

# **CHAPTER VII**

## **COMMUNICATIONS**

### **INTRODUCTION**

The communication networks of an area are akin to the circulatory and nervous systems of a body which facilitate trade, transport, social integration, and economic development that particular area. These facilitate extensions and specializations of markets. Just like a body cannot develop properly and fully in the absence of its circulatory and nervous system, an area cannot develop properly and fully in the absence of means of communications. The growth of communications of an area serves an important indicator of the overall development of an area and its society, and hence means of communications in an area are of great importance. A brief account of development of major means of communications in the Jhajjar district is given below under different headings.

### **ROADS AND ROAD TRANSPORT**

#### **ROADS**

Prior to 1870, almost fair weather unmetalled roads served for the transport action of grain to the markets. The chief lines of communication through roads were Rohtak to Jhajjar; from Beri towards Bhiwani and to Sampla; and feeder roads from Jhajjar towards Dadri, Kanaund, Pataudi, to Farruknagar and Bahadurgarh. The road of the Custom preventive line, which was removed in 1879, ran athwart the district, from Meham to Badli, through Kalanaur, Kanhaur, Beri and Jhajjar, was kept up, although the line was abolished.<sup>1</sup> All the roads were usually in very fair condition, and easy for the traffic of country carts, except after heavy rain. Many of them 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

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<sup>1</sup> Rohtak District Gazetteer, 1883-84, p. 106

tabooed and light traffic only allowed. Besides these, there were innumerable village roads, usually, as Mr. Fanshawe wrote, "about as straight as a corkscrew."<sup>1</sup> These were generally below the level of the fields, often worn down to the kankar level, and were constantly flooded by rain or by some canal cut taken across them.

In the beginning of the 20<sup>th</sup> century the metalled roads were from Rohtak to Jhajjar (21½ miles) with a branch taking off from Dhandlan to Beri (5 miles) and from Jhajjar to Bahadurgarh (19 miles). One metalled road also surrounded the town of Jhajjar<sup>2</sup>. These roads were maintained by the District Board with the assistance of annual grant from the Government. Besides above mentioned metalled roads, there were many significant unmetalled roads in the district which connected its important towns with those of other districts. The work of metalling of roads continued though at snail's pace during the British occupancy.

After Independence, India launched the Five-Year Development Plans, but due to the paucity of capital and underdeveloped economy of the state very few roads were added to the earlier network. In 1950s, most of the tehsil headquarters, the administrative centres and all the towns, both within the Rohtak division and with the adjacent province, were linked with each other. In the district, a road-network of metalled roads with a total length of 202.31 kilometres (Jhajjar - 115.28 kilometres, Beri - 40.2 kilometres and Bahadurgarh - 46.83 kilometres) came into being by 1955<sup>3</sup>. After the creation of Haryana as a separate State, the tempo of road construction increased appreciably, and by December 1969 there was a 6 percent increase in the number of villages connected with all weather roads from 20 percent of November 1966. In 1970, the government embarked upon a crash programme to link every village with a metalled road. Bahadurgarh due to its nearness to national capital showed more development of road network registering a growth of roads three times as

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<sup>1</sup> Rohtak District Gazetteer, 1883-84, p. 136

<sup>2</sup> *Ibid.*, 1910, p. 135

<sup>3</sup> Sucheta Rani, '*Development of road transport network structure and growth of urban centres a case study of Rohtak division in Haryana*', Research paper at shodhganga.inflibnet.ac.in, Chapter 3, p. 50

compared to 1955 with 191.59 kilometres of metalled roads in 1971. The length of metalled roads in the Jhajjar and Beri also nearly doubled to 218.09 kilometres and 73.09 kilometres, respectively<sup>1</sup>. When Jhajjar was formed as a new district in 1997, it inherited a sufficiently large network of 882 kilometres metalled and 54 kilometres unmetalled roads. The total road length improved to 1,457 kilometres in 2008-09, and to 1,977.34 kilometres in 2018.

### CLASSIFICATION OF ROADS

Roads have been classified into four groups, namely National Highways, State Highways, Major District Roads, and Rural and other roads. Progress made in construction of different categories of Roads in the district during 2008-09 and 2017-18 is given in the table below:-

Category of Road	Road Length ( in KM)	
	2008-09	2017-18
National Highways	65	115.96
State Highway Roads *	116	74.05
Major District Roads	124	148.61
Other District Roads (PWD B&R)	671	862.38
Other District Roads (HSAMB)	481	776.34
<b>Total Length</b>	<b>1457</b>	<b>1977.34</b>

\* Decrease in length due to up-gradation of State Highway-20 to National Highway.

