

Chapter VII

COMMUNICATIONS

ROADS

The district, primarily dependent on road communication, remained strikingly deficient in it up to 1947. Barring portions of roads between Bhiwani, Rohtak¹ and Hansi (district Hisar) and that between Loharu connecting Pilani (Rajasthan), there was hardly a kilometre of metalled road anywhere. Charkhi Dadri town could boast of 1.6 kilometres of metalled road between the railway station and the town; this road was originally constructed in 1896-97. The condition of unmetalled roads was poor. Most of these, especially in the western part of the district, were covered with drifting hillocks of sand.

In 1947, the areas comprising Haryana State had only 1,895 kilometres of metalled roads; of this, the Bhiwani district had only 42.73 kilometres. The post-Independence period has seen a steady expansion in road construction. The phased progress of road development achieved during the First, Second and Third Five-Year Plans, and the results achieved by May 1968, and thereafter by March 31, 1977 are shown in the table below :

Period	Total metalled length	Length per 100 square kilometres of area	Length per lakh of population
1	2	3	4
	(Kilometres)	(Kilometres)	(Kilometres)
At the time of Independence (1947)	42.73	0.84	5.63
First Five-Year Plan (1951-56)	137.16	2.69	18.08
Second Five-Year Plan (1956-61)	338.75	6.65	44.66

1. This road seems to have been metalled at a very early period of British rule in view of the importance of Bhiwani as an inter-State market. In 1866, of the 16 kilometres portion in the Bhiwani tahsil, only 1.6 kilometres was metalled from the side of Bhiwani town. By 1883-84, the whole portion had been metalled. (Amin Chand, *Tawarikh Zila Hisar*, 1866, p. 63; *Hisar District Gazetteer*, 1883-84, p. 58.)

1	2	3	4
Third Five-Year Plan			
(1961-66)	522.84	10.27	68.94
As in May 1968	688.24	13.51	90.75
As on March 31, 1973	1432.00	28.14	188.82
As on March 31, 1975	1512.00	29.71	199.37
As on March 31, 1976	1626.55	31.95	214.58
As on March 31, 1977	1673.72	32.88	220.81

(Note :—The details given above do not include the Zila Parishad, MFAL and Municipal roads).

During the First Five-Year Plan, only 94.43 kilometres of roads were metalled and in the Second Plan period there was an addition of 201.59 kilometres. In the Third Plan period, the road length metalled was less than that of the Second Plan period, i.e. only 184.09 kilometres. But during the period of 9 years, i.e. from May 1968 to March 31, 1977, 985.48 kilometres of metalled roads were constructed giving an average of 109.50 kilometres a year.

The roads have been classified on the national pattern as National Highways, State Highways, Major District Roads, other District Roads and Village Roads.

To bring every village on a metalled road was one of the Government's development musts after the creation of Haryana in 1966 and this facility conferred an inestimable boon on the villages. In 1970, the Government took the decision to embark on a crash programme of linking every village with a metalled road. Of the 474 villages to be connected with metalled roads, 225 were linked by March 31, 1971. The year-wise progress thereafter was :

Year	Villages linked with metalled roads	Length of the roads metalled
	(Number)	(Kilometres)
1971-73	142	266
1973-74	9	28
1974-75	17	52
1975-76	67	105
1976-77	10	46

In 1973, the State Government further decided that all the roads in the district, including those maintained by the Zila Parishad/Municipal Committees, would in future be constructed and maintained by the State Public Works Department (Buildings and Roads).¹ The Municipal Committee would pay 50 per cent of the expenditure as its contribution towards the maintenance of major roads within the municipal area. Under this programme, the P.W.D. (B & R) has taken over 14.76 kilometres of the roads of Municipal Committee, Bhiwani. The metalled village roads which were maintained by the Zila Parishad and have been taken over by the Public Works Department (Buildings and Roads) are listed in Table XXVII of Appendix.

With the increase in agricultural production, the State Government in June 1974, decided upon mobilising resources from the Market Committees in the form of their contribution towards the construction of roads. Previously, the Market Committees used to contribute for specific roads in their marketing areas, but now they contribute 65 per cent for the construction of suitable link roads in the whole of the district.

Roads have also been constructed by the P.W.D. (B & R) on behalf of the MFAL Agency. These are detailed in Table XXVII of Appendix.

The district now has a fairly large network of roads. The total length of roads (exclusive of Municipal Committee, Zila Parishad and MFAL roads) maintained by the P.W.D. (B & R) as on March 31, 1977, was as follows :—

	Metalled (Kilometres)	Unmetalled (Kilometres)
National Highways
State Highways	451.145	0.84
Major District Roads	272.56	..
Other District Roads	305.005	15.43
Village Roads	645.01	163.24
	<u>1,673.72</u>	<u>179.51</u>

1. Vide Haryana Government No. PEI-ZP-73/64265-74, dated November 26, 1973 (Development and Panchayat Department).

The roads maintained by the P.W.D. (B & R) in the district as on March 31, 1977, are given in Table XXVII of Appendix.

