

CHAPTER VII

COMMUNICATIONS

The progress and prosperity of a country depend much upon the facilities of communication. The hoary antiquities of Orissa indicate that she was connected with other countries by sea and land routes in the past. There were also a good deal of facilities of communication inside Orissa. Balleshwar, a north-eastern district of Orissa, has rich tradition on the line. Its boundaries extend in the north up to Midnapur district in West Bengal, in the south to Cuttack district, in the west to Kendujhar and Mayurbhanj districts and in the east to the Bay of Bengal.

From early times, people of the district used to visit pilgrim centres like Gaya in Bihar, Birajakhetra at Jajpur and Srikhetra at Puri to offer *pinda* or oblation to their forefathers. It is obvious that there were pilgrim routes between these places in early days. The historical accounts on Kalinga and the neighbouring kingdoms have thrown light on the ancient routes. The Hathigumpha inscription of Kharavela mentions the conquest of Kalinga by a Nanda King of Magadha. It is not known in which route the soldiers of the Nanda King marched on to Kalinga from Magadha. The Mauryan Emperor Asoka, the Great, came with a large army and conquered Kalinga in the middle of the 3rd Century B. C. It is clear that the Mauryan army travelled all the way from Pataliputra to Tosali on a highway where water and food stuff were abundantly available. In the 2nd or 1st Century B. C., Emperor Kharavela of Kalinga not only marched as far as Rajagruha in the north, but he advanced in the west to the Kingdom of the Satavahanas and in the south to the kingdom of the Pandyas. The army of Kharavela consisted of four divisions, viz., elephant, chariot, cavalry and infantry. For the movement of chariots a highway is essential. This indicates that there were good roads in those days.

The above three events happened nearly two thousand years ago. The routes followed by the rulers are not known clearly. Hence, Padmasri Paramananda Acharya conducted a survey on these ancient routes and has given the following views.

"If we assume that Tosali of the Asokan inscriptions and Kalinganagar of the Kharavela inscription were situated somewhere near Bhubaneswar, we must also assume that in those days, the Mahanadi was crossed at a place near the present Cuttack town. There are two possibilities of easy communication towards north, one on the Birupa branch of the Mahanadi and then on the Kimbhira branch of Birupa up to the Brahmani, or on the places just east to the foot of the hills up to Dharmasala. The

road from the southern bank of the Brahmani to Jajpur, lay after crossing the rivers Kharswan and the Budha, a branch of the Vaitarani. From Jajpur the road stretched northwards up to Midnapur via Dhamnagar, Bhadrak, Soro, Remuna, Ramachandrapur, Garhpada, Basta, Amarda, Raibania, Gaganeswar, Kesiari and Kharagpur. From Midnapur it stretched to Garh Mandaran from where it was bifurcated one towards Burdwan and the other towards Saptagram and Trivenihat on the Ganges. The road just below the foot of the hills up to Dharmasala stretched in the north-westerly direction up to Anandapur in Kendujhar on the Vaitarani and then following the Vaitarani valley it reached Khiching in western Mayurbhanj. From Khiching the road went in north-easterly direction up to Bahalda in Mayurbhanj via Bamanghati (modern Rairangpur town). From Bahalda it went in a northerly direction via Saraikela to the Manbhum district where it touched the Subarnarekha valley. From this place the road to Gaya or Patna is quite possible. Out of these two possible routes which one was in actual use, is to be considered. A trade route can be determined by the find-spot of coins and other antiquarian remains. On the eastern routes beyond Remuna no archaeological evidence earlier to 1000 A. D. has been reported. But on the western route from Dharmasala to Bahalda, there are reports on the find of coins. From Kayama hill near Dharmasala Kushan copper coins have been found. From Sitabinjhi in Kendujhar, situated in the Vaitarani valley, Puri-Kushan coins have been unearthed. At Khiching and Bhanjakia, Kushan and Puri-Kushan type of copper coins have been found. At Rairangpur, Roman coins of Gordian type have been found. At Tentala, Kushan coins and at Dundu near Bahalda silver punch marked coins have been unearthed. There are reports of discovery of such coins in Singhbhum and Manbhum districts. All throughout this route there is abundant water supply by the rivers and rivulets. From the above accounts it seems that there were trade or pilgrim routes from the Subarnarekha valley in Manbhum, Singhbhum and northern Mayurbhanj district to the Vaitarani valley in the western Mayurbhanj, eastern Kendujhar up to Anandapur so far as the hill area is concerned.

The rest of the route towards south of Anandapur is quite possible up to Puri. So it is suggested that this route was followed by the Nanda king, Ashoka and Kharavela¹.

Towards the middle of the 11th Century A. D., a route was possible to Orissa from the right bank of the Ganges in Hooghly through Garh Mandaran, Midnapur, Raibania, Amarda, Basta and Remuna. On this route in the second part of the 11th Century A.D.,

1. Studies in Orissa History, Archaeology and Archives by Padmasri Paramananda Acharya, pp. 446-47.

Jayasimha, the ruler of Dandabhukti, an ally of Ramapala, helped Karnakesari of Utkal who was defeated by the Ganga king Rajaraja. This account is mentioned in the Ramacharita of Sandhakarnandin. Soon after the conquest of Utkal about 1111 A. D., Chodagangadeva spread his powers up to the Ganges following this route and established a frontier station at Garh Mandaran.

The Tabaqut-i-Nasiri reveals that the Sultan of Bengal invaded Orissa in A. D. 1245—47 during the rule of Narasimhadeva I. During this war the Orissan army followed this route from Cuttack to Garh Mandaran and thence to Lakshnavati or Gaur. In 1351 A.D., Shams-ud-din-Ilyas Shah of Bengal invaded Orissa through this route.

In the year 1510 Shri Chaitanya came from Bengal. He decided to spend his last days at Puri in adoration of Lord Jagannath. He came to Puri by passing through Tamluk, Jaleswar, Amarda, Kanpur, Sadanandapur, Ramachandrapur, Remuna, Sergar, Soro, Bhadrak, Dhamnagar, Gaurangapur and Jajpur. Shri Chaitanya halted at Purushottampur near Burwa now called Baruan after crossing the Mandakini river, now dried up. He then came to Gopinathpur, Choudwar and Cuttack. From this place he proceeded to Satyabhamapur near Baliana and Kamalpur near Chandanpur on the bank of the river Bhargavi. Finally Shri Chaitanya reached Puri after crossing Atharnala bridge.

In 1624, Prince Khuram (Shah Jahan) during his revolt against his father, entered Ganjam from the south and passing through Cuttack, Baleswar and Mayurbhanj went to Uttar Pradesh. During the reign of Akabar, Raja Man Singh came to Orissa taking the Midnapur-Jaleswar-Bhadrak-Kalkalaghati-Cuttack route.

In the time of Aurangzeb, Khan-i-Dauran being directed to take over his new assignment in Orissa, proceeded from Allahabad and first went to Midnapur which was then "the first town after crossing the Orissa border" then to Jaleswar and then to Cuttack. The Siyar reveals that all along the highway to Cuttack and Puri, tanks and ponds were constructed by pious Hindus for the benefit of the pilgrims travelling to the temple of Lord Jagannath.

Van Den Broke prepared a map in 1660 A. D. In that map places like Jagannath, Cuttack, Bhadrak, Baleswar, Remuna, Narasinghpur, Pipili, Jaleswar and Dantan were shown on a highway. Some places of north Orissa were also shown in Rennel's Map of 1779.¹

1 ଓଡ଼ିଶାର ଇତିହାସ, ଓ ଅନ୍ୟାନ୍ୟ ଗ୍ରନ୍ଥ by ପଦ୍ମଶ୍ରୀ ପରମାନନ୍ଦ ଆର୍ତ୍ତ, 1969 ପୃଷ୍ଠା 325 .

In 1766, Thomas Motte was sent by Lord Clive to Sambalpur to explore the possibilities of trade in diamond. Motte travelled from Jaleshwar to Cuttack by the route which was then known as the Badasahi Road. After crossing the Kathajori river near Cuttack, Motte travelled on the right bank of the Mahanadi up to Boudh. After that, he passed through the dense forest and came to Redhakhola and reached Sambalpur through Jujumara.¹ In 1770, G. F. Leckie followed the same route up to Boudh and travelled through Charchika, Baidyeswar, Padmavati and Kantilo. From Boudh, he came to Sonapur and travelling through Dúngripali and Salebhata and crossing the river Ang, reached Borasambar region. He then proceeded north-west towards Raipur and Nagpur.²

When the British conquered Orissa in 1803, it was practically isolated from the rest of India, as there were very little internal communication. Throughout the district there were no roads in the modern sense of the word, in existence. What were then called roads were merely fair-weather cart tracks without bridges. The pilgrims to Puri followed the dangerous route through Nilagiri and Mayurbhanj which in many places passed through dense jungles infested by tigers and other wild animals. The first step taken by the East India Company to remedy this state of affairs was the construction of the Great Orissa Trunk Road connecting Calcutta with Puri. Since the heavy expenses discouraged the then Bengal Government to take up this work, Raja Sukhamaya Ray, a zamindar of Calcutta, offered a donation of Rs. 1,50,000 towards construction of this highway on condition that his name should be inscribed in Sanskrit, Persian and Bengali on all the bridges to be constructed on this highway. The Court of Directors in London agreed to have his name transmitted to posterity. Construction of this highway was commenced in 1812 under the supervision of Captain Sackville, a military engineer. This new route passed from Jagatpur on the left bank of the Mahanadi through Akhuapada and Bhadrak, bypassing Jajpur and Dhamnagar. Construction of the road up to Rajghat on the Subarnarekha was completed by Captain Broughton in 1825. The total expenditure for construction of this highway was Rs. 8,19,158 excluding Raja Sukhamaya Ray's donation of Rs. 1,50,000. It was not metalled and was not properly bridged. In spite of this difficulty in communication, pilgrims especially from Bengal, streamed to Puri particularly during Rath Jatra. John Beams, the then Collector of Baleshwar, in his "Memoirs of a Bengal Civilian" gives an interesting account of the condition of the pilgrims using this road in the year 1870.

1. Reprint of Motte's account in O. H. R. J., Vol. I., No. 3.

2. Reprint of Leckie's account in O. H. R. J., Vol. II, Nos. 3 and 4.

"The stream of pilgrims down the road was the busiest thing in it. The Orissa Trunk Road, a section of the great Imperial road between Calcutta and Madras, runs like a backbone down the whole length of the Balasore district for 120 miles. It is a work of almost Roman solidity, being raised fifteen or twenty feet above the level of the country across which it runs, visible from afar like a great dyke with its solid masonry bridges, long rows of shady trees and lines of telegraph posts and wires. The surface is metalled with laterite or iron-sandstone, a dark red stone found all over Orissa which makes admirable roads, bridges and other buildings. Along this noble road passes all the year round, but chiefly at the seasons of the great festivals—the Dol Jatra or spring festival in January, and the Rath Jatra or Car festival in June an endless string of pilgrims from all parts of India; the poor limping wearily on foot, the rich in bullock carts or Palkis, to the great temple of Jagannath at Puri. To protect these pilgrims from being robbed or maltreated there are regular patrols of police all along the road. There are also hospitals at several places where they receive medical assistance gratuitously if they fall ill from fatigue or disease on their way. Of course, large numbers of them fall ill and die, and they almost always bring fever and cholera with them on their return. The women, as usual, suffer most.

There is a class of Brahmans attached to the temple of Jagannath (vulgo Juggernaut) called Pandas, whose business it is to travel long distances all over India, extolling the virtues of pilgrimage to Jagannath, and inducing people to undertake it. The decaying zeal of the modern Hindu for pilgrimage is kept alive by these touters, who are naturally most successful with the women. It used to be a common sight to see a strong, stalwart Panda marching along the road, followed by a little troop of small, cowering Bengali women, each clad in her one scanty, clinging robe, her small wardrobe in a palm-leaf box on her head, with the lordly Panda's luggage on her shoulders. At night they put up at one of the chatties or lodging-houses which are found all along the road. Here his lordship reposes himself while his female flock buy his food and cook it, spread his couch, serve his dinner, light his pipe, shampoo his limbs, and even, if he so desires, minister to his lust.

When at length they reach Jagannath the Panda leads his flock round to all the places of worship, sees them through all the ceremonies and, in collusion with the Pariharis, or temple priests, screws out of them all their money down to the last cowry, in fees and offerings. The ceremonies ended, he has done with them, and remorselessly turns them adrift to find

their way home, a distance perhaps of many hundred miles, as best they may. So far from their homes from which they have in many cases started surreptitiously, purloining their husbands' hoard of money, these wretched women have to tramp warily back through the rain, for it is mostly for the Rath Jatra, in the rainy season, that they come. What with exposure, fatigue and hunger they die in great numbers by the roadside. Those whose youth and strength enable them to survive the journey are often too much afraid to their husbands' anger to return home and end by swelling the number of prostitutes in Calcutta.

