

CHAPTER VII

COMMUNICATIONS

Old-time
routes

CONDITIONS regarding transport and communications in this district were far from satisfactory in the early days. It was only in 1820 that there were two lines of road communication, one from Shikaripur to Bijapur and Sholapur and the second from the sea to the Nizam's territories through Bagalkot. Even these were mere tracks, rough and hard to cross for loaded animals and impossible for vehicles. During the rainy season when the fields were fenced, they became still narrower lanes, extremely difficult to traverse. In 1826, besides these two tracks, there was a fair road about 60 miles long starting from Pandharpur and after passing by Sangola and Jath, it ultimately reached Bijapur. In 1883, the district had three provincial roads about 172 miles long and 15 local fund roads about 380 miles long. Of the provincial roads, the Sholapur-Hubli road, which was 113 miles long, was the main line of communication between the district market towns and the Sholapur railway station. This road stretched from the Bhima river in the north through the trade centres of Bijapur and Bagalkot to the Malaprabha river in the south. The only bridges on this road were a few slab drains near Bijapur, Simikari and Govankop. The whole of it was unmetalled and it had five great unbridged river crossings. The road was fit for traffic only during the hot season and for a part of the cold season, generally from the end of November or as soon as the Krishna river was low enough to allow the road to be used. At present, the complete length of Sholapur-Hubli road is metalled and asphalted from Bijapur town in Govankop and is motorable. But, as there are some causeways, there will be interruptions for traffic over the Krishna river in mile stone number 91/4 to 92/0, over the Ghataprabha river in mile stone number 105/8 and over the Malaprabha river in mile stone number 133/1 and through traffic is held up during monsoon. The bridge across the Dhone river in mile number 72/4 and 5 has been completed. The two other provincial roads were the Pansgaon-Bagalkot road and the Bijapur-Nagaz road. The first road started from Pansgaon, passed through Belgaum district and entered the Bijapur district. It was partly passable at all times.

It was a fair road during the dry season, but was very slushy during the rains as a major portion of it passed through black soil. This road is now termed as Vengurla-Belgaum-Bagalkot-Bellary road. This has been asphalted up to Bagalkot town and cement-concreted from Bagalkot to Hungund, and classified under State Highways. The second road from Bijapur to Nagaz was about 14 miles long and was unbridged, and wherever it came across black soil it became impassable, especially during the rainy season. Now, the length is completely metalled and asphalted. The Bagalkot-Hungund road was 28 miles long and was only partly passable during the rainy season. This length has now been concreted. The Sholapur-Bellary road which was 106 miles long passed through the towns of Indi, Hippargi, Muddebihal, Hungund and Ilkal. This road was originally intended to be a military trunk road to Bellary but it was never completed. But portions of this road of Major District Road category, i.e., State Highway to Indi and Indi to Devar-Hippargi and Devar-Hippargi to Huvin-Hippargi have been completed and metalled. The other local fund roads were mostly used only in fair weather. Many of these roads were unmetalled and unbridged and presented enormous difficulties during the monsoon season. They had many river-crossings and the road traffic had to be maintained by means of ferry services. There were 43 such ferries in 1882—21 over Krishna, 12 over Malaprabha, five over Bhima and five over Ghataprabha. All these ferries belonged to the Government.

The Hotgi-Gadag railway line was started in 1881. The length of the line within Bijapur district was 123 miles. With the construction of the line, development in regard to communications was accelerated. Side by side with the railway line, feeder roads began to be formed, and in the year 1922 there were 350 miles under the District Local Board and by 1939, this had increased to 370 miles. In 1939 the total road mileage under the Public Works Department in Bijapur district was 417 miles. It had increased to 1,666 by April 1964.

During the several decades after the publication of the old Gazetteer, there has been a large increase in the number of persons engaged in transport and communications in this district. This increase is obviously due to the extension of roads and the introduction of the railway, postal services, telegraphs and telephones in this district.

Roads are now classified into five categories :—

Roads

1. National Highways,
2. State Highways,
3. Major District Roads,

4. Other District Roads, and
5. Village Roads.

The National Highways are defined as main highways running through the length and breadth of the country, connected with different parts of the other highways of various States. They also include the highways required for strategic movements of troops and defence equipment. National highways are maintained by the State Public Works Department out of Central Government funds. These roads are generally fully bridged and metalled and in recent years most of them have been black-topped.

State Highways are defined as "all other main trunk or arterial roads of a State connected up with National Highways, district headquarters and important towns within the State and serving as the main arteries of the traffic to and from district roads". These roads are maintained by the State Governments and are generally bridged and metalled. They are motorable throughout the year, except that whenever they come across causeways or submersible bridges they are subject to interruptions in traffic for short periods, especially during the rainy season. State Highways are invariably connected to National Highways.

Major District Roads are roughly of the same specifications as State Highways connecting important marketing centres with the railways, State Highways and the National Highways.

