

CHAPTER VII

COMMUNICATIONS

IN the early years of the last century, the Tumkur district seems to have had no good road communications at all, except for some improved tracts, which were fit only for country-cart traffic, pack-animals and pedestrians. In 1831, there were just two roads in the district which entitled to the appellation of roads. They were the Srirangapatna—Sira road and the road from Bangalore to Harihar passing through the district. Even these roads were in a very bad state, having portions running through swamps. Another important road communications, which existed in the district in the early years of the last century, was the road between Bellary and Bangalore passing through Pavagada taluk. This was also in a bad state, when Colonel J. P. Grant attempted to survey the area in 1872, except for a few portions lying in the Madakasira taluk of Anantapur district in Andhra Pradesh and also to the south of Tumkur town, which were said to be in a fairly good state.

Old-time
routes

Immense changes in the means of communication took place between 1870 and 1909. According to a report submitted to Government by Colonel Grant in 1870, the means of communication were very bad with the exception of the Bellary—Bangalore road. This road was improved during the period from 1870 to 1909 so as to sustain the flow of a large volume of traffic. It was maintained in an excellent condition in the later years and became a well-established road of importance. After the original revenue settlement in 1870, a road running from Pavagada through Kodamadavu and Roddam to Penukonda was laid. Another road from Pavagada through Parashurampur to Challakere in Chitradurga district was also laid. The Penukonda—Madakasira road was also opened for traffic during the same period. The other roads, which existed in the district at the time of the original settlement in 1870, were the Sira—Tumkur and Sira—Hiriyur roads (forming parts of Bangalore—Bellary road), the Sira—Madhugiri road, the Sira—Huliyar road passing through Bukkapatna and the Sira—Gubbi road, called also the Sira—Nelligere road. Subsequently, the Sira—Amarapur road connecting the northern portion

of the district, was laid as also the Bukkapatna—Hagalvadi road connecting parts of the tract with Chelur and Bellave of the Tumkur taluk. These roads, however, did not come up to the standard of the modern roads. But, with the passage of time, the road-surfacing methods improved and efforts were made to develop the standards of roads, by stages, in keeping with the requirements of the increased volume of road traffic. The principal roads were called State Roads and the less important ones were called District Fund Roads.

Classification of roads

Tumkur district is grouped under the *maidan* region for opening up road communications. This region is mostly a flat country, cut across by streams and small rivers. Since transport is not only the moving of goods from one place to another, but also a key factor in economic development, communication facilities play a very important part in the development of the area. The roads in the district are grouped and classified as National Highways, State Highways, Major District Roads, Other District Roads and Village Roads. The State Forest Department is also maintaining a few miles of roads. The categories of surfaces of these roads are cement-concrete, black-topped, water-bound macadam, other kinds of surface and natural soil.

National Highways are maintained by the State Public Works Department out of grants received from the Central Government. The intensity of traffic on these highways in the Mysore State, according to a traffic census conducted in 1961-62, varies from a minimum of 4,000 tons to a maximum of 8,780 tons per day. A sample survey conducted during 1963-64 has further estimated that the annual increase in traffic intensity on these roads is more than 15 per cent. The National Highways connect the metropolitan cities, State capitals, ports and other centres of major activity. These roads are generally fully bridged and metalled, and in recent years, almost all of them have been asphalted. State Highways are defined as other main trunk or arterial roads connecting National Highways, district headquarters towns and other important towns within the confines of the State and serving as the main arteries of traffic to and from district roads. The State Highways are maintained by the State Government and are generally bridged and metalled. They are generally motorable throughout the year. Efforts have been made in recent years to asphalt them. Major District Roads connect important marketing centres with the Railways, State Highways and the National Highways. These roads constitute the main link between the district headquarters towns. Other District Roads are subject to frequent interruptions in traffic during the monsoon period and most of them were unmetalled till recently. Other District Roads connect important market places in the district. Village Roads are generally approach roads from the main roads to the villages

and have generally unmetalled surfaces. The term "rural communications" broadly covers inter-village roads. These have been mud roads, unmetalled and with no causeways or culverts. Though these roads were laid by the Public Works Department, their maintenance is left to the village community.

The total length of all the roads maintained by the Public Works Department in the district as on 31st March 1967 was 1,606.75 miles. Out of this total, 51.50 miles were of National Highways, 142.63 miles of State Highways, 631.87 miles of Major District Roads, 468.12 miles came under Other District Roads and 312.63 miles under Village Roads. The surface-treatment of these roads was as follows :—

Cement-concreted	..	32.00 miles
Black-topped	..	569.38 miles
Water-bound macadam	..	796.38 miles
Other kinds of surface	..	150.37 miles
Natural soil	..	58.62 miles
Total	..	1,606.75 miles

The road mileage and surfacing in the district have considerably increased during the period from 1958 to 1967. The total road mileage per square mile has also gone up from 0.48 to 0.55 during the decade. The following table indicates the development from year to year during the decade :—

(In miles)

Year	Mileage under Public Works Dept.	Mileage under the charge of Tq. Boards	Mileage under the charge of Forest Dept.	Total	Sur-faced roads	Un-surfaced roads	Total road mileage per sq. mile		
	1	2	3				Sur-faced	Un-surfaced	Total
1958 ..	1,000	945	21	1,966	938	1,028	0.23	0.25	0.48
1959 ..	1,245	700	21	1,966	1,093	873	0.26	0.22	0.48
1960 ..	1,252	791	21	2,064	1,096	968	0.26	0.23	0.49
1961 ..	1,420	630	21	2,071	1,120	951	0.26	0.23	0.49
1962 ..	1,423	680	22	2,125	1,136	989	0.27	0.24	0.51
1963 ..	1,444	691	25	2,160	1,163	997	0.28	0.24	0.52
1964 ..	1,476	687	17	2,180	1,222	958	0.29	0.23	0.52
1965 ..	1,494	660	21	2,175	1,264	911	0.30	0.22	0.52
1966 ..	1,570	632	21	2,223	1,352	871	0.32	0.22	0.54
1967 ..	1,607	635	7	2,249	1,400	849	0.34	0.21	0.55

As a number of miles of roads belonging to the erstwhile District Boards, and now the Taluk Boards, have been taken over by the Public Works Department, the total mileage maintained by the Taluk Boards has decreased from 935 to 635 miles. The work of surfacing of roads has made a remarkable progress and the surfaced portion had increased from 938 miles in 1958 to 1,400 miles in 1967; the length of unsurfaced portion had decreased from 1,028 miles in 1958 to 849 miles in 1967. According to statistics supplied by the Public Works Department, the total road mileage per lakh of population in the district worked out to 160, while the road mileage per square mile stood at 0.55.

The roads in the district are maintained by two Public Works Divisions, *viz.*, Tumkur and Madhugiri, each manned by an Executive Engineer, stationed at Tumkur and Madhugiri. In 1967, the Tumkur Division had 795.75 miles under its care, while the Madhugiri Division had 811.00 miles, the total length for the district being 1606.75 miles.

