

## CHAPTER VII

### COMMUNICATIONS

**T**HE roads in the past were rather tracks, fit for slow-moving country-cart traffic, pack-animals and pedestrians. Even during the times when wars and conflicts were the order of the day, heavy military equipment moved from place to place on improvised tracks. These routes never came up to the standard of modern surfaced roads. With the passage of time, road surfacing methods improved. It was only in the nineteenth century that attempts were made to improve the old tracks in order to make them real roads. It is on record that prior to 1800, there existed a bridge near Bethamangala on the way from Madras to Kolar through the Mugali pass. This was one of the oldest bridges on the Mysore side towards the neighbouring province of Madras. Old-time routes

Later on, the road from Kolar to Madras was diverted *via* Mulbagal. Dewan Purnaiya, when he was Regent between 1800 and 1811, travelled on a pilgrimage to Tirumalai hills from Bangalore *via* Papanpalli which he named Srinivasapur after his son Srinivasamurthy. The road which he took upto Chittoor *via* the Mugali pass (Palmaner ghats) was then so bad that he had to make many detours across agricultural fields. However, this shows that some means of communication existed from Kolar side to the province of Madras. This route later on became the Bangalore—Madras road or, in the communication parlance, the Madras—Cannanore road. After 1831, the British Commission in Mysore thought of improvements to roads in the area. The Naikneri—Mysore road *via* Bangalore was improved and made fit for traffic. According to details furnished in the previous Mysore Gazetteers, this road was full of swamps in the beds of rivers, the soil having been washed away far below the level of the surrounding country. This made matters difficult and vehicles had to trudge a weary way to reach the destinations. From 1831 to 1856, road development in the State got a spurt and the administrative headquarters of Bangalore was linked up

with all the eight district headquarters towns. The principal routes were called State Roads and the less important ones were named as District Fund Roads.

**Developments  
in 19th  
century**

Among the old roads, which underwent development in the nineteenth century, the road from Hoskote in Bangalore district to Ambajidurga near Chintamani is of particular importance. At that time, Ambajidurga was a taluk, the headquarters of which was at Chintamani. This road was used by vehicles from Bangalore to Madanapalle *via* Chintamani. The Bangalore—Bellary road running through the west of Gummanayakanapalya taluk was an old road. (In 1882, Gummanayakanapalya taluk became Bagepalli taluk). This road gave rise to other roads, the more important ones among them being the road to Chelur in the east and the road to Chintamani in the south-east. Branch roads were also laid at that time to Gudibanda and Gauribidanur. The road from Bangarpet to Mulbagal passing through Bethamangala is also an old one. When this road was laid, Bethamangala was the headquarters of a taluk of the same name. During the year 1864, when the Bangalore—Jalarpet broad gauge railway line was opened for traffic, Bangarpet attained considerable prominence. Instead of Bethamangala, Bangarpet then became the headquarters of a taluk. When the Kolar-Mulbagal-Nangli-Palmaner-Chittoor road was laid, the road from Bethamangala to Mulbagal came to have, however, secondary importance. The district headquarters town of Kolar was linked with Bethamangala at this time. When a revenue sub-division was established at Chikballapur in 1891, the old Bangalore-Bellary road was further improved to make it suitable for all kinds of traffic. The road from Kolar to Doddaballapur in Bangalore district is also an old one. This road runs through the area in which the Nandi hills are situated.

The importance of roads did not diminish with the advent of railway lines, but they became complementary to each other. Apart from pedestrians moving from place to place, the roads now cater for three types of vehicles, *viz.*, bicycles, bullock carts and motor transport. The demand for bicycles is continuously increasing as it is the cheapest transport. There is an increase of country carts also because of agricultural development. These carts which have rough wheels traverse largely in rural roads.

The physical features of the district are such that no major difficulties are encountered in the construction of good roads. Being a *maidan* (plains) area, it affords relatively easy facilities to lay roads. The absence of major rivers has further helped the process. The eastern portion of the district is mostly undulating, while the western portion is dotted with low-lying hill chains forming the Penukonda range of hills. These favourable aspects

have encouraged planning and implementation of road construction in the district.

There are five categories of roads in the district, classified according to their importance, the nature of their surface, and the places which they connect. The five categories are: National Highways, State Highways, Major District Roads, Other District Roads and Village Roads. National Highways are recognised as main highways running through the length and breadth of the country connecting other highways of various States. State Highways are the main trunk or arterial roads of the State linking up the district headquarters and other important towns. Major District Roads are those which connect important marketing centres with the State Highways and the railways. Other District Roads are meant for connecting less important marketing centres. Village Roads are approach roads from the main roads to the villages. The Kolar district has two National Highways, No. 4 and No. 7, running to a total length of 75.87 miles. Proposals to improve the National Highways in the State have been formulated on the expert suggestions of the Central Working Group on Roads. The Working Group has suggested that attention should be particularly paid in the coming years to improve the National Highways by removing all obstacles and closing up all missing links. If major bridges *en route* remain to be completed, it should be expeditiously done. It is also suggested by the Working Group that major arterial routes like the National Highways should be, as far as possible, widened to two lanes on the entire road. In furtherance of this objective, the strategic routes, connecting the National Highways, should also be widened at selected sections where the traffic intensity is very high.

**Categories  
of roads**

In view of the increasing trend towards the operation of modern heavy vehicles like truck-trailer combinations, weak and narrow culverts and bridges on selected routes linking the National Highways should be strengthened and widened. If strengthening or widening of the arterial roads is not possible, steps should be taken to reconstruct the bridges to Indian Road Congress standards. The pavement of major arterial and strategic routes, which are heavily laden with traffic, should also be strengthened. Important selected sections *en route* the National Highways radiating from cities should be taken up for widening to four lanes. It is also stressed by the Working Group that replacement works with over or under-bridges of selected existing railway level-crossings, where the traffic hold-up is prolonged, should be undertaken on a priority basis.

