

CHAPTER VII

COMMUNICATIONS

OLD-TIME
ROUTES AND
HIGHWAYS

Communication facilities in the ex-States of Gangpur and Bonai improved perceptibly during the second quarter of this century. Cobden-Ramsay describes the road condition of the ex-Gangpur State in 1907-08 as follows¹:

“There is only one good road in the State, the road from the headquarters, Sundargarh, to the Jharsuguda railway station; half of the road lies within the State and half in the district of Sambalpur; the road is bridged throughout except at the large Sapai nullah, where a good ferry is maintained. A large and substantial bridge is, however, in course of erection. There is a fair surface track with small wooden bridges from Kumarkela or Raj Gangpur, an important village on the line of rail, to Sundargarh : a surface track continues north from Sundargarh to Loakara, on the Ib in the Jashpur State. In the Nagra zamindari a good road, some 13 miles in length, is under construction from Panposh on the railway line to Banki, just across the boarder in the Bonai State : this road will be continued through to Bonaigarh. Elsewhere the only means of communication are tracks used by pack-bullocks and the solid wheeled country carts, known as *sagars*. Communications are defective, but are gradually improving”. About communication in the es-State of Bonai in 1907-08, the same author remarks², “With the exception of the road to Banki, there are no regular roads in the State. At the best there are a few bullock-tracks, and travelling is a most difficult and slow process. Formerly carts could scarcely proceed from the railway to Bonaigarh owing to the difficulties of the road through the Champajharan Pass : the pass has, however, been recently opened out by blasting and through communication for carts is no longer a difficulty : a good road from the line of rail to the headquarters is now under construction”.

The traffic in the interior of these two ex-States was made almost entirely by pack-bullocks or by coolies and during rainy season it was usually at a stand still. In the rains small boats were carrying goods down the Ib to Sambalpur. Carts drawn by bullocks were used by people in general while horses and elephants were used by the rulers, zamindars and other wealthy people.

1. Feudatory States of Orissa, p. 183

2. *Ibid*, p. 154

In 1932, the Chief Editor motored from Sambalpur to Bihar. The only unbridged river crossing was at Vedavyasa where two country boats tied together took his car (Oakland Tourer) across the Brahmani.

By the end of 1946, most of the existing roads of the district were constructed. That year the ex-State of Bonai maintained about 250 miles (400 km.) of roads of which 49 miles (78.4 km.) were all weather while the ex-State of Gangpur had 351 miles (561.6 km.) including 108 miles (172.8 km.) of all weather roads.

After the expiry of twenty years ending 1966, the district had 980 km. of roads maintained by the Public Works Department of which 398 km. were metalled.

At present, the Public Works Department maintains in this district 249 km. of State Highways, 324 km. of Major District Roads, 31 km. of Other District Roads and 388 km. of classified village roads. For the construction and maintenance of these roads, this Department has spent 20.04 lakhs in the 1st Plan period (April 1951 to March 1956), 138.88 lakhs in 2nd Plan period (April 1956 to March 1961), 350.13 lakhs in 3rd Plan period (April 1961 to March 1966) and 207 lakhs up to March 1971 of 4th Plan period. A list of some of the important roads is given in Appendix I.

ROAD
TRANSPORT

Different Grama Panchayats and Panchayat Samitis of the district maintain about 2,500 km. of roads. Most of these are dust roads.

The four urban local bodies located at Sundargarh, Rajgangpur, Birmiritrapur, and Rourkela (Civil Township) are in charge of 166.58 km. of roads.

Besides, the Forest Department and the Rural Engineering Organisation are also maintaining 482 km. and 380. km. of roads respectively in the district.

Like other parts of the country, bicycle is used in both rural and urban areas of the district. Bullock-carts still play an important role in transportation of goods in rural areas. Cycle rickshaws are generally seen in urban areas. Besides, trucks, taxis and cars are also used as means of conveyance.

VEHICLES
AND CONVEYANCES

By the end of 1970, about 13,000 bicycles, 1,400 cycle rickshaws and 30 bullock-carts were registered in different Municipalities and Notified Area Councils of the district. In this year there were 9 horse-drawn carriages plying at Rourkela. By the end of 1971, 10,099 motor vehicles including 5,170 motor cycles and scooters, 1,836 trucks, 1,423

cars, 92 buses, 1,114 jeeps, 224 taxis and auto-rickshaws, 64 station wagons, 168 tractors and trailers and 8 petrol and water carriers were registered in the office of the Regional Transport Authority, Sundargarh.

In urban areas, cycle rickshaws charge about 50 paise per km. The average taxi fare per passenger is slightly higher than the fare in a public bus. There is no fixed rate for hiring a truck. But usually the truck owners charge Rs. 1.50 to Rs. 2 per km.

**PUBLIC
TRANSPORT**

Nationalised buses are plying in most parts of the district. In some of the routes private parties are also permitted by the Regional Transport Authority to run their buses.

**Regional
Transport
Authority**

The Regional Transport Authority of the district consists of three non-official and five official members of which the Regional Transport Officers posted at Sundargarh and Rourkela act as the Secretary and the Additional Secretary respectively.

The Transport Authorities have allowed eleven private bus owners to ply their vehicles in twelve routes viz., (a) Rourkela to Malda (179 km.), (b) Jareikela to Kalunga (43 km.), (c) Laxmiposh to Jhurmur (139 km.), (d) Lathikata to Jhirpani (40 km.), (e) Purunapani to Koira (178 km.), (f) Bisra to Purunapani (72 km.), (g) Bargaon to Rourkela (72 km.), (h) Jareikela to Lathikata (50 km.), (i) Dalki to Bonaigarh (65 km.), (j) Sundargarh to Sikaljore (48 km.), (k) Sundargarh to Lulkidihi (65 km.) and (l) Sundargarh to Kanika (75 km.). Of these, the first eight are all-weather routes. The private bus owners charge from each passenger 3.5 paise per km. as fare.