During 1966-67, the State Public Works Department took over 20.88 miles of roads belonging to the Taluk Boards and other agencies, the total mileage of roads thus taken over by the Department in the district from 1958-59 to 1966-67 being 516.

Taluk Board Roads.—In addition to the 1,607 miles of roads maintained by the Public Works Department, the Taluk Boards in the district (10 in number), in all, maintained 634.62 miles of roads in 1967, of which 2.50 miles had a water-bound macadam surface, 362.37 miles with other kinds of surface and 269.75 miles with natural soil surface.

Forest Roads.—As on 31st March 1967, the State Forest Department also maintained 7.25 miles of roads in the district. The road surface in this category had other kinds of surface treatment.

Thus, there were, in all, 2,249 miles of roads in the district maintained by the State Public Works Department, the Taluk Development Boards and the State Forest Department.

Roads maintained by other Agencies.—As on 31st March 1967, there were, in all, 261 miles of additional roads of all categories under the charge of the Municipalities, Village Panchayats and Community Development and National Extension Service Blocks in the district as shown below :—

1. Municipalities	..	211 miles
2. Village Panchayats	..	11 "
3. Community Development and National Extension Service	..	39 "
		<hr/>
Total	..	261 "
		<hr/>

During the period from 1961-62 to 1966-67, the State Public Works Department incurred an expenditure of Rs. 291.16 lakhs for road maintenance and development works in the district. The yearwise break-up of the expenditure, both on original and repair works, was as shown below:—

Year		Original works	Repair works	Total
		(Rs. in lakhs)		
1961-62	..	29.71	29.89	59.60
1962-63	..	54.49	21.95	76.44
1963-64	..	51.52	13.41	64.93
1964-65	..	10.46	16.53	26.99
1965-66	..	17.07	19.02	36.09
1966-67	..	8.35	18.76	27.11

There were, in all, one National Highway, nine State Highways, 34 Major District Roads, 55 Other District Roads and 59 Village Roads (including those taken over from the erstwhile District Boards for maintenance) in the district under the charge of the two Public Works Divisions as on 31st March 1967. A brief account of some of the more important of these roads is given in the following paragraphs. (The lengths of the roads mentioned therein relate to the year 1967).

Bangalore-Poona Road.—The Bangalore-Poona road is the only National Highway passing through the district, for a length of 51 miles and 4 furlongs within the confines of the district. The road enters the district very near Hirehalli on the Bangalore-Tumkur road and leaves the district near Narayanapur in the Sira taluk. This road is popular for vehicular traffic from places in South India to places in the northern parts of Mysore State and also in Maharashtra. Lorries laden with merchandise take this road from Bangalore to Bombay *via* Tumkur, Sira, Hiriya, Chitradurga and Harihar. The Bangalore-Belgaum luxury bus service is also routed through this road. The road has a north-westerly direction from the starting point in the district to the point where it leaves the district. Tumkur and Sira are the only two important places on this National Highway within the confines of the district. The road is fully black-topped.

Bangalore-Honnavar Road (Length : 57 miles and 6 furlongs) : This important road, coming under the category of State Highway, enters the district near Hirehalli on the borders of Nelamangala taluk in the Bangalore district and Tumkur taluk of the Tumkur district and leaves the district near Chikka-bidare in Tiptur taluk. It then enters the Arsikere taluk of the Hassan district. After leaving the Tumkur town, this State Highway takes an east-west direction upto the borders of the Tiptur taluk where it leaves the district. Out of a total length of 57 miles and 6 furlongs of this

road, 25 miles and 2 furlongs are cement-concreted and 32 miles and 4 furlongs are black-topped. This road passes through Tumkur town, Gubbi, Nittur and Tiptur and cuts across the Sira-Nelligere, Turuvekere-Huliyar and Tiptur-Chiknayakanahalli roads. In the communication net-work of the district, the Bangalore-Honnavar road takes a precedence, because this is the only highway passing along the entire length of the district to the *malnad* districts of the State, reaching the Arabian Sea coast at the end. Transport of industrial goods from Bhadravati to Bangalore is done through this road.

Bangalore—Mangalore Road (Length: 16 miles and 6 furlongs).—This road, which is also called the Bangalore—Hassan road, runs from east to south-west. Out of its total length, 6 miles and 6 furlongs are cement-concreted and the other 10 miles are black-topped. The road enters the district near Doddakere and leaves the district border near Marconahalli, passing through Kunigal, an important taluk headquarters. The traffic from the State administrative headquarters of Bangalore can easily reach the South Kanara coast through this State Highway, passing through Hassan and Sakleshpur. Barring the Bangalore—Mysore—Mercara—Mangalore route, this road is much frequented by vehicles going to the west coast.

Kibbanahalli—Huliyar Road (Length: 21 miles and 2 furlongs).—The Kibbanahalli—Huliyar State Highway starts from Kibbanahalli on the Bangalore—Honnavar road and runs slightly north-west, passing through Settihalli, Chiknayakanahalli (an important centre for coconut production in the district) and Chikka-bidare. The road ends at Huliyar which is on the Tumkur—Chitradurga district border. The whole length of this road is black-topped, and this State Highway is an important means of road communication between Tumkur and Chitradurga districts.

Hiriyur—Huliyar Road (Length: 5 miles and 5 furlongs).—Out of the total length of this road, two miles and one furlong have a black-topped surface and the rest are metalled. The road starts from Hiriyur, a taluk in Chitradurga district, and runs straight south to Huliyar in Tumkur district, passing through Yelladakere. This road links Tumkur with Chitradurga district.

Kibbanahalli—Turuvekere Road (Length: 10 miles and 5 furlongs).—This State Highway is a continuation of Huliyar—Kibbanahalli road, running straight south to Turuvekere, the headquarters of a taluk in Tumkur district. This road cuts across the Bangalore—Poona metre-gauge railway line near Banasandra Railway Station between Nittur and Tiptur. Out of its total length, 5 miles are black-topped and the rest metalled.

Challakere—Pavagada Road (Length : 18 miles and 7 furlongs).—Only one mile of this road is black-topped and the rest are metalled. This road starts from Challakere in Chitradurga district and runs slightly south-east to Pavagada, passing through Kotagudda, Rangasamudra and Lingadahalli. This road cuts across the Pavagada—Bellary road and also the Channakeshava-pura—Hoskote road.

Pavagada—Roddam Road (Length : 7 miles and 2 furlongs).—Only one mile of this road is asphalted and the rest are metalled. This is an important State Highway in the Pavagada taluk, linking it with Andhra Pradesh.

The other two State Highways are the roads within the town limits of Tumkur and Turuvekere, each of which is two miles and two furlongs in length. Both these roads are black-topped.

Tumkur—Bellary Road (Length : 65 miles and 2 furlongs).— **Major District Roads**
This road, which starts from the headquarters town of Tumkur, passes through Koratagere, Madhugiri and Pavagada through a strip of territory in Andhra Pradesh. From Pavagada, the road again enters the Anantapur district of Andhra Pradesh and reaches Bellary. The entire length of this road is black-topped.

