

CHAPTER 7

TRANSPORT AND COMMUNICATIONS

Economic progress plays a deciding role in the all-round development of human society. The part played by Transport and Communications is remarkable in achieving economic progress and in co-coordinating different economic activities like natural resources, productive agriculture, progressive industry, active commerce and banking institutions. Transport and communications media is serving the public in the transport of men; materials and animals, with good road system, organized vehicular and communication facilities like posts and telegraph, telephones, mobile services, Akashvani, Doordarshan, Computer, Internet services, e-mail, Internet telephone services and short message services. The concept of global village is getting stronger with the advancement of technology in inter connecting thousands of kilometre within no time. The aim of this chapter is to document the efforts of the Government in providing transport and communication network in the district during the post-independence period.

Land Transport

Kolar district consists of Palar, North Pinakini, South Pinakini, Chitravati, Papagni, (Because of these five rivers, Kolar district is

also known as the land of five rivers) Nangali, Kaundinya, Kumudvathi, Kushavathi, Markandeya and Arkavathy rivers and their tributaries, which are not perennial and flows only during rainy season. Eventhen it attracted the pre-historic man is proved true with more than 250 pre-historic sites so far found at places like Terahalli (a hamlet in Paparajanahalli), Kendatti, Sulur, Seetibetta, Hunagund, Hunagundapattana, Murugamale, Garudanahalli, Narasapura, Garudanapalya, Banahalli, Parandapalli, Haralakote, Peresandra, Mashalli and others, which confirm the existence of Neolithic and Megalithic cultures. But, in those days due to these reasons the population was thin. The availability of Neolithic and Megalithic stone implements, pottery and burial sites in the district resembles with that of the neighbouring Bangalore and Tumkur districts and the border districts of the neighbouring Andhra and Tamilnadu States. This motivates us to think about the various relationship and communication that prevailed among the Stone Age men of different areas and the cultural influence and the formation and use of primitive roads which might have been founded by them in those days.

The district was under the rule of Banas, Gangas, Nolambas, Cholas, Hoysalas, Vijayanagar Kings; Nayaks of Guammanayakana-palya; Sugatur and Chikkaballapur Palegars, Marathas, Mughals, Mysore Wodeyars, Hyder, Tipu and the British. The occurrence of few words like street, road, way etc., relating to the road transport found in the inscriptions of the district shed light on road transport which connected villages and provinces. But there is no clear picture of the progress of transport and communication system prevailed in those days. The availability of large number of inscriptional evidences shows the increasing human activities and human habitations in the district. The narrow roads were usually pathways restricted to the slow movement of people, bullocks and packed animals. But roads used for palanquin and bullock carts movement were wide. Rulers gave much prominence for the formation and maintenance of roads used for military activities, which were although temporary in nature. It is opined that these roads were usually moffusil roads.

Accordingly an inscription dated 1805 (?) of Munaganahalli (Chintamani taluk), states that Sidlaghatta was situated at a distance

of nine *krishnaraja haradaris* from the Munaganahalli village limits. An inscription dated 1800 A.D. from Nyamagondlu of Gauribidanur taluk mentions that 5280 feet is equivalent to one *krishnaraja kroscha*. Thus, it makes clear that the terms '*haradari* and *kroscha* were used to determine a distance of three miles in those days. While referring to the border of village, the Vemagal inscription of 17-18th century A.D. states that 44 yards is equal to eleven units.

Kolar, the district headquarters popularly known as 'Kualalapura', appears to be the early capital of Gangas. Likewise Nandidurga was another centre. As a result it had connections with Talakad, Kanchi, Penugonda, Tirupathi and other places in those days through rough and crude roads. There is proof regarding the existence of roads between prominent historical places of the district like Seethibetta, Kaivara, Avani, Antharagange, Ambajidurga, Nandidurga, Chikkatirupathi, Gulur, Gummanayakanapalya, Kurudumale, Gudibande and Alambagiri. Kolar Copperplate inscription of 1761 refers to the merchants of 56-towns and baramarga and the movement of cattle near Budiganta gate of Kolala and records the grant of baramarg tax collected in the form of *hanabyale*. Even then from all point of view, road transport secured a systematic shape, only after the advent of British administration. Francis Buchanan, who visited the Mysore province in 1800, as per the orders of the Madras Presidency left Madras on April 23, travelled via Ponnamalai, Sriperambudur, Kanchipuram, Wallajapet, Arcot, Vellore, Venkatagiri, and reached Bethamangla on May 5, 1800 and reached Bangalore on May 10, 1800 via Tekal and Malur. From Bethamangala he went on horseback to reach Bangalore, which took him four days. Later he also visited Srirangapatna and returned to Bangalore. After returning to Bangalore, he travelled via Vakkaleri (July 6), Kolar, Sidlaghatta and Chikkaballapura, passing through Bangalore and Tumkur districts and visited Srirangapatna again. A few Contemporary records mention about the existence of a bridge before 1800, (which appears to be an ancient bridge) near Bethamangala, which was passing through Mugali hills on Madras-Kolar route, which was used by Buchanan to reach Bangalore from Madras. Later Kolar-Madras road was made to directly pass through Mulabagal.

Dewan Purnaiah (1800-1811) during his pilgrimage to Tirupathi from Bangalore via., Papanahalli village renamed the village as 'Srinivasapura' after his son's name Srinivasamurthy. During this period, he travelled to Chittoor via Mugali ghat (Palamaneru ghats), which was very bad, and in some places he appears to have crossed agricultural lands also. This road later popularly developed as Bangalore-Madras or Madras-Cannanore road.

In 1831 when the Mysore Province came under the British Commissioner's rule and the capital was shifted to Bangalore, formation of new roads started. Nayakaneri-Mysore road, which was passing through Bangalore, was improved and opened for traffic. During 1831-56, importance was given to the development of roads. During Sir Mark Cubbon's (1834-61) administration roads were classified as State roads, Provincial roads and Village roads. Highways connecting Bangalore with all the district headquarters of the princely state were formed with an expenditure of Rs.28.75 lakhs. During that period prominent roads were called State Highways and less prominent roads as District Fund Roads. Hoskote (Bangalore district) - Ambajidurga (Chintamani taluk) road, which was a part of Bangalore-Madanapalli road, passing through Chintamani, was an important road and prominence was given for its improvement. Bangalore-Bellary road, which was passing through the Western part of Gummanayakanapalya (which later became Bagepalli taluk) was one of the oldest roads. Later this road paved way for *arterial roads* like Chelur and Chinthamani roads. Arterial roads were formed for Gudibande and Gauribidanur. Likewise Bangarpet-Mulabagal road passing through Bethamangala was another important road, which was a taluk headquarters, when this road was formed. In 1843 Maramath department was established in order to construct and maintain roads and bridges. It was expanded in 1856 with the nomenclature 'Public Works Department'. Later in 1864, with the opening of broad gauge railway route from Bangalore-Jolarpet, Bangarpet (the erstwhile Bowringpet) came into prominence. In the same year (1864) Bangarpet became a taluk headquarters, instead of Bethamangala. The Bethamangala-Mulbagal road lost its importance when Kolar-Mulbagal-Nangali-Palamner-Chittoor road was formed. By that time Bethamangala was

connected by road to Kolar the district headquarters. In 1873 the Public Works Department started a divisional office in the district.

According to a report by 1872, trees were planted on the 352 miles of roads in the district. The Mysore Gazetteer (B.L.Rice, 1876, Vol.II) records that an expenditure of Rs.16,106/- and Rs.9,785/- was made respectively towards the maintenance of five Imperial Roads (Provincial roads) of 158 mile length and 270 mile length of 22 district roads, which existed by 1874-75. In 1881, at the time of Rendition importance was given to the development of transport system. Accordingly in 1882-83, in Kolar district, 18 mile of new roads were laid out of the 84 miles new roads formed in the princely state. As such in (1883-84, 37 (117); 1887-88, 37 (108), 1890-91, 27 (93); 1895-96, 25 (102); 1897-98, 9 (38), and 1898-99, 4 (22) mile length of new roads were formed. The figures given in the bracket indicate the total length of roads formed, in respective years in the Princely state. During the period 1881-1901, a total length of 157 miles of new roads were formed. By the end of June 1901, the district had 192 miles of Provincial Roads, 387 miles of District Fund Roads and 579 miles of civil roads, at an average road length of one mile in an area of six Sq. miles in the district.

With the formation of Chikkaballapur revenue Sub-division in 1891, the quality of old Bangalore-Bellary road was further improved and modified for all sorts of vehicular movement. Kolar-Doddaballapur road (Bangalore district) which passed near Nandidurga, was one of the old roads of the district. Laying of railway lines in the district supplemented the importance of roads. Apart from pedestrians, bicycles and motor vehicles aslo used the roads. Demand for bicycles increased. Due to the progress in agriculture the number of bullock carts increased in rural areas.

Gradually remarkable reformation took place in the construction and surfacing of roads. Even though the district has good number of hills, absence of major rivers and the large plain tract also made road construction easier. The starting of Kolar Gold Fields in the latter part of 19th century also made the district to become world famous. Kolar Gold Fields which got hydro-electric power from Shivanasamudram in 1902, assumed a special place in the district. As a result, by 1923, eight Provincial Roads with a total length of 217-25 miles, incurring an annual expenditure of

Rs.44,400/- for their maintenance, passed through the district. These eight roads were Madras-Cannanore, Kadapa, Mulbagal railway station link road, K.G.F. road, Balaghat-Marikuppam road, Bangalore-Kadapa road, Bangalore-Penukonda-Bellary road, and Bangalore-Hindupur roads respectively. Gradually there was no difference in the number and length of Provincial Roads till 1938. But it appears that the cost of maintenance of these roads rose to Rs.50,000/-.

Likewise by 1923, the district had 26 District Fund Roads with a total length of 317.25 miles and Rs.37,497/- was spent for its annual maintenance. Among them, Mulabagal-Gauribidanur, Chintamani-Chelur, Chintamani-Bagepalli, Yallampalli-Chelur, Chikkaballapur-Nandi, Nandi-Hegdehalli, Malur-Vemagal, Hosakote-Shidlaghatta, Peresandra-Sadali, Peresandra-Gauribidanur, and Thondebhavi-Madhugiri (Tumkur district) were some of the prominent District Fund Roads. By 1938, their number rose to 29 with a total length of 404.5 miles. The District Board annually paid Rs.45,000/- to Maramath Department towards its maintenance. The District Board had spent Rs.23,000/- towards maintenance of 99 roads with a length of 509 miles which was under the control of the Civil Department.

Till 1942, there was no uniformity and provincial differences relating to road construction, their maintenance and classification existed. Ignoring this, the Government of India in 1942, implemented the Nagapur plan in order to form uniform road network. Accordingly, roads were classified into five categories - (1) National Highways, (2) State Highways, (3) Major District Roads, (4) Other District Roads and (5) Rural Roads. Based on their importance, this classification was made and the first three categories were under the control of Public Works Department. As a result, by 1946 considerable progress was achieved in the district.

At the time of the unification of state in 1956, the district had a total length of 2,444 Km. of roads. This rose to 2,590 Km. at the end of March 1961, including two National Highways, four State highways, 37 Major District Roads, and 25 Other District Roads. During the decade 1956-66, there was little progress related to road development in the district. The length of the roads in the district which was 2,444 Km. in 1956 rose to 2,820 Km. in 1966. In 1956,

the district had 504 Km. of tarred roads, which rose to 852 Km. in 1966. During this period all State Highways and a few Major District Roads were tarred. At the end of March 1967, 121 Km. of National Highway 4 and 7 passed through the district. The district had four State highways 180 Km. running about there were 25 other narrow single lane major district roads, which were all seasonal roads. There were 41 rural roads in the district, with a total length of 542 Km, out of which 30 Km. was mud roads and the rest were rough roads. All categories of roads under the control of Public Works Department with a total length of 2,138 Km. consisted of 980 Km. of tar roads with black surface, 853 Km. Macadam road (at the time of Industrial Revolution of England in 18th century jelly stones were used for road construction and such roads were called 'Macadamised' roads and even today this word is still used) and 62 Km. of mud roads. Out of 747 Km. of road, under the control of Taluk Board, 106 Km. had Macadam roads. According to the Government Order during the years 1966-67, 64 Km. of Taluk Board roads and other roads were taken over by the Public Works Department and tried for their up-gradation.

By 1971, the district had 2,929 Km. of roads of different categories and consisted of two National highways, four State highways, 41 Major District Roads, 29 Other district roads and 24 Rural roads. Out of these 2,028 Km. were surfaced roads and the rest were rough roads. The quantity of various classes of roads in the district rose to 4760 in 1973, 5,452 in 1982 and 5,978 in 1992. By the end of March 1999, it rose to 6,216 Km. Afterwards a continuous rise in quantity of roads was observed in the district and by the end of March 2002; it rose to 9,262 Km. according to a report by the Public Works Department. Details were not furnished in the report pertaining to this sudden rise. By the end of March 2003 there were 12,858 Km. of roads belonging to different classes in the district. The Public Works Department has furnished the same figures at the end of March 2004. Please see tables 7.1 and 7.2.