Other District Roads are subject to more frequent interruptions in traffic during the monsoon and most of them are unmetalled. They are intended for connecting important market places.

State Highways, and in most cases, Major District Roads are constructed and maintained by the Public Works Department of the State.

Village Roads are generally approach roads from the main roads to the villages and have generally an unmetalled surface.

National Highways

The Sholapur-Bijapur-Hungund-Kushtagi-Chitradurga road starts from Sholapur, a district headquarters town in the neighbouring Maharashtra State, and enters the Bijapur district near mile 19/3 and runs southwards to Bijapur city. From Bijapur, this National Highway runs through Bagewadi, Huvin-Hippargi, Muddebihal, Tangadgi, Hungund, Ilkal and Gugalmari and then enters the Raichur district. Prior to this road being made a National Highway, the length from Sholapur to Bijapur was a State Highway. The length from Bijapur to Ilkal *via* Bagewadi, Huvin-Hippargi, Muddebihal, Tangadgi and Hungund was a Major District Road. This entire length was upgraded into a

National Highway in 1962. Most of this National Highway is metalled. The total length of this National Highway in Bijapur district is about 120 miles. This road crosses the Dhone and the Krishna rivers between Bijapur and Bagewadi and Muddebihal and Hungund respectively.

The Ratnagiri-Kolhapur-Miraj-Bijapur-Hyderabad road is a **State Highways**. Starting from Ratnagiri and passing through Kolhapur, Sangli and Belgaum districts, it enters Bijapur district in the west, then runs in the north-eastern direction up to Tikota and then in the eastern direction up to Hippargi, then again to the north in the north-eastern direction up to Sindgi and later in the south-eastern direction till it reaches Gulbarga district. It covers in all a distance of about 75 miles in this district. It is a metalled and partly asphalted road, motorable throughout the year. The road crosses the Dhone river between Honawad and Tikota and its tributary between Tikota and Torvi.

Going from the west to east, the following roads either take off from this highway or are crossed by it :—

| <i>Name of Road</i> | <i>Class of Road</i> |
|------------------------------|----------------------|
| Honawad-Gothe Road | Village Road |
| Guhagar-Chiplun | State Highway |
| Karad-Jath-Tikota Road | Do |
| Ratnapur Approach Road | Village Road |
| Dandargi Approach Road | Do |
| Hosatti Approach Road | Do |
| Torvi-Atlathi Road | Do |
| Takkya Village Road | Do |
| Ukumnal-Ukli Road | Do |
| Madbhavi Approach Road | Do |
| Honnatgi Approach Road | Do |
| Kumatgi Approach Road | Do |
| Kaggod Approach Road | Do |
| Hadagali Approach Road | Do |
| Padganur Approach Road | Do |
| Devar-Hippargi-Talikota Road | Major District Road |
| Tamba Devar-Hippargi Road | Do |

The Sholapur-Hubli road starts from Sholapur and enters Bijapur district at mile 19/3 from the northern direction. At present, a portion of it upto mile 59/6 is upgraded to National Highway category. It runs from mile 59/6 in the south-western direction through Bijapur and Bagewadi taluks, Bilgi and Bagalkot and Badami taluks till it reaches the Malaprabha river on the south-western border of the district and enters Dharwar district at mile 133. It covers, in all, a distance of about 74 miles. It is an asphalted road motorable throughout the year, except during

monsoons when the Krishna river is in spate as the river is not bridged. The road crosses the Krishna, the Ghataprabha and the Malaprabha rivers over causeways.

Coming from north to south, the following roads either take off from it or are crossed by it :—

| <i>Name of Road</i> | <i>Class of Road</i> |
|--|----------------------|
| Jalgeri-Yatnal Road | Other District Road |
| Ratnagiri-Kolhapur-Miraj-Jam- khandi-Bijapur-Hyderabad Road. | State Highway |
| Malwad-Almatti Road | Other District Road |
| Malghan-Chimmalgi Road | Do |
| Mamdapur Road | Do |
| Branch Road near Kolhar | Village Road |
| Kolhar-Talikota Road | Major District Road |
| Bilgi-Galagali Road | Do |
| Angewadi-Algund-Mudhol Road | State Highway |
| Gaddankeri-Vengurla-Bellary- Belgaum-Bagalkot Road | Major District Road |
| Agasarkop-Katgeri-Guledgud Road | Other District Road |
| Badami-Batkurki Road | Do |
| Badami-Mudkavi-Ramdurg Road | Do |

The Vengurla-Belgaum-Bagalkot-Bellary road starts from Vengurla and crossing Ratnagiri and Belgaum districts enters the district at mile 135/1. It runs in the eastern direction upto Bagalkot. It takes a south-easterly direction till Shirur and then runs towards the east till Hungund. This State Highway has a length of about 74 miles in this district. It passes through Mudhol, Bagalkot and Hungund taluks. It is a metalled road motorable throughout the year. It crosses the Malaprabha river over a causeway near Kamatgi. The portion upto Gaddankeri crossing in the Bagalkot division of the Public Works Department is fully asphalted. Now, a length of about 28.5 miles has been concreted from Gaddankeri.

