

CHAPTER VII

COMMUNICATIONS

ROAD AND ROAD TRANSPORT

ROADS

A cross road line of importance runs from Kharkhoda going eastward to Bhagpat. Some of the heaviest traffic of the country side lay in the cotton, gur, and grain carts of the canal villages of Sonipat. The cross-country lines of road in that part of tahsil were often soft and rutty, often cut-up by wrong-headed water-courses and it was very difficult to cross them during the rainy season. Besides Grand Trunk Road (Sher Shah Suri Marg from Delhi towards Sonipat), the following table shows the important means of communications (roads/routes) in the Sonipat area :—

Route	Halting Place	Remarks
Delhi to Karnal	Rai	Police bungalow and encamping ground
	Larsauli	Ditto
Rai to Sonipat	Sonipat	Police bungalow

Besides, a small list of unmetalled (roads 1883-84) in the Sonipat area is given below¹ :—

Unmetalled roads	Length (Miles)
1. Sonipat to Maniarpur ferry	11
2. Kharkhoda via Thana Kalan to Bhagpat	18
3. Sonipat to Bhagpat	12
4. Badli to Zafarpur via Sonipat	29

By 1912, there was some improvement in the roads. In addition to G.T. Road, Delhi city was also connected by a metalled road-Sonipat-Kharkhoda.

The position of the metalled roads in the Gohana area was not so satisfactory. The metalled roads were :Gohana-Rohtak (20 miles); Sampla-Kharkhoda-Sonipat (18 miles); Rohtak-Kharkhoda and from Gohana to Meham Kharkhoda and Safidon.

1. *Delhi District Gazetteer*, 1883-84, p. 144.

All the roads were usually in very fair condition and easy for the traffic of country carts except after heavy rain. The village roads, however, (called *gomthas*) were not good. As a rule, they were about as straight as a corkscrew and they lay below the level of the country. They were consequently badly flooded by rain or canal cuts bursting; they were perpetually being encroached on and occasionally a water-course or a trench was dug right across them.

Many of the unmetalled roads were strikingly broad but the heavy traffic of the country carts soon spoiled them and they were often bad for driving and riding alike. This might be possible when repairing them to raise a driving path on one side (separated by a ditch or mud embankment from the rest of the road) on which country carts could be tabooed and light traffic only allowed. The more important unmetalled roads in 1910 were as follows¹ :—

From	To.
Gohana	1. Panipat
	2. Sonipat
	3. Jind
	4. Hisar
	5. Meham
	6. Kharkhoda
Rohtak	1. Kharkhoda and on to Sonipat
Kharkhoda	1. Jhājjar via Sampla and Chhara
	2. Badli via Mandauthi

The account about the traffic on roads written by Mr. Fanshawe in the *Rohtak District Gazetteer*, 1910, is given below :—

"The lines that carry most traffic are firstly the Gohana-Rohtak road which in winter I have seen worn in the short space of two months by the heavy cotton-laden carts from a first-class motor track to a series of holes which would each shelter a litter of pigs. Secondly, Gohana-Bhiwani and Gohana to Panipat and to Sonipat roads also carried a good deal of traffic²".

1. *Rohtak District Gazetteer*, 1910, p. 136.

2. *Ibid*, p. 137.

The road construction could not make much headway till 1947. There was considerable expansion in road construction during 1951 to 1966. During the First, Second and Third Five-Year Plans, some new roads including the following metalled roads were constructed :

Name of the road	Length in	
	Miles	Km.
First Five-Year Plan		
Sonipat-Purkhas	8.86	14
Murthal-Memarpur	3.60	5
Ganaur-Khubru	4.46	7
Sonipat-Rathdhana	2.28	4
Kharkhoda-Bhagpat	3.15	5
Sonipat-Gohana	17.72	28
Sampla-Kharkhoda	11.30	18
Second Five-Year Plan		
Sonipat-Gohana (Extension)	4.28	7
Gohana-Khanpur	3.00	5
Third-Five Year Plan		
Sonipat-Bhatgaon	2.00	4
Approach road to Badh Khalsa from G.T. Road	0.95	1

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 resources of the Market Committees in the form of their contribution towards construction of roads. Previously, the Market Committees used to contribute the specific roads in their marketing areas but since then they were expected to subscribe substantially to the construction of link roads in the whole of the district. This was designed to generate a better rural economy by enhancing the area of road transportation and free up and down movement of the villagers.

