

MEANS OF COMMUNICATION.

The district of Hazaribagh has a network of good roads now. This is so because of the important mica mines and collieries, forests, and a number of important trade centres and townships. Like the rest of Chotanagpur the district has favourable conditions for building good roads. The natural slopes of the plateau are very congenial to drainage and road-building materials are very easy to obtain. It is only natural that Hazaribagh should have some of the best roads in India.

ROADS IN THE EIGHTEENTH CENTURY.

The earliest maps of the district were published in England in 1779 by Major James Rennell, the first Surveyor General of India. The scale used in these maps is small and probably the roads shown therein were of military importance. The material regarding the maps was collected before Rennell left India and in view of the long time that was taken in communication between England and India the materials regarding the changes that had occurred after he left were not included in these maps. In spite of their shortcomings these maps are a fairly reliable source of our knowledge regarding communication in this district in the latter half of the eighteenth century.

According to Rennell's map no. IX which is a congregated map of Bengal and Bihar, there appears to have been only four roads in Hazaribagh. They were as follows:—

- (1) The road from Patna to Dossinagar, passed through Gaya and Sherghati. It entered Hazaribagh by the Lilajan valley and climbed up to Jori Ghat to Chatra, whence it proceeded through Jabro to Tori in Palamsu. From Tori to Jabra its course probably coincided with the present Balumath-Sherghati road.
- (2) The road from Bihar to Nawada led ultimately to Bishunpur and Calcutta. It entered Hazaribagh by the Sakri valley, passed through thana Gawan and reached the plateau north of Kharagdiba whence it proceeded south-east to Sirampur and Tundi. It corresponds with the present roads from Satgawan to Giridih and Giridih to Tundi, except for slight modern diversion.
- (3) Another road is shown as leading from Nawada to Ramgārh and south through Chutia (Ranchi) to Dossinagar. The road was probably not so well known to the British as the map is strikingly inaccurate between Kodarma and Ichak

and south of the Chutopalu pass, it traverses an avowedly unsurveyed country. Moreover, even in 1837, it had no place in the district list of roads. It entered Hazaribagh by the pass between Rajauli and Kodarima.

- (4) A cross road runs from Ramgarh through Gola and Peterbar leaving the district beyond Kasmar to join the Calcutta-Bishunpur road through Raghunathpur. It corresponds closely with the existing road.

Map no. VIII inscribed to Major Jacob Camac is entitled "the conquered provinces on the south of Bihar containing Ramgarh, Palamau, Chotanagpur and their dependencies." It excluded Kharagdiha which was at that time more accessible to the military from the side of Monghyr. A large number of roads are shown in the map but many of them were obviously mere tracks. For example, no less than seven routes radiate from Kunda which even now is connected by a route of secondary importance traversing from Imamganj in Gaya to Lawlang in Hazaribagh.

From Rennell's no. VIII map it appears that—(1) There was no road at all along the country now served by the Grand Trunk Road. There is a great square of jungle country corresponding to the present thanas of Mandu, Bagodar, Gumia and police-station Nawada of thana Dumri, which has no roads at all except one track from Ichak to Mokamo south of Bharlatta, and thence to Baraganda where the copper mines were situated.

(2) Hazaribagh appears as Ocunhazari near to Mukundganj on the Barhi-Ramgarh road.

(3) The road centre of Chauparan was then a mile to the south-west at Bigha, from which place one could go north through the Champa pass to the Gaya plain, or west through Itkhori to Kendi, or south-west to Ichak to what is known now as Padma or east through Rampur to Gumo. From Itkhori, which has ruins of a Hindu temple, one could go north by the "Donoh" pass to meet the other road down the Champa pass.

(4) Gumo was another important centre. From here routes run to Rajauli in the north, to Ramgarh in the south, to Kodarma and Domchanch in the north-east and to Jainagar and Markacho in the south-east. The Gumo-Markacho road proceeded to Kharagdiha and passed through Birni, Bharkatta and Leda to Palmo and to Sirampore. From Palmo the route led across Barakar to Palganj.

(5) A circuitous route existed from Palganj to Baraganda, where the copper mines were situated. Now that the mines are unworked it has disappeared from the modern maps.

(6) Another road from Palganj passed south to Nawagarh, traversing the difficult spurs of Parasnath and went south to Jaipur in Manbhum. From Nawagarh, a traveller could proceed first to Palganj and thence to Nawada either by Kharagdiha or by Kodarma or Rajauli. This is interesting in the light of the theory put forth by Mr. Beglar in Volume VIII of *Archaeological Survey of India Reports* that in early times a road ran from Patna across Hazaribagh to Tamluk or Tamralipti of old in Bengal. According to Mr. Beglar it would cross the Barakar close to Palganj and the range of hills near Rajauli. He maintained that it was a great thoroughfare and large cities sprang up along its route. The archaeological records, however, contain no further reference to ruins of archaeological interest at Palganj or at any place intermediate between Palganj and Rajauli.

