

CHAPTER VII

COMMUNICATIONS

REFERENCES regarding old-time routes are scarce and nothing can be said with certainty about the conditions of road communications during the reign of the old dynasties which ruled the area of the present Bidar district. Several roads and many tracks connecting the towns and villages were there, but their alignments and the like are not known. Roads were generally maintained by local authorities, and the labour force for the purpose was supplied by the villagers. Particularly, the roads needed for military purposes were maintained well. The Gulbarga-Humnabad road appears to be the oldest one in the district. The *Paigahs* and other *Jagirs* had their own tracks maintained by the *Jagirdars*. In the interiors of the district, bullock-carts were the main means of transport in the olden days. In recent decades and years, a good deal of improvement of transport and communications has taken place.

Old-time
routes

According to the Nagpur Plan, the roads are classified into five categories, namely, the National Highways, the State Highways, the Major District Roads, Other District Roads and the Village Roads. The National Highways form the arteries of the country. They connect the State capitals, metropolitan cities and important centres of major activities in the country. They are maintained by the Public Works Department of the State in which they lie with the help of the Central Government funds. The State Highways connect district headquarters and the National Highways and serve as main channels of traffic to and from the District Roads within the State. The Major District Roads link important marketing centres with the Railways, National Highways and State Highways. The other District Roads link important market places. Approach roads from the main roads to the villages, which have generally unmetalled surfaces, form the Village Roads. The following are the important roads in Bidar district :

(1) *Hyderabad-Sholapur-Poona Road*.—This is the National Highway No. 9 connecting Poona and Hyderabad. It passes through the Bidar district over a length of seventy-five kilometres. It enters the district at Bhangur and leaves at Chandapur, traversing the southern portion of the district from east to west. It passes through Humnabad and 6.4 kms. to the south of Basavakalyan, the famous historical and commercial place of the district.

(2) *Zahirabad-Nanded Road*.—This is a State Highway passing through the district for a length of 69.76 kilometres. It enters the district about 6.4 kilometres south of Bidar, passes through Bidar town and leaves the district near Kamalnagar. The road passes almost in the north-west direction of the district.

(3) *Srirangapatna—Bidar Road*.—This State Highway No. 9 connecting Srirangapatna with Bidar passes through the district *via* Humnabad for a distance of over 59.1 kms. It enters the district near Halikhed (K) village of Humanabad taluk and runs to a distance of 12.8 kms. upto Humnabad town and thereafter to Bidar town, a distance of 46.10 kms.

There are also eleven Major District Roads, twenty-two Other District Roads and thirty-nine Village Roads in the district. They pass through mostly plain grounds. The important Major District Roads are Bidar-Janawada-Santhpur-Aurad road (47.09 kms.), Bidar-Chincholli road *via* Mannaekhalli (43.65 kms.), Bhalki-Nilanga road (36.51 kms.), Bhalki-Humnabad road (27.36 kms.), Sangam-Kushnoor-Santhpur road (21.40 kms.), Santhpur-Basavakalyan-Hulsoor road (26.50 kms.), and Hudgi-Chitaguppa-Ainapur road (16.70 kms.). Recently, two of the above major district roads have been classified as the third State Highway. It connects a road leading to Warmarpalli ~~to Bidar~~ with Raichur. It runs to a distance of about 90.00 kms. in the district through Aurad, Santhpur and Bidar. The headquarters town of the district is connected by road with Bangalore *via* Gulbarga and is also connected by road and railway with Hyderabad.

Road-lengths

The total road-length in the district as on 31st March 1975 was 2,272 kilometres. This total includes the road-lengths maintained by the Taluk Development Boards (1,104 kilometres) in the district. The Forest Department has not maintained any roads in this district. As on 31st March 1975, the State's total road length was 82,176 kilometres. From these figures, it means, that whereas the State average was 280 kms. per lakh of population, the district had 276 kms. of road for a population of one lakh. The district's road-length per 100 square kilometres was 41 kms. as against the

State average of 43 kms. as on 31st March 1975. The proportionate figures of the district as compared to the Karnataka State as on 31st March 1975 are given below :

| Category of roads | Road-length in | | Percentage of column 3 to 2 |
|----------------------|------------------------|--------------------|-----------------------------|
| | Karnataka State (Kms.) | Bidar Dist. (kms.) | |
| 1 | 2 | 3 | 4 |
| National Highways | 1,968 | 75 | 3.81 |
| State Highways | 6,090 | 129 | 2.12 |
| Major District Roads | 14,258 | 265 | 1.86 |
| Other District Roads | 9,213 | 266 | 2.89 |
| Village Roads | 50,647 | 1,537 | 3.03 |