**State Trans-
port
Service**

Rourkela zone of State Transport Service comprising Rourkela and Sundargarh sub-zones with headquarters at Rourkela, plies buses in 26 inter-State, inter-district and intra-district routes. The Divisional Transport Manager controls the zone.

The following routes are operated under both the units.

Sl. No.	Name of the route	Sundargarh Unit			
		Km.	Daily trips	No. of buses plying	
1.	Sundargarh-Bhubaneswar	..	406	1	2
2.	Sundargarh-Sambalpur	..	86	2	2
3.	Sundargarh-Jharsuguda	..	35	1	1
4.	Sundargarh-Rajgangpur	..	69	1	1
5.	Sundargarh-Rourkela	..	112	1	1
6.	Sundargarh-Gangpur border	..	53	1	1
7.	Sundargarh-Bonaigarh	..	174	1	1

Sl. No.	Name of the route	Km.	Daily trips	No. of buses plying
*8.	Sundargarh-Dumabahal	.. 45	1	1
9.	Sundargarh-Dhama	.. 118	1	1
10.	Sundargarh-Darlipali	.. 34	1	1
11.	Sundargarh-Daldali	.. 37	1	1
12.	Jharsuguda-Jashpurnagar	.. 171	1/2	1
13.	Sundargarh-Birbira	.. 35	1	1
14.	Sundargarh-Jamankira	.. 125	1	1

Rourkela Unit

1.	Rourkela-Bhubaneswar	.. 514	1	3
2.	Rourkela-Cuttack (de luxe)	.. 484	1	3
3.	Rourkela-Cuttack (Day)	.. 484	1	3
*4.	Rourkela-Talcher	.. 224	1	3
5.	Rourkela-Jashpurnagar	.. 248	1/2	1
6.	Rourkela Town	..	..	3
*7.	Rourkela-Bonaigarh via, Kalunga	96	1	1
8.	Rourkela-Jajpur	.. 385	1	3
9.	Rourkela-Bhadrak	.. 406	1/2	2
10.	Rourkela-Deogarh	.. 315	1	1
11.	Rourkela-Purunapani	.. 103	4	4
12.	Rourkela-Birmitrapur	.. 77	2	1
13.	Rourkela-Kiriburu	.. 383	1	2

Besides, the buses of other units of the State Transport Services operate between Sambalpur and Ranchi, Deogarh and Rourkela, and Keonjhar and Rourkela.

The rate of passenger fare in the zone is 4 paise per km. per passenger in upper class and 3 1/2 paise per km. per passenger in lower class. In addition, a traveller pays at the rate of 0.15 paise per every rupee of his fare as passenger tax. A child above the age of three years and below 12 years is charged half of the rate mentioned above. The freight is charged at the rate of 0.02 paise per km. per 20 kg. after allowing an uniform luggage allowance of 14 kg. per adult passenger and 7 kg. per child below the age of 12 years.

*The asterisk marked routes are fair-weather.

Reservation of Buses.

Buses on reservation are given to intending parties on advance payment of the approved rates of reservation. Concession at 25 per cent of the usual passenger fare is allowed to students on request of the heads of their institutions for visiting historical places and taking part in games and sports. Concession is also extended to athletes, visitors from outside the State, delegates of conferences within and outside the State and such other cultural parties with the express orders of the Government.

The rate of reservation charge for a State Transport bus, both loaded and empty is Rs. 1.74 paise per km., the detention charge being Rs. 2 per hour or part thereof for 1st two hours, Rs. 3 per hour or part thereof for next two hours, and Rs. 4 per hour or part thereof for subsequent hours. But the minimum rate of reservation of a bus is Rs. 85.

Special amenities provided for passengers

Bus stands and waiting rooms are provided at Sundargarh, Rajgangpur, old Rourkela, and Sector 2 of Rourkela (Steel township). Wayside passenger sheds have also been constructed at important places of Rourkela Steel township for the convenience of the passengers. During the summer season, drinking water facilities are provided at the roadside stations.

First-aid boxes are provided in all the buses of the State Transport Service. Suggestion boxes, inviting suggestions from the general public regarding the improvement of State Transport Service, are placed in all the station office premises and complaint books are provided to all the vehicles going on lines as well as kept in the station offices.

Statement given below shows the number of passengers travelled in different routes of both the units and amount received from them as fare and freight from 1968-69 to 1970-71.

Year	Name of Unit	No. of passengers	Fare (in Rs.)	Freight (in Rs.)
1968-69	Rourkela	10,72,291	16,83,210.55	23,913.83
	Sundargarh	6,54,383	11,40,385.57	16,387.42
1969-70	Rourkela	10,59,186	20,94,187.06	30,132.70
	Sundargarh	6,72,339	11,96,733.15	14,928.61
1970-71	Rourkela	11,71,023	22,14,400.30	38,119.76
	Sundargarh	6,85,102	13,14,739.29	20,523.49

RAIL ROADS

The main line of South-Eastern Railway passes about 105 km. in Panposh and Sundargarh subdivisions of the district, the stations being Jareikela, Bhalulata, Bisra, Bandamunda, Rourkela, Panposh, Kalunga

Kansbahal, Rajgangpur, Sonakhan, Garpos*, Bamra*, Dharuadihi, Bagdihi*, Dhutra*, Jharsuguda*, Brajarajnagar*, Belpahar*, Hemgir, and Daghora. The line was opened in 1890-91.

