

CHAPTER VII

COMMUNICATIONS

Introduction

The present national highway from Delhi to Agra which traversed the present Faridabad district, was metalled one. The Palwal-Narnaul road via Nuh, Taoru, Dharuhera, Rewari and Narnaul though an important road, was unmetalled. In the low-lying areas, the roads were often under water in 1883-84 and occasionally it was impossible to journey. Generally speaking, the unmetalled roads of the district were not good in those days. In Palwal tahsil, the country was more naturally favourable to the construction of roads and here the communications were fairly good, but it would be impossible to attempt a driving tour over any other part of the district (Ballabgarh was a part of Delhi district).

Really good roads from Gurgaon to Firozpur via Sohna and Nuh and from Nuh and Firozpur via Punahana and Hodal, would confer a great benefit on the area but they would not be easy either to make or to maintain. The people mostly took the way through passes of hills to approach their destination early. Tracks over the hills, fit only for foot passengers or for ponies, were numerous.

There were also unmetalled roads from Palwal to Gurwari ferry (84 kilometres) and Firozpur to Hodal (48 kilometres) on which there were no fixed halting places. A good unmetalled road ran in 1883-84 along the left bank of Agra Canal was bridged at the following places : Mandkaula, Canal bungalow; Alwalpur, 4 miles (6 kilometres); Kithwari, 1 mile (1.6 kilometres); Chhajunagar, $2\frac{1}{4}$ miles (4.4 kilometres) Canal bungalow; Rasulpur, $2\frac{1}{2}$ miles (3.6 kilometres); Bata $2\frac{3}{4}$ miles (4.4 kilometres), Canal bungalow; Belo $2\frac{1}{2}$ miles (3.6 kilometres); Ghasera, $2\frac{1}{2}$ miles (4 kilometres); Canal bungalow; Khanbi, $2\frac{3}{4}$ miles (4.4 kilometres); Bhiduki, $2\frac{1}{2}$ miles (4 kilometres) and Banswa, $2\frac{1}{2}$ miles (4 kilometres), Canal bungalow.

In 1910, the metalled road from Nuh to Palwal was under construction by P.W.D. The following table gives information about the metalled roads of the then Palwal area :—

Roads	Mileage	Class of road	Maintained by
1. Sohna to Palwal	18	A	P.W.D.
2. Palwal to Railway station	1	B	Municipality, Palwal
3. Hodal to Railway station	1	B	Municipality, Hodal
4. Nuh to Palwal	21	A	P.W.D.

During that period, principal unmetalled roads were :

1. Farukhnagar to Hodal, via Bhundsi, Mandkaula and Hathin (Old custom road).
2. Nuh to Hathin
3. Firozpur Jhirka to Hodal, via Ghata and Bassi Meo
4. Firozpur Jhirka to Hodal, via Khanpur Ghati and Punhana
5. Palwal to Gurawari ferry

In Palwal tahsil, the rainy season often made the unmetalled roads impassable as they were constructed at lower level than the surrounding fields. On many occasions they were converted into guagmires.

As per *Delhi District Gazetteer*, 1912, the Delhi district was usually well provided with the communication of all kinds. The Delhi-Agra road (32 miles) was metalled and one of the principal roads of the district. Unmetalled roads were legion radiating from all the more important marts. Ballabgarh was one of the important marts having like metalled roads which were maintained by the District Board after a perfunctory fashion. The canal banks provided unmetalled roads also but on these carts were not allowed to travel.

During 1938-42, the communications improved to a moderate degree. The position showing the details of communications is as follows :—

“Communications have not much altered since settlement. A railway line runs north and south through the centre of the tahsil in the Banger tract with two railway stations-Faridabad and Ballabgarh. Close and parallel to it is the Delhi-Muthra metalled road with feeders

joining it with the two railway stations and the town of Faridabad. Unmetalled roads connect the towns of Ballabgarh and Faridabad with the *Khadar* village Dauj, on the other side. The bullock cart is the only mode of transport except on the metalled road on which motor lorries, track and camel carts are also used. The Jumna is fordable for most part of the year being at places only two feet deep and even less. There is also regular ferry service at convenient points.¹