Tumkur—Kunigal—Maddur Road (Length : 44 miles and 4 furlongs).—This road also starts from the district headquarters town of Tumkur and takes a slightly south-westerly course and leaves the district boundary near Nidasale in Kunigal taluk. Out of the total length of 44 miles and 4 furlongs, 39 miles and 6 furlongs are black-topped and the remaining portion has a metalled surface. This important road passes through Gulur, Hebbur, Kunigal (where the State Government runs a Stud Farm) and Huliurdurga. This road crosses the Bangalore—Mangalore State Highway near the Kunigal town. The road, after emerging from the Tumkur district, joins the Bangalore—Mysore road near Maddur, not far off from the Shimsha river road bridge.

Banavara—Sira Road (Length : 42 miles).—This road enters the district from Banavara in Chikmagalur—Hassan district border near Bommanahalli and takes a north-easterly direction and joins the Salem—Bellary National Highway near Sira. This road touches the Huliya—Turuvekere road near Huliya and runs on the fringes of the Boranakanive Reservoir, and passing through Bukkapatna and Jogihalli touches Sira. From there, the road runs north-east to Agur near the Anantapur district border. Of the total length of the road, 12½ miles are black-topped, while the rest are metalled.

Tumkur—Chelur—Bukkapatna Road (Length : 39 miles).—This road takes off from the Bangalore—Honnavar road near Tumkur. Out of the total length of 39 miles, only 5 miles and 7 furlongs are black-topped and the rest are metalled. This road runs in a curve upto Chelur and then takes a westerly course upto Ankasandra and from there takes a straight northerly course upto Bukkapatna. The road, though called Chelur—Bukkapatna road, goes upto Gowdagere, crossing the Salem—Bellary National Highway near Devarahalli, and joins the Sira—Hulikunte road near Gowdagere.

Nelligere—Sira Road (Length : 49 miles and 4 furlongs).—This road takes off from the Bangalore—Poona National Highway, some ten miles south of Sira, and runs in a south-westerly direction all along till it leaves the district near Karadagere in Turuvekere taluk. From there, it goes to Nelligere in Mandya district. Out of the total length, only 23 miles of this road are black-topped and the rest have a metalled surface. The road crosses the Tumkur—Bukkapatna road very near Chelur and also the Bangalore—Honnavar road near Nittur, and it passes through Kaidala, Kallur, Bochihalli and Soravanahalli.

Sira—Madhugiri Road (Length : 23 miles and 6 furlongs).—Though this road runs only to about 23 miles in the northern part of the district, it has assumed importance on account of its linking two taluks of considerable historical background. Almost the entire length of this road is black-topped. It runs slightly towards south-east upto Badavanahalli and then takes an easterly direction crossing the Brahasandra—Hoskere road near Badavanahalli. The road continues from Madhugiri north-eastwards to Hindupur in the Anantapur district of Andhra Pradesh.

Madhugiri—Hindupur Road (Length : 19 miles).—This road has 16 miles and 5 furlongs of black-topped surface and two miles and three furlongs of metalled surface. It runs upto Kodigenahalli in a slightly north-easterly direction and from there, goes upto Hindupur passing through Puravara and crossing the Kumudvathi river. The road cuts across the Koratagere—Madakasira road near Doddahosalli.

Yedeyur—Tiptur Road (Length : 32 miles and 2 furlongs).—This road takes off from the Bangalore—Honnavar road near Tiptur and runs to Yedeyur in Kunigal taluk in a winding manner, passing through Gopalapura, Nonavinakere, Turuvekere, Soravanahalli and Koppa, and joins the Bangalore—Mangalore road near Marconahalli. From there, it enters Yedeyur. This road has 13—2 miles of black-topped surface and 19 miles of metalled surface.

Bidrammanagudi—Huliyar Road (Length : 26 miles and 3 furlongs).—This road takes off from Bidrammanagudi on the Bangalore—Honnavar road near the Arsikere border, running in a curve upto Kodagihalli. From there, the road runs as a common road with the Tiptur—Huliyar road and passes through Honnavalli, Bommanahalli, Mallighatta and then on to Huliyar. Only 7—5 miles of this road are black-topped and the rest have a metalled surface.

Madhugiri—Thondebhavi Road (Length : 18 miles and 4 furlongs).—This road runs straight east upto Doddahosalli and then takes a south-easterly direction to Thondebhavi, a railway station on the Bangalore—Guntakal metre-gauge section. The entire length of this road is black-topped. This road is an important link between Tumkur and places in the Kolar district. People from Pavagada and Madhugiri taluks take this road to Thondebhavi where they get rail connections to places in Andhra Pradesh.

Sira—Amarapura Road (Length : 26 miles and 4 furlongs).—This road runs straight from Sira passing through Bevinahalli, Hosahalli and Chikka-Hulikunte. Only 2—7 miles of this road are black-topped and the rest are metalled.

Pavagada—Hindupur Road (Length : 18 miles and 6 furlongs).—Only three miles of this road are black-topped and the rest have a metalled surface. It runs in a curve, taking a north-easterly direction upto Tirumani and passing through Sriramapura, Nagamudi and other places. The road is used for traffic from Pavagada to places in the Anantapur district.

Dobbspet—Koratagere Road (Length : 15 miles).—The entire length of this road has a black-topped surface. The road runs straight north from Dobbspet in Bangalore district to Koratagere, a taluk headquarters town north-west of Tumkur town. Vehicles from Bangalore side pass through this road to places in Madhugiri and Pavagada taluks without touching Tumkur. The road passes through Kundigihalli, Shringerihalli, Palanahalli and joins the Tumkur—Gauribidanur road near Koratagere.

Gubbi—Hebbur Road (Length : 12 miles).—A length of only two furlongs of this road is black-topped and the rest of the length has a metalled surface. The road takes a south-easterly direction from Gubbi, an important taluk headquarters on the Bangalore—Honnavar road, which is also a railway station on the Bangalore—Harihar metre-gauge section, and passes through Shiravara.

Gubbi—Chandrashekharpura Road (Length : 11 miles).—The entire length of this road has a metalled surface and it runs

straight south to Chandrashekarapura taking off from the Gubbi—Hebbur road near Halegudi. This constitutes a principal road link between Gubbi and Kunigal taluks and is mostly used for transporting agricultural produce. On this road is found the famous Kalaghattamma temple.

Thovimakere—Dabbeghatta Road (Length : 10 miles and 6 furlongs).—This road is mostly metalled and has only one mile and three furlongs of black-topped surface. It runs slightly south-eastwards to Dabbeghatta, a village on the Madhugiri—Sira road in Madhugiri taluk.

Koppa—Chandrashekarapura Road (Length : 12 miles and one furlong).—This road has only three furlongs of black-topped surface, the rest of the length having a metalled surface. It runs slightly north-eastwards to Koppa.

