

CHAPTER VII COMMUNICATIONS

OLD TIME TRADE ROUTES

In ancient times the main trade route coming from the south crossed the Mahanadi somewhere near Cuttack and passing "up to Dharmasala stretched in the north-westerly direction up to Anandapur in Keonjhar on the Vaitarani and then following the Vaitarani valley it reached Khiching in western Mayurbhanj. From Khiching the road went in north-easterly direction up to Bahalda in Mayurbhanj via Bamanghati (modern Rairangpur town). From Bahalda it went in a northerly direction via Saraikela to the Manbhum district where it touched the Subarnarekha valley. From this place the road to Gaya or Patna is quite possible¹" It is along this trade route that ancient archaeological relics and Kusan coins have been found. It is suggested that this route was followed by the Nanda king, Ashoka, and Karavela. During medieval period Muslims invaded Orissa and it is known from 'Tarikh-i-Firozshahi' that the army of Firoz Sah proceeded through Khiching, Sitabinji, Viraja to Cuttack from Jaunpur in 1361.

The Bhanja ruler Dhanurjay Narayan who ruled from 1867-1905 was first to make an attempt to open roads in the ex-State of Kendujhar. Up to 1907-08, the ex-State had no road available throughout its length for wheeled traffic. Communication was then difficult but roads and bridges were under construction. A main road from Champua to the Bengal-Nagpur Railway (now South Eastern Railway) at Vyas-Sarovar in the south in Cuttack district touching important villages *en route* and passing through the ex-State headquarters and Anandapur was under construction. The old Midnapore-Sambalpur road which passed through the district was in a ruined condition. There were two other tracks in Upper Kendujhar, one running through the plains of the eastern plateau and another running from the ex-State headquarters to Anandapur subdivision parallel to the main road. There was a second class road from Anandapur to Bhadrak border in the Baleshwar district. After two decades, i. e. in 1937-38 the length of road in the ex-State was 379 miles (606. 40km.) which, however, increased to 450 miles (720 km.) during the next ten years.

Mode of Conveyance in old time

In olden days elephants and horses were mainly used by the aristocrats as the means of conveyance. In the painting at Sitabinji attributed to cir 500 A. D. we find the scene of a royal procession representing the king on the back of an elephant and some of his retainers on horses while a few others are depicted marching on foot.

¹. P. Acharya—Studies in Orissan History, Archaeology and Archives, p. 446

Besides horses and elephants, palanquin was in use by respectable persons and this mode of conveyance was in vogue as late as the 19th century. Bullock-cart, the vehicle of the common man, was the cheap mode of transport and conveyance in the plains of the district since remote past. The luggages were being carried by men in *bhars*. In the early part of the 20th century the Ruler brought the first motor vehicle to the locality. It was plying for some distance from Kendujhar to Anandapur and from Kendujhar to Champua. Public bus service was introduced towards the later part of the 1st quarter of this century.

After the formation of the district, more particularly during the five-year plan periods, various measures have been taken to improve the condition of the existing roads and to construct new ones by different Government departments and local bodies. This has resulted in the rapid increase of the road mileage of the district. In the early sixties of the present century the length of the roads stood at about 1,755 miles (2,808 km.) in the district. The density of road mileage was 55 miles (88 km.) per 100 sq. miles (258 sq. km.) of area against the State density of 36 miles (57.6 km.) to 100 sq. miles (258 sq. km.). In spite of higher density, the roads do not touch all parts of the district yet. The statement below shows the length of different categories of roads maintained by the Public Works Department in the district.

Road Trans-
port

Category of roads	Kilometres
National Highways	.. 101
State Highways	.. 202.2
Expressways	.. 13
Major District Roads	.. 104.1
Other District Roads	.. 76.80
Classified Village Roads	.. 515.30

Touching the district at Tinda near Mayurbhanj border, National Highway No. 6 passes through Khiraitangiri, Kendujhargarh, Suakati, Kanjipani and Telkoi. Then the road leaves the district towards Pal-lahara in Dhenkanal district border. The length of the road in the district is 101 km. The road meets the State Highway No. 11 (Jarada- Champua road) at Kendujhargarh. The road facilitates transportation of mineral ores, forest and agricultural products of the district. There is an inspection bungalow at Kendujhargarh.

NATIONAL
HIGHWAYS

National
Highway
No. 6

There are two major high level bridges under construction in this road. The bridge over the Aradei Nala will have three spans of 20 metres each and 2 end spans of 8 metres each. Total length of the bridge will be 80.80 metres. The bridge is estimated to cost Rs. 11,85,500.00. The other bridge over the river Baitarani will have three spans of 25 metres each. Total length of the bridge will be 78.65 metres. The bridge is estimated to cost Rs. 13,88,000.00. The breadth of these bridges will be 7.50 metres.

STATE
HIGHWAY
State High-
way
No. 11
(Jarada-
Champua
Main Road)

The State Highway No. 11 touches the district of Kendujhar at Jarada and proceeds up to Champua. The road connects the State of Bihar. Constructed in the early part of this century, the road is 150 km. in length in the district. This is a black-topped and all-weather road. It passes through Ramachandrapur, Anandapur, Dhakotha, Ghatagan, Dhenkikote, Kendujhargarh, Palasapanga and Rimuli. At Kendujhargarh, the road crosses the National Highway No. 6. This is an important road as it connects the district headquarters with Jajpur-Kendujhar Road Railway Station. The road is covered by avenue trees. The inspection bungalows are situated at Ramachandrapur, Anandapur, Kanto, Ghatagan, Dhenkikote, Gopalpur, Kendujhar, Palasapanga, Parsala and Champua.

State High-
way No. 10 B
(Rimuli-
Bhadrasahi
Road)

The State Highway No. 10-B starts from the State Highway No. 11 at Rimuli and passes through places like Nardpur, Sankarpur, Gobindapur, Bileipada and Joda and then meets the State Highway No. 10 at Bhadrasahi. Total length of this black-topped and all-weather road is 27.2 km. in the district. One inspection bungalow is situated at Joda.

State High-
way No. 10 A
(Barbil-Koira
Road)

The State Highway No. 10-A starts from Barbil and connects Koira of Sundargarh district. The length of the road in the district is 25 km. The entire length is black-topped. This is an all-weather road. There is one inspection bungalow at Barbil.

EXPRESS
HIGHWAY
Express
Highway
No. II (Joda-
Bambari
Road)

Joda-Bambari road starts from Joda and proceeds up to Bambari through different mines. The road for its first five km. is categorised as classified village road and for the rest 13 km. as the Expressway No. II. The Expressway portion of the road is black-topped.

