

CHAPTER VII

TRANSPORT AND COMMUNICATIONS

Since historical times Belgaum district, has been a fertile region with abundant agricultural products. Many crafts too flourished here. This gave rise to flourishing commerce. Commerce and military needs generally create transport facilities and people from Gujarat and Kerala came to Belgaum and other places *via* sea routes, reaching the ports Chittakula, Gopakapattana (old Goa) and Vengurla, and then by land across the ghats. Inscriptions reveal that there were roads between major trading centres and among them one 'hebbatte' seems to have been in existence between Terdal and Halasi, the important trade centres during the 14th century. The Bedkihal Plates (1000 AD) speak of *mudabatte* or Eastern Road. There was a very huge road called *doddamarga* connecting Konkan with the interior Karnataka, the vestiges of which are seen even today between Goa and Belgaum. One of the all-weather roads was between Paragad and Bagalkot starting from Paragad. Most of these roads were not passable in all seasons, most of the villages were cut off and the inhabitants had to store their food for more than five months. It may be recalled that the rivers like the Krishna, Malaprabha and the Ghataprabha flow across the district and their tributaries had been a major hurdle for free movement.

In 1826, Captain Clumes noticed that five main lines of road centred at Belgaum they were: 1) The Belgaum-Pune road which ran about 100 km in the district through Kungadi, Yamakanamaradi, Hukeri and Chikodi; 2) The second Belgaum-Pune road (400 km) ran for about 125 km in the district, passing through Kanakumbi, Marihal, Konnur, Nagarmanoli, Kerur and Siddapuratti. Two separate lines branched off from this road, one to north-west (13 km

in Belgaum district) and the other to north-east (42 km in the district); 3) The Belgaum-Sholapur road in north-east was a part of Belgaum-Poona road upto 21 km and left the district at Kagwad. From Marihal, another road passed east for about 40 km and left the district near Mannikeri. From Gurchankurbet on this road, a road branched off to Sholapur through Jamakhandi and Bijapur and the length of the road in the district was 27 km; 4) The Belgaum-Dharwad road was a part of Belgaum-Bellary and Belgaum-Harihar road; 5) The Belgaum-Kudachi road through Sinoli, Turakwadi, Kalamandigudi, ascending the Ram pass, further divided into two, one reaching Vengurla and the other Goa. During 1829, it is said that few roads joining the district with coast were wretched tracts unworthy of the name roads. During the years following the fall of the Peshwa (1818), steps were taken to connect Belgaum with Satara by laying a highway.

Mr J D Inverality, the then Collector and Mr Townshend, the then Revenue Commissioner urged the necessity to improve the communication with the coast as cotton transport charges were very high. In 1848, Government gave many concessions with the object of improving Belgaum cotton trade. The necessity of supplementing the concessions by opening either railways or all-season roads was urged at the Council. In 1849, the Bombay Chamber of Commerce urged that roads and railways should be made available from the cotton districts to the coast as it was impossible to establish up-country agencies without improvement of communications. Due to the paucity of funds, communication network did not improve, and however, a road through the Phonda Pass to Vijayadurg in Ratnagiri district (Maharashtra) was formed. The unbridged road between Dharwad and Belgaum was unfit for traffic as the Malaprabha rose occasionally. During rains, carts could pass through in a fortnight frequency. When the river was fordable, the carts had to be dragged through bullocks when loaded. There were generally twelve men, shoulder deep in water, round each cart wheel, helping to turn the wheels and urging the frightened bullocks. The height of wheels was preventing much damage. Since 1864, the local funds system provided increased means for constructing and improving roads. During 1876-77 famine, many new roads were opened and many old roads were improved as relief works. As in 1883, there were 46 roads, the smallest being a few furlongs and the largest 125 km and of them one was imperial (50 km), five provincial (425 km) and 40 under local

fund management (795 km). The imperial roads were in the Belgaum Cantonment. The five provincial roads were: 1) Part of Pune-Harihar trunk road (122 km) which passed through Kanagale, Nipani, Sankeshwar, Yamakanamaradi, Kakati, Belgaum, Bagewadi and Kittur. This metalled and bridged road cost around Rs 12 lakhs, and had a large cart traffic; 2) Road from Kaladgi to Vengurla had two sections, Belgaum to Vengurla *via* Amboli pass of which 50 km was lying within the district, and the second section of 116 km stretched east from Belgaum to Kaladgi of which 68 km was running in the district. The Amboli pass section was made in 1871 at a cost of Rs 14 lakhs and had much cart traffic; 3) Road from Dharwad to Linganmath, about 80 km ran through southern part of Khanapur sub-division to the Tinai pass. It was fairly bridged and cart traffic was there throughout the year; 4) The road of 65 km length ran through Khanapur, Bidi, Dharwad and Tinai pass road to Linganmath. It was passable for carts all the year; 5) Road of about 28 km length from Khanapur south to Sitawada on Dharwad-Tinai pass road and to Supa which was passable in all seasons.

Among the local fund roads, four were of some importance. They were 1) The old Pune-Belgaum road passing through Manjri, Ankali, Chikodi, Kamatnur and Kagwad joining the mail road at Gotur. This was the old mail road to Satara. It had considerable cart traffic except during monsoon; 2) The Kolhapur-Bijapur road (170 km) passed through Kempwad, Athani, Aigali and Telsang. It was passable even during rainy season; 3) The Sankeshwar-Yadwad road (78 km) was running through Chikodi, Gokak, Hukeri, Arabhavi, Vadrhatti, Masaguppi and Kuligod; 4) The Gokak-Nargund road was an extension of a deviation road running south from Athani of the Sankeshwar-Yadwad road, passing through Darur, Terdal, Kankanwadi, Kallolli and Gokak. From Gokak, it passed through Manoli and Hulikatti and reached Nargund. Besides these 4 main lines of local fund roads, there were several smaller lines and country tracks. From Athani, there were other six lines radiating towards Balegeri, Kalmani, Kokatnur, Terdal, Kagwad and Bellanki. There were three lines centred at Chikodi from Kurundwad, Kankanwadi and Nipani. A line from Kurundwad passed through Borgaon and joined the Pune-Harihar road at Saundalga. Other roads ran from Yadwad to Yaragatti, from Arabhavi to Modga, from Bagewadi to Murgod, from Hongal to Bidi *via* Kittur, from Halki to Murgod and Saundatti; from Mocha to Kankumbi, which split into two

branches, one leading to Mangali pass and the other to Chorla pass, from Jamboti to Khanapur and from Khanapur to Kel pass.

Road network gradually improved and by 1893-94, the roads from Gokak to Navalgund, from Sankeshwar to Hukeri, from Manoli to Saundatti, on Belgaum-Vengurla road, sections from Saundatti and Dharwad, Dhupdal and Gokak, Kurbet and Yadwad, Kagwad and Kempwad Kudachi and Terdal were taken up and completed in about six years. During the same year, about 120 km of Murram roads were bridged, but rivers were not bridged. By 1906-07, construction of the Ghat road and Markandeya causeway from Dhupdal railway station to Gokak town, and road from Bilgi to Konnur *via* Galgali were taken up. As the roads were improved, they were classified as National Highways, State Highways, Major District roads, other district roads and village roads. By 1956, the road under the above categories in the district were 133 km, 358 km, 100 km, 99 km and 2,060 km respectively (maintained by PWD). A length of 1,084 km was surfaced. The total road-length per 100 sq km area in 1956 was 20 (surfaced 8). The gradual increase in the road-length from 1956 has been given in the table in p 436.

As in March 1985, the road-length in this district was 7,645 km, which was about six per cent of the total road length in the State and the district ranked 8th in State. The ranking of taluks in respect of road-length as on 31-3-1985 was Gokak 1, Athani 2, Parasgad 3, Sampgaon 4, Khanapur 5, Chikodi 6, Hukeri 7, Belgaum 8, Ramdurg 9, Raybag 10 and Khanapur and Athani taluks in the district were considered as under developed with 35 and 39 km respectively, as the road-length per 100 sq km was less than 40 km which was the standard fixed. A length of 46 km out of PWD roads (38 km of National Highway and eight km of Major District roads) were having the double lane width as in March 1985. The permitted gross laden wight of vehicles was 18 tonnes on NH 4 and NH 4A, 15 tonnes on SH and 9 tonnes on Major Districts Road, other district roads and Irrigation Tract roads.

