

CHAPTER XI.

MEANS OF COMMUNICATION.

The District of Gaya has now got a good network of roads. The roads are maintained by several agencies, namely, the national highway roads maintained by the Central Public Works Department, provincial highway roads maintained by the Public Works Department of the State Government, roads maintained by the District Board, roads maintained by the Local Boards and the roads maintained by the several Municipalities. The famous Grand Trunk Road which is a national highway runs through the district of Gaya for a length of 68 miles. Besides roads, there are railways connecting the different parts of the district. Communication by water is not of so great importance as many of the rivers run dry in the summer. The district is also well advanced from the point of view of postal communication. There is a first class aerodrome about 7 miles from the city of Gaya. There is also a wireless station for Government purposes.

Before coming to a description of the present means of communication it is necessary to give a picture of the means of communication in the past. Buchanan Hamilton who toured the district of Gaya in 1811-12 has left a description which is not very flattering to the means of communication at that time. The quotation from Buchanan Hamilton mentioned in the old District Gazetteer of Gaya by O'Malley is given here.

“ During the rainy season,” he says, “ all internal commerce is at a complete standstill as the roads are then so bad as not to admit of even cattle travelling with back-loads. I have seen no country that could be called at all civilized, where so little attention has been paid to this important subject, and even in the vicinity of the jails, where many convicts sentenced to labour are confined, very little has been done. The cross roads from market to market are those which are chiefly wanted, and no one who has not seen the condition of these could believe that a country so extremely populous and rich, and having such occasion for land conveyance, could be so ill provided. The object in such roads is not to enable gentlemen to drive their curricles, but to enable cattle carrying back-loads to pass at all seasons from one market to another, and in the fair season to enable carts to do the same.”

The next authentic account of the roads is found in the memoirs of the administrators during the movement of 1857. At that time it appears that the Grand Trunk Road was quite well developed and formed an important artery. At a distance of every 10 miles or so there used to be a *chatti* or *sarai* which was a halting place for the travellers. There used to be shops and eating houses at the *chattis*. Bullock cart trains used to run on the Grand Trunk Road. Government used to run the bullock cart trains which were given some sort of protection by *sowars* carrying naked swords. The portion of the Grand

Trunk Road between Danua and Bhalua was a notorious area for the dacoits. Two brothers Danua and Bhalua used to operate from the two opposite sides of this road and travellers used to be waylaid. The Grand Trunk Road was frequently used for military movements. There used to be frequent route-marches of the military on the Grand Trunk Road. This road was practically the life-line for the administration, so far military movements were concerned, during the movement of 1857. The administration of the District of Hazaribagh practically fell back to Bagodar on the Grand Trunk Road for a few months. The old English Correspondence in the middle of the nineteenth century available in Gaya Record Room shows that for sometime a private bullock cart train company known as Hindustan Bullock Carts used to run their vehicles on the Grand Trunk Road.

The other important road was Patna-Gaya Road. This road was used both for passenger and trade traffic. It appears that till 1857 excepting these two roads, namely, Grand Trunk Road and Patna-Gaya Road there was not much improvement in the other roads. Difficulties of the administration for moving the military or the police and supply were very considerable during the days of 1857 movement because of the bad condition of the roads. In the District Gazetteer of Gaya by O'Malley, published in 1906, it has been mentioned: "The Collector, in his account of the events of 1857, speaks of the difficulty he had in supplying the indents made on him for carriage; all transport," he said, "was carried on by means of small pack-bullocks, useless, on account of their size, for military purpose; he could hire no carts, and so had to make them. Altogether 85 carts were supplied in this way, and the fact that it was found impossible to hire such a small number of carts is a striking proof of the absence of good roads in the interior."

O'Malley traced the development of road communications in the district of Gaya as follows:—

"The present system of roads is a creation of the last half century. Fifty years ago the only road by which a traveller could go to Calcutta was the Grand Trunk Road, the only means of conveyance were the relays of carriages provided by various contractors, and the state of the country was so unsettled that constables had to be stationed in stage-huts built at short intervals.

"To the north the principal route open to traffic was the Patna-Gaya Road along which the railway now passes, but this was unmetalled and in the rainy season communication with Patna was almost entirely interrupted.