A brief description of the more important roads is given below :

NATIONAL HIGHWAY

There is no major National Highway in this district except a small stretch of 7.80 kilometres of the Delhi-Hisar-Sulemanki Road (N.H. 10) which enters the district at 112.2 kilometre and leaves at 120 kilometre. This road is 22 feet (6.7 metres) wide.

STATE HIGHWAYS

1. Karnal-Assandh-Jind-Hansi-Tosham-Sodiwas Road (S.H.12).—The total length of this road in the district is 64.70 kilometres. It traverses the whole district from east to west entering it at Jamalpur and leaving at village Sodiwas. It connects Tosham and Bahl with Hansi (district Hisar) on the one side and with Rajgarh in Rajasthan on the other. The whole length of the road is metalled and tarred; trees have been planted on both sides.

2. Panipat-Safidon-Jind-Bhiwani-Loharu Road (S.H.14).—This road covers a distance of 90.28 kilometres in the district. It enters at village Mundhal after crossing N.H.10 and leaves it at village Dhani Shama traversing the district from east to west. It passes through Mundhal, Bhiwani and Loharu and is connected with Pilani in Rajasthan. The whole length of the road is metalled along side.

3. Panipat-Gohana-Rohtak-Bhiwani Road (S.H.16).—The length of this road in the district is 14.62 kilometres. It enters the district at village Sarsa. It connects Bhiwani with Rohtak situated on the Delhi-Hisar-Sulemanki Road (N.H.10). The whole road is metalled and bitumen surfaced. Trees have been planted alongside.

4. Gohana-Lakhan Majra-Maham-Chang-Bhiwani Road (S.H. 16 A).—The total distance covered by this road in the district is 16.40 kilometres. It enters the district at village Golagarhi (sub village of Chang). The whole road is metalled and tarred. It connects Maham, a small town of Rohtak district, also situated on N.H.10, with Bhiwani.

5. Nizampur-Narnaul-Mahendragarh-Dadri-Bhiwani-Hansi-Barwala-Tohana-Munak Road (S.H.17).—The total length of this road in the district is 86.76 kilometres. It enters the district at village Akoda¹ and leaves it at

1. Akoda is in the Mahendragarh district and lies on the border of the Bhiwani district.

village Sikanderpur. It runs through the district from south to north, passes through Charkhi Dadri, Bhiwani and Bawani Khera, and crosses the Delhi-Hisar Sulemanki Road (N.H.10) at Hansi. The whole road is metalled and bitumen surfaced; trees have been planted on both sides.

6. Barwala-Hisar-Siwani-Singhani Road (S.H.19).—The length of this road in the district is 57.80 kilometres. It enters the district at village Barwa. The whole road is metalled and bitumen surfaced. It passes through Siwani, and serves as a link road between the Bhiwani-Loharu-Pilani Road (S.H.14), the Bikaner-Hisar Road and the National Highway Delhi-Hisar-Sulemanki Road (N.H.10). It is a useful communication for the western part of the district.

7. Siwani-Jhumpa-Rajgarh Road (S.H.19-A).—This road traverses a distance of 20 kilometres in the district, leaving it at Jhumpa. It connects the Siwani-Singhani State Highway (S.H.19) with Hisar on one side and Rajgarh in Rajasthan on the other side. The road is metalled and tarred.

8. Murthal-Sonipat-Kharkhoda-Sampla-Jhajjar-Jahajgarh-Chuchhakwas-Dadri-Loharu Road (S.H.20).—The total length of this road in the district is 72.03 kilometres. Traversing the district from east to west, it enters the district at village Imlota and joins the Panipat-Bhiwani-Loharu road (S.H.14) near Loharu after passing through Charkhi Dadri and Badhara. The whole road is metalled and bitumen surfaced.

9. Rewari-Dahina-Kanina-Mahendragarh-Satnali-Loharu Road (S.H.24).—This road passes through the district over a distance of 29.40 kilometres. After traversing the Mahendragarh district, it enters the Bhiwani district at village Madogarh and joins S.H.14 near Loharu after passing through Satnali. The road is metalled and bitumen surfaced.

OTHER ROADS

These include Major District Roads, Other District Roads and Village Roads. On March 31, 1977, the length of these roads was :—

Metalled	1,222.58 kilometres
Un-metalled	178.67 kilometres

ROAD BEAUTIFICATION PROGRAMME

A programme of beautification of roads was taken up during 1973-74 under the Marginal Farmers and Agricultural Labourers Scheme. This served a double purpose. It provided employment to landless labourers

and at the same time helped in landscaping. Work was taken up on the roads linking Rohtak, Hansi, Tosham and Chang with Bhiwani. Plantation has been done alongside 190 kilometres of road-length. Programme of beautification is to be extended on the roads connecting Dadri, Loharu, etc.

