the main road. Accordingly most of the villages in the district have been connected by roads.

The maintenance of roads is undertaken by the Public Works Department ever since its formation. Of late the other agencies like the Taluk Development Board (presently Zilla Parishat), Forest Department, K.E.B., Municipalities etc., are also looking after the maintenance of allotted roads to these departments. However the major department to look after this task is Public Works Department. The National Highways are maintained by the Chief Engineer, National Highways. The cost of their maintenance is partly reimbursed by the Government of India from 'Road Funds'. The taluk-wise road length of National Highways in the district are as follows: Devanahalli 30 Kms, Hoskote 32 kms, Megadi 26 kms and Nelamangala 51 kms. There is no National Highway in the other taluks. The total length of N.H. in this district as in 1988 was 139 Kms which was 7.00 per cent of the total length of National Highway in the State.

## Taluk-wise road length (category-wise) in Bangalore Rural District as in 1987 (Kms)

Name of Taluk	NH	SH	MDR	ODR	VR	Total	CC	BT	WBM	Total	Surfaced Percentage	Rank
Channapatna	-	17	32	39	344	432	-	90	154	224	6.11	7
Devanahalli	30	-	59	41	415	545	-	155	179	334	7.71	6
Dodballapura	-	76	80	18	541	715	-	143	147	290	10.12	3
Hoskote	32	23	45	25	714	839	-	192	123	315	11.87	1
Kanakapura	-	47	149	9	468	673	2	147	331	480	9.52	5
Magadi	26	-	198	26	471	721	26	135	167	328	10.20	2
Nelamangala	51	17	47	30	534	679	56	110	51	217	9.61	4
Ramangaram	-	30	55	51	294	430	-	130	128	258	6.08	8
<b>Total</b>	<b>139</b>	<b>210</b>	<b>665</b>	<b>239</b>	<b>3781</b>	<b>5034</b>	<b>84</b>	<b>1102</b>	<b>1260</b>	<b>2446</b>	<b>4.832</b>	

Source: Public Works Department - Karnataka

CC - Cement Concrete

BT - Black Topped

WBM - Water Bound Maccadam.

The taluk-wise road length in different classifications are given in Table in Page No. 362.

Taluk-wise road length in charge of various agencies in Bangalore  
Rural District as in 31-3-1987

(Kms)

Name of Taluk	NH	PWD	SCCF	TDB	Total	Road length per lakh population (Km)	Road length per 100 Sq. Km. (Km)
Channapatna	-	330	-	102	432	198	80
Devanahalli	30	426	-	89	545	310	91
Dodballapura	-	395	22	298	715	374	90
Hoskote	32	413	-	394	839	411	126
Kanakapura	-	550	-	123	673	247	42
Magadi	26	457	-	238	721	353	79
Nelamangala	51	311	-	317	679	411	104
Ramanagaram	-	330	-	100	430	250	68
<b>Total</b>	<b>139</b>	<b>3212</b>	<b>22</b>	<b>1661</b>	<b>5034</b>		

Source: Public Works Department, Karnataka

The following are the National Highways in the district as in 1988 (1) NH4 - Madras-Kolar, Bangalore-Hubli-Belgaum-Bombay Road. (2) NH.7 - Banaras-Nagpur-Kurnool-Bagepally-Hosur, Bangalore-Krishnagiri-Salem-Madurai-Cape Comarin Road, and (3) NH.48 - Bangalore-Nelamangala-Kunigal-Hassan-Sakaleshpur-Mangalore Road. The following are the State Highways in the district as in 1988: 1) Bangalore-Mysore Road via Mandya, 2) Bangalore-Mysore Road via Kanakapura, 3) Yelahanka-Hindupur Road, 4) Bangalore-Rayalpad Frontier Road, and 5) Nelamangala-Gollahalli - Dodballapur Road.

The following are the Major District Roads in the district as in 1988: 1) Bangalore-Varthur (2) Bangalore-Magadi-Huliyurdurga (3) Hesaraghatta Tank Bed (4) Road deviating from Tumkur Road to Yelahanka via Doddabellahalli (5) Doddabelavangala-Kanaswadi (6) Duddabelavangala -Arudi (7) Hoskote-Malur (8) Hoskote-Sidlaghatta (9) Dobbspet-Shivaganga (10) Dobbspet-Koratagere (11) Nelamangala-Sondekoppa (12) Gudemaranahalli-Shivaganga (13) Devanahalli-Dodballapura (Loop Link road) (16) Bangalore-Nandidurga (17) Hoskote\_Budigere (18) Iglur-Gudlapur (19) Bangalore-Anekal (via Banneraghatta) (20) Bangalore-Hoskote-Kadugodi-Anekal (21) Magadi-Kunigal (22) Ramanagaram-Magadi via Laxmipura (23) Kanakapura-Kodihalli (24) Channapatna-Halgur (25)

Kodihalli-Sathanur (26) Channapatna-Sathnur (27) Ramanagaram-Magadi via Jalamangala (28) Marur-Kudur-Sugganahalli and (29) Ramanagaram-Kanakapura Road. Besides there are 26 other District Roads and 26 Village Roads in the District.

### RURAL COMMUNICATION PROGRAMME

The need for providing communication facilities to the rural areas was ardently felt, in the light of the recommendations made in Nagpur Plan and the Chief Engineer's meeting. Accordingly a separate programme called Rural Communication Programme was envisaged in 1959-60 with the object of connecting rural areas by fair weather roads. This programme consisted of (1) Construction of rural roads (2) construction of missing links and (3) construction of cross drainage works with linear waterway of more than 6.10 metres on non-P.W.D. roads. Roads constructed under this programme were provided with only gravel on local soil in surface and these roads were mainly intended to cater to cart traffic. The length of roads completed under Rural Communication Programme in Bangalore Rural District (including urban) as in 1966 was 140 km, in 1969 - 1432 km, 1974 - 1618 km, 1978 - 2021 km, 1979 - 2046 km, 1982 - 2101 km and the amount spent was Rs 209.13 lakhs. The taluk-wise figures as on 31-3-1982 is given in the following table.

Name of Taluk	Rural Roads as			Total (in Kms)
	SFR	TDB Roads	R.C.P. Roads	
Channapatna	38	-	212	250
Dodballapur	4	115	61	180
Devanahalli	21	115	31	167
Hoskote	6	87	66	159
Kanakapura	42	-	182	224
Magadi	58	129	115	302
Nelamangala	-	119	21	140
Ramanagaram	11	-	47	118
<b>Total for Bangalore Rural District (as at present)</b>	<b>240</b>	<b>565</b>	<b>735</b>	<b>1,540</b>

Note: 481 Km of road belonged to Bangalore South, Bangalore North and Anekal taluks which are now in Bangalore (Urban) District.

