

## Chapter VII

# COMMUNICATIONS

### INTRODUCTION

In 1883-84, there were 68 miles (110 kilometres) of metalled and 741 miles (1,193 kilometres) of unmetalled roads which traversed the district. The former comprised the present national highway from Delhi to Agra which ran the entire length of the Palwal tahsil,<sup>1</sup> the road from the railway station to Gurgaon (5.6 kilometres), the road from Gurgaon to Delhi via the Qutb and a section of 24 kilometres of the Gurgaon-Alwar Road. All the other roads were unmetalled. The Palwal-Narnaul Road via Nuh, Taoru, Dharuhera, Rewari and Nimant though an important road, was unmetalled. The metalled roads were served by halting places and rest houses whereas the unmetalled roads did not have such facilities. The following extract from the *Gurgaon District Gazetteer*, 1883-84,<sup>2</sup> provides an interesting reading regarding unmetalled roads :—

“Generally speaking, the unmetalled roads of the district are in the Rewari and Gurgaon tahsils the country is so sandy that the roads are necessarily extremely heavy; in the country near Taoru the ravines are numerous, and in the rainy season the roads are sometimes impassable to wheeled carriage; in the low-lying part of Nuh and the Firozpur valley the roads are often under water, and occasionally it is impossible to journey from Firozpur to Nuh, except by keeping close to the base of the hills; in Palwal, and in the east of Firozpur and Nuh, the country is more naturally favourable to the construction of roads, and here the communications are fairly good, but it would be impossible to attempt a driving tour over any other part of the district. Really good roads from Gurgaon to Firozpur via Sohna and Nuh and from Nuh and Firozpur via Punahana to Hodal, would confer a great benefit on the district, but they would not be easy either to make or to maintain. The other roads are not so important; the traffic between Rewari and Nuh is never likely to be of much importance; west of Rewari good unmetalled roads are almost impossible, and the trade with the Native States beyond

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<sup>1</sup> This excludes the length of the road passing through the Ballabgarh tahsil for it then formed a part of Delhi.

<sup>2</sup> Ibid, pp. 95—7.

is mainly carried on by camels; the country too between Rewari and Gurgaon is not favourable for road making, and as the railway follows this line of route, a good road is not absolutely needed. There are roads for wheeled carriage over the hills at Sohna and at Nuh on the roads leading from those places to Taoru and Rewari; and there is a good road through the pass west of Firozpur leading to Tijara; there is a very indifferent one through the pass east of Firozpur leading to Bihari the Bharatpur town of Pahari; there is another pass on the Firozpur-Punahana road at Khanpur-Ghati; the traffic by this route is considerable, but the road on both sides of the pass is at present very bad. Tracks over the hills, only for foot passengers or for ponies, are numerous. Perhaps at some future time it may be found possible to make a railway, in continuation of the Hathras-Mahtura Railway, running through Kosi, Hodal, and Palwal, with a branch to Nuh; it would cost little to construct, and would probably be profitable financially, running, as it would, through a fertile and well-populated country, and opening up cheap communication between the Nuh salt and the Firozpur cotton, and the marts by which they now are exported by road".

"There are also unmetalled roads from Jatauli Railway Station via Bahora (metalled as far as Bahora, 6 miles or about 10 kilometres), Taoru, Sohna and Palwal to Gurwari Ferry, 52 miles (84 kilometres); Delhi to Rewari and Jaipur via Shahjahanpur, 53 miles (85 kilometres); Rewari to Jhajjar, 15 miles (24 kilometres); Rewari to Kot Kasim, 10 miles (16 kilometres) and Firozpur to Hodal, 30 miles (48 kilometres) on which there are no fixed halting-places. A good unmetalled road runs along the left bank of the Agra Canal, which is bridged at the following places:— Mandkaul, canal bungalow; Alawalpur, 4 miles (6 kilometres); Kithwari, 1 mile (1.6 kilometres); Chhajjunagar, 2½ miles (4 kilometres), canal bungalow; Rasulpur, 2½ miles (3.6 kilometres); Bata, 4½ miles (4.4 kilometres), canal bungalow; Bela 2½ miles (3.6 kilometres); Ghasei, 2½ miles (4 kilometres); canal bungalow; Khanbi, 2½ miles (4.4 kilometres); Bhiduki, 2½ miles (4 kilometres); Banswa, 2½ miles (4 kilometres), canal bungalow."

In 1910, the mileage of metalled roads increased to 103 miles (166 kilometres) and that of unmetalled decreased to 500 miles (805 kilometres). Gurgaon-Sohna, Sohna-Nuh, Firozpur to border-portions of the Gurgaon-Alwar Road in the district, were metalled and so was the road from Sohna to Palwal. Also the metalled roads from Nuh to Palwal (21 miles=34 kilometres) and Nuh to Firozpur Jhirka (23 miles=37 kilometres) were under construction.<sup>1</sup>

1. *Gurgaon District Gazetteer, 1910, p.152.*

The provision of metalled roads in other parts of the district was considered not so important.<sup>1</sup>

Earlier, the railway was considered to be of vital importance for transportation of goods and movement of people, specially the metalled ones, in the district. Only the portion of the Delhi-Agra Road of about 30 miles (48 kilometres) was maintained by the Government; the remaining roads were under the responsibility of the District Board (Zila Parishad/Municipal Committees). Over time passed, more roads were metalled, but the progressive increase was limited to a few kilometres every year.

