

CHAPTER VII COMMUNICATIONS

75. Old Time Routes and Conveyances

Very little is known about the road system of this district in ancient and medieval times. During the medieval period prosperous towns like Kodalaka (modern Kualo near Talcher), Bajrakot, Yamagartta (modern Yamagadia near Angul) and Angulaka Pattana (Modern Purunagarh) thrived in this region and these were connected with good roads. But all these were local roads and no extra-territorial route is known to have passed through this part of Orissa during that period. Even as late as the 18th century no good roads of extra-territorial importance are known to be existing in this area. It is known from the narrative of Mr. Motte (the agent of Lord Clive) who starting from Calcutta passed through Cuttack to Sambalpur in 1766 and from the account of Mr. Leckie who travelled through Cuttack to Nagpur in 1790 that the route linking Cuttack with Sambalpur did not pass through the area representing the modern Dhenkanal district. In 1837 when Lt. Kittoe went in search of coal from Cuttack to Talcher he had to take circuitous route as the road through Dhenkanal town was probably not developed by that time. The route of Kittoe passed through Kakhadi near Athgarh, Deogan near Kapilas hill and then running close to the southern bank of the river Brahmani passed up to Talcher. On his return journey Kittoe passed from Talcher through a part of Angul territory to the village Nagna on the Brahmani and from there to Chandipal following the course of the river Brahmani. His next halt was at Kasipur on the Brahmani in the ex-State of Dhenkanal and without coming back to Cuttack he proceeded by the *Dak* route towards Calcutta. It appears that the route from Cuttack to Dhenkanal was very undeveloped and perilous even during the later part of 19th century. John Beams has given a graphic account of the perilous nature of his journey from Dhenkanal to Cuttack in his tour diary dated 31st August, 1877. He started from Dhenkanal in a *Palki* and after a few miles came to a nullah which had been flooded due to heavy shower. He therefore sent a man to Dhenkanal with a request to the Raja to send an elephant. His elephant ride through the jungle path towards Cuttack as described by himself is worth quoting here.

* "After this arrove two elephants. The bigger of the two really a fine beast, a mighty tusker full ten feet high. They hoisted my *palki* bodily on to his back crosswise, the two poles almost touching the trees.

* Memoirs of a Bengal Civilian

I mounted the lesser beast. It was one of those weird Rembrandt pictures one sees occasionally. Figure to yourself a narrow road shaded by tall trees and bordered by dense jungle. Crossing it a very black nasty-looking nullah with steep sides altogether uncanny and dangerous looking. Moonlight, but very sickly and fitful owing to the heavy slow moving clouds. In front in the rift between the trees, a big elephant looking double his size in the strange, uncertain light with a *palki* towering higher still, behind, a confused glare of torches and crowds of dusky men crossing the nullah in batches on the other elephant. Can't you see the scene? Its weird effects of light and shade, great black masses with points of light here and there and the mysterious, sickly moonlight over all. If in addition you had your feet wet as well as half your right leg were rather sleepy and shaken to pieces, were anxious about the safety of your office-box on the head of a naked savage fording the stream with water up to his armpits, and were in addition aware of some ten nullahs, all unbridged plus the vast Mahanadi between you and Cuttack, you would be in a position to appreciate all the ghastly grandeur of the scene. Fortunately I had a brandy-flask with me and partook thereof, also thanks to the indefatigable Jamadar, his boots and his voice, we passed unscathed through all the perils of the road and at dawn reached the Mahanadi where lay the Pioneer. A table on deck with the shining table cloth, eggs, toast, tea, and other necessaries greeted me there, and I was safe at home by eight O' clock".

The Public Works Department of the ex-State of Dhenkanal constructed some good roads during the first quarter of 20th century. Notable among these is the road from the border of the ex-State of Athgarh to the border of Angul extending about 37 miles (59.2 km). This road linked Cuttack with Angul and ultimately with Sambalpur. After the opening of this road, communication between Cuttack and Sambalpur became more direct and safe than the old pilgrim route which passed along the southern bank of the Mahanadi.

Among the old time conveyances, mention may be made of the Palanquin, the bullock cart, elephant and horse. The palanquin was commonly used by the aristocratic people and the European Officers. The ruler of Dhenkanal as described by Beams used a *Palki* carried by 24 men. For long journey through difficult route, elephant or horse was the means of conveyance. The elephant carried the *Hauda* on its back for the respectable riders and the horse was also saddled. Pack-bullock with bullock cart were generally used by common people for the purpose of transport.

76. Road Transport

At present Public Works Department maintain three categories of roads i. e., National Highways, Major District roads, other District roads. During pre-merger period most of these roads were in poor

condition. Except the National Highway No. 42 (Cuttack-Sambalpur road), other roads are in the process of development.

The following table shows total length of the National High Ways, Major District roads and Other District roads in the district :

Category of roads	Length
National Highways	.. M 111-7F (179 km.)
Major District roads	.. M 235-7F 100 ft. (378 km.)
Other District roads	.. M 162-1F 320 Ft. (260 km.)

Besides, in 1964-65 altogether M 330-0F (528 km.) of revenue roads were transferred to Public Works Department for maintenance. The roads are now called as "classified village roads." Almost all the roads coming under this category are dust roads.

(i) **National Highways**

(a) **NATIONAL HIGHWAY No. 42 (CUTTACK-SAMBALPUR ROAD)**

The old Cuttack-Sambalpur road has been merged in the National Highway No. 42. The total length of this road within the district is M 98-1F (157 km.) and the entire length has been black topped. Crossing Athgarh subdivision of Cuttack district, this road runs through Dhenkanal, Angul, and Athmallik subdivisions. This road is an all-weather road.

(b) **NATIONAL HIGHWAY No. 6 (SAMBALPUR-PAL LAHARA-KEONJHAR ROAD)**

13½ miles (21 km.) of this road falls under the jurisdiction of the district. This road has a gravel surface. A number of cause-ways, culverts and wooden bridges exist on this road. Due to unbridged crossing over river Mankra, the road is now a fair-weather road. Construction of a permanent bridge over Mankra river has recently been taken up. This road connects Pal Lahara with Keonjhar in one side and Sambalpur via Deogarh on the other side.

(ii) **Major District Roads**

(a) **KHALPAL-PARJANG-KAMAKHYANAGAR-BHUBAN-SUKINDA ROAD (M.D.R.-12)**

This road starts right from the bank of the river Brahmani opposite to Talcher town and proceeds eastward through important places like Parjang, Kamakhyanagar, and Bhuban. The total length of this road is M 45-4F (73 km.). It passes through undeveloped mining and forest areas of the district. Improvement works on this road were taken up during Third Plan (April 1961 to March 1966) period and are still continuing as spill over works. The portion between Khalpal and Kamakhyanagar, 21 miles (34 km.) in length is a fair-weather road due to unbridged crossings over river Ramiala and Ghoradian nullah. The bridge over river Ramiala has been completed but not yet

open to traffic. Work in respect of the bridge over Ghoradian nullah has also been started. There is a rest shed at Parjang and Inspection Bungalows at Kamakhyanagar and Bhuban.