Four State Highways pass through the district, running to a total length of 112.62 miles (as on 31st March 1967). They are made suitable for all-weather use and these have a modern

**Number and  
length of  
roads**

type asphalted surface, with a width of 22 feet. According to the objectives laid down in the All-India Road Development Plan (1961-1981), the State Highways have to be laid in two lanes with a width of 22 feet. Access to State Highways has to be limited and, where necessary, parallel service roads are to be provided for purposes of local traffic. It was also proposed that all existing bridges and culverts should have at least the Indian Road Congress class 'B' standard. The suggestions contained in the Nagpur Road Plan are being implemented in a phased manner in the district.

The Major District Roads, which are 28 in number in the district, running to a total length of 598.13 miles as on 31st March 1967, are suitable for all-weather use and have at least a metalled single-lane carriage way. About 60 per cent of the total mileage of this category has a modern type surface (12 feet black-topped) and the remaining 40 per cent is treated with water-bound macadam surface.

Other District Roads, which are 25 in number in the district, having a total length of 210.50 miles as on 31st March 1967, are also suitable for all-weather use. The carriage-way of Other District Roads has a single lane, with some portions of the road asphalted and the rest metalled. It was laid down at Nagpur, when the Road Engineers met to draw up a master plan, that metalled surface of this category of road is to be limited to two per cent of the total mileage.

Village roads are 41 in number in the district and these roads ran to a total length of 355.75 miles, as on 31st March 1967. They have been laid with raised formation and with adequate land width. Most of these roads have been provided with culverts over small streams and have causeways over minor river crossings. Village roads have a single lane carriage-way and possess metalled and other kinds of surface. About 19 miles have natural soil surface.

**Development  
of rural roads**

The urgent need to expand communication facilities in the rural parts of the district was felt by the Government. With a view to achieving this, plans were prepared for execution in a phased manner. In order to help the development of rural economy, it is essential to connect each village by all-weather roads. If a careful look is taken of the communication network of the district as it exists at present, the inadequacy of the road system in the rural parts would be obvious. There is need for correcting the imbalance in the development of road communications. While the major roads in the district are well developed, the district and village roads call for more attention. An agricultural area, though well served by irrigation, may remain

under-developed if it is not well-traversed by roads. A large number of villages are not yet well-connected by roads with urban areas or railway stations. The village roads are largely fair weather roads, which, in rainy seasons, become slushy. In order to better the condition of these roads, a rural communication programme was launched in 1959-60 and sustained efforts are being made to improve rural communications in the district.

The road mileage under the charge of the Public Works Department in the district, as on 31st March 1967, was as follows :—

<i>Category</i>	<i>Miles</i>
National Highways ..	75.87
State Highways ..	112.62
Major District Roads ..	598.13
Other District Roads ..	210.50
Village Roads ..	355.75
<b>Total ..</b>	<b>1,352.87</b>

Out of this total road mileage of 1,352.87, the black-topped road length came to 611.62 miles, the water-bound macadam surface to 575.87 miles, the other kinds of road surface to 112.25 miles and natural soil roads to 53.13 miles.

As on 31st March 1967, the total road mileage under the charge of Taluk Boards in the district was 466.75, out of which 67.37 miles were of water-bound macadam surface and 399.38 miles had other kinds of surface.

The State Public Works Department took over from the Taluk Boards and other agencies a total length of 39.87 miles during 1966-67 as per the directions of the Government.

During the decade from 1956 to 1966, road development in the district was very considerable. While in 1956 the total road mileage in the district was 778 miles and 7 furlongs, in 1966 the total mileage had increased to 1,336 miles and one furlong. During 1967, the road length further increased to 1,352.87 miles. The length of black-topped surface also showed a remarkable improvement. During 1956, only 190 miles of roads had an asphalted surface and in 1966, this had increased to 533 miles and in 1967, to 611.62 miles. It is recognised by road planners that, as far as possible, all metalled roads should be asphalted so as to prevent dust and other inconveniences. The development in

**Road development in recent years**

this sphere also has been significant in that a bare 190 miles of black-topped surface in 1956 increased to 611.62 miles in 1967. All the State Highways and some of the Major District Roads have been asphalted.

The net increase in the mileage of roads under the charge of the State Public Works Department and the amount spent on road and bridge development works in the district during the period from 1956 to 1966 have been also impressive in that 558 miles were added at a total cost of Rs. 456.10 lakhs.

#### Bridges

The total number of major bridges in the district, as on 31st March 1966, was seven. From 1960 to 1966, four bridge works were completed. There were already two brick-arched bridges, constructed as far back as 1898, across the Palar river along the Madras—Cannanore National Highway at miles 51—6 and 51—7 from Bangalore. Each of these bridges consists of five spans of 20 feet. Another bridge across South Pennar on the Bangalore—Hindupur road was constructed prior to 1940. A bridge costing Rs. 1,30,000 has been constructed recently on Avani-Shapur road in Mulbagal taluk. This bridge has seven spans of 20 feet each. Another bridge costing Rs. 1,99,100 and consisting of 6 spans of 30 feet each was constructed at the 17th mile of the Chintamani—Chelur road in 1964. Two more major bridges have been recently constructed on the Bangalore—Hindupur road at 48th and 49th miles at a total cost of Rs. 9 lakhs.

#### Transport survey

A periodical traffic census is being conducted in the State from 1959 and the fourth survey was conducted during the month of October 1965. In the course of the survey, an attempt was made to conduct a road transport survey along with the road traffic survey. In the Kolar district, the existing two National Highways, No. 4 and No. 7, were chosen and the survey revealed that the average traffic intensity per 24 hours was 5,170 tons in respect of the National Highway No. 4 and 3,788 tons in respect of the National Highway No. 7. The average traffic volume in respect of these two National Highways was 512 and 139 heavy vehicles respectively, per 24 hours.