CANAL INSPECTION ROADS

There are well maintained unmetalled inspection roads along the banks of the canals. These roads can serve only light vehicular traffic, and are maintained by the Public Works Department (Irrigation). These are not open to the general public.

VEHICLES AND CONVEYANCES

When means of communication were poor, people travelled on rare occasions, like visits to holy places, for marriages and other social occasions. Mostly journey was performed in group, and often on foot. Camels were the popular means of animal communication and paths suited to them ran from village to village. Country carts, driven by camels, were used for moving from village to village and unmetalled roads were used by these country carts. In mass migrations during drought and famine, people moved enmasse with their cattle, camels and carts. Better vehicular traffic was confined to large towns.

With an improvement in communications, there has been a vast change. As villages and towns were linked together by metalled roads, better vehicles also came into use. Rubber-tyre tongas, drawn by a horse, became one of the swifter means of conveyance. Some people kept horses for their personal use. Later appeared cycles, motor cars, trucks. There are now *thelas* and hand-carts, horses and donkeys, camels in sandy tracts, tongas, cycles, rickshaws, motor cycles and scooters, jeeps and station wagons, cars, buses, trucks, tractors and tempos (three wheeled motor transport). The tempo which has appeared in this district only a few years ago is now becoming a popular means of public transport, especially in rural areas. Tempos are also used for carrying goods.

The total number of vehicles registered in the district up to March 31, 1977, is given in Table XXVIII of Appendix.

PASSANGER TRANSPORT

Before the formation of Haryana, there was a bus service only on the Delhi-Rohtak-Bhiwani route. In other parts of the district, particularly on

the western side, the bus services, both private and nationalized, were inadequate and unsatisfactory. There was no bus stand worth the name even at Bhiwani or Charkhi Dadri; there were no weather shelters along the roads, and passengers had often to wait for buses for hours in the blistering heat, through sand storms or in the cold.

A sub-depot of the Haryana Roadways, Hisar Depot, was opened at Bhiwani in 1970 with a fleet strength of 11 vehicles specially to cater to the passenger traffic requirements of the area. With the nationalization of private services in November 1972, an expansion of existing bus services took place and the availability of buses improved. A full-fledged depot of the Haryana Roadways was established at Bhiwani on November 1, 1973, with a strength of 88 vehicles covering about 21,000 kilometres per day. The Charkhi Dadri Sub-Depot of the Rohtak Depot, was also merged with this depot.

The strength of vehicles increased to 107 by November 1974, to 119 by November 1975 and to 149 by March 31, 1977. The Haryana Roadways Bhiwani Depot is operating its buses in the entire district. Some private buses registered in Delhi still ply on certain inter-State routes under reciprocal agreements with the Union Territory of Delhi. The following undertakings are operating on the routes mentioned against each :

Name of transport undertaking	Route
Haryana Roadways, Bhiwani	1. Bhiwani-Chandigarh
	2. Bhiwani-Maham extended up to Kalka
	3. Bhiwani-Loharu
	4. Bhiwani-Karnal
	5. Bhiwani-Rewasa
	6. Bhiwani-Mitathal
	7. Bhiwani-Jhumpa
	8. Bhiwani-Tosham
	9. Bhiwani-Siwani
	10. Bhiwani-Bahl
	11. Bhiwani-Mathura
	12. Bhiwani-Jhajjar via Beri
	13. Bhiwani-Karnal via Maham
	14. Bhiwani-Bawani Khera
	15. Bhiwani-Hardwar
	16. Bhiwani-Chandigarh via Rohtak

Name of transport undertaking

Route

17. Bhiwani-Delhi
18. Bhiwani-Tohana
19. Bhiwani-Talwandi
20. Bhiwani-Gohana
21. Charkhi Dadri-Jind via Bhiwani
22. Charkhi Dadri-Mahendragarh-Narnaul
23. Charkhi Dadri-Mai
24. Charkhi Dadri-Un
25. Charkhi Dadri-Ateli
26. Charkhi Dadri-Karnal
27. Charkhi Dadri-Bhiwani
28. Charkhi Dadri-Loharu
29. Charkhi Dadri-Ranila
30. Charkhi Dadri-Dubaldhan
31. Charkhi Dadri-Mahendragarh
32. Charkhi Dadri-Kanina
33. Charkhi Dadri-Jhajjar
34. Charkhi Dadri-Satnali
35. Charkhi Dadri-Bhagi
36. Bhiwani-Dehradun
37. Bhiwani-Jhajjar
38. Bhiwani-Sonipat
39. Bhiwani-Kaithal
40. Bhiwani-Talwandi via Hisar
41. Bhiwani-Rewari
42. Bhiwani-Karnal via Jind
43. Bhiwani-Kurukshetra
44. Bhiwani-Faridabad
45. Charkhi Dadri-Sonipat
46. Bhiwani-Dabwali
47. Bhiwani-Bhuna
48. Charkhi Dadri-Patiala
49. Bhiwani-Bahadurgarh
50. Charkhi Dadri-Gurgaon
51. Charkhi Dadri-Yamunanagar
52. Bhiwani-Narnaul