(b) DHENKANAL-DEOGAN-HARIPUR ROAD (M.D.R. 17)

This road (21 miles or 33.60 km.) starts from Dhenkanal town and is bifurcated at village Deogan (after a length of 12 miles or 19.2 km. from Dhenkanal) where the Deogan-Mandar road starts and the other road runs towards Haripur, and Tangi railway station. The portion of the road from Dhenkanal to Deogan is black topped and is an all weather road. The rest 11 miles (17.6 km.) is partly metalled and is motorable in dry season only. For improvement of this road provision was made in the Second Plan (April, 1956 to March, 1961). But work could not be taken up during that period and it is yet in an undeveloped condition. The road is important due to the Kapilas hills a place for pilgrimage situated at a distance of 6 km. from Deogan. It crosses a number of nullahs and small streams which require to be bridged. It passes through undeveloped mining areas covered with forest. There is a rest shed at Deogan.

(c) HINDOL-NARSINGHPUR ROAD (M.D.R. 18 A)

This road starts from Hindol and runs towards Cuttack district through dense forests and hills. About 2 km. of the road falls within the jurisdiction of the district. This road is a fair weather road and partly metalled and gravelled. It passes through forest and leads to Narsinghpur in Cuttack district. The ghat section requires improvement and nullah to be bridged.

(d) ANGUL-CHHENDIPADA-SARPAL ROAD (M.D.R. 19)

This road starts from Angul and connects Chhendipada, a place of commercial importance. Then proceeding onwards, this road crosses Sambalpur district border and runs to Deogarh via Sarpal. The length of the road is about 32 miles (51 km.). The road is partly black-topped and partly metalled and earthen. The road is an all-weather road upto river Tikra only. There are Inspection Bungalows at Nisa and Chhendipada and Rest Sheds at Raijharan and Chhendipada.

(e) ANGUL-TIKARPADA ROAD (M. D. R. 20)

This road starts from Angul. The length of the road from Angul to Tikarpara is 36 miles (57.6 km.), out of which $6\frac{1}{2}$ miles (10.4 km.) forms a part of National Highway No. 42, (Cuttack-Sambalpur road). The road is partly metalled and black topped. There are a number of cause ways and road dips on this road, due to which interruption to traffic is caused during heavy rains.

There is a Rest Shed at Purunagarh and Inspection Bungalows at Karatpata, Jagannathpur, and Purunakot,

(f) ATHMALLIK (KAITARAGARH)-BOINDA ROAD (M.D.R. 21)

This road starts from National Highway No. 42 (Cuttack-Sambalpur road) near Boinda and runs upto Athmallik. The length of the road is M 22-4F (36 km.). The road is partly black topped, metalled and gravelled surface. There is a dangerous *ghat* on 8th and 9th km. from Athmallik side. Bus service is operating on this road throughout the year. There is a Rest shed at Boinda and Inspection Bungalows at Boinda, Thakurgarh, and Athmallik.

(g) BANARPAL-TALCHER-PAL LAHARA ROAD (M.D.R. 22)

This road starts from National Highway No. 42 (Cuttack-Sambalpur road) near Banarpal and runs through Talcher, Samal, Khamar upto Pal Lahara. The length of the road is M 50-4F (80.8 km.). This road connects the coal-field and Thermal power station at Talcher. Except an unbridged crossing over river Brahmani at Samal, the entire road is an all-weather road. The portion of road from Banarpal to Samal is fully black-topped and the rest is partly metalled. At Samal, ferry arrangements are available for passage of vehicles during fair-weather seasons. There are Inspection Bungalows at Talcher and Khamar.

(h) Hindol Road Station-Hindol-Mahidharpur Road (M.D.R.19 A)

This road starts from National Highway No. 42 (Cuttack-Sambalpur road) near Hindol Road Railway Station and proceeds to Mahidharpur via Hindol. The road, 26 miles (41.6 km.) in length is partly black topped, metalled and gravelled. It is an all-weather road between Hindol Road Railway Station and Hindol. There are Inspection Bungalows at Hindol and Mahidharpur.

(iii) Other District Roads.

There are a number of Other District roads within the district and the total length of these roads is about 162 miles (259.2 km.). The annual expenditure for maintenance of these roads is Rs. 4,05,000.

Details of these roads are presented in a statement in the next page.

Name of the Other District Roads	1	2	3	4	5	6	7	8
		Black topped in km.	Metalled in km.	Total in km.	Moorum in km.	Earthen in km.	Total in km.	Grand total Cols. 4 & 7 in km.
Barakera-Mahidharpur Road	24.8	..	24.8	24.8
Angul Town Road	..	8	22.4	30.4	5.6	..	5.6	36
Kulad-Talcher Road	9.6	..	9.6	9.6
Meramandali Railway Station Road	..	.4	..	.4	..	..	..	.4
Athmallik Town Road	..	4	.8	4.8	1.6	..	1.6	6.4
Talcher Town Road	..	4.8	..	4.8	..	..	..	4.8
Talcher-Angul border Road	..	4.8	..	4.8	..	..	..	4.8
Samal-Bamara border Road	24	19.2	43.2	43.2
Dhenkanal-Bhampur Road	..	.2	15.6	15.8	.2	..	.2	16

Dhenkanal-Sankarpur Road	..	1.6	14.2	15.8	.2	..	..	.2	16
Hindol Town Road	..	..	4.8	4.8	..	..	..	..	4.8
Dhenkanal -Kamakhyanager Road	..	..	5.2	5.2	..	..	..	..	5.2
Hindol Railway Station approach Road	..	.6	..	.6	..	..	..	..	.6
Kaimati-Joranda Road	..	..	4.8	4.8	9.6	..	..	9.6	14.4
Deogan-Mandar Road	..	..	6.4	6.4	14.4	..	..	14.4	20.8
Kapilas Hill Road	..	1.6	4.8	6.4	..	..	..	..	6.4
Dhenkanal-Tarava Road	..	..	9.6	9.6	..	..	..	..	9.6
Dhenkanal Town Road	..	7.6	..	7.6	..	..	..	..	7.6
Kamakhyanager-Dhenkanal Road	..	..	11.2	11.2	10.4	2	12.4	23.6	
Kamakhyanager Town Road	..	..	1.2	1.2	..	..	..	..	1.2
Bhuban-Nilakanthapur Road	..	..	..	..	3.2	..	..	3.2	3.2

(iv) Roads previously maintained by the Revenue Department.

Revenue Department took up the work of road construction in the district from 1950-51. During the First Plan period (April 1951 to March 1956) a sum of Rs. 13,29,741.10 was spent on 400 road projects and the allotment for Second Plan period (April 1956 to March 1961) for the same was Rs. 17,00,317. In all, 1,229 miles (1,966.4 km.) of roads were constructed and maintained by this Department.