The Rural Communication Programme was further widened and programmes such as a) Minimum Needs Programme - a scheme to provide all weather roads to villages having a population of 1,000 and above (b) Halli Heddari Scheme - providing approach roads to roadless villages having a population of less than 1,000 (c) Sethubandhana - construction of cross drainage works on non-PWD roads (d) C.D. Works - construction of Cross drainage works on rural roads, (e) Integrated comprehensive Rural Communication Roads - new formations and improvements to existing I.C.R.C. roads to make them fair weather roads (f) Tribal sub-plan-providing all weather approach roads to Tribal areas, (g) Railway Safety Works, construction of approach embankments to over-bridges and under-bridges and conversion of unmanned level crossings to manned level crossings and (h) People's Participation Programme - Scheme for taking up Village Roads with labour contribution from the villagers.

All-out efforts were made to make all villages accessible by roads. Accessibility of villages is defined as providing all weather roads right upto the periphery of the villages. In the recent years, it has been recognised that one of the basic immediate requirements for alround development of rural economy is to connect all villages by all weather roads and to end their existing isolations and to pave the way for the integrated development of Rural areas. As in 31-3-1985, the accessibility of villages in the district is as shown in the table.

Name of Taluk	Number of villages connected by				Total
	All weather roads	Fair weather Roads	Katcha roads	Not connected by any Road	
Channapatna	78	39	17	-	134
Devanahalli	55	88	91	4	238
Dodballapura	54	47	168	2	271
Hoskote	93	37	176	4	310
Magadi	87	53	169	1	310
Kanakapura	39	73	114	10	236
Nelamangala	47	53	189	9	298
Ramanagaram	35	22	70	-	127
<b>Total</b>	<b>483</b>	<b>412</b>	<b>994</b>	<b>30</b>	<b>1924</b>



Upto the end of 1981 (March), the number of villages covered under the Minimum Needs Programme were as follows: Hanabe (Dodballapura tq) 4.4 km; Harandyappanahalli (Kanakapura tq), 4.0 kms and Hunasanahalli (Channapatna tq) 1.3 km; and in 1984-85 Arehalli (Channapatna tq), 1.00 km, and Madigondanahalli (Ramanagaram tq) were also covered.

### Traffic Census

Periodical traffic census and transport survey are being conducted by the State from 1959 with the object of collecting basic data on all aspects of roads. In Bangalore district, the average traffic volume per day of 24 hours on different roads is given in the table.

Traffic intensity on National Highways in Bangalore District as in 1982.

Number of Vehicles plying per day of 24 hours.

Nature of Vehicles	NH.4	NH.7	NH.48	Total
Heavy vehicles	18,443	10,109	1,735	30,287
Slow Moving vehicles	97	209	97	403
Light vehicles	18,138	8,422	832	27,392
<b>Total</b>	<b>36,678</b>	<b>18,740</b>	<b>2,664</b>	<b>58,082</b>

Statement showing the traffic intensity and traffic volume per day of 24 hours per count posts in the State Roads as in 1970-71, 75-76, 81-82 in Bangalore District.

Roads	Traffic	1970-71	1975-76	1981-82
State Highways	Intensity			
	(in M.kms)	4,696	6,842	9,224
	(Volume) (in Nos)	1,021	1,254	2,129
Major District Roads	Intensity	1,212	1,715	1,963
	Volume	NA	379	462
Other District Roads	Intensity	861	1,092	1,681
	Volume	NA	260	434
Village Roads	Intensity	728	648	1,220
	Volume	NA	187	301
Total	Intensity	7,497	10,297	14,088
	Volume	-	2,080	3,326

The average traffic volume per day of 24 hours on a State Fund Road in the Bangalore (undivided) District in the years 1970-71, 1975-76 and 1981-82 are as follows:

Year	Heavy vehicles	Light vehicles	Slow moving vehicles	Total
1970-71	154	139	76	369
1975-76	177	161	74	412
1981-82	203	269	64	536
Percentage increase	32	94	-16	45

It is seen that there is an increase of 60 per cent in respect of traffic volume on State Roads in a period of five years, 45 per cent in respect of different type of vehicles. The road development should cater to the needs of this increased traffic and there is a demand to recognise Bangalore-Mysore-Ooty Road as National Highway.

Bridges

There were no all-season bridges earlier to 1850-60. The river or nala was crossed by country boats or basket boats. There were instances wherein travellers and traders were stranded for days together on the banks of rivers in the absence of any mode of communication. Few fishermen were rowing boats and taking luggages. It is said that during the period of Tipu, temporary bamboo bridges or rope bridges were made for transporting men and articles. The oldest known bridge in this district is bridge across the Arkavathy on Bangalore Huliurdurga Road.

List of major bridges having a linear water way of more than 30.48 mtrs in Bangalore District as on 31-3-1988.

Name of bridge	River or Nala.	Year of construction	Cost of construction (Rs.in lakhs)
1	2	3	
1. Bridge across Arkavathy in Bangalore-Huliurdurga Road.	Arkavathy	1933	0.39
2. Bridge across Arkavathy river on Bangalore-Mandya-Mysore Road	Arkavathy	Prior to 1940	3.22
3. Bridge across Arkavathy river on Kanakapura-Kodihally Road.	Doddegul Halla	1963	1.54
4. Bridge across Arkavathy on Bangalore-Kanakapura-Mysore Road.	Arkavathy	1953	6.00
5. Bridge across Waste Water Halla in Hesaraghatta tank	-	NA	-
6. Hesaraghatta-Gollahalli tank Halla	Halla	1965	1.22
7. Bridge across Suvarnamukhi river on Bangalore-Kanakapura-Mysore Road.	Suvarnamukhi	1966	2.00

1	2	3	4
8. Bridge across Kanva on Chikmaglur - Sosale Road.	Kanva	1969	4.12
9. Bridge across Halla of Byramangala Reservoir on Bidadi-Harohalli Road.		1972	5.00
10. Bridge across river Kanva on Mysore-Bangalore Road.	Kanva	Prior to 1940	N.A.
11. Bridge across Kanva river in Channapatna-Nidasale Road.	Kanva	1940	N.A.
12. Bridge across Arkavathy river on Bangalore-Mandya Mysore Road.	Arkavathy	1963	-
13. Bridge across Arkavathy river on Nelamangala-Sondekoppa-Turuvekere Road.	Arkavathy	1969	1.48
14. Causeway across the river near Kittanahalli (Nelamangala tq)	Arkavathy	1975	1.00
15. Cast in situ bridge on the road from Kamsandra to Gangavara.	South Pinakini	1979-80	15.90
16. High level causeway on Maranagere-Gundlur Road	South Pinakini	1979-80	3.43
17. Cast in situ Bridge on loop road from Shanubhoganahalli to join R.M.Road.	Kanva	1980-81	4.45
<u>On National Highways:</u>			
18. Bridge across tank bed on Kolar-Bangalore Road.	Tank	1961	1.84

1	2	3	4
19. Waste Water bridge on Bangalore-Kolar Road	N.A.	N.A.	N.A.
20. Waste Water Bridge on Bangalore-Kolar Road	N.A.	N.A.	N.A.

Statement showing the number of major bridges having linear waterway of more than 30.48 metres in Bangalore District from 1956-1987.