#### National Highways

As already stated, there are two National Highways in the district, viz., the Madras—Cannanore road (length 42.4 miles) and the Bangalore—Bellary road (length 33.3 miles). Both these highways are entirely asphalted and are being improved according to the Road Congress standards. A brief account of these highways, as in 1967, is given below :—

*Madras—Cannanore Road* (Length : 42 miles and 4 furlongs).—This is an important National Highway running from Madras and going west through the Kolar district to Bangalore

and then on to Cannanore in Kerala State. This is the same as the old Madras road as distinguished from the new Madras road which runs from Bangalore *via* Hosur, Krishnagiri and Vellore. The Madras—Cannanore National Highway enters the district from the Andhra Pradesh side (Chittoor district) near Nangli in Mulbagal taluk (71st mile-stone from Bangalore) and leaves the district not far off from Narasapur and enters the Hoskote taluk of the Bangalore district. The road runs from east to west and crosses the Palar river near Tanikadahalli. Then it passes through Kolar town and runs through the valleys of the Kolar hills emerging out to the open plains near Narasapur. This National Highway is mostly used for transportation of goods from Madras to Bangalore and then on to Kerala and carries a very heavy motor traffic. After the road was classified as a National Highway, it has been widened at bends and its surface has been improved. Mulbagal, Kolar and Narasapur are the three important towns on this highway in the district.

*Bangalore—Bellary Road* (Length: 33 miles and 3 furlongs).—The other National Highway in the district is the Bangalore-Bellary road which runs through Chikballapur and Bagepalli taluks in the district. This road runs from south to north and cuts several important Major and Other District Roads like Chintamani-Gauribidanur road, Peresandra-Gudibanda road and Gudibanda-Gulur road. The Bangalore-Chikballapur narrow gauge railway line runs close to this road, except for a length of four miles near Chikballapur. Before the Bangalore-Tumkur-Sira—Hiriyur—Bellary route was laid, this road was much frequented for transport from Bangalore to Bellary. The road forms an easy link from Mysore to important places in Andhra Pradesh.

There are four State Highways in the district traversing from one important place to another and not all of them are black-topped. In some cases, only a portion is black-topped and the rest is metalled. An account of the more important of them, as in 1967, is given below :—

*Bangalore—Cuddapah Road* (Length: 40 miles and 2 furlongs).—This State Highway starts in the district from a point on the Kolar—Jangamkote—Nandi road and runs through Chintamani and Srinivasapur taluks entering Cuddapah district near Chigli-bailu not far off from Royalpad. The entire length of this road is asphalted. This road is familiarly called the Cuddapah road because it is the nearest route to the Cuddapah district of Andhra Pradesh from the Kolar district side. Vehicles from Bangalore take the old Madras road for a length of 19 miles and branch off on the Chintamani road turning north-eastwards. This State Highway cuts the Kolar—Bagepalli road near Doddaganjur in Chintamani taluk.

*Bangalore—Hindupur Road* (Length : 19 miles and 4 furlongs).—This is an important State Highway which runs from Bangalore to Anantapur *via* Hindupur in Andhra Pradesh and then on to Kurnool. The length of this road in the district is only 19 miles and 4 furlongs and the entire stretch is black-topped. This road enters the district from the Bangalore side near Bandarahalli and cuts the Manchenahalli—Madhugiri road near Thondebhavi and passing through Gauribidanur crosses the Pennar river and reaches Hindupur, headquarters of a taluk in Anantapur district of Andhra Pradesh. This road runs parallel to the Bangalore—Guntakal metre gauge section of the Southern Railway from south to north in the western extremity of the district. In recent years, this road has borne the brunt of heavy vehicular traffic, specially lorries coming from Andhra Pradesh side. Vidurashwatha, a famous Hindu pilgrim centre, is situated very near to this road.

*Chintamani—Bagepalli Road* (Length : 35 miles).—This is an important State Highway running slightly north-westwards to Bagepalli. Of the entire length of 35 miles, only four miles and four furlongs are black-topped and the rest is metalled. This road joins the Kolar—Bagepalli road near Hosur.

**Major District Roads**

*Mulbagal—Gauribidanur Road* (Length : 78 miles and 4 furlongs).—This is an important Major District Road noted for its alignment. This road passes through rich cash-crop growing areas. Much of the jaggery and onion from Gauribidanur to Chikballapur, Chintamani and Kolar is transported through this road which could be called a life-line in the district. Though the road leads to Madhugiri taluk of the Tumkur district, it is familiarly called the Mulbagal—Gauribidanur road, because it serves several important taluks of the district noted for their trade and commerce like Srinivaspur, Chintamani, Sidlaghatta, Chikballapur and Gauribidanur. This road takes a north-westerly direction upto Chintamani and turns sharply towards west upto Chikballapur and then runs again in a north-westerly direction. In its alignment, this road cuts the Kolar—Srinivaspur road near Srinivaspur and the Bangalore—Cuddapah road near Doddaganjur and also the Kolar—Bagepalli road very near this point. Near Chikballapur, this road runs across the Bangalore—Bellary National Highway and turning north-west, passes through Manchenahalli, the rich jaggery-producing area. A major portion of the road length, *i.e.*, 75 miles, has a black-topped surface while the remaining 3-4 miles are metalled.

*Mittemari—Chelur Road* (Length : 21 miles and 2 furlongs).—This is a metalled road running from west to east to Chelur near the Cuddapah district border. The road commences from Mittemari on the Kolar—Bagepalli road and passes through Julupalya, Palyakere and then on to Chelur.



