

Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 1162. Ry.

DATED 22nd Sept 1898.

Rev cont 26/9

[Despatch Abstract.]

Land required for building purposes
in the neighbourhood of ry. stations

Communicating to the Ry. Board for info.
Copy of the Pres. of B. of Revenue regarding
the formation of towns in the vicinity of
railway stations & requesting the Collector
concerned to report on the most practical
mode of complying with applications
for —

Indexed. 12/10/98.

BACK PAPERS.

FURTHER PAPERS.

REVENUE DEPARTMENT.

1898.

Board of Revenue

(Land Revenue),

MADRAS.

Printed August . th.

Proceedings, No. 166, 5th July 1898.

JULY.

Communicating to the Collectors of Districts, except South Canara and the Nilgiris, Government Order regarding the formation of towns in the vicinity of railway stations and requesting them to submit a report at the end of six months on the most practical mode of complying with applications for land required for building purposes in the neighbourhood of the stations in their districts.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

(Railway)
CURRENT No. 1077

The Revenue Dept.

Order

Order No. 1162 by dated 22/9/98

Communicated

Inis. No. 3642.

To Railway administrations
for information.

Dated 7. Sept. 198.

Received

Registered

Enclosures

Spare copies

SUBJECT.

Recording B. P. Canning. to
the Collos. of Districts, except
S. Canara & Nilgiris, &c. &c.
re the formation of towns in
the vicinity of railway stations
and requesting them to submit
a report at the end of 6 months
on the most practical mode
of complying with applications
for land required for building
purposes in the neighbourhood
of the stations in their dis-
tricts.

Agent - Maan ¹ Ry ✓
 " P. 1. 1 ✓
 " Nilgiri ³ ✓
 " P. M. ³ ✓
 " Manager E. C. ³ Ry ✓
 F. W. C. B. M. ⁴ Ry ✓

Despatched on 12/5/96

W. H. M.

PROCEEDINGS OF THE BOARD OF REVENUE
(LAND REVENUE).

Read—the following Government Order, Mis. No. 2256, Revenue, dated 25th May 1898 :—

Read—the following Proceedings of the Board of Revenue (Land Revenue), No. 68, dated 16th March 1898 :—

Read—the following Proceedings of the Sanitary Board, No. 818-S., dated 18th November 1897 :—

Read—again the following Proceedings of the Board of Revenue (Land Revenue), Mis. No. 768, dated 1st March 1897 :—

SN^o2 Read—the following Government Order, Mis. No. 5005, Revenue, dated 8th December 1896 :—

SN^o1 Read—Proceedings of the Public Works Department, No. 831 R., dated 30th September 1896.

Order—Mis. No. 5005, Revenue, dated 8th December 1896.

Communicated to the Board of Revenue with reference to paragraph 4 of the inspection report. It is requested that an inquiry may be made as to the circumstances under which houses came to be constructed on lands near the railway stations specified against the wish of the railway authorities.

2. In this connection, the Government considers that the prohibition contained in paragraph 2 (vi) of Standing Order No. 30 to the grant of lands within half a mile of railway stations should be withdrawn, and that in the interest of railways and to promote the convenience of the public, the growth of towns near the stations should be encouraged. The prohibition was intended to prevent the springing up of a number of insanitary huts in their neighbourhood and to retain room to meet the possible extension of railway stations. The object to be aimed at is thus not to stop building near railway stations, but to bring such buildings under proper regulations. When land in the neighbourhood of a railway station is existing patta land, Government cannot now interfere and the land must be taken up under the Act, if such buildings are objectionable. No land within the half-mile radius should as now be leased for any thing but temporary cultivation, subject to the conditions that no buildings of any kind shall be erected on it and that Government shall be at liberty to take back the land on giving one month's notice and without any liability for compensation. Land at the disposal of Government immediately in the neighbourhood of stations, when required, should be granted only for building subject to regulations which should require that the land at the disposal of Government be marked out in streets; should prohibit the sub-division of the house-sites granted; should provide for the construction of building within a specified time; should prescribe the materials to be used, and should require regularity of construction. The Board of Revenue is requested to draft rules on the subject and submit them for the sanction of Government.