Name of transport undertaking	Route
Haryana Roadways, Rohtak	<ol style="list-style-type: none"> 1. Bhiwani-Siwani 2. Charkhi Dadri-Jhajjar 3. Charkhi Dadri-Loharu 4. Rohtak-Dadri 5. Rohtak-Bhiwani 6. Rohtak-Narnaul 7. Rohtak-Dadri-Satnali 8. Charkhi Dadri-Rohtak via Beri 9. Gohana-Charkhi Dadri via Bhiwani 10. Rohtak-Tosham 11. Rohtak-Sardarsher via Bhiwani
Haryana Roadways, Hisar	<ol style="list-style-type: none"> 1. Charkhi Dadri-Bhiwani 2. Hisar-Loharu 3. Hisar-Tosham 4. Hisar-Bahu via Hansi 5. Hansi-Tosham 6. Hansi-Loharu 7. Hisar-Ajmer via Bhiwani 8. Hisar-Narnaul 9. Hisar-Charkhi Dadri 10. Hisar-Rewari via Bhiwani
Haryana Roadways, Chandigarh	<ol style="list-style-type: none"> 1. Chandigarh-Bhiwani 2. Chandigarh-Pilani via Bhiwani
Haryana Roadways, Gurgaon (Sub-Depot Delhi)	<ol style="list-style-type: none"> 1. Delhi-Pilani via Bhiwani 2. Delhi-Jhunjhunu via Bhiwani
Haryana Roadways, Jind	<ol style="list-style-type: none"> 1. Chandigarh-Narnaul via Bhiwani

Union Territory, Delhi runs its service 17 times daily on Delhi-Bhiwani Route and 2 times daily on the Delhi-Jhunjhunu. These buses pass through Bhiwani town.

Rajasthan Government runs its service 2 times daily on the Delhi-Sikar Route and 2 times on the Delhi-Pilani and one trip on Bhiwani-Pilani route. These buses pass through Bhiwani town.

There is no air-conditioned coach under operation in Bhiwani depot.

The transport authorities have issued taxi permits for operation in Haryana, Rajasthan, Punjab, Union Territory of Chandigarh, Uttar Pradesh and Union Territory of Delhi for tourists and the general public.

By 1974, 210 trips were daily operated from Bhiwani Bus Stand and 160 trips from Charkhi Dadri Bus Stand. This number increased to 238 and 180 respectively by November 1975, and to 288 and 202 respectively by March 31, 1977.

LOCAL/SHUTTLE SERVICES

No local town service is at present under operation. Some shuttle services are run to serve the rural population of the district. The routes on which these buses ply are :

1. Bhiwani-Maham
2. Bhiwani-Kairu
3. Bhiwani-Mitathal
4. Bhiwani-Mundhal
5. Bhiwani-Manheru
6. Charkhi Dadri-Jhojju
7. Charkhi Dadri-Imlota
8. Charkhi Dadri-Ranila
9. Charkhi Dadri-Bhagi
10. Satnali-Mahendragarh
11. Charkhi Dadri-Dudiwali
12. Charkhi Dadri-Siswala
13. Bhiwani-Dubaldhan
14. Bhiwani-Pur
15. Bhiwani-Rewasa
16. Bhiwani-Nandgaon
17. Bhiwani-Barsi

Station wagons and tempas, which have been registered as taxis, also provide transport for villages from convenient points.

Modern bus stands have been provided at Bhiwani and Tosham. The construction of a workshop at Bhiwani estimated to cost Rs. 19.94 lakhs was started on May 16, 1975. The General Bus Stand, Loharu, having been constructed by the Municipal Committee, Loharu, was opened on October 31, 1964. The Municipal Committee, Loharu, transferred the bus stand to the Haryana Roadways, Bhiwani on October 23, 1970, for a compensation of Rs. 92,425. It is proposed to construct a new bus stand at Loharu in

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the near future. A new bus stand and workshop was constructed at Charkhi Dadri for Rs. 3 lakhs, by the Transport Department, Haryana, and was opened on August 4, 1974. These bus stands provide amenities such as soft drinks, tea stalls, newspaper vends and fruit shops. These are leased to private persons who operate them under supervision. Public conveniences for men and women and drinking water have also been provided.

Public address facility has been provided at Bhiwani, Charkhi Dadri and Tosham bus stands. It is now proposed to establish bus stands at Satnali and Siwani, and bus queue shelters at Dinod, Bapora and Kairu. There is a bus *adda* at Bawani Khera.

GOODS TRANSPORT BY ROAD

Goods traffic is handled by private operators. There were 299 trucks registered in the district up to March 31, 1975. The rural sector in the district uses road traffic in preference to rail for the transport of goods. It is specially popular for short distances.

