

CHAPTER VII

COMMUNICATIONS

Nothing much is known about the ancient routes passing through the district. However, Rakhigarhi, Banawali and Agroha are said to have been important trading centres and these places had regular commercial contacts with other towns indicating thereby that the region had been linked with inland trade routes. The time-honoured northern highway which connected the Ganga valley, the Himalayan regions and the central India with the passes of the north-western hills and the Arabian sea across the Indus plains passed through the district.¹ However, no evidence or remains of any ancient route is available. The ancient routes continued to be followed in medieval period and no specific improvement seems to have been made. The means of communication were very poor though the foundation of imperial towns of Hisar and Fatehabad in 14th century A.D. gave an enhanced impetus to these places. The most important route, before the advent of Mughals, from North-West Frontier to Delhi was through Talamba to Pak Pattan, Dipalpur, Fatehabad, Ahrawan and Tohana to Delhi.²

Up to the middle of the 19th century, the district did not have any important road except Delhi-Sirsa road which passed through Hansi, Hisar, Agroha and Fatehabad. A small portion of road around Hansi and Hisar was metalled and the remaining road was unmetalled. Though there were many kacha roads but these got in terrible conditions during the rains. In the sandy tracts carts were little used owing to the sand hills and the communication was by camels and hence kacha roads were replaced by camel tracks. The first railway was introduced in the district when the Delhi-Rewari railway constructed in 1873, was extended to Bhatinda in 1883 passing through Hansi, Hisar, Adampur and Bhattu. With the construction of the railway, the bulk of the grain traffic and other trade was diverted to it from Delhi-Sirsa road which had so far been the main line of communication and trade. In 1889-90, the principal roads in the district were Delhi to Sirsa (a section of Delhi-Multan road) and Hansi to Bhiwani. Of these two, only a small

1. R.S. Bisht Excavations at Banawali 1974-77, *Proceedings of the Seminar on the Harappan Culture in Indo-Pak Sub-continent*, Srinagar, 1978.

2. B.S. Nijjar, (i) *Punjab under the Sultans* (1000-1526 A.D.) p. 126.

(ii) *Punjab under the Great Mughals 1526—1707 A.D.*, p. 228.

part of Delhi-Sirsa was metalled. There were other roads from Hisar to Bhiwani, Hisar to Tosham, Hisar to Tohana, Tohana to Ratia, Ratia to Fatehabad and Hansi to Barwala, but all these were unmetalled with the exception of short distances near the towns. Cart traffic along these roads could go where the soil was firm and it was impracticable in sandy tract where the place of carts was taken by camels. The road from Tohana to Ratia which ran for a considerable part of its length through the Ghagghar valley, became impassable in the rains although the scanty rainfall did not hinder the traffic on the other roads to any appreciable extent. There was also a good unmetalled road along the right bank of the Western Yamuna (Jumna) Canal.¹

With the beginning of the 20th century, the Delhi-Ferozepur railway passing through Jakhal and Tohana and the Ludhiana-Jakhal railway were constructed. The Ludhiana-Jakhal railway constructed in 1901 was extended to Hisar in 1913. Sadulpur-Hisar railway connecting Hisar with Sadulpur (Rajasthan) was constructed in 1911. With the opening of railways designed to have the maximum opportunities for earning revenues, the road development was neglected and it may be interesting to know that but for small mileage of Delhi-Sirsa road and Hisar station road, all the other roads were unmetalled. The unmetalled roads were for the most part in very bad condition. In sandy areas, these were completely covered by drifting hillocks of sand and the way-farer found it easier to trudge across the neighbouring fields. The wheeled traffic was confined to large towns and the ordinary means of transport was the camel.² In 1915, the only metalled (*kankar* soled probably) was Fatehabad-Bhattu which was a railway feeder road and all other roads except a small portion of Delhi-Sirsa road, were unmetalled.³ No worthwhile progress was made in the road development till the Independence and only Delhi-Sirsa road (a section of Delhi-Multan road) was taken over by the Public Works Department from the District Board in 1924 and metalled. In 1947, the total metalled road length in the district was 137 kilometres which included Delhi-Hisar-Sulemanki road (119.74 kilometres) and roads at Hisar and Hansi towns, 17.64 kilometres. Besides, there were a few *kankar* roads.

