

CHAPTER 9—TRANSPORT AND COMMUNICATIONS.

IN THE EARLY DAYS OF BRITISH OCCUPATION, the state of communications in the Dharwar district, as in other districts was far from satisfactory, and even as late as 1844 there were hardly any roads which were suitable for bullock carts in all seasons of the year. Traffic was generally carried on by means of pack bullocks along rough tracks most of which were not passable during the wet season. Long-distance traffic was almost entirely by means of pack bullocks, and even within the district no better agency could be employed. Even in 1856, the only made and bridged roads in the district were about 27 miles of the Poona-Harihar Road north of Hubli up to the frontier of the district, and about 22 miles of the Dharwar-Kumta Road which stretched south-west beyond Hubli to Kumta *via* Mundgod, Sirsi and the Devimani pass. Only in 1866 the Varada river, which was an obstacle on the Poona-Bangalore Road, was bridged at about 50 miles south of Dharwar. The financing of roads from local funds, which was commenced in 1864, placed increasing funds in the hands of the district authorities for improving and *muruming** roads and then road development went on apace. By 1884 improvement had been effected to such an extent that over many parts of the district the *Banjaras* with their pack bullocks, a common sight formerly, became a rare phenomenon.

INDICATIVE OF THE CHANGE THAT HAS TAKEN PLACE SINCE 1884 (when the Dharwar District Gazetteer was first published), not only in road transport but over the entire field of transportation and communications, is the following tabulated statement of the number of

CHAPTER 9.

—
Transport and
Communications.
INTRODUCTION.

CHANGES IN
TRANSPORT AND
COMMUNICATIONS
SINCE 1884.

* "Muruming" consists in spreading the road surface evenly with decayed trap.

CHAPTER 9. persons engaged in various branches of transportation and communications in the years 1881 and 1951 :—

Transport and
Communications.
CHANGES IN
TRANSPORT AND
COMMUNICATIONS
SINCE 1884.

TABLE No. 1.

DHARWAR DISTRICT—NUMBER OF PERSONS ENGAGED IN TRANSPORT AND COMMUNICATIONS FOR THE YEARS 1881 AND 1951.

	1881.	1951.
Road ..	1,982	3,611
Rail ..	Nil	3,025
Post, Telegraph, Telephone, and Wireless Services ..	2 ^a	552 ^b
Waterways ..	30 ^c	110
Storage and Warehousing ^d ..	4	10
Total ..	2,018	7,308

These employment figures indicate that despite considerable development of railways, even in the year 1951, as in 1881, it was transport by road that enjoyed pre-eminence among the means of transport in the district.

ROADS.
Classification.

ROADS IN DHARWAR DISTRICT, as in other districts, are now classified, according to their importance, into four categories, namely, (i) National Highways, (ii) State Highways, (iii) Major District Roads, (iv) Other District Roads.

“National Highways” have been defined as “main highways serving predominantly *national*, as distinct from State, purposes, running through the length and breadth of India, which together form a system connecting (by routes as direct as practicable) major ports, foreign highways, capitals of States, and including highways required for strategic movements for the defence of India.”

“State Highways” have been defined as “all other main trunk or arterial roads of a State connecting up with National Highways or State Highways of adjacent States, District Head-quarters and important cities within the State, and serving as main arteries of traffic to and from District Roads”. These are usually maintained by State Governments and are generally bridged and metalled and are completely motorable throughout the year, except that sometimes where there are causeways or submersible bridges, traffic may be interrupted in the monsoon for very short periods. State Highways usually have connections with National Highways.

a In 1881 the number is shown against the head “Communications by Message”.

b The break-up of this figure is : Post 480, Telegraph 48, Telephone 19 and Wireless 5.

c This is shown against the head “Canals and Rivers”.

d In 1881, the head is only “Storage”.

“Major District Roads” are roughly of the same specifications as State Highways. These roads connect important marketing centres with Railways, State Highways and National Highways.

“Other District Roads” are also of the same type as Major District Roads, except that they are subject to more frequent interruptions of traffic during the rains. They also serve market places. These are generally unmetalled and have *murum* surface.

The State Highways and, in most cases, the Major District Roads are also constructed and maintained by the State Public Works Department, but the cost, unlike in the case of the National Highways, is met out of State Funds.

“NATIONAL HIGHWAY”: **Poona-Bangalore Road**: The Poona-Bangalore road is the only National Highway passing through the Dharwar district. Leaving Poona and crossing the districts of Poona, Satara-North, Satara-South, Kolhapur and Belgaum, it enters the north-west border of the Dharwar taluka at mile 245-1-385 and runs through the entire length of the district in a NW-SE direction until it reaches the Tungabhadra, crosses it over a bridge and runs beyond to Harihar and Bangalore. It covers in all about 108 miles in the district, passing through the talukas of Dharwar, Hubli, Kundgol, Shiggaon, Haveri, Byadgi and Ranebennur. It touches the following places in its stretch*:-

Tegur	..	(m. 247)
Mummigatti	..	(m. 255)
Dharwar	..	(m. 260-4-436 : T.B.)
Hubli	..	(m. 272 T.B. & D.B.)
Tirmalkop	..	(m. 286 : D.B.)
Shiggaon	..	(m. 301 : D.B.)
Munavalli	..	(m. 305)
Bankapur	..	(m. 308 : R.H.)
Haveri	..	(about m. 320 : R.H.)
Motebennur	..	(m. 327 : D.B.)
Ranebennur	..	(m. 340 : R.H.) &
Chalageri	..	(m. 347).

It then crosses the Tungabhadra over a well-built bridge at m. 353-0-622, and enters Mysore territory near Harihar. There is only one bridge within this district which this Highway crosses, and it is at m. 312 over the Varada river.

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

Place or point of junction.	Name of Road.	Class.†
Mummigatti	.. Mummigatti-Belvadi	ODR
	{ Dharwar-Goa	MDR
	{ Dharwar-Haliyal	MDR
Dharwar	.. { Dharwar-Saundatti	MDR
	{ Dharwar-Kalghatgi	ODR
	{ Dharwar-Byahatti	ODR
Hubli	.. { Karwar-Bellary	SH
	{ Sholapur-Hubli	SH

* T.B. stands for Travellers' Bungalow; D.B. for District Bungalow; R.H. for Rest House; F.B. for Forest Bungalow; and I.B. for Inspection Bungalow.

† SH stands for State Highway; MDR for Major District Road; and ODR for Other District Road.

CHAPTER 9.

— Transport and Communications. ROADS. Classification.

Poona-Bangalore
Road.

CHAPTER 9. — Transport and Communications. ROADS. National Highway. Poona-Bangalore Road.	Place or point of junction.	Name of Road.	Class.*
	m. 277	.. Kotgondhunshi-Kundgol	ODR
	Tiramalkop	.. Kumta-Hubli	SH
	Shiggaon	.. Shiggaon-Savanur	ODR
	Munavalli (305 m.)	.. Gadag-Pala	MDR
	Bankapur	.. Bankapur-Yellapur	ODR
	Haveri	.. Havanur-Yekkambi	MDR
	Motebennur	.. Motebennur-Byadgi	ODR
	Ranebennur	.. { Halgeri-Ranebennur	ODR
		.. { Ranebennur-Guttal	ODR
	Karur	.. Halgeri-Karur	ODR

State Highways. "STATE HIGHWAYS": (I) **Karwar-Bellary Road**: This road starts from the port of Karwar in North Kanara and enters the Kalghatgi taluka of the Dharwar district at m. 74-5-0, and in its course through the district passes through the talukas of Kalghatgi, Hubli, Naval-gund, Gadag and Mundargi. The course of the road as a State Highway is only up to Gadag, a length of nearly 61½ miles. This highway is concreted from Devikop to Hubli, a length of more than 22 miles. The stretch beyond Gadag to Hesrur on the border between the Mundargi Peta and the Bellary district of Mysore State is only a Major District Road.

After crossing into the Dharwar district from the Kanara district, it runs in north-easterly direction towards Hubli and from Hubli in a more or less easterly direction to Gadag (m. 136 D. B.) and touches the following places on its way†:

Devikop	.. (m. 81 : F.B.)
Kalghatgi	.. (m. 85)
Dastikop	.. (m. 87 : D.B.)
Ugginkeri	.. (m. 92)
Chalmatti	.. (m. 95)
Hubli	.. (m. 102-2-145 : T.B. & D.B.)
Shirguppi	.. (m. 111-6-0)
Nalavadi	.. (m. 115-7-0)
Bhadrapur	.. (m. 120)
Annigeri	.. (m. 124 : T.B.)

It crosses the Hubli-Gadag railway line at m. 105. There are bridges over the river Bedti at m. 88; over the Benihalla at m. 111-5 near Shirguppi; over the minor tributaries of the Benihalla at m. 115-7 near Nalavadi; at m. 119-7 at Bhadrapur; and at m. 121-4; and over the Handiganhalla at m. 126-4.

The following roads either take off from or are crossed by this road up to Gadag:—

Place or point of junction.	Name of Road.	Class.*
Kalghatgi	.. { Kalghatgi-Tadas	ODR
	.. { Kalghatgi-Kudalgi	ODR
	.. { Kalghatgi-Bammigatti	ODR
Dastikop	.. Dharwar-Kalghatgi	ODR
Ugginkeri	.. Ugginkeri-Mishrikoti	ODR

* NH stands for National Highway; SH stands for State Highway; MDR for Major District Road; and ODR for Other District Road.

† T.B. stands for Travellers' Bungalow; D.B. for District Bungalow; R.H. for Rest House; F.B. for Forest Bungalow; and I.B. for Inspection Bungalow.