RENELL'S MAP NO. II.

The third of Rennell's map on the same scale as in no. VIII included Kharagdiha and shows "The Jungleterry District..... comprehending the countries situated between Moorsshedabad and Behar". Kharagdiha is shown as a part of Monghyr, the boundary between being indicated by a dotted line with "Sarhant" to the east and "Ghidore" to the north-east. The additional roads shown in this map are from Kharagdiha to Gidhaur which branch to the east of Chakai, a second from Sirampore directly to Chakai, another to Deoghar. The Gumo-Domchanch road was continued to "Khesmi" and "Tarandaka" (probably Doranda) east of which it joined the main road north of Kharagdiha to Nawada.

ROADS IN 1637.

From a report submitted in 1837 it appears that the roads of the district were then as follows:—

A. First Class roads.

- (1) Sherghati-Hunterganj-Jori-Chatra.
- (2) Chatra-Senduari-Katkamsanri-Hazaribagh.
- (3) Chatra-Habra-Lohardaga.
- (4) Hazaribagh-Chandauri-Balia-Jainagar-Kishenpur
(i.e., Ranchi).
- (5) Bishungarh-Jharpo-Ichak.

- (6) Gobindpur-Nasirganj-Manjhne-Gawan-Goranji to Baidyanath (Deoghar).
- (7) Kharagdiha to Chakai and Bhagalpur.
- (8) Kharagdiha-Sirampur-Palganj-Manbhun district.
- (9) Chatra-Gumia-Chitarpur-Gola-Kasmar-"Rugoh"-Jhalda.

B. Third Class roads.

- (10) Chatra-Kanha-Chatti-Debipur-Danna.
- (11) Chauparan-Pathra-Padma-Ichak-Hazaribagh.
- (12) Hazaribagh-Indra-Jabra-Ramgarh-Chitarpur-Gola-Nawadih-Silli.
- (13) Hazaribagh to Chatra.
- (14) Kharagdiha, south-west to Bishungarh and Chatra.

In the above list no. (4) is the military road through Badam and Pithauria between Hazaribagh and Ranchi, now abandoned, no. (6) is the Nawada-Deoghar Pilgrim road. Chatra was a police thana on the old military road, about 23 miles east of Hazaribagh.

THE OLD BENARES ROAD.

A new road had been constructed for improving military communications with the United Provinces (Uttar Pradesh) shortly after the entry of the British into Hazaribagh. Along this road semaphore towers which are still to be seen in ruins were placed at suitable intervals. This road was not metalled and with the construction of the Grand Trunk Road it ceased to be of military importance. From the existing semaphore towers it could be made out that this old Benares road ran from the west of Chas in Manbhun and passed through Angwali, Gumia, Chatra, Hazaribagh, Katkamsanri and Kanhachatti near Kendi, and down the Dhangan pass into Gaya. The construction of the road was commenced in 1782 and its usefulness ended with the opening of the Grand Trunk Road which was completed in Hazaribagh district in 1838. It enters the district at the 193rd mile about 10 miles east of Dumri and leaves it at the foot of Danua Ghat by the Guari river at the 268th milestone.

THE GRAND TRUNK ROAD.

When the Grand Trunk Road was completed it was metalled and planted with road-side trees and had Dak Bungalows and Rest Houses at frequent intervals. The bridge at Barkatta was being completed in 1843 when Dr. Hooker visited Parasnath.

Within a few years of its completion the Grand Trunk Road came to serve a great military purpose. It was the main artery through which military movement took place from Calcutta side to the north. There were camping grounds by the side of the Grand Trunk Road at intervals where the military could rest. Burhee and Bagodar on the Grand Trunk Road came to be of special importance during the Santhal movement in Hazaribagh district in 1855 and 1856 and after that in the Mutiny of 1857. There used to be a Magistrate posted at Burhee who was in charge of several thanas and held his court at Burhee. Bullock-cart trains used to run on the Grand Trunk Road and protection was given to the bullock-cart trains by a company of armed sowars. During the peak period of the movement in 1857 when Hazaribagh and Ranchi were deserted by the British the British Government for some time ran from Bagodar. It was again from Bagodar that military detachments were sent out to retake Hazaribagh and Ranchi. The number of graveyards on the Grand Trunk Road containing graves of the military personnel recall the route marches and movements of the military in the nineteenth century.

