

CHAPTER-VII COMMUNICATIONS

OLD TIME
TRADE
ROUTES

In old days the country now forming the district of Kalahandi was almost inaccessible for lack of communications. The steep ghats, dense forests infested by wild animals and numerous hill streams made journey difficult in this region. During the 4th century A. D. Samudra Gupta led his army through the territory of Mahakantara of which the district of Kalahandi formed a part. Two of the ancient trade routes from Madhya Pradesh passed through this district. One of these routes starting from near Kanker in Bastar district proceeded through Ampani to Vizagapatam district (Andhra Pradesh). The other route from Phuljhar passed through this district upto the border of the Ganjam district through the Mohangiri-ghat. Both these routes were famous for transportation of salt and other commodities to Madhya Pradesh and beyond.*

One can have an idea about the trade routes existing in this region during mid-nineteenth century from the reports of Elliot and Captain A. C. McNeill. In the report dated the 28th July, 1856, on the erstwhile Kalahandi State submitted to the Commissioner of Nagpur, Elliot, the Deputy Commissioner of Chhatisgarh, remarked, "Sayer is collected at Joonagurh, Bhundaysir, Dadpore and Ampanee on imports and goods in transit principally consisting of salt on which the rate levied is Rs.18 to Rs.26 per 100 bullock loads, with a small allowance of 5 to 10 Gonees (half a bullock load) for every hundred¹. The next year, i.e. on the 12th May, 1857, Captain A. C. McNeill, officiating Agent in the hill tracts of Orissa sent a report to the Secretary to the Government of India in which he wrote "many were the complaints made to me by Brinjaries and other traders of the amount of transit duties which they had to pay between the coast and Chuttesghur amounting, as they stated, to the sum of Rs.256/4 (Rs.256.25) on one hundred laden bullocks.....In addition to this, a further charge was made at Rayaghur, while on their way to the coast for salt".

Rayaghur above refers to Rayagada of Koraput district and the route was then popular for a track to the coastal areas from Madhya Pradesh and Kalahandi.

The Imperial Gazetteer of India (1908) describes about the roads of the ex-State of Kalahandi as follows.²

* Acharya Paramananda—Studies in Orissan History, Archaeology and Archives p. 452.

¹. The Orissa Historical Research Journal, Vol. XIV, No. 2

². Imperial Gazetteer of India, Vol. KIV—p. 294

“The State contains 48 miles (76·8 km.) of gravelled and 116 (184·8 km.) of embanked roads. The principal routes are those from Bhawanipatna to Raipur, and to Sambalpur through Bolangir in Patna, and from Junagarh to Rajim through Deobhog. Exports are sent principally to Raipur and the Madras Presidency, while imports are received from Raipur, Sambalpur, and Madras”.

For the ex-State of Kalahandi, the roads from Bhawanipatna leading to Raipur, Balangir and Ampani were of vital importance. Cobden-Ramsay writes of these roads in his Gazetteer (1907-08) as follows.¹

“The Raipur main road runs across the State and is bridged over the smaller streams. There is a good surface road from Bhawanipatna to the borders of the State on the Tel river: the length of the road is 34 miles (54·4 km.) with two rest-houses at Kasurpara and Utkela: this road continues through the Patna and Sonepur States to Sambalpur: another good surface road runs due south from Bhawanipatna to Ampani and Jaipatna in the Mahulpatna zamindari *via* Junagarh with rest-houses at Junagarh, Charbahal, Ampani and Jaipatna, the headquarters of the Mahulpatna zamindari: about 30 miles (48 km.) from Bhawanipatna this road bifurcates, one branch going to Jaipatna and the other to Ampani: a good gravelled road has been constructed at considerable expense over the difficult Ampani *ghati* and carts can now ply between Naurangpur in Jaipur and Kalahandi. From Bhawanipatna there is a good road with wodden bridges running north to Depur about 13 miles (20·8 km.) in length. There are also good village roads: the hill tracts are provided with fair roads. There is an inspection bungalow at Bhawanipatna”.

For the maintenance of these roads there was a Public Works Department under the charge of the Agency Engineer, Orissa Feudatory States. During 1912, there were altogether 28,374 avenue trees throughout the ex-State. These were taken care of by the raiyats. One cooli was appointed to look after the roads and the avenue trees at Bhawanipatna. The Agency Engineer held the charge of the ex-State Public Works Department till 1921. From the 19th December, 1921, the organisation came to the control of the State Engineer who looked after the road construction and other public works through the ex-State. Prior to 1923, all the roads were being consturcted by *bethi* labour. With the abolition of *bethi* and *begari* in 1923-24 an additional amount of Rs.14,745 had to be provided over and above the original (Public Works) budget of Rs. 86,232 to execute the works that would have been done by *bethi* labour. During second half of the twenties, the ex-State spent less on roads and more on buildings. As for

¹. Feudatory States of Orissa—p. 207

example, of total amount of Rs.1,31,921 spent on the Public Works in 1929-30, Rs. 74,262 was spent on buildings and only Rs.26,305 on roads. *

The ex-Zamindari of Khariar had only cart tracks for communication up to 1860. A road from Arang to Khariar was opened up in 1861, for construction of which the Zamindar had made a gift of necessary land. After a few years wells were also dug by him at every third mile (near about 5 km.) of the road to provide drinking water to travellers. This road served as a very important trade route as different kinds of commercial commodities were used to be transported from Chhatisgarh area towards the East Coast.

After the transfer of Khariar to Orissa in 1936, the Provincial Government started construction of a road from Padampur to Nawapara with a view to provide direct link between Orissa and Khariar. This all-weather road, 32 miles (51 km.) in length, was completed in 1946.

In the days when mechanized vehicles were not seen in this region, the ruler, Zamindars and other aristocrats used palanquin, horses and elephants as conveyance. Common people depended on bullock carts, *bhara* and pack bullocks for the purpose of transport.

After Independence, even though vigorous programme has been taken up for the construction of new roads and for the improvement of old ones, the district is still relatively under-developed from the communication point of view. The following picture of the road communication given in the District Census Handbook, Kalahandi, 1961, has not changed very much even in 1977. The district "does not fall on the alignment of any of the National Highways. One of the Major District roads, however, maintains connection with two of the National Highways (No. 6 and 42) which run from Calcutta to Bombay and from Cuttack to Sambalpur respectively. Three¹ State Highways pass through this district and they maintain direct communication with all the adjoining districts. Bhawanipatna is connected by all-weather road with Dharamgarh but the communication with Nawapara, the headquarters of another subdivision, is maintained partly by bus and partly by train. The only direct communication between Bhawanipatna and Nawapara is a fair-weather road which is closed to traffic during rains".

ROAD TRANSPORT

The following is an account of the roads maintained by the Public Works Department in the district.

* Central Review of the Administration of the Feudatory States of Orissa for the year 1929-30.

¹. Now four

Phulbani
District
Border—
Madanpur-
Rampur—
Palam-Amath
Road (State
Highway
No. 1)

This road is a part of the State Highway No. 1 which starts from the National Highway No. 5 at Khurda and ends at Amath on the State Highway No. 2. The length of the road in the district is 31 miles (49.6 km.). The road from Phulbani border to Madanpur-Rampur is a part of the only shortest route to the State Capital, Bhubaneswar via Narla. Previously this was a cart track. The portion from Phulbani border to Madanpur-Rampur (13 miles or 21 km.) has been improved to State Highway standard and made all-weather road during 1968-72 after which the importance of the road has increased. One major and four minor bridges are yet to be constructed to make the remaining portion an all-weather road. The road which was once proposed to be raised to National Highway standard to connect the National Highway Nos. 5 and 6 at Berhampur and Raipur respectively is partly black-topped.

Papada-
handi-
Bhawani-
patna-
Balangir-
Sambalpur
road (State
Highway
No. 2)

The State Highway No. 2 starts from the National Highway No. 3 at Borigumma in the Koraput district and passes through the district of Kalahandi for a distance of 82 miles 4 fms. (132 km.). The road leaving the district at Belgaon passes through Balangir to join the National Highway No. 6 at Bargarh in the Sambalpur district. The whole length of the road in the district which was constructed during the ex-State administration is metalled and black-topped. This has become an all-weather road except for the detention of traffic for a few hours once or twice a year near the river Hati which has a submersible bridge. The road passes through Ampani, Koksara, Junagarh, Bhawanipatna, Utkela, and Kashrupara where the Public Works Department maintains one inspection bungalows.