The other unmetalled roads during the period, 1938-42 were as follows :—

1. Faridabad to Manjholi-Chhainsa
2. Chhainsa to Pakhal
3. Pali to Chhainsa
4. Faridabad to Tigaon-Ballabgarh
5. Ballabgarh to Ajraunda via Tigaon-Manjholi
6. Pali to Gurgaon
7. Chhainsa to Palwal

The Palwal tahsil was well served with roads and the main line of the G.I.P. railway passed through its centre, north to south, bringing nearly every village within easy reach of the five railway stations on it—Asaoti, Palwal, Khera Sarai, Shodaka and Hodal. The Delhi-Agra metalled road ran almost parallel to the railway line and was joined at Palwal by metalled roads from Sohna and Nuh on Delhi-Alwar road. The District Board road from Hodal to Punhana had nearly all been metalled and the metalling of Hodal-Hassanpur road was under construction. Other metalled roads were from Palwal to rest house; Palwal to Palwal distributary; Hodal to railway station; Bejaut to Hodal. A number of unmetalled roads maintained by District Board radiatory from Palwal—the more important being those leading to Hathin a part of Nuh tahsil in those days, Chhanisa (Ballabgarh tahsil) and via Sajwari across Jumna to Newar (Bulandshahr district of the then United Provinces).

The other unmetalled roads during the period (1938-42) were :

1. Palwal to Hathin
2. Palwal Railway station to Chhainsa
3. Palwal to Bulandshahar (U.P.)

1. *Assessment Report of Gurgaon District (Ballabgarh tehsil P. 14), 1942.*

4. Jair to Bata drain
5. Palwal to Bata Escape
6. Khera Sarai to Hassanpur
7. Hassanpur to Bijgarh
8. Banchari to Hathin
9. Hodal to Nuh
10. Bata Escape to Kashipur
11. Bilochpur to Hassanpur

There was no railway line in the then Nuh tahsil of which the present Hathin tahsil was a part. Nearest railway stations were more than 10 miles from the border : Pataudi for Taoru circle (now in Gurgaon district) and Palwal and Hodal for the rest of the tahsil. The tahsil was, however, well served by roads in the north and west. The Delhi-Alwar road ran to the east of the western range of hills through the town of Nuh which was also connected with the market town and railway of Palwal by a metalled road. The Sohna-Palwal road just touched the northern fringe of the tahsil. The Grand trunk road and the main line of G.I.P. railway (Delhi-Bombay) ran parallel to each other through Palwal tahsil very close to the far eastern border of the Nuh tahsil. These connected the important *mandis* of Palwal, Hodal and Kosi (Mathura district) where all surplus produce of the canal irrigated villages was sold. The other unmetalled roads in Hathin tahsil (1938-42) were as follows :—

1. Hathin to Pinangawan
2. Hathin to Palwal
3. Hathin to Silani
4. Hathin to Hodal
5. Hathin to Punahana
6. Hathin to Nuh

As time passed, more roads were metalled. The post-Independence period saw a considerable expansion in road construction. After the formation of Haryana as a separate state, more progress was made in this sphere. In 1970, the State Government took a historic decision to embark upon a crash programme of linking every village with a metalled road.

With the increase in agricultural production, the State Government

In June, 1974, also decided upon mobilising resource from Market Committees in the form of their contribution towards construction of roads. Previously the Market Committee used to contribute for specific roads in their marketing areas but since 1975 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 areas of road transportation and free up and down movement of the villagers.

The district has a fairly large net-work of roads by which all important towns are connected with Delhi, the national capital. The metalled (surfaced) road per 100 square kilometres of the area during 1985-86—1990-91 are as follows :—

Year	Kilometres
1985-86	54.50
1986-87	54.42
1987-88	55.81
1988-89	56.33
1989-90	57.49
1990-91	41.85

A brief description about the national highways and state highways falling in the district is given here :

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. During 1977, it had four divisions located at Faridabad, Gurgaon, Karnal and Sirsa. Later, some change was made in the divisions. The Faridabad Circle with the headquarters at Faridabad covers the divisions of Faridabad, Hisar and Rohtak. This circle is responsible for the upkeep of all national highways falling under its purview.

