CHAPTER – III

RAILWAYS AND OTHER TRANSPORTATION

(i) RAILWAYS TRANSPORTATION

Railways occupy the pride of place in the inland transport system. They are indispensable to the welfare of the whole community and not merely of a part. The demand for transportation and communication becomes fundamental to meet the basic demand for food, clothing and shelter all over the community. It is an indispensable part of any modern socio-political organization and civilization as the production of goods and services becomes more diversified and specialized. The great movements of commodities familiar today took their origin in large measure from the introduction of railways.

The Indian Railway system is the longest nationalized undertaking in the country. The most serious problem faced ever by it was the task of rehabilitation and provision of adequate equipments. During the last twenty years, railways assets have been put to intensive and extensive use with little opportunity for rehabilitation. In the thirties the Indian Railways were caught in the world wide economic depression and their earnings were insufficient even to meet the interest liabilities to general revenues. Maintenance was slowed down or deferred from year to year, while renewals and replacements had to be limited to the minimum, permitted by the requirements of mere safety in operations. The Railways were just emerging from the depression in 1937 and were attempting to overtake the arrears of maintenance and replacements when the Second World War in 1939 interrupted the process in 1939.

Despite the shortage, railways had to release wagons, locomotives and track materials for the Middle East. Then, it became the base for the offensive against Japan and a large number of Railways Workshops had to be diverted to the manufacture of munitions and other items required for war. As soon as the hostilities ended, a new problem came up in the wake of partition.³

The Railways have played a revolutionary impact on the life, culture and economy of Indian people. There was, however a controversy between the spokesman of Indian opinion and British about the real objectives behind their construction in our country.⁴ In the beginning, not only the Indians but also some of the Britishers, who knew India, opposed its construction as a premature and expensive undertaking.⁵ But, brushing aside all such views plans were carried out for the formation of companies for their construction and operation.⁶ Our railway system did not develop according to the requirements of internal trade and industry,⁷ but more to the interests of the foreign capitalists. Whenever a conflict arose, the latter were sacrificed for the sake of the former.⁸ As a matter of fact, they were developed without any consideration for the welfare of the people. The early railways were built for strategic reasons and the North Western Railways became commercially profitable only when the spread of irrigation developed a large export trade between the canal colonies and Karachi.⁹ They were further established and extended primarily to serve the economic,

⁸. Amba Prasad, The Indian Railways, p. 46.

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political and military interests of the British in Punjab rather than for the economic development.\textsuperscript{10}

In the beginning the railways were given on lease to private companies. This system was known as the ‘Old Guaranteed System’ and was followed from 1849-1869. The first contract was done in August 1849 with East Indian Railways Company and the Great Indian Peninsula Railway Company. The essence of the agreement was that the Government relieved the shareholders of all risks and gave them some expectations of profit over and above the guaranteed interest and got in return some powers of supervisions and ultimate right of purchase.\textsuperscript{11}

This system proved defective and in 1869, the adoption of the policy of ‘State Construction’ was implied. In this, firstly, all new lines were constructed by the State direct and secondly, the old system railways were acquired by the State after giving a six months notice. Too many limitations were imposed on them making these more favourable to the state.\textsuperscript{12} In 1905 a Railway Board was formed, whose status was enhanced in 1908.\textsuperscript{13} With the formation of Acworth Committee in 1920-21, the position of railways underwent a change.\textsuperscript{14} The year 1924 marked a landmark in the history of Indian Railways as the State accepted the responsibility for operating the paying lines till 1944.\textsuperscript{15} In 1936-37, for bringing co-operation and co-ordination between railways and roads; and for better management Wedgwood Committee was formed.\textsuperscript{16} In 1948 and 1951 some changes were brought in the Railway

\textsuperscript{11} H. Bell, \textit{Railway Policy in India}, London, 1894, pp. 60-62.
\textsuperscript{12} Amba Prasad, \textit{Indian Railways}, pp. 58-60.
\textsuperscript{13} \textit{Ibid}, pp. 91-92.
\textsuperscript{14} Brij Narain, \textit{The Indian Economic Life: Past and Present}, p. 492.
\textsuperscript{15} Amba Prasad, \textit{Indian Railways}, p. 69.
Board. Its strength was further increased in 1954 and 1956 simultaneously seeing the demand.17

The process of integration of Indian states started in 1949 to 1950. And on the Federal Financial integration Indian Government Railways came to cover the entire country.18 The Railways were entrusted to Ministry for Transport and Railway and a post of Minister of State for Transport and Railway was created. In 1957, transport was excluded and since then the railways alone is under the Minister of Railways.19

For the financial working of the railways three types of funds in wartime by transfers from revenue surpluses were present:

(a) Depreciation Reserve Fund – for replenishing the railways with the expenditure necessary to replace worn out material;

(b) Development or Betterment Fund – for expansion activities; and

(c) Revenue Reserve Fund for agreed payments to general revenues and for meeting deficits in the working of railways.

Convention Committees were formed from time to time during the time of five year plans for making any type of improvement in railways. The World Bank gave a loan of 34 million $ in August 1949 for a period of fifteen years for locomotives. Some problems did arise from time to time but some have been solved and some are on progress for the solution.20 The first Railway lines joining Lahore with Amritsar was put under construction in 1856 and was opened for traffic on 10th April 1861. The line from Lahore to Multan, which at that time was connected with Karachi by the boats of the Old Flotilla, was opened in 1865. The coal was introduced in 1872 and a goods train left Ghaziabad for Lahore

17. Amba Prasad, Indian Railways, pp. 112-115.
daily. Earlier wood was used as fuel. Though the communication with Calcutta and Bombay was established in 1883, thereafter and before the progress was steady, if not rapid.\footnote{H. Calvert, *The Wealth and Welfare of the Punjab*, p. 53.}

The line from Attari to Ambala Cantt. was built progressively during the long span of eight years i.e.; between 1862-1870. While, the sections from Ambala Cantt to Ludhiana opened on 12th October 1869 and that between Jullundhar Cantt. and Beas on 15th November 1869, the gap between Ludhiana and Jullundhar Cantt. was not filled till a year later.\footnote{Harbans Singh and N. Gerald Barrier, *Punjab Past and Present. Essays in Honour of Dr. Ganda Singh*, Publication Bureau, Punjabi University, 1996, p. 284.}

The next line opened for traffic on 1st November 1884 was between Rajpura and Patiala, which was extended to Bhatinda on 13th October 1889 (108 miles long and 5'6" gauge [broad]). This line was looked after by the North-Western Railways and was built on the property of the Patiala Darbar.\footnote{Ibid, p. 284.}

The next line was the Amritsar-Pathankot line (broad gauge) and the construction of the first part, i.e.; from Amritsar to Dinanagar (51.04 miles) was completed on 31st December 1884 and the rest of line, i.e.; from Dinanagar to Pathankot (15.48 miles) opened on 18th June 1884.\footnote{Ibid, p. 285.}

The Indian States in Punjab-'Native States’ took a leading part in the construction of the railways. They interested themselves in the schemes of railway extension during the nineteenth century.

