

CHAPTER VII COMMUNICATIONS.

Regarding early communication there are scraps of information in the monumental books of Col. R. H. Phillimore *Historical Records Survey of India*, Vols. I to IV. The early pioneers of survey faced great difficulties as there were hardly any regular roads. In the very early years merchants trading in India were but little interested in the interior of the country. Their factories were situated either on the sea coast or, as in Bengal, up the estuaries of the great rivers. Col. Phillimore also confirms from a study that for many years after the acquisition of Lower Bengal the waterways provided the most important lines of communication, especially for the purposes of internal commerce, and the Ganga river was the great highway. During the dry season, however, boats could not get through the shallows.

From Col. Phillimore's *Historical Records Survey of India Vol. III*, it appears that in August, 1817 a committee was appointed to investigate the possibility of establishing an experimental telegraph communication between Fort William and Nagpore. The committee obtained the appointment of George Everest, the Superintendent of Great Trigonometrical Survey, for survey work in India. The party reached Chunar in May, 1818 and started working. Col. Phillimore has given an account of the difficulties encountered on pages 270 to 272 and 418 to 419 of the third volume of his book. The physical contour of the area interspersed with jungles and the height was considered at that time formidable difficulties for erecting telegraph poles. He mentions, "The distances between the telegraphs have generally been measured by taking the contained angle between one telegraph and any conspicuous object. Thus the mountain of Parasnaut, which presents several remarkable peaks, was used to determine the distances."

He also mentions "Arrangements for postal service by means of *dak*-runners, *tappal*, *harkars* and came *harkars* were made. Communication between Government officer at the towns was maintained by postal packets 'under flying seal' which were dispatched in special Government sanction had to be obtained for the franking of latter whose official nature was at all in doubt, that they might be so included and allowed to pass free of charge."

The names of some of the early pioneer for survey work in this area could be mentioned. It has to be remembered that it is the surveyors who opened up the first communication in this tract. Mr. Rossenrode and Mr. Peyton were engaged in 1823 in exploring the tracts bordering on the road between Bancoorah and Burdwan for the southern stations and north of the Damodar river for the

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Northern stations. At the end of 1829 Gilmore and O'Malley, both of the engineers, were deputed to survey the line for a road from Burdwan to Bihar, which was afterwards to be constructed as part of the grand trunk road. There was a direct road from Burdwan to Bihar. Gilmore reported about the completion of the survey in a letter from Patna, dated the 22nd March, 1829. His road ran through Raniganj, Rupnarainpur, Palamu, Karakdiha and then to Bihar, about 36 miles south-east of Patna. By 1830 the department of public works staffed by the military officers, mostly of the corps of the engineers had started survey and construction of roads. Everest and his colleagues had not seen a metalled road or a railway tract in India. The earliest officers of the department of public works used to travel by dak, for which relays of riding or carriage ponies or palanquin bearers, were laid out in stages. This was the speediest means of travel, and correspondingly expensive.

OLD TIME TRADE ROUTES AND HIGHWAYS AND MODES OF CONVEYANCE

As mentioned elsewhere where Dhanbad district previously was a dense forest area and contained practically no road worth the name and the communications were hilly tracks and occasional stretches where light bullock-carts could move.

The grand trunk road ascribed to Shershah was practically the first road to pass through this district. This road runs from Bengal to Punjab. In the next on "history" there has been some description of grand trunk road.

Mr. H. Coupland writes, "in 1854, so far as can now be ascertained, the only metalled road was the then new grand trunk road, 43 miles of which, from the 149th mile at Barakhar bridge to the 192nd mile at the foot of Parasnath hill, lie within the district."

As regards old tracks routes Mr. H. Coupland mentions, "there are no canals or navigable rivers in the district. In pre-railway days the Damodar river was utilized during the rains for the dispatch of coal, timber and other local products in small country boats or rafts, but the currents are so rapid and the bed so liable to changes that navigation was at all times difficult and dangerous, and now that rail-ways provide safer and easier means of transport, practically no attempt is made to utilize this river."

Previously water traffic on Damodar river was more important as this route was quicker and definitely safer. But this traffic was confined to the fringe of the area. There were more of highway men than river pirates. There were also the wild beasts. With the opening of the trans-state road known as the grand trunk road,

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trade and commerce started moving by this road and before the railways came this road had a very great importance. The opening of the railways had eclipsed the grand trunk road for some decades. But with the development of the roadways in the country and an enormous

Expansion of the trucks traffic , the grand trunk road has become one of the most the most important arteries of trade and commerce in India. With wagon difficulties the grand trunk road is now very important link for coal traffic as well.

The hilly region had proved an obstacle for extension of the railway line. Till 1894 the present grand chord line of the east Indian railway company terminated at Barakar (west Bengal)only.

Dhanbad was not connected by railways for a pretty long time. But with the development of the road communication and trade and commerce it was found necessary to connect jhaia coalfield area also by railway.

Conveyances have moved with the development of communication-s. the earliest were pack-ponies and light bullouck-carts (saggar).

Then when the grand trunk road was largely used there came to be introduced regular bullock-cart trains run by the government and then by private concerns. They were substituted by push-push, a light roofed cart drawn by men in front and pushed by man in the rear.push-push conveyances used to have a

Chance in the retinue every 10 or 15 miles. The road-side inns and shops (chattis)referred to else where were a help to the development of roads and conveyances. The government raised a few shelters for roads conveyances and the passengers at convenient intervals on the grand trunk road. The rich also used palkis, khataulis or doils carried by bearers. They were the usual conveyances for ladies of the richer class. Ponies and elephants were also used but not very great extent. The roads were the rendezvous of thieves and dacoits. Sowars with naked swords used to accompany the bullock-cart trains. Magistrates with armed constables used to patrol portions of the roads. The ghatwals were charged with given protection to the traffic, passengers and goods through the hill passes. Although maintained and finaced by the state, the passengers would willingly pay the ghawals extra or they through the ghatwals would get them robbed.

With the introduction of moter vehicles there has been a tremendous changes in the last two decades. Hundreds of truck pass through this district everyday now. There are also cars, jeeps , pick-ups which are largely used to meet the present-day demand. Passenger buses ,taxi, cycle-ricksaws have become very common. Cycles have become the poor mans car and also used for pretty long distance journeys. The air-field within 2 miles of Dhanbad is a small one and used for the landing of small aircrafts.