As mentioned earlier, Revenue Department transferred 330 miles (528 km.) of village roads* to Public Works Department for maintenance in 1964-65. During this period also 230.5 miles (368.8 km.) of revenue roads were handed over to the Rural Engineering Organisation for management. The remaining portions classified as 'Panchayat roads', are now maintained by different C. D. Blocks of the district. Almost all these are dust roads.

(v) Forest Roads

About 684 km. of roads are now under the management of Forest Department. These are fair-weather roads and mainly used for transportation of forest products. Some of these roads are Jharan-Chanabola road (17.6 km.), Tarenipasi-Kantal road (12.4 km.), Hitinda-Mahulpunji road (16 km.), Dhaniajali-Khankira road (13 km.), Patnagarh-Karadapal road (11.1 km.), Babandh-Patalo road (12.4 km.), Chotatentuli-Mahisakada road (12 km.), Umundira-Ekul road (12.4 km.), Fasigan-Gurujang road (12.5 km.), and Batgan-Keonjhar border road (13 km.) under Dhenkanal Forest Division, Kamiri-Udal road (96 km.), Dimiridihi-Udal road (25.6 km.), Madhapur Bhatra road (22.4 km.), Likrachida-Girida road (16 km.), Pathargarh-Rail road (14.8 km.), Dimiridihi-Bamur road (14.4 km.) and Handapa-Gundurijharan road (14.4 km.) under Rairakhol Forest Division, Purunakot-Baghamunda-Angulia road (19 km.), Baghamunda-Majhipara road (15 km.), Pampasara-Labangi-Rasanda Rai-gada road (21 km.) and Rasanda-Kuadoli-Labangi-Tulka road (28.50 km.) under Angul Forest Division and Bankadarh-Jumardihi road (10.4 km.) under Deogarh Forest Division.

(vi) Municipal Roads

Three urban local bodies of the district maintain 80 km. of roads and have spent Rs. 44,684.45 paise during 1969-70 for their improvements. Of these roads, 30 km. are under Angul Notified Area Council, 26 km. under Dhenkanal Municipality and 24 km. under Talcher Municipality.

77. Vehicles and Conveyance

In rural areas bullock-carts and carts drawn by buffaloes constitute the important modes of conveyances. These are owned and driven by local people. In some parts of the district carts are made after the pattern

* See Classified Village Roads.

prevailing in Cuttack district with large wheels of about five feet diameter. Now this district has about 41,000 carts.

On ceremonial occasions like marriages etc. painted wooden carriages driven by bullocks or red ponies, carrying bride-grooms provide pleasant sights to visitors.

In urban areas, there are modern means of conveyance like automobiles, bicycles and cycle rickshaws. Upto the end of March, 1970 there were 1,300 motor vehicles registered in the district including 69 buses, 321 trucks, 224 motor cycles, 560 cars and jeeps, 110 trailers and 16 other vehicles. 86 of these vehicles including 7 buses, 5 trucks, 39 cars and jeeps and 35 others were registered during 1969. The number of cycle-rickshaws, cycles, bullock carts licensed in different municipal towns of the district from 1967-68 to 1969-70 are as follows :

Name of Local Body	1967-58			1968-69			1969-70		
	Cycles	Cycle Rickshaws	Bullock carts	Cycle	Cycle Rickshaws	Bullock carts	Cycle	Cycle Rickshaws	Bullock carts
Dhenkanal	1,470	144	91	820	138	21	606	146	11
Angul	450	57	..	79	51	..	377	58	8
Talcher	696	34	48	537	41	56	674	55	58

The large fluctuation in numbers is obviously due to vehicles being used either with Grama Panchayat registration or without registration at all. Normal rates of hire for different conveyances in this district are as follows :

1. Bullock-cart .. Re. 1.00 paise per km.
2. Cycle Rickshaws Re. 0.30 paise per km.
3. Goods Truck .. Re. 1.50 to Rs. 2 per km.

(f) Regional Transport Authority

The Regional Transport Authority, Dhenkanal, consists of four official and three non-official members. It was set up in 1948 with the District Magistrate as its Chairman.

Privately owned bus services were permitted by the Road Transport Authority to ply buses on five routes in 1970. But except one i. e., Karadakhman to Kamakhyanagar, buses were plying in following four routes regularly :

Name of the route	Distance
1. Talcher to Pal Lahara via Samal	75 km.
2. Bhapur to Karatapata via Rasol, Mahidharpur, Angul, and Bantala.	64 km.
3. Khalpal to Bhuban via Kamakhyanagar.	70 km.
4. Talcher to Brajra Kot via Gopal Prasad and Kaniha.	58 km.

Talcher-Pal Lahara via Samal and Bhapur-Karatapata via Rasol Mahidharpur, Angul, and Bantala roads are fair-weather and the operators are given temporary road permits by the Road Transport Authority to ply vehicles during January to June, every year. Permission has been given to three operators to ply their vehicles on Khalpal-Bhuban route. The operators charge Re. 0.4 paise per km. in upper class and Re. 0.3-5 paise in lower class per passenger as fare. The luggage charge is 2 paise per 40 kg. per km.

(ii) The State Transport Service

The State Transport Service started operation in rural and urban areas of the district in 1957. At present 30 vehicles of this organisation are plying on different routes.

Previously the State Transport Service in the district was directly under the administrative control of the Transport Controller, Orissa. But it has since come under the District Transport Manager, Cuttack for administrative convenience.

The routes (with kilometre) covered by the State Transport Services in this district are given below :

Name of Service	Distance in kilometres
(1)	(2)
1. Dhenkanal-Bagadia ..	109
2. Dhenkanal-Hindol ..	62
3. Hindol-Hindol Road ..	38
4. Dhenkanal-Kamakhyanagar ..	35
5. Dhenkanal-Mandar ..	40
6. Dhenkanal-Joranda ..	24
7. Dhenkanal-Ghatipiri ..	22
8. Dhenkanal-Aukhuma ..	20
9. Dhenkanal-Bhubaneswar ..	99

(1)	(2)
10. Dhenkanal-Nihalprasad ..	85
11. Dhenkanal-Narsinghpur ..	101
12. Cuttack-Kiakata via Kishorenagar	267
13. Talcher-Bhubaneswar ..	168
14. Meramandali-Athmallik ..	107
15. Meramandali-Angul ..	26
16. Angul-Samal ..	60
17. Angul-Talcher ..	36
18. Angul-Tikarapara ..	58
19. Talcher-Samal ..	24
20. Angul-Cuttack ..	132
21. Athmallik-Cuttack ..	215
22. Talcher town bus ..	10
23. Dhenkanal town bus ..	5
24. Dhenkanal College bus ..	5