Regarding the Grand Trunk Road in the last District Gazetteer of Hazaribagh published in 1917 it was mentioned that "its importance has naturally decreased since the construction successively of the East Indian Railway main (loop) line, the Chord line and finally the almost parallel Grand Chord line. It is, however, used in the cold weather for the passage of troops, who usually halt, at Dumri, Bagodar, Barahkatha, Barhi and Chauparan, where spacious camping grounds are maintained for their use". These remarks however do not apply any longer. Grand Trunk Road now within Hazaribagh district in common with the other portions of the Grand Trunk Road in other districts offer a first class tar-macadamised road through which hundreds of motor vehicles carrying passengers and goods pass daily. The enormous development of motor transport has brought the Grand Trunk Road again into great prominence. Truck-loads of various types of merchandise including potatoes from Bihar Sharif, and coal and mica from Hazaribagh and Ranchi districts pass through Grand Trunk Road on the way to Calcutta.

PRESENT DAY ROADS.

In the district of Hazaribagh roads are now maintained by several agencies. The agencies are:—

- (a) National Highways maintained by the Central Public Works Department.
- (b) Provincial Highways maintained by the State Public Works Department.

- (c) Roads maintained by the District Board.
- (d) Roads maintained by the Damodar Valley Corporation.
- (e) Roads maintained by the Municipalities.
- (f) Roads maintained by the Hazaribagh Mines Board.
- (g) Roads maintained by the Forest Department.
- (h) Roads maintained by the Union Boards (now being taken over by the Gram Panchayats).

NATIONAL HIGHWAYS.

The following roads are classified as the National Highways out of which the Giridih-Dumri road has the status of a temporary National Highway :—

Name.	Mileage.
(1) Burhi-Hazaribagh Road	22.50
(2) Grand Trunk Road	75.00
(3) Burhi-Rajauli Road	31.10
(4) Dumri-Giridih Road	26.30

Thus the total mileage of National Highways in the Hazaribagh district is 154.90.

Of the above roads the Grand Trunk Road now forms National Highway no. 2 and the Burhi-Hazaribagh road which proceeds to Ramgarh and Ranchi is a part of National Highway no. 33. The Burhi-Rajauli road is a part of National Highway no. 31.

A permanent reinforced cement concrete bridge has been constructed at a total cost of Rs. 29.62 lakhs over the Barakar river near Burhi in the 250th mile of the Grand Trunk Road. The main bridge is 607' 0" long between the abutment faces. There are 11 shore spans of segmental arches with 46'-0" clear spans. The old bridge had collapsed in the floods of 1946. The new bridge was completed and thrown open in 1951.

The Dumri-Giridih road which proceeds to Jamna, Kharagdiha, Chatra and Sarawan is 63.5 miles in length. Only 26.30 miles of it are being treated as temporary national highways. The whole road forms a portion of the old Assam Access Road connecting the National Highway no. 2 and National Highway no. 31 north of the Ganga.

PROVINCIAL HIGHWAYS.

The following roads have the status of Provincial Highway :—

Name	Mileage.
(1) Hazaribagh-Ranchi Road (up to the border of the district).	38.60
(2) Hazaribagh-Bagodar-Saraiya Road .	... 40.50
(3) Giridih-Jamua-Sarawan Road ...	... 14.5
(4) Jamua-Kodarma Road ...	... 43.0
(5) Gonia-Chatra-Gosaidih Road ...	... 42.5
(6) Hazaribagh-Simaria Road ...	... 36.0
(7) Other roads like Madhuban Branch Road, Parasnath Hill Road, etc.	18.42
	233.52

Out of these roads nos. 1, 2 and no. 7 are old Public Works Department roads. The other roads have been provincialised under the States' Development Programme.

The Giridih-Jamua-Sarawan road is the continuation of the temporary National Highway from Dumri to Giridih. From Giridih onwards it has the status of Provincial Highway. An estimate of Rs. 5.70 lakhs for the Giridih-Jamua section and another estimate of Rs. 6.64 lakhs for Jamua-Sarawan section has been approved by the State Government to improve this road and to make it an all-weather road. The road has been completed in the year 1955.

The Jamua-Kodarma road was taken over from the District Board in 1949. The culverts of the road are narrow being only 13 feet wide on the average. Immediate improvement of the road rendering it motorable throughout the year has been approved at an estimated cost of Rs. 1,92,500 and the improvements have nearly been completed.