From communications point of view Dhanbad district is highly developed and has got the best links of all the districts. The roadways and the railways have connected all the important point. The

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grand trunk road cuts the district from the east to the west into nearly two equal parts. The northern half is area and has not got that incidence of development as the southern half.

The forest department has also been development their roadways in the forest areas. The collieries are well connected by roads and railways. Waterways are not important now. The rivers and streams are hilly and normally dry up the summer. The damodar valley corporation s activities have given the district a few beauty spots and tourism has developed and is capable of further development.

Dhanbad the district headquarters, is connected by matalled roads with the grand trunk road. The meeting points are Barwa and Govindpur which are 4 and 7 miles respectively from Dhanbad.as streams dry up after rains, katcha roads also become passable in fair vehicles, the importance of bullock-carts has considerably decilined although they still play an impotant role in the rural economic.

ROADS.

The public agencies for maintaining roads are the central public works department, the state public works department, the district Board, the municipalities, the panchayats, the forest and such private agencies as the collieries. The central public works department was maintaining the grand trunk road previously works department.

P. W. D. ROADS.

These roads in Dhanbad district are under the jurisdiction of public works division at Dhanbad. The P. W. D. roads including the national highway, i.e. grand trunk roads come to 208 miles.

The details are given below :-

Name of road.	Classification.	Mileage.
1. Grand trunk road ..	national highway ..	45
2. Govindpur-chass-	ditto ..	47
	Jamshedpur road (up to Bengal border).	
3. Govindpur- baliapur- Sindri road	central road found ..	15
4. Dhanbad-patherdih- Road.	state highway ..	16
5. reghunathpur-chandankiari- Chass road.	ditto	19¾
6. rajganj-katras- jamdiha Road.	ditto	12 miles And 2 furlongs
7. patherdih-chandankiari- Baramasia road .	ditto	18
8. Giridih-Tundi-Govindpur Road	ditto	17½
9. Jharia-baliapur road (under Taken)	ditto	17½

*These road excepting no. 7 and no. 9 are pitched roads.

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1. The grand trunk road- This is an old metalled road, connecting the district headquarters with Barwa and Govindpur at 4 and 7 miles respectively. 45 miles of the most important national highway in the country pass through the district. It enters the district from the district of hazaribagh, and traversing the whole the length the district from west to east and dividing it nearly into two equal parts leaves it at chirkunda. Topchanchi, Rajganj, Govindpur. Nirsa and chirkunda are situated on the road.

2. Govindpur –chass –jamshedpur road (up to west Bengal border):- this is also a national highway and start from govindpur ,passes through dhanabad and chas in this district. The road meets ranchi-purulia road and utilimately connects purulia in purulia district (west Bengal)and then via chandil (singhbum district in Bihar) goes to Jamshedpur (singhbum district). Only 47 miles of this road is in Dhanbad district.

3. Govindpur –Baliapur –Sindri –Road :- This road connects the township of sindri 16 miles from Dhanbad with the grand trunk road. Sindri has a fertizer factory ,a cement factory and the Bihar Institute of Tecnology. This road passes through Baliapur Which has an agriculture school and farm.

4. Dhanbad-Patherdih-Sindri road :- this road connects sindri with Dhanbad and passes through jharia, the most important business centre in the district. The old bridge over river chas nala has recently been replace by a new bridge.

5. Raghunathpur-Chandankiari-Chas Road :- this road connects hazaribagh district and Dhanbad district with Bengal through chas and chandankiari. The construction of the road has been completed except for the chas by-pass road which is still (1962) under construction .

6. Rajganj-katras-jhamdiha road :- this road connects grand trunk road with katras which is an important business centre in Dhanbad district.

7. Patherdih-chandankiari-baramasia road :- this road connects the patherdih coal washery project with Bengal and passes and through chandankiari. The construction of the road was taken in hand in 1961. the work is in progress (1962).

8. Patherdih-chandabkiari-baramasia road :- only 17½ miles of the road falls under Dhanbad district and the rest falls under hazaribagh district. This road connects the grand trunk road at Govindpur with tundi and giridih. The work of the road had been taken in 1961 and consolidation work was completed.

9. Jharia-baliapur road :- the construction has been under taken. The road will connect jharia with baliapur and pass through many villages .

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As a sub-district under manbhum district board with purulia as its headquarters. Dhanbad had a local board under the district board. This local board locked after the district board roads. Since 1956 when Dhanbad becomes a district there has been district board .

There are 80 roads under the district board (1961-62)as follows :-

	Miles.	Furlongs.	Yards.
1. metalled roads	87	0	108
2.unmetalled roads	123	4	75 $\frac{2}{3}$
3.village road	144	3	12

The particulars are as follows :-

Serial no. name and classification within bracket .

1. Approach road to bhaga railway station (pucca).
2. Approach road to gomoh railway station, section I (pucca).
3. Approach road to gomoh railway station , section II (pucca).
4. Approach road to katrasgarh railway station ,section I (pucca).
5. Approach road to katrasgarh railway station ,section II (pucca).
6. kusunda railway station approach road (pucca).
7. Mugma railway station approach road (pucca).
8. Pradhankhanta railway station approach road (pucca).
9. Tetulmari railway station road (pucca).
- 10 Bhaga-bhowra road (pucca).
11. bhaga-pulki road (pucca).
12. Dhanbad –barwa road (pucca).
13. Dhanbad –katras road (pucca).
14. Indian colliery owners,Association road (pucca).
- 15.dumra-baghmara road (pucca)
- 16.nawagarh-Topchanchi road (pucca)
17. golakdih –joyrampur road (pucca).
18. hirapur link road (pucca).
19. jharia station road (pucca).
20. jharia-baliapur road (pucca).
21. jharia joyrampur road (pucca).
- 22.kapuria-baliapur road (pucca)
- 23.katras –molikera road (pucca).
- 24.kendraduadih-jharia road ((pucca).

