

## CHAPTER VII

### COMMUNICATIONS

#### INTRODUCTION

A brief account of main trade routes during Medieval times (1526 to 1707) passing through the district is as follows :—

- (i) Agra to Delhi (Via Kama Pahadi and Rewari)
- (ii) Delhi to Ajmer (Via Rewari)

**Agra-Delhi route.**—Neither the Persian sources nor foreign travellers make mention about this route. This was so because it was not in much use due to its passing through a dense jungle and hilly areas of Mewat popularly known as robbers' den. A trader could not dare to take such a route. It was only used for military movements. For instance, after Humayun's defeat in Bilgram, he came to Agra and reached Kama Pahadi and from there he came to Delhi via Rewari. Sher Shah's army chased Humayun following the same route. After almost two hundred years, the same route was adopted by Baji Rao first marching with Jat Raja Badan Singh.

**Delhi to Ajmer route.**—This route was used by traders and travellers who used to go to Ahmedabad and Thatta. The main stages for reaching Ajmer were : Delhi to Serai Slawardi; Pataudi, Rewari, Kotputli, Barduryana, Chaksar, Sambhar village, Maraunda, Sarron and then Ajmer. From Rewari there were some other routes also which were used by traders. Of these the important one was via Bawal, Narnaul to Ajmer. This route was also adopted by religious devotees including the emperors<sup>1</sup> who used to go to Ajmer for paying respects to Sheikh Muin-un-din-Chisti.

Geographically Narnaul area of the district is very much adjacent with the areas of some districts of Rajasthan. In the long past there were mountain passes to connect this area with some places of Rajasthan. The important mountain passes, as mentioned by Powlett in the *Gazetteer of Ulwar*, 1878, are described below<sup>2</sup> :—

#### Mountain Passes

#### Ways

- | Mountain Passes       | Ways   |
|-----------------------|--|
| 1. Banhar (Rajasthan) | On the way (cart-road) from Behror to Narnaul      |
| 2. Maharajwas (Do)    | On the way (cart-road) from Behror to Narnaul      |
| 3. Nibhor (Do)        | On the way (cart-road) between Gandala and Narnaul |

1. Akbar went to Ajmer via Narnaul, see Abul Fazl, *Akbarnama*, Vol. III, p. 110.

2. p. 79.

In the 19th century, the district did not have any metalled road. A few that existed were merely camel paths. John, however, in his assessment report of Rewari tahsil in 1838 described that the roads were heavy, sandy and remarkably ill-adapted for hackeries. The remarks equally applied to other parts of the district. The absence of roads was compensated by the railways in Rewari tahsil but Narnaul and Mahendragarh areas were not provided with railways or roads.

In the beginning of the 20th century, there were only two metalled roads and that too in Rewari town only. The Palwal-Narnaul Road via Nuh, Taoru, Dharuhera, Rewari and Nimant though an important road, was unmetalled.

The unmetalled roads of significance were as follows :—

1. Narnaul to Kanaud, 13 Miles (21 Kilometres)
2. Kanaud to Bassai, 11 Miles (18 Kilometres)
3. Bawal to Kanina, 32 Miles (51 Kilometres)
4. Bawal to Bir Jhabua, 3 Miles (5 Kilometres)
5. Delhi to Rewari and Jaipur via Shahjahanpur (Rajasthan), 53 Miles (85 Kilometres)
6. Rewari to Jhajjar, 15 Miles (24 Kilometres)
7. Rewari to Kot Qasim (Rajasthan) 10 Miles (16 Kilometres)
8. Sohna to Rewari
9. Alwar to Hisar via Mator, Behror and Narnaul.

The following extract from the Assessment Report of Rewari Tahsil, 1941, provides an interesting reading about the un-metalled roads<sup>1</sup> :

“There were no metalled roads at settlement. Rewari is now connected with the headquarters of the district by a metalled road. Another metalled road from Rewari to Jhajjar is under construction. There are no roads in the southern and western portion of the tahsil except kacha tracks running in deep sand. On two of these, Rewari-Dahina and Rewari-Shahjahanpur roads, lorries occasionally ply for hire. By systematic encroachments and constant digging to provide mud fences for fields the village roads have

generally been reduced into nullahs. In dry seasons the bullock carts pass over them with great difficulty while in wet months they are impassable. Camels and bullock-carts are the chief modes of transport used."