The Gonia-Chatra-Gosaidih road was taken over from the District Board in October, 1950. It is also known as Dobhi-Chatra-Balumath road. The road starts from near Dobhi in Gaya district and goes up to Balumath in Palamau district. Dobhi is about 8 miles from Gosaidih on the border of Gaya and Hazaribagh districts. Gonia is a river on the border of Palamau and Hazaribagh districts. In Hazaribagh district, therefore, the road runs from Gonia to Gosaidih. When it was taken over, it was all *kutchra* road except in miles 19 and 20 where it passes through Chatra. There was no bridge on the road. Improvement on the road at an approved cost of Rs. 28.75 lakhs is in progress, out of

which approximately Rs. 16.03 would be spent in building culverts. This road connects the districts of Gaya, Hazaribagh and Palamu and also provides a convenient route from Gaya to Ranchi, via Dobhi and Chatra and Chandwa.

The Hazaribagh-Semaria-Icbak road was taken over from the District Board in the year 1952. Improvement to this road at a cost of Rs. 2.34 lakhs from the Central Board Fund has been sanctioned. The Hazaribagh-Semaria section forms a part of the Hazaribagh-Daltonganj road via Semaria and Panki.

The following is a statement showing mileages of and maintenance expenditure on road in Hazaribagh district :—

Name of road.	Mileage.	Maintenance.		Expenditure.	
		1952-53.	1953-54.	1954-55.	1955-56.
ROADS FALLING UNDER PUBLIC WORKS DEPARTMENT, HAZARIBAGH DIVISION.					
<i>A. National Highways.</i>					
		Rs.	Rs.	Rs.	Rs.
1. Grand Trunk Road (N. H. No. 2).	53.00	77,483	2,06,955	88,182	1,61,023
2. Rajauli-Singrawan Road up to Burhi (N. H. No. 31).	27.50	56,097	1,39,115	1,30,996	62,054
3. Burhi-Hazaribagh-Ramgach road (N. H. No. 33).	49.25	78,458	1,47,372	1,08,175	71,314
4. Jamua-Kharagdiha-Chitro-Sarawan Road (Temporary N.H.).	14.50	23,205	30,852	24,940	10,463
<i>B. Old Public Works Department Roads.</i>					
5. Hazaribagh-Bagedar-Saraiya Road.	40.50	51,684	63,271	51,452	1,13,693
6. Lake Road	..	5,000	5,389	7,821	8,775
<i>C. Roads included in First Five-Year Plan.</i>					
7. Jamua-Kodarma Road (P. H.).	43.00	94,671	75,669	74,069	42,361
8. Gomia-Chatra-Gosaidih (P. H.).	42.00	1,15,343	56,588	1,11,184	1,17,007
9. Jamua-Sarawan Road (Temporary N. H.).	14.50	23,205	30,582	..	..
This is already shown at item 4 above but is included in State's Five-Year Plan to be improved out of State funds. The Public Works Department has taken over this road very recently.					

Name of road.	Mileage.	Maintenance.		Expenditure.	
		1952-53.	1953-54.	1954-55.	1955-56.
10. Hazaribagh-Chatra dam site road.	3.50	Rs. ..	Rs. ..	Rs. ..	Rs. 6,463
ROADS PROPOSED TO BE IMPROVED IN THE FIRST FIVE-YEAR PLAN OUT OF LOAN OF RS. 2.75 CRORES FROM GOVERNMENT OF INDIA.					
11. Domchaneh-Dhorak-hola-Meghatori Road.	13.00	..	..	4,088	534
12. Ramgarh-Gola-Petarbar road up to Manbhun border and link to Jaridih.	46.00	..	..	5,100	25,214
ROADS FINANCED FROM CENTRAL ROAD FUND.					
13. Hazaribagh-Semaria-Bogra Road.	37.75	4,609	30,852	62,503	63,822
ROADS FALLING UNDER PUBLIC WORKS DEPARTMENT, DEANAD DIVISION.					
A. National Highways.					
14. The Grand Trunk Road No. H 2.	24.00	29,378	38,902	..	1,654
15. Jamus-Giridih Road (Temporary N.H.). This is also included in State's First Five-Year Plan and is being improved out of State funds.	22.00	26,175	22,331	..	42,681
16. Giridih-Dumri Road (Tempy. N.H.).	27.00	30,013	69,712	..	36,946
B. Old Public Works Department Roads.					
17. Madhubani Branch road	2.50	1,757	982	..	2,052
18. Parasnath Hill Road	11.50	5,680	9,553	..	7,566

DISTRICT BOARD ROAD.

The District Board of Hazaribagh maintains 91 miles of metalled and 830 miles of un-metalled roads. Description of some of the more important roads are given below.

(1) *Chatra-Chauparan Road.*—The length of this road is 30 miles and 4 furlongs. It is a metalled road with a tarred surface. There are two big bridges, one at Mohana river and the other at Guli river near Pitiz. This is the shortest route for people from Chatra to reach the railway station at Kodarma.

