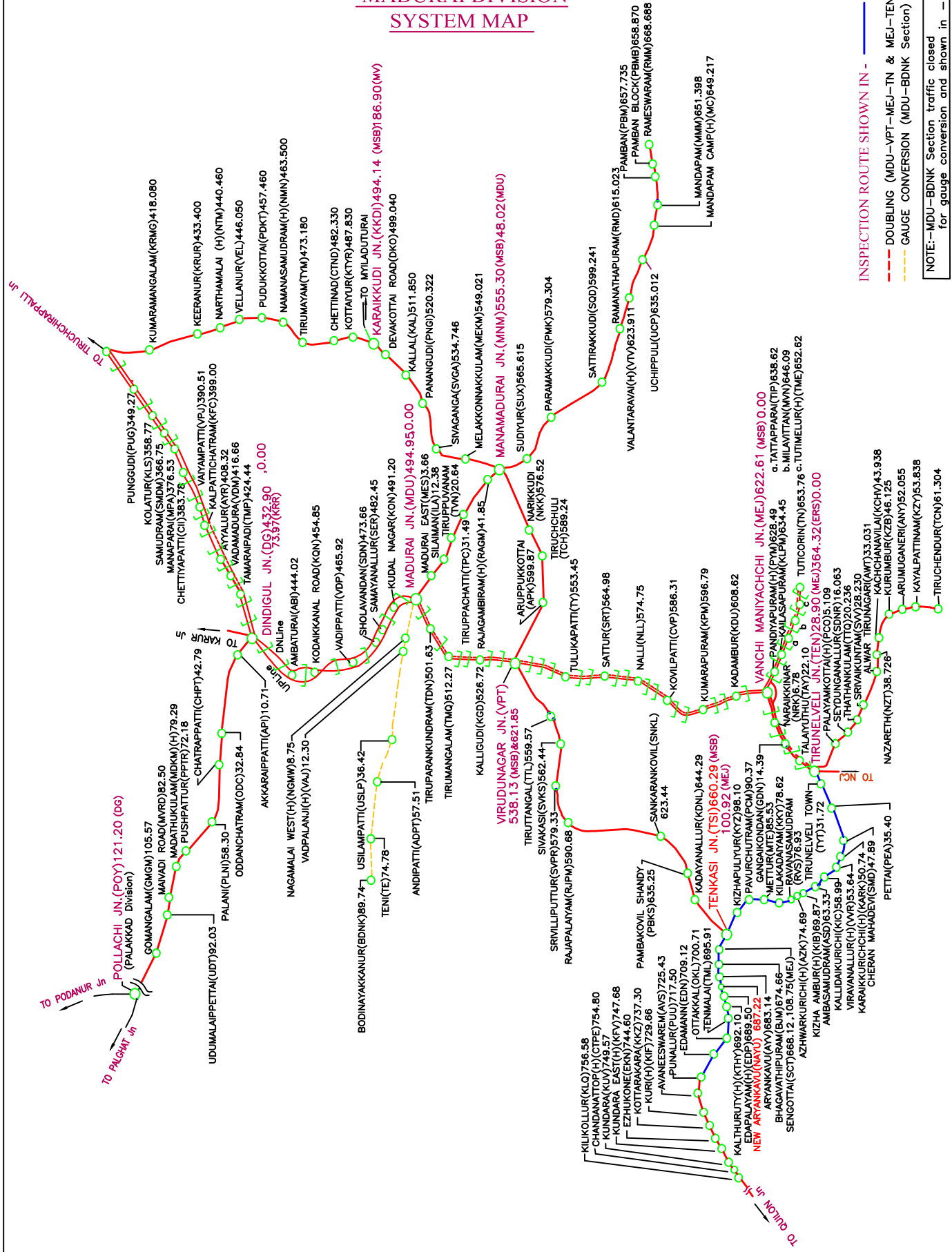


SOUTHERN RAILWAY MADURAI DIVISION SYSTEM MAP



INSPECTION ROUTE SHOWN IN -

- DOUBLING (MDU-VPT-MEJ-TN & MEJ-TEN Section)
- GAUGE CONVERSION (MDU-BDNK Section)

