BRIEF HISTORY & PRESENT POSITION OF TRANSPORT IN JALGAON DISTRICT
CHAPTER 4

BRIEF HISTORY & PRESENT POSITION OF TRANSPORT IN JALGAON DISTRICT.

INTRODUCTION:

The historical perspective of Jalgaon district in respect of transport system is important for considering its present position. The history of transport system reveals so many things which were indispensable for the development of the district. In ancient period the system of rural transport was very backward. Roads were very few and all of them were earthen or kutcha roads. Men and animals were domesticated for transport purposes. But with the development in human civilization, roads and means of transports were also developed. The modern system of transport is more dynamic. Before considering the transport history of Jalgaon district we must take into account the transport history of India.

TRANSPORT HISTORY OF INDIA:

The ancient people recognised the importance of roads for transportation. This fact was revealed in our country with the excavation of Mohenjdaro and Harappa. They knew very well the art of constructing roads and two wheeled vehicles.

In the period of the Aryas, highways or Mahapathas existed. A road built by King Bimbisara in the 6th century B.C. has survived to this day in Rajgir in the South East Patna district.

In the Maurayan period, the art of road construction was
developed. The information regarding the width of roads for various kinds of traffic was interpreted by Kautilya in his book "Arthashastra". "Chariot-roads royal roads and roads leading to Dronamukha, Sthaniya country parts and pasture grounds shall each be four dandas (24 ft.) in width. Roads leading to Sayonia Military Station (Vyuh) burial or cremation grounds and to village shall be eight dandas in width. Roads to garden, groves and forests shall be four dandas. Roads leading to Chariots shall be five aratnis and roads for minor quadrupeds and men to aratnis." 1

Roads were also maintained and developed during the period of Mughal rulers. The network of road communication was formed during this period. Thus, the historical position of India's transport system reveals that roads and means of transport were developed during different period of time.

TRANSPORT HISTORY OF JALGAON DISTRICT :-

Jalgaon district has the historical background in the development of transport system. Different types of roads were constructed in various parts of the district, considering the importance of various places.

During the second and first centuries before Christ road routes between North and South India passed close to Ajanta, Patna and Chandor. There was a line of traffic between North Gujrath and the coast along the North bank of the Tapi during

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fifteenth and sixteenth centuries. There were two main routes in Khandesh district; One ran North to South direction by Asirgad to Ajanta and the other ran West to coast from Asirgad to Thal. These roads started from Asirgad because Asirgad was the capital of Khandesh at that time.

During British Period, in the beginning no roads were constructed in the district. But in the first half of the nineteenth century number of roads were constructed from Dhulia. The chief among them being Amalner-Chopda-Bulkot road, Parola-Erandol-Savda-Burhanpur road, Bhadgaon-Pachora-Ajanta Road and Mehunbare-Aurangabad via Gavtala pass road etc.

Since the opening of the railway (1865) the old Asirgad road running Jhodgah on the Bombay-Agra road upto Burhanpur was deserted and left to fall into decay. Besides these, some short gravelled roads ran between the respective towns and railway stations of Maheji, Savda, Varangaon and Bodwad which were mainly fair weather cart tracts. The condition of transport even at the beginning of this century was far from being satisfactory. The roads existing then were earthen passes, hardly passable during the rainy season and strewn with dust sometimes one foot deep in the clay in summer season. They were mainly suitable for bullock carts. A person forced to travel along with his own goods in the rainy season was confronted with numerous difficulties. Attempts were made for constructing new roads but they were mainly earthen or murum.

The occurrence of famines and especially the one in
1918-19, prompted the Govt. to improve roads and accordingly many roads were metalled and some bridges were constructed. In 1940, Dhulia - Jalgaon - Nagpur Road, Bombay - Chalisgaon - Nagpur Road, Jalgaon - Ajanta road and Shirpur - Raver road were resurfaced.