By 1956, the average length of roads, which was 30 Km. for each 100 Sq.Km., rose to 34 Km. in 1966. This remained the same in 1970-71, but it rose to 57 Km. in 1972-73, 65 Km. in 1980-81, 70 Km. in 1985-86, 72 Km. in 1990-91, 74 Km. in 1995-96 and during 1999, the average road length remained 79 Km. This shows

Table 7.1: Details of Different Classes of Roads in the Kolar District (1956 - 31st MARCH 2004)

Year	Public Works Department Controlled Road					Other Agency Controlled Road					Total (Including Column 6 and 10)	Metalled Roads	Non Metalled Roads	Average Roads with 100 Sq. Km Each
	National Highways	State Highways	Major District Roads	Other District Roads	Rural Roads	Total	Taluk Board Roads	Irrigation Roads	Forest Department Roads	Total (7 to 9)				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1956	117	181	600	354	-	1,252	1,178	-	14	1,192	2,444	1,352	1,092	30
1961	117	181	910	349	242	1,899	691	-	-	691	2,590	1,640	950	31
1966	117	181	923	349	580	2,150	670	-	-	670	2,820	1,977	843	34
1971	117	187	962	361	714	2,341	585	-	3	588	2,929	2,118	811	34
1973	117	187	963	361	861	2,488	2,269	-	3	2,272	4,760	2,401	2,359	57
1976	117	237	912	361	1,330	2,957	2,153	-	5	2,158	5,115	2,369	2,746	62
1980	117	270	879	361	1,838	3,465	1,855	-	23	1,878	5,343	2,527	2,816	65
1982	117	270	879	361	1,840	3,467	1,962	-	23	1,985	5,452	2,649	2,803	66
1986	117	270	958	283	2,711	4,339	1,539	-	23	1,562	5,901	3,277	2,624	72
1992	121	393	1,031	109	2,693	4,347	1,535	72	24	1,631	5,978	3,643	2,335	73
1996	121	433	1,597	58	2,210	4,419	1,535	72	24	1,631	6,050	4,075	1,975	74
1999	129	433	1,598	54	2,371	4,585	1,535	72	24	1,631	6,216	4,387	1,829	76
2002	129	433	1,599	60	4,377	6,598	2,568	72	24	2,664	9,262	-	-	113
2004	129	433	1,599	60	4,779	6,956	2,254	72	51	2,344	**12,858	-	-	115

* 356 Km. includes municipality roads.

** Includes 3,125 Km. of Panchayath roads and 356 Km. of municipality roads.

**Table 7.2 : Talukwise Details of Different Classes of Roads
by the End of March 2004.**

Taluk	National Highways	State Highways	Major District Roads	Other District Roads	Village Roads	Taluk Board Roads	Forest Department Roads	Irrigation Department	Municipal Roads	Panchayath Roads	Total
Kolar31	54	187	6	598	174	-	-	-	-	1,050	
Gudibande	12	-	60	-	205	37	23	12	-	276	625
Gowribidnur	-	66	166	11	295	397	-	-	-	667	1,602
Chikkaballapur	37	48	156	-	209	173	-	-	-	355	978
Chintamani	-	76	124	-	427	263	-	5	-	680	1,585
Bangarpet	-	11	253	12	929	176	-	-	-	-	1,081
Bagepalli	8	19	161	3	312	270	27	-	-	585	1,385
Malur 8	-	135	15	533	219	1	28	-	-	938	
Mulbagal	33	33	141	-	632	67	-	-	-	-	906
Shidlaghatta	-	74	87	6	304	298	-	23	-	552	1,344
Srinivasapura	-	52	129	7	635	180	-	4	-	-	1,008
Total	129	433	1,599	60	4,779	2,254	51	72	356	3,125	12,858

an increase over the State average (68.73) and occupies 11th place in the state. By the end of 2002 March, the average road length rose to 113 Km. per each 100 Sq. Km. and crossed 155 Km. by the end of March 2004. This sudden rise was due to the sudden increase in the total length of roads in the district. During this period there was an average road length of 246 Km. for a lakh of population in the district. By the end of 2004 the road length rose to 503 Km. for every one lakh of population.

Meanwhile, the Central Government has formulated a special scheme of 20 years for the development of roads and for this purpose, roads have been classified as first class, second class and third class roads. National Highways and development of fast routes belongs to the first category. State Highways and development of Major District Roads belongs to the second category. Development of Rural roads and other district roads belongs to third category. Under this scheme instructions were given that villages with more than 1500 population to have at least communication with Major district roads, villages with a population of more than 1000-1500 persons to have communication at least with Other district roads, villages with a population of 500-1000 to have communication with rural roads, villages with a population of less than 500 people (if they are in maidan land at a distance of three Km., if they are in hilly area at a distance of five Km.) to have road communication. Under this scheme it is planned that roads and bridges belonging to second-class category were to be improved keeping in view of the traffic movement by 2006.

National Highway

National Highways which spread all over the country connects State Highways and help in promoting the economic development of the country. By 1956, there were two national highways of 116 Km. From 1971 onwards, the concerned State Public Works Department has a separate division for the maintenance of National Highways that pass through the respective State and the maintenance cost was being borne by the Central Government funds. Among the National highways passing through the district, National Highway No.4 connecting Madras-Thane (Mumbai), runs for a distance of 64 Km. through Kolar and Mulbagal taluks, (Kolar, Mulbagal and Nangali are the main towns in this route). National Highway No.7

connecting Bangalore-Bellary (Varanasi-Kanyakumari National Highway) runs for a distance of 58 Km. through Chikkaballapur and Bagepalli towns are located in this route. After its upgradation in 1999, National Highway No.207 (Hosur-Dabaspeta road) traversed eight Km. in Malur taluk border. As a result by the end of March 2005, a total of 129 Km. length of three National Highways passed through the district and these are 7.5 metre wide double lanes. National Highway No.7 (Varanasi-Kanyakumari highway) which is a part of the North-South Corridor road formation project connecting Kashmir-Kanyakumari declared by the Prime Minister, passes through the district. As per this project National Highway No.7, to be converted into six-lane highway is expected to be completed shortly. An estimated cost of Rs.500.00 crores will be spent for completing a distance of 100 Km. between Bangalore-Bagepalli.

State Highway

State Highways are connecting link between all the Major district roads and National highways, and their maintenance being done by the State Government Public Works Department. Before the implementation of Nagapur plan (1942), they were known as State fund roads and their maintenance cost borne by the State funds. By 1956, the district had 188 Km. length of four State highways. By 1971, these roads, which were 187 Km., rose to 236 Km. in 1976 and 270 Km. in 1980 respectively. It rose to 393 Km. in 1992 and to 433 Km. in 1996 respectively and there is no change in their length since then. The district had eight State highways by 2005 March end. They were :

a) State highway No.5 (106 Km.) (Bagepalli-Chinthamani-Kolar-Bangarpet). b) State highway No.9 (31.40 Km.)(Yalahanka-Goribidanur-Hindupur). c) State highway No.35 (17.30 Km) (Shidlaghatta-Hosakote-Anekal). d) State highway No.58 (156.30 Km.) (Mudigere-Goribidanur-Chikkaballapura-Chinthamani-Srinivasapura-Mulbagal-Venkatagirikote). e) State highway No.74 (13.30 Km.) (Nelamangala-Chikkaballapura road connecting National highway No.4 and 7). f) State highway No.34a (4.80 Km) (Nandi-Devnahalli). g) State highway No.82 (64.40 Km.) (Hosakote-Chinthamani-Gownipalli-Kadapa). and h) State highway No.96 (39.40 Km.) (Kolar-Sompura {Bangalore rural} road).

Among these good surfaced roads are; 310 Km. single lane (3.75 metre broad), 117 Km. middle lane (5.5 metre wide) and 6 Km. double lane (7.5 meter broad) roads.

Major District Roads

These roads are the main connecting links between prominent trade centres, railway stations, State and National Highways. These roads, which were under the maintenance of Public Works Department, play an important role in the economic development of the district. By 1956 there were 600 Km of Major district roads in the district, which rose continuously till 1973 and was 962 Km. in 1973. Afterwards it fell to 912 Km. in 1976 and to 879 Km. in 1982. Again it rose to 958 Km. in 1986, 1031 Km. in 1992, 1597 Km. in 1996, 1599 Km. in March 2004. Out of this, 1569 Km. had surfaced roads and 30 Km. unsurfaced roads.

Other District Roads

These roads connected taluk and hobli headquarters, played a major role in activating traffic movement. There were 354 Km roads of this class in 1956, which rose to 361 Km. in 1982 with some changes. Afterwards there was a continuous fall and by the end of March 2004, it had 60 Km. of roads under the control of Zilla Panchayath.

Rural Roads

Rural roads are essential for the movement of rural people from villages to the neighbouring places and towns and for marketing and buying agricultural products etc., including the shandies. Though the concerned villagers as a community, gave utmost importance in the formation and maintenance of traditional village roads, there are evidences to show importance owing to planned laying of rural roads by the administrative machinery during 18th-19th centuries. By 1956, the district had 242 Km. length of rural roads, at an average rate of 31 Km. per 100 Sq. Km. Realizing the importance of formation of roads in rural areas and thereby visualizing for the development of these rural areas, the Government of India in 1958, initiated All India Rural Communication Plan or All India Chief Engineers Plan (1961-81) for 20 years. This important scheme planned at a cost of Rs.5,200 crores for providing all season roads to all the villages, was

implemented under the third five-year plan in 1961. By 1966 there were only 580 Km. of rural roads in the district. On realizing the importance for the development of National, State and Major district roads upto 1966, the Government of India constituted a one-man commission in 1967 under the Chairmanship of Sri H.P.Sinha to study the development of rural roads and submit a report. This commission submitted a report in 1968, recommending for the development of rural roads at an estimated cost of Rs.1,430 crores during 1968-69. In 1972, the State Government introduced Integrated and Comprehensive Rural Communication Plan (ICRCP). As a result, it rose to 861 Km. in 1973, to 1330 Km. in 1976, to 1840 Km. in 1982 and to 2711 Km. in 1986. But it declined to 2693 in 1992, and to 2210 Km. in 1996 and again it rose to 2371 Km. in 1999. By the end of 2002 March, the quantity of rural roads rose to 4377 Km., and subsequently to 4735 Km. at the end of 2004 March. Now, the Government has various programmes for the development of rural roads, which are under the control of Zilla Panchayath.

Rural Communication Plan

In 1958, the Rural communication programme was formed with the aim of providing road communication to each village. This plan includes: (1) rural road construction, (2) inter connecting roads, restoration and construction of culverts of 6 metres over the roads which were not under the control of Public Works Department. Roads formed under this programme were made of jelly or mud, meant for the movement of carts. At that time the average quantity of roads in the State was meant to rise from 16 Km. to 32 Km. for every 100 Km. It was planned to provide road communication to villages with a minimum population of 5000, to provide jelly roads at a distance of six Km. or any road at 2.5 Km. distance in villages situated in agricultural area and to provide jelly road at a minimum distance of 12 Km. or any road at a distance of five Km. in villages which are developing. This programme had an intention of providing jelly roads at a distance of 20 Km. in the villages located in the dry land to be developed or providing any road at a distance of 8 Km. This plan was started under the third five-year plan (1961). Under this programme 2591 Km. of rural roads were completed during 1961-81 and Rs.208.08 lakhs was spent for this purpose. Among

these roads 476 Km. of State fund roads were transferred to Public Works Department and 466 Km. of local fund roads were transferred to Taluk Boards and remaining 1616 Km. of roads were continued under the rural communication programme. As a result of this programme at the end of 1972, the district had 1106 villages of all season roads, 1221 villages of seasonal roads and the remaining 502 villages had *kutchra roads*. But at the end of 1977, the number were 1203, 953 and 400 respectively and it was recorded that 253 villages had no roads.

By this time, the State Government realized that it was impossible to achieve the expected goal within a specific time. More over progress in agriculture also influenced this. As a result under the fifth five-year plan, rural road communication was included under Minimum Needs programme. Under this programme areas with lesser concentration of population, villages with more than 1000 population area with higher concentration of people, and areas with more than 1500 concentration of people, formation of all season roads was proposed. Meanwhile, in 1976, 20 years Master plan was prepared for the development of rural roads in the State. Villages were classified into four groups based on population. Accordingly villages were classified (on population): (a) 0-499, (b) 500-999, (c) 1000-1499, (d) 1500 and above villages. Accordingly to a survey of rural roads, at the end of 1978 March, the district had 562 villages with all season roads, 620 villages had seasonal roads, 1465 villages with *kutchra roads* and the remaining 282 villages had no road communication. But, by 1985 with the implementation of planned programmes, 758 villages had all seasonal roads, 715 villages had seasonal roads, 1332 villages had *kutchra roads* and there were 43 villages in the district, which had no road communication. In 1993, this became 873, 725, 1225 respectively, and 22 villages had no road communication. By 1996, this became 971, 762, 1148 respectively and eight villages had no road communication. As a result the Department reviewed the condition of rural roads of the State in 1996 September. A Mega plan was again prepared for the development of rural roads and formation of new roads at a cost of Rs.2105.05 crores was laid. Under this programme, the Public Works Department had the objective of providing roads to villages, which had no roads, and also

development of rural roads. As a result during 1997-98, to commemorate the 50th year of independence, the Prime Minister's Grama Sadak programme was started to provide roads to villages, which have no road communication. Under this scheme, road works were started during 2000-2001 in the district. Meanwhile, by the end of March 1999, 1516 villages had all season roads, 145 villages had seasonal roads, 1221 villages had *kutchha* roads and remaining seven villages had to be provided with road communication. The Grama Sadak Programme had a good purpose to provide good quality of all season roads within 2007 (10th Five Year Plan) to villages with no road communication, with 500 or more population. Accordingly the district had at the end of March 2004, 23-75 Kms. of new roads, 91 Km. of jelly, and 89 Km. of tarred roads was undertaken at a cost of Rs, 575.42 lakhs. Apart from providing road communication to all the villages in the district, development of *kutchha* roads into seasonal roads, seasonal roads into all season roads, were continued.

Taluk Development Board Roads

From the beginning roads under the control of Taluk Development Board are found in the district. Since these roads, were in large numbers at the beginning they were transferred to the Public Works Department as per the Government Order as and when required, and a discrepancy in the statistics is noticed. The road length which was 1178 Km. in 1956, declined to 670 Km. in 1966 and to 585 Km. in 1971. But this rose to 2296 Km. in 1973, and again declined to 1962 Km. in 1982. After 1987, this was reduced to 1535 Km., but rose to 2221 Km. by the end of March 2004.

Irrigation Roads

Irrigation roads are constructed for the formation of irrigation canals, repairs and their control by the Engineering section of the Irrigation Department. The district had 72 Km. of irrigation roads in 1990 and this situation continued till the end of March 2004 and these roads were under the maintenance of Irrigation department.