The Southern Punjab Railways [S.P.R.] was also completed in the same century. The section between Raiwind and Bhatinda was built from 1883 to 1899. Firstly, the Raiwind-Kasur line was opened on 15th April 1883 and then the line was extended upto Hussainwala by 15th December 1883. The section between Ferozepure City and Ferozepure
Cantt was opened on 1st October 1888 and Hussainwala was linked till 1st October 1892. All the S.P.R. lines, upto Delhi were opened for traffic by the 10th of November 1897. Eastwardly Bhatinda line extended upto Samasta. The Raiwind-Delhi and Bhatinda-Samasta lines, with branches built, such as Ferozepure – Jullundhar, Ferozepure-Ludhiana; Kasur-Pakpattan; Lodhran-Mailsi – were the property of the S.P.R. Company. The Delhi-Umbala- Kalka Railway was a part of the East Indian Railway system and was opened on 1st March 1891. This line was guaranteed at the interest rate of 3 1/4 percent on capital and was built under the Old Guaranteed System.25

The North-Western Railway came into existence in 1886, due to the mergence of five separate companies. The Old Sind Punjab and Delhi Guaranteed Company, [registered in 1855] was taken over by the State from 1st January 1886 and amalgamated with the Punjab Northern, the Indus Valley, the Eastern Section Sind Sagar and the Southern Section Sind Pishin State Railways. By 1952 about 2,000 miles of branches and feeder lines were constructed by the North Western Railway.26

The Narwana – Kaithal Section (23.56 miles) was opened on 1st February 1899 and the Kaithal Kurukshtra (29.76 miles) on 1st December 1899. The Ludhiana-Jakhel line, via Dhuri (78.58 miles) was opened in the twentieth century. The construction of this line was done from the funds supplied in the ratio of 4/5 and 1/5 by the princes of Jind and Malerkotla. The line was opened for traffic in 1901 and the management was taken over by the North Western Railway. The Ludhiana – Ferozepure Cantt. line (77 miles) was opened in the twentieth century in the year 1905. In 1906 the Ferozepure City – McLeod Ganj Road line was opened. The total length being 61.09 miles. In 1906, Amritsar –Patti line was opened and in 1910 Patti- Kasur line was completed. The Amritsar- Patti Railway Company was floated for

this purpose. It was managed though by the North Western Railway. By 1911 there were over 4,000 miles of railway lines.27

A number of sections on Delhi- Amritsar main line were opened in 1911. They were: - Dhillwan – Hamira, Jullundhar –Phagwara, Phagwara – Ludhiana; Ludhiana – Dhoraha and Gobindgarh-Sirhind.28

Jullundhar City was connected with Ferozepur cantt between the 23rd 1912 to August 11th 1913. Firstly, Jullundhar City-Kapurthala section was made and then the Makhu-Ferozepur Cantt section was made. In 1913 a line between Phillaur and Lohian Khas was built. In 1913 to 1915 two more line branches were constructed i.e.; Jullundhar Cantt-Hoshiapur and Jullundhar City-Nakodar. In 1915 other lines such as – Jullundhar City-Mukerian; Phagwara-Rahon were built. A Jakhla to Hissar of about 50 miles line was also built.29

Jind and Panipat were connected in 1916. After 1916, there was a long gap, during which there was no construction activity in Punjab till, 1927. It was in this year that a branch line was constructed from Verka northwards which was completed in 1929. In 1928 the Batala to Qadian line was also completed which was 12 miles in length.30 There were two mountainous lines – Kalka-Simla Railway, which was opened in 1856 and was 58 miles long and Kangra Valley Railway, which was opened in December 1928 and was 101 miles in length.31

The main lines and branch lines opened before partition are given below.

27. Ibid, p. 286
29. Ibid.
30. Ibid.
Table 3.1

<table>
<thead>
<tr>
<th>Main Lines</th>
<th>Length</th>
<th>Opened In</th>
</tr>
</thead>
<tbody>
<tr>
<td>South To Lahore</td>
<td>231 miles</td>
<td>1870</td>
</tr>
<tr>
<td>Lahore to West</td>
<td>418 miles</td>
<td>1878</td>
</tr>
<tr>
<td>Lahore to North</td>
<td>242 miles</td>
<td>1880</td>
</tr>
</tbody>
</table>