Going from the west to the east, the following roads either take off from it or are crossed by it :—

| <i>Name of Road</i> | <i>Class of Road</i> |
|-------------------------|----------------------|
| Mudhol-Lokapur Road | State Highway |
| Lokapur-Yadwad Road | Major District Road |
| Lokapur-Batkurki Road | Do |
| Sholapur-Hubli Road | State Highway |
| Bagalkot-Machkandi Road | Village Road |

| <i>Name of Road</i> | <i>Class of Road</i> |
|----------------------------|---|
| Bagalkot-Sangam Road | Partly Major District Road and partly Other District Road |
| Shirur-Guledgud Road | Major District Road |
| Kamatgi-Guledgud Road | Do |
| Amingad-Gudur Road | Do |
| Amingad-Aihole Road | Partly Major District Road and partly Other District Road |
| Amingad-Chittergi Road | Village Road |
| Hungund-Dhannur Road | Major District Road |
| Hungund-Ilkal Road | Do |
| Hungund-Kardi-Kodihal Road | Village Road |
| Kandgal Village Road | Do |

The Nipani-Kaladgi road starts from Nipani, enters the Bijapur district in the western border and then runs in the south-eastern direction through Mudhol till it terminates at Kaladgi. It covers a distance of about 35 miles in this district. The road is partly a State Highway till Mudhol and partly a Major District Road from Mudhol to Kaladgi. The length of the State Highway portion is about 18 miles. It is a metalled road, but part of it is motorable only in fair weather.

The following roads either take off from it or are crossed by it:—

| <i>Name of Road</i> | <i>Class of Road</i> |
|--------------------------|----------------------|
| Rabkavi-Mahalingpur Road | Major District Road |
| Mudhol-Jamkhandi Road | Major District Road |
| Mudhol-Mantur Road | Other District Road |
| Mudhol-Yadwad Road | Major District Road |
| Mudhol-Lokapur Road | State Highway |
| Katarki-Arkeri Road | Village Road |

The Mudhol-Lokapur road starts from Mudhol. Running through that taluk towards the south, it terminates at Lokapur. The total length of this road is about 13 miles and there are no important towns on this road. The road is metalled and motorable throughout the year. The bridge near Chinchkhandi across the Ghataprabha river is now complete.

The Chiplun-Karad-Jath-Bijapur road starts in Ratnagiri district and enters Bijapur district from the west at mile 175/3 and runs in a south-eastern direction till it reaches Tikota at mile 189/7. It covers a distance of about 15 miles in this district and does not cross any major river. It is a metalled road motorable throughout the year. The Jamkhandi-Mudhol Road which was formerly a

Major District Road is now classified under State Highways. The length of this road is just twelve miles and it is asphalted and motorable throughout the year.

The Bijapur-Bableshtar-Jamkhandi Road is a State Highway. The length of this road is about 38 miles. It crosses the Dhone river near Sarwad and the Krishna river near Chikka-Padasalgi, where submersible bridges across both the rivers have been constructed. The road is asphalted and motorable throughout the year.

The Hippargi-Sindgi-Moratgi road runs in a north-easterly direction through Sindgi taluk till it reaches the border of the district. The total length of the road is about 14 miles. It is metalled and motorable only in fair weather season due to unbridged crossings at various points.

**Major
District
Roads**

The Kudchi-Jamkhandi road is a Major District Road. Starting in Belgaum district, it enters Bijapur district in the west. The length of this road in this district is about 22 miles. It is an asphalted road, motorable throughout the year.

The Rabkavi-Mahalingpur road connects Rabkavi, a town in Jamkhandi taluk with Mahalingpur in Mudhol taluk. The length of this road is about five-and-a-half miles. Rabkavi and Mahalingpur are the only two important towns on this road. The road is asphalted and motorable throughout the year.

The Kolhar-Talikot road starting from Kolhar, a village in Bagewadi taluk, is connected to the Sholapur-Hubli road. It runs in a north-eastern direction through Bagewadi taluk till it reaches Bagewadi town and then in a south-easterly direction through Bagewadi and Muddebihal taluks till it finally reaches Talikot. The total length of the road is just 40 miles excluding a part of the road from Bagewadi to Huvin-Hippargi (seven miles) which is upgraded and is called a National Highway. It is a metalled road and motorable throughout the year.

The Talikot-Salvadgi road passes through Muddebihal taluk till it reaches the border of Bijapur district. The total length is just nine miles and it is a metalled road, motorable throughout the year.

