

## CHAPTER VII COMMUNICATIONS

### Introduction

One of the principal routes in ancient India as indicated by the old Pali texts was, the old Grand Trunk road leading from Rajagriha through Banaras, Saketa and Saravasti towards Taxila and the north-west thus linking India with Central and Western Asia.<sup>1</sup> The course of this route indicates that it possibly passed through the territory now forming Ambala district. The existence of this route leading from the north-west frontier up to Patliputra during the Mauryan period also is testified by Megasthenes.<sup>2</sup> It seems to have been reduced to a mere track when Sher Shah Suri (A.D. 1540-45) set about improving it. He is said to have established serais at different stages along its course. The course of the old road which came to be known as Badshahi Sarak can be traced to the north and south of Ambala by means of *kos* minars, one of which is just outside the Ambala City railway station. The remains of a serai were also found at village Kot Kachchawa (Ambala tahsil) 8 kilometres south of Ambala Cantonment.<sup>3</sup> With a few variations, the course of the modern Grand Trunk road follows the route of this old road. Nothing is known about any other old routes or tracks in the district.

The mountainous character and beds of torrents at short intervals in the district made the construction of roads and their maintenance difficult. In 1853, W. Wynyard, the Settlement Officer, Cis-Satluj States<sup>4</sup>, reported that the roads in the region (now falling in the Ambala district) were in an impassable state due to their disrepair. About the Grand Trunk road, he said that it was unsafe for a wheeled carriage, or a traveller on horseback, going faster than a walk, during the day and dangerous to any person travelling on it at night. He further stated that all the roads in the region were full of water in wet weather and very heavy in dry weather and the traffic was more

---

1. R. C. Majumdar, *The History and Culture of the Indian People*, Volume II, *The Age of Imperial Unity*, 1960, p. 606.

2. Ibid.

3. *Ambala District Gazetteer*, 1923-24, p. 145.

4. W. Wynyard, *Report on the Revised Settlement of the Southern Parganahs of the District of Ambala, the Cis-Satluj States*, 1859, pp. 8-9.

easily carried through the fields along these roads, than the roads, themselves. In 1853 the other roads, besides, the Grand Trunk road, such as they were, consisted of Ambala-Kalka, Jagadhri-Ambala, Jagadhri-Bilaspur, Narayangarh-Pinjore, Mullana-Bilaspur-Khizrabad-Kaleser, Ambala-Sadhaura and Ambala-Narayangarh-Kala Amb. No improvement was effected till 1878-79 except that the Grand Trunk road, Ambala-Jagadhri road and Ambala-Kalka road were metalled. All these metalled roads in the district crossed the streams by bridges except the Ambala-Kalka road which crossed the Ghagghar by a ford about 32 kilometres from Ambala. However, unmetalled roads, namely, Ambala City-Pehowa (Kurukshetra district), Jagadhri-Khizrabad-Kalesar, Khizrabad-Bilaspur-Sadhaura-Narayangarh, Narayangarh-Mani Majra (Chandigarh-U.T. ) and Ambala-Kala Amb at least connected important localities with one another.

Apart from the roads mentioned, the Sindh, Punjab and Delhi railway from Saharanpur to Ludhiana passing through Jagadhri and Ambala and the Delhi-Ambala-Kalka railway connected the district with some parts in the country before the close of the 19th century. The Jagadhri Light railway was opened by a private enterprise in 1911 and ran between Abdullapur (Yamunanagar) and Jagadhri town.<sup>1</sup>

With the opening of railways designed to earn large revenues, the development of road was neglected. However, the advent of motor transport after World War I necessitated more attention to the roads with the result that many feeder roads and metalled highways were constructed to connect the interior of the district with the railway stations. Even so in 1923-24, there were only the following metalled roads in the district :—

Grand Trunk road, Ambala-Kalka, Barara-Sadhaura-Kala Amb, Jagadhri-Buria, Jagadhri-Chhachhrauli-Kalesar, Jagadhri-Radaur (Kurukshetra district) and Jagadhri-Saharanpur (U.P.)

After Independence, greater emphasis was laid on the development of communication and a large number of roads were constructed. In 1970, the government embarked upon a crash programme to link every village with a metalled road. In 1977-78, the district had a network of metalled roads and 875 villages out of 1,306 villages of the Ambala district were connected by metalled roads.

#### ROADS AND ROAD TRANSPORT

##### Roads

Before Independence, the Ambala district had 243 kilometres of metalled roads. The post-Independence era has witnessed a considerable expansion in the road construction. The phased progress of road development achieved in

---

1. *Ambala District Gazetteer*, 1923-24, p. 100. The railway line has since been abandoned.

the Ambala district during the period 1951 to 1978 along with the position as it obtained in March, 1978 is given below :

(Kilometres)

Position at the End of	Total Metalled Length	Length per 100 Square Kilometres of Area	Length per Lakh of Population
August, 1947 ..	243	6.33	22.12
First Five-Year Plan (1951—56) ..	466	12.15	42.42
Second Five-Year Plan (1956—61) ..	480	12.52	43.69
Third Five-Year Plan (1961—66) ..	600	15.65	54.62
Fourth Five-Year Plan (1969—74)	1,307.13	34.10	119.04
March 1978 ..	1,609.31	41.98	146.51

The above table shows the progressive increase in metalled roads, particularly after the formation of Haryana in 1966. It is remarkable that within twelve years the total length of the metalled roads increased from 600 kilometres in 1966 to 1,609.31 kilometres in 1978. The incidence of length per 100 square kilometres of area and per lakh of population has risen from 6.33 to 41.98 kilometres and 22.12 to 146.51 kilometres, respectively during the period 1947 to 1978.