Mainly there are three branch lines in the district, one of which starts from Rourkela and the other two from Bandamunda Railway Stations on the main line. The branch lines from Rourkela to Birmitrapur (28.9 km.) and from Bandamunda to Barsuan (68.6 km.) were constructed in 1927 and 1960 respectively mainly for carrying ores to the steel plants. From Bimalgarh Railway Station of the last named branch line, there is a rail link to Kiriburu passing about 26.2 km. within the district. The third line which starts from Bandamunda, crosses the State border at about 24 km. near Nuagaon Railway Station for Ranchi in Bihar State. The stations in the branch lines are Quarry siding, Kuarmunda, and Birmitrapur (Rourkela-Birmitrapur line), Dumerta, Lathikata, Champajharan, Chandiposh, Patasahi, Bimalgarh, Gagnaposh, and Barsuan (Bandamunda-Barsuan line), and Bangurkela, Bispur, and Nuagaon (Bandamunda-Ranchi line). There is a rail link between Nuagaon and Purunapani for a distance of about 10 km. These two branch lines were constructed in 1953-54. Except the branch lines from Nuagaon to Purnapani, and from Bimalgarh to Kiriburu other lines are opened to passenger traffic. Rourkela is the busiest station for both passenger and goods traffic. In 1960-61, this station handled 9,42,150 passengers. After a decade, in 1970, the passenger traffic in this station has increased to 16,15,414.

The statement given below indicates number of passengers travelled outward with money collected from them as fare and number of inward passengers for two years in some of the important stations of the district.

Name of the station	Year	Outward passengers	Fare collected from them (in Rs.)	Inward passengers
Rourkela	.. 1970	8,56,909	49,93,570	7,58,505
	.. 1971	8,69,340	54,24,283	8,27,455
Rajgangpur	.. 1969	2,00,447	3,14,395	96,641
	.. 1970	2,09,806	3,52,717	1,15,543
Kalunga	.. 1970	83,739	58,891	33,476
	.. 1971	77,583	54,287	29,346
Birmitrapur	.. 1970	80,447	93,272	79,317
	.. 1971	72,732	79,200	69,766
Bisra	.. 1970	71,598	59,166	71,703
	.. 1971	72,243	53,189	68,360
Bimalgarh	.. 1970	17,421	26,729	13,125
	.. 1971	16,257	27,311	15,028

*The asterisk marked stations are within Sambalpur district.

Road-rail competition can be well studied in this district. People prefer not only to send their goods by road but also to travel even long distances by motor bus.

Bimalgarh-
Talcher
Rail-link
Survey

The Railway authorities conducted preliminary engineering and traffic survey for rail link between Bimalgarh and Talcher in 1969 and 1970 respectively. The survey report has been submitted to the Government of India.

WATERWAYS,
FERRIES AND
BRIDGES

The rivers Brahmani, Ib, Sankha, and Koel flow in the district. The river Brahmani is not navigable owing to rocks and rapids : small dug-outs work up and down, but it is unsafe for boats carrying merchandise. In the rains, small boats carry goods down the Ib to Sambalpur. The other two rivers are not suitable for navigation.

There are ferry-ghats in almost all the rivers of the district. Now these ferry-ghats are maintained mainly by different Grama Panchayats.

A list showing the ferry-ghats, name of the river, the Grama Panchayats maintaining them has been given in Appendix—II.

Besides, a ferry ghat on the river Brahmani at Tumkela is maintained by the Public Works Department. This is an important ghat as it connects the headquarters town of Bonai subdivision with other parts of the district. Another ferry-ghat at Sundargarh on the river Ib is also maintained by the Sundargarh Municipality. These two ghats are leased out every year.

A list of fifteen major bridges of the district has been given in Appendix-III.

BOATS

As mentioned earlier, small dugouts are generally used for crossing the rivers. There are about seventy ferry boats in the district.

TRANSPORT
BY AIR

There is an air port at Rourkela owned and maintained by the Hindustan Steel Ltd., which is licensed for private use.

The Indian Airlines and the Air India have their own representatives at Rourkela.

TRAVEL AND
TOURIST
FACILITIES

Besides the steel and fertiliser plants and other industrial workshops of Rourkela and the cement factory of Rajgangpur, other places of interest are Vedavyasa temple, Saranda forest, Mandira Dam and Khandadhar water-fall.

The Vedavyas temple is situated at a distance of 6.4 km. west of Rourkela town on the confluence of the rivers Sankh and Koel and is said to be the birth place of Maharsi Vedavyasa, the author of the epic Mahabharata. The Saranda forest, famous for game, is about 25 km. in distance from Rourkela. The Khandadhar water-fall (30.4 km. from Bonaigarh) which drops over the sheer western face of the Chheliatoka

range and can be seen from miles around provides a magnificent sight. The Mandira Dam has been built at a point where the river Sankh enters a gorge flanked by the hill ranges. It is also a picturesque spot. The scenery of Bonai subdivision is exceptionally fine, specially in the east where the soft beauty of the hill ranges is enhanced by wild precipitous gorges and beautifully clear and perennially flowing hill streams along the banks of which exquisite wild orchids and lilies and a variety of ferns are to be seen.