Besides, the State Transport Authorities have introduced inter-district services like Rourkela-Cuttack, Rourkela-Bhubaneswar, Sambalpur-Cuttack, Sambalpur-Bhubaneswar, Balangir-Bhubaneswar, Bhawanipatna-Bhubaneswar, Sambalpur-Meramandali, Deogarh-Talcher, and Sundargarh-Bhubaneswar all of which pass through the district. The inter-State Puri-Raipur service also passes through the district. The Assistant Transport Manager (Admn.) stationed at Dhenkanal is in overall charge of the transport management of the entire district. In 1961, the State Transport buses carried 7,18,561.5 passengers and earned Rs. 7,12,127.93 in the district. Within nine years ending 1970, the number of passengers have increased twice and the income near about three times. Particulars in respect of total number of passengers carried and total income of the State Transport Service operated in Dhenkanal district during the year 1970 are as follows :

Unit	Income from passengers traffic	Income from freight	No. of passengers carried
	Rs. P.	Rs. P.	
Dhenkanal Unit ..	12,65,663.77	14,819.15	872,461
Meramandali Unit ..	6,82,236.23	12,425.52	560,513
Total ..	19,47,900.00	27,244.67	1,432,974

78. Rail Road

The Talcher line of the South-Eastern Railway runs in the district for a distance of about 64 km. It branches off from the main Howrah-Cuttack line at Neergundi station. Garh-Dhenkanal, Hindol Road, Meramandali, and Talcher are the stations inside the district. Besides, there are passenger halts at Sadashivapur and Joranda Road.

(i) Passenger and Goods Traffic

The Railway line was laid primarily on account of the Talcher Coal fields and the first passenger and goods traffic along this line was opened on 20th January, 1927.

This railway serves passengers from and to the district. As the Meramandali Railway Station of the district is linked by road with Sambalpur, this railway also serves the need of the passengers from and to Sambalpur. A number of buses run by the State Transport Service carry passengers to and fro for a distance of 115 miles (185 k m.) from Meramandali to Sambalpur via. Angul and Rairakhol on the National Highway No. 42. Two passenger trains are daily running between Talcher and Puri.

In view of the inadequate road communication facilities of the district, this railway line plays an important role in the economic life of the people. It serves the business community as well as the ordinary consumers and helps in developing the district in various respects.

As regards goods traffic, coal from Talcher Coal fields and forest and mineral produce like timber, bamboo, boulders, black-chips, lime stone, hides, skins, horns, and bones and Kendu leaves, etc., are exported through this railways. Besides, food-grains including pulses, edible oils and vegetables, other essential commodities and building materials like cement, iron goods, etc., are transported through it.

The statistics regarding passenger traffic and income therefrom relating to railway stations of this district are given in the Appendix I.

There is practically no competition between railway and road transport and the transport through road may be said to be supplementing that of the railway.

There are many feeder roads connecting the interior areas with the railway stations of the district. Passenger and goods traffic on roads is generally regulated according to the timings of trains at various stations.

(ii) Talcher-Bimalgarh Rail-link Survey

Preliminary engineering and traffic survey for Talcher-Bimalgarh rail link was started in October 1969 and January 1970 respectively. The field work has been completed and report submitted to the Central Government. The approximate length of the proposed rail link in the district will be 70 km.

79. Water-ways and Ferries

The rivers Mahanadi and Brahmani are the main water ways of the district. The river Brahmani while passing more than 160 km. in the district crosses Pal Lahara, Talcher, Kamakhyanagar, and Dhenkanal subdivisions. Some important commercial places, viz. Talcher, Kharagprasad, Bangursinga, Baulpur, Bhuban, Chandipal, Kaleria, and Pengua are situated on the banks of this river. The river Brahmani is navigable for three months from July to September. The Mahanadi is navigable for a period of seven months from September to March for 48 miles (76·8 km.) from village Daruha in Athmallik subdivision to village Katranga in Angul subdivision. Goods like bamboos, timber and other commodities are transported through the rivers.

The Public Works Department, Dhenkanal Division manages two ferries across the river Brahmani. These are (a) Nilakanthpur Ghat on Bhuban-Nilakanthpur road, and (b) Kamakhyanagar Ghat on Dhenkanal-Kamakhyanagar road. Another ferry, that is Samal Ghat (the Brahmani) on Talcher-Pal Lahara road is leased out by the said Department every year by public auction.

Besides, ferries are also maintained by the Grama Panchayats on different rivers flowing in the district. A list of such ferries is given in Appendix II.

Boats

Large flat bottomed boats made of wood ply in the navigable parts of the rivers. Small country boats are also used at various places to cross the rivers.

80. Bridges

(a) Bangursinga Bridge

Constructed on National Highway No. 42 this bridge has five spans of 42 feet (12·80 Mt.) each. The length of the bridge is 224 feet (68·72 Mt.) and the breadth is 24 feet (7·31 Mt.). The construction of the bridge was started in the year 1956 and was completed in 1960 with a total cost of Rs. 2,23,500.

(b) Bridge over Nandir

The bridge (280'X22' or 85·34 Mt. X 6·70 Mt.) which is constructed over the river Nandir on the Cuttack-Sambalpur road has five spans of 50 feet (15·24 Mt.) each. The work of the bridge started in 1957 and ended in 1961 with an estimated cost of Rs. 2,14,000.

(c) Bridge over river Samakoi

Constructed over the river Samakoi on Talcher Pal Lahara road (M.D.R.22), the bridge (884'X22' or 269·44 Mt.X6·70Mt.) has five spans of 68'(20·72 Mt.) each, two spans of 69' 9" (21·25 Mt.) each and 12 shore

spans of 25'(7.62 Mt.) each. The bridge is of R. C. C. beam and slab type. The cost of construction of the bridge which opened to traffic on 21st July, 1968 is Rs. 25,34,200.

(d) Bridge over river Sapua

Constructed over the river Sapua at M 9/3.4 of Dhenkanal-Bhapur (O.D.R.) road, the bridge (319'X26' or 97.23 Mt.X7.92 Mt.) has three main spans of 86' (26.21 Mt.) each and two end spans of 20'(60.9 Mt.) each. This box type bridge with R. C. C. slab and girder has been constructed at a cost of Rs 8,63,000. The bridge was opened to traffic on 18th January, 1970.

(e) Bridge over river Brahmani

Constructed on the Major District Road No. 12 (Khalpal-Parjang-Kamakhyanager-Bhuban-Sukinda road) near Talcher, this re-imposed cement concrete bridge (2986' x 24' or 910.13 Mt. x 7.31 Mt.) has 27 main spans of 108' (32.91 Mt.) each and two end spans of 35' (10.66 Mt.) each. The work of the bridge started on 9th January, 1964 and is expected to be completed in the early part of 1972 with an estimated cost of Rs. 1,06,36,650.

81. Travel Facilities

In olden days travelling was difficult due to want of good roads. But at present the road communication has developed to make travelling less difficult. The scenic beauty of the "Satkosja Gond" on the river Mahanadi and the deep forests adjoining Tikarpara in Angul subdivision, the temples of Lord Chandrasekhar on the mountain peak Kapilas (2,087 Ft. or 636 Mt.) in Dhenkanal subdivision and Malayagiri mountain peak (3896 Ft. or 1187 Mt.) in Pal Lahara subdivision are the chief attractions for tourists and pilgrims.