Place or point of junction.	Name of Road.	Class.	CHAPTER 9.
Chalmatti	.. Chalmatti-Mishrikoti	ODR	Transport and Communications.
Hubli	.. { Sholapur-Hubli	SH	ROADS.
	.. { Poona-Bangalore	NH	State Highways.
Annigeri	.. { Annigeri-Navalgund	ODR	(1) Karwar-Bellary Road.
	.. { Annigeri-Hebsur	ODR	
Near m. 126	.. Road to Sasvihalli	ODR	
Near m. 130	.. Road to Hulkoti	ODR	

From Gadag to Hesrur, being only a Major District Road, the stretch is not as good as that of the State Highway up to Gadag. The length is about 29 miles. It passes through Dambal (m. 150 : D.B.) and Mundargi (m. 159-5), and at Hesrur (m. 165-1 : D.B.) it stops on the banks of the Tungabhadra river. A first class ferry service is maintained at Hesrur to tranship goods and passengers across the river to Bellary district (Mysore State). There is a causeway over the Hirehalla at m. 157-6. At Mundargi (m. 160) two district roads take off to Kalkeri and Korlahalli.

(2) **Kumta-Hubli Road**: The Kumta-Hubli Road starts from the Kumta port in North Kanara and enters the Shiggaon taluka of the Dharwar district at m. 78. Its course is only through the Shiggaon taluka and Kundgol Mahal of the district. Tadas (Shiggaon taluka) is at about m. 84-4 and Tirmalkop (Hubli taluka) is at m. 87-3. Both these towns are provided with district bungalows. From Tirmalkop the Poona-Bangalore Road makes a connection to Hubli. Thus, the State Highway has only a length of nearly 9½ miles in this district. (2) *Kumta-Hubli Road.*

From Tadas on this road, district roads lead on to Kalghatgi in the north-west and to Dhundsi in the south.

(3) **Sholapur-Hubli Road**: The Sholapur-Hubli State Highway starts from Sholapur, and passing through the Sholapur and Bijapur districts, at mile 133 crosses the Malaprabha which separates the Bijapur and Dharwar districts and enters the Nargund taluka. In its course upto Hubli (m. 181-5-516 : T.B. & D.B.) it passes through the Nargund, Navalgund and Hubli talukas. It has a total length of nearly 48½ miles through the district, but not all this is maintained as a State Highway. A length of nearly 7 miles from Navalgund to Kalvad is an ordinary district local board road. A length of nearly 8½ miles from Kalvad (m. 165) to m. 177-5-516 although State Highway, is a mere earth road. From north to south the following places are touched by the road :— (3) *Sholapur-Hubli Road.*

Konnur	.. (m. 134)	Kalvad	.. (m. 165)
Nargund	.. (m. 145)	Hebsur	.. (m. 169)
Navalgund	.. (m. 157)	Kusugal	.. (m. 177)

From Nargund, three roads take off from this road, namely, one to Munavalli and Saundatti (Belgaum district); a second to Shirol; and a third to Mallapur (Ron taluka). From Navalgund there is road connection to Sudi in Ron taluka *via* Belvanki, Mallapur and Ron and to Annigeri *via* Basapur. From Hebsur a District Road runs on to Dharwar *via* Byahatti.

CHAPTER 9.

Transport and
Communications.

ROADS.

Major District
Roads.(1) *Gadag-Pala
Road.*

MAJOR DISTRICT ROADS : There are ten Major District Roads in the Dharwar district, apart from the Gadag-Hesrur section of the Karwar-Bellary State Highway, and they are described below :—

(1) **Gadag-Pala Road :** This is an important road connecting Pala in Karwar District to Gadag, and in conjunction with Gadag-Badami Road this forms a link from Karwar to Dharwar and Bijapur districts. Starting from Gadag this road has a length of a little over 64 miles in the district. It passes through the talukas of Gadag, Shirhatti, Shiggaon and Hangal. It passes through—

Harti	.. (m. 8)
Mulgund	.. (m. 12)
Magadi	.. (m. 16)
Laxmeshwar	.. (m. 24)
Yalvigi	.. (m. 32)
Savanur	.. (m. 39)
Munavalli	.. (m. 44-3-250)
Kotligeri (Bankapur)	.. (m. 45)
Maharajpeth	.. (m. 57)
Malligar	.. (m. 60).

It leaves the district boundary at mile 64-2-183 near Kaparsikop and runs on to Pala (N. Kanara ; m. 67-3-180). It intersects the Poona-Bangalore railway line near the Yalvigi railway station (m. 31), and the Poona-Bangalore National Highway at m. 44-3-250.

Lines of communication branch off from this road at Harti (m. 8) to Hosur ; at Magadi (m. 16) to Shirhatti ; at Laxmeshwar (m. 24) to Gudgeri ; at m. 38/4 to Shiggaon to the west and to Savanur Railway Station to the east ; at Kotligeri (m. 45) to Yellapur (N. Kanara) and at Maharajpeth (m. 59) to Tadas and at Malliggar (m. 60) to Hangal.

(2) *Gadag-Badami
Road.*

(2) **Gadag-Badami Road :** The Gadag-Badami Road is the northern portion of the road commonly known as the Pala-Badami Road. It has a length of about 39½ miles. It starts from Gadag and courses in a north-easterly direction up to Kotumachigi and then turns north. It touches—

Betgeri	.. (m. 2)
Narsapur	.. (m. 4)
Narayanpur	.. (m. 12-6 : I.B)*
Kotumachigi	.. (m. 14)
Abbigeri	.. (m. 17-6)
Ron	.. (m. 25-5 : D.B)*
Hirehal	.. (m. 33-1)
Kotabal	.. (m. 29-5)

and crosses the district border at m. 35-2-210. Badami, the terminal point of this road, is in the Bijapur district at a distance of about four miles from the Dharwar border.

The road crosses the Hubli-Guntakal railway line near Betgeri. From Kotumachigi (m. 14) and Abbigeri there are road connections by District Roads to Naregal. From Ron, one District Road takes off to Alur in the north-west and another to Kaujgeri in the west *via* Mallapur and Belvanki.

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(3) **Havanur-Yekkambi Road** : Starting from Havanur on the banks of the Tungabhadra in Haveri taluka the Havanur-Yekkambi Road runs west to Yekkambi in North Kanara. In its course of nearly 56½ miles from east to west it passes through—

Guttal	.. (m. 5)
Somankatti	.. (m. 12)
Agadi	.. (m. 16)
Jangamankop	.. (m. 18)
Haveri	.. (m. 23)
Hosalli	.. (m. 29)
Sangur	.. (m. 30)
Adur	.. (m. 35-4)
Balambid	.. (m. 35 RH*)
Alur	.. (m. 42)
Sammasagi	.. (m. 49-6)

CHAPTER 9.

Transport and Communications.

ROADS.

Major District Roads.

(3) *Havanur-Yekkambi Road.*

and crosses the district border at m. 50 near Sammasagi and traversing a further distance of six miles through Kanara reaches Yekkambi at m. 56-3-113. This road crosses the Poona-Bangalore Road at Haveri (m. 21-6) and there is a ferry over the Varada river at Sangur m. 29-4.

The following roads either take off from, or are crossed by, this road :—

(1) Guttal	.. (m. 5)	.. Guttal-Ranebennur.
(2) Somankatti	.. (m. 12)	.. Somankatti-Hosritti.
(3) Agadi	.. (m. 16-4)	.. Agadi-Karajgi.
(4) Jangamankop	.. (m. 19)	.. Jangamankop-Karajgi.
(5) Hosalli	.. (m. 25-1)	.. Hosalli-Devihosur.
(6) Alur	.. (m. 40)	.. Alur-Malgund.
(7) about	.. (m. 42-4)	.. Hangal-Honkan.
(8) Sammasagi	.. (m. 49-6)	.. Sammasagi-Honkan.

(4) **Shirhatti-Mundargi Road** : This road connects the head-quarters of the two relatively isolated talukas of Shirhatti and Mundargi. As a Major District Road it has only a length of 22½ miles, of which a length of 4½ miles from the Shirhatti-Mundargi border through the hilly region of Kapatgudda hills is an earth road. From m. 22-4 up to Mundargi is only an Other District Road. It passes from Shirhatti in a SSE direction upto Bellatti (m. 11) and from here it turns east and passes Bannikop (m. 16), crosses the Shirhatti border at m. 18 and reaches Mundargi (m. 29) after touching Kalkeri (m. 25).

(4) *Shirhatti-Mundargi Road.*

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CHAPTER 9.**Transport and
Communications.
ROADS.****Major District
Roads.**

- (5) *Dharwar-Haliyal Road.* (5) **Dharwar-Haliyal Road :** This road starts from Dharwar, turns in a south-west direction and passes Nigadi (m. 7), and turning west at m. 12 reaches the Dharwar district border at m. 17 near Mavinkop and goes to Haliyal in North Kanara. The total length of the road is 21 miles from Dharwar to Haliyal. This road crosses the Poona-Bangalore railway line at Saptapur (m. 2-4).
- (6) *Dharwar-Goa Road.* (6) **Dharwar-Goa Road :** Starting from Dharwar in a westerly direction, this road reaches Kelgeri at m. 2, where it crosses the Narendra-Saptapur Road. It crosses the Poona-Bangalore railway line at about 3-4 miles from Dharwar, passes Mugad (m. 6), Neralgi (m. 10) and Arvatgi (m. 13). It again crosses the Poona-Bangalore railway line at m. 14 and reaches the district border at m. 18-5. The road from there leads to the port of Marmugoa.
- (7) *Dharwar-Saundatti Road.* (7) **Dharwar-Saundatti Road :** From Dharwar this road courses a total length of 13 miles in a NNE direction to Saundatti. It passes Amminbhavi (m. 7) and Hirebelavadi (m. 13), and reaches the district border at m. 13-2. Saundatti is in the Belgaum district about a mile from the Dharwar border.
- (8) *Masur-Guttal Road.* (8) **Masur-Guttal Road :** This is an important road connecting Masur in Hirekerur taluka to Guttal in Haveri taluka. It passes through the talukas of Hirekerur, Ranebennur and Haveri. Starting from Masur this road has a length of little over 38 miles. It passes through the following villages :—

(1) Hire-Morab	.. (m. 2)
(2) Rattihalli	.. (m. 6)
(3) Dodagubbi	.. (m. 8)
(4) Dandigihalli	.. (m. 11)
(5) Harogoppa	.. (m. 12)
(6) Halageri	.. (m. 17)
(7) Ranebennur	.. (m. 21)
(8) Guddadanaveri	.. (m. 26)
(9) Kerimallapur	.. (m. 30)
(10) Honnatti	.. (m. 32)
(11) Madapur	.. (m. 34)
(12) Timmapur	.. (m. 36)

It intersects the Poona-Bangalore railway line near the Ranebennur Railway Station (m. 23) and the Poona-Bangalore National Highway at m. 21.