MAJOR
DISTRICT
ROAD
Major
District
Road No. 85,
(Barbil-Nalda
Road)

The Barbil-Nalda road begins from the State Highway No. 10 at Barbil and starts for Singhbhum border via Nalda. This black-topped road is 7 km. in length. This is a fair-weather road.

The Dhenkikote-Patana road starts from the State Highway No.11 (Jarada-Champua main road) at Dhenkikote and proceeds towards Karanjia of Mayurbhanj district via Patana and Saharpada. This is a fair-weather road. It is 35 km. in length out of which 19 km. are metalled. There is an inspection bungalow at Dhenkikote.

Major District Road No. 10 (Dhenkikote-Patana Road)

Starting from the Major District Road No. 73 at Anandapur, the Anandapur-Karanjia road runs for 12.1 km. in the district and then proceeds towards Karanjia of Mayurbhanj district. This is a metalled and fair-weather road.

Major District Road No. 10-A (Anandapur-Karanjia Road)

The Anandapur-Bonth road starts from the State Highway No. 11 at Anandapur and proceeds towards Baleshwar border. In the district, the road is 18 km. in length. This is a black-topped and fair-weather road.

Major District Road No. 73 (Anandapur-Bonth Road)

The Naranapur-Pandapada road starts from the State Highway No.11 at Naranapur and meets the Pandapada-Harichandanpur classified village road at Pandapada. This is an earthen and fair-weather road, and is 16 km. in length.

Major District Road No. 12-B, (Naranapur-Pandapada Road)

In length 16 km., the Kunar-Banspal earthen and fair-weather road starts from the National Highway No. 6 at Kunar and leads to Banspal where it meets the Suakati-Banspal-Kadakala classified village road.

Major District Road No. 12 C. (Kunar-Banspal Road)

One of the Other District Roads maintained in the district is the Chhenapadi-Hadagarha road. This is an all-weather black-topped road of 16 km. in length. The road starts from the Major District Road No.73 at Chhenapadi and connects Hadagarha. Another road from Satkutania to Patana connects the State Highways No. 11. Out of the total length of 60.8 km. of the road only one km. is black-topped.

OTHER DISTRICT ROADS

There are the following 21 roads with a total length of 515.30 km. categorised as the classified village roads. Out of these, first 13 roads with a total length of 330 km. are under the management of the Roads and Buildings organisation whereas the rest 8 roads with a total length of 185.30 km. are controlled by the National Highways organisation. Most of these are earthen roads and are in good condition.

CLASSIFIED VILLAGE ROADS

Sl. No.	Name of the road	Length	Condition of the road
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(Under the Roads and Buildings Organisation)

1.	Ghatagan-Daitari Road	.. 47 Km.	Fair-weather
2.	Pipilia-Patana Road	.. 16 km.	Ditto
3.	Kendujhar-Saharpada Road	.. 35.20 km.	Ditto
4.	Suakati-Banspal-Kadakala Road	.. 42 km.	Ditto

Sl. No.	Name of the road	Length	Condition of the road
5.	Jhumpura-Ukhunda Road	.. 16 km.	Fair-weather
6.	Pandapada-Harichandanpur Road	.. 20 km.	Ditto
7.	Barbil Town Road	.. 4 km.	All-weather
8.	Champua-Chamakpur Road	.. 16 km.	Ditto
9.	Bambari-Godiatopa Road	.. 20 km.	Fair-weather
10.	Palasapanga-Kadakala Road	.. 37 km.	Ditto
11.	Ramachandrapur-Harichandanpur Road	60·8 km.	Ditto
12.	Barigan-Brahmanipal Road	.. 11 km.	Ditto
13.	Joda-Bambari Road	.. 5 km.	..

(Under the National Highways Organisation)

14.	Barbil-Kiriburu Road via Balani	.. 10 km.	Fair-weather
15.	Bambari-Dhubna Road	.. 8 km.	Ditto
16.	Suakati-Dhubna Road via Banspal and Kadakala	.. 56 km.	Ditto
17.	Telkoi-Kaliahata Road via Bimala	.. 51 km.	Ditto
18.	Saharpada-Udayapur Road	.. 16 km.	All-weather
19.	Sailong-Deogan-Keshadurapal Road (From Deogan to Keshadurapal)	.. 7·80 km.	Ditto
20.	Harichandanpur-Bhagamunda Road	.. 25·50 km.	Fair-weather
21.	Dadhibamanpur-Tartara-Kantipal Road	11 km.	Ditto

Roads maintained by different Grama Panchayats and Panchayat Samitis of the district are about 2,750 km. and 1,050 km. respectively. These are dust roads.

Grama
Panchayat
and
Panchayat
Samiti Roa

Rural Engineering Organisation (now defunct) maintained 268.80 km. of roads in the district. These roads are (1) Nuduripara-Kaliahata (48 km.), (2) Dhenkikote-Santarapur (14.40 km.), (3) J. C. Main Road to Tara (6.40 km.), (4) J. C. Main Road to Medinpur MIP site (4.80 km.), (5) Pipilia-Barei (4.80 km.), (6) Karanjia-Turumunga (32 km.), (7) Raisuan-Kusumita-Baradapal-Hatikucha (16 km.), (8) Saharpada-Machhagarh (19.20 km.), (9) Sailong-Deogan (9.60 km.), (10) Barapada-Nandabar (25.60 km.), (11) Barapada-Batto (9.60 km.), (12) Ramachandrapur-Balibarua (14.40 km.), (13) Anandapur-Bansagarh (9.60 km.), (14) Anandapur - Gayalamunda-Panasadihi (28.80 km.), (15) Hatadihi-Samana (16 km.) and (16) Orali-Salania (9.60 km.).

Roads
maintained
by Rural
Engineering
Organisation

This apart, the organisation had taken up construction of 30 km. of rural link-roads in this district during the year 1978-79. All these are fair-weather roads. The Rural Engineering Organisation had spent Rs. 19,58,208.00 in the district for maintenance of roads in 1978-79.

At present the Forest Department maintain 185 km. of non-metalled but motorable roads in the district. The important forest roads are : (a) Chhenapadi-Sajonpal (25 km.), (b) Kaliahata-Padanaga (14 km.), (c) Kanto-Baiganpal (30 km.), (d) Brahmanipal-Palasapal (30 km.), (e) Sagadapata-Kanto (17 km.) and (f) Sunaripasi-Khuntapasi (12 km.).

Forest Roads

The four urban local bodies of the district, viz., the Municipalities of Kendujhar and Barbil and the Notified Area Councils of Anandapur and Joda maintain 397.01 km. of roads including 0.23 km. of cement-concrete, 28.64 km. of black-topped and 368.14 km. of other roads. Out of these roads, the Kendujhar Municipality, the Municipality of Barbil, the Notified Area Council of Anandapur and the Notified Area Council of Joda maintain 57.51 km., 105 km., 99 km. and 135.50 km. respectively.