The Shirdhon-Indi Road starts from Sangli district border and runs in a south-easterly direction and ends at Indi. The length of this road is about 26 miles. Out of this, only 9 miles are asphalted. There is a crossing across the Bor stream and a bridge is constructed at Chadchan. The road is motorable throughout the year.

The Badami-Ramdurg road has a length of 18 miles and connects Sholapur-Hubli road at Kulgeri cross at mile 14. The road is completely metalled and asphaltting is now in progress. It is motorable throughout the year except during heavy rains when some unbridged streams obstruct the traffic for about 6 to 8 hours.

The Bagalkot-Sangam road is an ex-DLB road transferred to Public Works Department. It has a length of 25-2-0 miles and connects Bagalkot with the holy place of Sangam. The complete length of road is being asphalted. The road is motorable throughout the year. During heavy rains, however, traffic is held up for some hours.

The Gadag-Badami road connects the important business centres like Gadag, Ron, Badami and is of much use after the construction of two bridges near Cholachgud and Belur.

The Amingad-Gudur road will be the shortest route to connect Badami Railway station to Pattadkal, etc. The bridge at Pattadkal is nearing completion.

Amingad-Aihole road, having a length of 5-5-0 miles, connects Aihole, a place known for historic temples. It has been asphalted. There are also other major district roads in the district.

The roads of this description in this district in all covered a distance of 604 miles, of which 568 miles were metalled or asphalted in 1964.

Bijapur district had in all about 2,129 miles of road of which 1,167 miles were surfaced and 962 miles were unsurfaced as on 31st March 1964. The road mileage per square mile in the district worked out to 0.32, out of which 0.17 was surfaced and 0.15 unsurfaced. The State average of road mileage per square mile was 0.42 in 1964. Considering the road length based on area and population of the district, one mile of road in this district serves about 780 persons and an area of 3.1 square miles.

The statement below gives classification-wise break-up of mileage of roads in charge of the Public Works Department in Bijapur district as on 31st March 1964 :—

| <i>Category</i> | <i>Mileage</i> |
|-----------------------------|-----------------------|
| (1) National Highways .. | 119-5 |
| (2) State Highways .. | 333-4 |
| (3) Major District Roads .. | 604-1 |
| (4) Other District Roads .. | 375-4 |
| (5) Village Roads .. | 233-0 |
| Total .. | <u>1,665-6</u> |

In 1965, the Taluk Boards in Bijapur district maintained 462.5 miles of roads, out of which 27.4 miles were surfaced and the rest unsurfaced. The Forest Department does not maintain any roads in the district.

The following statement shows surface-wise break-up of mileage of roads in charge of the Public Works Department in Bijapur district as on 31st March 1964.

| <i>Category</i> | <i>Mileage</i> |
|--------------------------------------|----------------|
| (1) Cement-concreted .. | 28.4 |
| (2) Black-topped .. | 427.7 |
| (3) Water-bound Macadam .. | 682.2 |
| (4) Other kinds of surface treatment | 272.5 |
| (5) Natural soil .. | 254.5 |
| Total .. | 1,665.6 |

During the First Five-Year Plan, a sum of Rs. 44,78,990 was spent on construction and improvement of roads in the district. The corresponding figure for the Second Plan period was Rs. 47,73,627. By the end of the Second Plan, about 80 per cent of the villages had been connected by roads.

The following statement shows expenditure incurred on roads in the district from 1961-62 to 1963-64 :—

| <i>Year</i> | <i>Construction</i> | <i>Repairs</i> | <i>Total</i> |
|-------------|--------------------------|----------------|--------------|
| | <i>(Rupees in lakhs)</i> | | |
| 1961-62 .. | 32.82 | 17.70 | 50.52 |
| 1962-63 .. | 30.33 | 21.31 | 51.64 |
| 1963-64 .. | 11.85 | 18.27 | 30.12 |

Bridges

Many roads in Bijapur district are not fit for traffic in the rainy season. They are passable only in dry seasons. Even taluk headquarters are sometimes cut off from the district headquarters during the rainy season. When it rains heavily, Bijapur town has only one outlet towards Jamkhandi. All other routes become impassable, when heavy rains set in. The need has arisen, more pressing indeed, to have all-weather communication between taluk headquarters and the district headquarter town. The Bijapur-Jamkhandi State Highway crosses the Krishna river at Chikka-Padasalgi, where a bridge has recently been constructed. Further, the river Krishna crosses the Sholapur-Hubli State Highway near

Kolhar. As regards the Dhone river, it crosses the State Highway near Honwad. There is a proposal for constructing a bridge at this site. A bridge has already been commissioned across the Dhone river on the Bijapur-Jamkhandi road near Sarwad. Construction of a bridge on the Bhima river at Devangoan is in progress.