Sohela-Naw-
apara-Khari-
ar-Bhalumu-
nda-Bongam-
unda Road
(State Highw-
ay No. 3)

This road connects Sohela (Sambalpur district) with Nawapara and Khariar. The length of this all-weather road in the district is 94.2 km. The other important places through which it passes in the district are Tarbod and Komna. The entire length of the road is black-topped. There are inspection bungalows at Nawapara and Khariar. Besides, there are also rest houses at Tarbod and Komna.

Bhawanipat-
na-Rayagada
Road (State
Highway
No. 6)

This State Highway starts from the State Highway No. 2 at Bhawanipatna and joins the State Highway No. 5 at Muniguda in the Koraput district. This black-topped road passes in the district for a distance of 37 km. The road was constructed during the Durbar administration. This is an all-weather road.

Chhatikuda—
Narla-Ram-
pur Road
(Major Dist-
rict Road
No. 24)

This road which joins the State Highway No. 6 with the State Highway No. 1 was constructed during the ex-State administration with the carriage-way not so strong enough to take the present day traffic loading. After merger, the road has been improved gradually.

Only 19 km. of the road has been black-topped. Some minor bridges and culverts have been constructed during the years 1968-75. This is the main feeder road connecting the areas of rich forests and agricultural produce. The State Capital, Bhubaneswar, is connected with the district headquarters by the shortest distance through this road and the State Highway No. 1. The length of this all-weather road is 39.6 km. There are inspection bungalows at Chhatikud and Narla.

The road starts from the State Highway No. 3 at Nawapara and terminates at Madhya Pradesh border. The length of this black-topped road in the district is 12.8 km. The unbridged *nalla* over the river Jonk at terminal place obstructs through passage of traffic. There is one inspection bungalow at Khariar Road.

The road starts from the State Highway No. 2 at Bhawanipatna and joins the State Highway No. 3 at Khariar. About 40 km. of the road was constructed during the ex-State administration. The standard of the road was improved after merger. The road crosses the rivers Tel and Sundar which have been bridged recently. One minor bridge over Kunda *nalla* is yet to be completed to make this an all-weather road. The length of this metalled road is 69.6 km. (43 miles 4 fms.). The road from the Tel to the Sundar needs substantial improvement. Once it becomes an all-weather road, it will save a distance of about 64 km. (40 miles) from Bhawanipatna to Khariar and will have tremendous traffic. There are inspection bungalows at Karlapara and Borda.

The road starts from the State Highway No. 2 at Baldhiamal and proceeds up to Madhya Pradesh border via Dharamgarh. The road was constructed during the *darbar* administration. The length of the road is 23.6 km. (14 miles 6 fms.). It is completely black-topped. The main rivers it crosses are Hallore jore, Boden *nalla* and the Tel of which the first two are bridged. There is an inspection bungalow at Dharamgarh.

The road starts from the State Highway No. 2 at Bhawanipatna and proceeds for a distance of 45 km. During the ex-State administration half of the road was constructed. Improvements of this road were taken up in 1948-49, and 19.2 km. (12 miles) were metalled and 1.6 km. (one mile) black-topped. The remaining portion is only a cart-track. High level bridges have been constructed over the rivers Murlijore and Phurlijore on this road.

The road which is fully black-topped starts from the State Highway No. 2 at Moter and proceeds up to Jayapatna for a distance of 28.80 km. (18 miles). The road was constructed during pre-merger period. The bridges over Ranmaljore and Bandigaon *nalla* have been completed. The screw pile bridge over Gaidhar *nalla* had been put up during the ex-State rule. The road needs substantial improvement as it will form a main feeder road for the Indravati power house site.

Arang-Khariar road (Major District Road No. 34) (Portion from Nawapara to Madhya Pradesh Border)

Bhawanipatna-Khariar Road (Major District Road No. 41)

Baldhiamal-Dharamgarh Road (Major District Road No. 42)

Bhawanipatna-Kalyansingpur Road up to Gunupur (Major District Road No. 48 (A))

Moter-Jayapatna Road (Major District Road standard)

Madangi-
Pastikudi-
Depur
Road (Other
District
Road)

The road starts from the Major District Road No. 41 at Madangi and crossing the State Highway No. 2 at Pastikudi joins the State Highway No. 6 at Depur. This unmetalled road, 18·8 km. (11 miles 6 furlongs) in length was constructed during the *durbar* administration. This is a fair-weather road.

Junagarh-
Dasigaon-
Kalampur
Road (Classi-
fied Village
Road)

The road starts from the State Highway No. 2 at Junagarh and leads to Thuamul-Rampur via Singarighat. The road except the Ghat portion of 7·5 km. has been improved out of the Drought Prone Areas Programme Scheme. One minor bridge over Kaliajore is needed to make it an all-weather road up to the foot of the *ghat*. Before construction of the road two Blocks viz. Kalampur and Thuamul-Rampur were isolated for six months during the year. The road which is important from commercial point of view passes through the tribal areas. The length of the road is 32 km. (20 miles).

Rampur-
Risida-
Karlamura
Road (Classi-
fied Village
Road)

The road 32 km. in length starts from the junction of the State Highway No. 1 and the Major District Road No. 24 at Madanpur-Rampur and proceeds through the thickly populated area of the district up to Karlamura. It connects the whole of the Karlamura and a part of the Madanpur-Rampur Blocks with the Tahsil headquarters at Madanpur-Rampur, the rail-head at Narla and the district headquarters at Bhawanipatna. The road has facilitated the transportation of forest produce like Sal and Piasal logs, bamboos, Sal seeds, etc., throughout the year. This all-weather road is metalled throughout. The length of the road is 32·8 km.

Dharamgarh-
Golamura-
Sinapali
Road (Classi-
fied Village
Road)

This road which starts from Dharamgarh connects the whole of the Golamura and Sinapali Blocks. After the construction of a minor bridge over Dhangirijore, Dharamgarh will be connected with Sinapali by the road throughout the year. The Sinapali Block area which is affected by drought almost every alternate year, has been mostly benefited by this road. This is the main arterial road from which many rural roads are branching off thereby connecting the tribal areas of the district. The road has been improved to water-bound macadam surface out of the Drought Prone Area Programme scheme. The length of this road is 24 km.

Dharamgarh-
Charbahal
Road (Classi-
fied Village
Road)

This all-weather road connects Dharamgarh with the State Highway No. 2 at Charbahal. This shortens the distance from Dharamgarh area towards Charbahal and Moter-Jayapatna road. The length of this moorum surfaced road is 16 km.

Mahajan-
guda-Ladu-
gan-Baner
Road (Classi-
fied Village
Road)

The length of this all-weather road which connects the State Highway No. 2 at Mahajanguda with Baner on the Moter-Jayapatna road is 22·4 km. This moorum and soled surfaced road is black-topped for a length of 3 km. This road passes through Ladugan, a rich village of the area and reduces the distance from places like Jayapatna, Baner towards Ampani.

The length of this fair-weather road is 28 km. The road is black-topped for one km. and the remaining portion is of earthen surface.

Bhella-Boden Road
(Classified Village Road)

This fair-weather road, 14.4 km. in length is of earthen and soled surface.

Udayabandha-Harisankar Road (Classified Village Road)

The length of this fair-weather road is 26.4 km. Out of the total length, eight km. of the road is of water-bound macadam surface and the remaining portion is of soled surface.

Khariar-Boden Road (Classified Village Road)

The length of this fair-weather road is 24 km. Of this road, three km. are of soled surface.

