

## CHAPTER VII COMMUNICATIONS

### Introduction

In ancient times, one of the principal routes of India was the old Grand Trunk Road leading from Rajagriha through Banaras, Saketa and Sarasvati towards Taxila and northwest<sup>1</sup>. The course of this route indicates that it possibly passed through the territory now forming Kurukshetra district. The existence of this route leading from the northwest frontier up to Patliputra (modern Patna in Bihar) during the Mauryan period also is testified by Mageshnes<sup>2</sup>. It seems to have been reduced to a mere track. Sher Shah Suri recognizing the advantage of improved means of communications constructed a road from the coast of Bengal to his fort at Rohtas, north of Jhelum, in 1543. He is said to have established *serais* at different places along the road. This road was later improved upon by the Mughal Emperors who constructed spacious *serais* 8 kos apart and 20-30 feet high *kos* minars 2½ miles apart. The *kos* minars can still be seen in the district at a number of places along side the course of the old road which came to be known as *Badshahi Sarak*. Britishers rebuilt the road during 19<sup>th</sup> century.

By close of the 19<sup>th</sup> century, the Grand Trunk Road was the only metalled road passing through the district. It connected the district with Delhi on one side and Ambala on the other. There were also a few unmetalled roads which connected important towns with one another. In 1882, the following unmetalled roads passed through the district:-<sup>3</sup>

Ladwa-Thanesar, Kaithal-Pehowa, Kaithal-Thanesar, Pehowa-Thanesar, Shahabad-Mustafabad, Ambala City-Pehowa, Thanesar-Ladwa and Ladwa-Jagadhari.

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<sup>1</sup> R.C. Majumdar, The History and Culture of the Indian People, Vol. II, The Age of Imperial Unity, 1960, p.696.

<sup>2</sup> Ibid.

<sup>3</sup> Karnal District Gazetteer, 1892, pp. 232-34 and Ambala District Gazetteer, 1892-93, pp. 94-95.

The condition of the unmetalled roads was generally not good and became particularly bad during rainy season.

Delhi-Ambala Railway line passing through the district was opened in 1892. Narwana-Kaithal Branch Railway line was extended upto Kurukshetra in 1910. With the opening of railways, the road development was neglected. The advent of motor transports after World War-II, however, redressed this imbalance. Communications made a fair progress during and after the war. Metalled roads were constructed to connect Pehowa-Thanesar and Thanesar-Ladwa<sup>1</sup>.

After independence, greater emphasis was laid on the development of communications and a large number of roads were constructed. In 1970, the Government embarked upon a crash programme to link every village with a metalled road. In 2000-01, the district had a network of roads and all villages of the district, barring one, were connected by metalled roads.

#### **ROADS AND ROAD TRANSPORT**

**Roads.-** At the time of independence in 1947, the district had 79.39 kilometres of metalled roads. There was considerable expansion in road construction in post-independence era and particularly after formation of Haryana as a separate state in 1966. The phased progress of road development achieved in the district is detailed below:-

(Kilometres)

<b>Year</b>	<b>Total Metalled Length</b>	<b>Length per 100 Sq. K.M.</b>
1947	79.39	7.18
March 31, 1975	1,216.01	31.51
March 31, 1980	1,638.00	43.80
March 31, 1986	2,007.88	55.69
<b>Re-organized district</b>		
March 31, 1991	1,000.78	62.23
March 31, 2004	1,019.00	66.60

<sup>1</sup> Karnal District Gazetteer, 1976, pp. 205-6.

The above table shows the tremendous increase in metalled roads in the district since 1947. It increased from barely 79.39 km. in 1947 to 1,019.00 km. in March, 2004. The length per 100 sq.km. of area increased from 7.18 km. in 1947 to 66.60 km. in March, 2004.

In 1970, the Government embarked upon a crash programme of linking every village with a metalled road. Up to March 31,2004, 100 percent of the total villages of the district were connected by metalled roads.

The roads have been classified on the national pattern as National Highway, State Highways, major district roads and other roads.