Year	A	B	C	D
1956	8	-	-	8
1961	9	-	-	9
1966	12	1	=	13
1971	13	2	-	15
1976	15	2	-	17
1981	17	3	-	20
1986	18	3	1	22
1987	18	3	1	22

A: Bridges having linear waterway between 30 and 91 Mtrs. B: Bridges having linear waterway between 91 and 152 Mtrs. C: Bridges having linear waterway between 152 and 304 Mtrs. D: Total.

Statement showing the number of minor bridges in Bangalore District from 1975-1987 in different roads

Minor Bridges having a linear waterway	1975					1982					1987					1988				
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
Less than 6 Mtrs.	NA	NA	NA	NA	NA	409	1165	787	846	3207	409	1165	818	948	3340					
between 6.10 and 12.2 Mtrs.	70	79	112	131	392	66	69	102	126	363	66	69	105	128	368					
12.20 and 18.30 Mtrs.	11	14	17	11	53	10	9	14	10	43	10	9	18	11	48					
18.30 to 24.38 Mtrs.	11	3	1	3	18	4	3	1	6	14	4	3	1	6	14					
20.38 to 30.48 Mtrs.	4	4	1	4	13	2	4	3	6	15	4	4	3	7	18					
<b>Total</b>	<b>96</b>	<b>100</b>	<b>131</b>	<b>149</b>	<b>478</b>	<b>491</b>	<b>1250</b>	<b>907</b>	<b>994</b>	<b>3642</b>	<b>493</b>	<b>1250</b>	<b>942</b>	<b>1100</b>	<b>3788</b>					

Note: A = State Highway  
 B = Major District Roads  
 C = Other District Roads  
 D = Village Roads  
 E = Total  
 N.A. Not available.

## ROAD ACCIDENTS

Road traffic includes pedestrians, two wheelers, three wheelers, four or six wheelers, multi-axled vehicles, animal drawn carts etc. The causes of the road accidents have been classified as (1) due to human error (2) due to mechanical defects of vehicles and (3) due to local condition of roads. The table showing the number of accidents from 1971-72 to 1982-83 in Bangalore district (including urban district) is given hereunder.

Table showing the road accidents in Bangalore (undivided) District from 1971-72 to 1982-83

Year	Number of accidents	Persons killed	Persons injured	Due to bad condition of roads	Due to mechanical defects of the vehicle	Due to human error
1971-72	1938	270	1895	--	35	1903
1972-73	2076	239	1834	--	48	2028
1973-74	2406	277	2230	--	19	2387
1974-75	2082	292	2245	8	52	2028
1975-76	2415	305	2226	7	45	2363
1976-77	3254	291	3040	12	22	3220
1977-78	4181	380	3659	15	76	4090
1978-79	4870	403	4752	8	61	4801
1979-80	4857	465	4020	15	71	4771
1980-81	4830	494	4390	27	51	4752
1981-82	490	521	4178	189	116	4605
1982-83	4869	516	4605	316	131	4422

It can be seen from the table that the number of accidents due to bad condition of roads is on the increase from the years 1981-82. Further for a total road length of 5,134 km in 1975-76, the number of vehicles moving on any particular day per count post was 2,080 and the total number of accidents was 2,415 and the same figures in 1981-82 were 3,326 vehicles and 4,910 accidents.

The number of accidents and the number of persons killed in Bangalore (undivided) district during the years 1983-84, 1984-85, 1985-86 and 1986-87 were 616 and 158; 5,203 and 618; 5,842 and 655 and 6,055 and 641 respectively. The following table shows the category-wise motor vehicle accidents in Bangalore (undivided) District in 1984-85.

Sl. Category of vehicles No. involved in accidents	No. of accidents due to		Number of persons	
	Mechanical defects	Negligence of drivers	Killed	Injured
1. KSRTC/BTS Buses	2	644	95	796
2. Factory Buses	1	47	4	43
3. Private Bus	2	197	47	396
4. Truck/Lorries	9	1289	235	1250
5. Autorickshaws	1	634	27	597
6. Tempos	2	233	23	236
7. Vans	3	178	18	155
8. Motor Cars	4	770	41	645
9. Jeeps	1	107	13	103
10. Motor Cycles	-	620	55	581
11. Scooters	2	895	31	868
12. Military vehicles	-	31	5	10
13. Taxies	-	18	3	17
14. Tractors	-	13	6	7
15. Unknown vehicle	-	149	34	45
16. Cycles	20	4	44	-
17. Bullock carts	3	-	3	-
18. Jatkas	-	8	1	9
19. Others	-	8	1	10
<b>Total</b>	<b>27</b>	<b>5,855</b>	<b>633</b>	<b>5,824</b>



## PUBLIC CONVEYANCE

Prior to the 18th century there were no public conveyances. However the professional palanquin bearers, and draught animal owners were being drafted for carrying both men and materials. Bullock carts were also plying between places in this district particularly to carry goods and traders. By 1910-20, the following were some of the entrepreneurs who started plying buses in this district. Standard Motor Services - from Bangalore to Sathanur; S.L.N. Motors to Kanakapura; K.N.S. Motors and Sukkur Motors towards Mysore and other places; Srinivasa Motor Transport Co. J.M.S. Motors Services, Beereshwara Transport Services, Sreekanteshwara Transport Services etc - from Channapatna towards Mysore; Nazeema Transport, Bhagavan Transport, Leo Bus etc. from Hoskote towards Bangalore and Kolar. Some of these buses were run on coal and they were also used as Mail Services. The duration of the journey from Bangalore to Channapatna was about 3 hours and the fare was around 50 paise. The licensing authority for the mechanised vehicles was the Inspector General of Police, Bangalore. In accordance with the Mysore Motor Vehicles Act XVI of 1928, the annual vehicle tax for various vehicles was as follows: Motor cycles Rs 15; Motor Cars, constructed or adapted to carry in all not more than seven persons including the driver (a) Weighing not more than 15 cwts (unladen) Rs 30; (b) weighing more than 15 cwts unladen Rs 40; Motor Cars constructed or adapted to carry eight persons or more including the driver - Rs 60; for heavy motor cars i.e., motor cars exceeding two tons in weight unladen, Rs 100; Motor lorries used solely for purposes of agriculture Rs 60; These vehicles were exempted from all municipal tolls. Motor lorries without trailers not let or plied for hire or rewards (a) fitted with pneumatic tyres in all wheels and whose unladen weight (a) not exceeding 15 Cwts. Rs 30; (b) between 15 and 25 Cwts. Rs 50; (c) between 25 and 30 Cwts Rs 70; (d) between 30 and 35 Cwts. Rs 90; (e) between 35 and 50 Cwts. Rs 112.50; (f) between 50 and 70 Cwts. Rs 150; (g) between 70 and 100 Cwts Rs 175; and (h) exceeding 100 Cwts Rs 250. Additional tax payable in respect of such vehicles used for drawing trailers - Rs 60 (for one ton trailer) and Rs 125 (for trailers exceeding one ton); Motor lorries let or plied for hire or reward and used for the carriage of haulage of goods only - one and half times the rate prescribed for each respective class of vehicles as above. (the above rates are for one quarter).