In 1970, the government embarked upon a crash programme of linking every village with a metalled road. The following table shows the number of villages connected by metalled roads in each tahsil of the district by March, 1978 :—

Tahsil	Total Number of Villages	Villages Connected by Metalled Roads
1. Ambala ..	325	261
2. Jagadhri ..	493	320
3. Narayangarh ..	334	216
4. Kalka ..	154	78
Total :	1306	875

The roads have been classified on the national pattern as national highways, state highways, major district roads, other district roads and village roads.

A brief description of important roads is given below:

### National Highways

**Grand Trunk Road (N.H. 1).**—This is the oldest road passing through the district. The road enters the district from Delhi side (at 190.89 kilometre) and traverses it for 22.27 kilometres and leaves it towards Rajpura (at 213.16 kilometres). It runs along the Delhi Ambala railway line and passes through Ambala Cantonment and Ambala City. The road has a double-lane width of 22 feet (6.7 metres), is metalled and bitumen surfaced.

**Ambala-Kalka-Simla Road (N.H. 22).**—The road starts from Ambala, the first 5.23 kilometres being maintained by Ambala municipality. It runs in the district up to 10.89 kilometre when it enters the Punjab territory. It again enters the Ambala district at 39.82 kilometre and leaves the district at 62.76 kilometre when it enters the territory of Himachal Pradesh. The road has a double lane width of 22 feet (6.7 metres), is metalled and bitumen surfaced. It passes through Panchkula, Pinjore and Kalka. This road provides link with Chandigarh from two points, i.e., Zirakpur and Panchkula. A road from Chandigarh joins this road at Zirakpur (Patiala district, Punjab) and Chandigarh-Panchkula road at Panchkula.

### State Highways

**New Haryana State Highway.**—This road takes off from Ambala-Kalka road at Panchkula, crosses the Ghagghar over a newly constructed bridge and then Ambala-Narayangarh road at Shahazadpur and later Ambala-Jagadhri road at Saha. Finally it leaves the district near Hassanpur and further joins the Grand Trunk road near Shahabad (Kurukshetra district) at 183.10 kilometre (from Delhi side). It has a total length of 74 kilometres and 71 kilometres of the road lies in the district. It was completed in 1971-72. Besides linking Kalka with the rest of the state through its own territory, this road serves as an all-weather means of communication for villages of this area. The road is 18 feet (5.5 metre) wide and is metalled and bitumen surfaced.

**Jagadhri-Bilaspur-Sadhaura-Narayangarh-Raipur Rani Road.**—This road connects Jagadhri with Raipur Rani and traversing along the foot-hills crosses various hill streams. It is an important road providing a life line for the villages lying in the foot-hills. The entire length of 59.23 kilometres of this road lies in the district. It passes through Narayangarh, Sadhaura and Bilaspur. The road is 12 to 18 feet (3.6 to 5.5 metre) wide and its whole length is metalled and bitumen surfaced.

**Kala Amb-Ambala-Pehowa-Kaithal-Narwana-Fatehabad Road.**—This road starts from Kala Amb in the district near Haryana-Himachal Pradesh border and after traversing the district up to 63.99 kilometre excluding 5.20 kilometres falling in Punjab territory (it enters in Punjab at kilometre 31.00 and leaves it at kilometre 36.20), it enters the Kurukshetra district. It passes through Narayanagarh and Ambala City. Its whole length is metalled and bitumen surfaced and has a width ranging from 12 to 22 feet (3.6 to 6.70 metres) in different reaches.

**Kala Amb-Sadhaura-Barara-Shahabad-Thol Road.**—This road starts from Kala Amb in the district near the Haryana-Himachal Pradesh border and traverses the district for 49.90 kilometres and thereafter enters the Kurukshetra district. It passes through Sadhaura and Barara. The road is 12 feet wide (3.6 metre) and is metalled and bitumen surfaced.

**Jagadhri-Ambala Road.**—Total length of this road is 49 kilometres and the whole of it lies in the district. The width of the road varies from 12 to 22 feet (3.6 to 6.7 metre) in different reaches, and the whole of it is metalled and bitumen surfaced. It connects Yamunanagar and Jagadhri with Ambala, the district headquarters via Mullana.

**Saharanpur-Radaur-Pipli-Chika Road.**—The road starting from Saharanpur (U.P.) enters the district at 23.61 kilometre. After traversing a length of 22.19 kilometres, it leaves the district at 45.06 kilometre and enters the Kurukshetra district. The road is 18 feet (5.5 metre) wide and is metalled and bitumen surfaced.

**Jagadhri-Paonta Road.**—The road starts from Yamunanagar and connects the Ambala district with Himachal Pradesh. The road covers a length of 47.53 kilometres in the district, the first 2 kilometre fall in the Yamunanagar municipality area and is maintained by it. It leaves the district at 47.50 kilometre and enters the Paonta tahsil of Himachal Pradesh. The road passes through Tajewala, Hathnikund and Kalesar which are important tourist centres in the district. It is a metalled road and its width ranges from 12 feet to 18 feet (3.6 metre and 5.5 metre).

**Barwala-Dera Bassi Road.**—The road connects Barwala with Ambala-Kalka road at Dera Bassi. A length of 2.9 kilometre of road falls in the district and the whole length is metalled.

