

## CHAPTER VII

### COMMUNICATIONS

**T**RANSPORT is a basic requirement of infrastructure for a developing area. The Shimoga district consists of *malnad*, semi-*malnad* and *maidan* areas. In the first two parts, which are hilly, road-making is not easy. The *malnad* (literally hilly region) lies to the west and is confined to the tracts bordering or resting on the Western Ghats. The *maidan* (open area) lies to the east. Although much of the intermediate region partakes of the characteristics of both, the transition from the *malnad* to the *maidan* in some places is very marked. The basin of the Sharavati, which runs to Honnavar on the North Kanara coast, occupies the west of the Shimoga district. The Tunga and the Bhadra rivers flow from the south-east of the district and meet at Kudali, 14.5 kms. north-north-east of Shimoga city and form the famous Tungabhadra. The Sharavati, the Tunga and the Bhadra have been harnessed for the purpose of generation of power or irrigation. A network of *ayacut* roads also has been laid out in the irrigated tracts.

It is not possible to give any precise account of the condition of road communications during the rule of the several dynasties which made the region famous in history. Inscriptions and other old records speak of the existence of roads, which are mentioned as big and small and as kept in good condition. They were meant for military and commercial needs and were generally maintained by the local authorities, the villagers being expected to supply the labour force to keep the roads in good condition. Several European travellers, who visited the area ruled by the Keladi Nayakas, have spoken highly of their administration and have mentioned that the roads were good and secure for travelling. Due to the ravages of war, and the fall of the Keladi kingdom, some of the roads, being neglected, became cart-tracks. During the rule of Haidar Ali and Tipu Sultan, efforts were made to maintain roads for moving troops and heavy guns. No details are available about them. Several of them were hastily improvised tracks which soon fell into disuse.

Old-time routes

Later, till about the middle of the 19th century, road-making was tardy. Of course, there were rugged tracts and paths con-

necting towns and villages of the district. During the administration of Sir Mark Cubbon (1834-61), the British Commissioner, the roads were classified as imperial, provincial and district roads. The introduction of a railway system in this district at the end of the 19th century accelerated the construction of good roads to feed the railway. The *ghat* roads were not upto the required standard and the absence of bridges across the rivers and various streams presented severe communication difficulties. These hurdles were partly overcome when various bridges were constructed during the early part of the 20th century and the surface of old roads was gradually improved. The *ghat* roads were widened and were made all-weather highways. Gravel roads were metalled and curves were improved. In the earlier decades of the 20th century, the responsibility of opening up road communications devolved on the District Board and after the establishment of this local self-governing body, several roads were laid out in the interior, connecting the various taluk headquarters by shorter routes. The Mysore Gazetteer, Vol. V, published in 1930, recorded that the length of the Provincial or State Fund Roads in the district was 297½ miles (479.57 kms.) maintained at an annual cost of Rs. 55,227 and that the District Roads covered a distance of 519 miles (835.24 kms.) and the annual cost of their upkeep was Rs. 50,740.

## Ghat roads

The mountain passes on the Western Ghats have been utilised to open up communications. Among the major roads laid through the picturesque valleys are Hulikal Ghat Road, Haidar-ghar Ghat Road and Agumbe Ghat Road. The Agumbe Ghat Road from Someshvara has been the most difficult one. The precipice with a drop of nearly 609.6 metres from the Agumbe Sunset Platform down to Someshvara village was a non-metalled road for a number of years. There were here frequent land slides during the monsoon months. These, being originally *kutchha* roads, used to have a lot of laterite dust emanating from the surface during winter months and were slushy during the monsoon months. As a result of progressive policies, the State set about the task of black-topping all these through-communication roads and several new bridges were also constructed. All the mountain-pass roads except the Hulikal Ghat Road have been black-topped. However, some un-bridged parts of roads with brooks and streams running across present still a problem.

The Hulikal Ghat Road from Kandiur upto the *ghats* has several weak bridges. This road is also difficult to negotiate. Several of the through-communication roads are very narrow, barely 20 feet-wide with little or no bunding on either side. These were constructed when there was only bullock-cart traffic.

Of the five categories of roads, classified according to the Nagpur Plan, the National Highways, the State Highways and the Major District Roads form the more important ones. The remaining two are Other District Roads and the Village Roads. But now widening of these roads has become a necessity. There have been a number of bridle paths for reaching the peaks, but these have not been in a good condition. Renovation of several paths and their widening could transform them into branch roads for passage of vehicles. The *ghat* road named Ayanur-Hosanagar-Balebare Road has been recently improved, strengthened and asphalted, with many bridges and culverts. Some other *ghat* roads are :—(1) Jog-Bhatkal Road, (2) Talaguppa-Jog Road, (3) Hosanagar-Kollur Ghat Road and (4) Kodachadri Hill Road.

(1) *Jog-Bhatkal Road*.—This *ghat* road which connects Shimoga district with the North Kanara district is classified as a Major District Road. Its length in Shimoga district is 56.20 kms. The traffic on this road is considerably heavy as this road leads to Bhatkal, a harbour town, from Jog, the world-famous tourist centre on this side. The road runs in a hilly contour consisting of sharp-curves and steep gradients. This is a black-topped road.

(2) *Talaguppa-Jog Road*.—This road, classified as a State Highway, is of a length of 13.20 kms. It connects two important roads, *i.e.*, the Bangalore-Honnavar Road and the Jog-Bhatkal Road. Recently, the entire road was improved and asphalted. This is an important road for tourists visiting the Hydro-Electric Project at Jog and the Jog Falls.

