

CHAPTER 5

TRANSPORT AND COMMUNICATION

“The availability of adequate transportation does not necessarily ensure prosperity but its absence guarantees economic stagnation ”
(Selvanthan K 1981)

Transportation by its different modes has always facilitated the human mobility. Its improvement has extended reinforced interaction with the far flung parts of the world. It has always assisted in the all round growth of economy, society and culture. It develops linkages within and between the areas of production, distribution exchange and consumption. Thus the efficient means of transportation and communication serve as the life line of the economy of the areas.

The study area-Karjan has been fortunate in respect of the efficient means of transportation even from long before the first point of time. It enjoyed the services of the broad, and narrow gauge railways, national and state highways, as well as the district and taluka roads, their details are given under here under.

5.1. Railways

Karjan, a taluka of Baroda district has emerged as a well linked node since the construction of B. B. & C. I. Railways (now western railways) in 1864, which connected it with the business capital Mumbai in the south and national capital Delhi in the north along with other intervening areas. Simultaneously the narrow gauge railways of Gaekwadi Sarkar brought it in close contact with major work centres of Baroda State. It did not serve only the socio-political purpose, but gave a boost to Karjan's economy in that remote past. The eastern part of the taluka is served by three narrow gauge lines. One connects Karjan with Dabhoi- the world's largest narrow gauge railway junction. The second line branches out from the line connecting Karjan with Moti-Koral down south, from the same line another branch extends from Choranda lying almost in the centre to taluka Sinor. Thus the eastern segment is well served with three branches of this railway (Figure 5.1). For some time these railways were kept suspended, for track repair and a few innovations, again the, main line leading to Dabhoi has been restarted. These lines together serve about 40 kms. of the eastern segment of the taluka.

Since these railways are slow, in speed in-capacitated in the size and dimension of their compartments and wagons, their carrying capacity is too little to be economical and their competitive ability is too far poor to face the quick running roadways, thus the plan of their abolition is on the anvil may be dislodged any time, and replacing them may come broad gauge lines speedy electric cars, having greater competitive ability with road. They may prove economical.

The broad gauge line bisects the taluka in almost two equal halves traversing just through its middle for about 29 kms. in the south west and north east direction. This line has enabled Karjan to have linkages with all parts of the country. On this line Sansrod, Valan are small stations, Karjan is a junction known as Miyagam Karjan. All goods and passenger haulage from Karjan and its environs is made through these stations but mostly from the junction.

5.2. Roads

Road linkages are also provided to the villages of the taluka. It is served by all types of roads viz. National Highway No. 8, state highways, district, taluka and village roads.

National Highway No. 8.

This road runs almost parallel to the broad gauge railways traversing about 32.50 kms in northeast, southwest direction. It has also developed an efficient linkage with Mumbai and Delhi and intermediate areas. It is a busy road for all types of long and short distance traffic of goods and passengers.

Thus, these two major connecting links have been greatly responsible for the socio-cultural, economic and commercial growth of Karjan and its component rural entities.

State Highways

Karjan is a junction of five state highway converging from Padra and Amod on the western side, another from Padra in the north western direction. Two such roads converge from the eastern side, one from taluka Sinor and another from Dabhoi. These major roads together traverse for about 44 kms.

Other Roads

Under the plan of connecting each and every village with main artery of transport, and to supply an all season road to each of them, a dense network of other roads is laid by the second point of time, of which a few did come up during the base year. Their total length in 1970-71 was 45 Kms which tremendously increased (i.e. more than three times) to 147.06 Kms. during second point of time

The regional distribution pattern is interesting to study. Region I, possessing the Karjan town and the broad and narrow gauge railway junctions, has the part of national highway, all the state highways, and a few other roads to the linear extent of 6.3 Kms. during the first point of time (Figure 5.1). It had an efficient in-let and outlet with its broad and narrow gauge railways, and national highway to all parts of the state as well as nation. The other roads provided intra connectivity with in and between the villages of Karjan taluka and also the villages of the neighbouring taluka. (Figure. 5.1.)