Forest Department Roads

By 1956, the district had 14 Km. of Forest Department roads, which later declined to 3 Km. during 1971-1973. Between

1980-1986 there were 23 Km. of such roads, which rose to 24 Km. on 1992. This rose to 51 Km. by the end of March 2004.

Municipal Roads

There were 356 Km. of municipal roads in the district by the end of March 2004, whose repairs and maintenance is the concern of the respective municipalities.

Five-Year Plans

Consequent on the starting of Five year plans to achieve a systematic economic development; District plans were formed to achieve economic progress in the district. Accordingly under the first (1951-56) and second (1956-61) five-year plans, 68 Km. of National highways, 641.20 Km. of State fund roads were maintained and developed in the district. About 624 Km. of road works including repairs of bad roads in various taluks were undertaken as a result of rural road communication works. Rs.1,58,20,560 was spent for this purpose during this period. During the third five-year plan (1961-66) it was decided to complete the pending works and not to take up the new works. But road surfacing was continued as usual and under this head, a sum of Rs.1.03 crore and Rs.two lakh for the construction of bridges was earmarked out of the sanctioned sum of Rs.62 lakhs for the Chikkaballapura division. Under the second five year plan, Rs.48,95,711 was spent on the formation of 68.8 km of new roads and expansion of two major bridges of Chitravati river was completed. River Pennar and its streams which flow across the Bangalore - Hindupur road, two main bridges have been constructed in 1964 at a cost of Rs.10 lakh. As a result, by 1966, the district had eight huge bridges, and by 1969, it rose to ten. On Gauribidnur-Madhugiri road near Kadalaveni a bridge long of 67.06 metre has been constructed on Kumudvathi River and a bridge of 54.86 metres length has been constructed on Neralehalla flowing on the same route in 1970. Meanwhile, the number of huge bridges rose to 15 in 1971. In 1978, a bridge of 165.9 metres length has been constructed across North Pinakini river near Gauribidnur on National Highway No.7 at a cost of Rs.5.98 lakhs. In 1979 a bridge of 72 metres length has been constructed across the rivulet flowing near Bisahalli in Goribidnur taluk at a cost of Rs.3.70 lakhs and the bridge has a road of 7.5 metres breadth. Towards the end

of March 1979, the district had 23 huge bridges, due to the special importance given for bridge construction. In 1995, a bridge of 103 metres length has been constructed across a tank in Gauribidnur taluk passing through the district main road, at a cost of Rs. Four lakhs. From then onwards, various culverts, small and big bridges have been constructed on various roads passing through the district and Table No.7.3 show the remarkable development of road transport in the district. Information pertaining to culverts less than 6 metres is available since 1978, and small bridges of six to thirty metres are available since 1971 and it is remarkable to notice the construction of highest number of culverts in the district. At the end of March 2004, Kolar division has bridges of 2248 of six metres, 144 of twelve metres, 33 of 24 metres, and 7 bridges of 30 metres; but the division had no bridge of 30-360 metres length.

Zilla Panchayath Technical Division

Like other Zilla Panchayaths working since 1987 in the State, the Kolar and Chikkaballapur Technical Divisions have been involved in construction, maintenance and repairs of the district roads, rural roads, culvert and bridge constructions etc. Details of grants and financial progress achieved in the selected years under plan, non-plan and additional plan heads are given here. Under these plan schemes construction of roads, bridges, rural transport and communication and rural road transport development works have been taken up. In 2003-04 out of Rs.100.63 lakhs sanctioned under plan funds, the Zilla Panchayath Technical Division spent Rs.67.81 lakhs and out of Rs.295.93 lakhs sanctioned under non-plan funds Rs.109.87 lakhs have been spent towards construction of roads and bridge works in the district. (See table 7.4 for details).

Traffic Census and Vehicle Survey

In order to bring reformatations in road transport and to improve road net work, the Public Works Department in 1959 proposed to collect statistics related to movement of men and material, domestic animals, vehicular movement etc., and their impact on roads, and planned to start Traffic Census and Vehicle Survey in the State. For this purpose traffic census and vehicular survey on roads belonging to Public Works Department has been undertaken for one week (day and night) once in five years and a sample survey of one

Table: 7.3 : Details of Different Classes of Bridges in the District

SMALL BRIDGES											BIG BRIDGES			
Year	Culverts Less than 6 Meters	6-12 Metres	12-18 Metres	18-24 Metres	24-30 Metres	Total (2+3+4+5+6)	30-60 Meters	60-152 Meters	90-152 Meters	152-304 Meters	More than 304 Meters	Total (8-12)		
1971	-	115	35	7	4	161	14	-	-	1	-	15		
1976	-	145	39	8	6	198	15	-	-	1	-	16		
1978*	2,969	153	51	11	8	3,192	16	-	2	1	-	19		
1982	4,492	192	62	18	16	4,780	25	-	3	1	-	29		
1986	5,193	228	67	20	16	5,534	29	4	3	1	-	37		
1992	7,973	424	75	25	17	8,514	32	4	3	1	-	40		
1996	8,443	505	85	35	27	9,095	35	5	3	1	-	44		
2000~	4,412	250	69	23	23	**4,378	30	3	3	1	-	37**		

* Information available about Culverts less than 6 meters from 1978.

** Details relating to Bridges on other District Roads and Rural Roads in Zilla Panchayat limits from 1999-2000 depends upon Zilla Panchayath Division. The details of bridges given here are under Public Works Department.

Table 7.4: Kolar District Zilla Panchayath Technical Division Road – Bridge Construction Activities

Year	KOLAR DIVISION						CHIKKABALLAPUR DIVISION					
	Plan Grant	Expen- diture	Non-Plan Grant	Expen- diture	Additional Grant	Plan Expenditure	Plan Grant	Expen- diture	Non-Plan Grant	Expen- diture	Additional Grant	Plan Expenditure
2001-02	72.00	53.03	236.96	123.52	245.735	245.735	76.71	440.75	118.981	119.91	280.50	280.50
2002-03	57.785	40.15	114.20	112.73	127.85	154.335	41.22	25.85	119.80	124.62	175.88	175.88

day (24 hours) will be conducted every year on selected roads. From these surveys, the movement of traffic and nature of goods transport, pressure of traffic movement during yearly and five yearly periods will be gauged. With this background the Public Works Department started traffic census for the first time on all classes of roads and vehicle survey in 1961-62 during the first year of third five-year plan. Moreover in 1963-64, for the first time annual census and survey has been started on selected roads.

During the first survey undertaken in 1961-62 on National Highway No.4, there was on an average 4949 metric tons of daily goods transport with an average daily movement of 619 heavy vehicles, 184 light motor vehicles and 144 slow moving vehicles. Likewise on National highway No.7 there was a daily movement of 4656 metric tons and a daily vehicular movement of 492 heavy vehicles, 166 light vehicles and 110 slow moving vehicles.

According to second five year Motor vehicle census and vehicle survey held in 1965-66, on National Highway No.4 in the district, there was an average daily vehicular movement of 5,252 metric tons and a daily vehicular movement of 512 heavy vehicles, 203 light vehicles, and 73 slow moving vehicles. On National Highway No.7, there was an average daily movement of 3,849 metric tons of goods transport and an average daily movement of 139 heavy vehicles, 109 light vehicles and 111 slow moving vehicles.

According to second five year Motor vehicle census and vehicle survey held in 1965-66, on National Highway No.4 in the district, there was an average daily vehicular movement of 5,252 metric tons and a daily vehicular movement of 512 heavy vehicles, 203 light vehicles, and 73 slow moving vehicles. On National Highway No.7, there was an average daily movement of 3,849 metric tons of goods transport and an average daily movement of 139 heavy vehicles, 109 light vehicle and 111 slow moving vehicles.

During the third survey in the district held in 1970-71 on National Highway No.4, there was an average daily movement of 9486 metric tons and a daily movement of 842 heavy vehicles, 582 light vehicles and 92 slow moving vehicles and the total passenger car unit quantum appears to have been 3,614. On National Highway No.7, there was a daily movement of 861 heavy vehicles, 698 light vehicles and 120 slow moving vehicles and the total passenger car

unit quantum appears to have been 3923. The State Highway in the district had 1093 metric tons, the major district roads 740 metric tons, Other district roads had 439 metric tons, and the rural roads had 336 metric tons of daily movement and the average movement pressure quantum has been 731 passenger car units. Especially on State highways there was a movement of 102 heavy vehicles, 55 light vehicles and 46 slow moving vehicles and the average movement quantum has been 632 passenger car units.

During the fourth five year traffic census and vehicle survey held in 1975-76 in the district, three traffic census centres (count posts) on 117 Kms. of National highway 9, on 208 Kms. of State highway, 49 on 941 Kms. length of Major District Roads, 17 on 361 Kms. of Other district roads and 17 on 861 Kms. of Rural roads have been established. Two census centres established on National highway 4 passing through the district records an average daily movement of 11,111 metric tons. On this road, there was a daily vehicular movement of 955 heavy vehicles, 633 light vehicles, 135 slow moving vehicles and the average movement pressure quantum has been 4192 passenger car units. Likewise, a single census centre established on National highway No.7, records 5,134 metric tons of daily movement with 447 heavy vehicles, 464 light vehicles, 178 slow moving vehicles and the total movement quantum has been 2,811 passenger car units. Specially there was a heavy movement of passenger buses, goods transport lorries, jeeps and motor cycles and rarely there was movement of bullock-carts. Among the vehicles plying on these National highways there was a heavy movement of lorries plying on long distances. Daily there was a movement of about 4040 metric tons of goods worth Rs.187.14 lakhs on these National highways. During this period it has been recorded there was a daily movement of 2055 metric tons on State highways, 1048 metric tons on Major District Roads, 1017 metric tons on Other District roads and 453 metric tons on rural roads. On State fund roads, there was an average daily movement of 83 heavy vehicles, 57 light vehicles, and 79 slow moving vehicles and the average movement pressure quantum has been 789 Passenger Car Units (PCU). Particularly on State Highways, there was a daily vehicle movement of 177 heavy vehicles, 87 light vehicles and 70 slow moving vehicles and there average movement pressure was 992 Passenger Car Units.

During the fifth traffic census and motor vehicle survey held in 1981-82, five count posts on two National highways (Total 117 Kms), 11 on State Highways (270 Kms), 40 on Major District Roads (879 Kms), 17 on Other District Roads (361 Kms) and 25 on Rural Roads (1840 Kms) have been established. According to the statistics of two census countpost established on National Highway No.4, there was a traffic movement of 19,816 metric tons. There was a daily average movement of 1749 heavy vehicles, 882 light vehicles and 89 slow moving vehicles and the movement quantum has been 6769 passenger car units. Likewise the three countpost established on National Highway No.7 records movement of 15,058 metric tons and there was a daily movement of 1493 heavy vehicles, 620 light vehicles and 118 slow moving vehicles and their movement quantum has been 5,915 passenger car units. During this period, there was a daily movement of 2335 metric tons on State highway, 1397 metric tons on Major district roads, 826 on Other District roads, and 545 metric tons on Rural roads. There was a daily movement of 98 heavy vehicles, 79 light vehicles and 66 slow moving vehicles and the average movement of quantum has been 769 passenger car units. Among these class of roads, there was a daily movement of 220 heavy vehicles, 115 light vehicles and 42 slow moving vehicles on State Highways and their movement quantum has been 1027 passenger car units. There was an daily movement of 17,316 metric tons of goods transport worth Rs.1066.65 lakhs on National Highways in the district.

During the sixth five-year survey conducted on various classes of roads in the district 118 count posts have been established (six on National Highways, 15 on State highways, 49 on Major district roads, 7 on Other district roads and 41 on Rural roads respectively). As recorded in three countposts established on National highway No.4, there was an average daily movement of 34,797 metric tons and a average daily movement of 3130 heavy vehicles, 2644 light vehicles and 91 slow moving vehicles equivalent to 12,685 passenger car units. As recorded in three count posts established on National Highway No.7, there was an average daily movement of 30,745 metric tons and there was a daily movement of 2800 heavy vehicles equivalent to an average 1081 passenger car unit. Among the State Highways in the district, there was a average daily movement of

2,894 metric tons, 1852 metric tons on Major district roads, 837 metric tons on Other district roads, and 576 metric tons on Rural roads, in each census countposts. There was an average daily vehicle movement of 111 heavy vehicles, 198 light vehicles and 47 slow moving vehicles and there daily average 805 passenger car units.

During the 7th five-year vehicular movement and traffic census survey held in 1992-93, there were 107 count posts established in different classes of roads (6 on National Highways, 15 on State highways, 54 on Major district roads, 3 on Other District roads and 29 on Rural roads respectively). These census centres established on National Highway No.4 records 60,611 metric tons of daily average pressure with an average daily movement of 5,174 heavy motor vehicles, 2,884 light vehicles and 17 slow moving vehicles and there was an average daily passenger car units of 19,018. Three census centres established on National Highway No.7 records 82,607 metric tons of daily average pressure and daily average vehicular movement of 8,049 heavy vehicles, 3,279 light vehicles and 730 slow moving vehicles and there was a total of 32,990 passenger car units. It has come to know that there has been daily average pressure of 3,625 metric tons on State Highways, 2,456 on Major district roads, on Other district roads 787 and 578 metric tons on Rural roads. On these roads there has been an average daily movement of 171 heavy vehicles, 422 light vehicles and 33 slow moving vehicles, equivalent to 1,161 passenger car units.