(3) *Hosanagar-Kollur Ghat Road*.—This road is a water-bound macadam road. It is yet to be widened, and the existing carriage-way is to be strengthened. The cross-drainages are still to be reconstructed.

(4) *Kodachadri Hill Road*.—This road is connected to the Hosanagar-Kollur Road. The entire length of this road, which is 18 kms., is narrow and consists of sharp curves and steep gradients. This road is jeepable during the non-monsoon months only.

The National Highways form the arteries of the country. They connect the State capitals, metropolitan cities and important centres of major activities in the country. They are maintained by the Public Works Department of the State in which they lie, with the help of the Central Government funds. The State Highways connect district headquarters and the National Highways and serve as main channels of traffic to and from the District Roads within the State. The Major District Roads link important marketing centres with the Railways, National Highways and State Highways. The Other District Roads link impor-

tant market places. Approach roads from the main roads to the villages, which have generally unmetalled surfaces, form the Village Roads. There are no National Highways in Shimoga district.

#### Road-length

The total road-length in the district as on 31st March 1972 was 5,143 kilometres consisting of the other four categories mentioned above. This total included the road-lengths maintained by the Taluk Development Boards (1,634 kms.) and the Forest Department (148 kms.) also. The percentage of area of the Shimoga district to the total area of the State is 5.50 and in 1971, it had 4.31 per cent of the population of the State. The district had 13.02 kms. of roads for a population of 10,000 whereas the State average was 13.79 kms. as on 31st March 1972. The district's total road-length of 5,143 kms. was 7.3 per cent of the State's total road-length of 70,383 kms.

The district headquarters city of Shimoga is connected by road with Bangalore, Mysore, Chikmagalur, Mangalore, North Kanara, Dharwar, Harihar and Davanagere by State Highways. The most important of the State Highways is the Bangalore-Honnavar Road which passes through Bhadravati city, Shimoga city, Kumsi, Sagar and Talaguppa. From Talaguppa, it branches off to Honnavar *via* Kargal, Jog, Gersoppa and then on to Bhatkal; the length of this highway in the district is 115 kms. The other important State Highways of the district are Shimoga-Mangalore Road, Shimoga-Harihar Road, Chitradurga-Bhadravati Road, Bhadravati-Mangalore Road. While the district had a road-length of 341 kms. of the State Highways, which was 5.7 in terms of percentage to the State's total of the category which was 5,970 kms., it had 8 per cent of the Major District Roads with 1,134 kms., out of the State's 14,300 kms. of the category. The district's percentage in respect of the Other District Roads was 14.5, the total road-lengths for the district and the State being 1,393 kms. and 9,600 kms. respectively. As far as the Village Roads are concerned, the district had 12.1 per cent with a total length of 2,275 kms., the total for the State being 18,107 kms.

Out of the total road-length of 1,875 kms. maintained by the Taluk Development Boards in 1973, an extent of 158 kms. was of water-bound macadam and a length of 1,717 kms., was of natural soil. Further, out of the total road-length of 204 kms. maintained by the Forest Department in that year, an extent of 29 kms. was surfaced and the rest unsurfaced. The tempo of progress achieved in the district in recent years and taluk-wise particulars of road-lengths as in 1973 are shown by the following tables:—

Particulars of road-lengths in Shimoga district for some years from 1956 to 1973 as on 31st March of each year.

Year	Road-length in charge of					Road-length per sq. km.					
	P.W.D.	T.D. Boards	Forest	Department	Total	Surfaced road	Un-surfaced road	Surfaced	Un-surfaced	Total	
	1	2	3	4	5	6	7	8	9	10	
1956	..	1,516	1,385		175	3,076	1,432	1,644	0.14	0.15	0.29
1961	..	2,191	874		80	3,145	1,866	1,279	0.17	0.12	0.29
1966	..	2,570	734		142	3,446	2,346	1,100	0.22	0.10	0.32
1969	..	3,095	1,051		171	4,317	2,810	1,507	0.27	0.14	0.41
1971	..	3,337	1,508		173	5,018	3,134	1,884	0.29	0.28	0.47
1973	..	3,399	1,875		204	5,478	3,305	2,173	0.31	0.21	0.52

SHIMOGA DISTRICT

Particulars of roads maintained by the Public Works Department in Shimoga district from 1969 to 1971 and 1973  
as on 31st March of each year

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Year	Classification-wise break-up						Surface-wise break-up						
	National Highways	State High- ways	Major District Roads	Other District Roads	Village Roads	Total	Surfaced length			Unsurfaced length			
							Cement concrete	Black- topped	Water- bound macadam	Total	Moto- rable	Non- motorable	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1959	..	342	1,094	1,406	236	3,078	38	983	1,878	2,899	..	..	179
1970	..	341.4	1,115	1,404.3	236.3	3,097	32.7	1,174	1,787.1	2,993.8	..	..	103.2
1971	..	341.0	1,134	1,385.0	477.0	3,337	33.0	1,326	1,651.0	2,010	102.0	225	327
1973	..	341	1,134	1,393	531	3,399	33	1,514	1,571	3,118	190	91	281

N.B. :—The difference in column No. 11 is due to omission of other kinds of surfaces.