Jalgaon is a commercially advanced district and hence improved road communication is essential to bring prosperity to the district. There are some historically important places in the neighbourhood of Jalgaon. Owing to Jalgaon district is the entrance gate of world famous Ajanta and Verul caves. Tourist from all over the world and various parts of our country came to visit the caves. For this purpose we require good roads and railway routes to satisfy the need of passengers. Before the adoption of First Five Year Plan this district possessed the length of roads and railway routes as follows:-

A) Road length -
   i) National Highway .. 88.54 miles
   ii) State Highways .. 119.73 miles
   iii) Major Dist.roads .. 403.22 miles
   iv) Other Dist.roads .. 584.34 miles
   v) Village roads .. 71.50 miles
   Total :- 1267.33 miles

B) Railway routes length .. 232 miles

This data shows that the length of all the roads and railway routes was very less. Among them the length of village roads was very less. The rural transport of Jalgaon district was very backward. Roads were not in a position to be used in all the seasons. Most of them were fair-weather roads and
there was an inadequacy of bridges and culverts on the rivers and nallas. The major river Tapi and its tributary small rivers created hurdles in the development of rural transport. During rainy season, these rivers were heavily flooded and made impossible to keep contact with villages or cities because no bridges were constructed on these rivers.

The Tapi river crosses the Mhasawad - Chopda road near Savkheda and Nimgavan. When the bridge was not constructed goods and passengers were transported up to this places by bullock carts and some motor vehicles. Afterwards big boats were used for transporting the goods and passengers from one west coast of the river to the other. Near Bhusawal the Tapi river crosses the Bhusawal - Yawal road. When the bridge was not constructed on this river, during rainy season Yawal and Raver talukas were cut off from Bhusawal and Jalgaon taluka. Due to this separation of these talukas by the Tapi river, Yawal and Raver talukas are known as "Parpatti". Owing to these inconveniences, transportation was very difficult and troublesome.

As regards the railways, the G.I.P. railway was laid down in the district in 1861. Nashirabad was the taluka place in Khandesh District. This village was away from the railway route and therefore in 1871 this taluka place was shifted to Jalgaon which was on the way of G.I.P. railway route. There were four junctions in the district. They were Bhusawal, Jalgaon, Pachora and Chaligaon. It was necessary, however, that a motorable road linking the towns with the railway stations should be constructed.
As a war strategy, an aerodrome was established at Chalisgaon during World War II. It was however, closed with the cessation of hostilities.

**PRESENT POSITION OF RURAL TRANSPORT IN JALGAON DISTRICT:**

After considering the facts regarding the transport history of Jalgaon district, it is essential to know the present position of rural transport. The present position of rural transport is far from being satisfactory. This fact can be introduced with the help of following points:

1) Inadequate Roads;
2) Regional disparities in road density;
3) Surface condition of roads.

1) **INADEQUATE ROADS:**

The existing position of village roads is far from being satisfactory. The length of all types of roads in the 11771 sq. kms. of geographical area and the population of 26 lakhs in Jalgaon district, was 5945 Kms. It amounts to 50.50 Kms. per 100 sq. kms. of area and 228.66 Kms. of roads per lakh of population. Out of these road kilometerage of all kinds, the village roads length was 3147 Kms. in 11681.88 Sq.Kms. of rural area for the population of 19.60 lakhs. It ranks 26.93 Kms. per 100 sq. kms. of area and 160.66 kms. of roads per lakh of population.

Roads were developed since the implementation of Nagpur plan in Jalgaon district. The existing road length according to Nagpur Plan is given in the following table.
### TABLE No.4.1

Break up of road Kilometerage according to Nagpur Plan in Jalgaon district.

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Type of Road</th>
<th>Road length in Km.</th>
<th>Percentage Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>National Highway</td>
<td>177</td>
<td>3.00</td>
</tr>
<tr>
<td>(2)</td>
<td>State Highways</td>
<td>822</td>
<td>13.8</td>
</tr>
<tr>
<td>(3)</td>
<td>Major District Roads</td>
<td>1045</td>
<td>17.6</td>
</tr>
<tr>
<td>(4)</td>
<td>Other District Roads</td>
<td>754</td>
<td>12.7</td>
</tr>
<tr>
<td>(5)</td>
<td>Village Roads</td>
<td>3147</td>
<td>52.9</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>5945</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>


It would be seen from the above table that Jalgaon district possesses 5945 Kms. of all kinds of roads. Out of it 3147 Kms. of roads are village roads. The percentage share of village roads in the total roads was 51.07 percent. Other district roads, since they are meant mostly to serve rural economy, the total share of village roads and other district roads was 65.6 percent. The share of urban centre connecting roads (National Highway, State Highways and Major district road) to total roads of the district was 34.4 percent. This picture is more dismal in respect of rural and urban area. The 99.46 percent of rural area is served by 65.6 percent of road length and 0.54 percent of urban area is served by 34.4 percent of road length in Jalgaon district.

