

CHAPTER VII

COMMUNICATIONS

Old-time Routes

IT IS not possible to give any precise account of the condition of road communications during the rule of the many dynasties which made Gulbarga famous in Indian history. Roads must have existed even then, but neither the nature of these roads nor their alignments have been described anywhere. Inscriptions which are numerous speak of the existence of roads and their maintenance for military needs. Many inscriptions relating to the Rashtrakuta dynasty describe the roads as big and small and kept in good condition. They were generally maintained by the local authorities, the villagers being expected to supply the labour force to keep the roads in good condition. The breadth of the main roads seems to have been about 24 feet. There were also tracks in those days, slightly better than foot-paths, which were apparently impassable for wheeled traffic. The roads in ancient days were not always safe and brigandage increased in unsettled times. Arab travellers who visited India for purposes of trade have spoken very highly of the Rashtrakuta administration, particularly the reign of Belhara or Ballalaraja or Vallabha raja. During his regime, the roads were kept in good order. During the reign of the Bahmani Sultans, the inland trade was doubtless facilitated by a system of good roads in existence at that time. There is no authentic information to say which of the roads took off from the administrative capital of the Bahmanis, but it is possible that a good arterial highway existed from Delhi to Daulatabad—a distance of 40 days' journey on foot. The roads from Daulatabad continued to the regions of Telangana and the Deccan.

During the days of the Vijayanagar Empire, there was a fine road from Bhatkal on the west coast to Vijayanagar and from there, this highway was linked to places in the Deccan. After the Mughal rule declined, the system of communications ceased to maintain the same standard, due to frequent wars in the Deccan plateau. Instead of well-maintained roads, there were only tracks. After the death of Aurangzeb, Nizam-ul-mulk Asaf Jah I declared his independence and began to rule the State of Hyderabad. It was only after this event that any real roadmaking commenced, in the interests of maintaining the lines of defence. The oldest road

in the district is the one which runs from Gulbarga to Ferozabad *via* Kotnur, Nandikur, Sirnur and Parwatabad. This road, which runs south from Gulbarga, was mainly used by defence forces from Gulbarga to Shorapur. During the rule of the successive Nizams, the construction of roads and their proper maintenance progressed. The Gulbarga-Humnabad road and the Gulbarga-Aurangabad road are also among the oldest in the district. The Paigah Jagirs had their own roads and these were maintained by the Jagirdars. The pattern of revenue administration of Gulbarga in the past was an obstacle in aligning long distance roads. Gulbarga, with the rest of the Hyderabad Dominion, shared the feudal order of Jagirs whose small territories had their own different systems of administration. The Jagirdars took little or no interest in laying out good roads. With the progressive implementation of Government policy of constructing good roads, the people of the district saw some new ventures, but the performance of that task was poor and not upto any known engineering standards. The roads which were in existence had no bridges or culverts with the result that during rainy days they were impassable. In recent years, the improvements in road communications have been steady. Several new bridges are under construction. The Amerja bridge on the Aland-Wagh-dhari road which forms a link between Gulbarga and Sholapur and the bridge across the Mullamari river on the Sulepet-Chincholi road which connects Chincholi and Gulbarga have been recently completed. A list giving details of bridges as in 1965 in the district having linear waterway of more than 100 feet is appended at the end of the Chapter.

There are a number of unbridged roads in the district, *viz.*, the Kodaganchi-Mahagaon Road called familiarly the K.M. Road, the Afzalpur-Hosur Road, the Chowdapura-Gulbarga Road and the Gulbarga-Gobbur Road. On these unbridged roads, the crossings are done by ferries. The Kagna causeway on the Gulbarga-Kodangal Road near Malkhed is the biggest causeway in the district.

There are 360 culverts and 15 causeways on the Gulbarga-Kodangal Road, one culvert near the eighth mile on the Chittapur-Malkhed Road, two in Mahboobnagar-Chincholi Road and eight in Afzalpur taluk. The following roads start from the neighbouring districts and pass through Gulbarga district.

Humnabad-Gulbarga Road.—Starts from the Bidar district border and ends in the district headquarters town.

Gulbarga-Kodangal Road.—Starts from Gulbarga district and ends at the border of Maharashtra State.

Aland-Umerga Road.—Starts from Aland in Gulbarga district and terminates to join the National Highway No. 9 at Umerga in the Osmanabad district of Maharashtra.

Aland-Waghdhari Road.—Starts and terminates at the Waghdhari border between Mysore and Maharashtra.

In the black cotton soil areas, the difficulties of road-making are many. Water-logging has always been a problem. During the monsoon season, the soft soil on the slopes tends to form channels and makes the surface wavy after the cessation of rains. These problems have been mostly overcome by modern methods of engineering.

Categories of Roads

The roads in the district are classified into various categories, viz., State Highways, Major District Roads, Other District Roads and Village Roads. There are no National Highways in the district. The total road mileage in Gulbarga district was 1,064 miles and $3\frac{3}{4}$ furlongs in 1964. The State Highways in the confines of the district ran to a total length of 235 miles and $6\frac{1}{4}$ furlongs. In the category of Major District Roads, there was a total length of 226 miles and $3\frac{1}{4}$ furlongs. There was a length of 190 miles and $1\frac{1}{2}$ furlongs of Other District Roads. Four hundred and twelve miles and three-fourths of a furlong came under the category of village roads. The surface-wise break-up of the total length of 1,064 miles and $3\frac{3}{4}$ furlongs is as follows :—

Cement concrete roads	..	2 miles and $5\frac{1}{2}$ furlongs
Black-topped roads	..	296 miles and $7\frac{3}{4}$ furlongs
Metalled roads	..	264 miles and 4 furlongs
Other kinds of surface treatment		500 miles and $2\frac{1}{2}$ furlongs

The Forest Department in the district was maintaining about 6 furlongs of road in Chincholi taluk.

Of the total length of 235 miles and six and a quarter furlongs of State Highways, the cement concreted portion came to two miles and five and a half furlongs, the black-topped to 185 miles and $2\frac{3}{4}$ furlongs, and the water-bound macadam surface to 47 miles and 6 furlongs.

The total length of Major District Roads was 226 miles and $3\frac{1}{4}$ furlongs. Of this length, 99 miles and $5\frac{3}{4}$ furlongs were black-topped, 66 miles and $5\frac{1}{2}$ furlongs were of water-bound macadam surface and 60 miles had unmetalled surface.

Out of a total length of 190 miles and $1\frac{1}{2}$ furlongs of Other District Roads, the black-topped portion was only 9 miles and 4 furlongs, the water-bound macadam portion was 119 miles and $5\frac{1}{2}$ furlongs and the unmetalled portion was 61 miles.