The roads under different categories are as follows: National Highways 1) Pune-Bangalore road, (NH 4) 139 km, 2) Belgaum-Anmod-Londa-Panaji road (NH 4A) 62 km (1985). The taluk-wise break-up of the National Highways is as follows: NH 4 Belgaum 50 km, Bailhongal 20 km, Hukeri 39 km and Chikodi 30 km and NH 4A

TABLE 1

Road length in charge of various agencies in Belgaum district from 1985 (length in km)

Year	National Highways	State Highways	Major District Roads	Others District Roads	Village Roads under PWD	Forest Roads	TDB Roads	Irrigation tract Roads	Total	Total Road length per 100 Sq km
1956	133	358	100	99	—	33	2,060	—	2,783	20
1961	133	403	683	278	369	16	946	—	2,828	20
1966	133	405	727	260	710	16	1,073	—	3,324	24
1976	201	483	828	805	1,222	20	1,862	—	5,421	40
1981	201	483	841	805	1,471	24	1,423	461	6,009	45
1984	201	483	1,038	664	1,481	28	1,857	530	7,060*	47
1985	201	483	1,038	664	2,030	30	1,677	530	7,645*	49

*These include 466 km of municipal roads and 332 km of other roads in 1984 and 600 km of municipal roads and 332 km of others roads in 1985.

Belgaum 17 km and Khanapur 45 km. State Highways : 1) The Highway connecting Khanapur on NH 4A with Talaguppa *via* Haliyal, Yellapur and Sirsi, 2) The Highway connecting Raichur with Bachi village (border leading on to Vengurla in Maharashtra) *via* Lingsugur, Hungund SH 20, 3) The Highway connecting Dharwad with Anmod SH 34, 4) The Highway connecting Bijapur on NH 13 with Dharwad on NH 4 *via* Jamkhandi, Mudhol, Ramdurg, Saundatti SH 65, 5) Pune-Bangalore road (road passing through Belgaum corporation limits), 6) The Highway connecting Jewargi with Sankeshwar on NH 4 *via* Sindagi, Bijapur, Shedbal and Chikodi SH 12, 7) The Highway connecting Mudhol with Nipani *via* Chikodi SH 18 (Nipani-Mudhol-Bagalkot road). There are 46 Major District roads with the total length of 1,038 km, 48 other district roads with a total length of 664 km, 161 village roads with a total length of 1,379 km and 25 Sugarcane Cess Fund roads with a total length of 172 km.

Expenditure on roads

The cost of making the Belgaum-Pune road of about 100 km was around Rs 12 lakhs by 1883-84. The annual repair cost on imperial roads by 1883-84 was Rs 8,000 for a length of 50 km, Rs 9,300 for provincial roads of length 425 km and Rs 25,500 for local fund roads of length 795 km. After the Reorganisation of States, the expenditure on communication for various years in the district was as follows : 1956-57 Rs 11.04 lakhs, 1961-62 Rs 40.30 lakhs, 1966-77 Rs 129.70 lakhs, 1971-72 Rs 247.97 lakhs, 1976-77 Rs 350.19 lakhs, 1981-82 Rs 489.82 lakhs and 1983-84 Rs 624.08 lakhs.

Under the Minimum Needs Programme, formation of roads was taken up and during 1984-85, a sum of Rs 87.30 lakhs was spent for forming ten roads in the district. Under the Halli Heddari Scheme, a sum of Rs 2.50 lakhs was spent for forming the roads to roadless villages. Approach road to Ningenahatti village in Belgaum taluk and to Teregali village in Khanapur taluk were the two works taken up. Road development work was also supplemented by the Rural Employment Programme, Employment Affirmation Scheme, DRDS, IRDP and Tribal Sub-Plan. The average cost of construction and maintenance of roads respectively per km during the previous five years was as follows (PWD roads): 1980-81 Rs 1.06 lakhs and Rs 1,050, 1981-82 Rs 1.16 lakhs and Rs 1,050, 1982-83 Rs 1.28 lakhs and Rs 1,600, 1983-84 Rs 1.41 lakhs and Rs 2,100 and 1984-85 Rs 1.55 lakhs and Rs 2,700.

Rural Communication Programme

This programme was envisaged in 1959-60 with the object of connecting rural areas by fair weather roads. This programme consists 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 (20 feet) on non-PWD 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 the cart traffic. The total length of roads completed till 1985 under this programme was 1,631 km at a total cost of Rs 171.60 lakhs from 1961. When once these roads are constructed, they are transferred to State Fund roads or Taluk Development Boards for maintenance. The length of roads thus transferred upto 1980-81 was 1,297 km.

A road length of 530 km is within the district under the control of the Chief Engineer, Irrigation (North) with Gokak taluk having 114 km, Hukeri 111 km and Paragad 104 km by the end of March 1984. These roads also formed portion of the roads constructed for the Malaprabha and Ghataprabha Projects.

Maintenance of roads

Roads are constructed under different programmes but are maintained mainly by Public Works Department, Municipalities and Corporations, Forest Department, TDB and Village Panchayats etc. In respect of National Highways (NH 4 and NH 4A) a separate division headed by an Executive Engineer is functioning with Belgaum as headquarters and two sub-divisions at Belgaum and Nipani. Prior to 1971, these roads were under the jurisdiction of Communications and Building division of the PWD. National Highways are constructed by Central Government funds with the supervision of State PWD National Highway Wing. Central Government provides funds to State Government for maintenance. The cost of maintenance of National Highways during the years from 1981 to 1985 varied from Rs 3,500 to Rs 4,500 per km length. The State Highways, Major District roads and other district roads are maintained by PWD, Communications wing.

The Belgaum circle of the PWD, formerly southern circle was established in April, 1878 when Col R Sellon was the Superintending Engineer. In 1907 Sir M Visweswaraya was the Superintending Engineer. The jurisdiction of the Southern Division was extended

TABLE 2

Taluk-wise Road length in Belgaum District as on 31st March 1985

(Length in kms)

Name of Taluk	National Highway	State Highway	Major District Roads	Other District Roads	Village Roads & other Roads	Irrigation Tract Roads	Total	Road length per lakh population	Road length per 100 Sq km
Athani	—	89	62	170	490	31	842	249	41
Belgaum	60	42	59	12	393	—	566	103	55
Chikodi	22	87	86	79	394	—	668	153	53
Gokak	—	—	155	143	567	114	1,079	240	56
Hukeri	40	13	69	21	467	112	722	224	61
Khanapur	53	69	139	20	389	15	685	364	38
Parasgad	—	72	138	79	405	103	797	311	44
Ramdurg	—	64	80	41	368	28	581	329	45
Raybag	—	31	87	47	336	86	587	235	52
Sampgaon	26	16	163	52	437 *383	41	735	269	62
Total	201	483	1,038	664	4,251	530	7,645		

*For these other Roads taluk-wise classification is not available

over to Ratnagiri, Kolhapur, South Satara (Sangli) districts (presently in Maharashtra State), Dharwad and Uttara Kannada Districts. After integration, the Belgaum Division under the Superintending Engineer at Belgaum had four sub-divisions viz, Irrigation Sub-Division Belgaum; B and R Sub-Division, Ramdurg; B and R Sub-Division, Belgaum and B and R Sub-Division, Athani. As in 1985, Superintending Engineer, Belgaum controlled Belgaum and Bijapur districts only. Belgaum Division had seven sub-divisions at Belgaum (3), Khanapur, Bailhongal, Saundatti and Ramdurg and Chikodi Division had five sub-divisions at Chikodi, Hukeri, Athani, Gokak and Raybag.

