

CHAPTER - VII
TRANSPORT AND COMMUNICATION

Economic development plays a vital role in the overall improvement of human society. Economic development of any region is dependent upon optimum utilisation of available resources, active agricultural regime, enterprising industry, well planned trade and commerce, wise banking, progressive transport and communication system and meaningful technological developments . The role of transport and communication is very important in putting together all these varied factors. Further, the technological development of the later part of the 20th century and the wonder world of computer technology have brought about significant changes in transport and communication system. Particularly, in relation to transport and communication, the developments in computer networking and the research and development taking place in Information Technology have brought about a feeling that the world is shrinking and the distance of thousands of kilometres do not seem to be far away at all. Today, all equipments of communication media have transformed the day to day life of man, in one way or the other. In the same manner it is notable that the transport and communication system of Mandya district is also on the path of development.

Mandya district that has played an important role in the history of the state was a part of Mysore district till 1939. Although rivers such as Cauvery, Lokapavani, Shimsha. Veervaishnavi, and streams like Hebbala, Bhima etc., flow through the district, the few stone age tools found in the district suggest that the geographical factors of the district attracted the pre-historic man very

late. Some remnants of the stone age culture have been found at Hangarahalli and Ranganathittu on the banks of Cauvery, (Srirangapatna taluk); Maralahalli, Belakawadi, Muttatti, Halagur (Malavalli taluk) Kuntibetta, near Pandavapura and Sanabakoppalu in Pandavapura taluk suggest that the population density in this part was very thin.

The stone age man who lived around thick forests, river valleys and along the water streams unknowingly carved crude routes for his day to day needs. The stone weapons, earthen ware and other remnants found at Kibbanahalli (Tumkur district), Tirumakudlu Narasipura and Hemmige (Mysore district) and their similarity with prehistoric sites reported from other parts of the state, the communication system prevalent among the stone age human beings, cultural influences among the regions, all these factors prompt us to think in the direction of forest routes of those times. The immemorable inscriptions available in the district demonstrates that gradually human activities increased and human habitations started developing. This naturally helps in indicating the development of transport and communication in the district and with the development in civilization the transport and communication also started to develop at a slow pace.

Ptolemy, a resident of Alexandria in Egypt, of 150 AD has mentioned many places of North Karnataka in his work 'A Guide to the Geography' and there is a view that he has also mentioned some places of South Karnataka such as Punnata (present Chamarajanagar and Heggadadevanakote area). If this is true it has to be presumed that the present Punnata that is to the South of Mandya and belonging to Mysore district had contact with North Karnataka through Mandya region. We have references about transport and communication, road dacoity in ancient India in those times from the writings of foreign travellers like Fahtien (5th Century AD) and Huen Tsang (7th Century AD). Local kings and officers had assumed the responsibility of protection and maintenance of roads and from their writings, it is significant to note that the rulers collected toll from travellers to give them protection and provided route guidance.

The history of the district starts from Gangas of Talkad followed by the rule of the Chola, Hoysala and Vijayanagar kings, besides Hyder Ali, Tippu Sultan and Mysore kings. Occasional mention of transport and communication system, goods transport media and communication channels that were in vogue in those days are found in the inscriptions of early ruling dynasties. The Hallegere [713 AD] copper plate inscription of Ganga king, Shivamara I, while

mention about the construction of a bridge across Kilani river near Keragodu, also mentions about the highway [the highway that connected Kalkuni (Kunigal) and Keragodu in those days; present Mandya-Kunigal road] that passed adjacent to this place. Gangas of Talkad who were feudatory lords of Chalukyas of Badami and Rashtrakutas of Manyakheta were in conflict with Pallava and Chola kingdoms in the South and it is quite logical to presume that Talkad, the capital of Gangas had a good transport facility with the other parts of Gangawadi 96,000 region. In a Jaina inscription (1144 AD) of Hoysala period from Bhogadi, words like way, route, cross road and *batte* have been mentioned while determining the boundaries of lands granted. Old route (*hale dari*), Sanabada *dari*, Dadigada *hadi*, *padeyara hala* etc., find mention in a record of 1183 AD from Alisandra and these indicate the rural roads of those days. While there is a mention of bazaar street in a 1284 AD inscription of Lalanakere, another inscription of 1485 AD reported from Nelamane mention the existence of both village roads and highways. While there is mention of village road and surya street in the 1469 AD Melkote inscription. Highway (Rajamarga) finds mention in the 1686 AD Srirangapatna inscription. Similarly, words pertaining to transport are found in inscriptions of Hosaholalu, Mandya (1516 AD), and Belakawadi (1669 AD). Hence, we understand that the rural roads that connected one village to another were called, cross roads and these roads in most cases were bullock cart routes or pedestrian roads. The mention of technical terms like, surya street represented major roads within towns. Highway, Mahapatha represented main roads and they were not many. The pages of history confirm the fact that the places like Talkad, Kalale, Tirumakudlu Narsipura, Shravanabelagola, Kunigal were part of the Gangawadi district from olden days. There was good transport facility to these places in those days. From time immemorial major religious and business centres such as Melkote, Tippur, Kikkeri, Basaral, Kambadahalli, Nagamangala, Hosaholalu, Arakere, Marenahalli, Dhanagur, Shivasamudra etc. had transport and communication facility. Particularly, Srirangapatna, being a regional capital town from the Vijayanagar period had a good transport facility with different parts of the state. Later, when Srirangapatna became the capital of Mysore kings, the transport system of the entire Mysore state improved further. During Chikkaraja Wodeyer's period, in addition to improvement of transport facility, postal system also commenced and it became popular as 'Mysore Post'. It seems, the transport system improved even during the feudal lords' (palegar) rule in places like Nagamangala, Channapatna and Holenarsipur. Moreover, as those days were days of wars, which took place continuously, kings took

interest in the construction of emergency roads, repair of existing roads and we understand that many such roads were constructed during the rule of Hyder and Tippu. For the roads that connected villages, the resources available locally were used and community living was common. But, with the death of Tippu, Srirangapatna lost its political significance

In modern times many Christian priests, and overseas traders visited Karnataka and among them Francis Buchanan, the British representative who in 1800 AD visited places such as Maddur, Mandya, Srirangapatna, Bellur, Nagamangala, Chinya, Melkote, Thonnur, French Rocks (Pandavapura), Karighatta, Palahalli, Shivasamudra in Mandya district and his reports establishes the existence of many important facilities including transport and communication system. Similarly, it is also significant to note that the book written by French priest Mr. Abbedube who travelled around Mysore district for more than two decades (1800-1823 AD), contains many important cultural aspects. Although, it appears that the transport facility was systematic in the district from a very long time, it was only during the period of Commissioners (1831 - 1881 AD) and that of Mysore kings that the transport and communication system really improved in a bigger way.

In ancient days, goods were transported on donkey, mule, ox, horse etc and on bullock carts also. While upper caste people used horse, elephant, chariot, palanquins, etc., common people travelled on foot and in bullock carts. The Bangalore - Mysore rail route that was established during the later part the 19th century passes through Maddur, Mandya, Pandavapura and Srirangapatna taluks. It facilitated people to travel and transport goods in all seasons while establishing direct contact with Madras (Chennai). The rail route constructed during the second decade of the 20th century between Mysore and Arsikere passed through Srirangapatna and Krishnarajpet taluks of the district and connected the old Mysore region with Mumbai-Karnatak region and helped in establishing contact with the far away Mumbai. After the First World War with activities such as linking of new roads, construction of bridges etc., the transport system improved and movement of motor vehicles also commenced.

The postal system that was famous as 'Mysore Post' from the time of Chikkadevaraja Wodeyer, the telegraph system that came into existence during the middle part of the 19th century and the telephone facility that came into use during the 20th century all these helped the progress of commerce and industry in the district. The advent of mass media such as Akashvani and Doordarshan during the later part of the previous century has brought about

significant improvement in the people's life. In addition, the advent of computers has helped man to grow beyond time. Overall, during the later part of 20th century the transport and communication system in the district has improved tremendously.

LAND TRANSPORT

Mandya district that was under the rule of Mysore kings became a separate district during 1939. It had secured an important status during Mysore kings. Important ruler Raja Wodeyer (1578 - 1617 AD) had won against feudal lords (palegars) of Akkihebbal, Kembalu, Kariganahalli, Arakere, Yeliyur, Belagola, Kannambadi, Bukanakere etc., indirectly sheds light on the existing transport system during those periods. Under their rule, Melkote secured royal patronize. After him Chamaraja Wodeyer (1616-73 AD) captured Hosakote, Maddur, Keragod, Malavalli, Sindhaghatta, Bellur etc., from the then feudal lord Jagadevaraya and this also provides information on the transport facilities available during those days. During the period of Chikkadevaraja Wodeyer (1673 - 1704) the kings evinced more interest in transport and postal systems and went forward for their improvement. Later, Hyder and Tippu also gave importance to the transport and communication system according to the needs of war. The wars of Hyder and Tippu were a mirror to the transport and communication system of those days and these roads were called '*Fhirangi dari*' or '*military roads*' in those days. Even then these roads were mud roads and it was almost impossible to travel on these roads during rainy season. It is significant to note that Cornwallis who invaded Srirangapatna during 1791 used Kanakapura-Bannur-Arakere route instead of using the traditional Bangalore-Channapatna-Mandya route. There were 161 toll gates in Mysore state by 1799 and these were entrusted to private persons through auctions. The transporters were required to pay local transport tax, road tax and mamul [regular] tax. During Dewan Poornaiah's (1799 - 1811 AD) period, a sum of Rs.67,000 was spent for road improvement.

Around 1800 AD, the British officer, Francis Buchanan had toured twice in the district . He entered the district for the first time on May 15, 1800 via Maddur, Mandya (May 16 - 17) and stayed at Srirangapatna (May 18 to June 5), collected required information and returned on the same route, touched Maddur on June 9 and reached Bangalore on June 21, 1800 via Channapatna, Ramanagar, Magadi, Savanadurga, and Tavarekere. This indicates that the present Mysore-Bangalore road was a safe route for transport even during those days. Later, Buchanan started from Bangalore and travelled through

Bangalore, Kolar and Tumkur districts and reached Bellur (Nagamangala taluk) on August 26, 1800 via Turuvekere and Gubbi. He travelled along Nagamangala, Chinya, Melkote, Thonnur, French Rocks and reached Srirangapatna on September first. Having visited the neighbouring Palahalli he travelled through Shivasamudra, visited Gaganachukki-Bharachkki and later reached Tamilnadu via Singanallur, Hanagur, and Koudalli. His travels in Mandya district during 1800 AD gives a clear picture of major road networks that existed during those days. In reality, significant improvement to transport system occurred only under the British Commissioners. In the beginning of British Commissioners' rule (1831) in the entire Mysore State, Naykaneri-Bangalore-Kanakapura-Malavalli-Bannur-Mysore road, Bangalore-Harihar road, Srirangapatna-Sira road and Bangalore-Bellary road could be considered as good roads. Coronel Green, in his 1831 report has recorded that except Bangalore-Harihar road, all the other roads were not suitable for travel during rainy season and travel was getting delayed during the rainy season. But, significant reforms took place after 1831. In 1831, the Bangalore-Mysore road was renovated. During the rule of Mark Cubbon (1834-1861) roads were classified as Highway (Rajmarg), regional roads and village roads. The work of construction and maintenance of roads was entrusted to District superintendents and Taluk amaldars. During 1834, under the leadership of superintendent, a separate public works department (Maramat department) was formed for construction and maintenance of roads and bridges. During 1831 - 1856 all District centres were linked to Bangalore at a cost of Rs.28.75 lakhs. When this was found to be inadequate, a Public Works Department comprising of a Chief Engineer, a Deputy Chief Engineer, five Executive Engineers, four Assistant Engineers and thirty staff members was established in Mysore state during June 1856.

The labour class called Kamatis and Khalihaths were engaged in the works of road and irrigation in the respective taluks in early days. They were paid by the government and they were exempted from house taxes. Khalihaths were specifically employed by government for carrying the palanquins along the Palmaner-Bangalore-Mysore road and the government collected fixed service charges from people who availed these services. But this service stopped after the availability of other types of transport. Therefore, their services were merged in the Public Works (Maramat) Department. In 1860, these two groups were merged into one and divided into ten groups of hundred members each and were appointed to various regions. For this, the Public Works (Maramat)

Department incurred an expenditure of Rs.67,000 every year. This department was given the documents and records relating to transport. Later on, roads were divided into six categories based on their quality. Local Self government and District Boards were started in 1862. This accelerated the construction of roads. All District boards played important role in establishing road connectivity among taluk centres. Earlier, the expenditure on road construction was met from free service, compulsory physical service, service of prisoners and drought relief works in addition to collection of road tax. During Bowrings regime the plough tax was being utilised for road repair. By 1870 the roads were again reclassified as State fund roads funded from State exchequer and district fund roads funded by district funds. In 1873 the Public Works department was divided into two and a separate division was established exclusively for roads and buildings. By 1875 Rs.157 per kilometre per year was spent for maintenance of first grade roads while Rs.40 per kilometre per year was spent for maintenance of second grade roads. By 1900 this amount was Rs.157 and Rs.53 respectively. In this way, while the government was taking care of road repair and construction, the Bangalore - Mysore railway line constructed during 1881 - 1882 reduced the pressure on road transport in a significant way. As recorded by B.L. Rice in his Mysore Gazetteer, the following roads were existing in the present Mandya district in as early as 1892: Mandya - Cannanore road, Bangalore- Nelligere road, Mandya - Maddur road, Bangalore - Kankanahalli (Kanakapura) - Mysore road, Srirangapatna - Sosale - Shivasamudra road, Shivasamudra - Talkad road, Channapatna - Halagur road, Tumkur - Maddur road, Mandya - Koppa road, Maddur - Shivasamudra road, Mandya - Basral road, Mandya - Melkote road, Lingarajachatra - Kannambadi road, Srirangapatna - Channarayapatna road, Attiguppe - Nagamangala road, Kikkeri - Ipya road, French Rocks - Nelligere - Sira road, Jakkanahalli - Melkote road, Palahalli - Kalasawadi road, etc.

A detailed report on the roads that were in the region under the control of Madras Presidency of British Government was published by the then British Government in 1900. Accordingly, it mentions 20 major roads that are existing in the present Mandya district. Among them there is mention of roads starting from Bangalore and connecting Ooty, Coimbatore via Maddur, Mandya and Srirangapatna. Mangalore route passed through Nagamangala taluk, while there was very good road connectivity from Srirangapatna to Calicut Dindugal, Coimbatore, Tiruchirapalli, Bellary, Cannanore, and Harihar. Majority of these

roads were developed during Hyder-Tippu and they were all-weather roads. Bangalore - Mysore road was passing through Kanakapura-Malavalli and it was a mud road. There was no bridge across Shimsha river near Halagur and hence it was a bullock cart road. There were bridges along Maddur-Kunigal road near Koudle, Maddur-Shivasamudra road near Hebbal, near Arasinakere and Shivasamudra and these roads were also bullock cart roads. Srirangapatna - Nagamangala - Nelligere route and Nagamangala - Pandavapura - Attiguppe (Krishnarajpet) were metal roads and these roads were suitable for all seasons. This report establishes that there were bridges across rivers along major routes in the district. It also brings out the fact that the bridges were not constructed at that time at Halgur across Shimsha river, across Lokapavani river near Pandavapura and across Cauvery canal between Kirangur and Bannur.