Construction of the following bridges has been completed in the district since 1961-62 :—

1. Bridge across the Ambalnur Nalla near Ambalnur on the Talikot-Devar-Hippargi Road.
2. Bridge across the Ilkal Nalla in municipal limits of Ilkal on the Ilkal-Kaladgi Road.
3. Bridge across the Ghataprabha River near Chinchkhandi on the Mudhol-Lokapur Road.
4. Bridge across the Vibhuti Nalla near Vibhuti village on the Indi-Sindgi Road.
5. Bridge across the Katarki Nalla near Katarki village on the Nipani-Kaladgi Road.
6. Bridge across the backwaters of the Krishna River near Galgali village on the Jamkhandi-Yadahalli Road.
7. Bridge across the Sasvi Nalla near Belur on the Gadag-Badami Road.
8. Bridge across the Dhone River near Honganhalli on the Sholapur—Hubli Road.
9. Bridge across the Malaprabha River near Cholachgud on the Gadag—Badami Road.
10. Bridge across the Nagathan Nalla at mile No. 9/5 of the Bijapur—Indi Road.
11. Bridge across the Rangasamudra Nalla on the Badami Railway Station—Pattadkal—Gudur Road.

Construction of the following bridges was in progress in 1965 :

1. Bridge across the Dhone River near Satihal on the Devar-Hippargi—Huvini-Hippargi Road.
2. Bridge across the Bhima River near Devangaon on the Afzalpur—Devangaon Road.
3. Bridge across Malaprabha river near Pattadkal on Badami Railway Station-Pattadkal-Gudur Road.

In addition to these, the plans and estimates for constructing a bridge across Dhone river near Hittinhalli on National Highway No. 13 at an estimated cost of about 14 lakhs of rupees has been sanctioned and the work has been taken up.

With the commissioning of the bridge across the Krishna river near Chikka-Padasalgi on the Bijapur-Jamkhandi Road recently

vehicles are able to pass uninterruptedly between Bijapur and Dharwar districts.

The following statement shows expenditure incurred on roads and bridges (including their repairs) in Bijapur district from 1956-57 to 1960-61.

| 1956-57 | 1957-58 | 1958-59 | 1959-60 | 1960-61 |
|--------------------------|---------|---------|---------|---------|
| <i>(Rupees in lakhs)</i> | | | | |
| 7.37 | 7.13 | 10.66 | 16.10 | 30.54 |

Amounts expended on bridges in the district during the three years from 1961-62 to 1963-64 are indicated below :—

| <i>Year</i> | <i>Construction</i> | <i>Repairs</i> | <i>Total</i> |
|--------------------------|---------------------|----------------|--------------|
| <i>(Rupees in lakhs)</i> | | | |
| 1961-62 | .. 16.23 | 0.25 | 16.48 |
| 1962-63 | .. 18.39 | 0.30 | 18.69 |
| 1963-64 | .. 23.46 | 0.37 | 23.83 |

Railways

Bijapur district is served by the Sholapur-Gadag line which is a meter gauge branch line on the Southern Railway. This was one of the three lines opened in the South Deccan Region in the eighties of the last century. Construction of the Hotgi-Gadag section was begun in 1879 as a famine relief measure but was given up for a short time. It was again started in 1881 and finally handed over to the Southern Maratha Railway Company in 1884. It became a part of the Madras and Southern Maratha Railway Company in 1908. The management of this section continued to be in the hands of this Company till it was transferred to the Government of India. Under the re-grouping of the railways, this line was transferred in 1951 to the Southern Railway of which it forms a part now. The route starts from Sholapur which is its terminus in the north, and enters the district at the crossing of the Bhima river south of Hotgi. It then traverses a distance of 126 miles in this district from north to south crossing four big rivers and cutting across the taluks of Indi, Bijapur, Bagewadi, Bagalkot and Badami. It enters the territory of Dharwar district near Hole-Alur station, where a bridge has been constructed over the Malaprabha river.

To the south of the Bhima river, this railway line runs along one of the many high ridges and rising steadily towards the south-west reaches the small valley in which Lachyan station is situated. From here it runs on hard flat ground and passing through the dry barren lands of Indi taluk, proceeds along another steep narrow ridge marked by portions of undulating ground. South of Bijapur, the track runs along the high ground to the west of the Bijapur-Kaladgi road and passing through the rich black soil of the Dhone valley crosses the Dhone river, the bridge over which consists of eight spans of 100 ft. each. The line crosses the river Krishna close to Sitimani station, over a bridge consisting of 21 spans of 150 ft. each supported on stone masonry piers and abutments. South of Bagalkot, the line crosses the rich black soil track till it enters low hill ranges and reaches Guledgud. The line curls round the north Malaprabha range of the hills and passing Badami station enters the district of Dharwar near Hole-Alur where a bridge has been constructed over the river Malaprabha. This railway line passes through three well-marked belts in the Bijapur district. The countryside on the north between Bhima and Nimbali is of low billowy uplands which are for the most part barren while, to the south, the tract of rich black soil of the Dhone cuts across the district from west to east. It is, however, the rich alluvial plain which begins a little to the south of the Krishna and covers most part of Bagalkot and Hungund taluks which is noted for the production of grains, cotton, oilseeds and other agricultural products. Further south, between Bagalkot and Badami, the landscape is marked by patches of red soil, dotted with clusters of thickly wooded trees and surrounded by long ranges of hills abounding in huge masses of sandstone, limestone and building stone.