The taluk-wise road-length in Belgaum District under different classifications as in March 1985 and the surface-wise break-up of roads in Belgaum District as on 31-3-1985 have been given in tables 2 in p 439 and 3 here under.

TABLE 3

Surface-wise Break-up of Road on Belgaum District as on 31-3-1985

Roads	Cement Concrete	Black topped	Water bound Macadam	Motor- able	Non- Motor- able	Total
National Highway	—	201	—	—	—	201
State Highway	—	483	—	—	—	483
Major District Roads	—	882	142	—	14	1,038
Other District Roads	—	292	332	420	—	664
Village Roads	—	206	1,598	174	52	2,030
TDB Roads	—	8	539	776	354	1,677
Forest Roads	—	—	19	11	—	30
Irrigation Tract Roads	—	66	441	6	17	530
Other Roads	—	—	—	—	—	992*
Total	—	2,138	3,071	1,007	437	7,645

*Break-up not available

Passes : There were seven chief passes within Belgaum district limits or on the main lines between Belgaum and the sea by 1880 and

of which, three were passable by carts. 1) Amboli (Purpoli pass) on Belgaum-Vengurla road was 15 km long with an easy gradient; 2) The Ram pass on the old Belgaum-Vengurla road. In 1826, it was a great pass in the upper country from Sawantwadi, Vengurla and Goa. As the Amboli pass was found safe and convenient, this hilly and wild pass was abandoned; 3) Chorla pass on the road between Sakhali (Goa) and Kankumbi was a mere foot track; 4) Parva pass was at about two km from Chorla and was a foot track; 5) Kel pass at about 13 km south-east of Parva was a foot track; 6) Taneri pass at 20 km from Kel pass; 7) Tinai pass was at 20 km south-east of Taneri pass.

Bridges

In Belgaum district, there were six large bridges by 1883. The three stone bridges were 1) the bridge across the Vedganga at 264th km from Pune on Pune-Harihar road had seven 13.5 m spans; 2) Bridge across Hiranyakeshi; 3) Bridge across Ghataprabha. The three iron bridges were on Belgaum-Amboli pass road 1) Senavali bridge at 11th km from Belgaum had one warren girder of 18 m span—2 plate girders of 9 m span each; 2) Bridge across the Kalinadi had three warren girders of 18 m span; 3) Bridge across the Ghataprabha had two warren girders each of 18 m span. By 1884, bridges over the nalas at Jangwad and Manglayhal on Belgaum and Linganmath road were completed and opened for traffic. Besides, on the road from Belgaum to Panhagaon, four bridges and eight culverts were completed. By 1956, there were 20 major bridges having a linear waterway of more than 30 metres, 15 of them were between 30 metres and 91 metres and five of them were between 91 metres and 152 metres. Another three major bridges were added in 1961 and by 1966 the number of major bridges rose to 37 and to 41 by 1971, to 51 by 1976, to 54 by 1981 and to 68 by 1986. As in 1984-85, the number of bridges are given in the table in p 442.

The major bridges in taluk on NHs are as follows: Belgaum—1, Bailhongal—1, Hukeri—3, Chikodi—2 (all on NH 4) and Khanapur—3. The other bridges on National Highways taluk-wise are as follows. Belgaum—142, Sampgaon—79, Hukeri—50, Chikodi—52 (all on NH 4) and Khanapur—120 (on NH 4A). In respect of major bridges, the taluk-wise break-up as on 31-3-1985 was as follows: the total in taluk

TABLE 4

Showing the number of Causeways, culverts, bridges and major bridges in Belgaum District as on 31-3-1985

Category of roads	Culverts/ Causeways		Bridges			Major bridges above 30 metres	Total
	upto 6 metres	6 to 12 metres	upto 12 to 18 metres	18 to 24 metres	24 to 30 metres		
National Highways	429	22	10	2	6	10	479
State Highways	723	35	20	13	5	18	814
Major District Roads	1,216	57	29	7	12	25	1,346
Other District Roads	789	28	10	3	10	7	847
Village Roads	1,049	45	15	10	11	16	1,146
Other Roads	—	—	—	—	—	2	2
Total	4,206	187	84	35	44	78	4,634

Source: PWD (C & B) and NH, Belgaum

given in brackets. Athani taluk (8) 3 on SH, 2 on MDR, 1 on ODR, 2 on VR; Sampgaon taluk (8) 1 on NH, 1 on SH, 1 on ODR, 5 on VR; (3) Belgaum taluk (7) 1 on NH, 2 on SH, 1 on MDR, 1 on VR and 2 on OR; Chikodi taluk (11) 2 on NH, 5 on SH, 3 on MDR and 1 on VR; Gokak taluk (12) 9 on MDR, 3 on ODR; Hukeri taluk (7) 3 on NH, 3 on MDR and 1 on VR; Khanapur taluk (9) 3 on NH, 1 on SH, 3 on MDR, 1 on ODR, 1 on VR; Ramdurg taluk (7) 2 on SH, 2 on MDR, 1 on ODR, 2 on VR; Raybag taluk (2) 1 on SH and 1 on MDR; Parasgad taluk (7) 3 on SH, 1 on MDR and 3 on VR. The total number of bridges were 78. A major bridge across the river Krishna near the Manjari in km 252 on Sankeshwar-Jewargi State Highway is proposed to be constructed with a linear waterway of 500 metres at an estimated cost of Rs 177 lakhs.

Toll on Bridges

The practice of collecting toll (cess) on bridges was in vogue ever since 1870. Though the schedule for various items is very long, in 1875, one rupee was collected for a four-wheeled carriage, 50 paise for two-wheeled one, six paise (one anna) per pack animals, Rs 1.50 for elephants, 25 paise per camel laden, 12 paise per unladen camel,

Re one per palanquin with eight bearers, 50 paise for that with four bearers, one pie per pig or sheep or goat and three pies per human and so on. Presently, toll was being collected on the Ghataprabha bridge at 530 km near Sutagatti on NH4 at different rates for each type of vehicle. The tariff of the toll collected at this bridge with effect from 26-1-1982 was as follows: Motor cycles, scooters, (two wheelers) 50 ps; Motor cars, cabs, (three or four wheeled light vehicles) Rs 2, Buses, trucks (loaded heavy vehicles) Rs 10; unladen Rs 5, and other mechanically propelled vehicles laden or unladen Rs 5. The total toll collections up to 7-7-1986 was Rs 2,62,13,400 and since then the collection of toll was been discontinued.

Ferries

Most of the rivers were fordable in this district during dry seasons. The road network was also improving and hence ferries were not used as much as in neighbouring Uttara Kannada district. There were thirty eight public ferries by 1880. All these were maintained by local fund and the yearly proceeds were remitted to the local funds. The ferries at Mugutkhan Hubli, Manoli and at Gokak had a revenue of more than Rs 500 per annum as in 1880. There were eleven ferries maintained by Inamdars, and among them, the ferry at Manjri in Chikodi taluk across the Krishna on old Belgaum-Pune road had an annual revenue of more than Rs 500. Five ferries were running on charity and hence did not charge. The rate tariff for the rest was three paise for a passenger, 50 paise for a cart and they were not carrying animals. The total revenue from ferries in 1881-82 was Rs 4,732.