Road length of national highways maintained by P.W.D. (B&R). in the Faridabad district as on March 31, 1991 was 75.3 kilometres. The road length under state highways as on March 31, 1991 was

1,113.80 kilometres (surfaced-1,099.26 kilometres, unsurfaced-48.56 kilometres).

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 kilometres 18.8 and leaves it at kilometres 93.03 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 upto Ballabgarh (18 kilometres) and, therefore, this road has been provided with a dual carriage-way and central verge up to 42 kilometres. 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 carriageway. Bye-passes have been provided at Palwal and Hodal for through traffic.

STATE HIGHWAYS

Palwal-Sohna-Rewari Road (S.H. No. 28).—It has total length of 74.78 kilometres. This road starts from Palwal and leaves the Faridabad district at Jindspur (Rest House) onwards to Sohna. The entire road length of 16 kilometres falling in this district is metalled and bitumen-surfaced.

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, Pataudi, Mathura and Agra. The total length of the road is 85.44 kilometres and is bitumen-surfaced. After starting at Hodal, it passes through Utawar and Kalanjar of this district onwards to Nuh of Gurgaon district. The length of this road in this district is 26 km.

Hodal-Punhana-Nagina Road (M.D. No. 131).—The total length of the road is 40.39 kilometres; it is bitumen-surfaced. It starts from Hodal and passes through Punhana on to Nagina. Minor length of this road (6.20 km.) falls in this district. It links with Ferozpur Jhirka of Gurgaon district.

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Nuh-Palwal Road (M.D. No. 134).—This road has a length of 16.19 kilometres in this district and is metalled and bitumen-surfaced. It passes Mandkola to Nuh.

Palwal-Hathin-Uttawar-Shikrawa-Bhadas Road (M.D. No. 135).—This road has a length of 28.50 kilometres in this district and is metalled and bitumen-surfaced. It starts from Palwal and passes through Hathin and Uttawar of this district towards Firozpur Jhirka tahsil of Gurgaon district.

Gurgaon-Faridabad Road (M.D. No. 137).—This road has a length of 6.88 kilometres in this district. It branches off from village Sikandrapur on Gurgaon-Qutab road and goes to Faridabad via Badkhal. It provides a direct link from district headquarters to Faridabad entirely through Haryana territory. The tourist place of Badkhal lake falls on this road.

Ballabgarh-Pali-Dhoj-Sohna Road (M.D. No. 133).—The length of this road is 20.80 kilometres and it is metalled surfaced. It passes through Pali and Dhoj on to Sohna.

APPROACH AND OTHER ROADS

There is a good network of village roads in the district. The following roads have the length more than 10 kilometres[†] :—

Road	Total length (Kilometres)
1. Sohna to Mile 10 of Nuh Palwal road	17.70
2. Jogipur to Hathin	20.00
3. Mandkola to Silani	10.41
4. Alipur to Habitka with links	21.82
5. Mandkola to Hathin	11.34
6. Nangal Jat to Hodal	11.00
7. Ballabgarh-Tigaon-Manjauli road	15.55
8. Ballabgarh-Chhainsa road	21.72
9. Ballabgarh to Fatehpur Biloch	10.02

† The village roads having the length less than ten kilometres have been excluded.

I	II
10. Faridabad to Jassana	10.00
11. Palwal to Mohna	16.70
12. Chhainsa to Gharora	10.47
13. Dayalpur to Mohra	11.66
14. Faridabad to Tigaon with link to Fatehpur	14.20
15. Palwal Kalwaka with links	16.42
16. Rasulpur to Jatauli	13.00
17. Hodal-Hassanpur road	15.44
18. Bamni Khera to Hassanpur	21.78
19. Palwal to Ghori with Link	11.45

The number of villages connected as on March 31, 1991 with metalled roads was 411 in the district.

There are well-maintained unmetalled inspection roads along the banks of the canals. These roads can serve only light vehicular traffic-car and jeeps. Such roads maintained by the Irrigation Department are not meant to be used by the general public.

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.