The phased progress of road construction during 1978-79 to 1988-89 is detailed below :—

Year	(Kilometres)
1978-79	892
1979-80	934
1980-81	946
1981-82	970
1982-83	999
1983-84	1,008
1984-85	1,018
1985-86	1,032
1986-87	1,044
1987-88	1,061
1988-89	1,068

The incidence of length of metalled roads (surfaced and unsurfaced) per hundred square kilometres of area stood at 40.43 in 1978-79 ; 42.34 in 1979-80 ; 42.88 in 1980-81 ; 43.97 in 1981-82 ; 45.28 in 1982-83 ; 45.69 in 1983-84 ; 46.15 in 1984-85 ; 46.78 in 1985-86 ; 47.32 in 1986-87 ; 48.10 in 1987-88 and 48.41 in 1988-89. The roads have been classified as :

1. National Highways
2. State Highways
3. Major district roads
4. Village roads

A brief description of important roads passing through the district is given below :—

National Highway

Grand Trunk Road (N.H. 1).—This is the oldest road and passes through the eastern part of the district. It enters the district from Delhi side

at 29.295 kilometres near Kundli village and leaves the district at 60 kilometres near village Bakherpur towards Panipat. It runs almost parallel to the Delhi-Ambala Railway line. There is no other national highway in the district except this stretch of 36.705 Kms. The road is metalled and has double lanes having width of 22 feet (6.70 metres) from kundli border to Murthal border. The National Highway is being widened to the four-lane highway. The project is being executed under the World Bank Project. The road connects Delhi with Haryana, Punjab and also caters all the traffic bound for Himachal Pradesh and Jammu Kashmir. This road is very important from the Defence point of view.

State Highways

Meerut-Sonipat-Gohana-Asandh-Kaithal-Patiala Road (S.H. 11).—This road provides a short and direct route from Meerut to Patiala via Sonipat, Gohana and Jagsi. It starts from Meerut and enters the district at 52.03 kilometres near village Tanda and Jagdishpura on eastern side and leaves at 127.20 kilometres near Jagsi village. It is metalled and bitumen-surfaced. The road covers a distance of 70.55 kilometres in the district.

Panipat-Gohana-Rohtak-Bhiwani Road (S.H. 16).—The total length of the road in the district is 29.93 kilometres. It enters the district at 42.83 kilometres near village Chirana on eastern side and leaves it at 72.76 kilometres near Chilaur Kalan. Whole road is metalled and bitumen surfaced. The road Connects Shamli in U.P. on its eastern side (passing through Karnal district) to Sonipat, Rohtak and Bhiwani. It runs through the district from north-east to south-west and crosses other important highways like Meerut-Sonipat-Gohana and Rohtak-Kharkhoda-Delhi in the district.

Gohana-Lakhan Majra-Meham-Chang-Bhiwani Road (State Highway 16-A).—The total distance covered by this road in the district is 16.00 kilometres. It starts from Km. 107.86 to Panipat-Gohana-Rohtak road and leaves it at 16.00 kilometres. The whole length of the road is metalled and bitumen surfaced. The road connects Gohana with Bhiwani by shortest route.

Murthal-Sonipat-Kharkhoda-Sampla-Jhajjar-Jahajgarh-Chuchhakwas-Dadri-Loharu Road (S.H. 20).—The total length covered by this road in the district is 29.71 kilometres. The road starts from 8.80 kilometres from G.T. Road (Murthal Chowk) and leaves the district at 39.60 kilometres near village Rohna-Barona. It runs through the district from north-east to west through Sonipat and Kharkhoda. The whole length of the road is metalled and bitumen surfaced.

Rohtak-Kharkhoda-Delhi Border Road (S.H. No. 18).—This road covers a distance of 19.00 Kilometres in the district. It enters the district at 22.20

Kilometres to 31.75 Kilometres and 32.55 Kilometres to 42.00 Kilometres near village Sisana and leaves at 42.00 Kilometres near village Nizampur Khurd. Its 0.80 Kilometre length is part of State highway No. 11. This road is alternative route of S.H. 10. from Rohtak to Delhi via Kharkhoda. Total length of the road is metalled and bitumen surfaced.

Other roads

These include the major district roads like Ganaur-Shahpur road and G.T. Road to Jatheri-Bahadurgarh road and other village link roads. The major district roads provide important link with different towns and villages of the district.