Sinapali-Boden Road (Classified Village Road)

The Rural Engineering Organisation maintains 396 km. of roads in the district of which 16.5 km. are metalled, 68 km. soled and the rest are of earthen surface. Some of the important roads under the organisation are (a) Attanguda-Jugsapatna road (17 km.), (b) Jarning-Nandol-Junagarh road (17 km.), (c) Dharamgarh-Farang road (14 km.), (d) Palam-Belkhandi road (11 km.), (e) Tundla-Karlamunda road (14 km.), (f) Narla-Sikarkupa road (16 km.), (g) Khariar-Bhojpur road (12 km.), (h) Sinapali-Kusumjore road (17 km.), (i) Sinapali-Karangamal road (10 km.), (j) Sinapali-Armella road (15 km.), (k) Gundabali-Mantritrai road (17 km.), (l) Khariar-Amodi road (30 km.), (m) Parkoda-Bisora road via Kuliabandha (15 km.), (n) Nawapara-Kuliabandha road (17 km.), (o) Darlimunda-Lakhna road (11 km.), (p) Kurumpuri-Lakhna road (10 km.), (q) Bhella-Tarbod road via Michhapali (25 km.), (r) Kuliabhata-Belgaon-Kotgaon road (10 km.), (s) Ranmal-Mandal road (10 km.), (t) Jayapatna-Talagud road (10 km.), (u) Banersuini-Palas road (10 km.), (v) Bongamunda-Dudukathenga road (11 km.), (w) Golamunda-Kegaon road (16 km.) and (x) Kegaon-Badchergaon road (18 km.).

Roads maintained by Rural Engineering Organisation

The Forest Department maintain 555 km. of roads. All are *kutch*a roads and jeepable in fair-weather only. Some of the important forest roads are Banamalipur-Kiapadar road (15 km.), Ampani-Badkutura-Koraput border road (21 km.), Biswanathpur-Bijepur road (42 km.), Kakhata-Bhurti road (14.5 km.), Tulapada-Manikera road (48 km.), Mohangiri-Surangi-Urjadani road (32 km.), Kashrupara-Saling road (17 km.), Golamunda-Bakrasil road (11 km.) (all under the Kalahandi Forest Division), Nangalbod-Ghatmal road (11 km.), Redamal-Bhupani road (12 km.), Kamarbara-Sunabeda road (33.60 km.), Dharambandha-Seonaranpur road (24.60 km.), Sunabeda-Patdhar road (18.40 km.),

Forest Roads

Cherichuan-Halwapali road (11.80 km.), Ghatmal-Amiti-Patdhara road (16.20 km.), Patialpara-Kasiapani road (15 km.) and Chereichuan-Ghatmal road (14.40 km.) (all under the Khariar Forest Division).

Panchayat Roads

Different Gram Panchayats and Panchayat Samitis of the district also maintain 870 and 280 km. of roads respectively. Most of these are dust roads.

Urban Roads

109.42 km. of roads are maintained by the five urban local bodies of the district. Of these roads, 40.74 km. are under the Bhawanipatna Municipality, 25.30 km. under the Junagarh Notified Area Council, 19.88 km. under the Khariar Road Notified Area Council, 13.50 km. under the Kesinga Notified Area Council and 10 km. under the Notified Area Council, Khariar.

During 1975-76, an amount of Rs. 67,03,677 was spent for improvement and construction of roads, bridges, culverts, etc., in the district.

Vehicles and conveyances

Bullock carts play an important part for transportation of goods both in rural and urban areas of the district. Bulk of goods on main roads are, however, carried by trucks. Two of the five towns of the district have no cycle rickshaws. Cycle is commonly used. In 1975-76, there were 108 motor vehicles registered in the district including 69 motor cycles and scooters, 10 station wagons and jeeps, 6 cars, 2 taxis, 8 trucks and 13 tractors and trailers.

The number of cycles, cycle rickshaws and bullock carts licensed under different urban local bodies of the district from 1973-74 to 1975-76 are as follows :—

Name of Local body	1973-74		
	Cycles	Cycle Rickshaws	Bullock Carts
(1)	(2)	(3)	(4)
Bhawanipatna ..	468	37	56
Kesinga ..	102	..	..
Khariar Road ..	152	..	64
Khariar ..	462	3	48
Junagarh ..	208	7	86

Name of Local body	1974-75			1975-76		
	Cycles	Cycle rickshaws	Bullock Carts	Cycles	Cycle rickshaws	Bullock Carts
(1)	(5)	(6)	(7)	(8)	(9)	(10)
Bhawanipatna ..	1,061	50	50	861	50	40
Kesinga ..	47	..	..	223	..	..
Khariar Road ..	488	..	116	333	..	93
Khariar ..	389	2	18	394	2	253
Junagarh ..	265	6	78	342	9	131

Licenses were issued to about 15,500 bullock carts and 15,000 cycles by different Grama Panchayats of the district during 1975-76. In urban areas, cycle rickshaw charge is about 50 paise per km. There is no fixed rate for hiring a truck. In rural areas the fare charged by bullock cart owners varies from Re. 1 to Rs. 2 per km. or 20 to 35 paise per quintal per km. whereas the charge is slightly higher in urban areas.

The Regional Transport Authority of the district consists of four official and two non-official members. It was constituted on the 7th October, 1955. No private bus owner has been permitted to ply his vehicle in the district.

REGIONAL
TRANSPORT
AUTHORITY

Before merger, the ex-State administration was managing the transport service with a few buses. In 1948, the road transport was nationalised and the Government of Orissa opened a transport unit at Bhawanipatna under the charge of a station master. The unit was placed under the jurisdiction of the District Transport Manager, Balangir. In 1955, the unit was transferred to the jurisdiction of the District Transport Manager, Koraput, with headquarters at Jeypore. At Khariar Road, another unit was opened in 1957-58 when all the private transport services operating in the Nawapara subdivision were nationalised. Subsequently the unit at Khariar Road was transferred to Khariar.

STATE ROAD
TRANSPORT
SERVICE

Kalahandi Zone was created on the 1st June, 1970, comprising the Bhawanipatna, Rayagada and Khariar Units. Due to administrative convenience, the Rayagada Unit was detached from the Kalahandi Zone from the 1st April, 1976 and merged with the Koraput Zone. So also, the Khariar Unit was detached and merged with the Bargarh Zone from the 1st May, 1976.

The Kalahandi Zone with headquarters at Bhawanipatna is headed by a District Transport Manager whereas the Khariar Unit is managed by a senior Station Master.

The present (1976) fleet strength of the Kalahandi Zone is 50 vehicles. There are 10 buses plying in different routes under the Khariar Unit.

Buses of the Orissa State Road Transport Corporation which is a public undertaking are plying on the following routes in the district.

Sl. No.	Name of the route	No. of trips	Distance in km.
(1)	(2)	(3)	(4)
KALAHANDI ZONE			
ALL-WEATHER ROUTES			
1	Bhawanipatna-Cuttack	..	1 456
2	Bhawanipatna-Puri	..	1 477
3	Bhawanipatna-Berhampur	..	1/2 360
4	Bhawanipatna-Sambalpur	..	1 245
5	Bhawanipatna-Sunabeda	..	1 203
6	Bhawanipatna-Jayapatna	..	3 78
7	Bhawanipatna-Jayapatna via Dharamgarh	..	2 104
8	Bhawanipatna-Kesinga	..	8 35
9	Bhawanipatna-Jeypore	..	2 172
10	Bhawanipatna-Kotpad	..	1 157
11	Bhawanipatna-Umerkote/Raighar	..	1 186
12	Bhawanipatna-Lanjigarh	..	1 85
13	Bhawanipatna-Khursud	..	2 48
14	Bhawanipatna-Risida	..	2 88 *
15	Bhawanipatna-Kalampur	..	2 64
16	Bhawanipatna-Chendia	..	1 53
17	Bhawanipatna-Rayagada	..	1 134
18	Bhawanipatna-Dharamgarh	..	1 45**
19	Bhawanipatna-Badjore	..	1 53***
20	Bhawanipatna-Parlakimidi	..	1 215
21	Bhawanipatna-Dharamgarh	..	1 45 (Hat special on Friday)
22	Bhawanipatna-Junagarh	..	1 26 (Hat special on Sunday)

* Risida-I Service is extended to Mohangiri during fair-weather which is 90 km.