After Independence, greater emphasis was laid on the development of the communication and large number of roads were constructed. The progress of road development was marked after the formation of

1. *Hissar District Gazetteer*, 1892, p. 218.

2. *Ibid*, 1904, pp. 190-91.

3. *Ibid*, 1915, map.

Haryana in 1966. In 1970, the government embarked upon a crash programme to link every village with a metalled road. In 1978, the district had a network of 1,888 kilometres of metalled roads and 407 villages out of 486 villages were connected by metalled roads.¹

ROADS AND ROAD TRANSPORT

Roads

At the time of Independence, the Hisar district had 137 kilometres of metalled roads. The post Independence era particularly after the formation of Haryana witnessed a considerable expansion in the road construction. The phased progress of road development achieved in the district since 1947 along with position as it obtained in 1978 is given below :

Period	Total Metalled Road Length	Length Per 100 Sq. Km. of Area
1947	137.00	2.16
First Five Year Plan 1951-56	289.69	4.57
Third Five Year Plan 1961-66	710.81	7.30
1968	797.75	12.6
1975	1,519.72	24.0
1978	1,888.25	29.80

The above table would indicate that the progress was marked after the formation of Haryana. This road length when examined on area basis shows that the district has about 29.80 kilometres on 100 square kilometres of area against 35.30 kilometres in the Haryana. The development of roads in the district shows that metalled roads increased by about 247 kilometres between 1961 and 1966 and the increase mainly took place under the state highways and district major roads. The other categories of roads did not increase. In 1970, the government embarked on a crash programme of village link roads also and the length of the metalled roads increased to 1,888 kilometres in 1978. The

1. All villages of Hisar district have been connected by link roads by 1982.

roads have been classified on the national pattern, i.e. national highways, state highways, major district roads, other district and village link roads. The roads maintained by the Public Works Department in the district in 1978 are given below :

Class of the Roads	Length (kms)		
	Metalled	Unmetalled	Total
National Highway	119.74	—	119.74
State Highways	374.05	3.89	377.94
Major District Roads	157.88	0.20	158.08
Other District Roads and Village Link Roads	1,236.58	158.94	1,395.52

A brief description of important roads is given below :

National Highway

Delhi-Hisar-Sulemanki road (National Highway No. 10).—The Delhi-Hisar-Sulemanki road is the only national highway and the oldest road of the district. Prior to the Partition, it was known as Delhi-Multan road and follows the alignment of the old trade route from North-West Frontier to Delhi. It was unmetalled up to 1924 and only a small portion around the towns of Hisar and Hansi was metalled. The road was taken over by the Public Works Department from the District Board in 1924 and was metalled. Initially it was a single lane road of a metalled width of 9 feet (2.7 metres) and the overtaking of a vehicle was a serious problem as the shoulders of the road in the sandy areas were of a very soft material. It was gradually improved upon, width being improved from 9 feet (2.7 metres) to 12 feet (3.6 metres) and later to 22 feet (6.7 metres) in its entire length falling in this district.

The road passes right through the heart of the district entering it from Delhi side at 120 kilometres and passing through Hansi, Hisar and Fatehabad, it leaves the district at 239.74 kilometres after covering a length of 119.74 kilometres.

STATE HIGHWAYS

Kalka-Ambala-Pehowa-Kaithal-Narwana-Fatehabad road (State Highway No. 2).—The Narwana-Fatehabad section of the state highway enters the district from Narwana side at 185.28 kilometres near village Surewala (Jind district).