Out of a total length of 412 miles and $\frac{3}{4}$ furlong of village roads, the black-topped portion was 2 miles and $7\frac{1}{4}$ furlongs ;

30 miles and 3 furlongs had water-bound macadam surface and the rest had unmetalled surface.

In accordance with a Government Order dated 31st January 1961, a total length of 14 miles was taken over as State Fund Roads from local self-governing institutions.

A list indicating the names of the different roads in the district and their length is appended at the end of the chapter.

In Gulbarga district, the percentage of P.W.D. roads to the total mileage was 92 and the road mileage per square mile was 0.41 per cent in 1964. The road mileage for a lakh of population was 65. The percentage of road mileage in the district to the total road mileage in the State was 3.7.

The ten Taluk Boards in Gulbarga district were maintaining a total length of 71 miles and 3 furlongs of roads out of which 16 miles and 2 furlongs were metalled and the rest unmetalled.

It is proposed to take up shortly the Aland-Dudhni road at a cost of Rs. 15 lakhs. The length of this proposed road is 17 miles. It is also proposed to take up 94 miles of new roads at a cost of Rs. 79 lakhs. It cannot be said that the position in the district is quite satisfactory in respect of road communications. Several areas of the district have not been served with good roads. Attempts are being made to remedy this defect. Particulars of some important roads in the district are described hereunder.

Humnabad-Gulbarga Road (Length—29 miles and 7½ furlongs).— **State Highways**
This road enters the Gulbarga district near Bangargaon and Kinni on the Bidar district border to the north-east of Gulbarga town and runs south-west to the headquarters town. Of the total length of the road, only two miles and five and a half furlongs are cement concreted in the vicinity of Gulbarga town. The rest is black-topped. This road, which is one of the important State Highways, links Gulbarga with the northern district of Bidar and is bridged across the Bennithora river near Karikota in Gulbarga taluk. The Gulbarga-Bidar express buses run on this road. The road is well maintained and a heavy traffic of trucks, lorries and other vehicles passes through the highway. The road runs through Kapnur, Mathkota, Sargapur, Bachanhalla and on to Kinni where it enters the Bidar district. A portion of 16 miles of this road passes through hilly areas.

Gulbarga-Shahapur Road (Length—45 miles and 3½ furlongs)
This road passes through Gulbarga, Jevargi and Shahapur taluks, crossing the Bhima river at Husainapur, some six miles from Jevargi. The road is completely metalled. From Gulbarga, this road takes a south-westerly direction up to Ferozabad, where it takes a curve upto Husainapur and then it runs straight south to

Shahapur. From Satargi to Husainapur, the Bhima river runs parallel to the road. With the completion of the Tintini bridge on the Krishna river, this road has assumed importance by affording a direct road link from Bidar to Bangalore *via* Gulbarga, Raichur and Bellary districts.

Jevargi-Jeratgi Road (Length—23 miles and one furlong).—The whole length of this road has a metalled surface and runs in a westerly direction from Jevargi, a taluk headquarters town, passing through Jagadaneni, Mandiwadi, Gurur and ends at Jeratgi which is on the border of Bijapur district. This road is an important means of communication between Jevargi taluk of Gulbarga district and Sindgi taluk of Bijapur district.

Khanapur-Lingsugur Road (Length—36 miles and 2 furlongs). The whole length of this road has a metalled surface. This road starts from Khanapur, an important village in Yadgir taluk, and runs south-west to Lingsugur in Raichur district, passing through Hathigudur, Shorapur, Devapur and Tintini, where a massive bridge has been constructed across the Krishna river.

Shahapur-Hathigudar Road (Length—7 miles and 4 furlongs).—The entire length of the road is metalled. Though the stretch of this road is a short one, it connects the Yadgir-Shorapur road at Hathigudur and as such is an important means of communication in Shahapur taluk. This road runs south-east from Shahapur and passes through Vibhutihalli and Rastapur. The road also runs parallel to the Mathangeri-Kangadi road.

Gulbarga-Kodangal Road (Length—48 miles and 2 furlongs).—This road runs southeast from Gulbarga upto Malkhed and then takes an easterly direction passing through Marbur, Mapti, Gundgurti, Kokanhalli, Seram, Kurkunta and leaves the Gulbarga district boundary near Hayyal. It serves as a direct route to Hyderabad city passing through Kodangal which was once a taluk in Gulbarga district and is now in Andhra Pradesh. Only ten miles of this road are metalled and the rest has a black-topped surface. Near Malkhed, a causeway is constructed across the Kagna river.

Gulbarga-Aland Road (Length—27 miles and 5½ furlongs).—This is a wholly black-topped road and runs in a north-westerly direction to Aland, a taluk headquarters town, passing through Pattan, Lukma and Nilur. This road continues from Aland to Umerga.

Aland-Waghdhari Road (Length—14 miles and 5 furlongs).—This is a metalled road aligned to the north-western portion of the district. The road runs straight east upto Sirghambu and from there runs north-westwards to Waghdhari, the border between Mysore

and Maharashtra. There is plenty of traffic from Gulbarga to Maharashtra State on this road, which passes through Jirhalli, Nagalgaon and Sirghambu.

Ghangapur-Pattan Road (Length—20 miles and 7 furlongs).—The whole length of this road is black-topped and forms an important means of communication in the western taluks of Gulbarga district. The stretch of road from Pattan to Bhamanhalli runs slightly south-westwards and then takes a southwardly direction to Ghangapur which is on the banks of the Bhima river. The Raichur-Bombay broad gauge railway line of the Central Railway cuts this road near Kognur, some 20 miles to the west of Gulbarga railway station. The Gulbarga-Afzalpur road crosses the Ghangapur-Pattan road near Chowdapura.

Major
District Roads

Aland-Umerga Road (Length—9 miles and 5 furlongs).—This is a black-topped road starting from Aland and terminating at Umerga which is in Osmanabad district in Maharashtra State. It connects the National Highway No. 9 at Umerga. This road runs straight north from Aland and passes through Chithli, Khajur and Salegaon. It is an important means of communication from Gulbarga to Marathwada. A large number of buses and lorries take this road from Gulbarga to the Marathwada districts of Maharashtra.

Chowdapur-Afzalpur Road (Length—13 miles and 5 furlongs). The entire length of this road is black-topped and runs straight west from Chowdapur to Mallabad. From Mallabad, the road goes in a south-westerly direction to Afzalpur, a taluk headquarters town, once a paigah area. The Gulbarga road takes off about one mile from Chowdapur on the Pattan-Ghangapur road. The entire vehicular traffic from the district headquarters town to Afzalpur passes through this road.