"During the famine of 1866, when it was the one channel through which food could be brought in to feed the starving people, it was impossible, the population was cut off from supplies and the severity of the famine was consequently aggravated. By 1875 this road had been metalled throughout its length, and there were but two metalled roads,

the Grand Trunk Road and the Bihar-Rajauli Road. Three other roads only were considered of sufficient importance to deserve separate mention, viz., those from Gaya to Daudnagar, to Sherghati, and to Nawada, and of the 97 miles they covered only 16 were metalled. Besides these, there were 8 other unmetalled roads of less importance with a total length of 163 miles, and most of these had been constructed or put into working order during the famine of 1874."

The three paragraphs quoted below are also from the old District Gazetteer of Gaya by O'Malley, published in 1906. They show the condition of the roads till about 1906 :

" At the present time, the district is intersected by a number of excellent roads which place every part of it within easy reach of the markets. The expenditure on original works during the quinquennium 1900—04 has been Rs. 3,19,000 and on repairs Rs. 3,64,000; and Gaya is now richer in metalled roads than any district in the Patna Division except Shahabad. The District Board maintains 30 metalled roads, 69 unmetalled roads and 193 village roads with a length of 1,63,715 and 628 miles, respectively, and in addition to these there are 67 miles of metalled and 168 miles of unmetalled roads in the charge of the Public Works Department. The most important of these roads is the Grand Trunk Road, maintained from Provincial funds, which passes through the south of the district for a distance of 65 miles.* It enters Gaya from the Hazaribagh district near Bhalua, and leaves it by a great causeway in the bed of the Son at Barun, crossing on its way the broad streams of Mohana, Morhar, Batane and Pulpun, and passing the trade centres of Barachatti, Sherghati and Aurangabad. The other roads of greatest importance are those running from Gaya to various parts of the district, such as that joining the Grand Trunk Road at Dobhi and the roads to Daudnagar and to Sherghati, the latter and its continuation to Imamganj and Dumaria being the chief line connecting Gaya and Palamau before the opening of the new line of railways from Barun to Daltonganj. Some roads leading from Gaya, which were formerly the principal trade routes, such as those to Aurangabad, Jahanabad and Nawada, have now lost much of their importance owing to the railway lines which run parallel to or along side them, though they still serve a useful purpose as feeder roads. In the interior traffic is heaviest along the road from Jahanabad to Arwal (21 miles) and that running for 24 miles from Rajauli to Nawada and thence across the border at Kharhat to Bihar, which brings down the produce of the hills.

" Much of the internal trade of the district is still carried very largely by pack-bullocks, as the villages off the roads are not accessible to carts in all months of the year. The irrigation channels spread out in all directions, and the nature of the soil, which being largely composed of clay, becomes very heavy when wet, precludes bullock carts from travelling about with the same ease and freedom as in North

* The mileage of G. T. road in this district is actually 68 miles. (P.C.R.C.)

Bihar. It is not until the cold weather that the interior of the country is opened out to them, and during the rains pack-bullocks ply to and from the villages. They are also largely in request in the broken hilly country to the south, where the only carts in use are low, strong carts with solid wooden wheels suitable for the rough country which they have to cross. Elsewhere the carts in use are similar to those used in other parts of Bihar. The light springless carts known as *ekkas* are common, and along a few roads away from the railway there are camel carts carrying passengers and goods, Gaya being one of the districts furthest south in which camels thrive and can be usefully employed.

“ Great activity has been shown in recent years in planting road-side avenues along the principal roads. In the quinquennium ending in 1904-05 the expenditure on the planting of trees and the establishment of nurseries was greater than in any other district in the Division. It is estimated that 138 miles of roads require to be planted, though it is doubtful if any road can be said to have been completely planted, as the avenues are seldom continuous for a complete mile, and there are many gaps where the trees have died out. A programme has been prepared, under which 69 miles are to be planted by the end of 1907-08, and this programme is being worked up to.”

Since the publication of the last District Gazetteer there has been a phenomenal development of the means of communication. There has been an expansion of roads and now the district has got a network of good metalled roads.

NATIONAL HIGHWAY ROADS.