At the time of 8th survey held in 1997-98, 111 count posts have been established on different classes of roads (5 on National Highways, 16 on State Highways, 53 on Major District Roads, 4 on Other district roads and 33 count posts on Rural roads respectively). As recorded in 3 count posts established on National Highway No.4, there was an average daily movement of 1,59,190 metric tons, with an average daily movement of 11,774 heavy vehicles, 11,687 light vehicles and 635 slow moving vehicles equivalent to 55,196 passenger car units. As recorded in two countposts established on National Highway No.7, there was an average daily movement of 47,531 metric tons goods and there was a movement of 4,409 heavy vehicles, 2,006 light vehicles, and 220 slow moving vehicles equivalent to 18,399 passenger car units. There has been an

average daily movement of 4,250 on State Highways, 3,336 on Major District Roads, 1,258 on Other district roads, and 953 metric tons on Rural roads. There was an average daily movement of 215 heavy vehicles, 753 light vehicles and 20 slow moving vehicles equivalent to 1,567 passenger car units.

During 2002-03, 118 countposts have been established during the 9th traffic census and vehicle survey was conducted on different classes of roads. Traffic census and survey was completed with the establishment of five countposts on National Highway No.4 and 7, 16 countposts on different State Highways, 51 countposts on different Major district roads, and on Other district roads and Rural roads.

Regional Transport Office

In 1989, the nomenclature of Motor Vehicle Department (which was popular) has been changed and renamed as 'Transport Department'. One of the few departments bringing large revenue to the State Treasury, this department is involved in important activities like the registration of motor vehicles, control, tax collection, issue of licence to drivers and conductors, pollution control and also implementation of (a) Motor Vehicles Act 1939 (Government of India Act 4 of 1939), (b) Karnataka Motor Vehicles Tax Rules Act 1957, (c) Karnataka Motor Vehicles Act 1963, (d) Motor Vehicles Rules, 1988 (Government of India Rules 59 of 1988), (e) Karnataka Motor Vehicles Rules, 1989 (f) Motor Vehicles Regulation 1989 of Government of India, through Regional and Assistant Regional Transport Office. The important duties of the department include implementation of rules and regulations of the State and the Central Government related to motor vehicles.

Prior to the starting of Regional Transport Offices at the Districts (1957), the District Board and Town Municipalities in co-ordination with the Police Department were doing the work related to the movement and control of transport. The control and inspection of public vehicles transport have been entrusted to respective Town Municipalities, as per Mysore Public Transport Control Regulation 1911. As per Motor Vehicle Regulation 1913 registration of vehicles and driving licenses were made compulsory and licenses were issued to drivers. As per Mysore Motor Vehicles

Regulation 1929, power to issue license to motor vehicle transport was authorized to the Inspector General of Police (IGP) at Bangalore. But from 1937, power to issue the motor vehicle license to vehicles in district limits was given to the District Magistrate. The Mysore Transport Board consisting of the Speaker of Legislative Assembly, Government Officials and non-officials as members brought uniformity with the Mysore Road Transport and Tax Control Regulations coming into effect from 1st January 1939. As a result power of tax collection given earlier to the District Boards and Town Municipalities was abolished. As a result compensation was given to Town Municipalities. Moreover a separate road fund was started. Tollgates were opened. Officers at the toll gates of the border areas of the State have been given powers to issue temporary short term licenses to motor vehicles carrying passengers. Tax on motorcycle and cars were reduced in 1937. Excluding the motorcycles, fixing of rear mirror was made compulsory to all other vehicles. Renewal of licences to Bus conductors was started. In order to avoid accidents in town limits, a speed limit of 30 miles for cars, 20 miles for Bus and lorries per hour was fixed. District Magistrates were requested to inspect and make surprise checking of public transport and private lorries in their respective districts. In 1942, seating capacity of buses, fixing of metres in taxies and hire charges were fixed.

Tollgates were abolished in 1942-43 as per the suggestions of Mysore road classification committee. But in order to make good the loss incurred, the Transport Committee decided to enhance the motor vehicles tax. During the Second World War, even though tyres, petrol and oil were subjected to rationing system, the public transport continued. By 1948, vehicle registration was under the control of Inspector General of Police and power to issue driving licenses, was vested with the Police Commissioners. As a result of the Road Transport National Policy in 1948-49 and then petrol scarcity, control was imposed on distribution of public transport. In 1950, permits were issued to taxies, fixation of tax and minimum travel fare came into existence. After two decades, autorikshaws made their appearance in the district. The State Government abolished the Transport Board that was in existence in 1936 with the starting of Motor Vehicles Department in 1956. The Officers of

Kolar district came under the jurisdiction of the Bangalore division. The Regional Transport Office of Kolar district started in 1957 began working under the Bangalore division.

In order to activate the working of the Motor Vehicle Department, Road Transport Authority was established at the district level in 1958, as in the State level. The Authority headed by the Deputy Commissioner as the Chairman with the Police Commissioner as the member and the Regional Transport Officer as Ex-officio Secretary, which works like the judiciary. According to Motor Vehicles Act 1957, in order to restrain delay in issue of licenses to vehicle owners, the Taluk Treasury Officers including the Regional Transport Officers had the authority to issue licenses. Traffic control work vested with the Traffic police division whereas the Regional Transport Officer dealt with vehicle registration, issue of permits and licenses to driver, conductors. Moreover compulsory vehicle insurance scheme was also enforced.

An Assistant Regional Transport Office was started in 1975 at Kolar Gold Fields area as a result of increased activities related to vehicle license, registration etc., with Andhra and Tamil Nadu States bordering the district. As it was inadequate another Assistant Regional Transport Office was started at Chikkaballapur in 1994. As a result Kolar, Chinthamani, Mulbagal and Srinivasapur taluks came under the jurisdiction of Kolar Regional Transport Office, while Chikkaballapur, Gudibande, Goribidanur, Bagepalli and Shidlaghatta taluks came under the limits of Chikkaballapur Regional Transport Office; Bangarpet and Malur taluks came under the limits of Assistant Regional Transport Office at Kolar Gold Fields. The R.T.O. Registration Code of Kolar District happen to be KA-07 (Kolar), KA-08 (KGF) and KA-40 (Chikkaballapur) and the vehicles registered in the Regional Transport Office (Kolar) and the Assistant Regional Transport Offices (K.G.F. and Chikkaballapur) were given these registration codes. Check-posts have been opened at Nangali and Bagepalli from 1-11-1989, at Gauribidnur from 19-12-1998 and at Rayalpadu from October 2003. They have been working effectively.

The details of different classes of motor vehicles registered from 1956-2003 in the district are given in Table 7.5, 7.6 and 7.7. Accordingly, 730 vehicles have been registered till 1957, 1,508 vehicles till 1966 and there was an increase of more than 100% of

vehicles. By 1973, the district possessed 2,778 registered vehicles, 5,687 in 1978 and it rose to 8,111 in 1983. It comparatively rose to 27,498 by 1989. This numbers rose to 47,558 in 1994 and to 59,623 in 1996. The district had 83,436 registered vehicles in 1999 and this rose to 1,02,848 in 2002. By the end of March 2003, the district had 1,19,246 vehicles and these shows the economic progress of the district. By the end of March 2004, this rose to 1,30,103. The district level motor vehicle registration per every one lakh of population stood at 153 in 1971, 454 in 1981, 1,507 in 1991, 2,498 in 1995-96 and 3,966 in 2001. At the State level this stood at 421, 1,094, 3,161, 4,496 and 7,000 respectively. The number of motor vehicles is expected to increase further in the district.

By 1957, there was only 118 motorcycles in the district, which rose to 354 in 1966, 903 in 1973 and 3,877 in 1976. There was a sufficient raise from 1980 and it rose to 9,814 in 1984, 21,393 in 1983, 35,629 in 1994, 81,020 in 2002, 90,366 motorcycles at the end of March 2003 and this occupied 79% of that total vehicles in the district. Among them, the highest number belongs to Bangarpet taluk and the lowest number was in Gudibanda taluk. This

**Table 7.5 : Details of Motor Vehicles Registered in the District (selected years)
FROM 1956 TO MARCH 2003**

Year	Total Registered Vehicles	Year	Total Registered Vehicles
1957	730	1989	27,498
1966	1,508	1991	35,064
1969	1,928	1994	47,558
1971	2,316	1996	59,623
1974	3,038	1999	83,436
1976	3,933	2001	75,716
1979	6,808	2002	1,02,848
1986	15,805	2003	1,19,045
1987	23,542	2004	1,30,103

condition continued and by the end of March 2004, 98,372 motorcycles were registered.

Though the movement of baby-taxies started in Bangalore, the State capital by 1950, they were introduced in Kolar district much later. Likewise the autorikshaws, which started moving in Bangalore by 1950, entered the district during the decade of 1970. The district, which had a few autorikshaws in 1973, rose to 90 in 1979, 543 in 1987, 697 in 1989, 1,614 in 1994, 2,880 in 2002 and at the end of March 2004 it rose to 4,414. In spite of providing transport facility to citizens of major towns and nearby rural people, these autorikshaws are supporting many families for their livelihood.

The district had five tractors in 1956, which rose to 56 as per census of 1961 and 217 in 1972. This rose to 307 in 1974, 657 in 1980, 1,047 in 1989, 2,216 in 1994, 3,998 in 1999 and by the end of March 2003, it rose to 6,432. This indicates the progress achieved in agriculture and goods transport. By this time a total of 5,976 trailers were used. At the end of March 2004, 12,408 vehicles have been registered including tractor and trailers.

By 1957, the district had 130 registered buses including buses of State Road Transport Corporation. By 1967, there was 125 private bus routes in the district. The number rose from 145 in 1979 to 166 in 1989. This number which rose to 183 in 1994, reduced to 152 in 1997. At the end of March 2003, 687 (both Government and Private) buses have been registered. Private bus transport services are specially found in the rural areas of the district. Also this has created communication with neighbouring Bangalore and Tumkur districts and the prominent towns and rural areas of bordering Tamil Nadu and Andhra Pradesh States.

Bangarpet occupies first place in possessing different varieties of motor vehicles in large numbers from the beginning, and according to a comparative talukwise statement of motor vehicles registered in few taluks. Kolar, Chinthamani and Malur occupies the first three positions respectively. At the end of March 2004, Bangarpet taluk had the highest number of registered vehicles, followed by Kolar, Chinthamani and Malur taluks and Gudibanda taluk occupying the last position. The density of tractors and trailers was found specially in Kolar, Chinthamani, Bangarpet and

Chikkaballapur taluks, while it was of lesser density in other places. Gudibanda taluk occupied last position.

Bullock Carts: Bullock carts having wooden wheels were used for the transport of people and goods, as Kolar district was mainly agriculture based region. By 1872, Mysore province had 12,491 carts, and an annual tax of one rupee was imposed on each cart, which was later raised to Rs.2. Later tax exemption was given to the carts of ryots after their protest. With the replacement of tyre wheels instead of wooden wheels, which made easy and quick movement of bullock carts in rural areas. In spite of modern technological progress, bullock carts are used for goods transport in rural areas and even today they are in demand. Statistics relating to bullock carts in the district are available, since 1923, and there were 41,424 bullock carts in 1956. This number rose to 46,088 in 1961. By 1972 there were 32,826 carts in the rural areas of the district, while their number was 874 in city areas. By 1977, there were 36,845 bullock carts in rural areas and 1,312 in cities and by 1990, 55,112 carts were in use in the district. 2002 census shows a little rise in their number and their importance is felt even today in rural areas. (See Tables 7.6 to 7.8)

Drivers and Conductor's Licences : According to Motor Vehicle Regulation 1939, Section 3, driving license was essential for driving in public places and as per Section 21, bus conductors should compulsorily hold license and prior to this, both the driver and conductors should pass first aid examination. Only after passing the first aid examination, the Regional Transport Officer issues license and as per amendment of 1983, license should have the photographs of drivers and conductors. Drivers are subjected to test in order to control road accidents. Accordingly 5,229 licenses were issued to the drivers in Kolar district by 1974, which rose to 7,546 in 1979, to 10,627 in 1986, to 22,181 in 1991 and to 29,083 in 1997. At the end of January 2005, 48,725 driving licenses have been issued from Kolar Transport Office, 40,939 from Kolar Gold Field Office and 15,625 from Chikkaballapur Office in the district. Like-wise by 1986 licenses were issued to 2,627 bus conductors, 4,940 in 1991 and to 11,180 in 1997. At the end of January 2005, 17,878 conductor licenses were issued from Kolar Transport Office, 2,274 from Kolar Gold Field and 6,519 from Chikkaballapur Offices. (See Table 7.9)

Table 7.6 : Details of Motor Vehicles Registered in the District (selected years) from 1957 to March 2004

Vehicles Registered	1957	1966	1974	1980	1987	1990	1997	2002	2004
Motor Cycle	118	354	1,035	3,877	13,941	24,246	40,864	77,642	98,372
Maxi Cab	6	6	9	6	48	32	124	189	637
Motor Car	280	416	517	834	1,026	1,268	2,381	4,878	6,050
Jeep	-	-	1	153	543	813	2,060	3,771	4,414
Omni Bus	-	-	43	70	114	150	179	559	687
Goods Carrier	162	297	403	647	834	1,166	1,945	3,875	4,821
Stage Carrier (Government/Private)	130	243	349	516	791	593/175	546/152	-	-
Tractor/Trallor	-	-	657	999848	1,3121,186	2,2162,052	-	-	12,408
Other vehicles	34	192	681	597	118	167	471	11,934	2,714
Total	730	1,508	3,038	7,591	19,522	31,371	69,998	1,02,848	1,30,103

Table 7.7 : Different Motor Vehicles Registered in Different Regional Transport Offices in the District as on March 2004

Sl. No.	Categories of Motor Vehicles Registered	Regional Transport Office (Kolar)	Sub Regional Transport Office (Chikkaballapur)	Sub Regional Transport Office (K.G.F.)
1	Motor Cycle	40,317	21,445	36,510
2	Motor Car	2,321	1,336	2,393
3	Jeep	339	133	125
4	Auto Rikshaw	2,422	786	1,206
5	Omni Bus	286	291	110
6	Goods Carrier	2,175	1,469	1,177
7	(a) Tractor	3,041	2,129	1,262
	(b) Trailor	2,845	1,974	1,156
8	Stage Carrier	1,075	34	27
9	Power Tiller	67	67	02
10	Ambulance	14	14	23
11	Delivery Vans	49	40	209
12	Fire Engine/Fighters	04	01	03
13	Maxi Cab	Information not available	140	Information not available
14	Others	914	71	-