Often journeying about the district and riding late along the road, we passed scores of white figures of Bengali women lying asleep on the damp ground muffled in their thin cotton saris, their only garment. We never know how many of them were alive and how many were dead. Only every morning a band of 'sweepers of the dead' (murdah-farrash) as they were called, marched along with a cart to carry off and bury as many of the white-robed figures as had finished their mortal journey during the night. A large staff of these official croque-morts had to be maintained all along the road."

In 1514, the Portuguese established a town in Pipili about 4.24 km. from the mouth of river Subarnarekha on the coast of the Bay of Bengal. Pipili was then an important harbour on the Orissa coast and a great centre of Portuguese trade when their fleets commanded the whole sea board from Chittagong to Orissa.

Before the English had any footing in Orissa the Dutch settled in Pipili in 1625 and in Baleshwar in the same year. At the time of the East India Company Baleshwar, Chandbali and Dhamara ports were active. These ports had trade link with the ports at Calcutta, Madras, Bombay, Ceylon, Maldive islands, Lakshadweep and occasionally Mauritius. During the Muslim rule, Baleshwar developed as an important port where ships from different parts of India lay anchored. It was also a ship-building centre under the state control during the Mughal rule and one Superintendent for ports and another Superintendent for ship construction were stationed there. The royal ships laden with cargoes of various kinds used to ply between Baleshwar and Porbandar on the western coast of India.

Roads in modern times

Prior to independence, most of the roads were unmetalled and unbridged and were negotiable only in fair-weather. In course of time, demand for more and better roads increased.

For breaking the age-old isolation of many areas of the district which were mostly inaccessible, construction of roads and development of road transport were considered *sine qua non*. To accelerate this, large amounts were earmarked and spent on the development of roads in the successive plan periods. At present the district is served by National Highways (NH), State Highways (SH), Major District Roads (MDR), Other District Roads (ODR) and Classified Village Roads (CVR).

The length of roads according to category and surface classification in Baleshwar district is given below as on 31st March, 1985.

Category of roads	Length in kilometres
National Highways ..	106.50
State Highways ..	50.49
Major District Roads ..	531.04
Other District Roads ..	125.01
Classified Village Roads ..	157.53
Total ..	970.57

Classification of conditions of road	Length in kilometres
Black topped ..	752.93
Water bound macadam ..	140.51
Moorum ..	55.60
Earther ..	21.53
Total ..	970.57

National Highways

The Calcutta-Madras National Highway No. 5 passes through the district. It was constructed in the year 1962. The total length of the road in the district is 106.50 km. The entire length of the road is metalled and fully bridged. It is motorable throughout the year. It starts from 96.50 km. near Banktira in Baleshwar P. S. and after passing through Baleshwar, Soro and Bhadrak enters Cuttack district at 203.00 km. near the village Akhuapada in Bhandaripokhari

P.S. To provide better communication facilities to the interiors feeder roads have been connected with the National Highway No.5. These roads are given below:

Roads touched to N H No. 5 (pertaining to N H wing)

- 1 Chatabar-Chachina
- 2 Chatabar-Manjuri
- 3 Nalanga-Batada
- 4 Bhadrak-Geltia-Kaupur
- 5 Charampa-Sabaranta
- 6 Ranital-Sabarang
- 7 Ranital-Kupari
- 8 Markona-Binayakpur
- 9 Jamjhadi-Khiakona
- 10 O.T. Road to Sabira
- 11 Bidu-Jayanagar
- 12 Soro-Manipur
- 13 Samalpur-Naraharipur
- 14 Baleshwar-Mitrapur

Roads touched to N H No. 5 (Pertaining to R & B wing)

- 1 Barikpur-Dhamnagar
- 2 Barikpur-Anandapur via Banta
- 3 Bhadrak-Akhandalamani via Kothar
- 4 Bhadrak-Chandbali
- 5 Jamjhadi-Basudebpur
- 6 Bhadrak-Agarapada via Barapada
- 7 Soro-Kupari via Khaira
- 8 Soro-Mangalpur via Bagudi
- 9 Soro-Anantapur
- 10 Sergar-Udla via Nilagiri
- 11 O. T. Road-Baleshwar-Jaleshwar via Basta

State Highways

The State Highway (SH) No.9 starts from Bhadrak by -pass and terminates at Chandbali. On its way to Chandbali it passes through Ichhapur, Tihiri, Pirhat and Motto. The road has 55 culverts and 10 minor bridges. The entire length of the road is 50.49 km. of which 49.27 km. is surfaced and the rest unsurfaced as on 31st March, 1985. The road is motorable throughout the year.

Major District Roads

There are 24 Major District Roads (MDR) in the district. The total length of these roads as on 31st March, 1985 is 531.04km. Of these, 437.99km. have black topped surface, 54.60 km. have water bound macadam surface, 33.95 km. are moorum road and the remaining 4.50 km. are earthen road. Details about the Major District Roads are shown below.

Sl. No.	Name of the road	Length in Kilometres
(1)	(2)	(3)
1	Basta-Baliapal road (MDR-2)	23.40
2	Sergar-Nilagiri-Jharanaghati road (MDR-5)	31.20
3	Soro-Kupari road (MDR-6)	29.00
4	Soro-Anantapur road (MDR-6)	11.30
5	O.T. Road up to Gandhichhak(MDR-74)	28.00
6	Salt road from Baleshwar to Anantapur (MDR)	35.20
7	Bhadrak-Baula mines road (MDR)	37.00
8	Baleshwar by-pass road (MDR-86G)	13.70
9	Bhadrak-Ichhapur-Basudebpur road (MDR-7)	24.15
10	B. K. B. M. road (MDR-8 B)	18.11
11	Bhadrak-Bant road (MDR-73)	19.72
12	Bhadrak-Kothar-Dhusuria-Aradi road (MDR)	36.50
13	Salt road from Anantapur to Basudebpur(MDR)	15.15
14	Basudebpur-Dhamara road (MDR)	47.00
15	O. T. Road from Gandhichhak to Bengal border (MDR-74)	90.00
16	Jaleshwar-Batgan-Huguli-Chandaneswar-Sahabajipur road (MDR-1)	42.00
17	Total of 8 Major District Roads below 10 km.	29.61
	Total	531.04

Other District Roads

The number of Other District Roads in the district is 24. The total length of these roads as on 31st March, 1985 was 125.01 km. The condition of the roads are:

Black topped	..	92.96 km.
Water bound macadam	..	30.47 km.
Moorum	..	1.58 km.
Total	..	<u>125.01 km.</u>

Details about the Other District Roads are given below:

	Name of the road	Length in kilometres
1	Baleshwar-Mitrapur road	14.50
2	Mitrapur-Baincha road	11.02
3	Jamsuli-Nangaleswar road	8.70
4	Soro-Gopinathpur road	9.70
5	Soro-Charamkara road	6.50
6	Agarpada-Kupari road	8.05
7	Dhamnagar-Kothar road	9.66
8	Dhamnagar-Dubal-Sendhapur road	8.04
9	Barapada-Agapada road	13.68
10	Total of 15 Other District Roads below 5 km. in length.	35.16
	Total	<u>125.01</u>

Classified Village Roads

Baleshwar district has 20 Classified Village Roads. The length of these roads is 157.53 km. of which 66.21 km. have black topped surface, 54.44 km. have water bound macadam surface, 21.07 km. have moorum and the rest 15.81 km. are earthen road. Details are given below :

Sl. No.	Name of road	Length in kilometres
(1)	(2)	(3)
1	Darada-Sahada-Kunduli-Sartha road	13.70
2	Haladipada-Solpata road	5.70
3	Nilagiri-Mitrapur road	9.90

(1)	(2)	(3)
4	Nilagiri-Santaragada-Baulagadia road	17-80
5	Santaragadia-Bidu road	6-50
6	Bahanaga-Talpada	14-50
7	Jamjhadi-Basudebpur road	12-88
8	Bhandaripokhari-Maninathpur road	12-88
9	Chatabar-Manjuri road	8-08
10	Digochhia-Bansada road	12-07
11	Dolasahi-Gumal Tihiri road	9-65
12	Rajnagar-Panchutikiri road	8-05
13	Kamarda-Baliapal road	8-00
14	Total of 7 Classified Village Roads below 5 km. in length	17-82
Total		157-53

Roads improved under R. L. E. G. P.

Some of the roads under Roads and Buildings wing and National Highways and Projects wing are improved under R.L.E.G.P. funds. Details of these roads improved as on 31st March 1985 are given below:

Name of the roads improved under R. L. E. G. P.	Length of the road in km.	Condition of the road	Name of the authority maintaining the road
(1)	(2)	(3)	(4)
<i>Baleshwar (R & B) Division</i>			
1 Ojhapokhari-Serdong road	6	Earthen	Panchayat Samiti
2 Ainri-Gud via Tentai	8	Ditto	Ditto
3 Irida Jugal via Bardhan	10	Ditto	Ditto
4 Khantapada station feeder road	4	Moorum road 2 km. first coat metalling 2 km.	P. W. D.

Name of the roads improved under R. L. E. G. P.	Length of the road in km.	Condition of the road	Name of the authority maintaining the road
(1)	(2)	(3)	(4)
Bhadrak (R & B) Division			
1. Barikpur- Kendua-pada Bant-Mohantipada	18.11	Partly black topped and partly water bound macadam	Ditto
2. Jamjadi-Basudebpur	12.88	Black topped	Ditto
3. Gudu-Jagannathpur via Artung	5	Earthen	Panchayat Samiti
Subarnarekha Division			
1. Godikhal-Darada road	7	Earthen	Panchayat Samiti
2. Nahara- Balim road	5	Ditto	Ditto
3. Baunsadiha-Priyabag road	7	Ditto	Ditto

Municipal / Notified Area Council

The municipality at Baleshwar and the Notified Area Councils at Bhadrak*, Soro, Jaleshwar, Basudebpur and Nilagiri maintained 979.40 km. of roads during the year 1984-85. The details about length are given below in kilometres.

Sl. No.	Name of Municipality/ Notified Area Council	Surfaced		Unsurfaced	Total
		Black topped	Water bound macadam		
(1)	(2)	(3)	(4)	(5)	(6)
1	Baleshwar ..	103.76	90.65	149.59	344.00
2	Bhadrak ..	5.20	72.00	149.20	226.40
3	Soro ..	2.00	19.00	29.00	50.00
4	Jaleshwar ..	Nil	3.00	30.00	33.00
5	Basudebpur ..	Nil	48.50	137.50	186.00
6	Nilagiri ..	15.00	95.00	30.00	140.00

*Now a municipality

Forest Roads

The Forest Department has constructed the following roads in the district. The length of the roads are given below.

Name of the road	Length in kilometres
Sajanagada-Kuldiha ..	11.00
Jharanghati-Betei ..	12.00
Kuldiha-Betei ..	21.00
Betei-Gadasahi ..	3.00
Total ..	47.00

Panchayat Samiti Roads

In addition to NH, SH, MDR, ODR, CVR, Municipality/Notified Area Council and Forest Department roads, the Panchayat Samitis and Grama Panchayats also maintain roads. These roads are generally fair-weather roads and are maintained by the grants received from the Community Development, and Rural Reconstruction department of the State Government.

There are 19 Panchayat Samitis in Baleshwar district, These Samitis maintained 1,718.6 km. roads in 1986-87. Details are given in Appendix I of the chapter.

Grama Panchayat Roads

The Gram Panchayats of the district maintained 3.023 km. of roads in 1986-87. Details are given in Appendix II of the chapter.

Vehicles and Conveyances

The bullock-cart still plays a very prominent role in the economic life of the people, especially in the country-side where it provides the most economical means of transport of goods and passengers. Chhela, an unique system of transportation is still found in the rural areas of the district. It is made of gunny bags having two pockets on opposite sides mounted on the back of a bullock. The back is protected by a spongy cotton cover to carry the load comfortably. It is usually used by the farmers to carry manures, seeds and harvested crops. This mode of transportation is convenient even where no road system exists. Palanquins (Palki) are seen sometimes in the rural areas for carrying passengers, patients, bride and bridegrooms. Cycles are seen in every nook and corner of the district but cycle-rickshaws are mainly found in urban and semi-urban areas. The number of all such types of conveyances in municipality and notified area councils during 1984-85, are cited in the table at page 316.