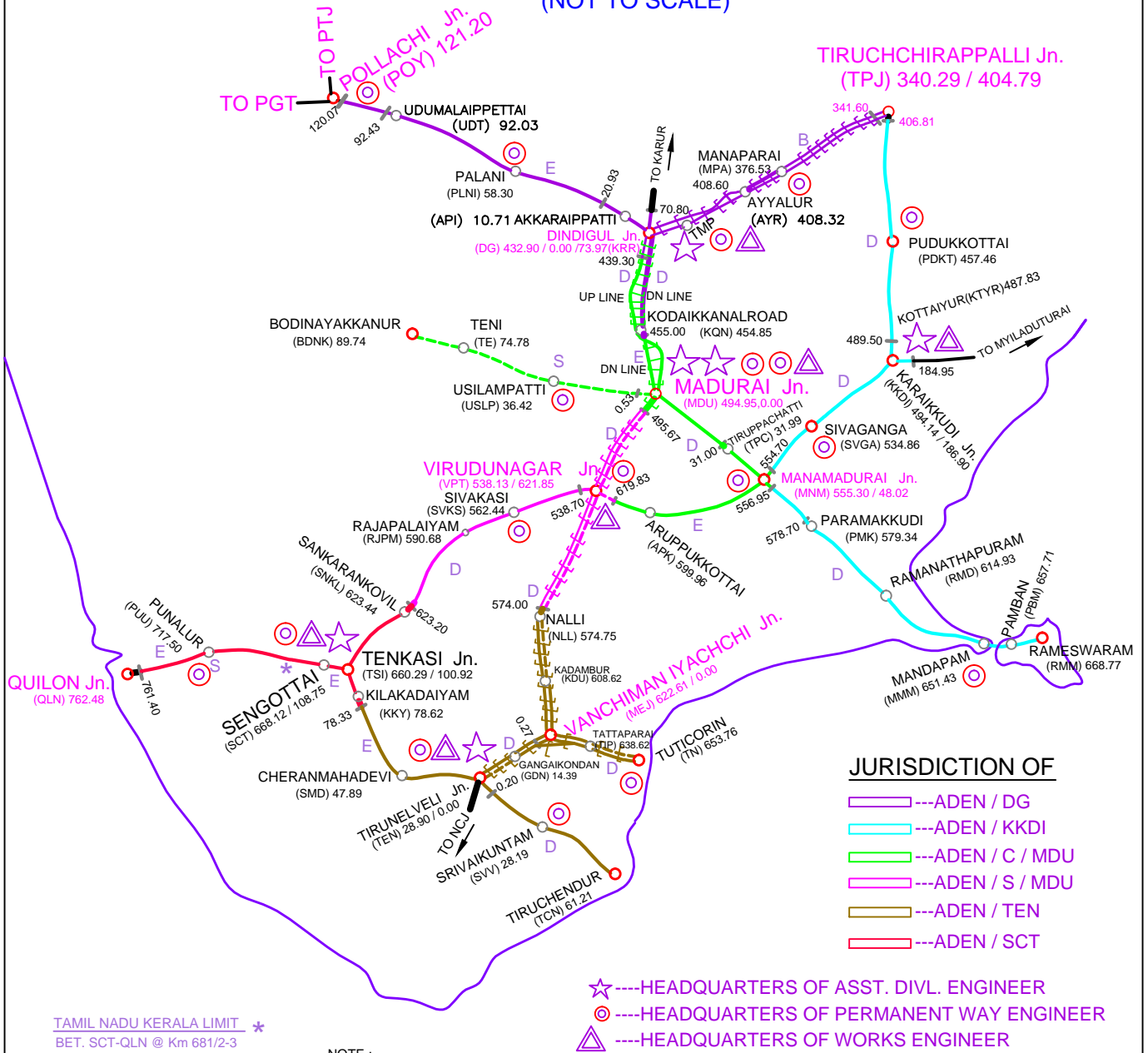
NOTE:-MDU-BDNK Section traffic closed for gauge conversion and shown in - - - - -