As the road network improved, the ferry services slowly dwindled. The ferries were administered by PWD, Taluk Board and Private bodies. When the Department of Ports and Inland Water Transport was formed the administration of the ferries was brought under its control. As in March, 1985, the services managed by the Department are: 1) Dhawaleshwar-Dhawaleshwar across the Ghataprabha river in Gokak taluk, 2) Hunsikatti across the Malaprabha river in Sampgaon taluk. Some navigation services are auctioned and they are 1) Tigadi-Masaguppi across the Ghataprabha in Gokak taluk and Daddi across the river Ghataprabha in Hukeri taluk. The total number of ferries in the district were 41 of which, two were managed directly by the Department and four by Department through auction-cum-lease. The traffic in the departmental

ferries in 1984-85 were as follows: 1) Dhawaleshwar ferry 19,847 passenger, 123 animals, 35 quintal of goods. The revenue collected was Rs 10,085, and the expenditure was Rs 75,756, 2) Hunsikatti ferry 17,133 passengers, 212 quintals of goods and the revenue collected was Rs 8,777-50 p and expenditure was Rs 40,084. The ferries in Belgaum district are administered by the Ferries Inspector at Bagalkot. The Deputy Director, IWT assisted by Ferries Officer, Bangalore supervises the work. Schemes both Centrally sponsored and State sponsored are in the offing in respect of Inland Water Transport. Among them, Kudachi-Halyal across the Krishna river (Rs 1,00,250), Saptasagar-Kittur across the Krishna (Rs 1,00,260), Aina-pur-Gundewadi across the Krishna (Rs 1,00,250) and Begurshi-Donwad across the Krishna (Rs 1,00,250) are under Central Government and Sidnal across the Vedaganga (Rs 52,500) is under State Government. The following are some of the Acts and Rules enforced in respect of Inland Water Transport in the district. 1) The Bombay Ferries Act, 1868 and the Rules thereunder; 2) The North India Ferries Act, 1878 and Rules thereunder; 3) The Sailing Vessels (Inspection) Rules, 1960; 4) The Sailing Vessels (Statement of crew) Rules, 1960; 5) The Sailing Vessels (Members of the crew) Rules 1967, etc.

Public conveyances

Till about last decades of the century, there were no mechanical public conveyances plying on the roads of Belgaum district. People were travelling either on animal back (elephant, camel, horse, etc) or by walking or were carried in palanquins and sometimes by carts. Cart owners were carrying goods and passengers on nominal fare on passable roads. Elephants were used to carry artillery. In 1883, Government of India earmarked five elephants in Belgaum district for transport requirement of artillery purposes.

The oldest known bus transport company Chikodi Union, Chikodi had buses plying from Jamkhandi to Kudachi, Chikodi and Sangli (presently in Maharashtra). The journey between Jamkhandi and Chikodi was about 90 minutes. The Karnataka Express Motor Service, Belgaum started bus services by 1929, from Belgaum to nearby places. The other transport companies were S G Company, Sankeshwar; Ajra Motor Company, Ajra (Kolhapur district); National Travels, Karnataka Express, Chauhan Transport, New Central Transport, Belgaum Extension and Sub-urban Transport

(BEST), etc, started plying buses in the district, the last named running services from Belgaum to Yellur, Piranawadi, Kine, Kowad and Shahpur. The Belgaum Motor Transport Company plied buses from Belgaum to Hubli, Saundatti, Nargund, Khanapur, Tolagi, Parishwad, etc. The fare between Belgaum and Hubli was about Re one and between Belgaum and Sangli was 14 annas (by 1940-50). The Chavan and Company operated city buses from Belgaum to Tilakwadi, etc.

The Nationalisation of passenger road transport operations commenced with the introduction of Road Transport Act of 1948 of Bombay State. Under the RTC Act, the Belgaum Division was established with effect from 1-8-1950. The routes operated by the private companies like Chikodi Union, Chikodi, S G Company, National Travels, etc, were taken over in a phased manner and the staff of these private companies were absorbed in the services of the erstwhile Bombay State Road Transport Corporation (ST). Other operations were initially in the areas of Belgaum, Chikodi, Sankeshwar, Gokak and Nipani with 100 vehicles for operation of 75 schedules. Later bus services were extended to Saundatti, Bailhongal and Haliyal of Uttara Kannada District.

Belgaum was the Divisional Headquarters having one workshop for heavy repairs, one Divisional Stores, and one Divisional Office. The Headquarters Depot and the Divisional Workshop were housed in Halley's compound on Pune-Bangalore road. In the taluk places, garages were constructed with temporary schedules, providing pits for daily maintenance of vehicles. Gradually the bus services were extended to the nearby areas of eastern, western and southern sectors and Haliyal side in Uttara Kannada district and Sawantwadi in Ratnagiri district of Maharashtra. Additional garages were also provided at these places to facilitate smooth and effective control over the operations. By this, the number of schedules rose to 150 with a fleet of 200 vehicles. This division since its beginning (1950) has gradually grown to be a major division of KSRTC. With the increase in traffic activities, most of taluk headquarters are connected to Bangalore, Mysore and other places. Further, all the villages of the district which are connected by motorable roads are provided with the services either from taluk headquarters or from major villages of the taluk under Rural Transportation Scheme. Very few villages which are not connected with roads are also provided with service up to the distance of two to three km from the village. The number of schedules increased from 75 to 473 (December 85). There are

79 inter-state routes operating from this division. Few of the inter-state services are as follows: From Belgaum to Bombay (528 km), Mantralaya (434), Sholapur (312 km), Pandharpur (254 km), Vengurla (131 km), Panjim (165 km) and to Jatt (210 km); from Chikodi to Sangli (106 km), Kolhapur (63 km). Some other inter-state services originating from different places are also operated from this division. Few of them are Gokak-Bombay (510 km), Hubli-Miraj (249 km), Kolhapur-Saundatti (176 km), Nipani-Bombay (427 km), Kolhapur-Bangalore (622 km), Ramdurg-Ichalakaranji (197 km) and Ramdurg-Kolhapur (183 km).

The dire need of conveyances during *jatras*, fairs and other special occasions is augmented by KSRTC by providing extra buses. During 1985-86 for ten *jatras* in the district and two outside the district (Ulvi and Gokarna) a total of 506 buses were operated carrying about 3.45 lakh passengers fetching a total revenue of Rs 36.27 lakhs.

The fleet strength for the year 1980-81 was 381 and in 1984-85, it increased to 511. The number of routes as on 31-3-86 was 920 (641 rural and 279 suburban). The total number of operations as on March 86 were 473 with 1.55 lakh schedule kilometres per day by KSRTC vehicles in the district (except Athani taluk). The number of buses per 10,000 population was 1.70 and number of buses per 100 sq km is 4.75 (except Athani taluk). In the rural sector 36 routes and in the city and suburban sector 11 routes were newly introduced in the year 1985-86 involving 3,449 route kilometre and 48 routes in the rural sector and one route in the city and suburban sector were cancelled involving 4610 route km. The total route kilometre as on 31-3-1986 in this division was 49,831 km.

The fare structure of KSRTC as on 31-3-1986 was as follows. *Mofussil*: Ordinary services : at 11.3 ps per km subject to a minimum fare of 75 ps for a stage of 6.5 km or part thereof: Express services : at 12.3 ps per km subject to a minimum fare of Re one for a stage of 6.5 km or part thereof. Semi-luxury services : at 14.5 ps per km subject to a minimum fare of Rs 3.50 for a distance equal to 3 chargeable stages or part thereof; Luxury services : at 17.4 ps per km subject to a minimum fare of Rs 5.00 for a distance equal to 4 chargeable stages or part thereof. City and Suburban : *City Services* : at 25 ps per stage subject to minimum of 50 ps; Suburban stages : at

25 ps per stage subject to minimum of 75 ps for ordinary services and Re one for express services.

Athani taluk is under the jurisdiction of the Bijapur division of KSRTC since 1949. There were agencies like NBMT Company Ltd, Bijapur and Nirale Company, Athani operating buses in this taluk before Nationalisation. As in March 86 the fleet strength in Athani was 73, the number of inter-state transport service were 19, the number of routes radiating in Athani taluk was 99 with 67 operations and the total kilometres covered by KSRTC in the taluk was 24,002.