On account of the Progressive king Krishnaraja Wodeyar and with the able assistance of the dewans such as Sir K. Sheshadri Iyer, Sir M. Visvesaraya and Sir Mirja. Ismail, Mysore State achieved all round development and earned the name as a model state. The rail route between Mysore and Arsikere commenced by the end of the First World War, was another significant development relating to the district. With the advent of motor vehicles, areas that didn't have railway facility too got the transport facility. Hayavadana Rao has recorded in his Mysore Gazetteer volumes, that there were 16,000 bullock carts in Mandya district by 1923. By that time there were Provincial roads such as Maddur-Shivasamudra road (48 KM), Belagola-Mysore road (10 KM) and Srirangapatna Railway Station-Gumbaz road (4 KM). Other district fund roads were Bangalore-Kanakapura-Mysore road, Srirangapatna-Sosale-Shivasamudra road, Channapatna-Halgur road, Talkad-Shivasamudra road, Maddur-Koppa road, Bellur-Bommanahalli road, Maddur-Kunigal-Tumkur road, Mandya-Nagamangala road, Mandya-Bannur road, Mandya-Melkote road, French Rocks Railway Station-Nelligere road, Jakkanahalli-Melkote road, K.R.Pet-Nagamangala road, K.R.Pet-Melkote road, K.R.Pet-Kikkeri-Shravanabelagola road, Palahalli road etc.

With the construction of dam across Cauvery river near Kannambadi in 1932, Mandya, Pandavapura, Maddur, Srirangapatna and Malavalli taluks of Mandya district could get irrigation facility. At the same time, during 1933 Mysore Sugar Factory started in Mandya town. These two developments acted as motivating factors for the government to pay attention towards development of transport and communication system in the district. By 1933 Mandya

Engineering Division was entrusted with the works relating to roads, buildings and irrigation and the Irwin Canal (presently Sir M.Visvesaraya Canal) Construction division also worked with this division. Mandya Engineering Division was reconstituted in 1949 and Nagamangala, Maddur and Mandya taluks were brought under its jurisdiction. In 1959 K.R.Pet taluk came under its jurisdiction. The present Bangalore-Ooty road that passes through the district was built systematically in 1937. There were regional differences with regard to road division and maintenance. In order to end this disparity and to establish a common road network in the country, the Central Government implemented the 'Nagpur Plan' in 1942. Accordingly, the roads were classified as: 1. National Highway, 2. State Highway, 3. Major District Road, 4. Other District Road and 5. Rural Roads. This classification was done based on the importance of the roads and the first three type of roads came under the control of Public Works Department. In the meantime, Mandya district comprising of seven taluks came into existence in 1939, and it is understood that out of the total 502 KM roads during 1946 in the district 15 KM was cement roads, 46 KM was asphalted roads, 441 KM tar roads and 150 KM metalled roads. When Unified Karnataka came into existence in 1956, although there were no National Highways in the district, there was 3,507 KM of other type of roads in the district. Later, by 1961, there were 3,726 KM roads comprising of five State Highways, 19 major District Roads, 29 Other District Roads, Rural Roads and Sugarcess Roads.

The total length of roads in the district rose to 3,570. KM by 1965. This reached 4,457 KM by 1966 March end. This comprised of five State Highways, 22major District Roads, 44 Other District Roads, 24 Rural Roads and Sugarcess Roads. In addition, there were District Board Roads and Forest Roads. At that time the average road length was 0.89 KM per square KM and this was well above the state's average of 0.49 KM per Sq.KM and this had earned the number one place for the district in the state. This suggests the type of development that took place within the first decade of State's unification. Later, this increased to 5,322 KM in 1971, 6,160 KM in 1976, 7,739 KM in 1984, 8,043 in 1991 and reduced to 8,003 KM in 1993. Later in 1996 this increased to 8,309 KM. Since then there was no change in the length of roads in the district and it was stagnant at 8,309 KM. It is observed that suddenly this has jumped to 13,189 KM by the end of March 2002. The figures in Tables 7.1 and 7.3 support the tremendous improvement that has taken place in the field of transport and communication in the district.

National Highways

National Highways is a network of roads across the country establishing connections between different parts of the country and these are essential for the unity of the country. Since 1971, the state Public Works Department has a separate division for the maintenance of the national highways passing through the state and the expenditure on their maintenance is being met from the central funds. But, till 1971 Mandya district did not have any national highway. Later, in 1972, the 320 KM long Bangalore-Mangalore road was given national highway status. This highway passed through the Nagamangala taluk of the district for a distance of 29 KM. Till July 1999 there was no national highway in the district except the 29 KM long Bangalore-Mangalore National Highway No. 48 that passed through Nagamangala taluk. This highway enters the district a little away from Yediyur and covers a distance of 29 KM and after Kadaballi enters Hassan district and this has gained importance in the district as this establishes connection with the coastal area. This is a double road and is 7.5 Metre wide. A part of National Highway No.209 (Bangalore-Dindigul road) and State Highway No.33 (Koratagere-Malavalli-Kollegal) upto Malavalli have been upgraded in July 1999. As a result the National Highway No. 48 and 209 passes through a distance of 73 KM in the district.

**TABLE 7.1 : Details of roads under the control of PWD,
Taluk Board and Forest Department**

(for selected years from 1956 - 1984)

Year	Total roads	Surfaced roads	Unsurfaced road	Average length road per 100 Sq Kms.
1956	3,507	2,413	1,094	70
1961	3,726	2,888	858	76
1966	4,457	3,298	1,159	89
1969	5,076	3,853	1,223	102
1971	5,322	3,906	1,416	107
1976	6,160	4,231	1,929	129
1978	6,530	4,311	2,219	-
1984	7,739	4,630	3,109	156

TABLE : 7.2 :Statistics showing different class of roads in the district (1995-2002)

Year	National Highway	State Highway	Major District Road	Other District Road	Village Road	Irrigation Dept road	Taluk Development Road	Panchayat road	Municipality Road	Total [from Col 2 to Col 10]	Surfaced roads	Un-surfaced roads	Length of road per 100 Sq Km
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1985	29	168	599	514	4,960	626	1,108	-	-	8,104	4,706	3,398	163
1988	29	288	906	253	4,871	726	1,108	-	-	8,181	5,205	2,676	165
1993	29	288	1,340	120	4,549	569	1,108	-	-	8003	5,646	2,357	161
1995	29	288	1,340	120	4,549	569	1,108	-	-	8,003	5,731	2,272	161
1999	63	244	1,340	120	4,549	569	1,108	140	166	8,309	5,787	2,522	160
2000	73	244	1,340	120	4,549	569	1,108	140	166	8,309	-	-	-
2001	73	244	1,340	120	4,549	569	1,108	140	166	8,309	5,787	-	-
2002	73	244	1,366	136	7,722	3,670	1,108	140	425	13,189*	5,867	7322	-

* This include 47 KM forest road

From 2002 onwards there is a significant increase in the length of irrigation roads and rural roads

TABLE 7.3 : Taluk-wise Statistics of different class of roads in Mandya district[2002]

Taluk	National Highway	State Highway	Major District Roads	Other District Roads	Rural Roads	Total Roads	Surfaced Road	Non-surfaced Road	Average road length per 100 Sq Km
1	2	3	4	5	6	7	8	9	10
Mandya	-	26	235	18	1,731	2,021	1,873	148	282
Maddur	-	46	161	34	1,428	1,635	1,183	452	264
Malavalli	44	24	218	07	1,468	1,761	846	915	217
Nagamangala	29	44	218	42	342	651	454	197	62
Krishnarajapet	-	38	281	27	314	661	504	157	73
Srirangapatna	-	19	131	-	486	635	486	149	179
Pandavapura	-	47	136	08	457	639	391	248	119
Total	73	244	1,366	136	6,226*	8,003	5,737	2,266	196

* Include Irrigation department roads and Taluk Development Board Roads

State Highways

The roads that connect the district centres, major towns and the national highway are called the State Highways. The maintenance of these roads is the responsibility of the State Government and the respective District public works departments, performs this job. Before the 1944 Nagpur Plan, state highways were called State Fund Roads and their maintenance was met through the state funds. By 1966 there were 172 KM roads in the district. 1) Bangalore-Mysore road (29 KM) 2) Madras-Cannanore road (72 KM) 3) Pandavapura Railway Station-Nelligere road (57 KM), 4) Nelligere-Sira road (10 KM) and 5) Bangalore - Nilgiri road (4 KM) were the state highways at that time. Out of these, the Bangalore-Mangalore state highway was converted into national

highway in 1972. The Madras-Cannanore (Bangalore-Mysore) state highway is an ancient road and it enters the district at Nidaghatta and later enters Mysore district near Ilwal. For this road bridges are constructed across Shimsha river at Maddur, Lokapavani river near Shettihalli and Cauvery river near Srirangapatna (North-South part). Pandavapura-Nelligere state highway connects Tumkur with the district via Nagamangala.

Nelligere-Sira road that covers 10 KM in the district joins Bangalore-Mangalore National Highway near Yediyur. The Bangalore-Nilgiri State Highway starts from Paschimvahini near Srirangapatna and the Madras-Cannanore State Highway runs to the right. This enters Mysore district near Kalasawadi and later moves towards Nilgiri via Mysore. There was 146 KM State Highway in the district by 1976 and by 1977 this had increased to 168 KM. But, with the upgradation of main district roads into State Highways the total length of State Highway increased to 288 KM by 1988. From then onwards, till July 1999 there were five State Highways in the district without any change. Out of this only 9.80 KM is of cement concrete and the rest are black topped roads. But, with the upgradation of Bangalore-Dindigal road into National Highway, [the State Highway No. 86 and State Highway No. 33 are part of this road.] the length of State Highways in the district was reduced to 244 KM. As per the directions of the government, widening of State Highway No. 17 (Mysore-Bangalore) and State Highway No. 19 (Srirangapatna-Bidar road) are under progress.

TABLE: 7.4 : State Highways in the district

Sl No.	State Highway No.	Distance covered in the district (KM)	Taluk area in the district through which the road passes
1	7 (Mysore-Arasikere)	56.30	Srirangapatna-Pandavapura-Krishnarajpet
2	17(Bangalore-Nilgiri)	60.00	Maddur-Mandya-Srirangapatna
3	19 (Srirangapatna-Bidar)	71.70	Srirangapatna-Pandavapura-Nagamangala
4	33(Koratagere-Kollegal)	43.50	Maddur-Malavalli
5	86(Mysore - Malavalli)	12.50	Malavalli

Major District Roads

These roads are the links to major commercial centres, Railway Stations, State and National Highways in the district. By 1966, there were 13 Major district roads covering a distance of 487 KM. By 1985 this was 599 KM and thereafter there was continuous increase in the length of Major district roads in the district as detailed in Table 7.2. The reason for this is the taking over of roads that were under the taluk development boards by the Public works department. Accordingly till 1999-2000 the Public works department had acquired a total of 1581 KM of roads in the district.

Today, the Public works department is responsible for the maintenance of Major district roads. The 1340 KM long, 91 Major district roads that pass through various taluks in the district have helped in the commercial activities of the district, in addition to systematic creation of an internal and external road network. Some of the Major district roads that find mention here are: Kodiyala-Chamalapur road (39.20 KM), Bukanakere-Hariharapura-Lingarajapura road (38 KM), Pandavapura-Singanahalli road (37 KM), Mandya-Mutthathi road (61 KM), Mandya-Nagamangala road (28 KM), Maddur-Nagamangala road (48 KM), Mandya-Melkote road (24 KM), Rudrakshipura-Halagur road (33 KM), Channapatna-Halagur road (9 KM), Krishnarajapet-Nagamangala road (37.80 KM), Krishnarajapet-Melkote road (25 KM), The joint road that joins State Highway No. 17 and State Highway No. 19 at Srirangapatna (22.40 KM), Melkote-Chinakurali road (18 KM), Pandavapura-Thonnur road (9 KM), and Pandavapura-Melkote road (16 KM). The details of Major district roads that have got distributed to various taluks in the district are given in Table 7.3. By the end of March 2002 there was 1366 KM of major district roads in the district.

Other District Roads

These roads were useless during rainy season. However, they were kachha roads that established connection with hoblis and commercial centres. By 1966 there was 278 KM long Other district roads, 19 in the district and their details are given below: 1. Basral-Koppa road (9.6 KM), 2. Nagamangala-Devalapura road (9.6 KM), 3. Rudrakshipura-Halagur road (26.6 KM), 4. Basral-Bommadihalli road (11.8 KM), 5. Bindiganavile-Kadabahalli road (14.4 KM), 6. Turuvekere-Dabbeghatta-Kadabahalli road (9.6 KM), 7. Devalapura-Markonahalli road (12.8 KM), 8. Nagamangala-Mylarapatna road (14.4 KM), 9. Hanakere-Karikyathanahalli road (19.20 KM), 10. Varahasandra-Mayasandra

road (14.4 KM), 11. Kannambadi-Rajenahalli road (23.30 KM), 12. Malavalli-Boppagowdanapura road (12.30 KM), 13. Krishnarajapet-Hemagiri road (9.6 KM), 14. Hosa Agrahara-Maduvina Kodi road (11.5 KM), 15. Akkihebbala-Mandagere road (14.4 KM), 16. Kikkeri-Mandagere road (5.7 KM), 17. Yeliyur-Mandya Koppalu road (13.6 KM), 18. Bellur-Bommanahalli road (3.2 KM), and 19. Chinakurali-Melukote-Aghalaya-Shravanabelagola road (41 KM). Out of this, 209.3 KM were metal roads, 41.2 KM tar roads and 27 KM mud roads. Afterwards it can be seen that there is a increase in this type of roads, the main reason being gradation of rural roads and Sugar cess roads into Other district roads and by 1985 there was 514 KM of Other district roads. But, in 1988, this suddenly reduced to 253 KM and in 1993 this figure touched 120 KM. In later years, till 2000, there was no change in this figure and the length of Other district roads in the district remained at 120 KM. But, by the end of 2002, this increased to 136 KM. The reason for this is the up gradation of village roads, and the maintenance of this class of roads is the responsibility of the Jilla panchayat engineering division.