Particulars of road-lengths in Bidar district for some years from 1956 to 1975 are given below :

(in kilometers)

| Year (as on 31st March) | Public Works Department | Taluk Development Boards | Total | Surfaced length | un-surfaced length |
|-------------------------|-------------------------|--------------------------|-------|-----------------|--------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1956 | 210 | 112 | 322 | 195 | 127 |
| 1961 | 380 | .. | 380 | 261 | 119 |
| 1966 | 679 | 87 | 766 | 380 | 386 |
| 1969 | 1,040 | 333 | 1,373 | 533 | 840 |
| 1971 | 1,150 | 228 | 1,378 | 631 | 747 |
| 1973 | 1,168 | 922 | 2,090 | 702 | 1,388 |
| 1974 | 1,168 | 954 | 2,122 | 753 | 1,369 |
| 1975 | 1,168 | 1,104 | 2,272 | 828 | 1,444 |

The table given below shows the gradual development of roads in respect of road-lengths per square kilometre from 1956 to 1975.

| As on 31st March of each Year | Surfaced length | un-surfaced length | Total length |
|-------------------------------|-----------------|--------------------|--------------|
| 1956 | 0.04 | 0.02 | 0.06 |
| 1961 | 0.05 | 0.02 | 0.07 |
| 1966 | 0.07 | 0.07 | 0.14 |
| 1969 | 0.09 | 0.16 | 0.25 |
| 1971 | 0.11 | 0.14 | 0.25 |
| 1973 | 0.13 | 0.26 | 0.39 |
| 1974 | 0.13 | 0.26 | 0.39 |
| 1975 | 0.15 | 0.26 | 0.41 |

Statements giving road-lengths in charge of the Public Works Department in detail and taluk-wise particulars of road-lengths are appended at the end of the Chapter. Further, a length of 64 kms. of roads was in charge of the municipalities, of which an extent of one kilometre was cement concreted, 14 kms. black-topped, 31 kms. water-bound macadam and 18 kms. motorable as on 31st March 1975. In addition to these, there are also roads completed under the Rural Communication Programme (*see elsewhere*). No road was in charge of any village panchayat as on 31st March 1975. A length of 680 kms. of roads was taken over as State Fund Roads from local bodies in the district from 1958-59 to 1974-75.

Village roads

The extent of Village Roads in this district in 1975 was 433 kms. in charge of Public Works Department of which six kilometres were black-topped, 183 kms. were water-bound macadam and 244 kms. were un-surfaced but motorable. Out of 591 inhabited villages (as per 1971 census) in the district, 168 (28.4 per cent) villages were connected by all weather roads, 409 (69.2 per cent) connected by fair-weather *katcha* roads and only 14 (2.4 per cent) villages were not connected by any roads, as on 31st March 1975.

Rural-Communication

A Rural Communication Programme with the object of providing important villages with a net work of fair-weather roads was launched in the Karnataka State during the year 1959-60. The programme consists of (a) construction of roads, (b) construction of missing links and (c) construction of cross drainage works with linear waterway of more than 6.1 metres on non-P.W.D. roads. These roads laid out with gravel or local soil, and they are mainly intended for cart traffic. In this district, a length of 811 kms. of roads and 92 cross drainages were completed under the Rural Communication Programme to the end of March 1975. A length of 24 out of 811 kms. was transferred to the Public Works Department as State Fund Roads, and another extent of 83 kms. was transferred to the Taluk Development Boards for maintenance. At present (1975), a length of 704 kms. of such roads remains in charge of the Rural Communication Programme. The total expenditure incurred on this programme to the end of 1974-75 was Rs. 47.76 lakhs.

Expenditure on roads

An amount of Rs. 261.04 lakhs was spent by the Public Works Department on roads in this district from 1961-62 to 1974-75 and the year-wise figures were as follows :

(Rupees in lakhs)

| Year | Original works | Repair works | Total |
|---------|----------------|--------------|-------|
| 1961-62 | 4.31 | 2.17 | 6.48 |
| 1962-63 | 8.00 | 5.21 | 13.21 |
| 1963-64 | 8.22 | 4.70 | 12.92 |
| 1964-65 | 22.85 | 4.28 | 27.13 |
| 1965-66 | 22.94 | 3.69 | 26.63 |
| 1966-67 | 10.13 | 3.82 | 13.95 |
| 1967-68 | 16.57 | 5.01 | 21.58 |
| 1968-69 | 25.74 | 6.19 | 31.93 |
| 1969-70 | 17.33 | 8.84 | 26.17 |
| 1970-71 | 13.80 | 10.54 | 24.34 |
| 1971-72 | 5.56 | 7.76 | 13.32 |
| 1972-73 | 3.42 | 8.13 | 11.55 |
| 1973-74 | 2.71 | 10.67 | 13.38 |
| 1974-75 | 4.30 | 14.15 | 18.45 |