#### Major District Roads

**Pinjore-Nalagarh Road.**—This road starts from Pinjore and goes to Nalagarh in Himachal Pradesh. A length of 19.31 kilometres of

this road falls in the district. It is a fair weather road as Marranwali and Balad streams have not been bridged so far. The metalled width of the road is 12 feet (3.5 metre).

**Panchkula-Morni Road.**—The road takes off from New Haryana State Highway, just beyond bridge over the Ghagghar and goes to Morni hills. The length of the road is 39 kilometre and in 1978 it was only a fair weather road.

### Other Roads

The other roads include district roads and village link roads. The length of these roads in 1977-78 was 1609.31 Km. metelled and 431.56 Km. unmettalled.

### Canal Inspection Roads

There are well maintained unmetalled inspection roads along the banks of the canals for serving light vehicular traffic. These are maintained by the Irrigation Department and are not ordinarily meant to be used by the general public. In March, 1978, the total length of canal inspection roads in the distict was 145.83 kilometre.

### ROAD TRANSPORT

**Means of Conveyance.**—In ancient times, bullock-drawn carts and horse carriages were used as means of conveyance. The very rich rode on elephants, and the animals used by ordinary people were camels, horses and donkeys. People travelled in groups and formed caravans mainly for pilgrimage to holy places or for trade. A limited amount of river traffic was also carried on certain portion of the Yamuna where rafts of wood and country craft were used for navigation. The operations of removal of an Ashoka's pillar weighing 50 tons and more than 30 feet high, from village Topra to Delhi by Sultan Firuz Shah Tughlak during the 14th century, provide a glimpse of the position of conveyance prevailing during the period. As stated in *Tarikh-i-Firuz Shahi*, the labour of 8,400 men pulling at the 42 wheels of the cart on which it was carried, was required for the haulage of the pillar. According to another contemporary account in *Sirat-i-Firuz Shahi* of A.D. 1370, elephants were first tried, and then 20,000 men, were engaged for carrying the pillar to the bank of the Yamuna, placing it on boats, and for subsequent operations ending in its re-erection.<sup>1</sup>

With the passage of time, roads were constructed and subsequently improved vehicles came to ply on them.

---

1. R.C. Majumdar, *The History and Culture of the Indian People* Volume II, *The Age of Imperial Unity* 1960, p. 87.

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 appeared in this district a few years ago, has become a popular means of public transport, especially in the rural areas. Tempos are also gainfully employed for carrying goods on short haulage.

The total number of registered vehicles in the district during 1967-68 to 1977-78 is given in Table XXIII of Appendix. 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.

### Passenger Transport

Prior to Independence, only a few private transport companies operated their buses in the district. It was only in September, 1950 that a depot of the Punjab Roadways with a fleet strength of 30 buses was opened at Ambala. In November, 1972, the passenger transport in the district was completely nationalised.<sup>1</sup> It led to the expansion and improvement in the frequency of the bus service. The Haryana Roadways, Ambala with a fleet strength of 255 buses on March 31, 1978, catered to the bus routes in the district and inter-state routes extending to Punjab, Himachal Pradesh, Uttar Pradesh, Chandigarh U.T. and Delhi.

The bus routes in the district passing/touching the district are given in Table XXIV of Appendix.

The Haryana Roadways have also provided air-conditioned coaches for Delhi-Chandigarh route and deluxe coaches for Delhi-Chandigarh, Ambala-Simla, Ambala-Delhi routes and these buses pass through the district and cater to the needs of people of the district. Besides, Punjab Roadways and Himachal Government Transport run deluxe buses along Patiala-Delhi, Chandigarh-Simla and Simla-Delhi routes which also pass through the district.

**Local/Shuttle Services.**—Local city services are in operation within and between Ambala Cantonment and Ambala City and Yamunanagar and

---

1. The names of the private transport companies operating in the district before nationalisation and the routes operated by them may be seen in Table XXV of Appendix.

A few private transport companies or undertakings registered in Punjab and Uttar Pradesh are still operating in some routes in the district under reciprocal arrangements with Punjab and Uttar Pradesh.

Jagadhri. Besides, shuttle services are running to serve the rural population of the district along various routes. The list of the local and shuttle services routes is given in Table XXVI of Appendix.

Taxi/cars and tempos, which have been registered as taxis, also provide transport in rural areas from convenient points.

Bus stands with facilities like drinking water, toilets, cloak rooms, canteens and public address system have been provided at Ambala City and Ambala Cantonment. The bus stand building at Ambala Cantonment was completed in 1959-60 and Ambala City in 1971-72. The bus stands with temporary construction also exist at Narayangarh, Yamunanagar and Jagadhri with facilities like drinking water and toilets.

### Goods Transport

The goods transport handled mainly by private operators, has grown immensely. In 1977-78, there were 5,050 trucks registered in the district. The rural sector in the district prefers road transport to rail for their goods.

The goods traffic by road is mostly unorganised. Nevertheless, there are two redeeming features. First, the system of booking agencies has developed which caters 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. Second, the private operators have organised themselves to reduce competition, to regulate traffic and to share profits. The trend now is to prefer goods transport by road even for long distances, the reason being prompt service, quick carriage with less risk and often door to door delivery.

The private truck owners are members of the truck unions. The trucks required by the public, traders and goods companies are supplied by the union at a schedule rate. There are private goods transport companies at every tahsil headquarters of the district.

### RAILWAYS

There are two broad gauge (5'-6" wide) and one narrow gauge (2'6" wide) railway lines serving the district. Ambala Cantonment is an important railway junction where Saharanpur-Ludhiana railway line and Delhi-Kalka railway line cross each other. Kalka is the railway terminus of Delhi-Kalka railway line and provides a transit for upward traffic to Simla from broad gauge to narrow gauge.