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25. kenduadih keshargarh road (pucca).
26. loop road at Dhanbad (pucca).
27. luby circular road (pucca).
28. molikera-kumarjuri road (pucca).
29. panchgarhi bazaar road (pucca).
30. sijua-rajganj road (pucca).
31. nirsa-kalubathathen road (pucca).
32. mahuda railway station approach road (pucca).
33. poddapara lane in jharia road (pucca).
34. nirsa-jamtara road (pucca).
35. poddardih-kapasara road (pucca).
36. mandra-barwabera road (pucca).
37. chirkunda village road (pucca).
38. jamuniatand railway station approach road (katcha).
39. barwa-shankardih road (katcha).
40. Govindpur villages road (katcha).
41. katras station road (pucca).
42. govindpur-ground road (pucca).
43. cremation ground road (pucaa).
44. parbad railway station approach road (pucca).
45. pokhuria-lodhuria road (katcha).
46. chas-telgaria road (katcha).
47. purulia-mamurkudar road (katcha).
48. govindpur-nagakiary road (katcha).
49. barwa-kalubathan road (katcha).
50. dumra villages road (katcha).
51. kharni bridge –mohapur road (katcha).
52. chelyama-kalubathan road (katcha).
53. tundi-barwa road (katcha).
54. pipratand-dumra road (katcha).
55. shankerdih-poddardih road (katcha).
56. rajganj-tundi road (katcha).
57. kherabera-damodar road (katcha).
58. chirkunda villages road (katcha).
59. egarkur-sirpura road (katcha).
60. chas-bamaia road (katcha).
61. bilbera topchanchi road (katcha).

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62. Baliapur-Patlabari Road (Katcha).
63. Hatsora-Barakar Road (Katcha).
64. Pandra Villages Road (Katcha).
65. Poddardih –Ubchuroia Road (Katcha).
66. Kolhar-Palganj Road (Katcha).
67. Latani-Chhota Ambona Road (Katcha).
68. Nawatand-Barakar Road (Katcha)..
69. Pandrabezra-Lakrapahari Road (Katcha).
70. Pokhuria-Lodhuria Road (Katcha).
71. Pradhankhata-Damodar Road (Katcha).
72. Kanchanpur-Telmucho Road (Katcha).
73. Nagendranath Mishra Road (Katcha).
74. Artah Villages Road (Katcha).
75. Roads under Chas Union Committee (Katcha).
76. Katras –Topchanchi Road (Pucca).
77. Bhojudila-Buribinore Road(Katcha).
78. Nawatand –Hariharpur Road (Katcha).
79. Sadhobad-Maniadih Road (Katcha).
80. Charapather-Asanbani Road (Katcha).

The expenditure by the district board on pucca katcha and villages roads in 1961-62 were as follows _;

Classification of road.	Cost of original Work.	cost of repair Work.
	Rs.	Rs.
1. pucca road	88,963.40	2,50,768.99
2.katcha road	33,359.64	59,545.91
3.villages road	1,66,864.76	68,114.65

MUNICIPAL ROADS.

The Dhanbad municipality maintains 14 miles of pucca road, onemile of graveled road and two miles katcha but motorable roads. There are altogether 17 miles of roads in the municipal area .The condition of the roads is satisfactory. The expenditure for the maintence of roads in 1962 was Rs. 9,132.95 for all pucca katcha and graveled roads .

FOREST ROADS.

The forest department has constructed its own road for the purposes of extraction of forest produce and also for inspections.

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The Dhanbad forest division has 62 miles 1 furlong and 4 chains of fair weather roads as follows :-

- (1) Topchanchi TO Begnoria -35 miles 1 furlong and 2 chains.
 - (2) Begnoria to tundi -12 miles .
 - (3) Rishibhita (on begnoria-tundi road)to meniadih 9 miles and 2 chains.
 - (4) Begnoria to birajpur -6 miles.
- Total -62 miles 1 furlong and 4 chains.

VILLAGE ROADS.

About 145 miles of the village roads are maintained by the district board . since the starting of the gram panchayats construction of roads in the villages has been taken up by some of the panchayats. The total length of roads made by the gram panchayat is not available. There are also a good length of village roads in big villages and coalfield areas in the district. Details of the length, etc., of the collieries roads are not available. The Community Projects and National Extension Service Administration are concentrating on village road construction by enlisting public co-operation.

VEHICLES AND CONVEYANCES.

The total number of bullock-carts registered under the Dhanbad District Board is 847 and under the Dhanbad Municipality is 768 in 1961-62. it is understood that there are many other carts in the district besides those registered. The number of cycles is increasing rapidly and now hawker, milkmen and washermen generally use cycles for carrying their wares. There are 2,983 registered cycles in the municipal area of Dhanbad besides a large number of cycles which have evaded registration. There are thousands of cycles outside Dhanbad Municipality.

The number of cycle-rickshaws in the municipality is 396. pushcarts (thelas) are in general use for conveyance of very small lots of goods but no figure is available of their number. Figures of such vehicle outside Dhanbad are not available.

There are no horse-drawn vehicles in use within Dhanbad Municipality area. This is a unique feature in the State that a district headquarter has none. This shows the high incidence of urbanization. Outside Dhanbad Municipality there are horse-drawn carriages and tangas for hire at Sindri, Maithon Chirkunda, Kumardhubi, Chanch, Jorapokhar, etc. cars and taxis are rapidly replacing other modes of conveyance of passengers. Buses both State and private, jeeps, etc., are plying in increasing number within and outside the district.

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As already stated there are a large number of privately owned buses and taxi services, besides Bihar state Transport Service buses in the district for conveyance of passengers not only within the district but also to and from other district. Their number is on the increase .

There are trucks plying on hire which are registered in the different districts of the country. These trucks are used as carrier of goods not only within the district but also for export and import of different commodities from and into the district.

A number of routes including destination beyond the district have been to the private operator for running passenger buses.
They are ---

Serial no.	Name of routes.	No. of parties holding permit.
1	Dhanbad –Jharia	6
2	Jharia-Katras via Kustore	6
3	Jharia-katras via Dhanbad	4
4	Dhanbad –Bhowra via Jharia	3
5	Barwa-Bhowra via Dhanbad and Jhaira	1
6	Dhanbad –billiapur via Jharia	3
7	Dhanbad-Jairampur colliery via Jharia	1
8	Dhanbad-Jinagora via Jharia	1
9	Dhanbad-Pathyerdih via Jharia	7
10	Dhanbad-Sindri via Jharia	8
11	Dhanbad Court-sindri via Jharia	1
12	Dhanbad-Katrs	3
13	Dhanbad-Phularitand via Katrs	5
14	Dhanbad-Baghmara via Katrs-Phularitand	1
15	Dhanbad-Chandrapura-Katras-Phularitand	6
16	Katras-Sindri via Jharia	3
17	Katras-Pokhoria-Chapakia	2
18	Katras-Tundi	1
19	Dhanbad-Tundi	1
20	Patherdih-Chirkunda	3
21	Topchianchi-Chirkunda via Katrs-Jharia Dhanbad.	1
22	Rajganj- Chirkunda via Katrs-Jharia Dhanbad.	1
23	Dhanbad- Chirkunda	2
24	Dhanbad- Pokhoria	1