Number of registered vehicles during the year 1984-85

Sl. No.	Name of Municipality/ Notified Area Council	Number of registered vehicles		
		Cycles	Cycle rickshaws	Bullock carts
(1)	(2)	(3)	(4)	(5)
1	Baleshwar ..	1,650	1,223	38
2	Bhadrak ..	4,154	1,011	41
3	Soro ..	2,300	250	10
4	Jaleshwar ..	1,035	132	65
5	Basudebpur ..	1,488	73	18

Nilagiri Notified Area Council has not registered any cycles, cycle rickshaws and bullock carts during the year 1984-85. Other vehicles in operation in the district are motor-cycles, scooters, trucks, taxis, cars, jeeps, buses and auto-rickshaws. The Regional Transport Officer, Baleshwar is the licensing, registering and taxation authority in respect of motor vehicles of the district. The strength of different categories of motor vehicles at the end of December 1985 is given below:

1	Moped	..	560
2	Scooter	..	783
3	Motor-cycle	..	1,349
4	Auto Rickshaw	..	48
5	Jeep, Land Rover, Station Wagon, etc.	..	449
6	Car	..	299
7	Taxi	..	40
8	Contract carriage, Bus	..	39
9	Stage carriage	..	297
10	Goods vehicle	..	1,188
11	Petrol and water carrier	..	21
12	Trekker	..	68
13	Trailer	..	137
14	Miscellaneous	..	24
Total		..	5,302

Road Accidents

The total number of road accidents that occurred in the district by the end of 1985 was 312 in which 110 persons were injured and 46 killed.

Public Transport

The district is provided with a network of bus services. It is starting mostly from Baleshwar and Bhadrak and offering cheap means of communication facilities to almost every place not only within the district but also to other places in the adjoining districts. In 1958, the Orissa State Road Transport Corporation started functioning with a Station Master as head of the office in Baleshwar. Consequently, keeping in view, the demand of the public, the office was elevated to the post of Assistant Transport Manager. Fleet strength and staff were also increased. As demand further increased, the fleet strength and staff also proportionately increased and the office was elevated to a zone office with a District Transport Manager as head of the office. Details about bus routes operated by the Orissa State Road Transport Corporation are given below.

Routes under the Orissa State Road Transport Corporation in the district.

Sl. No.	Name of the routes	Length of routes in kilometres	No. of trips	All-weather/ Fair-weather
(1)	(2)	(3)	(4)	(5)
Baleshwar Unit				
1	Baleshwar-Sambalpur	454	1	All-weather
2	Baleshwar-Rourkela	472	1	Ditto
3	Baleshwar-Khiching	207	1	Ditto
4	Baleshwar-Olmara I	81	1	Ditto
5	Baleshwar-Olmara II	81	1	Ditto
6	Baleshwar-Hatigarh	86	1	Ditto
7	Baleshwar-Baripada I via Udala	101	1	Ditto
8	Baleshwar-Baripada II via Udala	101	1	Ditto
9	Baleshwar-Agarpada I	75	1	Ditto
10	Baleshwar-Agarpada II	75	1	Ditto

(Contd.)

Sl. No.	Name of the routes	Length of routes in kilometres	No. of trips	All-weather/ Fair-weather
(1)	(2)	(3)	(4)	(5)
11	Baleshwar-Agarpada III	75	1	Ditto
12	Baleshwar-Agarpada IV	75	1	Ditto
13	Baleshwar-Agarpada V	75	1	Ditto
14	Soro-Agarpada Shuttle	40	1	Ditto
15	Baleshwar--Agarpada VI	75	1	Ditto
16	Baleshwar-Agarpada VII	75	1	Ditto
17	Baleshwar-Udala I	57	1	Ditto
18	Baleshwar-Udala II	57	1	Ditto
19	Baleshwar-Udala III	57	1	Ditto
20	Baleshwar-Udala IV	57	1	Ditto
21	Baleshwar-Kupari	67	1	Ditto
22	Baleshwar-Kuamara	88	1	Ditto
23	Baleshwar-Khuntha	74	1	Ditto
Bhadrak Unit				
24	Bhadrak-Rourkela	406	1	All-weather
25	Bhadrak-Calcutta	375	1	Ditto
26	Bhadrak-Bhubaneswar	150	1	Ditto
27	Bhadrak-Singhpur	87	1	Ditto
28	Bhadrak-Tata	291	1	Ditto
29	Bhadrak-Karanjia	130	1	Ditto
30	Bhadrak-Tiringi	235	1	Ditto
31	Bhadrak-Thakurmunda	92	1	Ditto
32	Bhadrak-Chudamani	40	1	Ditto
33	Bhadrak-Anandapur	52	2	Ditto
34	Bhadrak-Aradi	48	2	Ditto
35	Bhadrak-Baula via Bant	86	1	Ditto
36	Bhadrak-Baula via Agarpada	47	1	Ditto
37	Bhadrak--Kandia	51	1	Ditto

Banner Scheme

Since 1974-75 both the State Transport undertakings, viz., Orissa State Road Transport Corporation and Orissa Road Transport Company Ltd. went on incurring losses and all the measures taken to improve the position proved to be futile. A Banner Scheme was introduced on the 2nd October 1983 to check up the clandestine operation of private passenger vehicles. As per this scheme, all the private stage carriages were taken on hire by the corporation and was operated under the banner of OSRTC. But this scheme was proved to be failure and it was withdrawn on the 30th June 1985. However, before its withdrawal Modified Banner Scheme was introduced from the 11th June 1985 which was declared by the High Court of Orissa as illegal since the 10th April 1989 and it is no more in operation.

The income of OSRTC from 1983-84 to 1985-86 is given below.

Year (1)	Income*	
	Baleshwar Unit (2)	Bhadrak Unit (3)
1983-84 ..	24,71,191.23	49,19,332.89
1984-85 ..	25,86,895.56	44,17,401.00
1985-86 ..	44,90,043.83	62,82,910.00

Fares and Freights

Fares and freights effective from the 16th October 1985 are given below. **

Category of Vehicles (1)	Rate of fares per person per kilometre (2)
Ordinary Bus ..	10 paise
Express Bus ..	12 paise
Superfast Bus ...	14 paise
Deluxe Bus ..	17 paise

* Income includes passenger fare and freight.

** The Orissa Gazette, Extraordinary, No. 1428, Cuttack, Wednesday, October 16, 1985,

The maximum rate of freight is 5 paise per 20 kilograms per kilometre subject to the free luggage facility up to 15 kilograms of luggage per passenger.

Railways

The district is served by the Howrah-Madras, the Rupsa-Bangriposi and the Baleshwar-Nilagiri railway lines of the South-Eastern railway. Description of each of the railway lines is given below.

Howrah-Madras line

The Howrah-Madras line of the South-Eastern railway passes through the district in a south-western direction. The Kharagpur-Cuttack section of the main line was opened to traffic in 1899 and the Cuttack-Waltair section between 1893 and 1897. Waltair to Madras was, however, opened prior to that. The length of broad gauge double line in Baleshwar district is 140 km. The line enters the district near Lakshmannath Road and leaves the district at a short distance from Manjuri Road. There are 22 stations. Of these five are busy stations. These are Jaleshwar, Rupsa, Baleshwar, Soro and Bhadrak.

Rupsa-Bangriposi line

From Rupsa station a branch line, 89.36 km. in length runs westward to Mayurbhanj district. This narrow gauge branch line was constructed in two phases, (a) Rupsa to Baripada (52.16 km.) opened to traffic on the 20th January, 1905 and (b) Baripada to Bangriposi (37.20 km.) on the 15th July 1920.

Baleshwar-Nilagiri line

This broad gauge railway line was constructed in 1944 by the army for defence purpose. The length of this line is 16.68 km. The cost involved in the construction is not known as it was constructed by the army during the Second World War. After war the army handed over the line to the Railway department. Since then the railway is used for carrying ballast, boulder and chips. It is not used for passenger traffic.

A list of railway stations in the district is given in Appendix III of this chapter.

Passenger Traffic

The statement given below indicates the number of passengers travelling outward with money collected from them as fare, and the number of inward passengers for the year 1984-85 of important stations of the district.

Name of the station	Outward passengers		Number of inward passengers
	Number	Amount collected in rupees	
(1)	(2)	(3)	(4)
1 Jaleswar ..	3,90,502	17,28,274	1,80,264
2 Baleswar ..	3,76,444	54,69,241	1,03,077
3 Bhadrak ..	2,96,642	55,02,791	2,80,169

Role of the railways in the economic life of the district

The South Eastern Railways has changed the economic condition of the people of Baleswar district since 1899. It has accelerated agricultural and industrial development by providing transport facilities for the carriage of raw materials and finished products. Besides the industrialised zone in the immediate vicinity of Baleswar, a number of saw mills, rice mills, brass and bell-metal industries, earthen and stoneware industries and other kinds of handicrafts have come up all along the rail routes. Apart from serving all these industries, the railway also contribute largely to the movement of rice, betel leaf and fish.

Rail-road competition and regulation of transport

There are 42 road routes in the district. Most of the routes run parallel to the railway. Due to high density of population in the urban areas, both road and rail services are equally patronised by the people. The National Highway No. 5 and Major District Road No. 74 running, more or less, parallel to the South-Eastern Railways up to Lakshmannath Road, the northern most station within the district on that railway, shares with the latter a large volume of traffic. On other roads swifter motor transport is available in plenty. As a result, people are depending more on buses and trucks than on trains for movement of passenger and goods traffic. In important towns of the district Carry co., Tatanagar Transport, Transport Corporation of India, Economic Transport Organisation, Assam Bengal Roadways,

Great India Roadways, Cuttack Roadways, etc., are active. These road transport organisations help movement of goods faster than the railway. Municipal and Notified Area Council authorities are collecting huge amount of octroi tax from these road transport organisations.

Train Accidents

Of the railway accidents in the district, a major accident occurred on the 8th March, 1964 in Baudpur railway station due to collision of Down Madras-Howrah Express train on a line occupied by a Goods train. In this accident 22 persons were killed and 110 persons were injured. A sum of Rs. 10,450 was paid by the Government as *ex gratia*. Railway property worth Rs. 6,07,100 was damaged.

Railway Over Bridge

A large roadway overbridge of 568.90 metres long and 10.70 metres breadth has been constructed across the railway line at Baleshwar town at a cost of Rs. 1,74,41,701/-. It has been opened to traffic since 13th April 1984.

Waterways

Baleshwar was neither linked by rail nor by good road with other parts of the country before 1899. It was, however, connected with maritime places inside and outside the country through its ports which had a very thriving trade in the past. Its long coastline extending over 137 km. had ancient ports and a number of minor ports having extensive maritime trade with Calcutta, Madras, Bombay, Laccadive, Maldiv islands, Ceylon and Mauritius. The adventurous trading people of Orissa brought glory and prosperity to their land in the past.

Ports

Regarding ports in the district, O' Malley wrote "At the commencement of the 19th century Balasore was the only port of which Orissa could boast, and it was frequented chiefly by vessels from Madras, which put in for cargoes of rice, and by the Laccadive and Maldiv islanders from whom the cowries then used extensively for currency were obtained. The development of trade and the opening up of the country after the great famine of 1866 laid to the establishment of several other ports and 30 years ago there were said to be seven principal ports—Subarnarekha, Saratha, Chhanuya (Chhauna), Balasore,

Laichanpur, Churaman and Dhamra. Owing to the silting of the river mouths, to the construction of the Coast Canal, which facilitated the silting while it provided a new waterway and to the abandonment of salt manufacture, some of these ports have ceased to exist, while the position of others has been changed. Thus Subarnarekha is now represented by Batanga and Mandhata on the Coast Canal and by the Barabatia on the Guchida river; Panchpara has taken the place of Saratha; Chhanuya, Laichanpur, and Churaman have ceased to exist; a new port has formed at Baliapal on the Matai river; and Chandbali has absorbed the trade of the old port of Dhamra, situated 15 miles lower down the river at the confluence of the Matai,

"Chandbali and Balasore are the only ports of any importance. In 1905-06, 163 vessels with a tonnage of 35,000 tons entered and 165 vessels with a tonnage of 36,500 tons cleared these ports, the value of the imports and exports being 28½ lakhs and 33½ lakhs respectively. The ports which trade with Chandbali and Balasore are Calcutta, the coast ports from Bombay on the west to Arakan on the east, and foreign ports, such as the Maldivé islands, Ceylon, and occasionally Mauritius. Nearly all of this trade, however, is focused at Chandbali, which is the chief port of Orissa; and Balasore is declining owing to the advent of the railway, which now practically monopolizes all the export trade.

"Passenger traffic is entirely confined to Chandbali, which is served by steamers of the India General Navigation and Railway Company and of the Rivers Steam Navigation Company. These steamer services ply thrice a week between Chandbali and Calcutta, and in 1905-06 brought 41,500 passengers, while 40,800 persons took their passages to Calcutta. Their number is gradually decreasing, as passengers prefer the railway journey to a sea voyage, especially during the south-west monsoon. There is a light at Chandipur and another on Shortt's Island at the mouth of the Dhamra¹."

Ports mentioned by O'Malley have lost their importance. Churamani, a small port near Basudebpur is active to some extent. Fishing facility is available in Dhamara and Chandipur. Government have taken steps to develop these places. As a result, these two have become fishing ports. Details are given below.

Dhamara Port

Dhamara harbour is situated in Lat. 20°48" N and Long. 86°54" E on the northern bank of the river Dhamara.