Number of different types of motor vehicles registered during 1989-90 and the different types of motor vehicles on road in the district are as under :—

Types of motor vehicles	Registered during the year	Types of vehicles	On Road
1. Cars	880	1. Auto cycles/Motor cycles/scooters	41,963
2. Jeeps	68	2. Auto-rickshaws	1,039
3. Trucks	960	3. Jeeps	480
4. Taxies	2	4. Private motors cars	3,305
5. Tractors	249	5. Taxies	3
6. Motor cycles/scooters	6,087	6. Other public service vehicles	272
7. Auto rickshaws	262	7. Goods vehicles	3,062
8. Miscellaneous	147	8. Tractors	2,497

Total number of vehicles registered during 1990-91 was 11,358.

GOODS TRANSPORT

The goods transport by road is mainly handled by private operators. The number of trucks registered in the district was 960 in 1990-91. This trend in the registration of more public carriers is an evidence of the increasing popularity of the transport of goods by road. As com-

pared to the railway, the freight and incidental charges are less if the goods is 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 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. Availability of the trucks has inspired the traders to prefer goods to be transported by road for long distances, as the goods is delivered quicker and with less risk. Claims for the loss of goods sent by road are 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.

PASSENGERS TRANSPORT

Before Independence, no State road transport undertaking was in existence. A few private companies operated their service without providing sufficient facilities or amenities for passengers. During 1977, two sub-depots, viz. Faridabad and Palwal were functioning under the control of the depot of Haryana Roadways, Gurgaon. At that time Faridabad depot had 20 vehicles only and most of the buses plied on the following local routes :—

- (i) Ballabgarh—Mohana
- (ii) Ballabgarh—Chandpur—Arwah
- (iii) Ballabgarh—Jashana
- (iv) Ballabgarh—Sohna
- (v) Ballabgarh—Fatehpur
- (vi) Ballabgarh—Manjhawali
- (vii) Ballabgarh—Delhi

The above local routes covered various sectors, schools and colleges and entire Industrial area of Faridabad.

A full-fledged depot of Haryana Roadways was created on 31st March, 1991. During this period, the number of bus fleet was 195.

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There are 4 bus stands—bus stand, Palwal bus stand; Hodal bus stand; Ballabgarh and Dushera Ground, Faridabad. From all depots adequate number of buses pass through the district daily. The details regarding the different routes for the month of March, 1991 are as follows :—

Name of the route	Single trips per day	Single trips during the month	Total trips	Kilo-metres to be operated
1	2	3	4	5
City Service	4	430	299	12,200
Inter District				
Ballabgarh—Mohna	30	930	962	23,222
Ballabgarh—Mohna via Hirapur	25	775	338	8,120
Faridabad—Manjewali	16	496	338	6,530
Faridabad—Arwa	12	372	572	12,296
Faridabad—Jaws	6	186	462	9,580
Faridabad—Mahawatpur	4	124	192	4,028
Faridabad—Sahabad	4	624	464	7,712
Banakpur—Ashram	2	62	124	5,330
Delhi—Faridabad—Mandkola	2	124	160	8,470
Faridabad—Hassanpur	2	62	28	1,720
Hodal—Hassanpur	4	124	514	14,232
Faridabad—Dhankola	2	62	180	7,220
Faridabad—Amipua	8	248	450	7,686
Faridabad—F. Kala	10	310	80	2,130
Palwal—H. pur via Dighot	28	868	1,310	41,428
Palwal—Hassanpur via Achaj	16	310	320	12,720
Palwal—Hathin	6	186	262	5,240
Palwal—Bahim—Nagal	2	62	164	8,260

1	2	3	4	5
Palwal—Janacholi	2	62	48	1,220
Palwal—Ransika	2	62	26	5,620
Palwal—Hodal	6	186	460	13,296
Palwal—Machaja	10	310	82	1,940
Palwal—Bhawana]	6	186	132	2,540
Palwal—Ghorichant	6	186	192	3,440
Palwal—Gurwari	2	62	38	920
Palwal—Ghalab	2	62	96	2,140
Palwal—Chhansa	10	310	254	6,140
Palwal—Y. Bridge	24	744	210	3,220
Palwal—Sihal	2	62	38	720
Palwal—Palai	20	620	58	1,320
Palwal—Ballabgarh	2	62	438	13,240
Inter routes				
Faridabad—Rowari	2	62	118	10,350
Faridabad—Kalka	2	62	46	11,758
Ballabgarh—Jind	2	62	—	—
Ballabgarh—Gurgaon via Badkhal	2	62	338	—
Ballabgarh—Gurgaon via Khanpur	2	62	964	47,350
Faridabad—Bhiwani	4	124	58	9,890
Faridabad—Yamuna Nagar	4	224	128	28,920
Faridabad—Chandigarh	8	248	348	97,084
Faridabad—Narnaul	4	124	22	2,392
Faridabad—Tewaru	2	62	118	6,226
Faridabad—Firozpur Jhirka	6	126	280	18,660