Lines of communication branch off from this road at Masur (m. 1) to Hirekerur; at Rattihalli (m. 5) to Tummikatti on the east and to Tavargi on the west; at Halgeri (m. 17); Harihar on the east and to Kod on the west.

- (9) *Harihar-Sammasagi Road.* (9) **Harihar-Sammasagi Road :** This is another Major District Road, starting from Poona-Bangalore Road (near Karur) in Ranebennur taluka and goes in a westerly direction upto Kod in Hirekerur taluka

and terminates near Sammasagi in Hangal taluka. It has a length of a little less than 52 miles. It passes through—

(1) Itagi	.. (m. 5)
(2) Halageri	.. (m. 9)
(3) Hediya	.. (m. 15)
(4) Kod	.. (m. 20)
(5) Sutakoti	.. (m. 22)
(6) Bhogavi	.. (m. 23)
(7) Hamsabhavi	.. (m. 27)
(8) Tumarikop	.. (m. 28)
(9) Madlur	.. (m. 31)
(10) Guddadamallapur	.. (m. 33)
(11) Tilwalli	.. (m. 37)
(12) Makarwalli	.. (m. 42)
(13) Chikhunshihosur	.. (m. 45)

CHAPTER 9.

Transport and Communications.

ROADS.

Major District Roads.

(9) Harihar-Sammasagi Road.

It intersects the Masur-Guttal road at Halgeri (m. 9) ; Motebennur-Hamsabhavi-Chikkerur road at Hamsabhavi (m. 26) ; Tadas-Gondi road at Makaravalli (m. 42) ; and Havanur-Yekkambi road (m. 51) near Sammasagi.

Lines of communication branch off from this road at Halgeri (m. 9) to Tumminakatti in the south ; at Kod (m. 20) to Hirekerur ; at Hamsabhavi (m. 27) again to Hirekerur in the south and to Byadgi in the north.

(10) Tadas-Gondi Road : This is a Major District Road starting from Tadas in Shiggaon and terminating at Gondi in Hangal taluka. It has a length of 39 miles. It passes through the villages of—

(1) Adavisomapur	.. (m. 3)
(2) Kunnur	.. (m. 5)
(3) Dhundsi	.. (m. 7)
(4) Hosur	.. (m. 9)
(5) Konankeri	.. (m. 13)
(6) Kalkatti	.. (m. 15)
(7) Nellikop	.. (m. 19)
(8) Maharajpeth	.. (m. 23)
(9) Hangal	.. (m. 28)
(10) Mavakop	.. (m. 32)
(11) Makarvalli	.. (m. 36)
(12) Hirekaunshi	.. (m. 37)
(13) Gondi	.. (m. 39)

It intersects the Yellapur-Bankapur road at (m. 13) ; Pala-Badami road at Malligar (m. 26) ; Dharma river at (m. 29) near Shirmapur ; Dharma canal near Gejjihalli (m. 30) ; Harihar-Sammasagi road at (m. 37) and the river Varada near Gondi (m. 39).

Lines of communication branch off from this road at Dhundsi (m. 8) to join Poona-Bangalore road near Gotagudi some four miles from Shiggaon.

OTHER DISTRICT ROADS : The following statement gives details of "Other District Roads" in charge of the District Local Board :—

Other District Roads.

TABLE No. 2.

DHARWAR DISTRICT—OTHER DISTRICT ROADS.

Name of the road. 1	Starting point. 2	Terminal point. 3	Total length of the road. 4	Nature of the road.		Major District Roads approached or crossed. 7
				Metalled length. 5	Unmetalled length. 6	
			M F	M F	M F	
<i>Dharwar taluka.</i>						
1. Kittur-Alagwadi Road ...	Kittur ...	Alagwadi ...	11 7	9 0	2 7	Approaches Hubli-Sholapur Road.
<i>Hubli taluka.</i>						
2. Hubli-Hebli Road ...	Hubli ...	Hebli ...	4 4	1 4	3 0	Crosses Dharwar-Hebsur Road.
3. Kusugal-Byahatti Road ...	Kusugal ...	Byahatti ...	4 0	4 0	.....	Crosses Dharwar-Hebsur Road.
<i>Navalgund taluka.</i>						
4. Hebsur-Yamanur Road ...	Karlwad ...	Yamanur ...	2 5	.....	2 5	Approaches Hubli-Sholapur Road.
<i>Kalghatgi taluka.</i>						
5. Bandur-Chalmatti Road ...	Chalmatti ...	Bandur ...	15 2	2 2	13 0	Approaches Dharwar-Haliyal Road.
6. Kalghatgi-Kanara Frontier Road.	Kalghatgi ...	Bammigatti ...	8 2	4 0	4 2	Approaches Hubli-Yellapur Road.
7. Kalghatgi-Dharwar Road.	Old Kalghatgi ...	Joining Bandur- Chalmatti Road in m. 6.	8 0	.....	8 0	Approaches Bandur-Chalmatti Road.

<i>Gadag taluka.</i>							
8. Gadag-Venkatapur Road ...	Gadag	...	Venkatapur	...	10 0	.....	10 0 Approaches Pala-Badami Road.
9. Mundargi-Korlahalli Road ...	Mundargi	...	Korlahalli	...	6 0	6 0	..... Approaches Gadag-Mundargi Hesarur Road.
10. Korlahalli-Hammigi Road ...	Korlahalli	...	Hammigi	...	10 0	.....	10 0 Do. do.
<i>Ron taluka.</i>							
11. Ron-Naregal Road ...	Ron	...	Naregal	...	9 7	.....	9 7 Approaches Gadag-Gajendragad Road.
<i>Ranebennur taluka.</i>							
12. Halgeri-Tumminkatti Road.	Halgeri	...	Tumminkatti	...	10 0	.....	10 0 Approaches Poona-Harihar Road.
13. Hulihalli-Byadgi Road ...	Hulihalli	...	Byadgi	...	7 4	4 0	3 4 Do. do.
14. Ranebennur-Gangapur Road	Ranebennur	...	Gangapur	...	4 4	.....	4 4 Do. do.
15. Ranebennur-Medleri Road ...	Ranebennur	...	Medleri	...	8 0	.....	8 0 Do. do.
<i>Hirekerur taluka.</i>							
16. Ratihalli-Tumminkatti Road	Ratihalli	...	Tumminkatti	...	7 3	.....	7 3 Approaches Masur-Guttal Road.
17. Tavargi-Rattihalli Road ...	Tavargi	...	Rattihalli	...	6 4	.....	6 4 Approaches Poona-Bangalore Road.
<i>Kundgol Mahal.</i>							
18. Kundgol-Yaliwal Road ...	Kundgol	...	Yaliwal	...	7 4	.....	7 4 Approaches Hubli-Laxmishwar Road.
<i>Shirhatti taluka.</i>							
19. Bellatti-Itagi Road ...	Bellatti	...	Itagi	...	11 0	3 0	8 0 Approaches Mundargi-Savanur Road, near Bellatti.

TABLE No. 2—*contd.*

Name of the road.	Starting point.	Terminal point.	Total length of the road.	Nature of the road.		Major District Roads approached or crossed.
				Matalled length.	Unmetalled length.	
1	2	3	4	5	6	7
<i>Shirhatti taluka—contd.</i>						
20. Bellatti-Adargatti-Laxmeshwar Road.	Bellatti ...	Laxmeshwar via Adargatti.	M F 13 0	M F	M F 13 0	Approaches Gadag-Pala Road near Laxmeshwar.
21. Battur-Kadakol Road ...	Battur ...	Kadakol ...	13 0	.....	13 0	Crosses Shirhatti-Mundargi Road.
22. Varavi-Bannikop Road ...	Varavi ...	Bannikop ...	12 0	.....	12 0	Approaches Shirhatti-Mundargi Road near Bannikop.
23. Doddur-Balehosur Road ...	Doddur ...	Balehosur ...	9 0	.....	9 0	Crosses Laxmeshwar-Bellatti Road.
24. Shirhatti-Kadakol Road ...	Shirhatti ...	Kadakol ...	10 0	.....	10 0	Approaches Shirhatti-Bellatti Mundargi Road.
25. Shirhatti-Yelisirur Road ...	Shirhatti ...	Yelisirur ...	3 0	.....	3 0	.....
26. Magadi-Yeribudihal Road ...	Magadi ...	Yeribudihal ...	7 0	.....	7 0	Approaches Gadag-Laxmeshwar Road.
<i>Shiggaon taluka.</i>						
27. Shiggaon-Attigeri Road ...	Shiggaon ...	Attigeri via Hulgur.	11 2	6 0	5 2	Approaches Poona-Bangalore Road.
<i>Haveri taluka.</i>						
28. Somankatti-Hosaritti Road..	Somankatti ...	Hosaritti ...	5 0	5 0	.....	Approaches Havanur-Yekkambi Road.

M = mile ; F = furlong.

For maintenance of all the roads in Dharwar District, save village roads, the Public Works Department of the Bombay State, the District Local Boards and the municipalities of the district are responsible for the various road lengths under their control.

CHAPTER 9.