The breakup of 1,019.02 km. of metalled roads in the district as on March 31,2004 was as under:-

<b>Classification</b>	<b>Length (km.)</b>
National Highways	77.00
State Highways	141.00
Major District Roads	34.00
Other Roads	767.00
<b>Total</b>	<b>1,019.00</b>

A brief description of important roads as on March 31,2004 is given below:-

#### **National Highways**

**Grand Trunk Road (N.H.1).**- This is the oldest roads passing through the district. The road enters the district from Delhi side at 152 km. and traverses it for 37.80 km. and levels it towards Ambala Cantonment at 189.80 km. The road is well metalled, bitumen surfaced and has four lane width of 44 feet.

**Ambala-Kaithal-Hisar-Fatehpur-Jodhpur-Pali (N.H.65).**- After passing through Ambala district this road enters the district. The length of this road in the district is 39.53 km. It is a metalled and bitumen surfaced road. The width of this road is 7.49 metres.

**State Highways**

**Kala Amb-Sadhaura-Shahabad-Thol Road (S.H.4).**- This road starts from Kala Amb in Ambala district and traverses the district for 25.10 km. It is a metalled and black top surfaced road and its width is 7 metres.

**Saharanpur-Radaur-Pipli-Kurukshetra-Pehowa-Cheeka-Guhla Road (S.H. 60) .-** This road starting from Saharanpur (U.P.) enters the district at 57 km. and traverses it for 69.54(55.00 to 124.50) km. It passes through the towns of Ladwa, Kurukshetra and Pehowa. It is a metalled and black top surfaced road and its width is 7 metres.

**Karnal-Kachwa-Pehowa-Patiala Road(S.H.9).**- This road starts from Karnal and leads to Patiala (Punjab) after passing through Pehowa. It enters the district at 48.00 km. and traverses it for 15.15 km.. It is a black top road and its width is 5.49 metres.

**New Haryana State Highway (S.H.81).**- This road takes off from Ambala-Kalka road at Panchkula and joins the N.H.1 near Shahabad. It has a total length of 73.60 km. and only 3 km. of this road lies in the district. It is metalled and bitumen surfaced and its width is 5.49 metres.

**Major District Roads**

**Thanesar-Jhansa-Thol-Road (MDR-116).**- The road starts from Thanesar and goes up to Thol. The total length of the road is 28.84 km. and it is metalled and bitumen surfaced. The width of this road is partly 5.49 metres.

**Thanesar-Dhand-Kaithal Road(MDR-119).**- This is a major district road and goes up to Kaithal. The length of this road in the district is only 5.16 km. It is metalled and tarred road and its width is 5.49 metres.

Significantly, all villages of the district, were connected with metalled roads by March 31, 2004.

**Other Roads**

The other roads include district roads and village link roads. The length of these roads as on March 31,2004 was 767.00 km. including 1.70 km. old G.T.Road portion near Shahabad.

**Canal Inspection Roads.-** There are well maintained unmetalled inspection roads along the banks of Narwana Branch and S.Y.L. Canal for serving light vehicular traffic. These are maintained by the Irrigation Department and are not ordinarily meant to be used by the general public. In March, 2004, the total length of canal inspection roads in the district was 72.57 km.

### **Road Transport**

**Means of Conveyance.-** In ancient times, traveling was not very common. Means of communication were very poor and there were hardly any proper roads. People travelled only on rare occasions like paying visit to holy places, and that too in groups. Most people moved from one place to another on foot. The very rich people rode on elephants and horses. With the passage of time, bullock driven carts and horse carriages became popular means of conveyance.

With the improvement in means of communications after independence and particularly after formation of Haryana as a separate State in 1966, means of conveyance underwent a change. Traditional means of conveyance and transport like bullock carts, and horse carriages gave way to modern and mechanized means of conveyance like scooters, auto-rickshaws, taxis, jeeps, buses, trucks and tempos.

The total number of registered vehicles in the district during 1993-94 to 2003-04 is given in Table I. It clearly indicates that there has been an all round increase in the number of vehicles. It was sharp in the case of goods vehicles, tractors and two-wheelers. This increase is indicative of the progress of road transport, passenger as well as goods.