**BRANCHES**

1. Lahore- Amritsar           | 1861     |
2. Lahore- Multan             | 1865     |
3. Ambala Cantt - Ludhiana    | 1869     |
4. Jullundhar Cantt. - Beas   | 1869     |
5. Attari- Ambala Cantt       | 1870     |
6. Ludhiana- Jullundhar Cantt | 1870     |
7. Golra - Basal              | 1870     |
8. Rajpura- Patiala           | 1884     |
9. Amritsar - Pathankot       | 1884     |
10. Patiala- Bhatinda         | 1889     |
11. Sind - Sagar              | 1890     |
12. Sialkot – Jammu           | 1890     |
13. Delhi – Ambala - Kalka    | 1891     |
14. Raiwind - Ferozepur       | 1892     |
15. Bhatinda - Samasata       | 1897     |
16. Southern Punjab Mainline- (100 miles) | 1897 |
17. Raiwind - Bhatinda        | 1899     |
18. Narwana -Kaithal          | 1899     |
19. Kaithal - Kurukshetra     | 1899     |
20. Kundian - Kampbellpur     | 1899     |
<table>
<thead>
<tr>
<th>No.</th>
<th>Route Description</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>21.</td>
<td>Ferozepur - Bhatinda</td>
<td>1899</td>
</tr>
<tr>
<td>22.</td>
<td>Wazirabad - Khanewal</td>
<td>1900</td>
</tr>
<tr>
<td>23.</td>
<td>Ludhiana - Jakhal</td>
<td>1901</td>
</tr>
<tr>
<td>24.</td>
<td>Kalka - Simla</td>
<td>1903</td>
</tr>
<tr>
<td>25.</td>
<td>Ludhiana - Ferozepur Cantt</td>
<td>1905</td>
</tr>
<tr>
<td>26.</td>
<td>Ferozepur Cantt. - McLeod Ganj</td>
<td>1906</td>
</tr>
<tr>
<td>27.</td>
<td>Amritsar - Patti</td>
<td>1906</td>
</tr>
<tr>
<td>28.</td>
<td>Jech - Doab</td>
<td>1906</td>
</tr>
<tr>
<td>29.</td>
<td>Shahdara - Sangla</td>
<td>1907</td>
</tr>
<tr>
<td>30.</td>
<td>Khanewal - Lodhran</td>
<td>1909</td>
</tr>
<tr>
<td>31.</td>
<td>Patti - Kasur</td>
<td>1910</td>
</tr>
<tr>
<td>32.</td>
<td>Kasur - Lodhran</td>
<td>1910</td>
</tr>
<tr>
<td>33.</td>
<td>Khanpur - Chachran</td>
<td>1911</td>
</tr>
<tr>
<td>34.</td>
<td>Chichoki - Shorkot Road</td>
<td>1911</td>
</tr>
<tr>
<td>35.</td>
<td>Shorkot road - Jaran Wala</td>
<td>1911</td>
</tr>
<tr>
<td>36.</td>
<td>Delhi - Amritsar</td>
<td>1911</td>
</tr>
<tr>
<td>37.</td>
<td>Jullundhar City - Ferozepur Cantt.</td>
<td>1912-13</td>
</tr>
<tr>
<td>38.</td>
<td>Lohian - Phillaur via Nikodar</td>
<td>1913</td>
</tr>
<tr>
<td>39.</td>
<td>Jullundhar - Hoshiarpur</td>
<td>1913</td>
</tr>
<tr>
<td>40.</td>
<td>Jullundhar - Nikodar</td>
<td>1914</td>
</tr>
<tr>
<td>41.</td>
<td>Jullundhar - Mukerian</td>
<td>1915</td>
</tr>
<tr>
<td>42.</td>
<td>Phagwara - Rahan via Nawashar</td>
<td>1915</td>
</tr>
<tr>
<td>43.</td>
<td>Jakhla - Hissar</td>
<td>1915</td>
</tr>
<tr>
<td>44.</td>
<td>Jind - Panipat</td>
<td>1916</td>
</tr>
<tr>
<td>45.</td>
<td>Batala - Qadian</td>
<td>1928</td>
</tr>
</tbody>
</table>
No new construction of railways was taken up after 1928 upto the partition in 1947.32

(i) Railways at the time of partition of India, 1947

The independence was achieved at a great cost to the nation and the railways also shared it by parting with approximately 9650 kilometre of railway lines out of a total kilometerage of 65,960 and an agreed number of locomotives, coaches and wagons (in terms of miles India was left with 33,985 miles on 15th August, 1947 and parted with 6,958 miles) during partition. Besides physical assets, railways suffered dislocation – the portion of the North Western Railway left with India was very small and was without workshops. Over-worked as the railways were since the second world war; the entire railway track of nearly 34,000 miles together with a large number of locomotives, coaches and wagons were overdue for renewal; and according to Mr. Baijal (Chairman, Railway Board) India inherited a sick railway system during independence. A larger number of railway staff had to be exchanged and fitted into proper places. 1,26,000 railway workers migrated to India against only 83,000 to Pakistan. This caused considerable dislocation of work. A large number of the staff opting for Pakistan was loco-staff, including Engine drivers, firemen, etc. and the gap was difficult to fill-up at a short notice.33

Following Partition the pattern and direction of the traffic also underwent changes. Amritsar being centrally located between the ports of Karachi and Bombay enjoyed before partition excellent transport facilities to and from these ports as well as other important towns of India. Transport between Karachi and Amritsar, in particular, was very smooth both the stations being under the same railways, viz., North

Western Railways. Karachi, had therefore, become the main source of supply of industrial raw materials to Amritsar industries. Moreover all the important markets for these industries being located in West Punjab, North West Frontier Province, Sind and Baluchistan were connected with Amritsar by the same railways.\

Transport difficulties began in March 1947 when disturbances started in several towns of the Punjab. After partition Karachi Port was lost, however, Amritsar became almost overnight the frontier terminus of the East Punjab Railways. Not only that, mass migration of population began to take place under distressing circumstances and available facilities of transport by rail in the province were diverted to the gigantic task of evacuation of refugees from the territories included in Pakistan. The transport system in the East Punjab thus got dislocated before the East Punjab Railways could manage to reorganize themselves. The border towns of East Punjab in particular, and the province as a whole in general remained cut off from the rest of India for a few months after partition.

Gradually the transport facilities began to be restored, but the industries and businessmen had now to depend increasingly upon Bombay. Accordingly passenger as well as goods traffic between Karachi and Amritsar was diverted largely to Bombay. The fact that Bombay was under different railways gave rise to many difficulties in booking of passengers as well as goods to and from Bombay. The B.B. and C.I. and G.I.P. railways due to the demands for traffic from other quarters being considerably high, could not cope with the East Punjab traffic. Priority permits for wagons to and from Bombay were thus difficult to obtain and some times these permits, even when granted, could not be honoured.