Taluk-wise particulars of road-lengths in Shimoga district as on 31st March 1973

(length in kilometres)

Sl. No.	Name of Taluk	P—P.W.D. T—T.D. Board F—Forest Department	Classification-wise break-up					Surfaced length				Unsurfaced length			Road length per lakh of population	Road length per 100 sq. kms.
			State Highways	Major Dist. Roads	Other Dist. Roads	Village Roads	Total	Cement concrete	Black topped	Water bound macadam	Total	Moto-rable	Non-moto-rable	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1.	Shimoga	P	93	79	174	65	411	21	164	226	411	..	..	..	..	..
		T	..	..	..	67	67	..	..	11	11	41	15	56	250	48
		F	..	..	..	42	42	..	..	27	27	15	..	15	..	..
2.	Honnali	P	31	69	297	38	435	..	124	248	372	3	60	63	..	..
		T	..	..	..	29	29	..	..	9	9	5	15	20	339	54
		F	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3.	Bhadravati	P	38	79	174	61	352	9	159	184	352	..	..	..	..	..
		T	..	..	..	62	62	..	..	30	30	2	30	32	224	67
		F	..	..	..	42	42	..	..	..	..	..	42	42	..	..
4.	Channagiri	P	29	158	182	15	385	..	177	202	379	..	5	5	..	..
		T	..	..	..	304	304	..	..	9	9	295	..	295	391	57
		F	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5.	Tirthahalli	P	86	103	139	126	454	3	224	135	362	92	..	92	..	..
		T	..	..	..	356	356	..	..	29	29	3	324	327	790	74
		F	..	..	..	98	98	..	..	..	..	28	70	98	..	..

Taluk-wise particulars of road-lengths in Shimoga district as on 31 March 1973 (Concl.)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
6	Sagar	..	P	64	188	142	50	444	..	257	144	401	43	..	43	..	
			T	..	..	..	406	406	..	..	20	20	..	386	386	650	
			F	..	..	..	21	21	..	..	1	1	..	20	20	..	
7	Hosanagar	..	P	..	147	141	45	333	..	172	145	317	..	16	16	..	
			T	..	..	..	278	278	..	..	..	..	..	278	278	773	
			F	..	..	..	..	..	..	..	..	..	..	..	..	..	
8	Sorab	..	P	..	170	61	63	294	..	127	139	266	28	..	28	..	
			T	..	..	..	209	209	..	..	..	..	..	209	209	424	
			F	..	..	..	1	1	..	..	1	1	..	..	..	..	
9	Shikaripur	..	P	..	141	83	68	292	..	110	148	258	24	10	34	..	
			T	..	..	..	164	164	..	..	50	50	114	..	114	351	
			F	..	..	..	..	..	..	..	..	..	..	..	..	..	
Total :				341	1,134	1,393	2,610	5,478	33	1,514	1,758	3,305	693	1,480	2,173	421	51



Further, there were, in 1971, 245 kms. of roads under the Municipalities, 241 kms. under the Community Development Blocks and National Extension Services and 761 kms. under the Village Panchayats. There was, in 1973, a total road-length of 396 kms. under the Municipalities, of which a length of 127 kms. was black-topped and 170 kms. was of water-bound macadam, 78 kms. motorable and 21 kms. non-motorable. In addition to these, there are also roads completed under the Rural Communications Programme. The total road-length completed upto 1972 under this programme was 1,055 kms. in the district, the total for the State being 21,099 kms. as on 31st March 1972.

The following figures show the road-lengths taken over as State Fund Roads from the local bodies and other agencies in the Shimoga district during some years from 1958-59 to 1970-71 :—

(length in kms.)

Year	Road-lengths ordered by Government to be taken over	Road-lengths actually taken over to the charge of the Public Works Department
1958-59	328	300
1960-61	315	325
1963-64	105	94
1964-65	10	10
1965-66	132	140
1966-67	80	72
1967-68	87	86
1970-71	147	132

A Rural Communications Programme with the object of providing the villages with a net-work of fair weather roads was launched in the State during the year 1959-60. The programme consists of (a) construction of roads, (b) linking of existing rural roads and (c) construction of bridges with linear waterway of more than 20 feet on roads other than those under the Public Works Department. The standard of these roads is of only gravel or earth surface and they are meant mainly for cart traffic. These roads connect the villages to the nearest important roads, market places and rail heads. The average cost of construction of these roads has been estimated at Rs. 6,000 per mile with permissible maximum limits upto Rs. 10,000 per mile in black cotton soil and *malnad* tracts. The average cost of construction excludes the cost of some lands which may be gifted by the villagers. The total cost for the State is estimated to be about Rs. 12 crores and the total expenditure incurred to the end of March 1972 was Rs. 886.51 lakhs. As on 31st March 1972, a length of 468 kms. had been transferred to the Public Works Department to be treated as

Rural Communi-  
cations  
Programme

State Fund Roads and an extent of 532 kms. to the Taluk Development Boards for maintenance. The balance length of 55 kms. remained under the Rural Communications Programme out of 1,055 kms., which was the total length completed upto the end of March 1973 under this programme in the district. In Shimoga district, good progress has been made under the Rural Communications Programme over the years. The figures in this respect for some years from 1961 to 1973 were as given below :—

(length in kms.)

Up to 31st March	Road-length tackled	Road-length completed	Outlay (Rs. in lakhs)
1961	806	N.A.*	15.85
1966	1,037	973	33.82
1969	1,040	1,017	35.86
1970	1,058	1,042	38.42
1971	1,058	1,042	39.90
1972	1,071	1,055	40.65
1973	1,154	1,154	56.88

\* N. A. = Not available

Cross drainages are also being constructed for these roads and the extent of work done in this respect was as follows :—

(length in kms.)