All the stations are provided with platforms, station buildings and staff quarters. At Bijapur and Bagalkot, the stations have been equipped with extended platforms to accommodate the growing traffic. These stations have also upper class waiting rooms, cloak rooms, and parcel offices. At Bagalkot, a railway siding for the Bagalkot Cement Company's factory has been provided at a distance of $1\frac{1}{4}$ miles from the station.

It must be noted, however, that the taluks of Sindgi, Bagewadi, Hungund, Muddebihal, Jamkhandi and Mudhol, which are not connected by the railway line and depend primarily on road transport, have not been directly benefited although considerable expansion in road transport has taken place in these areas particularly after the nationalisation of road transport. The development of these taluks which are noted for their agricultural production and are growing in importance has been retarded owing to the inadequacy of the road transport in handling the increasing volume of trade and traffic in these areas.

Transport

The significance of statistics of road mileage cannot be adequately appreciated, unless they are inter-related with the statistics of vehicles utilising these roads. Figures furnished by the Regional Transport Officer for 1964-65 indicate that in Bijapur district, there were 353 public carriers, 38 private carriers, 105 State carriages, 14 omnibuses, 16 motor cabs, 84 jeeps, 373 motor cars, 268 motor cycles, 48 tractors, 21 trailers, 14 road rollers and 78 other motor vehicles, the total number being 1,412. In 1963, the number of carts in this district was 52,834. These bullock carts are used for private purposes mostly agriculture. In them is carried agricultural produce from the fields to nearby villages and towns. The number of bullock carts is fairly evenly distributed in all the taluks of the district.

**State
Transport**

The introduction of State transport services is an important landmark in the field of road transport in this district. It has brought about unification of the different systems of control in passenger transport and the extension of transport services throughout the district. Its advantages to local agriculturists and businessmen are obvious. The nationalisation of road transport began in 1948 in the erstwhile Bombay State and Bijapur was one of the earliest divisions taken over by the Bombay State Transport Undertaking for the introduction of passenger transport service. The beginning of the State transport service in this district was made in March 1949 on nine routes joining Bijapur to adjoining villages and other trade centres. Thirty-nine vehicles were put into operation on a total route mileage of 450. During the course of the next nine months the expansion was very rapid and nearly half the division was covered within the first year of its operation. The total number of vehicles held by the division for operation was 89. A depot was opened at Bijapur and six garages were constructed for the maintenance of these vehicles at different places. During the first year of operation, the total effective mileage covered was 15.41 lakhs and the total revenue earned was Rs. 19.19 lakhs. The second year of operation saw the opening of 38 routes.

Expansion was undertaken in June 1950 and 41 new routes were taken over for operation. This increased the total number of routes under operation to 96. With this extension, the total route mileage covered came to 2,821 and the scheduled mileage to 11,000 operated by 92 scheduled vehicles with a total fleet of 136 vehicles attached to the division. With the doubling of the transport capacity, the number of passengers making use of the nationalised road transport service rose from 9,800 to 18,200 per day. After 1950, expansion was restricted to stray routes not exceeding three per cent every year. However, the services already taken over were augmented to meet the growing needs of

industrial and other centres. The extent of augmentation during 1963 and 1964 is indicated below :—

| <i>Particulars</i> | 1963 | 1964 |
|--|--------|--------|
| 1. No. of routes .. | 194 | 212 |
| 2. Route mileage .. | 6,338 | 7,051 |
| 3. Scheduled mileage per day .. | 18,924 | 20,470 |
| 4. Average number of passengers carried per day .. | 33,665 | 47,130 |

The total gross mileage, which was 65.36 lakhs in 1962-63, rose to 70.40 lakhs in 1963-64. It further increased to 73.21 lakhs in 1964-65. Total gross earnings were Rs. 106.11 lakhs, Rs. 126.43 lakhs and Rs. 133.57 lakhs during the years 1962-63, 1963-64 and 1964-65, respectively.

When nationalisation was introduced in 1949, the undertaking was a Government Department. In December 1950, it was made a public corporation. This division, which was a part of the Bombay State Road Transport Corporation, was transferred to the new Mysore State with effect from 1st January 1957, whereupon the division again became a part of a Government Department. Later in 1961, the State Government set up the Mysore State Road Transport Corporation and this Division formed a part of it.

From a perusal of the figures furnished by the State Transport Division, Bijapur, for May 1965 it is seen that 233 routes were being managed by the Corporation in the area. The number of schedules was 166 and the number of scheduled mileage for the month worked out to 21,706. The total number of passengers carried in May 1965 was 17,47,267 and the traffic revenue during the month was Rs. 16,07,951.