Motor Vehicle Drivers Training : As per Motor Vehicle Act 1939, the State Government has control over the vehicle driving training through the Transport Department. As per Section 30 of Motor Vehicle Rules 1962, Regional Transport Officers have been authorized to issue license to Motor Vehicle Driving Schools. In the

Table 7.8 : Details of Motor Vehicles Registered in the District

Vehicles Registered	Taluk coming under jurisdiction of Regional Transport Office, Kolar				Taluk coming under jurisdiction of Asst. Regional Transport Office, Chikkaballapur			Taluk coming under jurisdiction of Asst. Regional Transport Office, K.G.F.			
	Kolar	Chintha mani	Mulbagal	Srinivasa-pura	Chikka-Ballapur	Gudibande	Gowribidanur	Bagepally	Shidlaghatta	Bangarpet	Malur
Motor Cycle	30,450	8,618	6,392	4,857	6,252	1,876	5,279	3,432	4,606	27,439	9,071
Motor Car	1,228	604	301	188	532	74	307	203	229	1,970	423
Jeep	225	49	35	30	52	14	26	21	20	100	25
Authorikshaw	1,250	632	358	182	351	02	228	81	124	996	210
Omnibus	112	68	60	46	94	23	74	49	51	102	08
Goods Carrier	913	550	473	239	617	57	346	230	219	721	456
Tractor	1,536	654	491	360	590	224	484	345	486	\$1,448	\$971
Trailer	1,484	611	421	329	551	203	454	311	455	-	-
Stage Carrier	*938	55	47	35	04	-	03	09	18	22	05
Power Tiller	21	25	14	07	19	08	15	11	14	02	-
Ambulance	14	-	-	-	04	02	04	02	02	20	03
Delivery Van	15	15	12	07	16	-	12	05	07	140	69
Fire Engine	03	-	-	-	01	-	-	-	-	01	-
Fire Fighters	01	-	-	-	-	-	-	-	-	-	-
Maxi Cab	**	**	**	**	52	05	34	24	20	**	**
Others	364	226	203	121	27	-	22	11	11	-	-

* Includes K.S.R.T.C. buses

** Information not available

\$ Includes Tractors and Trailers

Source: Regional Transport Office, Kolar; Sub Regional Transport Office, Chikkaballapur, K.G.F. and District Statistical Office, Kolar.

district centre of Kolar training school, all the 131 candidates who appeared for the exams during March, passed in 1987-88 and only 146 candidates passed among 276 candidates who appeared for the

Table 7.9 : Details of Licence issued to Drivers and Conductors in the District

Year	Drivers Licence (Without validity)	Year	Conductors Licence (with validity)
1974	5,226	1980	2,079
1977	7,343	1984	2,578
1979	7,546	1986	2,672
1988	16,045	1988	3,377
1993	21,955	1993	5,386
1997	39,083	1997	11,180

exam in 1990. By 1991, one candidate from Sri Amba Bhavani Motor Driving School in Kolar, 64 from Fathima Driving School in Kolar Gold Fields and 114 from Bharat Motor driving school in Bangarpet have passed. Today the district centre of Kolar has (1) Amba Bhavani (2) Sumithra (3) Kolaramma (4) Madhu Motor Driving School; Chikkaballapur has (1) Sri Vinayaka (2) Navya (3) Sri Lakshmi Venkateswara Motor Driving School; Kolar Gold Fields has S.S.G. and Gauribidnur has Sri Subramanyeswara Motor Driving Schools, in all, the district had nine driving schools.

Plastic License Cards : For the first time in 1984-85, plastic license cards were issued to two-wheeler and four wheeler drivers in the State capital of Bangalore. This scheme became very popular due to its simple form. In 1987, this was introduced in Kolar district. This was issued in three colours, blue card for two wheeler drivers, green card for light motor vehicle drivers, and red card for motorcar and motorcycle drivers. Accordingly, 465 blue, 20 green and 57 red cards were issued in 1990. In 1991, Rs.3,525/- was collected towards issue of 179 blue, 8 green and 48 red cards. In 2004-05, at the end of January, 549 blue, 53 green, 392 red and 13 Khaki cards were issued from the Kolar Transport Office. At the same time 508, 112 and 395 plastic driving license cards were issued from Chikkaballapur Office. In the same year, no card was issued from Kolar Gold Fields Office due to machinery problem.

Accidents : Though Regional Transport Offices issue driving license after subjecting the drivers to tests, incidents are increasing day by day due to technical problems of the vehicles, problematic roads, violation of road rules by pedestrians, carelessness of the drivers etc., and care should be taken to avoid such accidents. In 1972, there were 182 accidents, and out of this, 34 persons died and 159 persons sustained injuries.

In 1977, out of 295 accidents, there were 69 deaths and 187 sustained injuries. In 1983, there were 391 accidents, with 71 deaths and 453 persons sustaining injuries. In the district, during 1987-88, there were 503 accidents, with 134 deaths and 809 sustaining injuries. In 1990 number of accidents rose to 805 with 203 deaths and 1043 sustaining injuries. In 1993 94, the number of accidents declined to 662, with 161 deaths and 887 sustaining injuries. In 1996-97, there were 1037 accidents, with 288 deaths and 1681 sustaining injuries. At the end of February 2005, this was 55 and 225 respectively. (See Table 7.10). Through installation of signals, publicity to traffic regulation etc. Traffic Police Division is trying to control accidents in the district.

Pollution Control: As per section 115 of Motor Vehicle Regulations 1989, inspection of pollution check certificates of different classes of vehicles came into effect from 1990 in the major cities of the State including the capital city of Bangalore. Later, this was extended to district centres also. Accordingly in Kolar district, this has come into effect from 1991. To start pollution checking centres sanctions

Table 7.10 : Details of Accidents in the District

Year	Accidents	Deaths	Injured
1980	279	52	300
1983	391	71	453
1985	517	127	608
1988	593	134	809
1990	805	203	1,043
1993	663	161	887
1997	1,037	288	1,681
2005*	228	-	-

* Information pertaining to January has been given.

were given to private centres to issue certificates after collecting fees. Apart from this, to check the quantity of pollution of vehicles, the Transport Department had a special unit and supplied smoke emission identifying equipment and pollution checking metres.

Public Transport

Till nineteenth century, the public transport system was completely under the control of private sector. Generally, people used to walk the distance and bullock carts were also used. Elephants, horses, *myane*, and *pallakki* were used for the transport of the royal families and officers. Bullocks, Bisons, Ox, Donkey, Horse *kavadi* and carts were used for goods transport. By 1966, there were 3128 horses, 5774 donkeys and 40,564 bullock carts in the district. By 1997, this became 1,00,700 (donkeys) and 55,112 (bullock carts) respectively. Subsequently, *jatakas*, *tongas* and cycles made their appearance in public; even then bullock carts became the important means of public transport in rural areas. The starting of railway transport in 1870; and the cycles, private buses and motorcars in the 20th century, provided an impetus to the public transport service sector. As a result, the Provincial Government in 1911 brought the Public Transport Regulations into effect. Apart from this, the bullock-carts and *jatakas* provided public transport to different places from the district headquarters viz. Kolar, and by 1915, there were about 60 *jatakas* plying in Kolar, on a reasonable hire of two *annas* per mile. It is mentioned that in two hours 50 miles can be travelled. There were 250 bullock carts in Kolar town for goods and public transport.

It was notable, that by 1915, there was a motorbus plying between Kolar and Chinthamani, for the use of public. By 1920, there were several buses plying in the district, connecting the State capital Bangalore and other important places. During the First World War due to scarcity of petrol, coal was used for bus transport service. Private transport services such as Nazeem Transport, Ms. Bhagawan Transport and Leo Buses provided transport services from Bangalore to Hoskote and Kolar. Nandi Transport Ltd., provided transport facility to Nandihills from Bangalore. From the foot of the hill, travellers had to walk to reach the top of the hill, but after slight modification the route was converted to suit vehicle movement. The Mysore Transport Board, started in 1938 took

control over the public transport service. By 1938, there were 69 private buses in the district, which connected different places of the district and prominent places in neighbouring districts. The list of 60 bus routes is available in the Kolar district handbook published in 1939. According to a reference, a traveller has to pay *five kasu* to towns having railway connection and to other places from *four kasu* to *one anna* per mile. Buses were built in Semi-saloon model. During the Second World War, rationing of tyres was introduced. The Provincial Government introduced Motor Vehicle and Road Transport Regulations in 1945, as per the advice of the Transport Board. The maximum bus fare of 12 *kasu* per mile has been reduced to ten *kasu*. The District Transport Committee was formed at the district level. In 1948 the Mysore State Road Transport Board, re-fixed the bus rates to six *kasu* per mile in plain land and nine *kasu* per mile in Malnad areas. By this time, the Mysore State Transport Board showed much interest towards nationalization of transport.

After Independence, Road Transport Department was started on 12th September 1948 as the Road Transport Corporations started in other States. In the first phase, the Department purchased 20 buses, and provided public transport service to different places from Bangalore at the rate of five *kasu* for each Kilometre (at the rate of 12 *kasu* equivalent to one anna). In 1952-53 the Department posted Booking Agents at important bus stands. In 1958, concession pass facilities have been provided to students and Government employees. On 1st August 1961, as per the Central Road Transport Corporation Regulations 1950, Section 3, its nomenclature viz. 'Mysore State Road Transport Department' has been changed as 'Mysore State Road Transport Corporation'. In 1966, the bus fares have been revised. By the end of March 1967, there were 225 private buses engaged in public service and 24 buses were plying in 16 routes, the State Road Transport Corporation providing a daily passenger service of 4360 Kms. In 1967, the Divisional Office and workshop building started functioning.

But before the starting of Kolar unit, Kolar district was under the Bangalore unit. Since 1967 this unit has been trying to provide transport facilities to rural areas and improve transport system in the district. Later the Kolar division with two units, including the Kolar unit, came into existence. To provide public transport service

in the district, three units of Karnataka State Road Transport Corporation have been functioning at Kolar, Kolar Gold Fields and Chikkaballapur. By 1977-78, three units of the district had 249 buses with 209 schedules, 272 routes, providing 17,749 Kms. of daily service. By 1980-81 though there were 268 buses, 233 schedules, 270 routes there was no change in route kilometers. The Chinthamani unit started functioning in 1993. By 1992-93 there were 533 buses in four units. By 1997, the number of buses rose to 550 and there were 752 routes available for service.

By the end of March 2003, the district had State Road Transport Department units at Kolar, Kolar Gold Fields, Chikkaballapur, Chinthamani, Bagepalli, Malur and Srinivasapur, and it was expected to open Gauribidnur and Mulbagal units. These 7 units possessed 618 buses with 587 schedules, having average daily revenue of Rs.24.22 lakhs and an average daily expenditure of Rs.25.40 lakhs. (See Tables 7.11 and 7.12 for details related to service provided at the end of March 2004). On April 1st, 2005, Gauribidanur unit, the eighth unit of the district was started in 9.5 acres of land at a cost of Rs.66 lakhs and 30 buses have been provided. Now a days the conductors of Karnataka State Road Transport Corporation are using small size computers for issue of tickets in the district.

City Transport : In the district headquarters viz. Kolar, city transport service and other city services have been started in two routes and a total of 242 Kms. of daily service were provided with two schedules.

Railway Transport

Under the British colonial rule though the developmental activities in different fields took place, with the objective of promoting the colonial interest, indirectly it helped the common man. During the early part of 19th century rail transport achieved sufficient progress in Western countries. It was remarkable that, rail transport commenced with steam engine in 1830. By 1848, rail transport got importance in France, America, Germany, Holland, Italy, Spain and other countries. Naturally this provoked the British who had supremacy over India, to introduce railway transport in 1853 (Mumbai-Poona route), which provided communication to various

Table 7.11 : Details of Activities of Karnataka State Road Transport Corporation in the District

Year	Units	No. of Buses	Schedule	Route No.	Route (Kms.)	Average routes Distance (Kms)	Daily Income
1993-94	4	519	478	716	45,394	63.4	-
1995-96	4	527	504	763	48,349	64.3	-
1997-98	4	563	512	752	56,130	74.6	-
1999-00	6	598	357	740	57,890	78.20	-
2000-01	7	626	575	711	55,849	78.56	20.18
2001-02	7	623	570	721	56,783	78.33	22.24
2002-03	7	618	587	721	-	-	24.22
2003-04	7	622	575	721	-	-	25.21

Table 7.12 : Unit wise Details of Karnataka State Road Transport Corporation as on March 2004.

Units	No. of Buses	Avg. daily Income (in lakhs)	Avg. daily expenditure (in lakhs)	Routes at the end of the year	Total units at the end of the year
1. Kolar	121	5.27	5.51	111	40,031
2. Kolar Gold Fields	112	4.88	4.77	101	35,482
3. Chikkaballapur	103	4.31	4.51	95	32,709
4. Chintamani	108	4.43	4.61	103	35,431
5. Bagepalli	58	2.08	2.41	54	18,950
6. Malur	56	1.98	2.17	50	16,434
7. Srinivasapura	64	2.86	2.98	61	22,616
8. Gauribidnur*	30	-	-	-	-
TOTAL	652	25.81	26.92	575	2,01,653

* This Unit was started in April 2005.

Source : Karnataka Road Transport Corporation, Kolar (2004)

places of the country and improved goods transport, thereby making way for economic progress. The Madras Presidency with the intention of developing political, economic and social control over different parts of South (including Bangalore) from Madras it had planned (before 1831-33) to properly utilize the railway transport. But the Madras-Bangalore railway scheme (probably the first in the country) did not take place due to various reasons. The railway transport scheme in India, an important National programme promoted by the British Government indirectly helped in the advancement of the country.