The city services were being operated earlier by one private limited company, namely, Belgaum Extension Sub-urban Transport from Belgaum to Tilakwadi, Shahpur and these routes were Nationalised and taken over by the Corporation with effect from 1-4-1953. With the gradual growth in traffic need on industrialisation, the operations were extended to the outskirts of the city area i.e., Aluminium Factory, Employees Colony, Government Milk Dairy, J N Medical College, Hindwadi, Anigol, Industrial Estate, Sadashivanagar, Kailashnagar, etc. When the city was declared a Corporation with effect from 10-6-1977, Kanbargi, Kakati, Kudachi and Alarwad came within the fold of Corporation limits, and number of places within a radius of 15 km from Belgaum city were connected by buses. An independent city depot was established in July, 1977. Even though the policy of the erstwhile Bombay Government was to run the city buses by the local bodies in all Municipal areas, the burden of operating city services vested with the Nationalised Road Transport Undertakings on fiscal point of view

The KSRTC Division is headed by the Divisional Controller assisted by different officers both technical and non-technical (see also Chapter XIII). The operational statistics in respect of Belgaum district is given in the table below.

TABLE 5

Statistics regarding developmental activities in operations, performance, etc in the KSRTC, Divisional Office, Belgaum

<i>Particulars</i>	<i>1974-75</i>	<i>1980-81</i>	<i>1984-85</i>	<i>1985-86</i>
1	2	3	4	5
Number of Depots	8	8	8	8

1	2	3	4	5
Staff employed	2,010	2,573	3,239	3,322
Number of schedules	265	339	438	462+66 Athani
Number of routes	448	550	900	898+99 Athani
Route kilometres	24,123	32,999	49,180	48,032
Average Route length	53.8	60.0	54.6	53.5
No. of Inter-state routes	45	53	75	79+19 Athani
Express services	22	34	48	48
Semi-Luxury service	1	3	4	4
Total No. of vehicles held	311	381	511	521+68 Athani
Total passengers carried in lakhs	408.27	728.85	1,289.00	770.40
Average No. of passengers carried per day in lakhs	1.32	2.00	3.53	3.60
Average daily service Kms	0.67	0.94	1.36	1.51
Total Traffic Revenue (Rs in lakhs)	469.50	980.75	1,892.84	1,223.76+310.28 Athani
Earnings per day	191.0	286.4	380.3	394.0
Average revenue per day	1.28	2.68	5.19	5.72
Earnings per bus on road	465.02	783.83	1,139.66	1,231.89
Total Bus Stations	16	17	18	18
Number of break-downs	760	2,079	821	434
Number of accidents	58	81	103	71+7 Athani
Total cost of operation	—	988.71	1,829.73	1,217.0

Source : Karnataka State Road Transport Corporation, Belgaum

As on 31-3-86 the total number of employees working in this division was 3,178, of which 17 were officers, 297 administrative staff, 2,095 traffic staff, 348 workshop and maintenance staff, ten security staff and 411 class IV staff.

TABLE 6

The depot-wise monthly average traffic revenue and total cost of operations during the year 1985-86 in respect of KSRTC Depot, Belgaum (Divisional Office)

Name of the Depot	Traffic revenue		Total cost of operations	
	Amount Rs in lakhs	Per km (Paise)	Amount Rs in lakhs	Per km (Paise)
Athani	310.28	410.4	283.35	374.8
Belgaum (Rural)	486.90	445.4	424.64	388.4
Belgaum (City)	254.39	330.5	328.64	427.0
Chikodi	324.19	447.3	280.46	387.0
Sankeshwar	189.66	412.6	184.37	401.0
Bailhongal	257.84	392.6	250.01	380.6
Saundatti	221.03	391.9	220.93	391.7
Gokak	302.82	404.6	280.62	374.9
Nipani	203.54	446.8	180.57	396.4

Source : KSRTC. Belgaum

There are (as in March 1986) permanent bus stations in the district at Kittur, Ramdurg, Manoli, Saundatti, Bailhongal, Gokak, Sankeshwar, Chikodi, Nipani, Nesargi, Yargatti, Sampgaon, Hattargi, Hirekumbi, Shirguppi, Hukeri and Belgaum; one temporary bus stand at Mudalgi, 38 way side shelters, 19 city pick-up shelters, cloak rooms in 16 bus stations, refreshments rooms in 26 bus stations and many other passenger amenities have been provided. A modern city depot is under construction at Belgaum.

Goods Transport

In 1847, a Parsi merchant Jamsetji came to Belgaum to buy and export cotton. He was interested in buying American cotton. But, in the same year, there was a special report in the Belgaum cotton trade by J D Inverality, the Collector on the prohibitive cost of carrying cotton from the fields to coast which was about Rs 1.25 for 100 pounds (about 45 kg) and this was about 17 to 20 per cent of its

price. In the same year, Captain Meadows Taylor urged that good roads should be made through the cotton plains to join one main highway on which the staple can be carried in carts down the Phonda pass to Vijayadurg in Ratnagiri. A fairly large quantity of staple was then carried through Sankeshwar in Belgaum to Rajapur in Ratnagiri, a famous place of trade during the latter part of the 17th century. The average cost of carrying one khandi was Rs ten to Kumta and Rs nine to Vengurla. In 1848, the Collector reported that on its way to Bombay, Belgaum cotton was exposed to every form of evil. Moving at the rate of two or three km an hour in rude carts or on bullock back over bad roads, the dew and the dust did their worst. In 1849, the Bombay Government recommended merchants to establish up-country agencies. The Chamber of Commerce opined that in view of the condition of the roads, up-country agencies could not succeed and urged the Government to open the cotton districts by roads and railways to the coast and especially to Bombay.

The goods were transported by carriers. The carriers were either cartmen or pack-bullockmen. They were carrying grains, coconuts, betelnuts, salt, cloth, tobacco, molasses, cotton, blankets, dates, cocoa kernels, iron, copper, etc. They were visiting Goa, Vengurla, Rajapur, Pune, Sirsi, Haliyal, Yellapur, Hubli, Gadag and Talikoti. Few of them were traders by themselves. By opening new roads, the number of cartmen increased.

Gradually, the motor traffic was introduced and operations were between Belgaum to Bombay, Belgaum to Bijapur and to other places. There was one goods vehicle, both public and private, in 1971-72 per 1,692 population and the figure for 1981-82 was 1,047; the number of goods vehicles per 100 km road length were 34 in 1971-72 and the figures for 1981-82 was 47. The State Transport in Belgaum area had the facility of transporting parcels and the following are the details of the parcel scheme during 1984-85 and 1985-86. Number of booking and delivery offices 13/13; Number of parcels booked 35,955/55,306; Weight in kg of the parcels booked 7,17,578/11,05,532; Revenue earned in lakhs of rupees realised by booking 2.68/2.52; number of parcels delivered (in lakh kg) 8.9/7.7; Revenue earned in lakhs of rupees realised by delivery 2.94/1.20.

The Regional Transport Office

The Regional Transport Office, Belgaum was opened in 1940 under the Bombay Government comprising Belgaum, Bijapur, Uttara Kannada

Dharwad, Sangli and Kolhapur districts. Prior to that the Inspector of Transport from Bombay was visiting for inspecting the vehicles. After 1956, its authority was limited to Belgaum district (See also chapter XIII). In 1981 a sub office was opened at Chikodi comprising Chikodi, Hukeri, Gokak, Athani and Raybag taluks and this was upgraded as the Regional Transport Office in 1984. In 1982 a Sub Regional Transport office was opened at Bailhongal comprising Sampgaon and Parasgad taluks and was attached to the RTO Belgaum. The revenue realised from the three transport offices at Belgaum, Chikodi and Bailhongal for 1980-81 to 1984-85 are as given in the table.

(Amount in lakhs of ruppees)

Year	Belgaum	Chikodi	Bailhongal	Total
1980-81	114	40	—	154
1981-82	130	53	—	183
1982-83	124	54	19	197
1983-84	155	64	21	240
1984-85	182	74	24	280

The number of motor vehicles registered and kept for use as on 31-3-1986 in the district is given in the table below.