(2) *Hazaribagh-Semaria-Chatra Road.*—The length of this road is about 42 miles. The first nine miles are tarred and the rest is well gravelled. The whole road is bridged and is negotiable by jeep in the rainy season as well. The section from Semaria to Chatra only is under the District Board while the Hazaribagh-Semaria section has been provincialised.

(3) *Hazaribagh-Katkamsandi-Chatra Road*.—The length of the road is about 35 miles and 4 furlongs. The road from Hazaribagh to Katkamsandi is a fairly good road except for the *ghat* portion of the road in the 12th and the 13th miles.

(4) *Bishungarh-Peterbar Road*.—The total length of the whole road is 31 miles and 4 furlongs, out of which 19 miles from Bishungarh has been handed over to Damodar Valley Corporation which improved a part of it by metalling and tarring. The road from Gonia to Peterbar is *kutcha* and is intersected by rivers. The Damodar Valley Corporation has constructed a bridge on the river Konar near Gomia.

(5) *Hazaribagh-Tandwa-Semaria Road*.—The length of this road is about 45 miles. The road is un-metalled and intersected by several un-bridged rivers. The road is jeepable during the dry season only.

(6) *Ramgarh-Dakagarha Road*.—The length of the road is 28 miles, out of which 15 miles from Ramgarh to Gola are metalled. The rest is un-metalled and is intersected by un-bridged rivers. It starts from Hazaribagh-Ranchi road in mile 31 and ends at the border of Jhaida in the district of Manbhurn.

(7) *Saraiya-Dhanwar Road*.—The road is 18½ miles long, un-metalled and intersected by rivers. It is a feeder road to Hazaribagh Road Station from Dhanwar side.

(8) *Putriāih-Govindpur Road*.—This un-metalled road of 37 miles connects Ranchi district at Ormanji with Manbhurn district at Chas. This road is intersected by rivers.

(9) *Bogra-Lawalong Road*.—This is a *kutcha* road of 17 miles. It joins Hazaribagh to Palamau district.

(10) *Gaya-Deoghar Road*.—The total length of this road is 95 miles 6 furlongs, out of which 47 miles 5 furlongs fall in Hazaribagh district. 45 miles of this road are maintained by the District Board and rest by the Public Works Department. It passes through Govindpur, Satgawan, Gawan, Kbejoori and Deori thereby joining the Santhal Parganas with Gaya district via the district of Hazaribagh.

(11) *Koar-Kodarma Road*.—It starts from the 9th mile at Giridih-Kodarma road and passing through Markachio and Jainagar joins the same road near Kodarma. It is a *kutcha* road and is intersected by rivers.

There are various feeder roads to railway stations. Some of them are Chitterpor main road connecting Ramgarh-Dakagarha Bund with the railway station at Mel on Eastern Railway, Isri feeder road connecting

Grand Trunk Road to Nimia Ghat railway station on Eastern Railway and Parsabad-Khesmi road connecting the Koar-Kodarma road to Parsabad railway station.

Besides these roads there are several village and other roads maintained by the District Board.

FOREST ROADS.

The total mileage of roads maintained by the Forest Department within Hazaribagh district was 330 miles 21 chains till 1956. This does not include the extraction paths. Some of the roads were handed over by the District Board to the Forest Department and some were constructed by the Department.

The condition of the roads in the forest areas is not good. Most of the forests of Hazaribagh district were the private property of the zamindars who did not maintain the roads properly as they did not think it necessary that the adjoining forests belonging to different zamindars should be inter-connected. Since the management of the forest was taken over by the State some improvement has been done.

ROADS MAINTAINED BY THE HAZARIBAGH MINES BOARD.

The total length of the roads maintained by the Hazaribagh Mines Board is nearly 66 miles 5 furlongs, out of which 54 miles and 2 furlongs are metalled roads and the rest are gravelled.

The Dumri-Nawadih road is 12 miles in length. It starts from 203rd mile of the Grand Trunk Road and connects four important State collieries of Bermo, Joint Bokaro, Jarangadih and Sawang. It also connects some private collieries at Dhori. There is an Inspection Bungalow at Nawadih on the 12th mile of Dumri-Nawadih road.

The Charhi-Parej road is 7 miles long. It connects the West Bokaro colliery which is under the management of Messrs. Anderson Wright, with the Hazaribagh-Ranchi road. There is an Inspection Bungalow at Tapin on the 4th mile of the road.

The Nayasarai-Argada-Sikra road starts from the 30th mile of the Ranchi road and connects the Argada State colliery and a private colliery at Sikra run by Messrs. Bird and Co. The length of the road is $5\frac{1}{2}$ miles.

Ramgarh-Bhurkunda road starts from the 32nd mile of the Ranchi road. It connects the Bhurkunda State Colliery with Ranchi road. The total length of the road is 13 miles.