Goods traffic by road is mostly un-organized. The system of booking agencies has developed which cater to the needs of both the operators and the traders. The operators are provided with parking, godown and warehouse facilities, and the traders with a regular satisfactory service. Private operators have organized themselves in the district to reduce competition, to regulate traffic and to share profits. As compared to the railways, freight and incidental charges are less. People are now even tending to prefer transport by road for long distances, as the goods are usually delivered quicker and with less risk and often from door to door. Road transport companies and operators also settle claims more promptly than the railways.

The private truck owners are members of the Truck Union, Loharu Road, Bhiwani. The trucks required by the traders and goods companies are supplied by the union at fixed rates. The number of trucks with the union is nearly 200. The truck stand on the Loharu Road (near the Anaj Mandi), which can accommodate 300 trucks and also has been provided with sites for transport companies and their godowns, has been constructed by the Improvement Trust, Bhiwani. The two other truck unions in the district are : Truck Union, Siwani and Truck Union, Charkhi Dadri. There are private goods transport companies at every tahsil headquarters of the district. Some of the major goods companies functioning at Bhiwani are listed below :

1. East India Transport Agency
2. Associated Traders Engineering

3. Great India Roadways
4. Gupta Goods Transport Company
5. New Delhi Bhiwani Goods Transport Company
6. Eagle Transport Ltd.
7. Bubna Transport Company
8. Haryana Transport Company
9. India Golden Road Lines
10. Chadha Motor Transport Company

RAILWAYS

The district is mainly served by the Northern Railway. A metre gauge railway line of the Western Railway from Sikar terminates at Loharu which is the only rail junction in the district.

Rewari-Hisar-Bhatinda Railway Line (Northern Railway).—In the seventies of the last century, the opening of the Rajputana Railway considerably influenced inter-State trade at Bhiwani and enormously decreased its commercial importance, as other terminuses were now available. Then the Rewari Firozpur Railway was opened in 1883. It restored the importance of Bhiwani town to an extent. It also helped the then Jind State in diminishing the hardships of famine in the insecure tract of Dadri. However, the main object of this line was to do a large carrying trade in grain from the tracts north of Sirsa towards Delhi and Bombay. The passenger traffic was of minor importance. The line passed through the Dadri tahsil for about 14 miles (22.5 kilometres) with stations at Charkhi Dadri and Manheru. In the rest of the district, it had stations at Bhiwani and Bawani Khera. Being a metre gauge railway, it was a part of the Bombay, Baroda and Central India Railway Company. It had its divisional headquarters at Sirsa.

Now the line runs through three tahsils of the district of Bhiwani, viz. Dadri, Bhiwani and Bawani Khera, over a distance of 68 kilometres and passes through railway stations at Patuwas Mehrana Halt, Charkhi Dadri, Fatehgarh Haryana Halt (Dadri tahsil), Manheru, Bhiwani (Bhiwani tahsil), Sui Halt, Bawani Khera, Jita Kheri Halt and Aurang Nagar Halt (Bawani Khera tahsil). Patuwas Mehrana Halt and Fatehgarh Haryana Halt railway stations were opened in 1962.

Sadulpur-Siwani-Hisar Railway Line (Northern Railway).—The 28

kilometres of this metre gauge line that runs through the Loharu and Bawani Khera tahsils of the Bhiwani district, is a part of the railway line from Degana (Nagaur district of Rajasthan) to Hisar constructed jointly by the erstwhile States of Bikaner and Jodhpur. The section from Degana to Bikaner frontier (near Sujangarh) was constructed by the Jodhpur State whereas the remaining line from Sujangarh to Hisar by the Bikaner State. The former was opened on September 16, 1909 and the latter on July 8, 1911¹.

In the Bhiwani district, the railway line passes through Jhumpa, Sainiwas Halt, Siwani, Naloi Barwa and Chauraud stations.

Bikaner-Delhi Railway Line (Northern Railway).—Parvezpur, Kusalpura Halt, Loharu Junction, Sohansara, Satnali and Nanwan are the stations on this metre gauge railway line that runs through only the Loharu tahsil of the district for 35 kilometres. This portion is a part of the chord line; 139 kilometres in length, from Sadulpur (Rajasthan) to Rewari (Mahendragarh district) which was sanctioned for construction in March 1937. The Sadulpur-Loharu section, 50 kilometres in length, was opened to traffic on December 12, 1938 and the complete chord line from Sadulpur to Rewari on March 1, 1941². The opening of this line made Loharu an important trade centre.

A new broad gauge rail link from Bhiwani to Rohtak is under construction. There is also a project to expand the Bhiwani station as a junction, and construct a new Bhiwani City Station.

RADIO AND WIRELESS STATIONS

The wireless stations are installed for receiving and transmitting messages at the following places in the district :—

- (a) District Control Room, Office of the Senior Superintendent of Police, Bhiwani
- (b) Police Stations : Badhara, Bawani Khera, Charkhi Dadri, Loharu, Satnali, Siwani, Tosham and Bahl
- (c) Police Posts : Baund Kalan, Chahar Kalan, Dhanana and Kairu.
- (d) Barrier at Jhumpa

The police department has also mobile wireless sets fitted on vehicles

1. *Churu District Gazetteer*, 1970, pp. 143-44.