Category of vehicles	No. of vehicles in the Region			
	Belgaum	Chikodi	Bailhongal	Total
1	2	3	4	5
Motor cycles :				
50 cc & below	7,016	2,744	512	10,273
51 cc to 300 cc	16,300	4,212	1,193	21,705
300 cc & above	324	767	197	1,288
Motor cars	3,874	1,272	320	5,466
Invalid carriages	2	—	—	2
Jeeps	427	233	79	739
Auto rickshaws	960	58	27	1,045

1	2	3	4	5
Motor cabs	82	122	2	206
Omni buses	188	69	49	306
Station wagons	65	42	2	109
KSRTC buses	625	—	—	625
Goods vehicles :				
Private carriers	125	—	361	486
Public carriers	2,229	1,092	—	3,391
Contract carriages	2	—	—	2
Tractors	241	1,421	1,946	3,608
Trailers	241	1,830	1,965	4,036
Dumpers	9	8	—	17
Tippers	36	17	—	53
Power tillers	26	3	2	31
Delivery vans	348	88	—	436
Ambulance vans	21	7	—	28
Fire fighters	4	—	2	6
Tankers	12	16	6	34
Others (Govt/Municipality owned trucks)	365	13	—	378
Fire engines	—	3	—	3
Road rollers	—	1	—	1
Total	33,593	14,018	6,663	54,274

The non-fuelled vehicles that are used for carrying both goods and passengers are bullock carts, hand carts, bicycle rickshaws, cycles, etc. Cycle rickshaws are very few in this district. The number of animal drawn carts in the district were 85,770 in 1972, 77,979 in 1977 and 92,781 in 1982. The taluk-wise details of the animal drawn carts with reference to municipal limits separately are given in the table.

<i>Name of taluk</i>	<i>Area</i>		
	<i>Urban</i>	<i>Rural</i>	<i>Total</i>
Belgaum	1,230	10,699	11,929
Athani	114	10,537	10,651
Chikodi	112	10,415	—
Nipani	63	—	—
Sadalga	402	—	10,992
Gokak	226	8,025	—
Gokak Falls	19	—	—
Mudalgi	365	—	—
Konnur	448	—	9,083
Hukeri	277	9,137	—
Sankeshwar	164	—	9,578
Khanapur	133	7,143	7,276
Parasgad	227	8,580	8,807
Raybag	76	7,760	—
Kudachi	347	—	8,183
Ramdurg	122	6,133	6,255
SamPGAon	383	9,644	10,027
Total	—	—	92,781

Road Accidents

Road accidents are generally caused by the condition of the road, of the vehicles and due to road users. The road conditions greatly affect the traffic. Wide roads with good surfacing, proper grading, with less curves and proper illumination, are least accident prone. When road accidents occur they are reported to the police authorities. However there are instances where minor road accidents are not reported. During the year 1982-83, 671 accidents were reported in the district causing 202 deaths, 739 injuries. The causes for the road accidents have been classified as due to bad condition of the roads, mechanical defects of the vehicles, faults of driver, faults of

pedestrians and others. Out of 671 accidents in 1982-83, 395 were on the National Highways, 276 on other roads, for 36,986 vehicles on road. The average number of accidents for 1,000 motor vehicles and for one lakh population in 1982-83 were 18 and 23 respectively. The number of accidents involving KSRTC vehicles in the district from 1980-81 to 1984-85 are (The figures in the brackets are the rate per lakh km) 1980-81—81 (0.23); 1981-82—92 (0.22); 1982-83—121 (0.27); 1983-84—113 (0.27) and 1984-85—103 (0.20).

Table showing the road accident statistics in Belgaum District

Year	Causes					
	Road accidents	Persons killed	Persons injured	Due to condition of roads	Due to technical defect of vehicles	Due to human errors
	No.	No.	No.			
1971-72	347	97	438	18	26	303
1974-75	470	114	306	4	61	405
1977-78	585	155	706	—	7	578
1980-81	704	163	668	10	7	687
1981-82	661	179	605	10	5	646
1982-83	671	202	739	4	1	666

In 1982-83 the percentage of road accidents in the district to the State's total was 5.4, persons killed was 9.4, injured 5.6.

Source : PWD Statistical Unit

RAILWAYS

The railway service was introduced in this district in 1887. The Londa-Vasco line was commissioned in 1888. However the construction of railway line had been started as early as 1880 and trial runs were held. The railway construction between Pune and Harihar *via* Belgaum and Dharwad had begun by the Southern Maharashtra Railway Company. By 1889 the system of railways worked by this company extended from Pune to Mysore *via* Bangalore. The Southern Mharatta railway company included the East Deccan or Hutgi-Gadag, the South Deccan or Bellary-Marmagoa, and West

Deccan or Pune-Londa by Miraj-Belgaum. A length of 50 km was called Belgaum Branch. The Bellary-Marmagoa line passed through east and west, about 34 km in Khanapur taluk. This line began at Alnavar and passed through West along a narrow saddle of Sidpagoda range of 19 km to Nagargali. At Nagargali the line crossed the road to Halsi and then crossed rivers the Ponda and the Turva. This line then laid cost approximately Rs 16,24,000 (about Rs 47,765 per km). The Pune-Londa railway line about 160 km was sanctioned in 1883 passed through Athani, Chikodi, Gokak, Belgaum and Khanapur taluks. This line entered Belgaum district at Shedbal and passed through 115 km in Belgaum and met Bellary-Marmagoa line. The approximate cost of this line was Rs 82,74,000 (Rs 51,713 per km).

In this section there were seven third class stations and one second class station making an average of one station for every 15 km line. In 1908 the Southren Mharahtta Railway Company was amalgamated with the Railway Company to form MSM Railway Company which was later taken over by the Government of India in 1944, in pursuance of the policy of the State management. Again as a result of the regrouping of the railways in 1951-52, the railway of M & S M system were included in the Southern Railway Zone and since 1966, the lines of this area have been entrusted to the South-Central railway. The South-Central railway has its headquarters at Secunderabad. There is one Divisional Railway Manager at Hubli controlling the two sections—Londa-Belgaum and Belgaum-Miraj (portion of Bangalore-Miraj) the former offered for traffic on 21-3-1887 and the latter on 22-12-1887. The total length of line in the district is 219.72 km. The railway route per 100 sq km area is 1.64 and the railway route per lakh of population was 9.07 km as per 1971 Census and 7.3 km as per 1981 census. The following are the details about the daily average number of entraining and alighting passengers during the five years from 1981 at different stations in the district. Shedbal : 200/80; Raybag : 500/280; Ghataprabha : 900/400; Gokak Road : 500/250 ; Belgaum : 2000/1300 and Khanapur : 500/300.

The Belgaum-Miraj sections is a portion of Bangalore-Miraj (metre gauge) and connects Bombay through broad-gauge at Miraj. There are no broad-gauge and narrow gauge lines in this district. Belgaum is the important station with many facilities including reservations. There are two minor loco sheds one at Belgaum and

the Londa for *turn round* of engines. Totally there are 25 stations in the both sections. At Belgaum station the number of wagons loaded between April 1984 to Dec 1984 was 1,616 and it was 1,273 during 1985 (Jan to Dec).

Railway Bridges

When the railway was introduced, the chief bridge was across the Krishna near Kudachi. It had 11 spans of 45 m griders, with a breadth to allow a cartway to run alongside the line. The cost was around Rs 7,35,000. The other bridges were Bekkeri bridge with five spans of 12 m arches and the cost was around Rs 33,000, the Jagnur bridge with eight spans of 12 m and the approximate cost was Rs 48,000. The Ghataprabha bridge with 16 spans of 15 m, approximate cost Rs 71,000. All these bridges are of rock foundations for the piers, the piers of Markandeya bridge standing on sand-stone and others on trap. Presently there are 20 major railway bridges in the district (one Linonda-Vascodagama section and the rest in Belgaum-Miraj section), one road bridge in Londa-Miraj section, six road over bridges (5 in Londa-Miraj section and one in Vasco section) and 306 minor bridges (279 in Londa-Miraj section, 6 in Alnavar-Dandeli section and 21 in Londa-Vasco section).