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At the time of Independence in 1947, the areas now comprising Haryana State claimed only 1,893 kilometres of metalled roads. Of this, the Gurgaon district had only about 290 kilometres. The post-Independence period has, however, seen considerable expansion in road construction. The phased progress of road development achieved in the Gurgaon district during the First, Second and Third-Five-Year plans along with the position as obtaining on November 1, 1966, when Haryana was formed is detailed in the table below:

Period	Total metalled length (Kilometres)	Length per 100 square kilometres of area (Kilometres)	Length per lakh of population (Kilometres)
As on 31-3-1951	293.17 <sup>a</sup>	4.83	30.20
First Five-Year Plan (1951-56), i.e. on 31-3-1956	340.00	5.60	30.70
Second Five-Year Plan (1956-61), i.e. on 31-3-1961	938.91 <sup>a</sup>	15.40	76.00
Third Five-Year Plan (1961-66), i.e. on 31-3-1966	960.00	15.80	(. .)
As on Nov. 1, 1966	967.00	15.90 <sup>b</sup>	(. .)

1. *Gurgaon District Gazetteer*, 1910, p. 153.

2. *Census of India*, 1961, *Gurgaon District Census Handbook*, 1965, p. 21.

3. Taking the area at 6,087 square kilometres.

The break-up of 967 kilometres of metalled roads as on November 1, 1966, in the district was as under:

metalled roads as on November 1, 1966

Classification	Length (Kilometres)
National Highways	158.57
State Highways	371.00
Other roads	437.43
Total :	967.00

In 1951, the Gurgaon district had about 4.83 kilometres of metalled roads per 100 square kilometres as compared to 4.3 kilometres in the State. Similar figures on November 1, 1966, worked out to 15.90 and 10.55 respectively.

Since the formation of Haryana, there has been considerable expansion in road construction as is exhibited in table below :

Period	Total metalled length (Kilometres)	Length per 100 square kilometres of area (Kilometres)
1st November, 1966	967.00	15.90
March 1968	1020.00	17.58
March 1969	1072.00	17.62
March 1970	1243.00	20.50
March 1971	1480.00	24.35
March 1972	2052.00	33.82
March 1973	2235.00	37.00
March 1974	1809.74	37.02
March 1975	1933.10	39.54
(New district) March 1976	2022.30	41.36
March 1977	2084.80	42.64

In 1970, the State Government took a historic decision to embark upon a Crash Programme of linking every village with a metalled road. The Census of 1961 was taken as the basis for identifying the villages. The villages which had subsequently become *be-chirag* were not included in the list of villages for these existed no longer. The position of roads metalled up to March 31, 1977 is given in Table XXXI of Appendix.

With the increase in agricultural production, the State Government in June 1974, also decided upon mobilising resources from the Market Committees in the form of their contribution towards construction of roads. Previously, the Market Committees used to contribute for specific roads in their marketing areas, but now they were expected to subscribe substantially to the construction of link roads in the whole of the district. This was to generate a better rural economy by enhancing the area of road transportation and free up and down movement of the villagers.

The district has a fairly large network of roads by which all the important towns are connected with Delhi, the national capital city. The total length of the roads in the district on March 31, 1977, was 2,085 kilometres, of which 2,081 kilometres was metalled and the <sup>nos.</sup> remaining 4 kilometres unmetalled. It is having the highest road network only to the Hisar district.

The roads in the Gurgaon district are discussed below as National Highways, State Highways, District Major and Minor Roads and Canal Inspection Roads. A complete list of State Highways, Major District Roads and Other District Roads is given in Table XXXII of Appendix.

#### NATIONAL HIGHWAYS

Originally the construction, maintenance and improvement, etc., on all the national highways used to be with the P.W.D. Buildings and Roads Branch Circles, in the jurisdiction of which the national highway crossed. In view of the rapid increase of traffic including heavy traffic on the national highways, it was constantly realised that these highways needed more attention and better construction and maintenance standards. Consequently, in June 1972, an independent circle was created with headquarters at Faridabad under the name of National Highway Circle. It has four divisions located at Faridabad, Gurgaon, Karnal and Sirsa. The circle is responsible for the upkeep of all the national highways totalling 655 kilometres passing through the State of Haryana.

**Delhi-Agra Road (N.H.2).**—An inter-State road, it starts from Delhi

and goes to Agra and onwards to the central parts of India as also to Bombay in the western region. After covering about 19 kilometres in the Union Territory of Delhi it enters the district at kilometre 18.8 and leaves it at kilometre 93.83 after traversing from north to south for 75.03 kilometres. The road is metalled and bitumen-surfaced. The important towns situated along this road are Faridabad, Faridabad Township, Ballabgarh, Palwal and Hodal. There are numerous factories on either side from Delhi Border up to Ballabgarh (18 kilometres) and, therefore, this road has been provided with a dual carriage-way and a central verge up to 37 kilometre. To cope with the ever increasing volume of traffic and to reduce the incidence of accidents, it is proposed to provide service roads on either side of this highway in the Faridabad-Ballabgarh section. This will restrict entry to the national highway directly from the adjoining factories. Beyond Ballabgarh, the road is double-lane single carriage-way. Bye-passes have been provided at Palwal and Hodal for through traffic.

**Delhi-Jaipur Road (N.H.8).**—Also an inter-State road, it enters the district from the western side of Delhi at kilometre 23.79 and leaves it at kilometre 67.92 after traversing the district for 44.14 kilometres. It connects Delhi with Jaipur and also caters for all traffic bound for Gujarat and Maharashtra. The previous national highway which passed through Gurgaon Sohna, Nuh and Firozpur Jhirka on the way to Alwar and Jaipur is no longer treated as such. The new road has been diverted from very near to Gurgaon through a bye-pass on to Manesar and crossing Sahibi Nadi beyond Dharuhera (in the Mahendragarh district) on to Shahjahanpur in Rajasthan. The portion of the road beyond Gurgaon, which was single lane, has been widened from 12' to 22' and made double lane. The whole surface of the road has been provided with bitumenous macadam for attaining efficient riding quality except from kilometre 27.0 to 36.64.