Rural Roads

Rural roads are essential to the people in rural areas for mutual communication, either to transport their agricultural produce to the nearby shandies and markets or to bring essential commodities from the nearby shandies, neighbouring hoblis, town centres etc. This is evidenced by the mention of words such as *dari*, *addadari*, *perdari*, *perbette*, in ancient inscriptions. Although the maintenance of rural roads was undertaken as a community programme by the respective villages, sufficient evidence is available to show that the government paid attention to systematic construction of these roads, only from the beginning of 19th century. Similar condition existed in Mandya district also. This district, once that depended solely on rains for agriculture, became a Prosperous land of producing paddy and sugarcane with the construction of Kannambadi dam in 1932. Irwin Canal work Initiated the process of rural roads construction. The starting of Mysore Sugar Factory in 1933 in the district was another milestone. The company came forward to address the problem of absence of rural roads, faced by sugarcane growers and by the company's sugar farms in transporting sugarcane upto the factory. For this, the company collected road cess from sugarcane growers and undertook rural road construction. In addition, when the government realised that rural development lies in the construction and development of rural roads, it came out with a 20 year project 'All India Rural communication Programme' (1961-

81) in 1958. This was an ambitious project of providing all-weather roads to all villages in the state at a cost of Rs.5,200 crores and this was implemented in 1961 under the Third Five Year Plan. As a result, by the end of March 1966 there was 2,439.5 KM sugarcane cess roads in the district and their maintenance was under the Irwin Canal (Vishweshwaraiah Canal) Division and the Krishnarajasagar Engineering Division. Of these about 64 KM was black topped, 1,890 KM metalled roads and 485.5 KM unmetalled mud roads. Later, by 1985 the rural roads that were 4,960 KM reduced to 4,871 KM by 1988. Later, by 1992 there was 4,890 KM rural roads in Mandya district and this came down to 4,549 by 1993. This situation continued till 2000. By the end of March 2002 this has increased to 7,722 KM.

Rural Communication Programme: Under this programme, by 1972, 913 KM of rural roads were completed in the district. Later, in 1972 the state government brought the Integrated Comprehensive Rural Communication Programme. Under this programme, 750 KM rural roads were constructed by the end of March 1981. On this account, during the period 1961-81, Rs.115.66 lakhs were spent. Out of the 1663 KM of roads constructed under the Rural Communication Programme between 1970-71 and 1978-79, 353 KM roads were converted as State Fund Roads. By 1970-71, under this category, only 75 KM of roads were handed over to Taluk Development Boards. During this period, under the Third Five Year Plan (1961-66), three Annual Plans (1966-69), Fourth (1969-74) and Fifth Five Year Plans, special attention was placed on Rural Communication Programme. In spite of all this in 1978, the state government realised that it is difficult to achieve the fixed targets within the stipulated time. Further, the progress achieved in the field of agriculture made the government to give more thought in this direction. As a result, the Rural Communication Programme was included under the Minimum Needs Programme in the Fifth Five Year Plan (1974-79). Under this programme, it was proposed to provide all-weather roads facility to villages having a population in excess of 1000 in lower density areas and in excess of 1500 population in areas of higher population density. In the meantime, for the purpose of development of rural roads in the state, the state government, in 1979 prepared a 20-year duration Master Plan. A survey conducted for this purpose revealed that by the end of 1978, in the district, 404 villages had all-weather roads, 421 villages had seasonal roads and 503 villages had transportable kachha roads and the rest of the 31 villages did not have any kind of roads. This programme was started later in 1981. As a result, by 1984 there

were only 9 villages that did not have any kind of roads and this reduced to only 2 villages by 1996. But, by 1998, these two villages were also connected by roads. As a result, today, all the villages in the district have extensive road networks and the district has the distinction of having the highest number of rural roads in the state. The details relating to construction of roads in the district during the period from 1948 and 2002 are given in Tables 7.1 and 7.2. The details of various activities in the district during the above period and during the Five Year Plans are given below:

Five Year Plans

During the First Five Year Plan (1951-56), for the purpose of improvement of tarring roads, 12 culverts, and eight small bridges construction were completed. In the Second Five Year Plan 10 KM of new roads were laid and 167 KM were asphalted. During this period an amount of Rs.17 lakhs was spent for the district. During the Third Five Year Plan, 5 KM new roads were laid, 216 KM roads were improved, 345 KM roads were asphalted, 851 KM rural roads were constructed and in addition five small bridges and one major bridge were constructed in the district at a cost of Rs.53.33 lakhs. The Madras - Cannanore road that passed through the district was provided with cement surfacing. In the next three annual plans, 38 KM of new roads and 18 KM of rural roads were constructed at a cost of Rs.9.17 lakhs. In the Fourth Five Year Plan (1969-74), 32 KM new road construction, 614 KM rural road construction, 297 KM road improvement, 80 KM road asphaltting, three bridges and 135 culverts construction work was done spending an amount of Rs.40.98 lakhs. In 1974 the construction of bridge across Hemavath River near Kattekyathanahalli was started. But, due to various reasons this was not yet completed. During the Fifth Five Year Plan (1974-79) 10 villages were connected at a cost of Rs.77 lakhs with 12 KM new roads construction, 15 KM roads improvement, 36 KM asphaltting, 21 KM sugar cess roads, and 13 KM rural road constructions. Besides, a bridge of 405 Metre long across Cauvery river along the Shivasamudra road was undertaken. During the Sixth (1979-84) and Seventh Five Year Plans (1985-90), emphasis was given to development of rural roads. Later, during the next two annual plans (1990-92), out of the amount of Rs.241.33 lakhs reserved for constructing bridges, Rs.118.9 lakhs were spent. Rs.8,445 lakhs were spent during the Eight Five Year Plan (1992-97) and in the Ninth Five Year Plan (1997-2002) remarkable progress has been achieved.

Irrigation Roads: Although irrigation roads were in use in the district from a long time, the construction of Kannambadi Dam and Irwin Canal (

Later Visvesaraya Canal), in addition to improving the irrigation facilities in the district, also paved way for construction of irrigation roads. Moreover, these were required for the maintenance and repair of irrigation canals. As a result, by 1985 there was about 723 KM of irrigation roads. But, by the end of March 1999, there were 569 KM of irrigation roads in the district and their maintenance was entrusted to the Chief Engineer, South Irrigation Division, Mysore. Later, due to sudden increase, there was 3,670 KM of irrigation roads in the district by the end of March 2001. It is observed that this has increased to 7,722 KM at once by the end of 2002.

Taluk Development Board Roads: There is about 1,108 KM of roads in the district and of it while 296 KM is surfaced, the remaining 812 KM is unsurfaced. Their maintenance is under the Taluk Development Boards. As per the State government policy, since 1959, the Public Works Department, has continuously, taken over some 1581 KM of roads in the district from the Taluk Development Board and other agencies. By the end of March 2002 there was 1,108 KM of roads belonging to this category.

Panchayat Roads: By the end of March 2002, there was 140 KM of Panchayat roads and their maintenance was under the respective village panchayats.

Municipality Roads: There are one municipal corporation (Mandya), three municipalities (Maddur, Malavalli and Srirangapatna) and three Town Panchayats (K.R.Pet, Pandavapura and Nagamangala) in the district and 166 KM of roads come under their jurisdiction, maintained by the respective local administrative bodies. By the end of March 2002, the length of these roads in the district was 425 KM.

Forest Department Roads: This district has 24,070 hectares of forest area, with 13 reserved forests in Srirangapatna, Nagamangala, K.R.Pet, Pandavapura and Malavalli taluks, and forest roads are maintained by the forest department. By 1976 there was 80 KM forest roads in the district and by 2001 March, 47 KM forest roads were existing in the district.

Bangalore-Mysore Express Corridor Project: In order to speed up transportation between the State capital Bangalore and the Cultural capital Mysore and as per the Bangalore-Mysore Infrastructure Corridor Project the state government had proposed to construct a fast lane highway between the two cities, in as early as 1985 itself. But, due to financial constraints it was

postponed. Later, in 1995, when the Kalyani Group came forward to take up the construction, the government accepted under the Build-own-operate- Transfer (Boot) policy. The government signed the agreement with the company during 1997. But, during the implementation of this project the government had to face local protests in addition to public interest litigations. But, these petitions were dismissed in the Supreme Court during 1999. As a result, and as per the agreement the Nandi Corridor Company, under this project, has to construct a four-lane road, with provision to convert it into six-lane road from the North-east side of outer Bangalore to the South-East part of Mysore between state highway No. 17 and 86; parallel to state highway No. 17, a 111 KM fast lane road and a 41 KM peripheral road that connects the national highway No.4 and 7, a 9 KM link road connecting the fast lane and a 3 KM long elevated link road. This is likely to be completed in three phases within a period of six years and the company itself will contribute the capital investment. The company, after consultation with the government, will have the right to collect taxes from vehicles traveling in this route as fixed by the government for a period of 30 years after completion. As per the agreement these roads shall be handed over to the government after 30 years. As per this project, there shall be under bridge / over bridge / cart-way for every 500 meters along this road and there shall also be provision for pedestrian crossing within 250 meters span. The road also provides for inter-change road link for major towns along the route such as Bidadi, Ramanagara, Channapatna, Maddur, Mandya and Srirangapatna.

The objective of this fast lane is to reduce the travel time from Bangalore to Mysore to one and a half hours in addition to control goods transport. The first phase construction work of this fast lane has commenced from Bangalore end and the second phase is expected to commence after three years. In Mandya district the construction work of this fast lane is expected to be taken up in the second phase. This road passes through 40 villages in Mandya, Maddur and Srirangapatna taluks and for this purpose the government has issued gazette notification No.762/July 3, 1999 under Section 28(1) of Karnataka Industrial Area Development Act, 1966 for the acquisition of 5,905.14 acres of private land. For this purpose Land acquisition office has been opened in Mandya town. On account of this 5,758 families will lose their land and the government is going to compensate them. It is also proposed to establish a tourist centre along this fast lane at Mahadevapura in the district. For details see Table 7.5.

TABLE: 7.5 : Villages through which Express Corridor Road pass through in the district, area of land acquired and families due to get compensation

Sl. No.	Villages	Area of Land acquisition Acre - Gunte	No. of families obtaining the compensation
1	2	3	4
	Maddur Taluk		
1	Tippur	18-30	31
2	Madanayakana Halli	26-27	100
3	Tailur	24-19	68
4	Boodakuppe	61-33	143
5	Alur	0-07	01
6	Vaidyanathapura	8-22	21
7	Maddur	21-06	87
8	Goravana halli	78-08	216
9	Gejjalagere	138-24	41
10	Kudargundi	207-05	376
11	Sadolalu	4-01	13
	Total for Taluk	589-22	1097
	Mandya Taluk		
12	B. Goudagere	58-07	82
13	Kannalli	186-07	79
14	Belur	48-27	230
15	Sunagalli	11-34	67
16	Kabbinahalli	32-16 ½	146
17	Kammanayakanahalli	25-33 ½	83
18	Jeeranahalli	22-07	37

Sl. No.	Villages	Area of Land acquisition Acre - Gunte	No. of families obtaining the compensation
19	Haluvadi	145-27	300
20	Mangala	80-30	174
21	Mothahalli	39-37	121
22	Lalanakere	250-03	160
	Total for Taluk	901-29	1479
	Srirangapatna Taluk		
23	Gamanahalli	2-33	03
24	Bannahalli	32-00	65
25	Doddaharohalli	14-01	51
26	Chikkaharohalli	15-32	65
27	Thadagavadi	10-24	54
28	Garakahalli	45-29	109
29	Arakere	49-20	149
30	Paramanandahalli	113-22	182
31	Gobbaragala	28-18	125
32	Vadiyandahalli	166-19	330
33	Channahalli	0-03	02
34	Belavadi	353-24	260
35	Mahadevapura	912-10	493
36	Tharipura	648-27	453
37	Dodda Ankanahalli	237-04	82
38	Hampapura	252-34	165
39	Hebbadi	1227-20	374
40	Melapura	303-03	220
	Total for Taluk	4414-03	31822

Sl. No.	Taluk and Villages	Area of Land acquisition Acre - Gunte	No. of families obtaining the compensation
	Maddur Taluk 11 Villages	589-22	1097
	Mandya Taluk 11 Villages	901-29	1479
	Srirangapatna 18 Villages Taluk	4414-03	3182
	Total for District	40 Villages	5905-14 5758

Width-wise Road Details: The details of single-road (3.75 M), medium- road (5.5 M) and double-road (7.5 M) by the end of March 2002 are as follows:

TABLE: 7.6 : Width-wise details of first three classes of roads (in KM) (upto March end 2002)

Different types of Roads	Different Width Roads			
	Total Roads	Single Lane	Middle Lane	Double Lane
National Highway	73	-	-	73
State Highway	244	165	020	59
Major District Road	1,366	1,254	81	31
Total	1,983	1,419	101	193

It can be seen from the above that out of the three type of roads in the district, the number of double lane roads and medium roads were less in number and the rest were single roads. The other district roads and rural roads that fall under the engineering department in the district are generally single roads and the roads under Taluk Development Boards also fall under this category. But, irrigation roads and K.E.B. roads are kachha narrow roads and are used for specific purposes.

Bridges

Tank bunds, bridge, road bridge and railway bridges are the methods invented by man to cross tanks, canals, streams and rivers and these have a long history. Though the learning of swimming by the primitive man, living on the banks of rivers by observing water animals is ancient, it is also a historic fact that man learnt to cross water with the help of floating objects and he had also learnt to cross on barefoot during summer season. Timber logs and rafts

were the ancient instruments, while in later days hanging bridge made of bamboo was in use for crossing streams during rainy season. In this way, stage-by-stage, man went forward to use improvised techniques although scientific method of constructing bridges commenced only in the recent centuries. Mandya district is not an exception to this. Mandya district is in the first place in the state today with regard to road transport and having 160 KM road for every 100 sq. KM proves this point. The major reason for this is the role played by the pool-bridges and the district has made significant achievement in their construction also.

The most ancient records relating to construction of bridges in the district belongs to Talakad Ganga period. The 713 AD Hallegere (Mandya taluk) copper plate inscription of Ganga king Shivamara I (679-725 AD) mentions about the construction of a bridge across Kilani river near Keragod, in addition to the mention of a highway (Mahapath) passing adjacent to the village. There are possibilities of a submersible bridge existing across Cauvery river near Kannambadi during the period of Vijayanagar kings. There are also possibilities of a bridge constructed across Cauvery river near Shivasamudra during Raja Wodeyers period. It is understood that during the period of Hyder-Tippu a bridge was constructed in the district across Cauvery river. Francis Buchanan who gave a visit to the district during 1800 has given a detailed account of the country bridges across Cauvery river in the district.

The bridge across the two branches of Cauvery river near Shivasamudra constructed around 700 years ago is the most ancient bridge in the district and an inscription on this place says that this bridge was got repaired by the then local Jahagirdar Ramaswamy Mudaliar and he was awarded title and jahagir by the company government. It is called Lushington Bridge. But, that bridge is in a dilapidated condition. In 1727 AD a bridge was constructed across Cauvery river near Srirangapatna and later, in 1804, during the period of Diwan Poornaiah, a 512 feet long bridge was constructed with the help of French engineers across North Cauvery river near Srirangapatna and this was locally called the Kirangur Bridge, but was named after the then British Governor Lord Wellesley. After nearly 150 Years, it was noticed that, during monsoon rains, due to overflowing of Cauvery river, this bridge used to submerge in water and created obstruction for transport. However, this bridge was in use till 1964. As an alternative to this bridge another bridge, one and a half furlong away from this bridge, a 700 feet long and 24 feet wide was constructed during 1964 at a cost of Rs.11.25 lakhs and dedicated to the state.