There are Dharmasalas at Sundargarh, Rourkela, Rajgangpur, Dharmasalas, Lahunipara, Salepali, Jarmal, and Lahandabad. The Sundargarh Dharmasala was constructed in 1933 by two contractors to preserve the memory of their father Daya Dosa Chanda. The Dharmasala which is managed by the Sundargarh Municipality has 13 rooms and is open for everybody. Rourkela has three Dharmasalas managed privately. They are (a) Lakhmi Narayan Dharmasala, (b) Harinarayan Bhaban and (c) Sarbajanik Dharmasala. Of these, first two are located near the daily market and the last one at Bisra road.

The Dharmasalas at Lahunipara and Rajgangpur are managed by private bodies. The other three Dharmasalas are maintained by the Grama Panchayats.

In the steel town of Rourkela, hotels of both Western and Indian Hotels style are available for boarding and lodging. Some of these hotels are (a) Rourkela Hotel with 30 rooms, (b) Apsara Hotel with 18 rooms, (c) Hotel De Luxe with 20 rooms (Bar attached), and (d) Solemn Hotel.

Hotels for boarding purposes are also available in the towns of Sundargarh, Rajgangpur, and Birmiritrapur.

There are Circuit Houses at Sundargarh and Panposh and Public Works Department Inspection Bungalows at Kaintara, Sundargarh, Bargaon, Rajgangpur, Jangra, Rourkela, Bisra, Koira, Birmiritrapur, Kalunga, Lahunipara, Banki, Kuarmunda, and Darjin. There are also rest sheds at Bonaigarh, and Vedavyasa maintained by Public Works Department. The Forest Department is also maintaining rest houses at Kahachhan, Ujalpur, Kanika, Tamra, Jarda, Jamdihi, and Dolaisara.

Besides, the Revenue Department also maintains one inspection bungalow at Bargaon and 55 rest-sheds (as shown below) in different parts of the district.

Biringatoli, Panchra, Katkurbahal, Sabdega, Tangargaon, Bargaon, Ekma, Rungaon, Hemgir, Kanika, Lefripara, Gumardihi, Sargipali, Darlipali, Mangaspur, Bandhabahal, Bandega,

Kinjirkela, Kundukela, Birbira, Majhapada, Khuntgaon, Khuntadara, Balisankra, Kankiora, Sanpatrapali, and Ujalpur (all in Sundargarh subdivision), Bargaon, Gopna, Kamarposh Balang, Jamdihi, Badalijor, Sankhposh, Kuliposh, Bandhabhuin, Mahulpada, Jamdora, Sarsora, Tanda, Tumkela, Dharnidharpali, Gurundia, Jarda, and Lamsi (all in Bonai subdivision), Uditnagar, Andali, Raiboga, Kumjharia, Kachanu, Hatibari, Nuagaon, Sarda, Birkera, Jareikela, Vedavyasa, and Lathikata (all in Panposh subdivision).

All these bungalows are meant to accommodate government officials touring on duty, and when vacant are also available for reservation by the public on payment.

Besides, the Steel authorities also maintain guest houses at Rourkela called 'Rourkela House' with 16 rooms of which 12 are air-conditioned and 'Ispat Guest House' with 4 air-conditioned rooms and accommodation facilities for another 20 boarders.

Before merger, there were 3 post offices in the ex-State of Bonai but there was no telegraph office. Gangpur ex-State had 13 post offices, six of them being combined Post and Telegraphs Offices. Both the ex-States were served by the Indian Postal Department.

In 1961, there were 128 post offices in the district which included one Head Post Office, 19 Sub-Post Offices, one Extra Departmental Sub-Post Office and 107 Branch Post Offices. These Post offices were controlled by the Superintendent of Post Offices, Sambalpur Division, with headquarters at Sambalpur.

Since the 2nd March, 1970 a separate Postal Division for Sundargarh district has been created with headquarters at Sundargarh. One Superintendent has been placed in charge of the Division.

At present, besides the Head Post Office at Sundargarh*, there are 7 Lower Selection Grade Sub-Offices, 32 Time Scale Sub-Offices, one Extra Departmental Sub-Office and 172 Extra Departmental Branch Offices in the district. The district has 27 telegraph offices located at Sundargarh, Birmitrapur, Bisra, Bonaigarh, Balisankra, Kalunga, Kuarmunda, Kansbaha, Lahuni para, Lefripara, Purnapani, Rajgangpur, Rourkela (6 offices), Sabdega, Tensa, Ujalpur, Bargaon, Bhasma, Kamarposh Balang, Bankibazar, Kalamegha, and Talsara. Average area and population served by each post office of the district comes to about 45.65 sq. km. and 2,592 persons respectively. Rourkela is the only town of the district where there are eight delivery offices.

* Another head post office at Rourkela has been opened in January, 1973.

In 1960-61, the post offices of the district remitted 3, 13, 915 money orders with a value of Rs. 1,64,26,926.48 whereas deposits and withdrawals in the Savings Banks of the district during the above mentioned year were Rs. 33,51,021.88 and Rs. 26,67,762.43 respectively. In 1961, 1,64,549 letters and 18,583 parcels were registered in different post offices.

A statement given in Appendices IV & IV-A shows the number of post offices and the volume of business transacted by them from 1968-69 to 1971-72.

There are seven Telephone Exchanges* in the district, located at Sundargarh, Rourkela, Rajgangpur, Bisra, Bonaigarh, and Birmitrapur. Telephone Exchange

A small auto-exchange at Sundargarh was established in February, 1965, with the capacity of 50 lines. In 1962-63, it was converted to a central battery non-multiple 100-lines exchange. At present, the exchange has 92 working connections with 12 extensions.