SOUTHERN RAILWAY

MADURAI DIVISION

JURISDICTION MAP

(NOT TO SCALE)



TAMIL NADU KERALA LIMIT *
 BET. SCT-QLN @ Km 681/2-3

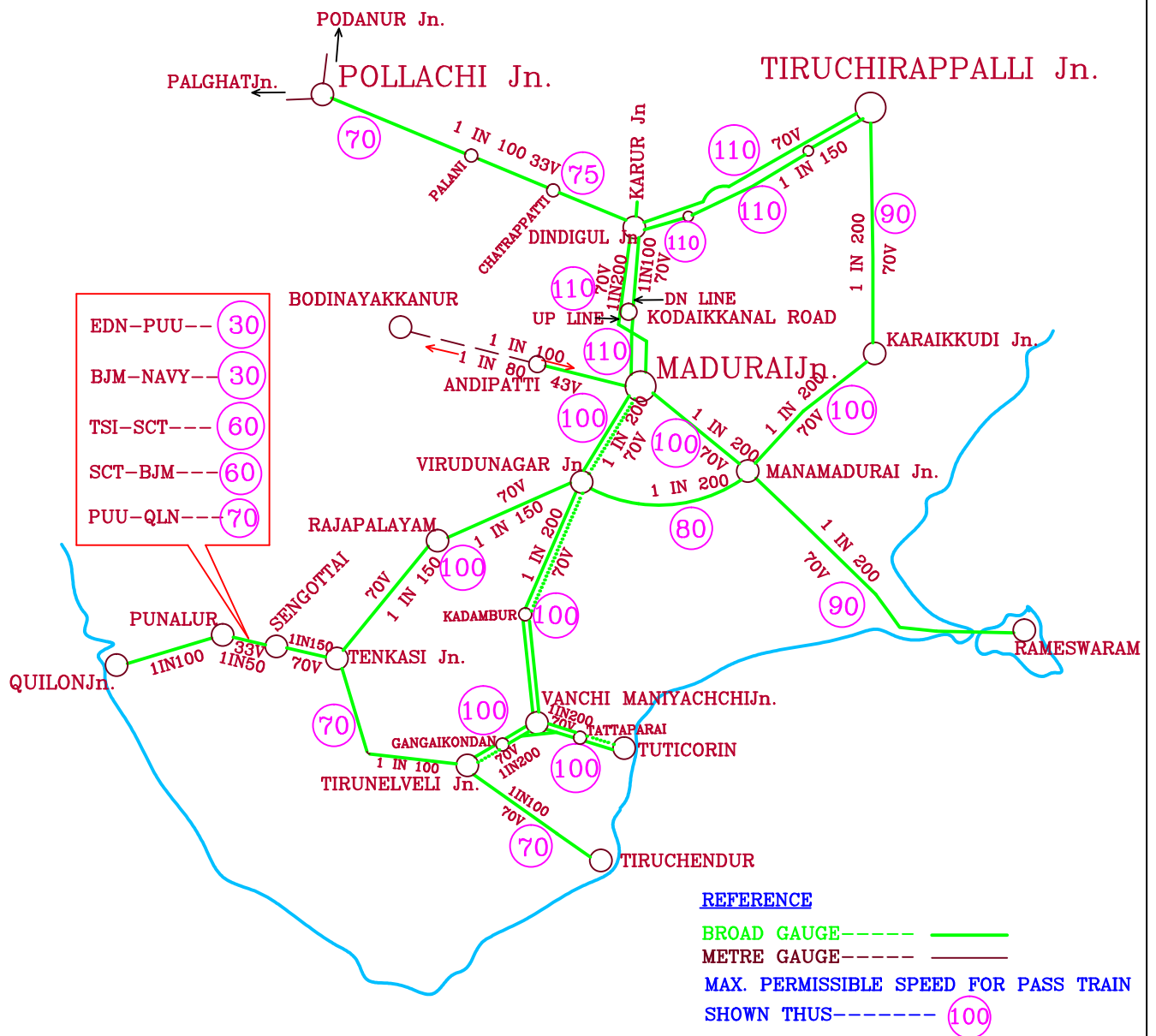
NOTE :-

1. Jurisdiction revised as per Hd.Qrs Lr.no.W.349/A/90/TRACK CELL/VOL.III,dated:-23.06.2009.