** During fair-weather it is extended to Behera which is 66 km.

*** During fair-weather it is extended up to Karlamunda-Risida, which is 84 km.

Sl. No.	Name of the route	No. of trips	Distance in km.
(1)	(2)	(3)	(4)
FAIR-WEATHER ROUTES			
23	Bhawanipatna-Gaudchendia ..	..	50
24	Bhawanipatna-Kegaon via Goiamunda ..	..	85
25	Bhawanipatna-Boden ..	..	102
26	Bhawanipatna-Dasपुर ..	..	64
27	Bhawanipatna-Khariar ..	..	73 } *
28	Bhawanipatna-Sinapali ..	..	102 }
KHARIAR UNIT			
29	Khariar-Cuttack ..	1	473
30	Khariar-Raipur (Fair-weather) (During rainy season up to Khariar Road 77 km.)	1/2	186
31	Khariar-Dharambandha (Fair-weather) (During rainy season up to Khariar Road 77 km.)	1	109
32	Khariar-Dova (Fair-weather) (During rainy season up to Khariar Road 77 km.)	1	127
33	Khariar-Khariar Road ..	1	77
34	Khariar-Kantabanji ..	3	40
35	Khariar-Nilji (Fair-weather) via Sinapali ..	1	42

The State Road Transport Corporation charges at the rate of 4.5 paise in ordinary buses and 5 paise in express buses per passenger per km. In addition, passengers are required to pay passenger tax at the rate of 15 per cent of the fare of their journey.

In 1966-67, the State Transport buses carried 6,85,001.5 passengers in the district. Within ten years ending 1975-76, the number of passengers have increased near about five times. In this year, 30,36,537 passengers travelled in the Corporation buses plying under the Bhawanipatna and Khariar Units and the gross income from fare and freight was Rs. 50,90,521.74.

In the district rest sheds have been provided by the Corporation for passengers in Bhawanipatna, Kesinga, Junagarh, Koksara, Moter, Dharamgarh, Jayapatna, Khariar, Nawapara and Ampani.

The Vizayanagaram-Raipur broadgauge railway line of the South-Eastern Railways which passes through the district was projected as a famine relief measure at an estimated cost of Rs. 2 crores in 1899. The work of this line started in 1923 and was duly completed and opened to traffic in 1932.

RAIL ROAD

The line "enters the district at an eastern point in the Sadar (Bhawanipatna) subdivision, the first station in the district being Lanjigarh Road. After going north for some distance it passes to the adjoining district of Bolangir, but again appears inside the district in Nawapara subdivision where it goes north-west till it finally leaves the

* These two routes are extension of Bhawanipatna-Khursud service.

district and enters Madhya Pradesh at a short distance after Khariar Road." * The total mileage of the railways within the district is 70 km. Altogether 8 railway stations lie within the district of which two, viz. Kandel and Narla Road were opened to passenger traffic from 1954 and to goods traffic from 1960. Kesinga is the main railhead of the district. It is also the busiest among the railway stations of the district.

The table below gives the names of railway stations, the average daily number of passengers, the actual number of passengers handled year-wise during 1974-75 and 1975-76 and facilities available at each of the stations.

Statistics relating to the volume of railway goods traffic has been dealt with in the Chapter VI, Banking, Trade and Commerce.

Name of the Railway Stations of the district	Average daily passengers in 1975-76	Actual No. of Passengers handled		Earnings from Passengers		Facilities available
		1974-75	1975-76	1974-75 Rs.	1975-76	
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Lanjigarh Road	67	Inward .. 2,035 Outward .. 18,860	2,357 23,146	21,974	28,812	Secnd Class waiting hall
Narla Road	127	Inward .. 35,228 Outward .. 36,420	42,282 46,325	59,946	80,563	Secnd Class waiting hall
Rupra Road	133	Inward .. 10,735 Outward .. 34,931	9,827 47,827	45,414	66,783	Waiting hall for secnd class passengers and water taps
Kandel Road	45	Inward .. 2,120 Outward .. 14,583	2,388 19,445	11,850	16,651	Second Class waiting hall and drinking water
Kesinga	945	Inward .. 89,654 Outward .. 1,72,931	1,27,243	5,65,001	7,48,171	Waiting hall for Upper Class and 2nd Class passengers, water taps, over-bridge, Tea Stall, Book Stall, Platform with cover
Lakhna	76	Inward .. 13,654 Outward .. 21,985	14,706 27,624	35,552	48,403	..
Nawapara Road	95	Inward .. 14,085 Outward .. 33,892	15,069 33,540	75,836	80,949	Upper Class and secnd Class waiting halls
Khariar Road	305	Inward .. 49,882 Outward .. 88,488	86,377 1,10,141	2,22,673	3,14,064	

* Census of India, 1961—Orissa—District Census Hand Book—Kalahandi, p. 22

The role of the railways in the economic life of the district needs no exaggeration. Kalahandi being comparatively isolated from the point of road communication, the railways provide the most convenient link for the district with neighbouring States. The export potentials of the district like rice, pulses, *kendu* leaves and other forest products have received a great fillip after opening of the railways. Imports into the district have also gone up.

After the opening of the Dandakaranya-Balangir-Kiribur rail line, Kalahandi is now connected with Sambalpur and other western districts of the State. But a direct railway link for the district with other parts of the State continues to be a necessity. There is hardly any competition between the railways and the road transport as the road communication connects most of the places which are not linked by rail.

The rivers which constitute the only water-ways in the district are not navigable and therefore have no importance from the point of passenger or goods traffic. The ferries are used for crossing rivers and *nallas*. A ferry service of the Public Works Department operates between 15th of June and 15th of October every year on the Tel at Belgaon to help passengers and light motor vehicles to cross the river. Three country boats are used in this ferry service. After the opening of the new bridge over the river which is nearing completion, the ferry service will be discontinued. Other ferries on the rivers of the district have been transferred to the control of Grama Panchayats. The boats used usually during rains to cross the river are small in size and present no peculiarity. Altogether 102 boats are used in different ferry services managed by the Grama Panchayats of the district.

WATER-WAYS
AND
FERRIES

A list of ferries maintained by different Grama Panchayats of the district has been given in Appendix I.

The following is the list of some of the major bridges of the district.

BRIDGES

Name of the Road	Category of Road	Name of Bridge	Location	Details of Bridges		
				No. of spans	Length of bridge	Width between Kerbs
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Chhatikuda-Narla-Rampur Road.	M. D. R. 24.	Uttei	23rd. Mile (36.8 km.)	3×65'-0"	206'-0"	24'-0"
Chhatikuda-Narla-Rampur Road.	M. D. R. 24.	Sandol	7th Mile (11.2 km.)	3×65' (Skew),	206'-0"	24'-0"
Dharamgarh-Golamunda Road.	C. V. R.	Tel	7th km.	8	360'-0"	24'-0"
Bhawanipatna-Papadahandi Road.	S. H. 2	Hati	27th km.	15 ×20'-0"	355'-0"	24'-0"
Bhawanipatna-Papadahandi Road.	S. H. 2	Sagada	14 km.	..	298'-0"	24'-0"
Moter-Jayapatna Road	M. D. R.	Kamal	14th km.	5×27'-0"	153'-0"	24'-0"
Junagarh-Dasigaon-Kalampur Road.	C. V. R.	Bhatrajore	2nd km.	4×66'-0"	290'-0"	24'-0"
Junagarh - Dasigaon-Kalampur Road.	C. V. R.	Kusumjore	8th km.	3×20'-7" M.	220'-0"	24'-0"
Bhawanipatna-Khariar Road.	M. D. R. 41	Tel	28th Mile (44.8 km.)	12 Spans	435'-0"	24'-0"
Bhawanipatna-Kalyansingpur Road.	M. D. R. 48 (A)	Murlijore	11th Mile (17.6 km.)	4 Spans	225'-0"	24'-0"
Khariar-Bongamunda Bhalumunda Road.	S. H. 3	Airy	10th km. from Khariar side.	5×65'	325"	24'-0"
Bhawanipatna-Khariar Road.	M. D. R. 41.	Sundar	37th Mile (59.2 km.)	7×107'-6" One shore span 20'-0"	780'	24'-0"

Name of the Road	Type of Bridge	Year of completion of construction	Cost of construction
(1)	(8)	(9)	(10)
Chhatikuda- Narla-Rmapur Road.	Simply supported R. C. C. T. beam with cross girder and R. C. C. slab	1972	11 lakhs
Ditto	Ditto	1970	10 lakhs
Dharamgarh -Golamunda Road.	High level Bose girder bridge	1973	34 lakhs
Bhawanipatna-Papadahandi Road.	Submersible bridge simply supported solid deck slab	1953	1,05,000
Bhawanipatna-Papadahandi Road.	..	..	12,00,000
Moter-Jayapatna Road ..	High level simply supported R. C. C. solid deck slab	1960	6,12,000
Junagarh - Dasigaon - Kalam-pur Road.	High level R. C. C. 3 beam type girder and slab	1974	11,20,000
Junagarh - Dasigaon - Kalam-pur Road.	High level 3 T. beams type girder and slab	1974	8,80,000
Bhawanipatna-Khariar Road	Well foundation R. C. C. Box girder Bridge	1973	78,00,000 Including approaches
Bhawanipatna-Kalyansingpur Road.	Well foundation R. R. Stone masonry R. C. C. T. beam and slab	..	9,00,000
Khariar - Bongamunda - Bha-lumunda Road.	High level bridge with R. C. C. decking	1976	..
Bhawanipatna- Khariar Road	High level bridge prestressed R. C. C. girders and slabs	..	..

