

CHAPTER 7

TRANSPORT AND COMMUNICATION

Transport and communication facilities play an important role in the economic and commercial development of any region. The scientific and technological innovations have brought about far reaching development in the field of transport and communication through the ages. Even in the history of Gulbarga district, we find that the communication system has played a major role in the development of this region. Several records found in the district also prove this point substantially. The Shatavahana coins found in the district, not only throw light on the commercial activities of the period, but also confirm the existence of a network of communication system. The epigraphical records of the Rastrakutas, the Chalukyas of Kalyana, the Kalachuris and other royal families, frequently mention words concerning transport such as Highways, Crossroad, Village road, etc. The Nagavi taluk inscription of 1057 A.D. makes mention of 'edevana'. The Nimbargi (Aland taluk.) inscription of 1098 A.D. refers to the cross-road. The word 'road' (ದಾರಿ/Dari) is found mentioned in the Tengali (Chitapur taluk.) inscription of 1106 A.D. along with several other inscriptions. Similarly, there are inscriptions in which 'Village roads' (*batte*) are referred. An inscription of 1095 found at Ingaligi in Chitapur taluk makes mention of a 'Main road' (*perbatte*) which was similar to our present day 'Highway'. Weekly markets or shandies were regularly held at places like Kulageri, Kembavi, Yedrami (Jevargi taluk), Gobburu, Mannuru, Mashala (Afzalpur taluk), Shiravala (Shahpur taluk) and Kalagi (Chitapur taluk) in the Gulbarga district; a network of roads existed to carry goods to all those places. The Kulageri inscription of 1080 A.D. makes a mention of the betel leaf traders of far of places like Tilavalli, Konageri, Savanuru etc., of Dharwad District. These factors testify to the existence of a network of transport and communication system with distant places connecting the Gulbarga district.

During military campaigns, roads known as *dandina dari* or 'Army roads' that were meant for the exclusive use of the men and military stores were resorted to. During times of

tranquility such roads served as link roads. The flourishing state of internal trade during the Bahamani Sultan's period was chiefly attributed to the maintenance of good roads. During the Vijayanagara period, a well developed road system linked the empire with the port of Bhatkal on the Western coast; These roads also connected some of the places in the Deccan plateau. But the communication system was adversely affected by the fall of Mughal Empire and the frequent military campaigns in the South. After the death of Aurangzeb in 1707, Nizam-Ul-Mulk Asaf Jha I, became independent and started to rule from Hyderabad. In later times improvements in road transport started. The Gulbarga – Firozabad road via Kotnur, Nandikeri, Sirur and Farhatabad was one of the few major highways that existed in the Hyderabad – Karnataka region. In fact, this road, which was running to the south of Gulbarga, was in use as a military road (Dandina Dari) and it linked Gulbarga with Surpur (Shorapur) too. Though the Jahgirdars of Paiga had independent roads in their respective administrative regions, no improvements were attempted.

During the latter half of the nineteenth century, two principal rail roads- namely Raichur-Mumbai and Wadi-Secunderabad lines came to be constructed and they linked several parts of the district. As a result, the transportation of goods became possible all through the year. After the conclusion of the I World War (1914-18), Motor vehicles gradually came into use. The establishment of radio and television transmission centres in recent decades gave a fillip to the progress of literature, art and culture in the Hyderabad-Karnatak region. The telegraph and the telephones have further helped the development of commerce and industry substantially.

ROADS

The total length of major roads that existed in the Gulbarga district by 1905 was about 128 km. Under the administration of the Nizams, several new roads were constructed between 1911-12 to 1921-22. Among the roads constructed during this period, the most important was the one between Chincholi and Tandur (the latter place is now in Andhra Pradesh). This 30 km long road costed Rs. 1,14,949 for its construction. The road connecting Gulbarga with Humnabad costed Rs. 3,41,899, while the improvement of the Yadgir-Shorapur (Surapur) road costed Rs. 3,17,448; Likewise for the Tandur-Kosgi road, an amount of Rs. 1,34,746 was spent. By the end of September 1938, of the existing 450 km roads in the district, only 264 kms were metalled and the remaining 186 kms being non-metalled. The roads controlled by the District and Taluk Boards was no more than 88 kms. Even at the time of reorganization of the States, in most parts of the district, the chief means of transportation consisted of carts drawn by two bullocks; buffaloes, oxen and horses.

In 1956, the district of Gulbarga, along with Bidar, occupied the lowest place in terms of road development, and the average length of roads for every 100 Sq.kms. was limited to six kms. The lack of road development in the district was glaringly evident when compared with other parts of the State. Until the reorganization of the State, several taluk headquarters in the Gulbarga district were lacking regular all-weather roads. At the start of the First Five Year Plan, the length of roads under the control of the Public Works Department did not exceed 733 kms. Several programmes were initiated under the Five Year Plans to built bridges, all-weather roads and other type of roads in the highly backward region of Hyderabad-Karnatak area. As a result the length of

roads increased to 1,154 kms. by the year 1961. Of this road length, asphalted or metalled roads accounted for 732 kms., and the non-metalled roads was 422 kms. As a result of the efforts put forth by the Public Works Department to construct new roads and improve the existing roads between 1961-62 and 1964-65, the length of roads in the district rose to 2686 kms., by 1971. With increased monetary allocations in subsequent years, the length of roads increased to 4,383 Kms. by 1981 and to 5,703 kms. by 1992.