Municipal
Roads

Marketable commodities are generally carried by head-loads and *bhars* from interior villages to the roadside 'Hats'. As major portion of the district is hilly, bullock carts are used in plains only. Where possible trucks are extensively used. Boats are also used in the river Baitarani for the purpose of transporting goods. Cycle-rickshaws are seen in

Vehicles and
Conveyances

Municipal and Notified Area Council areas. The statement given below indicates the number of bi-cycles, cycle-rickshaws and bullock carts registered by different urban local bodies from 1975-76 to 1977-78.

Name of the local body	1975-76		
	Cycles	Cycle-Rickshaws	Bullock carts
	2	3	4
Barbil Municipality ..	500	10	10
Anandapur Notified Area Council	988	42	128
Kendujhar Municipality ..	1,478	83	30
Joda Notified Area Council	495	7	14

1976-77			1977-78		
Cycles	Cycle-Rickshaws	Bullock carts	Cycles	Cycle-Rickshaws	Bullock carts
5	6	7	8	9	10
700	10	10	590	10	12
911	29	63	700	48	52
1,813	141	57	1,588	121	25
756	10	8	640	10	8

During 1977-78 there were 14,569 cycles, 109 cycle-rickshaws and 818 bullock carts licensed by different Grama Panchayats of the district.

Up to 1977-78, number of motor vehicles registered in the district was 4,082 which included 518 motor cycles/scooters, 494 jeeps/land rovers, 321 cars, 31 taxis, 36 contract carriages, 167 stage carriages, 3,291 trucks and goods carriages, 184 tractors/trailors, 30 auto-rickshaws/three-wheelers, 2 petrol/water tankers and 8 miscellaneous vehicles.

The normal rate for hire per km. are Rs. 3 for truck and Rs. 2 for bullock cart. In urban areas, the cycle-rickshaws charge about Re. 1 to Rs. 1.50 per km.

Most of the routes of the district were taken over by the Orissa State Road Transport Corporation (then the State Transport Service) on 1st April, 1948 for plying buses. In the beginning a separate unit under the Baleshwar Zone of the Corporation was formed for the district and the headquarters was fixed at Kendujhargarh. The Kendujhar unit was in charge of an Assistant Station Master. At present the unit is managed by the District Transport Manager, who is assisted by one Officer of Class II rank, and 129 Class III and 65 Class IV employees. Now private parties have also been permitted to ply buses on all the routes covered by the Orissa State Road Transport Corporation in the district.

The statement below indicates the routes covered by the Orissa State Road Transport Corporation in the district with distance and condition of each route.

Sl. No.	Routes covered	Length (km.)	All-weather or Fair-weather	No. of trips	No. of buses plying
1.	Kendujhar to Bhubaneswar	235	All-weather	1	3
2.	Kendujhar to Cuttack ..	205	All-weather	1	1
3.	Kendujhar to Ahiyas ..	166	All-weather	1	2
4.	Kendujhar to Tata ..	187	All-weather	1	1
5.	Kendujhar to Kiriburu	121	All-weather	1	1
6.	Kendujhar to Rairangpur	123	All-weather	1	2
7.	Kendujhar to Nalda ..	113	All-weather	1	1
8.	Kendujhar to Telkoi ..	51	Fair-weather	1	1
9.	Kendujhar to Pal-lahara	80	Fair-weather	1	1
10.	Kendujhar to Sambalpur	234	Fair-weather	1	3
11.	Kendujhar to Banspal ..	30	Fair-weather	1	1
12.	Kiriburu to Cuttack ..	318	All-weather	1	3
13.	Karanjia to Bhubaneswar	288	All-weather	1	3
14.	Kendujhar to Dhenkikote	30	All-weather	1	1

Hat (weekly)

The State Road Transport Corporation have provided waiting halls for passengers at Kendujhar, Anandapur and Champua. As per departmental rules, students, athletes and blind men are given concession to travel in the corporation buses. The Corporation charges 10 paise per passenger for ordinary buses and 12 paise for express buses. The charge per 20 kg. of luggage per km. is 5 paise (1985).

The statement below shows the number of passengers travelled and gross income from fare and freight (in Rs.) of the Orissa State Road Transport Corporation in the unit during last three years ending 1977-78.

Year		Gross Income	Gross km.	Income per km.	Number of Passengers travelled
1975-76	..	27,62,182-92	17,85,015	1-55	12,63,369
1976-77	..	27,28,130-23	17,08,763	1-60	11,47,333
1977-78	..	25,62,480-44	15,26,147	1-69	10,83,785

**REGIONAL
TRANSPORT
AUTHORITY**

The Regional Transport Authority, Kendujhar, was last constituted in 1977. It consists of four official and four non-official members. The District Magistrate is the Chairman and the Regional Transport Officer is the Member-Secretary of the Authority. Permits have been issued to private parties to ply 41 buses on the following routes by the Regional Transport Authority.

Name of the route	Length in km.
Buses plying inside the district	
Bameibari-Champua	54
Hat Bus	212
Hat Bus	145
Rimuli-Nalda	45
Deogan-Keshadurapal	150
Pithagola-Kiriburu	159
Patana-Bameibari	135
Madhukeswari-Barbil	190
Patilo-Joda	118
Tinda-Barbil	102
Champua--P. B. Goda	158
Tangarapada-Banspal	75
Balibarua-Bameibari	191
Balani-Turumunga	201
Nalda-Bameibari	40
Padanaga-Kendujhar	66
Pandapada-Tinda	64

Name of the route	Length in km.
Buses plying from the district to other districts of Orissa and other States	
Kendujhar-Calcutta	352
Barbil-Chakradharpur	115
Kiriburu-Tata	153
Joda-Tata	174
Barbil-Karanjia	119
Harichandanpur-Karanjia	114
Kiriburu-Jajpur-Kendujhar Road	227
Karanjia-Sunapentha	80
Kalikaprasad-Rourkela	214
Barbil-Jajpur-Kendujhar Road	201
Kendujhar-Cuttack	205
Champua-Cuttack	263
Murusuan-Kendujhar via Karanjia	80
Udayapur-Tambahara	109
Kendujhar-Sukinda	138
Kendujhar-Daitari	169
Thakurani-Jajpur-Kendujhar Road	205
Kendujhar-Rourkela	220

The stage carriages charge 10 paise per km. per passenger in the ordinary services. The contract carriages charge more or less the same rate, though no rate has been fixed for them. The charge of a taxi is about Rs. 1.50 per km.