Hyderabad-Bijapur Road via Shahapur (Length—88 miles and $\frac{1}{2}$ furlong):—This is the longest road in the district, affording communication from the Andhra Pradesh capital to Bijapur across Gulbarga district. Of the total length, 34 miles and 3 furlongs are black-topped, and 53 miles and $5\frac{1}{2}$ furlongs have a metalled surface. The road from Hyderabad enters the district near Medhi in Seram taluk and runs to Gurmatkal in a south-westerly direction. From Gurmatkal, the road runs straight south to Gunjnur and from there, runs west to Yadgir. It takes a south-westerly direction to Khanapur, crossing the Bhima river near Najkal. From Khanapur, the road runs westwards to Shahapur passing through Rawinahalli, then south-eastwards to Hathigudur from where it runs to Shorapur and to Devapur which is some two miles from the Krishna river. From this point, the road runs straight west to Talikot in Bijapur district, a historical place, where the battle of 1565 laid low the

might of the Vijayanagar Empire. The Gulbarga-Bijapur express buses of the Mysore Road Transport Corporation run on this road.

Seram-Gurmatkal Road (Length—12 miles).—This road has other kinds of surface treatment and runs straight from Seram to Gajerpet. From Gajerpet, it runs south-eastwards to Gurmatkal passing through Kottarki and Yadlapur. This is an important Major District Road in the eastern portion of Gulbarga district.

Afzalpur-Hosur Road via Karajgi and Mannur (Length—25 miles) :—This is a road in the extreme north-west of the district. From Afzalpur, it runs north-westwards to Karajgi and from Karajgi, it goes westwards to Mannur. From Mannur, the road runs straight north to Hosur which lies close to the Maharashtra State boundary.

Seram to Sulepet (Length—18 miles and 6 furlongs).—This is a road running northwards from Seram and crossing the Kagna river some four miles from Seram. This road is also called the Seram-Chincholi road. Vehicles going from Gulbarga to Chincholi must pass through this road, as communications in the north-eastern portions of the district are scanty.

Chittapur to Malkhed (Length—8 miles and 2 furlongs).—This road has a black-topped surface and runs north-eastwards from Chittapur. Malkhed is a famous historical place. The line of communication of this portion is in good condition. The road joins the Gulbarga-Seram road at Malkhed, which is on the banks of the Kagna river.

**Other
District Roads**

Devapur-Mallur Road (Length—21 miles and 1 furlong).—The entire length of this road is metalled and runs slightly north-westwards upto Wajal and then takes a curve south-westwards to reach Hunsagi. From Hunsagi, the road runs straight east to Mallur, a village near the Bijapur district border. This road is also called the Shorapur-Talikot road.

Malla-Kembhavi and Hunsagi Road (Length—20 miles and 1 furlong).—This is also a metalled road running straight southwards upto Hunsagi which is on the Devapur-Mallur road. The road passes through Kembhavi, Thogihalli, Islampur and Devapur, all in Shorapur taluk.

Shorapur-Kembhavi Road (Length—18 miles and 6 furlongs).—This is a road running north-westwards from Shorapur, passing through Malgatti. Most of the Vehicular traffic from Gulbarga district to the adjoining Bijapur district passes through this road.

Mallabad-Kulali Railway Station Road (Length—9 miles and 6 furlongs).—The entire length of this road has a metalled surface and runs straight north from Mallabad to Kulali railway station, an important station on the Raichur-Poona broad gauge line. The road passes through Rewar.

Hunsagi-Kodekal Road (Length—14 miles).—The entire length of this road is metalled and runs southwards from Hunsagi upto Kammatgi. From this point, the road takes a curve towards west and reaches Kodekal, a village close to Bijapur district.

There were in all 47 village roads in the district, as indicated **Village Roads** below :—

<i>Sl. No.</i>	<i>Name of Road</i>	<i>Miles</i>	<i>Furlongs</i>
1.	Chittapur—Nagai Road	2	0
2.	Chincholi to Bangur <i>via</i> Karknalli (upto District border)	8	0
3.	Road from Afzalpur to Soan	3	0
4.	Marbur—Kalgı Road	12	0
5.	Road from Seram to Sulepet <i>via</i> Nidgunda	18	6
6.	Road from Tonsanhalli to Gobbur <i>via</i> Kirangi and Farhatabad	16	0
7.	Chinchansur—Bodhan Road	4	0
8.	Approach Road from H.G. Road, miles 30/2 to Harsoor village	6	0
9.	Karajgi to Boratti Railway Station upto Maharashtra border <i>via</i> Mashal	7	0
10.	Revoor to Dudhani (upto Maharashtra border <i>via</i> Arjungi)	4	4
11.	Road from Chimanchod to Chengta	14	0
12.	Road from Kamalapur to Okli	3	0
13.	Sirwal—Dudhani Road	9	6
14.	Approach Road from G.K. Road to Seram town	0	4 $\frac{3}{4}$
15.	Afzalpur—Bellurgi Road upto Maharashtra border	7	2
16.	Road from Aland to Tadkal (Road from Aland to Salgera <i>via</i> Tadkal)	6	0
17.	Road from Nagai base to join Chittapur—Yadgir Road	0	6
18.	Kellur—Andola Road	3	6
19.	Mirakal—Minaspur Road	7	0
20.	Tintini to Balshettihal	10	4
21.	Road from Ramasamudra to Saidapur upto P.W.D. Road	12	6

Sl. No.	Name of Road	Miles	Furlongs
22.	Jevargi—Raddewadi Road	2	5
23.	Yadgir—Seram Road (Yadgir—Hattikuni)	8	0
24.	Gurmatkal—Putpak Road	7	0
25.	Hedgi—Malla Road	8	0
26.	Gowhar approach road	2	6
27.	Raddewadi to Kollur	2	3
28.	Needalgi—Hangerga Road	12	0
29.	Wadgera to Wandagnoor	6	0
30.	Raynoor to Kudi	12	0
31.	Neelogi approach road	3	6
32.	Jeratgi—Itga Road	14	0
33.	Soan to Alur Road	8	0
34.	Belwar to Balbathi	4	0
35.	Balbathi to Channal	6	0
36.	Yadgir—Chittapur Road (Narabole section)	10	0
37.	Rangampeth—Saidapur—Gogi Road ..	16	0
38.	Kodekal—Talikota Road (Kodekal—Markinal section)	6	0
39.	Shorapur—Muddebihal Road (Ammapur—Agnikeribhavi section)	16	0
40.	Kembhavi—Peerapur—Talikota Road) Ammapur—Peerapur section)	4	0
41.	Kakkera—Devatkal—Halammapur Road ..	14	0
42.	Jamalpur—Balshettihal Road	6	0
43.	Khanapur—Kurkunda—Gadgera—Bilhar—Bendibembli Road	22	0
44.	Shahapur—Sirwal—Anbi Naribole Road ..	14	0
45.	Hathigudi—Bendibembli Road	21	0
46.	Road from Gulbarga to Narona <i>via</i> Sultanpur, Chinchansur and Kalhangerga ..	16	0
47.	Jamalpur—Nagabevinhal Road <i>via</i> Rayangola	14	0

Vehicles and Conveyances

The common public conveyance in urban areas is the pony-driven tonga. These are found in Gulbarga town, Yadgir, Chittapur and other places. Most of these tongas are licensed by the municipalities. Bicycles are the usual conveyance in towns for going from place to place. Cycle rickshaws, though common in Hyderabad-Karnatak towns, are not very popular in Gulbarga. The bullock cart has been the usual means of transport in the rural areas. Many of the cultivators have their own carts for carrying manure and transporting crops from one place to the other. The total number of bullock carts in use in the district in 1961 was 32,838.