On an average the Mines Board spends the sum of Rs. 1,18,120 annually on the maintenance of these roads.

ROADS MAINTAINED BY THE DAMODAR VALLEY CORPORATION

The following roads have been constructed and maintained by the Damodar Valley Corporation in the district of Hazaribagh :—

Name of road and location.	Necessity.	Mileage.
(1) National Highway No. 31, Ranchi-Patna Diversion Road, Chandwara to Barhi.	A portion of old Ranchi-Patna Road is submerged under water of reservoir of Tilaiya Dam.	9 miles.
(2) National Highway No. 31 Ranchi-Patna Diversion Road, Chandwara to Barhi.	Ditto ..	550 feet.
(3) Access Road to Tilaiya dam site, Urma to Tilaiya Dam.	Construction of Tilaiya Dam ..	3½ miles.
(4) Bishengarh-Gomia Road—		
(a) Section (I), Bishengarh to Jamni-jara.	For Konar Dam construction work, movement of materials and equipment.	7 ..
(b) Section (II), Arjari to Gomia ..	Ditto ..	10.46 ..
(5) Konar Road connecting Bishengarh-Gomia road in 14th mile and Bokaro Thermal Power Station.	For connecting Konar Dam in 7th mile of Bishengarh-Gomia Road to Bokaro Thermal Power Station.	7.25 ..
(6) Bermo Road, Bokaro to Derma ..	For connecting Bokaro with Grand Trunk Road in mile 202 via Bermo on Gomia-Iari Road.	5 ..

RAILWAY COMMUNICATION.

At present four different routes of railway pass through the district of Hazaribagh, namely :—

- (a) Madhupur-Giridih Branch.
- (b) The Grand Chord Section.
- (c) Gomoh-Barkakana—Barwadih Section.
- (d) Barkakana-Ramgarh Town—Muri Section.

(a) *Madhupur-Giridih Branch.*—The date of opening of this section is 1st January, 1871. The area falling within the district of Hazaribagh has got a route mileage of 15.83 and track mileage of 20.98. Only Mahesmanda and Giridih stations come within the district of Hazaribagh, of which only the latter station is important from the commercial point of view.

Giridih.—This station is located at 206th mile from Howrah. Two important industries served by this station are mica and coal. The collieries here are owned by the State Railways.

The volume of passenger and goods traffic from this station is as follows :—

Year.	Passenger.		Goods.	
	Outward.	Inward.	Outward.	Inward.
1952-53 ..	2,01,025	1,48,435	Tons. 2,57,723	Tons. 40,784
1953-54 ..	2,00,015	1,70,220	2,00,966	30,726

Processed mica forms an important outward traffic from this station. This is always despatched to K. P. Docks for export by ship. The next item of outward traffic is coal. Inward traffic comprises all miscellaneous articles including unprocessed mica.

(b) *Grand Chord Section*.—In February, 1907 this section was opened for traffic. The area within the Hazaribagh district has a route mileage of 61.12 and track mileage of 137.77. There are 11 stations on the Grand Chord within this district beginning from Nimigbat and ending with Gujhandi. From the point of view of coaching and goods traffic, Parasnath, Hazaribagh Road and Kodarma are the only important stations.

(i) *Parasnath*.—This station is at 197th mile from Howrah. At about 12 miles from this station there are Jain temples situated on the Parasnath Hill. The Jain pilgrims visiting these temples have to pass through this station.

The volume of passenger and goods traffic from this station is as follows :—

Year.	Passenger.		Goods.	
	Outward.	Inward.	Outward.	Inward.
1952-53 ..	44,046	46,685	Tons. 5,311	Tons. 10,494
1953-54 ..	40,714	50,123	7,938	3,953

The principal stations to which goods are booked from this station are Calcutta, Belghuria collieries, Naihati, and Kankinara. Inward traffic of goods generally come from Howrah, Kanpur and Wadi Bunder. The main outward traffic in this area is soap-stone and forest produce.

(ii) *Hazaribagh Road*.—This station is situated at 21 $\frac{1}{2}$ mile from Howrah. This is connected to Hazaribagh town with regular bus services. There is also an Out Agency in Hazaribagh town to and from which goods and parcel traffic can be booked. The Damodar Valley Corporation have been using this station for getting their necessary machineries for the dam construction.

The Konar Dam is about 24 miles from this station.

The volume of passenger and goods traffic from this station is as follows:—

Year.	Passenger.		Goods.	
	Outward.	Inward.	Outward.	Inward.
			Tons.	Tons.
1952-53 ..	63,368	1,00,629	5,454	36,368
1953-54 ..	1,16,253	94,146	4,741	13,662

Outward despatch of goods from this station is not so important. Inward goods traffic comprises salt, petrol, motor accessories, miscellaneous goods and iron consignments for the Damodar Valley Corporation.