—
Transport and
Communications.
Roads.
Other District
Roads.

Table No. 3 below gives the road mileage, both metalled and unmetalled, in respect of all the roads according to the authority which maintains them* :—

Statistics of Road
Mileage.

TABLE No. 3.

DHARWAR DISTRICT—STATISTICS OF ROAD MILEAGE.

Category.†	Metalled.	Unmetalled.	Total.
1. Public Works Deptt. Roads.	505·45	20·34	525·79
2. District Local Board Roads.	442·38	500·19	942·57
3. Municipal Roads (Total) ...	174·80	56·73	231·53
Total ...	1,122·63	577·26	1,699·89

These figures indicate that Dharwar District has in all 1,699·89 miles of road, of which 1,122·63 miles are metalled and 577·26 miles are unmetalled. These figures interpreted in relation to the area and population of the district, namely, 5,284·5 square miles and 15,75,386 persons respectively, mean that one mile of road in Dharwar District serves 926·7 persons and an area of 3·11 square miles.

* The yearly per mile maintenance charges of these roads as estimated in 1951, are as follows :—

	Rs.
(1) National Highways and State Highways ..	1,200
(2) Major District Roads ..	600
(3) Other District Roads ..	300
(4) Village Approach Roads ..	100–150

(“Examination of Quarry Sites for Road Metals in Certain Parts of The Dharwar District” by Burjor Mehta in his “Reports of Geological Surveys conducted by the Geological Survey of India in Bombay State”, Volume 1, p. 23).

† Concrete and asphalt portions, which are negligible road-lengths, have been treated as metalled roads and Kankar portions as unmetalled roads for the purposes of this table.

CHAPTER 9.

—
Transport and
Communications.
ROADS.
Statistics of
Municipal Roads.

With a view to throw some light on urban road statistics a further analysis of road mileage in the fourteen municipalities of the district is given below :—

TABLE No. 4.

DHARWAR DISTRICT—STATISTICS OF MUNICIPAL ROADS.*

Name of the Municipality			Metalled.			Unmetalled.			Total.		
			M.	F.	Ft.	M.	F.	Ft.	M.	F.	Ft.
Byadgi	...	...	3	6	200	3	2	469	7	1	9
Dharwar	...	...	56	0	0	8	0	0	64	0	0
Gadag-Betgeri	...	...	15	0	0	10	6	176	25	6	176
Gudgeri	...	...	2	0	0	0	4	0	2	4	0
Haver	...	...	4	6	100	2	7	50	7	5	150
Hukli	...	...	45	0	0	10	0	0	55	0	0
Kundgol	...	...	2	4	0	1	0	0	3	4	0
Laxmeshwar	...	...	10	0	0	5	0	0	15	0	0
Nargund	...	...	4	7	429	4	5	282	9	5	51
Navalgund	...	...	3	2	170	1	4	235	4	6	405
Ranebennur	...	...	13	0	0	7	0	0	20	0	0
Savanur	...	...	10	0	0	0	0	0	10	0	0
Shigli	...	...	1	0	0	2	0	0	3	0	0
Shirhatt	...	...	3	4	0	0	0	0	3	4	0
Total			174	6	239	56	5	552	231	4	131

Urban road mileage in Dharwar District, metalled and unmetalled, amounts to miles 174-6-239 and 56-5-552 respectively. The total works out at miles 231-4-131.

Statistics of
Vehicles in
Municipal Towns.

Table No. 5 below gives the number of vehicles plying in the municipal towns of Dharwar District. The various types of vehicles are divided among five categories distinguished from each other by the nature of the motive power used for their locomotion,

TABLE No. 5.

DHARWAR DISTRICT—STATISTICS OF VEHICLES OPERATING IN MUNICIPAL TOWNS.

Motor Vehicles	..	1,059
Horse-drawn Vehicles	..	374
Ox-drawn Vehicles	..	5,079
Bicycles	..	3,329
Hand-drawn Carts	..	130

* Concrete and asphalt portions, which are negligible road-lengths, have been treated as metalled roads and Kankar portions as unmetalled roads for the purposes of this table.

The length of roads is given in term of miles, furlongs and feet.

CHAPTER 9.

—
 Transport and
 Communications.
 BRIDGES.

SINCE A CONSIDERABLE NUMBER OF STREAMS and rivers criss-cross the countryside of Dharwar district, it has been necessary in the interests of smooth and quick road transport to build bridges over big rivers at points where roads with heavy traffic loads intersect the rivers.

The twelve major bridges and causeways in the district are described below :—

(1) The stone masonry arched bridge over the Varada river on the Poona-Bangalore National Highway at mile 311/8 from Poona. It has a linear waterway of 400 feet. It was built in 1866 at a cost of Rs. 2,46,000 approximately. This is the most important of all the bridges in the district.

(2) The recently constructed bridge over the Kumudvati with a linear waterway of 180 feet near Masur on the Ranebennur-Masur-Mysore border Major District Road. Its approximate cost is Rs. 1,72,821.

(3) The high-level causeway over the Bandar Nalla with a linear waterway of 88 feet at mile 11/4 on the Dharwar-Saundatti Major District Road. Constructed in 1952 at a cost of Rs. 1,28,962, it was thrown open to traffic on 12th September 1952.

(4) An arched bridge over river Bedti with a linear waterway of 105 feet at mile 87/8 near Dastikop on the Karwar-Bellary State Highway.

(5) The bridge (with trussed teak girders and iron ties with masonry abutments) over the Bennihalla at mile 111/5 on Karwar-Bellary State Highway near Shirguppi. This bridge has a linear waterway of 160 feet.

(6) A R.C.C. bridge over the Bennihalla with a linear waterway of 257 feet at mile 115/7 on the Karwar-Bellary State Highway near Nalavadi. This was constructed in 1939-40 at a cost of Rs. 66,882 approximately.

(7) A low level causeway over the Bennihalla with a linear waterway of 120 feet at mile 119/8 on the Karwar-Bellary State Highway near Bhadrapur. This was constructed in 1923-24.

(8) A bridge over the Bennihalla at mile 121/4 on the Karwar-Bellary State Highway with a linear waterway of 118 feet. This was first constructed in 1916-17 at a cost of Rs. 72,623 and was again reconstructed in 1941-43 with R.C.C. decking at a cost of Rs. 44,814.

(9) A bridge with iron girders over the Handigarhalla with a linear waterway of 140 feet at mile 126/4 on the Karwar-Bellary State Highway near Dundur. This was redecked in 1950-51 at a cost of Rs. 32,841.

(10) The last bridge within the district limits on the Karwar-Bellary road at mile 157/6 is over the Hirehalla river with a linear waterway of 105 feet. This is an arched bridge.

(11) A slab drain over the Hira river with a linear waterway of 150 feet on the Dharwar-Goa road at a point $\frac{1}{4}$ mile distant from Dharwar City.

(12) A low level causeway over the Budagalli Nalla with arched openings and a linear waterway of 120 feet at mile 13/7 on the Havnur-Yekkambi Major District Road. This was constructed in 1937-38 at a cost of Rs. 28,260.

CHAPTER 9.

—
Transport and
Communications.
FERRIES.

IN ORDER TO FACILITATE THE TRANSHIPMENT of goods and passengers across the rivers not spanned by bridges, ferries are maintained at 30 different places in Dharwar District. Three of them are controlled by the Public Works Department, and the rest by the District Local Boards. Both the Public Works Department and the District Local Board usually auction the right of plying ferries to contractors, laying down, however, a schedule of rates.

Maintained by
P.W.D.

The ferry maintained by the Public Works Department over the Tungabhadra river near Hesrur in Mundargi Peta is a very important one. This ferry provides the link between the districts of Dharwar and Bellary. The service is perennial. Transhipment is made by means of three boats (one wooden and two iron) owned by the Public Works Department. On an average 30,000 passengers, 15,000 cattle, 100 carts, 30 motor cars and 1,500 tons of goods are annually transhipped.

Another ferry maintained by the Public Works Department is near Havnur on Havnur-Yekkambi Road across the Tungabhadra river. This is a seasonal class I ferry and is plied with two wooden boats owned by the contractor. On an average 30,000 passengers and 80 tons of goods are annually transhipped.

The third Public Works Department ferry is across the Varada river near Sangur in Haveri Taluka. This is a seasonal class III ferry plied with two wooden boats owned by the contractor. On an average 11,000 passengers and 50 tons of goods are transhipped annually.

Maintained by
District Local
Board.

All the 27 ferries run by the District Local Board are seasonal.

There are at ten points ferries across the river Tungabhadra. They are located at Korallhalli, Shingatalur and Gumgol in Mundargi Peta; at Airani, Hirebidri, Mudenur, Medleri and Kusagatti in Ranebennur taluka and also at Itgi and Bidaralli in Hirekerur taluka. Over the river Varada the District Local Board maintains ferries at fourteen points located at Mulgund, Adur, Havangi Kudal, Balambid, Gondi and Honkan in Hangal taluka and Kalsur Devigiri, Hosaritti, Marol, Belavagi, Akkur and Karajgi in Haveri taluka. Over the river Kumudvati it maintains ferries at Rattihall and Masur in Hirekerur taluka and at Kuppelur in Ranebennur taluka.

BUNGALOWS
AND REST
HOUSES.

FOR THE LODGING OF OFFICERS of various Government department touring the district in the course of their duties, as well as for the travelling public, District Bungalows, Traveller's Bungalows, Inspection Bungalows, Forest Department Bungalows, and Rest House are maintained by the Bombay State, generally with crockery, furniture, bedding materials and other necessary articles. All these bungalows are looked after by one or more servants, and in some of them cooks are maintained to provide meals for the occupants on payment. Besides these bungalows there are *dharmashalas* and *chavdis* for the general public and subordinate officers on tour.