A brief description of above given major categories of roads running in the district to provide better insight is as follows:-

#### (A) NATIONAL HIGHWAYS

National Highways are the major arterial roads of the district for inter-state movements of passengers and goods. These criss-cross the length and breadth of the district connecting it to the National and State capitals, major ports and rail junctions and link it up with the border roads. Three national highways numbered 352, 9 and 334B pass through the district. Out of these, first two are maintained by National Highways Authority of India, whereas

<sup>1</sup> Sucheta Rani, 'Development of road transport network structure and growth of urban centres a case study of Rohtak division in Haryana', Research paper at shodhganga.inflibnet.ac.in, Chapter 3, p. 52

maintenance of the third has been entrusted to State Government. Brief description of these national highways is given below:-

- (i) **NH-352 (Narwana-Jhajjar-Bawal Road).**—This highway was earlier named as National Highway-71. It enters Jhajjar district near Karontha village from Rohtak side, traverses through the district and leaves the district between villages Kulana and Guraora (Rewari). The highway has carriage way width of 8.5 metres on each side with a central verge of four metres. The total length of this National Highway passing through the district is 46.39 kilometres.
- (ii) **NH-9 (Malaut-Sirsa-Bahadurgarh-Delhi-Pithoragarh Road).**—This is a major East-West running National Highway that passes through five states of Punjab, Haryana, Delhi, Uttar Pradesh and Uttrakhand and renamed as NH 9, in 2010, after merging 5 different national highways, namely, the Malout-Delhi section of Old NH 10 (Delhi- Multan road), Delhi-Rampur section of Old NH24, Rampur – Rudrapur section of Old NH 87, Rudrapur–Sitarganj-Khatima section of Old NH 74 and the Tanakpur-Pithoragarh section of Old NH 125. This highway enters in the district at Sampla traverses through the district and leaves the district at Bahadurgarh. It has four lanes, carriage way width of 10.75 metres on either sides, hard shoulders 1.5 metres and central verge of 4.50 metres width. The total length of this National Highway passing through the district is 24.00 kilometres.
- (iii) **Meerut-Sonepat-Jhajjar-Dadri-Loharu Road (NH-334B) .**—This road was earlier named State Highway-20 and has been upgraded to National Highway 334-B in 2014. The highway starts at a junction with NH-34 in Meerut connecting Sonipat, Kharkhauda, Sampla, Jhajjar, Charkhi Dadri and terminates at its link with NH-709 near Loharu (Bhiwani). In the district, this highway enters the district from Rohtak side near Asanda village, traverses through the district and leaves it near village Imlota (Charkhi Dadri). The total length of this National Highway passing through the district is 45.57 kilometres. It is a two lane road having carriage way width of 10 metres.

**(B) STATE HIGHWAYS**

The State highways are major connectors between State Capital and district headquarters and carry substantial traffic in sub-region. The State Highways and Major District Roads within the territorial jurisdiction of the district are maintained by Jhajjar and Bahadurgarh Provincial Division, Haryana Public Works Department. The brief description of State Highways is given below:-

- i) **Bahadurgarh-Jhajjar-Kosli Road (SH-22)** .— This State Highway begins from National Highway 9 in Bahadurgarh, traverses through the district, and ends after connecting itself to SH-24 near Kanina Khas village of Rewari district. During its 52.75 kilometres journey in the district it passes through or links Nuna Majra, Daboda Khurd, Dulhera, Jhajjar Town, Daola, Hassanpur, Surehti, Kasni, Chandol, Subhana, Dharoli, etc., villages and leaves the district to enter Kosli (Rewari) after Dharoli. It has a carriage way width of 7 metre to 2x7 metres in four lane stretch.
- ii) **Jhajjar-Farrukhnagar-Gurgaon Road (SH-15A)**.— This road starts from Jhajjar, passes through Dadri-Toe, Yakubpur and enters the Gurugram district after Khalikpur. The total length of this State Highway, with carriage-way width of 7 metres, passing through the district is 21.30 kilometres.

**(C) MAJOR DISTRICT ROADS**

The Major Districts Roads (MDRs) usually connect district head quarters with sub-district head quarters. These roads are important at sub-regional level as they serve as main connectors between different roads like national highways, state highways, major district roads and village roads in the district. The details of major district roads running in Jhajjar district are given below:-

- i) **Bahadurgarh-Chhara-Dujana-Beri-Kalanaur (MDR-122)**.— This road starts from Bahadurgarh town in the district, passes through

Tandaheri, Mattan, Chharra, Dujana, Beri, and ends at Beri-Kalanaur road at district boundary. It provides link to NH 334-B in Chhara village. The total length of this road is 40.60 kilometres, and it has a carriage way width of 10 metres.

**ii) Jhajjar-Badli Road (MDR-123).**— This road starts from Jhajjar town, passes near villages Bajidpur, Kot, Sekhupur, Boria, Fejabad, Kheri Jat and Badli and covers a distance of 18.25 kilometres in the district before ending at the interstate Dansa border. It provides link to the road circling the town, to the NH-352 while passing underneath it, and to MDR-136 near Badli. It is a four lane road having carriage way width of 7 metres on each side with a central verge of 2.50 metres.