There are two roads known as the National Highway no. 2 and National Highway no. 31. National Highway no. 2 is Grand Trunk Road which has a length of about 68 miles within the district. The other National Highway Road is Bihar-Nawada-Rajauli-Singrawan section of Patna-Ranchi Road with a length of 31.6 miles.

The Grand Trunk Road is the most important inter-state artery. It enters Gaya district from the Hazaribagh district side near Bhalua and leaves it by a great causeway in the bed of the Sone at Barun. Crossing on its way the streams of Mohana, Morhar, Lilajan, Batane and Poonpoon the road passes the important villages of Barachatty, Sherghati, and Aurangabad. The last two places, Sherghati and Aurangabad, are townships. Aurangabad is the headquarters of the subdivision bearing the same name.

The Bihar-Nawada-Rajauli-Singrawan section of the Patna-Ranchi Road has cut out considerably the road distance from Patna to Ranchi. Previously the motoring route from Patna to Ranchi was *via* Nawada, Gaya and Hazaribagh. The road from Nawada to Rajauli existed before and the hill section was constructed later.

There are 14 miles of hill section on this road from Rajauli to Kodarma.

PUBLIC WORKS DEPARTMENT ROADS.

The following roads have been provincialised and are being improved by the Public Works Department of the State Government, in accordance with the Five-Year Plan :—

Serial no.	Names of roads.	Classification.	Mileage.	Approved cost in lakhs of rupees.
1.	Jahanabad-Ekangarsarai.	Provincial Highway.	12·00	21·19
2.	Nawada-Gaya ..	Ditto	37·75	6·63
3.	Gaya-Dobhi ..	Ditto	20·25	3·68
4.	Dobhi-Chatra (up to district border).	Ditto	7·12	5·10
5.	Nawada-Pakribarawan.	Ditto	19·25	3·79
6.	Hariharganj-Aurangabad.	Ditto	16·00	6·70
7.	Gaya-Jahanabad	Major District	29·40	18·33
8.	Road connecting Bodh-Gaya with Gaya-Dobhi road.	Provincial Highway.	2·10	0·34
			141·87	65·76

The Jahanabad-Ekangarsarai Road is 12 miles long and forms a part of the Jahanabad-Ekangarsarai-Bihar Road. It has been classified as provincial highway. The approved cost of improvement of the Jahanabad-Ekangarsarai Road is Rs. 21.19 lakhs. The road starts from the junction of Patna-Gaya Road near Jahanabad Railway station and terminates near river Bhoothiron, the border of Patna and Gaya. The alignment follows the old road up to 9 miles near village Gandhar whence for 3 miles the road is almost new up to Gaya border. The road crosses the Phalgu, Bhoti and Dardha rivers. The alignment runs through highly cultivated areas and touches the two rail heads, namely, the Eastern Railway station at Jahanabad and the Fatuah-Islampur Light Railway Station at Ekangarsarai.

The Nawada-Gaya Road is a provincial highway and is 37.75 miles long. It forms a part of the Gaya-Nawada-Pakribarawan-Sikandara Road. The road crosses the Phalgu, Paimar and Mangoora rivers. Approved cost of improvement of this road amounts to Rs. 6.63 lakhs.

The Gaya-Dobhi Road is 20.25 miles long and is a provincial highway. It was taken over from the Gaya District Board in 1949. The road starts near the Gaya Electric Power House and meets the Grand

Trunk Road in mile 285 and forms the nearest route to Grand Trunk Road from Gaya town. Approved cost of improvement of this road amounts to Rs. 3.68 lakhs and all works of improvement have been completed. The road continues beyond the district border *via* Balumath.

The Nawada-Pakribarawan Road is 19.25 miles long and has been classified as provincial highway. The road has been improved at a cost of Rs. 3.79 lakhs.

The Hariharganj-Aurangabad Road is a provincial highway, nearly 16 miles in length and is part of the road which leads on to Daltonganj beyond the district boundary. It takes off from the Grand Trunk Road near Aurangabad and links Hariharganj, both the towns being important commercially. The road was taken over from the District Board in 1950. There is a screw pile bridge in mile 8/III. The sanctioned cost of improvement of this road is Rs. 6.70 lakhs.