In the Dharwar district there are District Bungalows at Hubli, Tirmalkop, Dastikop, Tadas, Shiggaon, Dambal, Hesrur, Annigeri, Ron, Motebennur and Hirekerur; Travellers' Bungalows at Dharwar and Hubli; Rest Houses at Gadag, Bankapur, Ranebennur, Haveri, Balambid and Nagarhalli; Inspection Bungalows at Dharwar

Narayanpur and Yalavigi; Irrigation Department Rest Houses at Lakkikop, Girsinkop, Honkan, Hamsabhavi and Rattihalli; Forest Department Bungalows at Devikop, Kalkeri and Nagarhalli. The Agricultural Department maintains an inspection bungalow at the Dharwar Agricultural Farm. The District Local Board, Dharwar, maintains its own rest houses at Dharwar, Konankeri (Shiggaon), Belvanki (Ron), Naregal (Ron). The Hubli Municipality maintains a rest house at Hubli.

CHAPTER 9.

—
Transport and
Communications.
BUNGALOWS
AND REST
HOUSES.

ALL OVER THE DHARWAR DISTRICT, there is a large number of *dharmashalas*, and *chavdis* which are very prominent public buildings in villages. There are more than 500 of them in all. It is possible for even the humblest traveller to get temporary accommodation for a few days at these *chavdis* and *dharmashalas*. They are generally located at places important from the point of view of trade, industry, fairs and pilgrimage. The exact location of these *dharmashalas* and *chavdis* is given elsewhere in the Directory of Villages and Towns, but below are given their numbers in the various talukas.

TABLE No. 6.

DHARWAR DISTRICT—NUMBER OF DHARMASHALAS AND CHAVDIS IN EACH TALUKA.

Name of the taluka.	Number of Chavdis.	Number of Dharmashalas.
Byadgi ..	17	2
Dharwar ..	24	6
Gadag ..	23	12
Hangal ..	13	3
Haveri ..	25	8
Hirekerur ..	15	9
Hubli ..	15	4
Kalghatgi ..	8	7
Kundgol ..	41	8
Mundargi ..	25	7
Nargund ..	17	5
Navalgund ..	10	12
Ranebennur ..	39	10
Ron ..	42	11
Shiggaon ..	24	6
Shirhatti ..	46	16
Total ..	384	126

THE INDIAN POSTS AND TELEGRAPHS DEPARTMENT maintains a Postal Division at Dharwar. This division includes the whole of the district of Dharwar and a few other places on its outskirts. Besides the chief receiving and distributing head office at Dharwar, there are 32 sub-offices and 142 branch offices. They are distributed among various talukas as follows :—

POST OFFICES.

CHAPTER 9.

TABLE No. 7.

Transport and
Communications.
POST OFFICES.

DHARWAR DISTRICT—SUB-OFFICES AND BRANCH OFFICES OF POSTS AND
TELEGRAPHS DEPARTMENT.

Byadgi—

Sub-office : Byadgi.

Branch offices : Kadarmandalgi, Madlur, Motebennur and Sidenur.

Dharwar—

Sub-offices : Alnavar, Dharwar City, Dharwar R. S., and Madihal.

Branch offices : Agricultural College, Amminabhavi, Arvatgi, Dharwar Farm, Garag, Hebli, K. E. B. College, Morab, Mugad, Narendra, Navalur, Sadhankeri, Saraswatpur, Tadmok and Uppin-Betgeri.

Gadag—

Sub-offices : Gadag, Gadag-Betgeri and Gadag City.

Branch offices : Balganur, Harlapur, Harti, Hombal, Hosur, Hulkoti, Kadadi, Kanginhal, Kanvi, Koliwad, Kotumachigi, Kurtkoti, Lakkundi, Malsamudra, Mulgund and Sortur.

Hangal—

Sub-offices : Akki-Alur and Hangal.

Branch offices : Adur, Bammanhalli, Belgalpeth, Kusnur and Tilvalli.

Haveri—

Sub-office : Haveri.

Branch offices : Agadi, Anandvan, Devgiri, Devihosur, Guttal, Hattimattur, Havanur, Hosaritti, Kabbur, Kadkol, Kanavalli, Karajgi, Neglur and Yalagach.

Hirekerur—

Sub-office : Hirekerur.

Branch offices : Chikkerur, Hamsabhavi, Kadur, Kod, Kudapali, Masur, Nagawand and Rattihalli.

Hubli—

Sub-offices : Hubli, Hubli City, Hubli Cotton Market, Hubli Saraf-Katta and Tabibland.

Branch offices : Adargunchi, Amargol, Arlikatti, Byahatti, Gopankop, Hebsur, Ingalhalli, Kusugal, Mantur, Nulvi, Old Hubli, Shirguppi, Sulla and Unkal.

CHAPTER 9.

Transport and
Communications.
POST OFFICES.

Kalghatgi—

Sub-office : Kalghatgi.
Branch offices : Mishrikoti.

Kundgol—

Sub-offices : Gudgeri and Kundgol.
Branch offices : Hireharkuni, Ingalgi, Kalas, Kamadolli, Saunshi
and Yaliwal.

Mundargi—

Sub-office : Mundargi.
Branch office : Dambal, Doni, Hallikeri, Hirevadatti, Kalkeri,
and Petha Alur.

Nargund—

Sub-office : Nargund.
Branch offices : Konnur and Shirol.

Navalgund—

Sub-offices : Annigeri and Navalgund.
Branch offices : Alagwadi, Amargol, Arekurhatti, Hallikeri,
Ibrahimpur, Nalavadi, Shelavadi, Tirlapur and
Tuppadkurahatti.

Ranebennur—

Sub-office : Ranebennur.
Branch offices : Airani, Aremallapur, Halgeri, Itagi, Kakol,
Karur, Kuppelur, Maknur, Medleri and
Tumminkatti.

Ron—

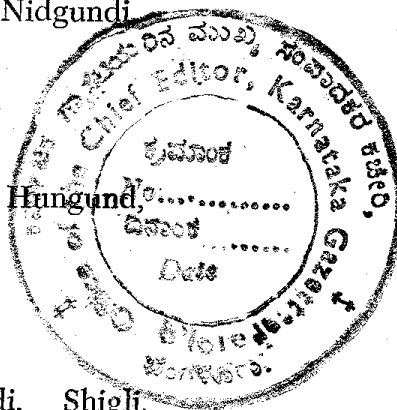
Sub-offices : Gajendragad, Hole-Alur and Ron.
Branch offices : Abbigeri, Belvanki, Halkeri, Hirehal, Hole-
Mannur, Hullur, Itagi, Jakkali, Kotabal, Kouja-
geri, Mallapur, Manasigi, Naregal, Nidgundi,
Savadi, Sudi and Yavagal.

Shiggaon—

Sub-offices : Savnur and Shiggaon.
Branch offices : Andalgi, Bankapur, Dhundshi, Hulgur, Hungund,
Hurlikuppi, Tadas and Yalivigi.

Shirhatti—

Sub-offices : Laxmeshwar and Shirhatti.
Branch offices : Bellatti, Bannikop, Hebbal, Magdi, Shigli,
Surangi and Yellavatti.



CHAPTER 9.

—
Transport and
Communications.
POST OFFICES.

At all post offices including branch offices postage stamps and post-cards are sold and money-orders issued and received. At the Head Office and sub-offices savings bank facilities are also offered to the public. Mails are carried in Dharwar Division by rail, motor buses, and in some cases, by postal runners and pony carts. Generally each post-office serves a cluster of surrounding villages. The mails are periodically cleared from and delivered to the surrounding villages by postmen employed in these post offices.

TELEGRAPH
OFFICES.

THE POSTS AND TELEGRAPHS DEPARTMENT ALSO MAINTAINS 28 telegraph offices in Dharwar district. They are all run combined with post offices in the places concerned. They are located at the following places :—

Byadgi peta	.. Byadgi.
Dharwar taluka	.. Alnawar, Dharwar (H. O.), Dharwar City, Dharwar (R. S.)
Gadag taluka	.. Gadag, Gadag City, Gadag-Betgeri.
Hangal taluka	.. Akki-Alur ; Hangal.
Haveri taluka	.. Haveri.
Hirekerur taluka	.. Hirekerur.
Hubli taluka	.. Hubli, Hubli City.
Kalghatgi taluka	.. Kalghatgi.
Kundgol peta	.. Kundgol, Gudgeri.
Mundargi peta	.. Mundargi.
Nargund peta	.. Nargund.
Navalgund taluka	.. Navalgund, Annigeri.
Ranebennur taluka	.. Ranebennur.
Ron taluka	.. Ron, Hole-Alur.
Shiggaon taluka	.. Shiggaon, Savanur.
Shirhatti taluka	.. Shirhatti, Laxmeshwar.

TELEPHONES.

THE POSTS AND TELEGRAPHS DEPARTMENT HAVE OPENED six telephone exchanges in the district, namely :—

- (1) Hubli Exchange.
- (2) Dharwar Exchange.
- (3) Gadag Exchange.
- (4) Hubli Public Call Office.
- (5) Dharwar Public Call Office.
- (6) Haveri Public Call Office.

The Dharwar exchange has a capacity for handling 100 lines. It works on the old central battery system wherein one is required to ask for the required connection at the exchange. At present it has 86 working connections and 18 extensions. The Hubli and Gadag exchanges have capacity for 150 and 60 lines respectively and they work on the same type of switch-board system as Dharwar. Hubli and Gadag have 139 and 55 working connections and 17 and 11 extensions respectively.

CHAPTER 9.

—
Transport and
Communications:
TELEPHONES.

AS A PART OF THE POLICY OF PUTTING PUBLIC MOTOR TRANSPORT ON STATE TRANSPORT. a sound footing the Government of Bombay embarked on a policy of progressive nationalisation of road transport in 1947, and set up a statutory public Corporation called the Bombay State Road Transport Corporation for owning and operating the nationalised road transport of the State. In the following paragraphs is given an account of the inception of this body and its activities in the district.