Tavarekere—Bukkapatna Road (Length : 12 miles and 3 furlongs).—The entire length of this road has a metalled surface and runs south-westwards upto Yeradikatte and then takes a direct southward course to Bukkapatna.

Chiknayakanahalli—Tiptur Road (Length : 14 miles and 6 furlongs).—Only one mile and four furlongs of this road are black-topped and the rest of the road length is metalled. The road runs south-westwards to Tiptur passing through Settikere and Sasalu. It joins the Bangalore—Honnavar road near Tiptur town.

Among the other important Major District Roads, mention may be made of the Chiknayakanahalli—Hagalvadi road, which runs to a length of 18 miles and 4 furlongs, the Y. N. Hoskote—Kotegudda—Channakeshavapura road of a length of 17 miles and the Jampanahalli—Nelahal road with a length of 15 miles. All these three roads are mostly metalled with only a few furlongs of black-topped surface.

Other District Roads

Tiptur—Kodigehalli Road via Halkurki (Length : 11 miles and 2 furlongs).—About two miles of this road are black-topped and the rest are metalled. It runs straight north to Kodigehalli passing through Halkurki, an important cocoanut plantation area.

Sira—Changavara Road (Length : 15 miles).—The road has mostly a metalled surface with only five furlongs of black-topped portion. It runs north-eastwards upto Bevinahalli and then takes a north-westward course to Changavara very near the Anantapur district border.

Pavagada—Arsikere Road (Length : 19 miles and 4 furlongs).—Only three miles of this road are black-topped and

the rest have a metalled surface. The road passes through Channakeshavapura and Mangalavada and enters Arsikere from Pavagada taluk. It runs almost parallel to Pavagada—Challakere road.

Hebbur—Kallur Road (Length : 17 miles and 2 furlongs).—The entire length of this road is metalled and is laid to join the Nelligere—Sira road already referred to earlier. The road runs straight west from Hebbur upto Chandrashekharapura and then takes a slight north-westerly direction upto Kallur. It crosses the Gubbi—Kunigal road near Chandrashekharapura.

Huliyurdurga—Amruthur Road (Length : 10 miles and 6 furlongs).—Out of the total length, only 2 miles and 3 furlongs have a black-topped surface and the rest are metalled. The road takes a north-westerly direction to Amruthur, an important village in Kunigal taluk.

Koratagere—Mavathur Road (Length : 13 miles and 5 furlongs).—This road also runs to Thondebhavi, a railway station on the Bangalore—Guntakal metre-gauge line. The road takes off from the Bangalore—Koratagere road very near Koratagere and runs slightly south-eastwards to Mavathur, a border village in the Koratagere taluk. The road has only 6 miles of metalled surface and the rest is a natural soil road. The roadway is mostly used by carts laden with agricultural produce.

Turuvekere—Bochihalli Road via Talakere—Kallur (Length : 9 miles and 5 furlongs).—The road has a metalled surface for a length of about $5\frac{1}{2}$ miles, the rest having been treated with other kinds of surface. The road joins the Nittur—Nelligere road after Kallur. This is an important inter-village communication route for transporting agricultural produce.

The following are some of the other important roads in the district coming under the category of Other District Roads, which have a length of more than ten miles :—

	<i>Length</i>
	<i>M. F.</i>
Naranahalli—Kallur road <i>via</i> Ammasandra and Sampige road.	11—5
Arakere—Jonegarahalli road	10—6
Koratagere—Mavathur—Thondebhavi road	14—5
Kodagadala—I. D. Halli road	14—0
Sorayanahalli—Seegehalli road	10—4
Salakatte—Bellara road <i>via</i> Kandikere	14—0
Mathighatta—Doddayennegere road	10—2
Anchepalya—Yelagalvadi road	11—2

	<i>Length</i>
	<i>M. F.</i>
Nagavalli—Shivaganga road <i>via</i> Honnudike ..	11—0
Huliyurdurga—Kowdley Bridge road ..	12—0
Hosakere—Muddenahalli road ..	15—0
Hosakere—Badavanahalli road ..	16—3
Thumbadi—Horiganahalli—Akkirampura road ..	11—4
Turuvekere—Dabbehatta road ..	11—5

Village Roads

The Village Roads are 59 in number in the district running to a total length of 312.63 miles, as already indicated. Of this total length, 29.38 miles are black-topped, 135.88 miles have water-bound macadam surface and 147.37 miles are unmetalled. They have been laid with raised formation and with adequate land width. Most of these roads have been provided with culverts over small streams and have causeways over minor river crossings. These roads have a single lane carriage-way.

Rural Communications

Mysore is perhaps the pioneer State in the country in conceiving a planned programme for the development of rural communications. The programme, which was launched in the year 1959-60, consists of (1) construction of rural roads, (2) construction of missing links and (3) construction of culverts and causeways (C.D. works) with less than 20 feet linear waterway on non-P.W.D. roads, in order to connect the villages to the nearest important roads, market places and rail-heads. The standard of these roads is more or less that of village roads and they are mainly meant for cart traffic. Their surface is either gravel or earth. The programme envisages the construction of at least 50 miles of rural roads in each taluk.

Under this programme, it was contemplated to construct and/or develop 1,967 miles of rural roads in Tumkur district. Of this, during the period from 1962 to 1967, a total of 1,721 miles had been completed at a total expenditure of about Rs. 215 lakhs, and this mileage was the highest among all the other districts in the State.

Major Bridges

The State Public Works Department maintains fifteen major bridges, with a linear waterway of more than 100 feet, in various places in the district. A brief account of each of these bridges is given below :—

(1) *R.C.C. Bridge at Puravara.*—This bridge is located at mile 5/7 of the Madhugiri—Hindupur road and is an R.C.C. decked bridge with 10 spans of 30 feet each, built across the Jayamangali river in Madhugiri taluk.

(2) *Sira—Doddakere Bridge*.—This is one of the oldest bridges in the district, having been constructed in about 1880. It is a masonry arched structure of 4 spans of 40 feet each. It is located at mile $2/5$ of Sira—Amarapura road in Sira taluk. The road width over the bridge is about 14 feet.

(3) *Sira—Amarapura Road Bridge*.—This is also a masonry bridge with 4 spans of $40\frac{1}{2}$ feet each. It is built across a major *halla*—a tributary to river Suvarnamukhi—in Sira taluk, at mile $4/8$ of Sira—Amarapura road. This is also one of the oldest bridges, constructed in about 1880.

(4) *Shimsha Bridge*.—A masonry arched bridge with 9 spans of 20 feet each, it was constructed across the Shimsha river at mile $18/4$ on the Nelligere—Sira road in Gubbi taluk, prior to 1940. The road width over the bridge is 18 feet.

(5) *Kowdley Bridge*.—This bridge is built across the Shimsha river near Kowdley village in Kunigal taluk at a cost of Rs. 4.025 lakhs in 1960. The bridge is constructed in two portions—14 spans of 36 feet clear and 5 spans of 36 feet clear—having a peninsula in between the two portions. The bridge connects the Maddur—Kowdley road with the Kunigal—Amruthur road. The road width over the bridge is 18.6 feet.