*Yellampalli—Chelur Road* (Length : 20-6 miles).—This is a metalled road commencing at a point near Apally on the Kolar—Bagepalli road and running from west to east across Devarajpalli and Pathapalya to Chelur. This road is an important means of communication in Bagepalli taluk.

*Pathapalya—Billur—Bascherur Road* (Length : 22 miles).—The entire road-length is metalled and is laid in the northern extremity of the district. This angle-like road commences from Pathapalya and takes a slight north-easterly course upto Billur and suddenly takes a sharp turn in the east and runs in a straight line to Chakavelu near the Anantapur district border.

*Chintamani—Chelur Road* (Length : 24 miles).—This is a metalled road running northwards from Chintamani town passing through Sitarampura, Makalapalli, Vargamalu and then on to Chelur. The road passes through agricultural fields. In recent years, buses are also running on this route.

*Peresandra—Gauribidanur Road* (Length : 24-6 miles).—This road starts near Peresandra on the Bangalore—Bellary National Highway and runs north-westwards upto Vatadahosahalli and sharply takes a south-westerly course and joins the Bangalore—Hindupur road at a place  $2\frac{1}{2}$  miles from Gauribidanur. This is a nearer route to Gudibanda from Chikballapur. A major part of this road, *i.e.*, 19 miles, is black-topped.

*Kolar—Sompur Road* (Length : 31 miles and 5 furlongs).—This is an important Major District Road starting from the district headquarters to Dobbspet in the adjoining Bangalore district and passing through Sidlaghatta and Chintamani taluks, much frequented by those who take a short-cut to the northern taluks of Bangalore district and to Tumkur. The road has a north-westerly alignment upto the foot of Nandi hills and then takes a south-westerly course towards Bangalore district. The entire length of 31 miles and 5 furlongs is black-topped. Looking out from the top of Nandi hills, one can see this road winding its way to Kolar lying towards south-east. Most of the vehicular traffic going out from the district headquarters towards Chikballapur passes through this road.

*Malur—Vemagal Road* (Length : 10 miles and 7 furlongs).—This is an important interior communication route running in a north-easterly direction from Malur which is a centre for vegetable trade and also a taluk headquarters. The road runs commonly with the Malur—Kolar road and cuts off north-eastwards towards Vemagal crossing the Madras—Cannanore National Highway near Narasapur and touching Vemagal near the Kolar—Sompur road.

*Malur—Tekal—Bangarpet Road* (Length: 17 miles and 2 furlongs).—This is an easy road link between two taluk headquarters running parallel to the Bangalore—Bangarpet broad gauge railway line. It runs from west to east and is used for animal-driven vehicles to transport charcoal bags from Tekal. The road is partly asphalted and partly metalled.

*Hoskote—Sidlaghatta Road* (Length: 10 miles and 6 furlongs).—This Major District Road is aligned from south to north from Hoskote in Bangalore district to Sidlaghatta, an important taluk headquarters in Kolar district. This road cuts the Kolar—Sompur road near Jangamkote and is an important intercommunication route. It leads on to Bagepalli in the north through Sadali and Mittemari.

*Bagepalli—Gulur—Thimmanahalli Road* (Length: 10 miles).—This is a metalled road running north-eastwards from Bagepalli upto Gulur and then running eastwards upto Thimmanahalli. This is a much frequented trade-borne route from Bagepalli to places in the Anantapur district of Andhra Pradesh.

*Srinivaspur—Punganur Road* (Length: 10 miles and 7 furlongs).—This road is a metalled one running from west to east from Thimmasandra and connecting Punganur on the Chittoor district border. A length of only one mile and a furlong of this road is asphalted.

*Thondebhavi—Manchenahalli Road* (Length: 6 miles).—This is a railway feeder road which is being used mainly for transporting jaggery from Manchenahalli in Gauribidanur taluk to the railway station at Thondebhavi from where the commodity is transported to distant places. This is a metalled road running eastwards from Thondebhavi.

*Madhugiri—Thondebhavi Road* (Length: 9 miles and 4 furlongs).—This road runs from east to west connecting Madhugiri in Tumkur district and is also a railway feeder road for the people of Madhugiri taluk to go to places situated in Hindupur and Bangalore areas.

#### Other District Roads

In addition to these long distance roads, Kolar district abounds in short-length roads, which are also important means of communication as they connect important places. Most of them are metalled. A brief account of the more important of these Other District Roads, as in 1967, is given below :—

*Kolar—Tekal Road* (Length: 11 miles and 2 furlongs).—This road runs south-west from the district headquarters and

crosses the Vokkaleri—Bangarpet road. A length of five miles of this road is asphalted and the rest is metalled. This road is used largely by animal-driven vehicles. The road is aligned through a lovely valley on either side of which are rocky hills.

*Malur—Masthi Railway Feeder Road* (Length : 12 miles and 2 furlongs).—This is a much frequented intercommunication road running south-eastwards from Malur. A major portion of this road is asphalted and has a width of nearly 15 feet. Masthi is an important village situated near the State border very near to the Hosur taluk of Dharmapuri district of Madras State. Most of the bus and cart traffic from the district headquarters towards Hosur and Denkanikote passes along this road. This is called the railway feeder road because of easy accessibility to Malur railway station on the Bangalore—Bangarpet section of the Southern Railway.

There are some roads of tourist interest in the district which have become popular in recent years. One is the Bangalore—Nandi road running to a length of nine miles in Kolar district, the winding motor road to Nandi Hills running to a length of five miles and the Kolar-Antargange road running to a bare two miles and four furlongs.

**Roads of  
tourist  
interest**

Within the confines of this district, the Bangalore—Nandi road runs from east to west and ends near Heggadahalli. Tourists going to the famous hill resort of Nandi take the Bangalore—Chikballapur road and turn towards the west not far from Devanahalli and reach the foot of the hills. The whole length of this road in the district is black-topped affording a good and easy drive to motorists.