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Serial no.	Name of routes.		No. of parties holding permit.
25	Dhanbad-Gobindpur	..	1
26	Dhanbad-Billapur via Gobimsdpur	..	1
27	Dhanbad-Panchet	..	1
28	Dhanbad-Baramasia via Jharia-Bhutrosia	..	1
29	Dhanbad-Baramasia	..	1
30	Dhanbad-Baramasia via Pindrrajora-Chas Talogaria.	..	1
31	Dhanbad-Chandankiari	..	2
32	Dhanbad-Talgoria via chas	..	1
33	Chas-Bermo	..	1
34	Patherdih-Gomo via Jharia-Dhanbad-Katras-Baghmara	..	1
35	Jharia-Gomoh	..	1
36	Topchanchi-Chas-Marafari	..	1
37	Jharia-Gomo	..	1
38	Patherdih-Topchanchi via Baghmara	..	1
3.9	Topchanchi-Gomo	..	1
40	Berbendiaghat-Panchet-Kalubathan via Nirsa-Maithon Chrkunda.	..	1
41	Panchet-Maithon via Chirkunda	..	1
42	Chirkunda-Kasiasol	..	1
43	Bhuli-Jealgora	..	1
44	Bhuli-Jogta	..	1
45	Bhuli-Jagjiwan Nagar	..	1
46	Dhanbad-Bhuli-Loyabad	..	1
47	Dhanbad-Rajganj via Jamadoba-Putki-Jharia-Katras	..	1
48	Dhanbad-Rajganj via Jharia-Katras	..	4
49	Jharia- Topchanchi	..	1
50	Jharia- Kharagadiha via Tundi- Giridih	..	1
51	Jharia- Giridih via Dhanbad- Tundi	..	1
52	Bhaga- Giridih via Tundi	..	1
53	Dhanbad- Ramgarah	..	5
54	Ranchi- Dhanbad via Ramgarh- Gola- Chas	..	1
55	Dhanbad- Asansol	..	Not available.
56	Jharia- Raniganj	..	Not available
57	Dhanbad- Purulia	..	Not available

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The Bihar state Road Transport Corporation run Passenger buses on the following routes :

serial no.	Name of routes.	Length of the routes Miles .
1	Dhanbad –Sindri	.. 16
2	Dhanbad- Baramasia via Chas-Chandankiari	.. 38
3	Dhanbad-Gomo via Bermo-Isri	.. 82
4	Dhanbad-Panchet	.. 32
5	Dhanbad-bermo via chas-Marafari	.. 48
6	Dhanbad-Giridih	.. 75
7	Dhanbad-Giridih via Barwa	.. 75
8	Dhanbad-Gaya	.. 146
9	Dhanbad-Aurangabad	.. 156
10	Dhanbad-imamaganij	.. 150
11	Dhanbad-Chatra	.. 125
12	Dhanbad-Hazaribagh via Bagodar-Tatighari	.. 80
13	Dhanbad-Hazaribagh via Berhi-Padma-Ichak	.. 80
14	Dhanbad-Ranchi via Jhalda-Muri	.. 110
15	Dhanbad-Ranchi via Ramgarh	.. 110
16	Ranchi-Dumka via Dhanbad	.. 202
17	Dhanbad -Jameshedpur	.. 110
18	Dhanbad-Nawadah	.. 146
19	Dhanbad-Patna	.. 218
20	Dhanbad-Barouni	.. 230
21	Dhanbad-Bhagalpur	146
22	Jharia-Giridih	71
23	Patherdih-Hazaribag via Katras-Dhanbad - Ranjganj.	Not. Available
24	Dhanbad-Chouparan	92

Some of the long route buses ply in the night as the people do not want to waste their day. The coalfield work are kept busy bin the day and go home only in the evening. The maximum number of passengers is the day get their wage. Approximately 20to 25 thousand person travel within the district daily by buses. Dhanbad buses are stationed near the railway station and the area hums with noise throughout twenty-four house.

One peculiarity in this district is that the taxi chare per passenger is the same as the bus charge. All the taxi and buses are usually overloaded.

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The statement showing the number of different vehicles onfor the last six year and registration of motor vehicle obtained form the police is given below:

Year	Buses	Trucks	Motor-cars and jeeps	Motor cycles	Taxis	Auto rickshaws	Trailers	Total
1	2	3	4	5	6	7	8	9
1956	126	776	1,540	387	191	1	47	3,068
1957	140	864	1,652	412	201	1	59	3,239
1958	148	1,020	1,676	475	201	1	90	3,611
1959	126	1,003	1,618	407	215	1	87	3,457
1960	145	1,139	1,709	473	213	1	93	3,773
1961	173	1,221	1,875	514	252	1	90	4,126
1962 (up to 31 st March. 1962)	192	1,405	2,025	600	259	1	95	4,577

RAILWAYS.

The District Gazetteer of manbhum (1911) mentions The east India Chord line was completed to Barakhar in 1858, and for the next 31 year communication with Calutta and the outside world generally was via Bharakhar or Raniganj

“In 1894 the East Indian Railway Company extended their system for Barakar to Jharia and Katras so opening up the Jharia Coalfield area. Nine yaer later , in February, 1903 the Kharagpur-Gomo section of the Bengal-Nagpur lione was opened to goods traffic as far as Bhojudin, and in the following year for goods and passenger traffic as Mulkera, the complete length to Gomoh not being ready till January, 1907 thus affording another outlet for products of the coalfield. In February, 1907 the Grand Chordof the East Indian Railway which practically doubled the existing line through the coalfield and gave a direct outlet towards the North-Wesr provinces and Bombay, was opened

The collieries are by a network of loops, branches, and siding taking off form the main line of both the Bengal-Naqqpur and East India system ,and ten inter-connection of system at Gomoh, Katrsgarh and Jharia makes it possible for then colliery proprietor his coal to part of India by the most convenient route.

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“ Further extension of railway system are in progress or contemplated. A direct line from Pradhankhunta on the Grand Chord to Patherdih at the extreme south-eastern corner of the coal field is under construction, the intention being to relieve the congestion of eastward bound traffic which at present has to pass through Dhanbad,”*

It may be mentioned that the direct line from Pradhankhunta to Patherdih which was under construction in 1911 has been completed long ago. The name of the Bengal –Nagpur Railway has been changed into South –Eastern Railway. The name of the East Indian Railway has since been changed into Eastern Railway.