By 1937 the authority to issue license to drive a motor vehicle was the District Magistrate or such other authority as may from time be empowered by the Government. The fee for granting a license was Rs 5 and this licence had to renewed annually with a renewal fee of Rs 3.

The Mysore Road Traffic and Taxes Regulation was brought into force with effect from 1st Jan 1936, and the Traffic Board consisting of officials and non-officials (some elected) was constituted to regulate and control the public motor services in the district (and also State) and to introduce a uniform system of taxation of motor vehicles. Provision was also made for the establishment of a Road Fund into which all the taxes and tolls were credited. The Rates of Tolls as in 1937 were as detailed below: 1) On every motor cycles with or without side car Rs 0.25; 2) on every motor car motor cab constructed or adapted to carry not more than seven persons including the driver Re one; on every four-wheeled motor car constructed or adapted to carry eight persons or more including the driver - Rs two; On every four-wheeled motor bus - Rs 2; on every motor lorry Rs 3, and for the vehicles other than motor and steam vehicles, the following were the rates: on every four wheeled carriage - paise fifty; on every two-wheeled carriage other than a jutka Ps 25; on every jutka (laden) paise 12 (two annas); unladen jutka paise six (one anna) etc. The Mysore Civil Motor Cars Control Order 1945, and the Commercially Imported Transport Motor Vehicles Control Order 1946, were duly promulgated by the State with a view to regulating the price and distribution of the vehicles in conformity with British Indian Central Orders. The Inspector General of Police was appointed the Motor Transport Controller for the State. The Mysore Motor Vehicles and Road Traffic (Emergency) Act 1946 was introduced in the State with effect from 1st July 1946 making it compulsory for all vehicles to insure against third party risk.

After integration (1956), there was one State Transport Authority and 19 Regional Transport Authorities at one for each revenue district. The Regional Transport Officer, Bangalore District was the *ex-officio* Secretary to Regional Transport Authority and continued to function as Chief Executive Officer of the respective regions under the Motor Vehicles Act. These Regional Transport officers were also made the Licensing Officers for purposes of implementation of the Motor Vehicle Taxation Act 1957.

Reciprocal agreements were finalised with the neighbouring State Governments of Maharashtra, Tamilnadu, Kerala and Andhra Pradesh in regard to counter-signature of permits of transport vehicles on inter-State routes. Single point taxation was agreed upon in respect of transport vehicles plying regularly on inter-State routes from Bangalore to Kerala and Andhra Pradesh, and in the case of vehicles plying between Bangalore and Bombay single point taxation was confined to stage carriages only and level point taxation was confined to goods vehicles (public carriers). In respect of vehicle plying to Madras the

taxes were recovered in both the States. Non-transport vehicles of all the neighbouring States having valid tax license were exempted from taxes in Mysore State on a reciprocal basis.

By 1956-57, the number of different types of vehicles registered in Bangalore district (old or composite) was as hereunder: Buses 770; Goods carriers 2,160; Taxies 381; Private motors 4,181; Motor cycles 1,513; Other vehicles 159; Total 9,164. By 1986 the figures were as follows: buses 1,420; Goods Vehicles 2,859; Taxies: 498; Motor Cars 7,529; Motor cycles 8,467; Others 2,897; Total 23,670 and the number of vehicles per lakh population was 947. Latest position in the Bangalore Rural District, taluk-wise is given in the following table, and separate figures prior to it for the new district are not available. There is no separate Transport Office in the Bangalore Rural district. The different offices situated in Bangalore City cater to the needs of the Bangalore Rural district. The jurisdictions are as hereunder (as in 1988):

Channapatna, Ramanagar & Kanakapura taluks - R.T.O. Bangalore South;  
Nelamangala & Magadi taluks - R.T.O. Bangalore West.  
Hoskote taluk - R.T.O. Bangalore East, and Dodballapura and Devanahalli taluks - R.T.O. Bangalore North.

After the bifurcation of the Bangalore district into Bangalore Rural district, and Urban district, the Regional Transport Authority for Bangalore Rural district is headed by the Deputy Commissioner, Bangalore Rural district as Chairman and the Superintendent of Police, and Executive Engineer, P.W.D. of the Rural district as members. The Regional Transport Authorities are the quasi-judicial authorities exercising the powers vested in them under the Motor Vehicles Act 1939. The permits for the transport vehicles for operations on intra and inter-district routes and throughout the State are granted by this Authority. The Regional Officer is the taxation authority in respect of motor vehicles registered and kept for use in their respective regions. With effect from 1-4-86, life time tax is being collected for two wheelers, as per the schedule below; At the time of registration of new vehicles - vehicles not exceeding 50 cc - Rs 500; Vehicles exceeding 50 cc but not exceeding 300 cc - Rs 750 and vehicles exceeding 300 cc - Rs 1000. Further the life time tax reduces as the age of vehicles increases.

Number of Motor Vehicles registered and kept for use in Bangalore Rural District taluk-wise  
as on 31-3-1987

Vehicles	Channa- patna	Devana- halli	Dodballa- pura	Hoskote	Kanaka- pura	Magadi	Nela- mangala	Rama- nagaram	Total
1	2	3	4	5	6	7	8	9	10
<u>Motor Cycles</u>									
50 cc & below	499	916	896	531	180	13	333	278	3646
51 cc & 300 cc	376	1611	1737	1325	321	17	327	311	6025
300 cc & above	65	142	131	85	38	1	55	40	557
Motor Cars	70	469	992	97	43	-	47	35	1753
Invalid carriages	-	3	3	-	-	-	-	-	6
Jeeps	4	39	43	29	14	-	4	3	136
Motor cabs	4	31	37	3	6	1	1	19	108
Authorickshaws	10	09	18	19	24	-	2	4	86
Omnibuses	4	06	23	12	16	-	1	3	65
Station wagons	1	13	16	-	1	-	-	1	32
Stage Carriages KSRTC	-	-	-	-	-	-	-	-	-
Private buses	10	-	-	-	6	5	2	13	36
<u>Goods vehicles</u>									
Private Carriers	-	19	21	2	-	-	-	-	42
Public Carriers	51	227	831	121	61	11	33	128	963

1	2	3	4	5	6	7	8	9	10
Tractors	33	89	186	214	20	7	15	100	664
Trailers	33	78	106	222	13	3	14	101	570
Dumpers	-	-	-	-	-	-	-	-	-
Bulldozers	-	-	-	-	-	-	-	-	-
Power tillers	1	04	05	18	1	1	2	1	33
Delivery vans	2	23	19	3	5	-	-	2	54
Ambulance vans	1	02	03	2	-	-	-	1	09
Fire Fighters	-	-	-	-	1	-	-	-	1
Others	-	11	16	1	-	-	-	-	28
Total	1164	3692	4533	2684	750	5 9	836	1120	14838

## KARNATAKA STATE ROAD TRANSPORT CORPORATION

Prior to 1948, the bus services in the district and also in the State, were not nationalised. The Mysore Government Road Transport services were inaugurated on 12th September 1948. The first stage was to provide bus services to Bangalore and to other taluk headquarters. Under the provisions of the Central Road Transport Corporation Act 1951, the Karnataka (then Mysore) State Road Transport Corporation was statutorily established on 1-1-1961. Bangalore Rural district is served by the Bangalore Division of the KSRTC. In 1966-67, a new depot for the Kanakapura services was opened. Nationalisation of services in the Kanakapura area was implemented in December 1966 by taking over the operations of 29 notified routes. The expansion of services in Kanakapura area accounted for an increase of 38 routes and 50 schedules.