The railways which were introduced in the district in the early eighties challenged the pride of place which road transport had enjoyed since the early times among the means of communication in the district. This was the case especially in those areas which were directly served by the railways. In areas not directly served by the railways, road transport continued to hold its supremacy. With the advent of automobiles on the roads after the close of World War I (1918), roads began to regain their lost importance, and by the end of World War II, a network of road communications operated by motor vehicles had been built up. The post-war years saw further progress in motor transport. A considerable number of motor owners engaged themselves in operating both passenger and goods vehicles, employing a large number of drivers and conductors. This progress, however, was not without its drawbacks. Many of the undesirable features of private ownership of bus operation, e.g., duplication of services, uneconomic competition, lack of amenities for passengers, over-crowding, disregard of rules for the safety of passengers and speed limits, and absence of healthy employer-employee relations, cropped up in the Dharwar district also.

At this stage Government stepped in, and, in pursuance of their general policy of nationalisation of road transport, took over certain routes in the district on the 1st of May 1951, through the Belgaum Division of the Bombay State Road Transport Corporation. As the load of work became heavy as a result of progressive taking over of new routes, Hubli, which was until then a sub-division under Belgaum Division, was created a full-fledged independent division on the 1st August 1952. The jurisdiction of Hubli Division at present covers almost the whole of Dharwar district except for a small portion of its territory in the north-west which goes under the Belgaum division's jurisdiction. Besides, it covers a major portion of the Kanara district also.

The traffic operations and other activities of Hubli Division are controlled by the Divisional Controller from Samyukta Karnatak Building, Dharwar Road, Hubli, where the offices of the headquarters of the Division are located.

Details of the
S. T. operations
in Hubli
Division.

Table No. 8 given below indicates the various routes in operation, route mileage, the frequency of "Up" and "Down" trips and average number of passengers travelled per each route :—

Statistics of
Routes.

CHAPTER 9.

TABLE No. 8.

Transport and
Communications.
STATE TRANSPORT.
Statistics of
Routes.

HUBLI DIVISION OF STATE TRANSPORT—VARIOUS ROUTES IN
OPERATION AS ON 31ST MAY 1953.

Name of the Route.	Route Mileage.	Number of trips "Up".	Number of trips "Down".	Daily Av. Number of persons travelled (in May 1953).
1	2	3	4	5
1. Karwar-Dharwar ...	113	1	1	62
2. Sirsi-Haveri (D) ...	53	3	3	164
3. Sirsi-Haveri (via Pala) ...	54	1	1	56
4. Ron-Mallapur ...	8	6	5	330
5. Mallapur-Sudi ...	18	3	2	140
6. Ron-Sudi ...	10	2	3	150
7. Ron-Cholchaguda ...	14	2	3	110
8. Gadag-Cholchaguda ...	44	1	...	30
9. Ron-Gajendragad ...	28	2	1	60
10. Ron-Gadag ...	30	4	4	190
11. Hubli-Dharwar ...	13	34	34	2140
12. Dharwar-Hebli ...	9	6	6	390
13. Dharwar-Kalghatgi ...	23	5	5	260
14. Dharwar-Navalgund ...	29	1	1	66
15. Hubli-Naragund ...	46	3	3	200
16. Hubli-Gondi ...	69	2	2	190
17. Hubli-Sirsi ...	63	3	3	230
18. Hubli-Savanur ...	41	2	2	140
19. Hubli-Yellapur ...	42	1	1	52
20. Hubli-Hangal ...	45	2	2	115
21. Hubli-Alur ...	58	1	1	66
22. Hubli-Kalghatgi ...	17	4	4	290
23. Hubli-Tilvalli ...	62	1	1	65
24. Hubli-Karwar ...	107	2	2	160
25. Hubli-Halyal ...	38	1	1	55
26. Halyal-Kalghatgi ...	21	1	1	40
27. Hubli-Kolhapur ...	130	1	1	42
28. Hubli-Mallapur ...	56	1	1	40
29. Gadag-Lakkundi ...	8	2	2	96
30. Gadag-Nargund ...	36	3	3	225
31. Gadag-Laxmeshwar ...	23	3	4	220
32. Laxmeshwar-Gudgeri ...	9	6	3	336
33. Gudgeri-Bannikop ...	40	3	..	105
34. Bannikoppa-Laxmeshwar ...	31	4	1	142
35. Savanur-Bankapur ...	7	1	1	68
36. Savanur-Gadag ...	39	1	..	30
37. Gadag-Mulgund ...	13	2	2	118
38. Gadag-Gajendragad (via ABG) ...	38	1	1	52
39. Gadag-Gajendragad (Dr.) ...	34	2	3	132
40. Gadag-Hesrur ...	30	3	3	175
41. Gadag-Bannikop ...	40	2	2	182
42. Gadag-Dambal ...	13	1	1	36
43. Gadag-Mundargi ...	25	1	1	55
44. Gadag-Shirahatti ...	21	1	..	38
45. Shirahatti-Laxmeshwar ...	12	1	..	22
46. Gadag-Hubli ...	36	1	1	40
47. Haveri-Hubli (via Agadi) ...	59	1	1	47
48. Haveri-Alur ...	17	1	1	60
49. Alur-Savanur ...	29	1	1	56
50. Haveri-Hangal ...	22	3	3	160
51. Haveri-Hubli (via Dhundshi). ...	49	1	1	85
52. Haveri-Yellapur ...	67	1	1	46

TABLE No. 8—*contd.*

CHAPTER 9.

Transport and
Communications.
STATE TRANSPORT.
Statistics of
Routes.

Name of the Route.	Route Mileage.	Number of trips "Up".	Number of trips "Down".	Daily Av. Number of persons travelled (in May 1953).
1	2	3	4	5
53. Hangal-Savanur ..	24	1	1	60
54. Haveri-Havnur (via HST) ..	32	1	..	27
55. Haveri-Bommanhalli ..	33	1	1	45
56. Haveri-Hubli (direct) ..	48	1	1	62
57. Haveri-Havnur ..	20	2	3	160
58. Haveri-Hosritti (HST) ..	16	3	3	180
59. Haveri-Ranebennur ..	26	2	2	100
60. Haveri-Sunnadakop ..	40	1	1	50
61. Haveri-Hirekerur ..	35	1	1	68
62. Haveri-Sirsi (via Tilvalli) ..	68	2	2	85
63. Gadag-Haveri (via Shigalli) ..	62	1	..	35
64. Haveri-Savanur ..	21	2	1	54
65. Savanur-Savanur Rd. ..	6	8	8	400
66. Hirekerur-Harihar ..	43	2	1	120
67. Hirekerur-Ranebennur ..	30	2	3	200
68. Ranebennur-Rattihalli ..	18	1	1	63
69. Ranebennur-Kod ..	16	1	1	72
70. Ranebennur-Tumminkatti ..	14	1	1	40
71. Byadgi Stn.-Hirekerur ..	26	3	3	220
72. Naragunda-Mallapur ..	19	3	3	Cancelled due to floods.
73. Hirekerur-Sunnadakop ..	5	2	2	80
74. Hirekerur-Siralkop ..	13	2	2	126
75. Hirekerur-Kod ..	8	2	2	45
76. Harihar-Ranebennur ..	13	1	..	20
77. Hubli-Mulgund ..	31	1	1	78
78. Ranebennur-Halgeri ..	5	1	1	52
79. Laxmeshwar-Savanur ..	16	1	1	48
80. Dharwar-Shirkol ..	21	2	2	126
81. Hubli-Tadas ..	16	1	1	35
82. Gadag-Haveri ..	60	1	1	75
83. Dharwar-Alnawar ..	103	1	1	62
84. Alnawar-Halyal ..	7	1	1	41
	2,834	197	182	11,188
<i>Hubli City Services.</i>				
85. Siddharudmath-Station (via Durgadbail).	3	16	15	1,376
86. Unkal-Durgadbail (via Stn.) ..	4	17	17	1,356
87. Virapur-Nagashettikop (via Durgadbail).	4	11	11	888
88. King's Avenue-Bidnal ..	4	6	6	664
89. Siddharudmath-Workshop (via Railway Quarters).	3	9	9	615

CHAPTER 9.

—
Transport and
Communications.
STATE TRANSPORT.
Statistics of
Routes.

Table No. 9 below gives an idea of the network of routes by indicating the number of routes emanating from important stations, total mileages of such routes emanating from each station, and also the average number of passengers travelled on these routes :—

TABLE No. 9.

HUBLI DIVISION OF STATE TRANSPORT--DETAILS OF ROUTES EMANATING FROM IMPORTANT STATIONS.

Serial No.	Name of Station.	Number of routes emanating.	Total route mileage.	Frequency of up-trips	Frequency of down-trips.	Total of average number of persons travelled over the routes.
1	2	3	4	5	6	7
1	Karwar ...	2	216	2	2	124
2	Sirsi ...	2	107	4	4	220
3	Ron ...	5	90	16	16	840
4	Gadag ...	15	483	25	24	1,509
5	Dharwar ...	4	82	14	14	842
6	Hubli ...	16	834	60	60	3,898
7	Haveri ...	15	553	23	22	1,229
8	Savanur ...	3	52	10	9	498
9	Laxmeshwar ...	2	25	7	4	384
10	Hirekerur ...	5	99	10	10	571
11	Ranebennur ...	4	53	4	4	927
12	Mallapur ...	1	18	3	2	140
13	Halyal ...	1	21	1	1	40
14	Alur ...	1	29	1	1	56
15	Hangal ...	1	24	1	1	60
16	Harihar ...	1	13	1	...	20
17	Gudgeri ...	1	40	3	...	105
18	Bannikop ...	1	31	4	1	142
19	Nargund ...	1	19	3	3	Cancelled due to flood.
20	Byadgi Station ...	1	26	3	3	220
21	Alnawar ...	1	7	1	1	41
	Total ...	83	2,822	196	182	11,866

It will be seen from the tables that in May 1953, the State Transport in Hubli Division had 84 routes, exclusive of city services, under its operation in Dharwar District, with a daily average of 2,834 miles and 11,188 passengers travelled. The total daily frequencies of "Up" and "Down" trips on the 84 routes were 197 and 182 respectively. The operating fleet consisted of 112 vehicles and the average number of vehicles on the road was 88.6. The distance travelled per passenger was on an average 0.52 miles.