#### STATE HIGHWAYS

**Gurgaon-Alwar Road (S.H.No.13).**—Previously a part of the national highway to Jaipur and known as Delhi-Alwar Road, this road passes through Gurgaon, Sohna, Nuh and Firozpur Jhirka. It has a length of 95.35 kilometres exclusive of bye-passes which have been provided at Sohna (3.91 kilometres), Nuh (2.47 kilometres) and Firozpur Jhirka (3.12 kilometres) to avoid congestion of traffic in urban areas. The entire road is metalled and bitumen-surfaced.

**Palwal-Sohna-Rewari Road (S.H.No. 28).**—It has a total length of 74.78

## COMMUNICATIONS

kilometres out of which 49.86 kilometres fall in the Gurgaon district, 20.34 kilometres in the Mahendragarh district and 4.60 kilometres in Rajasthan territory. The entire road is metalled and bitumen-surfaced. The important places situated on this road in the district are Sohna and Taoru.

**Gurgaon-Rewari-Narnaul-Singhera Road (S.H.No.26).**—This road has a length of 40.59 kilometres in the Gurgaon district and is all metalled and bitumen-surfaced. It passes through Pataudi and Rewari which are at a distance of 29 kilometres and 51 kilometres respectively from Gurgaon.

**Jhajjar-Farrukhnagar-Gurgaon Road (S.H. No.15-A).**—This road has a length of 24.23 kilometres in the Gurgaon district and is all metalled and surfaced. It passes through Sultanpur and Farrukhnagar.

## MAJOR DISTRICT ROADS

**Hodal-Kot-Nuh-Pataudi-Patauda Road (M.D.No.132).**—This is an important road which connects important places like Nuh, Taoru, Bilaspur, Bhora Kalan and Pataudi. The total length of the road is 85.44 kilometres and is metalled and bitumen-surfaced. Patauda is situated in the Rohtak district and on the State Highway connecting Rewari-Jhajjar Road.

**Gurgaon-Chandu-Badli-Bahadurgarh Road (M.D. No. 136).**—This road has a total length of 15.20 kilometres out of which a stretch of 5.90 kilometres falls in the Gurgaon district and the balance of 9.30 kilometres in the Rohtak district. The length in the Gurgaon district is fully metalled. It starts from Chandu and passes through Iqbalpur in the Gurgaon district and joins Badli in the Rohtak district. Its total length from Gurgaon to Badli is 25.70 kilometres.

**Hodal-Punahana-Nagina Road (M.D. No. 131).**—This road has a length of 40.39 kilometres and is metalled and bitumen-surfaced. It starts from Hodal and passes through Punahana on to Nagina.

**Nuh-Palwal Road (M.D. No. 134).**—This road has a length of 29.79 kilometres and is metalled and bitumen-surfaced. It passes through Mandkola.

**Palwal-Hathin-Uttawar-Shikrawa-Bhadas Road (M.D. No.135).**—This road has a length of 40.84 kilometres and is metalled and bitumen-surfaced. It passes through Hathin-Uttawar-Shikrawa on to Bhadas situated on the Gurgaon-Alwar Road.

**Gurgaon-Faridabad Road (M.D. No. 137).**—This road has a length of 24.98 kilometres out of which 18.25 kilometres is metalled and bitumen-surfaced.

and 6.73 kilometres is unmetalled. It branches off from village Sikandrapur on the Gurgaon-Qutab Road and goes to Faridabad via Badkhal. It provides a direct link from the district headquarters to Faridabad entirely through the Haryana territory.

**Ballabgarh-Pali-Dhoj-Sohna Road (M.D.No. 133).**—The length of this road is 29.80 kilometres and it is metalled and surfaced and passes through Pali and Dhoj on to Sohna.

#### OTHER DISTRICT ROADS

Out of 1,124 villages to be connected with metalled roads, 854 villages were connected up to March, 31,1977, leaving a balance of 270 villages. The length of roads to be constructed to connect the remaining villages is 395 kilometres. Thus 75.5 per cent villages have been covered.

#### CANAL INSPECTION ROADS

There are well maintained unmetalled inspection roads along the banks of the canals. These roads can serve only light vehicular traffic, e.g. cars and jeeps. These are maintained by the Irrigation Department and are not meant to be used by the general public. The following figures show that the total length of these roads which was 230.76 kilometres during 1965-66, increased to 344.49 kilometres in 1970-71, 372.68 kilometres in 1973-74 and 427.16 kilometres in 1976-77 :—

Year	Completed length (in kilometres)		
	Main canals and branches	Distributaries and minors	Total
1965-66	39.96	190.80	230.76
1970-71	86.68	257.81	344.49
1973-74	103.96	268.72	372.68
1976-77	103.96	323.20	427.16

The details of these roads are given in Table XXXIII of Appendix.

#### ROAD TRANSPORT

**Vehicles and conveyances.**—In ancient times, the means of communications were scarce. Life was static and perforce restricted to villages and the

wants of the people were limited. They used to travel on foot only on rare occasions and that too in groups and mainly for pilgrimage to distant holy places, taking months, if not years, to return home. Country carts were used by common people in the villages for moving from village to village. *Raths* and *majholies* were maintained by the more well-to-do persons. Ponies and horses were also pressed into service for travelling from one place to another. In sandy tracts, the chief means of conveyance was the camel. With the passage of time, the modes of conveyance improved. *Ekkas* and bamboo carts came to supplement country carts. Camel-carts and four-wheelers drawn by bullocks were used for transport of passengers and goods.