TRANSPORT
BY AIR

The district has two airfields located at Utkela and Gotma.

The airstrip at Utkela is situated at a distance of about one km. from the Bhawanipatna-Balangir road (State Highway No. 2). The distance of Utkela from Bhawanipatna is 24 km. The approach road leading to the airfield starts from the Utkela Public Works Department Inspection Bungalow. This is an all-weather permanent Air Strip with its surface black-topped. The main strip is 3,000' by 150'. The total land acquired for the purpose is 4,000' by 350'. A lounge building has been constructed.

The other airfield is at Gotma. It is situated at a distance of 6 km. from Nawapara and is connected with the subdivisional headquarters by an all-weather road. The airfield is meant for small planes only. On the 15th April, 1966, a helicopter carrying the Prime Minister of India landed on this field.

TRAVEL AND
TOURIST
FACILITIES

As stated earlier the means of communication in olden days were by the pack-bullocks, *bharas*, bullock-carts, elephants, horses and *dolas*. Fear of theft was great and attack on the pedestrians was frequent. The fear of attack from wild animals and lack of proper communication facilities made any journey a veritable nightmare. The district is now more open with a number of good roads connecting to the interior. Apart from public buses which carry passengers to important places of the district, a few taxis are also available for long journey from Bhawanipatna.

At present tourists coming from other States may choose the following routes to come to the district—

Vizagapatnam-Pottangi-Nawarangpur-Ampani-Bhawanipatna-
Balangir-Sambalpur (by road)

Vizagapatnam-Rayagada-Kesinga-Raipur (by rail)

Raipur-Khariar Road-Khariar-Kantabanji-Balangir (by road)

Bhawanipatna-Bhubaneswar (by road)

Some of the places of tourist interest in the district are Ampani, Patalaganga, Fulari Jharan and Karlapat hills. Ampani hills are situated 43 km. away from Nawarangpur and 77 km. away from Bhawanipatna on the Vizagpatnam-Jeypore-Bhawanipatna road. The Ghat road, deep forest, the artificial lake near Behera village

attracts tourists to stay there for a day. The Haladigunda valley in this hill range has a peculiar character. It is said that in the morning and evening the refracted sun's rays fall in the valley in such a manner that the object of vision appears yellow. Sahajkhul forest range, only 2 km. away from the top of Ampani Ghat is a good shooting spot abounding in spotted deer, Sambar and panther. In summer *shikar* is easier from Behera reservoir side. For a research scholar of ancient history the place is significant because two ruined forts, viz., Gudahandi and Khaligarh are situated within 5 miles (8 km.) radius. The hill top has a nice temperate climate. Perennial springs flow in the foot hills.

Patalaganga, a perennial spring of mineral water is situated 40 km. away from Khariar town in Boden Block. About 40 litres of water flow from the spring per minute. It is treated as a holy place for the Hindus. The spring water is not chemically tested but people believe that some mineral salt is mixed with it, because it cures stomach troubles. The roads connecting this place need development and a tourist shed is badly needed.

Fulari Jharan is a waterfall and Karlapat a shooting forest block. After going about 9 miles (14.4 km.) from Bhawanipatna towards Thuamul-Rampur one reaches Fulari Jharan. The waterfall is only about 50 feet high, but in the natural surrounding it appears as a beauty spot. Karlapat forest block which is a good spot for shooting is only 14 miles (22.4 km.) away from Fulari Jharan and on the same road. Deer, Sambar and leopard are seen in the forest. Purunaguma village which is 12 miles (19.2 km.) away from Fulari Jharan has kept its original tribal culture. Pausa Purnima (full moon day of December-January) is the biggest festive day of the tribals. Tribals from 40 km. radius come to this village on the eve of the 'Tukimara' or 'Maiden sacrifice' festival in the village. It is told that a few years back tribals were sacrificing a young girl during this festival to the mother earth by burying her. Nowadays they bury a living ram and kill a buffalo. Tourists may like this compact area for sight seeing, shooting and observing the ancient traditions in their pristine grandeur. They may visit the place in winter.

The district has no good hotel. There are, however, some small hotels in the district located at the subdivisional headquarters and other towns. There are a few lodging houses at Bhawanipatna, Khariar and Khariar Road.

KALAHANDI

There are eleven Dharmasalas located in different parts of the district. The following is the list of these Dharmasalas.

Name	Location	Management	No. of rooms	Other facilities
(1)	(2)	(3)	(4)	(5)
Dharamgarh Subdivision				
Dharmasala at Jayapatna.	Near the main road.	Government	3	Not electrified
Dharmasala at Ladugan.	Near the temple	Government	10	Ditto
Ditto	Ditto	Government	4	Ditto
Nua Dharmasala at Junagarh.	Near the main road.	Government	14	Electrified
Puruna Dharmasala at Junagarh.	In the town	Government	8	Ditto
Nawapara Subdivision				
Khariar Dharmasala	Near Daily Market.	Private	10	Electrified
Nawapara Dharmasala	Near Bus Stand	Private	3	..
Mahabir Dharmasala at Khariar Road.	Near Railway Station	Private	15	Electrified
Bhawaniptana Subdivision				
Gulal Bhawan Dharmasala at Bhawanipatna.	Within daily market area.	Private	8	Electrified, pipe water and flash latrine.
Dharmasala at Bhawanipatna.	Ditto	Private	One hall	Electrified
Dharmasala at Kesinga.	Ditto	Private	5	Electrified

Circuit houses, Dak bungalows and Rest Sheds

There is one circuit house at Bhawanipatna managed by the Revenue Department. It has four suites. There are 19 inspection bungalows located in different parts of the district of which 16 are maintained by the Public Works Department and the remaining three by the Revenue Department. The Public Works Department also manages two rest houses. This apart, the district has 34 rest sheds of which 31 are under the control of the Revenue Department and the rest three under the Forest Department. The bungalows are meant mainly for the Government officials touring on duty. When vacant, these are also available for reservation by public on payment.

A detailed list of the inspection bungalows, rest houses and rest sheds of the district has been given in Appendix II.

In April 1951, the district had 34 post offices and 2 telegraph offices. With the implementation of the Five-Year Plans, the number of post offices increased year by year. Bhawanipatna was upgraded into a Head Post Office with effect from the 1st September, 1956. By April 1961, the number increased in the district to 127 post offices and 8 combined posts and telegraph offices. The number has further increased during last fifteen years. By the end of March 1977, the district had one Head Post Office at Bhawanipatna which controlled 22 sub-post offices and 229 branch post offices. This apart, the Head Post Office also controlled one sub-office and twelve branch offices of the Raipur district of Madhya Pradesh and one branch office of the Balangir district. All the post offices are vested with Savings Bank power. There are four lower selection grade and three non-delivery sub-offices in the district.

POST AND
TELEGRAPH
OFFICES

There are 21 combined post and telegraph offices in the district located at Bhawanipatna, Dharamgarh, Kesinga, Khariar, Khariar Road, Nawapara Tanwat, Junagarh, Narla, Rupra Road, Sinapali, Jayapatna, Komna, Koksara, Madanpur-Rampur, Utkela, Moter, Kegaon, Lanjigarh Road, Ampani, Koudala and Pastikudi. Out of these, the first seven are working under Morse system.