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35. Ibid, p. 63.
36. Ibid, p. 64.
Representations having been made by the industrialists to the East Punjab Government, the Director of Industries, East Punjab took up the problem of transport by rail with the liaison officer of East Punjab Railways early in the year 1948-49. The liaison officer suggested that the industrialists should have their demands consolidated in the provincial Department of Industries which could send up the same after every ten days of the Controllers of Priorities; and special trains would be arranged when train loads were available for movement. Some of the industrialists did start presenting their demands through the Department of Industries and the Department did help them in securing necessary priorities; but the assistant thus obtained by the industries was only casual and no regular procedure could be adopted in the matter.37

Difficulties of transport remained acute throughout the year 1947-48; and facilities between Amritsar and Bombay were almost non-existent during the latter half of the year. However, during the year 1948-49 as general conditions headed towards normalcy, more and more trains began to be run both for passenger and goods traffic to and from Amritsar. The absence of transport facilities led to a general collapse of economic structure of the province and the difficulties, which continued to be experienced in the matter of transport for a pretty long time, hindered the return of general confidence - an indispensable factor for economic recovery.38

In Punjab, after 1947 a line from Mukerian to Pathankot was constructed, which was started in November 1949 and was formally opened for traffic on 7th April 1952. This line also required considerable bridge work and effort and the cost of constructing this 27 miles distance was therefore heavy at Rs, 3.77 crores.39

37. Ibid.
38. Ibid, pp. 64-65.
This was necessary for providing link up to Jammu and Kashmir. Then the extension of line from Ropar to Nangal was done, thus providing connection with Anandpur Sahib. The Ambala Cantt – Kalka line was diverted from its original alignment so that union territory could be served.40

In terms of area, population and industrial output, the state was being served by railway route mileage. The total railway mileage was 2,403, which consisted of 1,807 miles of broad gauge; 434 miles of meter gauge and 162 miles of narrow gauge lines. Railway mileage per 100 sq. miles of area was 5.1 in Punjab as compared to 2.7 of total India. For every 4.5 percent of the population in the country and a 3.3 percent share in the national industrial output, the state had 6.9 percent of the total rail mileage. Such a development had been rendered possible by the pre-partitioned position of the state – geographically and economically.41

In the altered circumstances, under which Punjab had become a border area and a terminal State, the scope for further extension of railways would be rather restricted. The North Western Railway, which was partitioned, the portion lying in India Dominion began to be known as Eastern Punjab Railway. This system was made up of:-

(a) Eastern Punjab Railway 5'-6" gauge;
(b) Hoshiarpur Doab Branch Railway 5'-6" gauge- Jullundhar – Mukerian section, Phagwara – Rohan section and Nawanshahar Doaba section;
(c) Jind- Panipat Railway 5'6" gauge;
(d) Ludhiana Dhuri – Jakhla Railway 5'-6" gauge;
(e) Rajpura – Bathinda Railway 5'-6" gauge;

A major portion of Punjab also came to be served by the Ferozepur and Delhi Divisions of Northern Railways. All the districts of the state were served by trains. In 1950-51 the railways had become a nationalized concern.

(ii) RAILWAYS IN PUNJAB IN 1950's

The Railway network in Punjab was comparable with the metalled road network in the state at the time of partition of the country (Table 3.1). In 1951-52, the total metalled road in Punjab (including Haryana and the parts that went to Himachal Pradesh) was 2829.93 miles and the total length of Railway lines was 1831.75 miles most of which was broad-gauge. There were 13 districts in Punjab at that time (the data for PEPSU and other princely small states like Kapurthala are not available) of which six (Hoshiarpur, Jullundur, Ludhiana, Ferozepur, Amritsar and Gurdaspur) came to reorganized Punjab that had 1305.50 miles of metalled roads and 777.75 miles of Railway line. Thus, the Punjab share accounted for 46.1 percent of metalled roads and 42.3 percent of Railway line.

The Eastern Punjab Railway had a total staff of 52,278 in 1951-52 out of which only 141 were the Gazetted officers. The total cost of the staff was Rs.6,80,81,004 but there was a striking difference between the average cost per Gazetted officer and non-Gazetted employees. The cost

42. Government of India – Ministry of Railways (Railway Board) History of Indian Railways, Constructed and on Progress, Corrected upto 31st March, 1951, Publishing Manager, Printed in India by Government of India Press, Simla, 1954, p.82.
per Gazetted officer was almost 9 times the cost per non-Gazetted employee. The average cost of a Gazetted officer in 1951-52 was Rs.10473.46 where as that of a non-gazetted employee was only Rs.1279.21 (Table 3.2).

The train traffic is measured as Engine miles and Train miles. The Engine Miles of Passengers in 1951-52 were 8380 thousand miles and of goods 4795 thousand miles. The train miles were 7591 thousand miles for passengers and 2547 miles for goods. The combined total of train miles as percent of engine miles gives us a crude measure of engine maintenance efficiency that works out to 77 percent. There were 464 Railway Engines with Eastern Punjab Railways in July 1952 out of which 36 were in Mechanical Workshop, 59 in Transportation workshops and 50 as spare engines. With all spare Engines (which are also partly used, when needed) included as not in use, the Engine Efficiency comes to 69 percent. Thus the Engine efficiency in 1951-52 was very high.

There were five categories/classes of bogies in which passengers travelled in 1951-52. These were:

(a) Air conditioned which carried 0.0002 percent passengers only in 1951-52.

(b) First class which carried 0.1 percent passengers.

(c) Second class which carried 0.3 percent passengers.

(d) Interclass which carried 2 percent passengers.

(e) Third class which carried 97.6 percent passengers.

The total number of passengers carried in 1951-52 was 69,640,944 maximum of which (84.5 percent) travelled only upto maximum of 50 miles. The total earnings from passengers were Rs.67,901,089. Thus on the average, railways earned Rs.0.975 from each passenger. In terms of
currency prevalent in those days, the earnings from each passenger were 15 annas, 2 paisas and one dhela approximately (Rs.1 = 16 annas, 1 anna = 4 paisas, and 1 paisa = 2 dhelas).