**Saharanpur-Ludhiana Railway Line.**—It was constructed in 1870 by the Sindh, Panjab and Dehli Railway Company which operated it up to 1886 when it was taken over by the North Western (State) Railway. It is the oldest railway



line in the district. It enters the district from Saharanpur side, the first station falling thereon is Kalanaur. It traverses the district via Jagadhri, Jagadhri workshop, Darzpur, Mustafabad, Barara, Tandewal, Kesri, Dukheri, Ambala Cantonment and Ambala City and covers 70.84 kilometre of the district.

**Delhi-Kalka Railway Line.**—The section from Delhi to Ambala was constructed in 1890 and from Ambala to Kalka in 1891 but the railway was opened to regular traffic in 1891-92. It enters the district from Delhi side, the first station falling thereon is Mohri. It traverses the district through Ambala Cantonment and Dhulkot whereafter it leaves the district and enters Punjab territory. It again re-enters the district and passes through Chandimandir, Surajpur and terminates at Kalka. This railway line covers 44.50 kilometres of the district.

**Kalka-Simla Railway Line.**—It was constructed in 1900 and opened to traffic in 1903. The railway line starts from Kalka and after covering only 3.83 kilometers of the district enters the territory of Himachal Pradesh.

#### FERRIES, BRIDGES AND NAVIGATION FACILITIES

During the rainy season, some villages lying along the Yamuna are cut off and can only be reached by boat. In 1953-54, the District Board, Ambala started a ferry service which was later transferred to Gram Panchayat, Khadri (Jagadhri tahsil). The ferry service is available during the rainy season only.

All the major roads wherever they pass over rivers, streams, drains, canals or their distributaries have bridges.

The river Yamuna and the Western Yamuna (Jumna) Canal were navigable and forest produce could be brought up to Yamunanagar on rafts. In fact, the timber market of Yamunanagar owes its origin to this navigation facility. With the construction of hydel schemes and other works, the navigation facilities no longer exist.

#### CIVIL AVIATION

Kalka civil aerodrome was commissioned in 1972 when an airstrip was constructed on Pinjore-Nalagarh road. In 1975, the aerial crop spraying base was located at this aerodrome.<sup>1</sup> Joy rides in Piper Cherokee air craft and gliders were started in 1977 on an experimental basis and this facility is proposed to be started on a permanent basis.

1, The Pinjore Aviation Club, registered in June 1980 caters for gliding for enthusiasts of nearby areas and NCC cadets of Chandigarh and Himachal Pradesh.

### 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 along-side all the principal roads, but with the change of times and improvements in the means of communication, the serai has ceased to exist as an institution. Nevertheless, almost every village and the town has a *chopal* or a dharmsala, the maintenance of which is an old tradition of the area. These are used for the stay of marriage parties and other common purposes, as well as for visitors. The existing dharmsalas in towns owe their origin to the generosity of the rich residents. The list of important dharmsalas is given in Table XXVII of Appendix. There are also a few good hotels and restaurants at Ambala City, Ambala Cantonment, Yamunanagar and Jagadhri for the convenience of those travellers who prefer such facilities.

Yadvindra Gardens, Pinjore, Panchkula, Tajewala, Hathnikund, Kalesar and Morni Hills are a few places of tourist interest in the district. A bar-cum-restaurant (Skylark), open air cafeteria and other facilities have been provided for the tourists at Yadvindra Gardens, Pinjore. The air-conditioned and ordinary suites are available in the garden for the stay of tourists. A bar-cum-restaurant (Red Bishop) is run on Chandigarh-Panchkula road. A 50-bedded youth hostel has been established at Panchkula near the Ghagghar bridge by the Government of India to serve as a base camp for trekking to nearby Morni and Kasauli hills. Accommodation is also available at Hathnikund, Kalesar and Tajewala rest houses and a tourist bungalow, Hathnikund, constructed by Government of India. In Morni hills, accommodation is available at Lal Munia Forest Hut. A tourist bureau and a tourist information centre are functioning at Pinjore and Kalesar, respectively for the convenience of tourists.

There are rest houses at all important places in the district for the stay of touring officials. These rest houses are maintained by PWD(B & R), Irrigation Department, Forest Department, Haryana State Electricity Board, Railway Department and civil authorities.

A list of the rest houses indicating the number of suites and the reservation authority is given in Table XXVIII of Appendix.

### POSTS, TELEGRAPH AND TELEPHONES

#### Post Offices

In the eighties of the 19th century, there were 16 imperial post offices at Ambala Cantonment, Ambala City, Bihta, Barara, Bilaspur, Buria, Dadupur,

Garhi Kotaha, Jagadhri, Kesri, Mullana, Narayangarh, Raipur, Saurahid Shahazadpur and Ambala City Railway station.<sup>1</sup> By 1912, however, the number of post offices had increased to 45 and these were controlled by Ambala Cantonment head post office.<sup>2</sup> Besides, there was a post office at Chhachhrauli in Kalsia state.<sup>3</sup>

In November, 1966, there were 2 head post offices, 86 sub-post offices and 113 branch post offices. In 1978, the number of sub-post offices increased to 68 and that of branch post offices to 167.

The list of the post offices as on March 31, 1978 are given in Table XXIX of Appendix.

**Growth of mail delivery.**—Mail was delivered once a week in most villages till 1912. The postal services made great strides after Independence. Since March, 1978, all villages receive daily delivery.

Mail in the towns is delivered twice on all days of the week except on Sunday.

