

CHAPTER VII

Transport and Communication

Transport and communication system play an important role in the economic and social development of a region. The scientific and technological innovations have brought about far reaching advancement in the field of transport and communication through ages. Even in the history of Bidar district we find that communication system has played a major role in the development of this region. Several records found in this district also prove this point substantially. Locally available natural and human resources played an important role in the social and economic development of a region. With proper utilization of these resources considerable development can be achieved in the fields of agriculture, industry, trade, commerce, banking and so on. Transport and communications play a vital role in bringing co-ordination between these activities. Good roads, railway network and efficient transport and communication facilities are the basic needs for any development of a region. Good transport and communication facilities provide boost to the social activities of people, such as; movement of people, transportation of goods and commodities, livestock etc., from place to place. It is with the help of these facilities that various social, economic and cultural activities can be properly planned and executed. Similarly, inventions of the modern means of communications such as; post and telegraphs, courier service, telephones, mobiles and the mass

communication media such as; radio, television, newspapers, computer; the means of information technology such as; internet, website, telepost, internet telephone, SMS etc., are playing a very vital role and have been successful in bringing together and transforming the social and economic life of mankind.

As an indication to the development of transport and communication during Hoysalas and Vijayanagar rulers, rulers of Keladi, foreign rulers like Portuguese and British, we come across the usage of words like 'Haadi', 'Dari', 'Heddari', 'Batte', 'Marga', 'Kaludari' etc., rarely mentioned in many inscriptions and literary works pertaining to ancient period of Karnataka. There is also a mention of the metal road in one of the inscription of 16th century. All these references throw light on the existence of land transport in olden days.

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. Bidar district and other Hyderabad region (Hyderabad Karnataka) was under the rule of Hyderabad Nizam till the unification of Karnataka 1956. There are several roads and many tracks connecting the towns and villages. But their conditions were not known. Those days road were generally constructed and maintained by local authorities, particularly for military purpose.

Kalaburgi-Humnabad road appears to be the oldest one in the district. The Paigahs and other Jagirs had their own tracks maintained by the Jagirdar. In the interiors of the district bullock-cart were the main means of transport in the olden days. After unification of Karnataka and in recent years Hyderabad Karnataka region a good deal of improvement of transport and communication has taken place.

In 1943, the Government of India formulated a National Policy for construction and maintenance of roads which was popularly known as "Nagpur plan". Accordingly, the roads were classified as, (1) National Highways, (2) State Highways, (3) Major District Roads (4) Other District Roads and (5) Village Roads. This policy was implemented at the national level in a phased manner. However, as Bidar district was under the Nizam of Hyderabad, all the roads continued to be under the control of District

Board till 1956. Consequently with the establishment of the public works department to look after highways by the State Government in 1946, the district roads came under this department. As a result of the state reorganization in 1956, there were 322 Km. of roads of different categories in Bidar district Out of which 210 Km were PWD roads and 112 Km. were Taluk Development Board (TDB) roads.

Development of Roads (1956 onwards): By the year 1961 there were 380 Km. of PWD roads in Bidar district. Out of which 261 Km. were surfaced and asphalted roads and the remaining 119 Km. were un-surfaced Kachha roads. By 1971 the length of surfaced roads went up to 631 Km. and that of un-surfaced roads went up to 747 Km.(total 1,378 Km). By the year 1975 it further went up to 828 Km and 1,444 Km. respectively (total 2,272 Km). At the end of march 1975, 75 km National Highways, 129 km State Highways, 265 km Major District Roads, 266 km Other District Roads and 1,537 km. village Roads were there in Bidar district.

However by 2009 again it went upto 4,105 Km. By the end of March 2015 the district had 5,845 Km of roads, out of which 1,239 Km was in Aurad taluk, 993 Km. in Basavakalyan taluk, 1,005 Km. in Bhalki taluk, 1,168 Km. in Bidar taluk, 1,440 km. in Humnabad taluk. The sudden increase in the total road length of the district is due to an increase in Taluk Development Board and Village Roads.

Even in the year 2017 the overall road and road Transport facilities in the district are not good. The total length of Bidar taluk Roads constitutes about 18% of that of the district. Aurad taluk Roads constitutes about 22.5% of that of the district and total vehicles of the taluk constitute only about 8% of the district. Both roads and road facilities in the taluk are very poor. Even now 6 villages in Aurad taluk do not have bus transport facilities because of bad road conditions. The road and transport position in Basavakalyan taluk is also reported very bad. Vehicles of the taluk constitute only about 16.5% of the district. Even now 5 villages in taluk do not have motorable roads hence have no bus transport facilities. Total motorable roads in Bhalki taluk constitute only about 22.35% of the district. The road network and transport position in the taluk is very poor. Even now 2 villages in the taluk do not have bus transport facilities because of bad road conditions. The road network and transport position

in Humnabad taluk is reported to be very poor. The vehicles of the taluk constitute only about 13% of that of the district. However the number of Omni Buses accounted for about 33% of that of the district. For further details see tables 7.1 and 7.2

Table 7.1 Different categories of Roads and Number of Major Bridges in the District

| Year | National High ways | State Highways | Major District Road | Other District Road * | Village Roads* | TDB Road* | Major Bridges |
|------|--------------------|----------------|---------------------|-----------------------|----------------|-----------|---------------|
| 1956 | 75 | 129 | 212 | 76 | - | 112 | - |
| 1964 | 75 | 129 | 212 | 76 | - | - | - |
| 1966 | 75 | 129 | 212 | 76 | 187 | 87 | - |
| 1969 | 75 | 129 | 245 | 266 | 325 | 333 | 13 |
| 1971 | 75 | 129 | 250 | 266 | 430 | 228 | 20 |
| 1973 | 75 | 129 | 250 | 266 | 448 | 922 | 21 |
| 1974 | 75 | 129 | 250 | 266 | 448 | 954 | 22 |
| 1975 | 75 | 129 | 265 | 266 | 433 | 1.104 | 23 |
| 2009 | 75 | 693 | 877 | 30 | 2404 | 26 | 24 |
| 2010 | 75 | 693 | 877 | 30 | 3139 | - | 24 |
| 2011 | 77.5 | 693.1 | 877.8 | - | - | - | 21 |
| 2012 | 92.5 | 693.1 | 877.8 | - | - | - | 21 |
| 2013 | 92.5 | 693.1 | 877.8 | - | - | 3139.68 | 21 |
| 2014 | 115.00 | 693.1 | 877.8 | - | - | 3139.18 | 21 |
| 2015 | 209.81 | 652.2 | 869.2 | - | 3561.45 | 3561.55 | 19 |

After the formation of Zilla Panchayat other district roads, village and Taluk development Board roads are merged with Zilla panchayat and called Zillapanchayat roads.

Source : Public works Department Bidar

Table 7.2 Details of Taluk wise Roads (in KM)

| SI No | Taluk | 1975 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|-------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1 | Aurad | 596 | 881 | 989 | 989 | 989 | 989 | 1046 | 1239 |
| 2 | Basavakalyan | 298 | 962 | 1061 | 1028 | 1058 | 1058 | 834 | 993 |
| 3 | Bhalki | 611 | 789 | 908 | 884 | 887 | 887 | 913 | 1005 |
| 4 | Bidar | 382 | 822 | 1053 | 1033 | 1049 | 1049 | 923 | 1168 |
| 5 | Humnabad | 385 | 651 | 803 | 768 | 818 | 818 | 718 | 1440 |
| | Total | 2272 | 4105 | 4814 | 4702 | 4801 | 4801 | 4434 | 5845 |

Source : Public works Department Bidar

NATIONAL HIGHWAYS (NH)

The National Highways are very important highways which connect Metropolitan cities, State capitals, taluk head quarters, Ports etc., throughout the country. The total length of the National Highways in the country during the year 1961 was 1,269 km. and 1,968 km. in the year 1981. Previously these roads were built and maintained by Central Government. In 1972 the State Government has created a separate wing under the Public Works Department for the maintenance of National Highways located within the state jurisdiction, out of the Central Government funds. During the year 1992-93, there were seven National Highways traversing in the State, with a total length of 1,997 km. National Highways are maintained and developed by respective zones with funds from Government of Karnataka with the support of National Highway Authority of India and Ministry of Road Transport and Highways, Government of India. The National Highways, the majority were 2 lane(one in each direction) there are median-separated express highways. In some more developed areas it may broaden to 4 lanes. Closer to big cities, highways can even be of 8 lanes. Highways in India are around 2% of the total road network in the country, but carries nearly 40% of the total road traffic. The National Highways (Amendment) Bill, 1995, provides for private investment in the building and maintenance of these arteries of India.

Prior to 1947 Bidar was under princely state of Hyderabad Nizam rule. And even after independence up to 1956, Bidar was under Andhra Pradesh Government. After unification of Karnataka Bidar along with (Hyderabad Karnataka) other Kannada speaking areas came into the fold of Mysore state, Now known as Karnataka. Under Nizam and Andhra Pradesh government Rule development of Transport and communication was very poor and roads were not properly maintained, little importance was given to public transport and Hyderabad Karnataka area was neglected. After unification developmental work such as public transport system, roads and other communication facilities started in a faced manner.