Table No. 8 shows that there are routes emanating from Dharwar district and going to Karwar in Kanara district in the west, to Harihar in Mysore State in the south, and to Hungund in Bijapur district in the north. Bus routes in Hubli Division are so planned that all important centres of agricultural and industrial production are linked up with centres of trade and market places, and this has to a great extent facilitated transportation between these centres. The State Transport runs special buses to places of interest, pilgrimage centres and fairs, in order to cope with tourist and pilgrim traffic from time to time. During monsoon some of the routes operated on bad roads are altered or suspended and what is called "the monsoon timetable" comes into force.

Of the 84 routes in operation 15 routes emanate from Gadag which is the industrial heart of the district, 16 from Hubli, the divisional head-quarters, and 4 from Dharwar, the district head-quarters. Other important State Transport stations (with the number of routes emanating from each indicated in brackets) are :— Haveri (15), Hirekerur (5), Ron (5), Ranebennur (4), Sirsi (2), Savanur (3). The various routes are fixed by the Divisional State Transport authorities and the frequency of trips and the number of vehicles on the routes are increased or decreased from time to time according to traffic needs.

The State Transport has not yet undertaken the movement of goods traffic in the division, although it has planned to undertake it as soon as an adequate number of vehicles are available.

For the proper maintenance of vehicles, the State Transport maintains at various centres, depots and garages attached to which are small workshops which carry out oiling, greasing, cleaning and servicing of vehicles. On 31st May 1953, there were under construction a permanent Divisional Workshop at Hubli and a permanent depot at Gadag. The works already completed were (1) a permanent garage at Nargund, (2) a temporary workshop repair shed at Hubli, (3) temporary depot repair sheds at Dharwar, Gadag, Haveri and Hubli, (4) temporary garages at Hirekerur, Karwar, Ron and Sirsi, and (5) passenger waiting-cum-repair sheds at Ankola, Ranebennur and Yellapur.

As on 31st May 1953, the number of vehicles attached to the Hubli depot was 37, Gadag depot, 16, and Haveri depot, 15. The garages at Hirekerur, Karwar, Ron and Sirsi had each attached to them from five to nine vehicles.

The Head-quarters workshop at Hubli looks after monthly and quarterly maintenance of buses and heavy repairs for the entire fleet of buses (112 in number) attached to the Division.

CHAPTER 9.

Transport and Communications. STATE TRANSPORT. Statistics of Routes.

Depots and Garages.

CHAPTER 9.

—
Transport and
Communications.
STATE TRANSPORT.

Passenger
Amenities.

In addition to the waiting sheds at Ankola, Ranebennur and Yellapur, already noted above, waiting sheds are provided for passengers at Dharwar, Gadag, Haveri, Hirekerur, Hubli, Karwar, Ron, Savanur and Sirsi.

The State Transport plies buses which have spacious bodies and are well-ventilated. No overloading is permitted; facilities for booking and reservation are provided at all important stations and terminals; accommodation is provided according to priority; and sheds, stands, canteens, lavatories, and drinking water facilities are provided at important places. Special arrangements are made for special occasions like fairs, *melas*, etc., at extra trip rates. The State Transport also provides casual contract service at standard reasonable rates. Regularity of service and speed limits are strictly observed, and relief buses quickly detailed in cases of break down. A box containing first-aid equipment is kept in every bus, and the conductors are trained in first aid methods. Arrangements are also made for recording complaints from the public and attempt is made to attend to such complaints promptly.

Fares.

The rate of fares charged by the State Transport, viz., nine pies per mile, is arrived at on the basis of its operations throughout the State. It is, therefore, uniform throughout the State and is not related to its earnings in any particular division. The rate charged, it is claimed by the State Transport, is the lowest one consistent with its object of providing to the public speedy, safe and comfortable travel with ample amenities, earning a reasonable return on capital invested, looking after the welfare of its numerous employees spread far and wide and also providing for further development and improvement of roads in the State. The charge, however, is on a stage basis, a stage being a unit of four miles. The minimum charge is three annas, and it increases by multiples of three annas according to the number of stages travelled.

Staff and
Organization.

Hubli Division employed, in May 1953, a large staff, administrative, operational and technical. Below are details of the various categories.

Category.	Number.
Administrative staff ..	136
Operational staff ..	362 (117 on daily wages).
Technical staff ..	210 (48 on daily wages).
Miscellaneous staff ..	38
<hr/>	
Total ..	746 (165 on daily wages).
<hr/>	

The administrative staff includes the Divisional Controller, Traffic Manager, Accounts Officer, Divisional Statistician, Labour and Publicity Officer, and the entire staff working under them for guiding the affairs of the Division. The operational staff includes those who actually operate the bus routes, namely, drivers, conductors, depot managers, inspectors, and traffic controllers. The technical staff consists of all the workshop employees ranging from Divisional Mechanical Engineer down to the various gradations of skilled and semi-skilled workers engaged in the workshop. The miscellaneous staff includes *naiks*, peons, gate-keepers, fire-assistants, watchmen, etc.

For recruitment of employees carrying a basic salary not above Rs. 100, a Divisional Selection Committee has been appointed. It consists of— (1) a member of the Bombay State Road Transport Corporation nominated by that corporation as its Chairman, (2) the Divisional Controller, and (3) the District Superintendent of Police.

CHAPTER 9.

—
Transport and
Communications.
STATE TRANSPORT.
Recruitment.

For staff carrying a basic salary between Rs. 100 and Rs. 250, recruitment is done by a Central Committee for the whole of the State. For Class I and Class II cadres recruitment is made on the basis of a written test and personal interview of the candidates by the State Transport Services Board specifically created for the purpose.

In pursuance of their liberal policy towards their employees the State Transport has drawn up ambitious labour welfare plans. In order to facilitate personal exchange of views between the management and workers, works committees are generally formed and the representatives of both workers and the management thrash out the problems of day to day working across the table at the meetings of the works committee. However, for some reason or other, such a works committee has not yet been formed in Hubli Division. It is the Divisional Labour and Publicity Officer who provides the necessary liaison between the workers and the management. A sports club has recently been started at Hubli for the benefit of the employees.

Labour Welfare
activities.

So far as organisation of workers is concerned, some workers have been organised under the State Transport Kamgar Sabha which is a "registered" union. This, however, has not been recognised by the management.

RAILWAY CONSTRUCTION WAS BEGUN IN THE DHARWAR DISTRICT ON 1st November 1882 by the Southern Mahratta Railway Company, which had entered into its first contract with the Government of India on 1st June 1882 for the construction and working of a system of railways in the Southern Mahratta Country. By the beginning of 1887, this company had completed the construction of the entire system of railways now running through the district, all of metre gauge, and by 1890 the system of railways worked by this Company extended from Poona to Mysore *via* Bangalore and from Bezwada to Marmugoa. In 1908 it was amalgamated with the Madras Railway Company to form the M. & S. M. Railway Company. In pursuance of the policy of State management of Indian railways decided on by the Government of India, the entire system of railways worked by the M. & S. M. Railway Company was taken over by the Government of India on the 1st April 1944. Again, as a result of the regrouping of Indian railways in 1952, the M. & S. M. system of railways has been included in what is known as the Southern Railway.

RAILWAYS.
History.

At present the district has a total of 197 miles of railway. This mileage falls under three sections corresponding to the three routes described below :—

Routes.

(1) *Poona-Bangalore City route.*—This route starts from Poona, comes up to Londa junction in the Belgaum district and then enters the Dharwar district territory at Alnavar station (1,850 feet) which

(1) *Poona-Bangalore.*

CHAPTER 9.

—
Transport and
Communications.

RAILWAYS.

Routes.

(1) *Poona-Bangalore.*

lies at m. 298 from Poona. From Alnavar the line takes an easterly direction and climbs continuously up to Dharwar (2,400 feet). The portion from Alnavar to Mugad, nearly 14 miles, runs through a fairly dense forest and thereafter up to Dharwar the country is undulating with fields and grass lands on either side of the line. Dharwar is situated at the highest altitude in this district. When approaching Dharwar on the left side, one gets a fine view of the Karnatak College Building (which was formerly the head office of the Southern Mahratta Railway) and on the right side, one sees the new pile of buildings housing the Karnatak University.

From Dharwar the course of the line is south-easterly. It falls continuously up to Hubli (2,090 feet), the countryside traversed consisting of fruit gardens near Dharwar and later on fields with black cotton soil.

From Hubli the line rises steadily by 158 feet up to Gudgeri (2,248 feet) and thereafter falls steadily by 460 feet to Karajgi station (1,788 feet) which is situated about a mile and a half beyond the Varada river. The railway crosses the Varada over a bridge near the Karajgi station. From Karajgi the line rises steadily by 291 feet to the altitude of 2,079 feet at a point about 2 miles beyond the Byadgi station and thereafter falls by 316 feet steadily up to the Tungabhadra Bridge (1,763 feet) which is about a mile short of Harihar station in Mysore territory.