2. *Ibid*, p. 144.

to provide quick communications during VIP duties and emergencies. Wireless sets have been fitted in the staff car of the Senior Superintendent of Police, Bhiwani; Jeep of the Deputy Superintendent of Police (Headquarters), Bhiwani; Jeep of the Deputy Superintendent of Police, Charkhi Dadri; Pick-up van of Police Station City Bhiwani and Jeep of the Sub-Inspector, Anti-smuggling, Bhiwani, with headquarters at Loharu.

TRANSPORT BY AIR

There is no aerodrome in the district. The construction of a civil air strip has been taken in hand at Bhiwani.

FACILITIES FOR TRAVELLERS

In the Bhiwani district, there is no place primarily of tourist attraction. For people visiting the towns, either on business or otherwise, dharmshalas and some ordinary hotels are available. There are *chopals* and dharmshalas in almost every village of the district, the maintenance of which is an old tradition. These are used for the stay of marriage parties and other common purposes as well as for visitors. Many religious people have built rest places for Sadhus in the memory of their ancestors, whose remains are sometimes enshrined at these places. These are known as "Chhatris", the famous among which are :

1. Chhatrian Seth Nand Ram's family
2. Chhatrian Seth Ramji Das Laxmi Narain Haluwasia
3. Chhatrian Seth Faqir Chand Bhagganka
4. Chhatrian Seth Bhaj Ram
5. Chhatrian Seth Tuhi Ram
6. Chhatrian Seth Ramjasia
7. Chhatrian Seth Bawaniwala family

There are rest houses at all important places in the district for the stay of touring officials, maintained by the different departments of the Haryana Government. In the rest houses maintained by the P.W.D. (Buildings and Roads) non-officials can also stay on payment of prescribed charges provided accommodation is available. The Irrigation Department, the Public Works Department (Buildings and Roads), and Haryana State Electricity Board

control most of the rest houses; only one is controlled by the Deputy Commissioner; one by the District Soldiers', Sailors' and Airmen's Board¹ and one by the Manager, Milk Plant, Bhiwani. A list of the rest houses, along with the number of sets/suites, and the officers who make reservations is given in Table XXIX of Appendix.

In Bhiwani, Loharu and Charkhi Dadri towns, dharmshalas have been constructed by philanthropists. A list of these is given in Table XXX of Appendix. As for eating places, these are mostly of the *dhaba* and the tea-stall variety. The State Tourism Department opened the Hoopoe Restaurant in a rented building at Bhiwani on May 1, 1973. It has become popular both with outsiders and local residents.

POST OFFICES

In the eighties of the nineteenth century, in the then British area of the district, there were 4 Imperial Post Offices at Bhiwani, Tosham, Kairu and Bahl.² Money-order offices and savings bank facilities were provided. By 1892, however, the number had increased to 9, the new ones located at Bawani Khera, Siwani, Chang, Tigrana and Bapora. These had money-order arrangements, but Savings Bank Offices were only available at Bawani Khera and Bhiwani. These two were the Sub-Offices whereas the remaining seven were Branch Offices. All post offices were controlled and supervised by the Head Office, 2nd class, Hisar³.

According to the Hisar District and Loharu State Gazetteer, Statistical Tables (Hisar District), 1912⁴, 17 post offices were then functioning at the following places :—

Head Office	Sub-Office	Branch Office
1	2	3
Hisar	—	1. Bahl 2. Siwani
	Bawani Khera	1. Baliali 2. Jamalpur 3. Ratera

1. Now known as Zila Sanik Board.

2. *Hisar District Gazetteer*, 1883-84, p. 59.

3. *Hisar District Gazetteer*, 1892, p. 219.

4. *Ibid*, Table 31.

1	2	3
	Bhiwani	1. Bamla 2. Bapora 3. Chang 4. Dinod 5. Dhanana 6. Dhani 7. Kairu 8. Tigrana 9. Halu Bazar, Bhiwani
	Tosham	

The Savings Bank Offices were still confined to Bawani Khera and Bhiwani. One bar to further expansion of postal facilities was illiteracy, which made letter writing the business of a particular and small class of persons¹.

In the thirties, the location of post offices was as follows² :—

Head Office	Sub-Office	Branch Office
Hisar	—	1. Bahl 2. Jhumpa Kalan 3. Siwani
	Bawani Khera	1. Baliali 2. Bhurtana 3. Jamalpur 4. Ratera 5. Tosham
	Bhiwani	1. Bamla 2. Bapora 3. Chang 4. Dhanana 5. Dhani 6. Dinod 7. Kairu 8. Mitathal 9. Tigrana 10. Halu Bazaar, Bhiwani

1. *Hisar District and Loharu State Gazetteer (Hisar District)*, 1915, p. 192.

2. *Hisar District Gazetteer, Statistical Tables*, 1935, Table 31.