**Table 3.2**

**Important Railways Eastern Punjab Statistics in Punjab, 1951-52**

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Total length of Metalled roads in Punjab 1951-52</td>
<td>Miles</td>
</tr>
<tr>
<td></td>
<td>Total length of Railway lines in Punjab 1951-52</td>
<td>&quot;</td>
</tr>
<tr>
<td>2.</td>
<td>The share of six Punjab districts that formed reorganized Punjab:</td>
<td>Miles</td>
</tr>
<tr>
<td></td>
<td>a) Road length (metalled)</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>b) Railway lines</td>
<td>&quot;</td>
</tr>
<tr>
<td>3.</td>
<td>a) Number of Staff of Eastern Punjab Railway</td>
<td>Number</td>
</tr>
<tr>
<td></td>
<td>a) Gazetted officers</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>b) Non-Gazetted Employees</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>b) Cost of staff</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. a) Total Gazetted officers</td>
<td>Rs.</td>
</tr>
<tr>
<td></td>
<td>b) Non-Gazetted officers</td>
<td>Rs.</td>
</tr>
<tr>
<td></td>
<td>c) Total</td>
<td>Rs.</td>
</tr>
<tr>
<td></td>
<td>2. a) Per Gazetted officers</td>
<td>Rs.</td>
</tr>
<tr>
<td></td>
<td>b) Per Non-Gazetted employee</td>
<td>Rs.</td>
</tr>
<tr>
<td>4.</td>
<td>Engine Miles</td>
<td>Thousand Miles</td>
</tr>
<tr>
<td></td>
<td>a) Passengers (including proportion of mixed)</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>b) Goods (including proportion of mixed)</td>
<td>&quot;</td>
</tr>
<tr>
<td>5.</td>
<td>Train Miles</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) Passengers (including proportion of mixed)</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>b) Goods (including proportion of mixed)</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>c) Military special</td>
<td>&quot;</td>
</tr>
<tr>
<td>6.</td>
<td>A) Engines</td>
<td>Number</td>
</tr>
<tr>
<td></td>
<td>a) Total</td>
<td></td>
</tr>
</tbody>
</table>
### B) Engines Efficiency

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>a)</td>
<td>Train Miles/Engine Miles</td>
<td>77</td>
<td>69</td>
</tr>
<tr>
<td>b)</td>
<td>Engines in workshop including spares/Total engines</td>
<td>69</td>
<td>50</td>
</tr>
</tbody>
</table>

### 7. Commodity Statistics

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Unit</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>a)</td>
<td>Total weight carried</td>
<td>Thousand tons</td>
<td>6468</td>
</tr>
<tr>
<td>b)</td>
<td>Freight</td>
<td>Lakh Rs.</td>
<td>507</td>
</tr>
</tbody>
</table>

### 8. Passengers Statistics

#### A) Passengers booked

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>a)</td>
<td>Air conditioned</td>
<td>1987</td>
</tr>
<tr>
<td>b)</td>
<td>First class</td>
<td>82499</td>
</tr>
<tr>
<td>c)</td>
<td>Second class</td>
<td>283054</td>
</tr>
<tr>
<td>d)</td>
<td>Inter class</td>
<td>1613462</td>
</tr>
<tr>
<td>e)</td>
<td>Third class</td>
<td>76342607</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>78410609</td>
</tr>
</tbody>
</table>

#### B) Number and Earnings from Passengers

<table>
<thead>
<tr>
<th>Zeone</th>
<th>Description</th>
<th>Number</th>
<th>Earnings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone I (1-50 miles)</td>
<td>i) Number</td>
<td>5,85,38,835</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ii) Earnings</td>
<td>2,95,83,404</td>
<td></td>
</tr>
<tr>
<td>Zone II (51-150 miles)</td>
<td>i) Number</td>
<td>86,46,755</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ii) Earnings</td>
<td>2,08,70,426</td>
<td></td>
</tr>
<tr>
<td>Zone III (151-300 miles)</td>
<td>i) Number</td>
<td>23,33,651</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ii) Earnings</td>
<td>1,60,29,565</td>
<td></td>
</tr>
<tr>
<td>Zone IV (Above 300 miles)</td>
<td>i) Number</td>
<td>1,21,703</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ii) Earnings</td>
<td>14,17,694</td>
<td></td>
</tr>
</tbody>
</table>

**Total**

<table>
<thead>
<tr>
<th></th>
<th>Earnings</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>6,96,40,944</td>
</tr>
<tr>
<td>Rs.</td>
<td>6,79,01,089</td>
</tr>
</tbody>
</table>

**Earning per passenger:** 0.975

With the new state capital, coming up in Chandigarh, new problems arose demanding the railway links with different districts headquarters and industrial centers. New railway lines were proposed connecting Chandigarh to Ludhiana and Jagadhari. But traffic surveys revealed that these lines would be uneconomical. This was because of:

(a) Passenger traffic alone was no incentive for construction of new lines;

(b) There were no heavy industries which needed the import of building articles; and

(c) The nature of traffic arising would not have justified new lines.

Furthermore, the increasing traffic, resulting from the development programmes of both – the center and the state, could be handled by increasing the carrying capacity and also by the increase in the road traffic, which hardly presented any problem at that movement.44

On the other hand, quite a few arguments – strategic, political and even economic were advanced in favour of this new line construction idea – firstly, Chandigarh, the State capital, was being built with an investment of Rs.2.5 crores and it had to be linked with the important towns of the State by rail. This viewpoint was strongly urged by the State Government and was also endorsed by the Minister for Railways. Secondly, the development of industries around Chandigarh could be possible, only, if raw materials and labour were available at cheaper rates. Thirdly, this new construction of railway could contribute to the building of an air force station at Chandigarh, as they were necessary to cater to the air force at all times. And finally, the Hindustan Fertilizer Factory, which was a public sector project, procured limestone from the Morni hills area in Ambala district and transported it to Naya Nangal. Its

44. R.S. Johar and J.S. Khanna (ed); Studies in Punjab Economy, p.69.
requirement was of about 500 tons per day. In the absence of Chandigarh Jagadhari rail link, a ropeway could have to be laid for affecting this transport, which would be a difficult job.45

Still after considering the above viewpoints in favour and against the construction of this new line till yet it has not been constructed.

The traffic flow revealed that, the people, preferred roads than the railways in Punjab. Even the fresh dry fruits traffic from Pakistan and Kashmir moved primarily by the road. For traveling purpose, the traffic was mainly concentrated on four routes: Delhi – Amritsar; Delhi – Jallandhar; Delhi – Ludhiana and Delhi – Pathankot. Over 300 lorries passed through each of these routes every day. Reasons for this road traffic being – low freight rates; proper supervision; absence of irksome formalities and above all door to door services. Railways were only preferred for transport of heavy machinery, bulky articles and for long distance haulage i.e., beyond 300 miles.46

The outward traffic on them mainly consisted of agricultural produce and the inwards traffic was that of industrial raw material and finished goods.