### **Passenger Transport**

Before independence, no road transport system was managed by the State. Only a few Lorries plied on limited routes. Later, some private companies came to operate their services but these were inadequate and unsatisfactory. There were no bus stands worth the name at Kurukshetra and in other town of the district. Even weather shelters along the roads were not there and the passengers had often to wait for buses for hours in the blistering heat and biting cold. The

buses of following private transport companies used to operate in the district prior to routes nationalization in 1972:-

1. The Tourist Co-operative Transport Society Ltd., Ambala.
2. Universal Victory Service (P) Ltd., Ambala.
3. Rawalpindi Victory Transport Co.(P) Ltd., Ambala.
4. Karnal-Kaithal Co-operative Transport Society Ltd., Karnal
5. Karnal Co-operative Transport Society Ltd., Karnal
6. New Karnal Co-operative Transport Society Ltd., Karnal
7. Karnal-Delhi Cooperative Transport Society Ltd., Karnal
8. Indian Motor Transport Co.(P) Ltd., Karnal
9. Haryana Co-operative Transport Ltd., Kaithal
10. Rohtak-Haryana Transport Ltd., Rohtak
11. Dehati-Janta Co-operative Transport Society Ltd., Karnal
12. Kaithal-Naguran Co-operative Transport Society Ltd., Karnal
13. Karnal General Labour Co-operative Transport Society Ltd., Karnal
14. Sadhaura Transport Co.(P) Ltd., Sadhaura.

With the nationalization of transport in November, 1972, expansion of bus services managed by the State improved. A bus-depot of the Haryana Roadways, Kaithal was opened at Kurukshetra in 1974 with a fleet of 25 vehicles. This sub-depot was converted into full fledged depot of Haryana Roadways on January 6, 1990 and the strength of the vehicles increased to 157 by March 31, 2005 covering 58,175 km. per day. A sub-depot at Pehowa was opened on April 1, 1975. In 2005 the daily trips operated by Kurukshetra depot were 920. Kurukshetra depot is operating its bus services in other states, in the other districts of Haryana and in the entire Kurukshetra district. To provide more facilities of conveyance to the public, 20 permits in 1993 and 6 in 2001 have been allotted to unemployed youths of

Private Co-operative Transport Societies in the district. The bus routes operated by Kurukshetra depot and Pehowa sub-depot as on March 31,2005 are given in Table II and bus routes of other depots/undertakings touching Kurukshetra district are given in Table III.

**Local Shuttle Services.-** Local City services are in operation in between Kurukshetra and Pipli, besides, shuttle services to serve the rural population of the district along various routes.

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

New bus stands have been constructed at Kurukshetra, Shahabad, Pehowa, Pipli and Ladwa. These bus stands provides facilities of separate waiting halls for ladies and gents, drinking water, toilets, cafeteria and public address system.

On the occasion of Solar Eclipse fair at Kurukshetra, Haryana Roadways makes special arrangements for passengers. Special buses are plied to cater to the heavy rush of pilgrims. Temporary bus stands are set up on Pehowa Road, Jhansa Road and Dhand Road equipped with public address system and enquiry counters. Government canteens are also set up in all bus stands to provide good and cheap food.

### **Goods Transport**

The goods transport mainly handled by private operators had tremendously grown . In 2003-04, there were 1,120 registered goods transport vehicles in the district. The rural sector in the district prefers goods transport to rail for their goods.

The goods transport by road is mostly un-organized. Nevertheless, there are two redeeming features. Firstly, the system of booking agencies has developed which caters to the needs of both operators and the traders. The operators are provided with parking, godown and warehouse facilities and the traders with a regular satisfactory service. Secondly, the private operators have organized themselves to reduce competition, to regulate traffic and to share profits. The trend now is to prefer goods transport by road even for long distances, the reason being prompt service and quick carriage with less risk.

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

### **Railways**

In 2003-04, there were two railway lines which served the district. These were broad gauge i.e. 5'-6" wide and were well maintained by the Northern Railway.