The Gaya-Jahanabad Road has been classified as a major district road and is 29.40 miles in length. It connects the two important towns serving a fertile country with dense population. The road is being improved at an approved cost of 18.33 lakhs.

The Dobhi-Chatra Road is nearly 6 miles long and is a provincial highway. It forms a part of the Gaya-Dobhi-Chatra-Balumath Road. It is being improved at an approved cost of Rs. 5.10 lakhs.

The road connecting Bodh-Gaya with the Gaya-Dobhi Road is also a provincial highway. Its total length is 2.10 miles. It is being improved at an approved cost of Rs. 0.34 lakh.

A permanent road bridge was constructed in 1948 over the Poonpoon river in mile 331 of the Grand Trunk Road at a total cost of Rs. 9,67,019 out of which a sum of Rs. 4.07 lakhs was met from the Central Road Fund (Ordinary).

DISTRICT BOARD ROADS.

The District Board maintains 43 metalled roads, 12 partly metalled and partly unmetalled roads, 63 unmetalled roads and 268 village roads with a length of 233 metalled and 874 unmetalled, 654 *katcha* and 26 miles of moorum roads. The expenditure on original works from the District Board during the quinquennium 1946—1951 has been Rs. 2,62,748 and on repairs Rs. 34,23,927. The annual expenditure of the District Board for the maintenance of the roads during the years following 1951 are as follows :—

Year.	Amount. Rs.
1951-52	9,11,620
1952-53	8,18,992
1953-54	6,94,692
1954-55	8,06,541
1955-56	5,94,426

The improvement of the roads has led to an enormous development of the internal trade of the district. Although much of the internal trade is still carried on through pack-bullocks on the village roads, the faster vehicles like motor trucks are also largely used. There has been no census of the bullock-carts within the district of Gaya. But there can be no doubt that there are thousands and thousands of them. A very small percentage of the bullock carts are now fitted up with pneumatic tyres. In villages the soil is largely composed of black clay and in the rainy season the soil becomes very heavy and prevents bullock carts from travelling fast. It is only in the cold dry and fair weather that the interior of the country is opened to all kinds of vehicles. There are now about 200 trucks and almost the same number of buses operating within the district of Gaya both for goods and passenger traffic. The vehicles are calculated to cover roughly 1,00,000 miles a day. The passengers approximately carried by buses other than Rajya Transport vehicles every day are near about 3,570. It is reported that the trucks carry daily about 15 thousand maunds of merchandise. The main routes covered by the public motor vehicles are :—

- (1) Grand Trunk Road.
- (2) Patna-Ranchi Road.
- (3) Dobhi-Nawada Road.
- (4) Gaya-Jahanabad-Arwal Road.
- (5) Gaya-Tekari Road.
- (6) Gaya-Khizersarai-Islampur and Sarbahda Road.
- (7) Gaya-Daudnagar Road.
- (8) Gaya-Nabinagar Road.
- (9) Gaya-Imamganj Road.
- (10) Gaya-Fatehpur Road.
- (11) Gaya-Hunterganj Road.
- (12) Gaya-Chatra Road.
- (13) Gaya-Ranchi Road.
- (14) Gaya-Dhanbad-Purulia Road.
- (15) Gaya-Monghyr-Deoghar Road.
- (16) Gaya-Khatangi Road.
- (17) Gaya-Ushas-Dehra Road.
- (18) Gaya-Dehra Road.

The chief merchandise transported by the trucks are rice, *gur*, lac (*chapra*), stone-chips, potato, cauliflower, *biri*-leaves, fire-wood and coal. Goat is the main livestock which is transported to Calcutta.

There is practically no competition between motor transport and railway or water transport. Only the perishable goods, such as cauliflowers, mangoes and potatoes are preferred to be transported by trucks.

LOCAL BOARD ROADS.

The Local Boards of Sadar, Nawada, Jahanabad and Aurangabad maintain the following length of Local Board roads :—

Name.	Mileage.								
	Metalled.			Unmetalled.			Village roads.		
	Miles.	Furlongs.	Yards.	Miles.	Furlongs.	Yards.	Miles.	Furlongs.	Yards.
1. Sadar Local Board	1	1	0	217	1	57	72	6	12
2. Nawada Local Board	2	4	115	61	7	188	139	0	49
3. Jahanabad Local Board	0	5	28	56	6	191	86	6	61
4. Aurangabad Local Board	7	4	50	94	0	68	152	1	163

MUNICIPAL ROADS.