The district has only a few km. of railways in its western part. The lines have been laid mainly to be used for lifting iron ore and other minerals from this district. The construction of a line from Padapahar Station on the Rajkharwan-Gua branch line of the Howrah-Nagpur main line of the South Eastern Railway to Banspani of the district of Kendujhar was taken up in the early part of 1956 and completed in April 1958. The line which runs for about 19 km. in the district has two railway stations at Deojhar and Banspani. There is another railway line which links this district from Barjamda Railway Station of the Rajkharwan-Gua branch line. The line proceeds up to Balani Khadan. The construction of the rail-link from Barjamda to Barbil was taken up in 1923 and the line was opened on the 16th February, 1926. The extension of the line from Barbil to Balani Khadan was taken up in 1958 and was completed in 1960. The

RAIL
ROAD

length of the line within the district is about 10 km. and there are two railway stations, viz., Barbil and Balani Khadan. Since the 26th January, 1979, a passenger train has started running up to Barbil. The opening of the lines have played an important role in the economy of the district. The low grade iron-ore carried through these lines to different plant sites with less cost is now considered highly economical. The rail-head for the district is Jajpur-Kendujhar Road Station on the Howrah-Madras main line of the South-Eastern Railway. The distance of this station from Kendujhargarh, the district headquarters, is about 114 km. There is a railway out-agency at the district headquarters.

In March 1977 work started for construction of another branch line from Jakhpura in the Cuttack district on the Howrah-Madras main line to Daitari of Kendujhar district with an estimated cost of Rs. 5.19 crores. Only 2.839 km. of this 33.049 km.—long rail route passes through the district of Kendujhar. This is a part of the proposed 179.595 km. long Jakhpura-Banspani rail track which has been estimated to cost Rs. 67.39 crores. Out of the total length, 149.385 km. of this rail route will pass through the district of Kendujhar. Sixteen stations including thirteen of Kendujhar district have been proposed to be constructed on this track, besides the existing stations of Jakhpura and Banspani.

The line is intended to deal mainly with the transportation of iron-ore from the deposits around Gandhamardan, Daitari, Juriri and Tomka to Paradeep port from where it is to be exported to different countries.

WATERWAYS, FERRIES AND BRIDGES

The river Baitarani is navigable mainly in rainy season for some distance in the Anandapur subdivision. Timbers and fire-wood from the forest areas are normally transported through the river up to Jajpur in Cuttack district. Generally boats of 30' to 40' in length and 3' to 4' in breadth are used in this river to carry passengers and local products.

A number of ferries are maintained by different Grama Panchayats in the district. A list of these ferries is given in Appendix I.

The ferry on river Baitarani at Anandapur is an important one. It connects Bhadrak-Anandapur road with Jarada-Champua road and there is ferry arrangement throughout the year. Previously this ferry was being leased out by the Revenue Department. Now it is managed by the Anandapur Notified Area Council.

An account of the major bridges in the district is given in the table overleaf.

Name of the major bridge	Location	Name of the road	Year of construction	No. of spans with length and breadth	Total length and breadth	Type of bridge	Cost of construction (In Rs.)
1	2	3	4	5	6	7	8
Kusei bridge	..	36.00 km.	Ex-State period	13 × 50'-0"	715'-0" L 14'-8" B	Brick arch	Not available
Musal Bridge	..	58.00 km.	Ditto	7 × 50'-0"	380'-0'	Brick arch	Ditto
Sindhi Bridge	..	17.00 km.	1975	7 × 25'-0"	193'-0" L 24'-0" B	C.R. 2C.C. masonry with R. C. C. slabs	4,10,000.00
Aradei Bridge	..	4.5 km.	1973	5 × 60'-0"	320'-0" L 24'-0" B	Open foundation R. C. C. bridges	13,75,000.00
Aradei Bridge	..	146.00 km.	Ex-State period	25 × 30'-0" 1 × 200'-0"	1120'-0" L 14'-0" B	Brick masonry in lime girder bridge	Not available
Aradei Bridge	..	135.00— 136.00 km.	Ditto	8 × 30'	240'-0" L 19'-0" B	Brick Arch	Ditto
Baitarani Bridge	..	173.00 km.	Ditto	2 × 200'-0"	400'-0" L 14'-6" B	Stone masonry in lime girder bridge	Ditto
Baitarani Bridge	..	12/2 to 12/4 km.	1955	6 × 15'-0" 6 × 30'-0"	322'-0" L 23'-9" B	R. C. C. Submersible bridge	Ditto

**Transport
by Air**

There is no regular air service to the district. However, the district has two landing grounds located at Raisuan and Tanto. Both the airstrips were constructed in 1963. Raisuan, 8 km. in distance from Kendujhar is connected with the district headquarters by the State Highway No.11 and Tanto, situated at a distance of 9 km. from Barbil, is served by the State Highway No.10 A. Areas of Raisuan and Tanto airstrips are $3,210'-0'' \times 1,180'-0''$ and $3,600'-0'' \times 5,20'-0''$ respectively. Raisuan is a temporary landing ground and is used in summer only.

**Travel
Facilities**

In olden days communication facilities in the district were very poor. People had to travel on foot or by bullock carts on dusty roads. Travelling was risky as the forest roads were mostly infested by wild animals and highwaymen. The district is covered with hills and forests which make the interior most inaccessible even at present. The district has a number of places of interest like Sitabinji (a place of historical importance), Gonasika (a mountain where the river Baitarani has its origin), Sana Ghagara and Bada Ghagara waterfalls and Joda and Barbil (industrial towns). The people, in general, have respect for visitors. In the past visitors were being usually accommodated in the Mandaghars prevalent till this day in the tribal localities and in the premises of the village temples or monasteries in the plains. There are no travelling agents or guides in the district.

There are four lodging houses at Kendujhar managed by private parties. Hotels with vegetarian and non-vegetarian meals are available at Anandapur, Ghatagan, Kendujhargarh, Champua, Telkoi, Hadagarha, Barbil and some other places of the district. In the mining belt of Barbil-Joda, a number of guest houses have been constructed by some notable mining concerns. Some of these are Joda View, Joda; Nalda Club, Nalda and Barbil K. I. W. Guest House, Barbil.

**Dharmasala,
Circuit house,
Inspection
Bungalows
and Rest-
Sheds**

There is only one Dharmasala at Kendujhargarh. One Circuit house with six suites is also available at the same place. There are 15 inspection bungalows and 29 rest-sheds in the district. The inspection bungalows except one, are maintained by the Public Works Department (R & B) and the rest-sheds are looked after by the Revenue Department. There are two forest rest houses located at Barbil and Hadagarha under the Forest Department. The inspection bungalows when vacant can be hired by the public on payment of a fixed rent per day. Gazetted Officers of the State Government are entitled to occupy the bungalows rent-free for a particular period. The rest-sheds are meant for the officers of the Revenue Department. A statement showing the location, connecting roads etc., of the inspection bungalows and a list of the Revenue rest-sheds are given in Appendix II (A & B).