After Independence, greater emphasis was laid on the development of communication and large number of roads were made. The road development was marked after 1970, when the government embarked upon a crash programme to link every village with metalled road. In 1977-78, about 87 per cent of the villages of the district were connected with metalled roads and the district had a net work of 1,296 kilometres of metalled roads.

### ROADS AND ROAD TRANSPORT

#### Roads

In 1947, the then Mahendragarh district had only about 27 Km of road though Rewari tahsil which later became part of the district had also a few metalled roads. The post-Independence period has, however, witnessed considerable expansion in road construction. The phased progress of road development achieved in the then district is detailed in the table below :—

Period	Total Metalled Length (Kilometres)
First Five-Year Plan (1951-56)	129.00
Second Five-Year Plan (1956-61)	382.09
Third Five-Year Plan (1961-66)	604.09
1-4-66 to 31-3-67	652.91
1-4-67 to 31-3-68	675.91
1-4-68 to 31-3-69	681.34
Fourth Five-Year Plan (1969-74) i.e. 31-3-74	1,119.34
1-4-74 to 31-3-1975	1,140.83
1-4-75 to 31-3-1976	1,195.86
1-4-76 to 31-3-1977	1,214.86
1-4-77 to 31-3-1978	1,296.115

The break-up of 1,296.115 kilometres of metalled roads as on

March 31, 1978 in the district was as under :—

Classification	Length (Kilometres)
National Highways	39.255
State Highways	270.40
Other Roads	986.46
Total :	1,296.115

A brief description of important roads as on March 31, 1978 is given below :

#### National Highway

**Delhi-Jaipur Road (N.H. 8).**—There is no other National Highway in this district except a stretch of 39.255 kilometres of the Delhi-Jaipur Road (N.H. 8) which enters the district at 67.925 km. near village Kapriwas and leaves at 107.180 km. near village Jaisinghpur Khera. The road has a double-lane width of 22 feet (6.7 metres). It connects Delhi with Jaipur and also caters for all traffic bound for Gujarat and Maharashtra. The previous national highway which passed through Gurgaon, Sohna, Nuh and Firozpur Jhirka on the way to Alwar and Jaipur is no longer treated as such. The new road has been diverted from Gurgaon town through a by-pass on to Manesar (Gurgaon district) and crossing Sahibi stream beyond Dharuhera (Rewari tahsil) on to Shahjahanpur in Rajasthan after traversing a length of 39.255 kilometres in Mahendragarh district. The whole length of the road is metalled and bitumen surfaced. It passes through the south-eastern portion of Rewari tahsil and connects Dharuhera.

#### State Highways

**Gurgaon-Rewari-Narnaul-Singhana Road (S.H. 26).**—This road covers a distance of 82.34 kilometres in the district. It enters the district in the east near village Khalilpur (Rewari tahsil) and leaves the district in the west near village Goad (Narnaul tahsil). It connects Rewari and Kund (Kundal) with Narnaul on one side and with Singhana (Rajasthan) on the other. It is metalled and bitumen surfaced.

**Nizampur—Narnaul—Mahendragarh—Dadri—Bhiwani—Hansi—Barwala—Tohana—Munak Road (S.H. 17).**—The length of this road in the district is 55.00 kilometres. It starts in the district from village

Nizampur (Narnaul tahsil) and leaves it at village Akodah. It runs through the district from south to north and crosses the Gurgaon-Rewari-Narnaul-Singhana road at Narnaul and passes through Mahendragarh town. It is metalled and bitumen surfaced.

**Bahadurgarh—Jhajjar—Kosli—Mahendragarh Road (S.H. 22).**—The length of this road in the district is 9.06 kilometres. It enters the district from east at village Lukhi (Mahendragarh tahsil) and joins Rewari—Dahina—Kanina—Mahendragarh—Satnali—Loharu road at village Kanina (Mahendragarh tahsil). The whole road is metalled and bitumen surfaced.