(6) *Banavara—Sira Road Bridge*.—This is a masonry arched bridge with 18 spans of 12 feet each and is built across the waste-weir *halla* of Boranakanive dam at mile $41/3-4$ on the Banavara—Sira road in the Chiknayakanahalli taluk. This is also one of the oldest bridges in the district, constructed as early as 1893.

(7) *Yedeyur Bridge*.—This is a masonry arched bridge with 6 spans of 20 feet each and is constructed across a *halla* in Turuvekere taluk at mile $27/8$ on the Yedeyur—Tiptur road.

(8) *Nagini River Bridge*.—This is an R.C.C. decked bridge with 10 spans of 24 feet each and is built across the Nagini river at mile $2/5$ on the Nademavinapura—Amruthur road near Kaggere in Kunigal taluk. The road width over the bridge is 18 feet. The bridge was constructed in 1954 at a cost of Rs. 1.276 lakhs.

(9) *Bangalore—Mangalore Road Bridge*.—This is a masonry arched bridge with 4 spans of 25 feet each and is constructed across the Nagini river at $47/3$ mile on the Bangalore—Mangalore road in Kunigal taluk. The road width over the bridge is 18 feet.

(10) *Bangalore—Honnavar Road Bridge*.—This is also an R.C.C. bridge completed in 1962 at mile $68/6$ on the Bangalore—Honnavar road in Doddaguni village across a tank-bed. Cons-

tructed at a cost of Rs. 1.89 lakhs, the bridge has 5 spans of 20 feet each with a road width of 24 feet.

(11) *Tumkur—Maddur Road Bridge.*—This is an old arched bridge constructed across a waste-weir *halla* of Nidasale (new) tank at mile 45/4 on the Tumkur—Maddur road. It has a linear waterway of 111 feet and the road width over the bridge is 14 feet.

(12) *Tiptur—Channarayapatna Road Bridge.*—This bridge is of B.S. slab construction and is located at mile 5/1 at Mathighatta on the Tiptur—Channarayapatna road. Constructed across a feeder *halla*, it has a linear waterway of 138 feet and the road width over the bridge is 14 feet.

(13) *Yedeyur—Tiptur Road Bridge.*—This bridge is also of B.S. slab construction and has a linear waterway of 216 feet. It is constructed across a waste-weir *halla* at mile 28/8 in Nonavinakere on the Yedeyur—Tiptur road. The width of the road over the bridge is 12 feet.

(14) *Tavarekere Bridge.*—This is an arched bridge constructed across a waste-weir *halla* of the Lakhmisagar pick-up at mile 82/4 of the National Highway No. 4 (Bangalore—Poona road) at Tavarekere. It has four spans of 25 feet each, the road width over the bridge being 16 feet.

(15) *K.H.Y. Road Bridge.*—This bridge is of R.C.C. T-beam deck slab construction, with four spans of 40 feet each. It is constructed across Ballakatte *halla* at mile 21/6 of Kibbanahalli—Huliyar—Yelanadu road, at a cost of Rs. 3.90 lakhs. The road width over the bridge is 24 feet. The bridge was completed in 1965-66.

**Expenditure on
bridge works**

During the period from 1961-62 to 1966-67, a sum of Rs. 36.69 lakhs was spent on the construction and maintenance of road bridges in the district by the Public Works Department. The yearwise break-up of the expenditure, both on original and repair works, was as shown below :—

<i>Year</i>	<i>Original works</i>	<i>Repair works</i>	<i>Total</i>
		(Rs. in lakhs)	
1961-62	11.61	0.12	11.73
1962-63	7.01	0.25	7.26
1963-64	3.85	0.17	4.02
1964-65	4.21	0.25	4.46
1965-66	5.60	0.32	5.92
1966-67	5.47	0.83	6.30

Thus, including the expenditure on the construction and maintenance of roads in the district, a total sum of Rs. 330.85 lakhs was spent during the six-year period from 1961-62 to 1966-67 by the Public Works Department for the development of road communications in the district. As against this, the amount spent in the district for the same purpose during the Second Five-Year Plan period (*i.e.*, from 1956-57 to 1960-61) was of the order of Rs. 141.09 lakhs.

The common public conveyance in the urban areas of the district is the single pony-driven *jutka*. These *jutkas* are found in Tumkur, Tiptur, Madhugiri, Sira and Turuvekere towns. In places like Turuvekere and Chiknayakanahalli, passengers bound for trians use this mode of conveyance for fairly long distances. Most of these *jutkas* are owner driven. These vehicles are licensed by the various Municipalities under bye-laws framed for the purpose. Bicycles form by far the largest number of private vehicles. They are also available for hire in urban areas.

Vehicles and Conveyances

In spite of the progress in mechanised transport, the old bullock-cart is still the popular means of transport in use in the rural parts. Most of the agriculturists have their own bullock-carts which they use for carrying manure to their fields, bringing in the harvested crops and also for taking their grains to the shandies. (The number of bullock carts in use in the various taluks is given in Chapter IV—Agriculture and Irrigation). There are also a number of hand-carts in the principal trade centres of Tumkur, Tiptur, Sira and Turuvekere for carrying goods within the town.

In 1961, the total number of buses (stage carriages) registered in the district was 195, while that of lorries (goods vehicles) was 258. These numbers had gradually increased over the years and in 1967, there were 223 stage carriages (including both M.S.R.T.C. and private buses) and 349 lorries in the district. Besides, a number of other motor vehicles had also been registered in the district and they included 15 omni-buses, 19 motor cabs, 75 jeeps, 246 cars, 286 motor cycles, 6 delivery vans, 42 tractors, 43 trailers and one road-roller. Thus, there were in all 1,305 different categories of motor vehicles in the district in 1967.

Motor Vehicles

With the advent of responsible Government, it has been the policy of the State Government to nationalise bus-routes in a phased manner. With this end in view, a department called the Mysore Government Road Transport Department was constituted and it started nationalised passenger transport services on certain important routes of the erstwhile Mysore State in September 1948. In the initial stage, the idea was to connect Bangalore city with all the district headquarters towns in the State. The Depart-

ment gradually increased its tempo of activities and took over more and more important private bus routes, including the Bangalore—Tumkur route. The services were extended to other taluk places in Tumkur district subsequently. In 1961, the Department was constituted into a Corporation, *viz.*, the Mysore State Road Transport Corporation. The operation of services to Tumkur and other places in the district is controlled from Bangalore which is the headquarters of the Bangalore Division of the Corporation. The seating capacity of passenger buses plying on these routes varies from 30 to 43, and twenty-five per cent of the seating capacity of the buses is allowed for standing passengers subject to a maximum of ten.