(i) Dharmasalas

There is one Dharmasala in Dhenkanal town constructed and managed by Shri Mahadev Ram. This Dharmasala has 16 rooms all of which are electrified. The other three Dharmasalas of the district are located at Angul, Pal Lahara, and Athmallik. The Dharmasala at Angul is managed by the local Marwari community whereas the Debottar Department maintain the Dharmasala at Pal Lahara and a Dharmasala Committee looks to the management of Athmallik Dharmasala.

(ii) Dak Bungalows, Circuit Houses, and Rest Sheds

There are two Circuit Houses at Dhenkanal and Angul. Both are managed by Revenue Department. A detailed list of Rest Houses, Inspection Bungalows and Rest Sheds of the district is given in the Appendix III.

82. Post Offices

The Puri Division of Post and Telegraph Department was created on bifurcation of the Cuttack Division on 15th February, 1955. The jurisdiction of this division covered both Puri and Dhenkanal districts. At the time of the creation of the division, the district had 66 Post Offices which included 5 Sub-Offices, 4 Extra Departmental Sub-Offices and 57 Extra Departmental Branch Offices. But by 1st January, 1962, the number had increased to 224 which included 9 Sub-Offices, 5 Extra Departmental Sub-Offices and 210 Extra Departmental Branch Offices.

After creation of Keonjhar Postal Division on 15th September, 1966, Dhenkanal for the purpose of postal administration was placed under its control with other two districts, viz., Keonjhar and Mayurbhanj. The Head Post Office at Dhenkanal controls all the Post Offices of the district. On 1st April, 1970, there were 310 Post Offices in the district including the Head Office, 29 Sub-Offices and 280 Branch Offices.

A list of these Post Offices with volume of business transacted during 1967-68 to 1969-70 is given in Appendix IV.

83. Radio, Wireless and Pigeon Services

There is no radio station in the district. Number of radio sets licensed during the years 1967 to 1969 and the amount realised therefrom are given below :

Year	No. of Radio sets	Amount realised (in Rs.)
1967	760	33,566.75
1968	665	30,463.35
1969	821	35,921.72

There are police wireless stations at Dhenkanal, Angul, and Talcher towns.

Carrier pigeons are kept in the district for emergency purposes. There are 2 lofts under the control of Superintendent of Police, one at Dhenkanal with 44 trained birds and the other at Kamakhyanagar with 34 trained birds. The birds are trained to operate on certain routes and in addition to that, the following boomerang services are also functioning at present:

1. From Dhenkanal to Tumsinga
2. From Dhenkanal to Kamakhyanagar
3. From Dhenkanal to Gondia
4. From Kamakhyanagar to Bhuban
5. From Kamakhyanagar to Parjang
6. From Kamakhyanagar to Kankadahad
7. From Kamakhyanagar to Mahabirod
8. From Kamakhyanagar to Tumsinga

There is also a separate loft at the Police Training College, Angul under the control of the Principal.

84. Telephone Exchanges

There are three telephone exchanges in the district. The details of these are given below :

Name of the Exchange	Date of opening	Number of connctions and PCOS	
Angul ..	1-5-1959	Direct lines ..	87
		Extensions ..	5
		Number of PCOS ..	13
Dhenkanal ..	22-2-1957	Direct lines ..	140
		Extensions ..	5
		Number of PCOS ..	7
Talcher ..	31-3-1961	Direct lines ..	38
		Extensions ..	5
		Number of PCOS ..	2

The following Public Call Offices are operating under these three exchanges :

(A) DHENKANAL EXCHANGE

1. Kamakhyanagar Public Call Office with three extensions
2. Parjang Public Call Office
3. Hindol Public Call Office with three extensions
4. Gadasila Public Call Office
5. Gondia Public Call Office
6. Sarangi Public Call Office

(B) ANGUL EXCHANGE

1. Chhendipada Public Call Office
2. Kumarsingh Public Call Office
3. Athmallik Public Call Office with four extensions
4. Bantala Public Call Office
5. Meramandali Public Call Office with one extension
6. Banarpal Public Call Office
7. Barkote Public Call Office
8. Phulpara Public Call Office
9. Jharpara Public Call Office
10. Nuahat Public Call Office
11. Raijharan Public Call Office
12. Bagadia Public Call Office

(C) TALCHER EXCHANGE

Pal Lahara Public Call Office with two extensions.

Besides, there are local Public Call Offices in all these exchanges.

APPENDIX I

Statistics of the Passengers and value of tickets sold of the principal stations of the district

Station		1968-69	1969-70
Talcher	.. <i>Outward</i>	72,055	82,673
	Rupees	182,528	224,690
	<i>Inward</i>	62,819	71,545
Meramandali	.. <i>Outward</i>	99,960	100,772
	Rupees	212,539	203,279
	<i>Inward</i>	87,633	93,427
Hindol Road	.. <i>Outward</i>	82,388	104,103
	Rupees	89,908	97,884
	<i>Inward</i>	38,012	37,952
Dhenkanal	.. <i>Outward</i>	174,851	164,199
	Rupees	207,382	223,220
	<i>Inward</i>	151,141	120,825

APPENDIX II

List of Ferries

Name of Subdivision	Name of Ferry	Name of River
1. Dhenkanal ..	Kusupanga	Brahmani
	Khargaprasad	Do.
	Kunjabiharipur	Do.
	Bangursinga	Do.
	Odapada	Do.
	Baulpur	Do.
	Tarava	Do.
	Kaleria	Do.
	Kathpal	Do.
Kasipur	Do.	
2. Kamakhyanagar ..	Gengutia	Do.
	Sarkishorpal	Do.
	Kadapada	Do.
	Tumsinga	Do.
	Kaliahata	Do.
	Kantio	Do.
	Damol	Do.
	Khalpal	Do.
	Sarang	Do.
	Balipada	Do.
	Budhibil	Do.
	Malpura	Do.
	Panigengutia	Do.
	Kamangara	Do.
	Prachandapur	Do.
Chandipal	Do.	
Karobar	Do.	
3. Athmallik ..	Puleswar	Mahanadi
	Ghodamaraghat	Do.
	Kudagaon	Do.
	Olatha	Do.
	Bahali	Do.
	Dolamundi	Do.
	Lunahandi	Do.
	Deuli	Do.
	Kiakata	Do.
	Hilei	Do.
Ghodagadi	Do.	