**Rewari—Dahina—Kanina—Mahendragarh—Satnali—Loharu Road (S.H. 24).**—The length of this road in the district is 62.86 kilometres. It starts from Rewari town and leaves the district at Madhogarh (Bhiwani) village after crossing Nizampur—Narnaul—Mahendragarh—Dadri road at Mahendragarh. It is metalled and bitumen surfaced.

**Shahjahanpur—Rewari—Jhajjar—Rohtak--Jind--Narwana--Khanouri Road (S.H. 15).**—The length of this road in the district is 44.46 kilometres. It enters the district at village Khandewra (Rewari tahsil) and leaves at village Gurawada (Rewari tahsil) after passing through Rewari and proceeds to Jhajjar. It is metalled and bitumen surfaced.

**Palwal—Sohna—Rewari Road (S.H. 26).**—The road starting from Palwal enters Rewari tahsil at 54 km. and after running for 4.86 km. on Delhi-Jaipur road proceeds to Rewari. A total length of 21.54 km. falls in Mahendragarh district, out of which 4.86 km. forms part of Delhi-Jaipur road. The entire road is metalled and bitumen surfaced.

#### Other Roads

The other roads include major district roads and village link roads. The major district roads provide important links with different towns and villages of the district. These roads are Bundkala - Dadri-Chirya - Bhagot - Kanina - Ateli road (44.75 km.), Faizabad - Seehma-Kanina road (28.84 km.), Nizampur - Nangal Durgo - Nangal Chaudhry road (16 km.) and Narnaul - Nangal Chaudhry - Bhudhawal road (31.05 km.). On March 31, 1978, the length of these roads was :

Metalled	986.46 Kilometres
Unmetalled	140.44 Kilometres

#### Canal Inspection Roads

There are well maintained unmetalled inspection roads along the banks of irrigation channels. The length of the roads is the same as

that of the channels. Such roads can serve only light vehicular traffic. They are maintained by the Irrigation Department and are not ordinarily meant to be used by the general public. The department constructed about 188 kilometres of inspection roads in the Mahendragarh district up to March 31, 1978, along the irrigation channels.

### Road Transport

**Vehicles and Conveyances.**—In old days, the means of communication were poor and the village paths were narrow and at some places ran between hedges and sand-dunes. People travelled on rare occasions, like visits to holy places, marriages and on other social occasions. Mostly the journey was performed in groups and often on foot, on camels or in bullock carts. Mostly camels and horses were used for travelling purposes because the areas were sandy. Better vehicular traffic was confined to towns only.

With the development and expansion of roads, villages and towns were linked with metalled roads. Better vehicles came into use. Rubber-tired tongas, driven by horses, became one of the swifter means of conveyance, within the towns. Later appeared cycles, buses, cars and trucks. Now *thelas*, cycle-rickshaws, motor cycles and scooters, jeeps and station wagons, cars, buses, trucks, tractors and tempos (three wheeled-motor transport) are the means of conveyance. The tempo which appeared only a few years ago has now become a popular means of public transport especially in rural areas. This is also used for carrying goods to shorter distances. The following table shows the number of vehicles on road in the district during the period from 1972-73 to 1977-78 :—

Type of Vehicles	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78
1. Motor Cycles & Scooters	182	310	451	501	511	571
2. Auto-rickshaws	1	—	—	2	15	13
3. Jeeps	128	141	180	160	121	139
4. Private Motor Cars	50	79	121	119	98	110
5. Taxies/Motor Cars	—	2	6	1	2	2
6. Other Public service vehicles	17	2	157	152	171	226
7. Goods vehicles	144	171	286	299	264	351
8. Tractors	425	135	554	638	381	462
9. Miscellaneous	46	72	122	131	86	7
Total :	993	912	1,977	2,003	1,649	1,881

Thus, out of a total of 1,881 vehicles on road on March 31, 1978, the largest number, i.e. 571 was of motor cycle and scooters, followed by tractors, numbering 462. The goods vehicles and other public service vehicles came next, their number being 351 and 226 respectively. The jeeps and private motor cars stood at the fifth and the sixth category in the table. The increasing number of the tractors shows a mechanised trend in the system of agriculture in the district.