The Public Call Offices are functioning at Bhawanipatna, Bhawanipatna Gandhi Chauk, Kegaon, Dharamgarh, Junagarh, Jayaptana, Kesinga, Khariar, Khariar Road, Nawapara Tanwat, Rupra Road, Utkela and Pastikudi. The district for the purpose of postal administration comes under the jurisdiction of the Superintendent of Post Offices, Balangir Division, Balangir.

A list of post offices of the district (as on the 31st March, 1977) with volume of business transacted from 1973-74 to 1975-76 is given in Appendix III.

The district has no radio station. Number of radio sets licensed and amount realised therefrom during 1974 to 1976 are given below :—

RADIO AND
WIRELESS

Year	No. of radio sets	Amount realised (in Rs.)
(1)	(2)	(3)
1974	709	10,252.50
1975	573	9,305.00
1976	960	12,314.00

There are three police wireless stations located at Bhawanipatna, Nawapara and Khariar.

PIGEON
SERVICE

The district has three pigeon lofts under the control of the Superintendent of Police established at Bhawanipatna, Kutra and Khariar. The loft at Bhawanipatna is operating with 40 birds whereas the lofts at Kuturu and Khariar have 22 and 17 birds, respectively.

In addition to the operating of the birds in certain routes, the following boomerang services are also carried out to inaccessible places of the district : Bhawanipatna to Chilguda out-post, Bhawanipatna to Borda out-post, Bhawanipatna to Sikerkupa out-post, Bhawanipatna to Karlapat, Kuturu to Thuamul-Rampur police station, Kuturu to Jayapatna police station, Kuturu to Chilguda out-post, Khariar to Sinapali police station, Khariar to Boden out-post and Khariar to Borda out-post.

The services rendered by these pigeons in the district during emergency is of particular significance as most of the areas in the midst of dense wooded hills are inaccessible for most part of the year.

TELEPHONE
EXCHANGES

There are the following nine telephone exchanges in the district.

Name of the Exchange with capacity	Working connections	Date of opening of the Exchange
(1)	(2)	(3)
Bhawanipatna 200 L	.. 146	12-12-1956
Kesinga 100 L	.. 90	20-7-1960
Khariar Road 100 L	.. 51	24-3-1966
Raj Khariar 100 L	.. 25	20-3-1968
Junagarh 35 L	.. 22	31-3-1969
Rupra Road 50 L	.. 10	11-1-1970
Nawapara Tanwat 25 L	.. 10	17-3-1970
Dharamgarh 25 L	.. 10	31-3-1970
Urela 25 L	.. 10	28-1-1972

TRANSPORT
EMPLOYEES
UNIONS

There are two employees' unions functioning in the district viz., (a) Transport Employees Union, Bhawanipatna and (b) Truck Workers Union, Bhawanipatna. The Kalahandi employees' Union which has 128 members, was established on the 23rd December, 1973 whereas the Kalahandi Taxi, Truck Workers' Union with 40 members started functioning from the 23rd December, 1974. These unions have been formed to safeguard the interests of their members.

APPENDIX I

List of Ferries

Name of the Panchayat Samiti	Name of the Grama Panchayat	Name of the Ferry Ghat	Name of the River	
(1)	(2)	(3)	(4)	
Dhuanal-Rampur	Jubrajpur	Pongdhuhi ghat	Indravati	
	Dumarpadar	Dumarpadar ghat	Ditto	
	Jubrajpur	Jubrajpur ghat	Ditto	
	Ghutrukhal	Benkhamar ghat	Ditto	
Kalampur	Mingur	Karmeli	Hati	
	Kalampur	Biripur Patrabasa }	Do.	
	Badakuturu	Barchhi	Do.	
	Bandhakana	Temra	Do.	
	Depur	Bankapaka	Do.	
Karlamunda	Sargul Malpada	Deulamuhan	Confluence of Utei and Tel	
		Sagadia	Utei	
		Surumuhan	Utei	
		Boropadar	Khaliapali	Utei
		Regeda	Hatapada	Utei
			Bijapati	Utei
			Sapalahana	Utei
		Juradebra	Mahaling	Utei
		Teresingha	Bindhani	Tel
			Ledumurda	Tel
			Gusuria	Tel
		Risida	Pahala	Tel
		Narla	Belkhandi	Digsira ghat	Tel
Tundula	Rajapara		Tel	
Belkhandi	Domuhan ghat		Tel and Utei	
Bhawanipatna	Karlapara	Chahagoan ghat	Tel	
	Borda	Borda Raj ghat	Udanti	
	Borda	Khalapala ghat	Ditto	
	Borbhata	Bargaon ghat	Tel	
	Do.	Subsilet ghat	Tel	
	Salebhata	Madiguda ghat	Tel	
	Kalam	Thunara ghat	Sagada	
Chheliamal	Sardhimunda ghat	Tel		

Name of the Panchayat Samiti	Name of the Grama Panchayat	Name of the Ferry Ghat	Name of the River
(1)	(2)	(3)	(4)
Madanpur-Rampur ..	Manikera and Madanpur	Fula ghat	Raul
	Muding	Sandol ghat at Dutta	Sandol
	Saidalanga	Talijore nala ghat	Talijore nala
	Manikera	Sargipala ghat	Raul
	Gochhadengen	Raul ghat at Borighat	Raul
Nawapara ..	Sarabang	Pahartola	Jonk
	Beltukuri	Bakharmal	Jonk
	Dharambandha	Dharambandha	Jonk
Khariar ..	Chindaguda	Kikiribeda	Sundar
	Duajhar	Duajhar ghat	Ditto
	Tukula	Tukula ghat	Ditto
	Tukula	Baraghat	Ditto
	Sardapur	Dhanksar ghat	Ditto
	Do.	Godatala ghat	Ditto
	Birighat	Kusumal ghat	Ditto
	Do.	Birighat	Ditto
Do.	Bhaludunguri ghat	Ditto	
Sinapali ..	Sinapali	Sinapali ghat	Udanti
	Nilji	Nilji ghat	Ditto
	Makhapadar	Melpada-Hatibandha ghat	Ditto
	Do.	Liad ghat	Ditto
	Do.	Chalna Jogibahal ghat	Ditto
	Hatibandha	Kopia ghat	Ditto
	Do.	Hatibandha Chaura ghat.	Ditto
	Do.	Hatibandha Liad ghat.	Ditto

Name of the Panchayat Samiti (1)	Name of the Grama Panchayat (2)	Name of the Ferry Ghat (3)	Name of the River (4)
Junagarh ..	Nandol	Nandol ghat	Tel
	Do.	Sagada ghat	Hati
	Maliguda	Budelgaon ghat	Hati
	Mundraguda	Chilguda ghat	Hati
	Do.	Koten ghat	Hati
	Dasigaon	Chilkpur ghat	Hati
	Do.	Dasigaon ghat	Hati
	Matigaon	Kaligaon ghat	Hati
	Banijara	Barakesal ghat	Hati
	Do.	Banijara ghat	Hati
	Do.	Purunasar ghat	Hati
Jayapatna ..	Paik-Kendu mundi	Kotpadi ghat	Hati
	Mangalpur	Kapurmal ghat	Hati
Kesinga ..	Nunmath	Tel ghat	Tel
Golamunda ..	Atigan	Kandulguda	Tel
	Do.	Talmala	Tel
	Do.	Michhagaon	Hati
	Do.	Bagdongri	Hati
	Bhairiguda	Chingersar	Hati
	Do.	Kuluguda	Tel
	Farang	Chilgaon	Tel
	Rengsapali	Baragaon	Tel
	Do.	Karpa	Tel
	Do.	Karli	Tel
	Mahaling	Lather	Udanti
	Kuhura	Bhatipada	Udanti
	Daspur	Kumari	Tel
	Chechia	Sosia	Tel
	Badchergaon	Badchergaon	Tel
Chapria	Chapria	Udanti	
Kegaon	Kegaon	Udanti	
Do.	Lenji	Udanti	
Boden ..	Domjhor	Palsada	Sundar
Dharamgarh ..	Kankeri	Kankeri ghat	Tel
	Do.	Sandhikulhari ghat	Tel
	Do.	Luhagoan ghat	Tel
	Brahman Chhendia Gadiajore	Thanat ghat Pipla ghat	Tel Mundra