Classification of Roads

The Nagpur Plan initiated in 1943 for the development of roads in the country has been a very useful project. For the first time in the country, the Highway system came to be divided scientifically into five classes: viz., National Highways, State Highways, Major District Roads, Other District Roads and Village Roads. During the decades after independence, under the various Five-Year Plans and Annual Plans, construction of new roads and improvement of existing roads received priority. But no National Highway passes through the Gulbarga district; however, several State Highways pass through it, some of which link many places in the neighbouring States of Andhra Pradesh and Maharashtra. The details are given below:

- (1) The State Highway Number 10, passing through Aland, Gulbarga and Sedam taluks connect the district with Maharashtra and Andhra Pradesh. The length of this highway within the Gulbarga district is 146.6 kms.
- (2) The State Highway Number 11, passes through Balakund, Basavakalyan, Muddabi and Mahagaon. Its length within the Gulbarga district, however is only seven km.
- (3) The State Highway Number 12, connects Jevargi in the district with Sankeshwar in the Belgaum district which subsequently joins National Highway Number 4. It passes through Sindgi, Bijapur, Athani, Todwal, Chikkodi and other places. The length of this Highway within the district is only 37.40 km.
- (4) The State Highway Number 15, which connects Aland, Gulbarga and Sedam, runs a distance of 147.30 kms. within the Gulbarga district.
- (5) The State Highway Number 19, which connects Srirangapattana in the Mandya district with Bidar, run a distance of 191 kms. within the Gulbarga district. This highway passes through Chikkanayakanahalli, Sindhanur, Surpur, Shahapur, Jevargi, Gulbarga, Humnabad and other places.
- (6) The State Highway Number 22, which runs a length of 96.24 kms. within the Gulbarga district, passes through places like Gulbarga, Afzalpur and Hosur.
- (7) The State Highway Number 32, starting from the border town of Umarga in Maharashtra, passes through Aland, Mahagaon and Chincholi for a distance of about 118.6 kms within the Gulbarga district before joining the State Highway No. 15 near Sulepet. The figures given in tables 7.1 to 7.5 indicates how there has been an increase in all classes of roads including the State Highways in the district with all aspects relating to roads and their developments.

Table 7.1 : Different type of Roads in the District from 31-3-1956 to 31-03-1994 (in km.)

Year	National Highway	State Highway	Major District Roads	Other District Roads	Village Roads	Taluk Roads	Forest Roads	Irrigation Department Roads	Municipal Roads	Total
31.03.1956	-	227	300	206	-	241	-	-	-	974
31.03.1957	-	227	553	270	104	18	5	N	N	1177
31.03.1966	-	393	523	258	502	304	5	O	O	1985
31.03.1971	-	401	808	334	813	297	5	T	T	2658
31.03.1976	-	575	868	305	1588	858	5	A	A	4019
31.03.1981	-	575	868	305	1977	813	5	V	V	4363
31.03.1986	-	575	897	274	2542	789	5	A	A	5082
31.03.1987	-	575	897	274	2546	739	5	I	I	5036
31.03.1988	-	797	915	89	2475	739	5	L	L	5020
31.03.1989	-	797	915	89	2443	739	5	A	A	4988
31.03.1990	-	797	915	89	2443	1454	5	B	B	5703
31.03.1991	-	797	915	89	2443	1454	5	L	L	5703
31.03.1992	-	797	915	89	2443	1454	5	E	E	5703
31.03.1995	-	860	1395	63	1891	1689	5	838	535	7276

Source : Public Works Department & District Statistical Office, Gulbarga.

Table 7.2 : Taluk-wise Villages Connected By Roads In The District As On 31.03.1993

Sl. No	Name of Taluk	Villages connected by All-weather Roads	Villages connected by Seasonal Roads	Villages with Kutcha and non-motorable roads	Villages without any kind of roads	Total
1.	Afzalpur	46	9	33	1	89
2.	Aland	66	9	52	1	128
3.	Chincholi	59	14	60	-	133
4.	Chitapur	44	5	66	2	117
5.	Gulbarga	73	14	55	-	142
6.	Yadgir	38	24	57	-	119
7.	Sedam	31	68	4	2	105
8.	Jevargi	59	64	21	-	144
9.	Surpur	48	41	57	1	147
10	Shahpur	107	49	18	-	174

Source : Public Works Department, Gulbarga

Table 7.3 : Bridges Having A Linear Waterway Of 60 Mtrs.
Or More Constructed On All Roads As On 31-03-1994