### Passenger Transport

Before Independence there was no state road transport undertaking and a few lorries plied for hire on a few unmetalled roads. Later a few private companies came to operate their services without providing any facilities or amenities for the passengers. The buses of following private transport companies used to operate in the district prior to nationalization in 1972 :—

1. Rohtak Bhiwani Transport Co., Rohtak
2. Rohtak General Transport Co., (P) Ltd., Rohtak
3. Jhajjar Motor Roadways (P) Ltd., Jhajjar
4. Gurgaon District Ex-servicemen Coop. Transport Society Ltd., Gurgaon
5. Modern Coop. Transport Society Ltd., Gurgaon
6. Rohtak District Coop. Transport Society Ltd., Rohtak
7. M/s. Onkar Parshad, Udmi Ram, Sardar Singh, Mahendragarh
8. Haryana Roadways, Regd., Charkhi Dadri
9. The Illaqa Badhra Coop. Transport Society Ltd., Badhra
10. The Dadri Haryana Transport Co. (P) Ltd., Charkhi Dadri
11. M/s. Abhey Ram S/o Ram Chand, Charkhi Dadri
12. Mudhal Khurd Azad Coop. Transport Society, Bhiwani
13. M/s. Chinaria Transport Co. (P) Ltd., Charkhi Dadri
14. Mahendragarh Workers' Coop. Transport Society Ltd., Mahendragarh
15. Dadri Kissan & Mazdoor Coop., Transport Society Ltd., Charkhi Dadri
16. The Haryana Ex-servicemen Coop. Transport Society Ltd., Charkhi Dadri

17. Navyug Motor Service (P) Ltd., Charkhi Dadri
18. M/s. Mata Din S/o Ganga Sahai, Narnaul
19. M/s. Nathu Ram S/o Sh. Mangal Ram, Mahendragarh
20. M/s. Udmi Ram—Sardar Singh, Mahendragarh
21. Mudhal Khurd Azad Coop. Society Ltd., Mahendragarh
22. M/s. Umrao Singh S/o Kewal Ram, Mahendragarh
23. M/s. Mangal Ram—Mam Raj, Narnaul

The passenger transport by road was nationalised in stages between April, 1970 and November, 1972. The Haryana Roadways, Gurgaon, plied its buses on certain routes in the Mahendragarh district. The Gurgaon depot of the Haryana Roadways was established on September 1, 1959. Rewari being a part of the Gurgaon district, was under Gurgaon depot. A general bus stand with many amenities was constructed at Rewari in 1970. On December 1, 1972, a new depot was opened at Rewari while a sub-depot at Narnaul was established on May 2, 1975. The General Manager, Haryana Roadways, Rewari is the in-charge of these depots.

The Haryana Roadways, Rewari, had a fleet of 88 buses at the time of creation of a full fledged depot. In 1976, the number increased to 151, and the daily coverage by the buses was 36,000 kilometres. Up to March 31, 1978, only 8 new buses were added making a total of 159, whereas the daily coverage by the buses increased to 36,332 kilometres. The daily authorised trips of buses from Rewari depot were 508.

The sub depot at Narnaul is supervised by a Traffic Manager under the control of the General Manager, Haryana Roadways, Rewari. It had only 10 buses to start with and their number increased to 26 in 1978. The sub depot is located in the Municipal bus stand and has a small workshop. The daily authorised trips from the sub-depot were 163. On March, 31, 1978, the number of trips increased to 254.

Buses of other depots of Haryana Roadways, Delhi Transport Corporation and Rajasthan State Road Transport Corporation also pass through the district.