There is a network of railway line in this district passing through colliery area. Grand Chord Line of the Eastern Railway and branch line of South-Eastern Railway pass through this district. From Gomho Junction two railway lines, one of the Eastern Railway and another of the South-Eastern Railway branch off, one going to Dehari-on-Sone (Shahabad) via Barkakana and another from Gomoh to Adra (Purulia district in West Bengal). There are branch lines in both the railways for carrying coal to different places in the country.

The district has four sections of the Eastern Railway and one section of the South-Eastern Railway. Most of the sections are utilized for carrying goods from the collieries. They are as follows :-

Eastern Railway

(a) Kumardhibi-Gomho Section –Kumardhibi to Gomho form part of the Grand

Chord in main line running from Dhanbad with Grand Chord main line

running from Howrah to Delhi via Asansol, Gomho, Gaya and Moghalsarai. The distance of the section is 120 kilometers. There are altogether 12 stations including Block Huts and Halts. They are Kumardhibi, Mugma, Thaparnagar Block Hut, Kalubathan, Chotta Ambona, Pradhankanta, Dhanbad, Bhuli Halt, Tetulmari, Nichitpur Block Hut, Matari and Gomoh.

(b) Pradhankanta –Patherdih Section.- This section runs from Pradhankanta to Patherdih opened in 1913. There are four stations including Block Huts in between and the length is 15 kilometers. They are Pradhankanta, Rakhitpur Block Hut, Sindri Block Hut and Patherdih. These stations are mostly used for goods traffic.

(c) Dhanbad-Phularitand Section.- This section goes from Dhanbad to Phularitand.

This line was formerly

*District Gazetteer of Manbhum (1911), pp. 184-185.

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Extended to Katrasgarh only in 1894 but further extension up to Phularitand was made in 1926. It has a length of 21.6 kilometres and there are 12 stations including Halts in between the two. They are Dhanbad, Kusunda, Baseria Halt, Bansjora, Sijua, Angarpathra, Katrasgarh, Tentulia Halt, Tundu Halt, Budora Halt and Phularitand.

- (d) Dhanbad-Patherdih Section.- This sections runs from Dhanbad to Patherdih opened in 1903. The length of this section is kilometres. There are 12 stations including Halts. They are Dhandbad, Dhansar Halt, Babtbakulha Halt, Nayakanali Halt, Jharia, Kujma Halt Patherdih Bazar Halt, and Patherdih.

The following are the colliery sidings on the following sections of the Eastern Railway:-

- (1) Kumardhubi-Gomoh Section-33.008 kilometres.
- (2) Pradhankanta-Patherdih Section-27.715 kilometres.
- (3) Dhanbad-Pradhankanta Section-44.708 kilometres.
- (4) Dhanbad-Phularitand Section-58.741 kilometres.

South-Eastern Railway

Sudamdih-Gomoh Section.-This line runs from Adra (Purulia district in West Bengal) to Gomoh and connects this district with Purulia districts(West Bengal). The length of this section is 41 kilometres. There are 12 stations including Block Huts. They are Sudamdih Block Hut, Bhowra Block Hut, Jamadoba South, Jamadoba North, Bhaga, Kerkend Block Hut, Loyabad, Malkera, Mahuda, Kharkhari Block Hut, Khanoodih and Gomoh.

There are other branch lines for carrying coal from Nichitpur to Katragarh and Malkera, from Malkera to Mahuda, from Mahuda to Chandrapura (Hazribagh), from Kharkhari to Malkera, Kerkend to Jamadoba, Bhamaria to Sudamdih, from Kerkend to Bhowra, from Bhutgoria to Jamadoba, from Tetulmari to Kusunda, Jharia and from Pradhankanta to Patherdih.

Dhanbad Junction Railway Station had a comparatively miserable building in view of the importance of the station. The building was pulled down and a magnificent building was constructed in 1958. It is situated at a distance of 169 miles from Calcutta and is one of the most important railway stations on the Grand Chord line.

Dhanbad Railway Station comes under the Asansol Division of Eastern Railway. There is an office of the Divisional Superintendent (Transportation) at Dhanbad. The railway colony is an important part of the town occupying a big area. The railway colony has houses for about two thousand staff. It has its own water-supply, electric power house and hospital.

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During 1962 the district has 99 miles of open line available for passengers and goods, the rest for colliery branches whose mileage is not available. For the convenience of passengers and other coaching traffic, 10 trains including two mail, four express including one airconditioned bi-weekly and one weekly Janata Express and four passenger trains run each way over Grand Chord Section. On Gomoh-Sudamdih Section of the South-Eastern Railway two passenger trains run each way. Over the branch line section three trains run each way daily on Dhanbad-Jharia-Patherdih and three trains run each way daily over Dhanbad-Phularitand.

With a view to deal with increased coal traffic during 1962-63, the passenger services on Dhanbad-Patherdih and Dhanbad-Chandrapura Sections had to be reduced to three trains each way in consultation with the State Government.

ROLE OF RAILWAYS IN THE ECONOMIC LIFE OF THE DISTRICT.

The following are the main commodities which go out of the district through the Eastern Railway and the South-Eastern Railway :- Coal, colter, ammonium sulphate, superphosphate, cement, glassware, fire-bricks, electric goods including radio products, washed- coal, pig lead and silver, stone-chips, etc.

The following are the main commodities that come to the district from outside through the two railways:- Sugar, foodgrains, salt, spices, tea, cotton and woolen cloths, kerosene oil, petroleum mustard oil, Vegetables, fish, cosmetics and other luxury goods, cycles, radios, watches, crockeries, gypsur, lead ore, etc.

PASSENGERS AND GOODS TRAFFIC.

The outward and inward traffic of goods, and passengers dealt with at the following stations of the Eastern Railway is indicated below :-

Passengers.

Stations.	Year	Outward	Inward
1. Kumardhubi	1956-57	1,07,651	1,08,842
	1957-58	1,20,117	93,443
	1958-59	1,13,803	88,714
	1959-60	1,24,752	91,404
	1960-61	1,19,782	90,310
	1961-62	1,34,837	92,142

* Compiled from the weekly statements at the different railway stations. The authenticity of the statistics was not questioned.