There were 23 major bridges having a linear waterway of more than 30.48 metres, as on 31st March 1975, out of which two were on the National Highway and 21 were on State Fund Roads. The total linear waterway of these bridges was 2,051.03 metres. Besides these 23 major bridges, there were 211 minor ones, each with a linear waterway of more than 6.10 metres but less than 30.48 metres. The two sub-joined statements give some particulars of major and minor bridges existing on all roads in the district (including National Highway) in some recent years :

Bridges

Statement I

| Year (as on 31st March) | No. of major bridges having linear waterway of more than | | | | Total |
|-------------------------------|--|--|---|---------------------------------|-------|
| | 30.48 metres but less than 91.44 metres | 91.44 metres but less than 152.40 metres | 152.40 metres but less than 304.80 metres | 304.80 me- tres and above | |
| 1969 | 11 | 1 | 1 | .. | 13 |
| 1970 | 15 | 1 | 1 | .. | 17 |
| 1971 | 17 | 2 | 1 | .. | 20 |
| 1972 | 18 | 2 | 1 | .. | 21 |
| 1973 | 18 | 2 | 1 | .. | 21 |
| 1974 | 18 | 2 | 1 | 1 | 22 |
| 1975 | 18 | 2 | 1 | 2 | 23 |

Statement II

| Year (as on 31st March) | No of minor bridges having linear waterway of more than | | | | Total |
|-------------------------------|---|---|---|---|-------|
| | 6.10 metres but less than 12.19 metres | 12.19 metres but less than 18.29 metres | 18.29 metres but less than 24.38 metres | 24.28 metres but less than 30.48 metres | |
| | 1972 | 160 | 18 | 10 | |
| 1973 | 160 | 18 | 10 | 7 | 195 |
| 1974 | 170 | 20 | 10 | 7 | 207 |
| 1975 | 172 | 21 | 11 | 7 | 211 |

The expenditure incurred on bridges in the district during the years from 1961-62 to 1974-75 was as shown below :

(Rupees in lakhs)

| Year | Expenditure on original works | Expenditure on repair works | Total |
|---------|-------------------------------------|-----------------------------------|-------|
| 1961-62 | 0.16 | 0.03 | 0.19 |
| 1962-63 | 6.01 | 0.15 | 6.16 |
| 1963-64 | 0.56 | 0.09 | 0.65 |
| 1964-65 | 2.12 | 0.30 | 2.42 |
| 1965-66 | 2.78 | 0.07 | 2.85 |
| 1966-67 | 11.05 | 0.07 | 11.12 |
| 1967-68 | 23.39 | 0.06 | 23.45 |
| 1968-69 | 14.05 | 0.12 | 14.17 |
| 1969-70 | 10.75 | 0.06 | 10.81 |
| 1970-71 | 9.81 | 0.35 | 10.16 |
| 1971-72 | 4.38 | 0.48 | 4.86 |
| 1972-73 | 5.70 | 0.05 | 5.75 |
| 1973-74 | 1.78 | 0.15 | 1.93 |
| 1974-75 | 0.75 | 0.05 | 0.80 |

Vehicles and Conveyances

Before the introduction of rail communication and other mechanised transport in the district, carriages driven by horses, bullock-carts, ponies and camels were used for travelling and transportation. Bullock-carts and camels have been playing an important part in the district even now. There were 9,556 bullock-carts in the year 1975. Hand-carts are also being used as a means of auxiliary transport for short distances in trade centres. Cycle-rickshaws are quite common in the district, and there were 636 cycle-rickshaws in the year 1975. In recent years, some banks are also advancing loans for purchasing cycle-rickshaws. Bicycles are an easy and cheap mode of conveyance and are found in good number (6,428 in 1975) in the district. The quicker means of conveyance in use are buses, cars, jeeps, lorries, trucks, motor cycles, scooters, etc. Auto-rickshaws

which are found in many towns and cities of the State are not yet (1975) found in this district. In recent years, some well-to-do farmers have taken to the use of tractors. In 1969-70, there were 34 tractors and their number had increased to 73 by 1974-75. In the year 1925, while there were only six motor vehicles in the district, their number in 1974-75 was 1,336. The figures in regard to various types of registered vehicles in the Bidar district from 1969-70 to 1974-75 are given in a table at the end of the Chapter.