Sl. No.	Name of the road on which bridge is	Place constructed	Year of construction	Expenditure incurred (Rs.in lakhs)
1	2	3	4	5
1	Vanamarapalli-Raichur Road	Yadgir	1914	8.99
2	Sindgi-Shahpur Road	Malli	1952	6.50
3	Gulbarga-Humnabad Road	Kurikota	1954	-
4	Gulbarga-Humnabad Road	Kadli	1955	-
5	Chowdapur-Afzalpur Road	Badanalli	1956	1.41
6	Saidapur Branch Road	Nandapalli	1956	1.23
7	Sindgi-Shahpur Road	Hadanur	1956	18.00
8	Wagdhari-Ribbanapalli Road	Malkhed	1961	12.00
9	Vanamarapalli-Raichur Road	Sedam	1962	4.15
10	Srirangapatna-Bidar Road	Thinthani	1962	35.00
11	Srirangapatna-Bidar Road	Mudbal	1963	8.50
12	Srirangapatna-Bidar Road	Devapur	1963	9.00
13	Aland-Wagdhari Road	Shakapur	1965	2.32
14	Bidar-Chincholi Road	Chincholi	1965	8.63
15	Srirangapatnam-Bidar Road	Kattisanghavi	1965	11.00
16	Kurikota-Sulepet Road	Nagur	1966	2.01
17.	Yadgir-Raichur Road	Rachanahalli	1969	27.00
18	Yadgir Chittapur Road	Yadgir	1971	3.40
19.	Vanamanapalli-Raichur Road	Sedam	1972	12.70
20.	Kurikota-Sulepet Road	Arankal	1972	3.00
21.	Vanamarapalli-Raichur Road	Hathikuni	1973	3.00
22.	Kadaganchi-Mahagaon Road	Mahagaon	1973	2.94
23.	Aland-Salagar Road	Sanagund	1988	30.00

Source : Public Works Department & District Statistical Office, Gulbarga.

Table 7.4 : Particulars of Bridges and Culverts constructed on State Highway and Other State Fund Roads as on 31.03.94

Particulars	Linear Waterway Bridges							Total	Bridges of 60mtr and above	Total
	Culverts less than 6 mtr	Culverts between 6mtr and 12 mtr	Between 12mtr and 18mtr	Between 18mtr and 24 mtr	Between 24 mtr and 30 mtr	Between 30 mtr and 60 mtr	Total			
1	2	3	4	5	6	7	8	9	10	
1 Constructed on State Highways	283	33	13	6	10	6	351	10	361	
2 Other Roads	747	210	57	23	26	33	1096	13	109	

Source : Public Works Department, Gulbarga

Table 7.5 : Particulars of Taluk-wise Village Roads (Surface-wise) under the control of Jilla Panchayat, Taluk Panchayat, Forest Department as on 31.03.1995 (In.km.)

Sl. No.	Name of the Taluk	Village Roads	Classification of Roads		Total (4+5)
			Black Topped Roads	Non metalled	
1	2	3	4	5	6
1	Afzalpur	112.20	76.00	36.20	112.20
2	Aland	170.60	54.10	104.50	158.60
3	Chincholi	124.60	56.30	68.30	124.60
4	Chitapur	233.70	106.40	127.30	233.70
5	Gulbarga	83.60	39.20	44.40	83.60
6	Yadgir	126.60	5.10	68.50	73.60
7	Shahapur	157.40	3.80	84.90	88.70
8	Surpur	126.40	10.00	67.00	77.00
9	Jevargi	254.70	3.00	131.30	134.30
10	Sedam	116.00	7.30	33.40	40.70
Total		1505.80	361.20	765.80	1127.00

Source : Public Works Department, Gulbarga excluding mud and katcha roads

Ferry Services (Waterways)

Ferrying or transport of people and goods across rivers on a regular basis has been an old tradition. In recent decades ferriers are losing their ground slowly and decreasing numerically due to the newly built bridges (see table 7.3) across rivers. Mechanisation too has affected ferries. At several places in the district, on the major rivers like the Krishna, the Bhima, the Kagina and Mullamari, people are still dependent on ferries, basket boats and motor boats. It has been a cheap mode of carrying men and materials across the rivers. Ferry services cannot operate during floods in the rivers. Hence the department of Ports and Inland waterways regulates the ferry services. The ferries operating on the rivers were inspected annually by the department of inland waterways. The licensed ferry services are operated by the private ferrymen as well as local authorities. In recent years the district witnessed two ferry accidents. On 17.09.1990 on the

river Bhima near Hagaragundi in Jewargi taluk, an overloaded private boat capsized and 25 persons were drowned; and, on 13.07.1984, an unlicensed overloaded basket boat capsized on the Krishna river near Kakkeri in Surapur taluk in which four persons were drowned. As a result, these routes have been taken over by the Department which has introduced mechanized fibre-glass boats. The following table gives details of ferry services in operation in different taluks in the district and the income derived from them.