**Delhi Ambala Railway Line.-** The line between Delhi and Ambala was opened for traffic in 1892. This line runs parallel to the Grand Trunk Road. From Delhi side after passing through Sonapat, Panipat and Karnal districts, it enters Kurukshetra district and the first station falling thereon is Amin. It traverses the district through Amin, Kurukshetra, Dodakheri, Dhirpur, Dhola Majra and Shahabad Markanda. Kurukshetra is a Class-B station of Indian Railways on the Broad Gauge in electrified section. A total 49.19 km. length of this line falls in this district.

**Narwana-Kurukshetra Railway Line.-** The second railway line is Narwana-Kurukshetra. The line from Narwana to Kaithal was extended upto Kurukshetra in 1910. It traverses the district through Thanesar city. The total length of this line is 39.29 Km. in the district.

### **Touris Facilities**

Kurukshetra being a pilgrimage centre from time immemorial has been attracting a large number of pilgrims. Historical records testify visits of travellers from abroad from time to time. No authentic account of facilities provided to tourists in ancient period is available, but during medieval period Sher Shah Suri provided facilities for travellers alongside the Grand Trunk Road. This road passed through the areas now forming Kurukshetra district. Sher Shah got built a large number of *serais* along this road. Two such *serais* were built at Thanesar and Shahabad. Each *Serai* had a well and a staff of officers; an *Imam*, a *Muazzim* and a number of watermen, who were paid out of the income to the land attached with these *serais*. Later, such *serais* were renovated by other Mughal Emperors.

A number of *dharamsalas* have been built at Kurukshetra, Pehowa and other towns of the district by philanthropists and



charitable organizations for the convenience of the travellers. At Kurukshetra, a number of *dharamsalas* are attached with the temples. They offer accommodation to the pilgrims free of charge. There are about 30 localities of the town. Important among these are Jat Dharamshala, Krishna Dham, Saini Samaj Dharamsala, Parjapat Dharamsala, Jai Ram Annkshetra, Birla Mandir - Dharamsala, Gita Bhawan, Babu Gudar Dham, Bishnoi Dharamshala, Kali Kamli Dharamsala and Luxmi Narain Mandir Dharamsala. Haryana Government has built Neelkanthi Krishna Dham Yatri Niwas to provide facilities for budget tours, has been built with assistance from Central Government, has 20 double beds air cooled rooms and 2 air-conditioned suites. The complex also has 9 dormitories with 6 beds each. There are lockers for luggage, a clock room, meditation hall and a restaurant where vegetarian meals are served.

Haryana Tourism Corporation has also opened tourist complex at Pipli. The Parakeet Tourist Complex at Pipli has a motel, a restaurant with bar facilities. The motel has 1 air-conditioned suit, 4 air-conditioned rooms, and two conference halls. The Krishna Dham Yatri Niwas at Kurukshetra has 20 air-conditioned rooms, 5 non air-conditioned rooms and 4 dormitories (6 beds each). In the complex the facilities of restaurant, lockers for luggage and meditation hall are also available. The Jyotisar complex and Anjan Tourist Complex at Pehowa have also provided facilities for tourists. The Delhi-Kurukshetra-Delhi tour takes pilgrims round the holy centres of Kurukshetra. In the Tourism Year, 1991 and as part of Silver Jubilee celebrations of Haryana, Haryana Tourism has launched two conducted tour programmes. The second Delhi-Kurukshetra-Pinjore-Delhi tour passes through Kurukshetra. This tour has nigh halt at Kurukshetra.

There are rest houses at all important places in the district for the stay of touring officials. These rest houses are maintained by P.W.D.(B&R), Irrigation Department, Uttar Haryana Bijlee Vitran Nigam and Sainik Board. A list of rest house run by various agencies is given below:-

1. Canal Rest House, Jhansa
2. Canal Rest House, Murtzapur
3. Canal Rest House, Pehowa

4. Canal Rest House, Jyotisar
5. UHBVN Rest House, Pehowa
6. UHBVN Rest House, Pipli
7. P.W.D.Rest House, Ladwa
8. P.W.D.Rest House, Shahabad
9. P.W.D.Rest House, Pipli
10. Civil Rest House, Pehowa
11. Sainik Rest House, Kurukshetra
12. Panchayat Bhawan Rest House, Kurukshetra.