Public transport is an important factor in economic development and an adequate and well organised system of transport is very essential. The Bidar District, which was formerly a part of the ex-Hyderabad State, was integrated into the new Mysore State on 1st November 1956. Consequently, the State Transport Services operated by the former Hyderabad State in the area of this district became a part of the M.G.R.T.D. (the present K.S.R.T.C.). The Humnabad Depot was placed under the jurisdiction of the Raichur Division. The divisional headquarters was shifted from Raichur to Gulbarga in 1960. On 1st August 1961, the Mysore State Road Transport Corporation (the present K.S.R.T.C.) was established. At present, there is one Depot at Humnabad in Bidar District with a Depot Manager as its head who is responsible to the Deputy General Manager and Divisional Controller, Gulbarga Division. Repairs and maintenance of vehicles are attended to in the Depot workshop. There are bus-stations at Bidar, Basavakalyan and Hudgi, with waiting halls, refreshment rooms, etc. Work of construction of bus-stations at Bhalki, Chitaguppa and Aurad is in progress. Nationalisation of routes has not been completed in the district. The Nationalised routes are Humnabad—Basavakalyan *via* Sastapur (29 kms.), Humnabad-Chitaguppa *via* Hudgi (14.1 kms.), Humnabad-Gulbarga (29.6 kms. within Bidar district) and Basavakalyan-Gulbarga *via* Salgar (58.6 kms. within Bidar district). The operational data of the Humnabad Depot of the K.S.R.T.C. from 1970-71 to 1974-75 were as given below :

Public
transport

| Items | 1970-71 | 1971-72 | 1972-73 | 1973-74 | 1974-75 |
|--|---------|---------|---------|---------|---------|
| Fleet held as on 31st March | 49 | 53 | 48 | 43 | 42 |
| Nc. of routes as on 31st March | 33 | 34 | 36 | 35 | 37 |
| Route kilometres | 2,449 | 2,527 | 2,984 | 2,872 | 2,936 |
| Effective kilometres in lakhs | 30.64 | 32.24 | 34.96 | 33.91 | 31.76 |
| Average No. of passengers carried per day. | 6,037 | 6,174 | 5,907 | 5,675 | 6,100 |
| Revenue realised per kilometre (Paise). | 119.1 | 120.8 | 116.9 | 123.4 | 131.7 |
| Revenue realised per seat per kilometre (paise). | 2.11 | 2.15 | 2.08 | 2.20 | 2.35 |

Besides the K.S.R.T.C. services, the Andhra Pradesh and Maharashtra Road Transport Services also run in the district from neighbouring districts to various places in this district. There are also several private agencies operating their services on many routes. There were 86 private buses running on such routes in 1975.

All motor vehicles in the district come under the Karnataka Motor Vehicles Act of 1939. All vehicles run by petrol and diesel, have to be registered according to the vehicle's horse-power, seating capacity, capacity for laden weights, etc., and vehicle taxes have to be paid to the Government. Lorries and trucks have increasingly come into use for carrying merchandise, since they provide a quick means of transport. The Regional Transport Inspectors have to inspect the vehicles and determine how far they conform to the Motor Vehicles Regulation Act. Public Carriers are those lorries meant to be hired out to customers. Motor vehicles include motor-cycles, scooters, trucks, jeeps, etc. The statement given below shows the number of road accidents in the district during some recent years :

| <i>Year</i> | <i>Number of accidents</i> | <i>Number of persons killed</i> | <i>Number of persons injured</i> |
|-------------|----------------------------|---------------------------------|----------------------------------|
| 1968-69 | 10 | 8 | 2 |
| 1970-71 | 61 | 14 | 110 |
| 1973-74 | 67 | 13 | 110 |
| 1974-75 | 74 | 19 | 68 |

Railways

The broadgauge branch line, which connects Vikarabad and Purli-Baijnath, passes through the Bidar district, covering a route of 78.73 kms. The line, which was constructed by the Nizam's State Railway, was opened for traffic on 1st July 1932. From the beginning it has been a single line. It was integrated into the Central Railway in 1951 and then into the South-Central Railway in 1966 which has its headquarters at Secunderabad. There are seven railway stations in the district, namely, (1) Bidar, (2) Khanapur (Deccan), (3) Halbarga, (4) Siddeshvar, (5) Bhalki, (6) Kalgapur and (7) Kamalnagar. Except at the railway stations at Bidar and Bhalki, the loading and unloading operations at other places are negligible. As per trade estimates, the railway handles about 25 per cent of the total goods traffic, the rest being moved by road transport' (see also Chapter VI).

None of the rivers in the district is navigable and hence they cannot be used for water transport.

An Elementary Flying School is located at Bidar. It imparts basic stages of flying training to IAF, foreign trainees, army officers and naval trainees.