At the time of merger with the province of Orissa the ex-State of Kendujhar had five post offices located at Anandapur, Ghatagan, Kendujhargarh, Palasapanga and Champua. Both Anandapur and Kendujhargarh were sub-post offices with telegraph facilities available only at the former.

From the date of merger to the last day of January 1953, the district was under the administrative control of the Cuttack Postal Division. From the 1st February, 1953 it was placed under the Baleshwar Division. The Postal Division at Kendujhar was created on the 15th September, 1966 with the districts of Kendujhar, Dhenkanal and Mayurbhanj. On the 28th December, 1972, when this composite division was divided districtwise into three postal divisions, the district of Kendujhar had 285 post offices including one head office, 31 departmental sub-offices and 253 extra-departmental branch offices. By the end of 31st March, 1979 the number had increased to 337 post offices including one head office, 40 departmental sub-offices, 7 extra-departmental sub-office and 289 extra-departmental branch offices.

Out of these, there were 37 combined post and telegraph offices located at Kendujhargarh, Kendujhar Bazar, Kendujhar New Market, Kendujhar Court, Anandapur, Banspal, Ramachandrapur, Bhadrasahi, Barbil, Balani, Baneikala, Champua, Dhenkikote, Fakirpur, Ghasipura, Dhakotha, Khaliamenta, Ghatagan, Hadagarha, Harichandanpur, Jhumpura, Joda, Kiriburu Base Camp, Kiriburu Hill Top, Kushaleswar, Matkambeda, Nalda, Rajanagar, Naranapur, Raisuan, Padmapur, Saharpada, Salapada, Suakati, Suampatana, Talpada and Telkoi.

By the end of 30th September, 1978 the district had 27 long distance and 13 local public call offices. The long distance public call offices are located at Dhakotha, Hatadihi, Kaliamenta, Kushaleswar, Sainkula, (all under the Anandapur Telephone Exchange); Kalikaprasad, Rimuli, (all under the Champua Telephone Exchange); Barasahi, Bhadrasahi, Balani, Kiriburu (Hill top), Kiriburu (Township), Nalda (all under the Barbil Telephone Exchange); Banspal, Dhenkikote, Ghatagan, Harichandanpur, Jhumpura, Padmapur, Pandapada, Rajanagar, Suakati, Sompatna, Telkoi, Turumunga, Raisuan and Udayapur (all under the Kendujhar Telephone Exchange). The local public call offices are functioning at Anandapur, Ghasipura, Salapada (all under the Anandapur Telephone Exchange); Champua (under the Champua Telephone Exchange); Barbil, Matkambeda (all under the Barbil Telephone Exchange); Atapur, Kendujhargarh Head Post Office, Kendujhar Court, Mandua, Naranapur (all under the Kendujhar Telephone Exchange); and Joda and Baneikala (all under the Joda Telephone Exchange).

The classified list of post offices of the district as on the 31st March, 1979 with volume of business transacted from 1975-76 to 1977-78 is given in Appendix III.

Radio,
Wireless
and Pigeon
service

There is no radio station in the district. The All India Radio is shortly establishing one K.W. radio station at Kendujhar. Number of radio sets licensed in 1975, 1976 and 1977 were 4,490; 4,254 and 14,215 respectively.

There are four police wireless stations located at Kendujhargarh, Barbil, Anandapur and Daitari. These stations generally transmit messages relating to the law and order problems in the district. This apart, messages relating to natural calamities in the district like flood, drought etc. and election messages are also sent through these stations.

The district police department have kept trained pigeons at Kendujhar, the district headquarters, and at Champua, Anandapur, Kanjipani, Barbil and Harichandanpur lofts. This apart, boomerang pigeon service is available at Pandapada, Patana, Hadagarha, Daitari, Suakati, Telkoi, Kaliahata, Bameibari and Kiriburu. The pigeons have rendered valuable services, particularly in the interior parts of the district, during all the general and mid-term elections.

Telephone
Exchanges

There are following five telephone exchanges in the district.

Sl. No.	Location of the Exchange	Type and capacity	No. of lines	Date of opening
1	Kendujhar	200 L CBNM	195	31-3-1956
2	Barbil	200 L CBNM	137	31-3-1959
3	Anandapur	50 L SAX	39	31-3-1967
4	Joda	100 L CBNM	82	21-3-1969
5	Champua	25 L CBNM	11	27-3-1972

Transport
Owners'
and
Employees'
Associations

There is one truck and bus owners' association at Kendujhargarh, viz, the Kendujhar Truck and Bus Owners' Association. The association with 32 members was registered in 1978-79.

Besides, there are also four transport employees' associations in the district, viz., (a) the State Transport Employees' Union, Kendujhar, (b) the Orissa State Commercial Workers' Union, Baliparbat, (c) the All Orissa Motor Transport Employees' Association, Kendujhar; and (d) the Transport Workers' Union, Joda. The State Transport Employees' Union has been in existence long since. The Orissa State Commercial Workers' Union was formed in 1972, followed by the All Orissa Motor Transport Employees' Association in 1977 and the Transport Workers' Union in 1978. These Unions have 200 (approximately), 752, 150 (approximately) and 50 members respectively.

APPENDIX I

List of Ferries maintained by different Grama Panchayats of the district

Name of Panchayat Samiti	Name of the Grama Panchayat	Name of the Ferry Ghat	Location	Name of the river
1	2	3	4	5
Ghasipura	.. Batto	Batto	Batto	Baitarani
	Saladei	Balibarua	Balibarua	Do.
		Odapada	Odapada	Do.
	Ambo	Ambo	Ambo	Do.
		Karagola	Karagola	Do.
	Gohira	Talagan	Talagan	Do.
Telkoi	.. Telkoi	Telkoi Hat Ferry Ghat	Telkoi	Samkoi
Hatadihi	.. Bangore	Hadagarha	Hadagarha	Salindi
	P. Gochhia	Mugupur	Mugupur	Baitarani
	Samana	Samana	Samana	Do.
		Agiria	Agiria	Do.
	Habaleswar	Habaleswar	Habaleswar	Do.
		Jambara	Jambara	Do.
Anandapur	.. Bailo	Tukuna	Tukuna	Do.
	Kodapada	Kodapada	Kodapada	Do.
	Dhakotha	Amrang	Amrang	Do.
	Kolamati	Tavakuda	Tavakuda	Do.
	Panchupali	Panchupali-Bancho	Panchupali	Do.
		Panchupali Regular ferry	Mugupur	Do.