From here the road passes through Uklana, Bhuna and joins Delhi-Hisar-Sulemanki road at Fatehabad covering a total length of 48.43 kilometres in the district. The traffic coming from important towns of Chandigarh, Ambala, Kurukshetra to Fatehabad passes through this road. The width of the road varies from 18 feet (5.5 metres) to 22 feet (6.7 metres) and its whole length is metalled and bitumen surfaced.

Gohana-Jind-Barwala-Agroha-Adampur-Bhadra road (State Highway No. 10).—The road enters the district from Jind side at 81.29 kilometres near village Mirchpur (Hansi tahsil). The road passes through Kheri Jalab, Barwala, Adampur, Agroha and crosses the boundary of the state to enter Rajasthan and goes to Bhadra covering a length of 84.79 kilometres in the district. The section from Kheri Jalab to Barwala was under construction in 1978. The other sections of the road are metalled, bitumen surfaced and 12 feet (3.6 metres) wide.

Karnal-Asandh-Jind-Hansi-Tosham-Sodiwas road (State Highway No. 12).—The road enters the district from Jind side near village Rajthal (Hansi tahsil) and after crossing Narnaund, joins Delhi-Hisar road at Hansi and proceeds onward to Tosham crossing the district boundary near village Hajampur (Hansi tahsil) covering a length of 40.71 kilometres in the district. The road is 12 feet (3.6 metres) wide and is metalled and bitumen surfaced.

Panipat-Safidon-Jind-Bhiwani-Loharu road (State Highway No. 14).—The Jind-Bhiwani section of the road enters the district from Jind side at 76.52 kilometres near village Kagsar (Hansi tahsil) and leaves the district boundary at 95.86 kilometres near village Bandaheri (Hansi tahsil) covering a length of 19.34 kilometres in the district. The road is 12 feet (3.6 metres) wide and is metalled and bitumen surfaced.

Nizampur-Narnaul-Mahendragarh-Dadri-Bhiwani-Hansi-Barwala-Tohana-Munak road (State Highway No. 17).—The Bhiwani-Hansi section of the road enters the district boundary from Bhiwani side and joins Delhi-Hisar-Sulemanki road at Hansi. The road passes through Uklana, Tohana and crosses the district boundary near village Himatpura and goes to Munak (Sangrur district, Punjab). The road covers a length of 67.93 kilometres in the district. The width of the road varies from 12 feet (3.6 metres) to 18 feet (5.5 metres) and is metalled and bitumen surfaced.

Barwala-Hisar-Rajgarh road (State Highway No. 19).—The Hisar-Rajgarh section of the road starts from Barwala and joins Delhi-Hisar-Sulemanki road at Hisar from where it proceeds to Rajgarh and crosses the district boundary near village Chaudhriwas rest house and covers a length of 51.15 kilometres in the district. It is a 18 feet (5.5 metres) wide road and is metalled and bitumen surfaced.

Budhlada-Ratia-Fatehabad-Bhattu-Bhadra road (State Highway No. 21).—

The Budhlada-Ratia section of the road enters the district from Budhlada (Bhatinda district, Punjab) side near village Bahmanwala at 32 kilometres and crosses the Ghaggar over a bridge near Ratia. The road further proceeds to Fatehabad where it joins Delhi-Hisar-Sulemanki road. From Fatehabad, it proceeds to Bhattu and crosses the district boundary to enter Rajasthan at 97.59 kilometres near village Ramsara. The Fatehabad-Bhattu section is an old road which was initially constructed during the late 19th century to provide road link to the newly laid Rewari-Bhatinda metre gauge railway line. The entire length of the road in the district is 65.59 kilometres and except the small portion (about 0.89 kilometres) near the Rajasthan border, it is metalled, bitumen surfaced and 12 feet (3.6 metres) wide.

Major District Roads

The major district roads provide important links with different towns and villages of the district. These roads are : Narwana-Tohana road (4.50 kilometres), Hisar-Balsamand road (24.60 kilometres), Balsamand-Burak road (6.80 kilometres), Hisar-Tosham road (11.78 kilometres up to district boundary), Tohana-Dharsul-Ratia-Rori road (57.98 kilometres up to district boundary), Jakhhal-Dharsul-Bhuna-Pabra-Sarsod road (64.57 kilometres) and Bhattu-Ludesar-Jamalpur road (Bhattu-Ludesar section up to district boundary, 12.45 kilometres).