**Air
transport**

The district has several historical places and many spots and the like that are looked upon as sacred and attract tourists and pilgrims (*see* Chapter XIX). But travel and tourist facilities have not yet developed to the required extent. There is, indeed, a great scope for development of tourism in the district. There is also lack of good boarding and lodging facilities, better roads, and various other amenities at present, though there has been some improvement in communication and lodging facilities in recent years. In 1935-36, there were only two travellers' bungalows, one at Bidar and the other at Humnabad. In 1951, there were eight travellers' bungalows and eleven *chavadies*. In 1975, there were 25 travellers' and inspection bungalows maintained by the Public Works Department in the district. These bungalows are primarily meant for touring officers at concessional rates, but when not occupied by Government officers, they are also hired out to the public at regular rates. A list of such bungalows is appended at the end of the Chapter. Lodging facilities are also provided by a Tourist Home of the Department of Tourism at Bidar. A few small rest houses are also maintained by the Taluk Development Boards. At the Forest Nursery at Bidar, the Forest Department has a rest house of two suites. There are some private lodging and boarding houses at Bidar and in some other towns. But they cannot be said to be of any appreciable standard.

**Travel and
tourist
facilities**

In olden days, there were no State Post Offices as such. The public had to send their letters, etc., either through travellers or merchants or, if they could find any opportunity, along with Government mails. The Government service mails were carried by *Sauwars* or orderlies appointed for the purpose or by *Bhiagars* travelling from place to place. Generally, no postage was charged for this purpose. In 1810 A.D. the Nizam's Government discontinued the old mode and introduced a system of licensed carriers called *Parwanadars*. These carriers worked under contract with the Government and were paid through grants of lands. This service was later made available to the public on payment of a small fee to the contractor. The Nizam's Government had a postal department of its own. A system of service stamps was introduced by the Nizam's Government to distinguish the official from the general mail. Hyderabad's first postage stamp was introduced in 1869 A.D. In 1873 A.D., the word *Sarkari* was overprinted on the stamps in red and black. This was discontinued in 1877 A.D., and instead, official letters carried an inscription as *Kar-e-Sarkar* in Persain script. The Nizam's Government postal revenue, however,

**Postal
facilities**

suffered a set back and service stamps were reissued in 1909. The service stamps of the Nizam's Government carried letters to all parts of India, unlike its ordinary stamps which were for use only within the Nizam's dominion.

The Nizam's Government introduced a postal insurance system in 1907, money order system in 1910, value payable system in 1914 and postal savings bank in 1923. The British Indian postal department and the Nizam Government's postal department were both working in the Hyderabad State by a mutual arrangement. There was a British Indian post office in the district at Humnabad only. The Hyderabad State's postal department was merged in the Central postal system on 1st April 1950. From 1950 to 1960, Bidar was a separate postal division which included also Osmanabad and Nanded districts. In 1960, the present Bidar district was attached to the Gulbarga division.

In the undivided larger district of Bidar, there were 111 post offices in 1951 and 147 post offices in 1955. In the smaller Bidar district which came into the new Mysore State, there were 239 post offices in 1970 and 251 in 1975. There is one Head Post Office in Bidar town and there are two postal sub-divisions with the headquarters of one at Bidar and of the other at Humnabad. In 1975, there were 21 sub-offices and 229 branch offices, out of which 29 were provided with telephone facilities and 28 had telegraph facilities. Savings Bank facilities are available in all the post offices. There were 333 postal letter boxes in the district. The mail is conveyed through the railway and buses. So far as interior villages are concerned, it is delivered through express messengers. All the villages of the district are served daily on an unfixed beat system. The average population served by a post office was 3,296 and the average area covered by a post office was 21.3 sq.kms. in 1975. The number of Savings Bank Accounts in August 1975 was 13,598 and the number of National Savings Certificates issued was 10,575 (see also Chapter VI).

According to the postal authorities of the division, the numbers of letters, newspapers, packets, etc., delivered from 1970 to 1975 were as given below :

| <i>Year</i> | <i>Letters</i> | <i>Registered newspapers</i> | <i>Book-packets</i> | <i>Parcels</i> |
|-------------|----------------|------------------------------|---------------------|----------------|
| 1970 | 28,71,653 | 1,81,879 | 1,94,674 | 34,457 |
| 1971 | 30,66,196 | 2,46,429 | 2,26,186 | 39,698 |
| 1972 | 31,16,676 | 2,54,242 | 2,34,596 | 43,320 |
| 1973 | 32,54,154 | 2,19,419 | 2,74,469 | 47,968 |
| 1974 | 34,93,768 | 2,78,698 | 3,52,111 | 53,699 |
| 1975 | 38,27,199 | 2,87,568 | 2,61,601 | 62,505 |