With the development of communications, not only were big villages and towns linked together by metalled roads but the class of vehicles used for transport also improved. Thus a rubber-tyred tonga drawn by one or two horses was a swifter means of conveyance and came in vogue. With the modernisation of vehicles, appeared new types. At present, the numerous means of transportation by road available in the district comprise *thelas* and hand-carts, horses and donkeys, camels, tongas, bicycles, bicycle rickshaws, motor-cycles, jeeps and station-wagons, motor cars, buses, tempos and trucks. Slowly and steadily, the modern swift and cheap means of conveyance are becoming more popular. Tempos, which appeared only some years ago, are now becoming very popular especially in rural areas. It is a sort of motor-cycle rickshaw with 3 wheels and is used both for carrying passengers and goods. It is usually over-loaded with passengers and sometimes people are seen hanging on its sides.

The number of motor transport vehicles (newly registered) in the district which was 125 in 1950 increased to 176 in 1961, 332 in 1965-66, 1,197 in 1970-71 and 2,022 in 1976-77<sup>1</sup>. The year-wise details for the period 1963-64 to 1976-77 are given in Table XXXIV of Appendix.

#### PASSENGER TRANSPORT

Before Independence, no State road transport undertaking was in existence. A few private companies operated their service without providing any facilities or amenities for the passengers. The then Punjab Roadways, Gurgaon, came into existence on September, 1, 1959. On the bifurcation of Punjab Roadways, Ambala, 68 vehicles came to the share of Gurgaon Depot

1. (i) *Census of India, 1961, Gurgaon District Census Handbook, 1965, p. 21.*

(ii) Deputy Commissioner, Gurgaon.

for plying on different routes. On the creation of Haryana State on November 1, 1966, the Gurgaon Depot fleet comprised 256 vehicles. The name of the depot was changed to Haryana Roadways, Gurgaon. Six sub-depots, viz. Delhi, Rohtak, Hisar, Hansi, Dabwali and Rewari were functioning under the administrative control of Haryana Roadways, Gurgaon.

A new full fledged depot was created at Rohtak on April 1, 1967 and 126 vehicles were transferred there, reducing the Gurgaon Depot strength to 130. As a result of nationalisation of passenger transport in Haryana, the strength of the fleet increased to 255.

To promote efficiency in the passenger transport, a new depot was opened at Rewari on December 1, 1972, and 74 vehicles were transferred from the Gurgaon Depot once again reducing its fleet strength to 181. By December 1977, the strength of the vehicles increased to 230.

There are three sub-depots, viz. Delhi, Faridabad and Palwal under the administrative control of Haryana Roadways, Gurgaon. The Faridabad Sub-Depot has 20 vehicles and most of the buses ply on the following local routes :—

- (a) Ballabgarh—Mohna
- (b) Ballabgarh—Chandpur—Arwah
- (c) Ballabgarh—Jashna
- (d) Ballabgarh—Sohna
- (e) Ballabgarh—Fatehpur
- (f) Ballabgarh—Manjhawali
- (g) Ballabgarh—Delhi

The above local routes cover various sectors, schools and colleges and the entire Industrial Area of Faridabad. The buses of the following transport companies pass through the Gurgaon district :—

1. Haryana Roadways, Rohtak
2. Haryana Roadways, Rewari
3. Haryana Roadways, Hisar
4. Haryana Roadways, Kaithal
5. Haryana Roadways, Karnal

6. Haryana Roadways, Jind
7. Haryana Roadways, Bhiwani
8. Haryana Roadways, Ambala
9. Haryana Roadways, Chandigarh
10. Rajasthan Road Transport Corporation, Jaipur
11. Rajasthan Road Transport Corporation, Bharatpur
12. Uttar Pradesh Transport Corporation, Agra
13. Uttar Pradesh Transport Corporation, Mathura
14. Mewat Transport Co. (P) Ltd., Delhi
15. Kamal Bus Service (P) Ltd., Delhi
16. Ashoka Transport Co. (P) Ltd., Delhi
17. Vishkarma Transport Co. (P) Ltd., Delhi
18. Capital Bus Services (P) Ltd., Delhi
19. Crown Transport Co. (P) Ltd., Delhi

The Haryana Roadways (Gurgaon Depot) has some fast moving services on the following routes :—

- (a) Delhi—Jammu
- (b) Delhi—Khetri
- (c) Delhi—Jaipur
- (d) Delhi—Bharatpur
- (e) Gurgaon—Chandigarh
- (f) Delhi—Gwalior
- (g) Delhi—Mathura
- (h) Gurgaon—Agra

Deluxe coaches are plying on four different routes, viz. Delhi-Chandigarh, Delhi-Simla, Delhi-Jagadhri and Delhi-Jaipur. Keeping in view the convenience of the general public, the buses of the depot operate on

following 17 routes :—

1. Gurgaon—Bass Lambi
2. Gurgaon—Narwana
3. Gurgaon—Kurukshetra
4. Gurgaon—Mahendragarh
5. Gurgaon—Kosli
6. Gurgaon—Rewari
7. Gurgaon—Agra
8. Gurgaon—Tohana
9. Gurgaon—Dabwali
10. Gurgaon—Nahan
11. Gurgaon—Naraingarh
12. Gurgaon—Safidon
13. Palwal—Narnaul
14. Delhi—Faridabad
15. Faridabad—Jagadhri
16. Faridabad—Narnaul
17. Gurgaon—Bawal

Night services have also been provided by the Gurgaon Depot on some routes, viz. Delhi—Jaipur, Gurgaon—Chandigarh and Delhi—Chandigarh.

The Haryana Roadways constructed a general bus stand at Gurgaon where amenities like waiting rooms, waiting sheds, bath rooms, canteens, toilets and drinking water have been provided. Besides, temporary bus stands at Palwal and Firozpur Jhirka have been constructed with facilities of eatables and drinking water. Amenities such as waiting halls and toilets have also been provided. Bus stands are proposed to be constructed at Faridabad, Hodal, Nuh and Sohna. Bus queue shelters have been constructed at Sohna, Farrukhnagar, Pataudi, Hailey Mandi and Ballabgarh and these are proposed to be provided at Mandkola and Hathin.