At Rourkela, a small 25 line exchange was installed in the office of the Chief Engineer, Township of Rourkela, in 1956. The next year, another 50 line exchange (central battery) was set up to be expanded to 400 lines in the following year. In 1961, the capacity of the exchange was increased to 700 lines. But the exchange failed to cope with the increasing telephone traffic resulting from the expansion of the steel plant and the growth of several ancillary industries in and around Rourkela. So in 1962, the 1800-lines Automatic Telephone Exchange, the first of its kind in the district, was commissioned. This exchange has 1472 direct working connections and 199 extensions.

Another 1000 line auto-exchange has been opened at Rourkela township since May 1962. It has 864 direct working connections and 22 extensions.

The details of other four exchanges are given below :

Name of the exchange	Date of opening	Type and capacity	Number of working connections
Rajgangpur	17-8-1964	100 lines (Central battery Non-multiple Exchange)	Direct—43 Extension—1
Bisra ..	20-2-1970	25 lines (small Auto-Exchange).	Direct—5
Bonaigarh ..	19-2-1970	25 lines (small Auto-Exchange).	Direct—8
Birmitrapur	30-8-1969	25 lines (small Auto-Exchange)	Direct—18
Kalunga ..	17-3-1973	50 lines (SAX)	Direct—7

* In the meantime three more Telephone Exchanges have been opened at Kalunga, Lahunipara, and Tensa.

RADIO AND
PIGEON
SERVICE

The district has no radio station, In 1960, licenses were issued for 6,311 radio sets of the district. Number of radio sets licensed during 1968 to 1971 and the fees realised therefrom are given below.

Year	Number of radio sets	Fees realised in Rs.
1968	9,404	2,35,106
1969	12,101	3,02,519
1970	19,013	4,75,315
1971	19,058	3,95,823.50

The police organisation of the district maintain pigeon lofts at Sundargarh with 44 trained birds and at Bonaigarh with 21 trained birds. Boomerang services are in operation from Sundargarh to Hemgir and Sundargarh to Bonaigarh.

ORGANISA-
TION OF THE
TRANSPORT
OWNERS AND
EMPLOYEES

The transport owners and employees in the district have their own organisations. Two of the organisations are given below.

Paribahan
Karmachari
Sangha,
Rourkela.

Paribahan Karmachari Sangha, Rourkela is a part of the State Transport Employees' Union. It was established in 1961 with the object of achieving justice for the workmen of the State Transport Service. The organisation has at present 330 members.

Rourkela
Truck
Owners'
Association,
Rourkela

Rourkela Truck owners' Association was founded in 1971. The association with 300 members, provides quick and efficient service for transport of goods. The members of the organisation also extend their help at the time of emergency.

APPENDIX I
IMPORTANT ROADS OF THE DISTRICT MAINTAINED BY THE PUBLIC WORKS DEPARTMENT

Name of the road	Classification	Important places through which it passes	Black tapped (in km.)	W.B.M. (in km.)	Gravel (in km.)	Total length (in km.)	All weather/ Fair weather/ All weather
Jharsuguda-Sundargarh—Rourkela-Rajamunda (portion from Gangpur ex-State boundary to Keonjhar border).	State High Way No. 10	Sundargarh, Bargaon, Rajgangpur, Kansabahal, Pamposh, Banki, Chandiposh, Darjin, Rajamunda, Lahunipara.	207	13	..	220	All weather
Barkot—Darjin road (From Bonai ex-State boundary to Lahunipara).	State High Way No. 10 A.	M a h u l d i h i, Khuntagaon.	1	10	18	29	Ditto
Sundargarh—Lefripara road.	M. D. R. No. 27	Bandhapali, Surgura, Lefripara.	7	19	1	27	Ditto
Karamdihni-Talsara-Luakera road.	M. D. R. No. 30	Dumerabahal, Sabdega, Talsara.	..	37	..	37	Ditto
Sulgura-Balichuan road ..	M. D. R. No. 29	..	..	..	6	6	Ditto
KiraiBamra road ..	M. D. R. No. 31	Dharuadihi	..	..	36	36	Ditto
Kukurbhuka-Ranchi road	M. D. R. No. 28	Lanjiberna, Dalki, Salangabahal.	..	..	31'44	31'44	Fair weather
Barkot—Bonai—Rangamatia—Kalonga road.	M. D. R. No. 26	Jhartarang, Tainsar, Tamra, Bonaikela, Gurundia, Upara-para.	1	7	86	94	Ditto
Hatibari-Birimtrapur, Raiboga-Salangbahal road	M. D. R. No. 28	Hatibari, Birmitrapur, Indrapur, Raiboga, Salangbahal.	1'6	17'40	18'02	36'48	Ditto
Rourkela—Bisra—Jareikela road.	M. D. R. No. 32	Rourkela, Bisra, Jareikela.	17'6	6'04	5'20	28'30	All weather