1. L. S. S. O'Malley, Bengal District Gazetteers, Balasore, 1907, pp. 144-45.

A 48 km. all weather road has been constructed connecting Dhamara with Basudebpur. Dhamara is now 110 km. by road from Baleshwar and 86 km. from Bhadrak.

The harbour is also approachable from Chandbali by the river Baitarani which after meeting the river Brahmani flows into the sea as river Dhamara.

Dhamara is 24 km. downstream of Chandbali. The river Dhamara meets the sea at Chandinipal which is 7 km. downstream of the harbour. The channels leading to the sea from Dhamara have a minimum of 3 metres depth at the lowest tide up to the Shortt's and Wheeler Islands which are situated about 20 km. from Dhamara. Beyond the Shortt's and Wheeler Islands the sea is deep.

On the Shortt's Island a masonry lighthouse was constructed as a navigational aid and a light was fixed in the year 1888. The Shortt's Island however is very unstable and has almost eroded away as a result of which the lighthouse now stands detached in the sea and is not approachable. The light has been discontinued.

The port is mainly used by fishing vessels. A 200 metres long and 8 metres wide landing quay (Concrete Landing Platform) has been constructed to facilitate loading and unloading of fish from the trawlers. 15 medium sized fishing trawlers can be simultaneously berthed alongside the landing quay. Since unloading the fish catch on a trawler does not take much time, more than 100 fishing trawlers can be handled at the landing quay in a day. The minimum depth alongside the landing quay is 3 metres at the lowest tide level.

Auction and packing halls have been constructed adjacent to the landing quay for packing the fish in ice and their further disposal. The port has its own water supply system. Pipe line has been laid over the landing quay for supplying drinking water to the fishing boats and trawlers. A boat repair yard with a slipway and a transfer track has been constructed for effecting underwater repairs to boats, trawlers and other floating vessels. A small port workshop has been set up to repair machinery parts of port crafts, fishing trawlers, etc. Port Signal and Storm Warning Stations are being constructed at Dhamara and Chandinipal.

M/s. Orissa Maritime and Chilka Area Development Corporation are going to set up a diesel outlet for supply of fuel and lubricants to the fishing trawlers. An ice factory has been set up in the private sector near Dhamara. Regular passenger launches ply between Dhamara, Talchua and Chandbali.

Rivers

In 1907, O' Malley had given an account on navigation in rivers which is as follows. "Notwithstanding the numerous rivers which intersect the district, there is no great inland river traffic in Balasore. The reason for this, apparently, is that during the rains they become dangerous for navigation owing to the high floods they bring down; and during the rest of the year their current is sluggish and the volume of water small. The large rivers have sufficient water to enable boats to ply along the lower reaches, and there is a fair amount of traffic in tidal waters; but the other rivers are, on the whole, too shallow or too uncertain to be very largely used, and they do not possess any great value as trade routes. On this account, the use of boats is restricted, and the people have long been accustomed to carry on internal traffic by means of pack-bullocks and carts.

"The rivers most used for purposes of navigation are the Dhamra and the Baitarani, which connect Chandbali with the sea, but along the Baitarani, traffic is mainly confined to the lower tidal reaches; in the hot weather the upper reaches are very shallow, and the small depth of water allows only small boats to ply along them. Further north, the Matai, a river which connects with the Coast Canal at Charbatia and thence flows into the Dhamra at its junction with the Baitarani, is a good navigable channel affording communication between the Coast Canal and Chandbali, and also with Cuttack. It is a tidal river as far as Ruknadeipur, 8 miles east of Bhadrak, up to which point it is navigated by numerous country boats carrying goods to and from Chandbali. Neither the Salandi, however, nor the Rabo and Kapali carry any volume of water in the hot weather above the village of Kanpura half way between Bhadrakh and Chandbali; up to that place they are tidal, and country boats ply to and from Chandbali at all seasons of the year, while there is also a considerable amount of traffic with Bhadrak, which lies on the Salandi. The Burabalang again is tidal and navigable, ordinarily up to the town of Balasore and a little further during the rains while the Panchpara is tidal and navigable throughout the year as far as Churakhai, 6 miles above Sulpatta. The Saratha is tidal as far as the Coast Canal; and the Subarnarekha, the most northerly of the Balasore rivers, is navigable for country boats up to the ferry of Kalikapur, 15 miles from its mouth".¹

The district has retained the navigation system. But the volume of passengers and goods traffic in the rivers has declined to a great extent due to development of railway and roadways.

1. L. S. S. O' Malley, Bengal District Gazetteers, Balasore, 1907, p. 145.

Canals

Referring to the navigation in canals O'Malley states, "The canal connecting the old port of Churaman with the Matai river has fallen into disrepair, but both the Coast Canal and High Level Canal are navigable. The Coast Canal, which connects the Hooghly at Geonkhali with the Matai at Charbatia, has a range of 71 miles, and the High Level Canal, which runs as far as Bhadrak, a length of 19 miles within the district. Two companies used to maintain a steamer service along the Coast Canal between Balasore and Chandbali; and there was a bi-weekly steamer transport service under the control of the Public Works Department along the High Level Canal between Bhadrak and Cuttack, but with the opening of the railway, passengers ceased to use the former route, and the merchants abandoned the latter means of transport. These steamer services have consequently been discontinued. Traffic along the canals is now confined to country boats and their number has decreased owing to the competition of the railway".¹ Observation of O'Malley is partly correct. Recent observations about Coast canal, High Level canal, and Salandi canal are given in the subsequent paragraphs.

The Coast Canal was constructed in the year 1880. The length of this canal is 125 km. It starts from Nasarabad in Bhograi Block and ends at Charbatia lock of Matai river in Basudebpur Block. The canal passes through Bhograi lock, Jamkunda lock, Panchpara lock, Sulpatta lock, Nalkul lock, Chargochia lock and Iram. The canal provides navigation facilities from Nasarabad up to Mandhata. The length of this portion is 30 km. The Executive Engineer, Baleshwar Irrigation Division, Baleshwar is in charge of maintenance. The cost of maintenance is Rs. 1.5 lakhs in a year.

The High Level Canal was constructed in 1871—79. It runs between Akhuapada and Bhadrak. On the way it passes through Bhandaripokhari. The length of this canal is 26.794 km. Presently navigation facilities is suspended. It is maintained by the Executive Engineer, Jajpur Irrigation Division, Jajpur. About 3 lakhs are spent for the maintenance of the canal in a year.

The length of Salandi canal is 473 kilometres which includes length of main canal, branch canal, distributary and minor canal. The starting point of canal is Bidyadharpur and the ending point is Basudebpur. It touches important places like Bidyadharpur, Sanakumari, Bhadrak, Basudebpur and Tihiri on the way. The year of construction of the canal is 1964. The canals are not navigable. The Salandi Canal Division, Bhadrak is maintaining the canal at a cost of Rs. 13,45,000/- in a year.

1. L. S. S. O' Malley, Bengal District Gazetteers, 1907, pp. 145-46.

Boats and Ferry Services

Eighty-eight country boats and three power boats are plying in 85 ferry ghats in Baleshwar district. The names of ferry ghats are given in Appendix IV of this Chapter.

Bridges

Prior to Independence, most of the roads in the district were unbridged. This was a great bottle-neck in the development of road transport. After Independence, along with the construction of roads, large amount was spent for the construction of bridges. As a result, almost all the important roads in the district are now bridged. More bridges are under construction. The statement below gives the number of culverts and bridges on different categories of roads as on 31st March 1985*.

Category of roads	Total number of culverts and bridges	Culverts with length up to 6 metres	Minor bridges with length above 6 metres but less than 30 metres	Major bridges with length of 30 metres and above
(1)	(2)	(3)	(4)	(5)
National Highways	120	60	49	11
State Highways	65	55	10	..
Major District Roads	670	537	108	25
Other District Roads	176	152	22	2
Classified Village Roads	215	187	26	2

Airways and Aerodromes

There is no aerodrom or air-strip in the district. But helipads at Hatigarh (Raibania), Dhusuria (Looger Chhamouja), Panpur (Basudebpur), Baligan (near Chandbali), and Ghanteswar (Haldia) have been constructed for facilitating relief operation by the helicopters during flood and cyclone.

*Chief Engineer, National Highways and Projects, Orissa, Bhubaneshwar and Chief Engineer, Roads, Orissa, Bhubaneshwar.

Travel and Tourist Facilities

The State Government maintains at different places in the district three types of rest houses, viz., Circuit House—a rest-house of the first category, Inspection Bungalow—a rest-house of the second category and rest shed—a rest-house of the third category. Lodging facilities are provided mainly for officers of various Government departments touring the district in the course of their duties. Some of these are opened to the public but preference is given to Ministers, M. Ps., M. L. As. and government employees on duty. All types of rest-houses are generally electrified and well furnished. Details about the location of rest-houses in the district are given in Appendix V.

Dharmasalas and Sarais in villages and towns are the old-time houses where a traveller could rest for a temporary period. But Dharmasalas are not found in Baleshwar district. Only one Musafirkhana or Sarai is seen at Goladia in Chandbali police-station. It is attached to the Mazar of Hezrat Sayed Ahmed Saheb. It consists of four rooms where travellers coming to visit the Mazar stay. This Mazar attracts a large number of people throughout the year especially during the 'Urs' celebration in December every year. Nowadays such institutions have lost their importance as a number of hotels and lodgings with modern amenities are available in the district. Details about hotels and lodgings are given in Appendix VI of this chapter

Post and Telegraph

Baleshwar Postal Division was formed on the first day of February 1953 with revenue districts of Baleshwar, Mayurbhanj and Kendujhar. A change of jurisdiction was made in 1966. Postal services of Mayurbhanj, Dhenkanal and Kendujhar districts were placed under Kendujhar Postal Division with headquarters at Kendujhar. Baleshwar Postal Division remained confined to only Baleshwar. For better administration, this postal division was divided into two divisions, viz., Baleshwar and Bhadrak with effect from 4th November 1980. Consequently Baleshwar and Nilagiri revenue subdivisions, remained under Baleshwar Postal Division and Bhadrak revenue subdivision under Bhadrak Postal Division. Besides Bhadrak revenue subdivision, 145 villages and 11 post-offices of Kendujhar district are tagged with Bhadrak Postal Division. The name of post-offices of Kendujhar district tagged are:—(1) Badrampas, (2) Chhenapadi, (3) Danar, (4) Gedma, (5) Inchol, (6) Maraigan (7), Orali, (8) Sadanga, (9) Soso, (10) Podasinghuci and (11) Hatadihi.

The total number of post-offices in Baleshwar Postal Division and Bhadrak Postal Division as on 31st March, 1985 are given below. A list of classified post-offices is also given in the Appendix VII

Sl. No.	Status of post-offices	Baleshwar Postal Division		Bhadra k Postal Division
		Baleshwar Head post-office	Jaleshwar Head post-office	Bhadrak Head post-office
(1)	(2)	(3)	(4)	(5)
1	Head Office ..	1	1	1
2	Departmental Sub- post-offices ..	43	19	53
3	Extra Departmental Sub- post-offices ..	9	2	7
4	Departmental Branch post-offices
5	Extra Departmental Branch post-offices ..	197	174	286
Total ..		250	196	347

Area, population and number of villages served by the two postal divisions are given as per 1981 Census.

	Baleshwar Postal Division	Bhadrak Postal*
1 Area of Postal Division	3,706 sq. km.	2,786.9 sq.km.
2 Population of Postal Division	11,82,831	8,95,081
3 Total number of villages in the Postal Division	2,585	1,377
4 Frequency of delivery ..	All villages served daily.	All villages served daily.
5 Average area served per post-office	8.31 sq. km.	8.09 sq. km.
6 Average population served per post-office	2,652	2.215

* The area lying under Baleshwar district (Bhadrak revenue subdivision only) has been given.

The statement given below shows the volume of postal business transacted during the year 1984-85.

Volume of postal business transacted	Baleshwar Postal Division		Bhadrak Postal Division		
	Number	Amount	Number	Amount	
(1)	(2)	(3)	(4)	(5)	
Money Order issued	..	132,506	127,52,796.04	355,670	Rs. P. 10,012,206.82
Money Order paid	..	353,958	27,987,371.42	57,900	1,518,012.18
Savings Bank deposits	..	127,309	44,526,495.69	27,365	7,538,103.76
Savings Bank withdrawals	..	85,824	52,808,923.52	3,003	2,752,654.66
Certificates issued	..	15,058	48,65,240.00	23,600	3,56,700.00
Registered letters issued	..	494,972	..	1,10,962	..
Registered letters delivered	..	472,622	..	1,38,600	..
Registered parcels issued	..	5,730	..	26,535	..
Registered parcels delivered	..	15,887	..	36,000	..
Ordinary letters issued	..	32,207,080	..	76,652,344	..
Ordinary letters delivered	..	22,105,768	..	7,687,189	..
Telegrams issued	..	15,743	..	32,099	..
Telegrams delivered	..	9,820	..	30,150	..