The winding motor road to Nandi Hills is aligned on the once-famous bridle path leading to the hill top. This hill road branches off from the Bangalore—Nandi road and is aligned through a valley upto a point called the 'saddle', right under the deep ravine known as Tipu's drop. From the saddle, the hill road winds up through sharp hair-pin bends, not altogether easy even for a skilful motorist. The whole length of this road is black-topped and especially near the hair-pin bends, the road is doubly shell-creted affording easy road grip for motorists. This hill road was laid about 30 years back with a metalled surface replacing the old bridle path laid in the days of Sir Mark Cubbon. After the hill road was laid, the cool refreshing Nandi Hill top is frequented by a large number of tourists who gather there for relaxation and rest. The road is well-maintained with protecting embankments on the top portion.

The Kolar—Antargange road gives access to the sacred pond situated amidst the picturesque Kolar hills. The road runs in a north-easterly direction from a point on the Madras—Cannanore road.

#### Vehicles and conveyances

The district of Kolar has several urban areas like the Kolar Gold Fields, Kolar town, Chintamani, Chikballapur which, in recent years, have grown up considerably necessitating better transport facilities from one place to another. Except from Robertsonpet to Andersonpet in the gold-mining area, there is no town bus service available in any other town. Some permits have been given to ply seven-seater vans between Robertsonpet and Andersonpet, a distance of about three miles. Robertsonpet being a market area, people from the farther end of Andersonpet have to go there frequently and hence there is a particular need for this town service.

From old days, the main means of transport in towns has been the *jutka* drawn by a pony. These are found in the Gold Mining area, Kolar town, Chintamani, Chikballapur, etc. In fact, the absence of local bus services in the towns of the district presents great difficulties to the public. The *jutkas* can accommodate only three to four persons who have to sit in a cross-legged position with the luggages heaped in one corner. Most of these *jutkas* are owner-driven and some are given to drivers under a contract specifying the amount of rent to be given daily. On an average, a *jutka* driver earns Rs. 4 to Rs. 6 per day after meeting the fodder charges of the animal. There are municipal rules to regulate this category of transport. In the jurisdictions of municipalities where they are allowed to ply, a rate-card for passenger transport has to be exhibited noting the fare to be charged from place to place. They are inspected by the conveyance staff once a year to ensure their transport-worthiness.

In some towns, taxis have begun to ply though the number is small. Whenever important fairs and festivals take place, motor taxis and tourist buses are brought from Bangalore under special permits.

*Bicycles.*—Bicycles are by far the most popular private-owned means of transport in the entire district. The municipalities levy a licence fee on them. They are becoming increasingly popular in the rural areas also. It is a common sight to see cultivators, who go from place to place on the inter-village roads, using this type of vehicle. Small traders, milkmen, vegetable vendors and others often carry their wares on cycles to nearby markets. In the towns, many cycle shops give

bicycles on hire at the rate of about twenty paise for an hour. Several cycle-repair shops are found not only in towns but also in bigger villages.

Use of mechanised transport has made headway in all the taluks of the district, but the bullock cart also still holds its own to a considerable extent as a means of transport in the rural areas. This bullock-driven transport continues to have a prominent place in the social life of the rural community. The road policy of the State envisages connecting up every single village with some other villages or with the main road leading to the nearest trade centre. The cultivators, who keep bullocks for ploughing the fields, use them for pulling the carts as well. Some of these carts have rubber tyres, but the number of such vehicles is very small. According to available statistics, there were 40,564 bullock carts in the entire district during 1965-66. Passengers are also transported from place to place in these bullock carts. It is a common sight to see, during the busy harvest season, a number of carts going in convoy from place to place. These carts travel at the rate of three to four miles per hour depending upon the surface of the roads. Most of these carts have no roofs, but some have improvised shelters to ward off the rigours of climate. Hand-carts are also seen near about shandies, but the number of such vehicles is very small.

**Rural transport**

*Beasts of Burden.*—The donkey, which has a capacity and strength to carry weights, is the popular beast of burden. In 1966, there were 5,774 donkeys in the whole district. The washermen, especially, use these animals for carrying clothes. The horse is another useful animal. There were 3,128 horses and ponies in the district in 1966. The mule, which is another beast of burden, is also in demand but the number is very meagre in the district.

There were 225 privately-owned bus routes in the district as on 31st March 1967. Together with these private-owned routes, the Mysore State Road Transport Corporation also runs schedules both in the monopoly and non-monopoly routes. The plying of buses from place to place is administered by the Transport Department which has set up Regional Transport Offices in each district. The transport authority determines the route and the availability of permits. Issue of permits to ply buses is governed by an Act of Legislature. The Regional Transport Authority meets often to review the position and grant permits, whenever and wherever necessary.

**Public transport**

With the advent of responsible Government, it has been the policy of the State Government to nationalise bus routes in a phased manner. Several routes have been monopolised by the

State where no private agency can run buses. The Kolar Gold Fields—Bangalore route, running to a distance of about 60 miles, is a monopoly route and buses run from Robertsonpet Bus-stand to Bangalore *via* Kolar town at frequent intervals. There are also some express buses which have limited halts. The duration of the journey from Kolar Gold Fields to Bangalore is about three hours. There are 16 bus routes in the district operated by the Mysore State Road Transport Corporation with a complement of 24 buses doing about 4,360 kilometres per day. There are good bus stands with passenger amenities in all the towns. A divisional office building with a workshop has also been constructed at Kolar.

Express buses run from Kolar Gold Fields to Bangalore, Tirupathi to Bangalore *via* Kolar and Kolar town to Bangalore and *vice-versa*.

#### Motor Vehicles

According to the figures supplied by the Regional Transport Office, Kolar, the total number of buses plying in the district in 1967 was 223 and the number of lorries 297. Also, there were 364 motor cycles, 416 motor cars, 38 jeeps, 20 omnibuses and 6 cabs in the district in 1967.