3. To prevent difficulty in obtaining land for the extension of railway stations in the future, the railway authorities should be required to state what portion of the available land should be reserved for this purpose.

(True Extract.)

(Signed) G. STOKES,
Ag. Secretary to Government.

To the Board of Revenue (Land Revenue).
„ Public Works Department.

Resolution—Mis. No. 768, dated 1st March 1897.

Communicated to the Collectors of North Arcot and Anantapur with the request that the inquiry ordered in paragraph 1 of the Government Order may be made and the result reported.

2. In paragraph 2 of its order read above, the Government considers that, in the interest of railways as well as of the public, the growth of towns near railway stations should be encouraged, and calls for draft regulations for disposing of building-sites in the immediate neighbourhood of stations in such a way that well-ordered towns may spring up in course of time.

3. The idea of forming towns near railway stations is not new. The question was under the consideration of Government as early as 1855, and the outlines of the scheme then drawn up are embodied in Board's Standing Order No. 192 (New Edition). Rules were also framed in 1857 with a view to give effect to the above scheme, and the Government directed that they should be worked experimentally at the Vellore station. For the conduct of this experiment it was necessary to prescribe a form of grant or conveyance to be issued to the purchasers of building lots, and a draft form, specifying the conditions of sale, was submitted to Government by the Board in 1859. The Government passed no definite orders on this reference and the proposed experiment was in consequence never carried out.

4. Before submitting to Government revised draft rules regarding the disposal of Government land in the vicinity of railway stations, the Board resolves to forward to the Sanitary Board a copy of the rules framed in 1857 and 1859 for the formation of Railway towns, and to request an expression of its views as to how the rules may be advantageously modified or replaced so as to suit modern requirements.

(True Copy and Extract.)

(Signed) R. C. C. CARR,
Secretary.

To the Collectors of North Arcot and Anantapur.
with copy of Public Works Government Order to each.
„ Sanitary Board, with a copy of rules and
copy of Public Works Government Order.

Copy to the Secretary to Government, Revenue Department.

Read—Note by the Sanitary Commissioner, No. 1954-S., dated 28th September 1897.

Read—Office-note by the Sanitary Engineer, No. 112, dated 5th October 1897.

Resolution.—In Proceedings, Mis. No. 768, dated 1st March 1897, the Board of Revenue forward to the Sanitary Board a copy of certain rules framed in 1857 and 1859 for the formation of towns in the vicinity of railway stations; and request an expression of its views as to how the rules may be advantageously modified or replaced so as to suit modern requirements.

2. The rules having been referred for remarks to the Sanitary Commissioner and the Sanitary Engineer, the former officer suggests legislation which would confer on local authorities special powers of control in certain directions which he specifies, viz.—

- (i) Complete powers for control of infectious diseases.
- (ii) Do. for protection of water-supply.
- (iii) Control over buildings and streets.

3. He also suggests the following amendments in the rules sent in by the Revenue Board:—

(i) Omission of the final clause of rule 2, and the insertion of the following in its stead:—

“In each case, a space—the minimum for which should be breadth of the house—should be provided to the rear of the house to permit of necessary out-houses. The compounds thus provided should be back to back. They should be divided by a lane, not less than 15 feet wide, so as to permit of communication to houses by the rear, more especially with reference to private scavenging and the laying of sewage pipes.”

(ii) That none but first-class houses should be built on first-class lots; and that a definition of *first-class house* should be supplied.

(iii) That no new railway station town should be allowed to spring up before—

- (a) a water-supply scheme has been found and has been correctly protected;
- (b) the roads have been actually made;
- (c) a complete system of sewage has been designed in such parts of the proposed town as are intended to be inhabited;

(iv) that suitable sites must be selected, before occupation, for rubbish and night-soil disposal, and for infectious disease accommodation.

4. The suggestion contained in paragraph 5 of the Sanitary Commissioner's letter is provided for by rule 4 of the rules sent in by the Board of Revenue.