As in 1988, KSRTC buses are plying in this district operating from many depots in Bangalore, and the depot at Kanakapura. Bangalore Transport Service buses are also plying from Bangalore to Nelamangala and to Hoskote. Presently (1988), there are 96 routes operating in this district (84 originating from Bangalore and 12 originating from Kanakapura) in this district. As the district is not served by exclusive depot, and most of the buses including inter-State buses are plying in this district, statistics pertaining to this district alone could not be accurately obtained. However operational statistics of Kanakapura Depot for the month of November 1988 (as a sample) has been given here. Revenue Rs 35.64 lakhs; No. of schedules 83; Service kms 7.70 lakhs; Fleet strength 93; No. of routes 86; Route kms 6,277; Schedule kms: Rs 7.80 lakh, Average number of passengers carried per day - 19,130; Revenue per km - Rs 4,629; Revenue per vehicle per day - Rs 1,277, Traffic Revenue - Rs 35.64 lakhs, Cost of operation - Rs 40.11 lakhs.

*Inter-State Routes* : As in 1988 there were 85 inter-State buses plying in this district, and originating and destination points being Bangalore (83) and Kanakapura (2). The routes are; from Bangalore to Cannanore, Calicut, Ernakulam, Bombay, Kolhapur, Panjim, Vasco, Thirupathi, Ananthapur, Chittor, Vijayawada, Puttaparthi, Manthralaya, Dharmavaram, Kalyanadurga, Kanyakumari, Madras, Ooty, Coimbatore (via Kollegal), Tiruppur, Erode and from Kanakapura to Erode.

## CARTS

In rural areas bullock carts are used for carrying goods and also for travel. Few horse drawn carts were also existing, but, of late

with the introduction of autorickshaws, the animal drawn carts are very rarely used to carry passengers. However in taluk headquarters particularly in Dodballapur, Magadi, Kanakapura and Nelamangala the hand carts are used to carry luggage. The animal drawn carts are used to transport agricultural produce. The number of animal drawn carts in the district in the different years is given hereunder:

In 1961: Devanahalli - 329 (Urban), 3,757 (Rural); Dodballapur - 177 (U), 4,810 (R); Channapatna - 142 (U), 3,466 (R); Hoskote - 106 (U), 6,033 (R); Kanakapura - 105 (U), 1,599 (R); Magadi - 68 (U), 3,870 (R); Nelamangala - 149 (U), 3,495 (R); Ramanagaram - 55 (U), 1,482 (R)  
Total: 1,131 (Urban), 28,514 (Rural); Grand total 29,645.

By 1982-83, the number at Devanahally 135, Vijayapura 14, Rural, 3606; Dodballapura - 65 (Urban), 3,776 (Rural); Channapatna - 116 (U), 2,769 (R); Hoskote - 63 (U), 1,488 (R); Kanakapura - NA (U) 3,014 (R); Magadi - 50 (U), 5,148 (R); Nelamangala - 2(U), 4,154 (R); Ramanagaram - 22 (U), 1,880 (R); Total 452 (Urban), 22,229 (Rural); Grand total 22,681.

Source: Dept of Animal Husbandry and Veterinary Sciences - based on their livestock census.

### RAILWAYS

It was in 1854-55, an attempt was made to put Bangalore in the railway map. In Sir Mark Cubbon's Administrative Report of 1854-55 to 55-56, under the heading "Rail-roads", the following passage is found: "A branch to connect Mysore with Madras via Bangalore and Calicut had been conditionally sanctioned to be undertaken". But in the meantime the Madras Rail Road Company was invited to undertake the Madras and Bellary line. Thus the Bangalore Branch running to West Coast had been indefinitely postponed.

The first railway to be constructed in this district was the broad-gauge section of the Madras-Bangalore line. It was opened for traffic in August 1864. This line was constructed by the Madras Railway Company. The Mysore State provided the land required for the line. In 1863-64 the survey of a railway line between Bangalore and Tumkur was conducted. This was completed and opened for traffic in 1884. A loan of Rs 20 lakhs at five per cent interest was raised for the purpose. The Bangalore-Mysore line was actually taken up in 1877-78. The earth work between Bangalore and Channapatna was completed as a famine relief programme in 1877-78. The project was sanctioned by the Government of India at an estimated cost of Rs 38.82 lakhs. The

section from Bangalore to Channapatna was opened for traffic on 1st February 1881 and by the date of the Rendition the 25th March 1881, a further length of 23 miles was opened upto Mandya. The entire line was completed in February 1882.

The activity in respect of construction of railway lines was at standstill till 1910. By 1911, a vigorous railway programme was accepted and a new State Railway Construction Department was organised in 1912. The Bangalore-Chikballapur light railway was taken up by a private company, with government guarantee. But this private company could not continue the work and hence Government took up the work under an agreement with the Company. The section from Chikballapur to Yelahanka was opened in 1915 and connection to Bangalore City by means of a third rail between Yelahanka and Yeshavantpur was established in 1918. In October 1919 the working and maintenance of Bangalore-Mysore line was transferred from Southern Mahratta Railway Company to State Railway Department. The Bangalore-Chikballapur Railway was the first Railway in the State started by Private enterprise under a guarantee from the Government. The following are the dates of opening of the different sections; Yelahanka to Devanahalli - Goods traffic - 15th Sept. 1914; Passenger traffic - 6th April 1914; Devanahalli to Chikballapur - Goods traffic and, Passenger traffic 1st Aug 1915; Yelahanka to Yeshwantapur Passenger and Goods traffic 1st Feb. 1917; and Yeshavanthapur to Bangalore - Passenger traffic 7th Jan 1918.

As in 1922 the details on the position of the several railway lines were as follows: Bangalore-Mysore line mileage 86; total capital outlay - Rs 55.48 lakhs, gross earning Rs 15.05 lakhs, net earning Rs 1.87 lakhs, percentage of net earnings to total outlay - 3.2, earnings per mile per week Rs 337, and proportion of expenses to earnings - 81.6. Similarly for Bangalore-Chikballapur line the figures were: mileage - 39, total capital outlay Rs 72.88 lakhs; gross earnings - Rs 1.87 lakhs, net earnings - Rs 24 lakhs; percentage of net earnings to total outlay - 1.8; earnings per week per mile - Rs 93, and proportion of expenses to earnings - 87. Amongst all sections of the State railways, in the Bangalore-Mysore section, the proportion of working expenses was less and was fairly comparable to the Madras and Southern Mahratta Railway system. As the traffic improved, the old 41½ lbs rails were replaced with 60 lbs rails between Bangalore and Mysore between 1922-23 and 1923-24. By December 1890, a meter-gauge line from Yeshwanthapur to Hindupur (83 ks) was completed and connected to Guntakal in 1893. This line was converted into broad guage and opened for traffic in January 1983. The Bangalore City - Salem Railway line, metre gauge was opened for traffic in 1969.