With the nationalisation of bus services in the Shimoga sector from 1st July 1968, a new Depot of the Corporation has been set up at Tumkur under the jurisdiction of Bangalore Division. The operational statistics in respect of this Depot indicate that in October 1968, there were 22 nationalised bus routes in the district operated by the Mysore State Road Transport Corporation with a fleet of 25 buses. The route-kilometres covered by them was 1,962 and the daily average number of passengers carried was about 40,700. Besides these services operated by the Tumkur Depot, a number of long-route buses from Bangalore to Belgaum, Shimoga, Bellary, Chikmagalur, Hassan, Harihar, Chitradurga, etc., operated by the Bangalore, Mysore and Hassan Divisions of the Corporation either touch Tumkur or pass through the district *en route*. The plying of buses on these routes is administered by the Transport Department which has set up a Regional Office at Tumkur. The Regional Transport Authority determines the routes and the availability of permits. Issue of permits to ply buses is governed by an Act of the Legislature. Besides the nationalised bus routes, the Transport Authority has given permission for running private bus services on many routes, which operate in several taluks of the district. Some of the private buses from Tumkur go to the adjoining districts in the State and also to other neighbouring States, particularly to Andhra Pradesh. Including the nationalised routes, there were in all 144 bus routes in the district in 1967. Bus stands managed by the local municipalities are located at Tumkur, Tiptur, Kunigal and Turuvekere. These bus stands have all the passenger amenities like restaurants, waiting rooms and lavatories.

The total distance of route-kilometres covered per day by the Mysore State Road Transport Corporation buses in the district is about 1,92,000. The maximum number of seats permitted in passenger buses is determined by the Regional Transport Authority.

The Bangalore—Poona section of the metre-gauge railway line

Railways

passes through the Tumkur district between kilometres 54/13-14 and 152/14 to 153/1, the total length in the district being 98 kilometres. This section of the railway line is administered by the Southern Railway system of the Indian Railways. The railway line enters the district near the Nandihalli village in Tumkur taluk and leaves the district border between Honnavalli Road and Arsikere corresponding to 97th mile and 9rd furlong on the Bangalore—Honnavar road. The railway stations in the district are Hirehalli, Kyatsandra, Tumkur, Mallasandra, Gubbi, Nitur, Sampige Road, Ammasandra, Banasandra, Aralaguppe, Karadi, Tipur and Honnavalli Road.

The railway line from Bangalore to Tumkur, constructed with funds obtained by a railway loan of Rs. 20 lakhs, was opened for through traffic on 11th August 1884. Further, this line was extended as far as Gubbi, an important centre of trade at a distance of 11 miles from Tumkur, by using the surplus stores and by a cash outlay of 1½ lakhs of rupees from the State revenues. In the meantime, the survey of the line from Gubbi to Tipur had also been finished. At this stage, the State Government agreed, in 1885, to the proposal made by the Government of India for the construction of a line from Gubbi to Harihar by means of foreign capital. The Secretary of State, on behalf of Mysore, negotiated a loan of £12,00,000 at 4 per cent interest per annum with the Southern Mahratta Railway Company. The proceeds of the loan raised by the Company amounted to £12,24,000, including a premium of two per cent, and was equivalent to Rs. 1,63,82,801 in Indian currency. Out of this amount, the Mysore Government was paid back the amount spent on the railway constructed by it, i.e., Rs. 68,60,508, and out of the remaining amount, the cost of the construction of the line from Tipur to Harihar by the Southern Mahratta Railway Company was defrayed. It was agreed that the entire railway from Mysore to Harihar was to be worked by the Company from 1st July 1886 as a separate system distinct from their railways in the then British India and the cost of management was to be apportioned between the two systems in the proportion of their respective gross earnings. Out of the net earnings of the Mysore system, the Company were to retain for themselves a quarter share, the remaining three-quarters being handed over to the Mysore State. The contract with the Company regarding the management of the line was to be in force for a period of 46 years from the 30th June 1886 to 30th June 1932.

The railway from Gubbi to Harihar was completed by the Company in 1889, and on the 5th August of the same year, the lines from Mysore to Tipur and from Harihar to Tipur were finally linked together and the through-line declared open by His late Highness Sri Chamaraja Wodeyar. Thus, this metre-gauge

section in the district was, in the beginning, administratively managed by the Madras and Southern Mahratta Company (M.S.M.). After the expiry of the contract, the line formed part of the Mysore State Railway. This section was included in the Southern Railway system during 1950.

The railway line from Bangalore to Tumkur takes a north-westerly direction, and from Tumkur, the line runs from east to west till it enters the Hassan district. Tumkur, Gubbi and Tiptur are the important railway stations in the district. Recently, Ammasandra, where a large cement plant has been set up, has assumed importance. Hence, this former flag station has been converted into a full-fledged crossing station and necessary railway siding facilities have been provided. Similarly, Mallasandra, which was a flag station, has also been converted into a crossing station. More and better passenger amenities have been provided in the important railway stations like Tumkur and Tiptur.

**Travel
facilities**

The district has a good number of rest houses, choultries and *Musafirghanas* for the use of pilgrims and travellers. In the old days, when there were no modern transport and travel facilities, people on pilgrimage and ordinary travels used to stay in these choultries or *Dharmashalas*. These free lodging houses were built by philanthropic persons for the use of pilgrims and travellers. There are nine choultries in the district, of which one is located at Tumkur, three at Kunigal, two at Gubbi and one each at Madhugiri, Sira and Pavagada. Of these, the Purnaiya Choultry at Tumkur, the Savithamma Choultry at Tumkur, the C. D. Ramaswamaiya Choultry at Kunigal and the Bheemappa Choultry at Pavagada are the more important ones.

The erstwhile District Board of Tumkur was maintaining some *Pravasi Mandirs* and *Musafirghanas* in various places in the district which were later handed over to the Taluk Boards. In some of these rest houses, cooks are provided, but in some others, this facility is not available. Ordinary utensils and furniture for the use of the travellers are provided, and the rates charged vary from place to place; ordinarily, the rate for a full day's stay is one rupee. They are generally situated on or near main roads. There are, in all, 15 *Pravasi Mandirs* and *Musafirghanas* in the district, a statement showing the particulars of which is given at the end of this chapter.

The State Public Works Department is also maintaining some well-equipped Inspection and Travellers' Bungalows of a superior class in several places in the district. In the headquarters town of Tumkur, there is a Circuit House, an Inspection Lodge for Government officers and a Travellers' Bungalow for travellers.

The Devarayanadurga hill (3,896 ft.), about 12 miles from Tumkur Railway Station, which is noted for its salubrious climate and scenic beauty, is being developed as a tourist spot. There is a Second Class Travellers' Bungalow at this place maintained by the State Public Works Department (besides a *Pravasi Mandir* maintained by the local Taluk Development Board). Besides, a Tourist Home with two suites has also been constructed here recently by the State Government for the benefit of tourists. The rates normally charged in the Inspection and Travellers' Bungalows for private persons vary from Rs. 3 to Rs. 4 per day depending upon the class of suite occupied while the Government officers and officials on duty are charged at concessional rates, ranging from Rs. 1.75 to Rs. 2.50 per day. A statement giving particulars of Inspection and Travellers' Bungalows maintained by the Public Works Department in the district is appended at the end of the chapter. The Forest Department is also maintaining a Forest Lodge at Namada Chilumē, about two miles lower down the Devarayanadurga hill.