The old Wellesley Bridge has not broken and even today it is being used for the transport of light vehicles. The bridge built across Cauvery South branch to the south of Srirangapatna is another ancient bridge in the district. This bridge was 288 feet long and 21.5 feet wide and it was an example for the building technology of those days. As this bridge became old, another bridge of 480 feet, a little away from this was constructed during 1968 at a cost of Rs.7.75 lakhs. A bridge of 100 feet long and 24 feet wide across Paschimvahini, the branch of South Cauvery river, one and a half KM away from Srirangapatna was built at a cost of Rs.68,600. This has also become old and an alternate bridge has been built.

Similarly, 170 feet long bridge across Lokapavani river along Bangalore-Mysore road, a bridge across Shimsha river between Koudle and Maddur and a 434 feet long bridge near Maddur-Somanahalli along Bangalore-Mysore road were built in as early as 1850. Recently, a new bridge has been built here. Another bridge, 252 feet long across Shimsha river near Yediyur on the National Highway No. 48 has been built. It is significant to note that the Bangalore-Mysore meter-gauge construction completed in 1881-82 and along this rail route were many rivers such as Kolar stream, Shimsha, Hebbala, Lokapavani, North Cauvery, South Cauvery and Paschimvahini were flowing and bridges across these rivers were built by 1882 itself. Some of them have been renewed and for a few, alternate bridges have been built. Similarly, when the Mysore-Arsikere line was built, some railway bridges were built along this route also. Between 1911-32 a 14.5 feet wide road was also laid above the 260.6 meter long Kannambadi dam built across Cauvery river that facilitated transport between the two ends of the dam. In order to reduce the pressure movement of vehicles upon the dam, an alternate bridge one kilometer away from the dam across Cauvery river has been built recently and opened for public transport and in this background the vehicle movement on the dam road is almost prohibited.

In 1933-34 a 630 feet long bridge near Akkihebbal across Hemavathy river and on Kikkeri-Mandagere road, near Mandagere a 595 feet long bridge was built at a cost of Rs.6.52 lakhs. Another bridge of 320 feet long built in 1938 across Shimsha river near Halgur at a cost of Rs.85,350, and the bridge built across Hebbala river near Mandya, Aladahalli bridge are some of the other major bridges in the district. The arch-type 240 feet long bridge across Veeravaishnavi river that flows in Nagamangala taluk near 102 KM stone on the Bangalore-Mangalore National Highway was built by 1966 itself.

Similarly, the government has proposed to build a bridge in 1966 across Cauvery river near Mahadevapura and also to construct a new bridge alternative to another bridge near Shivasamudra that was in dilapidated condition. Today, both these bridges have been completed and are in use. Later on, based on priority, alternate bridges have been constructed to most of the above mentioned bridges. The construction work of Mahadevapura bridge had completed long ago. Due to this, it is now possible to reach Srirangapatna and Mysore from Mandya via Kothathi, Kodiyala, Arakere and Mahadevapura. Private buses are plying on this route and this has not yet been nationalized. Through developmental works such as road improvement, repair of bridges and construction of new bridges, improvement in the transport system in the district is taking place continuously and as a result rivers, streams, waterways that obstruct various type of roads in the district have been met with the construction of culverts, pools, small and big bridges at a brisk pace. By 1982 there were 5,961 small bridges of one to 30 meters, 13 major bridges of 30-304 metres in the district. By the end of March 2000 there were 8,789 different types of bridges and culverts. In this respect Mandya district is in the second place after Kolar (9,139). By the end of March 2002 there were 30 bridges of 30 to 304 metres in the district. Figure in support of this are given in Table 7.7.

TABALE 7.7 : Details of bridges constructed on different roads in the district (upto end of March, 2000)

Culverts and Pool-Bridges of different size	Different Class of Roads					
	National Highway	State Highway	Major District road	Other District roads	Rural Roads	Total
Minor Bridges						
Cross Culverts (Upto 6 Mtrs)	29	613	2,618	243	4,499	8,002
6.01-12 Mtrs	3	86	220	20	160	489
12.1-18 Mtrs	2	49	69	13	58	191
18.01-24 Mtrs	-	15	27	3	7	52
24.01-30 Mtrs	1	8	11	-	4	24
30.01-60 Mtrs	2	3	9	-	3	17
Total	37	774	2954	279	4,731	8,775

Contd.....

Major Bridges of different size	Different Class of Roads					
	National Highway	State Highway	Major District road	Other District roads	Rural Roads	Total
Major Bridges						
60.01-90 Mtrs	1	-	-	-	-	1
90.1-152 Mtrs	-	05	-	-	-	05
152.01-304Mtrs	-	1	3	-	-	4
Above 304Mtrs	-	1	3	-	-	4
Total	1	7	6	-	-	14

TRAFFIC CENSUS AND VEHICULAR SURVEY

The Public Works Department started traffic Census and vehicular survey in 1959 to bring about reforms in transport system and to improve the road network based on the statistics collected regarding daily vehicular movement the pressure of vehicles on roads, vehicular density etc. For this purpose, the Public works department started conducting traffic census and vehicular survey every five years on all the roads under its control for a period of complete seven days in addition to one full day survey on certain selected roads. This survey helps in understanding the nature and characteristics of vehicles and goods and their impact on these roads. Accordingly, the Public works department conducted traffic census and vehicular survey for the first time in the district in 1961-62. Similar surveys were conducted for the first time during 1962-63 on a few selected roads. Later, as usual, the Public works department had planned to conduct traffic census and vehicular survey during the years 1965-66, 1970-71, 1975-76, 1987-88, 1992-93 and 1997-98 and details of the same are as follows:

The survey was conducted in the district also when the Public works department undertook its five-year survey during 1970-71. On 1st April, 1972. The Bangalore-Mangalore State Highway No.48 was declared as National Highway. On this road 334 heavy vehicles, 326 light vehicles and 52 slow moving vehicles traveled daily and they were equivalent to 1,646 Passenger car units. Similarly, the transport density was 5,713 MT on state highways, 841 MT on Major district roads and 455 MT on Other district roads and 558 MT on rural roads. It is documented that 73 heavy vehicles, 84 light vehicles and 124

slow moving vehicles traveled on the state fund roads. It is observed that during this period the vehicular traffic on various state highways was as follows: 410 heavy vehicles, 635 light district vehicles and 68 slow moving vehicles. Similar survey conducted on Major district roads and Other district roads indicated that 57 heavy vehicles, 58 light vehicles and 127 slow moving vehicles traveled on these roads.

In the survey conducted by the Public works department during January 1977, for the purpose of conducting traffic census and vehicular survey on the 5,036 KM road under its control, the department had opened 60 count posts – six on State highways, 14 on Major district roads, 13 on Other district roads and 27 on Rural roads. However, no countposts was established on the National Highway that passed through the district for a distance of 29 KM. But, as per the census, it was found that 422 heavy vehicles, 270 light vehicles and 84 slow moving vehicles traveled on the National Highway No.48 and this was considered as equal to 1975 Passenger car units. When compared to the figure for 1970-71 the vehicular movement had increased by 8.53% while the light vehicles movement had reduced by 17.94%. Similarly, the goods traffic was as follows: 4764 MT on State highways, 943 MT on Major district roads, 541 MT on Other roads and 871 MT on the Rural roads and on comparison this had increased by 35% when compared to similar figures for 1970-71 census. During the same period the vehicular movement on the different state fund roads in the district was as follows: 107 heavy vehicles, 77 light vehicles and 136 slow moving vehicles and this was considered as equal to 1267 Passenger car units and this was found to be 14% more than the previous survey figures.

Later at the time of 1981-82 five year traffic census and vehicular survey the Public works department had established 105 countposts centres along the 5105 KM roads under its jurisdiction at an average of one centre for every five kilometres. The details are as follows: six centres along State highways (168 KM) in the district at an average of one centre for every 28 KM, 23 centres along Major district roads (468 KM) at an average of one center for every 20 KM, 36 centres along Other district roads (612 KM) at an average of one centre for every 17 KM. During this period the goods traffic density was respectively 6,559 MT, 1,511 MT, 1,011 MT and 907 MT and compared to the previous census this had increased by 47%. Similarly, on the state fund roads, on an average, 102 heavy vehicles, 119 light vehicles, 150 slow moving vehicles had traveled and this was equivalent to 1,321 passenger car units. During the same

period the vehicular movement and goods traffic on the National Highway No.48 had increased by 11.78%.

According to the five year traffic census and vehicular survey undertaken by the Public works department during 1992-93, there was 6,326 KM of roads and 11 count posts along state highways in the district, 53 along major district roads, five along other district roads and 41 along rural roads were set up. On an average there was one such centre each for every 26 KM on the state highways, for every 25 KM on the major district roads, for every 24 KM on other district roads and 110 such centres for every 111 KM along the rural roads. On the National Highway No.48, on an average, 4130 heavy goods vehicles, 3493 light vehicles, 167 slow moving vehicles (total 7,790) had traveled and this was equivalent to 28,483 passenger car units. On the state highway, on an average, 164 heavy goods vehicles, 369 light vehicles, 76 slow moving vehicles (total 609) had traveled and this was equivalent to 1,297 passenger car units. The average daily goods transport density on all the roads put together was 1,946 MT. The average daily goods traffic density was 11,086 MT on state highways, 2,174 MT on major district roads, 943 MT on other district roads and 659 MT on rural roads. The average daily goods transport density on all types of state fund roads was 1,946 MT.

During the 1997-98 five year traffic survey conducted by the department, 126 count posts for every 50 KM on an average along the 6,326 KM roads were established. On an average there were 12 count posts for every 24 KM along the 288 KM state highways. 63 centres along the 1340 KM major district roads, eight centres along the 120 KM other district roads and 43 centres along the 4,749 KM rural roads for every 21 KM, 15 KM and 106 KM respectively. During this period, on the National Highway No.48, on an average, 6,059 heavy goods vehicles, 4,813 light vehicles, 29 slow moving vehicles (total 10,900) had traveled and this was equivalent to 24,349 passenger car units. Further, there was 67,825 MT transport density on this National Highway and this was higher than the state average of 59,460 MT. During the same period, on the state highway, there was 16,793 MT, 2,898 MT on the major district roads, 949 MT on the other district roads and 734 MT transport density and this has increased compared to the previous census. During this period, on the state fund roads 196 heavy goods vehicles, 602 light vehicles, 62 slow moving vehicles (total 861) had traveled and this was equivalent to 1,561 passenger car units. It was also noted that the average daily traffic density was 2,551 MT on these roads.

REGIONAL TRANSPORT OFFICE

This department was more popular as 'Motor Vehicle Department' before it was renamed as 'Transport Department' in 1989. Being one of the few departments that bring revenue to government, this department performs the functions of motor vehicle registration, control, tax collections, issue of license to drivers and conductors under i) 1939 Motor Vehicles Act (1939 Central Act IV), ii) Karnataka Motor Vehicles Tax Act 1957, iii) Karnataka Motor Vehicles Act, 1963, iv) Motor Vehicles Act 1988 (59th Central Act 1988), v) Karnataka Motor Vehicles Act, 1989 and vi) Motor Vehicles Act, 1989 of Central Government. In addition, the Regional transport offices at district level implement rules and regulations made by central and state governments from time to time.

Before this department started working the district boards and town municipalities were performing traffic and vehicular control with the assistance of local police. As per the 1911 Mysore Transport Control Act, the public transport vehicle control and inspection was entrusted to town municipalities. As per 1913 Motor Vehicle Control Act, registration of vehicles and driving license were made compulsory and drivers were even given driving licenses.

As per 1929 Mysore Motor Vehicles Act, the power to issue license to motor vehicles was with the Bangalore I.G.P. In 1937 the respective Deputy Commissioners were empowered to issue motor vehicle license in their respective districts. The Mysore Transport Board comprising of leader of constituent assembly, official and non-official members attempted to bring uniformity in motor control and registration by implementing the Mysore Road Transport and Tax Control Act on January 1, 1936. As a result, the then existing powers of District Boards and Municipalities to impose vehicle tax was abolished. The municipalities were suitably compensated for this. In addition, a separate road fund was created. This board met often and took required decisions. Tollgates were opened for collection of road tax. In order to help motor vehicle transporters, the tollgate officials in the regional borders were given powers to issue short term permits. During 1937 there were 82 tollgates in Mysore Province. The tax on motorcycles and cars was reduced. Rear view mirror was made compulsory for all vehicles except motorcycles. Bus conductors license were renewed. In order to prevent accidents, speed limits such as 30 miles per hour for cars and 20 miles per hour for lorries were imposed. In 1940 it was decided to run the State transport department in association with the Southern Railway. In order to ascertain the condition of public transport vehicles and

private lorries, the district magistrate was requested to conduct surprise checks. During the same year first - aid training was made compulsory to drivers and conductors. In 1942, the seating capacity of buses were fixed in addition to fixing of meter and rent for taxis. During the Second World War in Europe, as per the suggestion of Mysore Road Classification Committee the tollgates existing within the province were abolished. To make up for the loss of revenue on this account, the Mysore Transport Board agreed to increase motor vehicle tax. Tyre, and petrol were brought under rationing. However, public transport facility was run as usual. As per the 1946 Motor Vehicle and Road Transport Act third party insurance was made compulsory. During 1948 the district police commissioner had the powers to issue license to vehicle drivers and the I.G.P. was the vehicle registration authority. In 1948-49, on account of petrol shortage and road nationalization policy, issue of bus permits was controlled. In 1950, permits were issued to autorikshaws including fixing of tax rates and minimum fares. In this way, the Mysore Transport Board, established in 1939 was in existence till 1957 and functioned effectively. Later, in 1957, when the Motor Vehicles Department came into existence five regional transport divisions were opened. As on April 1, 1957 Mysore, Mandya, Hassan, Chikmagalur and Shimoga districts were under Mysore regional transport division. Parallely, the government went ahead with opening one Regional Transport Office in each district. Accordingly, Mandya Regional Transport Office was started in 1957.

In order to speed up the functioning of Motor transport department, Regional Transport Authority at district level were established in 1958. The Deputy commissioner was its president, District superintendent of police, its member and the Regional transport officer was the ex-officio secretary and it functioned like a judicial authority. To prevent unnecessary delays to vehicle owners, as per 1957 Motor Vehicle Act, in addition to Regional transport officers, the taluk treasury officers were also given powers to issue license. Traffic control was the function of police department and the regional transport officers looked after registration and issue of permits. Compulsory insurance system was implemented strictly. Regional transport officers had to register vehicles in their respective district in addition to issue of license to conductors and drivers. Accordingly, today, Regional transport offices are functioning in all the districts of the state. The R.T.O. code for Mandya district is 11 and this code is given to all the vehicles registered in the district.

The details of vehicles registered in the district transport office from 1959 to 2002 are given in Tables 7.8 and 7.9. As per these details, while 737 vehicles

were registered in the district by 1959 the number of vehicles registered in the district by 1969 was 1,109, thereby registering a 50% increase in the number of vehicles in the decade. By 1979 there were 3,677 vehicles in the district and by 1989 there were a total of 14,965 vehicles, thereby showing a fourfold increase during the decade. By 1999 there were 48,209 vehicles in the district and there was a threefold increase in the decade. By the end of March 2000, there were 53,121 vehicles in the district and by March 2002 this increased to 64,613. This helps in indicating the economic development of the district. The number of motor vehicles registered in the district per one lakh population was as follows: 114 in 1971, 318 in 1981, 1,143 in 1991 and 1,958 in 1996. These figures at state level were 421, 1094, 3,161 and 4,469 respectively and there is every possibility of increase in number of motor vehicles in the district.