We can trace the history of road of Bidar district from 1956. Hyderabad-Sholapur-Pune. Road NH 9 was the only National Highway connecting Pune and Hyderabad in 1975. It passes through the Bidar district over a length of 75 km. 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 (6.4 kms.) to the south of Basavakalyan, the famous historical and commercial place of the district. The status of National Highways in the district was 75 km. This limits remained till 2010. But, the National Highway connecting Humnabad-Jevargi-Vijayapur-Hubbali (NH 218) was extended from Humnabad-Hubbali in the year 2015. Thus the district got the second National Highway.

NH 9 and NH 218 passes through Bidar district. By the end of march 2011, there are 77.5 km of national highways in the district, again it went up to 92.5 Km. by March 2012. By the end of march 2014 district had 115 Km. of National Highways. By the end of 2015 district had 209.81/km of National Highways. Out of which 13 Km passes through Aurad taluk, 35 Km. in Basavakalyan taluk, 14 Km. in Bhalki taluk, and 132.81 Km. in Humnabad taluk, 15 Km. in Bidar taluk. The sudden increase length of the NH is due to upgrading the State highways into NH. For further details see tables 7.3 and 7.4.

Table 7.3 Category wise, Taluk wise, Details of Roads in the District (Km) As on 31.3.2015

| SI No | Taluk | National Highway | State Highway | Major District Road | Rural Road Length/Panchayath Road | | | |
|-------|--------------|------------------|---------------|---------------------|-----------------------------------|------------------|----------------|-------------------|
| | | | | | Pakka Roads | Water Bound Road | Kaccha Roads | Total Rural Roads |
| 1 | Aurad | 13 | 168.65 | 202.40 | 475.62 | 58.82 | 222.21 | 756.56 |
| 2 | Basavakalyan | 35 | 186.75 | 115.39 | 455.87 | 12.17 | 189.25 | 657.29 |
| 3 | Bhalki | 14 | 121.91 | 115.10 | 380.17 | 69.3 | 305.81 | 655.28 |
| 4 | Bidar | 15 | 112.55 | 260.49 | 459.35 | 47.34 | 274.46 | 781.15 |
| 5 | Humnabad | 132.81 | 62.36 | 175.9 | 376.76 | 18.91 | 215.41 | 611.08 |
| Total | | 209.81 | 652.22 | 869.28 | 2147.77 | 206.54 | 1207.14 | 3461.36 |

Source: Public works department Bidar

Table 7.4 Details of National Highways (in KM) As on 31.3.2015

| Name of the Taluk | 1975 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|-------------------|------|------|------|------|------|------|------|------|
| Aurad | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Basavakalyan | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 35 |
| Bhalki | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |

| | | | | | | | | |
|--------------|-----------|-----------|-----------|--------------|--------------|--------------|---------------|---------------|
| Bidar | 10 | 10 | 10 | 12.50 | 12.50 | 12.50 | 12.5 | 15 |
| Humnabad | 35 | 35 | 35 | 35 | 50 | 50 | 62.50 | 132.81 |
| Total | 75 | 75 | 75 | 77.50 | 92.50 | 92.50 | 105.00 | 209.81 |

Source: Public works department Bidar

STATE HIGHWAYS (SH)

State Highways are the roads connecting various district headquarters and other important towns in the state. The Public Works Department build and maintain these roads financed out of the state exchequer. The total length of the State Highways passing through the district was 129 Km in 1964. In 1975 the following are the state highways passing through the district.

1) Zahirabad-Nanded Road:- This is a State Highway passing through the district for a length of 69.76 kilometers. It enters the district about 6.4 kilometer 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.

2) 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 Hallikhed (K) village of Humnabad taluk and runs to a distance of 12.8 kms. upto Humnabad town and there after to Bidar town, a distance of 46.10 kms.

By the end of 2009 total length of state highways was 693 Km and further to 693.1 Km. by 2011. But it came down to 652.2 Km by 2015. Accordingly, at present the district has the following State Highways:

- 1) State Highway No.11 (Halasuru-Mudabi road-Total 63Km in the State),
- 2) State Highway No. 15 (Vanamarapalli-Devadurga road- Total 308Km in the State),
- 3) State HighwayNo.34 (Aurad-Sadashivagada- Total 680Km in the State),
- 4) State Highway No.51(Basavakalyan-Raichur- Total 112Km in the State),
- 5) State Highway No.75 (Bhalki-Chincholi-Total 78Km in the State),
- 6) State Highway No. 122 (Maharashtra Border- Aurad-state Highway 15- Total 183 Km in the State) These surfaced roads are in good condition.

MAJOR DISTRICT ROADS (MDR)

These roads connect different places in the district and also provide connectivity to the State Highways. They are maintained by the Public Works Department. In 1975 there are 11 Major District Roads, 22 Other District Roads and 39 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 (43.65kms.) 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 with Raichur. It runs to a distance of about 90 k.ms. in the district through Aurad, Santhpur and Bidar. The district head quarters and other towns of the district are connected by road with Bengaluru via Kalaburgi. Bengaluru and Hyderabad are connected both by road and railway with Bidar.

The total Major District Roads (MDR) in the district as on 31st March 1975 was 2,272 kilometers. This includes 1,104 kilometers (Aurad-402 Kms, Basavakalyan-40 kms, Bhalki-373 Kms, Bidar-158 kms, Humnabad-131 Kms) of roads maintained by the Taluk Development Boards 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 kilometers. From these figures, it is evident that when the State average was 280 kms. per lakh of population, the district had 276 kms. The districts road-length per 100 square kilometers 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 in Table 7.5 and 7.6.

In 1975 there are 433kms Village Roads in this district. (Aurad -69 Kms, Basavakalyan-140 kms, Bhalki-67 Kms, Bidar-78 kms, Humnabad-79 Kms) maintained by Public Works Department. Out of these roads six kilometers were black-topped, 183 kms. were water-bound macadam and 244 kms. were un-surfaced but motorable. There are 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 Kaccha roads and only 14 (2.4 per cent) villages were not connected by any roads as on 31st March 1975.

Statement giving road-lengths in charge of the Public Works Department in detail and taluk-wise particulars of road-lengths are appended to Table 7.5 and 7.6. Further, a length of 64 kms. of roads was in charge of the municipalities, of which an extent of one kilometer was cement concreted, 14 kms. black-topped, 31 kms. water-bound macadam and 18 km smotorable as on 31st March 1975. In addition to these, there are also roads completed under the Rural Communication Programme. No road was incharge 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. For more details see Table 7.5.

Other District Roads (ODR): These are the roads which connect the rural roads with that of MDRs. In 1956 the length of these roads in the Bidar district was 76 Km. By 1969 it went upto 266 Km. and further by 2009 it was reduced 30 Km. Untill 1985 these roads were under the control of Public Works Department. From then onwards they were handed over to the control of Zilla Parishat. At present this category of roads and that of village roads are considered as rural roads and maintained by the Zilla Panchayats. For details see Table 7.5 table.

Village Roads (VR): These are the roads that connect different villages with the Hobli head quarters and other towns. These roads play a very important role in the development of rural areas. In 1966 there are 187 Km. By 1969 it went upto 325 Km. and by 1971 the total length was 430 Km. By 1973 it went upto 448 Km. and by 1975 the length came down to 433 Km. By 2015 and the total length of rural roads (Panchayath roads) in the district was 3,561 Km. These roads are maintained by Gram Panchayats and after 1985 onwards by Zilla Panchayats. Presently the Other District Roads and Village Roads have been clubbed together and are under the control of Zilla Panchayat with the common nomenclature. The total length of rural road (Panchayath roads) in the district by 2015 are 3,561 Km. out of which 2,147.77 km were Pakka roads, 206.54 Km water bound macadam roads, 1,207.14 km are Kaccha roads. For further details see tables 7.5 and 7.6.

Table 7.5 Statement Showing the Road length in charge of Public work Department in the District from 1964 to 1975 as on 31st march of every year. (In Kms)

| Year | National Highway | State Highway | Major District Roads | Other District Roads | Village Roads | Total | Surfaced Length | | | Un Surfaced length | | Total |
|---------|------------------|---------------|----------------------|----------------------|---------------|---------|-----------------|---------------------|-------|--------------------|----------------|-------|
| | | | | | | | Black Topped | Water Bound Macadam | Total | Motor able | Non Motor able | |
| 1964 | 75 | 129 | 212 | 76 | - | 492 | 202 | 144 | 346 | 118 | 30 | 146 |
| 1966 | 75 | 129 | 212 | 76 | 187 | 679 | 265 | 100 | 365 | 270 | 44 | 314 |
| 1969 | 75 | 129 | 245 | 266 | 325 | 1040 | 298 | 235 | 533 | 354 | 153 | 507 |
| 1971 | 75 | 129 | 250 | 266 | 430 | 1150 | 307 | 323 | 630 | 499 | 21 | 520 |
| 1973 | 75 | 129 | 250 | 266 | 448 | 1168 | 328 | 374 | 702 | 466 | - | 466 |
| 1974 | 75 | 129 | 250 | 266 | 448 | 1168 | 333 | 420 | 753 | 415 | - | 415 |
| 1975 | 75 | 129 | 265 | 266 | 433 | 1168 | 367 | 456 | 823 | 345 | - | 345 |
| 2009-10 | 75 | 693 | 877 | 30 | 3139 | 4814 | - | - | - | - | - | - |
| 2014-15 | 209.81 | 652.22 | 869.28 | - | 3561.45 | 5292.76 | - | - | - | - | - | - |

Source: Chief Engineer (C and B) Public works Department Bengaluru

Table 7.6 Rural Road Length and Habitation access to All Weather Roads in the District (Km) As on 31.3.2015

| Sl No | Taluk | Rural Roads length | | | | No of Habitation access to all weather roads | |
|-------|--------------|--------------------|---------------|----------------|----------------|---|---|
| | | Panchayath Roads | | | | No. of Habitation access to all weather roads | |
| | | Pakka Road | WBM Road | Kaccha Road | Total | Total No. of habitation | No. of Habitation access to all weather roads |
| 1 | Aurad | 475.62 | 58.82 | 222.21 | 756.65 | 290 | 260 |
| 2 | Basavakalyan | 455.87 | 12.17 | 189.25 | 657.29 | 187 | 186 |
| 3 | Bhalki | 380.17 | 69.3 | 305.81 | 755.28 | 158 | 167 |
| 4 | Bidar | 459.35 | 47.34 | 274.46 | 781.15 | 142 | 151 |
| 5 | Humnabad | 376.76 | 18.91 | 215.41 | 611.08 | 107 | 113 |
| | Total | 2147.77 | 206.54 | 1207.14 | 3561.45 | 884 | 877 |

Note: WBM Road: Water Bound Macadam Roads.