The following length of roads are maintained by different Municipalities in the district of Gaya :—

Name.	Mileage.	
	Metalled.	Unmetalled.
1. Gaya Municipality	32.16	3.3
2. Daudnagar Municipality	2	3
3. Tekari Municipality	1.50	3.50

UNION BOARD ROADS.

The roads maintained by the Union Boards are as follows :—

Name of Union Boards.	Mileage.
Kako	7.25
Jamhore	3
Nabinagar	1.50
	1 Furlong.
Warsaliganj	4
Imamganj-Raniganj	4
	1.25
Arwal	12.50
Rajauli	3

ROADSIDE ARBORICULTURE.

O'Malley's observations regarding roadside arboriculture till 1904-05 has been quoted elsewhere. It is felt that there has not been a satisfactory progress as many important roads like Gaya-Nawada, Gaya-Dobhi, Gaya-Sherghati-Imamganj are still without a regular avenue. It is estimated that about 300 miles of roads still require to be planted.

RAJYA TRANSPORT.

Means of road transport (*bus*) carrying passengers has been nationalised in some of the districts of the State and the Department has been named Rajya Transport. A Rajya Transport Depot was established in Gaya on the 1st April 1954. Earlier to this passenger traffic was carried by private licensees. Even at present Rajya Transport is not run on monopoly basis as side by side private buses are also allowed to ply. In certain routes the number of Rajya Transport vehicles exceed the number of privately run vehicles but in some of the routes the case is just the reverse. The Rajya Transport on the average carries about 6,000 passengers per day. The following table gives the routes which are covered by the Rajya Transport, number of buses plying, total number of trips per day, important stations and route mileage :—

Name of route.	Number of buses plying.	Mileage.	Total number of trips per day.	Important stations.
1. Gaya-Khizersarai ..	3	16	18	Manpur.
2. Gaya-Aurangabad ..	6	52	12	Deo, Sherghati.
3. Gaya-Bodh Gaya and Barachatty.	1	28	4	Bodh Gaya. 2 Barachatty.
4. Gaya-Sherghati ..	1	24	6	
5. Gaya-Chatra ..	1	76	2	Dobhi, Chauparan.
6. Gaya-Nawada ..	6	36	24	Wazirganj and Hisua.
7. Gaya-Daudnagar ..	4	76	8	Dobhi, Sherghati, Aurangabad railway station.
8. Gaya-Tekari-Mow ..	5	20	30	Tekari. 6 Mow.
9. Gaya-Warsaliganj ..	1	48	2	Hisua, Nawada.
10. Gaya-Seotar ..	1	32	2	
11. Gaya-Ranchi ..	4	140	4	Barhi, Hazaribagh, Ranchi Road Railway Station, Ramgarh.
12. Sone Nagar-Daudnagar	1	38	2	
13. Aurangabad-Daudnagar	1	24	2	
14. Deo-Daudnagar ..	1	34	2	
15. Nawada-Patna ..	3	72	6	Bihar Sharif, Bukhtiar-pur.
16. Nawada-Sheikhpura ..	2	47	4	
17. Nawada-Bihar ..	1	22	4	

There are three depots in the district at Gaya, Nawada, and Aurangabad respectively, Gaya being the headquarters. Each depot has got a number of staff of various categories, from Gazetted Officers down to menial staff.

The approximate annual income of Rajya Transport in the district of Gaya is calculated to be Rs. 20,21,000, whereas the current expenditure is Rs. 8,15,000. The item of expenditure does not include the expenditure of capital nature and depreciation.

There is no distinction of classes in the Rajya Transport buses. The rate charged is $7\frac{1}{2}$ pies per mile in Gaya District except on trans-district-services where 6 pies per mile is charged. In addition to these $12\frac{1}{2}$ per cent of transport tax is also charged. Earlier to Rajya Transport private buses used to charge this rate from third class passengers.