The motor cycles that were only 43 in 1959 increased to 407 by 1973, to 1,772 by 1979 and to 4,121 by 1984. Later, this increased by leaps and bounds and this was 11,307 in 1989; 16,823 in 1992; 27,155 in 1996; 34,011 in 1998, 41,697 by the end of March 2000 and 50,733 by end of March 2002 and it is to be mentioned here that the motorcycles comprise 80% of total vehicles in the state.

Although baby taxis and autorikshaws started plying in the state capital Bangalore, by as early as 1950 they made their appearance in Mandya district after 1967 only. Autorikshaws made their appearance in the decade of 1970 and in 1972 there were only two autorikshaws in the district and by 1979 it touched 100 and later by 1984 it rose to 248, to 542 by 1987, to 679 by 1989, to 935 by 1992, to 1,069 by 1994, to 1,700 by 1998, to 1,915 by 1999, by the end of 2000 it was 2,098 and by March end 2002 they increased to 2,391. They were supporting the transport system in the district in addition to providing succor to a number of families.

Bullock Carts: Mandya, being an agriculture based district, there was extensive use of bullock carts for passenger and goods transport from a early times and by 1872 there were 12,491 bullock carts in the district, and they paid an annual tax of rupee one that was increased to rupees two later. Tax exemption to bullock carts belonging to farmers was given only after protests. After 1970, rubber tyres came into use in place of wooden wheels and this, in addition to transforming the character of the carts, brought about tremendous improvement in the rural transportation. Table 7.11 establishes that although tractors, trucks, tempos are being used for goods transport in the district, the

importance of bullock carts has not reduced. In the said table, while the basis for figures up to 1960 was 'government facts and figures', the figures for later years are taken from 'cattle census' of the animal husbandry department. Accordingly, as per the 1997 survey, there were 39,532 bullock carts in the district .

There were only 5 tractors in the district by 1940 and this increased to 23 by 1956. This increased to 168 by 1975, to 190 by 1976, 342 by 1984, to 527 by 1989, 905 by 1993, to 1,052 by 1994 and by the end of 2001 it had increased to 2,509. This had increased to 2,691 by the end of 2002 and there were 2,693 trailers in the district. This helps in indicating the improvement that has taken place in the district in the field of transportation of agricultural produce and other goods.

By 1956 itself 138 private buses had been registered in the district and by 1966 this came down to 112 and 110 by 1979. But, later, by 1986 they increased to 167 and to 201 by 1989. By 1994 this reduced to 180 and by the end of 2000 they increased to 313. By the end of March 2002 there were 373 buses plying in the district. This indicates that the road transport in the district was still under the control of private operators in addition to providing transport facility to rural areas. More than 300 private buses such as Panchalingeswara, Nagalingeswara, Halagur Express are plying in the district. This also shows that the road transport in the district depended mainly on the private transport system.

On an analysis of the motor vehicles registered, taluk-wise in the district, it is found that all category of vehicles were more in number in Mandya taluk and majority of vehicles were registered in this taluk. The next three places goes respectively to Maddur, Malavalli and Srirangapatna taluks while Nagamangala and Krishnarajapet taluks were in last place. By 2002. March, 50% of the vehicles in the district were in Mandya taluk while Maddur, Malavalli, Pandavapura and Srirangapatna were in the next place. Tractor and trailers density was more concentrated in Mandya, Maddur and Malavalli taluks and it was less dense in other taluks. Autorikshaws are also more in number in Mandya, Maddur and Malavalli taluks with 60% of them in Mandya taluk while 101 autos were in Nagamangala taluk, 87 in Pandavapura and 78 in Krishnarajapet taluks. For more details see Tables 7.10 to 7.12.

According to 1939 Motor Vehicle Act, license is compulsory for running transport vehicles in public places and as per 1983 amendment, photograph on

driver's license has been made compulsory. As per Section 21 of Motor Vehicle Act 1939, bus conductors should also possess license. For this, eligibility test will be conducted for drivers and conductors and the regional transport officer has powers to issue license to those candidates who pass these tests. In order to prevent road accidents, drivers will be subjected to strenuous test. As a result, in Mandya district there were only 72 driver's license in 1960 and 1,318 license were issued by 1966. This increased to 3,077 by 1979, 10,835 by 1982, 20,516 by 1991, 22,829 by 1997 and by the end of 2000 they had increased to 38,153. By the end of March 2002 this had increased to 46,613. Similarly, the license issued to conductors in the district were as follows: 1986-2,697, 1988-3,802, 1990-5,093, 1994-6,025, 1997-7,991 and by the end of March 2000 the license issued were 11,936. This increased to 14,694 by the end of March 2002. For details see Table 7.13.

Motor Driving Training Schools: As per 1939 Motor Vehicles Act, state government has powers to control the Motor driving schools. Accordingly, under Rule 30 of 1963, Motor Vehicles Act, the state government has given powers to Regional transport officers for issue of permits to Motor driving schools. As per this, there was only one Motor driving school in Mandya district at Mandya (Malnad Driving School). It increased to two by 1991. While 243 candidates passed in 1991 from Malnad Driving School, 124 candidates passed from Mandya Driving School. This later merged with Malnad Driving School. Later, by 1998 there were five Driving Schools in Mandya district. By the end of 2000 there were three driving schools [two in Mandya and one in Bharatinagar (K.M.Doddi)]. By the end of 2002 there were 4 driving schools in Mandya district: 1) Mandya Driving School, 2) Madhura Driving School, (both in Mandya town) 3) Balaji Driving School in Bharatinagar and 4) Vigneshwra Driving School in Malavalli. 700 candidates had passed from these driving schools while 12 candidates failed. It is significant to note that 267 and 426 candidates passed from the two Mandya driving schools respectively.

Plastic License Cards: In 1984-85, issue of plastic license cards to drivers of two-wheelers and cars was introduced in Bangalore for the first time on an experimental basis. In view of its simplicity and security, it became very popular. As a result, by 1987, while plastic license cards were being issued in all the 28 Regional transport offices, it was introduced in Mandya district only during 1989. These are being issued in three colours - blue cards for two-wheelers, green cards for light vehicles and red cards for motor cars and motor

cycles. Accordingly, 939 blue cards, 63 green cards and 132 red cards were issued in 1990-91 and Rs.17,745 was collected. 4,291 blue cards, 352 green cards and 2,180 red cards were issued to drivers of different vehicles in 1999-2000 and Rs.1,02,375 was collected by the department. The developments from then onwards till the end of March 2002 are given in Table 7.14.

Accidents: Though the transport department subject the driving license seekers to rigorous tests before issue of license to prevent accidents, but technical problems in vehicles, drivers' carelessness, ill maintained roads, traffic offence by pedestrians are some of the reasons that have contributed to the increase in the number of road accidents. All should be equally careful in preventing accidents. While 103 accidents occurred in the district during 1967 and 31 persons lost their lives, 222 accidents occurred during 1973 and 73 persons lost their lives. 311 accidents occurred during 1980 and 516 accidents in 1989 and 147 persons lost their lives. This rose to 1,083 accidents in 1997 and 210 deaths. It is understood that by the end of 2000 there were 854 accidents. The traffic police are taking several measures such as signal control, traffic rule campaign etc., to prevent accidents. The figures in this regard upto the end of 2002 are given in Table 7.15.

Pollution Control: According to provision 115 of Motor Vehicles Act 1989, smoke emission testing was implemented in Bangalore and other major towns of the state during 1990. Accordingly, this was implemented in Mandya district also from 1996. Two private emission-testing centres were functioning in Mandya and they issue emission certificate to vehicle owners. For this purpose, there is a separate unit for control of smoke emission of vehicles in the department and it is provided with smoke analysis equipments and smoke metres.

TABLE 7.8 : Details of vehicles registered in the district from 1959 to 2002

Year	Total No. of Vehicles Registered	Year	Total No. of Vehicles Registered
1959	437	1985	7,557
1960	464	1990	17,249
1965	737	1995	31,228
1970	NA	2000	53,121
1975	1,542	2001	58,654
1980	3,945	2002	64,522

TABLE 7.9 : Details of motor vehicles registered in the district for selected years upto the end of 2002

Different Types of Vehicles	1965	1967	1973	1979	1986	1989	1994	1996	1998	1999	2001	2002
Motor Cycle, Scooter	43	292	407	1,772	6,338	1,1061	21,105	27,155	34,011	37,439	45,840	50,344
Motor Cab	-	1	-	17	133	131	238	-	-	64	115	118
Motor Car	-	260	247	468	565	691	948	1,132	1,495	1,585	1,962	2,051
Jeep	172	-	-	141	131	156	95	-	-	-	103	116
Auto- Rickshaw	-	-	-	100	395	679	1,069	1,277	1,700	1,915	2,260	2,533
Bus	-	18	17	27	22	35	54	-	-	109	123	128
Goods Vehicle	332	215	265	422	483	928	1,450	1,699	1,970	2,019	2,246	2,364
Stage Carrier	138	113	197	110	167	201	180	-	-	-	346	323
Tractor	23	-	-	-	852	1,038	10,52	-	-	-	2519	2691
Trailer							1,081	-	-	-	3549	2693
Other Vehicles	29	129	295	604	57	48	126	3,574	4,831	5,078	591	1,171
Total	737	1,039	1,428	3,677	9,108	14,965	27,408	31,228	44,007	48,209	58,654	64,522

Table 7.10 : Taluk-wise details of vehicles registered upto the end of March 2002

Taluk	Motorcycle/ Scooters	Motor cars	Autorikshaws	Goods vehicles	Others	Total
Krishnarajpet	2,915	97	192	125	-	4,098
Nagamangala	3,504	118	200	206	-	4,964
Pandavapura	3,420	96	95	183	-	4,317
Mandya	28,069	1,359	1,529	1,165	-	34,625
Maddur	5,476	136	223	301	-	6,887
Malavalli	4,785	133	170	179	-	6,035
Srirangapatna	2,775	112	120	205	-	3,596
Total	50,344	2,051	2,533	2,364	7,230	64,522

Table 7.11 : Details of bullock-carts in the district upto 2002

Year	Bullock-carts	Year	Bullock-carts
1923	16,300	1966	33,947
1939	21,800	1972	33,962
1940	21,811	1977	39,831
1944	21,811	1983	39,608
1947	17,720	1990	39,600
1950	17,789	1997	39,532
1960	28,633		

**Table 7.12 : Taluk-wise details of selected vehicles registered in the district
(As at 1984, 89, 95, 99, 2002)**

Taluk	Motor cycle					
	1984	1989	1995	1999	2001	2002
Krishnarajpet	123	186	1,133	2,288	2,685	2,815
Nagamangala	173	233	1,221	2,886	3,424	3,504
Pandavapura	139	311	1,693	3,135	3,378	3,426
Mandya	2,821	9,137	12,108	18,128	23,669	28,069
Maddur	475	606	4,070	5,129	5,376	5,476
Malavalli	178	313	2,228	3,287	4,585	4,785
Srirangapatna	212	275	1,716	2,586	2,723	2,775
Total	4,121	11,061	24,169	37,439	45,840	50,344

Taluk	Motor car					
	1984	1989	1995	1999	2001	2002
Krishnarajpet	04	07	60	83	92	97
Nagamangala	15	35	59	99	114	118
Pandavapura	35	27	64	86	96	96
Mandya	402	473	596	978	1,287	1,359
Maddur	51	77	89	121	134	136
Malavalli	29	18	97	118	130	133
Srirangapatna	39	54	80	100	109	112
Total	575	691	1,045	1,585	1,962	2,051

Tractors / Trailers

Taluk	1984	1989	2001	2002
Krishnarajpet	11	38	NA	660
Nagamangala	22	60	"	864
Pandavapura	06	28	"	410
Mandya	185	578	"	1,878
Maddur	76	188	"	597
Malavalli	28	102	"	572
Srirangapatna	14	44	"	297
Total	342	1,038	5,045	5,278

Goods Vehicles

Taluk	1984	1989	1995	1999	2001	2002
Krishnarajpet	28	32	62	87	101	125
Nagamangala	50	46	128	159	176	206
Pandavapura	56	38	126	166	177	183
Mandya	1,032	678	840	1,040	1,137	1,165
Maddur	188	50	193	240	289	301
Malavalli	103	37	102	143	170	179
Srirangapatna	65	44	146	184	196	205
Total	1,522	925	1,597	2,019	2,246	2,364

Autorikshaws

Taluk	1989	1995	1999	2001	2002
Krishnarajpet	23	42	78	106	192
Nagamangala	32	43	101	140	200
Pandavapura	30	47	87	92	95
Mandya	450	803	1,199	1,429	1,529
Maddur	80	131	206	219	227
Malavalli	35	57	135	155	170
Srirangapatna	29	58	109	118	1,120
Total	679	1,181	1,915	2,259	2,533

Table 7.13 : Details of license issued to drivers and conductors in the district to the end of selected years upto end of 2002

Year	Number of Driver's license in force	Number of Conductor's license in force
1960	72	-
1967	1,318	-
1971	2,462	-
1979	3,077	-
1980	3,533	1,914
1984	6,654	2,538
1986	9,264	2,697
1988	12,998	3,802
1990	18,347	5,093
1994	23,103	9,025
1998	29,076	8,414
1999	33,723	10,926
2000	38,153	11,936
2001	41,955	13,427
2002	46,613	14,694

Table 7.14 : Details of Plastic License Cards issued in the district

Year	Blue plastic cards	Revenue received in Rs.	Green plastic cards	Revenue received in Rs.	Red plastic cards	Revenue received Rs.	Total revenue Rs.
1991	938	14,070	63	945	182	2,730	17,745
1998	5,750	86,250	382	5,730	2,602	39,030	1,31,010
1999	5,565	83,535	350	5,550	2,525	37,575	1,26,660
2000	4,291	64,365	352	5,280	2,182	32,730	1,02,375
2001	6,118	91,770	379	5,685	2,275	34,125	1,31,580
2002	7,809	1,17,135	461	6,915	3,286	49,290	1,73,340

Table 7.15 : Details of Accidents in the district (upto 2002)

Year	Fatal	Non-fatal	Total accidents	Killed	Injured
1960	-	-	114	18	96
1967	-	-	103	31	68
1973	-	-	222	73	238
1980	-	-	311	86	387
1982	-	-	344	79	482
1983	-	-	339	92	410
1984	-	-	427	180	885
1989	-	-	516	147	910
1992	-	-	761	157	1,230
1994	-	-	703	52	415
1995	89	665	754	-	-
1996	114	740	854	-	-
1997	183	900	1,083	210	1844
1998	102	635	737	NA	NA
1999	108	810	918	NA	NA
2000	144	848	992	NA	NA
2002	96	1,079	1,175	NA	NA

NA: Not Available

PUBLIC TRANSPORT

Till the close of the previous century public transport was completely private. Ox, buffalo, donkey, horse and bullock carts were the main medium of transport for the common man. The kings and their entourage used palanquin, horse, elephant, chariot etc., as their personal transport medium. Later, in towns, Tonga, Jataka (horse-cart), and Bicycles entered public life. Till recently bullock carts were the main rural transport media and wooden-wheel carts and iron-wheel carts were in use. Bullock carts and horse-driven carts traveled between Maddur-Malavalli, Malavalli-Kollegala, Malavalli-Talkad, Mysore-Srirangaptna, Srirangaptna-Melkote and it is noted that there were 25 horse-driven carts in Mysore district. By 1911 there was a transport division

and as per the administrative reports of respective years it is found that by 1922, it had Tonga bullock cart, 156 iron-wheel cart and six ambulance vehicles under its control. The local government had approved a Public Transport Regulation Act in 1911 itself. Private buses came into use from the start of the previous century and this gave tremendous impetus to public transport. and paved way for a new revolution in the field of public service.