Places where boat/ Ferry service available	Name of the river	Organisation/contractor operating boat/ferry (Taluk-wise)
<u>Afzalpur Taluk</u>		
Mannur-Chikkamannur	Bhima river	Port and Inland Water Transport Department
Udachana-Rodgi	-"	-"
Bosgi-Tavarkhed	-"	-"
Duddanagi-Tarapur	-"	-"
Takkali	-"	-"
Saganur - Yangunti	-"	-"
Allagi(b) -L Allagi (k)	-"	-"
Itagi-Ganagapur	-"	-"
Ghattargi-Bagalur	-"	-"
Ankalgi-Betgera	-"	-"
<u>Gulbarga Taluk</u>		
Mynal-Nelogi	-"	-"
Herur-Haravala	-"	-"
Hagargundgi-Kodi	-"	-"
Aurad-Kobala	-"	-"
<u>Shahapur Taluk</u>		
Hayyal-Konadchapadi	Krishna river	Private river
Chennur-K.Koppar	-"	-"
Tumkur-Yachgala	-"	-"
Gotladagi-Guggala	-"	-"
Bentigaddi	-"	-"
Nilakantarayana Gudda	-"	-"
Sugur-Banur	-"	-"

Continued...

Chitapur Taluk

Sannathi-Shirval

Bhima river
Transport

Inland Water

Department

Rajnal-Kadabur

"-

"-

Malla(B)-Kalkundi

"-

"-

Malla (K)-Maliga

"-

"-

Jevargi Taluk

Kolluru-Hothinamadu

"-

"-

Hullur-Gudewad

"-

"-

Yanagunti-Honagunti

"-

"-

Honnala-Toranur

"-

"-

Naraboli-Chamanur

"-

"-

Traffic Census and Motor Vehicle Survey

Since 1959, the Public Works Department is regularly conducting Traffic census and motor vehicle survey on all roads once in five years. Besides, it also conducts on some selected roads, sample surveys annually, and the object of this survey is to obtain information on different type of roads and to utilise this information in the implementation of future road development plans.

Traffic density recorded in each count- posts during 24 hours (in metric tons) is as follows ;

	1970-71	1987-88	1992-93
State Highways	1,590	2,927	3,621
Major District Roads	483	1,401	2,044
Other District Roads	345	411	1,656
Village Roads	324	601	678
Average	752	1,109	1,645

While the goods transported on the State Highways passing through Gulbarga district was 1590 metric tons in 1970-71, it increased to 2927 metric tons in 1987-88 and to 3621 metric tons in 1992-93. Likewise, it was seen that goods transported on all other type of roads had also increased substantially.

Public Transport

In olden days where roads existed people travelled either in bullock carts or in horse cabs. The royal families travelled in Palki, Mena and Doly. In addition, people travelled in *buggies* (similar to tonga). Buggies drawn by six horses or mules were used for travelling between Surpur and Yadgir. These animals were changed at every stretch of 10-15 miles. This system was in vogue till about 1930. Essential goods were transported upon camels in some parts of the district. Even

today in some parts of Gulbarga and Chincholi taluks, vegetables and other materials are transported on camels. After the introduction of the railways in the district, people were able to travel and transport materials in all the seasons of the year. Railways proved helpful for farmers in transporting agricultural goods to market places. Middle and low income groups, urbanites and labourers started using bicycles to move from place to place. Formerly, bullock carts were used widely in rural areas. The use of motor vehicles commenced in 1930s lessened the dependence on older modes of transport. The particulars of vehicles registered in the then Gulbarga district in 1937-38 (October 1937 to September 1938) are as follows: Buses and Trucks 19, Private Lorries 30, Taxis (Motor cars) 12, Private Motor Cars 129, Motor Cycles 11. In all, 232 driving licences had been issued to drivers. After the State's reorganization on 1-11-1956, the government 1-1-58 resolved to establish a Regional Transport Office in every district. Accordingly, a transport office was established in this district also. In addition to the effective enforcement of the acts and rules pertaining to motor vehicles passed by both Central and State governments from time to time, this department is also responsible for registration of new vehicles and timely collection of taxes due to the government. Earlier the Regional transport authority, at district level performed quasi-judicial functions. The chairman of this authority was the District (Deputy) Commissioner and the ex-officio secretary was the Regional transport officer; the District police superintendent and Executive engineer were the other members. Even now this authority is discharging its function under section 68 of Motor Vehicles Act, 1988. But the Executive Engineer is not a member of this authority. The ex-officio secretary is vested with certain powers. They comprise, among others, the issue, continuance or cancellation of inter-state road permits and other permits.

The Transport Authority had registered a total of 1244 vehicles as on 30-11-1965. The particulars were as follows:

Motor Cycles	388	Karnataka State Road Transport Corporation Buses	92
Motor Cars	209	Private Lorries	76
Jeeps	159	Public Goods Transport vehicles	204
Autorikshas	15	Contract carriages	6
Motor Cabs (taxis)	3	Tractors	20
Omni buses (Multipurpose buses)	28	Trailors	23
Private buses	20		
Other vehicles	1		

In recent years there has been a large increase in the number of vehicles in the district. The number of registered vehicles from 1982-83 to 1987-88 were as follows: (Number of vehicles is indicated with in the brackets). 1982-83 (1889), 1983-84 (1898), 1984-85 (2574), 1986-87 (2356), 1987-88 (2671).