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2. Dhabad	1956-57	11,70,295	10,91,292
	1957-58	14,02,638	9,27,764
	1958-59	13,99,189	9,78,754
	1959-60	12,49,321	10,83,102
	1960-61	13,27,419	11,20,318
	1961-62	14,19,418	11,84,527
3. Gomoh	1956-57	2,24,339	2,79,374
	1957-58	2,59,188	2,07,625
	1958-59	2,68,372	2,00,562
	1959-60	2,74,259	2,14,352
	1960-61	2,79,219	2,10,131
	1961-62	2,81,054	2,14,592
4. Jharia	1956-57	1,01,321	87,444
	1957-58	1,40,471	1,55,146
	1958-59	1,04,671	1,30,125
	1959-60	1,02,321	1,29,485
	1960-61	1,03,104	1,31,011
	1961-62	1,04,309	1,32,032
5. Patherdih	1956-57	22,937	18,333
	1957-58	22,216	12,324
	1958-59	21,012	9,352
	1959-60	20,874	10,987
	1960-61	21,935	14,218
	1961-62	22,014	13,727
6. Katrasgarh	1956-57	1,71,850	1,13,090
	1957-58	1,66,947	1,45,740
	1958-59	1,49,635	1,36,734
	1959-60	1,38,945	1,40,831
	1960-61	1,45,879	1,39,882
	1961-62	1,57,983	1,41,309
1. Kumardhubi	1956-57	57,33,221	1,09,529
	1957-58	63,32,124	94,872
	1958-59	69,59,321	98,978
	1959-60	73,32,439	1,14,379
	1960-61	69,45,321	1,09,389
	1961-62	78,76,755	1,26,529

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Stations.	Year	Outward In tons.	Inward In tons.
2. Dhanbad	1956-57	1,219	39,791
	1957-58	775	36,791
	1958-59	1,033	42,663
	1959-60	1,211	41,874
	1960-61	2,401	43,987
	1961-62	2,434	47,423
3. Gomoh	1956-57	16,332	17,799
	1957-58	19,644	18,457
	1958-59	15,182	12,611
	1959-60	14,093	10,987
	1960-61	15,321	11,302
	1961-62	15,321	10,417
4. Jharia	1956-57	20,394	39,509
	1957-58	18,503	64,090
	1958-59	23,124	80,100
	1959-60	19,432	72,109
	1960-61	27,042	91,423
	1961-62	30,325	96,435
5. Patherdih	1956-57	5,329	60,261
	1957-58	1,051	25,236
	1958-59	1,104	45,816
	1959-60	1,098	43,214
	1960-61	1,292	42,413
	1961-62	1,302	43,198
Katrasgarh	1956-57	1,55,451	11,855
	1957-58	10,882	18,127
	1958-59	9,499	17,450
	1959-60	10,132	15,952
	1960-61	98,498	17,321
	1961-62	10,434	19,526

RAIL-ROAD COMPETITION AND REGULATION OF TRANSPORT

The railways are not adequate to handle all the passengers and goods to the different parts of the district and beyond and, therefore,

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The importance of roads is no way less. The following zones have parallel rail and road connections :-

East of Dhanbad :- Dhanbad-Pradhankanta- Chhota Ambona Kalubathan-Thaparnager-Mugma-Kumardhubi.

West of Dhanbad :- Dhanbad-Bhuli-Tetulumari-Nichitpur-Matari-Gomoh.

South of Dhanbad:- Dhanbad-Dhansar-Bastakulha-Nayakanali-Jharia-Kujma-Lodna ,South-Lodna-Bagdigi-Bararhi-Patherdih Bazar-Patherdih.

The goods carried by trucks are mainly coal, cement, forest products, fertilizer, glassware, fire-bricks, electric goods, colter and stonechips, on the outward journey. On the inward journey they carry light parcels, mill-made cloth, vegetables, cosmetics and luxury goods, spices, sugar, tea, petroleum, ghee, tobacco and chillies, etc.

The railways generally carry goods too heavy for carriage by trucks. They also carry such small parcels as answer-books of the examinees which are never carried by trucks as well as long journey parcels. Fish, vegetables, fruits and other perishable goods are sent both by trucks and railways.

There is a keen competition between rail and road transport between places connected both by railways and good roads, for transport by trucks is much quicker with less loss of time than by rail. It will not be incorrect to mention that the apathy and delay in the handling of goods by the railways had given an encouragement to the development of roadways and truck traffic. Since the last one decade there has been an enormous expansion of the roads within the district and beyond. There are a number of regular long distance truck services with headquarters in Calcutta and Delhi that will reach any consignment to the destination within three or four days. It has been humourously observed that these truck drivers drink like devil but they deliver the goods. The delay in booking parcels at railway station to patronize the trucks. All these have forced the railway administration to reduce the freight and to run crack special goods trains.

For the easy and quick transportation of goods the Grand Chord on the Eastern Railway from Sitarampur (West Bengal) to Mughalsari (U.P) has been electrified and the energisation of different sections in Dhanbad district had been as under :-

1. Kumardhubi to Dhanbad- 21st November, 1960.
2. Pradhankanta to Patherdih- 21st November, 1960.
3. Dhanbad to Gomoh- 1st February, 1961.

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Consequent upon the increase in traffic envisaged in the Second Five-Year Plan, diesel engine operation on the Gomoh-Gaya Section was introduced at the end of 1957, thus replacing the steam traction, which had reached to a saturation point. In order to achieve economy in operation, the diesel traction was replaced by electric traction.

There has been complete reorientation of goods train operation with the introduction of the electric crack specials on the Asansol-Dhanbad-Gomosh-gaya Section. From Gomosh to Gaya about 28 goods trains are being run each way in addition to passenger service.

In spite of all those measures the railways have their own difficulty as the strength of the rolling stock is limited, the stock is subject to wear and tear and the railway tracks have to be used with restrictions owing to other trains on the line. The roads are there, for use throughout twenty-four hours. They are sticking to time-table hours and fixed rates and better type vehicles have been introduced. There are now non-stop long distance express bus services. But the overcrowding has not been fully controlled.

There is ample scope for both the railways and the roadways to handle traffic, goods and passengers. The overcrowding of the passenger trains and the buses in the zones where both the systems run indicate that there is ample room for expansion of both the systems and the possibility of a healthy competition.

WATER TRANSPORT.

Water communication is not existent in the district as there are no canals or navigable rivers and moreover all the rivers are hill streams which dry up except during rains.

TRANSPORT BY AIR

Dhanbad is not on the air route on any scheduled flight. There is only one small landing ground at Susnilewa which is situated two miles away from Dhanbad towards north maintained by the Public Works Department. The air strip is used by smaller planes, private or State.

There is no regular air service in this district, But private aeroplanes are allowed to use the landing ground on payment of charges leviable under the rules framed in 1952. This landing ground is serviceable throughout the year.