### **Posts, Telegraphs And Telephones**

In the eighties of the 19 century, there were 7 post offices in the district. These were located at Thanesar, Shahabad, Ladwa, Pehowa, Pipli, Singhaur and Ismailabad. Barring Ismailabad all other post offices had savings bank and money order facilities<sup>1</sup>. In 1904, the number of post offices in the district rose to 16. Between 1882-83 and 1904, 9 new post offices were opened at Barot, Amin, Samana, Gumthala Garhu, Babain, Jharauli, Kalsana, Thaska Miranji and Mathana<sup>2</sup>. In 1935, the number of post offices in the area now comprising Kurukshetra district showed a slight decline and it was 14. Between 1904 and 1935, 5 post offices at Barot, Jharauli, Mathana, Pipli and Amin were closed and three new post offices were opened at Jhansa, Tangaur and Gurukul Kurukshetra<sup>3</sup>.

There was rapid expansion in postal services after independence and by September 30, 2003, the number increased to 108 (1 head office, 19 sub-offices and 88 branch offices) as detailed in Table IV of Appendix.

All the villages of the district have daily delivery service except Sunday. Mail in the towns in delivered twice on all the days of a week except Sunday.

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<sup>1</sup> Ambala District Gazetteer, 1883-84, p.57 and Karnal District Gazetteer, 1883-84, p.206.

<sup>2</sup> Karnal District Gazetteer, Statistical Tables, 1904, Table 31.

<sup>3</sup> Ibid, 1935, Table 31.

**Telegraphs.-** In 1892-93, there were telegraph offices at Shahabad and Thanesar. These were connected with Ambala Cantonment on one side and Kaithal, Karnal and Delhi on the other<sup>1</sup>. Railway stations also accepted telegrams from the public but the service was not very satisfactory. The Canal Department also maintained a private line of its own for departmental use<sup>2</sup>. There has been significant expansion in telegraph facilities since then and as on March 31,2004, telegraphic facilities were available on the following 10 post offices in the district:-

1. Ismailabad
2. Jhansa
3. Engg.College, Kurukshetra
4. Thanesar Town
5. Ladwa
6. Ladwa New Grain Market
7. Pehowa
8. Pipli
9. Shahabad Markanda
10. Shahabad New Grain Market.

**Telephones.-** In March, 2004, 19 telephone exchanges were functioning in the district at the following places:-

Name of Exchange	Number of Telephone Connections as on March 31, 2004
1. Babain	1,593
2. Ismailabad	1,518
3. Jhansa	1,022
4. Damli	383
5. Kurukshetra	17,516

<sup>1</sup> Ambala District Gazetteer, 1892-93, p.96.

<sup>2</sup> Karnal District Gazetteer, 1976, p.225.

6.	Ladwa	4,549
7.	Masana	1,039
8.	Pehowa	4,350
9.	Pehowa RSU	1,137
10.	Shahabad (M)	4,841
11.	Pehowa Coduct	165
12.	Thol	622
13.	Damli	384
14.	Dhurala	724
15.	Lakhmari	393
16.	Mohanpur	233
17.	Mathana	1,039
18.	Nalvi	637
19.	Yari	700
20.	Charni Jattan	765
21.	Kalsani	662
22.	Kalyana	514
23.	Gumthala Garhu	724
24.	Ishaq	630
25.	Kalsa	478
26.	Murtzapur	819
27.	Saina Saidan	476
28.	Harigarh Bhork	656
29.	Charalheri	403
30.	Adhoya	211

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The mobile phone facilities was commenced in the district in November, 2002. Upto March, 2004, 730 mobile connections were issued in the district by various mobile companies.