### Telegraph

In 1983-84, a telegraph line ran along the whole length of Saharanpur-Ludhiana railway line. There was a telegraph office at each station, viz. Jagadhri, Hingoli, Mustafabad, Barara, Kesri, Ambala Cantonment and Ambala City. A telegraph line also ran along the Ambala-Kalka road with telegraph offices at Ambala Cantonment and Kalka.<sup>4</sup>

In 1912, in addition to the telegraph offices at the railway stations in the district, there were 10 telegraph offices at Ambala head office, Ambala City, Ambala City Kachehri, Ambala Sadar Bazar, Ambala Civil Lines, Ambala Pioneer Lines, Ambala Royal Artillery Bazar, Abdullapur, Jagadhri and Sadhaura.<sup>5</sup> There was also a telegraph office at Chhachhrauli in Kalsia State.<sup>6</sup>

At the time of formation of Haryana in November, 1966, there were 41 telegraph offices in the district. The number of telegraph offices rose to 60 in March, 1978 and the list is given below :

1. Ambala City Anaj Mandi
2. Ambala City Bazar Basti Ram

---

1. *Ambala District Gazetteer*, 1883-84, p. 57.  
 2. *Ambala District and Kalsia State Statistical Tables*, 1912, *Ambala District Portion*, Table 31.  
 3. *Ibid*, *Kalsia State Portion*, Tables 31.  
 4. *Ambala District Gazetteer*, 1883-84, p. 57.  
 5. *Ambala District and Kalsia State Statistical Tables*, 1912 *Ambala District Portion* Table 31.  
 6. *Ibid*, *Kalsia State Portion*, Table 31.

3. Ambalā City D.A.V. College
4. Ambala City Prem Nagar
5. Ambala City Model Town
6. Ambala City Patel Nagari
7. Ambala City Railway Road
8. Ambala City Subzi Mandi
9. Ambala City Sessions Court
10. Ambala City Baldev Nagar
11. Ambala City Motor Stand
12. Ambala City Kachehri
13. Ambala Cantonment Sadar Bazar
14. Ambala Cantonment A. K. Lines
15. Ambala Cantonment Commissioner's Court
16. Ambala Cantonment (Hargolal)
17. Ambala Cantonment Kacha Bazar
18. Ambala Cantonment Kuldip Nagar
19. Ambala Cantonment Mahesh Nagar
20. Ambala Cantonment Panjabi Mohalla
21. Ambala Cantonment Topkhana Bazar
22. Ambala Cantonment Alexandra Road
23. Ambala Cantonment A.F. Lines
24. Barara
25. Babyal.
26. Barwala
27. Bihta
28. Bilaspur
29. Buria
30. Chhachhrauli
31. Chandi Mandir

32. Dhin
33. Jagadhri
34. Jagadhri Town
35. Jagadhri Courts
36. Jatwar
37. Jagadhri Workshop
38. Kalka
39. Kalka Railway Station
40. Kesri
41. Kharwan
42. Morni
43. Mullana
44. Mustafabad
45. Narayangarh
46. Panchkula Gurukul
47. Pinjore
48. Pinjore H.M.T
49. Raipur Rani
50. Sadhaura
51. Shahzadpur
52. Saha
53. Yamunanagar
54. Yamunanagar Model Town
55. Yamunanagar Railway Road
56. Yamunanagar Sugar Mills
57. Yamunanagar Rampura Colony
58. Yamunanagar Bhatia Colony
59. Yamunanagar Workshop Road
60. Surajpur Bhupindra Cement Works

**Telephones**

In 1978, 17 telephone exchanges were functioning in the Ambala district at the following places :—

Name of Exchange	Year of Establishment	Number of Telephone Connections
1. Kalka	1919	253
2. Ambala Cantonment	(earlier than) 1924	1,858
3. Yamunanagar	1951	1,410
4. Jagadhri	1952	1,048
5. Ambala City	1954	1,703
6. Narayangarh	1964	69
7. Shahazadpur	1964	18
8. Barara	1965	55
9. Chhachhrauli	1966	29
10. Mustafabad	1967	47
11. Raipur Rani	1967	25
12. Sadhaura	1969	60
13. Mullana	1972	22
14. Bihta	1976	20
15. Saha	1977	18
16. Bilaspur	1977	24
17. Barwala	1977	15

The automatic dialling system was introduced at Ambala Cantonment in March, 1972.

In March, 1978, telephone facility was available for the general public at 45 public call offices in the district as follows :—

1. Ambala City Baldev Nagar
2. Ambala City D.A.V. College

3. Ambala City Bazaar Basti Ram
4. Ambala City Post Office
5. Ambala City Subzi Mandi
6. Ambala City Kachehri
7. Ambala City Railway Station
8. Ambala City R.M.S.
9. Ambala City Patel Nagar
10. Ambala City Model Town
11. Ambala City Sessions Court
12. Ambala City Prem Nagar
13. Ambala City Motor Stand
14. Ambala Cantonment Panjabi Mohalla
15. Ambala Cantonment Kacha Bazar
16. Ambala Cantonment Kuldip Nagar
17. Ambala Cantonment (Hargolal)
18. Ambala Cantonment C.T.O.
19. Ambala Cantonment Alexandra Road
20. Ambala Cantonment Topkhana Bazar
21. Ambala Cantonment Commissioner's Court
22. Ambala Cantonment Lal Kurti Bazar
23. Ambala Cantonment Mehesh Nagar
24. Ambala Cantonment A. K. Lines
25. Babyal
26. Barara
27. Buria
28. Chhachhrauli
29. Dhulkot Railway Station
30. Jagadhri