The following transport undertakings are operating on the routes



mentioned against each :—

Name of the Transport Undertaking		Route
1	2	3
1.	Haryana Roadways, Rewari	Rewari-Chandigarh via Rohtak Rewari-Kalka via Delhi Rewari-Jagadhri via Delhi Rewari-Delhi via Manesar Rewari-Delhi via Sohna Rewari-Narnaul via Khori Rewari-Jhajjar-Rohtak Rewari-Jhajjar Rewari-Ajmer Rewari-Kund-Ateli-Kotputli Rewari-Faridabad Rewari-Kosli-Mundhara Rewari-Bahujholari Rewari-Mandola via Kund/Dahina Rewari-Bolni/Jorthal Rewari-Gurgaon via Manesar Rewari-Jagadhri via Rohtak Rewari-Hisar Rewari-Charkhi Dadri-Bhiwani Rewari-Pataudi Rewari-Mahendragarh Rewari-Khandewra-Rajgarh/Tankri Rewari-Bawal-Pranpura Rewari-Kund-Behror Rewari-Bawal-Behror Rewari-Palwal-Hodal Rewari-Nuh-Tauru/Tauru-Pataudi Rewari-Mathura Rewari-Tijara-Firozpur Jhirka Rewari-Dahina via Jatúsana/Budhpur Rewari-Babroli-Darauli-Narnaul-Khetri Rewari-Chandigarh via Manesar Rewari-Dabwali Rewari-Kotputli Rewari-Kurukshetra Rewari-Jhunjhunu Rewari-Bharatpur

1	2	3
		Rewari-Bhiwani-Jind
		Rewari-Chandigarh via Pataudi
		Rewari-Kot Qasim
		Rewari-Gurgaon via Pataudi
		Rewari-Hardwar
		Rewari-Hassanpur
		Rewari-Jhajjar-Loharu
		Rewari-Nuh-Hodal
		Mahendragarh-Loharu-Pilani
		Mahendragarh-Tosham
		Mahendragarh-Nahar-Kosli
		Delhi-Jhajjar-Mahendragarh
		Gurgaon-Bahadurgarh
		Jhajjar-Bhiwani
		Narnaul-Chandigarh via Delhi
2.	Haryana Roadways, (Sub-Depot, Narnaul)	Narnaul-Akoli
		Narnaul-Delhi via Sohna/Manesar
		Narnaul-Nizampur
		Narnaul-Godbalawa
		Narnaul-Nangal Chaudhry
		Narnaul-Mahendragarh
		Narnaul-Kotputli
		Narnaul-Kanina via Seehma/Ateli/Mahendragarh
		Narnaul-Rohtak
		Narnaul-Babaji
		Narnaul-Ambala City
		Narnaul-Dabwali
		Narnaul-Mohanpur
		Narnaul-Hisar
		Narnaul-Nizampur-Nangal Chaudhry
		Narnaul-Ateli-Kanina-Charkhi Dadri
		Narnaul-Sonipat
		Narnaul-Hardwar
		Narnaul-Jaipur
		Mahendragarh-Duloth
3.	Haryana Roadways, Gurgaon	Gurgaon-Rewari-Narnaul
		Delhi-Narnaul-Khetri
4.	Haryana Roadways, Rohtak	Rohtak-Jhajjar-Rewari-Jaipur
		Rohtak-Mahendragarh-Narnaul

1	2	3
5.	Haryana Roadways, Bhiwani	Narnaul-Charkhi Dadri-Rohtak Mahendragarh-Satnali
6.	Haryana Roadways, Jind	Jind via Bhiwani-Narnaul Narwana-Jind-Rewari
7.	Haryana Roadways, Kaithal	Kaithal-Narnaul Kaithal-Rewari
8.	Haryana Roadways, Karnal	Karnal-Panipat-Rewari
9.	Haryana Roadways, Hisar	Hisar-Charkhi Dadri-Rewari Narnaul-Mahendragarh-Hisar
10.	Haryana Roadways, Ambala	Ambala-Rewari
11.	Haryana Roadways, Chandigarh	Chandigarh-Narnaul
12.	Delhi Transport Corporation, Delhi	Delhi-Narnaul-Khetri Delhi-Rewari
13.	Rajasthan State Road Transport Corporation	Jaipur-Rewari-Rohtak-Chandigarh Jaipur-Narnaul Ajmer-Kotputli-Narnaul-Bhiwani Jhunjhunu-Narnaul-Delhi Khetri-Delhi Bharatpur-Rewari Jhunjhunu-Rewari

Station wagons, and tempos, which have been registered as taxis, also provide transport to villages from convenient points. There is no luxury or air-conditioned coach with the Rewari depot/Narnaul Sub-depot. Mahendragarh, Rewari and Narnaul have the facility of local bus service, from bus stands to nearest villages. Bus queue and pick-up shelters have been made at convenient and busy bus stops.