Ferries

The principal rivers in the district, *viz.*, Krishna, Bhima, Kagna and Mullamari are crossed by ferries. As bridge-construction in the district has not yet progressed very much, ferrying across rivers in bamboo floats is a common sight. Most of these ferries charge a small amount for the crossing. When the rivers

are not in spate, ferrying is easy. On days when the rivers are swollen, ferrying of passengers is suspended.

The total number of motor vehicles registered by the Regional **Modern** Transport Authority as on 30th November 1965 was 1,244. The **Transport** following table indicates the extent to which modern transport has been licensed in the district.

Motor cycles	..	388
Motor cars	..	209
Jeeps	..	159
Autorickshas	..	15
Motor cabs	..	3
Omnibuses	..	28
Private buses	..	20
Road Transport Corporation buses	..	92
Private lorries	..	76
Public carriers	..	204
Contract carriages	..	6
Tractors	..	20
Trailers	..	23
Others	..	1

The State Road Transport Corporation authorities are operating passenger buses on schedule. There were in all 58 monopoly routes and five non-monopoly routes operated by the Mysore State Road Transport Corporation. Modern bus stations at Gulbarga and Mahagaon have been completed and the work of construction of bus stations at Yadgir and Ghangapur was in progress. Bus depots with workshops have been located at Gulbarga and Yadgir. Express buses are being run from Gulbarga to Bijapur, Bidar, Shorapur and *vice versa*. There are many Road Transport Corporation buses going from Gulbarga to neighbouring districts. Gulbarga is one of the operating divisions under the control of the Mysore State Road Transport Corporation and the operations conducted by this division extend to the three districts of Raichur, Gulbarga and Bidar.

In the Gulbarga region, all the services on the Public Works Department roads have been nationalised and only a few interior routes are operated by private operators. Nationalisation of passenger transport services was initiated in this region as early as 1936 when certain routes in Humnabad and Yadgir pockets were taken over by the Hyderabad Road Transport Department which came into existence in 1932 as a subsidiary department of the Nizam's State Railway. The Road Transport Department was separated from the Railways in 1952 when the Nizam's State Railway was integrated with the Indian Railways and was managed departmentally by the Government of Hyderabad till the reorganisation of States in 1956. Subsequently, the road transport ser-

vices operated by the four depots of Humnabad, Yadgir, Raichur and Lingsugur were taken over by the Mysore State Road Transport Department, on 1st November 1956. Since the States' re-organisation, considerable progress has been achieved in the operational activities in this region. The headquarters offices of the division which were formerly at Raichur were shifted to Gulbarga in 1960. The operational position as on 1st September 1965 in respect of Gulbarga district was as follows :—

Number of routes	..	..	63
Route mileage	..	..	6,747
Vehicles held	..	..	96
Vehicles operated	..	..	55
Number of employees	..	..	546
Depots	..	..	2

The seating capacity of the Road Transport Corporation buses varies from 37 to 48. Twenty-five per cent of the seating capacity of the vehicles is allowed for standing passengers, subject to a maximum of ten passengers.

Private Bus Routes

In addition to the buses operated by the Mysore Road Transport Corporation, the Regional Transport Authority has given route permits to several private bus owners. These services are being operated in all the taluks of the district.

Railways

Gulbarga district has two broad gauge sections operated by the Central Railway system. The lines are — (1) Raichur to Bombay passing through Gulbarga and (2) Wadi to Secunderabad passing through Chittapur and Seram. In close proximity to the district headquarters town and on the main Madras-Bombay broad gauge line is the important junction of Wadi, whence lines branch off to Bombay, Madras, Secunderabad, Hyderabad and Vijayawada. The broad gauge line from Madras to Bombay enters the district at a point on the Krishna river railway bridge and leaves the district near Dudhni. The total length of this section of the railway line in the district is 164 kilometres. The broad gauge portion of the Raichur-Sholapur section was laid between 1861-1871. At that time, it was felt that a direct rail communication was necessary between the presidencies of Madras and Bombay. Originally, the Great Indian Peninsular Railway Company administered the line. Later on, the Government of India took over the section in 1944. After independence, the Great Indian Peninsular system was merged in the Central Railway system. This line which enters the district in Yadgir taluk runs from south east to north-west upto Yadgir and from there takes a northerly direction upto Gulbarga town. From Gulbarga, the line runs from east to west, emerging out of the district near Dudhni. This section has the following important railway stations en route: Krishna, Narayanapeth Road, Yadgir, Thangundi, Nalvar, Wadi,

Shahabad, Martur, Gulbarga, Savalgi, Ghangapur Road, Kulali and Dudhni.

In the Wadi-Secunderabad section, there is a total length of 43 kilometres in Gulbarga district, running slightly north-east from Wadi junction. The railway stations on this broad gauge route are Wadi, Chittapur, Malkhed Road, Seram and Kurkunta. The question of connecting Hyderabad with the Madras-Bombay broad gauge line was considered by the Nizam's Government in October 1873. In 1874, the line from Wadi to Secunderabad was opened for traffic. This line was administered by the Great Indian Peninsular Railway till the end of 1878. From 1878 to 1884, the State Railway Agency was in charge of operational activities. In January 1885, the Nizam's Guaranteed State Railway took it over and worked the section till the 31st March 1930. On 1st April 1930 this section of the railway was purchased by the Nizam and was operated by the Hyderabad Government. When the zonal system was introduced after independence, this section was included in the Central Railway.

There has not been any expansion of the railways since these two important lines were laid, though there has been a persistent agitation by the public to open a line from Gulbarga to Bidar *via* Humnabad. The railway lines in the district have played a noteworthy part in the economic life of the area. The main exports from Wadi junction, Gulbarga, Chittapur, Yadgir and Seram are jola (jowar), cotton, groundnuts and other oil-seeds.

Facilities for pilgrims and travellers have been provided in Inspection Bungalows and Travellers' Bungalows which are maintained by the State Public Works Department. The chavadies, which are akin to the village chavadies in the old Mysore area, are quite numerous in the taluks of the district. These are maintained by village panchayats and each has one or two unfurnished rooms. Travellers and officials on work are lodged here without any payment of rent. There are seven chavadies in Gulbarga taluk, three in Chittapur taluk, seven in Yadgir taluk, 19 in Shahapur taluk, 21 in Shorapur taluk, 18 in Jevargi taluk, one in Aland taluk, four in Chincholi taluk, one in Seram taluk and none in Afzalpur taluk.