A Rural Communication Programme with a view to provide important villages with a network 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 meters on non-P.W.D. roads. These roads laid out with gravel or local soil, are mainly intended for bullock cart traffic. In this district, a length of 811 kms of roads and 92 cross drainages were completed under the Rural Communication Programme by 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. As on 31st March 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 lakh. An amount of Rs. 261.04 lakh was spent by the Public Works Department on roads in this district from 1961-62 to 1974-75.

Bridges

The 'sethubandana' programme was commenced with the aim of constructing cross drainages on non-PWD roads in rural areas. In 1969 there were 13 major bridges in Bidar district. There were 23 major bridges having a linear waterways of more than 30.48 meters, as on 31st March 1975, out of which 2 were on the National Highway and 21 were on State Fund Roads. The total linear waterway of these bridges was 2,051.03 meters. Besides these 23 major bridges. There were 211 minor ones, each with a linear waterway of more than 6.10 meters but less than 30.48 meters. The two sub-joined statements Table 7.7 and 7.8 gives some particulars of major and minor bridges existing across all roads in the district including National Highway.

Table 7.7 Particulars of major and minor bridges existing on all roads in the district (including National Highway)

| Year | No of major bridges having linear water ways of more than | | | No of minor bridges having linear water ways of more than | | | Total |
|------|---|--|---|---|---|---|-------|
| | 30.48 meters But less than 91.44 meters | 91.44 meters But less than 152.40 meters | 152.40 Meters But less Than 304.80 meters and above | 6.10 meters But less than 12.19 meters | 12.19 meters But less than 18.29 meters | 18.29 meters But less than 24.38 meters | |
| 1969 | 11 | 1 | - | - | - | - | - |
| 1970 | 15 | 1 | - | - | - | - | - |
| 1971 | 17 | 2 | - | - | - | - | - |
| 1972 | 18 | 2 | - | 160 | 18 | 10 | 7 |
| 1973 | 18 | 2 | - | 160 | 18 | 10 | 7 |
| 1974 | 18 | 2 | 1 | 170 | 20 | 10 | 7 |
| 1975 | 18 | 2 | 2 | 172 | 21 | 7 | 7 |

Source: Public works Department Bidar

Table 7.8 Particulars of major, minor bridges and cross-drainages existing on state highways, major district roads as on 31.03.2013

| Taluk | Less than 6 meters (cross-drainages) | On State High ways | | | | | | Major Bridges More than 60 meters | Total |
|-------|--------------------------------------|---|-----------------|-----------------|-----------------|-----------------|-------|-----------------------------------|-------|
| | | No of minor bridges having linear water ways of more than | | | | | | | |
| | | 6 to12 meters | 12 to 18 meters | 18 to 24 meters | 24 to 30 meters | 30 to 60 meters | Total | | |
| Aurad | 72 | 22 | 7 | 1 | - | - | 30 | 4 | 106 |

| Taluk | Less than 6 meters (cross-drainages) | On Major District Roads | | | | | | Major Bridges | Total |
|------------------------------|--------------------------------------|---|-----------------|-----------------|-----------------|-----------------|-------|---------------|-------|
| | | No of minor bridges having linear water ways of more than | | | | | | | |
| | | 6 to12 meters | 12 to 18 meters | 18 to 24 meters | 24 to 30 meters | 30 to 60 meters | Total | | |
| B.kalyan | 59 | 15 | 7 | 2 | - | - | 24 | 1 | 84 |
| Bhalki | 99 | 21 | 15 | 3 | 3 | 2 | 44 | 1 | 144 |
| Bidar | 60 | 13 | 5 | - | 1 | 2 | 21 | 4 | 85 |
| Humnabad | 52 | 10 | 8 | 4 | 1 | 2 | 25 | 1 | 78 |
| Total | 342 | 81 | 42 | 10 | 5 | 6 | 114 | 11 | 497 |
| Aurad | 319 | 40 | 10 | 8 | 1 | 4 | 63 | 2 | 384 |
| B.kalyan | 136 | 22 | 4 | 4 | - | 3 | 22 | 1 | 170 |
| Bhalki | 71 | 19 | 7 | 2 | - | - | 28 | 2 | 101 |
| Bidar | 40 | 55 | 10 | - | 4 | 6 | 75 | 3 | 118 |
| Humnabad | 252 | 20 | 15 | 1 | 4 | - | 40 | 2 | 294 |
| Total On Major district road | 819 | 156 | 46 | 15 | 9 | 13 | 239 | 10 | 1067 |
| Grand Total | 1160 | 237 | 88 | 25 | 14 | 19 | 383 | 21 | 1564 |
| Major Bridges | | | | | | | | | |
| 60 to 90 meters | 90 to 152 meters | 152.01 to 304 meters | Above 04 meters | | Total | | | | |
| 11 | 5 | 2 | 3 | 21 | | | | | |

Source: Public works Department Bidar

Public transport

Public transport is an important factor in economic development and an adequate and well organized system of transport is very essential. Prior to 1948, public conveyance in the state was solely in the hands of private entrepreneurs. In earlier times, bullock, buffaloes, ass and horses were the main means of transport. Kavadis and Bullok Carts were used to carry goods. Bullock Carts and Horse Carriages transported people. In 1911, Public Traffic Control act was implemented in Mysuru and in 1920, there were already private buses serving the public. Around 1935, their number was 100. The Mysuru Traffic Board started in 1936 in old Mysuru area controlled the public conveyance. After independence, when nationalization of roads was initiated in 1948, Mysuru State Road Transport Department (MGRTD) came into existence on 12th September 1948 with 20 buses. By 1949, it had 120 buses covering 81 schedules and 15,000 km. road mileage catering to 4000 passengers everyday. Although the nationalization of Road Transport in Hyderabad State had been initiated as early as 1936, where the Bidar District, which was formerly a part of the ex-Hyderabad State. Hyderabad Nizam railway and the State Road Transport Department established during 1932, its impact was very limited. Bidar 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 Karnataka State Road Transport Corporation .K.S.R.T.C.). Nizam State was first established as NSRRTD (Nizam State Rail & Road Transport Department), a wing of Nizam State Railway in the erstwhile Hyderabad State, in 1932, with 27 buses and 166 employees.) There was only one depot at Humnabad was under the jurisdiction of the Raichur Division. The divisional headquarters was shifted from Raichur to Kalaburagi Division in 1960. On 1st August 1961, the Mysore State Road Transport Corporation (the present K.S.R.T.C.) was established. In 1975 Humnabad depot of Bidar District with a Depot Manager as its head who is responsible to the Deputy General Manager and Divisional Controller, Kalaburgi Division. Repairs and maintenance of vehicles are attend by the Depot workshop. There are bus-stations at Bidar, Basavakalyan and Hudgi, with waiting halls, refreshment rooms, etc., Though Nationalisation of routes has not been completed in the district. There are some Nationalised routes, they are Humnabad- Basavakalyan

via Sastarpur (29 kms.), Humnabad-Chitaguppa via Hudgi (14.1kms.), Humnabad-Kalaburgi (29.6 kms. within Bidar district) and Basavakalyan-Kalaburgi via Salgar (58. 6 kms within Bidar district).

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

KSRTC has bifurcation on 15-08-2000 with its head quarters at Kalaburgi to cater to the north eastern districts of Karnataka, which became financially independent w.e.f. 01-10-2000. And as a result the North- Eastern Karnataka Road Transport Corporation (NEKRTC), a separate independent corporation for Hyderabad-Karnataka area with its head quarters at Kalaburgi has come into existence. The North East Karnataka Road Transport Corporation has Kalaburgi as its headquarters with eight divisions, 43 bus depots, one Regional Workshop, two training centers and 113 bus stations. It provides transport facilities to Hyderabad-Karnataka region including Vijayapura Division. Bidar District is under North- Eastern Karnataka Road Transport Corporation (NEKRTC). Bidar district has 7 depots and 623 Schedules.