**iii) Chhuchhakwas-Matanhail-Bahu-Karoli Road (MDR-130).**— It originates from NH- 334B at Chhukchhakwas village, provides links to or traverses through villages Matanhail, Ruriawas, Sarsoli, Sunderheti, Jharli, Khanpur, Bahu, Jholri, Bawwa, etc., and ends after village Karoli village at a link to State Highway 22. The total length of this road is 38.60 kilometres, and it has a carriage way width of 10 metres.

**iv) Kulana-Pataudi Road (MDR-132) .**— The total length covered by this road in the district is 9.60 kilometres. From Haily Mandi of Gurugram district, this road enters the district near Luhari village, links village Kheda, traverses through Patauda and ends at a junction with Rohtak-Jhajjar-Rewari national highway near village Kulana. The carriage way width of this road is 10 metres.

**v) Bahadurgarh-Badli-Iqbalpur-Chandu Road (MDR-136) .**— This road begins from SH-22 in Bahadurgarh town at a distance of nearly one kilometre from from NH-9, traverses or links villages Sauldha, Gangarwa, Luksar, Majri, Gubhana, Dahiya, Badli, Daryapur, Lagarpur, Devarkhana, Badsa, Iqbalpur of the district, and ends at

village Chandu of Gurugram district to link itself into SH-15A. The total length of this road in the district is 27.86 kilometres. It is a single road having two lane carriage way width of 7 metres from Bahadurgarh town to Badli village, and from Badli to its end in Gurugram it is double road with central verge of 1 metre and two lane roads of carriage way width 8.50 metres on each side.

**vi) Jatheri-Nahara-Bahadurgarh Road (MDR-138).**- This road links and begins from Grand Trunk Road (NH-44) near Sports School, Rai. It enters the Jhajjar district border between Sohti (Sonepat) and Ladrawan villages. It traverses a distance of 13.70 kilometres linking villages Kanonda, Khairpur, Mukandpur, Bamnoli before linking, to end itself, in State Highway number 22 in Bahadurgarh. The road has a carriage width is 5.50 metres.

#### **(D) RURAL AND OTHER ROADS**

Except National Highways, State Highways and Major District Roads, all other roads are included in rural and other roads. These roads circle around the towns as bypass roads, run between the villages or links villages to Major District Roads, State Highways, or National Highways. These metalled roads are maintained by PWD (B&R) and Haryana State Agriculture Marketing Board, and have carriage-way width of 3.66 metres or wider. The total length of such roads in the district was 1638.72 kilometres as in March, 2018. A list of such prominent roads is given in Table XXVIII of the Appendix.

#### **ROAD TRANSPORT**

In old times, due to paucity of means of transport and limited wants of people life was restricted to the villages. Country cart was the primary means of transport for people and goods to fields or inter - village travel. In the sandy tracts of the Jhajjar tehsil, the chief mean of conveyance was the camel. The carts and camels were generally used for all night long journey with their loads. *Raths* and *majholis* were in the possession of wealthy persons and big landlords. Travellers usually went in the four-wheeled *rath* or the two

wheeled *baili* or *majholi*-both drawn by bullocks-while between the towns, *ekkas* also plied freely on the *pucca* or unmetalled roads.

By the mid of 20<sup>th</sup> century, mechanised vehicles, air filled rubber tyres, and bitumen surfaced metalled roads gave new pace, and a significant positive plunge to the improvement in the means of road transport. Mechanised means of conveyance like cycle, motor-cycles, scooters, motor cars, jeeps, rickshaws, auto-rickshaws, tempos, trucks, trailers, dumpers, tractors, etc., slowly and steadily replaced the traditional means of passenger and goods transport.

Post independence policies of road infrastructure improvement, and added advantage of being a part of National Capital Region also gave wings to betterment of road transport in Jhajjar district. At the time of creation of the district 21,816 registered vehicles (550 cars, 501 jeeps, 13,238 tractors, and 7,527 motor cycle/scooters) were plying on its roads. Since then, vehicles with advanced technologies and improved designs kept on adding every year to the registration records and road traffic of district. The total number of different types of motor-vehicles registered increased to 13,426 in 2007-08 and 31,233 in 2017-18. The data of different types of motor-vehicles registered in the district from 2010-11 to 2017-18 is as follows:-

Year	Passenger vehicles					Goods vehicles			Total
	Buses	Cars/ Jeeps	Taxi	Auto Rickshaws	Motor- -cycle/ Scooters	Trucks	Tractors	Misc.	
2010-11	109	3,268	136	294	11,768	1,036	1,712	489	18,812
2011-12	109	3,813	136	360	13,949	1,036	2,188	423	22,014
2012-13	153	4,003	174	829	12,989	813	1,876	594	21,431
2013-14	52	4,210	137	491	14,544	520	2,194	292	22,440
2014-15	302	2,828	284	501	9,010	1,168	1,323	407	15,823
2015-16	84	4,654	539	382	16,065	2,426	2,070	417	26,637
2016-17	114	4,766	847	676	17,393	2,113	2,235	800	28,944
2017-18	162	5,814	381	364	19,109	2,160	3,243	--	31,233

The increase in number of registered cars, buses, scooters and auto-rickshaws shows that the district is progressing very fast in the field of road transport vehicles.