Travel Facilities

Though the district was under various dynasties and has innumerable historical relics, tourism as such has not developed on modern lines. No doubt, people visit in large numbers Rajankollur in Shorapur taluk and Gogi and Vibhuthihalli in Shahapur taluk to see some of the famous historical relics. Yergol village in Yadgir taluk is important as the place where Sri Tikacharya, the celebrated commentator of Madhva philosophy, wrote his treatise, Nyayasudha. This place is frequented by large numbers of Madhva devotees. Some *dharmashalas* have been constructed by devotees

at this place. Mudnur, yet another place in Shorapur taluk, is the birth-place of Sri Devara Dasimayya, a pioneer *vachanakara* in Kannada literature. This place is also visited by devotees. Devapur village in Shorapur taluk is said to be the birth-place of the celebrated poet Lakshmisha, the author of *Jaimini Bharatha*. Those interested in Kannada literature frequent this place. Ancient buildings built at the time of the Bijapur Sultans exist in Gogi in Shahapur taluk which are visited by sightseers. The fort at Yadgir was built by the Yadava kings and is worth a visit. The mosque in Gulbarga fort is the only one of its kind in India, being covered all through. Many Muslim pilgrims visit this place. Aralgundgi in Jevargi taluk was the home of Sri Sharanabasaveshwara, whose famous shrine is situated in Gulbarga town. Tintini on the banks of the Krishna river and Kodekal village in Shorapur taluk are famous for temples and dargahs which are venerated by both Hindus and Muslims. Malkhed in Seram taluk is historically famous and is also a religious centre. The Rashtrakutas had their administrative capital here. The *brindavan* of Sri Tikacharya is situated here. Ghangapur in Afzalpur taluk is a famous centre of pilgrimage. Travellers and pilgrims who visit all these places are lodged in private dharmashalas, sarais and Government rest houses. A list of the rest houses and dak bungalows, maintained by the State Public Works Department, is appended at the end of the chapter. Generally, one or two suites in the Travellers' Bungalows are reserved for Government officers on duty and these are called Inspection Bungalows.

Aiwan-e-Shahi Guest House

Under the direct supervision of the Deputy Commissioner, Gulbarga, there is a fine guest house called the Aiwan-e-Shahi Circuit House located not far from the Gulbarga railway station. This building is pretty old and was once the palace of the Nizams. The Nizams used to stay in this building when they paid visits to Gulbarga during the annual *urus*. After the States' reorganisation, the building was converted into a circuit house for the use of visitors. There are two well-furnished suites with all modern comforts. The other portion of the Aiwan-e-Shahi building houses the office and the official residence of the Divisional Commissioner. Close by, there is a rest house for the use of officials on duty.

Hotels and lodging houses are situated in all urban areas. Gulbarga town has quite a large number of coffee hotels, tea stalls, lodging houses, vegetarian and non-vegetarian eating houses and furnished or unfurnished rooms for occupation. Railway retiring rooms are provided in Wadi junction, from where travellers can go to places like Malkhed, Shorapur, Gulbarga and other centres.

Postal and Telegraph Facilities

The Indian Posts and Telegraphs Department is providing the postal, telegraph and telephone facilities in the district. The Superintendent of Post Offices, Gulbarga Division, who has

his headquarters in Gulbarga town looks after the work of all the three districts in Hyderabad Karnatak—Gulbarga, Bidar and Raichur. This officer is directly responsible to the Post Master-General in Bangalore. There are four postal sub-divisions in the district, two with headquarters in Gulbarga town, one at Yadgir and one at Seram managed by Inspectors of Post Offices. The strength of departmental officials in the district in 1965 working directly under the Superintendent of Post Offices was as follows :—

Higher selection grade staff	..	..	2
Lower selection grade staff	..	..	9
Clerical staff	..	..	98

The number of post offices in the district in 1965 was as follows :—

Head office at Gulbarga	..	1
Sub-offices including extra-departmental offices.	..	28
Extra-departmental branch offices	..	382

Combined post and telegraph offices in the district are located at the following places :— **Combined Post Offices**

Gulbarga Head Office, Aland Combined Sub-Office, Chittapur Combined Sub-Office, Gulbarga Railway Station Sub-Office, Seram Sub-Office, Shahabad Sub-Office, Shahapur Combined Sub-Office, Shorapur Combined Sub-Office, Wadi Combined Sub-Office, Yadgir Combined Sub-Office, Nehruganj Sub-Office (Gulbarga town), Saidapur Combined Sub-Office and Yadgir Railway Station Sub-Office.

There are no separate departmental telegraph offices anywhere in the district.

Telephone exchanges are located in Gulbarga, Aland, Chittapur, Seram, Shahabad, Yadgir and Wadi (P.C.O.) which is a repeater station. Automatic telephone exchanges are located in Aland and Shahabad, and the rest are manual exchanges. The following statement indicates the number of connections in each exchange :— **Telephone Exchanges**

Aland (Automatic)	..	8 lines
Chittapur (Manual)	..	14 lines
Gulbarga (Manual)	..	200 lines
Seram (Manual)	..	17 lines
Shahabad (Automatic)	..	10 lines
Yadgir (Manual)	..	55 lines
Wadi Repeater Station	..	Public Call Office

Telephone facilities.—Telephone facilities for the use of the public are provided in various post offices in the district. The following is the list where such facilities exist : Gulbarga Head Post Office, Aland, Gulbarga Railway Station Sub-Office, Shahabad Combined Sub-Office, Yadgir, Chittapur, Seram, Wadi, Saidapur, Shorapur and Shahapur.

Statement showing the details of Road Mileage in charge of Public Works Department, Gulbarga Division, as on 31st March 1964.