Among the road-transport vehicles in urban areas particular mention has to be made of the cycle rickshaws and the hand-propelled rickshaws which are in use since the last ten years. All the municipal towns and the townships like Aurangabad, Nawada, Jahanabad, etc. have now got a large number of rickshaws which offer a quick communication for short distances. There are only a few hackney carriages in the town of Gaya. Hackney carriages and hackney *ekkas* (single pony drawn light vehicles) are fading out owing to the large increase in motor cars, rickshaws and motor buses. There are some motor cycles and very few auto-rickshaws in the district. The number of taxis which are confined to the towns of Gaya, Aurangabad, Nawada and Jahanabad, is very few.

RAILWAYS.

In the old District Gazetteer of Gaya, published in 1906, it is mentioned: "The district is singularly well served by railways, which have made the headquarters station the centre of a number of radiating lines and of a busy railway system." The Patna-Gaya Railway which runs in the north was opened in the year 1876. It connects Gaya with the main line of the East Indian Railway (now Eastern Railway) at Patna Junction. $34\frac{1}{2}$ miles of it and 6 stations excluding Gaya fall within the district. The stations are:—

- | | |
|----------------|----------------------|
| (1) Chakand. | (4) Tehta. |
| (2) Bela. | (5) Jahanabad Court. |
| (3) Makdumpur. | (6) Jahanabad. |

To the east, the South Bihar Railway runs east from Gaya to Lakhisarai through the Nawada subdivision. The South Bihar Section was opened in 1895, 58 miles of the line and 9 stations falling within the district. The stations are as follows:—

- | | |
|-------------------|-------------------|
| (1) Paimar. | (6) Tilaiya. |
| (2) Manpur. | (7) Nawada. |
| (3) Karjara Halt. | (8) Baghi Bardih. |
| (4) Wazirganj. | (9) Warsaliganj. |
| (5) Jamnawan. | |

The third line, the Grand Chord Section, was opened in 1900 which connects Gaya with Mughalsarai in the west. It runs through the Aurangabad subdivision to Mughalsarai, 51 miles of the line and 9 stations falling within the district. The stations are :—

- | | |
|-----------------|----------------------|
| (1) Kastha. | (6) Jakhim. |
| (2) Paraiya. | (7) Phesar. |
| (3) Guraru. | (8) Aurangabad Road. |
| (4) Ismailpore. | (9) Sone Nagar. |
| (5) Rafiganj. | |

The fourth section in the south-west, the Barun-Daltonganj Railway, takes off at Barun on the Son, and passing by Nabinagar runs a distance of $23\frac{1}{4}$ miles before it enters the Palamau district. This section was opened in 1909. Two stations, Ankora and Nabinagar, fall within the district.

The fifth section was completed in the year 1906 and runs through the south-east of the district from Gaya to Dhanbad. 34 miles of the line and 5 stations fall within Gaya district. The stations are :—

- (1) Manpur.
- (2) Bandhura.
- (3) Tankuppa.
- (4) Paharpur.
- (5) Gurpa.

This with the Mughalsarai-Gaya line forms the Grand Chord line to Calcutta.

The present building of Gaya Railway station was constructed in 1906 and re-built with extensions in 1956. The construction of the railways gave Gaya an important communication to cities like Calcutta, Patna and Delhi. It is situated at a distance of 341 miles from Calcutta *via* Patna and 292 miles from Calcutta by the Grand Chord Section. Gaya is also connected with the main line of Patna and Kiul by the Patna-Gaya and Gaya-Kiul branch lines respectively.

Gaya has its importance both as a place of great pilgrimage for the Hindus and the Buddhists as well as from the commercial point of view. It is a junction station now on the Eastern Railway (old East Indian Railway) system. The railway colony is an important part of the town occupying about one-third area. The railway colony has houses for about three thousand staff. It has its own water supply, electric power house and hospital. At the station about 86 goods trains and 30 mail, express and passenger trains are daily dealt with. Each goods train consists of about 60 wagons on the average.

The turn-over of passengers, goods and the average number of wagons dealt with in the yard from the year 1948-49 to 1953-54 is given below :—

Passengers.