After the take-over of the Mysore administration by the British Commission in 1831, the then *Anche* (postal) organisation, which was working under the guidance of a *Bakshi*, was further developed. *Anche* offices were located in every taluk headquarters town, as also in some other important places. Stamps were not in use then; instead, pre-payment of postage, before actually posting the letters, was compulsory. Postal articles were not being insured, nor money orders accepted. After the Rendition in 1881, the *Anche* Department underwent some changes. With the construction of the metre-gauge railway line from Bangalore to Tumkur, the postal service was further improved and expanded so as to serve a larger population. Hobli schoolmasters were appointed to look after the postal work also and they were called *Anche Mutsaddis*. There was co-ordination between the State *Anche* Department and the Imperial Postal Department for delivery of letters and articles from respective regions. In 1885, the British Indian authorities mooted the idea that the State *Anche* organisation should be amalgamated with that of the British provinces. After protracted negotiations, the actual transfer was effected in 1889. Since then, there has been gradual expansion of postal services, and the progress achieved in this regard after the advent of Independence, especially in recent years, has been remarkable. Now, there is a post office in almost every big village or a group of smaller villages in the district.

Posts and Telegraphs

For purposes of postal and telegraphic work, there is a separate division called the Tumkur Division under the Mysore Circle of the Indian Posts and Telegraphs Department, with headquarters at Tumkur. The Division is headed by a Superintendent

of Post Offices, who is in charge of the postal services in the district, while the Divisional Engineer, Telegraphs, Bangalore, is in charge of telegraph and telephone services. Both these officers work under the administrative control of the Postmaster-General, Mysore Circle, Bangalore. In 1961, the district had 11 sub-post offices and 213 branch offices, in addition to the head office at Tumkur. Telegraph facilities were available in about 10 post offices. But, as against this, in 1967, there were as many as 368 post offices in the district, consisting of one head office, 37 departmental sub-offices, one extra-departmental sub-office and 329 extra-departmental branch offices. Telegraph facilities were available at 35 post offices, and about 90 post offices were doing savings bank work also. Mails are conveyed by railway, motor buses and, for the remote villages, by postal runners.

Telephones

The first telephone exchange in the district was opened in Tumkur town on 21st March 1955, with 75 connections. It was a manual exchange with a small 100-line switch board. It was gradually developed in keeping with the demand for new telephone connections in the town. As at the end of 1967, the town was served by a 400-line automatic exchange, with 374 working connections. This automatic exchange was opened in July 1965. Schemes had also been evolved for the expansion of the capacity of the exchange by another 100 lines during 1968-69. The next telephone exchange to be started in the district was the one at Tiptur. It was opened in September 1956 with 23 connections. This was followed by the Gubbi automatic exchange which was started in March 1959 with 9 connections. Two more exchanges were opened in 1963 at Madhugiri and Sira, four more in 1964 at Turuvekere, Kunigal, Chiknayakanahalli and Hulyiar and two more in 1966 and 1967 at Amruthur and Pavagada, respectively. Thus, there were, in all, eleven telephone exchanges in the district providing working connections to 617 telephones at the close of 1967, particulars of which are given in the following table:—

<i>Sl. No.</i>	<i>Location of exchange</i>	<i>Type of exchange</i>	<i>Equipped capacity</i>	<i>Working connections</i>	<i>Date of opening</i>
1.	Tumkur	400 (Automatic)	392	374	21-3-1955 (Auto-exchange on 1-7-1965)
2.	Tiptur	100 (Manual)	95	88	12-9-1956
3.	Gubbi	25 (Automatic)	22	14	31-3-1959
4.	Madhugiri	35 (Automatic)	32	27	11-8-1963
5.	Sira	50 „	45	29	29-11-1963
6.	Turuvekere	25 „	22	14	14-2-1964
7.	Kunigal	25 „	22	18	31-3-1964
8.	Chiknayakanahalli	25 „	22	19	24-7-1964
9.	Hulyiar	25 „	22	7	16-10-1964
10.	Amruthur	25 „	22	7	16-10-1966
11.	Pavagada	25 „	22	20	31-3-1967

Besides these, a new telephone exchange was sanctioned for Koratagere and it was expected to be commissioned shortly. Schemes for the expansion of the exchanges at Gubbi, Chiknayakanahalli, Kunigal, Madhugiri and Pavagada to 50 line SAX during 1968 had also been sanctioned.

The first long-distance public call office in the district was opened at Koratagere in March 1957. Thereafter, it was only in 1965 that seven more public call offices were opened at various other places in the district, followed by three more offices in 1966 and eleven more in 1967. The subjoined statement indicates the places where these offices are located, their parent exchanges and their dates of opening :—

<i>Sl. No.</i>	<i>Location</i>	<i>Parent Exchange</i>	<i>Date of opening</i>
1	2	3	4
1.	Koratagere	.. Madhugiri	.. 30-3-1957
2.	Holavanahalli	.. "	.. 18-2-1965
3.	Devarayanadurga	.. Tumkur	.. 29-4-1965
4.	Gulur	.. "	.. 30-5-1965
5.	Mayasandra	.. Turuvekere	.. 14-7-1965
6.	Chandrashekharapura	.. Gubbi	.. 4-8-1965
7.	Patnayakanahalli	.. Sira	.. 8-10-1965
8.	Settikere	.. Chiknayakanahalli	.. 11-11-1965
9.	Kora	.. Tumkur	.. 28-3-1966
10.	Kudur	.. Kunigal	.. 29-3-1966
11.	Midigeshi	.. Madhugiri	.. 30-10-1966
12.	Kodigenahalli	.. "	.. 25-3-1967
13.	Hebbur	.. Tumkur	.. 27-3-1967
14.	Urdagere	.. "	.. 27-3-1967
15.	Y. N. Hoskote	.. Pavagada	.. 31-3-1967
16.	Dandinashivara	.. Turuvekere	.. 19-4-1967
17.	Kallambella	.. Sira	.. 29-4-1967
18.	Timmanahalli	.. Chiknayakanahalli	.. 30-4-1967
19.	Honnnavalli	.. Tiptur	.. 14-6-1967
20.	Huliyurdurga	.. Amruthur	.. 17-6-1967
21.	Bellave	.. Tumkur	.. 26-6-1967
22.	Chelur	.. Gubbi	.. 3-8-1967

Schemes were also sanctioned, as at the end of 1967, for provision of public call office facilities at three more places, viz., Tirumani, Nonavinakere and Nagavalli in the district.

The use of radio sets is becoming increasingly popular in the district in recent years. It is gathered that there were, in all, 15,163 radio sets of all kinds in the district at the end of 1968.