As early as 1920 private buses such as K.N.S. Motors, Modern Motors and Sakkur Motors were plying in the district between Bangalore and Mysore, while T.S. Manjappa, Motors and Bhagwan Company buses were plying between Malavalli - Mysore, Srirangapatna, and Yoganarasimha buses operated between Channapatna and Mysore. Chamundi Motors operated between Mysore and Kunigal, K.V.Brothers operated between Mysore and Melkote and Shankaranarayana Service was plying between Maddur-Malavalli-Kollegala and some of these buses performed postal service also. It is understood that, during the First World War, when there was shortage of petrol, the buses were run by using coal.

By this time, in Mysore province, transport division had been established. The Mysore Transport Board established in 1936 for the purpose of public transport regulation was also entrusted with the function of public transport control. By 1935, in Mysore district, 100 buses were plying and out of them 26 buses had provided transport facility to the areas coming under the present Mandya district. The bus fares were five paise per mile for places connected by rail and four paise per mile for other places. Although tyre rationing was brought during the Second World War, bus services were continued as usual. Aresalun model was used for bus body building. The local government, as per the recommendations of the committee brought in, the 1945 Motor Vehicle and Road Transport Act during 1945. As per the 1945 Motor Vehicle and Road Transport Act, the Inspector General of Police was appointed transport controller. The maximum fare per mile was fixed at 10 paise from 12 paise. District Transport Suggestion Committees were established at district level. In 1948, the Mysore Transport Board re-fixed the fares at 6 paise per mile in the plain areas and nine paise per mile in Malnad regions. By this time, the Mysore Transport Board had discussed about nationalization of routes and expressed its intention towards nationalization.

After the independence, as in other states, here also, Mysore State Road Transport Department was established on September 12, 1948. Initially, the department purchased 20 buses in phases and provided transport facility to

different places from Bangalore. Initially 5 paise per KM was charged as fare. In 1952-53 the department appointed ticket booking agents at major bus stations for the benefit of passengers, government employees and students were given concession passes (1958). As per Section three of 1950 Central Road Transport Corporation Act, the name of Mysore State Road Transport Department was changed to Mysore State Road Transport Corporation on 1st August, 1961. In the meantime, the bus fares were revised in 1966. Later, in 1973, it was named as the Karnataka State Road Transport Corporation. Since 1980, Mandya district was under the rural depot of Mysore division and in 1989 a separate depot was established in Mandya. From then onwards, the depot is working hard towards providing rural transport facility. It had the objective of providing urban transport facility and as on November, 2000, the depot had 106 buses and operated on 98 schedules covering a distance of 36,962 KM and is making profit with an average daily revenue of Rs.4,10,709. Since a long time there was pressure from public for starting new depot and accordingly Maddur depot has been started recently.

Table 7.16 : Details of activities of Mandya K.S.R.T.C. Depot

Year	Total No. of schedules	Total KM	Total No. of buses	Daily average collection
1996	91	36,266	96	2,21,041
1997	92	35,716	100	2,79,472
1998	98	34,289	105	2,66,532
1999	86	31,301	104	3,06,572
2000	94	35,051	102	3,72,881

Maddur Depot: This started functioning from March 1, 2002. This depot started operations with four schedules and by October 2002 it had 36 buses with 34 schedules and is servicing 11,582 KM. The average daily revenue is between Rs.1,30,000 to Rs.1,50,000.

Urban Transport: Mandya depot started city service operations from February 2000 and presently one route is active with a route mileage of 260 KM and from this route the division is earning an average daily revenue of Rs.2,442. This depot is giving service to rural transport and in the background of private bus operators monopolizing the rural transport in Mandya district This depot has ample opportunities to expand. The corporation is having

proposal to establish separate depot at Malavalli, Nagamangala and Krishnarajapet in the district.

RAIL TRANSPORT

During the British colonial rule, although various developments took place for the benefit of the colonies, they indirectly benefited the people. In the beginning of the nineteenth century, railway transport started developing in Western countries. It was a significant event in England, when the railway transport commenced in 1825 with the use of steam engine. By 1848, rail transport gained importance in countries like France, America, Germany, Holland, Italy and, Spain. This naturally, alerted the British who had been ruling a vast country like India. The rail transport that was started in India in 1853 helped in establishing direct contact with various parts of the country, besides improving goods transport, it indirectly supported the economic development. The Madras Presidency that had its headquarters at Madras (Chennai), for the purposes of political control, economic gains and social regulation on various places, from Chennai had planned effectively to use the railway transport services. In this way, in the background of multiple reasons the British government went ahead with the construction of railways in India that was also indirectly responsible for the development of the country.

During this period, as Mysore state was under the rule of British Commissioners, the railway era commenced in Mysore region during 1864. When Bowring was the commissioner of Mysore, he ordered a survey for construction of rail route. In relation to this Capt. Lindsay and chief engineer Meslanle prepared a report and submitted to government during December 1870. Accordingly, the expenditure on Bangalore-Mysore rail route was re-estimated in 1871 but was held back in 1872 due to scarcity of funds. Mumbai, Madras and Mysore regions that were under the control of British, faced severe draught during 1874-79. In order to provide relief to the draught-hit people, it was decided to take up Bangalore-Mysore meter-gauge (3 - 3.75 ft.) construction and as a part of this, under the supervision of Public works department, earth digging work was taken up between Bangalore and Channapatna during 1877-78, paving way for the construction of rail route. This work was estimated to cost Rs.38.82 lakhs and the British government gave its acceptance for this job during October 1880. The work was started by Mysore State Railway Department and was handed over to Madras Railway Company during 1880. As a first stage, on February 1, 1881, the railway traffic commenced between

Bangalore and Channapatna (56 KM). On March 20, 1881 this service was extended from Channapatna to Mandya (37 KM). Later, after the completion of 45 KM rail route between Mandya and Mysore, on February 25, 1882, Bangalore-Mysore direct railway service commenced. From June 1, 1882 goods transport was also allowed.

The Ashtagrama Sugar Works that was started in 1847 at Palahalli was famous for crystal sugar and it had won prizes during 1851, 1861 and 1862 international exhibitions. But, around 1894 this was closed for various reasons. From the time, the Bangalore-Mysore rail route commenced, the railway station at Palahalli was working, due to the existence of the sugar factory there. The station was abandoned during 1990's. The 138.25 KM Bangalore-Mysore metre-gauge was completed at a cost of Rs.55.48 lakhs by utilizing the current revenues of respective years. This improved the transport between Bangalore and Mysore in a significant way. In addition, it brought revenue to the government treasury. While passing through Mandya district it had to cross rivers and streams such as Kolur Hole, Shimsha, Hebbala, Lokapavani, Uttara Cauvery, Dakshina Cauvery and Paschima Vahini and bridges were constructed across them. Further, when the challenge of constructing strong bridges to the branches of Cauvery river along the Bangalore-Mysore route came Maj.Le.Mesurier, the special engineer was invited, for this purpose only during 1879. He was successful in completing the bridge well before the schedule and he left for his motherland during 1885. The 1885 Mysore Administrative Report states that his services were praised during the 1885 Dasara Durbar. It is significant to note that instead of using the teakwood sleepers below the rails, Poon tree sleepers coated with carbolic acid were imported from Europe, that were more durable and of better quality. During 1886 the State railway was handed over to the Southern Maratha Railway Company.

Along the Bangalore-Mysore railway line that covered a distance of 61 KM in Mandya district, there were sixteen railway stations belonging to different types. They were - Nidaghatta, Maddur, Hanakere, Budanur, Mandya, Kallahalli, Indavalu, Yeliyuru, Elechakanahalli, Byadarahalli, Talashasana (Chandagiri Koppalu), Neleman, French Rocks (Pandavapura Railway Station), Srirangapatna, Paschimavahini and Palahalli. In this route, in the beginning, only shuttle trains were traveling and later Mail and Express trains also commenced. The mail trains plying between Bangalore and Mysore stopped only in Maddur, Mandya, French Rocks and Srirangapatna in the district while shuttle trains stopped in all stations.

In those days, for transport of goods from Maddur railway station to Kollegal through Malavalli there was the service of Out-agency. As per Fast Rail Route Plan of 1911 of Mysore government, the Mysore Railway Division started in 1912 and commenced the construction of Mysore-Arsikere rail route in 1913. Even during the difficult years of the first World War, on account of keen interest of Sir M.Vishweshwaraiah the construction from both ends of this route was speeded up. By August 1917, with an expenditure of Rs.82,39,944, the construction work of this route was completed and on September 1st of the same year running of goods trains between Mysore and Arsikere commenced. Later, from January 3, 1918 in addition to goods transport, passenger transport also commenced. The 165 KM Mysore-Arsikere metre gauge rail route covers a distance of 22.15 KM in the district and passes through Belagola, Krishnarajasagara stations and later through Sagarakatte, Doranahalli, K.R.Nagar and Hosa Agrahara in K.R.Nagar taluk in Mysore district and enters Mandya district again at Akkihebbal and passes through Akkihebbala, Biravalli and Mandagere stations and through Shravanur station enters Hassan district. In this route, even from those days, only shuttle trains were plying and this situation is continuing even now. This route, in addition to establishing link to Mysore with Shimoga and Harihara, also helped in passenger and goods transport in this region.

Later, in October 1919, Mysore State Railway Department withdrew the administration of Bangalore-Mysore rail route from the Madras and Southern Maratha Railway Company and started the operations by itself. In the same year, the Mysore Railway registered itself with the Central Railway Tourism Development Section. During 1922-26 the 41.5 pound iron rails between Bangalore and Mysore were replaced with 60 pound iron rails.

During the period when Sir Mirja M.Ismail was the Dewan of Mysore, a survey was undertaken in 1928-29 for the construction of a new railway line in Mysore state. During this, it was thought to construct a new metre-gauge railway line from French Rocks (Pandavapura railway station) to Nittur on Bangalore-Poona rail route through Nagamangala. Similarly, there was a proposal to construct a new railway line from Maddur to Kollegal via Malavalli as recorded in Mandya Gazetteer (1968). If these proposals were implemented Nagamangala and Malavalli taluks of the district would have had railway facility.

A monograph entitled 'Mysore Railway Coaching Guide' published in 1935 mentions that the Mysore Railway Department was giving very good

service. From this book it is understood that there were 20 railway stations in the district during 1934 and out of them 16 stations were on Bangalore-Mysore route and the rest four were on Mysore-Arsikere route. There was only one direct mail train between Bangalore and Mysore and it stopped at Srirangapatna, French Rocks, Mandya and Maddur and it took 210 minutes to reach Bangalore. Express trains stopped at Paschimavahini, Srirangapatna, French Rocks, Byadarahalli, Yeliyur, Mandya, Hanakere, and Maddur stations only and took 260 minutes to reach Bangalore. Shuttle trains travelled between Bangalore-Maddur and Maddur-Mysore, and passengers traveling to Bangalore and Mysore had to change the train at Maddur and the travel time was 340 minutes. The travel between Mysore and Arsikere was mainly in shuttle trains only. Ooty-Madras, Ooty-Secunderabad railway service was through Mysore-Bangalore while Ooty-Bombay trains travelled through Mysore-Arsikere-Hubli and Mysore-Bangalore-Guntkal. For these trains the starting point was Mysore and from Ooty to Mysore there was out agency bus service belonging to Mysore railway. Transport through railway wagons and motor cars was available in Maddur and Akki Hebbal stations. During 1935 the train fares were 12 to 32 pies (Kasu) per mile for first class, 6 to 16 pies (Kasu) mile for second class and 4 to 7 pies (Kasu) mile in intermediate class, mail and shuttle trains and one and a half to four paise (shuttle), 5 paise in mail for third class travel. The Maddur railway station was famous as restaurant centre along the Bangalore-Mysore route. Maddur station had both vegetarian and non-vegetarian food facility and for this foreign travelers could buy advance coupons from Bangalore, Closepet (Ramanagar), French Rocks (Pandavapura) and Mysore stations. There was a Brahmin Tiffin room for local passengers. 'Maddur Vada' is famous for the last 100 years. Passengers could buy advance coupons for the supply of meals and breakfast at Maddur railway station, from Mysore railway station itself. Mandagere railway station was also famous for the restaurant along the Mysore-Arsikere rail route. The cloak room facility for passengers to keep their baggage and parcels was available in Srirangapatna, Maddur and Belagola stations only and for this they were charged 2 annas per day. By 1934 itself, Karnataka News Agency bookstall was available in Maddur station. Regular travelers were issued monthly season tickets upto a maximum of 190 KM and the rate increased for every eight kilometres. In the meantime, a special shuttle train was introduced from Mysore to French Rocks (Pandavapura) during 1936. For the first time platform ticket of one anna was introduced in Mandya railway station during 1938. It was also decided to impose fine on the defaulters. In 1948, the bridge that was built across

Lokapavani river near Talashasana along the Bangalore-Mysore route fell down. Then, the Mysore Railway, with the help of Railway Board constructed a 150 feet long bridge using iron girders and eased the traffic. In the meantime, during 1950, shuttle trains were introduced between K.R.S. and Mysore for weekend travellers.

After independence, in 1951, the central government took over various regional railways and for the ease of administration it divided the Indian Railways into several divisions. As a result the Mysore Railway came under Southern Railway Division on April 4, 1951. In 1956, when the divisional system was implemented Mysore division was established. Pandavapura Sugar Factory received license during 1956 and the factory commenced production in 1956 September. This factory was set up very near to the Pandavapura railway station. This helped immensely for the import-export activities of the factory.

The two bridges built across the two branches of Cauvery river near Srirangapatna were getting damaged due to regular annual floods. Proposal to construct major bridges was made in the Second Five Year Plan and accordingly new bridges of 1000 feet and 880 feet were built across Cauvery North and South branches respectively. Another bridge of 240 feet across Paschimvahini was also built. The rail traffic on these bridges commenced from 1964 January. The old bridges were handed over to the Srirangapatna municipality. From then onwards these bridges are being used for the movement of bullock cart, bicycle, scooter etc.