31. Jagadhri Town
32. Kalka
33. Kalka Railway Station
34. Mullana
35. Mustafabad
36. Narayangarh
37. Raipur Rani
38. Sadhaura
39. Shahazadpur
40. Pinjore HMT
41. Jagadhri Workshop
42. Yamunanagar
43. Yamunanagar Model Town
44. Yamunanagar Railway Road
45. Yamunanagar Sugar Mill



## CHAPTER VIII

### MISCELLANEOUS OCCUPATIONS

Miscellaneous occupations in rural and urban areas constitute a significant part of life of the district. These comprise public and defence services and transport workers. In addition to these fully or partly organised services, there are many other people engaged in earning their livelihood on a self employed basis. Either they work in their own houses or in shops run by themselves or they go about on foot or on bicycles hawking their goods or services. Still others engaged in private homes work as domestic servants or part-time workers doing odd jobs.

#### PUBLIC SERVICES

After Independence (1947), there has been a considerable increase in the number of jobs in public services under the state and central governments, local bodies and quasi-government organisations. The expansion in the development activities of the government led to the creation of several new departments. In 1971, the number of persons employed in public services, in administrative departments and offices of state and central governments, local bodies and quasi-government organisations was 24,187. It increased to 49,528 in 1978. These figures show that employment opportunities in the public services have doubled during the period 1971—1978. The number of women in these services also increased showing that more and more women in addition to performing household responsibilities are coming out of their daily chores to join service and improve their prospects and assist their families financially.

The persons in the government service are given dearness allowance related to some extent to the cost of living. Grade IV employees are provided with liveries. Loans and advances for the construction of houses and for the purchase of vehicle are granted to government employees. The government servants are also allowed the facilities of loans and advances for the purchase of wheat or for the celebration of marriage of their children.

Group Insurance Scheme was introduced for all state government employees in 1975. Under this scheme each employee contributes rupee 1 per month which is deducted from his pay and provisions have been made to provide Ra. 5,000 to the family of the employee who dies while in service. The government has also made provisions for family pension, *ex-gratia* grant, free medical aid, free educational facilities up to the degree level to the children

of the deceased government servant and employment to one or more members of the family besides house rent allowance or the retention of government house on usual rent for a year after the death of the government servant. Some government officers are provided rent free accommodation. These include the Deputy Commissioner, Sub-Divisional Officer (Civil), Tahsildar and Naib-Tahsildars in the Ambala district. The government have also provided residential accommodation to some government employees against a deduction of 10 per cent of the pay. Since the number of government owned houses is limited, the allotment of houses is made seniority-wise. The government employees who have not been provided with government accommodation, are paid house rent allowance according to the classification of various towns on the basis of the population. The rate of house rent allowance at Ambala Cantonment and Ambala City is 12.5 per cent of the pay of the government employee while it is 7.5 per cent at Jagadhri and Yamunanagar. The essential services like the police, medical and public health are usually provided with residential accommodation. The jail executive staff is provided with rent free accommodation or house rent allowance in lieu thereof.

Employees in public services are not restricted from forming associations or unions to voice their grievances and to safeguard their service interest. Although no independent unions of employees exist at the district level, the branches of Haryana Civil Services (Executive) Officers Association, Government College Lecturers Association, Government School Teachers Union, Haryana State Electricity Board Employees Union and Municipal Employees Union function in the district.

#### DEFENCE SERVICES

The people of the Ambala district have always worked with dedication for the defence of the country. The soldiers from this district gave the prestigious performance during the two World Wars. The efforts made by the Ambala district gave inspiration to the soldiers to fight valiantly for the country's defence during the three aggressions with which the country was faced during the decade 1961—1971. Besides, producing a number of soldiers for all the three services of the defence forces, the people of this district kept the soldiers away from several of their domestic worries by pledging to take care of their families. The details of the officers and soldiers of the Ambala district who were awarded gallantry awards for their distinguished services on the battlefield during Chinese aggression in 1962 and Pakistan aggressions in 1965 and 1971 are given below :

S. No.	Name of the Recipient	Resident of Village/Town	Tahsil	Award
<b>Chinese Aggression, 1962</b>				
1	Lt. Col. S.S. Randhawa	.. Adhoi	Ambala	MVC
2	Air Marshal L.S. Grewal	.. Ambala City	Ambala	VC

No.	Name of the Recipient	Resident of Village/Town	Tahsil	Award
3	Flt. Lt. P.L. Dhawan ..	Ambala City	Ambala	VC
4	Sub-Maj. (Hony. Capt.) Ram Nath	Yamunanagar	Jagadhri	VC
5	Maj. Gen. Suresh Chander Pandit	Ambala Cantonment	Ambala	VC
6	Capt. G.S. Bhatia ..	Yamunanagar	Jagadhri	VC
7	Hav. Seva Singh ..	Lautan	Narayangarh	VC
<b>Pakistan Aggression, 1965</b>				
1	Nb. Sub. Ajmer Singh ..	Boh	Ambala	VC
<b>Pakistan Aggression, 1971</b>				
1	Late Maj. V.C. Chowdhry ..	Ambala Cantonment	Ambala	MVC
2	Late Maj. Harpal Singh ..	Do	Do	VC
3	Sub. Gurcharan Singh ..	Korwa Kalan	Narayangarh	VC
4	Nk. Mohinder Singh ..	Jagadhri	Jagadhri	VC
5	Lt. Cdr. Raminder Singh Sodhi	Ambala Cantonment	Ambala	VC
6	Wing Comdr. Jagbir Singh ..	Do	Do	VC
7	Commander Ashwani Kumar Mehra	Do	Do	VC
8	Sqn. Ldr. R. N. Bali ..	Do	Do	VC
9	2nd Lt. P.N. Gupta ..	Jagadhri	Jagadhri	VC