Region II, at the first point of time, was ill connected by the roads. The narrow gauge railways on the east traversing from Karjan to Moti-Koral, and a branch going from Choranda to Sinor provided connectivity. The

KARJAN TALUKA DEVELOPMENT IN TRASPORTATION

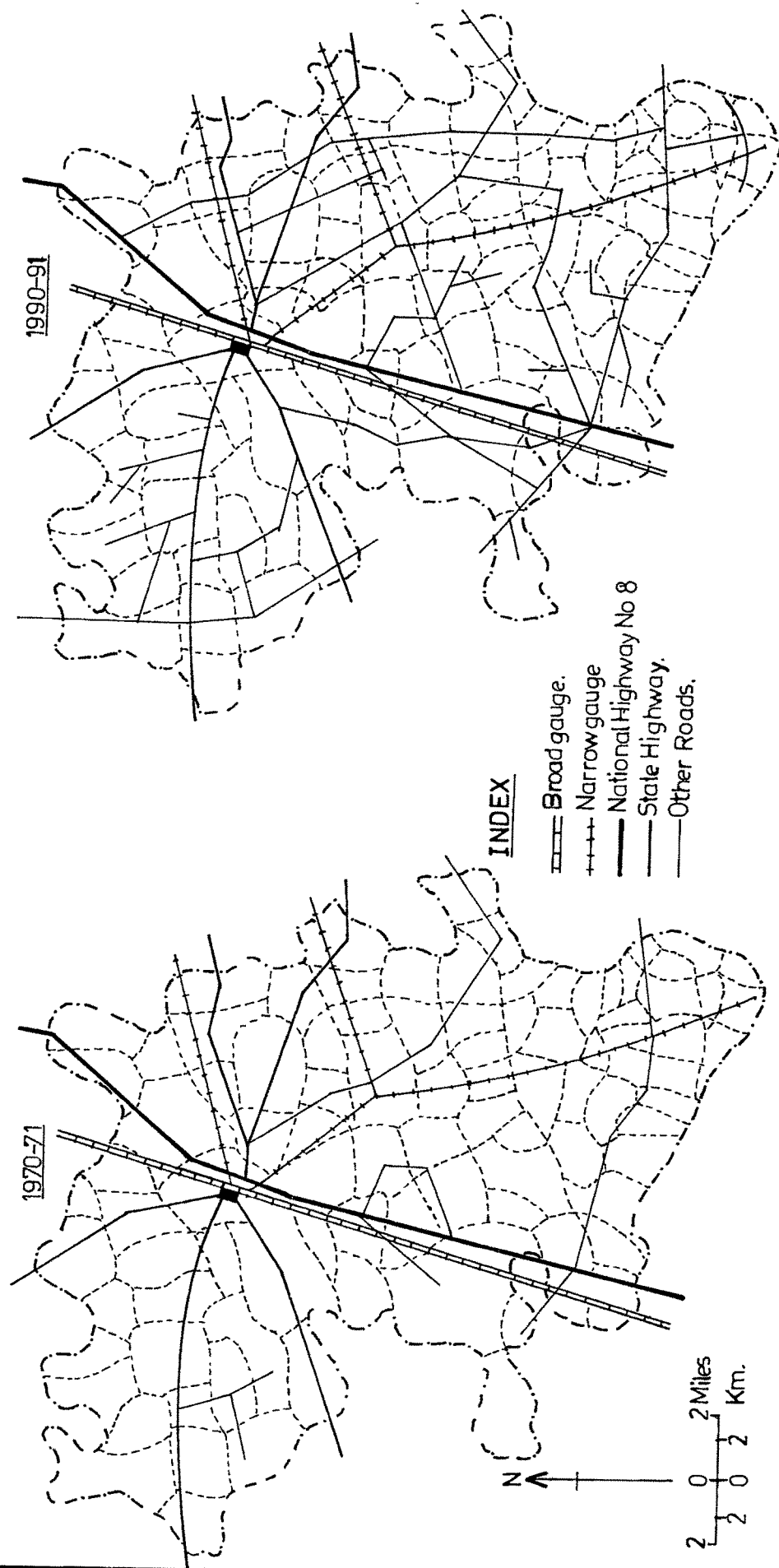


Fig 51

Broad gauge traversing from west, but no station has marred the benefits of this line to this region. As for the roads, the national highway running for only 31. Kms., and other roads for 13.5 Kms were the road linkages at the base year. But in 1990-91 the first two roads maintained status quo. While the other roads expanded from 13.5. to 35.2 Kms. making the region well connected with other parts of the taluka and the state at large.

Region III had a small length of 3.5 Kms of broad gauge, a big length of narrow gauge, a piece of 3.6 Km. of national highways no. 8 state highway and 25.2 Kms of other roads at the first point of time. At the second point of time more roads were constructed that raised the total level of connectivity to 65.86 Kms. within and between the villages of Karjan and neighbouring taluka. Thus the road connectivity has highly improved in a period of two decades and it does have its impact on the overall development of the region.

The effect of this development is brilliantly visible that each village is now served with buses and other private vehicular traffic. The movement of man and material is now well facilitated giving it a sizeable transformation on social, cultural, educational and functional fronts. It is seen that private two wheelers, four wheelers etc are plying on the roads. Commercial vehicles such as autorickshaw, matadors, mini trucks and so on are available within the villages.