### Goods Transport

In old days, in the absence of pucca roads and means of transportation, people of the district used camels and bullock carts to carry their produce in the market. Since most of the villages have now been connected with road and transportation of goods has become easy through trucks and other means of conveyance. Though railway facilities are also available yet the goods transport is mainly handled by private goods transport operators through trucks. In 1977-78, there were 351 trucks registered in the district.

Goods traffic by road is mostly unorganised. There is no provision for the parking of trucks, godowns and warehousing in the district. The system of booking agencies has developed which cater to the needs of both the operators and the traders. The private operators have organised themselves by forming unions in the district to reduce competition and to derive maximum profit. Goods transport companies and operators also settle claims more promptly than the railways. The traders are thus provided with a regular satisfactory service.

The private truck owners are members of the registered truck unions. The goods carriers required by the traders and goods companies are supplied by the unions at fixed rates. The truck unions function at the following places :—

1. Truck Owners Association, Rewari
2. Truck Union, Dharuhera
3. Truck Union, Kund (Kundal)
4. Truck Union, Mahendragarh
5. Truck Union, Narnaul
6. Co-operative Transport Union, Nangal Chaudhry

By the end of March, 1978, there were 24 private goods transport companies in the district. Most of these are located in private houses.

#### RAILWAYS

A close net work of railway lines connects the important towns of the district with Delhi and New Delhi. Out of 25 railway stations and 3 halts in the district, 13 stations are served by Western Railway and 12 stations and 3 halts by Northern Railway. The railway lines have their centre at Rewari which is an important junction on the Northern and Western Railways. All stations lie on the metre gauge lines. The railway line between Delhi and Rewari has been converted into double-track so as to cope up with the heavy pressure of traffic.

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

**Delhi-Rewari railway line (Northern Railway).—**This being the oldest railway line in the district was constructed in 1873. It is a metre-gauge line which enters the district from Gurgaon side, the first railway station falling thereon is Khalilpur. It covers a distance of 9 kilometres in the district. It was made a double-line to cope up with the heavy pressure of traffic. It has greatly helped in the economic uplift of the area and has contributed to the development of local industries.

**Rewari-Bhatinda-Fazilka Railway Line (Northern Railway).**—This metre-gauge railway line was constructed in 1883 and traverses only 22 kilometres in the district. It is an extension of Delhi-Rewari railway line which was further extended from Bhatinda to Fazilka in 1884. It passes through the district via Kishangarh Balawas Halt, Jatusana and Nangal Pathani Halt.

**Bikaner-Delhi Railway Line (Northern Railway).**—The Rewari Sadulpur (Rajasthan) section of this railway line was opened to traffic in 1941. This is a metre-gauge line and traverses the district by covering 64 kilometres and passes through Nangali Mundi, Aulant Halt, Dahina Jainabad, Kanina, Gudha Kaimla, Bhojawas, Mahendragarh, Zerpur and Pali and leaves the district thereafter. With the opening of railway track from the Rewari to Sadulpur the distance between Delhi and Sadulpur has been reduced by 72 kilometres.

**Phulera-Rewari Railway Line (Western Railway).**—This is a metre-gauge line which was constructed in 1904. It covers 73.01 kilometres in the district and passes through Khori, Pali, Kund, Kathuwas, Ateli, Mirjapur, Bachhod, Narnaul, Amarpur Jorasi and Nizampur stations and leaves the district towards Nim-Ka-Thana (Rajasthan).

**Delhi-Bandi Kui-Ajmer-Ahemadabad Railway Line (Western Railway).**—The Delhi-Rewari metre-gauge railway line which was constructed in 1873, was extended from Rewari towards Bandikui (Rajasthan) between 1873-1882. The railway line leads from Rewari to Alwar and traverses the district for 25.05 kilometres and passes through Bharawas, Bawal and Majri Nangal stations.

A total length of railway tracks in the district is 193.06 kilometres (Northern Railway 95 kilometres and Western Railway 98.06 kilometres) and these tracks connect the district with Delhi, Rohtak, Bhiwani, Alwar, Jaipur, Sikar and Jhunjhunu. The railways play an important role in the economic life of the people by exporting surplus commodities and importing deficit commodities.