Gauge conversion: Later, the railway department paid special attention towards extension of routes coming under its development plan, conducted survey for new routes and providing railway service to backward areas. As a result the uni-gauge plan of Indian railways was implemented and broad-gauge conversion commenced all over the country. Accordingly, the work of conversion of Bangalore-Mysore metre-gauge route into broad-gauge started in May, 1979 at an estimated expenditure of Rs.17 crores. In the meantime, in 1982, Bangalore Railway Division was established and the work of Bangalore-Mysore line came into its fold. Later, this work went on very slowly and although, by 1982, it was re-estimated that this work would cost Rs.26 crores and the actual expenditure upto 1985-86 was only Rs.6.38 crores. From then onwards the work was speeded up and the work was completed during August 1992 and from April 16, 1993 the route was opened officially for public use. The broad-gauge conversion costed Rs.134.26 crores and in place of

wooden sleepers concrete sleepers were used. At the same time, two bridges near Srirangapatna and one bridge near Maddur were strengthened to suit broad-gauge load. The traditional metre-gauge signaling system was replaced with centralized modern colour light signaling system. New station buildings were established at Mandya and Yeliyur in the district.

Recently new buildings have been constructed at Maddur and Pandavapura stations and given new outlook. Well-organised goods sheds have been constructed in Maddur and Mandya railway stations and this has improved the transportation of cement and manure. Due to broad-gauge conversion now the journey time has reduced considerably as follows: Shuttle train - 250 min., Push-pull train - 205 min., Express train - 175 min., Non-stop train - 150 min., and Shatabdi express - 120 min. The then Mysore Railway, before independence had a proposal to introduce electric trains between Bangalore and Mysore and this issue was also discussed in the constituent assembly and a proposal was also made to import the necessary cable from America. But, this was not possible due to various reasons. Presently, there is electric line upto Kengeri and the rest of the distance is to be completed. In addition, the department is thinking in the direction of making this a two-way route and there is public pressure also on this issue. If this plan is implemented there is no doubt that the travel time between Bangalore and Mysore will reduce drastically. On account of broad-gauge conversion, the district is able to establish contact with different parts of the country. The operation and maintenance of this line upto Naganahalli is with the Bangalore Railway division.

Similarly, the broad-gauge conversion of Mysore-Arsikere line that passes through the district was taken up by the Southern Railway and was completed during 1998 and presently two passenger trains, one in the morning and one in the evening is running on this line. Presently, the Hassan-Mangalore broad-gauge conversion is in progress and once it is completed the district will be connected directly with Konkan railway through coastal Mangalore. The Swarna Jayanthi Express that passes on Mysore-Arsikere route once a week doesn't stop in any station in the district. The maintenance of the first 49 KM is with the Mysore Railway Division while the rest of the distance is maintained by the Bangalore Division. The Indian Railway operations have been computerized and computer ticket system is being used in Maddur and Mandya stations. The combined distance of both the routes passing through the district is 83.15 KM. The 14 railway stations in these routes are as follows:

Table 7.17 : Taluk-wise details of rail route and railway stations in the district at the end of March 2002

Rail routes	Taluk	Broadgauge (in KM)	No. of stations	Name of stations
Bangalore - Mysore route*	Maddur	61	2	Nidaghatta, Maddur,
	Mandya		3	Hanakere Mandya, Yeliyur,
	Pandavapura		2	Byadarahalli Pandavapura
	Srirangapatna		2	Srirangapattana, Chandagirikoppalu
Mysore - Arsikere route**	Srirangapatna	22.15	2	Belagola, Krishnarajasagara
	Krishnarajpet		3	Akkihebbala, Biravalli, Mandagere
Total		83.15	14	

Note : * In the beginning there were 16 stations along Bangalore-Mysore route, they decreased to ten in 1980 and today their number has reduced to Nine.

** In the beginning, on the Mysore-Arsikere route (1918) in the district there were four stations and now they have increased to five.

INLAND WATER TRANSPORT

It is not wrong to call the district as the 'land of five rivers' as the Cauvery and its tributaries viz., Hemavathy, Lokapavani, Shimsha and Veeravaishnavi flow in the district. The inscriptions belonging to ancient times, mention that people used raft, basket-boat and small boats to cross the rivers and streams. Even during the 18th century, when the road transport was introduced, basket-boats, small boats and rafts were used to cross the rivers and streams that were interrupting the roads. This fact is reported by Buchanan also. The facility of basket-boats were available from the ancient times to reach the islands created by Cauvery river near Srirangapatna and Shivasamudra and these were in use till recent times. Rafts, basket-boats and small boats were the only means of transport to villages situated on the river banks of Cauvery, Hemavathy and due to construction of roads and bridges the usage of these equipments have drastically reduced although we still find them here and there.

Local boatmen, fishermen, nayaks and Gange community persons owned the country boats and since they belonged to the same village they were paid in the form of foodgrains as an annual charge by the respective villagers for their boating services. Their services were specially required during the rainy season and during summer season when the streams were thin these could be crossed by foot. As charity some people provided free boating service and they were called 'Dharma Nave' (Charity Boats). We have information about ferry services in Mandya district after 1980.

After the unification of state, for the purpose of administration of ports, Karnataka State Ports Department was established. Later, in 1972, the internal water transport division was started in this department. This department is in Karwar and its regional Executive Engineer's office is in Bangalore. For administrative reasons the state has been divided into North and South zones and under them six circles are functioning. Mandya district comes under Bangalore circle and port inspector's office is in Bangalore. According to the annual reports of this department, there were fourteen private basket boats operating in the district between 1980 and 1984. It is understood that there were eight boats by the end of March, 2002. Tourist centres such as Krishnarajasagar, Thonnur, Ranganthittu, Nimishamba (Ganjam) have tourist boats.

AIR WAYS

The world famous Kannambadi Katte and Brindavan gardens; Gaganachukki-Bharachukki and Bluff in Shivasamudra,; historical places such as the islands around Srirangapatna, the capital of Tippu who was a terror to the British; Melkote, the sacred place of Srivaishnavas; Kambadahalli, the centre for jains, Ranganthittu and Kokkare Bellur famous bird sanctuaries - all these places attract both Indian and foreign tourists. Further, there are other historical places in the district such as Hosaholalu, Kikkeri, Sindaghatta, Govindanahalli and other places that have gained importance due to existence of historical monuments, have remained hidden due to disinterest shown by people. In spite of all this tourist attractions the district doesn't have an airport and the nearest air link is Bangalore and Mysore for the district.

POSTAL COMMUNICATION

In spite of the revolutionary developments in the field of communication, the postal services have retained their importance even today. Postal service is the medium that is responsible for entwining emotional and business interests

of people separated by thousands of kilometers at a very cheap rate. The postal department that is giving meaningful service even today has a traditional history. The word 'anche' in kannada is synonymous to the sanskrit word 'hamsa' (swan), and sending messages through swans and pigeons was in practice in India from the period of Kalidasa. The kings had appointed letter-carriers, watchmen and royal communicators for letter correspondence and sometimes this job was done by a secret agent. The watchman does this job by walking the distance, while the royal communicators went on horses. More or less this system was in use during the Ganga, Hoysala and Vijayanagar kings and the words such as 'rayasada heggade', 'rayasada adhikari' (royal communicator, royal officer) find mention in the inscriptions of this period. This gained further importance when the Mysore kings came to power. That too, during the rule of Chikkadevaraja Wodeyar (1673-1704) a separate postal branch belonging to 'behina chavadi' with necessary staff was opened in 1701. This later became popular as 'Mysore Post'. Compared to the British Post, Mysore Postal charges were not costly and were quite reasonable. For the management of posts, postmaster and clerks were there and for distributing government and private postal letters, runners were there who carried letters from place to place, but the majority of letters belonged to the government.

During Hyder and Tippu's period, '*behari chavadi*', the postal branch got more importance. Later, the province came under the British rule in 1800 and as a result it had its impact on the Mysore post also. With the establishment of G.P.O. at Calcutta (1774) the public got free access to postal services. Later G.P.O's were established in Madras (1786), Mumbai (1787) and Bangalore (1800). Gradually, 'Imperial Post Offices' were opened at Srirangapattana and French Rocks. The 1833 Gazetteer has documented that 11 annas were charged for a letter to be sent through post from Madras to Srirangapatna by 1833. The Bangalore-Mysore Imperial Postal route passed through Mysore by 1837 itself and it had the moffusal services through post van and runners. By 1844 itself, the district and taluk postal service was available to public. In 1844 postal stamps were released in Madras. In the same year Main Post Office was started in Bangalore and with this Srirangapatna and French Rocks came under this office. Daily postal service to Ooty via Madras-Bangalore-Mysore was started in 1855. As a result postal service was possible between Bangalore and Mysore and hence Maddur-Mandya-Srirangapatna also got this service. Palanquins used for transport of people and the persons who carried these palanquins and maintenance of inspection bungalows were under the control

of post offices. Hence they were called 'dak bungalows'. Postal vans (tappal vehicles) were started in all the postal routes during 1855. In these vans passengers were also allowed to travel but with a fixed fare. The postal service was made available on horses also. In 1862-63 in the Ashtagrama division, 67 KM postal van service and 705 KM runner service were available and these services were available to Mandya district also. Ashtagrama Division had one main post office, 38 sub-post offices and two delivery offices. In 1863-64 the Mandya Imperial Post Office was abolished. Similarly, the Imperial Post Office at French Rocks was also abolished. But, the post office in French Rocks opened again in 1865. In 1877 V.P.P. service was started. An attempt was made in 1879-80 to extend the postal service to rural areas. The teachers working in hobli schools were offered additional duty of the post office with an honorarium of three rupees per month and this was implemented during 1882. As a result the number of post offices in the province increased from 180 in 1882 to 412 by 1886. As a result, the additional post offices that were 30 in 1882 increased to 231 by 1886. The one and quarter anna post card system that was in Mysore British areas was implemented in the province also. An arrangement was made to credit the Mysore post with six kassus ($1/2$ of an anna) per card. The charges for registered post in the British area was reduced from four annas to two annas. In 1884 reply card system was introduced. A proposal to transfer Mysore Post to British Imperial Post was made but was dropped later. But, it was agreed to follow all the rules and regulations applicable to the British Postal system. When the Bangalore-Mysore rail route was completed during 1882, this was utilized for mail services also. As a result, Maddur, Mandya, Pandavapura, Srirangapattana also received postal services. Later, in 1889 Mysore Post was merged with British Imperial Post. This move saved Rs.60,000 for the province towards postal expenditure. Postal division was opened in Bangalore and Mysore Post came under its control. In 1891 money order service was transferred from state treasury to postal department.

In the then Mysore state, by 1914, excepting Bangalore urban and cantonment areas, there were four central post offices, 92 sub-post offices and 288 branch post offices, in total there were 391 post offices and out of them 54 were composite post offices (both posts and telegraphic facilities were available). In Mysore district there were 81 post offices and eight composite post offices. The Mandya district that was included in Mysore district, in those days, had 40 branch post offices and the details of taluk-wise post offices are given below:

Table 7.18 : Details of Post Offices in Mandya district region (1914)

Taluk	Nagaman gala	K.R.Pet	Pandava pura	Mandya	Maddur	Malavalli	Sriranga patna
Villages	Alisandra	Akki- Hebbala	Amruti	Basral	Chikka arsinakere	Belaka- vadi	Ganjam
	Bellur	Bookana- kere	K.R.Sagar	Mandya	Kestur	Halagur	Palahalli
	Bindiga- navile	Kikkeri	Chinakurali	Mangala	Maddur	Kirugavalu	
	Chinya	K.R.Pet	Pandava- pura	(French Rocks)	Nidghatta	Malavalli	Sriranga- patna*
	Nagaman gala	Santheba- chahalli	Haravu	Shivapura	Shivasa- mudra		
	Nelligere	Sindha ghatta	Kannam badi		Thippur		
	Haradana halli		Kyathana halli, Melkote, Mancha- nahalli				

Note : Haradanahalli, Mangala and Manchahalli appear in Mysore district also

* Composite post office

In the province, by 1936, there were 62 postal service routes. The Dodda Arasinakere branch post office and Mandya Sugar Town sub-post office were opened during 1946-47. The temporary post offices opened at Keregodu and Purigali were made permanent in 1948. In the same year, motor postal service was started between Koppa, Mandya and Visvesaraya Canal Farm.

The Karnataka Posts and Telegraph Circle was started in April, 1960. As a result the administration of Mandya district postal services came under the control of Mysore Senior Post Superintendent. Under Mysore Divisional Post Office, two sub-divisional post offices [Mandya (1957) and Nagamangala (1962)] were functioning and Additional Superintendent was in-charge of these offices and they were also assisting as centres for Postal Inspectors.

The telephone and telegraph divisions that were under the supervision of technical branch of the department were under the jurisdiction of the

Sub-divisional Telegraph Officer who was in Mysore. By 1966 there were 238 post offices in the district that included one Head post office (Mandya), 26 Sub-post offices and 211 Branch post offices. From then onwards the postal department had expanded its service network in a big way and by 1971 there were 295 post offices in the district. By 1974 they increased to 327. A separate Mandya Postal Division was started in Mandya on February 1, 1973. As a result Sub-divisional post offices started functioning in Mandya (1957), Nagamangala (1962) in addition to Malavalli (1973) and Pandavapura. Later, in 1976, Pandavapura sub-divisional post office was transferred. In 1975 all post offices were provided with Quick Mail Service (QMS) from Bangalore. This became very popular and all post offices were given pin code and as a result the postal service in the district is running successfully.

The Post and Telegraph department which is developing continuously in the district had 349 post offices and this increased to 361 by 1985 and to 362 by 1992 and remained constant at 364 from 1993 onwards. By the end of 2000 there were two Head post offices (Mandya and Srirangapatna), 54 sub-post offices and 308 branch post offices, in total 365 post offices were functioning in the district. This position continued to the end of 2002 with 33 post offices functioning in urban areas while 332 post offices functioned in rural areas and there were 153 and 1485 post boxes respectively. The taluk-wise details of post and telegraph services available in the district are given in Table 7.20. According to this the highest number of post offices were naturally in Mandya taluk, followed by Maddur, Nagamangala, Krishnarajpet, Malavalli, Pandavapura and Srirangapatna taluks in that order. With its varied social services such as receiving, transmission and distribution of letters, money order, savings bank accounts, parcel service, message and greetings service, the post office has become an inseparable part of our daily life. But, today, the private companies such as Professional, D.T.D.C., The Branch Express, Eagle and Flypacks etc., have entered postal services and are providing courier service in the district effectively.