& Sr.DEN/Co-ordi/MDU Lr.no.U/W.506/JURISDICTION dt.26.06.2009.
2. MDU-BDNK section traffic closed for gauge conversion work.
3. Jurisdiction revised as per Hd.Qrs Lr.no.W.349/A/90/Vol.IV,Dated:-12.05.2014.

SOUTHERN RAILWAY

MADURAI DIVISION

MAP SHOWING THE MAXIMUM PERMISSIBLE SPEED,
RULING GRADIENT & LOOP CAPACITY
(NOT TO SCALE)



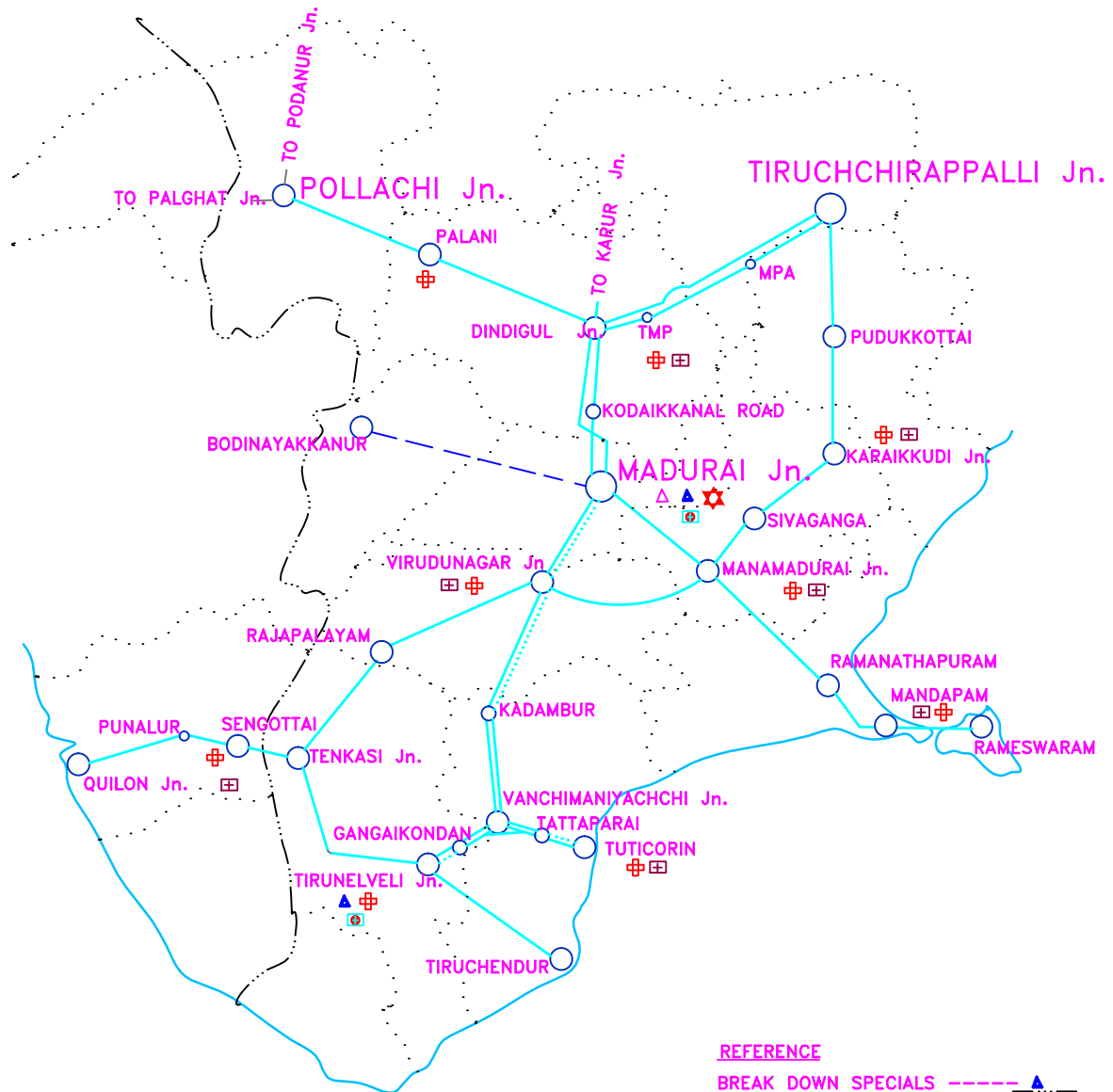
NOTE:- ADPT-BDNK sections traffic closed for gauge conversion