In 1998-99, the total number of different types of vehicles on roads of the district was 31,671. In 2008-09, this number increased to 1,19,294 showing 3.77 times increase in a decade. In March, 2018, the total number of vehicles plying on roads of the district was 3,25,974 indicating a 2.73 times increase during 2009-2018 which is less than the last decade, but in terms of numbers there was an addition of 2,06,680 vehicles during these years which is nearly 2.35 times the increase in number of vehicles (87,623) that was recorded during 1999-2009. The data of different types of motor-vehicles that plied on roads in the district from 2010-11 to 2017-18 is shown in the table below:-

<b>Year</b>	<b>Motor- -cycle/ Scooters</b>	<b>Auto Ricks- haws</b>	<b>Jeeps</b>	<b>Cars</b>	<b>Taxi</b>	<b>Buses</b>	<b>Goods Vehicles</b>	<b>Tractors</b>	<b>Misc.</b>
2010-11	78,406	4,262	2,385	13,368	770	432	18,655	39,174	0
2011-12	92,355	4,262	759	17,145	770	432	18,655	41,362	0
2012-13	1,05,344	4,926	2,421	21,148	1,080	694	22,046	43,238	0
2013-14	1,19,888	4,978	2,421	25,358	1,217	746	23,297	45,432	0
2014-15	1,28,898	5,226	2,421	28,186	1,501	1,048	25,125	46,755	0
2015-16	1,44,963	5,608	2,421	32,840	2,040	1,132	27,551	48,825	417
2016-17	1,62,356	6,284	2,421	37,606	2,887	1,246	29,664	51,060	1,217
2017-18	1,81,465	6,648	2,421	43,420	3,268	1,408	31,824	54,303	1,217

This manifold increase in the vehicular traffic is a major cause of road accidents which are complex phenomenon of multiple causations. The other causes include increased population, urbanization, tremendous growth in road transport sector, lack of adequate traffic planning, careless overtaking, over speeding of the vehicles, consumption of liquor during driving, occasional bad weather conditions, etc. The year-wise number of accidents, vehicles involved, persons killed and persons injured from 2010 to

2017 is given in the table below:-

<b>Year</b>	<b>No. of accidents</b>	<b>Vehicles involved</b>	<b>Persons killed</b>	<b>Persons injured</b>
2010	455	898	244	411
2011	460	893	272	310
2012	408	802	185	369
2013	478	946	254	436
2014	463	850	246	382
2015	483	827	275	380
2016	493	493	257	389
2017	561	1,040	273	535

**Passenger Transport.**— Before the independence, there was not only the scarcity of travel facilities, but even the facilities for the passengers were lacking as the road transport was largely in the hands of private owners, who were mainly interested in large profits. In 1914, Indian Motor vehicle Act was enacted for the first time for regulating the transport which was subsequently replaced by the Act of 1939. Nationalisation of transport was first time attempted in 1943 which resulted in the establishment of the road transport corporation at national level. Dearth of travel facilities before independence and in the period immediately following it continued in the area like elsewhere in the country.

After independence, it was felt necessary to bring out a comprehensive legislation in view of the changes in the transport technology, pattern of passengers and freight movements, development of road network in the country and particularly the improved techniques in the motor vehicle management. The Motor Vehicle Act, 1939 was amended in 1956 to incorporate special provisions for State Transport Undertakings which were meant to be agents for the government for progressive nationalisation. It was agreed to operate services on the existing and new routes in equal proportion with private transporters. With the rapid development of the network of road and industrialisation, road transport also expanded enormously. The Provincial Transport Controller headed the transport department of the State till the carving out of the Haryana as a separate State.

The State Government modified the scheme of 50:50 sharing in 1967 after the formation of Haryana as a separate State and all new routes were given to Haryana Roadways only. Owing to continued malpractices by the private operators, and also looking into their inefficient and deficient services, the State Government finally modified the passenger transport service with effect from 30<sup>th</sup> November, 1972, entrusted Haryana Roadways with the responsibility of sole operator for providing passenger facilities to the public, which continued for 21 years. In 1993, With a view to augment the passenger transport facility and also to provide employment to the unemployed youth, the State Government introduced the scheme of private bus services again.

This was followed by implementation of the Haryana Transport Policy, 2010 implemented with the aim of meeting the large growth and the increased demand for public transportation to provide an adequate, economical, safe and efficient transport to the public especially in the rural areas.