#### TRANSPORT BY AIR

No station of the district is air linked, however, Narnaul has been provided with a pucca runway of 3000×75 ft. for emergency air communication round the year.

#### TRAVEL/TOURIST FACILITIES

Dharmshalas are available for people visiting the towns, either on business or otherwise. The guest houses and hotels are gaining popu-

larity in the district. In villages, there are *chopals* and *dharmsalas* for the stay of marriage parties and other common purposes. A few rest places known as *chatris* have been built by people in the memory of their ancestors.

There are rest houses at all important places in the district for the stay of touring officials. These rest houses are maintained by different departments. A list of the rest houses alongwith the number of sets/suites and the officers who make reservations is given in Table VIII of Appendix.

A list of the *dharmsalas* as on March 31, 1978 is given in Table IX of Appendix. The following *dharmsalas* in the district provide all the modern facilities to the travellers :—

- (a) Aakoliwalon-ki-Dharmsala, Narnaul
- (b) Dharmsala Lala Musadi Lal, Narnaul
- (c) Chaudhry Har Parsad Dharmsala, Narnaul
- (d) Satya Narayan Dharmsala, Rewari
- (e) Saini Dharmsala, Rewari
- (f) Dharmsala Museddi Mal Sirohiwala, Mahendragarh
- (g) Dharmsala Shri Tota Ram-Ramjas Mal Hohri, Mahendragarh
- (h) Sainio-ki-Dharmsala, Mahendragarh

Eating places comprise *dhabas* and the tea-stalls. The State Tourism Department has opened 'Jungle Babbler Hotel and Restaurant at Dharuhera on Delhi-Alwar-Rewari-Jaipur Road. The reservation is done by the Tourist Officer, Chanderlok Building Janpath, New Delhi and the Supervisor at Dharuhera.

## POSTS, TELEPHONES AND TELEGRAPH

### Posts

In 1860 A.D., the postal system was organised in the Princely State of Patiala under the control of the *munshi khana* (Foreign Office). Runners' lines were laid between various *thanas* of the State and the public was allowed to post letters at these *thanas* at a charge of two *mansuri* paisa per letter prepaid and 4 *mansuri* paisa unpaid. A special officer on a salary of Rs. 30 per mensem was appointed by the *munshikhana* as *munsarim* of the postal arrangements. The postal service was given out on contract to Shri Ganga Ram, who undertook the appointment of the runners and *sarbarahs* or overseers. All postal articles were made over to the runners, who were made responsible to the Deputy Superintendents of Police; these officials received the

moneys paid for postage from the runners and remitted them monthly to the treasury, where the balance after paying the amount due by contract to the State, was handed over to the contractor. The method of payment of postage was by British stamps bought by the contractor at their face value and retailed by him. Stamps used on public service were registered and their value credited to the contractor. Postal articles for the then British India were despatched already stamped through Rajpura (Punjab), where a clerk was stationed who delivered them to the British post office, paying the usual rates. Similarly, articles from British territory were despatched by a clerk stationed at Narnaul.

There were no facilities for money-orders, insurance or other minor branches of postal business.

In 1884 A.D., a Postal Convention was signed between the Imperial Government and the State (Aitchison's Treaties, Volume ix, No. xxx), which was modified in 1900 A.D. By this agreement, a mutual exchange of correspondence, parcels, money-orders and Indian postal notes was established between the Imperial Post Office and the Patiala State Post, registered value payable and insured articles being included. Stamps surcharged with the words "Patiala State" were supplied by the British Government to the Patiala State at cost price and were recognised by the Imperial post office when attached to inland correspondence posted within the limits of the State.

Narnaul was graded as II<sup>nd</sup> class postal head office. Mahendragarh as a sub-post office, Nangal Chaudhry and Bawana as branch post offices were under the Narnaul head office.

As already mentioned that Bawal territory was a part of Nabha State. Since the agreement made with the British Government in July, 1885 for the exchange of postal facilities, postal arrangements were much the same as in British territory. British stamps were surcharged "Nabha State" and post cards and envelopes so surcharged and also bearing the arms of the state were supplied by the government to the State at cost price and were recognised by the Imperial Post Office when posted within the state for inland correspondence only. These stamps were distinct from the State service labels which were used for State Correspondence, posted to places outside the state, state correspondence within its own borders being carried without stamps.