Year (as on 31st March)	No. of works tackled	No. of works completed	No. of works in progress
1961	8	..	8
1966	42	31	11
1969	43	43	..
1970	61	61	..
1971	62	62	..
1972	62	62	..
1973	81	75	6

There are a good number of village roads in the district with a total road-length of 477.0 kms. in charge of the Public Works Department, of which 12.3 kms. were black-topped, 239.0 kms. were of water-bound macadam and 225.7 kms. were unsurfaced in 1971. Out of this, an extent of 30.8 kms. was motorable out of unsurfaced roads except in the rainy season. It is not difficult for country carts to traverse on these roads. In the hilly tracts of the *malnad* areas and the plains of the other areas, roads have been aligned to suit the needs of the people. In respect of easy accessibility of villages, the position in Shimoga district is considerably good. In 1973, out of a total of 1,741 villages, 1,598 villages were directly connected by roads, while for the remaining

143 villages, the roads were within distances ranging from five kms. or below, or above five kms. but below ten kms. or above ten kms.

An amount of Rs. 503.86 lakhs was spent by the Public Works Department on roads in the district during eleven years from 1961-62 to 1971-72 and the year-wise figures are as follows :—

**Expenditure on roads**

(Rupees in lakhs)

Year	Original works	Repair works	Total
1961-62	27.28	15.59	42.87
1962-63	27.04	19.52	46.56
1963-64	18.48	14.40	32.88
1964-65	17.36	19.26	36.62
1965-66	13.13	15.85	28.98
1966-67	13.03	16.72	29.75
1967-68	14.67	23.75	38.42
1968-69	21.92	31.54	53.46
1969-70	26.11	35.93	62.04
1970-71	17.79	50.46	68.25
1971-72	32.75	32.28	64.03
Total	229.56	275.30	503.86

The Tunga, Bhadra, Tungabhadra, Sharavati and Varada and other several streams and *nalas* flow in the district. Hence, the road-making and road-improving programmes necessitate considerable attention for the construction of bridges, major and minor. Though railway bridges were constructed across the Tungabhadra river and some streams at the required points at the time of laying the railway lines, construction of some important road bridges was taken up only recently, in order to enable avoiding of detours and to have direct communications.

During the year 1964, there were 22 major bridges maintained by the Public Works Department, in the district, one of them having a linear waterway of 304.80 metres and above, four having a linear waterway of 152.40 metres and above but less than 304.80 metres, another group of four having a linear waterway of 91.44 metres and above but less than 152.40 metres and thirteen having a linear waterway of more than 30.48 metres but less than 91.44 metres. The number of such major bridges had increased to 36 by 1973. The total linear waterway of all these 36 major bridges was 2,903.03 metres. Besides the 36 major bridges, there were 231 minor bridges, each with a linear waterway of more than 6.10

metres but less than 30.48 metres. The two sub-joined statements give some particulars of major and minor bridges in the district :—

## I

Year (as on 31st March)	Number of major bridges having linear waterway of more than				Total
	30.48 mtrs. but less than 91.44 mtrs.	91.44 mtrs. but less than 152.40 mtrs.	152.40 mtrs. but less than 304.80 mtrs.	304.80 mtrs. and above	
	1956	8	2	2	
1966	14	3	2	1	20
1970	19	3	4	1	27
1971	26	4	4	1	35
1972	27	4	4	1	36
1973	27	4	4	1	36

## II

Number of minor bridges in 1973, having linear waterway of more than				
6.10 mtrs. but less than 12.19 mtrs.	12.19 mtrs. but less than 18.29 mtrs.	18.29 mtrs. but less than 24.38 mtrs.	24.38 mtrs. but less than 30.48 mtrs.	Total
140	41	34	16	231

The expenditure incurred on bridges in the district during the years from 1961-62 to 1972-73 is shown below :—

(Rupees in lakhs)

Sl. No.	Year	Expenditure on original works	Expenditure on repair works	Total
1	1961-62	9.57	0.28	9.85
2	1962-63	7.97	0.18	8.15
3	1963-64	5.40	0.24	5.64
4	1964-65	6.47	0.36	6.83
5	1965-66	5.84	0.28	6.12
6	1966-67	8.21	0.13	8.34
7	1967-68	8.93	0.32	9.25
8	1968-69	20.88	0.50	21.38
9	1969-70	20.50	0.74	21.24
10	1970-71	11.92	1.41	13.33
11	1971-72	17.26	0.78	18.04
12	1972-73	17.90	0.91	18.81
Total		140.85	6.13	146.98

The State Government approved a plan to lay out about 937.60 kms. of *ayacut* roads in the Bhadra Project and Tunga Anicut Project areas to help the inhabitants of the rural areas. By 1973-74, the length of *ayacut* roads completed was 724.81 kms. with the co-operation of the people; causeways and culverts were also constructed. An extent of 632.61 kms. was surfaced, while the rest was unsurfaced.

**Ayacut Roads  
(Irrigation tract  
roads)**

Before the introduction of rail communications and other mechanised transport in the district, carts, pony-driven *jatkas* and horses were used for travelling from place to place. In towns, even now pony-driven *jatkas* are in use, while in villages, bullock-carts continue to be used to a considerable extent for transport of goods and travelling. The bullock-carts have been playing an important part in the agricultural economy of the district since times immemorial. In 1961, there were 40,886 such carts in the district. Under the municipal revenue rules, a small amount is levied for incoming cart traffic at the toll-gates of towns. Hand-carts are also being used as auxiliary transport vehicles for short distances in trade centres; these are small two-wheeled carriages drawn by one or two persons in front and sometimes another man pushes from behind. The quick means of conveyances now being used are buses, motor-cycles, scooters, cars, jeeps, lorries, trucks and what are called "tempoes" which have three wheels. Recently, auto-rickshaws have been introduced in a few towns of the district. Bicycles are an easy and cheap mode of conveyance and are found in good number. In recent years, some well-to-do farmers have taken to the use of tractors. Whereas there were 3,700 motor vehicles in the district in 1964, the number had increased considerably to 7,310 by 1973.