KALAHANDI

APPENDIX II

List of Inspection Bungalows, Rest Houses and Rest Sheds

Sl. No.	Name of the Inspection Bungalow	Location with name of road on which situated	No. of suites available
(1)	(2)	(3)	(4)
MANAGED BY THE PUBLIC WORKS (R. & B.) DEPARTMENT			
1	Bhawanipatr	.. 1st Mile of Bhawanipatna-Papadahandi road, S. H. 2.	4
2	Junagarh	.. 16th Mile of Bhawanipatna-Papadahandi road, S. H. 2.	2
3	Koksara	.. 37th Mile of Bhawanipatna-Papadahandi road, S. H. 2.	2
4	Moter	.. 2nd Mile of Moter-Jayapatna road, O. D. R.	2
5	Ampani	.. 50th Mile of Bhawanipatna-Papadahandi road, S. H. 2.	2
6	Dharamgarh	.. 10th Mile of Baldiamal-Dharamgarh road, M. D. R. 42.	2
7	Sagada	.. 8th Mile of Bhawanipatna-Kalyansingpur road, M. D. R. 24.	2
8	Narla	.. 8th Mile of Chhatikud-Narla-Rampur road, M. D. R. 24	2
9	Chhatikuda	.. 9th Mile of Bhawanipatna-Rayagada road, S. H. 6.	1
10	Kashrupada	.. 26th Mile of Bhawanipatna-Balangir road, S. H. 2.	2
11	Utkela	.. 14th Mile of Bhawanipatna-Balangir road, S. H. 2.	2
12	Karlapara	.. 13th Mile of Bhawanipatna-Khariar road, M. D. R. 41	2
13	Borda	.. 25th Mile of Bhawanipatna-Khariar road, M. D. R. 41.	1
14	Nawapara	.. Arang-Khariar road, S. H. 3	2
15	Khariar	.. Arang-Khariar road, S. H. 3	2
16	Tarbod (Rest House)	.. 88th Mile of the Arang-Khariar road, S. H. 3.	2
17	Komna (Rest House)	.. 98th Mile of the Arang-Khariar road, S. H. 3.	2
18	Khariar Road	.. Arang-Khariar road, M. D. R. 34	..
MANAGED BY THE REVENUE DEPARTMENT			
19	Jayapatna	.. Moter-Jayapatna road	..
20	Thuamul-Rampur	.. Bhawanipatna—Thuamul-Rampur road	..
21	Gunupur	.. Bhawanipatna-Gunupur road	..

Sl. No.	Name of the Rest Shed/ Rest House	Location with name of road on which situated	No. of suites available
(1)	(2)	(3)	(4)

LIST OF REVENUE REST SHEDS

SADAR SUBDIVISION

1	Revenue Rest sheds at Belkhandi	Bhawanipatna-Belkhandi road, Via-Risida.	..	
2	Ditto	Ditto	..	
3	Ditto	Kesinga	Bhawanipatna-Belangir road	..
4	Ditto	Risida	Bhawanipatna-Risida road	..
5	Ditto	Karlapat	Bhawanipatna-Karlapat road	..
6	Ditto	Jubrajpur	Thuamul-Rampur-Jubrajpur road	..
7	Ditto	Madanpur-Rampur	Bhawanipatna-Madanpur-Rampur road	..
8	Ditto	Mohangiri	Bhawanipatna-Thumudibandh road	..
9	Ditto	Biswanathpur	Bhawanipatna-Lanjigarh road	..
10	Ditto	Lanjigarh road	Ditto	..
11	Ditto	Karlamura	Bhawanipatna-Risida Road via-Belkhandi	..
12	Ditto	Musanar	Bhawanipatna-Thuamul-Rampur road	..

DHARAMGARH SUBDIVISION

13	Revenue Rest Sheds at Jaipatna	Bhawanipatna-Jayapatna road via Moter.	..	
14	Ditto	Badkukur	Jayapatna-Badkukur road	..
15	Ditto	Kalampur	Bhawanipatna-Moter-Kalampur road	..
16	Ditto	Golamunda	Bhawanipatna-Dharamgarh-Golamunda road	..
17	Ditto	Kegaon	Bhawanipatna-Kegaon road	..
18	Ditto	Behera	Ditto	..
19	Ditto	Badchergaon	Ditto	..
20	Ditto	Mundraguda	Dharamgarh-Mundraguda road	..
21	Ditto	Dharamgarh	Bhawanipatna-Dharamgarh road	..
22	Ditto	Daspur	Dharamgarh-Kegaon road	..

NAWAPARA SUBDIVISION

23	Revenue Rest Sheds at Boden	Khariar-Boden P. W. D. road	..	
24	Ditto	Beltukuri	Khariar Road-Beltukuri P. W. D. road	..
25	Ditto	Dharambandha	Nambara-Dharambandha P. W. D. road	..
26	Ditto	Bella	Nawapara-Boden Via Bella P. W. D. road	..
27	Ditto	Sinapali	Khariar-Sinapali road	..
28	Ditto	Khariar	Arang-Khariar road	..
29	Ditto	Lakhna	Kumna-Lakhna road	..
30	Ditto	Duajhar	Khariar-Sinapali road	..
31	Ditto	Nawapara	Arang-Khariar road	..

LIST OF REST HOUSES MANAGED BY THE FOREST DEPARTMENT

1	Sunabeda	..	Sunabeda via Chirechuan road	..
2	Bijepur	..	Biswanathpur-Bijepur road	..
3	Jugsaipatna	..	Bhawanipatna-Jugsaipatna road	..

APPENDIX III

List of Post Offices as on the 31st March, 1977

BHAWANIPATNA HO-766001 P C O ff			CHARBAHAL-SO-766017-'C'		
1	Dadpur	.. S	1.	Arebeda	.. S
2.	Depur	.. ES	2.	Dungriguda	.. ES
3	Duarsuni	.. ES	3.	Dahagaon	.. S
4	Gunupur	.. ES	4.	Moter ff	.. S
5	Gudialipadar	.. ES	5.	Musapali	.. ES
6	Karlapat	.. ES	6.	Ranmal	.. S
7	Kutrukhamar	.. ES	DHARMAGARH S. O.-766015 ff P. C. O. 'B'		
8	Karlaguda	.. ES	1.	Bramhamanchendia	.. S
9	Medinipur	.. S	2.	Brundabahal	.. S
10	Nandol	.. S	3.	Chichia	.. S
11	Nisanpur	.. ES	4.	Chhilpa	.. S
12	Risigaon	.. S	5.	Golmunda	.. S
13	Sauntpur	.. S	6.	Gadiajore	.. ES
14	Sagada	.. ES	7.	Kankeri	.. S
15	Uditnarayanpur	.. S	8.	Kirkakani	.. ES
BHAWANIPATNA GANDHI CHOWK 'B'			9.	Khaiapadar	.. S
N D T S O -766001-P. C. O.			10.	Khaliakani	.. ES
Bhawanipatana Collectorate-766001			11.	Manjhari	.. ES
N. D. T. S. O. 'C'			12.	Rajmoter	.. ES
Bhawanipatna College Square-766001			13.	Sindhikuliari	.. S
N D. T. S. O. 'C'			14.	Sosia	.. ES
BORDA S. O.-766036 'C'			15.	Tipiguda	.. S
1.	Artal	.. S	16.	Tambachhada	.. ES
2.	Bargaon	.. S	JAYAPTANA-S O.-766018 'B' ff P. C. O.		
3.	Chapria	.. S	1.	Bad-karlakot	.. S
4.	Dumuria	.. S	2.	Bimla	.. ES
5.	Kegaon (P C. O.) ff	.. S	3.	Badkutru	.. S
6.	Madiguda	.. S	4.	Baner	.. S
7.	Mahaling	.. S	5.	Bijmara	.. S
8.	Matia	.. S	6.	Churagaon	.. S
9.	Salebhata	.. S	7.	Dhansuli	.. S
10.	Sanchergaon	.. S	8.	Ghutrukhal	.. S
			9.	Jubrajpur	.. S
			10.	Mangalpur	.. S
			11.	Pandigaon	.. S
			12.	Paruaguda	.. S
			13.	Ranibahal	.. S

JUNAGARH LSG-SO-766014 PCO ff

1. Atigan	..	S
2. Bandhagaon	..	S
3. Banijore	..	S
4. Budhidar	..	ES
5. Bhairiguda	..	S
6. Brahmaniguda	..	ES
7. Chakuli	..	S
8. Churiagarh	..	S
9. Chichaiguda	..	S
10. Chingersar	..	S
11. Chilguda	..	S
12. Dedarha	..	ES
13. Dhamangpur	..	ES
14. Daspur	..	S
15. Dasigaon	..	S
16. Deundi	..	ES
17. Farang	..	S
18. Gourchhendia	..	S
19. Habaspur	..	S
20. Kaliakundal	..	S
21. Kalopala	..	S
22. Mahichala	..	S
23. Matigaon	..	S
24. Mathura	..	S
25. Maliguda	..	S
26. Mundraguda	..	S
27. Purunasar	..	S
28. Padampur	..	S
29. Rengsapali	..	ES
30. Rajpur	..	ES
31. Talmul	..	S

KOMNA-S. O.-766016 'B' ff P. C. O.