5. The Sanitary Engineer confines his remarks to the necessity for preliminary plans of half a mile radius from new railway stations being prepared, on which should be laid down various particulars including the streets and roads proposed in accordance with such regulations as may be finally adopted—the plan to be approved by the Sanitary Board before any houses are built.

6. So far as the Sanitary Board is concerned with the formation of towns in the vicinity of railway stations it recommends the adoption of the following rules:—

(i) Applications for building sites within half a mile radius of a railway station shall be made to the Collector of the district.

(ii) When the number of such applications renders it desirable to commence the formation of a town, the District Board Engineer shall, under the orders of the Collector, prepare a survey plan of the site selected for the town and forward it to the Railway Company for any remarks they may have to offer.

(iii) When the plan is returned approved, the District Board Engineer shall mark thereon—

- (a) the various building-sites properly classified;
- (b) the proposed roads and streets and lanes;
- (c) the proposed source of water-supply;
- (d) the proposed system of drainage;
- (e) the proposed methods of disposal of sewerage, night-soil, rubbish, &c.;
- (f) the proposed accommodation for infectious diseases;
- (g) the proposed sites for burying and burning grounds.

4. This plan, with a sufficient number of longitudinal and cross sections to show the lie of the ground, and with particulars of the nature of surface soil, sub-soil, and level of sub-soil water should then be forwarded through the Collector to the Sanitary Board for approval.

5. In preparing the plan the District Board Engineer shall be guided by the following rules:—

- (i) The roads shall consist of main roads and branch roads. The main roads shall be not less than two in number, preferably at right angles to each other, and shall be 45' * wide. The branch roads shall be at convenient distances apart, preferably at right angles to the main roads and shall be † 33' wide.

(ii) Lanes may be provided between dwelling houses if desired, but shall, in no case, be less than 15' wide.

(iii) Suitable sites shall be reserved for a bazaar and all necessary Government or public buildings.

(iv) The space available for private dwellings shall be divided into lots measuring 100' × 100' or nearly $\frac{1}{4}$ acre.

(v) The above lots shall be classified as first or second class according as they are situated in the main or branch roads.

Note.—The space allowed in the old rules 60' × 40' seems very small. If $\frac{1}{4}$ acre is allowed per lot, 300 lots will only occupy 75 acres, and the whole town not more than $\frac{1}{8}$ square mile.

6. Railway station towns will be governed as regards all sanitary regulations, the construction of buildings, &c., by the provisions of the District Municipalities Act or the Local Boards Act as the case may be.

7. The Sanitary Board would also insist on the following regulations:—

(i) Proprietors of building-sites shall construct private drains to connect their sites with the main drains, of such material, capacity, length and shape as the administrative authority may order. No such drains to be commenced without the written sanction of the administrative authority.

(ii) All out-houses for animals to be constructed in rear of the dwelling house, and quite distinct from it.

(iii) No railway station town shall be commenced until the site plan referred to in paragraph 3 above has been submitted to the Sanitary Board for approval and until such roads, drains, &c., as are necessary at first have been completed, and arrangements made for general sanitation and the protection of the water-supply.

Resolution—No. 68, dated 16th March 1898.

With reference to paragraph 2 of the Government Order read above, the Board submits that it has consulted the Sanitary Board on the subject of drawing up the required set of rules, and its recommendations are appended to these Proceedings.

2. The elaborate rules suggested by the Sanitary Board for the laying out of model towns and villages in the vicinity of railway stations are based on the assumptions (1) that suitable sites are at the disposal of Government and (2) that, where suitable sites are available, an effective demand also exists for allotments for building purposes.

3. With a view to obtain information as to what land is available, Government in its order, No. 305, dated 28th June 1871 (Mis. No. 1117), directed the preparation of a complete set of plans showing the land at the disposal of Government within a radius of one mile from each railway station.

In obedience to this order a large number of plans have been, from time to time, prepared. A list of these plans with their date is given in the appendix.