Mofussil Services: Ordinary services including city and sub-urban services operated by the North- Eastern Karnataka Road Transport Corporation (NEKRTC) were scheduled to cover 63,2,054 Kms. daily which constituted 44.3% of the total operation. Besides operation of ordinary services on mofussil routes, the Corporation operated express, non-stop and night services, in addition to deluxe and ultra-deluxe/Rajahamsa services.

Long Distance and Night Services: The Corporation operates long distance services to provide direct and quick transport between district head-quarters and taluk head-quarters, taluk head-quarters to Bengaluru and other important head-quarters within the state and in the neighboring states. North- Eastern Karnataka Road Transport Corporation (NEKRTC) operate about 800 long distance routes with route length ranging from 300 Kms. to 900 Kms. Were in operation as on 31.03.2016. Majority of long

distance services were operated as night services connecting district head-quarters, besides other important places in and outside the state.

Express and Non-stop Services: Express services are being operated with limited number of stops with a view to reduce journey time. Non-stop services on selected routes are also operated. As on 31.03.2016, there were 1,768 express service schedules. These schedules covered 7,33,105 Kms. daily or 51.3% of the total operation of the Corporation by North- Eastern Karnataka Road Transport Corporation (NEKRTC).

City Bus Service: North East Karnataka Road Transport Corporation Bidar is providing the 33 city transport service effectively, with fixed fares, on selected route of Bidar town and MOFUSSIL areas. The city buses are equipped with automatic announcement system of current and next stop during journey and digital display of destination of routes and stops. The project was taken up under the Comprehensive Traffic and Transportation Planning (CTTP), the Directorate of Urban Land Transport (DULT) and Jn. Nurm Scheme. City services in the brand name “Kalyan Karnataka” were in operation during the year in Bidar cities/towns.

Regional Transport Office: The Department of Transport was constituted by Government Order No.T6811:6865 RT:53-54:10 Dated 03-03-1955 vide Notification 4285 -98 MV -23-56-57 Dated 27 -08-1956. Then it was named as ‘Motor Vehicles Department’. Thereafter, the Department was re-named as TRANSPORT DEPARTMENT. The primary thrust are as of the Department are enforcement of Motor Vehicles Act and Rules and collection of Tax. Road Transport is no more the domain of public sector. Private sector has emerged as a strong force in providing efficient transport facilities throughout the Nation. The Department is mainly responsible for regulation of the use of Motor Vehicles in the State and collection of tax on Motor Vehicles, Road Safety, Control of Air and Noise pollution in accordance with the provisions of the following Acts and Rules.

Before 1989, the department was performing functions like registration of motor vehicles, control and collection of taxes, grant of state and interstate permits, issue of drivers and conductors licenses, prevention of environmental pollution etc., and it was known as Motor Vehicles Department. This department was responsible for the implementation of

acts and rules made by state as well as central governments. From 1957 onwards, the administration of the department was being run through the Regional Transport Offices and Assistant Regional Transport Offices at the district level. Prior to 1957, the District Boards and Municipalities were looking after these responsibilities with the help of Police Department.

The Regional Transport Offices (RTO) at Bidar were functioning under the control of Divisional Transport Commissioner of Kalaburgi. Assistant Regional Transport Offices (ARTO) of Bhalki and Basavakalyan were under the jurisdiction of Regional Transport Office of Bidar. In the year 1969-70 there were 849 vehicles, 887 vehicles in 1970-71, 956 vehicles in 1971-72, 1,241 vehicles in 1972-73, 1,338 vehicles in 1973-74, were registered in the district. There were 90,962 vehicles in 2009, in 2010 it was 1,01,278, in 2011 it was 1,08,907, and in 2012 there were 1,32,396 vehicles. By the end of March 2016 there were 1,72,115 vehicles registered in the district. For more details see Table 7.9 and Table 7.10.

Table 7.9 Motor vehicles Registered in the District.

| Sl No | Name of the office | 31.3.2014 | 31.3.2015 | 31.3.2016 |
|-------|--------------------|-----------|-----------|-----------|
| 1 | RTO Bidar | 60820 | 68969 | 77577 |
| 2 | ARTO Bhalki | 45567 | 51443 | 56442 |
| 3 | ARTO Basavakalyan | 30395 | 34359 | 38096 |

Table 7.10 Various Types of motor vehicles Registered in the District.

| Sl No | Types of vehicle | Bidar | | | Bhalki | | | Basavakalyan | | |
|-------|------------------|-------|-------|-------|--------|-------|-------|--------------|-------|-------|
| | | 2014 | 2015 | 2016 | 2014 | 2015 | 2016 | 2014 | 2015 | 2016 |
| 1 | Two Wheeler | 44737 | 51807 | 58854 | 35717 | 40846 | 45205 | 24279 | 27564 | 30470 |
| 2 | Motor Car | 1926 | 2302 | 2612 | 1636 | 1780 | 1918 | 1449 | 1554 | 1668 |
| 3 | Jeep | 212 | 216 | 217 | 134 | 146 | 155 | 75 | 76 | 89 |
| 4 | Omni bus | 597 | 619 | 619 | 400 | 401 | 403 | 300 | 301 | 315 |

| | | | | | | | | | | |
|-----------------------------|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 5 | Tractor | 2071 | 2185 | 2299 | 1642 | 1823 | 1864 | 592 | 693 | 738 |
| 6 | Trailers | 1937 | 1998 | 2084 | 1246 | 1378 | 1409 | 1018 | 1081 | 1114 |
| 7 | Vehicle carrying Building materials | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8 | Others | 38 | 44 | 189 | 6 | 9 | 10 | 0 | 2 | 2 |
| | Total Non-transport vehicles | 51518 | 59171 | 66875 | 40781 | 46383 | 50964 | 27713 | 31271 | 34401 |
| TRANSPORT VEHICLE | | | | | | | | | | |
| 1 | Multi Axle | 269 | 269 | 275 | 59 | 60 | 99 | 101 | 175 | 306 |
| 2 | Trucks and lorries | 2591 | 2624 | 2648 | 981 | 1006 | 1042 | 440 | 517 | 575 |
| | Total | 2860 | 2893 | 2923 | 1040 | 1066 | 1141 | 541 | 692 | 881 |
| LIGHT GOODS VEHICLES | | | | | | | | | | |
| 1 | Four Wheelers | 1464 | 1535 | 1612 | 942 | 1011 | 1081 | 678 | 748 | 938 |
| 2 | Three wheelers | 1165 | 1230 | 1273 | 386 | 471 | 504 | 171 | 229 | 294 |
| | Total | 2629 | 2765 | 2885 | 1328 | 1482 | 1585 | 849 | 977 | 1232 |
| BUSES | | | | | | | | | | |
| 1 | Stage Carriages | 439 | 447 | 464 | 7 | 7 | 7 | 0 | 0 | 0 |
| 2 | Contract Carriages | 54 | 54 | 54 | 36 | 36 | 36 | 20 | 20 | 20 |
| 3 | Private Service Vehicle | 41 | 41 | 41 | 30 | 30 | 31 | 20 | 20 | 20 |
| 4 | Educational Institution Buses | 48 | 48 | 48 | 13 | 28 | 29 | 0 | 0 | 3 |
| 5 | Other Buses | 7 | 7 | 7 | 5 | 5 | 6 | 1 | 3 | 4 |
| | Total | 589 | 597 | 616 | 91 | 106 | 109 | 41 | 43 | 47 |

| | | | | | | | | | | |
|-------------------------|----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| TAXIES | | | | | | | | | | |
| 1 | Motor cabs | 496 | 515 | 540 | 507 | 513 | 516 | 121 | 123 | 131 |
| 2 | Maxi Cabs | 516 | 529 | 558 | 431 | 448 | 452 | 320 | 335 | 350 |
| 3 | Other Taxies | 40 | 40 | 40 | 10 | 12 | 12 | 0 | 0 | 1 |
| | Total | 1052 | 1084 | 1138 | 948 | 973 | 980 | 441 | 458 | 482 |
| LM V (passenger) | | | | | | | | | | |
| 1 | Three Seaters(A/R) | 1604 | 1887 | 2367 | 961 | 994 | 1021 | 525 | 597 | 708 |
| 2 | Four to Six Seaters | 55 | 55 | 55 | 40 | 41 | 41 | 30 | 31 | 33 |
| | Total | 1659 | 1942 | 2422 | 1001 | 1035 | 1062 | 555 | 628 | 741 |
| | Other vehicles not covered above | 513 | 517 | 720 | 378 | 398 | 601 | 255 | 290 | 312 |
| | Total Transport | 9302 | 9798 | 10702 | 4786 | 5060 | 5478 | 2682 | 3088 | 3695 |
| | Total Trans+Non-Transport | 60820 | 68969 | 77577 | 45567 | 51443 | 56442 | 30395 | 34359 | 38096 |

Source: Transport Department, Bengaluru.