SOUTHERN RAILWAY

MADURAI DIVISION

MAP SHOWING THE ARME (SCALE-I,SCALE-II) &
BREAK DOWN SPECIALS.

NOT TO SCALE



REFERENCE

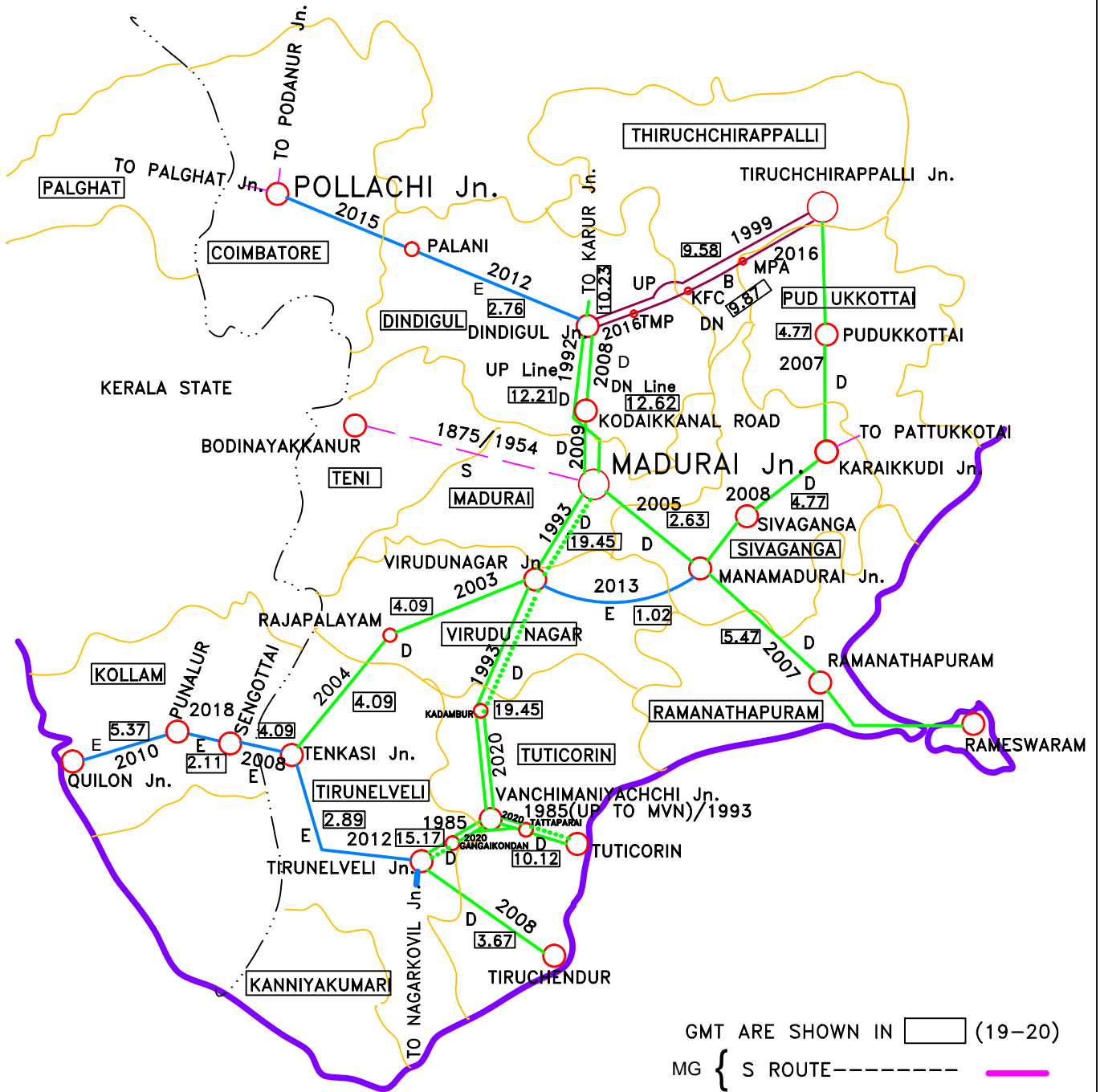
- BREAK DOWN SPECIALS ----- ▲
- ARME STATIONS (SCALE. I) --- ●
- ARME STATIONS (SCALE. II) --- ◻
- RAILWAY HOSPITAL ----- ☆
- RAILWAY HEALTH UNITS ----- ⊕