During the British Commissioner's period (1831-81), railways started during 1864 in the Mysore province. As a result, like the neighbouring Bangalore district, in Kolar district, broadgauge (1676 mm) tracks, metregauge (100 mm) and narrow gauge (762 and 610 mm) tracks were formed communicating through railway with the neighbouring states of Madras (1864), and Andhra (1893) and also north, south and eastern parts of the district.

Broad Gauge : The district played an important role as one of the first districts to get the railway route in the province, and when the Madras-Bangalore railway construction completed in 1859, railway transport commenced in August 1864. This route constructed by the Madras Railway Company according to the Government of India's old guarantee rules, enters Malur and Bangarpet taluks and traverses 52.8 km. in the Kolar district. This route enters the district slightly prior to Malur railway station and passes through Malur, Byatarayanahalli, Tekal, Maralhalli railway stations, Bangarpet junction (which connect the gold mines), Varadapur; Kamasamudram (the gateway to K.G.F) and Bisanatham (in Tanimadagu revenue village jurisdiction) railway station and enters the neighbouring Tamil Nadu. There are eight railway stations in this route.

The construction of this route which was opened for public traffic in 1864 during the time of L.B. Bowring, the then Mysore Commissioner, was given to the Madras Railway Company with certain conditions, by the Government of India. The State Government provided the land for railway construction. Later with the starting of Mysore railway department, other railway routes of the State were handed over to its control, and this broadgauge route continued under the control of Madras and Southern Maratha

railway Company. But, as later this company was abolished, the railway routes under this company, came under the control of Government of India. In 1951, when railway zones were formed, this was brought under the control of Southern Railway Zone.

Another important broad gauge route in the district, which runs 14.84 Kms., is Bangarpet-Marikuppam route. This route, which passes through Kolar Gold Fields, happen to be the only medium of transport in this area prior to the advent of Bus transport. This sectional route has Koramandala, Oragaon, Champion and Marikuppam railway stations and to provide transport facilities to Kolar Gold Fields during the period of Chamaraja Wodeyar X, as per the suggestions of Diwan K.Seshadri Iyer, it was planned to construct at a cost of Rs.5,33,157/- (at the rate of Rs.53,519/- per Km). This construction, which began in 1893 completed in 1894 and this, paved the way for its movement. Though the State Government initiated the construction of this route, finally as per the revised agreement made with the Madras and Southern Maratha Company, a condition was imposed that between the two parties with an advance notice of six months the agreement will become invalid and with that condition it was handed over to the Company. The Madras and Southern Maratha Railway Company maintained that sub-route along with the Bangalore-Madras railway route. Later, it was transferred to the Southern Railway Zone. Subsequently in 1965, when the B.E.M.L. (Bharath Earth Movers Limited) factory's Crawler-Tractor unit was started, "BEML Nagar" Railway station began in this route.

Metre Gauge Route : The Bangalore-Guntakal route traversing 28.38 Km. through the district, enters a little before Thondebhavi railway station, and then passes through Thondebhavi-Gauribidanur and Vidurashwatha (Doddakurugodu) railway stations to reach Andhra Pradesh. The construction of Bangalore-Hindupur section (about 51.5 mile) in this route was started at a cost of Rs.25,01,160/- in March 1891. A bridge was constructed to Pennar River in this route passing through Gauribidanur taluk and this route was constructed during 1891-93. As a result, in 1893, rail traffic started from Bangalore to Hindupur. Today this route has been converted into broad gauge.

Narrow Gauge: This narrow gauge route was the only narrow gauge railway route of the Southern Railway Division of the State which connected Bangalore-Bangarpet through a distant route and traverses 104 Km. via., Chikkaballapur, Shidlaghatta, Chintamani, Srinivasapura, Kolar and Bangarpet taluks and joins Madras-Bangalore as well as Bangarpet-Marikuppam broadguage routes at Bangarpet railway junction. This railway route was completed when Sri M.Visveswaraiah was the Dewan of Mysore.

There were discussions regarding the construction of this light railway route and prior to 1902, it was planned to provide railway connections to Doddaballapura-Chikkaballapura-Kolar and Bowringpet (Bangarpet). In 1906, when a private Company came forward for its construction, the Government promised to provide 4% interest on the capital investment. But due to various reasons, this did not happen. Later when the Kolar district Board collected money through Debenture loan and proposed the formation of this route, which got the administrative approval of the Government in June 1911. Moreover it promised to provide 4% interest for the money collected through loan. The people also supported and within a short time Rupees four lakhs were collected. In November 1911, after conducting a survey of this route, action was taken to construct the narrow gauge. The construction was actually started in December 1912, and when 17.6 Km. of Bangarpet-Kolar route was completed in December 1913, Maharaja Krishnaraja Wodeyar inaugurated it on 15th December 1913. At this time the Maharaja had announced that if 50% of cost towards extending this route to Chikkaballapur via., Chintamani was borne by the District Board, the other half of the cost would be borne by the State Government. Though the Government had promised to provide 4% interest, Bangalore-Chikkaballapur Light Railway Company could not continue the construction work due to financial stringency. As a result, after making a revised agreement with the Company, the Government started the work on this route. As a result, Yelahanka-Devanahalli-Chikkaballapura route was completed and opened to the public in 1915. During this period, Chikkaballapur-Chintamani-Kolar railway construction was completed in November 1916 in consultation with the Kolar District Board. After completion of the Yelahanka-Yashavanthapura route (1917), and Bangalore-Yeshavanthapura

route (1918), railway traffic commenced in 1918 between Bangalore-Bowringpet (Bangarpet) via., Chikkaballapura-Kolar route. In this route, the district had railway stations at Nandi road, Chikkaballapur, Gidnahalli, Shidlaghatta, Hunasenahalli, Chinthamani, Doddanetthara, Srinivasapura, Dalasanur, Jannaghatta, Kolar, Hudukal and Bowringpet (Bangarpet). The Mysore State Railway had control over this route and the passengers traveling from Bangarpet to Kolar travelled till Bangarpet through broad gauge and from there travelled to Kolar through trains passing on narrow gauge. The district had 67.64 Km. broad gauge, 28.80 Km. metre gauge and 102 Km. narrow gauge railway (total 198.44 Km) route in 1918, and well known for good revenue collection.

The Mysore Railway Department mentions the good service provided by the Mysore Railway Coaching Guide' published in 1935. The district had 25 railway stations in 1934. Among them, there were four stations on Madras-Bangalore broad gauge route, five stations in Bangarpet-Marikuppan railway route, three stations on Bangalore-Hindupur route and the remaining 13 stations were located at Bangalore-Chikkaballapur-Bangarpet narrow gauge railway route respectively. In 1935, the first class railway fare per mile was 12-32 *kasu* (12 *kasu* was equivalent to one *anna*. 16 *annas* (192 *kasu*) was equivalent to one rupee and second class railway fare per mile was 6-16 *kasu*, the fare per mile for mail and shuttle, second class, was 4-7 *kasu* and for third class five *kasu* and 1.5 - 4 *kasus*, respectively. Minimum railway fare was two *annas* (for First class), one *anna* (for lower class) and upto 4 miles the same rate existed. From Bangalore to Kolar, the fare was Rs.3 and 6 *annas* (for First class) and Rs.1, 3 *annas* and 3 *kasu* (for lower class). Fare to Chikkaballapur was Rs.1 for higher class, 8 *anna* and 3 *kasu* for lower class. Fare to Bangarpet was fixed at Rs.3.3/4 for First class, Rs.1-5 *annas* 3 *kasu* for lower class. If Kolar and Chikkaballapur had indigenous restaurants, Bangarpet had both vegeterian and non-vegeterian restaurants. Chinthamani also has restaurants; Nandi had cloakroom facilities and 2 *annas* were charged for 24 hours. There was also a provision to get advance tickets at Bangalore-Yelahanka to have lunch at Chikkaballapur. For higher class (First Class) Rs.1.25, Second class 10 *annas* and 5 *annas* for third class

were fixed. Eight *annas* were charged for tiffin consisting of bread and tea. Monthly season tickets upto a maximum of 190 Km. were issued to regular passengers and the fare increased at every 8 Km. Likewise tri-monthly and quarterly season tickets upto a maximum of 190 Km. and the fare changed at every 8 Kms. At present it is reduced to 150 km.

After Independence the Government of India took over different provincial railways in 1951 and divided Indian Railway into different Zones. As a result Mysore Railway came under Southern Railway Zonal administration from 4th April 1951. The Railways cancelled the narrow guage route, which was in existence in the district during the middle of 1970s as it was not profitable; but due to the pressure from the public, it was again started during 1978-79, between Yelahanka-Chikkaballapur-Bangarpet. Later traffic was started between Bangalore-Yelahanka. This route helped in the transport of onion, potato, green chilies and other commercial crops largely grown in Chikkaballapur, Chinthamani and Shidlaghatta taluks.

Gauge Conversion : The Railway Department, gave special importance to those coming under development schemes such as extension of railway route, extension of railway services to backward areas, and physical survey for construction of new routes. As a result, uni-gauge scheme came into existence in the Indian Railways and broad gauge conversion was started all over the country. Accordingly in 1971, the conversion of Bangalore-Guntakal metre gauge route into broad gauge at an estimated cost of Rs.17,58,54,307 was approved. After its completion movement of railway started in 1983. In 1970, construction of Madras-Bangalore broad gauge railway double lane commenced under the scheme of formation of double lane route on heavy traffic routes. By 1980, the work of 13.87 Km. from Bangalore to Krishnarajapuram was completed. The Krishnarajapuram-White Field double lane construction of 9.30 Km. was sanctioned in 1981-82. Later this double lane construction work upto Bangarpet was completed and at present this double lane is being used for railway traffic. Bangalore-Bisanatham railway construction work was completed in 2003-04. Bisanatham-Kuppam railway track connecting work was completed in November 2004 and this double lane was dedicated to the Nation.

As a result there was full-fledged movement of Bangalore-Madras double lane traffic.

The railway station at Bangarpet on Madras-Bangalore route is an important junction connecting Bangalore, Chennai, Patna, Nagarcoil, Trivandrum, Howrah, Tirupati, Coimbatore, Tuticorin, Gauhati, Salem, Rajakot, Mumbai, Mysore, Kolar and other prominent places. The narrow guage route between Bangalore-Chikkaballapur, as well as Bangarpet-Kolar has been converted into broad gauge and passenger trains are plying between Bangalore-Chikkaballapur. The 'Rail-bus' services are arranged three times a day between Kolar-Bangarpet. By the end of March 2004, all the five railway routes were broad gauge routes and the total length was 122.44 Km. with 19 railway stations. (See Table 7.13). Though the Central Government is contemplating conversion of Chikkaballapur-Kolar, narrow gauge into broad gauge, local pressure is increasing with the background of electrification of the Bangalore-Jolarpet Division belonging to the Madras-Bangalore railway route in the district, was completed in 1992 and from May 19,1992, electrically operated engines are running in this route.

Among the total 19 railway stations passing through five routes, Bisanatham (Thanimadagu village) on Bangalore-Madras route is the last railway station of the State border. This was popular as the first solar controlled railway station, two decades before. But at present this has not remained as solar controlled railway station. Electricity is supplied to this route through Sivanasamudram. The people of Gauribidanur-Kolar if connected through construction of new railway route, considerable progress can be achieved in the Southern railway division, according to the local public opinion.

Water Transport

There is no water transport, as the river and rivulets of the district are restricted only to rainy season.

Air Transport

During the Second World War, Veerapura in Srinivasapura road situated eight Km. to the north-east of Kolar, the headquarters of the district, served as the airport parallel to the Bangalore Air Port. It was formed as the parallel airport to avoid inconvenience in case if the Bangalore airport encounter any unpleasant happenings during

Table 7.13 : Talukwise Details of Railway Stations in the District as on March 2004.

Rail Routes	Taluk	Broad Gauge	Meter Gauge	Narrow Gauge	Name of the Stations
Bangalore – Madras	Malur				Malur Byatarayana halli Tekal Maralhalli
	Bangarpet	52.85	There are no Meter Gauge routes in the district.	Narrow Gauge route has been stopped in the district.	Bangarpet Varadapura Kamasamudram Bisanatham (Thanimadagu village limit)
Bangarpet – Marikuppam	Bangarpet	14.84			BEML Nagar Koramandal Oorgaum Champion Marikuppam
Bangalore – Guntakal	Gauribidanur	28.80			Thondebhavi Goribidanur Vidurashwatha
Bangalore – Chikkaballapur	Chikkaballapur	8.40			Nandi Chikkaballapur
Chikkaballapur – Kolar*	Shidlaghatta Chintamani Srinivasapura	–		76*	Movement stopped
Bangarpet – Kolar	Kolar Bangarpet	17.60		–	Kolar
TOTAL	–	122.44		76*	19

* Narrow Gauge route has been stopped now.

wars.. But such mishap did not occur. Later this was used for flying Defence aeroplanes and used for take off during the visit of VIPs to the district. Recently this was used for pilotless aeroplane's test flights and the Government has acquired 800 acres of land for developing it as an Airport.

The Bangalore Airport in the capital is the nearest airport to the district. Indian Airlines, Air India, Sahara, Deccan Airlines and

such other Companies are catering passengers of domestic flights to Hyderabad, Chennai, Mumbai, New Delhi, Kolkatta and international flights to England, America, Singapore and other foreign countries from the Bangalore International Airport. Devanahalli Airport, when completed, will become a prominent airport nearest to the district. (Now, the Bangalore Airport has been winded up with the beginning of new Airport at Devanahalli in 2008)

Postal Department

Inspite of the revolutionary development in the field of communications, the postal service has still retained its importance. The Postal department has served in establishing communication over thousands of Kilometres between individuals, institutions and trade relationships within a limited expenditure. The postal department, which is meaningfully serving the public, has its own history.