Due to changing circumstances and increase in the number of vehicles the Central and the State governments have introduced many changes to the Motor Vehicles Act. The acts which are in force at present are as follows: (1) Motor Vehicles Act 1988 (59th Central Act of 1988), (2) Karnataka Motor Vehicles Act of 1957, (3) Central Motor Vehicles Act of 1989, (4) Karnataka Motor Vehicles Act of 1989 and (5) Karnataka Motor Vehicles Tax Act of 1957.

Table 7.6 : Taluk wise Particulars of Vehicles as on 31-03-1996

Sl. No.	Name of Taluk	Motor Cycles	Cars	Autorik shows Vehicles	Goods Transport	Others	Total
1	Afzalpur	868	21	6	60	555	1,510
2	Aland	1,493	40	1	230	830	2,594
3	Chincholi	862	25	10	20	283	1,200
4	Chitapur	2,325	206	20	411	956	3,918
5	Gulbarga	27,723	1,224	2,158	1,310	3,477	35,892
6	Jevargi	821	21	2	90	501	1,435
7	Sedam	949	75	35	46	553	1,658
8	Shahapur	1,434	68	11	209	923	2,645
9	Surpur	1,420	55	4	199	1,305	2,983
10	Yadgir	1,339	45	218	92	846	2,540
Total		39,234	1,780	2,465	2,667	10,229	56,375

The office of the Deputy Commissioner of Transport is at Gulbarga and under whom the Regional Transport Officers of Bellary, Hospet, Bidar, Gulbarga and Raichur districts work. Yadgir has the office of the Assistant Regional Transport Officer. Regional Transport Officers and Assistant Regional Transport Officers have the powers to issue licence to drivers and conductors within their jurisdiction. The issue of Licence is subject to qualifying in the prescribed test.

Life tax or one time tax for two-wheelers was introduced from 01.04.1986. From 01.04.1990 this scheme was made applicable to tractors and trailers also. With this popular scheme government is assured more income. The particulars of number of vehicles which were subjected to life tax in the district and the revenue realised therein is given in the following table:

Year	No. of Vehicles	Revenue Realised (in Rs.)
1986-87	3,237	22,53,114
1987-88	2,906	22,54,814
1988-89	2,893	22,79,152
1989-90	2,898	24,92,730
1990-91	3,686	36,08,981
1991-92	3,679	37,58,275
1992-93	3,636	40,53,589
1993-94	3,424	37,03,210
1994-95	3,529	42,28,370

The particulars of vehicles possessing valid licence in Gulbarga district as on 31.03.1995 is given below: 1) Goods Carriage 2536 2) National permit vehicles 69 3) Luxury vehicles 21 4) Maxi Cabs 38 5) Autorikshas 1,742 6) Omni Bus 3 and 7) Private service vehicles 11

The increase in the number of vehicles in recent years is given below.

(As on 31st March of each year)

1986	19,283	1991	35,576
1987	22,788	1993	42,617
1988	46,231	1995	50,751
1989	28,912	1996	56,416
1990	32,060		

In order to reduce the increasing number of accidents, the applicants aspiring for licence to drive the motor vehicle are required to pass stringent tests before granting the driving licence. The details of conductors and drivers who qualified in such test during the last five years were as follows:

Year	Conductors	Drivers
1990-91	2,486	3,807
1991-92	2,585	3,182
1992-93	506	2,574
1993-94	1,392	3,557
1994-95	1,686	4,468

As per the recent regulations, Motor Driving Training Schools work under the control of the Regional Transport Officers. At present there are three motor driving training schools in Gulbarga. They are: (1) Good Luck Motor Driving Training School (2) Ananda Motor Driving Training School and (3) Bharat Motor Driving Training School. The number of persons holding valid licence of conductors and drivers in the district in 1993-94 were 16,026 and 34,977 respectively. In 1994-95 they numbered 17,268 and 38,635 respectively.

From 1985-86 onwards the system of issue of plastic driving licence cards for two-wheelers and light motor vehicles was introduced. The plastic driving licence cards issued during the last three years and the revenue received on this account were as follows:

Year	Plastic Licences Card issued		Income (in Rs) obtained	
	Regional Transport Office Gulbarga	Asst. Regional Transport Office Yadgir	Regional Transport Office Gulbarga	Asst. Transport Office Yadgir
92-93	1340	224	20,100	3,360
93-94	164	221	2,460	3,315
94-95	965	158	14,475	2,370

Details of Road Accidents in Gulbarga District.

Year	Caused due to technical defect	Caused due to negligence of drivers	Caused due to other reasons	Total No. of accidents	Persons killed	Persons injured
1971-72	9	38	77	124	32	111
1980-81	29	198	5	232	74	307
1988-89	5	300	39	344	77	552
1990-91	-	400	52	452	97	793
1992-93	6	455	10	471	192	688

Source: Transport Department, Gulbarga

The Transport department is one of the high revenue-earning departments to the State exchequer. The revenue earned by the Gulbarga Regional Transport office and the Assistant Regional Transport office, Yadgir during the year 1994 - 95 was Rs. 265 lakhs (target 294 lakh) and Rs. 63.80 lakhs (target Rs.62 lakhs) respectively. If Gulbarga, Aland, Afzalpur, Jewargi, Sedam, Chincholi and Chittapur taluks come under the jurisdiction of the Gulbarga Regional Transport Officer; Yadgir, Shahpur and Surapur taluks come under the jurisdiction of the Assistant Regional Transport Officer at Yadgir.