Pin Code

The Postal Index Number scheme, called PIN code in short, was introduced by the Posts and Telegraphs Department on 15th August 1972. Under the scheme, every Head Post Office and Sub-Post Office which delivers mail has been allotted an individual six digit number. The Branch Post Offices use the number allotted to their parent account Office. In a country with diverse languages and scripts, the introduction of the digital code has eased the problem of sorting mail by sorters. Further, there are several different towns in this country having the same name. The addition of the PIN code after the address enables the sorter to identify the destination correctly, thereby eliminating chances of mis-sending and consequent delay in receiving the articles. This has reduced the delay in transmission and hastened delivery.

The PIN code digits from left to right progressively pin point and locate the geographical position of the post office. The country has been divided into eight different zones. The first digit indicates the zone. The first three taken together indicate the sorting unit under which the office falls. The last three specify the particular delivery post office under the sorting unit. Thus first three digit 756 is allotted to the Baleshwar district. The PIN codes of three Head Post Offices of the district are (a) Baleshwar Head Post Office-756001 (b) Jaleshwar Head Post Office-756032 and (c) Bhadrak Head Post Office-756100.

Telephones

There are 16 telephone exchanges in the district. All the important places of the district are connected with trunk lines. Baleshwar, the district headquarters, is linked with important places of the state. Details as on 31st March 1985 are given at page 332.

DETAILS OF TELEPHONE EXCHANGES

Name of the telephone exchange	Year of establishment	Total No. of connections		Type of Exchange*	Capacity	Trunk circuits connected
		Main	Extension			
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1. Baleshwar	1946	704	166	CBM	720	15
2. Bhadrak	1960	398	126	MAX-II	500	13
3. Soro	1965	56	..	SAX	100	2
4. Chandbali	1966	40	..	SAX	40	2
5. Jaleshwar	1969	45	1	SAX	50	2
6. Raj Nilagiri	1969	41	..	SAX	50	2
7. Basudebpur	1970	25	..	SAX	20	1
8. Rupsa	1972	20	..	SAX	25	1
9. Similia	1972	11	..	SAX	25	1
10. Basta	1973	50	..	SAX	40	2
11. Tihiri	1973	25	..	SAX	35	1
12. Khaira	1981	17	..	SAX	25	1
13. Dhamnagar	1982	18	..	SAX	25	1
14. Baliapal	1983	25	..	SAX	16	1
15. Mitrapur (Balgopalpur)	1984	10	..	SAX	25	1
16. Dehurda	1985	16	..	SAX	25	1

*CBM-Central Battery Multiple
SAX-Small Automatic Exchange

The table reveals that all the Tahasil headquarters possess telephone exchange facility in the district. There are 80 post-offices having public call facility under Baleshwar Postal Division and 40 under Bhadrak Postal Division. Point to point S. T. D. facility was available with S. T. D. code number 97 to Baleshwar town. But from March 1988, Baleshwar and Bhadrak have been connected to national S. T. D. net work and their national access codes are 06782 and 06784 respectively.

Telegraphs

There is only one departmental Telegraph Office at Baleshwar which is connected to Baripada, Cuttack, Bhubaneswar and Calcutta by high-speed telegraph system, i.e., teleprinter circuits.

List of post-offices having telegraph office and public call office in the district are given below.

Baleshwar Postal Division

1. Jaleshwar
2. Deourda
3. Kamarda
4. Basta
5. Rupsa
6. Raj Nilagiri
7. Soro
8. Remuna
9. Kakhra
10. Haldipada
11. Phulbani
12. Chandipur

Bhadrak Postal Division

1. Bhadrak
2. Akhuapada
3. Chandbali
4. Dhamnagar
5. Tihiri
6. Basudebpur
7. Charampa
8. Dolsahi
9. Similia

Radio and Wireless

The All-India Radio has no broadcasting station in the district.

There are 26 wireless stations in the district. These stations have been installed by the Police Department for smooth running of administration.

FAX and Telex Services

FAX and Telex facilities are available at Baleshwar.

Pay Phone

To provide employment to unemployed youth as well as better service of communication to public, in 1991, pay phone system was introduced in the district. The number of pay phone establishments and amount collected are given below:

Year	No. of pay phones	Amount Rs.
1991-92	13	2,07,894.00
1992-93	32	14,96,614.00

Courier Service

Apart from government postal services, a number of private courier services are also operating in the district.

Pigeon Service

The district has three pigeon lofts. Details are given below.

Location of pigeon lofts (1)	Cocks (2)	Hens (3)	Total (4)
Baleshwar ..	22	20	42
Basta ..	8	9	17
Chandbali ..	4	3	7
Total ..	34	32	66

Boomerang and static services are also available in the district. Details are given below.

Boomerang Service (1)	Static service (2)
Baleshwar to Basta	Kamarda to Basta
Baleshwar to Ayodhya	Bhadrak to Baleshwar
Basta to Jamkunda	Baliapal to Baleshwar
Chandbali to Ghanteswar	

Organisations of owners and employers in the field of transport and communications

There are seven organisations in the field of transport and communications. They are registered under the Indian Trade Unions Act, 1926 and carry on trade union activities in the district for the benefit of workers. Details about the unions are given below as on 31st December 1985.

Registration number and date	Name and address of the Union	No. of members
(1)	(2)	(3)
978, dt. 8.1.1976	Baleshwar Rickshaw Chalak Sangha, C/o Trade Union Association Co-ordination Committee, Port Road, Bhadrak.	N. A.
1230, dt. 20.8.1979	Bhadrak Motor Transport Workers' Union, Charampa, Bhadrak.	210
1013, dt. 20.7.1976	North Baleshwar Private Motor Transport Employees Union, Jaleshwar.	52
171, dt. 18.1.1956	Orissa Motor Transport Workers' Union, Nayabazar, Baleshwar.	230
1312, dt. 15.1.1980	Orissa State Road Transport Corporation Employees Union, Baleshwar.	138
1253, dt. 15.1.1980	Rupsa Railway Junction Malpari-bahankari Mazdoor Sangha, Rupsa.	N. A.
1161, dt. 23.9.1978	State Transport Employees Union, Charampa, Bhadrak.	N. A.

APPENDIX I

Panchayat Samiti-wise length of roads in 1986-87

Name of Panchayat Samiti	Length of roads in kilometres
(1)	(2)
1 Baleshwar Sadar	94.6
2 Baliapal	18.4
3 Bhograi	81.6
4 Bahanaga	91.4
5 Basta	37.2
6 Bhadrak	89.0
7 Bant	95.8
8 Basudebpur	48.6
9 Bhandaripokhari	40.2
10 Chandbali	92.0
11 Dhamnagar	130.8
12 Jaleshwar	73.6
13 Khaira	199.0
14 Similia	149.0
15 Soro	86.6
16 Remuna	35.4
17 Oupada	44.8
18 Nilagiri	98.6
19 Tihiri	210.0
Total	1,716.8

APPENDIX II

Length of Grama Panchayat roads in 1986—87

Name of Panchayat Samitis	No. of Grama Panchayats	Length of Grama Panchayat roads in kilometres
(1)	(2)	(3)
1 Baleshwar Sadar ..	19	105
2 Baliapal ..	19	145
3 Bhograi ..	21	164
4 Bahanaga ..	11	54
5 Basta ..	14	111
6 Bhadrak ..	23	108
7 Basudebpur ..	25	283
8 Bant ..	15	241
9 Bhandaripokhari ..	13	82
10 Chandbali ..	21	227
11 Dhamnagar ..	22	140
12 Jaleshwar ..	21	32
13 Khaira ..	17	183
14 Similia ..	10	345
15 Soro ..	14	77
16 Remuna ..	20	206
17 Oupada ..	10	115
18 Nilagiri ..	22	142
19 Tihiri ..	20	263
Total ..	337	3,023

Railway Stations in Baleshwar District*Howrah-Madras line*

1. Lakshmannath Road
2. Jaleshwar
3. Rajghat
4. Amarda Road
5. Basta
6. Nuagan-Mayurbhanj Road
7. Rupsa
8. Haldipada
9. Baleshwar
10. Nilagiri Road
11. Khantapada
12. Panpana
13. Bahanaga Bazar
14. Soro
15. Sabira
16. Markona
17. Ranital
18. Bhadrak
19. Baudpur
20. Kapali Road
21. Kenduapada
22. Manjuri Road

APPENDIX IV
List of Ferries

Name of Panchayat Samiti (1)	Name of Ferry Ghat (2)	Name of river/ Nala (3)
1 Bhograi ..	Khalabadia Edarpal Kumbhirdi Kirtaniachaumukha Khanpur	Subarnarekha river Kumbhirdi Nala Subarnarekha river Subarnarekha river
2. Nilagiri ..	Kathpal Ghagra Balipal Singiri Totapada	Sone river Ghagra Sone Sone Sone
3. Baleshwar Sadar	Balaramgarhi Chargachhia Panchapara Megha Sahuchak Koilisahi Kasafal Gochhagadi Sindhia Kayakodala Balighat	Burhabalanga Burhabalanga Panchapara river Debdubi Alumeda Nala Panchajoda river Panchajoda river Panchajoda river Burhabalanga river Burhabalanga river Burhabalanga river
4. Jaleshwar ..	Santipur Gurudaspur Bazarsol Kuanarpur Kalikapur Kadarayan—R. R. Pur Ekatali-Udiapada Gobardhanpur-Belli	Subarnarekha river Subarnarekha river Subarnarekha river Subarnarekha river Subarnarekha river Subarnarekha river Subarnarekha river Subarnarekha river

(1)	(2)	(3)
5. Dhamnagar	Uteipur Village Paitipur Ghat	Baitarani river
	Anandapur village Panasa Mahara Ghat	Baitarani river
	Mishrapur village Ghat	Baitarani river
	Kantapari village Sandhapur Ghat	Baitarani river
	Jayantara village Danguapatna Ghat	Baitarani river
	Gopabandhu Nagar Astaka Ghat	Kochila river (Baitarani river branch)
	Pangata Ghat	Kochila river (Baitarani river branch)
	Balipatna Ghat	Kochila river (Baitarani river branch)
	Sarei Ghat	Reb river
	Falapur Ghat	Genguti river
	Dobal Ghat (during flood)	Ditto
	Athagadia Ghat	Baitarani and Kochila joint
	Saillo Ghat	Kochila river
	Duttapara Ghat	Baitarani river
	Naranpur Ghat	Ditto
	Kasimpur Ghat	Reb river
	Rameswarpur Ghat	Genguti river
6. Bhandaripokhari	Behera Patra Ghat	Baitarani river
	Balighai Ghat Korakora	Ditto
	Raghuraipur Ghat	Ditto
7. Soro	Babura Ghat	Kansbans river
	Kharakhia	Ditto
8. Basta	Choramara Ghat	Subarnarekha
	Gobardhanpur Ghat	Ditto
	Darabudi Ghat	Ditto

(1)	(2)	(3)
9. Basudebpur	Dadhibamanpur	Matai river
	Charibatia	Ditto
	Khantakhuda	Ditto
	Baliapal	Ditto
10. Remuna	Baitakank Ghat	Sone
	Purkhi Ghat	Sone
	Hatiagandha Ghat	Sone
	Pandasahi Ghat	Sone
	Chakulia Ghat	Sone
	Jagannathpur Ghat	Sone
11. Chandbali	Panchutikiri Ghat	Matai river
	Mahadev Nali Ghat	Ditto
	Talchua Ghat	Baitarani
	Bansada and Jantuali Ghat	Matai river
	Matto—Chaudhuri Ghat	Ditto
	Kulhi Ghat	Baitarani
	Aradi Ghat	Ditto
	Pankitintara Ghat	Salandi
	Bodak Ghat	Baitarani
	Bodak Ghat	Baitarani
	Dhanakhania Ghat	Salandi river
	Chandankunda Ghat	Gochia river
	Baliapal Ghat	Matai river
	Dudhia Ghat	Ditto
Hatathutha Ghat	Ditto	
Terjana Ghat	Terjana river	
Paleisahi Ghat	Ditto	
12. Baliapal	Rasalpur Ghat	Subarnarekha river
	Kudmansing Ghat	Ditto
	Pathar Ghat	Ditto
	Chaumukha Ghat	Ditto
13. Bhadrak	Aranapal Ghat	Nalia river

APPENDIX V
List of Circuit Houses, Inspection Bungalows and Rest sheds

Name of Tahasils (1)	Circuit House/Inspection Bungalow and Rest shed (2)	Location (3)	Maintained by (4)
Dhamnagar	Inspection Bungalow	Akhuapada	N. H. 5
	Rest shed	Bhandaripokhari	N. H. 5
Jaleshwar	Inspection Bungalow	Jaleshwar	P. W. D. (R. & B.)
	Inspection Bungalow	Kamarda	P. W. D. (R. & B.)
	Rest shed	Raibania	Revenue Department
	Rest shed	Dahamunda	Revenue Department
Soro	Rest shed	Betagram	Revenue Department
	Rest shed	Huguli	Revenue Department
	Inspection Bungalow	Khamtapada	N. H. 5
	Inspection Bungalow	Markona	N. H. 5
	Inspection Bungalow	Dhobagadia	P. W. D. (R. & B.)
	Rest shed	Gopalpur	Revenue Department
	Rest shed	Soro	Revenue Department
	Rest shed	Khaira	Revenue Department
	Rest shed	Kupari	Revenue Department

(1)	(2)	(3)	(4)
	Rest shed	Markona	Revenue Department
Basta	.. Inspection Bungalow	Haldipada	P. W. D. (R. & B.)
	Inspection Bungalow	Basta	P. W. D. (R. & B.)
	Inspection Bungalow	Jamsuli	P. W. D. (R. & B.)
	Inspection Bungalow	Balipal	P. W. D. (R. & B.)
Bhadrak	.. Inspection Bungalow	Bhadrak	P. W. D. (R & B.)
	Inspection Bungalow	Bant	P. W. D. (R & B.)
	Inspection Bungalow	Tihiri	P. W. D. (R & B.)
	Inspection Bungalow	Sabranga	P. W. D. (R & B.)
Chandbali	.. Inspection Bungalow	Chandbali	P. W. D. (R & B.)
	Inspection Bungalow	Kharang	P. W. D. (R & B.)
	Inspection Bungalow	Matto	Revenue Department
	Rest shed	Gadi	Revenue Department
Nilagiri	Rest shed	Ghanteswar	Revenue Department
	.. Circuit House	Nilagiri	Revenue Department
	Indian— Guest house	Nilagiri	
	Rest shed	Oupada	
	Rest shed	Santaragadia	

(Contd.)