(iii) *Kodarma*.—This station is situated at 244 $\frac{1}{2}$ miles from Howrah. Mica mining is the important industry in this area. The outward despatch of mica for export was heavy in the past but for the last few years it has fallen considerably due to loss of foreign markets for the mica produced in this area.

The volume of passenger and goods traffic from this station is as follows:—

Year	Passenger.		Goods.	
	Outward.	Inward.	Outward.	Inward.
			Tons.	Tons.
1952-53 ..	1,32,543	1,45,543	9,874	47,778
1953-54 ..	1,35,071	1,42,613	15,137	30,237

Timber, stone chips, mica and other miscellaneous products are booked from this station. Inward traffic comprises general merchandise.

(c) *Gomoh-Barkakana—Barwadih Section.*—This section was built in stages commencing from the 1st April, 1927 and completed on the 1st February, 1929. The route mileage in Hazaribagh district is 81.92 and track mileage 137.52. There are 17 stations in the Hazaribagh district falling on this section, beginning from Telo and ending with Hendegir station. The important stations on this section are Bermo, Bokaro, Ranchi Road, Barkakana and Bhurkunda.

(i) *Bermo.*—Bermo is important only for clearance of coal from the State Railway collieries which are situated here.

The volume of passenger and goods traffic from this station is as follows:—

Year.	Passenger.		Goods.	
	Outward.	Inward.	Outward.	Inward.
			Tons.	Tons.
1952-53 ..	98,852	99,948	11,23,857	33,510
1953-54 ..	90,080	85,990	13,34,058	16,160

(ii) *Bokaro*.—At Bokaro there is a big Thermal station of Damodar Valley Corporation with three turbines each capable of generating 5,000 kilowatts of energy. The Konar Dam is 12 miles away from this station. The main inward goods traffic here consists of colliery accessories and foodgrains.

(iii) *Ranchi Road*.—This station is connected to Ranchi town by good metalled road and regular bus services controlled by the Railway ply between the two points. Inward traffic at this station is mainly for Ranchi town. There is also an Out Agency at Ranchi town and another at Hazaribagh to and from which parcels and goods traffic can be booked in limited quantities.

The volume of passenger and goods traffic from this station is as follows:—

Year.	Passenger.		Goods.	
	Outward.	Inward.	Outward.	Inward.
			Tons.	Tons.
1952-53	72,415	87,404	12,124	35,084
1953-54	80,116	86,176	14,535	28,802

Inward goods traffic at this station comprises general merchandise, petrol, oil-seeds and timber. The principal stations to which goods are booked are Howrah, Kantapukur, Sitamarhi, Mokamah Ghat and Bankura.

(iv) *Gomia*.—Messrs. Imperial Chemical Industries have acquired 625 acres of land to set up an explosives Factory at Gomia. The construction of staff and workers' housing was commenced at the end of 1955 and is about completion. Much progress has been made to clear the site. The execution of the project would enhance the prestige of the Gomia Railway Station.

(v) *Barkakana*.—This station is situated 249 miles from Howrah, and connected by road to Ramgarh town where the army headquarter is situated.

Inward traffic here comprises mainly consignments to the military, foodgrains and colliery accessories of Sirka and Arga collieries.

The volume of passenger and goods traffic from this station is as follows :—

Year.	Passenger.		Goods.	
	Outward.	Inward.	Outward.	Inward.
			Tons.	Tons.
1952-53 ..	43,540	34,518	7,83,208	2,58,662
1953-54 ..	38,951	30,446	5,50,892	3,30,912

The principal stations to which goods are booked are Panagarh, Howrah, Kanpur and the Kumardhubi siding.

(vi) *Bhurkunda*.—This station is situated on the Barkakana-Barwadih section, 256 miles from Howrah. The principal industry here is the Sodepur Glass Works. The inward raw materials for this factory comprises of furnace oil, soda ash, timber and coal. Sheet glass is the main outward traffic.

The volume of passenger and goods traffic from this station is as follows :—

Year.	Passenger.		Goods.	
	Outward.	Inward.	Outward.	Inward.
			Tons.	Tons.
1952-53 ..	19,093	17,496	1,48,885	14,192
1953-54 ..	21,803	20,098	1,60,330	19,274

(d) BARKAKANA-RANGARH TOWN—MURI SECTION.

(i) *Rangarh Town Station*.—This is the only important station in Barkakana-Rangarh Town—Muri Section. The close proximity of Ranchi Road Station has partially eclipsed the importance of this station. The volume of goods and passenger traffic from this station is not large.

OTHER COMMUNICATION.