There were in all five bus depots in the district in 1964-65 located at Bijapur, Bagalkot, Jamkhandi, Muddebihal and Badami. A divisional workshop is functioning at Bijapur.

The Road Transport Corporation, Bijapur Division, is running six inter-State routes between Bijapur district and neighbouring districts of Maharashtra State, *viz.*, Bijapur to Jath, Bijapur to Sholapur, Chadehan to Sholapur, Bijapur to Miraj, Bijapur to Sangli and Bijapur to Pandharpur. **Inter-State routes**

From the district, Road Transport Corporation buses are routed to other districts in the Mysore State. In all, there are 22 such routes, *viz.*, Bijapur to Belgaum, Bijapur to Gulbarga, Bijapur to Hubli, Bijapur to Raichur, Bijapur to Shedbal, Badami to Bailhongal, Badami to Gadag, Badami to Hubli, Badami to Ron, **Inter-District routes**

Bagalkot to Gajendragad, Bagalkot to Gulbarga, Bagalkot to Hubli, Bagalkot to Raichur, Bagalkot to Saundatti, Jamkhandi to Belgaum, Jamkhandi to Chikodi Road, Jamkhandi to Gadag, Jamkhandi to Hubli, Jamkhandi to Kudchi, Jamkhandi to Raibag, Mudhol to Chikodi Road and Talikot to Surpur.

**Admini-
stration**

The Divisional Controller is the head of the Mysore State Road Transport Corporation Division at Bijapur. He is assisted by a Divisional Traffic Officer and a Divisional Mechanical Engineer. All these Officers are responsible to the General Manager of the Mysore State Road Transport Corporation, Bangalore.

The various routes spread over the entire division are so planned that important centres of agricultural and industrial production are linked to trade centres and market places. The State Transport Service has seen to it that not only more comfortable and quicker means of transport are provided within the district, but also that the district is connected with the adjoining districts much more effectively. With a view to providing safe and comfortable journey, the State Transport plies buses with cushioned seats. No overloading is permitted; facilities for booking and reservation are provided at all important stations and terminals. Accommodation is available in accordance with priority. Sheds, stands, canteens, lavatories and drinking water facilities are provided at all important stations. Special arrangements are made on special occasions like fairs, melas, at ordinary rates. Casual contract service is also provided at reasonable rates. Regularity of services and speed limits are strictly observed and quick relief service is made available in case of breakdowns. The rates charged by the State Transport are common throughout the State.

**Labour
Welfare**

Since the Bijapur Division was one of the earliest to be taken over by the State Transport Undertaking, labour welfare activities have developed well in this division. An Employees' Welfare Association has been formed to attend to welfare activities. Facilities for indoor and outdoor games are provided, besides reading rooms. Rest rooms are also provided to workers and a laundry is maintained for the upkeep of staff uniform. Picnics and lectures are occasionally arranged in which members of the families of the workers participate. Local-Committees and Welfare Clubs have been formed for conducting welfare activities at depots and garages. A Workers' Committee consisting of the representatives of the workers and the representatives of the office has been constituted. Meetings and group talks are also arranged by the Labour Welfare Officer.

The State Transport Corporation had also undertaken the operation of goods traffic from September 1953. The trucks

maintained by this division were mainly utilised for transport of foodgrains. However, later the goods traffic wing of the division was discontinued while the parcel transport facilities have been continued as before. There are also a few private carriers to whom permits and licences have been granted by the Regional Transport Officer. Licences are granted to those persons who possess sufficient equipment of their own for transportation of goods by their own vehicles.

In order to facilitate transshipment of goods and passengers **Ferries** across rivers not served by bridges, ferries are maintained at different places in this district. The Public Works Department and the Taluk Boards who auction the right of plying ferries to contractors lay down a schedule of rates to be charged by them. The original rate per passenger was fixed at one anna per passenger but was increased later to 20 paise per head. There are different rates for the ferrying of carts, motor cars, motor cycles, tongas, animals, loaded or unloaded, etc. Most of the ferries maintained by the Taluk Boards are seasonal.

A characteristic feature has been the very considerable number of streams and rivers crossing the countryside of this district. There have not been many major bridges over the streams and rivers. Recently, however, the Bijapur-Jamkhandi road has got the new bridge over the Krishna river which has been instrumental in greatly improving the communication facilities in this part of the district. Other approach roads have also come into existence after the construction of this bridge. A high level causeway was constructed in 1951-52 by the then District Local Board on the Bijapur-Indi road. A low level causeway was constructed on the same road in the same year. Three metalled dips, one on the Indi-Tamba road, the second on the Bilgi-Galgali road and the third on the Huvini-Hippargi road were constructed by the then District Local Board in 1953-54.