Sl. No.	Name of Road	Total length	Cement concreted		Black-topped		Metalled		Other kinds of surface treatment	
			M.	F.	M.	F.	M.	F.	M.	F.
1	2	3	4	5	6	7				
		M.	F.	M.	F.	M.	F.	M.	F.	
I. National Highway—		..	..	Nil		..	..	..	..
II. State Highways—										
1.	Humnabad—Gulbarga Road ..	29	7½	2	5½	27	2	..	..	..
2.	Gulbarga—Shahapur Road ..	20	0	..	..	20	0	..	..	..
3.	Gulbarga—Kodangal Road ..	48	2	..	..	38	2	10	0	..
4.	Gulbarga—Aland Road ..	27	5½	..	..	27	5½	..	..	..
5.	Aland—Wagdhari Road ..	14	5	..	..	..	..	14	5	..
Total ..		140	4½	2	5½	113	1½	24	5	..
III. Major District Roads—										
1.	Sinnur—Shahabad Branch Road	10	7½	..	..	10	7½	..	..	..
2.	Ghangapur—Pattan Road ..	20	7	..	..	20	7	..	..	..
3.	Aland—Umerga Road ..	9	5	..	..	9	5	..	..	..
4.	Chowdapur—Afzalpur Road ..	13	5	..	..	13	5	..	..	..
5.	Kadganchi—Mahagaon Road ..	32	0	..	..	1	4	7	0	23 4
6.	Seram—Gurmatkal Road ..	12	0	..	..	..	..	..	..	12 0
7.	Road from Chowdapur to Gobbur	6	0	..	..	..	..	6	0	..
8.	Road from Afzalpur to Hosur via Karajgi and Mannur ..	25	0	..	..	..	..	..	..	25 0
9.	Road from Chittapur to Malkhed	8	2	..	..	8	2	..	..	..
Total ..		138	2½	..	..	64	6½	13	0	60 4
IV. Other District Roads—										
1.	Mahboobnagar—Chincholi Road	9	4	..	..	9	4	..	..	..
2.	Chima Idlai to Dongergaon upto H.G.—P.W.D. Road ..	19	0	..	..	..	..	7	4	11 4
3.	Road from Mallabad to Kulali Railway Station ..	9	6	..	..	..	..	9	6	..
4.	Sulepet—Chincholi Road ..	6	5½	..	..	..	..	6	5½	..
Total ..		44	7½	..	..	9	4	23	7½	11 4

1	2	3	4	5	6	7
V. Village Roads—						
1. Chittapur—Nagar Road	..	2 0	..	..	2 0	..
2. Chincholi to Bangur <i>via</i> Karkanalli (upto district border)	..	8 0	..	..	..	8 0
3. Road from Afzalpur to Soan	..	3 0	..	..	..	3 0
4. Marbur—Kalgi Road	..	12 0	..	..	..	12 0
5. Road from Seram to Sulepet <i>via</i> Nidgunda	..	18 6	..	..	..	18 6
6. Road from Tonsanhalli to Gobbur <i>via</i> : Kirangi and Farhatabad	..	16 0	..	..	..	16 0
7. Road from Gulbarga to Narona <i>via</i> Sultanpur	..	16 0	..	..	..	16 0
8. Chinchansur—Bodhan Road	..	4 0	..	..	..	4 0
9. Approach road from H.G. Road miles 30/2 to Harsoor village	..	6 0	..	..	..	6 0
10. Karajgi to Boratti Railway Station upto Maharashtra border <i>via</i> : Mashal	..	7 0	..	..	..	7 0
11. Revoor to Dudhani (upto Maharashtra border <i>via</i> Arjungi)	..	4 4	..	..	..	4 4
12. Road from Chimanchod to Chengta	..	14 0	..	..	..	14 0
13. Road from Kamalapur to Okli	..	3 0	..	..	..	3 0
14. Sirwal—Dudhni Road	..	9 6	..	..	..	9 6
15. Approach road from G.K. Road to Seram town	..	0 4½	..	..	0 4½	..
16. Afzalpur—Bellurgi Road upto Maharashtra border	..	7 2	..	..	..	7 2
17. Road from Aland to Tadkal (Road from Aland to Salgera <i>via</i> Tadkal)	..	6 0	..	..	..	6 0
18. Road from Nagai base to join Chittapur—Yadgir Road	..	0 6	..	..	0 2½	0 3½
Total	..	138 4½	..	..	2 7½	135 5½

Statement showing the details of road mileage in charge of the Public Works Department, Yadgir Division, as on the 31st March 1964.

Sl. No.	Name of Road	Total length	Cement concreted	Black topped	Metalled	Other kinds of surface treatment
1	2	3	4	5	6	7
		M.F.	M.F.	M.F.	M.F.	M.F.
I. National Highway Nil						
II. State Highways—						
1.	Gulbarga—Shahapur Road	28 3	..	28 3	..	..
2.	Jevargi—Jeratgi Road	23 1	..	..	23 1	..
3.	Khanapur—Lingsugur Road	36 2	..	36 2	..	..
4.	Shahapur—Hathigudur Road	7 4	..	7 4	..	..
	Total	95 2	..	72 1	23 1	..
III. Major District Roads—						
1.	Hyderabad—Bijapur Road via Shahapur.	88 ½	..	34 3	53 5½	..
	Total	88 ½	..	34 3	53 5½	..
IV. Other District Roads—						
1.	Devapur—Malnoor Road	21 1	..	..	21 1	..
2.	Malla Kembhavi—Hunsagi Road..	20 1	..	..	20 1	..
3.	Hunsagi—Kodekal Road (Narayanpur Road)	24 0	..	..	24 0	..
4.	Saidapur Branch Road	15 6	..	..	5 6	10 0
5.	Shahapur—Kembhavi Road	18 6	..	..	8 0	10 6
6.	Kowdimatti—Ammapur Road	6 0	..	..	6 0	..
7.	Road from Chigerhalli-Idin Ijeri Road.	25 0	..	..	9 0	16 0
8.	Yadgir—Wadgera Road	10 2	..	..	1 6	8 4
9.	Rasthapur—Sagar Road	4 2	..	..	..	4 2
	Total	145 2	..	..	95 6	49 4

1	2	3	4	5	6	7
V. Village Roads—						
1.	Kellur—Andola Road ..	3 6	..	..	3 6	..
2.	Mirakal—Minaspur Road ..	7 0	..	..	7 0	..
3.	Tintini to Balshettihal ..	10 4	..	..	..	10 4
4.	Road from Ramasamudra to Saidapur upto P.W.D. Road.	12 6	..	..	9 0	3 6
5.	Jevargi—Raddiwadi Road ..	2 5	..	..	2 5	..
6.	Yadgir—Seram Road (Yadgir—Hattikuni).	8	..	..	8	..
7.	Gurmatkal—Putpak Road ..	7 0	..	..	..	7 0
8.	Hedgi—Malla Road ..	8 0	..	..	..	8 0
9.	Gowhar Approach Road ..	2 6	..	..	..	2 6
10.	Raddewadi—Kollur Road ..	2 3	..	..	..	2 3
11.	Needalgi—Hangerga Road ..	12 0	..	..	..	12 0
12.	Wadgera—Wandagnoor Road..	6 0	..	..	..	6 0
13.	Raynoor—Kudi Road ..	12 0	..	..	..	12 0
14.	Neelogi Approach Road ..	3 6	..	..	..	3 6
15.	Jeratgi—Itga Road ..	14 0	..	..	..	14 0
16.	Soan—Alur Road ..	8 0	..	..	..	8 0
17.	Belwar—Balbatti Road ..	4 0	..	..	..	4 0
18.	Balbatti to Channel ..	6 0	..	..	..	6 0
19.	Yadgir—Chittapur Road (Narabole section).	10 0	..	..	..	10 0
20.	Rangampeth—Saidapur—Gogi Road ..	16 0	..	..	..	16 0
21.	Kodekal—Talikota Road (Kodekal—Markinal section).	6 0	..	..	..	6 0
22.	Shorapur—Muddebihal Road (Ammapur—Agnikeribhavi section).	16 0	..	..	..	16 0
23.	Kembhavi—Peerapur—Talikota Road (Ammapur—Peerapur section).	4 0	..	..	..	4 0
24.	Kakkera—Devatkal—Halammapur Road.	14 0	..	..	..	14 0
25.	Jamalpur—Nagabevinhal Road via Rayangola.	14 0	..	..	..	14 0
26.	Jamalpur—Balshettihal Road ..	6 0	..	..	..	6 0
27.	Khanapur—Kurkunta—Gadgera—Bilhar Bendibembli Road.	22 0	..	..	..	22 0
28.	Shahapur—Sirwal—Anbinaribole Road.	14 0	..	..	..	14 0
29.	Hathigudi—Bendibembli Road ..	21 0	..	..	..	21 0
	Total ..	273 4	..	..	30 3	243 1