Other Roads

The other roads include other district roads and village link roads. The district is well provided with metalled roads and up to the end of 1978, 407 villages of the district were connected with roads.

Canal Inspection Roads

There are well maintained unmetalled inspection roads along the banks of the canals for serving only light vehicular traffic. These are maintained by the Irrigation Department and are not meant to be used by the general public.

ROAD TRANSPORT

Means of Conveyance.—In ancient India we hear of bullock drawn carts and horse carriages as means of conveyance. The very rich rode on elephants and animals used by ordinary people were camels, horses and asses. The people travelled in groups and formed caravans mainly for pilgrimage to holy place or for trade. The roads were not fit for vehicles. The danger of theft and violence was usually too great to permit the passage of small unprotected convoys. The internal trade routes and the means of conveyance during the medieval period remained much the same as in the ancient period and there was no improvement in roads right up to the close of the 19th century. There

was also no substantial improvement in the means of conveyance. Towards the beginning of the 20th century, the chief means of transport of goods by road was the bullock cart and for passengers by road, a light springless cart known as *ekka* was almost the universal means of locomotion. In the sandy areas of the district, the camel was the chief means of transport of merchandise.

With the passage of time, metalled roads were constructed and subsequently improved vehicles came to ply on them. However, the growth of road transport was retarded as the roads in the sandy areas of the district were single lane roads with shoulders of very soft material where overtaking of vehicles presented a serious problem. Steadily, the roads have been widened and shoulders have been stabilized and through traffic can lately be seen on various roads of the Hisar district. The different means of conveyance available in the district comprise *thelas* and carts, horses and donkeys, country carts, tongas, bicycles, rickshaws, motor cycles and scooters, jeeps and station wagons, motor cars and buses, trucks, tractors and tempos (three wheeled motor transport). The tempo, which has appeared in this district a few years ago, has become a popular means of public transport, especially in rural areas. Tempos are also gainfully employed for carrying goods on short haulage.

The total number of registered vehicles on road in the district during 1975-76 to 1977-78 is given in Table below. It indicates that there has been an all round increase in the number of vehicles. It was sharp in the case of trucks, buses, tractors and two wheelers. The increase in buses and trucks is indicative of the progress of road transport, passenger as well as goods.

Vehicles	1975-76	1976-77	1977-78
Cars	251	286	360
Taxis	10	15	17
Jeeps	355	363	376
Other Public Service Vehicles	227	235	374
Goods Vehicles	821	905	995
Tractors	1,995	2,205	2,452
Motor Cycle & Scooter	2,550	2,836	3,028
Auto-Rickshaw	22	25	27
Miscellaneous	224	193	1780
Total :	6,455	7,063	9,409

Passenger Transport

Prior to the Independence, only a few private transport companies operated their buses in the district but afterwards the passenger transport was shared between public and the private sector. However, in 1972, the passenger transport in the district was entirely nationalised and routes operated by the private companies, viz., Hisar District Transport Company, Ltd., Hisar ; Hisar Nilibar Cooperative Transport Society Ltd., Hisar ; Lahore Sargodha Transport Company Private Ltd., Hisar ; Kapur bus Service, Hansi ; Ganjibar Bus Service, Hansi ; and Hansi Cooperative Transport Society, Hansi were taken over by the Haryana Roadways. It led to expansion and improvement in the frequency of bus service. The Haryana Roadways, Hisar with a fleet strength of 270 buses on March 31, 1978 catered to the bus routes in the district and inter-state routes extending to Punjab, Delhi and Rajasthan. The passenger transport spread over the district extensively and connected every corner of the district with important places in and outside the State.