A total metalled road length maintained by P.W.D. (B.&R.) Department in the district as on March 31, 1989 was 1,068 Kilometres including national highway and 106 Kilometres un-metalled.

Canal Inspection Roads

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

Road Transport

Vehicles and conveyances.—In the long past, the means of communication being poor in most parts of the country, life was restricted to villages. The requirements of the people were limited. Only on rare occasions like visits to holy places most of the people used to go on foot from one place to another. The country carts were also used by the common people for moving from village to village. *Raths* and horses were maintained by the well-to-do persons.

With the passage of time and improvement in communications, the modes of conveyance also improved. *Ekkas* and bamboo carts appeared to supplement country carts. Camel carts and four-wheeled carts drawn by bullocks also came into use for transporting passengers and goods. As villages and towns were linked together by metalled roads, better vehicles also came into use. Rubber-tyre tongas, drawn by one or two horses, became one of the swift means of conveyance. Later, appeared cycles, motor cars and trucks. At that time numerous means of transportation by road available in the district comprise *thelas* and hand carts, horses and donkeys, camels, tongas, 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.

The number of different types of motor vehicles registered in the district during 1973-74 was 397 which increased to 20,912 in 1987-88. The details about different types of motor vehicles registered in the district in 1973-74 and 1987-88 are as follows :—

Type of vehicles	Year	
	1973-74	1987-88
Cars	27	679
Jeeps	13	276
Trucks	40	1,728
Taxies	1	1
Tractors	180	8,465
Buses	1	192
Motor-cycles/Scooters	70	8,665
Auto Rickshaws	4	646
Miscellaneous	61	260
Total :	397	20,912

The above table indicates the enormous increase in the number of trucks and tractors in the district. This shows the increasing trend in business and mechanised farming in the district.

Passengers Transport

Before nationalisation of transport services (1972), the following transport companies (private) besides State transport undertakings operated their bus services in the district :

Name of the transport undertaking	Route
1. Karnal-Kaithal Co-operative Transport Society Ltd., Karnal	Sonipat-Kaithal via Assandh
2. Karnal Co-operative Transport Society, Ltd., Karnal	Rohtak-Gohana Kaithal-Sonipat Sonipat-Gohana Murthal-Rohtak Murthal-Jhajjar Panipat-Rohtak

1	2
3. Rohtak-Delhi Transport (P) Ltd., Rohtak	.. Kharkhoda-Delhi
4. Rohtak-Gohana Bus Service (P) Ltd., Rohtak	.. Rohtak-Gohana Rohtak-Panipat Sonipat-Gohana Sonipat-Delhi
5. Rohtak General Transport Co. (P) Ltd., Rohtak	Rohtak-Gohana
6. Satnam Transport Co. (P) Ltd., Rohtak	.. Rohtak-Sonipat Rohtak-Gohana Gohana-Panipat Gohana-Kheri Khera Gohana-Meham Gohana-Sonipat Sonipat-Delhi
7. Zamindara Bus and Transport Co. (P) Ltd., Rohtak	Rohtak-Sonipat
8. Gohana Co-operative Transport Society Ltd., Gohana	Gohana-Julana
9. Rohtak District Co-operative Transport Society Ltd., Rohtak	Sonipat-Delhi
10. Ithad Motor Transport (P) Ltd., Delhi	.. Delhi-Sonipat-Panipat
11. Rohtak-Haryana Transporters (P) Ltd., Rohtak	Rohtak-Sonipat Sonipat-Bhagpat Sonipat-Kaithal via Assandh
12. Matanhail Ex-servicemen Co-operative Transport Society Ltd., Rohtak	Gohana-Kharkhoda
13. Bahu-Janta Co-operative Transport Society Ltd., Rohtak	Rohtak-Sonipat via Farmana-Gohana- Kharkhoda
14. Butana Ashoka Co-operative Transport Society Ltd., Gohana	Gohana-Jagsi-Urlana

The passengers transport by road in Haryana was nationalised in stages during April, 1970 to November, 1972. A full-fledged depot was opened at Sonipat on October 22, 1979. The Haryana Roadways, Sonipat had a fleet of 68 buses at the time of creation of full-fledged depot and the daily coverage by the buses was 17,000 Kilometres. The total number of buses of Sonipat depot as on March 31, 1989 was 148.

A sub-depot at Gohana was established on October 22, 1979 with a workshop attached thereto. The total number of buses as on March 31, 1989 was 68.