APPENDIX I (contd.)

1	2	3	4	5
Saharpada	.. Udayapur	Raipur Udayapur Raikala } Badajuli }	Raipur Udayapur Raikala	Baitarani Do. Deo
	Malarpada Tinda	Mangalpur— Tinda border Ganiabarei— Chitarposi border } Mayurpa- nkha— Belda border }	Mangalpur Ganiabarei Mayurpankha	Do. Do. Do.
		Baliposi Chemana— Malarpada border }	Baliposi Malarpada	Do. Baitarani
	Khuntapada	Balitota	Balitota	Do.
	Kapundi	Kapundi Patana	Kapundi	Baitarani
		Begna Patana	Begna	Do.
	Damahuda	Kendujoda	Kendujoda	Do.
	Digipasi	Budhaban Madka	Budhaban	Deo
	Khajirapat	Duaghat	Duaghat	Baitarani
Banspal	.. Saharpur	Saharpur	Saharpur	Do.
Kendujhargarh	.. Kendeipasi	Kalisui	Kalisui	Aradei
Joda	.. Chamakpur	Chamakpur	Chamakpur	Baitarani
		Murusuan	Murusuan	Do.
	Bameibari	Belda	Belda	Do.
		Uchubali	Uchubali	Do.
	Jajang	Gurtuan	Gurtuan	Do.
		Jajang-Kamal pur	Jajang	Do.

APPENDIX I (concl'd.)

1	2	3	4	5
Patana	.. Patana	Patana	Patana	Baitarani
	Tangarapada	Nuapada	Nuapada	Do.
	Kendeipasi	Silpada-Raipur	Raipur	Do.
		Anladiha	Anladiha	Do.
	Rajanagar	Rajanagar	Rajanagar	Do.
	Turunga	Gamlei	Gamlei	Do.
	Damuria	Tando	Tando	Do.
	Erendei	Mirigikhoji	Mirigikhoji	Do.
Jhumpura	.. Balibandha	Parbatipur	Parbatipur	Aradei
	Chauthia	Baulamalia	Baulamalia	Do.
		Hastinapur	Hastinapur	Do.
	Nahabeda	Champadihi	Champadihi	Baitarani
	Basantapur	Nayagarh	Nayagarh	Do.
	Malda	Patuakudar	Patuakudar	Do.
Champua	.. Rimuli	Rimuli-Bramah-nagoda	Rimuli	Aradei
	Sadangi	Kankada	Kankada	Baitarani
	Rangamatia	Bankia-Dhanpasi	Bankia	Do.
		Rangamatia-Kendua	Rangamatia	Do.
		Raruanbeda-Nuabada	Raruanbeda	Do.
	Sarei	Tuntuna	Tuntuna	Do.
		Sarei	Sarei	Do.
	Champua	Fagu	Champua	Do.
	Jyotipur	Retanggoda-Mokuna	Kemundia	Do.

APPENDIX II (A)
List of Inspection Bungalows

Sl. No.	Location of the Inspection Bungalow	Name of the Road	Facilities offered	Rent
1	2	3	4	5

MAINTAINED BY THE PUBLIC WORKS DEPARTMENT (ROADS AND BUILDINGS)

1	Ramachandrapur	.. J. C. Main Road S. H. 11	2 suites with electrification and sanitary fittings	For State Government Gazetted employees energy charges at the rate of Rs. 1.50 per day from 15th March to 15th November and Re. 0.75 per day from 16th November to 14th March. For private and other State Government and Government of India employees those who are not authorised by the Public Works Department, Orissa, they have to deposit Rs. 5 per day with energy charges as mentioned above.
2	Anandapur	.. Ditto	4 suites with electrification and water supply	
3	Mareigan	.. Anandapur-Bonth Road M. D. R. 73	Declared unsafe due to damaged condition	
4	Deogan	.. Anandapur-Deogan road	Two suites with electrification	
5	Kanto	.. J. C. Main Road S. H. 11	One suite with no electricity	

6	Ghatagan	..	J. C. Main S. H. 11	Road	Two suites with electricity
7	Dhenkikote	..	Ditto		Ditto
8	Gopalpur	..	Ditto		Two suites with no electricity
9	Kendujhar	..	Ditto		3 suites with electrification and water supply arrange- ment
10	Parasala	..	Ditto		2 suites with electrification and sanitary fittings
11	Palasapanga	..	Ditto		Ditto
12	Champua	..	Ditto		Ditto
13	Joda	..	Rimuli-Bhadrasahi Road S. H. 10 B		Ditto
14	Barbil	..	Barbil-Koira Road S. H. 10 A		4 suites with electrification and water supply arrange- ment

MAINTAINED BY THE REVENUE DEPARTMENT

15	Barbil	..	Ditto		2 suites
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APPENDIX II (B)

List of Revenue Rest-Sheds

Name of the Tahsil	Location of Rest-Shed
Kendujhar	.. 1 Saharpada
	2 Machhagarh
	3 Rajanagar
	4 Bhagamunda
	5 Harichandanpur
	6 Kendeipasi
	7 Pithagola
	8 Hundapalaspal
	9 Revnapalaspal
	10 Patana
	11 Dumuria
	12 Suakati
Telkoi	.. 1 Banspal
	2 Janghira
	3 Sirigida
	4 Kadakala
	5 Kaliahata
Anandapur	.. 1 Gayalamunda
	2 Ghasipura
	3 Purnabandhagoda
	4 Baniapanka
	5 Baripal
	6 Danara
	7 Soso
Champua	.. 1 Champua
	2 Karanjia
	3 Jyotipur
	4 Ukhunda
Barbil	.. 1 Barbil

APPENDIX III

Classified list of Post Offices of Kendujhar Division as on the 31st March, 1979

KENDUJHARGARH H. O. 758001 CO * PCO (Second Class)	24. Salbani .. S
KENDUJHAR BAZAR SO 758002 CO PCO C	25. Tartara .. S
1. Badaneuli .. S	26. Taruan .. S
2. Baunsuli .. S	ANANDAPUR COLLEGE ND TSO (TPO O—596) C
3. Bhulda .. S	BANSPAL-758072 EDSO CO PCO
4. Bodapalasa .. S	BARBIL LSG-758035 CO * PCO
5. Champei .. ES	27. Bhuiyanraida .. S
6. Ghuturu .. ES	28. Guali .. S
7. Khiraitangiri PCO .. S	29. Thakurani .. S
8. Mandua .. S	BHADRASAH I EDSO-758051 CO PCO
9. Nelunga .. S	BALANI SO-758037 CO PCO C
10. Ranki .. S	30. Belaguda .. ES
ANANDAPUR (O) LSG 758021 CO * PCO	BANEIKALA SO-258038 CO PCO C (TPO O—345)
11. Angarua .. S	CHAMPUA SO-758041 PCO B
12. Badapadana .. S	31. Chamakpur .. S
13. Balduan .. S	32. Jagannathpur Ashram S
14. Bankhidi .. ES	33. Jamadlaka .. S
15. Bansgarh .. S	34. Kodagadia .. S
16. Kathakata .. ES	35. Panchapokharia .. S
17. Kantipal .. S	36. Sarei .. S
18. Kendukhunta .. ES	DHAKOTHA EDSO-758049 CO PCO
19. Nuagan .. S	DHENKIKOTE SO-758029 PCO C
20. Patsura .. ES	37. Bhoabeda .. S
21. Padmapur .. S	38. Chinamaliposi .. S
22. Purunaghati .. S	39. Kathabari .. S
23. Raitola .. S	