During the Chinese and Pakistani aggressions, 78 persons belonging to the armed forces of this district were killed and 19 were seriously wounded. The

tahsilwise details of the soldiers killed and wounded in various operations are given as under :—

Tahsil	Killed			Wounded Seriously in Various Aggressions	Total
	Chinese Aggres- sion 1962	Pakistani Aggression 1965	Pakistani Aggression 1971		
Ambala ..	17	14	10	7	48
Jagadhri ..	11	8	6	5	30
Narayangarh and Kalka	9	16	22	7	54
<b>Total ..</b>	<b>37</b>	<b>38</b>	<b>38</b>	<b>19</b>	<b>132</b>

The state government have granted several concessions to the armed forces personnel and their families belonging to Haryana. These concessions include rewards in the form of cash and annuity to winners of gallantry decorations ; employment concessions by way of reservation of vacancies, age and educational relaxation and pensions, *ex-gratia* grants and educational grants to the armed forces personnel or the families of those who may be killed or disabled or declared missing. These concessions are granted according to the status of the personnel or the extent of disability. Further facilities by way of reservation of industrial and residential plots, houses of the Housing Board, Haryana and exemption from house tax are also provided to ex-servicemen.

Two funds, namely, Post War Service Reconstruction Fund (raised during the 2nd World War) and the Special Fund for Reconstruction and Rehabilitation of Ex-Servicemen (raised in 1964) have been created by the Government of India for the welfare of ex-servicemen and their dependents. The income from the above funds is mainly utilised for grant of stipends to ex-servicemen /their dependents and grant of loans to ex-servicemen for their rehabilitation.

#### TRANSPORT

Transport workers are the people who work on various transports like railways, buses and motor vehicles and all those who drive bullock carts, attend pack animals and ply rickshaws, tongas, auto-rickshaws and tempos. Their number in 1971 was 15,096.

are higher than washermen but they are quick and efficient. The laundry business has affected the common washerman who often now prefers employment with a launderer. The laundries switch over to dry-cleaning in winter. There are a few exclusive dry-cleaning shops which dry clean warm clothings in winter and synthetic clothings in summer.

**Tailors.**—This service includes tailors, dress-makers, sewers, upholsterers and related workers. Their number, according to 1971 Census was 3,391. In urban areas, the tailor make shirts, bushirts, pants, coats, pyjamas, ladies' suits and blouses while tailors in rural areas generally make shirts, pants, pyjamas and ladies' suits. The tailoring charges vary from place to place and shop to shop but comparatively rates are lower in rural areas than in urban areas.

#### SELF-EMPLOYED PERSONS

The scope of work of self-employed is very wide. This category includes *jalahas* (weavers), *mochis* (cobblers), sweepers, *thutheras*, shoe-makers, potters, hand-cart peddlers, hawkers, priests, shopkeepers and all other persons who produce articles of use for their living or provide their individual services on demand. There are shops of all kinds, *halwai* shops, *pan bidi* shops, grocery shops, vegetable and fruit shops, bakeries, shops dealing in jewellery, general merchandise, foot wear shops, oilman's stores, consumer goods and novelties and ready-made garments. There are shopkeepers dealing in the sale of cycles, auto-cycles, scooters and motor-cars. There are people who make cycle-rickshaw, auto-rickshaw and also carry out their repairs. In a different class are quacks, street-singers and jugglers and a host of others self-employed people who keep on moving from one place to another and scrape a living for themselves in return for what they are able to do. The following paragraphs will detail the activities of all these self-employed persons.

Ambala Cantonment is known for the production of quality shoes by shoe-makers. Leather workers in Ambala Cantonment also make other leather products like brief cases, hand bags and suit-cases.

The time old *jalahas*, *mochis*, potters and sweepers are spread throughout the district and serve the rural as well as the urban community by producing articles or rendering service. Most of them in rural areas help the farmers in their agricultural activities and perform customary professional services on the occasion of marriages and other ceremonies. The cobbler with his equipments hanging by the shoulder may usually be seen hawking for his services in the street. They usually attend to repairing and mending of shoes. The potters make ordinary vessels mostly for the use of villagers but also make earthen pitchers and *surahis* during summer season for rural and urban areas.

The sweepers engaged in cleaning houses in urban areas used to get a few rupees per month in addition to a *chapati* daily or weekly and occasionally

small gifts in cash or kind on festivals or other ceremonial occasions. Of late, owing to better employment opportunities some sweepers have been shifting over to services in the government and private organisations.

Hand-cart peddlers and hawkers go about the towns and villages hawking their goods. They sell articles of daily use, vegetables, fruits, eatables, general merchandise, crockery, clothes and toys. The hand-carts are licensed in towns and in March, 1978 there were 1,452 hand-carts in municipal areas of the district.

Except in very small villages, a tea stall has made its appearance at strategic points almost in all parts of the district, its appearance depends on the clientele, local and otherwise. The smaller ones managed by a single person and serving nothing but tea are generally shabby. The bigger ones which also serve other hot and cold beverages and some eatable are more presentable and are managed by more than one person. A few wayside *dhabas* (catering houses) have sprung up on main highways near parking sites of trucks or bus stands and cater to the requirement of drivers, conductors, cleaners and even passengers. Ambala Cantonment, being an old army and air force station has many good hotels and restaurants. Bars are also attached with some of the restaurants. Some of these hotels are still running but seem to have lost their old position. A few modern type restaurants have also sprung up in urban areas and these engage cooks and bearers according to the size and requirements of the establishment.