Name of Subdivision	Name of Ferry	Name of River
4. Pal Lahara	Baliposi	Mankranala
	Seegarh	Do.
	Debahali	Dimiria
	Susab	Chasagurujang
	Seeding	Do.
	Khuntapasi	Bahadapasi
	Bahadapasi	Do.
	Bankadar	Saida
	Kunjam	Kunjam
5. Hindol	..	..
6. Angul	..	..
7. Talcher	Parabil-Nalam Joint Ghat, (Karnapal).	Brahmani
	Bijigol-Kantapal Joint Ghat (Bijigol).	Do.
	Siling ghat (Siling)	Tikara
	Takua ghat (Takua)	Do.
	Kantapal (Nalam)	Brahmani
	Gandamala, Parabil and Jarada Joint Ghat (Talapada).	Do.
	Nalam ghat (Durgapur)	Do.
	Bajrakot-Gandamala Joint ghat (Kulabir).	Do.
	Gandamala and Bajrakot (Bajrakot).	Do.
	Gandamala and Bajrakot (Podagarh).	Do.
	Nalam and Gandamala Joint Ghat (Arkil).	Do.
	Bijigol and Samal Ghat (Balangi and Singda).	Singda
	Sagadipal-Tikra Ghat (Sagadipal).	Tikra
	Rohila Ghat (Rohila)	Brahmani
	Biru-Samakoi Ghat (Biru)	Samakoi
Karnapal Ghat (Karnapal)	Andharinala	

Name of Subdivision	Name of Ferry	Name of Rivers
Talcher	Mankadachua Nala Ghat (Parabil).	Mankadchua nala.
	Balijodi Nala Ghat (Bali- jodi).	Balijodi nala
	Gaham Samakoi Ghat (Gaham).	Samakoi
	Susuba Dehuripal Ghat (Susuba).	Brahmani
	Jhadiamba Ghat (Jhadiamba)	Do.
	Kankili ghat (Kankili)	Do.
	Belapada ghat (Belapada)	Do.
	Sirigida ghat (Sirigida)	Do.

APPENDIX III

Statement showing the information regarding Inspection Bungalows and Rest Sheds under P. W. D. (R. & B.), Orissa

Sl. No.	Name of the Inspection Bungalow and Rest Shed	Location	No. of suites available	Either electrified or not	Water supply	Telephone connection
1	2	3	4	5	6	7
<i>Inspection Bungalow—</i>						
1.	Dhenkanal	.. On Dhenkanal town proper (O.D.R.)	2	Yes	Yes	No
2.	Kapilas	.. Top of the Kapilas hill road (O.D.R.)	2	No	Yes	No
3.	Ghatipiri	.. On old Cuttack-Sambalpur road ..	2	No	No	No
4.	Bangursinga	.. At 53/3 of C. S. road N. H. 42 ..	2	No	No	No
5.	Kamakhyanager	.. On Kamakhyanager (O. D. R.) ..	2	Yes	Yes	No

Sl. No.	Name of the Inspection Bungalow and Rest Shed	Location	No. of suites available	Either electrified or not	Water supply	Telephone connection
1	2	3	4	5	6	7
6.	Bhuban	.. Bhuban proper on Kamakhyanager, Bhuban Road (M. D. R.).	2	Yes	Yes	No
7.	Khamar	.. On 14th mile of Talcher-Pal Lahara Road (M. D. R. 22).	2	No	No	No
8.	Angul	.. On proper Angul town (O. D. R.) ..	4	Yes	Yes	Yes
9.	Talcher	.. On Talcher town (O. D. R.) ..	2	Yes	Yes	No
10.	Chhendipada	.. On 25th mile of Angul-Chhendipada Road (M. D. R. 19).	2	No	No	No
11.	Nisa	.. On 10th mile of Angul-Chhendipada Road (M. D. R. 19).	2	No	No	No
12.	Mahidharpur	.. On 16th mile of Bantala-Mahidharpur Road (O. D. R.).	2	No	No	No
13.	Jagannathpur	.. On 22nd mile of Angul-Tikarpara Road (M. D. R. 20).	2	No	No	No

14. Purunakote	..	On 13th mile of Angul-Tikarpara Road (M. D. R. 20).	2	No	No	No
15. Karatpata	..	On 14th mile of Angul-Tikarpara Road (M. D. R. 20).	2	No	No	No
16. Bantala	..	On 8th mile of Bantala Mahidharpur Road (O. D. R.).	2	No	No	No
17. Kanjara	..	On 82/2 mile of C. S. Road N. H. 42..	2	No	No	No
18. Katada	..	At 96/4 mile of C. S. Road N. H. 42..	2	No	No	No
19. Nakchi	..	At 11/6 mile of C. S. Road N. H. 42..	2	No	No	No
20. Bamur	..	At 120/5 mile on C. S. Road N. H. 42	2	No	No	No
21. Athmallik	..	At Athmallik town proper (O. D. R.)	2	Yes	No	No
22. Thakurgarh	..	At 10th mile of Athmallik-Boinda Road (M. D. R. 21)	2	No	No	No
23. Boinda I. B. Rest Shed	..	On 102 mile of C. S. Road N. H. 42..	2	No	No	No
24. Meramandali	..	On 60/1 on C. S. Road N. H. 42 ..	2	No	No	No
25. Rajjharan	..	On 12/6 of Angul-Chhendipada Road (M. D. R. 19).	2	No	No	No
26. Boinda	..	On 102/0 mile of C. S. Road N. H. 42	2	No	No	No

Sl. No.	Name of the Inspection Bungalow and Rest Shed	Location	No. of suites available	Either electrified or not	Water supply	Telephone connection
1	2	3	4	5	6	7
27.	Parjang	.. On 16/0 of Kamakhyanager-Parjang Road (M. D. R. 12).	2	No	No	No
28.	Khatuahata	.. On 11/0 of Kamakhyanager-Dhenkanal Road (O. D. R.).	2	No	No	No
29.	Deogan	.. On Dhenkanal-Deogan Road (M. D. R. 17).	2	No	No	No
30.	Sankarpur	.. On 10th mile of Dhenkanal-Sankarpur Road.	2	No	No	No
31.	Purunagarh	.. On 9th mile of Angul-Tikarpara Road (M. D. R. 20).	2	No	No	No

1 mile-1.6 Km.

N. H.—National Highway
M. D. R.—Major District Road
O. D. R.—Other District Road
C. S. R.—Cutback-Sambalpur Road

APPENDIX III (contd.)