1. Budhikomna	..	ES
2. Bhella	..	S
3. Darlipara	..	ES
4. Gandameher	..	ES
5. Jatgarh	..	ES
6. Kandetora	..	S
7. Kenabira	..	S
8. Pendraban	..	S
9. Tarbod	..	S

KESINGA-SO.-LSG-766012 PCO-RS ff

1. Boringipadar	..	ES
2. Basantapur	..	ES
3. Benagaon	..	ES
4. Belkhandi	..	S
5. Bijepur (K.I.D)	..	S
6. Biswanathpur	..	S
7. Boria	..	S
8. Champadcipur	..	S
9. Dungrigaon	..	S
10. Hatikhaj	..	ES
11. Kandel	..	ES
12. Kandel Road	..	S
13. Kashrupada	..	S
14. Loitara	..	ES
15. Lanji	..	ES
16. Lanjigarh Road ff	..	S
17. Lanjigarh	..	S
18. Nunmath	..	S
19. Parlasinga	..	ES
20. Tonsir	..	ES
21. Tundla	..	S

KHARIAR (LSG) SO-766107 PCO ff

1. Bhojpur	..	S
2. Bhuliasikuan	..	S
3. Boden (KIR)	..	S
4. Bargaon	..	S
5. Duajhar	..	S
6. Goimundi	..	S
7. Karangamal	..	S
8. Kendupati	..	S
9. Khaira	..	S
10. K. Bankapur	..	S
11. Karlakot	..	ES
12. Larka	..	S
13. Nehna	..	ES
14. Palsada	..	S
15. Tukula	..	S

KHARIAR ROAD LSG-SO-766104-RS-PCO ff

1. Amsena	..	ES
2. Beltukuri	..	S
3. Bisora	..	S
4. Dumerpani	..	S
5. Gotma	..	ES
6. Jenjra	..	ES
7. Kudomeri	..	ES
8. Kuliabandha	..	ES
9. Mengrapali	..	S
10. Parkod	..	S

KOKSARA-S.O-766019 'C' ff

1. Ampani ff	..	S
2. Chikali	..	ES
3. Kasibahal	..	S
4. Kaudala ff	..	S
5. Lodugan	..	S
6. Majhiguda (K L D)	..	S
7. Phupagaon	..	S
8. Temra	..	S
9. Uchhala	..	ES

KALAMPUR-SO-766013 'C'

1. Badchhatrang	..	ES
2. Dumerpadar	..	S
3. Depur	..	S
4. Gopalpur	..	ES

5. Mandal	..	S
6. Thuamul-Rampur	..	S

MADANPUR-RAMPUR-SO-766102 'C' ff

1. Juradebra	..	S
2. Madanpur	..	S
3. Manikera	..	ES
4. Mohangiri	..	S
5. Muding	..	ES
6. Regada	..	ES
7. Turchi	..	ES

NARLA-SO-766100 'C' ff

1. Bagpur	..	ES
2. Barbandha	..	S
3. Bhanpur	..	S
4. Ghantamal	..	ES
5. Ghodabandha	..	ES
6. Kamarda	..	S
7. Narla Road (R S)	..	S
8. Panimunda	..	ES
9. Sergada	..	S
10. Tulapara	..	S

NAWAPADA TANWAT-SO-766105 'A' RS
PCO ff

1. Amanara	..	ES
2. Darlimunda	..	S
3. Dharambandha	..	S
4. Jampani	..	ES
5. Kurumpuri	..	ES
6. Lakhna	..	S
7. Maulibhata	..	S
8. Maraguda	..	ES
9. Panchampur	..	ES
10. Paraskhol	..	ES
11. Sarbong	..	S
12. Saipala	..	ES
13. Tanwat	..	ES

PARLA-SO-766103 'B'

1. Badfurla	..	S
2. Behera	..	S
3. Boden (PrI)	..	ES
4. Chanchanbahali	..	ES
5. Ghumer	..	S
6. Gotamunda	..	S
7. Jayantapur	..	S
8. Kadalimunda	..	S
9. Nandagaon	..	S
10. Sankenduguda	..	ES
11. Tarapur	..	S

RISIDA-SO-766031 'C'

1. Gajbahal	..	S
2. Karlamunda	..	S
3. Teresingha	..	S

RUPRA ROAD-SO-766101 'C' RS-PCO ff

1. Gigina	..	S
2. Mondel	..	ES
3. Palam	..	S
4. Rupra	..	S
5. Saria	..	S

SINAPALI-SO-766108 'B' ff

1. Bharuamunda	..	ES
2. Chalna	..	S
3. Gandabahali	..	S
4. Hatibandha	..	S
5. Kendumunda	..	S
6. Nakhapadar	..	ES
7. Nilji	..	S
8. Ranimunda	..	S
9. Singhjhar	..	S
10. Timanpur	..	S

UTKELA-SO-766011 'C' PCO ff

1. Adhemunda	..	S
2. Badchargaon	..	S
3. Chheliamal	..	ES
4. Gokuleswar	..	S
5. Karlapara	..	S
6. Kikia	..	ES
7. Pastikudi (CO) PCO ff	..	S
8. Thuapadar	..	S
9. Uchhala	..	ES

Symbol to be read as noted below:

E—Experimental Office

S—Branch Offices vested with Savings Bank Power

RS—Railway Station

ND—No delivery Office

T—Town Sub-Post Office

ff—Combined Post Office

PCO —Public Call Office

A—Class I S. O.

B—Class II S. O.

C—Class III S. O.

H. O.—Head Office

S. O.—Sub-Office

*—Cash Office

APPENDIX-III—concl'd.

Statement of Postal Business transacted year-wise during 1973-74 to 1975-76 in respect of Bhawanipatna Head Office and Sub-Offices.

Year	Money order issued		Money-order Paid	
	No.	Amount Rs.	No.	Amount Rs.
(1)	(2)	(3)	(4)	(5)
1973-74	11568	50,73,744.42	9476	20,14,389.95
1974-75	12568	55,01,572.64	9680	21,54,090.45
1975-76	12368	63,23,137.91	9870	26,37,697.64

Year	Savings Bank Deposit		Savings Bank Withdrawal	
	No.	Amount Rs.	No.	Amount Rs.
(1)	(6)	(7)	(8)	(9)
1973-74	21932	40,65,550.02	12324	38,96,663.25
1974-75	21797	47,95,667.94	17632	45,26,331.70
1975-76	26452	63,91,638.64	16047	51,38,218.30

Year	Registered Letters		Parcels		Ordinary Letters	
	No. Issued	No. Delivery	No. Issued	No. Delivery	No. Issued	No. Delivery
(1)	(10)	(11)	(12)	(13)	(14)	(15)
1973-74	15114	23226	1536	10102	556920	1034960
1974-75	17052	22117	1872	8964	564192	1036859
1975-76	14127	40062	1469	4300	573240	1084529

Year	Telegrams		N. D. C. Issued		N. D. C. Discharged	
	No. Issued	No. Delivery	No.	Amount Rs.	No.	Amount Rs.
(1)	(16)	(17)	(18)	(19)	(20)	(21)
1973-74	9103	10885	541	1,67,109.00	663	4,67,714.00
1974-75	9772	11326	631	1,83,910.00	721	4,66,857.66
1975-76	9461	9202	270	3,43,630.00	664	3,40,213.00