RAILWAYS

Railways play a prominent role in the development of trade and commerce of a region. The two broad-gauge lines passing through the district have helped its social and economical advancement to a great extent. One route from Raichur to Mumbai passes through Gulbarga town, while another line links Wadi with Secunderabad. The military and administrative requirements had motivated the British to connect the presidencies of Madras and Mumbai by direct railway routes. As a result the railway from Raichur to Sholapur (Sollapur) (via Gulbarga) was constructed between 1861 and 1871. Initially this line was under the operational control of the Great Indian Peninsular (G.I.P.) Railway Company. In 1944, the government of India took over this line under its control. After independence Railway circles were created and the lines operated by the Great Indian Peninsular Railway Company were merged with the Central Railway. From Raichur this line enters Yadgir taluk and passes through Chitapur, Gulbarga and Afzalpur taluks crossing the district border at Dudani. Wadi, Shahabad and Gulbarga are the main railway stations in the area.

In the Secunderabad and Wadi divisions, the length of broad-gauge line passing through Gulbarga is only 43 km. The issue of linking Madras-Mumbai broad-gauge with Hyderabad was under the consideration of the Nizam government in 1873. In the next year (1874) a broad gauge line connecting Wadi and Secunderabad was constructed and opened for traffic. Till 1878 this line was under the control of the Great Indian Peninsula Railway Company. From 1878 to 1884, the State Railway Agency was operating this line. From January 1885 to March 31, 1930 the Nizam's Guaranteed State Railway managed this railway line. On 1.4.1930, the Government of Hyderabad purchased the entire line. In 1951 the Government of India nationalized the whole railway system in the country and introduced railway Zonal System. The Secunderabad-Wadi line was joined with the South-Central Railway which was established on October 6, 1966. In 1987-88, a new line of 36.62 km between Secunderabad and Wadi was constructed which created a double-line in this region (between these two places). Among the railway lines of the district, a length of 89.92 km railway line is under the control of the Central Railway. At Kulali Railway Station on Gulbarga-Sholapur line it crosses the Karnataka border and enters Maharashtra. The line from Raichur to Wadi is in the Guntakal division of South-Central Railway. The Wadi-Gulbarga-Sholapur line is in Sholapur division of the Central Railway. Wadi-Secunderabad line is in Secunderabad division of South-Central Railway. An express way has been laid near Wadi avoiding Wadi railway station to enable the through trains to by pass it on their way from Secunderabad to Raichur and beyond. Through Gulbarga-Wadi line, a number of express and passenger trains have been introduced to several important places in the country. Trains passing through the district are as follows:

Mumbai-Hyderabad, Mumbai-Madras, Mumbai-Kanyakumari, Mumbai-Bangalore, Mumbai-Konark, Pune-Hyderabad, Delhi-Bangalore, Wadi-Kolhapur, Rajkot-Cochin, Rajkot-Thiruvananthapuram, Rajkot-Hyderabad, Ahmedabad-Bangalore, Mumbai-Thiruvananthapuram, Kurla-Bangalore, and others. Most of these trains are daily, while a few of them ply once or twice a week.

No new railway lines have been laid in the district. Although there was pressure from people since pre-independence period for a broad gauge line from Gulbarga to Bidar via Humnabad; a survey of the proposed line was commenced only during the year 1996-97. After the construction of this line the journey time between Delhi and Bangalore is expected to come down by six hours. Besides, the district gets a new railway line. Further, the people firmly believe that the construction of a rail line from Gulbarga to Hubli via Jevargi, Shahapur, Surpur, Lingsugur and Gadag will stimulate the development of the Hyderabad-Karnataka region. The total length of railway in the district in 1993-94 was 225 (broad gauge) km. There are no metre gauge or narrow gauge lines in the district. Taluks through which railway line passes through are as follows: Afzalpur (31 km), itapur (66 km), Gulbarga (38 km), Sedam (32 km) and Yadgir (58 km).

Table-7.7 Statistics of Number of People Travelled From selected Railway Stations in the District and the Revenue Earned (1990-91 to 1994-95)