1	2	3	4	5
Faridabad—Punhana	2	62	—	—
Faridabad—Patodi	4	124	100	7,580
Faridabad—Dadri	2	62	—	—
Faridabad—Kosi—Sirsa	2	62	54	16,244
Ballabgarh—Jhajjar	2	62	74	7,600
Laknaka—Rohtak	2	62	40	2,160
Faridabad—Gurgaon—Ballabgarh	2	62	—	—
Nuh—Hodal	2	62	—	—
Hodal—Gurgaon	2	62	72	6,640
Faridabad—Hisar	2	62	128	28,420
Ballabgarh—Sohna	4	1,240	1,530	61,716
Palwal—Chandigarh	2	62	72	21,520
Palwal—Narnaul	2	62	—	—
Palwal—Rohtak	2	62	—	—
Palwal—Kaithal	2	62	48	10,992
Palwal—Pingawa	4	124	210	8,440
Palwal—Sohna	2	62	478	17,240
Palwal—Uttawar	2	62	92	2,820
Palwal—Nuh via Hathin	4	124	—	—
Palwal—Firozpur Jhirka	2	62	100	6,440
Palwal—Punhana	4	120	118	5,220
Palwal—Kot	4	124	—	—
Palwal—Nagina	2	62	82	5,660
Palwal—Baakaly	2	62	—	—
Palwal—Hodal—F. Pur Jhirka	2	248	—	—
Palwal—F. Pur Jhirka—Kama	2	62	—	—

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1	2	3	4	5
Faridabad—Punhana	2	62	—	—
Faridabad—Patodi	4	124	100	7,580
Faridabad—Dadri	2	62	—	—
Faridabad—Kosi—Sirsa	2	62	54	16,244
Ballabgarh—Jhajjar	2	62	74	7,600
Laknaka—Rohtak	2	62	40	2,160
Faridabad—Gurgaon—Ballabgarh	2	62	—	—
Nuh—Hodal	2	62	—	—
Hodal—Gurgaon	2	62	72	6,640
Faridabad—Hisar	2	62	128	28,420
Ballabgarh—Sohna	4	1,240	1,530	61,716
Palwal—Chandigarh	2	62	72	21,520
Palwal—Narnaul	2	62	—	—
Palwal—Rohtak	2	62	—	—
Palwal—Kaithal	2	62	48	10,992
Palwal—Pingawa	4	124	210	8,440
Palwal—Sohna	2	62	478	17,240
Palwal—Uttawar	2	62	92	2,820
Palwal—Nuh via Hathin	4	124	—	—
Palwal—Firozpur Jhirka	2	62	100	6,440
Palwal—Punhana	4	120	118	5,220
Palwal—Kot	4	124	—	—
Palwal—Nagina	2	62	82	5,660
Palwal—Baakaly	2	62	—	—
Palwal—Hodal—F. Pur Jhirka	2	248	—	—
Palwal—F. Pur Jhirka—Kama	2	62	—	—

1	2	3	4	5
Palwal—Nuh	20	620	520	24,470
Palwal—Ujjina	2	62	52	2,550
Palwal—Gurgaon via Indri	2	62	420	23,790
Palwal—Gurgaon Jhandapur	2	62	108	5,820
Hodal—Punhana	4	124	172	1,300
Inter State				
Ballabgarh—Delhi	60	1,860	1,652	68,904
Ballabgarh—Safdarjang	10	310	454	18,706
Faridabad—Delhi	60	180	1,888	81,098
Ballabgarh—Ashram	10	310	102	3,098
Faridabad—Ragal	10	310	286	12,700
Faridabad—S. Jang	10	310	308	10,600
Sector 22, 23—Delhi	10	310	76	3,316
Press Colony—Delhi	10	310	212	9,288
Ballabgarh—Manpur—Delhi	2	62	276	9,940
Sector-7—Delhi	2	126	50	1,840
Faridabad—Simla	2	62	58	24,650
Faridabad—Delhi—Bahin	2	62	—	—
Faridabad—Ropar	2	62	—	—
Faridabad—Amritsar	2	62	14	6,020
Faridabad—Nakodar	2	62	—	—
Faridabad—Pathankot	2	62	84	38,420
Faridabad—Deharadun	2	62	—	—
Faridabad—Hodal—Delhi	2	62	14	1,330
Ballabgarh—Hodal—Delhi	2	62	230	11,970
Faridabad—Orangabad—Delhi	2	62	152	6,950
Ballabgarh—Delhi—Chhaza	2	62	62	6,820
Delhi—Kosi	2	62	74	5,076