#### Railways

The district of Kolar shares with Bangalore district the railway communication facilities of all the three gauges, broad, metre and narrow. The broad gauge railway line, the principal means of communication between the State of Mysore and the neighbouring State of Madras, passes through the district. The metre gauge section from Bangalore to Guntakal *via* Hindupur and Dharmavaram also passes through the district linking Mysore State with Andhra Pradesh. The narrow gauge traverses the northern, southern and eastern parts of the district terminating at Bangarpet, a junction station on the Bangalore-Madras broad gauge route. In the development of railway communications, the district played a pioneering role in that the first railway ever laid in the State of Mysore was in Kolar district. Later developments, both in the metre and narrow gauges, ushered in a new era of economic prosperity. In the following paragraphs an attempt has been made to describe the development of railway communications in the district, which is a vital factor in its economic progress.

*Broad Gauge.*—The broad gauge railway line from Bangalore to Madras runs through the district for a length of 33 miles, starting at a point beyond Devangondi railway station and ending at a point between Kamasamudra and Bisanattam stations which are situated beyond the Bangarpet junction. This line runs east of Bangalore and takes a sudden southward turn after leaving the district. There are important stations on the route,

notably Malur, known for its fruit and vegetable trade, Bangarpet, an important junction linking the Kolar Gold Fields, and Kamasamudra which is the gateway for the Gold Fields from the south. After emerging from Bangalore district into Kolar district, the line passes through the Malur plains which are an unending landscape of the dry-crop fields of *ragi*, *avare* and *togari* and enters the picturesque valley of Kolar hills and then reaches Bangarpet. Tekal, on the 37th mile from Bangalore, is an important railway station and is situated in the midst of a valley. On all sides, low-lying rocky hills are seen forming a chain known as Vokkaleri or Tekal hills. After Bangarpet, the line descends into the Kuppam region very near Bisanattam railway station and then leaves the district.

This railway line in the district was declared open for public traffic in August 1864 in the pre-Rendition days during the time of Mr. L. B. Bowring, who was then the Chief Commissioner of Mysore State. It was entrusted to the Madras Railway Company for construction under a specific agreement with the Government of India. The Government of Mysore gave ample facilities to lay the railway line by giving land free and asking for no financial return. Though the Mysore State Railway Department was formed later, the broad gauge portion in the State was not transferred to it; but it was run by the same Madras and Southern Mahratta Railway even though the other lines in the State were taken over by the State Railway Department. Later, the Madras and Southern Mahratta Railway Company was dissolved and the Government of India took over the system and continued it in the same name till the introduction of the Railway Zonal system when the route came under the administration of the Southern Railway.

**Construction  
and Manage-  
ment**

Another important broad gauge branch line, which is a vital link in the railway communications in the district, is the Bangarpet-Marikuppam line running to a length of 9.28 miles. This line passes through the Kolar Gold Fields and it was the only means of communication in the area before the transport buses came on the scene. This branch line forms a curve running east from Bangarpet and then taking a turn towards the south. The stations on this branch line are Coramandal, Oorgaum, Champion and Marikuppam. The line runs towards the east from Bangarpet for about six miles when it enters the heart of Gold Fields. It was laid between 1890-1899.

This line was first thought of during the time of Sri Chamaraja Wodeyar X, who, on the advice of his Dewan Sri K. Seshadri Iyer, decided to have this branch line to facilitate communications in the gold-mining area. The State Government itself undertook to construct this line; however, under a

modified agreement entered into between the Maharaja's Government and the Madras and Southern Mahratta Railway Company, the branch line was entrusted to the care of the Company with a stipulation that the contract would be terminable at six months' notice on either side. The Madras and Southern Mahratta Railway Company continued to work the main line as well as the branch line on the broad gauge system till the Company was taken over by the Government of India during the British rule. Thereafter, the branch line was included in the Southern Railway Zonal system.

*Metre Gauge.*—The metre gauge railway line in Kolar district runs to about 18 miles between a point near Thondebhavi and a point midway between Vidurashwatha and Hindupur stations on the Bangalore-Hindupur-Dharmavaram and Guntakal sections. The important railway stations located in the district on this line are Thondebhavi, Gauribidanur and Vidurashwatha, which was formerly being called Doddakurgod. This metre gauge line, which is an important means of communication, runs from south to north from Bangalore city. It traverses through a valley near Makalidurga affording a panoramic view of the Ghati Subramanya temple situated in Doddaballapur taluk of Bangalore district and enters the Thondebhavi station in Kolar district. Beyond Thondebhavi, the line enters a flat country flanked on either side by sugarcane fields. The Pennar river has been bridged between Gauribidanur and Vidurashwatha Stations. This metre gauge section was laid between the years 1890 and 1899.

*Narrow Gauge.*—Another means of railway communication in the district, which is of interest, is the narrow gauge line between Bangalore city and Bangarpet. It passes through Chikballapur, Sidlaghatta, Chintamani, Srinivaspur and Kolar taluks of the district. This line, which runs to about 69 miles within the district, enters the district at a point between Avathihalli and Nandi railway stations and passes slightly north-eastwards upto Chikballapur. Then it runs eastwards upto Srinivaspur and thereafter takes a south-westerly direction upto Kolar. From there, it runs straight south to Bangarpet where it is linked to the broad gauge section of the Bangalore-Madras line and also to the Bangarpet-Marikuppam section of the Southern Railway.