Presently the following five railway lines pass through this district: 1) Bangalore-Tumkur section (Metre gauge), 2) Bangalore-Mysore Section (Metre gauge), 3) Yelahanka-Bangarapet (Narrow gauge), 4) Bangalore-Dharmavaram (Broad gauge), 5) Bangalore-Madras (Broad gauge). The total length is 159 kms. Kanakapura and Magadi taluks are not connected by railway.

The following are the railway stations and halts in this taluk. (1) Bangalore-Tumkur line: Gollahalli, Bhairanayakanahalli, Dodbele, Muddalinganahally, Nidvanda and Dobbspet; Bangalore-Mysore line: Hejjala, Bidadi, Ketohalli, Ramanagaram, Hanumantharayanagudi, Channapatna, (3) Bangalore-Dharmavaram section: (Suradheerupura, Dodballapura Oddarahalli, Makalidurga; (4) Bangalore-Madras line (Broad gauge): Devangondi; (5) Yelahanka-Bangarpet (Narrow gauge): Devanahalli, Avatihalli, Dodjala, Bettahalasur; Total 21. Among these stations, Ramanagaram and Channapatna are considerably big stations. In other stations only the passenger trains stop.

In 1951, the Railways were taken over by the Central Government and Zonal system was introduced. This district was brought under Southern Railways. The total length of railway in this district as in 1988 was 159 km and the length of railway per 100 sq km in the district is about 26.5 kms.

*Inland Water Transport:* The rivers in this district are not navigable unlike the rivers in the coastal districts. Many ferries functioned across the rivers before the formation of roads. There were only three ferries as in 1983-84 in this district.

*Rest houses:* As all the places of this district are nearer to Bangalore City, rest houses or *chattras* are considerably less in number. The ancient rulers and philanthropists constructed many rest houses, and *annachatras*, catering to the needs of the pilgrims and tourists. Magadi Ranganatha temple has many of these still in use. There were *aravattiges* which provided drinking water to travellers and also groves which provided road-side shelter with ponds providing water for draught animals. With the improvements in the means of communication, the number of travellers increased and free feeding that was customary in certain places was dispensed with. The Narasimhiah's choultry and another choultry at Vijayapura were some of the old choultries. There was Rumale choultry at Dodballapur. Choultries were also attached to the temples and *mathas*. With the influx of European tourists and to facilitate officer's visits, the Traveller's or Inspection Bungalows were constructed. By 1939-40 there were traveller's bungalows at Devanahalli, Channapatna, Hoskote, Hindiganal, Magadi, Solur, Clospet (Ramanagaram), Kanakapura, Kodihalli and

Sathanur. By 1988, the following were the details of travellers bungalows, inspection bungalows available in this district. Dodballapur IB and TB; Devanahally TB; Channapatna TB; Hoskote - IB; Nelamangala IB and TB; Ramanagaram TB; Byramangala TB; Kanva TB; Sangam TB; Kanakapura TB and Solur TB.

## POST AND TELEGRAPHS

The system of 'Anche' (post) was introduced initially by Chikdevaraja Wodeyar (1673-1704) in this district. The name *anche* is romantic, literally meaning *hamsa* which had served as carrier of message between Nala and Damayanthi of the puranic tradition. During the administration of Chikkadevaraja Wodeyar a postal system was established. There was a news carrier (Anche Harikara) stationed in each revenue division whose duty was to look after the transmission of letter from place to place and also to report matters coming to his knowledge. Of the eighteen departments (Athara Kacheris) established by Chikkadevaraja Wodeyar, one was the Behina Chavadi - the department of intelligence - dealing with the speedy transmission by couriers (*anche harikara*) messages from the administrative units to the capital and the communication of Royal Orders (*nirupas*) to the local centres. The messengers were horse riders or fast runners (to small distances) appointed exclusively for the purpose. It was perhaps used to carry private communication also. Anche Bhakshi was the head of Mysore Anche and there were Gumastas (clerks) assisting him. The branch Post Masters were Mutsaddis and the runners Begaris. According to Col. Wilks "The post office was not only as in England the passive instrument for conveying intelligence but the active agent for obtaining it". This Anche system was further improved during the period of Haider and Tipu. The East India Company had established in Madras Presidency a regular postal system by opening the Madras G.P.O. on 1-6-1786. As princely States like Mysore, Hyderabad and Cochin had their own postal system, the post offices opened by the East India Company after 1799 in Mysore State were known as Imperial Post Offices. In 1803, a 'Runner line' was established from Madras to Bombay *via* Bangalore. These services were also made available to public from 1844. The dak postage from Madras to Bangalore (356 km) was nine annas (56 paise). As per the list of post offices subordinate to P.M.G. Madras on 1-12-1837 vide the Fort St. George Gazette dated 28-11-1837 there was a post office at Bangalore. The Anche Bakshi was functioning in coordination with the Commissioner of the Imperial Post Offices. Those offices were located at every taluk headquarter towns and at towns of importance. The establishments of post office clerks, runners etc, though for the most part under-paid, was organised on a complete scale and service was conducted with regularity and efficiency. The letters

from Imperial Post Office or those delivered to the Imperial Post Offices were not charged. When there was considerable increase in the bulk of mail, the runners could not cope up with increased weight, and such lines were converted into mail cart lines. When carts were introduced, private agencies were entrusted with the task of carrying mail bags. The mail cart line from Madras to Ooty was via Bangalore. When the railway from Madras to Bangalore was completed in 1864, the mail from Madras side was received at Bangalore at 5.30 P.M. The local post carried letters, book packets, newspapers etc. Postal stamps were not in use and pre-payment of postage in cash was compulsory. No extra postage was levied by Mysore Anche on letters received for transmission to British territories through British Post Offices or on those received for delivery in the State. With effect from 1868-69, all letters etc despatched by public offices in the State through the British Post offices were made chargeable. In 1875-76 all judicial processes issuing from Civil and Revenue courts were exempted from postal charges with certain exceptions. In 1878-79 the charges were changed in accordance with alteration made in the imperial postage. In 1878-80 Hobli School masters were appointed as Anche Mutsaddis and post cards were introduced. This department was reorganised in Nov. 1822 by reducing the staff and reorganising the Anche lines. Ordinary paid letters and packets, post cards and registered letters posted in British India for Bangalore and other places in Mysore State were delivered free of charge by Anche. On all articles exchanged between the Imperial Post Offices and Mysore Anche, full postage was charged by Imperial Post office. Money orders were issued and paid by the State Treasuries and there was an exchange of orders with British India, through the Bangalore Post Office. Value payable and insured articles posted in British India for any place in Mysore except the very few stations where there were Imperial Post Offices were detained in the Bangalore Post Offices until the addressees could make their own arrangements to take delivery from Bangalore. The transfer of Mysore Anche to the Imperial Postal system took place with effect from 1st of April 1889, when this amalgamation with the Imperial Post took place, one Bombay Newspaper wrote "Mysore Anche by which name the post is locally known was organised over 200 years ago, by Chikdevaraja Wodeyar at a time when there were very few regular postal systems in existence. Since the many improvements have been made to meet the requirements of Mysore people which it does at the rate which entitles it to be the cheapest in the empire and probably in the world".