On the Madras Railway, 66 maps appear to have been prepared for 66 out of a total of 144 stations. On the South Indian Railway there are maps for 48 out of 162 stations and on the Southern Mahratta Railway for 9 stations only, all in the Bellary district. No maps have been prepared for other stations on the Southern Mahratta Railway or for any station on the East Coast line.

4. An examination of the maps already prepared, and its general acquaintance with a large number of other stations render the Board doubtful whether any station can be named, in the vicinity of which there is at once space at the disposal of Government for the formation of a new model town or village, and people ready to build on the same if it be made available. At all the more important stations the elaborate rules proposed by the Sanitary Board would be wholly inapplicable for want of space at the disposal of Government; and at unimportant rural stations, where space may be available, the rules would be equally unsuitable for want of population and an effective demand for building sites.

5. Regulations regarding the plan and width of the streets, the size of the house-sites and the materials to be used must of necessity vary according to the space available, the demand for it, and the habits, customs and resources of the local population. The Board accordingly doubts the possibility of framing any set of rules on the subject, such as shall be uniformly suitable to all the varying circumstances of the numerous railway stations, and submits that the views of Government as enunciated in paragraph 2 of Government Order, Mis. No. 5005, Revenue, dated 8th December 1896, be communicated to Collectors with instructions to take prompt measures for carrying that policy into effect at stations where there is, at the disposal of Government, land suitable for building purposes and likewise a demand for it.

6. The circumstances of each station must, it is thought, be considered separately; and it must be left to the Collector to advise (with reference to the proximity or otherwise of the land to the station, its shape and extent, the condition and number of the people requiring house-sites, and the building materials locally available) how the land should be laid out, what the size of the building plots should be, of what materials the buildings should be constructed, whether sites should be granted tax-free, or subject to a ground-rent, or should be sold by auction subject to a ground-rent, and to what restrictions and regulations the grants should be subject.

7. If Government concurs in the above suggestions the instructions of Government embodied in the order read above may be communicated to Collectors for information and guidance at once.

(True Copy and Extract.)

(Signed) R. C. C. CARR,
Secretary.

To the Secretary to Government, Revenue Department,
with Proceedings of the Sanitary Board in original
to be returned and an Appendix.

Order—Mis. No. 2256, Revenue, dated 25th May 1898.

The Government agrees with the Board of Revenue in considering that the rules proposed by the Sanitary Board for the laying out of town sites near railway stations are unnecessarily elaborate for general application. The Board is requested to revise them in consultation with Collectors, and to eliminate all rules which do not relate to essential points and are not of general application, leaving any special difficulties and conditions which may arise in respect of any particular site to be dealt with by reference to the Sanitary Board. The rules when thus revised and approved should be incorporated with the Board's Standing Orders. Rule 8 of the said Board rules issued in Government Order, No. 1698 L., dated 18th September 1896, will be amended so as to include references by Collectors as well as by Local Boards regarding the

laying out of village-sites. In the meantime Government Order, No. 5005, dated 8th December 1896, should be communicated to Collectors with instructions to follow the policy therein enunciated.

(True Extract.)

(Signed) S. G. ROBERTS,
for Ag. Secretary to Government.

To the Board of Revenue (Land Revenue), with letter.
,, Local and Municipal Department, with draft of
rule 8 as proposed to be amended.

RESOLUTION—No. 166, dated 5th July 1898.

In paragraph 2 of its Order, Mis. No. 5005, dated 8th December 1896, the Government considered that the restrictions imposed by paragraph 2 of Standing Order No. 30 (New Edition) in regard to the grant of land within half a mile of railway stations should be modified, so as to permit the growth of towns in the vicinity of such stations. The Board was accordingly called upon to draft regulations suitable for the purpose. Government at the same time remarked that the railway authorities should be asked to state what portion of the land, available in the neighbourhood of railway stations, should be reserved for the purpose of the future extension of such stations.