Haryana Roadways, Gurgaon, is running a large number of services exclusively meant for short distance passengers even in areas where the income from operation does not cover the cost of operation.

### GOODS TRANSPORT

The goods transport by road is mainly handled by private operators. The number of trucks registered in the district which was 48 in 1963-64 increased to 185 in 1970-71. On March 31, 1977, the number of trucks registered was 974. This trend in the registration of more public carriers is an evidence of the increasing popularity of the transport of goods by road. As compared to the railways, the freight and incidental charges are less if the goods are transported by road. Consequently, goods transport has sufficiently diverted to roads, particularly on shorter haulage. Moreover, the rural sector which is actively participating in economic activities, relies much more on road traffic than on rail traffic. The booking agencies for the transport of goods by road are scattered all over the district at important places. These cater for 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. Availability of the trucks has inspired the traders to prefer goods to be transported by road for long distances, as the goods are delivered quicker and with less risk. Claims for the loss of goods sent by ~~road~~ also settled more promptly than in the case of railways.

Private operators have organised themselves into a union to reduce competition, to regulate goods traffic and to share profits. The trucks required by the traders and companies are supplied by the union at fixed rates. In 1977, the number of trucks with the union was 195.

### RAILWAYS

A close net-work of railway lines connects the important towns (except Sohna, Nuh and Firozpur Jhirka) of the district with Delhi and New Delhi. The district headquarters and other important towns like Faridabad, Ballabgarh, Palwal, Hodal, Pataudi and Farrukhnagar are well linked with broad-gauge double line and metre-gauge double and single lines. The broad-gauge line running between New Delhi and Agra serves the entire eastern part of the district. The metre-gauge line connects Delhi with Gurgaon and Rewari. The latter is an important junction on the Northern and Western Railways. The railway line between Delhi and Rewari has been converted into double-track so as to cope with the heavy pressure of traffic on this line. Also, there is pressing need to convert this metre-gauge line into broad-gauge line in view of the

Industrial development of the district. A branch metre-gauge single line from Garhi Harsaru, which is a railway station on the Delhi—Rewari line, connects Farrukhnagar.

A brief description of the railway lines existing in and passing through the district is given below :

**Delhi-Rewari Line (Northern Railway - Main Line).**—Constructed in 1883, this is the oldest railway line in the district. It is a metre-gauge line and enters the district from Delhi at 26.30 kilometre and goes up to Khalilpur after traversing a distance of 52.70 kilometres. Gurgaon is the first station on this line in the district and it reaches Khalilpur after passing through Basai Dhankot,<sup>1</sup> Garhi Harsaru junction, Patli, Jataula Jauri Sampka,<sup>1</sup> Pataudi Road, Inchhapuri and Khalilpur. Delhi to Garhi Harsaru and Khalilpur to Rewari were made double-line sections in 1960. This line has greatly helped in the economic uplift of the area by providing quicker transport in greater volume for the carriage of agricultural and industrial produce. It has also contributed to the development of local industries.

**Garhi Harsaru-Farrukhnagar Line (Northern Railway - Branch Line).**—This metre-gauge small branch line (11.27 kilometres) from Garhi Harsaru to Farrukhnagar was also constructed in 1883 mainly for salt traffic. It has only one station in-between at Sultanpur Kaliawas (tahsil Gurgaon).

**Delhi-Mathura Line (Central Railway - Main Line).**—This broad-gauge line was constructed in 1904. It enters the Gurgaon district from New Delhi at 18.83 kilometre and runs through the district along Delhi-Mathura Road for 72.21 kilometres. It was converted into double-track after the Independence, the portion between Faridabad and Ballabgarh in 1949 and that between Ballabgarh and Hodal in 1958. There are 8 stations on it in the district, viz. Faridabad, Faridabad Township,<sup>2</sup> Ballabgarh (tahsil Ballabgarh), Asaoti, Palwal, Rundhi, Sholaka and Hodal (tahsil Palwal).

#### RAIL ROAD COMPETITION

With the growth of railways, a mistaken view had been expressed that roads were unnecessary and unprofitable. So the road development was neglected during the latter half of the 19th century. But the advent of motor transport in the beginning of the 20th century led to an appreciation of the value of through highways.

1. Basai Dhankot was made a railway station in 1943 and Jataula Jauri Sampka in 1962.

2. Faridabad Township was added as a station in 1963.

The Mitchell Krikness Committee, appointed by the Government of India, recorded in 1933 huge annual loss of railway revenues owing to competition from roads. During World War II, there was practically no rail-road competition as considerable number of motor vehicles were requisitioned by the Government for military purposes and the railways had to cope with traffic far in excess of their capacity. After the cessation of the war, the fear of rail-road competition continued as was witnessed by the promulgation of a rigid code of principles and practices for regulating the plying of motor vehicles which aimed at protecting railway interests because of the financial stake of the Government.

A sample study of the traffic flow was made in the beginning of the sixties and it revealed<sup>1</sup> that there was a good deal of traffic moving by road in the State. Though the actual ratio of the rail and road traffic was not known, preference was clearly for road. This was more pronounced in shorter haulages. The reasons for diversion to road traffic seemed to be the lower freight rates, proper supervision, absence of irksome formalities and provision of door-to-door service. The subsequent years have seen a lot of road expansion, whereas there has been no increase in railway mileage. However, for transport of heavy machinery, bulky articles and also for long distance haulages (beyond 500 kilometres), there is still a marked preference for railways.