The postal charges in Mysore Anche was comparatively less than the Imperial Post. The postal rates depended on the distance and weight of the articles. The registration charges for a letter was 6 pies (3 paise) as against 12 pies (6 paise) in British India. There was

an "express post" on payment of one anna (6 paise) a mile which was of great use. The charges for the letters had to be paid in cash in advance. The postage stamps were introduced in 1854 and rates were fixed depending upon the distance. Insuring of postal articles was introduced in 1878 and the charges were 1/4 per cent. In 1898, limit of Rs 1,000 was fixed as the value of articles to be insured and charges were reduced to one eighth per cent. The value payable post was introduced in 1877. Prior to 1880, sums not exceeding Rs 150 could be remitted by money order from one District Treasury to another with one per cent commission. With effect from 1st Jan 1880, money order business was taken over by the Post Office. In 1884 telegraphic money order was introduced. In 1904, there were fourteen denominations of stamps, embossed envelopes, post cards and newspaper wrappers. Reply post cards were introduced in 1884. Buchanan mentions about the arrangement existing in Dodballapur area during the early nineteenth century. The Gollaru caste people were entrusted with the duty of transporting money belonging to the public and to the individual. He further mentions "It is said that they may be safely entrusted with any sum for each man carrying a certain value they travel in bodies, numerous in proportions to the sum put under their charge and they consider themselves bound in honour to die in defence of their trust, of course they defend vigorously and are armed so that robbers never ventured to attack them".

As in 1939-40 there were post offices at Devanahalli, Avathi, Vadigenahalli, Malur, Bevur, Honganur, Kodamballi, Devanagondi, Kalkunte, Nandagudi, Sulibele, Magadi, Solur, Tippasandra, Kuduru, Chakrabhavi, Closepet (Ramanagar), Bidadi, Jalamangala, Kysapura, Vadavatta, Kylanchara, Kanakanahalli (Kanakapura), Harohalli, Chickkamuduvadi, Kodihalli, Maralawadi, Satnur, Alahalli and few other places.

Table showing the number of post offices and the population served by one Post Office in Bangalore Rural District from 1971-72 to 1985-86

Name of taluk	No. of post offices and population per P.O.			
	1971-72	1976-77*	1981-82	1985-86*
Channapatna	<u>36</u> 6747	<u>36</u> 5655	<u>37</u> 5894	<u>36</u> 6530
Devanahalli	<u>24</u> 5599	<u>25</u> 6147	<u>30</u> 5866	<u>32</u> 6074
Dodballapur	<u>33</u> 4238	<u>33</u> 5509	<u>38</u> 5034	<u>37</u> 5537
Hoskote	<u>37</u> 4230	<u>37</u> 4892	<u>34</u> 5988	<u>35</u> 6383
Kanakapura	<u>59</u> 3768	<u>59</u> 4384	<u>61</u> 4460	<u>55</u> 5309
Magadi	<u>55</u> 3168	<u>53</u> 3834	<u>63</u> 3237	<u>50</u> 4300
Nelamangala	<u>27</u> 5095	<u>28</u> 5673	<u>35</u> 4717	<u>38</u> 4637
Ramanagaram	<u>29</u> 4791	<u>29</u> 5532	<u>29</u> 5944	<u>29</u> 6418

\*Population as on previous census

Table showing the number of Telephones and the population per telephone in Bangalore Rural District from 1971-72 to 1985-86.

Name of taluk	Number of Telephones and population per telephone			
	1971-72	1976-77	1981-82	1985-86*
Channapatna	<u>132</u> 1310	<u>179</u> 966	<u>258</u> 649	<u>448</u> 374
Devanahalli	<u>67</u> 1947	<u>101</u> 1292	<u>208</u> 677	<u>337</u> 428
Dodballapura	<u>198</u> 781	<u>207</u> 747	<u>329</u> 438	<u>542</u> 266
Hoskote	<u>45</u> 3416	<u>196</u> 784	<u>451</u> 413	<u>378</u> 492
Kanakapura	<u>38</u> 5784	<u>57</u> 3856	<u>135</u> 1795	<u>345</u> 702
Magadi	<u>34</u> 5074	<u>35</u> 4929	<u>82</u> 2272	<u>131</u> 1422
Nelamangala	<u>39</u> 3459	<u>66</u> 2043	<u>82</u> 1860	<u>173</u> 882
Ramanagaram	<u>91</u> 1497	<u>127</u> 1073	<u>162</u> 792	<u>272</u> 472
<b>Total</b>	<b>644</b>	<b>968</b>	<b>1707</b>	<b>2626</b>

\*Population as on previous census

Table showing the number of Post Offices, Telegraph Offices, Telephone Exchanges and Telephones in the Bangalore Rural District in 1986-87 and 1987-88.

Taluk	1986-87			1987-88			Tele- phones	
	No. of Post Offices	Tele- graph Offices	Tele- phone Exchanges	No. of Post Offices	Tele- graph Offices	Tele- phone Exchange		
Channapatna	35	9	6	461	35	8	7	470
Devanahalli	33	7	8	334	33	7	7	427
Dodballapur	38	11	5	633	38	11	5	760
Hoskote	24	8	8	351	24	8	8	420
Kanakapura	55	11	9	346	55	11	9	404
Magadi	49	9	3	121	49	9	3	139
Nelamangala	39	8	7	192	39	8	7	219
Ramanagaram	31	6	6	332	31	6	6	381
<b>Total</b>	<b>304</b>	<b>69</b>	<b>52</b>	<b>2770</b>	<b>304</b>	<b>69</b>	<b>3220</b>	<b>54</b>