**Vehicles and  
conveyances**

Public transport is an important factor in economic development and an adequate and well-organised system of transport is very essential. Only two routes, namely, Shimoga-Harihar route and Shimoga-Tarikere route have been nationalised. The Hassan Division of the Karnataka Road Transport Corporation was started on 26th October 1961 and it covers the districts of Hassan, Shimoga and South Kanara. The Shimoga Depot was started in 1968. There is a Depot Manager in charge of this Depot and he is directly responsible to the Deputy General Manager and Divisional Controller, Hassan Division, Hassan. As in 1973-74, 61 buses were running on 29 routes, covering, on an average, 2,908 route kilometres carrying 21.3 thousand passengers, on an average, per day. The operational data for the period from 1968-69 to 1973-74 were as given below :—

**Pubile transport**

Sl. No.	Operational data	1968-69*	1969-70	1970-71	1971-72	1972-73	1973-74
1	Fleet held as on 31st						
	March	44	48	47	53	55	61
2	No. of routes as on 31st						
	March	21	24	24	26	27	29
3	Route kilometres	2,064	2,606	2,612	2,663	2,698	2,908
4	Average No. of passengers carried per day (thousands)	19.8	15.3	16.3	16.9	18.2	21.3
5	Revenue per km. (paise)	119.9	121.3	128.9	131.5	131.4	144.4
6	Revenue realised per seat (paise)	2.27	2.23	2.29	2.32	2.39	2.62

Besides the services operated from the Shimoga Depot, a number of K.S.R.T.C. bus services operating from Hassan, Mangalore, Bangalore and Mysore Divisions either touch Sagar or Shimoga or pass through these and other places in the district.

Besides the K.S.R.T.C. services, several private agencies have been also operating their buses on many routes. As in 1973, the number of such private buses was 217.

The figures of various types of vehicles registered in the Shimoga district (excluding the K.S.R.T.C. buses) during the years from 1964 to 1973 were as follows :—

Year (as in March)	Motor cycles and scooters	Motor cars	Jeeps	Autorickshaws	goods vehicles				Total
					Private owned buses	Private carriers	Public carriers	other vehicles	
1964	423	860	159	6	341	634	1,157	120	3,700
1966	483	720	183	8	246	181	817	122	2,761
1968	902	755	201	34	294	158	757	179	3,280
1969	1,108	763	206	50	292	185	867	277	3,748
1970	1,536	748	219	51	..	1,119	338	510	4,521
1971	2,251	791	24	33	291	1,037	..	1,023	5,450
1973	3,815	869	252	55	269	1,104	870	76	7,310

All motor vehicles in the district come under the Motor Vehicles Regulation Act. All vehicles driven by internal combustion, like petrol and diesel, have to be registered according to the vehicles' horse-power, seating capacity, capacity for laden weights, etc., and vehicle taxes have to be paid to the Government. Lorries and trucks have increasingly come into use for carrying merchandise, since they provide a quick means of transport. The Regional Transport Inspectors have to inspect the vehicles and determine

\*For the period from 1-7-1968 to 31-3-1969 only.

how far they conform to the Motor Regulation Act. Public carriers are those lorries meant to be hired out to customers. Motor vehicles include motor-cycles, scooters, trucks, jeeps, etc. The statement given below shows the number of road accidents in the Shimoga district during the years from 1965-66 to 1972-73 :—

<i>Year</i>	<i>No. of accidents</i>	<i>No. of persons killed</i>	<i>No. of persons injured</i>
1965-66	123	24	184
1966-67	135	30	132
1967-68	151	42	130
1968-69	202	36	235
1969-70	161	36	207
1970-71	196	43	274
1972-73	181	41	270

A metre gauge railway line from Birur to Shimoga-Bidare, covering a distance of 61.15 kms., was constructed by the State in 1899. This line connected Shimoga with the Bangalore- Harihar railway line and facilitated the movement of men and materials to important places like Bangalore, Hubli and Poona. From 1929 to 1940, some of the important places of the district were linked by railway lines and this helped the internal trade of the district. In 1929, the line was taken to Shimoga town from Shimoga-Bidare. In 1930, it was extended from Shimoga to Raghosahalli (29.95 kms.) which was further lengthened to Anandapuram *via* Arsalu in 1934. Sagar was linked by railway in 1938, and Talaguppa in 1940.

#### Railways

The Birur-Talaguppa line runs for a length of 161 kms. The goods traffic as well as the passenger traffic is limited on this railway line because of the well-developed road traffic. There are 15 railway stations in the district, the important ones being Bhadravati, Shimoga, Sagar and Talaguppa terminal. There is a demand for extension of the Birur-Talaguppa line up to Honnavar on the West Coast (70 kms.). The extension of this line would help the passenger traffic as also activities of ore-carrying to the west-coast ports. This could also link the proposed Mangalore-Goa line. The Western Ghats, rich in flora and fauna and noted for enchanting scenic beauty, may see a boom in tourist traffic if this new line is constructed. A nature-lover can undertake a delightful journey through the thick and picturesque jungle ranges which have also the magnificent water-falls of Gersoppa. In 1972, the Shimoga Taluk Development Board submitted a representation both to the State and the Central Governments requesting for a direct railway link from Talaguppa to Bhatkal. Surveys on commercial and passenger rail traffics between Talaguppa and Karwar through Bhatkal, connecting also Mangalore, and then from Karwar to Hubli were conducted in the year 1972-73.