Buses of other depots of Haryana roadways, Delhi Transport Corporation, Rajasthan State Road Transport Corporation, U.P. Roadways and private transport pass through the district. Besides the buses of Sonipat depot and Gohana sub-depot, the buses of other depots along with their routes are given below :

Transport Undertaking (operating through Sonipat District)	Route
1. Ithad Bus Service	.. Delhi-Panipat
2. D.T.C.	.. Delhi-Chandigarh
3. Chandigarh Transport Undertaking	.. Chandigarh-Sonipat
4. Haryana Roadways, Rohtak	.. Rohtak-Sonipat
5. Haryana Roadways, Gurgaon	.. Gurgaon-Ambala
6. Haryana Roadways, Delhi	.. Delhi-Sonipat Delhi-Kharakhoda Delhi-Jind
7. Haryana Roadways, Hisar	.. Hisar-Sonipat
8. Haryana Roadways, Sirsa	.. Dabwali-Sonipat
9. Haryana Roadways, Bhiwani	.. Bhiwani-Sonipat
10. Haryana Roadways, Faridabad	.. Faridabad-Sonipat via Delhi Faridabad-Gohana

1	2
11. Haryana Roadways, Jind	.. Jind-Delhi Jind-Gohana Safidon-Gohana
12. Haryana Roadways, Kaithal	.. Kaithal-Delhi Kurukshetra-Jhajjar Kaithal-Sonipat
13. Haryana Roadways, Karnal	.. Karnal-Hisar Panipat-Rohtak
14. Haryana Roadways, Yamunanagar	.. Yamunanagar-Rohtak
15. Haryana Roadways, Chandigarh	.. Chandigarh-Sonipat Chandigarh- Rohtak Chandigarh-Pilani Chandigarh-Narnaul
16. Chandigarh Transport Undertaking	.. Chandigarh-Rohtak- Bhiwani
17. Punjab Roadways	.. Chandigarh-Rohtak
18. Rajasthan State Roadways Transport Corporation	Chandigarh-Jaipur
19. Private Bus Service/U.P. Roadways	.. Hardwar-Rohtak
20. Haryana Roadways, Bhiwani	.. Bhiwani-Chandigarh- Hardwar
21. Haryana Roadways, Rewari	.. Rewari-Hardwar Rewari-Chandigarh
22. Haryana Roadways, Rohtak	.. Rohtak-Panipat Rohtak-Chandigarh Rohtak-Hardwar
23. Haryana Roadways, Ambala	.. Ambala-Rohtak
24. Haryana Roadways, Sonipat	.. 1. Sonipat-Agra 2. Sonipat-Mathura 3. Sonipat-Alwar 4. Sonipat-Jaipur

1

2

5. Sonipat-Pilani

6. Sonipat-Hardwar

7. Sonipat-Delhi-
Chandigarh-Kalka8. Sonipat-Delhi-
Chandigarh9. Sonipat-Delhi-
Pathankot10. Sonipat-Delhi-
Bharatpur

11. Sonipat-Delhi

12. Sonipat-Gurgaon

13. Sonipat-Jhajjar

14. Sonipat-Rewari

15. Sonipat-Narnaul

16. Sonipat-Gohana

17. Sonipat-Dabwali

18. Sonipat-Elnabad

19. Sonipat-Narwana

20. Sonipat-Kaithal-
Cheeka

21. Sonipat-Kurukshetra

22. Sonipat-Panipat

23. Sonipat-Ambala

24. Sonipat-Yamuna
Nagar

25. Sonipat-Rohtak

1

2

	26. Sonipat-Hisar
Haryana Roadways, Gohana (Sub-De pot) ..	1. Gohana-Chandigarh
	2. Gohana-Mathura
	3. Gohana-Delhi
	4. Gohana-Panipat
	5. Gohana-Ambala
	6. Gohana-Jind
	7. Gohana-Safidon
	8. Gohana-Hisar
	9. Gohana-Bhiwani
	10. Gohana-Dadri
	11. Gohana-Palwal
	12. Gohana-Hodal

There is no De-luxe bus service within the district but the de-luxe and air-conditioned buses from Delhi to Chandigarh pass through it.