Railway Station	1990-91			1991-92			1992-93			1993-94			1994-95		
	No. of Passengers	Income	No. of passengers	Income	No. of Passengers	Income	No. of Passengers	Income	No. of Passengers	Income	No. of Passengers	Income	No. of Passengers	Income	
1 Wadi	3,96,918	38.09	4,76,822	47.99	4,06,531	54.86	4,71,765	64.56	4,83,411	71.08	5,81,265	58.75	15,898	0.80	
2 Shahabad	7,18,386	41.72	8,45,338	49.65	7,08,129	54.92	29,608	0.99	4,638	0.20	19,08,985	736.32	6,519	0.40	
3 Marthur	34,956	1.06	49,983	1.53	24,243	1.08	17,557	1.29	18,703	1.37	15,642	1.09	22,74	26.26	
4 Hirenandur	5,475	0.16	8,202	0.26	5,863	0.23	15,737	1.02	20,392	1.42	54,222	4.36	56,159	4.64	
5 Gulbarga	18,72,115	418.92	20,52,283	494.13	17,72,215	558.36	7,271	0.44	19,08,985	736.32	6,519	0.40	18,703	1.37	
6 Babalad	10,773	0.44	8,606	0.41	8,017	0.49	17,557	1.29	18,703	1.37	15,642	1.09	22,74	26.26	
7 Savalgi	28,770	1.14	25,085	1.29	19,317	1.35	17,557	1.29	18,703	1.37	15,642	1.09	22,74	26.26	
8 Hunsahadgil	23,299	0.98	18,999	0.96	16,314	1.05	15,737	1.02	20,392	1.42	54,222	4.36	56,159	4.64	
9 Gangapur Road	1,56,678	21.21	1,67,459	19.03	1,23,230	22.27	1,30,747	22.74	1,38,006	26.26	1,38,006	26.26	1,38,006	26.26	
10 Goudgaon	24,233	1.13	22,336	1.17	15,555	1.36	18,265	1.25	20,392	1.42	54,222	4.36	56,159	4.64	
11 Kulali	65,750	2.80	1,37,908	7.59	79,663	5.44	79,663	5.44	79,663	5.44	79,663	5.44	79,663	5.44	

POST OFFICES

During olden days, in the Hyderabad-Karnataka area, postmen distributed government letters only from village to village. The service was free. There was no system as such for the distribution of private mail. Postmen were called 'sawars' or 'orderlies' or 'baigars'. The system of affixing postal stamps on private letters came in to effect from 1869. From 1875 to 1877 the word 'Government' in red and black ink was printed on the postal stamps and subsequently this was discontinued. The Nizam's government had its own postal department and an agreement was reached in 1882 with the British government with regard to postal services. The Postal Life Insurance Scheme was introduced in 1907, and the Money Order System in 1910. V.P. or Value Payable System came into effect from 1914, and the Post Office Savings Bank Scheme was introduced in 1923. Between October 1937 and September 1938 there were 38 Post Offices in the then Gulbarga district. It is learnt that there were 89 post boxes and 23 postmen for mail distribution. In this period 28,19,034 letters, postcards, newspapers etc., were distributed. Records show that 41,961 money orders were also distributed during the same period.

On 1.4.1950, Postal Department of Hyderabad government was merged with the Central Postal System. The postal system of the Hyderabad-Karnataka area was under the Gulbarga Postal Division from 1950 to 1960. It was managed under the direct control of Director of Posts and Telegraphs. On 1.4.1960, the Karnataka Postal Circle was established and Bangalore became its headquarters. At that time Gulbarga, Raichur and Bidar districts, which were under the Gulbarga Postal Division, were merged with the Karnataka Circle. In 1965, the Superintendent of Posts, Gulbarga, was managing the postal services of Gulbarga, Raichur and Bidar districts. There were four postal sub-divisions in Gulbarga district, two in Gulbarga town and the other two in Yadgir and Sedam. These were managed by inspectors of postal department. During this period there was one Head post office in Gulbarga; 28 Sub-post offices (including other offices of the department) and 382 Branch post offices were also functioning. The office of the Senior Superintendent of Posts was started in Gulbarga in 1980. Only the post offices within the Gulbarga district were under its jurisdiction. As per the 1991 census, there was one post office in the district for every 4,158 people or 26.12 Sq.km area.

Details of Post Offices in Gulbarga district

Type of Post Office	1985	1990	As on 31.3.1995
Head Post Offices	4	4	4
Sub-Post Offices	63	69	69
Extra Departmental			
Sub-Post offices of the dept.	34	7	6
Other Branch Post Offices	528	538	542

Statistics of Postal Transactions of the District

Particulars	1993-94	1994-95
General letters	3,55,97,323	3,44,74,848
Registered letters (including insured post)	2,39,426	2,55,121
Registered parcels	15,940	19,386

Speed Post Centres are functioning in Gulbarga Main Post Office, Gulbarga Railway Station Sub-Post Office and Nehruganj Sub-Post Office. The Speed post facility is provided between 1. Gulbarga-Bangalore, 2. Gulbarga-Mumbai and 3. Gulbarga-Hubli-Dharwad.

Statistics of Taluk-wise Post Offices and Post Boxes in Gulbarga District (as on 31-3-1995)

Taluk	Post offices	Post boxes
Aland	73	109
Afzalpur	45	67
Chincholi	56	83
Chitapur	69	113
Gulbarga	83	174
Sedam	49	74
Jevargi	54	85
Shahapur	52	101
Yadgir	66	118
Surpur	76	149
Total	623	1,073