The Jhajjar Depot of Haryana roadways came into existence on 19<sup>th</sup> March, 2001 with a fleet strength of 116 buses. In 2018, the depot had a fleet strength of 156 buses and it operated various routes connecting different towns and cities within the State as well as Inter-State to cater the need of the public for passenger transport. Bahadurgarh is a sub-depot of Jhajjar depot. The progress of Jhajjar Depot (Commercial wing) in different financial years is given in the table below:-

<b>Description</b>	<b>2009-10</b>	<b>2017-18</b>
Total Fleet	127	156
Kilometres (in lakh)	134	172
Kilometres per litre (on gross)	4.71	4.73
Accidents	14	8
Total Staff	687	630
Daily operated kilometres	36,711	47,893
Daily passengers carried	42,809	29,126

The table shows that there is certainly an increase in coverage of kilometres, and average mileage of the buses the number of which has also increased. Despite more buses and more kilometres covered, the number of

accidents has reduced considerably which is an indicator of increased passenger security. The decrease in daily passengers carried by total fleet despite the increase in population of the district indicates, besides increased private bus services, acceptance of other modes of mass public transport like metro rail service, railways, and smaller vehicles like public taxis and personal cars. The details of the routes operated by the Haryana Roadways, and other State Transport Corporations in the district are given in the Table XXIX of the Appendix.

**Goods Transport.**— The business of goods transport through roads in the district is entirely in the hands of private operators. These operators are mostly unorganized and usually have possession of few trucks and smaller pick-up vehicles. With time, a system of booking agencies has developed which cater to the needs of both the operators and traders and provide them with parking and godown facilities also, as per their requirement, besides the regular satisfactory services. For transporting goods, people of the district prefer using road especially to short distances, and for considerably longer distances railways are preferred due to considerably low financial implications. In some cases goods to long distances are also transported by roads, for quick deliveries, lesser risk and for providing services up to the door step of the consumer. Tractors are also used to transport, largely within the district, produce to the market towns, and from market towns utility articles like machines, tools, seeds, manure, fodder, agricultural implements, furniture, etc.

The State Government has made bilateral agreements with other States to facilitate free flow of goods from the district. To provide for regulation of common carriers limiting their liability and declaration of value of goods delivered to them to determine their liability for loss of, or damage to, such goods occasioned by the negligence or criminal acts of themselves, their servants or agents and for matters connected therewith or incidental thereto the Carriage by Road Act, 2007 has been enacted and amended from time to time by the State Government. It has also liberalized schemes for grant of Stage Carriage permits on non-nationalized routes, All India Tourist permits and also national permits for goods carriages. In the district, 31,824 goods

vehicles, 54,303 tractors and 1,217 miscellaneous vehicles plied transporting goods during 2018.

## **RAILWAYS**

Railways have always been the most effective means of transport since its inception. Until 1879 at the time of first revised settlement, no railway line touched the district. The first railway line that traversed through the district was a metre gauge track opened in 1883 as an extension to Delhi-Rewari track towards Bathinda through Sirsa. In 1896, another railway line Delhi-Bhatinda was opened that ran across Bahadurgarh and other villages of the district. A third railway line linking Rewari to Rohtak and traversing the district was opened in January, 2013. As such, there are three railway lines that pass through the district. A brief description of each railway line passing through the district is given below:-

**Rewari-Bhatinda Railway Line.**— The first important railway line opened in 1883 traversed through the southern part of the district was a metre gauge track laid by the Central India Railway Company to connect Sirsa with Delhi. The company had its divisional head quarter at Sirsa and main object of this railway line was to do a large carrying trade in grain from the tracts around Sirsa towards Delhi and Bombay. The passenger traffic was of minor importance. This section was converted to the broad gauge (5feet-6 inches) in 1994. The work of electrification of the track was underway in 2018. It traverses the south-western corner of the district after entering the Salhawass tehsil, and has railway stations at Sudhrana and Jharli. The line covers a small distance of 9 miles (approx. 14 kilometres) and leaves the district near Sasroli village.

**Delhi-Bathinda Railway Line.**— The second important railway line which traverses the district is Delhi-Bathinda-Firozpur line. The track was opened by South Punjab Railway Company in 1897, and runs right across the district through Bahadurgarh. The doubling of this line was commissioned in 1972-73. The railway line covers 22 kilometres in the district. The track gauge of this railway line is 1,676 mm (5-6”), which is broad gauge and electrified.

This railway line runs along the National Highway 9, to its North, and enters the district near Modern Industrial Area of Bahadurgarh, and leaves the district near village Kheri Sampla to enter Rohtak district. There are three railway stations on this line, namely Bahadurgarh, Asauda and Rohad Nagar.

**Rewari-Jhajjar-Rohtak Railway Line.**— A new broad gauge single line railway track was commissioned in 2013 which traverse the district through its headquarter town of Jhajjar, and links it to Rohtak and Rewari. The length of this track is 81.26 kilometres. Its commissioning has shortened the rail distance between Rewari and Rohtak by nearly 50 kilometres which was earlier 129.86 kilometres via Bhiwani, besides providing a potential and efficient alternate route from Chandigarh-Ambala towards major cities of Rajasthan especially Jaipur and Ajmer. This railway line enters the district near Kulana village, passes through Gokalgarh, Palhawas, Machhrauli, Jhajjar and Dighal stations, and leaves the district near Karauntha village thus, covering a distance of 44 kilometres in the district.