AIR TRANSPORT

Belgaum was placed in the air map in around 1940 for military needs. The Royal Air Force was administering the railways and flights. Airport is situated at Sambre, about nine km from Belgaum. It occupies a land area of 480 acres and 1,800 m runway has been provided. In the year 1955 the administration of air port was taken over by the Government of India. This is also considered as a stand-by port to Goa airport. The Indian Airlines was operating flights in the sectors: (1) Bangalore-Goa-Belgaum 520 km—HS 7 aircrafts once daily, (2) Belgaum-Bombay (402 km) HS 7 aircraft one flight daily. As the traffic in Bangalore-Goa-Belgaum sector dwindled the flight to Bangalore was cancelled in 1984 and presently (1986) only one flight in the Belgaum-Bombay sector is being operated by the Indian Airlines. The passenger statistics in respect of Belgaum airport for 1979-80 and 1980-81 are as detailed below.

Originating passengers from Belgaum Airport in 1979-80—7,537

and in 1980-81—8,188 and alighting passengers for the same years were 8,767 and 9,241 respectively.

Principal operational statistics of Indian Airlines in Belgaum Airport are as hereunder :

Particulars	Period			
	1983-84		1984-85	
	BGM-BLR	BGM-BOM	BGM-BLR	BGM-BOM
No. of flights	366	366	61	366
No. of schedules operated as at the end of the year	350	345	60	362
Passengers carried :				
Ex-Belgaum				
A—Bangalore	3,397	—	764	—
A—Bombay	—	13,080	—	12,254
Goods carried (in tonnes)	196.6	996.4	5.92	1,971.4
Revenue (originating traffic) Rs in lakh.				
a) Passenger	12.57	37.93	00.28	44.48
b) Goods	00.61	2.64	00.02	00.52

Note : BGM=Belgaum; BLR=Bangalore; BOM=Bombay.

Source : Indian Airlines, Belgaum.

Besides these, few non-scheduled flights also operate at this Airport. Few of them are Kirloskar Co, Gammon India, Raymonds, Laxmi Oil Mills and State Government aircrafts. In October 1985, there were five non-scheduled flights.

The Civil Aviation Department which is managing this airport, having Aerodrome staff and Aeronautical communications staff, consisting of about 100 staff, with Aerodrome Officer, Officer-in-charge, ACS, Asst. Aerodrome Officer, Technical Officers, etc. This is a minor, domestic airport where landing and take-off can be done in day time. Emergency landing can be made during night time.

Rest Houses

Dharmashalas or Musafir Khanas were constructed in olden days for offering shelter and food to the travellers. When the chieftains or any officer visited any village, he had to be provided with lodging facilities and accordingly guest houses and rest houses were constructed. By 1880, the following were the rest houses in the district: 1) At Hukeri on Sankeshwar-Gokak Road two mosques used as rest houses for District Officers, 2) Some rooms in the fort at Saundatti, 3) Ten Travellers bungalows, 4) 36 rest houses or Dharmasalas. Out of 36 rest houses, the accommodation available ranged from 10 to 150 travellers. Taluk-wise there were eight rest houses in Belgaum, six in Sampgaon, 11 in Chikodi, seven in Parasgad, one in Gokak and four in Athani. These rest houses were available free of charge and maintained by Local Fund Committee. As the traffic and the public offices increased, number of guest houses also increased. There are guest and rest houses and Inspection Bungalows being managed by Taluk Development Boards, Municipalities, Public Works Department, Forest Department and KSRTC. Besides some industrial units also have their own guest houses. The general public can also avail the facility of accommodation if available.

As on 31-3-1985 the IBs and TBs under Public Works Department are as follows (number in brackets indicates rooms): Belgaum, Circuit House (5), (IB 10); Khanapur (IB 2); Kanakumbi (IB 2); Bidi (IB 2); Nagargali (IB 2); Anmod (RH 2); Londa (IB 4); Bailhongal (IB 4); Shetegali (IB 1); M K Hubli (IB 2); Dombar Kittur (IB 4); Saundatti (IB 2); Yargatti (IB 2); Murgod (IB 2); Ramdurga (IB 2); Chikodi (IB 8); Nipani (IB 6); Jodahatti (IB 2); Hukeri (IB old 1+New 2); Gotur (IB 2); Sutagatti (IB 2); Shivpur (IB 4); Shedbal (IB 4); Athani (IB 4); Gokak (IB 5); Gokak Falls (IB 2); Raybag (IB 2); and Kudachi (IB 1).

The rest houses maintained by the Forest Department are as follows: two suits each at Belgaum, Khanapur, Tavaragatti, Nagargali, Shirol, Jamboti and Londa. There are guest houses at Mudalgi maintained by TMC, and one Dharmasala maintained by TMC at Saundatti. There are guest houses maintained by KSRTC, DCC Banks, Urban Banks, Government Employees Association, at Belgaum and other co-operatives in other centres. Some factories also maintain their own guest houses viz, Indian Aluminium Company, etc.

POST AND TELEGRAPHS

Postal services are said to have been in existence in this district since 1787. There was a regular mail connection from Madras to Bombay passing through Belgaum. The duration of postal traffic through Belgaum was 17 days and the Dak postage from Madras to Belgaum (877 km) was 13 annas (87 paise), and from Madras to Kittur (832 km) was 13 annas (87 paise). Belgaum was a part of the Southern Mharatta or Bombay Karnatak Postal Division. By 1880, there was a chief receiving and disbursing office at Belgaum with the town sub-offices and 27 sub-offices and 12 village post offices. All these were supervised by the Superintendent of Post Offices, Bombay Karnatak Division. The two town sub-offices were one in Belgaum city and the other between Belgaum and Shahapur, and of the 27 sub-offices those in the present district were at Athani, Bailhongal, Chikodi, Gokak, Gokak Canal, Hukeri, Khanapur, Kittur, Mugutkhan Hubli, Murgod, Nandgad, Nipani, Sampgaon, Sankeshwar, Saundatti, Yamakanamardi Ramdurg and Raybag (total 18). These were in charge of Sub Postmasters. There were 12 village Post Offices at Bagewadi, Gurlhosur, Hera, Manoli, Nesargi, Pachapur, Vantmuri, Yadwad and Yakkundi in British limits and Anigol and Toragal were in State limits and five of these were in charge of village postmasters, five were in charge of village school masters and two were in charge of local residents. At the town post offices or village post offices, letters were delivered by 27 postmen and at villages without post offices, there were 54 postmen. Postal runners were also delivering letters. The Village Postmen not only delivered letters but also cleared letter boxes stationed in villages, delivered articles for registration and carried postal stationery. In all the post offices money orders were issued and Savings Bank Account were maintained.

The mails were carried by railway from Bombay to Pune and from there by pony carts, tonga drivers, which were running between Pune and Hubli. The Superintendent of Post Offices Headquarter Southern Mharatta was the controlling officer to all the Post Offices in Belgaum district, whereas the two town Sub-Offices at Belgaum and Belgaum-Shahapur were controlled by Post Master at Belgaum. There was an Inspector at Chikodi to assist the Superintendent. The articles received for delivery and returned undelivered in the district for the years 1877-78 and 1880-81 were as follows: Articles^s sent for

delivery—36,736 (1877-78), 43,399 (1880-81); Articles returned undelivered—2,472 (1877-78), 2,768 (1880-81).