TELEPHONE SERVICES

In the Gulbarga district, telephones were provided for the first time in 1953 at Gulbarga town. This facility was extended to Sedam town in 1961. Gradually, by 1965 Aland, Chittapur, Shahbad, Yadgir and Wadi (P.C.O or Public Call Office) were provided with this facility. During this period number of telephone exchanges existing in the district were as follows: 1) Aland (Auto) 8 lines 2) Chittapur (Manual) 14 lines 3) Gulbarga (Manual) 200 lines 4) Sedam (Manual) 17 lines 5) Shahabad (Auto) 10 lines 6) Yadgir (Manual) 55 lines 7) Wadi (Repeater) P.C.O. During those days, for the benefit of the general public telephone facility was provided in places like ; 1. Gulbarga Head Post Office 2. Aland Sub-Post Office 3. Gulbarga Railway Station Sub-Post Office 4. Shahabad Combined Sub-Post Office 5. Yadgir, Chittapur, Sedam, Wadi, Saidapur, Surpur and Shahapur Combined Sub-Post Offices. In recent years there has been a remarkable improvement in telephonic communication and telephone exchanges have been established at many places in the district. They are: 1. Wadi(1966), 2. Chincholi(1968), 3. Jewargi(1973) and 4. Afzalpur(1976).

Subscriber Trunk Dialing (S.T.D.) facility was introduced in 1985-86 in the district. In this system both time and distance are taken into account while charging the subscriber for telephone usage. In recent years S.T.D. and I.S.D. services are provided extensively by private parties. There were eight centres with S.T.D. facility in the district during 1990-91 and this facility was extended to 52 centres in 1994-95. At the same period 52 I.S.D. centers were also functioning. There is a Telex Exchange in Gulbarga town with a capacity of 40 lines. Of these 37 lines are working. In the office of the D.T.O. at Gulbarga Fax services are provided.

The particulars of telephone exchanges working during 1990-91, 93-94 and 94-95 are given below:

	1990-91	1993-94	1994-95
Working Telephone Lines	7,466	13,288	19,258
Telephone Exchanges	91	126	127
S.T.D. Centres	8	51	52
I.S.D. Centres	1	51	52

In Gulbarga town the number of telephones in working order from 31.3.92 to 31.3.95 were as follow : 31.3.92 - 4,470 ; 31.3.93 - 5,324 ; 31.3.94 - 6,710; 31.3.95 - 8,175.

Taluk-wise statistics of telephones and public call offices in use as on 31.3.95 were as follows.

Taluk	Telephones in use	Public Telephone Call Offices
Afzalpur	475	20
Chincholi	318	12
Jevargi	406	11
Sedam	708	12
Surpur	786	45
Gulbarga Urban	8,175	110
Gulbarga Rural	1,155	18
Chitapur	1,590	21
Aland	733	21
Yadgir	786	17
Shahapur	795	18
Total	15,927	305

Telegraph Offices

The particulars of Telegraph Offices in various taluks were as follows ;

1975-76 (115), 1984-85 (164) and 1993-94 (209).

TELEVISION

The first TV station in Karnataka was started in Gulbarga on 3.9.1977. It was a one KW transmitter that had a capacity to broadcast programmes within a radius of 35 km. Under the scheme of Teaching through Satellite on Television programme for community viewing, the Hyderabad Television station had developed a one hour programme and this program was being telecast through Gulbarga TV station. With this, about 240 towns and villages of Gulbarga, Raichur and Bijapur districts were able to view these community programmes. The TV sets provided for this purpose were maintained and repaired by the Gulbarga TV Station. Gradually, TV programmes were broadcast throughout the nation with the help of satellites. In 1982, the Gulbarga TV station started relaying programmes broadcast by the Delhi TV station. In 1987-88 the programmes produced by the Bangalore Doordarshan Kendra were relayed by the Gulbarga station. From 1.11.1990, the relay of regional news programme broadcast by Bangalore Doordarshan was started. From 14.10.1994, the Gulbarga TV station started to function independently and it began to produce and broadcast programmes of 30 minutes duration, once a week. These efforts of the TV station encouraged local artists and gave a boost to programmes based on the art and culture of Hyderabad-Karnataka region. It is noteworthy that many such programmes have been relayed through the Bangalore Doordarshan's regional channel and the Doordarshan's national channel from Delhi. The Gulbarga TV station has been sanctioned a transmitter of 10 KW capacity and with the help of a 131 metre high transmission tower, the station has plans to broadcast programmes for people living within a radius of 70 kms.

ALL INDIA RADIO

The Gulbarga Radio station of the *Akashvani* (All India Radio) was opened on November 16, 1966. To begin with it was relaying the programmes of Dharwar station. Subsequently, it secured a well-equipped studio and began to produce and broadcast its own programmes. The opening of this station gave much encouragement to the writers, theatre artists, folk or traditional artists agricultural field, and others of the Hyderabad-Karnataka region. It enabled the various facets of the culture of the area to be introduced to the whole country. The programmes under *krishiranga*, a regular feature meant for the farmers, provide information useful concerning cultivation and animal husbandry, etc. Besides, the *yuvavani* (voice of the youth) programmes broadcast by the station include interviews with young men and women, stories and poetry by or concerning the younger generation. The same programme has been bringing to light, young sports persons and artists.

The popular spiritual songs like the *vachanas* of the shaiva devotees, the *kirtanas* of the *haridasas*, and philosophical poems are also broadcast from here. Programmes in the Urdu and the Marathi languages too are often broadcast by this station.