**Rail-Road Competition.**— Jhajjar remained a part of Rohtak district till 1997, when it was carved out of it two important rail lines traversed the area, but on the extreme southern and north-eastern corners and that too only for short distances. The passenger and goods transport within the district depended solely on the road transport. Inflow of Goods from far away cities, and outflow of agriculture and industrial produce to considerably distant cities were preferred through railways. Roads were the main traffic bearers for travel of passengers as well as for intra-district and short distance transport of goods. Rapid growth of population, consumer goods industries, and industries requiring special facilities had increased the demand of road transport. Demand for short distant transportation through road also increased due to the comparatively lower freight rates, proper supervision, absence of irksome formalities and door to door service.

The major cause of lag of railways in comparison to road in the district can primarily be attributed to the fact that the major part of the district remained untouched by the rail network till 2013 when the third line linked the centrally situated Jhajjar town to Rohtak and Rewari. This brought

the railways back in competition. Besides this, the dangerously increasing pollution levels in this area of NCR, increased traffic congestions and increasing number of road accidents have contributed to greater acceptance of railways as the preferred means of mass transport in the district. India's first train running on compressed natural gas (CNG) started in January 2015 on this newly opened line which is also a part of proposed NCR's Regional Orbital Rail Corridor (RORC) besides four other lines namely, Panipat-Rohtak line (existing), Rewari-Khurja line (proposed), Khurja-Meerut line (existing) and Meerut-Panipat line (proposed). Railways in the district offers facilities of air conditioned travel in first class, second class, third class, sleeper and chair car coaches besides the ordinary classes in various types of trains like express, passenger, super fast, special and luxury trains including Shatabdi, with better speed, security and facilities. Although all forms of road transport in the district have shown spectacular increase in volume because of the four laning of National Highways and construction of expressways which have increased the efficiency and speed of road transport, yet in respect of long-distance travel, transport of heavy machinery and for bulky articles, there still is a preference for railways.

In order to make both modes of transport complementary to each other, authorities are consistently planning to make passenger travel and transport more economic and comfortable. For travel by bus, ordinary as well as deluxe air conditioned buses ply on the roads of the district to suit the need of all. The Western Peripheral Expressway or Kundli-Manesar-Palwal (KMP) expressway with a total length of 135.6 kilometres has been constructed in the NCR region which has become fully operational on 19<sup>th</sup> November 2018. Its 35.5 kilometres road length falls in the district. The six lane expressway traverses in the eastern area of the district through Bahadurgarh and Badli. Vehicles coming from northern India on NH-44 and going towards Rajasthan and Gujarat can get on the expressway and take NH-8 at Manesar. Similarly, those driving towards central and southern India can take NH-2 at Palwal. It will also improve connectivity to the domestic and international airports.

For providing enhanced connectivity to Bahadurgarh with Delhi and

improving the quality of life in the district, a rapid mass transit system, an elevated metro-rail line has been extended from Mundka and opened for public on 24<sup>th</sup> June, 2018. This 11.18 kilometre long route, with seven stations enroute is a part of 'Green Line' of Metrorail with Bahadurgarh City metro-station and PDM University Pandit Shri Ram Sharma metro-station falling in the district. This corridor has provided alternative means of mass transport to decongest traffic movement on both highways and arterial roads by decreasing the number of vehicles on roads, reduce pollution levels, and give enhanced competition to road transport in the district.

### **WATERWAYS AND FERRIES**

There is no navigable canal or water traffic of any kind in the district and hence, no ferry services.

### **TOURIST FACILITIES**

Tourism Department generates tourism infrastructure and make publicity of important tourist destinations in the State. It also develops tourist complexes in the districts and maintains these complexes. Once developed and furnished the tourist complexes are handed over to 'Haryana Tourism Corporation Limited' for their maintenance and operation as an agent of the State Government.

In the district, the tourism department has developed a tourist complex named *Gauriyya* at Bahadurgarh. The complex satiates the requirements of the leisure as well as business travellers. This tourist complex is 35 kilometres from Delhi and perfect stopover for highway travellers. Bar, banquet hall, restaurant along with the soothing ambience, essential amenities, nutritious tasty food and well furnished rooms make the experience comfortable. It offers 11 Semi-deluxe rooms, 16 regular rooms and one conference hall spread in area of 1, 243 square feet at the rate of ₹2,199, ₹1,999 and ₹6,000 per day respectively which can also be booked online.

To render boarding and lodging facilities to officers/officials on official visits to the district and their families, there are many rest houses

maintained by various Government departments like Public Works Department, Panchayat Samiti, Zila Sainik Board, Irrigation Department, etc. In addition, to the facilities of the Government, there are many private hotels and *dharmshalas* in the district which are maintained by private persons or trusts. A list of main rest houses, *dharmshalas* and private hotels is given in the Table XXX of the Appendix.

Jhajjar district owing to its historical *Nawabi* heritage, historical sites, Bhindawas bird sanctuary coupled with its industrial importance that too in the very vicinity of 'National Capital' has always been a favourite destination for tourists from within the country and abroad. Various tourist places in the district were visited by 32,194 tourists during 2017-18.