#### WATERWAYS AND FERRIES

The Yamuna runs parallel to the eastern border of the district and separates it from the Uttar Pradesh. In 1883-84, it was still navigable for country craft throughout its course and carried merchandise between Delhi and Agra. However, owing to the construction of canals, viz. Western Yamuna (Jumna) Canal and Agra Canal, the Yamuna ceased to contain enough water for navigation and it had only ferries to cross the river at various places. The Agra Canal was navigable, but navigation was not permitted except for Government boats carrying Government timber, fuel, etc.<sup>2</sup>

The ferries are now maintained by the respective Panchayat Samitis, which auction the *ghats*. The highest bidder is allowed to ply his boats. Casual inspection is, however, made by the district authorities. A few details

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1. *Techno-Economic Survey of Punjab*, National Council of Applied Economic Research, New Delhi, 1962, p. 71.

2. *Gurgaon District Gazetteer*, 1910, p. 154.

about these ferries are given below :

(As in March 1977)

Place	Number of rowing boats	Annual volume of passengers (Number)	Daily load carried (Quintals)	Annual revenue (Rs.)	Name of place in U.P. where it is connected
1	2	3	4	5	6
<b>PANCHAYAT SAMITI, BALLABGARH</b>					
1. Manjhaul	1	3,80,000	186.6	26,000	Dankaur, Dist. Bulandshahr
2. Shahjahanpur	1	1,000	22.4	1,025	Do
3. Chhainsa via Makanpur	1	2,50,000	56.0	10,500	Rabpura, Dist. Bulandshahr
4. Mohna	1	2,00,000	74.6	15,050	Do
5. Chhainse via Shekhpur	1	1,50,000	37.3	3,500	Do
<b>PANCHAYAT SAMITI, FARIDABAD</b>					
1. Dadisia	1	3,000	9.3	55	Gaziabad
2. Mahavatpur	1	4,000	14.9	80	Sikandrabad
<b>PANCHAYAT SAMITI, PALWAL</b>					
1. Solhra	1	18,250	11.2	1,250	Karoli, Dist. Bulandshahr
2. Bholra	1	15,000	9.3	3,200	Madnaia, Dist. Bulandshahr
3. Hassanpur	1	50,000	56.0	6,100*	
4. Thanthri	1	75,000	74.6	12,500*	
5. Sheikhpur	1	14,000	7.5	505	Farida, Dist. Bulandshahr

\*Across Yamuna Nala within the Gurgaon district,

1	2	3	4	5	6	
6. Gurwadi	1	45,000	29.8	14,000	Kanigarhi, Dist. Bulandshahr	
7. Bagpur Kalan	1	14,000	7.5	625	Fariada	Do
8. Ghori	1	5,000	5.6	315		
PANCHAYAT SAMITI, HODAL						
1. Hassanpur	2	1,20,000	250.2	5,000	Malow	Do
2. Maholi	1	30,000	93.3	3,100	Utasai	Do
3. Tappabilochpur	2	40,000	121.3	2,100	Tapal	Do
4. Sultanpur	2	45,000	186.6	3,000	Pipli	Do
5. Shishmwala	1	80,000	266.2	5,200	Jewar	Do
6. Rahimpur Ghatti	1	2,000	56.0	1,700	Jewar (Jhuppa)	Do

## AIRWAYS

There is no civil aerodrome in this district. The nearest two aerodromes, viz. Palam and Safdarjang, lie in the Union Territory of Delhi at a distance of about 14.5 kilometres and 22.5 kilometres respectively from Gurgaon.

## TRAVEL AND TOURIST FACILITIES

Though there are places of tourist interest in the district, no effort had been made in the past to develop any type of tourism with the result that tourist facilities were conspicuous by their absence. Besides, the district falls in the region of three major tourist centres of India, viz. Delhi, Agra and Jaipur, popularly known as the Golden Triangle of Indian tourism. These places hold a great charm for tourists. A fairly large number of foreign and domestic tourists have to pass through the district on their way to these places. Haryana State, of late, thought of taking advantage of this position.

Apart from developing attractive tourist spots with modern boarding and lodging facilities at Surajkund, Badkhal Lake, Sultanpur Lake and Sohna,

the State Government also realised the importance of providing facilities to tourists on various highways. For the motorists, on their way to Agra, the Magpie Tourist Complex at Faridabad, situated 30 kilometres from Delhi on the Delhi-Agra national highway now caters to their needs. Nearby is also the Government approved Holiday Inn Hotel with a 3-star (\*\*\*) classification which indicates its luxurious nature. The hotel is fully air-conditioned and offers all types of modern boarding and lodging facilities. Besides 39 guest rooms, it has a conference hall, a banquet hall, and a board/committee room. A swimming pool and a mini golf-course are among the amenities provided. The Oasis Restaurant with a night club is another attraction. On the same national highway, 92 kilometres away from Delhi and about half way to Agra, the State Government has set up Dabchick Tourist Complex at Hodal. Similarly, 31 kilometres away from Delhi, on the Delhi-Dharuhera-Jaipur national highway, has been located Shama Tourist Complex in the heart of Gurgaon, the district headquarter town. The facilities at all these places cater to varied clientele ranging from tourists desiring a short stop-over to vacationers.<sup>1</sup>

For the visitors either on business or otherwise, there are *chopals* in the villages and dharmsalas and small hotels in the towns besides a number of rest houses which are maintained by different departments of Government to render facilities to officers on tour.