Particulars of Inspection and Travellers' Bungalows maintained by the Public Works Department in Tumkur district as in 1967-68

290

Sl. No.	Name of the Bungalow	Class	Location : Taluk and Town	Approach road and the distance from the nearest main road	Distance from the nearest Railway Station	Mileage of the point where the approach road branches off
1	2	3	4	5	6	7
1.	Travellers' Bungalow and Inspection Bungalow at Tumkur.	I	Tumkur town ..	Located at a distance of 2 furlongs from the main road (Bangalore—Honnavar road).	Few yards only	43rd mile of Bangalore—Honnavar road.
2.	Travellers' Bungalow at Kunigal.	II	Kunigal town ..	Located by the side of Bangalore—Mangalore road at 2/45th mile.	24 miles from Tumkur Railway Station.	..
3.	Inspection Bungalow at Marconahalli.	II	Marconahalli, Kunigal taluk.	Located 3 furlongs away from the approach road and 3 miles from the nearest main road, i.e., Bangalore—Mangalore road.	38 miles from Tumkur Railway Station.	5/55th mile of Bangalore—Mangalore road.
4.	Travellers' Bungalow at Devarayanadurga.	II	Devarayanadurga hill, Tumkur taluk.	Length of approach road 3 miles from 1/10th mile of Dobbspet—Koratagere road ; 5 miles from 1/6th of Tumkur—Urdagere road.	13 miles from Tumkur Railway Station.	1/10th mile of Dobbspet—Koratagere Road ; 1/6th mile of Tumkur—Urdagere road.
5.	Low-Income Group Rest House at Devarayanadurga.	II	do ..	do ..	do	do

Particulars of Inspection and Travellers' Bungalows—(contd.)

Sl. No.	Name of the Bungalow	Facilities available—like cook, utensils, furniture, water, light, etc.	No. of suites	Places of interest nearby and distance
		8	9	10
1.	Travellers' Bungalow and Inspection Bungalow at Tumkur.	Provided with electricity, water supply, sanitary fittings, furniture and utensils; cooks, watchmen and sweeper maintained.	Nine plus one suite of Circuit House.	1. Devarayanadurga hills and temple—10 miles 2. Kaidala temple—5 miles 3. Siddhaganga Mutt—3 miles 4. Shivaganga (Bangalore district)—17 miles
2.	Travellers' Bungalow at Kunigal.	Provided with water supply, electricity, furniture, utensils and flush-out latrine. There is one maity, one watchman and one sweeper.	Four	.. Government Stud Farm just opposite the bungalow
3.	Inspection Bungalow at Marconahalli.	Provided with water supply, electricity, furniture, utensils and flush-out latrine. There is one maity, one watchman and one sweeper.	Two	.. Marconahalli Reservoir nearby
4.	Travellers' Bungalow at Devarayanadurga.	No such facilities available.	Two	.. Nil
5.	Law-Income Group Rest House at Devarayanadurga.	Cooks maintained for preparing food if supplies are made. Electricity, furniture and utensils available.	Four	.. Yoganarasimha temple on the top and Bhoganarasimha temple at the foot of the hill, within a radius of 1 mile. The famous Namada Chilume at a distance of 2 miles lower down.

Particulars of Inspection and Travellers' Bungalows (*contd.*)

1	2	3	4	5	6	7
6.	Inspection Lodge at Irakasandra	..	Irakasandra	..	14 miles from Tumkur Railway Station.	..
7.	Travellers' Bungalow at Tiptur.	II	Tiptur town	..	Located by the side of Bangalore—Honnavar road.	One mile from Tiptur Railway Station. 6/90th mile of Bangalore—Honnavar road.
8.	Travellers' Bungalow at Kibbanahalli.	II	Kibbanahalli, Tiptur taluk.	..	Two furlongs from the bus-stop	..
9.	Inspection Lodge at Mavathur.	..	Mavathur	..	24 miles from Tumkur Railway Station.	..

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

	8	9	10
6. Inspection Lodge at Irakasandra.	Cooking facilities available; provided with furniture, utensils, electricity, water supply and sanitary fittings.	One	..
7. Travellers' Bungalow at Tiptur.	Cook available; provided with utensils, furniture, electricity, water supply and sanitary fittings.	Two	..
8. Travellers' Bungalow at Kibbanahalli.	Provided with furniture, electricity, water, etc.	Two	..
9. Inspection Lodge at Mavathur.	No other facilities except furniture, water and light.	One	..

Particulars of Pravasi Mandirs and Musafirhanas maintained by Taluk Development Boards in Tumkur district in 1967.

<i>Name of Bungalow</i>	<i>Class</i>	<i>Location: Taluk and Town</i>	<i>Distance from nearest Railway Station</i>	<i>Facilities available like cook, utensils, furniture, etc.</i>	<i>No. of suites</i>
1	2	3	4	5	6
Musafirkhana ..	III	Tumkur town (District Headquarters).	Half-a-mile from Tumkur Railway Station.	Furniture, vessels, water and light.	Four suites
Pravasi Mandir ..	do	Koratagere town (Taluk Headquarters).	16 miles from Tumkur Railway Station.	Furniture, vessels and light.	Two rooms
do ..	II	Madhugiri town (Taluk Headquarters).	27 miles from Tumkur Railway Station.	do ..	Four rooms
Musafirkhana ..	III	Sira town (Taluk Headquarters)	32 miles from Tumkur Railway Station.	do ..	Eight rooms
Pravasi Mandir ..	do	Pavagada town (Taluk Headquarters).	About 33 miles from Hindupur Railway Station.	do ..	Two rooms
Musafirkhana ..	do	Pavagada town (Taluk Headquarters).	do ..	do ..	Two rooms
do ..	do	Kunigal town (Taluk Headquarters).	24 miles from Tumkur Railway Station.	do ..	Five rooms

Particulars of Pravasi Mandirs and Musafirghanas—(contd.)

1	2	3	4	5	6	
Musafirghana	..	III	Gubbi town (Taluk Headquarters)	Half-a-mile from Gubbi Railway Station.	Furniture, vessels, and light.	Three rooms
Pravasi Mandir	..	do	Chiknayakanahalli town (Taluk Headquarters).	10 miles from Banasandra Railway Station.	do ..	Two rooms
Musafirghana	..	do	do ..	do ..	do ..	Ten rooms
Pravasi Mandir	..	do	Huliyar town on Bangalore—Hosadurga road.	25 miles from Banasandra Railway Station.	do ..	Three rooms
Musafirghana	..	do	Tiptur town (Taluk Headquarters)	..	Furniture, vessels, water and light.	Eight rooms
do	..	do	Konehalli (Tiptur taluk) ..	Nearby Konehalli Railway Station.	..	Two rooms
do	..	do	Banasandra (Tiptur taluk) ..	Banasandra Railway Station nearby.	Water, vessels, furniture and light.	Four rooms
do	..	do	Turuvekere town (Taluk Headquarters).	8 miles from Banasandra Railway Station.	do ..	Four rooms