At Jhumna Kalan, Bhurtana and Mitathal, new Branch Post Offices had been opened and Tosham Sub-Post Office was down graded into a Branch Post Office.

In the erstwhile Loharu State, there seems to have been no post office prior to 1900. However, indications are available in the Hisar District Gazetteers of 1904¹ and 1915 (Loharu portion)² that there was an Imperial Post and Telegraph Office in Loharu town. It was a sub-post³ office and covered the whole of the Loharu State with no branch office under it. The State was responsible for the repairs of the office and for the safe transit of mail through its territory. The position continued till Loharu was merged with the Hisar district in 1950 and became a part of the Bhiwani tahsil.

In 1961, there were 51 post offices in the Bhiwani tahsil. Five post offices functioned in the urban area (13.6 square kilometres) and the remaining 46⁴ in the rural area (2513 square kilometres).

Before the subsequent Census of 1971, Loharu tahsil had been carved out of the Bhiwani tahsil with 72 villages leaving 147 villages in the Bhiwani tahsil. In 1971, there were 57 post offices in the Bhiwani tahsil of which 5 were located in the urban area (12.66 square kilometres) and the remaining 52⁵ in the rural area (1964.76 square kilometres). In the Loharu tahsil, in 1971, there were 14 post offices. There was only one post office in the urban area (2.59 square kilometres) while the remaining 13 served the rural area (578.40 square kilometres)⁶.

In the Dadri tahsil of erstwhile Jind State, prior to 1885, there were two post offices at Charkhi Dadri and Badhara. These were like all the other post offices in the State managed by a Munsarim attached to the Deodhi Mualla, and Jind Stamps and post cards were used within the State limits. There was also a British post office at Charkhi Dadri. On July 15, 1885, a postal convention was effected between the Imperial Post Office and the State to facilitate the mutual exchange of correspondence, parcels, insured articles and money-orders. The British post office at Charkhi Dadri was abolished and the

1. Ibid, p. 13.

2. Ibid, p. 14.

3. *Hisar District and Loharu State Gazetteer, Statistical Tables (Hisar District)*, 1912, Table 31.

4. *Census of India, 1961, District Census Handbook, Hisar District*, 1966, p. 90.

5. *Census of India, 1971, District Census Handbook, Hisar District*, 1974, pp. 6, 18 and 84-91.

6. *Census of India, 1971, District Census Handbook, Hisar District*, 1974, p. 18.

management of the State post offices placed under a State Postmaster General, two post offices of exchange, the Imperial Post Office at Ambala (under British Rule) and the State Office at Sangrur (tahsil headquarters of the Jind State) being authorised to deal with articles giving rise to accounts. Postage stamps, postcards and envelopes, surcharged "Jind State" were supplied by the Imperial Government to the State at cost price¹. Charkhi Dadri was Head Post Office (3rd class) and Badhara was a Branch Post Office under it.

By 1913, the position of post offices in the Dadri area was as follows :—

Head Office	Sub-Office	Branch Office
Charkhi Dadri	Badhara	Jhojhu Kalan
	Kaliana	Chhapar
	Baund Kalan	Imlota

Charkhi Dadri Head Post Office was also a cash office. The post offices were under the State authority.

In 1932², there were the following post-offices in this area :—

Head Office	Sub-Office	Branch Office
Charkhi Dadri	Mandi Dadri	Jhojhu Kalan
	Kaliana	Manheru
	Baund Kalan	
	Badhara	

This shows that a new Sub-Post Office at Mandi Dadri and a new Branch Post Office at Manheru had been opened but the Branch Post Offices at Chhapar and Imlota were closed.

After Independence (1947) and the subsequent formation of PEPSU on May 5, 1948, the Dadri area of the Jind State was included in the Mahendragarh district as a tahsil. In 1961, the number of post offices in the Dadri tahsil had

1. *Phulkian States Gazetteer (Patiala, Jind and Nabha)*, 1904, p. 296.

2. *Jind State Gazetteer, Statistical Tables*, 1933, Table 31.

increased to 44¹. There was only one post office, i.e. Charkhi Dadri in the urban area (22.02 square kilometres) and the remaining 43 served the rural area (1,461.8 square kilometres).

In 1971, the number of post offices in the Dadri tahsil stood at 61². There was still only the same one post office in the urban area (4.5 square kilometres)³ while the remaining 60 catered to the requirements of the rural area (1,449.9 square kilometres).

The number of post offices as on December 31, 1972, i.e. at the time of formation of the Bhiwani district, was 202. It increased to 206 by December 31, 1974. However by March 31, 1977, the number increased to 223 (1 head office, 34 sub-offices and 188 branch offices) as detailed in Table XXXI of Appendix.

All the villages of the district have daily delivery service except Sunday.

Mail in Bhiwani and Charkhi Dadri towns is delivered twice on all the days of a week except Sunday.