In 1940-41 the number of Post and Telegraph offices in the Bangalore Rural district taluk-wise were as detailed here: Channapatna-6, Clospet (Ramanagara)-7, Devanahalli-5, Dodballapur-6, Hoskote-7, Kanakanahalli (Kanakapura)-7, Magadi-8, and Nelamangala-9. Total 55. The Post and Telegraph offices in the Bangalore Rural District as in 1984 were as follows: *Channapatna Taluk* - Combined Sub-Offices and Public Call offices at Channapatna - Branch offices at Mylanakanahalli, Honanur, Kudlur, Thagachgere, Kodamballi, Singa-

rajapura, Hunasanahalli, Malur, Settihalli, Bevir and Experimental offices at Iggalur, Sogala and Silk Farm. *Devanahalli Taluk:* Combined offices at Devanahalli, Sub-offices - Vidyanagara; Branch Offices at Avathi, Reddihalli and other places. *Dodballapur Taluk:* Combined offices at Alipura, Antharahalli, Aralumallige, Bhaktarahally, Doddabelavangala, Doddatumkur, Gantiganahally, Hanabe, Haradenahally, Hosahally, Holikunte, Kadnur, Kanasawadi, Kodigenahally, Kannagatta, Malleshahally, Melekote, Sasalu, Sakkaregollahally, Subramanya Ghati, Syakaladevanapura, Taridalu, Tubugere; *Hoskote Taluk:* Combined offices - Hoskote, Sub-Offices - Sulibele, Branch offices at Bandiganahally, Bidarahally, Budigere, Begur, Bylanarasapura, Hasigala, Hindiganal, Jangamakote, Kannamangala, Korati, Kumbalahally, Mundur, Nandagudi, Kalkunte, Kugur, Samethanahally, Vagata agrahara; *Kanakapura Taluk:* Branch offices at Alahalli, Cheluru, Harohalli, Bekuppa, Chikkamuduvadi, Turukarahosalli, Hosadurga, Hunsenahally, Kodihalli, Maralavadi, Sathanur, Kolagondanahalli, and experimental offices at Attihalli, Koggalahalli, Thungani, Hunasenahalli, Gollahalli, Horandyappana Palli, Maralabekuppe, Kottiganahalli; *Magadi Taluk:* Combined office at Magadi, Sub-Office at Chamarajasagara, and Branch Offices at Bachenahatty, Chakrabhavi, Chenchanakuppe, Godabagere, Kalya, Indabele, Motegondanahalli, Veeregowdanadoddi, Yelagavadi, Thippasandra, Kudur, Banawadi, Doddamudigere, Harti, Hulikel, Narasandra, Sankighatta, Srigiripura, Solur, Yedamaranahalli; *Nelamangala talu:* Combined office at Nelamangala and Sub Office at Thyamagondlu and other offices (details not available).

Table showing the Number of Post Offices in Bangalore Rural District as on 31-3-1988.

Name of Taluk	Head Office	Sub Office	EDSO	EDBO	Total
Channapatna	1	4	-	30	35
Dodballapur	-	5	-	32	37
Devanahalli	-	5	-	28	33
Hoskote	-	3	-	21	24
Kanakapura	-	6	-	49	55
Magadi	-	6	-	44	50
Nelamangala	-	4	1	26	31
Ramanagaram	-	4	-	27	31
<b>Total</b>	<b>1</b>	<b>37</b>	<b>1</b>	<b>257</b>	<b>296</b>

EDSO - Extra Departmental Sub Offices

EDBO - Extra Departmental Bench Offices



## TELECOMMUNICATIONS

Telephones: Telephones appear to have been installed in Bangalore when the Mysore Anche was amalgamated with the Imperial Postal System in 1899. Earlier to that, there appear to have been a telephone link between Madras and Bangalore Cantonment (Residency), soon after Madras being provided with this facility in 1882, and there was a telephone line between Bangalore and Hesarghatta laid in 1896 for the water supply unit. When Plague attacked Bangalore in 1898, temporary lines were laid in Bangalore for use in anti-plague operations, and 50 public offices were provided with telephone service in 1899. The Bangalore Mysore line was laid in 1911-12. The telephone system was initially managed by the Electricity Department. There was a Trunk Exchange in civil area catering to the needs of the district maintained by Posts and Telegraphs Department.

When the Karnataka Telecommunication Circle was formed in 1960, Bangalore Rural district was brought within its fold. Presently, the telephones are managed by the Divisional Engineer (Rural), having the jurisdiction to all the taluks of Bangalore excluding the Bangalore city area. The office is situated in Bangalore. It is administered by the General Manager, Karnataka Telecommunications circle. As in 1987, number of telephone exchanges and number of telephones in the district were as detailed here; Channapatna taluk: 7; 470; Devanahalli taluk, 9; 427; Doddaballapur taluk, 5; 760; Hoskote taluk, 8; 420; Kanakapura taluk: 3; 139; Magadi taluk 7; 219; Nelamangala taluk 7; 219; and Ramanagaram taluk 6; 381. Total 54 and 3,220 (More statistics are given in tables). The telephone exchanges in this district as in July 88 is given here under:,

Telephone Exchanges in Bangalore Rural District (As in July 1988)

<u>Name of the Place</u>	<u>Type of Exchange</u>	<u>Parented to:</u>
Attibele	90 Max III	Anekal
Avalahalli	Max III	Hoskote
B.V. Halli	Max III	Channapatna
Bangalore	Max III	Yelahanka
Bannikuppe	Max III	Kanakapura
Bevoor	Max III	Channapatna
Bidadi	- do -	Ramanagaram
Bijjawara	- do -	Chikballapur

Budigere	45 Max III	Hoskote
Byramangala	25 - do -	Ramanagaram
Carmelram	45 - do -	Bangalore
Channapatna	400 Max II	
Channarayapatna	Max III	Devanahalli
Chikkajala	90 Max III	Yelahanka
Chunchunikuppe	Max III	Bangalore
Dasavara	Max III	Channapatna
Devanagudi	Max III	Whitefield
Devanahalli	150 CBMN	Chikballapur
Dobbspet	25 Max III	Tumkur
Dodballapur	720 DBM	-
Doddabelavangala	Max III	D.B. Pura
Doddahalhalli	- do -	Kanakapura
Dommasandra	- do -	Bangalore
Gudemaranahalli	- do -	Nelamangala
Hanabe	25 Max III	D.B. Pur
Harohalli	45 Max III	Kanakapura
Hebbagodi	380 L.T.	Bangalore
Hoskote	200 Max II	-

## TELEGRAPH

An experimental telegraphic line was laid between Calcutta to Diamond harbour in 1841. Major cities, like Bombay, Madras etc were soon connected to Calcutta and later by 1857 the facility was extended to Bangalore and Mysore also. By 1883, most of the post offices were constituted as receiving offices and telegraph work was undertaken by the post offices. By 1940, the number of Post and Telegraph offices in the district were; Channapatna 6, Closepet (Ramanagaram)-7, Devanahally-5, Dodballapur-6, Hoskote-19, Kanakanahalli (Kanakapura)-7, Magadi-8, Nelamangala-9, Total-67. As in 1987-88, the number of telegraph offices in the district are as detailed below, Channapatna-9, Devanahally-7, Dodballapur-11, Hoskote-8, Kanakapura-11, Magadi-9, Nelamangala-8, and Ramanagaram-5, Total 69.

*Radio:* There is no Radio broadcasting station in Bangalore Rural district. The Bangalore Station serves this district also. The high power transmitting stations is at Hoskote. This is headed by an Engineer and assisted by Technical Assistants. The programmes are conducted in the studio at Bangalore only. The number of radios was also

relatively less when compared with the number of radios in Bangalore (Composite) district. (Separate figures are not available). A very powerful Radio station at 'Aralu Mallige', Dodballapur taluk is in the offing.

*Television:* The Bangalore Doordarshan caters to the need of the Bangalore Rural district also. Community TV sets have been installed by the Municipality in Vijayapura, Devanahally and few other places for the use of public.