The village *chopal* is an institution of considerable importance in the life of the villagers. Generally, it is a pakka building made of bricks or stones faced with handsomely carved woodwork and situated in the heart of a village. A dozen sturdy charpoys, which appear to be unbreakable, are placed in the *chopal* for the benefit of the village guests. A fire of dung-cakes keeps smouldering all the time and provides fuel for the hookah smokers. Some of the *chopals* are attractive, having figures of Rama, Krishna, tigers, horses, elephants, women carrying earthen pitchers, etc., painted on the walls. In the towns, dharmsalas are built for the public by pious and generous persons. Some of the important dharmsalas in the district are detailed in Table XXXV of Appendix.

Rest houses are maintained by different departments of the Government to render facilities to officers in the discharge of their duties while on tour. A net-work of rest houses is spread throughout the district and many of them are located in the country-side. The list of rest houses along with the number of suits and officers who make the reservation is given in Table

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1. For details about tourist resorts, the Chapter on 'Places of Interest' may be referred to.

## COMMUNICATIONS

XXXVI of Appendix. The District Sailors', Soldiers' and Airmen's Board (Zila Sainik Board) maintains a rest house at Gurgaon for the benefit of ex-servicemen. The civilians are also permitted to stay in this rest house on prescribed payment.

## POSTS

In 1883-84, there were 20 Imperial Post Offices at Hodal, Hasanpur, Firozpur, Nagina, Punahana, Palwal, Nuh, Hathin, Rasulpur, Taoru, Sohna, Badshahpur, Pataudi, Farrukhnagar, Rewari, Jatusana, Khol, Shah-jahanpur, Garhi Harsaru and Gurgaon.<sup>1</sup> In the Ballabgarh tahsil which was then in the Delhi district, there were only three post offices at Ballabgarh, Chhainsa and Faridabad.<sup>2</sup> All these post offices served both as money-order offices and savings banks. A camel carriage daily plied along the Delhi-Mathura road and a bullock carriage between Gurgaon Railway Station and Sohna. There were no telegraph offices but there was a telegraph office at each railway station. In 1904, the district had 5 telegraph offices at Gurgaon, Farrukhnagar, Hodal, Palwal, and Rewari and 72 post offices including the Head Post Office at Gurgaon and the Sub-Office at Pataudi. Between 1904 and 1908 a number of small offices were abolished and a new one at Kund Railway Station was added. Their number at the end of 1908 stood at 59<sup>3</sup> and by April 30, 1912, it was 63,<sup>4</sup> of which 6 were telegraph offices. Soon after, with the transfer of Ballabgarh tahsil to the district, Ballabgarh Sub-Office and its seven branches at Ateli, Chhainsa, Dayalpur, Fatehabad, Fatehpur Biloch, Mohna and Tigaon were added. By 1938, 10 Branch Offices out of 62 had been closed, but 19 new ones opened, bringing the over all number to 80. Jatusana was made a Branch Office while Punahana and Taoru were made Sub-Offices<sup>5</sup>.

1. *Gurgaon District Gazetteer*, 1883-84, p. 97. (The *Gurgaon District Gazetteer*, 1910, has mentioned (p. 154) that there were only 19 post offices in 1883. It probably excludes Pataudi which was then a princely State.)

2. *Delhi District Gazetteer*, 1883-84, p. 145.

3. *Gurgaon District Gazetteer*, 1910, p. 154 and *Gurgaon District Gazetteer, Statistical Tables*, 1904, Table 31.

4. *Gurgaon District Gazetteer, Statistical Tables*, 1912 ; Table 31. The figures include the sub-post office and telegraph office at Pataudi.

5. *Gurgaon District Gazetteer, Statistical Tables*, 1935, Table 31, as updated by the office of the Commissioner, Ambala Division, Ambala. The total number of 80 includes Pataudi.

The Gurgaon district falls under the Gurgaon Postal Division which was created in 1962 and functions under the control of the Postmaster General, Punjab Circle, Ambala. This division is now under the charge of the Senior Superintendent of the Post Offices, Gurgaon, and covers the Gurgaon and Mahendragarh districts and has been divided into five sub-divisions, viz. Gurgaon (E), Gurgaon (W), Faridabad New Industrial Township, Rewari and Narnaul, each under the charge of an Inspector of Post Offices.

The postal facilities in the district have increased rapidly after the Independence. The number of post offices which was 79 (it would be 80 including the post office at Pataudi) in 1938 increased to 184 in 1961<sup>1</sup> and to 276 in 1971<sup>2</sup> (March) with head office at Gurgaon. The rural area of the district was served by 244 post offices which worked to four post offices per 100 square kilometres. The number of post offices was the highest (79) in the Rewari tahsil, which had five post offices per 100 square kilometres. Gurgaon tahsil (42 post offices) equalled the district average of four post offices. Palwal (29 post offices), Nuh (28 post offices) and Billabgarh (25 post offices) had three post offices per 100 square kilometres. Firozpur Jhirka tahsil (18 post offices) had the lowest average of all, viz. two post offices per 100 square kilometres. At the time of the re-organisation of the district in December 1972, the total number of Sub-Offices and Branch Offices was 286 with head office at Gurgaon.

Consequent upon the transfer of almost the whole of Rewari tahsil (except 63 villages merged with the Gurgaon tahsil) on the re-organisation of the Gurgaon district on December 22, 1972, the number of post offices in the district came down to 195 (10 Sub-Offices and 82 Branch Offices having been placed in the jurisdiction of the Mahendragarh district). On December 31, 1973, the number of post offices rose to 198 and on December 31, 1974 to 199.

There are now two Head Post Offices in the district, one at Gurgaon which was established in the beginning of the 20th century and the other at Faridabad New Industrial Township established on July 2, 1973. Each one is under the charge of a Postmaster and functions under the overall control of the Senior Superintendent of Post Offices, Gurgaon Division, Gurgaon.