ROPEWAYS.

There are different aerial ropeways owned by the collieries in the district operating in the colliery areas. These are only meant for transportation of sand in the different collieries. Sand is an essential

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requirement in the collieries for stowing. The following are the particulars of the different ropeways operating in Jharia Coalfield :-

Serial no.	Name of the Ropeway.	Starting point.	Terminating and serving points.	Length of the ropeway(in metres).
1.	Loyabad Ropeway ..	River Damodar (villages Jatudih, Ganeshadih, Jarma, and Petia, district Dhanbad).	1.Badroochuck Colliery 2.Mudihih Colliery. 3.Mudidih-Tentulmari Colliery. 4. Loyabad Colliery.	21,777.
2.	Sijua – Malkera Ropeway	River Damodar (village Tangabad, district Dhanbad).	1.Sijua Colliery .. 2.Malera Colliery	14,346
3.	Potkee-Kankanee Ropeway	River Damodar(village Dhawardah,distri Dhanbad).	1.Kankanee Colliery.. 2.PotkeeColliery	22,265
4.	Bhulanbararee Ropeway	River Damodar(village Bhanura, district Dhanbad).	Bhulanbararea Colliery	4,000
5.	Joalgora Ropeway..	River Damodar (village Sutikdih, district Dhanbad).	Jealgora Colliery ..	4,800
6.	Bagdigi Ropeway	River Damodar (village Dungri, district Dhanbad)	Bagdigi Colliery ..	6,492
7.	Jamadoba-Digwadih Ropeway	River Damodar (village Dungri, district Dhanbad)	Jamadoba and Digwadih Collieries.	4,810

DAK BUNGALOWS, INSPECTION BUNGALOWS AND REST HOUSES.

The rest houses maintained by the Public Works Department, District Borad, Coal Mines Welfare Organisation, Forest Department, Jharia Water Borad are shown in the tables that follow. They are available to the Government officials and non-officials on certain fixed charges. The number of tourists has gone up tremendously. In the holidays a large number of motorists from Calcutta visit these areas. The rest houses available are inadequate. They are furnished and at some of them cooks are available. Hoteliering has to be developed yet. There are no standard hotels even at Dhanbad. There are

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about eight hotels which are of poor standard but even their charges are high. There are some dharamshalas at allowed free in two or three days but the comforts are nil.

The accomodation now available to the public is extremely inadequate particularly in Dhanbad, Jharia, Katras and Sindri.

This district has got excellent prospects for development of tourism. There are a number of places of attraction from various points of view like Maithon, Sindri, Topchanchi, Panchet, etc. Near the district is the Parasnath hill with a number of Jain mandirs. Within the district there are a number of industrial ventures some of which are well worth a visit. The fertilizer corporation at Sindri, the silver extraction at Tundu, the yachting at Maithon Lake, a peace-ful stay at Topchanchi Lake House, shooting of wild animals in certain forest spots with permissio are some of the attractions that this district can offer. The district headquarters Dhanbad is well connected with Purulia, Ranchi, Telaiya, etc. and hundreds of motorists usually pass through this area in the holidays. But unfortunately there are no youth hostels or cheap places of comfortable stay anywhere in the district excepting the Inspection and DakBungalows which are usually crowded by Government servants and not easily available to the public. The statement below gives the list of the rest houses available withing the district :-

Seria No.	Name of the Bangalow.	Location
--------------	-----------------------	----------

State Government Bungalows.

- | | | |
|----|------------------|------------------------------|
| 1. | Circuit House .. | Luby Circular Road, Dhanbad. |
| 2. | Staging Bungalow | Near Collectorate, Dhanbad. |

P.W.D. Inspection Bungalows.

- | | | |
|----|--------------------|----------------------------------|
| 1. | Barwa | At mile 160 on Grand Trunk Road. |
| 2. | Kendua | At mile 170 on Grand Trunk Road |
| 3. | Rajganj | At mile 180 on Grand Trunk Road |
| 4. | Topchanchi | At mile 190 on Grand Trunk Road |
| 5. | Chandankiari | Candnkiari. |
| 6. | Katras | katras |
| 7. | Sindri | Sindri. |
| 8. | Chas | Chas |
| 9. | Dhanbad | Luby Circular Road, Dhanbad. |

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Serial No.	Name of the Bangalow.	Location
---------------	-----------------------	----------

District Board Inspection Bungalows.

- | | | |
|-------------|---|---|
| 1. | Kapasara | At mile 153 on Grand Trunk Road and 24 miles from Dhanbad towards east. |
| 2.
miles | Gobindpur | At mile 169 on Grand Trunk Road and about 8 miles from Dhanbad towards east. |
| 3.
miles | Tundi | At mile 14 on Gobindpur-Giridih P.W.D.Road, 14 miles north of Grand Trunk Road from mile 169 towards north and 20 miles from Dhanbad. |
| 4. | Baramasia | At mile 1 on Kherabera – Damodar Road. |
| 5. | Dhanbad
(It has been converted.)
into the residence of the
Administrator, District Board,
Dhanbad | |

**Coal Mines Welfare Organisation's Bangalow.
Jagjiwan Nagar Rest House Jagjiwan Nagar (Dhanbad).
Forest Department's Rest Houses.**

- | | | |
|----|----------------|---|
| 1. | Chas | At about mile from Chas town on Chas-Purulia-Road.

On Chas-Purulia-Road. |
| 2. | Begnoria | At about 7 miles South of Rajganj miles 180 on Grand Trunk Road. |
| 3. | Maniadih | At Maniadih 3 miles south of Tundi. |

Jharia Water Board's Bangalow.

Topchanchi Water Borad At Topchanchi near water Bangalow. Reservoir.

POSTAL COMMUNICATION.

The Superintendent of Post Offices with headquarters at Dhanbad is the head of the Postal Department, which is under a Central Ministry. The Superintendent of Post Offices. Dhanbad Postal Division, is assisted by one Inspector having headquarters at Dhanbad. The total length of Postal Communication in 1962 is 746.37 kilometres in the district. The Postal Communication by railways is

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222.37 kilometres, by motor buses 158 kilometres and by runners 566 kilometres in the district.