Gopali—Birmiritapur road	M. D. R. No. 32	Birmiritapur, Kuar- munda.	21	..	..	21	Ditto
Rajamunda—Bonaigarh road	O. D. R. No.	Rajamunda, Bonaigarh	4	2	2	8	Fair weather
Balichuan—Baligaon—Beni- jharia—Hemgiri— Kanika—Belpahar road.	C. V. R.	Hemgir, Kanika	..	..	..	(earthen) 46	Ditto
Duduka—Gopalpur— Taparia road.	C. V. R.	Gopalpur	..	..	..	29 (earthen)	Ditto
Lefripara—Gurundiadihi— Tidega—Bandhabahal road.	C. V. R.	Gurundiadihi, Til- dega, Bondabahal.	..	..	..	50 (earthen)	Ditto
Talsara—Bandega—Ludu- kidhi road.	C. V. R.	Bandega	..	..	..	27 (earthen)	Ditto
Tangargaon—Rouldega road	C. V. R.	Ditto	..	..	..	15 (earthen)	Ditto
Lanjiberna—Khatkurbahal— Panchara—Ekma—Tangar- gaon—Sabdega road.	C. V. R.	Khatkurbahal, Pan- chara, Ekma, Tangargaon.	..	..	..	59 (earthen)	Ditto
Jamdihi—Soyamba—Balijore - Bihar border road.	C. V. R.	Soyamba, Balijore	..	..	..	13 (earthen)	Ditto
Kododih—Budbhuhin— Khadadhar road.	C. V. R.	Budhabhain	..	..	..	17 (earthen)	Ditto
Kusumi—Jarada—Ramachinda— Gurundia road.	C. V. R.	Jarda, Ramachinda	..	..	..	30 (earthen)	Ditto
Bisra—Birkera—Manko— Lathikata road.	C. V. R.	Bisra—Birkera— Manki—Lathikata road.	..	..	..	24 (earthen)	Ditto
Nuagaon—Bisra road	C. V. R.	Nuagaon, Khuntageni —Bisra.	..	..	..	20.80 (earthen)	Ditto
Kuarmunda—Nuagaon road via Hatibari—Purna- pani.	C. V. R.	Kuarmunda, Ka- madi, Hatibari, Purnapani, Nua- gaon.	21	..	..	29.20 (earthen)	Ditto

M. D. R.—Major District Road, S. H.—State Highway, O. D. R.—Other District Road, C. V. R.—Classified Village Road

APPENDIX II

LIST OF FERRY-GHATS MAINTAINED BY GRAMA PANCHAYATS

Name of the Block	Name of Grama Panchayat	Name of ferry-ghat	Name of the river where the ferry-ghat is located
Lathikata	.. Birda	{ Tainsar Baghalata	Brahmani
	Birkeria		Do.
	Jhartarang	Garjan	Do.
	Jalda	Kansara	Do.
	Kalunga	Bhalupatra	Sankha
Tangarpali	.. Mangaspur	Argapita	Ib
	Nialipali	Kiripsira	Ib
Kuarmunda	.. Kacharu	{ Rium Pasra Bijubandh Chainpur	Koel
			Do.
			Do.
			Do.
	Dalki	{ Ranchi Road (Dalki) Tarkera Kunmendra	Sankh Do. Do.
Lahunipara	.. Lahunipara	Narendra	Brahmani
	Kaleiposh	Thakurpali	Do.
	Darjin	{ Ludhuni Koiljhar	Do. Do.
	Kurda	Lalei	Do.
	Khuntagaon	{ P igaon Dighi	Do. Do.
Balisankra	.. Balisankra	Telijore	Ib
	Kusumura	{ Kaintara Kusumura	Ib Ib
Bisra	.. Jareikela	{ Sukuda Badbanua Masukuda	Koel
			Do.
			Koel
	Jhirpani	Jamgarh	Do.
	Bhalulata	Udusu	Koel
Bonaigarh	..	Jangra	Brahmani
		Deoposh	Do.
		Lalai	Do.
		Phalsa	Do.
		Poigaon	Do.
		Digi	Do.
	Tendra	Do.	

APPENDIX II

LIST OF FERRY-GHATS MAINTAINED BY GRAMA PANCHAYATS

Name of the Block	Name of Grama Panchayat	Name of ferry-ghat	Name of the river where the ferry-ghat is located
Sundargarh	.. Lankahuda Kundukela	Kupsinga	Ib
		{ Bhasma Kundukela Kudaboga Pandermal	Ib
			Ib
			Ib
	Kinjirma Majhapada Kulta	Subi	Safai
		Medha	Do.
{ Filingabahal Tumelbud		Do. Do.	
Nuagaon	.. Khuntagaon	{ Lankoi Mitkundari Lahanda Jamsara	Deo
			Koel
			Deo
			Koel
	Limida Bagdega Nuagaon	Kundra Teterkela Jharbera	Deo Koel Deo
Gurundia	.. Narendra	{ Turamura Rukura	Brahmani Rukura Nala
			{ Kapanda Mahodar (near Satekuta)	Brahmani Do.
	Sabdega	Jamuna		Jaisar	Bonda
Kukuridihi		Kukuridihi	Ib
Lefripara	.. Sargipali	Sargipali	Ichha
Rajgangpur	.. Alanda	Bangla	Sankha
		(Kukudamunda) Hatimunda]	Do.

APPENDIX III

LIST OF MAJOR BRIDGES IN THE DISTRICT

Sl. No.	Name of the bridge	Number and length of spans	Type of bridge
1.	Ib Bridge at 2/0 of Sundargarh-Lefripara road.	9 spans of 30'-0" and 11 spans of 50'-0" each.	R.C.C. Bridge
2.	Tamaga nullah ..	5 spans of 30'-0" each	Ditto
3.	Ichha bridge ..	9 spans of 50'-0" each	Ditto
4.	Safai bridge on Gariamal-Bamra road.	2 spans of 60'-0" each and 2 spans of 42'-6" each.	Ditto
5.	Safai bridge on Kirai-Bamra road	11 spans of 50'-0" each	Ditto
6.	Bilagarh bridge on S. H. 10 ..	7 spans of 50'-0" each	Ditto
7.	Kalunga nullah bridge ..	4 spans of 45'-0" each	Ditto
8.	Badsemji bridge on S. H. 10 ..	7 spans of 50'-0" each	Ditto
9.	Balijor bridge on Barkot-Bonai road.	4 spans of 30'-0" each	Ditto
10.	Guradhi bridge on S. H. 10 ..	1 span of 30'-0" ..	Ditto
11.	Brahmani bridge on S. H. 10 ..	7 central spans of 160' 0" and 2 end spans of 158'-0".	R. C. C. prestressed bridge.
12.	Jamdihi bridge at 23/6 of Rajamunda-Koira road.	3 spans of 40'-0" ..	R.C.C. Bridge
13.	Bridge over Karapani nullah ..	3 spans of 50'-0" and 2 spans of 20'-0" each.	Ditto
14.	Kuradhi bridge on S. H. 10 ..	8 spans of 50'-0" each	Ditto
15.	Lahunipara bridge ..	4 spans of 40'-0" ..	Ditto