**All India Radio, Kurukshetra**

This station was set up as Local Radio Station in June, 1991 and is broadcasting programmes in Hindi and Haryanvi in three shifts spanning 15 hours daily. It caters to listeners of all social and age groups and is providing broadcasting services as per its motto of information, education and healthy entertainment. Its broadcasts can be listened in Kurukshetra and nearby district including border districts of nearby states. It also provides information on the *vivid* subjects of agriculture, science, medical, sports, legal and local administration. Programmes relating to youth and farmers give them excellent guidance. *Yuvvani* programme is broadcasted for five days and *Kisanvani* for six days a week. It broadcasts several news bulletins at regular intervals. '*Suprabhat*', '*Virasat*', '*Rabaru* and '*Apki Farmaish*' are some of its popular programmes. This station has excellent track record of serving the local folk music and culture. It station also provides opportunity to local talents to show their talent in the field of music, poetry writing and recitation, programme production and presentation and many other similar fields. The programmes of station are available at FM 101.4 MHz. The centre is located in 3 acre land. 6 KW FM Transmitter is capable of serving audience within a radius of 70 KM. It is planned to upgrade the power of the transmitter to 10 KW from existing 6 KW in near future. Studios are computerized and equipped with equipment of latest technology, are capable of high quality recordings. The station tries to provide healthy entertainment to its audience with the help of variety of audio records and CDs available in its audio library. Trained staff and officers are trying to meet the aspiration of its listeners. Station has been honoured several times for its excellent work.

**Table I**  
**Different types of vehicles registered**

Year wise	Cars	Jeeps	Trucks	Taxis	Tractors	Buses	Motor cycle/ Scooters/ Auto Cycles	Auto Rickshaws	Misc.	Total
1993-94	78	11	30	-	747	-	2,222	13	-	3,101
1994-95	113	19	-	-	880	-	2,721	-	230	3,963
1995-96	183	19	-	-	88	-	2,721	-	1	3,243
1996-97	290	1,089	-	-	652	-	3,384	-	-	5,415
1997-98	277	130	-	-	612	-	5,167	-	16	6,202
1998-99	518	103	-	-	831	-	5,131	-	126	6,589
1999-00	561	120	-	-	929	-	5,287	-	487	7,384
2000-01	770	28	44	20	536	62	7,362	54	26	8,902
2002-03	1,604	394	80	11	1,498	57	5,461	111	49	9,265
2003-04	1,739	411	60	6	1,616	87	5,740	97	88	9,844

**Table II**  
**Bus Routes Operated by Haryana Roadways, Kurukshetra and**  
**Sub-Depot, Pehowa as on March 31,2005**

Sr. No.	Name of Route	
1.	Kurukshetra	Delhi
2.	Kurukshetra	Jaipur
3.	Kurukshetra	Alwar
4.	Kurukshetra	Chandigarh
5.	Ladwa	Chandigarh
6.	Kurukshetra	Shimla
7.	Kurukshetra	Naina Devi
8.	Kurukshetra	Nurpur
9.	Kurukshetra	Pathankot
10.	Chandigarh	Delhi
11.	Pehowa	Panchkula-Pehowa
12.	Pehowa	Kalka-Pehowa
13.	Delhi	Amritsar
14.	Delhi	Pathankot
15.	Kurukshetra	Beas
16.	Delhi	Ludhiana
17.	Delhi	Patiala
18.	Pehowa	Haridwar
19.	Pehowa	Patiala (via Devigarh-Pehowa)
20.	Haridwar	Ambala
21.	Chandigarh	Meerut
22.	Rohtak	Chandigarh

23.	Barara	Delhi (via Babain)
24.	Pehowa	Delhi-Kurukshetra-Pehowa
25.	Kurukshetra	Sirsa
26.	Kurukshetra	Hisar
27.	Kurukshetra	Bhiwani
28.	Kurukshetra	Rohtak
29.	Kurukshetra	Jind
30.	Kurukshetra	Hisar (via Jind
31.	Pehowa	Delhi (Via Dhand-Pehowa)
32.	Kurukshetra	Kaithal
33.	Kurukshetra	Krora
34.	Kurukshetra	Bakal
35.	Kurukshetra	Sirsal
36.	Kurukshetra	Pundri
37.	Kurukshetra	Rewari
38.	Kurukshetra	Yara
39.	Kurukshetra	Jhinjarpur
40.	Kurukshetra	Hathira
41.	Kurukshetra	Sitamai
42.	Kurukshetra	Sirsa
43.	Kurukshetra	Amin
44.	Kurukshetra	Guhla
45.	Kurukshetra	Pehowa
46.	Kurukshetra	Lukhi
47.	Kurukshetra	Shahabad (via Lukhi)
48.	Kurukshetra	Ismailabad (via Rohti)
49.	Kurukshetra	Ismailabad (via Thol)