40. Ketang	..	S	67. Santosapur	..	S
41. Manoharpur	..	ES	68. Taneipal	..	S
42. Pipilia	..	S	69. Trilochanpur	..	S
43. Poipani	..	S	GHATAGAN SO-758027 PCO C		
44. Santarapur	..	S	70. Badajamupashi	..	S
45. Sanmasinabila	..	ES	71. Bankandhaldharpur	..	ES
FAKIRPUR SO-758022 CO C			72. Baratipara	..	S
46. Ambagadia PCO	..	S	73. Gadadharpur	..	S
47. Ambo	..	S	74. Kendudiha	..	ES
48. Bancho	..	S	75. Kundapitha	..	ES
49. Biridi	..	ES	76. Manata	..	ES
50. Girigan	..	ES	77. Rajabandha	..	S
51. Jambhara	..	ES	78. Tara	..	S
52. Karagola	..	ES	HADAGARHA SO-758023 CO PCO B		
53. Mugupur	..	S	79. Balibarei	..	S
54. Samana	..	S	80. Bangura	..	S
55. Sankha	..	S	81. Barigan	..	S
56. Sulan	..	ES	82. Dhanurjaypur	..	ES
GHASIPURA SO-758015 CO PCO B			83. Dhenka	..	S
57. Biragobindapur	..	S	84. Kahaliagadia	..	ES
58. Gayalamunda	..	S	85. Padhiaripalli	..	S
59. Gohira	..	S	86. Sadha	..	S
60. Kanto	..	S	HARICHANDANPUR SO-758028 CO PCO B		
61. Khaliamenta CO PCO	..	S	87. Badanuagan	..	S
62. Kodapada	..	S	88. Badasiadimal	..	ES
63. Kalimati	..	S	89. Bhagamunda	..	S
64. Naduan	..	ES	90. Bhawanrpur	..	S
65. Panasadihi	..	S	91. Bila	..	S
66. Sailong	..	S	92. Dhangardiha	..	S
			93. Gandadiha	..	S
			94. Hundapalaspal	..	S

95. Jiranga	..	ES	126. Deojhar	..	S
96. Kadodiha	..	S	127. Guruda	..	S
97. Kantala	..	ES	128. Jajang	..	S
98. Karadapal	..	ES	129. Kandara	..	S
99. Masinajori	..	ES	130. Khandabandha	..	ES
100. Pitapiti	..	S	131. Nayakrishnapur	..	ES
101. Pithagola	..	S	132. Silijoda	..	ES
102. Revnapalaspal	..	S	KARANJIA SO-758044		
103. Sagadapata	..	S	133. Badnai	..	S
104. Sunapentha	..	S	134. Bankia	..	S
105. Tambahar	..	ES	135. Banda	..	S
106. Thakurpada	..	ES	136. Chauthia	..	S
JHUMPURA SO-758031 CO PCO C			137. Kalunga	..	S
107. Balibandha	..	S	138. Kasipal	..	S
108. Chipinda	..	ES	139. Nandapur	..	S
109. Kandaraposi	..	S	140. Padmapur	..	ES
110. Kanjipani	..	ES	141. Raruangoda	..	ES
111. Kasipal	..	ES	142. Uchabali (Cuttack district)	S	
112. Khuntapada	..	ES	KENDUJHAR NEW MARKET ND TSO CO PCO B (TPO O-184)		
113. Malada	..	ES	KENDUJHAR SCIENCE COLLEGE ND C (TPO O-520)		
114. Nahabeda	..	ES	KENDUJHAR COURT ND SO PCO B		
115. Palasapanga	..	S	KENDUJHAR ATAPUR ND TSO C		
116. Parjanpur	..	S	KIRIBURU BASE CAMP SO-758039 CO PCO B		
JODA BAZAR ND TSO C			KIRIBURU HILL TOP-758040 CO PCO B		
JODA LSG SO-758034 CO PCO			KUSHALESWAR SO-758025 CO PCO B		
117. Ansekala	..	ES	143. Balarampur	..	ES
118. Balda	..	S	144. Balipal	..	ES
119. Bichakundi	..	S			
120. Bamebari	..	S			
121. Basantapur	..	ES			
122. Banspani	..	S			
123. Bileipada	..	S			
124. Choramalda	..	ES			
125. Dabuna	..	S			

145. Bangurkota (Cuttack district)	S	171. Mishramal	..	ES
146. Baripal	.. S	172. Patilo	..	S
147. Bhandaridiha	.. S	173. Purumunga	..	S
148. Daradipal	.. S	174. Raghunathpur	..	S
149. Jalsuanpatna	.. ES	175. Rutisila	..	ES
150. Kanpur	.. S	176. Tentalaposi	..	ES
151. Kansa	.. S	PANDAPADA EDSO-758071		
152. Kesudurapal	.. S	RAISUAN SO-758013 CO PCO C		
153. Khalpal	.. S	177. Bauripada	..	S
154. Kochianandi	.. S	178. Gobardhan	..	S
155. Samukanandi	.. ES	179. Kempasada	..	ES
156. Tangiriapal	.. ES	180. Mahadeijoda	..	S
157. Tarimul	.. S	181. Nuagan	..	S
158. Uchabali	.. ES	182. Padmapur PCO CO	..	S
MATKAMBEDA SO-758036 CO PCO B		183. Sankeri	..	S
NALDA EDSO-758042		RAJANAGAR SO-758017 CO PCO C		
(TPO O-464)		184. Badagambharia	..	ES
NARANAPUR SO-758014 CO PCO C		185. Jamunapasi	..	S
(TPO O-163)		186. Kendeipasi	..	S
159. Badapichula	.. ES	187. Murusuan	..	S
160. Badaposi	.. ES	RAMACHANDRAPUR EDSO CO PCO		
161. Balabhadrapur	.. ES	RIMULI SO-758047 (TPO O-573)		
162. Basantapur	.. S	188. Amalanigola	..	ES
163. Boxibarigan	.. S	189. Gumura	..	S
164. Dimbo	.. S	190. Naradpur	..	ES
165. Haladharpur	.. S	191. Nischintapur	..	ES
166. Hunda	.. ES	192. Parsala	..	ES
167. Janghira	.. S	193. Rajia	..	ES
168. Junga	.. ES	SAHARPADA SO-758016 CO PCO B		
169. Kudiposi	.. ES	194. Badabaliposi	..	S
170. Maidankel	.. S	195. Bartania	..	S
		196. Begna	..	S