APPENDIX IV
VOLUME OF POSTAL BUSINESS TRANSACTED DURING THE LAST FOUR YEARS ENDING 1971-72

	1968—69		1969—70		1970—71		1971—72	
	Number	Amount Rs.	Number	Amount Rs.	Number	Amount Rs.	Number	Amount Rs.
1. (a) Money Order issued	215,588	2,59,27,680	25,91,852	28,544,244	4,64,592	2,70,43,762	5,74,801	29,035,716.48
(b) Money orders paid	89,268	70,15,680	84,724	81,15,154	85,580	8,039,040	76,080	74,61,694.54
2. (a) Savings Bank deposits	48,624	82,55,400	50,796	88,41,048	62,040	1,05,69,328	64,403	1,15,54,308.40
(b) Savings Bank withdrawals	32,640	66,12,588	36,780	75,60,060	41,088	89,16,536	47,132	99,26,480.88
3. Certificates issued	3,508	95,87,700	1,380	2,15,460	4,956	3,31,080	2,369	3,95,910.00
4. (a) Registered letters issued	252,708	..	2,64,264	..	2,72,040	..	3,75,147	..
(b) Registered letters delivered.	4,16,040	..	3,86,088	..	4,04,824	..	3,78,939	..
5. (a) Registered Parcels issued.	24,396	..	25,548	..	24,194	..	26,272	..
(b) Registered Parcels delivered.	23,840	..	16,092	..	22,512	..	37,352	..
6. (a) Ordinary letters issued	48,29,000	..	45,71,400	..	49,37,200	..	24,82,759	..
(b) Ordinary letters delivered	66,15,800	..	6,47,99,200	..	6,94,38,400	..	23,93,821	..
7. <i>Telegrams</i> —								
(a) Telegrams issued	51,504	77,256	54,989	82,483	52,400	78,600	54,344	1,45,751.75
(b) Telegrams delivered	1,83,394	..	1,88,291	..	1,89,746	..	81,985	..

APPENDIX IV (A)

LIST OF POST OFFICES IN SUNDARGARH DIVISION

(As on 1st April, 1971)

SUNDARGARH HEAD OFFICE, SECOND CLASS

Sundargarh Head Office C. O., P. C.,*

1. Badbahal	..	S
2. Baladmal	..	S
3. Bhasma	..	S
4. Birbira	..	S
5. Bhedabahal	..	S
6. Chhattasargi	..	S
7. Dharuadihi	..	S
8. Deuli	..	S
9. Gad iajor	..	S
10. Jamtalia	..	E
11. Karamdihi	..	S
12. Karda	..	S
13. Katra	..	S
14. Kinjirma	..	S
15. Kundukela	..	S
16. Kukurdihi	..	E
17. Kulba	..	S
18. Kupsinga	..	S
19. Kurga	..	S
20. Lankahuda	..	S
21. Lahandabud	..	E
22. G. Mahulpali	..	S
23. Majhapara	..	S
24. Mangaspur	..	S
25. Panchmahala	..	S
26. Rajpur	..	S
27. Ratnapur	..	E
28. Remanda	..	S
29. Sankara	..	S
30. Sanpatrapali	..	S
31. Tasladihi	..	S

Bargaon C. S. O., P. C. O.* (B) (T. P. O.)

1. Biringatoli	..	S
2. Ekma	..	E
3. Itma	..	S

4. Jarangloi	..	S
5. Kumbahal	..	S
6. Kurebaga	..	S
7. Latalaga	..	E
8. Lampti	..	E
9. Nuagaon-Jhoren	..	S
10. Pamra	..	E
11. Panchra	..	S
12. Runga	..	S
13. Sahajbahal	..	S
14. Tudalaga	..	S

Barsuan E. D. S. O. (T. P. O.)**Balisankra C. S. O.* (C)**

1. B. Karuabahal	..	S
2. Bandhbahal	..	S
3. Beheradihi	..	S
4. Kaintara	..	S
5. Kinjirkela	..	S
6. Kinikibandh	..	S
7. Sikajore	..	S
8. Tildega	..	S

Birmitrapur C. S. O., P. C. O. (L. S. G.)*

1. Andali-Jambahal	..	S
2. Dalki	..	S
3. Indrapur	..	E
4. Jhumur	..	S
5. Kardega	..	E
6. Kapilas	..	S
7. Raiboga	..	S

Bisra C. S. O., P. C. O.* (B)

1. Ajaikela	..	E
2. Bagdega	..	S
3. Bhalulata	..	S
4. Birkerla	..	S
5. Jareikela	..	E
6. Jabaghat	..	E
7. Kulenbahal	..	S

Bonaigarh C. S. O., P. C. O.* (A)