List of Revenue Rest sheds with the Name of Roads touching them

Name of Subdivision	Name of Revenue Rest Shed	Name of the Road touching
1	2	3
1. Dhenkanal	.. Sarangi	.. Dhenkanal-Mandar Road
	Joranda	.. Dhenkanal-Joranda Road
	Motanga	.. Cuttack-Sambalpur Road
	Sadar	.. Cuttack-Sambalpur Road
	Nihalprasad	.. Mandar-Nihalprasad Road
2. Kamakhyanagar	Kankadahada	.. Jiridamali-Kankadahad Road.
	Kamakhyanagar I.B.	Bhuban-Khalpal Road.
	Parjang	.. Ditto
	Muktapasi	.. Ditto
3. Athmallik	.. Athmallik I.B.	.. Boinda-Athmallik Road
	Madhapur	.. Kishorenagar-K i a k a t Road.
	Kiakata	.. Ditto
	Kishorenagar	.. Kaintiragarh-Kiakata Road
	Raniakata	.. Ditto
	Tapdhol	.. Thakurgarh-Paiksahi Road
4. Pal Lahara	.. Pal Lahara I.B.	.. Deogarh-Talcher- P a l- Lahara-Kunjam Road.
	Kunjam	.. Kantiapasi-Kunjam Road
	Magarmuhan	.. Ditto
	Gurusulai	.. Pal Lahara-Talcher Road
	Jamara	.. Pal Lahara-Keonjhar Road
	Jamardihi	.. Ditto
	Banor	.. Batisuan-Banor Road
5. Hindol	.. Hindol I.B.	.. Hindol-Gudiakatani Road
	Babandh	.. Ditto
	Paikapurunakot	.. Guleihi-Nimabahali Road.
	Rasol	.. Old Cuttack-Sambal p u r Road.

Name of Subdivision	Name of Revenue Rest Shed	Name of the Road touching
1	2	3
6. Angul	.. Angul I. B.	.. Cuttack-Sambalpur Road
	Banarpal	.. Ditto
	Durgapur	.. Ditto
	Tainsi	.. Jarpara-Tainsi Road
	Nuahata	.. Cuttack-Sambalpur Road
	Bagadia	.. Angul-Bagadia Road.
7. Talcher	.. Bajrakot	.. Talcher to Bamra via Kaniha P.W.D. Road.
	Kaniha	.. Ditto
	Parabil	.. Talcher-Pal Lahara P.W.D. Road.
	Samal	.. Ditto
	Talcher	.. Talcher to Railway Station P.W.D. Road.

APPENDIX III (concl'd.)

Forest Rest Sheds

Name of Forest Shed	Rest	Road connecting the rest shed
1 Tareniposi	..	Kamakhyanagar-Kankadahad Road and Batagan-Tareniposi Forest Road.
2 Kurab	..	Boinda-Dhandatopa-Athmallik P. W. D. Road and Dhandatopa-Kurab Forest Road
3 Dhandatopa	..	Boinda-Athmallik P. W. D. Road
4 Tikarpara	..	Angul-Tikarpara P. W. D. Road
5 Baghamunda	..	Angul-Tikarpara P. W. D. Road and Forest Road Purunakot.
6 Labangi	..	Angul-Tikarpara P. W. D. Road and Pampasara-Labangi Forest Road.
7 Tulka	..	Angul-Purunakot-Tulka Forest Road
8 Raigoda	..	Angul-Bantala-Sankharpal P. W. D. Road and Sankharpur-Nuakheta Road and Nuakheta-Raigoda Forest Road.
9 Jarpara	..	Cuttack-Sambalpur Road
10 Antulia	..	Cuttack-Sambalpur Road to Antulia Road

APPENDIX IV

List of Post Offices

(As on 1st April, 1970)

DHENKANAL H. O., PCO (2nd Class), Com.

Beltikri	.. S
Gobindpur	.. S
Mahisapat	.. ..
Mahulpada	.. E
Manipur	.. ES
Sankarpur	.. ..
Sapsajya	.. ES
Talbarkot	.. S

ANGUL PCO, Com.

Ankula	.. E
Badakera	.. ES
Badakantakul	.. ES
Badakerjang	.. S
Balipada	.. E
Bantala	.. S, PCO, Com.
Bedasan	.. S
Bimalbeda	.. ..
Chambatimunda	.. E
Dandasinga	.. ..
Dhakata	.. ES
Durgapur	.. S
Enkarbandha	.. S
Galabandha	.. ES
Handapa	.. S
Hulursinga	.. S
Jagannathpur	.. ES
Jarapada	.. S, PCO, Com.
Jiranga Dehurisahi	.. E
Kandasara	.. E
Kangula	.. S
Khalari	.. ES
Khinda	.. S
Kishoreganj	.. S
Kuio	.. ES
Kikudanga	.. S
Kulada	.. S
Kumusinga	.. S
Kurudnal	.. ES

Luhamunda	
Manpur	- ..
Papsara	.. E
Paktunga	.. ES
Purunagarh	.. S
Purunakot	.. S
Rantalai	.. -
Sankhapur	.. ES
Tainsi	.. S
Tapdhal	.. E
Tentulai	.. E
Tikarpada	.. E
Tubey	.. S
Turanga	.. E
Ugi	.. ..

ATHMALLIK COM.

Aida	.. S
Ambasarmunda	.. ES
Bhejigatha	.. E
Bilainali	.. ES
Kampala	.. S
Kandhapada	.. S
Kantapada	.. E
Krutibaspur	.. ES
Lunahandi	.. E
Madhapur	.. S
Paiksahi	.. S
Puruna Manatri	.. ES
Rainali	.. E
Sanhula	.. S
Thakurgarh	.. S

BALIMI COM.

Badala	.. E
Baradapal	.. ..
Chitalpur	.. S
Dudurkot	.. S
Hatura	.. E
Karanda	.. S
Mahidharpur	.. ..
Panchapada	.. S
Ranjagal	.. S

BHUBAN PCO, Com.

Anala	..	S
Analajhari	..	E
Balibo	..	S
Baruar	..	S
Bhusal	..	ES
Chandipal	..	ES
Ektali	..	E
Garhnrusingh Prasad	..	S
Jamunakote	..	..
Mathakargala	..	S
Odisa	..	S
Rama Krishnapur	..	ES
Rendhapatna	..	ES
Sura Pratappur	..	S

**BAJICHAUK ED, SO, ND+
BALANDA BHAPUR**

Chandra Sekhar Prasad	..	S
Ghatipir	..	S
Gobind Prasad	..	E
Kalanga	..	E
Kalika Prasad	..	S
Kankadahad Sadar	..	S
Kakudibhag	..	ES
Katam	..	E
Saragpatna	..	ES

CHAINPAL COLONY Com.**CHHENDIPADA Com.**

Bagdia	..	S, PCO, Com.
Brahmanbil	..	S
Changudia	..	E
Jharsinga	..	S
Kampasala	..	S
Patrapada	..	..
Padapada	..	E
Paranga	..	..
Kasala	..	S
Nisa	..	..
Nuagaon	..	E
Nuapada	..	E
Raijharan	..	PCO, Com.
Santrabandha	..	..
Sapainali	..	E
Tangri	..	ES

DEULBERA COLLIERY COM.

Jagannathapur	.. E
Talcher RS	.. S

DERA COLLIERY COM.

Badajarada	.. ES
Danara	.. S
Gopal Prasad	.. ES
Hensamul	.. ES
Kalamchhuin	.. S
Salada	.. E

DHENKANAL COLLEGE ND PCO,+, COM.
DHENKANAL R.S.