## POST OFFICES

In 1883-84 there were imperial post offices in the district at Jhajjar, Bahadurgarh, Beri, Badli, Salhawas, Silana and Dighal. Of these, all except the later two had the facilities of saving banks and money order. In June, 1912, there were three postal Sub-offices located at Beri, Bahadurgarh and Jhajjar. These offices had their head office at the erstwhile district head quarter town of Rohtak, and were formally controlled by Superintendent, Southern Division, Rewari. Jhajjar and Beri offices were served by telegraph. All railway stations in the district were connected with telegraph. Canal department also maintained a private line of telegraph between Delhi and Rohtak, and all main junctions of *rajbahas*<sup>1</sup>. The jurisdiction of postal sub-offices as in June, 1912 was as follows :

Sub Office	Branch Office
Bahadurgarh.	Badli, Bupania, Nuna Majra
Jhajjar	Chhuchhakwas, Jahazgarh, Machhrauli, Matanhail, Patauda, Subana
Beri	Dighal, Dubaldhan

In 1927, a Superintendent, Post Office, Rohtak was appointed to control

<sup>1</sup> Rohtak District Gazetteer, 1910, p. 138

Posts and Telegraphs including Beri, Bahadurgarh and Jhajjar sub-offices. *Dak* used to be distributed in villages once a week.<sup>1</sup> From 1910 to 1948, many new post offices were opened in Jhajjar tehsil. There was a rapid expansion in postal services after independence and development of road transport. In 1971, there were 123 post offices in Jhajjar tehsil and had six number of post offices per hundred square kilometre.<sup>2</sup> From 1991 to 2001, the number of villages having the amenities of posts and telegraphs increased from 139 to 153. The iconic 163 year old telegram service, started in 1850-51, was terminated in the district along with the rest of the country in July 2013 after being nudged out by technology like telephones, emails, mobile phones, text and multimedia messages through cellular phones, and its gradual fading into oblivion with less and less people taking recourse to it.

Post offices in the district are under the control of Senior Superintendent, Post offices, Rohtak. Variety of products and mail services like inland letter, post card, postal stamps, ordinary post, registered post, speed post, e-post, value paid parcel, money order, e-billing, etc., besides savings bank schemes and insurance policies, are offered at prescribed charges, to the public by the Department of Posts through their post offices in the district. For ordinary mail receipts, letter boxes have been affixed at all important places. Mail in the city and towns is delivered on all days of a week except on Sunday and Gazetted holidays. Due to expansion of postal facilities, almost all the post offices have migrated in Core Banking Solution (CBS) and Core Insurance Solution (CIS) Systems, in which the account holders can avail facilities, deposits amount of Postal Life Insurance / Rural Postal Life Insurance operate or make transactions online through their accounts with Department of Posts, from anywhere throughout India. In March 2018, there were 142 post offices (1 Head post office, 23 sub offices and 118 branch offices) functioning in the district the list of which is given in Table XXXI of the Appendix.

**Private Courier Services.**—Besides the Department of Posts, many private courier service providers are also functioning in the district. These agencies

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<sup>1</sup> Rohtak District Gazetteer, 1970, p. 149

<sup>2</sup> District Census Handbook, Rohtak District, 1971, p. 15

often focus on business to business (B2B) or business to consumer (B2C) deliveries although the growth of online shopping has lead to them selling consumer to consumer (C2C) as well. The couriers are distinguished from ordinary mail services in their main concentration towards parcels instead of routine mail. Parcel delivery cost depends upon the size and weight of the parcel which is usually high in comparison to the government postal services. Unlike postal services of government, they often offer more speed with facility of tracking of consignments, more specific delivery dates and flexible hours, besides the facility of collection from the senders' location. Almost all major players of the courier service industry like Global Courier services, Trackon Couriers Private Limited, DTDC, BlazeFlash Couriers Limited, Blue Dart Couriers, Madhur Courier Services, Pushpak Courier Services Flying, Airstate logistics, First Flight Couriers, Overnight Express Limited, etc., are functioning in the district through their local offices or through local dealers.

## **TELEPHONES AND MOBILE PHONES**

The first telephone exchange was established in the district in Bahadurgarh in 1956 followed by another one in Jhajjar in 1964. These telephone exchanges are still working under the jurisdiction of General Manager, Telecom, Bharat Sanchar Nigam Limited, Rohtak. Liberalisation of telephone industry, dedicated separate Department of Telecom in 1985 followed by opening of cellular telephony in 1991 positively affected the growth of telephonic sector in the district though at a slow pace. After formation of the Jhajjar as a separate district in 1997, more telephone exchanges were established to connect remote areas through the landline telephony. As per Census 2001, the district stood at 16<sup>th</sup> among 21 districts with 7.8 percent (4.1 percent rural, 21 percent urban) households having telephone connections. Nineteen telephone exchanges were established in the district by 2004. The Census 2011 witnessed that telephone amenity had become available 100 percent in all villages of the district. Both in urban as well as rural areas, mobile cellular phones gained more popularity over landline telephones due to the convenience of portability these provide. As per Census 2011, out of the total 1,83,400 households landline facility was availed