The word *Anche* is derived from the Sanskrit word *Hamsa*, Swan. viz., and Pigeons were used for sending messages in ancient India and it was quite popular during the time of poet Kalidasa. There were Volekar, Talawar and Rayasadavaru (messengers) for despatch of letters in royal courts. Talwars performed this by foot, while *Rahuts* performed this on horses. There was *Kavadi Tappal* arrangement for carrying big parcels. This system was followed during the time of Ganga, Nolamba, Chola, Hoysala and Vijayanagara period. There are references about the postal officers and postal *Hegdes* in their inscriptions. This gained much importance during the period of Mysore Wodeyars. In 1701, a separate department was started consisting of *Anche* runners during the period of Chikkadevaraja Wodeyar (1673-1704). This became popular as Mysore Anche. Likewise a separate *Anche* system existed in Hyderabad, Tiruvankur and Cochin provinces. The Mysore *Anche* was cheaper and the fees were less when compared to the British *Anche* system (1774). There were Anche Bakshi and postal clerks to supervise the postal work and postal runners carried Government and private posts from place to place, which included mostly Government tappals. The runners at regular intervals carried postbags and stocks tied with bells, and arrival of the postal runner was made known to the people through its sound.

During the time of Haider Ali and Tipu Sultan, offices of postal runners and postal Divisions, assumed great importance. After 1800, when Mysore Province came under the British influence naturally it effected the Mysore postal system with the starting of G.P.O. in Calcutta (in 1774) by the British, the public were able to get the postal facilities early in the British Raj. Subsequently G.P.O.s were started in Madras (1786), Mumbai (1794) and Bangalore (1800). The Madras-Mumbai postal runner route started in 1803, passed through Kolar district via., Bangalore, Bagepalli, Mulbagal and Nandidurga, had the facilities of Madras Dak Postal services and the posts coming to Bagepalli and Nandidurga since 1833, had postal charges of one anna and 7 anna for Mulbagal, for each postal cover. By this time Imperial Postal Offices were functioning in Bagepalli and Nandidurga. There was difference in postal charges in British provinces before 1827 and postal charges were fixed on the basis of the weight of the object and depending upon the distance and a minimum of 2 *annas* was charged for a tappal having a weight of a rupee within a distance of 30 miles. In 1834, one *anna* was charged for a distance of 15 miles. By 1837, each British presidency had their separate postal arrangements. In 1839 postal charges were revised in the British Presidency. Accordingly, 6 *kasu* was charged for a distance of 100 miles and 8 *annas* was charged for a distance of more than 1400 miles. From 1844, the postal services were affected through the local officers at taluk and district level. Later in 1854 Sadar (Main) office was started in Bangalore. Also daily postal bag services were started from 1855, to Ooty via., Madras-Bangalore route. Earlier tourist bungalows were known as 'Dak Bunglow' and the transport of people from place to place involving *pallakki*, and their bearers and the maintenance of tourist bungalows, were under the control of the Postal Departments. From 1854, the usage of postal stamps began. Also the services of postal carts were started in all major postal routes in 1855-1858. There was also provision for the passengers to travel in these carts on a fixed charge. The opening of Bangalore-Madras railway route (1864) brought remarkable progress in postal system. The Kolar district area came under the Bangalore Sadar Post Office in 1879. But, prior to this, Mysore circle worked for the money order department of the Central Government (which existed in 1872) and at the end of 1872,

Kolar district received 362 money orders with a total amount of Rs.11,442 and 4 annas, and the Mysore province received a commission of 135 rupees and 6 annas (pie). Out of this, majority belonged to Madras and the remaining from the Mysore Province.

During 1879-80, postal facilities were extended to rural areas. School masters of Hoblis were provided with Mustaddi or Branch Post Officers on a monthly honorarium of Rs.3 from 1882. Postal card of ¼ anna (3 kasu), which was in existence in British India, was also introduced in Mysore province. Sale of Reply cards was started in 1884. Though there was a proposal to transfer Mysore Anche to British Imperial Post in 1884, later it was dropped. But it was agreed to adopt the policies of the British Postal system. Subsequently in 1889, Mysore Anche was absorbed in British Imperial Post. Mysore Anche came under the Bangalore postal division when it was started. There was a considerable progress in the postal services of the district with the formation of Bangalore-Chickaballapur-Kolar-Bangalore narrow gauge railway.

By 1938 there were main post offices in Kolar and Chikkaballapur and a Sub-post office in Robertsonpet. The district had 65 post offices including 16 combined telegraph offices. These post offices were located at Kolar in Kolar Taluk, Shillangere, Jannaghatta, Kyalanur, Vemagal, Mulbagal, Avani, Devarayasamudra, Gudipalli, Tayalur, Nangli of Mulabagal taluk; Srinivasapura, Yerukalve, Rayalpadu, Yeldur in Srinivasapura taluk; Chinthamani, Kaivara, Iragampalli, Murugamalai of Chinthamani taluk; Shidlaghatta, Bashethihalli, Burudakunte, Jangamkote, Malur, Sadali in Shidlaghatta taluk; Bagepalli, Chelur, Gulur, Maraganakunte, Pathapalya, Mittemari in Bagepalli; Gauribidnur, Darinayakanapalya, Hudagur, Nyamagondlu, Nagarakere, Vatadahosahalli, Thondebhavi in Gauribidnur taluk Gudibanda, Varalakonda, Beechaganahalli in Gudibanda sub-taluk; Chikkaballapura, Mandikal, Peresandra, Nandi in Chikkaballapur taluk; Malur, Masti, Narasapura, Tekal in Malur taluk; Bowringpet, Bethamangala, Budikote, Andersonpet, Koramangala, Champion, Marikuppam, Madamangala, Robertsonpet, Oorgaum, Kammasandra and Kyasamballi of Bowringpet (Bangarpet).

(Source : B.L.Swamy, Kolar District Hand Book, Mysore, 1939).

The Mysore Circle, belonging to the Indian Posts and Telegraph Department, was started in April 1960. As a result, a separate Kolar Divisional Office was started on 1st October 1965 to execute Kolar district posts and telegraph activities and some rural areas of the Bangalore district were under its jurisdiction. By March 1960, the district had 122 post offices. Subsequently by 1966, the number rose to 254 including one main post office, 36 Sub-post offices, 2 non-departmental Sub-post offices, and other Branch post offices. By 1971, the number rose to 242, and by 1976, it rose to 253. Later in 1982, it rose to 397. This trend continued and by 1991, the post offices rose to 407. By 1996 the number rose to 415 to 422 by the end of 2002, and by the end of March 2004, there were 422 post offices with the highest number of post offices in Bangarpet taluk and the lowest in Gudibande taluk. By the end of March 2004, there were 96 post offices in Kolar Sub-division, 91 in Robertsonpet Sub-division, 88 in Chintamani Sub-division, 71 in Chikkaballapur and 76 in Gauribidnur Sub-divisions of the Kolar Postal Division. By the end of March 2005, there were 92 post offices in Kolar Sub-division, 85 in Robertsonpet Sub-division, 84 in Chinthamani Sub-division, 81 in Chikkaballapur Sub-division and 80 post offices working in Gauribidnur Sub-division, of the Kolar Postal Division. (See Table 7.14).

All the district level post offices were working at the rate of one post office for a population of 4,435 in 1970-71 rose to one for a population of 4,924 in 1980-81, one for a population of 5,394 in 1990-91, one for a population of 5,798 in 1995-96, and one post office for a population of 5,980 in 2000. At the State level, there was one post office for a population of 3,570, 3,977, 4,654, 5,112 and 5,340 respectively. By the end of March 2002, one post office for every 25.39 square kilometers was serving 14,937 people. There were 4 speed post collection centres at Kolar town, two at Bangarpet, three at K.G.F., two at Malur, two at Chikkaballapur and one each at Chinthamani, Kamasamudra, Mulbagal, Srinivasapura, Shidlaghatta, Gauribidnur and Bagepalli towns.

By March 2000, 1,864 post boxes (letter boxes) in 276 cities and 1,588 boxes in rural areas were used in the district. By the end of March 2004, the district had 1,867 post offices, including 32 of T.V. model, 31 of pillar model, 346 of C3 model, 386 of C4 model and 1,072 boxes of C5 model. Out of these, the first three models

Table 7.14: Taluk wise Details of Post Offices of Kolar Postal Division 2004

Taluk	Main Office	Sub-Post Offices			Ex Departmental Post Offices	Branch Offices			Total		
		Rural	Urban	Total		Rural	Urban	Total	Rural	Urban	Total
Kolar	01	01	5	6	2	24	03	27	27	9	36
Gudibande	-	1	-	1	-	07	-	07	01	07	08
Gauribidanur	-	6	2	8	-	43	1	44	49	03	52
Chikkaballapur	01	2	3	5	-	33	-	33	35	04	39
Chintamani	-	4	3	7	-	43	1	44	47	04	51
Bangarpet	-	2	15	17	-	46	6	52	48	21	70
Bagepalli	-	2	1	3	-	24	-	01	26	01	27
Malur	-	2	2	4	-	31	-	31	33	2	35
Mulbagal	-	3	2	5	-	33	1	34	36	3	39
Shidlaghatta	-	0	2	2	-	19	-	19	19	2	21
Srinivasapura	-	4	1	5	-	40	-	40	44	1	45
TOTAL	02	36	27	63	02	243	12	255	327	50	423

were used in city areas, while the remaining three model boxes were used in rural areas. The Department provided Speed post, Satellite money order, passport and philatelic unit services through customer service centres.

Telegraph Office

For the first time telegraph services were started at Calcutta in 1851. Subsequently after four years, telegraph services were started in Mysore province, and services were also extended to Bangalore in 1857. This was under the control of Postal Department, and by 1883 most of the post offices were provided with telegraph connection. With the First World War, demand for telegraph services increased and the postal department came forward to provide telegraph services even to taluk centres. As a result the taluk centres of the district got the telegraph services in the post offices. By 1960, the district had 14 composite offices. By 1966, the number rose to 26. This rose to 36 in 1971, to 38 in 1976 and to 71 in 1980. Subsequently this rose to 79 in 1983 and to 169 in 1991 respectively. More over two independent telegraph offices were working at Kolar and Bangarpet in 1993-94. This rose to 183 in 1996 and to 218 at the end of 2002. The district had 218 telegraph offices working at the end of 2003.

Telephones

Telephones play an important role in the revolutionary development of communication due to technical progress. Through telephone facility communication is possible with places in any corner of the world situated at a distance of thousands of Kilometre. During the outbreak of plague in 1899, telephone connections were provided temporarily in the Mysore province. But the Kolar district got telephone connection in 1956. Then, the district had limited capacity manually operated telephone exchanges from March 30, 1956. Telephone exchanges having a capacity of 25/30 automatic switch boards was opened on December 29, 1956. Subsequently, its capacity was increased to 50 lines in 1958. Telephone exchanges were opened in Chikkaballapur (1958), K.G.F. (1958), Chinthamani (1959), and Mulbagal (April 1959). During the third five-year plan, Telephone exchanges were opened in Gauribidnur (August 1961), Shidlaghatta (July 1964), Srinivasapura (March 1965) and Malur (June 1965), Bagepalli Telephone exchange

was opened in 1966. By 1966, the district had 10 Telephone exchanges and there were 670 telephone connections. The Gauribidnur Telephone exchange, which was earlier, connected to Hindupur Telephone exchange, was connected to Chikkaballapur Telephone exchange in February 1967. The Gudibanda Telephone exchange was started in 1967. As a result by 1967, the district had 769 telephone connections (with 17 telephone connections under waiting list) working through 12 Telephone exchanges having a capacity of 1076 lines.

Direct Trunk call facilities were provided between Kolar-Madanapalli (Andhra) and separate Trunk call centres were started at Kolar, Bangarpet and Chikkaballapura depending upon the demand.

In order to provide public telephone facilities to the people, Public Telephone Booths were started in June 1967 at Bethamangala, Dibburahalli, Gudibande, Machenahalli, Masti, Narasapura, Nandihills, Thondebhavi, Vidurashwatha and Vemagal and it was also decided to start at Bangaru Tirupathi, Jangamkote and Pathapalya.

Till 1974, the control over telephone connections was under the Karnataka Postal Circle. In September 1974, with the formation of a separate Karnataka Telephone Circle, it was separated from the Postal Department. Accordingly the Kolar district had a district telephone division, which started functioning independently. As a result, providing telephone connection became active in the district. By 1974, the district had 25 Telephone exchanges and there were 2020 telephones. In 1979, there were 29 exchanges, which rose to 40 in 1984. In 1991, the number rose to 86, 103 in 1996, and these exchanges provided 8,081 and 19,831 telephone connections respectively. By March 2002, there were 143 Telephone exchanges in the district and 88,536 telephones providing service. By March 2003, there were 145 Telephone exchanges and 95,745 telephones, providing service. By March 2004, the taluk-wise details of telephones, Telephone exchanges and in operation in the district is as follows: Bagepalli (12-3,474), Bangarpet (15-21,121), Chikkaballapur (10-8,761), Chinthamani (18-10,557), Gauribidnur (11-7,025), Gudibande (05-839), Kolar (18-17,164), Malur (10-6,510), Mulabagal (14-6,947), Shidlaghatta (16-6,726), Srinivasapura

(15-6,110). The figures given in the bracket above refers to the number of Telephone exchanges and the number of telephone connections in the respective taluks of the district. Bangarpet taluk had the highest number of telephones, while the Gudibande taluk, occupied the last place.

The S.T.D., and I.S.T.D. service facilities introduced in 1980s in the district has widely developed and it has been possible for the common man to use inter state and international calls at cheaper rates. With the advanced technology, the telephone service at the district level is available at local call rates and it has become easy to communicate in rural area. The Telecom department is striving hard to reach the rural masses by giving special concessions to the customers in deposit amount, rent and free call charges.

Telex-Fax-e-mail (electronic mail) services available in the district, have simplified the despatch of information and messages. The advent of Computer and Information Technology through its' Internet services, Websites etc., have been useful and made rich the information media. The computerized office of the Deputy Commissioner has established direct communication with the Chief Minister's office. At the taluk level, computerization of the taluk office is under progress. Computer trainings centres have come up at taluk and hobli centres. With the background of many private companies like B.P.L., Airtel, Spice etc., providing telephone services, competition with the Telephone Department is notable.