The transport department is issuing computerized documents in all its 56 Regional Transport Offices of the State, since 25-06-2009 and smart cards using micro processor based 15 KB chip inserted in plastic cards were issued for Driving Licenses (D.L) and Motor Vehicle Registration Certificates (R.C). At the end of March 2011, 16 lakh Motor Vehicle Driving licenses, and 15 lakh Motor Vehicle Registration with a total of 31 lakh smart cards were issued in the state. The Transport Commissioner is the Chairman of the Karnataka State Transport Authority, a Quasi- Judicial body, in accordance with section 68 of the Motor Vehicles Act, 1988. This Authority has two other official members, and it grants permits to tourist or passenger vehicles or goods carriages as per Inter-State agreements. The District Regional Transport Authorities under this State office, grants permit to the transport vehicles or renew or cancel them. The Deputy Commissioner is the chairman of the District with Superintendent of Police as member and Regional Transport Officer as Ex-Office Secretary. In accordance with section 56 of Motor Vehicles Act of 1988, transport vehicles are expected to possess permits and as such permits are issued as per rules to transport vehicles during the Registration

for a particular period. This department is authorized to issue both Driver's and Conductor's Licenses and by the end of December 1990, 28,12,183 driver's and 3,84,679 conductor's licenses were issued in the state.

In order to implement the Motor Vehicle Act of 1988 and to avoid loopholes in tax collection, there are one check post in border areas of Humnabad in Bidar district. During 2015-16, Rs. 6,956 lakhs of revenue were collected through this check post. Due to the growth of cities and employment there is steep increase in use of petrol and diesel. This is causing Air pollution. In order to create public awareness on air pollution, the month of November every year is being celebrated as 'air pollution control' month, by the Transport department. In order to check air pollution environmental friendly auto rickshaws with four stroke engine, fitted with electronic digital meter to easy identification the upper part with light yellow and the lower portion with green colour are encouraged by the Transport department. As per the Central Govt. Motor Vehicle Act of 1989, to check air pollution, Transport Department has made Smoke Emission Control Test compulsory in the State since 1993 and as a result, there were Smoke Emission Checking Centers in the district. Transport Department has further planned to control overloading in goods vehicles, weighing machine systems at Humnabad border Check post is established. For more details see Table 7.11 and Table 7.12.

Table 7.11 Details of Driving license issued upto march 2013

| Taluk | Professional | | Non-Professional | | others | | | Total | | |
|--------------|--------------|----------|------------------|--------------|--------------|-------------|----------|---------------|--------------|---------------|
| | Male | Female | Male | Female | Male | Female | Total | Male | Female | |
| Aurad | 830 | - | 6215 | 95 | 805 | - | 805 | 7850 | 95 | 7945 |
| B.kalyan | 305 | - | 4032 | 9 | 4041 | - | - | 4337 | 9 | 4346 |
| Bhalki | 5000 | - | 3050 | 756 | 3806 | - | - | 8050 | 756 | 8806 |
| Bidar | 7763 | - | 57662 | 9392 | 67054 | 7419 | 7419 | 72844 | 9392 | 82236 |
| Humnabad | 10148 | - | 15663 | 100 | 16663 | - | - | 21558 | 100 | 21658 |
| Total | 24046 | - | 86622 | 10352 | 97874 | 8224 | - | 114639 | 10352 | 124991 |

Source: Transport Department Bengaluru

Table 7.12 Details of Driving license issued upto march 2016.

| Category | Up to 31.3.2015 | | | | During 2016 | | | | AS on 31.3.2016 | | | |
|------------------------|-----------------|---------------|--------------|---------------|--------------|-------------|---------------|---------------|-----------------|---------------|--------------|-------------|
| | Gender | RTO Bidar | ARTO Bhalki | ARTO B.kalyan | RTO Bidar | ARTO Bhalki | ARTO B.kalyan | RTO Bidar | ARTO Bhalki | ARTO B.kalyan | RTO Bidar | ARTO Bhalki |
| Public service Vehicle | Male | 5274 | 18296 | 3303 | 924 | 453 | 399 | 6198 | 18749 | | 3702 | |
| | Female | 35 | 81 | 0 | 0 | 0 | 0 | 35 | 81 | | 0 | |
| | Total | 5309 | 18377 | 3303 | 924 | 453 | 399 | 6233 | 18830 | | 3702 | |
| Other Vehicles | Male | 8957 | 0 | 25 | 766 | 0 | 1196 | 9723 | 0 | | 1221 | |
| | Female | 60 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | | 0 | |
| | Total | 9017 | 0 | 25 | 766 | 0 | 1196 | 9783 | 0 | | 1221 | |
| Non-Professional | Male | 122656 | 30135 | 13814 | 8687 | 2686 | 4456 | 131343 | 32820 | | 18270 | |
| | Female | 11565 | 2475 | 219 | 135 | 83 | 25 | 11700 | 2558 | | 244 | |
| | Total | 134221 | 32610 | 14033 | 8822 | 2769 | 4481 | 143043 | 35378 | | 18514 | |
| Grand Total | Male | 136887 | 48431 | 17142 | 10377 | 3138 | 6051 | 147264 | 51569 | | 23193 | |
| | Female | 11660 | 2556 | 219 | 135 | 83 | 25 | 11795 | 2639 | | 244 | |
| | Total | 148547 | 50987 | 17361 | 10512 | 3221 | 6076 | 159059 | 54208 | | 23437 | |

Source: Transport Department Bengaluru

Road Accidents: Road accidents occurred during the last five years are alarming. During 2001-02, there were 33,000 accidents resulting in 5,805 deaths and 42,193 persons suffered injuries in the state. During 2004-05 due to 38,869 accidents 6,497 persons died and 50,395 persons were injured. In that year Bengaluru district with 9,249 accident cases, resulting in 912 deaths and 6,999 injuries. During the years 2010 and 2011, there were accidents with 775 and 751 deaths as well as 3,363 and 3,003 accidents with no loss of lives, respectively. In Bidar District during 1968-69 there were 10 accidents and 2 deaths. During 1974-75 74 accidents and 19 deaths were reported. 1,460 accidents were reported during 2015, out of which 259 people died and 1,201 persons were injured. For more details see Table 7.13.

Table 7.13 Details of Road accidents Bidar District

| SI No | Year | No. of accidents | No. of Death | No. of Injuries. |
|-------|---------|------------------|--------------|------------------|
| 1 | 1968-69 | 10 | 8 | 2 |
| 2 | 1970-71 | 61 | 14 | 110 |
| 3 | 1973-74 | 67 | 13 | 110 |
| 4 | 1974-75 | 74 | 19 | 68 |
| 5 | 2014 | 1950 | 239 | 1475 |
| 6 | 2015 | 1460 | 259 | 1201 |

Source: Transport Department Bengaluru

RAILWAYS

The broad gauge 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. Until Bidar became the part of Karnataka in 1956 Railway route in Bidar had no railway transport facility towards Kalaburgi and other parts of Karnataka. People of Bidar district were depending on the nearest railway link of Hyderabad which is located at a distance of 147 Kms for passenger and goods transport service through railways. Though there was broad gauge railway line between Vikarabad and Purli-Baijnath, built as early as in 1932, there was no railway line towards places like Bengaluru and Mysuru, etc., south of Karnataka, due to non availability railway line.

Bidar is now connected with Bengaluru and other parts of the country. Trains coming from Secunderabad, Mumbai and Bengaluru which passing through Wadi junction have access to Bidar. Totally 79 km of railway line passes through Bidar district. Bidar has connectivity with Bengaluru, Hyderabad, Sainagar Shirdi, Aurangabad, Nanded, Manmad and Mumbai (according to railway budget 2014-15) Construction of the Kalaburgi-

Bidar link is in progress which is expected to be operational by the end of 2015. Now Construction of the 110-km Kalaburgi-Bidar via Humnabad link Railway line was completed and inaugurated by Prime minister on 29 October 2017. It has totally 13 station. Bidar-Hyderabad inter-city train service became operative in September 2012. Bidar-Yeshwantpur (Daily) express train and Bidar-LTT Mumbai express train service started recently. There was a public demand for more train service between Bengaluru and Bidar. For further details see Table 7.14.

Table 7.14 Details of Railway line in the District As on 31.3.2016

| SI No | Taluk | 31.3.2009 | | 31.3.2012 | | 31.3.2013 | | 31.3.2015 | | 31.3.2016 | |
|--------------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|
| | | Km | Station | Km | Station | Km | Station | Km | station | Km | Station |
| 1 | Aurad | 24 | 1 | 24 | 2 | 24 | 2 | 24 | 2 | 24 | 2 |
| 2 | B.kalyan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Bhalki | 34 | 1 | 34 | 3 | 34 | 3 | 34 | 3 | 34 | 3 |
| 4 | Bidar | 21 | 1 | 21 | 1 | 21 | 1 | 21 | 1 | 21 | 1 |
| 5 | Humnabad | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | 79 | 3 | 79 | 6 | 79 | 6 | 79 | 6 | 79 | 6 |

Source: District at a Glance, Statistical Department Bidar

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

Air Transport: Bidar district has no air transport facility. The nearest Air port is Rajiv Gandhi International Airport Hyderabad which is 110 kilometer from Bidar. An Elementary Air force Flying School is located at Bidar and it may be used for civil aviation facilities also. It imparts basic stages of flying training to IAF, foreign trainees, army officers and naval trainees. The Government is planning to have a green field Airport at Kalaburgi. Then It will be the nearest airport for Bidar people. It is excepted that civil Airport Station is going to start shortly at Bidar.

Postal Services: In olden days, there were no State Post Offices as such. The public had to send their letters, etc., either through travelers or merchants or, if they could find any opportunity, along with Government mails. The Government service mails were carried by servers 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 1878 A.D. the word Sarkari was over printed 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, suffered a set back and service stamps were issued 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 post 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. Nizam Government has to obtain telegraph services from Postal services of British Government. There was one British Indian post office in the district at Humnabad.