The number of money orders booked and paid and telegrams received and delivered in the district from 1970 to 1975 were as given below :

| <i>Year</i> | <i>Money orders booked</i> | <i>Money orders paid</i> | <i>Telegrams booked</i> | <i>Telegrams delivered</i> |
|-------------|----------------------------|--------------------------|-------------------------|----------------------------|
| 1970 | 73,862 | 68,184 | 33,192 | 34,056 |
| 1971 | 65,304 | 76,092 | 34,847 | 35,754 |
| 1972 | 63,905 | 94,386 | 36,507 | 37,539 |
| 1973 | 63,707 | 93,294 | 32,982 | 35,894 |
| 1974 | 84,150 | 88,002 | 34,685 | 34,985 |
| 1975 | 73,120 | 71,904 | 33,781 | 33,874 |

The number of telephone connections is increasing year after year. There were 29 public call offices both local and trunk in 1975 and telephone facilities were available in 29 post offices. There is a rapid growth in trunk traffic. Hence, a second trunk line has been provided from Bidar to Hyderabad and from Basavakalyan to Humnabad. There are six telephone exchanges in the district at present (1975), the particulars of which are given below :

Telephone amenities

| <i>Sl. No.</i> | <i>Name of Exchange</i> | <i>Equipped capacity</i> | <i>Working connections</i> |
|----------------|-------------------------|--------------------------|----------------------------|
| 1 | Aurad | 50 lines | 29 |
| 2 | Basavakalyan | 100 lines | 61 |
| 3 | Bhalki | 100 lines | 63 |
| 4 | Bidar | 400 lines | 312 |
| 5 | Humnabad | 50 lines | 44 |
| 6 | Kamalagar | 25 lines | 12 |

Radios have become very popular in the district, especially transistor sets, in the rural areas. There were only 21 sets during 1941 and 914 in 1955. In 1976, there were 12,97,299 licensed radio sets in Karnataka, out of which the Bidar district accounted for 14,514. This meant that whereas there were 4,428 radio sets per lakh of population in Karnataka as a whole, in this district, the proportion was only 1761. The Bidar district is not covered under Satellite Instructional Television Experimental Programme.

Radio sets

TABLE I

Statement showing the road-lengths in charge of Public Works Department in Bidar district from 1964 to 1975 as on 31st March of each year
(length in kilometres)

| Year | Classification-wise break-up | | | | | | Surface-wise break-up | | | | | |
|------|------------------------------|-------------------|----------------------------|----------------------------|------------------|-------|-----------------------|----------------------------|-------|-------------------|-------------------|-------|
| | National Highways | State Highways | Major District Roads | Other District Roads | Village Roads | Total | Surfaced length | | Total | Unsurfaced length | | Total |
| | | | | | | | Black- topped | Water- bound macadam | | Motorable | Non- motorable | |
| 1964 | 75 | 129 | 212 | 76 | .. | 492 | 202 | 144 | 346 | 116 | 30 | 146 |
| 1966 | 75 | 129 | 212 | 76 | 187 | 679 | 265 | 100 | 365 | 270 | 44 | 314 |
| 1969 | 75 | 129 | 245 | 266 | 325 | 1,040 | 298 | 235 | 533 | 354 | 153 | 507 |
| 1971 | 75 | 129 | 250 | 266 | 430 | 1,150 | 307 | 323 | 630 | 499 | 21 | 520 |
| 1973 | 75 | 129 | 250 | 266 | 448 | 1,168 | 328 | 374 | 702 | 466 | .. | 466 |
| 1974 | 75 | 129 | 250 | 266 | 448 | 1,168 | 333 | 420 | 753 | 415 | .. | 415 |
| 1975 | 75 | 129 | 265 | 266 | 433 | 1,168 | 367 | 456 | 823 | 345 | .. | 345 |

Source: Chief Engineer (C and B), Public Works Department, Bangalore.

Taluk-wise particulars of road-lengths in Bidar district as on 31st March 1975

(length in kilometres)