A circuit house, travellers' bungalows, inspection bungalows, **Rest houses and dak bungalows** Forest Department bungalows and tourist bungalows are being maintained by the State for the convenience of officers touring the district in the course of their duties as well as for the travelling public. Many of these bungalows are generally provided with furniture, crockery and cooking utensils. Some of them have cooks to provide food for the occupants. Besides these bungalows, there are also dharmashalas and choultries for the general public. At present, there are inspection bungalows at the following places :—

Bijapur, Managoli, Bagewadi, Muddebihal, Hullur, Jamkhandi, Mudhol, Savalgi, Kolhar, Tikota, Hippargi, Zaiki, Chadchan, Sindgi, Mulwad, Indi, Almel, Nad, Kumatgi, Talikot, Bagalkot, Hungund, Kadalg, Bilgi and Kulgeri.

There are travellers' bungalows at Badami, Bijapur, Bagalkot, and Talikot. There is one circuit house at Bijapur and tourist bungalows at Bijapur, Badami and Aihole.

Low income group rest houses at Badami and Aihole, sufficient for accommodating 25 and 22 persons respectively, have been constructed recently for the convenience of the tourists visiting these places. There is also a low income group tourist home, class II, at Bijapur, which can accommodate 25 persons.

A travellers' bungalow at Ilkal with two suites and small rest houses at Sangam and Pattadkal have also been constructed recently. All these rest houses and bungalows are under the control of the Public Works Department. A list of rest houses and dak bungalows in the district is given in the Appendix.

The various municipalities in this district maintain dharmashalas and rest houses at Bagalkot, Bijapur, Guledgud, Ilkal, Jamkhandi, Mahalingpur, Mudhol, Rabkavi and Terdal. Dharmashalas are also generally situated at places important from the point of view of trade, industry, fairs and pilgrimage.

Post Offices

At the time of the compilation of the old Bijapur Gazetteer, Bijapur which formed a part of the Southern Maratha or Bombay Karnatak postal division contained 30 post offices of which two were head offices, 15 sub-offices and 13 village offices. The head offices were situated at Kaladgi and Bijapur. Letters were delivered by 14 postmen in towns and villages and in some villages, besides these postmen, postal runners were employed to carry the letters. In the villages which were without post offices and which were served by offices at some distance from them, letters were delivered by 31 village postmen. Money orders were accepted and issued at all post offices including the village post offices. Savings bank facilities were provided only at two head offices and 12 sub-offices. Mails to and from Bombay were carried by the Great Indian Peninsular Railway to Sholapur and from there to Bijapur by postal runners. There was only one telegraph office and that was in the city of Bijapur. Since 1884, considerable progress has been made in the sphere of postal development in this district. There is now a postal division at Bijapur covering the whole of this district. Besides the receiving and distributing head offices situated at Bijapur and Bagalkot towns, there were, in 1965, 58 departmental sub-offices, 18 extra-departmental sub-offices, 502 extra-departmental branch offices and 31 combined offices.

Telephone Exchanges

In 1965, there were 16 telephone exchanges and 14 public call offices in the district. The following list indicates the telephone exchanges together with the number of connections in 1965 :

| | | |
|-------------------|----|-----|
| Badami (Manual) | .. | 21 |
| Bagalkot (Manual) | .. | 189 |

| | | |
|----------------------------|----|-----|
| Bijapur (Manual) | .. | 378 |
| Galgali (Auto) | .. | 10 |
| Guledgud (Auto) | .. | 39 |
| Hungund (Auto) | .. | 14 |
| Ilkal (Auto) | .. | 34 |
| Indi (Manual) | .. | 20 |
| Jamkhandi (Manual) | .. | 46 |
| Mahalingpur (Auto) | .. | 31 |
| Muddebihal (Manual) | .. | 23 |
| Mudhol (Auto) | .. | 26 |
| Rabkavi-Banahatti (Manual) | .. | 51 |
| Sindgi (Auto) | .. | 15 |
| Talikot (Manual) | .. | 28 |
| Tikota (Auto) | .. | 5 |

Public call offices are located at Almel, Amingad, Bableshwar, Bagewadi, Banahatti, Bilgi, Chadchan, Kaladgi, Kerur, Nalatwad, Nidgundi, Savalgi, Sindgi, Telgi and Terdal. All these public call offices have messenger service facilities.

At Almel, Bilgi, Kaladgi, Nidagundi and Sindgi subscribers are connected to public call offices.

The sale of post cards, postage stamps and the acceptance and issue of money orders are done at all the post offices including the branch offices. Mails are now carried in this district by rail, motor buses and in some cases by postal runners.

The use of radio receiving sets in this district began in the early thirties of this century. Since then, this aspect has made a steady progress in this district. The Indian Posts and Telegraphs Department had issued about 6,833 radio licences in the year 1965 in respect of domestic sets, rural sets, community receivers and school sets.