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, Bidar district was attached to the Kalaburgi division.

In the undivided larger district of Bidar, there were 111 post offices in 1951 and 147 post office 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 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 were 13,598 and 10,575 National Savings Certificates were issued.

According to the postal authorities of the division, the numbers of letters, newspapers, packets, money orders, booked and paid and telegrams received and delivered from 1970 to 1975 were as given in Table 7.15.

Table 7.15 Details of postal facilities from 1970 to 1975.

| Year | Letters | Registered News papers | Book – packet | Parcels | Money orders Booked | Money orders paid | Telegrams booked | Telegrams delivered |
|------|---------|------------------------|---------------|---------|---------------------|-------------------|------------------|---------------------|
| 1970 | 2871653 | 181879 | 194674 | 34457 | 73862 | 68184 | 33192 | 34056 |
| 1971 | 3066196 | 246429 | 226186 | 39698 | 65304 | 76092 | 34507 | 37539 |
| 1972 | 3116676 | 254242 | 234596 | 43320 | 63905 | 94386 | 36507 | 37539 |
| 1973 | 3254154 | 219419 | 274469 | 47968 | 63707 | 93294 | 32982 | 35894 |
| 1974 | 3493766 | 278698 | 352111 | 53699 | 84150 | 88002 | 34685 | 34985 |
| 1975 | 3827199 | 287568 | 261601 | 62505 | 73120 | 71904 | 33781 | 33874 |

Source: District Gazetteer Bidar District

Telephone and telegraph services

During post independence period, the postal department which was then part of Post and Telegraph Department. As a result of the revolutionary progress in the field of technology, there has been tremendous progress in the field of communications, particularly in the field of telephone services. The telephones have reduced the distance of thousands of Kilometer and made easier the contact with any corner of the world within a matter of seconds. The telephone service was first started in the city of Madras during 1884. In the Mysore state, the first telephone line of 58 Km was commissioned in 1889, between Hunsur and Kakanakote, in view of the Khedda operations. The city of Bidar got telephone facility around 1960. Initially when telephone services began in 1970, there was a common administrative circle for Post and Telecom Services in the State. Later on due to increased popularity, by 1975, there were 521 Telephone connections functioning in Bidar district, through 6 exchanges. Out of

which 29 phones were in Aurad, 61 in Basavakalyan, 63 in Bhalki, 312 in Bidar, 44 in Humnabad, 12 in Kamalnagar. There were 29 public call offices both local and trunk calls in 1975. And telephone facilities were available in all the 29 post offices. Due to rapid growth in trunk traffic second trunk line has been provided from Bidar to Hyderabad and from Basavakalyan to Humnabad. There are six telephone exchanges in Bidar District in 1975. The department was bifurcated in 1974 and separate circles for Post and Telecom came into existence. This has resulted in bringing considerable changes throughout the state. By the end of march 2009 there were 305 post offices, 80 Telephone Exchanges, 33 Telegraphic offices and 26,427 Telephones in Bidar district. By the end of 2011 there were 305 post offices, 81 Telephone exchanges, 21,937 telephones, 74,839 mobile phones were in use. By 2012, mobile phones number increased to 1,01,571 and 5,363 internet connections were added. In 2013, 18,246 Telephones, 1,20,584 mobile phones and 4,323 internet connections are working. In 2014, there were 16,777 Telephones, 1,18,025 mobile phones and 4,423 internet connections were in use. During the year 2015 Telephone connections have come down to 13,018 and mobile phones to 1,15,177, internet to 3,850 connections. (For details Table 7.16)

Due to introduction of STD and ISD services in 1980s now common people are finding it easy to make national and international telephone calls at affordable rates. As a result of the advancement of technology now the telephone facility is available throughout the district at local call rates and telephone facilities are available in rural areas too. Now the department is more focusing towards providing facilities in rural areas and has extended special concessions to rural customers in terms of deposits, phone rental charges, pre and post paid call charges, etc., The transmission of information has been made easy by providing the Telex-Fax-Email services in the district. With the advancement of Computer and Information Technology through Internet and Websites mass communication facilities have increased and are very useful in these days.

The Deputy Commissioner's Office has been computerized and directly linked to Chief Minister's Office through internet. The computerization of taluk level offices is also under progress. The Computer Training Centers have come up in taluk as well as hobli levels. There is stiff and healthy

competition to the public sector Department of Telephones by Private Sector Telecom Companies such as; BPL, Airtel, Spice, Hutch, Reliance, Vodafone etc. Mobile phones of these companies are used across various section of the population in the district which is very significant and has made the communication speedier, easier, reliable and more economic.

BHARATH SANCHAR NIGAM LTD., (BSNL)

There has been lot of changes taking place in the telecom sector of the country since 1992, due to liberalization and privatization policies of the Government. The private companies such as; Airtel, Hutch, Samsung, Nokia, TATA Indicom, Reliance, etc., are providing variety of services. The Department of Tele communications in India was earlier known as Videsh Sanchar Nigam Ltd., 1995 (VSNL), later on changed its name as Bharatiya Sanchar Nigam Ltd., (BSNL) and trying to provide good services to the consumers. Due to the entering of various private companies into the field, the national and international telephone services have become plenty and are available at cheaper rates. In this direction, the role of National Telecom Policy (NTP) of 1994 and 1999 is worth mentioning. Now there are facilities like Cell Phone (Mobile) and Internet available to the consumers. Instead of cable connected telephones wireless phones and phones working on radio signals have made the telephone service more simple and efficient. Laying of Optical Fiber Cables along Highways, Gas Pipelines and Railway lines etc., the connectivity between different cities has become easy. Particularly with the use of ultra deep wave multi flexing technology transmission, costs have been considerably reduced. This will be further reduced in the next five years. According to the provisions of National Telecom Policy 1999, the Electric and Gas companies are permitted to create optical fiber cable network and give it on lease or sell to the telecom companies. The Gas Authority of India has been active in this direction and has become a competitor to the BSNL. The demand for land line has been gradually coming down and the demand for mobile phones is increasing. The introduction of mobile phones by BSNL has been successful in curtailing the exorbitant rates charged by private companies and also their demand in the market to a considerable extent. As a result of this, now Nokia, Reliance, TATA IDICOM and other mobile telephones are available to the consumers at cheaper rates. These companies are trying hard to attract the rural customers also. Mobile phones are not only colorful, but also have

variety of services like Video games, Camera, Audio, Television, SMS, FM Radio service etc., The mobile phone has been converted into computer in other countries and the days are not too far in our country too to get these changes happened. The BSNL has been successful in providing countrywide telephone services not only to cities connected by national highways and railways, but also to the surrounding rural parts in an effective manner. The BSNL Excel phones particularly the pre-paid and post-paid services are in great demand in the market. The monopoly enjoyed by BSNL in providing internet services in the country since 1995, has been cancelled in 1998. As a consequence, now the private companies are also providing this service to the consumers. However, BSNL is striving to provide internet services to consumers at cheaper rates, amidst competition from private companies. The telecom department has created a separate corporation called Mahanagar Telephone Nigam Ltd., (MTNL) for maintenance of telephone services in cities like Mumbai and Delhi. The telephone services in other parts of the country continue to be under the control of BSNL. The BSNL is proposing to give SMS messaging facility to land telephones and the customers can receive the calls as well as SMS on land lines also. For more details see Table 7.16.

Table 7.16 Taluk wise Details of post offices, Telephone Exchanges and Telephones and internet connections in the District.

| Year | Taluk | Post office | Telegraphic office | Telephone Exchanges | Telephones | Mobile phones | Internet Connections |
|------|--------------|-------------|--------------------|---------------------|------------|---------------|----------------------|
| 2009 | Aurad | 67 | 5 | 14 | 2614 | - | - |
| | Basavakalyan | 57 | 6 | 16 | 4827 | - | - |
| | Bhalki | 61 | 4 | 18 | 4228 | - | - |
| | Bidar | 63 | 9 | 15 | 11186 | - | - |
| | Humnabad | 57 | 9 | 17 | 3537 | - | - |
| 2010 | Aurad | 67 | 5 | 14 | 2614 | - | - |
| | Basavakalyan | 57 | 6 | 16 | 4827 | - | - |
| | Bhalki | 61 | 4 | 18 | 4228 | - | - |
| | Bidar | 63 | 9 | 15 | 11186 | - | - |
| | Humnabad | 57 | 9 | 17 | 3572 | - | - |
| 2011 | Aurad | 67 | - | 14 | 2038 | 74839 | - |
| | Basavakalyan | 57 | - | 16 | 3828 | - | - |
| | Bhalki | 61 | - | 18 | 3372 | - | - |
| | Bidar | 63 | - | 16 | 10456 | - | - |
| | Humnabad | 57 | - | 17 | 2695 | - | - |