TELEGRAPHS

In 1883, a telegraph line ran along the whole length of Rewari-Firozpur railway line. There was a telegraph office at each station⁴. Thus there were telegraph offices at railway stations Charkhi Dadri, Bhiwani and Bawani Khara⁵.

By 1892, in addition to the telegraph offices at the railway stations, a postal telegraph office, second class, had been established at Bhiwani. A telegraph line ran across country from Bhiwani to Rohtak⁶.

There was a combined Post and Telegraph Office at Loharu⁷. In 1932, there was a non-guaranteed Telegraph Office at Charkhi Dadri⁸. Besides, there

1. *Census of India, 1961, District Census Handbook, Mahendragarh District, 1966, p. 58.*

2. *Census of India, 1971, District Census Handbook, Mahendragarh District, 1973, pp. 12, 24-31.*

3. After 1961 Census, some area was excluded from the municipal limits of Charkhi Dadri and this explains for the decrease in the urban area from 22.02 square kilometres in 1961 to 4.5 square kilometres in 1971.

4. *Hissar District Gazetteer, 1883-84, pp. 58-59.*

5. It is doubtful if there was a telegraph office at Minheru railway station in the Dadri Nizamut. According to the Paulkian States Statistical Tables, 1913, Table 31, there was a railway telegraph office only at Charkhi Dadri.

6. *Hissar District Gazetteer, 1892, p. 219.*

7. *Hissar District and Loharu State Gazetteer, Statistical Tables (Loharu State), 1912, Table 32.*

8. *Jind State Gazetteer, Statistical Tables, 1933, Table 31.*

were Railway Telegraph Offices at Manheru and Charkhi Dadri railway stations.

On March 31, 1962¹, in the whole of the Dadri tahsil, there was still only one telegraph office at the tahsil headquarters. By November 1, 1966, the number of telegraph offices increased to 2 with the opening of the Charkhi Dadri City Telegraph Office. Similarly, the Bhiwani tahsil including Loharu sub-tahsil was served by 4 telegraph offices which were at Bhiwani, Halu Bazaar Bhiwani, Birla Colony Bhiwani and Loharu. The number of telegraph offices increased to 6 by November 1, 1966, with their opening at Bawani Khera and Jui. Since then telegraph facilities have considerably improved. By December 31, 1972, these were available at the following 16 post offices in the Bhiwani district :—

- | | |
|---------------------------|-------------------|
| 1. Badhara | 9. Jhoju |
| 2. Bhiwani | 10. Jui |
| 3. Bhiwani (Halu Bazar) | 11. Loharu |
| 4. Bhiwani (Birla Colony) | 12. Manheru |
| 5. Bahl | 13. Mundhal Khurd |
| 6. Bawani Khera | 14. Siwani |
| 7. Charkhi Dadri | 15. Tosham |
| 8. Charkhi Dadri City | 16. Barwa |

The telegraph facilities were further extended to three post offices, viz. Digawa Jatan, Bhiwani (Lohar Bazaar) and Satnali by March 31, 1977.

TELEPHONES

By 1976, 8 telephone exchanges were functioning in the Bhiwani district at the following places :—

Name of exchange	Year of establishment
1. Bhiwani	1945
2. Charkhi Dadri	1960
3. Loharu	1965
4. Tosham	1969
5. Jui	1970
6. Siwani	1971
7. Satnali	1973
8. Bahl	1974

1. *Statistical Abstract of District Mahendragarh*, 1961, p. 156.

Bhiwani is directly connected with New Delhi, Rohtak, Hisar (Hissar), Jind, Rewari, Hansi, Charkhi Dadri, Jui, Tosham, Bawani Khera, Kharak Kalan and Kalinga. Charkhi Dadri, Jui, Tosham and Bawani Khera are directly connected with Bhiwani town. Siwani has direct connection with Hisar, Hansi, Rewari, Biran PCO, Bapora PCO, Tigrana, Bamla PCO, Kalinga PCO, Jhojhu Kalan PCO, Biroher PCO, Kosli and Manheru.

The number of telephones were :

	1-11-1966	31-12-1972	31-12-1974	31-3-1977
1. Bhiwani	157	377	490	913
2. Charkhi Dadri	76	200	224	256
3. Loharu	18	25	34	38
4. Tosham	—	36	38	13
5. Jui	—	11	11	13
6. Siwani	—	44	42	42
7. Satnali	—	—	14	13
8. Bahl	—	—	16	22

The telephone service is available for the general public at the following public call offices :—

Bawani Khera, Halu Bazaar Bhiwani, Head Post Office Bhiwani, Birla Colony Bhiwani, Lohaar Bazaar Bhiwani, Railway Station Bhiwani, Bus Stand Bhiwani, Tosham, Jui, Siwani, Barwa, Manheru, Jhojhu Kalan, Digawa, Badhara, Local City Post Office Charkhi Dadri, Local Mandi Charkhi Dadri, Satnali, Bahl, Biran, Bapora, Tigrana, Kharak Kalan and Bamla.