Belgaum Division was under the control of the Bombay Circle till the Karnataka Posts and Telegraph Circle was formed in April 1960. This Circle was headed by the Post Master General at Bangalore, who was assisted by two Regional Directors one at Dharwad Controlling the Belgaum District. There was one Senior Superintendent of Post Office at Belgaum and thereafter Belgaum was divided into 3 sub-divisions viz, Belgaum, Chikodi and Gokak, each headed by a Superintendent of Post Offices. The Belgaum Division comprises of Belgaum, Sampgaon, Raybag and Ramdurg taluks, Gokak division Gokak and Hukeri taluks and Chikodi division the other taluks. As in 1980 the Post and Telegraph office in the taluks of the district per 100 sq km area and per 10,000 population were as follows: Athani 6.11/4.38; Sampgaon 8.02/4.20; Belgaum 13.02/3.15; Chikodi 10.71/3.74; Gokak 6.82/3.85, Hukeri 9.38/3.86; Khanapur 3.26/3.75; Raybag 6.88/4.24; Ramdurg 4.36/3.97; Parasgad 4.74/4.11, the district figures were 6.95 and 3.85. As on 1-4-1985 the number of Post offices in Belgaum Division were Head Post Offices 4 (Belgaum, Tilakwadi, Bailhongal and Ramdurg), Departmental Sub-Offices 68, Extra-departmental Sub-Offices 17, Branch Post Offices 226, Mobile branch offices 120 totalling to 415. The Bailhongal HO has 151 offices, Belgaum HO 69 Offices, Tilakwadi 112 Offices and Ramdurg 103 offices. In Gokak Division there were 2 Head Post Office (Gokak and Hukeri) 30 Departmental Sub offices, 19 Extra Departmental Sub offices, and 119 Branch Post Offices, 57 Mobile Post offices, totalling to 227.

In Chikodi division there were (1-4-1986), three Head Post offices (Athani, Chikodi and Raybag). Athani sub-division consisted of 74 offices (one Higher selection Grade II, two Class B offices, eight class C offices, 13 Extra-departmental sub offices and 50 Extra-departmental branch offices); Chikodi sub division had 73 offices (one Higher selection Grade II, one Lower selection Grade sub office, two class B offices, 12 class C offices, 10 Extra-departmental sub offices and 47 Extra departmental branch offices) and Raybag sub division had 61 offices (one Higher selection Grade II, one Lower selection Grade sub office, five class B offices, five class C offices, nine Extra-departmental sub offices and 40 Extra departmental branch offices), and the total number of post offices in Chikodi division was 208.

The telegraph office at Belgaum was under the control of

Telegraph Officer, Bombay. The name of Belgaum Telegraph Office has been mentioned in the Fort St George Gazette of 1855. The exact date of its starting could not be ascertained. It was connected with Goa in 1857. In the year 1883, all post offices were constituted as receiving offices and Telegraph work was undertaken by the post offices. In 1937, a Telegraphs sub-division was opened at Belgaum. The jurisdiction was Bombay Karnatak area and Ratnagiri districts. This was under the administrative control of Divisional Engineer, Telegraphs, Hubli. The charges for ordinary telegrams were Re 1 for 12 words. The number and value of State and private messages sent from Belgaum Telegraph Office during 1869-70, 70-71 and 71-72 were as follows :

1869-70 State messages 84, value Rs 318, private messages 863, value Rs 1,512, 1871-72 State messages 136 value Rs 441, private messages 808 value Rs 1,343, 1872-73 State messages 181 value Rs 565, private messages 887 value Rs 1,446. The Central telegraph office was opened in Belgaum in April 1906. When the Karnataka Post and Telegraph Circle was formed in 1960 with headquarter at Bangalore, Belgaum Telegraphic division was transferred to Dharwad Circle. Telegraphs were sent only by Morse Code in the initial stages and thereafter Teleprinting facility was made available. Generally a sub-post office will have the telegraphic facility also. As in 1976-77, there were 172 telegraph offices out of 640 post offices, in the district. The Central Telegraph Office, Belgaum is strategically situated bordering Karnataka, Maharashtra and Goa. It is one of the big telegraphic offices in the South and second largest in Karnataka. This office is an important link in network, working 25 stations directly on Teleprinter, 53 stations on Morse and 13 stations on Phonogram and it handles longest Devanagari traffic in southern India. It is also connected on the recently commissioned Store and Forward Transmission network giving it access to all the large cities in the country. The number of telegrams sent and received in the district during the previous three years are as follows : 1983-84—35,86,274, 1984-85—32,24,954, 1985-86—31,09,890.

Telecommunications

Telephones appear to have been installed in Belgaum district by 1930. Belgaum had the local telephone system. This district is in the administrative jurisdiction of Karnataka Telecommunication circle. The telecommunication services provided are mainly local

and trunk telephone services, the telex services and the telegraph services. All these services are derived over a common telecommunication network consisting of local telephone exchange or systems, telex exchanges and telegraph offices. The Belgaum Exchange is functioning from July 1957 and the second exchange in the district was at Gokak in July 1958, followed by an exchange at Chikodi in March 1959. The telephone exchanges are of Max I, Max II, Max III, CBM and CBNM is non-manual. When the telephone exchange was opened in Belgaum it had ten lines SAX only. Presently (31-3-86), there are 95 telephone exchanges of which 81 are MAX III, one MAX II, 10 CBNM 2 CBM and one Cross Bar. The maximum capacity is 10,000 lines in Belgaum Exchange with 9,152 working connections, followed by Gokak exchange with a capacity of 600 lines with 584 working connections. There are 37 exchanges with minimum capacity of 25 lines and four exchanges viz. Satti (Athani), Salahalli (Ramdurg), Kokatnur (Athani), Malabad (Athani), are having ten working connections and Hoskoti Exchange (Ramdurg) is having nine working connections only. The total capacity of all the exchanges in the district is 15,770 lines with 13,835 working connections. There were 243 public call offices and 140 long distance public telephones as on 31-12-85 in the district. There is a proposal for expansion of lines as detailed below: Belgaum by 1,000 lines, Nipani 120, Bedkihal 50, Kakati 50, Ugar Khurd 50, Mudalgi 50, Bailhongal 50, Saundatti 100, Itagi 50 and Manoli 50.

This district has been brought into the network of STD and is connected to Bangalore and other important places. Group dialing facility is available at the following exchanges: Kakati, Kadoli, Uchagaon, Belgundi, Yallur and Santibastwad and In-dialing facility is available between Saundatti and Manoli.

The office of the Divisional Engineer, Telegraphs is functioning in Belgaum since July 1972. Presently this is called Office of the Telecom District Engineer, Belgaum. When it was a divisional office its functions were to provide telephone and telegraph facilities in Belgaum and Bijapur districts and to maintain. The jurisdiction of this office was Bijapur district and Belgaum district except Khanapur, Sampgaon, Ramdurg and Parasgad taluks. With effect from 1-7-1983 these taluks also came under the fold and the office was named as above. The major telephone exchange in this division is Belgaum Telephone Exchange (1937) and there are four telegraphs/telephone sub divisions viz, Sub-divisional Officer, Telegraphs, North sub

division, Sub-divisional Officer, Telegraphs, South sub-division, Sub-divisional Officer, Telephones, all at Belgaum and Sub-divisional Officer, Telephones, Gokak sub division, Gokak.

Telex facility was made available in the district in October 1984 and Telex PCO has been opened recently. As on 31-7-1986, the equipped capacity of telex lines was 60 with 42 working connections. The 128 line digital electronic rural automatic exchange has been commissioned in Kittur. This exchange developed by the centre for Development of Telematics (C DOT) holds a key to the problems of extending communication facilities to the rural areas. It provides trouble-free service to the rural people. The reasons which influenced the selection of Kittur as the venue for this is the proximity of coaxial cable since the efficiency of the system depends on the availability of stable medium.

Radio and Television

There is no radio station in this district. Dharwad, Panaji and Sangli are the nearest stations. The number of licensed radio sets during the recent years were 1979-80—1,14,405, 1980-81—30,682, 1981-82—34,589, 1982-83—35,537. After 1980-81, radio sets with two bands and less have been exempted from taking licence. Of late, all sets have been exempted from licence.

Television was introduced in this district when low power transmission TV Centre was installed in Belgaum on 9th October, 1984. Prior to that there were 15 television sets in 1981-82 and another 9 were given licence in 1982-83, perhaps using booster antenna. The low power transmission TV Centre transmits only the national network programme. Presently licencing for television sets have been dispensed with and the latest number of sets therefore could not be ascertained. The Belgaum City Corporation has provided 16 TV sets in the economically backward areas during 1985.