| | | | | | | | |
|------|--------------|------------|----------|-----------|--------------|---------------|-------------|
| 2012 | Aurad | 67 | - | 14 | 1975 | 101571 | 5363 |
| | Basavakalyan | 57 | - | 16 | 3673 | - | - |
| | Bhalki | 61 | - | 18 | 3325 | - | - |
| | Bidar | 63 | - | 16 | 10320 | - | - |
| | Humnabad | 57 | - | 17 | 2644 | - | - |
| 2013 | Aurad | 67 | - | 14 | 1286 | 120584 | 4323 |
| | Basavakalyan | 57 | - | 16 | 2542 | - | - |
| | Bhalki | 61 | - | 18 | 3014 | - | - |
| | Bidar | 63 | - | 16 | 9570 | - | - |
| | Humnabad | 57 | - | 17 | 2014 | - | - |
| 2014 | Aurad | 67 | - | 14 | 1088 | 118025 | 4421 |
| | Basavakalyan | 57 | - | 16 | 2228 | - | - |
| | Bhalki | 61 | - | 18 | 2958 | - | - |
| | Bidar | 63 | - | 16 | 8643 | - | - |
| | Humnabad | 57 | - | 17 | 1850 | - | - |
| 2015 | Aurad | 67 | - | 14 | 761 | 115177 | 3850 |
| | Basavakalyan | 57 | - | 15 | 1776 | - | - |
| | Bhalki | 61 | - | 18 | 1722 | - | - |
| | Bidar | 63 | - | 16 | 7317 | - | - |
| | Humnabad | 56 | - | 17 | 1442 | - | - |
| 2016 | Aurad | 67 | - | 14 | 684 | - | - |
| | Basavakalyan | 58 | - | 15 | 1482 | - | - |
| | Bhalki | 61 | - | 18 | 1478 | - | - |
| | Bidar | 61 | - | 16 | 6664 | - | - |
| | Humnabad | 57 | - | 17 | 1176 | - | - |
| | Total | 304 | - | 80 | 11484 | 123873 | 3855 |

Sours: Bidar District at glance. Statistical Department, Bidar

ALL INDIA RADIO

Deccan Radio is a first radio station of Hyderabad state where Bidar was a part of it (now Hyderabad, India) and went live on air on 3rd February 1935, initially it was launched as a private broadcasting station with transmitting power of 200 Watts. The programmes were broadcast in Urdu. It was located at chiragali lane, Abids, Hyderabad State. Mir Osman Ali Khan, Asaf Jah VII took over The Deccan Radio and nationalized it on 3rd February 1935. A new radio station was set up at Khairatabad, and a new transmitter of 500 Watts with 730 kHz was installed which was purchased from Marconi Company, England. During Second World War a special broadcast studio was set up at Saroornagar to live updated news programmes. In the same year the new radio station was started

at Aurangabad (then the Nizam's domain) where the previous 200 Watt transmitter was shifted from Hyderabad. It was a district level radio station to broadcast the programme in Urdu and Marathi as most of the population speak Marathi.

On 1st December 1948, the Nizam's inaugurated an upgraded 800 Watts unit, a short wave transmitter which was installed with the medium wave station and operated with 3,335 and 6,210 kHz. The World Radio Handbook had consecutively listed the editions of this station. Though, in the early 1919 the British cantonment of Secunderabad established the early communication station in the Hyderabad State and in 1924 a unknown spark station was operated from same region to which the Australian radio magazine in the same year named as VWT station. It serves as an official broadcaster of erstwhile Nizam's of Hyderabad, on 1st April 1950 Deccan Radio was taken over by Indian Government and in 1956 it was merged with All India Radio (AIR) and since then it is known as AIR-Hyderabad (100 kW).

In old Mysore area a radio transmission centre called Akashavani was started by Dr.M.V.Gopaldaswamy, a Psychology Professor of Mysore University at Mysore in 1935 through private effort. The station was later taken over by the State Government in January 1941. At a later stage it was taken over by the Centre and shifted to Bengaluru in November 1955. In the same year, the Bengaluru AIR Station commenced its broadcast through one high power transmitter. The First A.I.R. Station in the North Karnataka region started functioning at Dharwad, on 8th November, 1950. In 1964, Vivid Bharati (CBS) was added to Dharwar unit. Opening of this station was a boon to the cultural field of North Karnataka. Auxiliary stations at Bhadravati and Kalaburgi were started in 1965 and 1966 respectively. Another low power transmitter at Mysore was inaugurated on the 14th November 1974. It was upgraded in 1989 as an independent regional station. The Mangaluru Station was inaugurated on the 14th November 1976. After 1990, seven more A.I.R. stations began to operate at places like Chitradurga and Hassan (1991), Hosapete (1992), Madikeri and Raichur (1993), Karwar (1994), Vijayapura (1997) and Ballari (2003). Consequently, by October 2006, the total number of stations has increased from 6 to 14. Among them, while Dharwad, Bengaluru and Bhadravati AIR stations have 2 x 100 KW transmitters, Kalaburgi and Mangaluru have 2

x 10 KW transmitters, Chitradurga has 6 KW and Hosapete has 2.5 KW transmitters, Hassan, Madikeri, Raichur, Karwar and Vijayapura have 2x3 KW transmitters, whereas Mysore has only 1 KW transmitter. It is proposed to equip the AIR station at Mysore with 10 KW transmitters to broadcast the routine programmes more effectively. For the purpose of broadcasting Vividh Bharati Programmes separate low powered transmitters have been set up at Bengaluru and Dharwad. Both the Stations are attached with regional news units which bring out three regional Kannada news bulletins daily. The radio stations cover about 96% of the State's population. FM (Frequency Module) stations operating at Bengaluru (FM) Rainbow (2001) and Amruthavarshini (2004) serve the listeners of Mysuru, Mangaluru, Vijayapura and other places with news and vivid cultural programmes. Along with these private F.M. stations are also serving the public with attractive cultural programmes. AIR-Bengaluru has a primary channel Vividh Bharati (CBS) (1972), FM Rainbow (2001), Amrutavarshini (2004), a classical music channel. Its local archives has the voices of more than 1300 eminent personalities of film, music, politics, social works, business, science, arts, literature and other cultural fields broadcast during the last 50 years. At the end of December 2011, there were 19 Akashavani Stations (Bengaluru, Ballari, Bhadravathi, Vijayapura, Budikote, Chitradurga, Dharwar, Kalaburgi, Hassan, Hosapete, Karwar, Madikeri, Mangaluru, Manipal, Mysore, Raichur, Sringeri, Tumakuru, and Udupi). Apart from this, Radio city, Radio Indigo, Big 92.7 F.M., Red F.M., Radio Mirchi, Raman Voice, Active Fever 104, F.M. JnanaVani, Radio Universal, Jnanavani run by Indira Gandhi Open University, and such other private F.M. stations are broadcasting programmes.

With the advent of Television in 1980, Audio-visual media Radio has been sidelined to some extent. However, by introducing variety of programmes in addition to FM's service it is again gaining importance. By 1941 there were only 21 radio sets in the Bidar district. 914 in 1955. By 1976 there were 12,97,299 licensed radio sets in Karnataka. Out of which the Bidar district accounted for 14,514. This meant that when there were 4,428 radio sets per lakh of population in Karnataka as a whole, in this district, the proportion was only 1761. After that radio sets continuously went on increasing. But from 1983 onwards statistics in this regard is not available. The policy of the central government in not insisting on the renewal of licenses of radio sets might be the reason for non availability of

information. However, the small transistor radio handsets have become popular in providing FM radio services to the consumers. The private FM station started at Kalaburgi is also serving the needs of Bidar district. Now mobile phones are used to interact through internet and social media have also become part of communication. They are also used as radio and Television.

TELEVISION

Although, Doordarshan entered India on September 15, 1959 (Delhi), Kalaburgi was the first center in Karnataka to have a relay centre. It was inaugurated on 3-9-1977 and at the outset, in a radius of 40 km. 240 villages and towns of Raichur and Vijayapura districts and Kalaburgi were benefited by community viewing. The community viewing, T.V.Sets were maintained and serviced by the Doordarshan Kendra, Kalaburgi. Bengaluru City was provided with an interim TV relay center on 1-1-1981. Initially, Bombay and Madras TV Programmes were relayed for a limited period on the selected days of the week. But programmes could be locally produced and telecast only from December 1983. In 1984, TV transmitters were commissioned at Mangaluru, Davangere, Vijayapura, Ballari, Gadag, Raichur, Dharwad, Mysuru, Belagavi and Hosapete. The full-fledged production centre of the Bengaluru Doordarshan was started in 1988. By 1998, there were altogether 46 T.V.transmitters, comprised of 4 (HPT), 39 (LPT) and 1 (OT) respectively. During 1999-2000, besides upgrading the Hassan centre from LPT to HPT (10KW), new LPT's have been commissioned at Hiriyur, Hosadurga and Dandeli along with the VLPT commissioned at Badami in Bagalkot district.