The history of this narrow gauge line dates back to 1911, when the District Board of Kolar came forward with a proposal to raise a debenture loan for the construction of a light railway (of a gauge of 2 feet and 6 inches). The Government of Mysore accorded administrative sanction to the scheme in June 1911, and Government also agreed to guarantee a four per cent interest on the capital raised through debentures. The capital formation



for the construction of this line did not have to wait long and the people of the Kolar district readily subscribed to the debenture. Nearly four lakhs of rupees were raised in a short period. Having had the advantage of getting the initial capital, the line was surveyed in November 1911 and necessary preparations were made for the actual laying of the narrow gauge line. The actual construction of the line was started in December 1912 and a length of 11 miles between Bangarpet and Kolar was constructed by December 1913. This line was opened by Sri Krishnaraja Wodeyar on 15th December 1913.

On that occasion, the Ruler of Mysore declared that in the event of the lines being continued as far as Chikballapur *via* Chintamani and if the District Board raised sufficient funds to meet half the cost of the line from Bangarpet to Chikballapur, the Government would advance the balance of amount required. Despite the Government guaranteeing an interest of four per cent on the capital cost, the private company promoted under the name of "Bangalore-Chikballapur Light Railway Company" could not proceed with the construction work. The Government then undertook the construction of the line after entering into an agreement with the Company. The section from Yelahanka on the Bangalore side to Chikballapur was opened in 1915. The question of linking up the line from Kolar to Chikballapur, a distance of 55 miles had, in the meanwhile, been discussed with the Kolar District Board and this section was completed in November 1916. The Mysore State Railway was in charge of the traffic and, later on, when the zonal system was introduced after Independence, the whole line was handed over to the Southern Railway. This narrow gauge strip links Bangalore district with Kolar, passing through some important taluks of Kolar district. The line runs close to Nandi hills and takes a sharp north-easterly turn after the chain of hills. It then enters a rolling plain after Chikballapur from where it takes an easterly turn. Passengers going from Bangalore to Kolar side by the railway route take the broad gauge upto Bangarpet and change there for the narrow gauge.

There are no waterways or air-ways in the district.

Travel facilities, both traditional and modern, are available in the district. There are rest-houses, *dharmashalas* and pravasi mandirs for those who move from place to place. In the old days, when there were no modern transport and travel facilities, people on pilgrimages and ordinary travels used to stay in these choultries or *dharmashalas*. These free lodging houses were built by philanthropic men for the use of travellers. There are *dharmashalas* at Chintamani, Kolar, Chikballapur and other places. Prior to the establishment of travellers' bungalows, mainly

**Travel  
facilities**

these free lodging houses afforded facilities for travellers. In the middle of the last century, when there were no railways passing through the district, pilgrims going from Bangalore side to Tirumalai Hills used to halt at Kolar and Mulbagal in the *dharmashalas*. These choultries or *dharmashalas* are being maintained even to-day. At Chintamani and Kolar, where there is a considerable Muslim population, one can find *Sarais* for free lodging.

*Travellers' Bungalows.*—The erstwhile District Board of Kolar was maintaining travellers' bungalows and *musafir khanas* which were later handed over to the Taluk Boards. In some bungalows, cooks are provided, but in some others, this facility is not available. Ordinary utensils and furniture for the comfort of the travellers are provided and the rates charged in these bungalows vary from place to place. Ordinarily, the rate for a full day is Re. 1. The bungalows are situated mostly on the main arterial highways very near to railway stations or bus stands. The State Public Works Department is also maintaining furnished travellers' bungalows of a superior class in several places. There is a well-equipped Government Guest House in the Kolar Gold Fields area. A statement giving particulars of travellers' bungalows maintained by the Public Works Department in the district is appended at the end of this chapter.

*Hotels and Restaurants.*—The district of Kolar cannot boast of any first class modern hotels. There are, however, a number of restaurants and eating houses in the urban areas. In some of the eating houses, lodging is also provided at charges varying from about Rs. 2.50 to Rs. 5.00 per day per room. In Robertsonpet, the hotel business is thriving very well. The eating houses cater refreshments only in the mornings and evenings. Many of the boarding hotels serve also what are called "plate-meals" which provide fewer items and lesser quantity and are less costly. Non-vegetarian food is also provided in many hotels, some of which are called 'military' hotels. However, there is no hotel in the district providing European type of catering.

Tourists from all over the State visit the celebrated Nandi Hills, which is six miles from Chikballapur town and 37 miles from Bangalore. This is a favourite health resort in the district which attracts tourists throughout the year. Bus service to Nandi Hills is provided from Bangalore and Chikballapur. The hill station has several bungalows maintained by the State Horticultural Department.

Bethamangala is another tourist centre close to the gold-mining area where a large lake provides boating facilities. There is a well-furnished Government travellers' bungalow close to the lake. Buses run daily to Bethamangala from Robertsonpet and Kolar.

**Posts and  
Telegraphs**

After 1831, when the British Commission took over the administration of the State, the useful and popular *Anche* (postal) organisation, which was working under the direct guidance of a *Bakshi*, was further developed. *Anche* offices were located in every taluk headquarters town as also in other important towns. Stamps were not in use then; instead, pre-payment of postage, before actually posting the letters, was compulsory. Postal articles were not being insured, nor money orders accepted. After the Rendition in 1881, the *Anche* department underwent some changes. With the construction of new railway lines from Bangalore to Bangarpet, the postal service was improved and expanded so as to serve a larger clientele. The number of post offices increased from year to year in the district. Hobli school-masters were appointed to look after the postal work also and they were called *Anche Mutsaddis*. There was co-ordination between the State *Anche* Department and the Imperial Postal Department for delivery of letters and articles from respective regions. In 1885, the British Indian authorities mooted the idea that the State *Anche* organisation should be amalgamated with that of the British provinces. After protracted negotiations, the actual transfer was made in 1889. Since then, there has been a gradual expansion of postal services, and the progress achieved in this regard during the post-Independence period, especially in recent years, has been remarkable.