In its course from north-west to south-east through the district this line crosses the talukas of Dharwar, Hubli, Kundgol, Shiggaon, Shirhatti, Haveri, Byadgi and Ranebennur, and the following stations mark its route :—

Alnavar	(298 miles from Poona)	Saunshi	..	(349)
Kambarganvi	.. (305)	Gudgeri	..	(355)
Naglavi	.. (309)	Yalvigi	..	(363)
Mugad	.. (312)	Savanur	..	(368)
Kyarkop	.. (317)	Karajgi	..	(376)
Dharwar	.. (321)	Haveri	..	(380)
Amargol	.. (328)	Byadgi	..	(389)
Hubli	.. (334)	Devargudda	..	(395)
Kundgol	.. (343)	Ranebennur	..	(400)
		Chalgeri	..	(409)

(2) *Hubli-Sholapur.*

(2) *Hubli-Sholapur route.*—The line from Hubli to Sholapur has only 66½ miles within the district. From Hubli the line courses north-east up to Hebsur on the Benihalla river 12 miles from Hubli. Here it crosses the river over a bridge and goes east to Gadag. From Hubli to Gadag it is level and open country. From Gadag (2,133 feet) it turns north and goes up to the Malaprabha Bridge (1,776 feet) falling gradually by 357 feet and traversing a distance of nearly 30 miles through open country with fields of black cotton soil. This route lies through the talukas of Hubli, Navalgund, Gadag and Ron.

Its course is punctuated by the following stations :—

Hubli	..	(0)	Gadag	..	(37)
Kusugal	..	(7)	Hombal	..	(44)
Hebsur	..	(12)	Balganur	..	(50)
Sisvinhalli	..	(14)	Mallapur	..	(56)
Annigeri	..	(22)	Hole-Alur	..	(66)
Hulkoti	..	(29)			

CHAPTER 9.

Transport and
Communications.
RAILWAYS.
Routes.
(3) Hubli-Guntakal.

Statistics of
Passengers and
Goods.

The Malaprabha river, which forms the boundary between the Dharwar and Bijapur districts is crossed over a bridge at a distance of three-quarters of a mile from Hole-Alur.

(3) *Hubli-Guntakal route*.—From Hubli to Gadag the track for this route is the same as that for the Hubli-Sholapur route. From Gadag it runs east with a slight swerve to the north and runs a further distance of 15 miles within the district. There are only two stations beyond Gadag, namely, Kanginhal (m. 43) from Hubli and Harlapur (m. 49). The district limit is passed at m. 52.

The following statement gives the number of passengers booked (local and foreign outward) and the tonnage of goods hauled (outward) from each station in the district during the year 1950-51:—

TABLE No. 9.

DHARWAR DISTRICT—STATISTICS OF RAILWAY TRAFFIC OPERATIONS, 1950-51.

Serial No.	Name of the Station.	Number of passengers booked (outward and foreign).	Tonnage of goods hauled (outward).
1	Alnavar*	...	19,992*
2	Kambargavi	...	330
3	Nag'avi	...	4
4	Mugad	...	1,022
5	Kyarkop	...	...
6	Dharwar	...	31,996
7	Amargol	...	3,006
8	Hubli	...	1,84,137
9	Kundgol	...	3,136
10	Saunshi	...	1,093
11	Gudgeri	...	5,404
12	Valvigi	...	6,877
13	Savanur	...	3,011
14	Karajgi	...	1,132
15	Haveri	...	23,799
16	Byadgi	...	10,783
17	Devargudda	...	623
18	Ranebennur	...	21,457
19	Chalgeri	...	2,428
20	Sirsi O/A	...	665
21	Kusugal	...	205

* Alnavar is the transshipment centre for timber carried by the Dandell forest railway.

CHAPTER 9.

Transport and
Communications.
RAILWAYS.
Statistics of
Passengers and
Goods.

Serial No.	Name of the Station.	Number of passengers booked (outward and foreign).	Tonnage of goods hauled (outward).
22	Hebsur	148,173	415
23	Annigeri	1,60,552	8,500
24	Hulkoti	96,591	1,397
25	Gadag	8,58,350	62,560
26	Hombal	1,69,951	175
27	Balganur	62,751	197
28	Mallapur	1,68,073	7,427
29	Kanginhal	24,957	59
30	Harlapur	65,437	514
Total ...		52,37,812	4,02,344

The whole district of Dharwar is served by 197 miles of meter gauge railway with thirty stations in all. During 1950-51, 52,37,812 outward passengers and 4,02,344 tons of goods were booked from these 30 stations.

Future
Development.

The talukas of Kalghatgi, Hangal, Hirekerur, Mundargi and Nargund are not directly served by any of the railway lines in the district. Most of these talukas are very backward and hilly regions with little traffic. They depend primarily on the road system for the movement of their goods and passengers.

Recently some concern has been expressed in unofficial quarters, particularly by the mercantile community, about the inadequacy of rail facilities. It is complained that the present track capacity, number of rolling stock and locomotives, and transshipment facilities at the Poona and Hotgi junctions are quite inadequate for handling the goods traffic of the district bound for Bombay. A representation has been made to the Union Railways and the Transport Ministry urging the construction of a new line from Hubli to Karwar to supplement the existing facilities.

Amenities.

Almost all stations are provided with platforms, station buildings and staff quarters. The stations at Hubli, Dharwar and Gadag provide many additional facilities.

Hubli has four properly covered passenger platforms. In the main station building, besides the offices of Station Master and other officials, are housed separate first and second class passengers' waiting rooms for ladies and gentlemen, a third class waiting hall, a vegetarian refreshment room, and a non-vegetarian restaurant. Separate bathing cubicles for ladies and gentlemen equipped with shower

baths are located at the end of the main platforms. There is also a large goods and transshipment shed and a spacious parcel office. The approach roads to the station and to the goods shed are concreted and well-maintained.

The main building of the Dharwar station houses various offices and provides separate upper class waiting rooms for gentlemen and ladies. There is a spacious third class waiting hall, a fairly large goods shed and a long platform for passenger traffic. The approach road to the station is concreted.

The Gadag junction has two platforms. The main building houses, besides the various offices, separate upper class waiting rooms for ladies and gentlemen. There is also a modern building to serve as a vegetarian refreshment room.

Hubli, situated as it is near Dharwar, the administrative head-quarters of the former Southern Mahratta Rly. Co., and a converging point of lines from Poona, Bangalore, Marmugoa and Guntakal, was selected in 1887, as the site of a railway workshop. When the Madras Railway Co. was amalgamated with the Southern Mahratta Railway Co., the Hubli works became a major meter gauge workshop of the amalgamated system. It deals with periodical repairs to the rolling stock of the northern meter gauge region of the Southern Railway, except the ex-Mysore State Railway. This rolling stock consists of 335 engines; carriages—594 bogies and 372 units; and wagons—482 bogies and 5,927 units.

In addition, it undertakes carriage construction at the rate of 2 bogies per month. The workshop consists of iron and brass foundries, a smithshop, a spring shop, and an up-to-date machine shop, in addition to other specialised shops. The workshop employs a staff of nearly 3,250 men, of whom 2,348 are skilled and semi-skilled and 902 are in unskilled grades. The management of the workshop is entrusted to a Works Manager who is assisted by an Assistant Works Manager and an Assistant Personnel Officer.

THE USE OF RADIO RECEIVING SETS IN THE DISTRICT began in the early thirties of this century, as in other places of India. Ever since, this part of Bombay State has made steady progress in this respect. On the 30th July 1951, there were in Dharwar district 2,006 domestic receiving sets and 9 school receiving sets. In addition the Publicity Department of the State had under its operation 21 sets in rural areas and 6 sets in urban areas.

The broadcasting station of the All-India Radio at Dharwar was inaugurated on the 8th January 1950. It provides a broadcasting service over the four districts of the Bombay Karnatak area, viz., Dharwar, Belgaum, Bijapur and Kanara (North). For purposes of programme, other adjacent areas like the Sholapur district (Bombay), the Bellary district (Mysore), and the districts of Bidar, Gulbarga and Raichur (Hyderabad State) are included within the zonal limits of this station. The radio frequency power of the station is one kilowatt. The aerial is a lingo mast 120 feet in height. The station covers an extensive area of 25 acres, and its studios, transmitter, and administrative offices are housed in spacious modern buildings. The studios are three in number, acoustically

CHAPTER 9.

— Transport and Communications. RAILWAYS. Amenities.

Railway workshop
at Hubli.

RADIO COMMUNICATION.

CHAPTER 9.
—
Transport and
Communications.
RADIO
COMMUNICATION.

treated for music, talks, drama and other programmes. The control room, placed adjacent to the studios, is equipped with high quality microphone, recording and play-back instruments, etc. The station radiates in the medium waveband on a wavelength of 468·8 meters. For relaying news and other important programmes for All-India Radio, Delhi, or other stations, a receiving centre has been installed in a building at a distance of about two miles from the studios.

The programme of the Dharwar station is daily broadcast in two transmissions : the first one from 7-45 a.m. to 8-45 a.m. and the second from 6 p.m. to 10 p.m. The station broadcasts primarily in Kannada but once a week English talks, and occasionally items like radio reports in Hindi, are also scheduled. Hindi lessons are broadcast between 6-30 and 6-50 p.m. on five days in the week and news bulletins in Hindi are relayed at 6-10 a.m. As regards music, prominence is given to Kannada songs. But the space taken by Hindustani classical music in the programme plan is considerable. The station gives a mixed fare such as classical music both of the Karnatak and the Hindustani schools; light music such as *Bhavgeets*, *Vachanas*, *Kirtans*, etc., folk songs such as *Pavadas*, *Lavanis*, Holi-songs, narrative ballads, Lay folk-songs, etc.; lessons in Karnataki and Hindustani schools of music; recorded music including *Farmayshi* programmes; plays and omnibus light variety entertainment programmes. The station has built up a panel of sixty playwrights from all over north Karnatak who have been regularly contributing radio plays and features; moreover, there are about two hundred artistes taking part in them. Besides, it also arranges talks, discussions, and symposia of informative character on a variety of topics. It relays important speeches of Central and State cabinet ministers. Dharwar station takes its microphone out to cover all important occasions to various places in and around Dharwar to give the listeners first-hand reports of happenings in the region. Besides, there are programmes of special interest such as ladies' programme, children's hours, and rural broadcasts, etc.