The Dhanbad Post Office is the Head Post Office. There are 42 Sub-Post Offices and 92 Branch Post Office. The Sub Offices in the district are: Bansjora, Bhaga, Bahgabab, Bhowra, Bhojudih, Bhulim Chas, Chirkunda, Coal Mines Provident Fund (Dhanbad), Dhanbad Bazar, Hirapur (Dhanbad), District Superintendent of Education (Dhanbad), Dhansar, Domgorh, Fuel Research Institute, Gobindpur, Gomoh, Indian School of Mines (Dhanbad), Jagiwan Nagar, Jealgora, Jharia, Jharia Bazar, Jharia Manbad, Katrasgarh, Katras Bazar, Khasjeenagora, Kumardhubi, Kusunda, Maithon dam, Melkera, Mugam, Mohuda, Nawagarh, Nirsachatti, Nudkhurki, Panchet dam, Partherdih, Saharpura, Sijua, Sindri, Indstritue and Tundoo.

Some of the Sub-Post Offices are served by direct rail communication (Railway Mail Service) and others are served by road through motors, buses or through runners.

The 92 Branch Post Offices are located at bigger and smaller villages and they serve the neighbouring villages. Some of the Branch Post Offices are located where there are Police-Stations and Block Offices.

In all The Post Offices including Branch Post Offices, ordinary postal transactions including money orders are conducted. Most of the Sub- Post Offices conduct Saving Bank business and also National Savings Certificates. National Saving Certificates are not sold at any extra Departmental Sub-Offices.

Many of the villages do not get more than one delivery in a week. The idea is to have a Post Office at every village which has a population of 2,000 persons. Attempt is being made to implement this.

The following statistics indicate the average weekly postal business done in 1961-62:-

1. Average weekly number of articles delivered-	2,62,795.
2. Average weekly Money order issued-	2,749.
3. Average weekly Money order paid-	3,360.
4. Average weekly Savings Bank deposits	1,836.
5. Average weekly savings Bank withdrawals	854.
6. Average weekly National Savings Certificates issued	314.
7. Average weekly National Savings Certificates discharged	42.

Telegraphs and Telephones.

There are 22 Postal Telegraph Offices from where telegrams can be sent and received in the district. They are, viz, Bansjora, Bhojudih, Chirkunda, Dhanbad Bazar, Dhansar, Gobindpur, Gomoh, Jealgora, Jharia, Katrasgarh, Kumardhubi, Kusunda, Maithon dam, Mohuda, Mugma, Nawagarh, Nirsachatti, Nudhurki, Panchet dam, Patherdih, Sijua and Sindri.

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Telephones.**

The opening of the Telephone Services has been a great boon to the merchants and Government officials. There are five Telephone Exchanges in the district, Namely, Dhanbad, Jharia, Katrasgarh, Loyabad and Sinidih and 19 public call offices, viz, Dhanbad, Bansjora, Bhaga, Bhojudih, Chirkunda, Dhanbad Bazar, Dhansar, Gobindpur, Gomoh, Indian School of Mines (Dhanbad), Jealgora, Jharia, Katrasgarh, Kusunda, Mohuda, Nawagarh, Nirsachati, Patherdih and Sindri, The details regarding telephone connections exchange- wise are as follows:-

Name of exchange,	Capacity	Working Connections.	Extensions.
1.Dhanbad	900	606	111
2. Jharia	900	590	151
3.Katrasgarh	300	241	39
4.Loyabad	200	159	45
5.Sinidih	125	106	26

Besides the abovementioned exchanges there are 16 Private Branch Exchanges in the district maintained by the different private concerns. The Postal Department has nothing to do with the working of these privately managed exchanges. The details regarding name, capacity, number of direct connetions of the Private Branch Exchanges are as follows:-

Serial no	Name of exchange.	Capacity.	No of direct Connections.
1.	Maithon Executive Engineer Construction Division, D.V.C.	20	19
2.	Maithon Executive Engineer Construction Division, D.V.C.	23	21
3.	Chanchani and Worah(P) Ltd.Dhanbad.	12	
4.	Chief Mining Engineer Hindustan Steel, Ltd Saridhela, Dhanbad.	25	10
5.	M/s Kalyanji Moyi & Co. Dhansar.	12	8
6.	Central Mining Research Station, Dhanbad,	60	17

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Serial no.	Name of exchange.	Capacity	NO.of direct Connection.
7 .	Kumardhubi engineering Works (p) Ltd, Kumardhubi.	Not available	10
8.	Fertiliser Corporation of India Unit , Sindri .	50	43
9.	Lodna collieries CO, (1920), Ltd, Post Box no. 135 , jharia.	10	8
10.	Director Fuel Research Institute, jealgora.	20	15
11.	Director East Bhagatdih Colliery Co.(p) Ltd jharia.	12	9
12.	Chife mining Engineer East India Coal co Ltd. Jealgora.	25	20
13.	M/sBird and co, (p) Ltd sijua	28	24
14.	Asiatic Oxygen and Acelybu co, Ltd , Dugda.	12	6
15.	Bharat Mining Corporation , Ltd, p. o. Kharkharee(Dhanbad)	12	6
16.	Kalyani ji Morji and Co, Bengal coal co, Ltd p.o. Mohuda (Dhanbad)	4	3

Radio and Wireless.

There is no broadcasting station in the district. People are gating radio minded . the number of licensees for radio in dhanbad district for 1961 is 10, 756 . Now the shops have a radio set not to speak of the restaurant and cheap hotels .

The public relations Department has distributed 169 radio sets till 1962 to selected rural libraries at a reduced rate.

The police has one wireless station at Dhanbad . It is meant for administration purposes only.

ORGANISATION OF OWNERS EMPLOYEES IN THE FIELD OF TRANSPORT AND COMMUNICATIONS.

Dhanbad district has got one association of bus owners . It has 51 Members and is affiliteted to Bihar Bus Owners, Association , Ranchi but is a non gistered association. In the fact large number of buses that have Dhanbad as the starting point and another large

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number of buses that pass through Dhanbad , this association has an important role to play .The association looks after the interest of the transport owners .

The employees in bus transport service have also got three association to look after the employees in transport . the details of the union are as follows.

Serial no	Name of Union.	Registered No	Date of Registration	Affiliation With Central Organisation.
1.	Moter Workers Union , Naya Bazaar (Dhanbad).	100	26 th June 1946.	Hind Mazdoor Sangh.
2.	Damodar Ropeway Labour Union. P.o. Nadkhurkee, (Dhanbad)	556	30 th April 1952.	Indian National Trade Union congress.
3.	Dhanbad Paribahan Karamchari Sangh Dari Mohallaa (Dhanbad)	934	11 th January 1960.	Union Tread Union Congress.