The local city service is operated in Hisar town. The station wagons, tempos, three wheeler scooters have been registered as taxis and provide transport in urban areas and from convenient points in rural areas.

Goods Transport

The operation of goods vehicles is entirely in the hands of private operators. It is largely run by single vehicle owners and is mostly unorganised. Nevertheless, there are two redeeming features. First, the system of booking agencies has developed which caters to the needs of operators and traders. The operators are provided with parking godowns and warehousing facilities and the traders with a regular satisfactory service. Second, the private operators have organised themselves to reduce competition to regulate traffic and to share profit. The trend now is to prefer goods transport by road even for long distances because the goods transport is prompt, quick and provides door-to-door delivery. The tractors are also used for transporting produce to the market towns. In 1978, there were 995 trucks and 2,452 tractors on road in the district.

The private truck operators are members of truck unions which supplies trucks at scheduled tariffs. There are private goods transport companies at each tahsil quarters and grain markets in the district.

RAILWAYS

There are two broad gauge (1.676 metres or 5' 6" wide) and two meter gauge (3' 3/8" wide or 1 metre) railway lines which serve the district. Hisar is

an important railway junction where Rewari-Bhatinda railway line passes and Ludhiana-Hisar and Sadulpur-Hisar railway lines terminate and it provides a transit for traffic from broad gauge to meter gauge for traffic to Sadulpur and Sirsa. Jakhal is another railway junction where Ludhiana-Hisar and Delhi-Bhatinda-Ferozepur railway lines cross.

Ludhiana-Hisar Railway Line.—It is a broad gauge line. Ludhiana-Jakhal section of the railway line was constructed in 1901 and was extended to Hisar in 1913. It enters the district from Ludhiana side, the first station falling thereon is Jakhal junction. It traverses the district through Kudni, Jamalpur Shekhan, Pirthla Laloda, Gajuwala, Uklana, Daulatpur, Barwala, Bugana, Dhansu and terminates at Hisar. It covers a distance of 83 kilometres in the district.

Delhi-Bathinda-Ferozepur Railway Line.—It is a broad gauge railway line and was constructed in 1897. It passes through the north-eastern corner of the district and crosses Ludhiana-Hisar railway at Jakhal. It enters the district from Delhi side, the first station falling thereon is Tohana. It traverses through Himatpura and Jakhal.

Delhi-Rewari-Bhatinda Railway Line.—The Delhi-Rewari metre gauge railway line was constructed in 1873 and entered to Hisar in 1883 and further extended to Bhatinda in 1884. It is the oldest railway line in the district and with its opening, bulk of the grain traffic and other trade was diverted to it from Delhi-Sirsa road. It enters the district from Rewari side, the first railway station falling on it is Hansi. It traverses the district through Mayyer, Satrod, Hisar Junction, Neoli Kalan, Jakhod Khera, Adampur, Khabra Kalan and Bhattu and covers 80.74 kilometres in the district.

Hisar-Sadulpur Railway Line.—It is a metre gauge railway line and was constructed in 1911. It enters the district from Sadulpur side and after crossing Chiraud, it terminates at Hisar. It covers only 21 kilometres in the district.

FERRIES, BRIDGES AND NAVIGATION FACILITIES

All the major roads wherever they pass through streams, canals or their distributaries have bridges. The Ghagghar, the only major stream of the district is dry for the greater part of the year but the ferry service managed by the local gram Panchayat is available at Ratia, Allawalwas, Kalotha, Jakhal and Sandhanwas which is used by the villagers for transport of the animals and going to their villages during the rains. The income from these ferries is very small and these are maintained more for the convenience of the neighbouring villages than for the general traffic.