197. Bholabeda	..	S	223. Tukuna	..	S
198. Damahuda	..	S	SUAKATI SO-758018	CO	PCO C
199. Digiposi	..	S	224. Guptaganga	..	S
200. Gholkund	..	ES	225. Jatra	..	ES
201. Goras	..	ES	226. Kanjipani	..	S
202. Kapundi	..	ES	227. Kadakola	..	ES
203. Kharikapada	..	ES	228. Nayakote	..	ES
204. Machhagarh	..	S	229. Pandadar	..	S
205. Mirigikhoji	..	S	230. Phuljhar	..	ES
206. Raidiha	..	S	231. Singipur	..	ES
207. Tavasarda	..	S	232. Taramakanta	..	ES
208. Tando	..	ES	233. Urumunda	..	S
SAINKULA SO-758043	PCO	C	SUNDRA SHIV MANDIR ND	C	
(TPO CK-530)			(TPO O-595)		
209. Aati	..	S	SUAMPATANA SO-758030	CO	PCO C
210. Bato	..	S	234. Brahmanideo	..	ES
211. Bhaluka	..	ES	235. Dumuria	..	ES
212. Garhabandhagoda	..	S	236. Erendei	..	S
213. Madanpur	..	S	237. Gobarbeda	..	ES
214. Madhukeswari	..	S	238. Musakhuri	..	S
215. Machhalo	..	S	239. Saraskela	..	S
216. Pandua	..	S	240. Tangarpada	..	S
217. Purunabandhagoda		S	TALAPADA SO-758026	CO	PCO C
SALAPADA SO-758020	CO	PCO B	241. Baliparbat	..	ES
218. Bailo	..	ES	TELKOI SO-758019	CO	PCO B
219. Belabahali	..	S	242. Akula	..	ES
220. Khalana	..	S	243. Bhimakund	..	S
221. Panchupali	..	S	244. Bimala	..	S
222. Tolangpada	..	S	245. Binjabahal	..	S
			246. Blrabarpur Nuagan		ES
			247. Chhamunda	..	S
			248. Dueldiha	..	S
			249. Debalapal	..	ES
			250. Gora	..	S
			251. Jata	..	S

252. Karadangi	..	ES
253. Khuntapada Charigarh		S
254. Nuadihi	..	ES
255. Oriya	..	ES
256. Padanaga	..	S
257. Raisuanpatkhohi	..	ES
258. Salaikana	..	S
259. Saruali	..	ES
260. Sirigida	..	S
261. Tana	..	S

TURUMUNGA SO—758046 PCO C

262. Budhikapudi	..	S
263. Chemana	..	S
264. Childa	..	S
265. Fulkanlei	..	ES
266. Jyotipur	..	S
267. Kankada	..	S
268. Sadangi	..	ES

UDAYAPUR SO—758045 C
(TPO CK—518)

269. Baikala	..	S
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270. Gujitaranga	..	ES
271. Jamada	..	S
272. Khajarapat	..	ES
273. Khuntapada	..	S
274. Khuntapingu	..	S
275. Malarpada	..	S
276. Silipada	..	ES

UKHUNDA SO—758032 C

277. Asanpat	..	S
278. Bada Dumuria	..	ES
279. Baria	..	S
280. Bhuinpur	..	S
281. Bhodaposi	..	ES
282. Gidhibas	..	ES
283. Handibhanga	..	S
284. Jali	..	S
285. Niundi	..	ES
286. Padua	..	S
287. Radhikadeipur	..	ES
288. Raikala	..	ES
289. Rasabantala	..	ES
290. Sarasinga	..	ES
291. Tukudiha	..	ES

SYMBOLS :

*=Cash Office

E=Experimental Branch Offices

A=Class I Sub-Offices

B=Class II Sub-Offices

C=Class III Sub-Offices

R.S.=Railway Station

T.B.O.=Town Branch Offices

C.O.=Combined Offices

N.D.=No Delivery Offices

P.C.O.=Public Call Offices

E.D.S.O.=Extra Departmental Sub-Offices

S=Branch Offices vested with Savings Bank Power

T.S.O.=Town Sub-Offices

L.S.G.=Lower Selection Grade Offices justified as per standard
and not held by 20 per cent LSG Officials.

APPENDIX III (Concluded)

Postal business of Kendujhar Division from 1975-76 to 1977-78

(a) Money Orders		No.	Amount (Rs.)
1975-76	..	1,30,350	1,11,27,717.67
1976-77	..	1,37,629	1,17,00,197.40
1977-78	..	1,38,695	1,27,40,772.54
(b) Savings Bank Deposits		No. of accounts	Amounts (Rs.)
1975-76	..	39,936	1,03,37,852.60
1976-77	..	42,446	1,15,81,624.87
1977-78	..	65,568	1,97,61,380.91
(c) Savings Bank withdrawal			
1975-76	..	..	86,32,602.83
1976-77	..	..	1,07,11,355.22
1977-78	..	..	1,14,39,583.94
(d) Registered letters		Issued	Delivered
1975-76	..	1,07,135	88,540
1976-77	..	1,19,288	1,32,406
1977-78	..	1,01,440	1,41,938
(e) Registered Parcels			
1975-76	..	9,951	39,874
1976-77	..	10,720	42,260
1977-78	..	9,468	39,438
(f) Parcels			
1975-76	..	1,065	2,268
1976-77	..	1,120	2,415
1977-78	..	1,250	2,571
(g) Ordinary letters		Posted	Delivered
1975-76	..	..	57,60,620
1976-77	..	7,56,32,396	76,64,668
1977-78	..	7,82,03,647	78,25,987
(h) National Savings Certificates Issued		Number	Amount (Rs.)
1975-76	..	738	74,030.00
1976-77	..	878	1,33,780.00
1977-78	..	930	4,55,200.00
(i) National Savings Certificates discharged			
1975-76	..	832	1,12,814.00
1976-77	..	1,209	2,00,752.00
1977-78	..	950	1,82,198.57