The district had one Telephone exchange for 1.38 lakh population during 1970-71 and there were 76 telephones for a population of one lakh. During 1985-86 there was one Telephone exchange for a population of 0.38 lakh and 185 telephones for one lakh of population. During 1990-91 there was one Telephone exchange for a population of 0.26 lakh and there were 366 telephones for one lakh of population. In 1995-96, there was one Telephone exchange for a population of 0.23 lakhs and there were 825 telephones for a lakh of population. By the end of 2000, there was one Telephone exchange for 0.21 lakh population and there were 2,257 telephones for a lakh of population.

Bharath Sanchar Nigama Ltd., (B.S.N.L.)

There is remarkable change in telephone services due to

liberalization and privatization policies adopted in Indian Telecom Industry since 1992. Airtel, Hutch, Samsung, Nokia, Tata Indicom, Reliance, Benq and other private companies are providing telephone services. In the beginning, the Indian Telecom Industry, known as Videsh Sanchar Nigama Ltd., (1995), (VSNL), and later as Bharathiya Sanchara Nigama Ltd., (BSNL) is providing good services to the customers through healthy competition. Due to various private telephone companies, the telephone instruments, rates and service facilities of local, National and International calls have improved to a great extent. The role played by National Telephone Policy (NTP) 1994 and 1999 is remarkable. Cell phone (Mobile), Voice Over Internet Protocol (VOIP) and other services are available to the customers. Instead of cable telephones, the use of wireless telephones or radio system telephones with one or more than one point has become more simple and effective and on highways, railway line and by the side of gas pipe lines with the Optical Fiber Cable connectivity. Communication with different cities has become simpler. With the installation of Ultra Deep Wave Multi Flexing technique, the rates are coming down and it is expected to further come down in the coming years. As per the National Telephone Policy 1999, railway, electricity and gas companies have formed Optical Fiber Cable connections, which can be leased or sold to telephone companies. Gas Authority of India (GAIL) is involved in this venture and is a powerful competitor to Bharath Sanchar Nigam Ltd. The demand for landlines is declining and the demand for mobile phones is gaining importance. The advent of BSNL Mobile phones (2002) has successfully reduced the demand for expensive private mobile phones.

Mobile phones have multiple features like Videogames Camera, television, SMS, mail services and they may also be converted into computers in the near future. BSNL, which is providing communication facility all over the Country including towns coming under National Highways and prominent railway routes. There is a great demand for pre-paid and post-paid BSNL Mobile Phone sims in the market. In India, the authority of Telephones Department, which was providing Internet services through the BSNL since 1995, was abolished in 1998. As a result, many private companies are providing services to the customers. In spite of tough competition

from private companies, BSNL is trying to provide Internet services to the customers in lesser rates. The Telephones Department has a separate Corporation known as Mahanagara Telephone Nigama Limited (MTNL) to manage the telephone systems of Mumbai and Delhi cities and the telephone systems of other cities of the Country are under the control of B.S.N.L. The BSNL has also started providing Answering Machine Services (AMS) to landlines through which the customers are able to get call messages.

Kolar Telecom District is controlling the Kolar district revenue jurisdiction and by the end of December 2002, 95,329 landline telephone facilities were provided through 144 (11 big and 133 small and medium) telephone exchanges having reliable instruments and STD (Subscribers Trunk Dialing) facilities. During 2003-04, the district had 5,579 new telephone connections and there were 4,550 in the waiting list. Till 2004, public telephone facilities have been provided to 2,695 villages in the district and schemes were implemented to provide telephone connections to remaining villages, 2,373 Wireless in Local Loop (WLL) connections were maintained with the support of Base Trans Receive Station (BTRS) at Kolar, Bangarpet, Malur, Gauribidanur and Bagepalli towns of the district. With the introduction of India Telephone Card (ITC) it became possible to make STD/ISD calls by customers without STD/ISD facilities in their telephone lines. The Cellular mobile services were started in November 2002 in the district and by 2004, the district had 1707 pre-paid and 6,670 post paid mobile sets. Also web phone, restricted Wireless in Local Loop (WLL) mobile services were brought into effect and Internet Dhabas and Mahiti Sindhu services have been extended to rural areas. The Customer Service Centres have been started in all taluk centres of the district in order to provide good customer services. Through up-gradation of transmission towers, reliable communication services are being provided to the customers. The Telecom Department is providing intelligent net work services, ISD phones, call reminder, call divert, identifying telephone lines of callers (CLIP) etc., to the customers of the district.

All India Radio

Radio, introduced in 1940s has played an important role in the

day-to-day life of common man. Subsequently, even though it regressed with the advent of Television, it is again gaining importance with its variety of programmes and F.M. services. In the district there is no independent AIR Station. Hence it depends on Bangalore AIR Station.

All India Radio Station started at Mysore by Professor M.V.Gopalaswamy of the Mysore University in 1935 was taken over by the province in 1941. Later the Radio Station was shifted to Bangalore in 1955. Subsequently Kolar district received radio broadcasting services from the Bangalore All India Radio Station. The Postal Department issued radio license for using the radios and every year the license was renewed. This system was in prevalence till 1980. In the same year, the Central Government abolished renewal of radio license and gave concession to one and two band radio. In 1985, radio license was completely abolished.

Available figures related to radio from 1966 to 1984 is given in Table 7.15. According to that the district had radios numbering 11,222 in 1966, 15,277 in 1969, 20,326 in 1971, 68,898 in 1974, 92,857 in 1978 respectively. Subsequently their number decreased and there were radios numbering 37,621 in 1978, 24,966 in 1980, 22,447 in 1983. To-day statistics related to radio is not available. However it is estimated that there are about one lakh radios in the district.

Television

Though the Television, which has gained much popularity, was introduced in India as early as 1959, it entered Karnataka only in 1977. Later when the Doordarshan Kendra was started in Bangalore, the Kolar district got the facility in 1982. In the beginning, in 1982, there were only 139 Televisions, which clearly indicate that its use was restricted only to upper classes. At that time Bangalore Doordarshan relayed the Tamil and Marathi programmes broadcast by the Madras and Mumbai Doordarshan Kendras. In 1983, Bangalore Doordarshan Kendra independently started broadcasting Kannada programmes. In the beginning, those who possessed televisions were supposed to pay license fees (1982), which were later, abolished in 1984. As a result the number of televisions in the district rose to 239. After that, the number of

televisions continuously increased. Subsequently in 1993 by connecting all the transmitting stations of the State with the Bangalore Doordarshan Kendra, the programmes of Bangalore Doordarshan Kendra simultaneously reached the people throughout the State. A Transmetre of 100 Wat capacities was installed on 15-09-1989 in K.G.F. of Kolar district. This was working under the control of Bangalore Doordarshan Kendra, which directly relayed the programmes up to a distance of 15 Km. As a result, about 1.40 lakh people of the city and 1.30 lakh rural population were made able to view the Doordarshan. This was about 10% of the population of the district and the remaining 90% was out of the Doordarshan services. Due to the use of satellite, the Doordarshan has become a powerful mass communication media. Many private Television channels like ETV, Udaya, City Cable, Digital, Gemini, Star Sports, ESPN, Ten Sports on par, with Doordarshan Kendra (DD-I, DD-II and Chandana Channel) have been able to provide variety of programmes by giving tough competition. As a result the number of viewers have considerably increased.

Cable operators working in different taluks of the district have combined together and formed cable network system and by providing more than 50 channels, they have been able to give good services to the customers. As a result, Doordarshan is not only providing entertainment, but also successfully transmitting knowledge. Accordingly, it is estimated that about 80% of the urban population and 50% of rural population in the district view the television programmes regularly.

Guest Houses

From times immemorial, *mantapas*, temples, *mathas*, free *choultries*, schools etc., have provided boarding and lodging facilities to travellers and pilgrims. The rulers, generals, merchants, philanthropists and donors have constructed free choultries, resting *mantapas* and *aravattiges* which can be seen even to-day at Kolar, Mulbagal, Chikka Tirupathi, Bangaru Tirupathi and other places. There were Head resters built near these *aravattige* and resting mantapas with water sources like tanks and ponds, situated nearby for the use of travellers who walked the distance carrying goods on their heads and some inscriptions have recorded their construction for philanthropic purposes. The Yalavahalli (Chikkaballapur taluk)

**Table 7.15 : Details of Post – Telegraph Office, Telephone Exchange
(by the end of March in respective years)**

Year	Post Offices	Telegraph Offices	Telephone Exchanges	Telephones in existence	Radio	Television
1960	122	14	06	-	-	-
1966	254	26	10	670	11,222	-
1971	342	36	11	1,148	20,326	-
1976	353	38	68	1,915	92,857	-
1982	397	79	81	2,918	37,621 (1978)*	139(1982)*
1991	407	169	86	8,081	24,966 (1980)*	236(1983)*
1996	415	183	103	19,831	22,447 (1983)*	-
2002	422	218	143	88,526	-	-
2003	422	218	144	93,497	-	-
2004	423	218	144	95,230	-	-

* This denotes respective years.

inscription of 1674, records the construction of a *mantapa*, well, *gunduthopu*, line trees, head resters, and water tanks for the cattle by Jogi Basappa as charity under the sannidhi of Nandeeshwaraswamy on Yalavahalli-Doddamaralli route near Bellary-Channapatna road junction. This made easy for the travellers walking alone to drink water and rest in these mantapas, during the course of their journey and this was a common practice found till recently. But now remains of these ponds, mantapas and head resters can be seen in some rural areas. The ancient religious centres of the district such as Kolar, Kaiwara, Mulbagal, Seethibetta etc., have temples with wide prakara, mantapas, which served as resting and night halting places. This tradition continued and the inscriptions of the Kadamba, Chola, Hoysala, Vijayanagar and Mysore Wodeyars mention the existence of *aravattiges* and *Dharmachatras*. The local officers provided meals, lodging and transport facilities to the royal officials and officers who went on official tour, and this practice was in existence from a long time and it was inevitable also during that time. Some contemporary records confirm the existence of prominent cities and *Dharmachatras*

at an interval of 10-12 miles in the province. There were rest places, with water and shade facilities at every nine miles during the period of Haider, Tipu and the Mysore Wodeyars. There are some remains of such rest places at Kolar, Vemagal, Mulbagal, Nandi, Thambihalli, Narasapura and other places in the district, seen even to-day. During the British Commissioner's period, Inspection Bungalows, Traveller's Bungalow, Circuit Houses and such other rest houses were constructed and maintained by the Government for the use of Government officers on official tours. These rest houses, were also called 'the Dak bungalows' as they were also used for changing the horses and bullocks of *Tappal carts* apart from being used as rest houses. The local postmasters supervised these rest houses and they had the power for allotment. In the beginning the traveller's bungalows and the *musafirkhanas* maintained by the District Boards were transferred to the Taluk Boards for maintenance. By 1922, Bowringpet, Kolar and Robertsonpet had first grade; Chikkaballapur and Malur had second grade; Bagepalli, Chinthamani, Dibburhalli, Gauribidnur, Jangamkote, Metumakalapalli, Mulabagil, Narasapura, Perisandra, Royalpad, Srinivasapura, Talagavara and Vemagal had third grade Dak bungalows in the district and there were Government choultries in Kolar, Bowringpet, Mulabagilu and Malur. At Nandihills, the Cunningham bungalow, Cubbon House, Glen Tilt, Browns Lodge and Sanders Room were available to the tourists. By 1938, there were first grade traveller's bungalows at Kolar, second grade at Malur and Chikkaballapur, 16 traveller's bungalows of third grade in important places and 25 *musafirkhanas* in big cities of the district, apart from some *Dharmchatras*. The Kolar District Hand Book (1939) records the existence of one rest house at Kolar.

With the unification of Karnataka (1956) the maintenance of guesthouses was shifted to the Public Works Department (Roads and Buildings Division). The Kolar District Gazetteer (1967) records the existence of guest houses at Kolar, Chikkaballapur, Malur, Orgaum and Robertsonpet by 1968. By 1982, there were one rest house, 8 traveller's bungalows and two inspection bungalows totaling 39 suites in the district. Subsequently, the Public works Department and the Zilla Panchayath have come forward to construct traveller's bungalows and inspection bungalows. As a result the hobli centres,

towns, tourist centers and all taluk centres have traveller's bungalows for the use of Government Officers of different departments. The district headquarters had a few private hotels and the taluk and hobli centres needs improvement and the district had sufficient opportunities for development of hotel industry.

Tourism

Kolar, K.G.F., Mulbagil, Nandi hills, Kaivara, Antaragange, Chikka Tirupathi, Seethibetta and other religious places of the district are attracting tourists from a long time. The Kolar Gold Fields with Gold mining (now closed) which has acquired a place in the world map and Malur have old Churches. Nandi hills, which served as a resting place for Mahatma Gandhiji. Nandidurga with old forts, Gudibande, Rahamangad, Ambajidurg etc.; Gummanayakanahalli (known as 'ruined Hampi' of the Kolar district), ancient temples at Avani, Kaivara, Seethibetta, Kolar, Kurudumale, Gadidam etc., Budikote, the birth place of Haider Ali Khan, Makbara and dargahs of Kolar, with the tombs of Haider Ali's parents, step mother and other relatives; Gauribidnur (Gori) with muslim tombs (Peer Jalal Bakkariwali), Nyamath bee dargah in Hirebidnur with Jumma Masjid and tombs of Hussain Shaw Mirza and his family member's tombs (four), Haider Ali dargah in Mulabagal, Murugamale and other places in the district have provided opportunities for tourism development. Nandi, Antargange, Tekal, Seethibetta and other hills in the district have provided opportunities for trekking and climbing. In order to attract tourists to places of interest in the district, and promote tourism, guidebooks, handbooks and information pertaining to tourist facilities should be made available to the tourists and there are ample opportunities for tourism development in the district.