Tarabha	.. ES
Analaberini	.. S
Balarampur	.. S
Brahmaniapal	.. E
Bamuan	.. S
Gadasila	.. PCO COM.
Gengutia	.. S
Indipur	.. S
Kankadapal	.. ..
Kasiadihi	.. S
Karian	.. ..
Rainarsinghpur	.. S
Sagar	.. E

GONDIAPATNA PCO, COM.

Bidharpur	.. S
Kaimati	.. ES
Kapilas	.. S
Kasipur	.. S
Mandar	.. S
Mathatentulia	.. E
Mahulpal	.. S
Sarangi	.. S, PCO, COM.
Santhapur	.. S

HINDOL PCO.

HINDOL ROAD R.S., COM.

Babandha	.. S
Baulpur	.. S
Bedapada	.. ES
Belpada	.. ..

Balaram Prasad	..	E
Chandapur	..	..
Dhalpur	..	..
Kantapal	..	..
Kantiokatni	..	..
Kumusi	..	..
Sadasibapur	..	S
Sanda	..	S
Tumusinga	..	S

HAKIMPADA ND+
KAMAKHYANAGAR PCO, Com.

Badasualo	..	S
Baisinga	..	..
Batagaon	..	..
Bhagirathipur	..	ES
Birasol	..	S
Kankadahada	..	S
Kaliahata	..	ES
Makuakatni	..	ES
Motta	..	S
Nuagaon	..	S
Raibol	..	E
Samatangi	..	ES
Sibalaposi	..	E
Tariniposi	..	E

KANIHA PCO, Com.

Badatribeda	..	ES
Bajrokot	..	E
Baliposi	..	S
Bijigol	..	S
Gandamala	..	ES
Jarada	..	S
Kakudia	..	ES
Kuluma	..	S
Nalam	..	ES
Padagarh	..	ES
Rengali	..	S

KHAMAR PCO, Com.

Badasada	..	E
Injidi	..	S
Kantioposi	..	..
Kunjam	..	S
Mundaribeda	..	ES
Odasa	..	ES
Sankhamura	..	ES
Seepur	..	S

MAHIMAGADI PCO, COM.

Bainsia	.. S
Banasinga	.. S
Cherulei	.. E
Dighi	.. ES
Guneibil	.. S
Jiral	.. S
Kabera Madhapur	.. ES
Kaluria	.. S
Karmul	.. S
Kendupada	.. E
Khankar	.. E
Mahapada	.. E
Marthapur	.. S
Radhadeipur	.. ES

MERAMANDALI PCO, COM.

Badakhamar	
Balaram Prasad	.. S
Banarpal	.. S, PCO, COM.
Beruanpal	.. E
Budhapanka	..
Phulpada	.. E PCO, COM.
Garh Santri	.. S
Gatamara	.. ..
Haldibahal	.. E
Kadala	.. E
Kamalanga	.. ES
Karandapal	.. E
Kharag Prasad	.. S
Khaliberna	.. ..
Kusupanga	.. S
Nuahata	.. S
Paik Purnakot	.. S
Patala	.. ES
Patamandir	.. E
Sanjapada	.. ES
Talmul	.. S

PAL LAHARA PCO, COM.

Bahadaposi	.. ES
Bankhal	.. ES
Chasagurujang	.. S
Dimiria	.. S
Gurusulai	.. S
Jamardihi	.. E

Jharbeda	..	S
Khemana	-	..
Sahargurujang	..	E
Saida	..	E
Seegarh	..	ES
Sialimalia	..	ES

PARAJANG PCO, Com.

Ambapalasa	..	..
Barihapur	..	S
Basoi	..	ES
Bhejia	..	E
Biribalai	..	S
Damal	..	S
Garh Palasuni	..	E
Jhilli	..	S
Kandrasinga	..	S
Katuria	..	ES
Mahabirod	..	S
Muktaposi	..	S
Pangatira	..	S

P.T.C. ANGUL ED, SO +

RAJ KISHORENAGAR PCO, Com

Angapada	..	S
Bamur	..	S
Ghusar	..	E
Kadalimunda	..	..
Kalyanpur	..	S
Nakchi	..	ES
Raniakata	..	ES
Sanjamura	..	S
Tusara	..	ES
Urukela	..	ES

RASOL Com.

Chhotapada	..	ES
Kunua	..	ES
Kalingapal	..	S
Nuabag	..	ES

TALCHER PCO, Com*

Burukana	..	S
Dharampur	..	E
Ekgharia	..	ES
Gaham	..	ES
Gurujang	..	S
Kandhal	..	E
Kankini	..	E
Kualo	..	S
Kulei	..	S
Manikmara	..	S
Mundeilo	..	S
Parabil	..	S
Samal	..	S
Saranga	..	ES

TALCHER HIGH SCHOOL S +

TALCHER THERMAL Com.

Total No. of H.O.	..	1
Total No. of S.Os.	..	29
Total No. of B.Os.	..	280

'Com.'—Stands for Combined Office, H.O.—Head Office, N.D.—Non-delivery, PCO.—Public Call Office, S—Savings Bank power, *—Cash office, R.S.—Railway station, E—Experimental, +.—Town Sub-Office, S. O.—Sub-office.

APPENDIX IV (Concl'd.)

		Postal Business		
Particulars		1967-68	1968-69	1969-70
1. M.O. ISSUED				
(a) Number	..	88,523	64,832	102,233
(b) Amount (Rs.)	..	53,38,960·17	59,37,238·75	62,28,238·96
2. M.O. PAID				
(a) Number	..	99,759	100,164	100,066
(b) Amount (Rs.)	..	65,21,022·34	66,92,172·72	67,45,265·61
3. S.B.				
(a) Number	..	38,239	40,308	37,317
(b) Amount	..	52,82,561·25	50,72,513·14	54,94,822·51
(c) No. of withdrawal	..	20,125	19,705	21,258
(d) Amount (Rs.)	..	45,65,732·29	41,77,477·54	47,01,512·51
4. REGD. LETTERS				
(a) No. Issued	..	82,970	90,479	99,174
(b) No. delivered	..	25,944	28,654	30,892
5. REGD. PARCELS				
(a) No. Issued	..	13,430	15,019	15,018
(b) No. delivered	..	6,144	6,533	7,122
6. ORDINARY LETTERS				
(a) No. issued	..	1,103,595	1,136,486	1,140,375
(b) No. delivered	..	1,009,873	1,149,632	1,253,962
7. TELEGRAMS				
(a) No. issued	..	28,081	28,231	28,112
(b) No. delivered	..	12,224	10,132	10,632
8. N.D.C. DISCHARGE				
(a) Number	..	1,325	1,524	1,425
(b) Amount (Rs.)	..	1,69,021·45	1,76,501·50	209,703·40
9. N.D.C. ISSUED				
(a) Number	..	1,629	1,807	1,509
(b) Amount (Rs.)	..	1,79,165·00	1,90,240·00	2,30,795·00
10. TELEGRAM				
Amount (Rs.)	..	95,972·45	92,652·95	89,969·75