The rapid and continuous increase in the number of bi-cycles both in the urban and rural areas has made the bi-cycle repairing much popular. No high skill is required for this job ; bi-cycle repairers are, therefore, found in every nook and corner of the district. The auto-mechanics are, however, located only in urban areas or near the parking sites of trucks.

In every town and big villages one comes across shops dealing in general merchandise. The goods on sale comprise toilet articles, soaps, oils, tooth-pastes, tooth-brushes, shoe polishes, hosiery articles, ready-made garments and sundry articles of daily use. They have flourishing business and with the rise in the standard of living there is increasing demand for such consumer goods and in fact new shops keep coming up into existence.

Every town and big village of the district has a number of *halwai* shops. Earlier familiar sweetmeat preparations were *ludhus* and *jalebis* but now preparations like *gulab jamans*, *rasgullas*, *harfi*, *imertis* and various kinds of *halwas* have been introduced. In urban areas milk preparations are more popular.<sup>1</sup> The *halwai* shops generally employ two or three persons and this business provides employment throughout the year.

1. During the lean summer months (usually mid-April to mid July) when the milk is in short supply, the state government bans the selling of milk preparation so that the milk remains available to the public for general consumption.

*Pan-bidi* stalls in urban areas are tiny booths which are a familiar sight throughout the district. The owners of these stalls prefer sites near bus stands, cinema halls, hotels or shopping centres. The *pan-bidi* shops in rural areas are common meeting places. These become social centres for people who stop to smoke a cigarette and listen to radio broadcasts and recorded film music and talk about current events.

Not so long ago, every place of some significance had an aerated soft drinks manufacturing unit for local consumption. These units are now on the decrease as the bottled aerated soft drinks manufactured by large manufacturing units are supplied to the shop keepers. The soft drinks have become very popular and it is fashionable to drink these with a straw put into the bottle. In fact soft drinks are freely served in all big functions and marriage celebrations. Such drinks are imported into the district from Chandigarh and Delhi.

A grocer supplies the basic necessities of daily use. A number of such shops can be found in every locality. Although these are one-man establishments, generally a helper is also engaged. A good many of these shops have engaged an additional helper for home delivery. Every town has a number of shops selling fruits and vegetables. Enterprising persons with small capital carry vegetables and fruits on their own hand-carts and sell these to the customers at their doors.

It is not unusual to come across a bakery even in a small town. The bakeries have, of late, gained popularity owing to demand for their ready products. These establishments are mostly one-man units, although one or two persons are engaged for preparing products as bread, biscuits, cakes, etc. The bakery units sell their products in wholesale as well as in retail. Usually the grocers, hawkers and tea-stall owners buy their products in wholesale and retail these to their customers.

Different types of gold and silver ornaments are made by the goldsmiths. The ordinary goldsmith cannot afford to purchase their stocks of gold and silver and as such gold and silver is supplied to them by the customers who place orders for ornaments. However, richer goldsmiths who are mostly concentrated in towns have their own stocks and prepare ornaments even without taking gold and silver in advance from the customers. This business gets a boost during the period when marriages are celebrated.

Electric fans, radios and watches have become part and parcel of life. Shops selling these articles and repairing them are also found in most of the towns.

Performance of religious ceremonies has been a full-time occupation for some persons, among whom the most numerous are the priests. The priests conduct worship and perform rites in accordance with religious scriptures and

recognised practices in a temple, church, *gurdwara* or mosque or at the house of their clients and make their living in return for their services. Some people practise the art of astrology and palmistry.

Jugglers, acrobats and rope dancers usually earn their living by showing feats of jugglery and other tricks to an audience they manage to collect in a street corner or a roadside. Occasionally one may find a *bandarwala* or *richhwala* entertaining the people by showing the feats of monkeys or the bear he has trained for the purpose. The snake charmer with his peculiar musical instrument known as *bin* also belongs to this category.

The quack who exhibits his medicinal stuff on the roadside and uses his power of oratory to extol the potency of his medicines is also a familiar sight everywhere. He is usually successful in palming off his stuff to the ignorant and credulous people and before long moves to another station to avoid receiving complaints about his ineffective preparations.

The services of all these miscellaneous self-employed people meet the daily requirements of the community at large and provide a glimpse into the daily life of an Indian town or a village.

#### DOMESTIC SERVICES

A domestic servant is paid between Rs. 50 and Rs. 80 per month in addition to free board and lodging. A domestic servant engaged in a household is required to do all the daily chores to assist the house wife and in fact is required to do anything at the bidding of his master. Some women also work as part-time domestic servants in a number of houses for cleaning utensils, sweeping and scrubbing of floors and helping the housewives in their daily chores. These part-time domestic servants get between Rs. 30 to 40 per month.

The increase in the number of women working in offices, industrial establishments and schools has increased the demand for domestic help. On the other hand, owing to the opening of other avenues which provide increasing and better paid opportunities of employment elsewhere, particularly industrial establishments at Ambala, Jagadhri, Yamunanagar and other towns, domestic servants have become scarce in relation to their demand.

In rural areas hardly any family employs servants for domestic work. The *halis* besides attending to agricultural operations, do domestic chores for their masters. These persons, who are generally landless labourers, are paid at fixed proportion of the harvest. If engaged on cash wages, they generally receive Rs. 5 to 7 daily in addition to two meals.