Year.	Outward.		Inward.	
	Number.	Earnings.	Number.	Earnings.
		Rs.		Rs.
1948-49 ..	14,50,864	28,09,549	16,68,902	32,47,114
1949-50 ..	16,42,096	29,45,638	16,59,560	30,01,838
1950-51 ..	18,08,992	30,68,124	14,06,463	26,82,134
1951-52 ..	14,61,427	30,11,332	14,66,700	29,33,481
*1952-53 ..	11,68,428	26,89,330	12,86,919	..
*1953-54 ..	15,67,263	27,71,738	13,91,593	.

GOODS (including coal).

Year.	Outward.		Inward.	
	Tonnage.	Amount.	Tonnage.	Amount.
		Rs.		Rs.
1948-49 ..	35,300	3,74,910	2,11,342	19,20,214
1949-50 ..	78,994	8,79,440	2,18,109	24,30,543
1950-51 ..	74,417	8,34,471	2,25,795	25,77,441
1951-52 ..	64,108	6,48,723	2,92,240	31,70,257
*1952-53 ..	75,482	9,26,533	1,31,391	..
*1953-54 .	75,900	9,91,762	2,75,130	..

Number of wagons dealt with in the yard are :—

1949-50	...	...	...	1,48,895
1950-51	...	...	...	1,49,424
1951-52	...	...	...	1,67,465
1952-53	...	...	...	1,67,465
1953-54	...	...	...	1,67,980
1954-55	...	...	...	1,78,933

There are 7 passengers' platforms including one for pilgrims. There are 2 goods-shed platforms for loading, unloading and four for transhipments.

Booking for passengers at Gaya is kept open for 24 hours. There are well-equipped refreshment rooms, tea stalls, sweatmeat vendors' stalls and waiting rooms for different classes of passengers. Four well furnished retiring rooms have been added in 1956. Gaya is also the headquarters of a relief train with a medical van for emergency use and it is kept stabled in loco yard for the quick turn down of the same.

* Originating basis.

The inward traffic of goods mainly consists of fire-wood, coal, marble stones, hardware and steel, lime, piece goods, cloth, stationery, paper, grains, sugar, timber, bamboo, petrol, kerosene oil and oil-seeds. The outward traffic consists of jaggery, molasses, vegetables, including cauliflowers, potatoes, onion, livestock, military stores, grains and pulses, oil-cake, fodder, manures, petrol, kerosene oil and oil-seeds, hides, stone-chips, ballast, etc.

There is a big turn-over of passenger traffic during *pitripaksh mela* which is held every year between the months of September and October.

The total number of inward and outward passengers and earnings during the *pitripaksh mela* for the years 1950 to 1955 are as follows :—

Inward.

Year.		Number of passengers.	Earnings.		
			Rs.	a.	p.
1950	...	1,42,913	4,23,360	8	0
1951	...	1,15,417	3,76,006	1	0
1952	...	98,161	3,42,540	9	9
1953	...	99,210	2,79,375	7	0
1954	...	90,673	2,35,808	1	3
1955	...	1,00,390	3,58,229	8	3

Outward.

Year.		Number of passengers.	Earnings.		
			Rs.	a.	p.
1950	...	2,81,565	10,40,888	14	3
1951	...	2,37,802	10,80,656	15	0
1952	...	1,08,500	3,59,963	0	0
1953	...	1,25,562	4,50,181	0	0
1954	...	1,04,292	3,66,933	0	0
1955	...	1,16,019	4,78,467	0	0

WATER COMMUNICATION.

There has not been much change regarding water communication from the days when the last District Gazetteer was published in 1906. It was mentioned there : " None of the rivers, except the Son, are navigable, and navigation on that river is intermittent and of little commercial importance. In the dry season the small depth of water prevents boats of more than 20 maunds proceeding up-stream, while the violent floods in the rains equally deter large boats, though boats of 500 or 600 maunds occasionally sail up it. Except one or two streams which retain a little water in the dry season, the rivers are only filled during the rains, and even then the water passes off in a few days. When they are in flood, they quickly become unfordable, and, as a rule, no boats are obtainable, except at the ferries which are few and far between. The country people provide a ready substitute in the

shape of light rafts, called *gharnais*, made of light framework of bamboos supported on inverted earthen-ware pots (*ghara*). Besides this, the District Board maintains ferries across the larger rivers, where they are not bridged. The most important ferry is that across the Son from Daudnagar to Nasirganj in Shahabad."

