



दक्षिण रेलवे Southern Railway

परिवहन शाखा Transportation Branch,
मदुरै Madurai.

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A FASCINATING GROWTH IN FREIGHT OPERATIONS

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Madurai Division is a passenger traffic oriented Division with many legendry pilgrim centres spread across the criss cross section of the Division. Apart from the famous Meenakshi Amman temple, Rameswaram is another much thronged pilgrim centre having the legend of Rama's feet. Further, there are other pilgrim places like Shri Subramaniasamy temple at Tiruchendur, Shri Thandayuthapanisamy temple at Palani, Shri Nellaiyappar temple at Tirunelveli, & Arulmigu Gandhimathiamman temple at Tenkasi. Also there are places of tourist importance like Kodaikkanal and Coutrallam in this Division.

Ever since its inception in 1956, Madurai Division was a predominantly metre Gauge Division which is now emerging as a Broad Gauge Division in the Indian Railways' Map. Operations in the Division requires a fine balance between passenger and freight train movements and judicious planning for efficiently utilizing the free paths available.

Overview:

With a network spanning a total route KM of 1358.78, predominantly single line sections, with a small portion of double line between DG - MDU and TPJ – MPA sections. The division was electrified for a length of 347KMs between TPJ and Tirunelveli/Tuticorin. Total number of Block stations in the Division is 101 with 20 Halt stations and another 20 flag stations. The Division has 2 Crew Lobby Points and 3 Coaching depots. Tuticorin Port is the major gate way of outward traffic for the Division. The Division has a number of industries in its jurisdiction. Prominent among them are :

1. India Cements Ltd, Talayathu
2. Madras Cements Ltd, Tulukappatti
3. Sterlite Industries(India) Ltd, Milavittan
4. SPIC Ltd., Tuticorin.

Freight Traffic:

On an average 1.6 rakes were loaded daily in 2016-17. Freight loading on Madurai Division is mostly done through the release of inward rakes. Most of the rakes ply on close circuits and therefore the mobility of the rakes in these circuits are closely monitored to sustain the steady supply of rakes for loading . Major loading points in the Division are:

1. Milavittan 2. Tuticorin Harbour 3. SPIC siding, Milavittan 4. Dindigul 5. Manamadurai 6. MVST

Hightlights:

Target for 2016-17	Actual for 2015-16	Actual for 2016-17	% of variation over	
			Previous year	Target
2.300 MT	2.1035 MT	1.7095 MT	-18.7	-25.6

Best Performance:

1. Madurai Division has bagged the Efficiency Shield for Second Position in the overall operating performance during the year 2011-12 at the Zonal level.
2. Wagon Turn Round of 1.3 days was achieved in the year 2016-17
3. Loading of 2.95 MT was achieved in 2009-10, which was the best ever performance.
4. EKM: DSL = 555 and AC = 559 which were the best ever achieved in 2016-17

Emerging Scenario:

Freight operations in Madurai Division has many challenges. A few of them being shortage of loco pilots and Guards, interposing Diesel and Electrical locomotives, as the Division is being electrified in phases, diversion of traffic from Karaikkal port etc.

Keeping in view the high potential of growth of freight traffic at the face of the continuous demand for the introduction of new coaching trains, some major traffic facility works in progress are:

1. Conversion of Sengottai – Punalur section into BG
2. Conversion of Madurai – Bodinayakkanur section into BG

Two new private sidings are likely to come up in the next couple of years. Madurai Division has considerable potential for growth in freight traffic in the years to come and play a major role in the overall freight operations on this zone.

Coaching:

There are 37 Mail/Express trains and 48 passenger trains run daily over Madurai Division. Punctuality performance of trains on Madurai Division is as follows:

Year	Mail/Exp (in percentage)	Passenger (in percentage)
2014-15	96.7	96.9
2015-16	95.5	95.7
201'6-17	97.2	96.1

The Division has run 615 Special trains (except PLNI-POY specials), 39 extra coaches to clear waitlisted passengers and 129 tour party coaches during the year 2016-17.

Traffic Safety:

As safety is the prime and foremost concern of Indian Railways, Madurai Division is maintaining an impeccable safety record of prevention of consequential and indicative accidents. This Division gives utmost focus on the implementation of safety rules and inculcating safety awareness among the staff by intensive counseling of traffic staff and by conducting intensive safety checks at vulnerable areas. Intensive Safety Counselling/interaction of newly joined SMs of less than two years of service especially Hindi speaking SMs in small groups of 8 to 10 numbers at various stations are undertaken. Safety awareness campaign is launched by this Division through a Mobile Application and Safety instructions are circulated every week on specific safety aspects through this app. Regular counseling is done to staff to avoid short cut practices. Scheduled and periodical inspections were done at all sections of the Division.

The following flex boards are supplied by the Operating Safety Section of the Operating Branch and fixed at stations to guide front line staff in safe train operations:

1. Safety Register Board
2. ACC form Nos.8 to 12
3. Safety circular boards
4. Correction memo boards
5. Safety slogan boards.

The particulars furnished in these boards will enlighten the knowledge of the Operating staff, make them up to date regarding the actions on the safety front and creates an awareness to learn and observe safety rules. This will also come handy during accidents and unusual occurrences.