The exclusively part-time Kannada Channel, DD9 was made a 24 hours Kannada Channel (Chandana) of 12 hours of repetition, meant mainly for Kannada literary programme, socio-economic and cultural activities with 30% of commercially viable programmes. The Doordarshan Kendra, Bengaluru had earned a sum of Rs.19,61,67,100 in 1998-99 from both sponsored programmes and commercial sources, but its revenue has fallen down to Rs.12,05,87,975 for the year ending 1999-2000. So for it has succeeded in covering 75.9% of the total area and 69.8% of the total population in the State which is well below the national average of 88.5% and 75.5% respectively. It is estimated that nearly 2.8 crores of the total state population were regular T.V.viewers. There is a proposal not only

to upgrade Mysuru and Mangaluru D.D.Centres from LPT to HPT, but also install LPT's at Mudhol and Sindhanur. As on Dec.2000, 4 HPT's, 46 LPTs and 3 VLPTs were operating in the state and providing DDI, DD2 and Chandana Channel services to the people of Karnataka. As on 30-12-2012 68 (12 HPT's 49LPT's and 7 VLPT's) National transmitters were operating in the State. Accordingly the Doordarshan Maintenance Centers (DMCs) were working at Belagavi, Hosapete, Mysuru, Mangaluru, Kalaburgi, Bengaluru, Vijayapura, Davangere. Besides Doordarshan Channels like D.D-I., Chandana, privately initiated satellite channels like Udaya, Udaya Music, Udaya Movies, Udaya News, TV9, Suvarna, Kasturi, Colours Kannada, Udaya Comedy, Udaya Movie, Zee Cinema Kannada, Kids Chintu TV, Polimer Kannada Sandalwood Channel. Public Music Zee TV, Udaya Music, Raj Music, Channel UFX, Samaya News, Janashri news, Kannada Suvarna News, Kasthuri News, Raj News Tamil Channels like Sun, Raj and Vijaya. Telugu channels like Eenadu, Gemini T.V. Hindi channels like Zee, star and Sony Malayalam channels like Eenadu and Asianet Other Channels like Star, ESPN, Ten sports, BBC, Discovery, National Geographic are also available.

BENGALURU DOORDARSHAN KENDRA

The Doordarshan Kendra, through regional language satellite service started relaying Kannada programmes from 1-3-1990. It was gradually regularized from 1-11-1990. On 12-1-1992, Shivamogga had a 10 KW transmitter. As on 18-5-1993, there were 27 TV transmitters working in the State. All of them are connected to Bengaluru-Doordarshan Kendra. Apart from Kannada Programmes, the Kendra is also telecasting programmes in Tamil, Telugu, Marathi, Urdu, Kodava, Konkani and other Indian languages. About 72% of the population and an area of 86% in the State, was covered by the Doordarshan from 1993-94. The Kendra started its DD9 (Chandana) transmission from 15-8-1994. Kannada Movie club was initiated in August 1995 and the Karnataka Regional Services DDK tract was inaugurated from December 1995. FTV, MTV, Channel-V, Pogo, CNN, etc., are providing varieties of entertainment through Cable Operators. At present, local cable operators in the towns and cities are associating together to form a single city cable network, through which the programmes are telecasted within the respective city jurisdictions. DTH (Direct to Home) services have given the T.V. viewers freedom in selecting the channels according to their

taste at a cheaper rate. But still cable network has an upper hand in this regard. Under DD Direct Plus, was started by Doordarshan on 16th Dec. 2004. It is the first free DTH service offering 33 TV channels and 12 radio channels to the customers. Today, Doordarshan has two Kendras one in Bengaluru (1983) and other in Kalaburgi (1994) and maintenance centres at Bengaluru, Belagavi, Vijayapura, Davanagere, Kalaburgi, Hosapete, Mangaluru and Mysuru. As on March 2006, Doordarshan has 2 studios (there are 67 studios in the whole country) at Bengaluru and Kalaburgi, 55 (8HPTs, 47 LPTs) as National Channel Transmitters, 6 (4HPTs and 2LPTs) news channel transmitters and 7 VLPT regional channels in Karnataka. It has covered 76.2% of the area and reached 82.4% of the population in the state through its DD-1 National Channel by March 2006. It is estimated that the DD Chandana channel is being tuned by 40,78,000 households during 2006 Jan-Dec. in Karnataka. As per the TAM Annual Universe Update - 2010, India now has over 134 million house holds (out of 223 million) with television sets, of which over 103 millions have access to Cable TV or Satellite TV, including 20 million house holds which are DTH subscribers. In Urban India, 85% of all households have a TV and over 70% of all households have access to Satellite, Cable or DTH services. TV owning households have been growing at between 8-10%, while growth in Satellite/Cable homes exceeded 15% and DTH subscribers grew 28% over 2009. However, some analysts place the number of households with television access at closer to 180 million since roughly one third of all rural families may watch television at a neighboring relatives home, and argue that Cable TV households are probably closer to 120 million owing to a certain percentage of informal/unregistered Cable Networks that aren't counted by mainstream surveys. It is also estimated that India now has over 823 TV channels covering all the main languages spoken in the nation. The Ministry of Information and Broadcasting issued a notification on 11th November 2011, setting 31st March 2015 as the deadline for complete shift from analog to digital systems. In December 2011, Parliament passed The Cable Television Networks (Regulation) Amendment Act to digitize the cable television sector by 2014. Digitization, on cable and terrestrial, will be carried out in four phases, in a 3-year transition starting from 31 October 2012, and finishing on 31 March 2015. The four metros of Delhi, Mumbai, Kolkata and Chennai have to shift to digital addressability by 31st October 2012. The second phase will include 38 cities in 15 states, such as Patna,

Chandigarh, Pune Bengaluru and Mysuru by 31st March 2013. But on court directions, it has been extended. All urban areas are expected to digitize by 30th November 2014 and the remaining areas by 31st March 2015. Bidar district does not have an independent Doordarshan Kendra but it is covered by Kalaburgi Doordarshan Kendra.

To begin with in 1982, there were only nine TV sets. By 1983 the number went up to 26. Mean while, in 1984, a relay transmitter of 100 Watt capacity were established in 10 cities of Karnataka. In 1988, Bengaluru became a full-fledged TV station equipped with production and transmission facilities. A relay station with 100 Watt transmitter capacity was also established at different places in the state. As per the Government of India scheme and also due to local demand, all Doordarshan sub stations were linked with the Bengaluru Doordarshan Kendra in 1990. There by the programmes telecast from Bengaluru Doordarshan Kendra could be simultaneously viewed throughout the state. Programmes of Bengaluru Doordarshan used to be telecast from 5-30 to 8-30 pm and rest of the time programmes in Tamil, Telugu, Marathi, Malayalam, Urdu, Kodava, Konkani and other Indian languages were telecasted. Later on Bengaluru Doordarshan started a second channel in October 1993. With this Doordarshan gained much popularity. The Doordarshan became very powerful medium in reaching people through its programmes. The DTH (Direct To Home) service recently introduced by Prasar Bharathi, enables the viewers to see programmes from more than 40 national and international channels, and listen to radio programmes also, by affixing a 'set top box' and a small 'dish antenna' to their television sets. As a result of which, according to an estimate, now the services of Doordarshan have been reaching 92% of state population.

Tourism

From tourism point of view, Karnataka ranks second in the country next only to Kashmir. The state has been described as tourist's heaven. Bidar district has huge potential to become a tourist destination as it a historic district, there are beautiful tourist places at Basavakalyan, Humnabad and Bidar. Tourism department can develop this as a beautiful tourist place and earn money. Thus it can provide employments to youths as tourist guides. It can also help to generate in-come to the transporters and hotel industry.

Bidar is symbolically described as *City of Whispering Monuments*. The

mountain top town that served as the capital of medieval Deccan, has 98 monuments of which four national monuments are protected by the Archaeological Survey of India and 14 by the State Archaeology Department of Karnataka. Bidar earned a place on the World Monument Watch list of 2014. Out of the 741 proposals received from 166 countries, 67 sites from 41 countries were finally selected which were announced by WMF president Bonnie Burnham in New York on October 8, 2013. Along with “the historic city of Bidar”, two other sites in India to figure in the list were the house of Sheikh Salim Chisti in Fatehpur Sikri and Juna Mahal in Rajasthan.

Guest Houses

The Guest Houses were also called ‘Dak Bungalows’. They were used by postal department. Earlier they were under the maintenance of District Board and subsequently transferred to taluk Boards. There are Guest Houses Maintained by Forest Department and village panchayats. There were choultries under the management of Local Boards. As per the old records (by 1975) there were 25 guest houses in Bidar district. Out of which 11 are grade I, grade II, grade III Inspection Bungalows, (Basavakalyan, Bidar, Aurad and Humnabad) and four grade II pravasi mandiras (Basavakalyan, Bidar, Aurad and Humnabad), eight grade II travelers Bungalows, there were two grade II guest house and rest house each one respectively. (Basavakalyan, Bidar, Aurad and Humnabad), Now all the Guest houses were maintained by public works department. These Bungalows had facilities like Bathroom, Kitchen, and a Well in their premises. Some of them had Garage and Motor Sheds. At present there are well furnished Government Guest Houses Habsikot Guest House, Mangalpet, Bidar Forest Guest House at Dev vana Park maintained by public works department. It is believed that Habsikot Guest House was built when the then prime minister Jawaharlal Nehru visited Bidar for the first time. There are well furnished private Hotels, lodge, restaurants, darshanies etc., run by private managements are also serving the needs of tourists who visit the district. To name some of the hotels are Hotel Sapana International, Boarding and Lodging with AC Suites, Hotel Krishna Regency, Hotel Kamala Residency at Basavakalyan. Guru Nanak Guest House, Gurudwara Bidar. DCC Bank Guest House at Noubad Bidar. Hotel Ashoka Boarding and Lodging near Depak theatre Bidar. Hotel Mayura, Near Bus Stand, Bidar Kaveri Lodge, Bidar. However, there is a wide scope for the development of tourism and hotel industry in the district.