1	2	3	4	5
Delhi—Bharatpur	2	62	172	30,132
Faridabad—Delhi—Alibraman	1	102	—	—
Delhi—Agra	2	124	136	26,960
Delhi—Mathura	2	62	78	9,384
Palwal—Delhi	40	124	258	16,570
Palwal—Junahra	2	62	58	3,533
Palwal—Delhi—Agra	2	62	112	20,840
Palwal—Delhi	2	62	116	21,942
Palwal—Nagina	2	62	—	—
Kosi—Palwal	2	248	252	10,640
Palwal—Y. Bridge—Delhi	2	62	—	—
Delhi—Faridabad—Aligarh	4	124	460	38,802
Delhi—Faridabad—Bulandshar	4	124	264	13,640
Delhi—Mahabirji	2	62	54	14,786
Delhi—Tijara	2	62	58	6,960
Delhi—Alwar	2	62	54	8,290
Faridabad—Kotputli	2	62	52	9,190
Delhi—Hodal—Nandbai	2	62	—	—
Faridabad—Kosi—Maka	2	62	—	—
Delhi—Govardhan	2	62	32	4,540
Ballabgarh—Mohindergarh	2	62	—	—

RAILWAYS

The district headquarters and other important towns like Faridabad, Ballabgarh, Palwal and Hodal are well-linked with broad-gauge line. A brief description of Delhi—Mathura Railway line passing through the district is given below :—

Delhi—Mathura Line (Central Railway-Main Line) .—The broad gauge line was constructed in 1904. It enters the Gurgaon district from New Delhi at 18.83 kilometres and runs through the district along Delhi—Mathura Road for 72.21 kilometres. It was converted into double-track after 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 Township¹, Ballabgarh, Asaoti, Palwal, Rundhi, Sholaka and Hodal.

1. Faridabad Township was added as a station in 1983.

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 through highways.

The Mitchell Krikness Committee, appointed by the Government of India, recorded in 1933 huge annual loss of railway revenue 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 revealed¹ 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 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 boat carrying Government timber, fuel, etc.

1. *Techno-Economic Survey of Punjab*, 1962, p. 71.

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, about these ferries as on March 31, 1991 are given below :—

Place	No. of rowing boats	Annual volume of passe- ngers (no.)	Annual revenue (Rs.)	Name of place in U.P. where it is connected
1	2	3	4	5
P.S. Ballabgarh				
1. Manjhauli	2	75,000	1,84,000	Dhankaur, Atta
2. Shajahanpur	1	25,000	50,000	Latipur
3. Chhainsa via Shekhpur and via Makanpur	1	42,000	65,000	Makanpur
4. Mohna	1	35,000	15,335	Faraida
P.S. Faridabad				
1. Dadasia	—	—	1,875	Kam Nagar, Akud- pur
2. Mahavatpur	—	—	1,200	Surajpur, Salera
P.S. Palwal				
1. Solhra	—	—	—	Jaber Kasba
2. Bholra	1	14,600	1,000	Do
3. Hansapur	—	—	—	Khadar Hari
4. Thanthari	1	36,500	4,400	—
5. Sheikhpur	—	—	—	—
6. Gurwari	—	—	—	—
7. Bagpur	—	—	—	—
8. Ghori	—	—	—	—
P.S. Hodal				
1. Hassanpur	1	—	5,100	Ramgari, Utasani, Bharab Distt, Aligarh
2. Maholi	1	—	5,550	Utasani, Dharagari
3. Tappa Bilochpur	1	—	6,700	Maharahgarh, Kish- angarh

1	2	3	4	5
4. Sultanpur	—	—	—	—
5. Sismwala	1	—	4,800	Lalpur, Shekhpur
6. Murtajbad	1	—	3,100	Bharab, Rangarhi
7. Rahimpur Ghadi	—	—	—	—

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 had 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 board and lodging facilities at Surajkund and Badkhal Lake, 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 board 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. The facilities at all these places cater to varied clientele ranging tourists desiring a short stop-over to vacationists¹.