**Tramways and  
Railways**

✓ Regular and systematic supply of raw materials like iron ore, limestone, quartz, black clay, etc., consumed daily in large quantities by the production units of the Mysore Iron and Steel Ltd., Bhadravati, demands the maintenance of an efficient system of transportation. This is provided by tramways and railways systems with a net-work of 96 route kilometres of tramway tracks (2'-0" gauge) connecting the Works with mines and 61.30 route kilometres of metre-gauge railway track and sidings inside and outside the factory area. The track facilities have been gradually improved. The systems are served by a fleet of 18 steam locomotives and 17 diesel locomotives. The tramway system consists of three open lines as follows :—

(1) *Bhadravati-Kemmangundi Tramway (BKT):—*

This open line started in 1923 connects Bhadravati with Tanigebyle which is about 40.22 kms. from Bhadravati. Iron ore mined at Kemmangundi mines is transported to Tanigebyle 4.8 kms. away at the foot of hill by rope-way. From rope-way terminal, iron ore is transported in Hopper wagons hauled by steam locomotives to Bhadravati. Also sinter, produced at the sintering plant at Tanigebyle, is transported by tramway trains.

(2) *Bhadravati-Joldal Tramway (BJT):—*

This open line started in 1934 connects Bhadravati with Bhadigunda-limestone mines which are 19.3 kms. away. Large quantities of limestone required by pig-iron units, the cement plant and foundries are moved to Bhadravati by tramway trains operated at the rate of 4 to 5 trains per day.

(3) *Bhadravati-Agasanahalli Tramway (BAT):—*

This line which was started in 1950 connects Bhadravati with black clay mines at Umblebyle (about 32.18 kms. from Bhadravati) and Bilikal-betta mines (about 12.87 kms. from Bhadravati). Quartz and black clay are transported daily from those places by tramway trains.

**Ferries**

Most of the rivers and streams in the district are fordable during the dry months. During floods and when freshes come down, traffic over the rivers and streams is often suspended until the waters subside. But during other days of rainy season, they are generally crossed at the appointed ferries by rafts, basket boats, canoes or ferry boats. All these crafts are propelled by long bamboo poles and are dependent for their course upon the currents. But paddles are sometimes used with the canoes and rafts. The boats are usually licensed by the Taluk Development Boards and the passengers are charged a small fee to cross the rivers. The region near Kudli is noted for ferries. Though several bridges have now been constructed across the rivers the ferries have not gone out of existence, but still play a role during the rainy season.



The Shimoga district has been a bee-hive of tourists, pilgrims, sight-seers, big-game hunters and lovers of fauna and flora. However, tourism, in the modern sense has not developed to the desirable extent. There is much scope for development of tourism in the district which is noted for scenic beauty of *malnad* and which has several culturally and historically important places (*see* Chapter XIX). The Karnataka Government have ambitious plans for providing hospitality homes, rest houses and other amenities to the tourists. With the implementation of these plans, the Shimoga district will have its share of tourist development. There are bus facilities for travellers at frequent intervals from Shimoga to many places of tourist interest. There are also tourist buses and taxi cars which can be hired. On special occasions, the Karnataka State Road Transport Corporation provides special services for the use of tourists.

**Travel and  
tourist  
facilities**

In the earlier periods, facilities for pilgrims and other travellers were provided in *choultries* and *chavadies* free of cost. They rested in the *chhatras* built at various places like Agumbe, Anandapuram, Benkipur, Chilur, Hadigal, Honnali, Mahishi, Malur, Mandagadde, Megaravalli, Shikaripur and Shimoga. During the modern period, dak bungalows, inspection or travellers' bungalows were built at important and convenient places. With the growth of modern transport and communications, the need for travellers' bungalows has been felt more and more. The State Government have provided such bungalows at many places. The facility to stay in such rest houses is primarily meant for touring Government officers and it is extended to others when not occupied by Government officers. The rest houses are being maintained by the Public Works and Forest Departments and some Taluk Development Boards and Municipalities. In 1973, a new *chhatra* with modern facilities was built at Agumbe for the benefit of pilgrims, and other visitors who go over there to see the alluring sun-set and other natural scenes.

The hotel industry in the district is developing since the last few decades. The hotels and restaurants in the towns have to conform to municipal bye-laws. There are some good boarding and lodging hotels at Shimoga, Bhadravati, Sagar and Tirthahalli. But in other places, the facilities are far from satisfactory (*see* also Chapter VIII).

Earliest records available show that a head post office was functioning at Shimoga from 1st January 1890. In those days in the rural parts, the mails were conveyed by runners and delivered by village postmen once a week. As a result of post-war planning after 1918, many post offices were opened all over the district. Runners and village postmen were gradually dispensed with and mails came to be conveyed by buses. Daily service facilities were given to many villages also by employing delivery agents. Since

**Post and Tele-  
graph facilities**

1947, there has been a rapid development of post and telegraph facilities. Almost every village in the district with a population of 2,000 had a post office by the end of 1952. There were in 1973-74 34 sub-offices and 162 branch offices under the Shimoga head office, and 27 sub-offices and 170 branch offices under the Sagar head office. There are four postal sub-divisions, each under the charge of an Inspector of Post Offices. During 1973, there were 55 post offices provided with telephone facilities, among which 54 were public call offices and one was telegraph office in the district. There were 47 combined offices (*i.e.* those post offices which have also telegraph facilities), out of which 25 were working on the morse system and other 22 on the phonocom system (*see* also Chapter XIII). There are savings bank facilities in all post offices in the district. There were 23,327 savings bank accounts being operated in them with a total credit amount of Rs. 45,11,368-02, in 1973-74 (*see* also Chapter VI).