(1)	(2)	(3)	(4)
	Rest shed	Daripokhari	
	Rest shed	Panchalingeswar	
	Rest shed	Gopalpur	
	Rest shed	Berhampur	
	Circuit House	Baleshwar	
Baleshwar	Inspection Bungalow	Baleshwar	P. W. D. (R & B)
	Inspection Bungalow	Baleshwar	P. W. D. (R & B)
	Inspection Bungalow called "Casurina House"	Chandipur	Forest Department
	Inspection Bungalow called "Tourist Bungalow"	Chandipur	Tourism Department
	Inspection Bungalow	Chandipur	P. W. D.
	Rest shed	Talapada	Revenue Department
Basudebpur	Inspection Bungalow	Basudebpur	Revenue Department
	Rest shed	Kulikhathi	Irrigation Department
	Rest shed	Naikanidihni	Irrigation Department
	Rest shed	Balimund	P. W. D. (R & B)

(Concl'd.)

APPENDIX VI
List of Hotels and Lodgings*

Place	Name of Hotel/ Lodging	Telephone	No. of rooms		Total beds
			Single seated room	2/3/4 seated bed room	
(1)	(2)	(3)	(4)	(5)	(6)
Baleshwar	Hotel Abhiseka	Available	3	17/0/0	37
	Moonlight	Available	12	8/0/0	28
	Union Hotel & Lodge	Available	4	5/1/0	17
	Hotel Swarnachuda	Available	2	22/2/1	56
	Hotel Kalinga	Available	11	8/0/0	27
	Amrit lodge	Nil	10	3/0/0	16
	Sahu lodge	Nil	3	7/0/0	24
	Sagarika lodge	Nil	..	3/0/1	10
	J. K. Lodge	Nil	11	3/1/0	20
	Srikrishna lodge	Nil	28	14/2/0	62
	Hotel Veena	Available	7	8/0/0	23

*Tourist Office, Baleshwar.

Cont.

(1)	(2)	(3)	(4)	(5)	(6)
Chandipur	Anandamayee Hotel (P) Ltd.	Available	..	31/3/4	109
	Santinivas	Nil	..	5/1/1	29
	Badsaha Lodge	Nil	..	4/0/0	8
	Dipak Nivas	Nil	..	0/0/1	4
	Hotel Kashmir at Balaramgarhi	Nil	..	10/1/0	23
Bhadrak	Firdous Lodge	Available	12	6/1/0	27
	Saroj Lodge	Nil	14	1/0/0	16
	Bhadrak Lodge	Nil	14	6/1/0	29
	United Lodge	Nil	5	4/0/0	13
	Hotel Highway	Available	5	13/0/0	31
	Hotel Goutam	Ditto	5	3/0/0	11
Remuna	Pilgrim Lodging	Ditto	..	4/0/0	8
Chandbali	Puspak Lodge	Nil	10	5/0/0	20
Jaleshwar	Hotel Srikrishna	Nil	3	3/1/0	12

(Concl.)

APPENDIX VII

**Classified list of Post Offices of Baleshwar Postal
Division as on the 31st March 1985**

Symbols:

- *— Cash Office
- E— Experimental Branch Office
- A— Class I Sub-Post Office
- B— Class II Sub-Post Office
- C— Class III Sub-Post Office
- RS— Railway Station
- TPO— Town Branch Office
- CO— Combined Office
- ND— No delivery office
- PCO— Public Call Office
- EDSO— Extra Departmental Sub-Post Office
- TSO— Town Sub-Post Office
- LSG— Lower Selection Grade Post Office
- S— Branch Post Offices vested with SB power
- MPO— Mobile Post Office

BALESHWAR HEAD POST OFFICE (GRADE-I) H. O., PCO*

PIN-756001

ANANTAPUR S. O. (A)-CO/PCO PIN-756046

1	Padhuān	..	S/CO/PCO
2	Barhapur	..	S
3	Gud	..	S
4	Jagannathpur Bachhada	..	S
5	Kharasahapur	..	S/CO/PCO
6	Kumarpur	..	ES
7	Kuruda-Soro	..	S
8	Pakhara	...	S
9	Sahaspur	..	S
10	Sankhapudadiha	..	S
11	Tentej	..	ES

ABHANA S. O. (C)
TPO-O-246, PIN—756051

1	Bishnupur	..	S/CO/PCO
2	Rupkhanda	..	S

AZIMABAD NDTSO (C)
PCO(TPO-O-980) PIN-756001

BAHANAGA S. O. (B) CO/PCO
PIN-756042

1	Bidubazar	..	ES/MPO
2	Gandsthapur	..	S
3	Iswarpur	..	S
4	Kochiakoil	..	S
5	Kandagaradi	..	ES
6	Santaragadia Bazar	..	S
7	Saud	..	S
8	Thalsada	..	S/ MPO

BALESHWAR COURT NDTSO (A)/PCO PIN-756001

BALESHWAR RS NDTSO (C)/PCO PIN-756001

BARABATI NDTSO (C)/PCO
PIN—756003

BALARAMGARHI EDSO CO/PCO (TPO—0—884)
PIN—756057

BASTA S. O. (A) CO/PCO PIN-756029

1	Baharda Bazar	..	S
2	Barunagadia	..	S
3	Bidyadharpur	..	S
4	Dhobachakuri	..	S
5	Jamalpur	..	S
6	Khadikapada	..	S

7	Kusudiha	..	ES
8	Machhadiha	..	ES/PCO
9	Mandrukula	..	S/PCO
10	Mathani	..	S/CO
11	Pandurungi	..	S
12	Srirampur	..	S/CO
13	Utikiri	..	ES/MPO

BHAUNRIABAD EDSO CO/PCO (TPO-O-837)
PIN-756071

CHACKBARAHAPUR (C) (TPO-O-719)
PIN-756055

CHACK JAGANNATHPUR EDSO CO/PCO (TPO-O-567)
PIN-756053

CHANDIPUR LSG SO CO/PCO
PIN-756025

1	Gudupai	..	S/PCO
2	Hidigan	..	ES/PCO
3	Parikhi	..	S/PCO
4	Srikona	..	ES/CO/PCO

DANDIKA EDSO PCO (TPO-O-662)
PIN-756074

F. M. COLLEGE NDTSO (C)/PCO
PIN-756001

GOPALPUR S. O. (B) CO/PCO
PIN-756044

1	Aruhabad	..	S/MPO/CO
2	Dwarika	..	S
3	Jagannathpur	..	S
4	Jangeswarpada	..	S/MPO

5	Kalyani	..	S/MPO
6	Karanjabindha	..	S
7	Maharudrapur	..	ES
8	Pandasuni	..	S/MPO
9	Rahaniaganj	...	S
10	Srijang	..	S/MPO
11	Talkurunia	..	S

HALADIAPADA EDSO/PCO (TPO-O-687)
PIN-756073

HALADIPADA S. O. (B) CO/PCO
PIN-756037

1	Alumeda	..	S
2	Ambapunja	..	S
3	Bahabalpur	..	ES/MPO
4	Duani	..	S
5	Chak Sartha	..	ES
6	Chhanua	..	S/CO/PCO
7	Digida	..	ES/MPO
8	Dublagadi	..	S
9	Jhinkiria	..	ES
10	Nagram	..	S/MPO
11	Udangi	...	S
12	Olipur	..	ES/MPO
13	Panchupada	..	ES
14	Saragan	...	ES
15	Sulpata	...	S/MPO

ISSANNAGAR NDTSO (C) PCO
PIN-756001

KHAIRA S. O. (B) CO/PCO
PIN-756048

1	Arjunpur	...	S
2	Fatepur	..	S
3	Nachhipur	...	ES
4	Rai Ramchandrapur	...	ES

**KHANTAPARA SO (B) CO/PCO
PIN-756043**

1	Jirtal	..	S
2	Kasba-Jaipur	..	S
3	Kuligan	..	S
4	Nachinta	..	S
5	Padagan	..	S
6	Panapana	..	S
7	Pratapada	..	S
8	Saraswatia	..	ES/MPO

**KHIRACHORA GOPINATH EDSO (TPO-O-699)
PIN-756018**

**KUPARI (C) CO/PCO (TPO-O-1018)
PIN-756059**

1	Kaithagadia	..	S
2	Panichhatra	..	S
3	Sindarpur	..	ES

**KURUDA S. O. (C) (TPO-O-1009)
PIN-756056**

1	Balia	..	S
2	Chhanpur	..	S
3	Genguti	..	S

**MAKALPUR NDTSO (C) (TPO-O-362)
PIN-756003**

**MITRAPUR S. O. (B) CO/PCO
PIN-756020**

1	Begunia	..	ES/MPO
2	Dharaganj	..	S
3	Durgadevi	..	S
4	Machhua	..	ES
5	Mahisapata	..	S

6	Nuapadhi	..	S
7	Patna	..	ES
8	Pondal	..	S
9	Rasalpur	..	S/MPO
10	Sathilobalabalia	..	ES
11	Singiri	..	ES
12	Tikirapal	..	S

MOBARAKPUR NDTSO (C) (TPO-O-880)

PIN-756045

MOTIGANJ LSG S. O. /PCO

PIN-756003

1	Badasindhia	..	S
2	Dahapada	..	S
3	Phlwar-Kasaba	..	S
4	Ghudapada	..	S
5	Haripur	..	ES
6	Nizampur	..	ES
7	Sahupada	..	S
8	Sindhia	..	S

NAYABAZAR BALESHWAR NDTSO(C) (PCO)

PIN-756 001

NILAGIRI COLLEGE NDTSO (C) (PCO) (TPO-0-874)

PIN-756040

OUPADA S. O. (C) CO/PCO

PIN-756 049

1	Aghirapada	..	ES
2	Darkholi	..	S
3	Khalra-Gobindpur	..	S
4	Sarugan	..	S

RAJ NILAGIRI S. O. (C) CO/PCO

PIN-756040

1 Chhatrapur	..	S/CO/PCO
2 Dhubsila	..	S
3 Garadihi	..	S
4 Hatasahi	..	S
5 Jəmuna	..	ES
6 Kalakada	..	S
7 Kahalia	..	ES/MPO
8 Mirigini	..	ES
9 Podasul	..	S
10 Pithahata	..	ES
11 Shyamsundarpur	...	S
12 Telipal	..	ES
13 Kishorechandrapur	..	ES

RASALPUR S. O. (C) CO /PCO

PIN-756021

1 Bankeswar	..	S/MPO
2 Bardhanpur	...	S
3 Bhimpur	..	ES/MPO
4 Inchudi	...	S/CO/PCO
5 Jaydevkasaba	...	ES/PCO
6 Kuanarpur	...	ES/MPO

REMUNA S. O. (A) CO/PCO

PIN-756019

1 Armala	...	S
2 Badpal	...	S
3 Gobindpur	..	S
4 Gududapatna	...	S
5 Januganj	...	S
6 Kanrali	...	S
7 Kasimpur	...	S
8 Naraharipur	...	ES
9 Somnathpur	...	ES
10 Udambar	...	S

RESERVE POLICE LINE NDT EDSO (TPO-O-164)

PIN-756 001

RAJ BERHAMPUR S. O. (C) CO/PCO (TPO-0-918)