TELEGRAPH OFFICE

The telegraph service commenced for the first time in the country [1851] in Calcutta. Four years later it started in Mysore region also. By 1871, telegraph offices were available only in Bangalore and Mysore. In this district the telegraph service commenced during 1883. By this time the telegraph service was started in Srirangapatna and French Rocks in the district. By 1914 there

were composite post offices in Krishnarajsagar and Srirangapatna and post and telegraph service was available compositely in these places. After the First World War, when there was more pressure for telegraph service, the postal department came forward to provide telegraph service at taluk level post offices also. By 1934 telegraph offices were functioning in taluk centres also. Till the end of 1966 there was no separate telegraph office in the district and there were 20 composite post and telegraph offices at Mandya, Arakere, Belakawadi, Bellur, Halagur, Kikkeri, Kiragavalu, Krishnarajpet, Krishnarajsagar, Maddur, Maddur Railway Station [Shivapura], Malavalli, Melkote, Nagamangala, Pandavapura, Pandavapura Railway Station, Shivasamudra, Srirangapatna, Mandya Sugar Town, and V.C.Farm and in Kalkuni a composite branch post and telegraph office was also functioning. From then onwards the department has expanded its network continuously and this is substantiated by the Table 7.20. The number of Telegraph offices increased to 26 by 1972, to 56 by 1976, to 59 by 1977, to 61 by 1979-80, to 71 by 1983, to 84 by 1987, to 88 by 1988 and to 92 by 1989. A separate telegraph office was opened in Mandya during 1990. As a result, while there were 119 composite offices in the district by 1991, by 1995 there were 131 such offices and by the end of 2002 there were 137 composite telegraph offices. The highest number of telegraph offices in the district is in Mandya taluk and the second and third places go to Krishnarajpet and Malavalli taluks respectively. For more details see Table 7.20.

TELEPHONE

Due to improvement in technology, telephone facility is one of the revolutionary developments among the communication media. On account of telephones, today, far off places do not seem to be so far away and it is possible to establish contact with any part of the world through the telephone. In Mysore region, for the purpose of controlling plague, telephone connection was temporarily established between Bangalore and Mysore during 1899 and this line was made permanent during 1912. But, the district got telephone facility only during 1955. The manual telephone exchange started in Mandya town during 1955 had a capacity of 100 lines. The 35 line automatic telephone exchange at Belagola started functioning from September 1960. In Nagamangala, 11 direct line exchange was started during March 1966. By the end of 1966 there were four telephone exchanges in the district with 245 telephones working. In addition, the post offices at Arakere, Mandya, Bellur, Belagola, Belakawadi, Besagarahalli, Halagur, Kalkuni, Kikkeri, Kiragavalu, Krishnarajpet,

Maddur, Maddur Railway Station, Malavalli, Melkote, Nagamangala, Pandavapura, Pandavapura Railway Station, Shivasamudra, Srirangapatna, Mandya Sugar Town and V.C.Farm Halagur, Bellur, Belagola, Belakawadi, Besagarahalli had local telephone call services. The control of long distance calls was with Karnataka Postal Circle upto 1974. But, in September, 1974 a separate long distance communication network under the supervision of a General Manager was started and it was separated from posts. Accordingly, the district telephone communication division is functioning independently. By 1966, there were only four telephone exchanges and they increased to nine in 1971, to 18 in 1977, to 27 in 1979, to 38 in 1984, to 44 in 1987, to 49 in 1993, to 55 in 1995, to 58 in 1996, to 59 in 1998 and to 60 in 1999. Similarly, the usage of telephone in the district increased in a big way and by the end of 2002 there were 41,500 telephones in use. For the taluk-wise details see Table 7.20. As per this table Mandya taluk had more number of telephones followed by Maddur and Malavalli taluks and in the rest of the taluks the number of telephones were less than 2000. The STD and ISD facility introduced in the district in the decade of 1980 has expanded in a big way and now common man can have international communication at cheap rates. Cellular phone facility is available in the district at local call rates. Due to improved technology the telephone facility is available now upto a distance of 50-60 KM at district level at local call rates, and this has made telephone facility in rural areas possible. The Telecom Department is paying more attention towards providing telephone facility to rural areas and for this the rural subscribers are offered concession in rates, deposit amount and telephone calls, and is continuously attempting to reach rural population.

By the end of October, 2002 there were 65 telephone exchanges in the district with a capacity of 65,438 telephone lines and 50,470 telephones were functioning with 1035 persons waiting to get the telephone connection. By the end of March, 2000 there were still 180 villages that didn't have telephone facility and the Telecom Department was planning to provide the facility to those villages in future years. Accordingly, by the end of March, 2002 all the villages have been provided with telephone facility.

The facility of TELEX and FAX is available in the district and this has also helped in simplifying exchange of message. Today, computer technology, information technology, computer networking, web site creation etc., have paved way for significant improvement in mass media. The Deputy Commissioner's office is already computerized and it has direct link with the

Chief Minister's office. The computerization of taluk offices in the district is under way. Computer training schools have started to come up in hobli centres in the district and computer education is reaching rural areas which indicates the development of computerization. At district and taluk level, computerization of government offices has begun and the effect of central government's policy of liberalization, privatization and globalization and state government's computerization policy can be seen every where. Private companies such as BPL, Airtel, Spice etc., are providing communication services and as a result it is expected that the quality of service will improve gradually.

Table 7.19 : Details of Post & Telegraph office, Telephoe Exchange, Telephones, Radio and Doordarshan sets in the district (from 1966 to 2002)

Year	Post office	Post & Telegraph office	Telephone Exchange	No. of telephones in use	Radio	Doordarshan
1966	238	20	06	256	7083	-
1970	298	-	9	482	-	-
1975	327	-	-	940	29056	-
1980	349	61	-	1530	30348	-
1985	361	-	-	2469	NA	518
1990	360	-	47	4200	NA	NA
1995	364	132	55	9217	NA	NA
1999	364	136	60	21696	NA	NA
2000	365	137	60	26594	NA	NA
2001	365	137	65	38808	NA	NA
2002	365	137	65	41500	NA	NA

Table 7.20 : Taluk-wise details of post, telegraph and telephone facilities in the district upto the end of March, 2002**(in numbers)**

Taluk	Post office	Telegraph office	Telephone exchange	No. of tele phones in use
Krishnarajpet	56	22	11	NA
Nagamangala	56	17	12	NA
Pandavapura	36	14	06	NA
Mandya	76	34	12	NA
Maddur	58	14	09	NA
Malavalli	51	21	09	NA
Srirangapatna	32	14	06	NA
Total	365	137	65	41,500

AKASHAVANI

The radio that arrived during the fourth decade of the 20th century had become a part of people's life during the next four decades. But, although it took a step back because of Doordarshan, has still maintained its importance even today. Since Mandya district doesn't have any radio station, the district depend on the neighbouring Mysore Radio Station for radio programmes.

The Mysore radio station was started in 1935 by Prof. M.V.Gopaldaswamy who was a professor in Mysore University of the then Mysore province. The province took over the station in 1941. Mandya district was also covered under this station till it was shifted to Bangalore in 1955. Later on, it came under the Bangalore Radio Station. Later, in 1974, the Mysore radio station was started again. From then onwards Mandya district came under the Mysore radio station. Earlier, to use radio, a license was required to be obtained from postal department. In Addition, the license was to be renewed every year. This was in force till 1980. But the central government abolished license system for one and two band radios in 1980. Later, in 1985 the rodio license system was completely abolished.

The details about radios in the district was available from 1969 to 1984 and these figures are given in Table 7.19. As per this there were only 7,083 radios during 1966 and their numbers increased in later years till 1975, but it is apt to mention here that this number actually decreased upto 1978. But, by 1980 this number again increased. From 1981 onwards this number has decreased considerably. There were 21,188 radios during 1984 and this is a mirror to the government's changed stand on issue of license. Although figures are not readily available it is estimated that there are more than one lakh radios in the district.

DOORADARSHAN

Although, the use of Doordarshan, which is playing an important role in the field of mass communication, had started in India in 1959 itself, its use commenced in Karnataka only in 1977. Later, when the Bangalore Doordarshan Centre started in 1981, the district also got the service in 1982. In the beginning, the Doordarshan was being used by only the upper class and this is supported by the fact that there were only 27 TV sets in the district by 1982. At that time the Bangalore Doordarshan station retransmitted some kannada programmes on the days of the week prescribed by the Madras and Bombay Doordarshan stations. In the beginning license system was in force for Doordarshan also but, after a few years this system was abolished. The Bangalore Doordarshan station started to broadcast programmes independently from 1983. Due to this the number of TV sets in Mandya during that year increased to 87. Doordarshan transmission centres were opened in Mysore and other places during 1984. As a result the number of TV sets increased to 413 during 1984. By 1985 this rose to 518. From then onwards this number has been increasing continuously. Further, the programmes of Bangalore Doordarshan was transmitted simultaneously all over the state. A 300 KW transmitter was set up in Mandya, the district centre in 1986. This is under the maintenance of Mysore Doordarshan and directly transmits DD-1 and DD-2 programmes upto 10-15 KM area around Mandya. With the help of artificial satellites today, the Doordarshan has grown into a strong mass media. Giving a challenge to the Doordarshan, private channels such as Udaya, Udaya News, Suprabata, Kaveri, Chandana, E-TV, Ushe, City Channel etc., have independent channels for transmission of kannada programmes and recently Udaya TV has started a separate news channel.

24 cable operators were functioning in Mandya district by 1994. They all joined together and started 'Mandya Television Network' (M.T.N) during the

same year. As a result, today, the M.C.N. is giving 50 channels with 40 different programmes with the assistance of cable operators. In addition it also broadcast local news and programmes. Similarly, in Srirangapatna (TENT) Sriranga Cable Network, Amar Cable Network in Maddur are functioning and there are cable operators in Pandavapura, Krishnarajpet, Malavalli also. In total, there are more than 100 cable operators in various centres providing cable network service to customers. Hence, today, Doordarshan is not restricted to only entertainment but is also providing general awareness on the happenings around.

Rest Houses: From the very olden days there was a tradition of providing resting place to pilgrims and tourists in tents, temples, schools, choultries etc., In olden days kings, captains, religious leaders, philanthropists etc., set up free meals, rest houses etc., at prominent places and in Mandya district such facility is available even today in places such as Srirangapatna, Paschimvahini, Shivasamudra etc. The temples in the ancient religious centres such as Kambadahalli, Vaidyanathapura, Marehalli, Thonnur, Melkote, Nagamangala, Maddur, Thippur, Srirangapatna have spacious prakaras (rampart), wide living spaces in temples for the tourists and pilgrims to take rest and even stay overnight. Even now, during the fairs, at Thonnur, Melkote etc., these temple places serve as rest houses to the pilgrims and this brings in the old remembrances. This tradition has been continuing uninterruptedly and the mention of roadside hut, choultries are found in the inscriptions of Ganga, Hoysala, Vijayanagar and Mysore period. Long time before, during the rule of kings, when the officers went on tour for official purposes it was necessary for the respective local officials to provide them boarding and lodging facility in those places. During Mysore kings period, there used to be choultries around 10-12 miles distance and this fact is substantiated by contemporary documents. When the province was under the rule of British Commissioners there was the practice of construction and maintenance of different classes of rest houses such as Inspection Bungalow, Tourist Home, Circuit House etc., by government at important places for the officers who visited those places. These places, in earlier days, were used for change of oxen for the post van and change of horses for the horse-drawn carts and also for taking rest and hence they were called 'Dak Bungalows'. In addition, the maintenance of these rest houses was the responsibility of the local postmaster including reservations and allotment of rooms.

By 1925 rest houses were existing at Srirangapatna, Pandavapura Railway Station, Mandya, Basaral, Somanahalli, Shivapura, Yeliyur, Hanakere, Malavalli, Krishnarajpet, Chinakuruli, Kikkeri, Hemagiri, Nagamangala, Nelligere, Hanakere and Thiruganahalli. While there were first class rest houses and Musaffar Khana at Srirangapatna, Nagamangala and French Rocks (Pandavapura) and it is reported in the Mysore District Handbook published in 1935 that there were tourist homes at Melkote and Kikkeri also.

After unification the maintenance of rest houses in the state was transferred to the Public works department (Roads and Buildings Division). By 1965, there was a first class tourist home at Mandya, a first class inspection bungalow at Malavalli and a first class Krishnamurthy bungalow at Srirangapatna. There were second class tourist homes at Pandavapura, Melkote and Krishnarajpet and in Maddur there was a second class inspection bungalow. The third class tourist homes at Pandavapura, Pandavapura Railway Station, Byadarahalli and Chinakuruli were maintained by the Pandavapura Taluk Development Board. These tourist homes / inspection bungalows had all the basic amenities and private persons were being charged at three rupees a suite per day (rupees three to three and a half at Srirangapatna) for a first class rest house, two rupees per suite for the second class rest houses, and there were separate rates for government officials. In third class rest houses for a single person 37 paise and for more than one person 57 paise was being charged. From then onwards the department constructed inspection bungalows in different places based on the requirement and as a result, today, all the major hobli centres of the district, towns and taluk centres have tourist homes and inspection bungalows and these are being used by the officers of various government offices who will be on tour.

Hotel Mayura River View (Srirangapatna) and Hotel Mayura (K.R.Sagar) run by the Tourism Department are catering to the needs of tourists. The Agriculture Research Centre at V.C.Farm, K.E.B. and Forest Departments have their own guest houses. In Mandya Railway Station there are rest rooms for passengers and are charged a rent of Rs.100 per day. There are ample opportunities for development of hotel industry in the district. There are a few hotels with lodging facilities at the district centre and sufficient development requires to be done at taluk centres.

Tourism: The religious centres in the district such as Srirangapattana, Kambadahalli, Vaidyanathapura, Maddur, Thonnur, Melkote, Govindanahalli,

Nagamangala etc., have been attracting tourists. The construction of Kannambadi dam, and Brindavan gardens has placed the Krishnarajasagar on the world map. Ranganathittu, Kokkare Bellur and Gendehosahalli bird sanctuaries, Gaganachukki, Bharachukki and Shimsha falls, Shivasamudra-Shimsha power generation centres, Basral, Hosaboodanur, Sindhaghatta have ancient temples while Mandagere, and Hemagiri are tourist spots and these places have created ample opportunities for the development of tourism in the district. The Tourism office of the Department of Tourism is functioning in Mandya. Tourists come in lakhs to Krishnarajasagara which has the world famous Brindavan garden and Musical Fountain is very near to the cultural capital Mysore and in this background there is scope to give more emphasis for development of world class quality tourism in the district. The historical places in the district could be properly maintained with good quality roads, systematic vehicle facility, well-maintained boarding and lodging facilities and free guide service in addition to developing a week-end tour schedule and these measures go a long way in improving the tourism facilities in the district.

Protection of Temples: The Archaeological Survey of India at central level and the Archeological Department at state level have the objective of protecting ancient temples in the country and the temples at Hosaholalu, Kikkeri, Govindanahalli, Basral, Hosaboodanur, Bhairapura, Sunka Thonnur, Melkote, Srirangapatna etc., are such protected monuments. In addition, for the purpose of protection of ancient temples in the district, a district level public committee is functioning and with the suggestions of this committee, assistance from the state archeological department and the district administration, local help and with the active participation of the Sri Manjunatha Dharmothana Samithi of Dharmasthala, a few ancient temples located in Madapura, Sindhaghatta, Akki Hebbal, Halebidu, Hosakote, Bharathipura, Hosaboodanur, Aghalaya, Agrahara Bachahalli, Dodda Jataka etc., have already been renovated.

CHAPTER VI
BANKING, FINANCE, TRADE AND COMMERCE

CHAPTER - VII
TRANSPORT AND COMMUNICATION