A small paddle steamer used to ply on the Patna-Gaya Canal carrying goods but the development of motor traffic has led to the closure of this steamer service.

POSTAL COMMUNICATION.

In the last District Gazetteer of Gaya the following paragraph occurs regarding postal communication :—

" There are altogether 712 miles of postal communication and 76 post offices in the district. The number of postal articles delivered in 1904-05 was 10,95,648, including letters, postcards, packets, newspapers and parcels; the value of the money orders issued was over 15 lakhs and of those paid nearly 21 lakhs and the total amount of Savings Bank deposits was Rs. 2,10,000. There are also 8 telegraph offices, from which 21,800 messages were issued in the year; these offices are situated at Gaya, Arwal, Aurangabad, Barun, Daudnagar, Jahanabad, Nawada and Tekari."

There has been an expansion in postal communication. At present there is postal communication of 200 miles by rail, 400 miles by buses and 500 miles by runners. The average traffic handled by post-offices in the entire district of Gaya is given below :—

- (1) Volume of letters handled annually—2,50,05,760.
- (2) Volume of money orders handled annually—7,25,244.
- (3) Volume of Express letters handled annually—10,000.
- (4) Savings Bank—

Average yearly Deposits—23,660 of amounts—Rs. 40,23,917-8-9.
 Average Yearly Withdrawals—16,903 of amounts—
 Rs. 41,64,250-11-9.

- (5) National Savings Certificates—

Average yearly Deposits—4,981 of amounts—Rs. 6,78,762-0-0.
 Average yearly Discharges—463 of amounts—Rs. 19,966-5-0.

- (6) Defence Savings Certificates—

Average Annual Deposits—Nil of amounts—Nil.
 Average Annual Discharges—197 of amounts—Rs. 9,981-5-0.

The expansion was accelerated by the First Great World War. A number of post-offices were opened under the post-war schemes and since then the expansion has continued. From the beginning of 1932 with the growth of business the postal traffic increased to a considerable extent necessitating the opening of more post-offices in towns as well

as in the rural areas. After the end of the Second Great World War in the year 1945 the Government of India in the Department of Communication and Air launched a programme for opening rural post-offices on an extensive scale. Each village having a population of 2,000 or more was to have a post-office under the scheme and as the result of the implementation of this policy the number of post-offices has enormously increased. At present there are 279 post-offices in the district, including 17 telegraph offices. Out of this about 25 post-offices are in urban areas while the remaining are rural post-offices. It could now be said that almost all the villages having a population of 2,000 and above according to 1951 census have got a post-office.

There has also been a great development in the direction of telephone communication. At present there is a telephone exchange at Gaya with a large number of subscribers. The Gaya Telephone Exchange has got 200 lines non-multiple central battery board. The capacity of the exchange has been increased to 300 by installing 300 lines central battery multiple boards for which the building has been extended.

There are public call offices at Rafiganj, Bodh-Gaya and Aurangabad. The public call office at Rafiganj was opened on the 21st May, 1953 connected to general trunk system from Gaya and Dalmianagar Telephone Exchanges. Bodh-Gaya Public Call Office was opened on the 15th August, 1953. The public call office at Bodh Gaya also serves as a telegraph office and the message collected is passed on to the Gaya Telegraph Office for onward transmission. The Aurangabad Public Call Office was opened on the 30th September, 1953 and is connected to Dalmianagar Exchange.

AERONAUTICAL TELECOMMUNICATION.

The Aeronautical Telecommunication Station at the Civil Aerodrome, Gaya opened in 1933-34 provides telecommunication and radio navigation facilities to all air-crafts, including jet air-crafts. The air ground communication facilities include HF and VHF radio telephony and HF radio telegraphy. The radio aids to navigation include a high power non-directional radio beacon, a radio range for providing track guidance, HF and VHF direction finders and a radar responder beacon. The station also provides fixed telecommunication channels on both radio telegraphy and telephony to enable communication with other stations of the Civil Aviation Department.

There is a Government Wireless Station about 7 miles away from Gaya near the aerodrome.