There is no river communication worth mentioning in Hazaribagh district. Almost all the rivers dry up in summer, are in raging floods during monsoon and are fordable after the floods are over. During the rainy season, when rivers are full, ferries are maintained at the following places on the rivers noted below:—

Damodar River.

- (1) Chackary Ghat.
- (2) Tenoo Ghat.
- (3) Pichri Ghat.
- (4) Chbaperdih Ghat.
- (5) Dugda Ghat.
- (6) Rangmati Ghat.
- (7) Thakur Ghat.

Barakar River.

- (8) Toondi Ghat.
- (9) Barakar Ghat.
- (10) Khaira Ghat.
- (11) Sara Ghat.
- (12) Baradih Ghat.

VEHICULAR TRAFFIC.

Bullock-cart trains, as mentioned before, were substituted by *push-push* vehicles which depended on human agency for locomotion. They were light carts with shades and covers and both drawn in front and pushed from behind by men. There used to be regular *chatties* (halting stations) for change of the men and also for rest of the passengers. The *push-push* was replaced by bus service introduced by a German from Hazaribagh. Camel-drawn vehicles were also in vogue from Hazaribagh town to Hazaribagh Road. Camels, however, did not stand the climate of the district. The bus traffic has now enormously developed and almost all the thanas in the district are now served by

motor bus. Lal Motors have been the pioneer after the German enterprise. The first stage carrier permit was granted to Messrs. Hazaribagh Ranchi Motor Service in 1920. From the official records it appears that the first car in Hazaribagh district was brought to Birni in the subdivision of Giridih in the year 1921. In 1927 the Raj Kumar of Tekari brought his first car and registered in Hazaribagh town. Since 1920 motor cycle too have come into use in the coal-fields.

There are now about 55 bus services plying as stage carriers within the district. Some of them do several trips on the same route. Moreover the traffic in goods for long distances is done by trucks. It is difficult to have a census of the motor trucks on Hazaribagh roads because a large number of trucks registered outside the district or outside Bihar have their permits for plying within Hazaribagh district. The Chotanagpur Regional Transport Authority with their headquarters at Ranchi control the movement of the carriers both public and private as well as of taxi cars. At present there are 193 public carriers, 27 private carriers and 23 taxi cars. The villages which are not situated on the main arteries are still served by the orthodox *sagars*, bullock carts and *khatolees*. *Sagars* are very light wooden-carts pulled by bullocks while *khatolees* are carried on the shoulders of men.

AVIATION.

Hazaribagh is not a recognised Air Station on the aviation map of India. There are civil air strips at Hazaribagh and Giridih for smaller types of planes.

POSTAL COMMUNICATION.

The postal mileage at present is 923 miles as against 588 miles mentioned in the last District Gazetteer. In 1952 the number of Post Offices in Hazaribagh district was 74 out of which 13 offices were Telegraph Offices as well.

The average weekly number of postal articles delivered in 1952 was 5,77,553. The value of money orders paid within the district is Rs. 57,45,945-8-8 and those issued from Hazaribagh district is Rs. 87,69,629-3-4. In 1915-16 the difference between money orders paid and issued was Rs. 1,000. In 1951-52 the difference approximated to Rs. 3,000. The figures of emigrations are accounted for by the money orders issued. The number of Savings Bank deposit was 16,106 and their value was Rs. 20,52,538-15-3 and the withdrawals were Rs. 16,83,226-3-9. In 1951-52 1,441 radio licenses were issued. The number of National Savings Certificates was 486 costing Rs. 2,37,485 and 713 National Savings Certificates were discharged; the cost of discharged certificates was Rs. 1,30,171-4-0.

REST BUNGALOWS.

The Rest Bungalows that exist are named below :—

1. *Maintained by the District Board.*

Hazaribagh, Ramgarh, Gola, Petarbar, Manjhidih, Barkagaou, Tandwa, Sariya, Kodarma, Markacha, Chatra, Pitz, Huntergunj, Giridih, Jamua, Dhanwar, Gawan, Satgawan, Barkatta, Gomia, Dudhimati, Khejoori and Semaria.

2. *Maintained by the Public Works Department.*

Hazaribagh Inspection Bungalow, Morangi Restshed, Mandu Inspection Bungalow, Kuju Restshed, Naisarai, Hupta Restshed, Tat Jharis Inspection Bungalow, Bagodar Inspection Bungalow, Sariya Restshed, Dumri Inspection Bungalow, Pirtand Restshed, Giridih Inspection Bungalow, Barkatta Inspection Bungalow, Barhi Inspection Bungalow, Chouparan Inspection Bungalow, Danua Inspection Bungalow, Chatra Restshed.

3. *Maintained by the Forest Department.*

A list of forest bungalows has been given in the chapter on Forest.