Statement showing particulars of Bridges as in 1965 in Gulbarga district, having a linear waterway of more than a 100 feet

Sl. No.	Name of Road	Location	River drainage i.e., catchment area	Waterway		Linear water- way	Type of decking	Road width over bridge	Cost of bridge
				Span length	No. of spans				
1	2	3	4	5	6	7	8	9	10
1.	Chowdapur-Afzalpur Road (Amerja Causeway).	0/8	400 sq. miles.	21'	10	210'	R.C.C. slab.	22'	Rs. 1,41,341
2.	Gulbarga-Humnabad Road	8/0	100 sq. miles	30'	9	270'	Arched	18'	..
3.	Gulbarga-Kodangal Road Causeway	23/3	2,00 sq. miles	30'	21	630'	R.C.C.	22'	5,00,000
4.	Gulbarga-Aland Road (Bridge).	19/7	45 sq. miles.	20'	5	100'	..	21'	..
5.	Aland-Umerga Road (Bridge).	5/2	9 sq. miles	20'	5	100'	..	21'	..
6.	Humnabad-Gulbarga Road (Bridge).	24/1	692.5 sq. miles	60'	9	540'	Arched	15'	..
7.	Humnabad-Gulbarga Road (Bridge).	33/1	2.5 sq. miles.	30'	5	150'	..	18'	..
8.	Gulbarga-Kodangal Road (Gundgurthi Causeway).	16/7	185 sq. miles.	4'	25	100'	R.C.C.	21'	..
9.	do (Culvert)	28/0	4.44 sq. miles.	8'	13	104'	..	21'	..
10.	Gulbarga-Sholapur Road ..	20/4	22.687 sq. miles.	75'	10	750'	R.C.C.	22'	14,66,995

1	2	3	4	5	6	7	8	9	10
									Rs.
11.	Sulepet-Chincholi Road	6/5	574 sq. miles	60'	10	600'	R.C.C.	24'	8,03,000
12.	Aland-Waghdari Road ..	3/0	134 sq. miles	20'	18	360'	Arched masonry	22'	2,37,000
13.	Hyderabad-Bijapur Road (Bridge).	60/3	..	25'	9	225'	R.C.C.	18'	..
14.	Chittapur-Malkhed Road (Bridge).	10/0	62.50 sq. miles.	10'	20	200'	R.C.C.	18'	73,000
15.	Hyderabad-Bijapur Road Bhima Bridge near Yadgir.	120/7	25.488 sq. miles.	60'	19	1,140'	Stone	22'	8,79,358
16.	Siddapur Branch Road (Causeway across Nandepally).	3/4	5.34 sq. miles	4 Dia Hume Pipe.	90	360'	R.C.C. Slab	18'	1,22,725
17.	Gulbarga-Shahapur Road (Siddapur Culvert).	41/2	9 sq. miles	10'	10	100'	Arched	18'	..
18.	Gulbarga-Shahapur Road (Jevargi Nala Bridge).	23/5	9 sq. miles	20'	6	120'	„	18'	..
19.	Gulbarga-Shahapur Road (Mudbal Nala Culvert).	33/6	„	8'	20	160'	„	18'	..
20.	Khanapur-Lingsugur Road (Lakshmi pur Nala Bridge).	18/6	45.5 sq. miles.	20'	6	120'	„	18'	..
21.	Khanapur-Lingsugur Road (Konganda Nala Bridge).	14/4	44 sq. miles	20'	6	120'	„	18'	..

1	2	3	4	5	6	7	8	9	10
									Rs.
22.	Hyderabad-Bijapur Road (Koralgere Nala Causeway).	166/2	120 sq. miles	8'	29	232'	..	18'	..
23.	Hyderabad-Bijapur Road (Handnoor Nala Bridge).	161/5	30 sq. miles	10'	27	270'	..	18'	..
24.	Khanapur-Lingsugur Road (Near Tintini)	35/0	20,325 sq. miles.	101.5'	19	1,928'	R.C.C. balance cantilever box girder.	24'	25,83,700
25.	Khanapur-Lingsugur Road (Devapur Bridge)	27/0	325 sq. miles	63'	7	441'	R.C.C. T. beam and slab.	24'	6,52,700
26.	Hyderabad-Bijapur Road	142/3	7.28 sq. miles	4 Dia Pipe	21	117'	R.C.C. wearing coat 3" thick	24'	86,000

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Particulars of Dak Bungalows, Tourist Homes and Store-cum-Rest Houses in Gulbarga P.W.D. Division.