| Sl. No. | Name of Taluk | P* TD | Classification-wise break-up | | | | | Total | Surfaced length | | | Unsurfaced length | | | Road length per lakh of population Road length per 100 Sq. Kms. | | |
|------------------------|---------------|----------|------------------------------|-----------------|-------------------|-------------------|---------------|-------|-----------------|---------------|---------------------|-------------------|------------|----------------|--|-----|----|
| | | | National highways | State high-ways | Major Dist. Roads | Other Dist. Roads | Village Roads | | Cement concrete | Black top-ped | Water bound macadam | Total | Moto-rable | Non moto-rable | | | |
| 1 | Aurad | P | .. | 15 | 46 | 64 | 69 | 194 | .. | 57 | 101 | 158 | 36 | .. | 36 | | |
| | | TD | .. | .. | .. | .. | 402 | 402 | .. | .. | .. | .. | 402 | .. | 402 | | |
| 2 | Basavakalyan | T | .. | 15 | 46 | 64 | 471 | 596 | .. | 57 | 101 | 158 | 438 | .. | 438 | 414 | 49 |
| | | P | 32 | .. | 24 | 62 | 140 | 258 | .. | 54 | 94 | 148 | 110 | .. | 110 | | |
| | | TD | .. | .. | .. | .. | 40 | 40 | .. | .. | .. | .. | 40 | .. | 40 | | |
| 3 | Bhalki | T | 32 | .. | 24 | 62 | 180 | 298 | .. | 54 | 94 | 148 | 150 | .. | 150 | 170 | 25 |
| | | P | .. | 30 | 85 | 56 | 67 | 238 | .. | 78 | 96 | 174 | 64 | .. | 64 | | |
| 4 | Bidar | TD | .. | .. | .. | .. | 373 | 373 | .. | .. | 5 | 5 | 368 | .. | 368 | 392 | 54 |
| | | T | .. | 30 | 85 | 56 | 440 | 611 | .. | 78 | 101 | 179 | 432 | .. | 432 | | |
| | | P | .. | 49 | 55 | 42 | 78 | 224 | .. | 83 | 70 | 153 | 71 | .. | 71 | | |
| 5 | Humnabad | TD | .. | .. | .. | .. | 158 | 158 | .. | .. | .. | .. | 158 | .. | 158 | 200 | 41 |
| | | T | .. | 49 | 55 | 42 | 236 | 382 | .. | 83 | 70 | 153 | 229 | .. | 229 | | |
| | | P | 43 | 35 | 55 | 42 | 79 | 254 | .. | 95 | 95 | 190 | 64 | .. | 64 | | |
| | | TD | .. | .. | .. | .. | 131 | 131 | .. | .. | .. | .. | 131 | .. | 131 | | |
| | | T | 43 | 35 | 55 | 42 | 210 | 385 | .. | 95 | 95 | 190 | 195 | .. | 195 | 244 | 39 |
| Total for the District | | | 75 | 129 | 265 | 266 | 1,537 | 2,272 | .. | 367 | 461 | 828 | 1,444 | .. | 1,444 | 276 | 41 |

*P: Public Works Department, TD: Taluk Development Board, T: Total.

TABLE III

Statement showing the number of various types of registered vehicles in Bidar district as in some recent years

260

| Year (as on 31st March) | Motor cycles | Motor cars | Jeeps | Omni- buses | Stage carriages | | Goods vehicles | | Tractors | Trailers | Others | Total |
|----------------------------|-----------------|---------------|-------|----------------|--------------------|------------------|---------------------|----------------------|----------|----------|--------|-------|
| | | | | | K.S.R.T.C buses | Private buses | Public carriages | Private carriages | | | | |
| 1969—70 | 287 | 75 | 94 | 25 | 39 | 61 | 170 | 13 | 34 | 44 | 7 | 849 |
| 1970—71 | 319 | 75 | 98 | 26 | 39 | 49 | 171 | 16 | 40 | 46 | 8 | 887 |
| 1971—72 | 359 | 72 | 108 | 27 | 39 | 49 | 167 | 16 | 53 | 57 | 9 | 956 |
| 1972—73 | 399 | 72 | 112 | 30 | 39 | 45 | 163 | 14 | 54 | 56 | 9 | 993 |
| 1973—74 | 504 | 73 | 129 | 33 | 39 | 69 | 187 | 60 | 63 | 72 | 12 | 1,241 |
| 1974—75 | 537 | 85 | 138 | 33 | 39 | 86 | 192 | 68 | 73 | 73 | 12 | 1,336 |

Source - Commissioner for Transport in Karnataka, Bangalore.

Particulars of rest houses and dak bungalows in Bidar district maintained by the Public Works Department as in 1975