#### Telephones

In 1973, there was an Automatic Telephone Exchange (SAX) with a capacity of 25 to 1,000 lines in the district. The particulars of telephone exchanges were as follows :—

<i>Sl. No.</i>	<i>Place</i>	<i>Capacity and Category</i>
1	Anandapuram	25 lines S.A.X.
2	Avinahalli	25 lines S.A.X.
3	Ayanur	25 lines S.A.X.
4	Hosanagar	25 lines S.A.X.
5	Channagiri	25 lines S.A.X.
6	Honnali	35 lines S.A.X.
7	Kargal	25 lines S.A.X.
8	Nyamati	25 lines S.A.X.
9	Anavatti	50 lines S.A.X.
10	Shiralkoppa	50 lines S.A.X.
11	Sorab	50 lines S.A.X.
12	Sirigere	100 lines S.A.X.
13	Tirthahalli	100 lines S.A.X.
14	Shikaripur	100 lines S.A.X.
15	Bhadravati	300 lines M.A.X. II
16	Sagar	200 lines C.P.N.M.
17	Shimoga	1,000 lines M.A.X. II

As in June 1973, long distance public call offices were located in 54 places which were connected to Shimoga. There were 25 local public call offices out of which eight local public call offices were in Shimoga (*see* also Chapter XIII).

Radios have become very popular in the district, especially transistors in the rural areas, and their number is fast increasing. The number of radio sets licensed in the district as on 30th June 1973 was 37,381. **Radio sets**

At Bhadravati, there is a station of All India Radio. It was inaugurated on 7th February 1965 with a medium-wave transmitter in order to extend the broadcast coverage in the region. This Station has been functioning as an auxiliary to the Bangalore Station of All India Radio. The primary service area of the Bhadravati Station extends to a mean radius of 150 kilometres approximately, and it effectively serves the districts of Shimoga, Chikmagalur, Chitradurga, parts of Hassan, Bellary and Dharwar. This Station is under the charge of a Station Engineer. At present, the programmes are mostly being relayed from the Bangalore Station of All India Radio, with a few independent programmes. The main functions of the Station are to reflect faithfully the literary and cultural heritage and the social aspects of the State of Karnataka, and also to provide beneficial mass communication in respect of education, farm and home, family-planning, women and children, youth, industrial workers, rural women, news and also entertainment (*see* also Chapter XIII). **All India Radio, Bhadravati**

TABLE I  
Particulars of rest houses as in 1975 (in areas of Shimoga and Sagar P.W.D. Divisions)

<i>Sl. No.</i>	<i>Name of Bungalow and place</i>	<i>Class</i>	<i>Taluk</i>	<i>Location</i>	<i>Distance from nearest railway station/other town</i>	<i>Facilities available like cook, utensils, furniture, water, light, etc.</i>	<i>No. of suites</i>	<i>Places of interest nearby and distance</i>
1	2	3	4	5	6	7	8	9
1	Circuit House, Shimoga.	I	Shimoga	Bangalore-Honnavar Road.	3 kms. from Shimoga railway station.	All such facilities available.	6	Kudali Gajanur { within 14 to 32 kms. B.R. Project
2	T.D.B. Travellers' Bungalow, Honnali.	II	Honnali	Shimoga-Mangalore Road.	38 kms. from Shimoga or Harihar railway station.	do	4	Hirematha 0.5 km. Raghavendra-swamy Matha 0.3 km. Tirtharameshwara 25.3 kms. Balleshwara 4.5 kms. Rampura 19.2 kms. Sunkadakatte 3.5 kms. Kotemallur 7.6 kms. Yakkanahalli 35.2 kms. Masadi 7.6 kms. Marikoppa 3.2 kms. Kunkova 19.2 kms.
3	T.D.B. Travellers' Bungalow, Tirthahalli.	I	Tirthahalli	Shimoga-Mangalore Road.	56 kms. from Shimoga railway station.	Except cook, all such facilities available.	2	....
4	Travellers' Bungalow, Agumbe.	I	do	do	90 kms. from Shimoga railway station.	do	2	Agumbe ghat nearby

TABLE I (Cont.)

1	2	3	4	5	6	7	8	9
5	Travellers' Bungalow, Shiralkoppa.	II	Shikaripur	Within 50 ft. of the main road.	33.7 kms. from Sagar railway station.	Except cook, all such facilities available.	2	Belagavi within } Shivanapada 5 kms. } Udagani
6	Inspection Bungalow, Channagiri.	II	Channagiri	Shimoga-Chitradurga Road.	28 kms. from Holalkere railway station.	All such facilities available.	3	Channagiri hill-top temple
7	Inspection Bungalow, Shantisagar.	II	do	do	28 kms. from Arsalu railway station.	do	2	Shantisagar lake and Ishwara temple
8	Inspection Bungalow, Santhebennur.	II	do	do	14 kms. from Arsalu railway station.	do	2	do
9	Inspection Bungalow, Medal.	II	do	By the side of Shimoga-Bhadravati Road.	28 kms. from Bhadravati railway station.	do	2	..
10	Guest House of M. I. S. Ltd., Bhadravati.		Bhadravati	do	1.6 kms. from Bhadravati railway station.	All such facilities available.	2	Factories at Bhadravati
11	Inspection Bungalow, Sagar	I	Sagar	Bangalore-Honnavar Road.	1.6 kms. from Sagar railway station.	do	5	Keladi 6.4 kms.
12	Travellers' Bungalow, Anandapuram.	II	Sagar	Bangalore-Honnavar Road	0.10 km. from Anandapuram railway station.	All such facilities available (except cook).	2	Ambligola Project 19 kms.