PIN-756 058

1 Arabandha	..	ES/MPO
2 Upardiha	..	ES
3 Tentulia	..	ES

RUPSA S.O. (B) CO/PCO

PIN-756 028

1 Anka	..	ES
2 Bamada	..	ES
3 Hatiadiha	..	ES
4 Lachhmankhunta	..	S
5 Nalbaha	..	S
6 Nuagan	..	ES/MPO
7 Rautparha	..	S/MPO

SADANANDAPUR EDSO/PCO (TPO-0-665)

PIN-756054

SAHADEBKHUNTA NDTSO (C) /PCO

PIN-756 001

SAHID PARK NDTSO (B) /PCO

PIN-756 003

SAJANAGADA S.O. (B) CO/PCO

PIN-756 041

1 Jamudiha	..	S/PCO
2 Jadibali	..	S
3 Kansa	..	ES/CO/PCO
4 Kharadiha	..	ES/MPO
5 Matiali	..	S/PCO
6 Naranpur	..	S/MPO
7 Nimpal	..	S
8 Narasinghpur	..	ES
9 Tenda	..	ES

SANATTA NDTSO PCO (C) (TPO-0-363)

PIN-756 040

SARTHA EDSO CO/PCO (TPO-0-748)

PIN-756 077

SERGAR S. O. (C)CO/PCO (TPO-0-883)

PIN-756060

1 Bahal	..	S
2 Barunsingh	..	S/MPO
3 Khannagar	..	S

SORO LSG S.O. CO/PCO

PiN-756045

1 Angula	..	S/PCO
2 Attapur	..	S
3 Bainanda Mangarajpur	..	S
4 Dahisada	..	S
5 Ghasua	..	S
6 Hatikholia	..	ES
7 Janhia	..	S
8 Kedarapur	..	S
9 Kudei-Nadigan	..	S/CO/PCO
10 Kesaripur	..	S
11 Mahumuhan	..	S
12 Mangalpur	..	S
13 Mulising	..	ES
14 Radhaballavpur	..	S
15 Sabira R. S.	..	ES/CO/PCO
16 Sajanpur	..	S/MPO
17 Santhapada	..	S
18 Sarasankha	..	S/MPO
19 Similia	..	ES
20 Singakhunta	..	ES
21 Sirapur	..	S
22 Wada	..	ES

SORO BAZAR NDTSO (C) (TPO-0-34)

PIN-756 045

SORO COLLEGE (ITUA) NDTSO (C) (TPO-0-648)

PIN-756 045

SOVARAMPUR NDTSO (C) PCO (TPO-0-975)

PIN-756 001

SRIKANTAPUR NDSO (B) PCO (TPO-0-CK-517)

PIN-756 001

SUNHAT S.O. (B) CO/PCO

PIN-756 002

1	Manikula	..	S
2	Punjibag	..	S
3	Puruna Baleshwar	..	S
4	Ranasahi	..	S/CO/PCO
5	Sahada	..	S
6	Saragan	..	S/PCO

TURIGARIA S. O. (A) CO/PCO

PIN-756 047

1	Achhutipur	..	ES
2	Badapokhari	..	S
3	Banabishnupur	..	S
4	Dagarpada	..	S
5	Dalanga	..	ES/MPO
6	Gandibed	..	S/CO
7	Kurunta	..	S
8	Mahatipur	..	S
9	Makhanpur	..	S
10	Manipur	..	S
11	Sampei	..	S
12	Saundia	..	ES/MPO

UTTARESWAR NDTSO (C) (TPO-0-908)
PIN-756 045

JALESHWAR H. O. (GRADE-II) CO/PCO *
PIN-756 032

1 Alalpur	..	S/MPO
2 Ambiliatha	..	S/MPO
3 Bartana	..	ES
4 Chamargan	..	S/MPO
5 Chhamouza	..	S
6 Chormara	..	ES/MPO
7 Gopa	..	S
8 Jamalpur	..	S
9 Keshpura	..	ES
10 Lakshmannath	..	S/PCO
11 Mohamadnagar Patna	..	S
12 Malipal	..	S
13 Paikasida	..	S
14 Rairamchandrapur	..	S/MPO
15 Rajpur	..	ES/CO/PCO
16 Salikotha	..	S
17 Sikharpur	..	S

AMARDA ROAD (B) CO/PCO
PIN-756 030

1 Chasipada	..	S
2 Chinchalgadia	..	ES
3 Dhitpura	..	ES
4 Gudikhal	..	S
5 Gopinathpur	..	ES
6 Kuldiha	..	S
7 Mahammadnagar	..	S

BALIAPAL S. O. (A) CO/PCO
PIN-756 026

1 Asti	..	S
2 Bedhapur	..	S
3 Bishnupur	..	S
4 Dalua	..	S
5 Ghantiari	..	S
6 Jamkunda	..	S/PCO
7 Jharpimpal	..	S
8 Panchurukhi	..	S
9 Paschimbad	..	S/MPO
10 Rella	..	ES

BHOGRAI S. O. (B) CO/PCO
PIN—756 038

1 Bartana	..	S
2 Iswarpur	..	ES/MPCO
3 Jairampur	..	S/PCO
4 Khalabadia	..	S
5 Malaruan	..	S
6 Pithapur	..	S
7 Rasalpur-Bhograi	..	S

DAHAMUNDA S. O. (C) (TPO-O-465)
PIN—756 079

1 Aruhabruti	..	S
2 Baiganabari	..	ES
3 Barbatia	..	ES
4 Nayapalli	..	ES
5 Nilpura	..	ES/MPO
6 Rasalpur	..	ES

DARADA S. O. (C) CO/PCO
PIN—756022

1	Barada	..	S
2	Chakrada	..	S
3	Kothia	..	S
4	Kothpada	..	ES
5	Mukulish	..	S/CO

DEHURDA LSG S. O. CO/PCO
PIN—756036

1	Alalbindha	..	S
2	Baitpur	..	S/CO
3	Batgram ghat	..	S
4	Deulahat	..	S
5	Gopinathpur	..	ES
6	Guneibasan	..	S
7	Haridaspur	..	S
8	Jaleshwar	..	S/MPO
9	Kumarjalina	..	S
10	Kumbharmuli	..	S
11	Mankunda	..	S
12	Narayanpur	..	S
13	Nimatpur	..	S/MPO
14	Nisanpur	..	S/MPO
15	Pasarbindha	..	S
16	Soharia	..	ES/MPO
17	Sukhasandhapatna	..	S/MPO
18	Sultanpur	..	S/MPO
19	Tarapur	..	S/MPO

DHANSIMULIA S. O. (C) (TPO-O-1041)
PIN—756084

1	Netua	..	S
2	Sugo	..	S

PHULBANI S. O. (B) CO/PCO

PIN—756037

1	Ausha	..	S
2	Bichitrapur	..	S
3	Nafrai	..	S
4	Narayan Mohanty Padia	..	S
5	Sankhari	..	S/MPO
6	Saradhapur	..	S
7	Tukurihazara	..	S

HATIGARH S. O. (B) CO/PCO

PIN—756033

1	Ashabandha	..	ES
2	Baradiha	..	ES/CO/PCO
3	Bhandarkuli	..	ES/MPO
4	Chudamanipur	..	S
5	Kankei	..	S
6	Kabataghati	..	S
7	Khanabad	..	S
8	Khuard	..	S
9	Mahuduma	..	S/MPO
10	Mankidia	..	ES
11	Mununia	..	S/MPO
12	Raibania	..	S/CO/PCO
13	Ulmara	..	S/CO/PCO

IRDA S. O. (C) PCO (TPO-O-73)

PIN—756080

1	Badhan	..	S
2	Kainagari	..	ES/MPO
3	Machhada	..	ES
4	Nimpada	..	S
5	Panasa	..	S
6	Sahada	..	S/CO/PCO

JALESHWAR R. S. NDTSO (C) (TPO-O-512)

PIN—756 032

JAMSULI S. O. (C) CO/PCO (TPO-O-682)

PIN—756081

1	Baliapati	..	S
2	Dundukut	..	S
3	Gilajodi	..	S
4	Nabara	..	S
5	Naikudi	..	S
6	Paunskulia	..	S
7	Putura	..	S
8	Remu	..	S
9	Tadada	..	S

KAKHRA S. O. (B) CO/PCO (TPO-O-471)

PIN—756039

1	Bajitpur	..	S/MPO
2	Barabatia Bazar	..	S/MPO
3	Chandaneswar	..	S/PCO
4	Naskarpur	..	S
5	Udayaganjpatna	..	ES

KAMARDA S. O. (A) CO/PCO PIN—756035

1	Baharda	..	S
2	Balimi	..	S
3	Baunsadiha	..	ES
4	Belda	..	S
5	Chakaisab	..	ES
6	Chandakusumi	..	ES
7	Dakhinanadabani	..	ES
8	Dahunda	..	S/MPO
9	Dubsahi	..	S
10	Durpal	..	S
11	Kachuadi	..	S
12	Karihanda	..	S
13	Katisahi	..	S/MPO

14	Khairada	..	S
15	Kusuda	..	S
16	Madhupur	...	S
17	Mohagab	..	S/MPO
18	Nachinda	..	S
19	Purusottampur	..	ES
20	Putina	..	S
21	Uplahat	..	S

LAKSHMANNATH ROAD EDSO (TPO-O-664)
PIN—756076

NAMPO S. O. (C) CO/PCO PIN—756034

1	Ambadiha	..	S
2	Budhacusumi	..	S/CO
3	Demuria	..	S/MPO
4	Ikida	..	ES
5	Kamarsalia	..	S
6	Khalina	..	S
7	Khuluda	..	S
8	Masanbadia	..	S

NAYABAZAR JALESHWAR NDTSO (C) (CO/PCO) (TPO-O-102)
PIN—756032

NANGALESWAR S. O. (B) CO/PCO PIN—756024

1	Badakaurada	..	ES
2	Balarampur	..	S
3	Bulang	..	S
4	Jambhirai	..	S
5	Kasafal	..	S/PCO
6	Mandhata bazar	..	S
7	Nadabani	..	S
8	Nuagan	..	S
9	Panchupalli	..	S
10	Saudi	...	S

PRATAPPUR S. O. (C) (TPO-0-1000)

PIN-756 083

1	Bagada	..	ES
2	Badas	..	S/MPO
3	Baliapal-Narayanpur	..	S
4	Betagadia	..	ES
5	Chandmani	..	ES
6	Chaumukh	..	S/PCO/MPO
7	Dagara	..	S
8	Dangapita	..	ES
9	Jagai	..	S/MPO
10	Karanja	..	S

SINGLA S. O. (B) CO/PCO

PIN-756 023

1	B.Katisahi	..	S/MPO
2	Baldandia	..	ES
3	Belli	..	S
4	Devog	..	ES/MPO
5	Gadasahi-Baliapal	..	S/MPO
6	Ghantua	..	S
7	Jathia	..	S
8	Khalmuhani	..	ES
9	Kumbhari	..	S/MPO
10	Machharanka-Similia	..	ES
11	Nepura	..	S
12	Srirampur Road	..	S/PCO

VELLORA EDSO CO/PCO (TPO-O-691)

PIN-756 078

BHADRAK POSTAL DIVISION AS ON 31ST MARCH 1985.
BHADRAK HEAD POST OFFICE GRADE I H.O. *C. O. /PCO.