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

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

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. 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 below:

Name of place	Name of Dharmasala
Ballabgarh	Janki Dass
Fatehpur Biloch	Bhagwan Dass
	Bohera Ram Chand
Palwal	Anaj Mandi
	Chuni Lal
	Aggarwal

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 suites and officers who make the reservation is given below:—

Sr. No.	Place	Name of the rest house/ bungalow	Number of suites	Reserving authority	Distance from Bus stand	Distance from Railway Station	
						Station	Distance (km.)
1	2	3	4	5	6	7	8
1.	Hathin	Panchayat Samiti Rest House	1	Executive Officer, Panchayat Samiti	0.1	Palwal	17.7
2.	Dhauj	Canal House Rest	1	Executive Engineer, Faridabad Division, Gaunchi Gaunchi Canal, Faridabad	0.5	Ballabgarh	14.5

1	2	3	4	5	6	7	8
3.	Kalanjar	Canal Rest House	3	Do	1.0	Palwal	38.4
4.	Chhainsa	Panchayat Samiti Rest House	1	Executive Officer, Panchayat Samiti	—	Ballabgarh	19.3
5.	Ballabgarh	Civil Rest House	2	Deputy Commissioner	—	Ballabgarh	0.6
6.	Faridabad	P.W.D. Rest House	3	Executive Engineer Provincial Division, No., Faridabad	—	Faridabad	—
7.	Hasanpur	Civil Rest House	1	Deputy Commissioner	—	Hodal	15.0
8.	Hodal	P. W. D. Rest House	2	Executive Engineer, Provincial Division No. 2, Faridabad	—	Hodal	—
9.	Hathin	P.W.D. Rest House	2	Executive Engineer Construction Division	—	Palwal	21.0
10.	Mandkola	P.W.D. Rest House	2	Executive Engineer, Construction Division	—	—	—
11.	Palwal	P.W.D. Rest House	2	Executive Engineer, Provincial	—	Palwal	—

1	2	3	4	5	6	7	8
				Division, No. 2, Faridabad			
12. Faridabad	Circuit		5	Deputy	2.0	Faridabad	1.0
	House			Commi- ssioner			

POSTS AND TELEGRAPH

In 1883—84, there were Imperial Post Offices at Hodal, Hassanpur Palwal, and Hathin. In the Ballabgarh tahsil which was then in the Delhi district, there were only three post offices at Ballabgarh, Chhainsa and Faridabad. All these post offices served both as money order offices and savings banks. A canal carriage daily plied along the Delhi-Mathura road.

There were no general telegraph offices but there was a telegraph office at each railway station. In 1904, the district had telegraph offices at Hodal and Palwal. Soon after with the transfer of Ballabgarh tahsil to the then Gurgaon district, Ballabgarh sub-office and its seven branches at Ateli, Chhainsa, Dayalpur, Fatehabad, Fatehpur Biloch, Mohna and Tigaon were added to the list.

The Faridabad 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 district 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 Faridabad Head Post office was established on July 2, 1973. It is under the charge of a Postmaster and functions under the overall control of the Senior Superintendent of Post Offices, Gurgaon Division. Gurgaon. During 1976-77, (March 31, 1977), the district had 37 Sub-Post-Offices, each under the charge of a Sub-Postmaster and 73 branch post offices, each under the charge of a Branch Postmaster. The more details (as on March 31, 1977) covering the number of post offices and number per 100 square

kilometres in Ballabgarh and Palwal tahsils, are as under : —

Tahsil	Total No. of Post- offices	No. per 100 square kilome- tres	Number of Post offices	(Rural) No. per 100 square kilometres
1	2	3	4	5
Ballabgarh	48	6.42	24	3.31
Palwal	39	3.89	34	3.41

The number of post offices in the Faridabad district during 1989-90 was 117 which increased to 131 in 1990-91. The post offices per lakh of population (as on March 31, 1990) was 9. This number per lakh of population increased to 10 during 1990-91.