Goods Transport

The goods traffic is handled by private owners. The number of trucks registered in the district as on March 31, 1988 was 1,728 while 40 trucks were registered during 1973-74. The trend in the registration of more public carriers is an evidence of increasing popularity of transport of goods by road. As compared to the railways, the freight and incidental charges are less if goods are transported by road. Consequently, goods transport has sufficiently diverted to roads, particularly for short distances. Moreover, the rural sector which is actively participating in economic activities, relies much more on road traffic than 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 transport service. Easy availability of trucks has inspired the

traders to prefer goods to be transported by road for long distances, as the goods are delivered quicker and with less risk. Claims for the loss of goods sent by the road are also settled more promptly than in case of railways.

Private operators have organised into Unions to reduce competition to regulate traffic and share profits.

The following truck Unions existed in the district :—

1. Sonipat Truck Operators Union, Sonipat
2. Sonipat Truck Operators Union, Kharkhoda
3. Sonipat Truck Operators Union, Murthal
4. Sonipat Truck Operators Union, Ganaur
5. Gohana Truck Operators Union, Gohana

Besides above Unions, there were 4 four-wheeler Unions and two small truck operators Unions.

RAILWAYS

The district is exclusively served by the Northern Railway. A brief description of the railway lines existing in and passing through the district is given below :—

Delhi-Ambala-Kalka Railway Line.—This is the oldest railway line in the district. This railway line passing through Sonipat, was completed and opened for traffic on October 14, 1870. This line runs almost along the Grand Trunk Road. Entering the district near Rathdhana it passes through Sonipat, Sandal Kalan and Ganaur and leaves the district after covering about 16½ miles (26.4 kilometres).

The railway stations within the district from Panipat side towards Sonipat side were : Ganaur, Rajlu Garhi halt, Sandal Kalan, Sonipat, Harsana Kalana halt and Rathdhana.

Rohtak-Panipat Railway line.—It is a broad gauge railway line. The Rohtak-Panipat Railway Line, opened in 1927, was closed down in 1942 being uneconomic. In view of importance of Gohana as a surplus area in food-grains, a portion of the line from Rohtak to Gohana was relaid and a shuttle service was revived in 1959. The railway line from Gohana to Panipat was again linked on 8th April, 1977.¹

1. Ekta Express from Bhawani to Kalka, was started on 12 Feb. 1985.

The railway stations within the district from Rohtak side towards Panipat were : Rukhi halt, Bhainswal, Gohana, Sarsadh halt and Mundlana.

FERRIES

The Yamuna forms the eastern boundry of the district and separates it from Uttar Pradesh. During the rainy season, some villages lying along the Yamuna are Cut off and can only be reached by boats. Ferry service was maintained on the three points namely, Mimarpur, Dahisra and Baroli upto 1987-88. Dhisra Ghats has not been auctioned since 1988-89 as per Government orders. The Ghats are auctioned and the highest bidder is allowed to ply his own boats. The contractor is required to keep the boats in proper condition.

Ghat-wise amount derived from lease since 1980-81 is given as under :—

Year/Period	Amount earned/Name of Ghats		
	Mimarpur	Dahisra	Baroli
	(Rs.)	(Rs.)	(Rs.)
1980-81 to 1982-83 ..	..	..	86,000
1982-83 ..	..	15,000	..
October, 1982 to September, 1985 ..	5,40,000	..	..
1983-84 ..	..	13,000	..
1983-84 to 1985-86 ..	..	..	87,000
October, 1985 to September, 1987 ..	4,11,000	..	..
1984-85 ..	..	8,000	..
1985-86 to 1987-88 ..	..	24,500	..
1986-87 to 1988-89 ..	..	..	54,000
October, 1987 to September, 1989 ..	5,36,000	..	..

The ferries transport foodgrains i.e. Wheat, Bajra, Gram, etc. when there is no restriction on the movement of these grains. The service also covers the transportation of passengers, animals, cattle and motor vehicle both loaded and unloaded.

At present two ghats namely, Mimarpur and Baroli are functioning.

Facilities for travellers

For people visiting either on business or otherwise, there are *paras* or *chaupals* in the villages and *dharamshalas* and hotels in the towns besides rest houses.

The village *paras* or *chopal* is an institution of considerable importance in the villagers' life. Generally, it is a pukka building made of bricks or stone with handsomely carved woodwork. Some of the *chaupala* are decorated in the rustic fashion with figures of Lord Rama, Lord Krishna, animals like tigers, horses and elephants and objects like railway trains painted on walls.

In towns, *dharamshalas* have been provided by the religious-minded and generous persons. Recently, some private hotels have sprung up and these cater to the demands of all types of visitors to the district.

A network of rest houses is spread through out the district. The list of rest houses and *dharamshalas* is given in the Table XIII of Appendix.