1. Bhaludungri	..	S
2. Bonaikela	..	S
3. Dalaisara	..	E

4. Gurundia	..	S
5. Jareikela	..	S
6. Jhirdapali	..	S
7. Jangra	..	S
8. Jarda	..	S
9. Jamdar	..	S
10. Kenabhata	..	S
11. Kuliposh	..	S
12. Khuntgaon	..	S
13. Kurda	..	S
14. Kansar	..	S
15. Lachhada	..	S
16. Mahulpada	..	S
17. Mahuldiha	..	S
18. Narendra	..	S
19. Majurdima	..	S
20. Sarsara Balang	..	S
21. Satkuta	..	S
22. Tendra	..	S
23. Tumkela	..	E
24. Tikayatpali	..	S

Bandamunda S. O. (B)**Daily Market (Rourkela) * (B) (T. P. O.)****Hemgir S. O. (C) (T. P. O.)**

1. Balinga	..	S
2. Bilaimunda	..	S
3. Daghora	..	S
4. Garjanjor	..	S
5. Gopalpur	..	S
6. Hemgir Road	..	S
7. Topria	..	S

Ispat (Rourkela) + C. S. O., P. C. O. (L. S. G.)**Industrial Estate (Rourkela) + (C) (T. P. O.)****Kalunga C. S. O., P. C. O. + (C)**

1. Balanda	..	S
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Kansbahal C. S. O., P. C. O. (A)

1. Liang Colony	..	S
2. Usra Colony	..	E

Kuarmunda C. S. O., P. C. O.* (C)

1. Kelosihiria	..	E
2. Kumjharia	..	E

Lahunipara C. S. O.* (B)

1. Bimalgarh	..	S
2. Gopna	..	E
3. Jamdihi	..	S
4. Kamarposh Balang(C. O.)	..	S
5. Kalaiposh	..	E
6. Nandapara	..	S
7. Sardhapur	..	S
8. Sayamba	.	S
9. Topadihi	.	S

Lathikata S. O.* (C)

1. Bankibazar	..	S
2. Barghat	..	S
3. Birda	..	S
4. Chandiposh	..	S
5. Darjin	..	S
6. Pankdihi	..	S
7. Ratobirker	..	S
8. Ramjodi	..	S
9. Tainsar	..	S
10. Tamra	..	S

Lefripara C. S. O.* (C) (T. P. O.)

1. Dumabahal	..	S
2. Gundiadihi	..	E
3. Kalamegha (C. O.)	..	S
4. Kuturma	..	S
5. Mashabira	..	S
6. Raidihi	..	S
7. Patuadihi (T.P. O.)	..	S
8. Sarapgarh	..	S

Loco colony, Bandamunda+(C) (T. P. O.)**Purnapani C. S. O., P. C. O.* (C) (P. T. O.)**

1. Hatibari	..	S
2. Kandarkela	..	S
3. Luaram	..	E
4. Nuagaon	..	S
5. Surda	..	S

Railway colony (Rourkela)+(C) (T.P.O.)**Rajgangpur C. S. O., P. C. O.* (LSG)**

1.	Garbhana	..	S
2.	Gyanpali	..	E
3.	Jharbera	..	S
4.	Kesramal	..	S
5.	Khatkurbahal	..	E
6.	Kutra	..	S
7.	Kutunia	..	S
8.	Lanjiberna	..	S
9.	Malidihi	..	S
10.	Raj-Kukuda	..	S

Ranibandha+(C)**Regent market (Sundargarh)+(C)****Rourkela—1* (LSG) S.O.****Rourkela—2 C.S.O., P.C.O.* (LSG)**

1.	Jhirpani	..	S
2.	Kacharu	..	S

Rourkela—3 C.S.O., P.C.O. (LSG)**Rourkela -4 C.S.O , P.C.O.* (LSG)**

1.	Garjan	..	S
2.	Gopapali	..	S
3.	Jalda	..	S

Rourkela—7 C.S.O., P.C.O. (A) (T.P.O.)**Rourkela -8 C.S.O., P.C.O. (A)****Rourkela—9 S.O. (B) (T.P.O.)****Rourkela—10 S.O. (C) (T.P.O.)****Sector—2 (Rourkela)+(C)****Sector—7 (Rourkela)+(C)****Sector—15 (Rourkela)+(C) (T.P.O.)****Sector—16 (Rourkela)+(C) (T.P.O.)****Sector—19 (Rourkela)+(B)****Sabdega C.S.O., P.C.O. (C)* (T.P.O.)**

1.	Bandega	..	S
2.	Hutupani	..	S
3.	Jamuna	..	S
4.	Kiralaga	..	S
5.	Khampur	..	S

6.	Kusummura	..	S
7.	Lulkidihi	..	E
8.	Rampur	..	S
9.	Rauldega	..	S
10.	Sagbahal	..	S
11.	Sagjor	..	E
12.	Talsara	..	S
13.	Tangargaon	..	S
14.	Temlia	..	S

Tensa C.S.O., P.C.O. (B)

Uditnagar (Rourkela)+(C)

Ujalpur C.S.O.* (C)

1.	Badabanga	..	S
2.	Darlipali	..	S
3.	J. Raiboga	..	S
4.	Nialipali	..	S
5.	Chhattenpali	..	S
6.	Sargipali	..	S
7.	Tangarpali	..	S
8.	Bilaigarh	..	S

SYMBOLS USED IN THE CLASSIFIED LIST OF POST OFFICES

(LSG) — Lower Selection Grade Office.

(A) — Class I (more than 2 hands) Office.

(B) — Class II (Double handed) Office.

(C) — Class III (Single-handed) office.

(+) — Non-Delivery Town Sub-Office.

(*) — Cash Office.

(E) — Branch Office not vested with Savings Bank power.

(S) — Branch Office vested with Savings Bank power.

CSO — Combined Sub-Office.

ED — Extra-Departmental Office.