Inadequacy of village road length is still more seriously felt when we study this problem at the village level. Today there are 97 villages having no roads at all. It means that these villages are unaccessible.
Break-up of Road-kilometrage in Jalgaon District According to Nagpur Plan - 31st March 1981.

Scale - 1" = 400 Kms.

- National Highway - 177 Kms.
- State Highways - 622 Kms.
- Major District Roads - 1045 Kms.
- Other District Roads - 754 Kms.
- Village Roads - 3147 Kms.
11) REGIONAL DISPARITY IN ROAD DENSITY:

It would be observed that there is an unbalanced development of roads in rural area of Jalgaon district. Some regions possess good network of roads and others are backward in road density. The regional disparity in the village road developments in natural divisions of Jalgaon district will exhibit the clear position. The following table gives an idea of the village road development in three natural divisions of Jalgaon district.

TABLE No.4.2

Village road Kilometerage per 100 Sq.Km. of area according to natural divisions of Jalgaon district.

<table>
<thead>
<tr>
<th>Sr.No.</th>
<th>Name of Natural Division</th>
<th>Kilometerage per 100 sq. Km. Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The Northern Belt</td>
<td>0.71  3.21  3.49</td>
</tr>
<tr>
<td>2</td>
<td>The Central Belt</td>
<td>1.51  4.48  5.16</td>
</tr>
<tr>
<td>3</td>
<td>The Southern Belt</td>
<td>2.13  5.14  5.37</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>4.35  12.83 14.02</td>
</tr>
</tbody>
</table>

Source: Compiled from Revised Road Development Plan, 1961-61 of Jalgaon District.

It can be seen from the above table that the regional disparities in planned village road length per 100 Sq.Km. of area which existed in 1961 were improved up to some extent on account of implementation of Nagpur Plan since 1961 in Jalgaon district.

The Southern belt of the natural divisions of Jalgaon district ranks first in respect of planned village roads per 100 Sq.Km. of area and Central and Northern belt ranks, second
and third respectively. It means that the talukas in the Southern belt like Parola, Bhadgaon, Chalisgaon, Pachora and Jamner possess comparatively more road length than the other belts. Yawal, Chopda, and Raver talukas from the Northern belt possess lowest road length because the northern part of these talukas is covered by the ranges of Satpuda mountain. By the year 2001 the planned village road length per 100 sq. Km. of area would be 14.02 Kms. But this ratio would not be at the level of satisfaction with considering the needs of people at that time.

iii) SURFACE CONDITION OF ROADS:-

Quality of the road should be always accepted rather than its quantity. Every village will require more roads to fulfill their needs but these roads should be better in quality. The surfacewise classification of roads as on March, 1981 is given in the following table:

**TABLE No.4.3**

<table>
<thead>
<tr>
<th>Sr.No.</th>
<th>Type of road Surface</th>
<th>Road length in Km.</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1)</td>
<td>Cement Concrete</td>
<td>16</td>
<td>0.27</td>
</tr>
<tr>
<td>2)</td>
<td>Black Topped</td>
<td>1093</td>
<td>18.38</td>
</tr>
<tr>
<td>3)</td>
<td>Water Bound macadown</td>
<td>2038</td>
<td>34.28</td>
</tr>
<tr>
<td>4)</td>
<td>Granular material</td>
<td>1532</td>
<td>25.77</td>
</tr>
<tr>
<td>5)</td>
<td>Lower type</td>
<td>1266</td>
<td>21.30</td>
</tr>
<tr>
<td></td>
<td><strong>Total :</strong></td>
<td><strong>5945</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

Table No. 4.3 depicts that the length of surfaced roads (cement concrete, Black topped and Water bound macadam) is 3147 kms. and the length of unsurfaced roads (Granular material and lower type) is 2798 Kms. The 52.93 percent of the roads in Jalgaon district are surfaced and 47.07 percent of the roads are unsurfaced. It indicates that the district maintains a very unhealthy ratio between surfaced and unsurfaced roads. This nature of village roads is creating various problems for transportation of goods and passengers in rural area of the district.