Communication

Gujarat has been a very progressive state right through its inception on 1st May 1960. Since then this state has envisaged the substantial development programmes to both urban and rural sectors. The development of

industries along with them the development of the farm economy had been the prime objective of the developmental plans. Since all the developments have resulted in the improvement of economy in both the sectors and besides it enhanced the spending and purchasing capacities of the consumers, a better supply of communicational amenities went on becoming need of the time. This has been envisaged with a view to eradicate the imbalances between the two sectors i.e. urban and rural.

A glance at the positions of the rural entities of the taluka under study at the chosen two points of time reflects the progressiveness of the rural areas enjoying such amenities.

Karjan, as stated earlier, was a progressive taluka even before the first point of time. The three factors were prominent in its progress: (a) cultivation of commercial crops particularly cotton, and (b) Government policies, (c) The NRIs. Each of these factors required the progressive means of communication for keeping socio-economic contacts and propagation of latest techniques and innovations in agricultural practices.

The media of communication dealt in this connection are

Post offices,

Tele Communication,

Radios and T. V. sets etc.

Post Offices

During the first point of time all the 93 villages of the taluka were served by only 38 post offices. The villages were receiving weekly deliveries

of letters and other concerned material. By 1990-91 the number of post officers rose to 61 to meet the growing needs of the increased population. The delivery system also improved from weekly to alternately

Telegraph facilities were available at Karjan, Miyagam, Kandari, Choranda and Moti-Koral. However, indirectly telegraphic facilities were provided to each post office, as the message was accepted by them and communicated to those post offices having telegraphic facilities. The same practice is continued.

In respect of their distribution in regions of the taluka the region I, II and III had 16, 9 and 13 post offices respectively, at the first point of time. By the second point of time they increased to 24, 11 and 26. It is found that region II, in respect of its number of villages and its population was better served with postal services than region I and III. By the second point of time region I got 150 per cent increase, region II 122 per cent and region III 200 per cent. The increase in the number of post offices in each region and, over all, in the taluka is the indicator of greater demand of this service in the wake of better economic status of its inhabitants.

Table 5.1

VILLAGE WISE DISTRIBUTION OF POST OFFICE AND TELEPHONE
SERVICES IN KARJAN (1970-71 & 1990-91)

Regions	1970-71		1990-91	
	Post Offices	Telephone	Post Offices	Telephone
I	16	9	24	17
II	9	3	11	10
III	13	9	26	19
Total	38	24	61	46

Telephone

Telephone once a luxury of the affluent class is now becoming a necessity of even a common man. It was available to the urban dwellers till recently, but now the rural folk also cherish its services. Karjan till 1970-71 was served with telephone services in 24 villages. By 1990-91 the numbers went up to near double i.e. 46 villages. The numbers of privately owned phone connection could not be procured. But this is quite obvious that the affluent farmers and NRIs. own their telephones. The public call offices (P. C. Os) post offices, panchayat offices etc. serve the needs of common man on the prescribed rents.

In the perspective of the regional distribution of telephone connections, it is found that region I and III had connection each in their 9 villages and region II had only 3. By 1990-91, region I increased from its former 9 to 17 (189%), region II from 3 to 10 (333%) and region III from 9 to 19 (211%). The smaller region II made bigger jump, while bigger regions paced in regular progression.

The growth in these services reveals the spatial development in the demand and supply and also make spatial interactions, quick and easy, once retarded by distance. Now the people can have the interactions with in the taluka, with the rest of the country and the world at large which was something like impossibility ever before. Most of the commercial transactions are now made by phones in the taluka and also in a few grown up villages, saving a lot of time and trouble of travelling.

Radios And Televisions

Rural electrification, where benefited the indoor and street lighting, irrigation by electric pump set, various small scale industries, has also facilitated to have sources of amusement and information. Now the radios, record players, televisions, VCRs even cable are seen in several rural houses enjoying a variety of programmes relayed or telecast on radios and televisions. Besides the useful agricultural and commercial types of programmes are also viewed or heard on them. Earlier this was served by the battery radios and transistor. Televisions are now more useful as they give wide ranging development concerning methodology, crop types and the scientific ways of growing and protecting crops and horticulture.

A survey of only 10 villages, and 172 households has revealed that 150 households have television, and of them 104 have the cable connections as well. At the first point of time this was a rare phenomenon in rural Karjan.

These development in rural area not only have the consequences regarding their basic profession, but they have affected in wide ranging ways viz. ideological developments, fashions dresses, knowledge, national and international news etc. This may also be reckoned with as a factor in habitat transformation.