| Sl. No. | Name of bungalow and place | Class | Taluk | Approach road and distance from nearest main road | Distance from nearest railway station | Facilities available like cook, utensils, furniture, water, light, etc. | No. of suits | Places of interest nearby |
|---------|--------------------------------|-------|----------|---|---------------------------------------|---|--------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1 | Inspection Bungalow Bidar | II | Bidar | On Zahirabad-Nanded Road | 0.5 kms. from Bidar railway station | All such facilities available | 2 | (1) Nanak Jhira (2) Narasimha Jhira (3) Papanash (4) Fort (5) Tombs at Ashtoor |
| 2 | Travellers' Bungalow Bidar | II | -do- | -do- | -do- | -do- | 2 | -do- |
| 3 | Guest House, Bidar | I | -do- | 2 kms. from Zahirabad-Nanded Road from Bidar | 4 kms. from Bidar railway station | -do- | 4 | -do- |
| 4 | Inspection Bungalow Humnabad | II | Humnabad | On National Highway No. 9 | 40 kms. from Bhalki railway station | -do- | 2 | (1) Veerabhadreshvara temple (2) Manik Prabhu temple at Manik Nagar. |
| 5 | Travellers' Bungalow Humnabad | II | -do- | -do- | -do- | -do- | 2 | -do- |
| 6 | Inspection Bungalow Chitaguppa | III | -do- | On Hudgi-Ainapur Road | 56 kms. from Bhalki railway station | Not available except light. | 1 | .. |
| 7 | Inspection Bungalow Mangalgi | III | -do- | On National Highway No. 9 | 37 kms. from Bidar railway station | -do- | 1 | .. |

TABLE IV (Contd.)

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|----|--|-----|----------------|--|--------------------------------------|---|---|---|
| 8 | Inspection Bungalow Changler | III | -do- | On Bidar-Chincholi Road | 41 kms. from Bidar railway station | -do- | 1 | Veerabhadreshvara temple |
| 9 | Inspection Bungalow Hallikhed (B) | III | Hunnabad | On Bidar-Hunnabad Road. | 26 kms. from Bidar railway station. | Not available except light | 1 | Bidar Sahakara Sak-kare Kharkhane Ltd. |
| 10 | Inspection Bungalow Basavakalyan | I | Basava-kalyan. | On Sastapur-Basavakalyan-Hulsoor Road. | 34 kms. from Bhalki railway station | All facilities available except cook. | 2 | Historical place with many objects of interest. |
| 11 | Travellers' Bungalow Basavakalyan | II | do | do | do | do | 2 | do |
| 12 | Lower Income Group Rest House Basavakalyan | II | do | do | do | do | 3 | do |
| 13 | Travellers' Bungalow Hulsoor | II | do | On Hulsoor-Sastapur Road | 16 kms. from Bhalki railway station. | do | 1 | .. |
| 14 | Travellers' Bungalow Mudbi | II | do | On Kamalapur-Sastapur road. | 52 kms. from Bhalki railway station. | Not available | 1 | .. |
| 15 | Travellers' Bungalow Bhosga | II | do | On Matala-Salgar Road | 62 kms. from Bhalki railway station. | All facilities available except cook and utensils | 1 | .. |
| 16 | Travellers' Bungalow Sastapur | I | do | On National Highway No.9 | 57 kms. from Bhalki railway station. | do | 1 | .. |

TABLE IV (Concl'd)

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|----|---------------------------------|-----|----------------|---|---|--|---|--------------------|
| 17 | Inspection Bungalow Sastapur | I | Basava-kalyan. | On National Highway No. 9 | 42 kms. from Bhalki railway station. | All facilities available except cook. | 2 | .. |
| 18 | Traveller Bungalow Tipranth | II | do | On Sastapur-Basava-kalyan Road | 40 kms. from Bhalki railway station. | do | 3 | .. |
| 19 | Pravasi Mandir Bhalki | III | Bhalki | On Bhalki-Humnabad Road | 2.4 kms. from Bhalki railway station. | All facilities available | 4 | Ganesha temple |
| 20 | Pravasi Mandir Katak-chincheli. | III | do | On Bhalki-Humnabad Road | 20 kms. from Bhalki railway station. | All facilities available except cook and light | 4 | .. |
| 21 | Inspection Bungalow Halbarga | III | do | On Zahirabad-Nanded Road | 1.6 kms. from Halbarga railway station. | All facilities available | 2 | .. |
| 22 | Pravasi Mandir Nittur | III | do | On Ahamsalabai-Nittur Road ² | 19 kms. from Bhalki railway station. | All facilities available except cook. | 3 | .. |
| 23 | Pravasi Mandir Aurad | II | Aurad | 1.4 kms. from Aurad on Bidar-Aurad Road | 32 kms. from Bhalki railway station | All facilities available | 2 | Amareshvara temple |
| 24 | Inspection Bungalow Kamalnagar. | II | do | On Zahirabad- Nanded Road | 0.2 kms. from Kamalnagar railway station. | do | 2 | .. |
| 25 | Inspection Bungalow Kushnoor. | II | do | On Santhpur-Kushnoor-Sangam Road | 16 kms. from Bhalki railway station. | do | 2 | .. |

Source: Executive Engineer, Public Works Department, Bidar.