2. Finding that the question of encouraging the growth of railway towns had engaged the attention of Government so early as 1855, and that rules for the purpose had been drawn up in 1857, the Board in its Proceedings, No. 768, dated 1st March 1897, forwarded a copy of these rules, which had never been given effect to, to the Sanitary Board, and requested an expression of its views, as to how the rules might be advantageously modified so as to suit modern requirements. In reply, the Sanitary Board forwarded a set of draft rules, which were, however, condemned by the Board of Revenue on the ground that they were too elaborate and unsuited to the needs of this Presidency. The Board observed that at the more important railway stations the Sanitary Board's rules would be wholly inapplicable for want of space at the disposal of Government, and that in less important places, where space might be available, they would be equally unsuitable for want of population, and an effective demand for building-sites. It doubted the possibility of framing rules such as would suit the varying circumstances of the numerous railway stations, and suggested that the views of Government as indicated in its Order, No. 5005, Revenue, dated 8th December 1896, might be communicated to Collectors with instructions, to carry that policy into effect at stations where there was suitable land at the disposal of Government as well as a demand for it for building purposes.

3. In its order read above Government concurs with the Board in holding that the rules proposed by the Sanitary Board are unnecessarily elaborate, and requests that they may be revised in consultation with Collectors, by eliminating such provisions as do not relate to essential points and are not of general applicability.

4. With a view to give practical effect to the policy indicated by Government in its orders recited above, it will be necessary for Collectors to notify in their districts that Government is prepared to consider applications for land in the vicinity of railway stations, which may be required for building purposes. Collectors are requested to open registers for such applications, and to report at the end of six months, i.e., on or before the 1st February next, the number of such applications received by them, the localities in respect of which they have been made, and the most practical mode of complying with them. The draft rules appended to these Proceedings will give Collectors an idea of the subjects to be dealt with in the report now called for. The manner of dealing with the subjects in question will, however, depend largely on the circumstances and requirements of each locality, and the rules proposed by Collectors

should be capable of application to actual conditions, and framed so as not to involve any serious infringement of sanitary principles. The report should also state how much of the land available in the neighbourhood of each railway station should be reserved for the future extension of the station.

(True Copies and Extract.)

(Signed) LIONEL DAVIDSON,
Acting Secretary.

To the Collectors of Districts, except, South Canara
and the Nilgiris.

Copy to Collectors, South Canara and the Nilgiris.
,, Secretary to Government, Revenue Department.

APPENDIX I.

Draft rules for the formation of Railway Towns.

Wherever there is a railway station with land around it suitable for the formation of a town or village, the Collector should publish a notification in the District Gazette and also in the neighbouring villages, inviting applications for building sites in the neighbourhood of the railway station.

2. The Collector shall, at the same time, direct the preparation of a survey plan of the site that may be selected for the town and forward it to the Railway Company for any remarks they may have to offer, especially as regards the space to be reserved around the station, free from buildings in order to meet future railway requirements.

3. When the plan is returned approved, the District Board Engineer shall mark thereon.—

- (1) the various building sites properly classified,
- (2) the proposed roads, streets and lanes,
- (3) the proposed sources of water supply,
- (4) the proposed system of drainage,
- (5) the proposed depôts for the disposal of sewage, night-soil, rubbish, &c.
- (6) the proposed accommodation in case of outbreak of infectious diseases,
- (7) the proposed sites for burning and burial grounds,
- (8) the proposed sites for bazaars, and
- (9) the proposed sites for Police stations and other public offices and buildings.

4. The plan, with a sufficient number of longitudinal and cross sections, to show the lie of the ground, and with particulars of the nature of the surface soil, sub-soil and level of sub-soil water, should then be forwarded through the Collector to the Sanitary Board for approval.

5. In preparing the above plan, the District Board Engineer shall be guided by the following rules:—

- (1) The places at which boundary stones should be laid for marking off the limits of the proposed town, shall be specified.
- (2) The roads shall consist of main and branch roads.
- (3) The main road shall be not less than two in number, preferably at right angles to each other, and shall be 45 feet wide (21 feet roadway and 12 feet on either side for foot-paths and drains).
- (4) The branch roads shall be at convenient distances apart, preferably at right angles to the main roads and shall be 33 feet wide (15 feet roadway and 9 feet on either side).
- (5) Lanes shall be provided between dwelling houses in the rear but shall in no case be less than 15 feet wide.
- (6) The space available for private dwellings shall be divided into plots measuring 120 feet by 40 feet or 2 grounds each.