PIN-756100

1	Bahudarada	..	S
2	Balabhadrapur	..	S(MPO)
3	Bhadrak by pass	..	S
4	Garadpur	..	S
5	Gelpur	..	S(MPO)
6	Jalmandua	..	ES
7	Kalai	..	S(MPO)
8	Korkora	..	S
9	Mouda	..	S
10	Nalanga	..	S
11	Ramnabami Betada	..	S
12	Tihiri	..	ES

ADA S. O. (B)

PIN-756 134

1	Antara	..	S(MPO)
2	Aliha	..	S
3	Arakhpur	..	S
4	Baghua	..	S
5	Berada	..	S
6	Chandrapara	..	ES
7	Damodarpur	..	S
8	Dungura	..	S
9	Garsangha	..	ES
10	Jalanga gandibeda	..	S
11	Mirzapur	..	S

AKHUAPADA S. O. CO/PCO (B)

PIN-756122

1	Kumbharia	..	ES/PCO
2	Manjuri	..	S
3	Nerada	..	ES
4	Paramanandapur	..	S (MPO)

ARADI S.O. CO/PCO (C)
PIN-756138

1	Batul	...	ES
2	Bhuinpur	..	ES
3	Nandapur	..	ES
4	Olaga	..	S
5	Sathibankura	..	S(MPO)

ARNAPAL S. O. CO/PCO (B)
PIN-756116

1	Anandabazar	..	S(MPO)
2	Bisnupurbindha	..	ES
3	Kharpada	..	ES
4	Langudi	..	S/CO
5	Lunia	..	S
6	Nandore	..	S
7	Sahidnagar	..	S(MPO)
8	Sriganga	..	S
9	Susua	..	S

ARASA S. O. PCO (C)
PIN-756139

ASURALI S. O. PCO (C)
PIN-756137

1	Fatepur	..	ES(MPO)
2	Gadiali	..	ES
3	Govindpur	..	S
4	Kurua	..	S
5	Kasimpur	...	S

ADHUAN, E D S O./PCO (TPO-O-652)
PIN-756140

BANT S. O. CO/PCO (A)**PIN-756114**

1	Adalpank	..	S
2	Adia	..	S
3	Andhia	..	ES
4	Bangirpadi	..	S
5	Begana	..	S
6	Chuyalsingh	..	S
7	Dolapadi	..	S
8	Ganijang	..	S(MPO)
9	Kantia	..	S
10	Padhanparha	..	ES
11	Ramchandrapur	..	ES(MPO)
12	Sendtira	..	S(MPO)
13	Tillo Barsahi	..	S/PCO

BARAPADA S.O. CO/PCO (C)**PIN-756113**

1	Chadia	..	S
2	Kaupur	..	S
3	Nalgohira	..	ES
4	Ramakrishnapur	..	S(MPO)

BARHAT TRILOCHANPUR S. O. CO/PCO (B)**PIN-756115**

1	Anijo	..	S
2	Bartana	..	S
3	Gopinathpur Tejpur	..	ES
4	Haripur	..	S
5	Mohantipada	..	ES
6	Sandado	..	S/CO
7	Suso	..	S/CO
8	Kanhupur	..	ES

**BARIKPUR BAZAR S. O. (C) CO/PCO
PIN-756112**

1	Bhagibindha	..	S(MPO)
2	Ichhada	..	S
3	Nuagan	..	S
4	Narayanpur	..	S(MPO)
5	Piripur	..	ES
6	Todanga	..	ES

**BASUDEBPUR LSG SO* CO/PCO
PIN-756125**

1	Arandu	..	S(MPO)
2	Bhairabpur	..	S
3	Bedeipurpal	..	ES
4	Binayakpur	..	S
5	Biras	..	S(MPO)
6	Kismatkrishnapur	..	S/PCO(MPO)
7	Mandari	..	S
8	Matipaka	..	S(MPO)
9	Sankrishnapur	..	S/PCO
10	Radhaballavpur	..	S

**BHADRAK PURUNABAZAR NDTSO
PCO/CO (C)
PIN-756100**

**BHADRAK BANKA BAZAR NDTSO (C)
PIN-756100**

**BHADRAK NAYA BAZAR NDTSO/PCO/ CO(C)
PIN-756100**

**BHADRAK COURT NDTSO PCO CO (B)
PIN-756100**

**BHADRAK RS NDTSO (C) TPO-O-560
PIN-756100**

BHADRAK COLLEGE NDTSO (C) TPO-0-133
PIN-756100

BASUDEBPUR COLLEGE NDTSO (C)
PIN-756125

BHANDARIPOKHARI S. O. (B) PCO
PIN-756120

- | | | | |
|---|----------|----|----|
| 1 | Rahania | .. | S |
| 2 | Sarasada | .. | S |
| 3 | Malda | .. | ES |

BIDYADHARPUR EDSO(C) CO/PCO
PIN-756161 TPO-O-644.

BRAHMANIGAN S. O. (C)
PIN-756165

- | | | | |
|---|-----------|----|----|
| 1 | Bachhipur | .. | ES |
| 2 | Kiapada | .. | S |

BETADA A. S. O. (C)
PIN-756168

- | | | | |
|---|--------------|----|---|
| 1 | Barandua | .. | S |
| 2 | Khirkona | .. | S |
| 3 | Kaneibindha | .. | S |
| 4 | Narasinghpur | .. | S |

BASANTI S. O. (C)
PIN-756144

- | | | | |
|---|-------------|----|---------|
| 1 | Badram pass | .. | S (MPO) |
| 2 | Chhenapadi | .. | S |
| 3 | Inchol | .. | S |
| 4 | Mareigan | .. | S |
| 5 | Podasingidi | .. | S |
| 6 | Silandi | .. | S |
| 7 | Apanda | .. | S |
| 8 | Orali | .. | S |

BALIKHANDA S. O. (C)

PIN-756166

1	Kanchpada	..	ES
2	Kalaspur	..	S
3	Parbatipur	..	ES
4	Ramakrishnapur	..	ES
5	Srimantapur	..	S

CHUDAMANI EDSO/PCO TPO-O-650

PIN-756136

CHANDBALI BAZAR NDTSO(C)

PIN-756133

CHARAMPA LSG S.O. CO/PCO

PIN-756101

1	Alanti	..	ES
2	Andheipalli	..	S
3	Bandhagan	..	S(MPO)
4	Banitia	..	S
5	Balalpokhari	..	ES(MPO)
6	Chandigan	..	ES
7	Patuli	..	S
8	Kadabaruan	..	S
9	Sargadia	..	S
10	Tarago	..	ES

CHANDBALI LSG S. O. CO/PCO*

PIN-756133

1	Bauljoda	..	S
2	Baligan	..	ES
3	Bentalpur	..	S
4	Bijayanagar	..	S
5	Goladia	..	S
6	Gopalpur	..	S
7	Orasahi	..	S(MPO)
8	Panchpada	..	ES(MPO)
9	Sukleswar	..	S
10	Tentulidihi	..	S
11	Ugratara	..	S

DHAMNAGAR LSG SO CO/PCO

PIN-756117

1	Angeipal	..	S
2	Bandhatia	..	S
3	Chudakuti palasa	..	S
4	Dhamnagar Block Colony	..	S
5	Dobal	..	S(MPO)
6	Jhangir	..	S
7	Khadipada	..	S
8	Kurigan	..	S
9	Palikiri	..	S
10	Rameswarpur	..	S(MPO)
11	Sohara	..	S(MPO)

DHUSURI S. O. (B) CO/PCO

PIN-756119

1	Bemkura	..	S
2	Betaligan	..	S(MPO)
3	Brahmanpal	..	S
4	Khadimahara	..	ES
5	Pandarbatia	..	S
6	Pangata	..	ES
7	Sahusahi	..	S
8	Sanalpur	..	S
9	Shyamsundarpur	..	S
10	Sundarpur	..	S
11	Sahaspur	..	S
12	Surjyapur	..	ES

DOLASAH I SO (A) CO/PCO PIN-756127

1	Ganjeibadi	..	S
2	Jitanaga	..	S (MPO)
3	Moharrampur	..	S (MPO)
4	Nandapur	..	ES
5	Serpur	..	S

DAKHINABADA NDTSO (C)

PIN-756117

ERTAL S. O. (B) CO
PIN-756124

1	Albhaga	..	ES
2	Gopaljew sugo	..	S
3	Guagadia	..	S (MPO)
4	Lunga	..	S (MPO)
5	Padmapur	..	S

GHOSRA BAZAR NDTSO (C) TPO-O-1007
PIN-756100

GHANTESWAR SO/CO/PCO (B)
PIN-756129

1	Amrutpur	..	S
2	Andeipat	..	ES
3	Biriadia	..	S
4	Haladia	..	S (MPO)
5	Hatapur	..	S
6	Kandargadia	..	S
7	Narendrapur	..	S
8	Panchutikiri	..	S (MPO)
9	Raipur	..	S/CO
10	Subudhia	..	S
11	Totapada	..	ES

GUAMAL SO/PCO (C)
PIN 756163

1	Bilana	..	ES/PCO
2	Bhuinwash	...	S(MPO)
3	Bodak	..	S
4	Galagandapur	...	S
5	Jayapur	..	S
6	Kubera	..	ES
7	Talapada	...	S(MPO)

GUJIDARADA SO/CO/PCO (B)
PIN-756128

- | | | | |
|---|----------------|-----|----|
| 1 | Aharpada | .. | S |
| 2 | Keshpur | .. | S |
| 3 | Rajmukundapur | .. | S |
| 4 | Talagopabindha | ... | ES |

HATADIHI EDSO/PCO
TPO-O-679
PIN-756141

ICHHAPUR EDSO/PCO
TPO-O-688
PIN-756110

ERAM S O/PCO(C)
PIN-756162

- | | | | |
|---|--------|----|-------|
| 1 | Nuagan | .. | ES |
| 2 | Suan | .. | S/PCO |

KENDUAPADA EDSO-PCO
TPO-O-567
PIN-756142

KOTHAR S. O. (C) PCO
PIN-756118

- | | | | |
|---|-----------|----|--------|
| 1 | Ambiligan | .. | ES |
| 2 | Kalyani | .. | S |
| 3 | Nuahat | .. | S(MPO) |

KUANS NDTSO
TPO-O-586
PIN-756100

MANJURI ROAD S.O. (B) CO/PCO
PIN-756121

- | | | | |
|---|----------|----|---------|
| 1 | Babalpur | .. | S |
| 2 | Danar | .. | S |
| 3 | Bandalo | .. | S |
| 4 | Deopada | .. | ES(MPO) |
| 5 | Dimiria | .. | ES |
| 6 | Gedma | | S |

7	Kulana	..	S
8	Sodang	..	ES
9	Salinia	..	ES
10	Kesinga	..	ES

MOTTO SO(A) CO/PCO

PIN-756132

1	Chardia	..	S
2	Dosinga	..	S
3	Goudunipokhari	..	S
4	Harekrishnapur	..	S
5	Jaleswarapur	..	ES(MPO)
6	Koithkhola	..	S(MPO)
7	Karanpokhari	..	ES
8	Kishoreprasad	..	ES
9	Kuda	..	S(MPO)
10	Madhapur	..	ES
11	Madhupur	..	S
12	Mausudha bazar	..	S
13	Nalgohira	..	S(MPO)
14	Nalgunda	..	S
15	Narsinghpurhat	..	S(MPO)
16	Nuagan Ichhapur	..	S
17	Paramanandapur	..	ES
18	Rampur	..	S
19	Sailendrapalli	..	S(MPO)
20	Saraswati	..	S/CO

MADHABANAGAR SO(C)

PIN-756181

1	Geltua	..	S
2	Jalanga	..	S

NAIKANIDIHI SO(C) PCO

PIN-756164

1	Baincha	..	S
2	Balimunda	..	S(MPO)
3	Bansada kuamara	..	S
4	Bedeipur	..	S/CO
5	Ghanteswar Baliapal	..	S/PCO
6	Govindpur	..	ES
7	Karanpalli	..	S
8	Karanjamal	..	S
9	Senahavelisahi	..	S

NADIGAN EDSO-PCO

TPO-O-936

PIN-756143

NANGAMOHALLA NDTSO (C)

PIN-756100

PIRHAT BAZAR SO (A)-PCO

PIN-756131

1	Arjunbindha	...	S
2	Balimeda	...	S
3	Bamanbindha	..	ES
4	Chandrakatbindha	..	ES
5	Ghatapur	...	ES
6	Hengupati	..	S
7	Jamjhadi	...	ES
8	Kherang	..	S(MPO)
9	Mudusuli	..	S
10	Pirhat	...	S
11	Rajgharpokhari	..	S
12	Sahapur	..	S
13	Samantraipur	..	S(MPO)
14	Tiadisahi	..	S
15	Govindpur Hanspat	..	ES

PALIABINDHA SO(C) CO/PCO

PIN-756167

1	Baruni	...	ES
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PROBODHPUR NDTSO (C)

PIN-756125

RANDIAHAT SO (B)

PIN-756135

1	Badabarchikayan	..	ES
2	Bodakpatna	..	S(MPO)
3	Kadabarang	..	S
4	Odanga	..	S(MPO)
5	Olanga	..	ES(MPO)
6	Saramara	..	S

RANITAL SO (C)

PIN-756111

1	Balanta	..	S
2	Champulipada	..	S
3	Gourgadia	..	S
4	Kalasuni	..	S
5	Maitapur	..	S(MPO)
6	Rambhila	..	S(MPO)
7	Rahanja	..	ES

SALANDI COLONY NDTSO (C)

PIN-756100

SABRANGA SO (B) CO/PCO

PIN-756123

1	Andrai	..	S/CO
2	Atto	..	S
3	Erada	..	S(MPO)
4	oramati	..	S(MPO)
5	Sahada sabrang	..	S(MPO)
6	Samia	..	ES

**SIMILIA LSG SO/CO/PCO
PIN-756126**

1	Anandapur	..	ES
2	Bari	..	S
3	Bariha	..	S (PCO)
4	Bati	..	ES
5	Jamjhadi	..	S
6	Markona	..	ES
7	Mohammadpur	..	ES
8	Sahigan	...	S (MPO)

**SIMILIA BAZAR NDTSO (C)
PIN-756126**

**TIHIRI LSG SO CO/PCO*
PIN-756130**

1	Balichaturi	...	S
2	Baro	..	S
3	Chhabispara sasan	..	S
4	Dhulipada	...	S
5	Golapokhari	..	S
6	Kanpada	..	S
7	Kolha	...	S/CO
8	Matiasahi	...	S
9	Mangalpur	...	ES
10	Patna mishrapur	...	ES
11	Saya	..	S (MPO)
12	Sindol	..	S