There were full facilities for money-orders, the commission on which was credited to the state. There was a head office at Bawal and its accounts were cleared through Delhi. Under the Bawal head post office, there were two branch post offices at Kanina and Kanti.

Rewari was a part of Gurgaon district. In 1883-84, there were Imperial Post Offices at Rewari, Jatusana and Khole. There was a telegraph office at Rewari in 1904. Between 1904 and 1908 a number of small offices were abolished and a new one at Kund Railway station was added. In 1912, Ateli branch post office was a part of Ballabgarh sub-office (Now a part of Gurgaon district). In 1935, the postal facilities were available at the following places<sup>1</sup> :—

<u>Sub-Office</u>	<u>Branch Post Offices</u>
Rewari	1. Ahrod 2. Balwari 3. Bikaner 4. Bhagawat Bhagti Asharam, Rewari 5. Bharawas 6. Cheelarh 7. Garhi Bolni 8. Gokalgarh 9. Jatusana 10. Khole 11. Khorl 12. Meerpur 13. Mandola 14. Tankri 15. Turkiyawas

Dahina branch post office was under the Hodal sub post office while Nangal Pathani and Dharuhera branch post offices functioned under the Nuh and Palwal sub-offices respectively.

The postal facilities in the whole district including Rewari tahsil increased rapidly after Independence. Due to the territorial changes of Gurgaon district in 1972, 10 sub-offices and 82 branch post offices in the Rewari area were placed in the jurisdiction of Mahendragarh district. In 1978, there was one head post office at Narnaul, 21 sub-post offices and 170 branch post offices in the district.

All the villages in the district were provided daily mail delivery and in the towns the mail was delivered on all days except Sundays and postal holidays.

The postal arrangements of Mahendragarh district falls under the Gurgaon Postal Division. This division is under the charge of the

1. *Gurgaon District, Statistical Tables, 1935, p. 31.*



Senior Superintendent of the Post Offices, Gurgaon, and covers the Gurgaon and Mahendragarh districts and has been divided into five sub-divisions, viz : Gurgaon (E), Gurgaon (W), Faridabad, Rewari and Narnaul; each under the charge of an Inspector of Post Offices.

### Telephones

In 1978, 7 telephone exchanges were functioning in the district at the following places :—

Name of Exchange	Year of Establishment	No. of Connections
Rewari	1952	655
Narnaul	1955	279
Ateli Mandi	1965	35
Mahendragarh	1965	41
Kanina	1967	29
Kund (Kundal)	1975	22
Dahina	1976	17

Rewari is directly connected with Ambala, Alwar, Charkhi Dadri, Dahina, Delhi, Gurgaon, Hisar, Kanina, Kund (Kundal), Loharu, Narnaul, Nuh and Rohtak. The same facility is available at Narnaul which is directly connected with Alwar, Delhi, Mahendragarh, Ateli Mandi and Rewari.

The telephone facility was available for the general public at the following call offices :—

1. Bawal
2. Head Post Office, Rewari
3. Railway Station, Rewari
4. Bus Stand, Rewari
5. Civil Hospital, Rewari
6. Kanina
7. Kund
8. Nangal Chaudhry

9. Nizampur
10. Khole
11. Head Post Office, Narnaul
12. Kutchery Post Office, Narnaul
13. City Post Office, Narnaul
14. Ateli Mandi Post Office
15. Post Office, Mahendragarh
16. Pali
17. Nangal Sirohi

### Telegraphs

Initially, there were telegraph offices at all railway stations, but later postal telegraph offices were also opened. In 1978, the telegraph facilities were available at following places :—

- Narnaul (Head Post Office)
- Ateli Mandi
- Nangal Chaudhry
- Narnaul City
- Narnaul Katchery
- Rewari (Head Post Office)
- Palahwas
- Rewari Model Town
- Khole
- Khori
- Kund (Kundal)
- Dahina
- Dharuhera
- Dharan
- Rewari (General Bus Stand)
- Mahendragarh
- Nangal Sirohi
- Bawana
- Kanina
- Bawal