There were some bottlenecks in railway services, especially with respect to wagon shortage. More stations and out-agency services were also required. Even the serving needed improvement there extension was not much required.47

45. Ibid, pp.69-70.
46. Ibid, p.70.
47. Ibid, pp.139-140.
(iii) RAILWAYS FROM 1960 TO 1980

According to S.P. Mehra in his book *Punjab Today*, during the decade 1961 to 1971, there was practically no expansion of railway lines in the state.48

The total railway route length in Punjab increased from 3245.11 km's in 1967 to 3630.04 km's in 1981. Thus, we can say, that after the re-organisation of the State, only 295.72 km's or 8.2 percent of railway lines had been added to the route kilometrage of Indian railways in Punjab. This gave an annual rate of growth of .65 percent only, which compares unfavourably with 11.13 percent rate of growth of the total road length in Punjab.49

The railway route length in Punjab from 1967 to 1981 is as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Route (Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1967</td>
<td>3245.11</td>
</tr>
<tr>
<td>1968</td>
<td>3249.33</td>
</tr>
<tr>
<td>1969</td>
<td>3267.17</td>
</tr>
<tr>
<td>1970</td>
<td>3293.01</td>
</tr>
<tr>
<td>1971</td>
<td>3291.23</td>
</tr>
<tr>
<td>1972</td>
<td>3295.49</td>
</tr>
<tr>
<td>1973</td>
<td>3370.90</td>
</tr>
<tr>
<td>1974</td>
<td>3372.40</td>
</tr>
<tr>
<td>1975</td>
<td>3372.40</td>
</tr>
<tr>
<td>1976</td>
<td>3372.54</td>
</tr>
<tr>
<td>1977</td>
<td>3372.54</td>
</tr>
<tr>
<td>1978</td>
<td>3372.54</td>
</tr>
<tr>
<td>1979</td>
<td>3508.64</td>
</tr>
<tr>
<td>1980</td>
<td>3511.37</td>
</tr>
<tr>
<td>1981</td>
<td>3630.04</td>
</tr>
</tbody>
</table>

(Various issues of Statistical Abstract of Punjab).

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It may be mentioned, that the new route kilometerage of railways was almost stagnant, when compared to the road transport during the period under study. Thus, we can say that there is a need to extend railway facilities, for the movement of goods and passengers in the State.

Railways have transformed every sphere of northern India since their inception. They have played an important role in the administration of the country, since then. The habits of people have undergone a tremendous change, and both speed and movement have become a way of life. Economically, they helped in the growth of big mandis and the speedy transport of surplus food-grains produced in this area, thus bringing it handsome financial reward, which in turn helped the fast development of trade and industry.50 Railways span the social and cultural life of the city people and rural masses. And it is also acknowledged as a medium for uniting the parted ones also.

MAJOR RAILWAY LINES AND CANALS IN THE PUNJAB
1864-1903

DISTRICTS OR

THE

RAWALPINDI

KASHMIR

NORTH-WEST PUNJAB

KHURRAM ABAD


depth
The workers' canteen.

A third class corridor train.
Rivers in the Punjab, like the Indus, Jhelum, Chenab, Sutlej, Ravi and Beas, were a free gift of nature. The first four being navigable almost all through the year.\textsuperscript{51} Among them the Indus has played an important role since a very ancient period and was, until the time of British conquest, a great circulatory axis in the region of Northwest. On its banks flourished the oldest civilization i.e. Harappan civilization, along its branches arose prosperous towns. Unfortunately its capricious waters and shifting channels have periodically destroyed riparian cities and capitals.\textsuperscript{52}

The importance attached to the trade and commerce during the Aryan period also indicates that these rivers were being used as means of transportation. With the invasion and establishment of the Persian Empire it was proved by travellers that boats were piled in the rivers in those days, viz., sixth century B.C. During Alexander’s period the inland commerce was materially facilitated by the convenience of transport afforded by the numerous rivers of Punjab. During Mauryan time various classes of water routes were present as mentioned by Kautilya in \textit{Arthashattra} and by Megasthenes as he noted 58 streams all navigable and was struck by the extent of inland water transport in Northern India. The Mughals further expanded the waterways and continued to use them as the highways of commerce. The \textit{Ain-i-Akbari} gives interesting details of it.\textsuperscript{53}

It was only under the reign of Maharaja Ranjit Singh that a little amount of commerce was carried on by rivers by boats. The Maharaja gave special attention towards canal irrigation, as he was more

\textsuperscript{51} \textit{The imperial Gazetteer of India}, Vol.XX, p.-327.
\textsuperscript{53} \textit{Ibid.}
interested in revenue. The approximate area under canal irrigation during this period was between 3,75,000 and 4,00,000 acres. In early nineteenth century, the Punjab had two categories of canals, i.e., perennial (Hosli and Western Jammu canal/managed by the government) and inundation (from Sutlej, Ravi, Chenab and Indus/classified as Multan and Derajat canals). The native boats piled on all major rivers offered traders an easy means of communication from one part of the province to another.

The Britishers made attempts to introduce the latest available means of river transport on the rivers of Punjab. In the year 1835 they introduced the steam vessels on the Indus Flotilla, which could go up to Multan. These vessels being big in size were not suitable. Due to which navigation became an important matter for the British as it was cheap and was possible as the rivers were navigable all through the year. And for further improvement in this field the government did put into operation a number of steamers on the Indus (1858-59). But they were not very useful for commercial purpose. Consequently, the country boats, capable of carrying from 400 to 600 maunds at a cheaper rate, continued to play an important role in the export-import trade of the province. These big vessels were only used to carry government stores. The number of the private boats kept on increasing day by day. The main reasons for the failure of the government steamers was the heavy expenditure on its maintenance, which was in excess of the income

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derived from it.\textsuperscript{59} Hence, in September 1872 after a careful consideration, the Lieutenant Governor of Punjab decided to abolish the Punjab steam flotilla\textsuperscript{60}. Attempts were made to improve the nature boats. But, the boat traffic steadily declined, particularly, after the 1880's, when the government decided to build roads and railways on extensive scale. The Government, however, had no intention of completely dislocating the river borne trade; it rather hoped to use it as a feeder to the railways.\textsuperscript{61}

Even then by 1901, the commerce by rivers decreased, as it could not compete with the railways. River traffic gradually lost its predominant position as an important means of export trade of the province owing to traders also having started preferring railways to rivers because they were safe, quick and cheap.\textsuperscript{62} Moreover, the British government undertook the work of construction of canals for the development of irrigation. As, the canals were cut out from the rivers, the water flow in the rivers naturally decreased and the shallow water led to a decline in boat traffic. Thus, the development of roads, the introduction of railways and the construction of canals, gradually led to the decline of the water transportation in Punjab that too before the partition.\textsuperscript{63} Mainly, the rivers came to be used for irrigation. Not only this but it also effected the traditional employment as many boatmen lost their profession.