50. Kurukshetra	Ambala (via Thol)
51. Kurukshetra	Shahabad (via Salpani)
52. Kurukshetra	Jhiwanheri
53. Kurukshetra	Shahabad (via Salpani)
54. Kurukshetra	Ambala Cantt
55. Kurukshetra	Sadhaura
56. Kurukshetra	Yamuna Nagar (via Saran)
57. Shahabad	Barara
58. Shahabad	Saha
59. Shahabad	Barara (via Subri)
60. Shahabad	Barara (via Lukhamri)
61. Shahabad	Bairthali
62. Shahabad	Baram
63. Shahabad	Pehowa
64. Shahabad	Tangaur
65. Shahabad	Landha
66. Kurukshetra	Barara (via Sangaur)
67. Kurukshetra	Barara (via Sunerian)
68. Kurukshetra	Barara (via Ladwa)
69. Kurukshetra	Babain (vian Masana)
70. Kurukshetra	Babain (viaKolapur)
71. Kurukshetra	Dhirpur
72. Kurukshetra	Ladwa
73. Ladwa	Mustfabad
74. Ladwa	Thana Chhapar
75. Ladwa	Shahabad
76. Ladwa	Shahabad (viaBarthala)

77.	Kurukshetra	Yamuna Nagar
78.	Kurukshetra	Gumthala (via Radaur)
79.	Kurukshetra	Gumthala (via Indri)
80.	Kurukshetra	Indri
81.	Kurukshetra	Ladwa (via Gadli)
82.	Pipli	Kurukshetra University
83.	Shahabad	Sadhaur (via Tabwal)

#### **Sub Depot Pehowa**

1.	Pehowa	Kalsa(via Bhanaplat)
2.	Pehowa	Bhour
3.	Pehowa	Surmai
4.	Pehowa	Kurukshetra
5.	Pehowa	Kurukshetra (via Lukhi)
6.	Pehowa	Ambala
7.	Pehowa	Shahabad (via Thol)
8.	Pehowa	Shahabad (via Mandi)
9.	Pehowa	Bhagal
10.	Pehowa	Guhla
11.	Pehowa	Chika
12.	Pehowa	Chika (via Sarka)
13.	Pehowa	Yamuna Nagar
14.	Pehowa	Patiala
15.	Pehowa	Chika (via Seewan)
16.	Pehowa	Chika (via Saunsar)
17.	Pehowa	Sair
18.	Pehowa	Ladwa
19.	Pehowa	Karnal

20.	Pehowa	Karnal (via Dhand)
21.	Pehowa	Pundri (via Jatola)
22.	Pehowa	Pundri
23.	Pehowa	Rajound
24.	Pehowa	Asandh-Sirsal
25.	Pehowa	Rajound-Pundri
26.	Pehowa	Sherdha
27.	Pehowa	Dhand
28.	Pehowa	Shakra
29.	Pehowa	Harnaia
30.	Pehowa	Kaithal
31.	Pehowa	Jind
32.	Pehowa	Ishaq
33.	Pehowa	Delhi
34.	Pehowa	Kurukshetra (via Bhitla)
35.	Pehowa	Syoser
36.	Pehowa	Adoya
37.	Pehowa	Bhiwani
38.	Pehowa	Chandigarh.

**Table III****Bus Routes Operated by Other Roadways Depots**

<b>Haryana Roadways, Kaithal</b>	Hisar	Yamuna Nagar
	Kaithal	Kurukshetra
	Kaithal	Yamuna Nagar
	Kaithal	Rishikesh
	Kaithal	Sadhaura
	Kaithal	Chandigarh
	Kaithal	Ambala
	Jind	Shimla
<b>Haryana Roadways, Karnal</b>	Karnal	Pehowa (via Pipli)
	Pehowa	Delhi
	Karnal	Kurukshetra (via Amin)
	Karnal	Kurukshetra (via Kirmach)
	Karnal	Pehowa (via Dhand)
<b>Haryana Roadways, Hisar</b>	Hisar	Yamuna Nagar
<b>Haryana Roadways, Fatehabad</b>	Chandigarh	Bhattu Kalan
	Chandigarh	Fatehabad
	Chandigarh	Hansi
<b>Haryana Roadways, Sirsa</b>	Sirsa	Yamuna Nagar
	Sirsa	Chandigarh
	Sirsa	Haridwar
	Dabwali	Haridwar
<b>Haryana Roadways, Bhiwani</b>	Chandigarh	Bhiwani
<b>Haryana Roadways, Chandigarh</b>	Chandigarh	Kaithal