NOTE:-

MDU-BDNK section traffic closed for gauge conversion

SOUTHERN RAILWAY - MADURAI DIVISION

CIVIL DISTRICT MAP



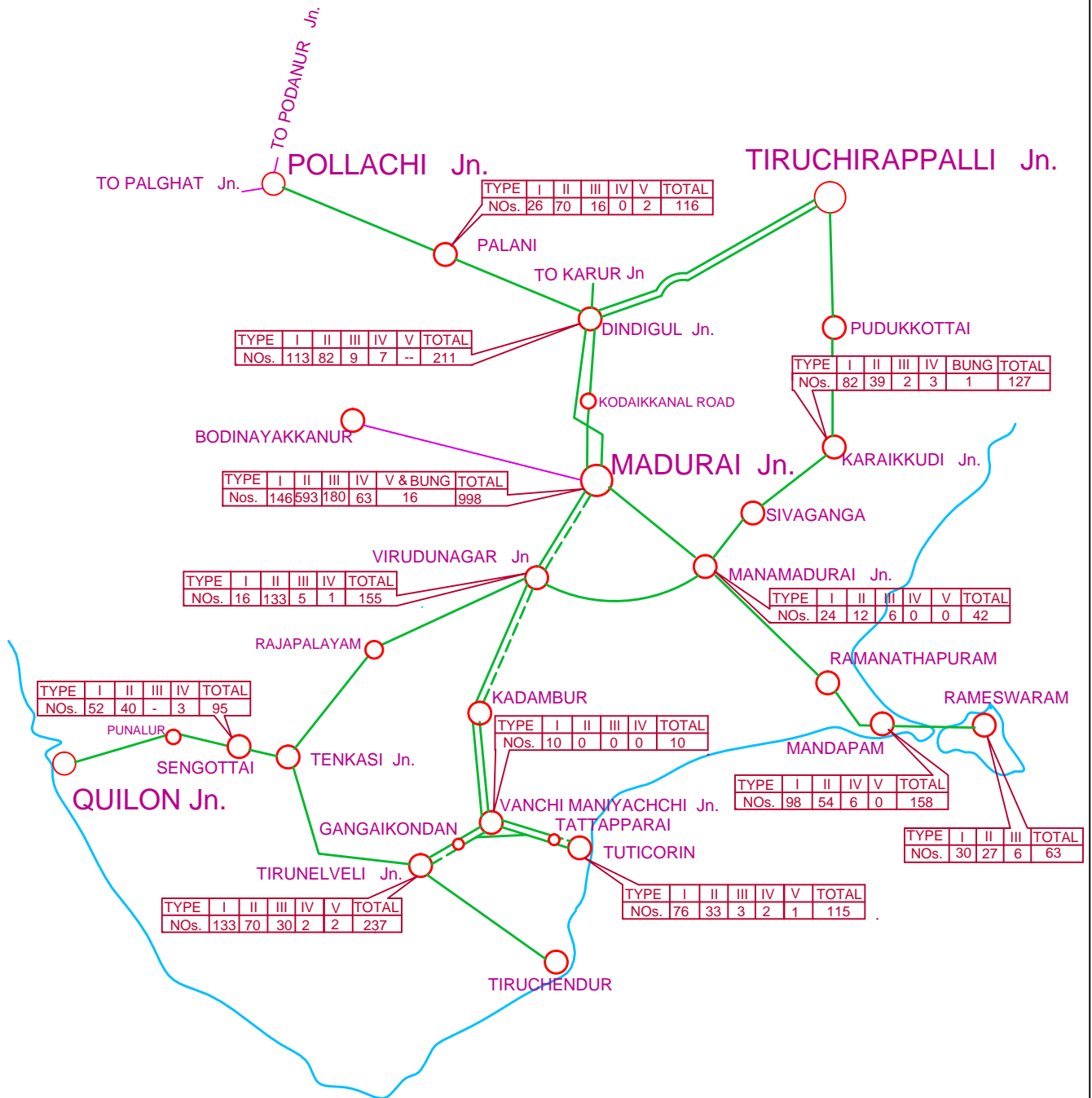
REFERENCE	
STATE BOUNDARY	-----
DISTRICT BOUNDARY	-----
RAILWAY STATION	○
DISTRICT NAME	MADURAI

GMT ARE SHOWN IN (19-20)	
MG	{ S ROUTE----- —
BG	{ B ROUTE----- —
	{ D ROUTE----- —
	{ E ROUTE----- —
	UNDER CONVERSION - - - - -
	DOUBLING IN PROGRESS
	STATE BOUNDARY -----