For purposes of postal and telegraphic work, there is a separate Kolar Division of the Mysore Circle of the Indian Posts and Telegraphs Department, with headquarters at Kolar. This Division which has jurisdiction over certain rural areas of Bangalore district also is functioning since 1st October 1965. In 1960, there were 122 post offices in the district. This number had more than doubled in 1967 when there were 252 post offices. Out of these, one is a head post office located at Kolar, 36 are departmental sub-offices, two are extra-departmental sub-offices and the remaining are branch offices. There are no separate telegraph offices in the district and the number of combined offices are 26, *i.e.*, those which have both telegraph and postal facilities, whereas in 1960 there were only 14 such offices. Four more telegraph offices have been recently sanctioned.

**Telephone  
facilities**

The first telephone exchange in the district was commissioned on 30th March 1956 at Kolar. Initially, it was a part-time exchange, but at present, the exchange is working round-the-clock. The next exchange was opened at Bangarpet on 29th December 1956 with a 25/35 auto-line switch board. The same was replaced by a 50-line auto-exchange in December 1958. Telephone exchanges were opened at Chikballapur, Kolar Gold Fields, Chintamani and Mulbagal in March 1957, March 1958,

January 1959 and April 1959, respectively. During the Third Five-Year Plan period, four more exchanges were opened at Gauribidanur, Sidlaghatta, Srinivaspur and Malur in August 1961, July 1964, March 1965 and June 1965, respectively. The latest addition is the Bagepalli exchange which was commissioned in 1966. The Gauribidanur exchange, which had been earlier connected to Hindupur, was reconnected to Chikballapur exchange in February 1967. A new telephone exchange has been sanctioned for Gudibanda recently. Particulars of the exchanges in the district as on 30th June 1967 are given below :—

Station	Type	Capacity	Working connections	Waiting list
Kolar	.. Manual ..	200	102	4
Kolar Gold Fields	Automatic	200	166	1
Bangarpet	.. Manual ..	200	110	1
Chikballapur	.. Manual ..	100	59	1
Sidlaghatta	.. Automatic	50	31	1
Bagepalli	.. do ..	25	7	1
Chintamani	.. do ..	100	80	7
Srinivaspur	.. do ..	25	11	..
Mulbagal	.. do ..	100	44	..
Gauribidanur	.. do ..	50	43	1
Malur	.. do ..	25	16	..

Separate trunk exchanges have been installed at Kolar, Bangarpet and Chikballapur to cater exclusively to the growing trunk call traffic. Installation of a direct trunk link between Kolar and Madanapalle in Andhra Pradesh has been recently sanctioned.

*Public Call Offices.*—Public Call Offices are located at Bethamangala, Dibburahalli, Gudibanda, Manchenahalli, Masthi, Narasapura, Nandi Hills, Thondebhavi, Vidurashwatha and Vemagal. Public Call Office facilities are to be shortly provided also at Bangara-Tirupathi, Jangamkote and Pathapalya.

**Particulars of Travellers' and Inspection Bungalows under the charge of Public Works Department in Kolar District**

Sl. No.	Location	Classification	Number of suites	Rates charged for occupation	Nearest railway station, and the road on which it is situated and its mileage point	Places of tourist interest nearby and their distance from the Travellers' Bungalow
1	2	3	4	5	6	7
1.	Chikballapur	1st Class Travellers' Bungalow and Inspection Bungalow.	Four suites of Inspection Bungalow and 2 suites of Travellers' Bungalow furnished with all requirements.	For tourists and other private persons Rs. 3.50 per day and for Government Officials, as per rules.	Chikballapur National Highway No. 7—35 miles (i) Motor road to Nandi Hills 15 miles. (ii) Mulbagal—Gauribidanur road 57 miles. (iii) Chikballapur—Nandi Road 3 miles.	(i) Nandi Hills .. 15 miles (ii) Rangasthala .. 3 miles (iii) Muddenahalli, birth place of Dr. M. Visvesvaraya.
2.	Sidlaghatta	2nd Class Travellers' Bungalow.	Two suites	For tourists and other private persons : 1st Class suite Rs. 3.00 2nd Class suite Rs. 2.00 (plus Re. 0.50 per day for water and electricity charges). For Government Officials, as per rules.	Sidlaghatta railway station one furlong. 1/1 mile of Sidlaghatta—Dibbur road.	Thalakaialabetta .. 18 miles Kaivara .. 22 miles

(Continued)

Particulars of Travellers' and Inspection Bungalows—(concl'd.)

1	2	3	4	5	6	7
3.	Kolar ..	1st Class Travellers' Bungalow and Inspection Bungalow.	Nine suites ..	For tourists and other private persons : 1st Class suite Rs. 3.00 2nd Class suite Rs. 2.00 (plus Re. 0.50 per day for water and electricity charges). For Government Officials, as per rules.	Kolar narrow gauge railway station.	Antaragange .. 2 miles
4.	Oorgaum ..	1st Class Government Guest House, Kolar Gold Fields.	Four suites furnished with all requirements.	1st Class Travellers' Bungalow rates—For tourists and other private persons—Rs. 3.50 per day and for Government Officials, as per rules.	Oorgaum	.. Bethamangala lake .. 8 miles
5.	Robertsonpet	Travellers' Bungalow, Kolar Gold Fields.	Four suites furnished with all requirements.	1st Class Travellers' Bungalow rates—For tourists and other private persons—Rs. 3.50 per day and for Government Officials, as per rules.	Oorgaum	.. Bethamangala lake .. 8 miles
6.	Malur ..	2nd Class Travellers' Bungalow.	Two suites	For tourists and other private persons : 1st Class suite Rs. 3.00 2nd Class suite Rs. 2.00 (plus Re. 0.50 per day for water and electricity charges). For Government Officials, as per rules.	Malur on the Bangalore—Madras broad gauge railway line.	