CIVIL AVIATION

The Hisar aerodrome was commissioned in 1965. The aerodrome is under the control of Civil Aviation Club, Hisar and is being used for imparting flying training. In 1970-71, a privately managed air service was introduced from Delhi-Patiala-Hisar and Delhi which was terminated after a period of about 6 months.¹

TOURIST FACILITIES

Before the advent of railways, the old time serais served the people by providing shelter and other facilities. Till the beginning of this century, there existed a number of serais on all the principal roads, but with the change of times and improvements in the means of transport, these serais have ceased to exist as an institution. Nevertheless, almost every village and the town has a *chopal* or a dharamsala, the maintenance of which is a tradition of the area. There are many dharamsalas in towns which owe their origin to the generosity of the rich residents. There are no good hotels worth the name in the Hisar district except Flamingo motel at Hisar run by the Haryana Tourism Corporation having 4 suites. There are rest houses at all important places in the district for the stay of touring officials. These rest houses are maintained by Public Works Department, Irrigation Department, Forest Department, Haryana State Electricity Board, railway and civil authorities. A list of the rest Houses is given in table IX of Appendix.

POSTS, TELEGRAPH AND TELEPHONES

Post Offices

Towards the close of the 19th century, there were 14 imperial post offices located at Hisar, Balsamand, Barwala, Hansi, Narnaund, Agroha, Bhuna, Bhattu, Fatehabad, Ahrwan, Ratia, Tohana, Pabra and Jamalpur.² The number of post offices increased to 27—6 sub offices and 21 branch offices in 1912 and 36—9 sub offices and 27 branch offices in 1935.³

In 1966, there was a head post office, 20 sub post offices and 173 branch post offices. These post offices were under the jurisdiction of the Superintendent of Post Offices, Hisar Division, Hisar. There was a steady increase in the post offices and in 1978 the number of

1. In 1982, a regular domestic flight was introduced between Delhi-Hisar-Chandigarh for the facility of civil population.

2. *Hisar District Gazetteer*, 1892-93, p. 219.

3. *Hisar District Gazetteer Part B, Statistical Tables*, 1912, Table 31 and *Ibid*, 1935, table 31.

post offices was one head office, 41 sub post offices and 246 branch offices. All the villages in the district were provided with daily mail delivery and in Hisar, Hansi, Barwala, Tohana, Uklana and Fetehabad, the mail was delivered twice on all the days of the week except Sundays and national holidays.

Telegraphs

Towards the close of 19th century, there was only one telegraph line along Delhi-Rewari-Bhatinda railway line in the district with telegraph offices at each railway station. There were postal telegraph offices at Hisar and Hansi. In 1966, there was a telegraph office at Hisar and 16 post Offices which provided telegraph facilities. In March 1978, the telegraph facilities were available at the Central Telegraph Office, Hisar and 24 post offices in various parts of the district as per list in table X of Appendix.

Telephones

In 1978, telephone exchanges were functioning at the following places :—

Name of Exchange	Year of Establishment	No. of Telephone
1. Hisar	—	1,638
2. Hansi	1952	294
3. Tohana	1956	191
4. Uklana	1957-58	99
5. Adampur	1959	90
6. Jakhal	1960	54
7. Fatehabad	1961	234
8. Barwala	1968	50
9. Bhattu Kalan	1969	34
10. Ratia	1975	38
11. Bhuna	1976	27
12. Badopal	1976	14

The automatic dialing system was introduced at Hisar in 1975. Besides, telephone facilities for the general public were available at 34 public call offices at Central Telegraph Office, Hisar; Hisar Textile Mill, Hisar; Multani Chowk, Hisar; Model town, Hisar; Patel Nagar, Hisar; Railway station, Hisar; Hisar city, Hisar; Hisar Kachery; Hisar, Agricultural University, Hisar; Hisar Nai Mandi; Fatehabad city; Fatehabad Nai Mandi; Hansi; Hansi Anaj Mandi; Barwala city; Barwala Mandi; Badopal; Barsi; Bhuna; Bhattu Kalan; Dhana; Jakhal Mandi; Mandi Adampur; Narnaund; Putthi Mangal Khan; Ratia; Sisai; Satrod Khurd; Sanyana; Tohana city; Tohana Mandi; Uklana Mandi; Mundhal and Kharar.