N.B.—The minimum area of each plot is subject to variation according to local usage or requirements; all variations will be duly notified in the District Gazette.

(7) The above plots shall be classified as first or second class according as they are situated along the main or branch roads.

(8) In all cases in which private land, with or without buildings thereon, shall be found to interfere with the site plan of the town in such a way as to render the acquisition of such land necessary, before the town can be laid out as proposed, such land and buildings should be clearly indicated on the plan with all necessary particulars, which should be filled in by the revenue authorities, together with the probable cost of acquiring the same. In all other cases the streets and different parts of the town should be laid out so as to interfere as little as possible with existing private property.

6. After the plan has been approved by the Sanitary Board, the plots shall be sold by public auction or otherwise disposed of in accordance with the existing rules, as laid down in Standing Order No. 37 relating to town sites and subject to the following conditions:—

(a) Any number of plots may be taken by one individual but any additional plot, if not built upon, shall be enclosed by a wall not less than four feet high and used in strict accordance with the conditions laid down below:—

(b) Holders of sites shall commence building only after such roads, drains, &c. as are necessary, have been completed and arrangements made for general sanitation* and the protection of water-supply.

(c) They shall construct private drains with the previous sanction (obtained in writing) of the administrative authority, so as to connect the house-sites with the main drains and the drains shall be of such material capacity, length and shape as the above authority may order.

(d) In the case of each house-site, a space, the minimum for which shall be the square of the breadth of the house (ordinarily 40 by 40 feet), should be provided in the rear of the house to permit of the necessary out-houses being built.

N.B.—The note to rule 5 (6) applies also to the minimum space for out-houses.

(e) The houses shall be divided in the rear by a lane, not less than 15 feet wide, so as to permit communication to houses by the rear, more especially with reference to private scavenging and the laying of sewage pipes.

(f) All out-houses for animals should be constructed in rear of the dwelling house and should be quite distinct from it.

(g) None but first-class houses, answering the description that may be laid down for the purpose, should be built on first-class plots. The same rule shall apply to second-class houses and second-class plots.

(h) Owners of plots should commence building within six months after sanction has been accorded for the commencement of building and the building should be completed within one year from the date of commencement. The building shall be made up of such materials as may be prescribed therefor and shall be regular and uniform.

(i) No sub-division of any plot shall be permitted, but the owner shall be at liberty to alienate the entire plot, provided each absolute transfer is duly registered in the Collector's office or in such other office as may be prescribed by rule.

(j) Each plot shall be subject to the payment of an annual ground rent, liable to periodical revision, at the rates that may be fixed by the Collector for first or second class sites.

(k) The breach of any of the above rules will render owners of houses, (inclusive of their tenants and mortgagees), liable either to forfeiture of the plots with buildings thereon or to criminal prosecution according to the nature of the rule infringed, or to both.

7. Such towns will be governed as regards all sanitary regulations and the construction and habitation of buildings, by the provisions of such Acts as the Legislature may provide.

Mrd. T. Lutchmiah Naidu.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Copy attached

READ Proceedings of the Board of Revenue (Land Revenue)

Press No. 166, dated the 5th July 1898.

APPENDIX II.
List of Railway stations for which maps are available.