Besides, there are 57 Sub-Post Offices, each under the charge of a Sub-Postmaster and 163 Extra Departmental Branch Offices each under the charge

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1. *Census of India, 1961, Gurgaon District Census Handbook, 1965, p. 79.*

2. *Source : Superintendent of Post Offices, Gurgaon Division, Gurgaon.*

## COMMUNICATIONS

of a Branch Postmaster. The Head Post Office and Sub-Office function as account offices for the branch offices which are allotted as per their area and distance. The Head Post Office-wise break-up of Sub and Branch Post Offices is shown below :

Head Post Office	Sub-Post Offices	Branch Post Offices
Gurgaon	25	90
Faridabad	32	73

A list of all these post offices is given in Table XXXVII of Appendix.

The district as reorganised has 4.54 post offices per 100 square kilometres. The rural area of the district is served by 176 post offices which works to 3.68 post offices per 100 square kilometres. As is evident from the Table given below, the number of rural post offices is the highest (63) in the Gurgaon tahsil which has 5.19 post offices per 100 square kilometres. Palwal (34 post offices), Nuh (with 34 post offices) and Ballabgarh (24 post offices) have 3.41, 3.26 and 3.31 post offices respectively per 100 square kilometres. Firozpur Jhirka tahsil (21 post offices) still has the lowest average of all, viz. 2.59 post offices per 100 square kilometres :

Tahsil	Total		Rural	
	Number of post offices	Number per 100 square kilometres	Number of post offices	Number per 100 square kilometres
Gurgaon	78	6.29	63	5.19
Ballabgarh	48	6.42	24	3.31
Firozpur Jhirka	22	2.70	21	2.59
Nuh	35	3.34	34	3.26
Palwal	39	3.89	[34	3.41
<b>Total :</b>	<b>222</b>	<b>4.57</b>	<b>176</b>	<b>3.68</b>

Besides postal and telegraph business, post offices conduct savings bank, C.T.D. business, sale of postal articles, registration, parcel, receipt, despatch of mail, booking and payment of money orders, sale and payment of postal orders, issue and payment of National Saving Certificates, pension payment to the retired personnel of the Armed Forces and the Posts and Telegraphs Department. The Sub-Post Offices in the rural areas were also authorised to accept premia of insurance for the Life Insurance Corporation from the policy holders but this was stopped in 1973. Certain post offices (25 as described under "Telegraphs") are authorised to work as telegraph offices and such an office is known as combined office. Some of the post offices are provided with telephones which are also used for forwarding telegraphic messages. Public call facilities are available at 24 post offices.

The mail delivery service has made sufficient progress after Independence. Previously it was delivered once a week or twice a week in most of the villages. The position has considerably improved. Of the 1,114 villages, the mail is delivered twice a day in 5 villages<sup>1</sup> and once a day in 1,109 villages.

All the towns in the Gurgaon district receive mail daily; but it is delivered twice a day at Gurgaon, Palwal, Ballabgarh, Faridabad, Sohna, Firozpur Jhirka, Hodal, Badshahpur, Hailey Mandi, Pataudi, Punahana, Nuh, Hathin and Tigaon. Mail is delivered on all the days of a week except Sunday. However, it is delivered only once on holidays.

#### TELEGRAPHS

As already stated, there was no telegraph office in the district in 1883 but a line of telegraphs ran along the whole length of the railways, with a telegraph office at each station. In 1904, telegraph facilities were available at five post offices only and the position remained static even up to 1912. By that time, Ballabgarh also had a telegraph office<sup>2</sup>. There has been a lot of expansion in telegraph facilities since then and in 1974, such facilities were available at the following 25 post offices :—

1. Gurgaon H.O.
2. Escort Nagar, Faridabad

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1. Badshahpur, Taoru, Hathin, Tigaon and Punahana.

2. *Delhi District Gazetteer*, 1912, p. 167.

**COMMUNICATIONS**

3. Amarnagar
4. Badshahpur
5. Ballabgarh
6. Bhondsi
7. Faridabad City
8. Faridabad Industrial Area
9. Faridabad New Industrial Township
10. Farrukhnagar
11. Ferozpur Jhirka
12. Gurgaon Kachahri
13. Hailey Mandi
14. Hasanpur
15. Hathin
16. Hodal
17. New Colony Gurgaon
18. Nuh
19. Palwal
20. Punahana
21. Pataudi
22. Railway Road Faridabad
23. Sohna
24. Taoru
25. Tigaon

**TELEPHONES**

Prior to Independence, there was only one telephone exchange in the the district at Gurgaon which had been established in 1938. In 1973, the

following telephone exchanges were functioning :—

Name of exchange	Year of opening	Number of total working connections				
		1947	1966	1970	1972	1973
1. Gurgaon	1938	20	268	362	531	645
2. Badshahpur	1964	—	21	24	24	20
3. Hailey Mandi	1964	—	20	45	50	57
4. Nuh	1964	—	19	28	39	41
5. Sohna	1964	—	20	27	28	35
6. Taoru	1968	—	—	35	40	40
7. Firozpur Jhirka	1969	—	—	22	22	25
8. Farrukhnagar	1970	—	—	11	11	14
9. Nagina	1973	—	—	—	—	19
10. Palwal	1955	—	81	143	158	171
11. Hodal	1967	—	—	16	33	60
12. Punahana	1969	—	—	13	16	19
13. Hathin	1970	—	—	12	13	10
14. Tigaon	1971	—	—	—	15	3
15. Faridabad	1950	—	515	1,112	1,330	2,170
16. Ballabgarh	1958	—	92	222	284	290

The automatic dialing system was introduced at Hailey Mandi, Sohna, Badshahpur and Firozpur Jhirka in 1964, Faridabad in 1965 (25th September), Gurgaon in 1966, Ballabgarh in 1966 (30th March), Taoru in 1968 and Farrukhnagar in 1970.