The main canals which supplied water for irrigation were of two types as mentioned earlier – perennial (water available all through the year); secondly, inundation (the supply of water depended on the rise of the rivers). The major irrigation works constructed were – Perennial canals:

\begin{itemize}
\item \textsuperscript{59} Report on the Administration of the Punjab for the Year 1867-68, p.49.
\item \textsuperscript{60} Y.B. Mathur, British Administration of the Punjab 1849-75, Surjeet Book Depot, New Delhi, n.d., p.131.
\item \textsuperscript{61} District Gazetteer, Ludhiana 1888-89, p.193.
\item \textsuperscript{62} Himadari Banerjee, Agrarian Society of the Punjab, p.48.
\end{itemize}
(a) Western Jamna Canal;
(b) Bari Doab Canal
(c) Sirhind Canal;
(d) Swat River canal; and
(e) Chenab Canal.  

Besides these major works, a vast irrigation scheme was sanctioned in 1905, which was known as Triple Canal Project.  

The minor irrigation works or Inundation Canals were:

(a) The Upper Sutlej Canal;
(b) The Lower Sutlej Canal;
(c) The Kanwah Canal;
(d) The Upper and Lower Sohang Canal;
(e) The Sirdhnai Canal;
(f) The Dourranna Lugana Canal;
(g) Chenab Inundation Canal;
(h) Shahpur Inundation Canal;
(i) Muzaffargarh Inundation Canal; and
(j) Ghaggar Inundation Canal.

By doing so, the government vastly developed the agricultural resources of the province, which gave impetus to trade and thus provided the

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government with profits. The Karachi port was the main centre of trade in the province.

The partition of the country created many problems as it led the prosperous Punjab into being deficient even in food grains production and less cultivated land. Improvement in agricultural production was the major aim of the government; and as a natural corollary, irrigation came to occupy an important place in the economy of the state. The excessive food shortage in the country gave further impetus to the irrigation development. So, the following irrigation schemes were enunciated:

(a) Harike Project;
(b) Bhakra Nagal Dam Project;
(c) Madhopur Beas Link;
(d) Sirhind Feeder Project;
(e) Pong Dam on Beas;
(f) Thein Dam;
(g) Upper Bari Doaba Canal Hydro Electric Project;
(h) Bhatinda-Thermal Plant;
(i) Shanan Project;
(j) Anandpur Sahib Hydel Project;
(k) Mukerian Hydel Project;
(l) Ropar Thermal Project; and
(m) Dholbana Dam Project.
These projects were undertaken basically for providing security, irrigation facilities, as well as, electricity not only to the state but also to other areas.\textsuperscript{67}

For the transportation purpose, only the Sirhind Canal was used, that too, for bringing timber from Himalayan region.\textsuperscript{68}

Thus, from the above stated evidence, we can state that the importance or dominance of the rivers for transportation and communication purpose had already finished before the partition itself. Many people had lost work that had to take over some other jobs for fulfilling their basic needs as nobody used their boats for transportation. The Punjab Government started utilizing the river waters for irrigation and for the production of electricity. And this led to an increase in production of crop, which in turn led to the increase in trade and better economy. But rive transportation definitely faced a big loss.


Fig. III. Rivers of the North-West.
Fig. XXV. Boats of the Indus basin (A): Kaşmiri boats (according to recent photographs by the author): a., *sikori*; b., *dāngu*; c., d., *khocu*; e., g., *bahāṭsh*; f., *dēmbanāv*; h., planks joined by nails and cramps; i., paddle.
Fig. XXVI. Boats of the Indus basin (B): models of Panjabi boats (according to Baden Powell, Handbook, 253): a., pleasure boat; b., ferry; c., paranda; d., beri; e., zorak; f., dundi.
Fig. XXVII. Boats of the Indus basin (C): cappū of the upper Satlaj (drawing by Captain Yule, in Papers on Subjects connected with the duties of the Royal Engineers, vol. X, 1849, pl. 10, f. p. 186): a., side view; b., view from above; c., wooden anchor.
Fig. XXVIII. Boats of the Indus Basin (D): Indus boats rigged with a square sail slightly raised (according to an engraving by T. Postans, at the India Office Library (485f.33b); b., ferry (kauntal) on the Indus at Haidarâbâd, Sindh (according to a drawing by H.F. Ainslie, India Office Library (2078); c., ferry on the Indus, rudder manoeuvred by ropes and two bamboos around a fixed point (according to a sketch from memory by H.B. Edwards, in Punjab Government records, Lahore, Political Diaries, 1847-49, vol. V, f.p. 37)).
Fig. XXIX. Boats of the Indus basin (E): *jhunji* or pleasure boat of the *amir* of Sindh: a., full view (notice the form of the rudder); b., view of the deck and an oar (according to drawings by T. Postans, conserved at the India Office Library (485f. 10b and 485f. 43c).
(iii) Air Transportation

The struggle of mankind to conquer the air is one of the most dramatic and fascinating pages in human history. It costs the lives, fortunes and even liberty of many intrepid pioneers.\(^6\) Air transport is a very important form of transportation, which provided a new mean of travel that has made many noteworthy contribution to the progress of transportation and that will probably revolutionize it even more completely in the years to come.

Balloon flights started in India during the Victorian Age. Mr. Joseph Lynn made a flight on the 27th November 1877 from the Lal Bagh gardens in Bombay and reached a height of 7500 feet. Mr. Lynn made another flight on 30th November 1877. Mr. Percival Spencer in Calcutta made a demonstration flight on 19th March 1889. Subsequently, attempts were made but all ventures were foreigners.\(^7\)

The actual flying by aeroplane began in the year 1911 in India, when some military officers made experimental flights. The credit of carrying the first airmail, however, also goes to India. The Imperial Airways Limited was formed in March 1924 and the first Indian mail and freight left Karachi on 7th April 1929. So, a weekly service was started between Karachi and Lahore. Karachi was later linked with Delhi via Jodhpur. In May 1933 Indian Trans-continental Airways Limited was incorporated and a Karachi – Singapore flight was started. In July 1929 Tata Sons Limited submitted various proposals to British Government and their fourth proposal of 1931 was accepted, vide which a service between Karachi – Madras via Bombay was started for mail\(^7\) purpose.