Sl. No.	Name of the Bungalow	Class	Location	Approach road and distance from the nearest main road	Distance from the nearest railway station	Mileage of the point where the approach road branches off
1	2	3	4	5	6	7
1.	Travellers' Bungalow, Gulbarga	.. I	Near Railway Station, Gulbarga.	Nearly one furlong	Nearly one furlong	....
2.	Tourist Home, Gulbarga	..	Gulbarga Town	Two furlongs	1½ miles	1 mile from Railway Station on Gulbarga-Humnabad road
3.	Inspection Bungalow, Aland	.. II	Aland Town	On Gulbarga-Aland Road.	25 miles from Ghangapur Railway Station.	On the Gulbarga-Aland Road at mile 25/6
4.	Do	Afzalpur .. II	Afzalpur Town	Nil	22 miles	13/6
5.	Do	Chincholi .. II	Chincholi Town	On Mahboobnagar-Chincholi Road.	19 miles from Tandur	....
6.	Do	Chittapur .. II	Chittapur Town	8 miles 2 furlongs from Gulbarga-Kodangal Road.	Near railway station	8 miles 2 furlongs
7.	Do	Bhosga .. II	One mile away from 4/4 of Gulbarga-Aland Road.	One mile	7 miles	4/4 of Gulbarga-Aland Road.
8.	Do	Malkhed .. II	Malkhed, Chittapur Taluk	Near Junction of Gulbarga-Kodangal road and Chittapur-Malkhed road	4 miles	On Main Road
9.	Do	Ghangapur .. II	Ghangapur, Afzalpur Taluk	..	10 miles	....
10.	Do	Seram .. II	Seram Town	..	4 furlongs	On Gulbarga-Kodan a Ro ad
Store-cum-rest houses—						
	(i) At Ratkal—Chincholi Taluk			25 miles from Gulbarga railway station	On Kurkola-Sulepet road	miles 9
	(ii) At Kodli—Chincholi Taluk			31 miles do	do	miles 15

Particulars of Dak Bungalows, etc. in Gulbarga P.W.D. Division—(Contd.)

Sl. No.	Name of the Bungalow	Facilities available like cook, utensils, furniture, water, light, etc.	Number of suites, etc.	Name of places of interest nearby and distance
		8	9	10
1.	Travellers' Bungalow, Gulbarga	Fully furnished and all facilities available.	4 Suites ; 2 T.B. and 2 I.B.	Sri Sharana Basaveshwara Temple and Khwaja Bande Nawaz Dargah.
2.	Tourist Home, Gulbarga	Do	14	Do
3.	Inspection Bungalow, Aland	All facilities provided except electric light.	2	Dargah and shrine of Ladlay Mashaik at Aland.
4.	Do Afzalpur	Do	2	Ghangapur Temple—18 miles.
5.	Do Chincholi	Utensils, furniture and water	2	.....
6.	Do Chittapur	Light, furniture and utensils	2	Nagai 2 miles; Malkhed 8 miles 2 furlongs.
7.	Do Bhosga	No facility except furniture	2	Bhosga Tank.
8.	Do Malkhed	All facilities provided	2	Sri Tikacharya Temple on the bank of river Kagna.
9.	Do Ghangapur (Deval)	Do	2	Sri Datta Temple on the bank of river Bhima
10.	Do Seram	Do	2	.....

Particulars of Dak Bungalows in Yadgir P.W.D. Division.

Sl. No.	Name of the Bungalow	Class	Location	Approach road and distance from the nearest main road	Distance from the nearest Rly. Stn.	Mileage of the point where the approach road branches off
1	2	3	4	5	6	7
1.	Travellers' Bungalow, Yadgir.	II	Yadgir town	By the side of Hyderabad—Bijapur Road	Yadgir one furlong	H-B. Road 120
2.	Inspection Bungalow, Yadgir	II	Yadgir town	By the side of H. B. Road	4 furlongs	H.B. Road 120
3.	Inspection Bungalow, Gurmatkal.	II	Gurmatkal, Yadgir taluk	By the side of Hyderabad—Bijapur Road.	25 miles from Yadgir by road.	H-B. Road 96.
4.	Inspection Bungalow, Killenkera.	II	Village Killenkera, Yadgir taluk.	Narayanpet-S-B. Road.	5 miles from Saidapur Rly. station.	14/3 of S-B. Road.
5.	Inspection Bungalow, Karni.	II	Village Karni, Yadgir taluk.	1 mile from S-B. Road.	Narayanpet Road 12 miles.	4/3 of S-B. Road
6.	Inspection Bungalow, Azlapur	II	Azlapur, Yadgir taluk,	7 miles from S-B. Road.	19 miles	4/3 of S-B Road.
7.	Inspection Bungalow, Minaspur.	II	Minaspur, Yadgir taluk.	3 miles from M. M. Road.	21 miles from Yadgir.	24/5 of M-M. Road.
8.	Inspection Bungalow, Hattikuni	II	Hattikuni, Yadgir taluk	Yadgir—Hattikuni Road.	7 miles from Yadgir Rly. station	Project site of Hattikuni.
9.	Inspection Bungalow, Nandepally.	II	Village Nandepally, Yadgir taluk	Roadside of Village Nandepally.	Narayanpet 11 miles.	4/3 of H-B. Road.
10.	Travellers' Bungalow, Shorapur.	II	Shorapur	I.B. road branching from K.L. Road.	33 miles from Yadgir.	Mile 21/0 to 21/1 of K.L. Road.
11.	Inspection Bungalow, Hathigudur.	II	Village Hathigudur, Taluk Shahapur.	185 feet from K-L Road Mile 11/2 to 21/2.	21 miles from Yadgir.	Mile 11/2 of K.L. Road.
12.	Travellers' Bungalow, Shahapur	II	Shahapur, Taluk Shahapur	By the side of Shahapur—Gulbarga Road.	28 miles from Yadgir Rly. station.	....
13.	Inspection Bungalow, Jevargi.	II	Jevargi, Taluk Jevargi.	On Gulbarga—Shahapur Road.	25 miles from Gulbarga.	No approach road.

H.B. Road=Hyderabad—Bijapur Road ; S.B. Road=Saidapur Branch Road ; M.M. Road=Mirakal—Minaspur Road ; K.L. Road=Khanapur—Lingsugur Road.

Particulars of Dak Bungalows, etc., in Yadgir P.W.D. Division—(contd.)

Sl. No.	Name of the Bungalow	Facilities available like cook, utensils, furniture, water and light	Number of suites	Name of the places of interest near by and distance
		8	9	10
1.	Travellers' Bungalow, Yadgir.	All facilities ..	2	Shorapur—33 miles by road
2.	Inspection Bungalow, Yadgir.	do ..	2	do
3.	Inspection Bungalow, Gurmatkal.	No electricity ; moderate furniture.	2	..
4.	Inspection Bungalow, Killenkera.	do ..	2	..
5.	Inspection Bungalow, Karni.	do ..	2	..
6.	Inspection Bungalow, Azlapur.	do ..	2	..
7.	Inspection Bungalow, Minaspur.	do ..	2	..
8.	Inspection Bungalow Hattikuni.	No electricity— All other facilities.	1	Hattikuni project just by the side of Inspection Bungalow
9.	Inspection Bungalow, Nandepally.	do ..	2	..
10.	Travellers' Bungalow, Shorapur.	All facilities ..	2	Taylor Manzil and Gopaldaswami temple at Shorapur.
11.	Inspection Bungalow, Hattigudur.	No electricity ; moderate furniture.	2	..
12.	Travellers' Bungalow, Shahapur	All facilities ..	2	Shorapur—33 miles
13.	Inspection Bungalow, Jevargi.	No electricity ; moderate furniture.	2	Gulbarga—25 miles.