The Post and Telegraphs Department had set-up one post office at a distance of 17 km. in Haryana Circle as compared to the All India average distance of 25 km. As on March 31, 1991, one post office covered three villages in Haryana as compared to the all-India average of 4.5 villages. Haryana circle led all other circles in the country in providing postal services to the people.

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, issue and payment of National Savings Certificates, pension payment to the retired personnel of the Armed Forces and the Post and Telegraph 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 are authorised to work as telegraph office and such offices are known as combined offices. Some of the post offices are provided with telephones which are used for forwarding telegraphic messages. Public call facilities are also available at many post offices.

The mail delivery services made sufficient progress after Independence. All the towns in the district receive mail daily; but it is delivered twice a day at Palwal, Ballabgarh, Faridabad, Hodal, Hathin and Tigaon. Mail is delivered on all days of a week except Sunday. However, it is delivered only once on holidays.

Telegraphs.—As already stated, in 1904, telegraphic facilities were available at five post offices only and position remained static even upto 1912. After Independence, there has been a lot of expansion in the telegraph facilities. Such facilities were available at the places: Escort Nagar, Faridabad; Ballabgarh; Faridabad city; Faridabad Industrial area; Faridabad new township, Hassanpur, Hathin; Hodal, Palwal Railway road, Faridabad and Tigaon.

TELEPHONES

Prior to Independence, there was no telephone exchange in the district. Telephone exchanges were set-up at Faridabad and Palwal in 1950 and 1955, respectively. In 1958, telephone exchange was opened at Ballabgarh. Hodal came on this list in 1967; whereas exchanges were set-up at Hathin and Tigaon in seventies (1970 and 1971).

The details regarding the telephone exchanges functioning as on March 31, 1991, are given below:—

Name of exchange	Type of exchange	Parent Trunk exchange	Capacity	Working connections
1	2	3	4	5
1. Alwalpur	EL—3	Palwal	56	21
2. Amarpur	SS—3	Palwal	25	21
3. Badarpur	E—10	Faridabad	3,000	2,830
4. Ballabgarh	SS—1	Faridabad	1,800	1,649
5. Bamni-Khera	EL—3	Palwal	56	28
6. Baroli	SS—3	Palwal	25	18
7. Bhopani	EC—3	Faridabad	88	62
8. Bichori	SS—3	Hodal	45	15
9. Chhainsa	SS—3	Palwal	45	38
10. Chand Hut	SS—3	Palwal	25	12
11. Dhatir	SS—3	Palwal	45	18
12. Dhuj	SS—3	Faridabad	90	
13. Dayalpur	SS—3	Faridabad	25	

1	2	3	4	5	6
14. Faridabad	E—10	Faridabad	12,000	9,550	
15. Faridabad (N. G.)	E—10	Faridabad	6,750	6,100	
16. Fatehpur-Biloch	SS—3	Faridabad	45	32	
17. Hathin	SS—3	Palwal	90	55	
18. Hodal	SS—2	Hodal	400	320	
19. Mandkaula	SS—3	Palwal	45	10	
20. Pali	SS—3	Faridabad	90	42	
21. Palwal	ENX	Palwal	1,300	1,205	
22. Parithla	EGX	Palwal	32	28	
23. Sikri	SS—3	Faridabad	90	58	
24. Tigaon	EC—3	Faridabad	88	39	

Trunk exchanges are functioning at Faridabad, Hodal and Palwal. There is arrangement of TELEX services at Faridabad having the working connections of 200 against the capacity of 250 connections.

For inter-dialling, the routes in the district as on March, 31, 1991 were as follows:—

1. Hathin—Palwal
2. Chhainsa—Palwal
3. Baroli—Palwal
4. Amarpur—Palwal
5. Bamni-Khera—Palwal
6. Chandhut—Palwal
7. Prithla—Palwal
8. Alawalpur—Palwal
9. Gwal-Pahri—Palwal

The automatic dialling system was introduced at Faridabad in 1965 and Ballagbarh in 1966.