POSTS, TELEGRAPHS AND TELEPHONES

POSTS

During 1883-84, there were imperial post offices at Butana, Gohana, Kharkhoda and Mundlana in Gohana area of the district. There were money order offices and savings banks at Gohana and Kharkhoda. There was no telegraphic communication at that time (1883-84).

The post offices were formerly controlled by the Superintendent, Southern Division, Rewari, but in 1927, a Superintendent of Post Offices was appointed at Rohtak. There was a sub-post office at Gohana under the head post-office, Rohtak. Besides, there were other post offices. From the head post-office, there were three deliveries and three despatches daily.

There were two lines of horse dak running from Delhi to Karnal and Rohtak. They were run by a contractor who was given a subsidy for it by the Government. In the Sonipat area of the present district there were imperial post offices at the following places during 1883-84 :—

1. Larsauli
2. Rai
3. Sonipat

Money-orders were issued at these places and savings banks were established. Indian postal notes for small sums could also be obtained.

The railway stations within the district from Rohtak side Panipat were : Rukhi halt, Bhainswal, Gohana, Sarsadh halt and Mole of the

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	(Rs.)	(Rs.)	(Rs.)
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1984-85	..	8,000	..
1985-86 to 1987-88	..	24,500	..
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A network of rest houses is spread through out the district. The list of rest houses and *dharamsalas* is given in the Table XIII of Appendix.

POSTS, TELEGRAPHS AND TELEPHONES

POSTS

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There were two lines of horse dak running from Delhi to Karnal and Rohtak. They were run by a contractor who was given a subsidy for it by the Government. In the Sonipat area of the present district there were imperial post offices at the following places during 1883-84 :—

1. Larsauli

2. Rai

3. Sonipat

Money-orders were issued and savings banks were established. Indian postal notes for Rs. 100 were started on 1-1-1911 and also be obtained.

After Independence, the postal facilities increased rapidly in whole of the country. The Sonipat postal division came into existence on August 16, 1980. Prior to this, it was part of the Rohtak postal division. The number of post offices in the district as per Census Handbook (1981) was 160. The number of post offices increased to 194 and 199 in 1987-88 and 1988-89 respectively. During 1988-89, 192 post-offices had the P.C.O. facilities in the district.

All the villages of the district have daily delivery service except Sunday and postal holidays. Mail in Sonipat town is delivered once on all the days of the week except Sunday and postal holidays.

Telegraphs

In 1910, Gohana was served by the telegraph office and it was of course possible to telegraph from all railway stations. But it was quicker to walk than to wire. The Canal Department also maintained a private line of telegraph between Delhi, Rohtak and all main junctions of **rajbahas**.

Telegraphic facilities considerably improved after Independence. In 1960, such facilities were available at Butana, Ganaur, Gohana, Gohana Mandi, Kharkhoda, Murthal, Sonipat, Sonipat (Model Town), Sonipat Mandi and Kathura.

A list of telegraph offices in the district is given below :—

1. Sonipat (Head Office)
2. Atlas Cycle, Sonipat
3. Bhim Nagar, Sonipat
4. Ganj Bazar, Sonipat
5. Model Town, Sonipat
6. Ram Bazar, Sonipat
7. Sonipat Mandi
8. Sonipat Courts
9. Bahalgadh
10. Baroda
11. Bhatgaon
12. Bhainswal Kalan
13. Butana
14. Farmana
15. Ganaur
16. Gohana (Sub-Office)
17. Gohana Mandi-Gohana
18. Jakhauli
19. Juan

20. Kharkhoda
21. K.G. Khanpur
22. Kundli
23. Murthal
24. Mundlana
25. Nahri
26. Rai
27. Purkhas
28. Rohat

Telephones

During 1988-89, the telephone exchanges were functioning at the following places :

Serial No.	Name of Exchange	Year of establishment
1	Sonipat	.. 1950
2	Gohana	.. 1958
3	Ganaur	.. 1960
4	Kharkhoda	.. December, 12, 1969
5	Murthal	.. March 25, 1982
6	Khewra	.. March 31, 1983
7	Siwanamal	.. February 23, 1982
8	Kathura	.. January 10, 1982
9	Khanpur Kalan	.. March 1, 1987

Radio and Wireless Stations

There is a Police control room for receiving and transmitting message. It remains open for 24 hours by shifts. There is a provision for receiving and transmitting messages in all the police stations and police lines in the district.