	Chandigarh	Hisar
	Chandigarh	Sirsa
	Chandigarh	Dabwali
	Chandigarh	Tosham
	Chandigarh	Satnali
	Chandigarh	Shahabad
	Chandigarh	Ismailabad
<b>Punjab Roadways</b>	Pehowa	Amritsar
	Pehowa	Patiala
	Mukatsar	Pehowa
	Chandigarh	Kurukshehra
<b>Pepsu Roads Transport Corporation</b>	Patiala	Pehowa
	Patiala	Delhi
	Ludhiana	Jind
<b>Delhi Transport Corporation</b>	Pehowa	Delhi
<b>U.P. Road Transport Corporation</b>	Haridwar	Kaithal
<b>C.T.U., Chandigarh</b>	Chandigarh	Pehowa
	Chandigarh	Hisar

**TABLE- IV**  
**List of Post Offices**  
**(As on March 31,2004)**

<b>Head Office</b>	<b>Sub Office</b>	<b>Branch Office</b>
Kurukshetra	1. Amin	Chammu Kalan
	2. Jhansa	1. Ajrana Kalan 2. Bhusthala 3. Tangaur
	3. Kurukshetra Birla Mandir	
	4. Kurukshetra Railway Station	
	5. Kurukshetra Engg.College	
	6. Kurukshetra Judicial Complex	
	7. Kurukshetra Mohan Nagar	
	8. Thanesar Town	
	9. Kurukshetra University	1. Bagthala 2. Bhor Saidan 3. Barna 4. Dab Kheri 5. Dhurala 6. Gurukul 7. Hasanpur 8. Jyotisar 9. Kirmach 10. Hathira 11. Kamoda 12. Lukhi 13. Salarpur

## 10. Ladwa

1. Ban
2. Bakali
3. Baraut
4. Bapdi
5. Gajlana
6. Kheri Dabdalan
7. Kalirano
8. Niwarsi
9. Prahladpur

## 10. Lohara

## 11. Babain

1. Bargat
2. Bhagwanpur
3. Jandola
4. Ram Saran Majra
5. Sanghpur
6. Lakhmari
7. Kalal Majra
8. Dudhla

## 12. Gumthala Garhu

1. Batheri
2. Kakrala Gujran
3. RamGaroz
4. Seonsar
5. Thana

## 13. Ladwa New Grain Market

## 14. Pehowa

1. Bakhli
2. Bhorakh
3. Bodhni

4. Dewana
  5. Ishaq
  6. Jaula
  7. Karah
  8. Malikpur
  9. Sarsa
  10. Murtzapur
  11. Saina Saidan
  12. Urnai
  13. Sandholi
15. Pehowa Saraswati Mandir
16. Pipli
1. Bir Mathana
  2. Bodla
  3. Kalal Majra
  4. Kaulapur
  5. Khanpur Kolian
  6. Mathana
  7. Umri
  8. Palwal
  9. Sirsala
17. Shahabad Grain Market
18. Shahabad Markanda
1. Churini Jattan
  2. Golpura
  3. Deeg.
  4. Haripur
  5. Jandheri
  6. Kalyana



7. Kalsana
  8. Kharindwa
  9. Landi
  10. Madanpur
  11. Nagla
  12. Nalvi
  13. Rattangarh
  14. Rawa
  15. Samalkhi
  16. Sharifgarh
  17. Sudhpur
  18. Tigri
  19. Yara
19. Thol
1. Ajrawar
  2. Mandheri
  3. Shantinagar
20. Ismailabad
1. Chamma Kalan
  2. Jalbera
  3. Naisi
  4. Rohti
  5. Thaska Miranji