District.	Railway.	Station.	Date of map.	District.	Railway.	Station.	Date of map.	District.	Railway.	Station.	Date of map.
Anantapur.	Madras Rail- way.	Gooty Guntakal junction Jakkalacheruvu Patakottacheruvu Ravalecheruvu Tadipatri Tirumacheria Vanganur ..	1883 1890 1890 1890 1888 1876 1883 1891	Coimbatore— cont.	Madras Rail- way—cont. South Indian Railway.	Perundurai Potanur .. Somanur .. Tudiyalur .. Uthukuli .. Karur .. Kodumudi .. Pasur .. Pugalur ..	1874 1874 1873 1873 1873 1875 1874 1874 1875	North Arcot.	Madras Rail- way.	Ambar .. Arkonam .. Chinnampet .. Guliyakam .. Katpadi .. Kuppam .. Mairpatti .. Nagari .. Pudur .. Puttur .. Tirunani .. Tiruvallam .. Vinnijipuram ..	1875 1874 1876 1876 1877 1876 1874 1875 1875 1876 1874 1874
Bellary ..	Do	Adoni .. Aspari .. Kosgi .. Kuppigallu .. Nagar .. Tungabhadra ..	1876 1879 1877 1888 1888 1888	Cuddapah.	Madras Rail- way.	Cuddapah .. Kodur .. Maddur .. Nandalur .. Rajampet .. Reddipalle .. Vontimitta .. Yerraguntla ..	1873 1874 1872 1874 1874 1873 1873 1872	South Indian Railway.	South Indian Railway.	Pallur .. Tirupati .. McDonald's choultry Morapur .. Salur .. Sankaridug .. Sankaridug .. Shevaroy hills .. Tirupatur ..	1875 1875 1874 1874 1874 1874 1874 1874
Chingleput	Southern Mah- ratta Railway.	Bellary .. Bantahalalli .. Gadiganuru .. Hagari .. Hospet .. Kudatini .. Papinayakanahalli .. Tornagalla .. Virapur ..	1886 1890 1890 1890 1890 1888 1890 1888 1879	Madura ..	South Indian Railway.	Ambaturai .. Ammayanatekur .. Ayyalur .. Cheyunkolai .. Dindigul .. Madurai .. Samaianallur .. Sholavandan .. Tirumangalam .. Tirupurankunram .. Vadamadurai ..	1882 1874 1882 1874 1874 1873 1873 1873 1874 1873 1874	Salem ..	Madras Rail- way.	Cuddalore .. Madurai .. Nellikuppam .. Olakur .. Pauruti .. Porto Novo .. Tindivanam .. Tirupattur .. Tirupattur .. Vikravandi .. Villupuram ..	1875 1879 1876 1875 1876 1875 1875 1875 1876 1876 1876
Chingleput	South Indian Railway.	Acharapakkam .. Chengalvoraya chattram .. Chingleput .. Conjevaram .. Guduvancheri .. Guindy .. Madurantakam .. Pallavaram .. Saidapet .. St. Thomas' Mount .. Singaperumalcooil ..	1874 1874 1874 1874 1875 1875 1875 1875 1875 1874	Malabar ..	Madras Rail- way.	Boypore .. Coottipuran .. Kanchikod .. Lakkidi .. Palghat .. Pattambi .. Perpangudi .. Tannur .. Tirur .. Wadayar .. Wotapoliem ..	1873 1873 1872 1872 1872 1872 1872 1872 1872 1872	South Arcot.	South Indian Railway.	Ammapet .. Buddalur .. Kivalar .. Kondacheri .. Kulikarai .. Negapatam .. Nidamangalam .. Saliyamangalam .. Sikkil .. Tiruvallur ..	1873 1873 1873 1873 1873 1873 1873 1873 1873 1873
Coimbatore.	Do.	Avanashi .. Coimbatore .. Erode .. Karimadal .. Mettrupaliem ..	1873 1874 1874 1874 1873					Tanjore ..	Do.		

* No station at present.

ORDER THEREON, No. 3642 Mls, dated the 7th September 1898.

Recorded.

(True Extract)



For Under-Secretary to Government.

To

(Land Revenue).

The Board of Revenue
Copy to the P.W. Dept. (P.V.).

.. .. Local and Municipal Dept.

V. K. M.
9.9.98.

Govt. of {189 } Madras.
REVENUE.

To

THE BOARD OF REVENUE.

Dated

Recd.

Encl.

Mis. G.O.,
R.

189 , No.

SUBJECT.