only 11,507 (6.03 percent) households as against 1,23,227 (67 percent) households that availed mobile phones. In rural areas, proportion of households keeping land line telephones was 5.95 percent against 66.45 percent of those who kept mobile phones, and similarly in urban areas the, proportions were 6.23 percent and 69.22 percent, respectively. During 2001-2011, the use of landlines telephones facility exhibited the declining trend whereas the use of mobiles phones amenity showed an increasing trend. In March 2018, there were 28 Bharat Sanchar Nigam Limited (BSNL) telephone exchanges catering 4,726 fixed line phones, 55,000 mobile phones and 1,420 broadband subscribers. Besides these, numerous mobile towers of BSNL and other private telephone companies like Bharti Airtel, Reliance Communications, Idea, Vodafone, Aircel, TATA, Videocon, etc., were providing landline and mobile tele-communication facilities at 2G, 3G, 4G and 4G+ networks along with internet and broadband facilities for their subscribers in the district. The list of BSNL telephone exchanges functioning in the district showing their respective capacity can be seen at Table XXXII of the Appendix.

## **RADIO AND TELEVISION**

The district has no radio or television station in its territory. The broadcasts from radio-stations in Delhi, and at adjoining districts of Rohtak and Hisar are received and enjoyed by the residents of the district. All India Radio, which is also the first broadcast media that provided popular creativity and entertainment, on air, through its medium wave (MW), short wave (SW) and amplitude modulations (AM) frequency channels, is still one of the most lucrative electronic mediums of entertainment and also communication in the district. Frequency Modulation (FM) channels are a new and viable trend in radio these days. Youth through their mobile phones, and drivers on their car/vehicle stereos, prefer listening to these FM channels when away from home and televisions. The Medium Wave and Short Wave frequencies are reachable only through radio sets and listeners to these frequencies of radio are decreasing because these frequencies are typically used for listening national and international news. The only audio property of radio was taken over by the television due to its cutting edge audio-visual technology that certainly affected

the popularity of radio in a displeasing manner.

Television with its ever evolving technology and improved broadcast content has always been a source of general entertainment to the residents of the district. Television has enriched itself since its beginning. Its transmission was primarily in black and white, and journey during the first 15 years was full of much struggle. The television later came in the forefront, and nowadays it is the most appealing mass media to reach out to people through its numerous channels, serials, programmes, reality shows, films, and so on. Television is also being used as a business tool by some telemarketing companies which sell their product through television broadcast. According to Census 2011, television sets are possessed by nearly 66 percent of rural and 81 percent of the urban households in the district. People are also availing the satellite based high-definition direct to home services of various private companies like Dish TV, Airtel Digital TV, Tata/Sky, Videocon D2H, Reliance Digital TV, etc., for which charges are paid on monthly, quarterly, semi-annually, or annual basis. The DD Direct+ DTH services are being provided free of cost by Doordarshan to its subscribers.

## **INTERNET**

The Internet popularly known as ‘Net’ or ‘Web’ an important tool to facilitate computer mediated communication, and an example of benefits of sustained investment and commitment to research and development of information infrastructure, has literally bridged the gap of geographic location in the field of communication. Internet has established itself as a useful tool not only for exchanging worldwide the personal messages, like sending letters to family members, but also of business, administration, governance, social and variety of services including emergency services in the district.

With an objective of facilitating e-governance in the district, the district centre of National Informatics Centre (NIC) at Jhajjar was set up in 1998. Since then, the centre has been supporting the officials of different offices in the district in a variety of ways, by installing hardware, developing

and implementing need based softwares, and providing training to them. The centre, equipped with the most up-to-date technology, is interlinked with other district centres, State headquarter in Chandigarh and Ministers in Delhi. High speed Very Small Aperture Terminals (VSATs) and 34 Mega bytes per second (MBPS) leased lines installed in the district facilitate in sharing information and transmitting the data online to assist the policy makers in monitoring various schemes and keep up-to-date information handy and private network backup lines are also available for the internet.

The internet connectivity has been provided to almost all the government offices for e-governance and they have their own websites for use by officials and public for providing variety of services online. People have an option to deposit, online, their electricity and water bills, book their railway tickets, get stamp papers, land records, property registrations done, and various certificates and licenses made from government offices.

Mobile phones and their applications too have contributed a lot in the popularity and use of internet facility amongst various strata of people in the district. Almost all the big business houses in the district have ensured their presence online for e-marketing and offer their products for purchase through online orders. All bank branches and insurance companies are doing online business. Most young access internet through their computers, laptops, and mobile smart-phones using various types of connectivity like Wi-Fi, Bluetooth, Wide Area Network (WAN), Local Area Network (LAN) or other cloud services for knowledge and research in the specific areas of their interest besides applying online for jobs. Interactive social media applications like whatsapp, snapchat, twitter, instagram, facebook, youtube, etc., are being used by a large section of public especially businessmen, youth and socially active persons in the district as platform for discussions, and for creating, modifying and sharing different types of information and digital content.

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