NOTE:-MDU-BDNK section traffic closed for gauge conversion

MAP SHOWING THE MAJOR COLONIES

NOT TO SCALE



NOTE:-

MDU-BDNK section traffic closed for gauge conversion

SCHEMATIC PLAN OF INSPECTION SECTION PUU-SCT-TEN

PUNALUR - SENGOTTAI - TIRUNELVELI

				STATION CODE	STATION NAME	KM	Distance Between Stations		
Sr	DEN/SOUTH	↑	↑	↑	●	717.50	8.38		
						EDN	EDAMANN	709.12	8.41
						OKL	OTTAKKAL	700.71	4.80
						TML	TENMALAI	695.91	3.81
						KTHY	KALTHURUTY(H)	692.10	2.60
						EDP	EDAPALAYAM(H)	689.50	2.28
						NAYU	NEW ARYANKAVU	687.22	4.08
						AYU	ARYANKAVU(H)	683.14	8.48
						BJM	BHAGAVATHIPURAM	674.66	6.54
						SCT	SENGOTTAI	668.12	7.83
						TSI	TENKASI JN.	660.29(MSB)/ 100.92(MEJ)	2.82
						KYZ	KIZHAPULIYUR(H)	98.10	7.73
						PCM	PAVURCHUTRAM	90.37	4.84
						MTE	METTUR(H)	85.53	6.91
						KKY	KILAKADAIYAM	78.62	1.69
						RVS	RAVANASAMUDRAM(H)	76.93	2.24
						AZK	AZHWARDKURICHI(H)	74.69	4.82
						KIB	KIZHA AMBUR(H)	69.87	6.54
						ASD.	AMBASAMUDRAM	63.33	4.34
						KIC	KALLIDAIKURICHI(H)	58.99	5.35
						VVR	VIRAVANALLUR(H)	53.64	2.90
						KARK	KARAIKKURICHI(H)	50.74	2.85
						SMD	CHERAN MAHADEVI	47.89	12.49
						PEA	PETTAI	35.40	3.68
TYT	TIRUNELVELI TOWN(H)	31.72	2.82						
TEN	TIRUNELVELI JN.	28.90(MEJ)/ 364.32(ERS)							

SSE/PUU

Km.688

ADEN/SCT

SSE/SCT

Km.77

ADEN/TEN

SSE/TEN

SALIENT FEATURES

PUNALUR - TENKASI BROAD GAUGE SECTION

1	Route	“E”
2	Total length of the Section	57.21Kms
3	No. of Crossing Station	6
4	Track Structure & GMT	52Kg / 60Kg (90 UTS) rails on PSC sleepers of M+7 / M+8 Density & 2.11
5	Depth of Ballast Cushion	250mm
6	Ruling Gradient	1 in 50
7	Total No. of Bridges	246
a	Major	24
b	Minor	201
c	No. of FOB	5
d	No. of RUB	6
e	No. of ROB	5
f	No. of LUS	5
8	No. of Curves	152
a	Sharpest & Longest Curve in the mid section	Sharpest Curve : 10 degree at 52 locations. Longest Curve : 960m; Curve No.60/S/SCT bet. Km686.536 & 687.493 (6°)
9	No. of tunnels	6
a	Maximum length of Tunnel	895m (Tunnel No.1 at Km 680/701-681/593)
10	No. of Level Crossing	4
a	Manned	4
b	Interlocked	2
c	Non-Interlocked	2
11	Maximum Depth of Cutting	37 m at Km 679/450-684/430
12	Maximum Height of Bank	9 m at Km 679/200-400
13	Maximum Permissible Speed	60kmph bet.TSI & BJM 30kmph bet. BJM & PUU

SALIENT FEATURES

TENKASI - TIRUNELVELI BROAD GAUGE SECTION

1	Route	“E”
2	Total length of the Section	72.02 Kms
3	No. of Crossing Station	6
4	Track Structure & GMT	52Kg Rails on 60kg PSC sleepers of M+8 density & 2.89
5	Depth of Ballast Cushion	300mm
6	Ruling Gradient	1 in 100
7	Total No. of Bridges	199
a	Major	14
b	Minor	165
c	No. of FOB	4
d	No. of RUB / LUS	15
e	No. of ROB	1
8	No. of Curves	54
a	Sharpest & Longest Curve in the mid section	Sharpest Curve : 4.77 degree; Curve Nos.87/S/SCT bet. Km100.060 & 100.460 in SCT P.Way section. Longest Curve : 1660m; Curve No.73/S/SCT bet. Km.86.001 & 87.661 in SCT P.way section.
9	No. of Level Crossing	39
a	Manned	39
b	Interlocked	19
c	Non Interlocked	20
10	Maximum Depth of Cutting	3.0 m at km 64/100-200
11	Maximum Height of bank	7.0 m at km 44/000-45/000
12	Maximum Permissible Speed	70 Kmph