TABLE I (Concl.)

1	2	3	4	5	6	7	8	9
13	Travellers' Bungalow, Talaguppa.	II	Sagar	Bangalore Honnavar Road	0.10 km. from Talaguppa railway station.	All such facilities available (except cook)	2	Jog 16 kms.
14	Inspection Bungalow, Hosanagar.	II	Hosanagar	Hosanagar-Sagar Road.	49 kms. from Sagar railway station.	do	2	Jog, Humcha, Nagar, Kodachadri, and Kallur within 16 kms.
15	Inspection Bungalow, Sorab.	II	Sorab	Shimoga-Sorab-Sirsi Road.	36.9 kms. from Sagar railway station.	do	4	Chandragutti, Togarsi Banavasi and Kotipura within 16 kms.
16	T.D.B. Pravasi Mandir, Anavatti.	II	Sorab	Shiralkoppa-Gondi main Road.	55 kms. from Sagar railway station.	All such facilities available.	2	Banavasi 13 kms.
17	Travellers' Bungalow, Shikaripur.	II	Shikaripur	Shimoga-Sorab-Sirsi Road.	33.7 kms. from Anandapuram railway station.	do	2	Belagavi Shivanapada, and Udagani within 21 kms.
18	Travellers' Bungalow, Anjanapura.	II	Shikaripur	Shimoga-Shikaripur Road.	4.8 kms. from Shikaripur.	do (except cook).	2	do
19	Travellers' Bungalow and Inspection Bungalow, Jog Falls.	I & II	Sagar	Shimoga-Talaguppa Road.	16 kms. from Talaguppa railway station.	All such facilities available.	4	Jog Falls
20	Youth Hostel at Jog Falls.		Sagar	do	do	do	..	do

TABLE II  
Particulars of Forest Lodges in Shimoga Forest Division, as in 1975

Sl. No.	Name of Forest Lodge and place	Class	Taluk	Location	Distance from nearest railway station	Facilities available like cook, utensils, furniture, water, light, etc.	No. of suites available	Places of interest nearby and distance
1	2	3	4	5	6	7	8	9
1	Bellur Forest Lodge (Hanagere Range) Bellur.	III	Hosanagar	Ayanur-Chikmagalur Road.	37 kms. from Harnahalli railway station.	Cook, water only available.	1	Water spring 3.21 kms. from the lodge
2	Benuvalley Forest Lodge (Ripponpet Range) Benuvalley.	III	Hosanagar	Ayanur-Hosanagar Road.	3.21 kms. from Arsalu railway station.	do	1	Evergreen forest scenes round about
3	Sirigere Forest Lodge (Hanagere Range) Sirigere.	III	Shimoga	Ayanur-Chikmagaur Road.	11.26 kms. from Harnahalli railway station.	All facilities available.	1	do
4	Settihalli Forest Lodge (Shankar Range) Settihalli.	III	Shimoga	Shimoga-Settihalli Road.	22.53 kms. from Shimoga.	Cook, water only available.	2	Settihalli Game Sanctuary in the vicinity
5	Agumbe Forest Lodge (Agumbe Range) Agumbe.	III	Tirthahalli	Shimoga-Mangalore Road.	122.63 kms. from Shimoga railway station.	All facilities available.	2	(1) Sunset view (2) Evergreen forest scenes (3) Barkana falls (4) Vanake-Abbe within 4 kms.
6	Mandagadde Forest Lodge (Tirthahalli Range) Mandagadde.	III	Tirthahalli	Shimoga-Tirthahalli Road.	32.18 kms. from Shimoga railway station.	All facilities available	2	Birds sanctuary at Mandagadde
7	Hanagere Forest Lodge (Hanagere Range) Hanagere.	III	Tirthahalli	Ayanur-Chikmagalur Road.	25.73 kms. from Harnahalli railway station.	Cook, water only available.	1	Dargah of Syed Yadat Ali at Hanagere

TABLE III  
Particulars of Forest Lodges in Bhadravati Forest Division as in 1975

Sl. No.	Name of Forest Lodge and place	Class	Taluk	Location	Distance from nearest railway station	Facilities available like cook, utensils, furniture, water, light, etc.	No. of suites available	Places of interest near by and distance
1	2	3	4	5	6	7	8	9
1	Joldhal Forest Lodge, Joldhal (Channagiri Range).	II	Channagiri	Bhadravati-Channagiri Road.	24.14 kms. fom Bhadravati railway station.	All facilities available	1	Ammanagudi temple at a distance of 8 kms.
2	Ubrani Forest Lodge, Ubrani (Channagiri Range).	II	Channagiri	Channagiri-Ajjampura Road.	22.53 kms. from Shivane railway station.	All facilities available except electric light.	1	..
3	Gangoor Forest Lodge, Gangoor.	II	Bhadravati	Bhadravati-Tarikere Road.	14.48 kms. from Bhadravati railway station.	Cook is available	2	Bandigudda mining area at a distance of 6 kms.
4	Umblebyle Forest Lodge, Umblebyle (Umblebyle Range).	II	Shimoga	Shimoga-N.R. Road	19.31 kms. from Shimoga railway station.	All facilities available	2	..

Note.—Please see General Appendices for particulars of forest lodges in Sagar Forest Division.