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covering 1,400 miles. It also began to operate 1,900 miles from Karachi to Ceylon, linking a number of cities en route.\textsuperscript{72}

The Punjab, however, did not have any internal air service, as late as 1934 when the Indian National Airways established an air service between Karachi and Lahore, which was further linked with Imperial Airways Services.\textsuperscript{73} An airmail contract was made with the Government for mail carriage and the rate of remuneration to the company was fixed at a level covered by the air surcharge collected by the Post and Telegraph Department.\textsuperscript{74} In 1934–35 the services completed 211 scheduled flights and carried 28,317 lbs of mails and freights. However, only two passengers were flown during this period.\textsuperscript{75}

In 1938 the Government of India entered into a fifteen years contract with Indian National Airways for the carriage of mail on their routes under the Empire – Air – Mail – Scheme.\textsuperscript{76} So Karachi – Lahore service commenced operation in February 1938 under this arrangement. It offered an excellent opportunity for the development of passengers and freight traffic. The frequency of this flight was increased to five times a week and a thrice-weekly service between Lahore and Delhi was also established. In 1938–39 the Indian National Airways Carried 34,00,00 lbs of mails, 68 lbs. Of freight and 93 passengers.\textsuperscript{77}

Thus, the development was no doubt slow and the importance of aviation in business did not, yet appear to be appreciated but the prospects were more bright than gloomy.\textsuperscript{78}

In order to develop civil aviation, a fund of Rs. 93 lakhs was created by the Government. The work was to be completed by March

\textsuperscript{73} Government of India, \textit{Report of the Air Transport Inquiry Committee}, 1930, p.5.
\textsuperscript{74} India Government, \textit{India in 1934-35}, p. 82.
\textsuperscript{75} B.S. Gidwani, \textit{History of Air Transport in India}, Bombay, 1954, p. 72.
\textsuperscript{76} \textit{Report of the Air Transport Inquiry Committee}, pp. 4-5.
\textsuperscript{77} I	textit{bid}, p. 5.
\textsuperscript{78} \textit{Indian Year Book, 1940-41}, pp. 598-605.
1940. Originally this fund was for the ground organisation of internal routes, but later, seeing the necessity, it was utilised to develop three important routes: Karachi – Calcutta; Karachi – Bombay and Karachi – Lahore.\(^79\)

In 1939 India Trans – Continental Airways Limited operated twice a week between Karachi – Calcutta; The Tata Airlines Operated five times a week between Karachi – Bombay – Madras – Colombo; the Indian National Airways Limited operated between Karachi and Lahore, five times a week and Lahore – Delhi, three times a week.\(^80\)

During the time of Second World War, the air progress came to a standstill and it was only after the war that the real development started as stated by the internal air transport survey reports.

An Air Transport Licensing Board was established; Flying clubs were re-established. A separate aviation wing was formed on 1\(^{st}\) July 1946 and air services present at that time were –

(a) Indian National Airways Limited –

Delhi to Karachi – daily

Delhi to Peshawar – 3 times a week

(b) Tata Airlines Limited –

Karachi to Bombay – daily

(c) Air Services of India Limited –

Bhuj to Karachi – 3 times a week

Apart from these there were fourteen other air transport companies registered.\(^81\)


Various air clubs operating in Punjab on 1st July 1946 were Karachi Aero Club and Northern India Aero Club.82

The aviation wing was under a Chief Engineer, five Superintending Engineers and thirteen Divisional officers.83

Amritsar was the only aerodrome in the Punjab present under the Indian Union. From 27th September 1947, a daily Government charter service, carried mails between Delhi and Ferozepure via Saharanpur, Ambala and Adampur. Ambica Airlines Limited operated this route.84

The scheme of 'Civil Aviation' was introduced in the state during 1962 for making Punjab air-minded. Originally it was envisaged to have flying clubs, at the district level, to impart training in flying and gliding and to make provision for non-scheduled operation including crop spray units. After the proclamation of National emergency due to Chinese aggression in October 1962, the scheme was modified and emphasis was laid on the training of young boys eligible to join the Air Force. The scheme of aerial crop dusting was entrusted to the Agriculture Department and the scheme of non-scheduled operations was abandoned. As many as 23 pushpak aircrafts were purchased during the Third Plan. Aviation Clubs at Amritsar, Patiala, Jullundhur and Hissar were commissioned and land was acquired for the construction of Aerodromes at Ludhiana and Karnal. A Government Aero Engines overhauling Workshop was set up at Patiala for the maintenance and overhauling of these aircrafts, loaned to various Aviation clubs in the State. On all these schemes, the end of the Third Plan in the composite Punjab had spent a sum of Rs. 65 lakh.

In the re-organised Punjab State, there were four Aviation clubs functioning at Patiala, Ludhiana, Amritsar and Jullundur. The patiala Aviation Club had broken the all India record in logging maximum flying

82. Ibid, p.16.
83. Ibid.
84. Ibid, pp. 44,49 & 57.
hours. The Aerodrome at Ludhiana had also developed and a pucca run – way was provided.85

Because of the geographical position of the State, being in one corner of the country and its proximity to Delhi, none of the cities were on any international air route till a few years ago. During the last two decades many Punjabis, who had migrated abroad, made frequent visits home which called for more international air services. Due to which Amritsar became an international airport with regular flights to U.K. and Afganistan. It was also connected with Jammu, Srinagar and Delhi by flight. Chandigarh was connected with Kulu, Srinagar and Delhi with regular air service. Ludhiana was also linked with Delhi with a regular daily flight from sahnewal, which, however, has been closing down and restarting again many a times. Military bases of Halwara and Adampur are present. Except for these aerodromes, no other is present in Punjab.86

So, observing the progress of the air transportation it can be stated that it was towards the negative side except that off few airbases Punjab stands nowhere in competition with other areas.

Main Air Routes
OF
India