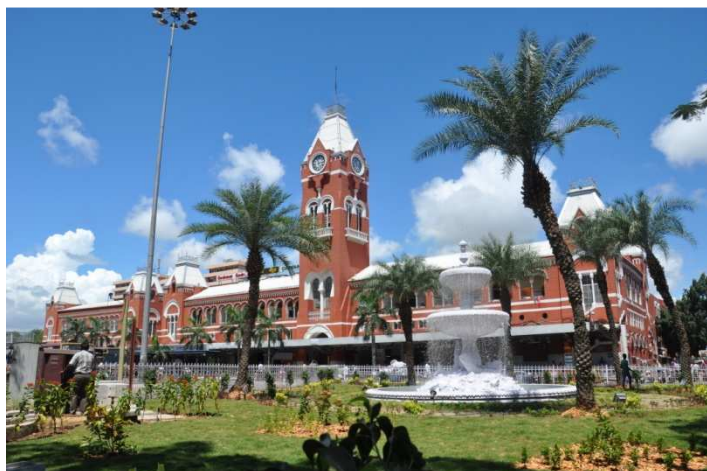


GENERAL INFORMATION OF CHENNAI DIVISION



Chennai Central

Railways network which was established in India in the year 1853 was extended to Madras in 1856. Royapuram was the first Railway Terminal when the Railway line connecting the city was constructed in 1856 between Royapuram and Arcot (now called Walajah). Chennai Division was formed on 31.8.1956 and at present serves the Northern parts of Tamilnadu and a small portion of Southern Andhra Pradesh. This division has a route kilometer of 697.930 and track kilometer of 1934.68 all BG. All the sections except a small portion of BG line between Arakkonam and Kanchipuram are electrified.

The work for suburban train services started in the year 1928 and became operational in the year 1931 between Chennai Beach and Tambaram with 1500 volts DC electric supply which was subsequently converted to 25 kV AC during 1967. BG suburban services on 25 kV Electric traction from Chennai Central/Chennai Beach towards Gummidipundi and Tiruvallur sides were commissioned on 18.4.1979 and 27.11.1979 respectively.

The entire division falls in the "Plain terrain", except part of Arakkonam – Renigunta and Arakkonam – Jolarpettai sections which have an undulating terrain, with Deccan plateau at its North-West and Coromandel Coast on East and within a maximum altitude of 300m from MSL. The entire division comes under Tropical Wet and Dry (Savannah) and the average temperature of this division is around 30° C.

The unique elevated track structure under MRTS also comes under the jurisdiction of Chennai Division. The route length of 14.68 kms. of MRTS section from Chennai Beach to Tiruvanmiyur was opened to traffic on 26.01.2004. The double line between Thirumailai-Velachery section of length 10.68 Kms. was opened on 20.11.07.

Chennai Port Trust, an IRCA member, has its own Railway viz., Port Trust Railway which plays a key role in the day to day operations of Chennai Division. This port handles mainly coal, ores, fertilizer and container traffic.

FREIGHT OPERATIONS:

Chennai Division accounts for about 40% of the originating loading of Southern Railway.

Major commodities loaded are – Coal, POL, fertilizers, Dolomite and Lime Stone Contractor. The originating loading was 18.70 million tonnes for 2013-14 and 16.38 million tones for 2014-15. 17.67 million tones target is fixed for 2015-16.

Coal meant for Thermal Power plants of Tamilnadu Generation & Distribution Corporation Ltd. at Ennore and Mettur Dam is moved from North Chennai Thermal Power Plant Siding near Attipattu (Ennore Port). A large volume of steam coal and coke is imported from Indonesia, South Africa and Western Australia and is loaded for power industries, cement factories and mini steel plants in Southern part of India.

POL products including Motor spirit, High Speed Diesel, ATF, furnace oil, SKO and lube meant for Yelahanka & Devankonti in Karnataka and Surareddy Palem, Cuddapah, Charlapalle and Guntakal in Andhra Pradesh are loaded at IOC siding served by Tondiarpet Marshaling Yard.

Fertilizer manufactured by Madras Fertilizers Ltd. & Coromandal Industries Ltd., is carried by rail to all parts of Southern India. In addition imported fertilizers are also loaded at Chennai Port & Royapuram.

Containers are moved from Tondiarpet Marshaling Yard, Chennai Harbour and Melpakkam (CRT).

Dolomite & Limestone constitute a major share in 'others' head. The other commodities sporadically loaded are edible oil at Salt Cotours & Royapuram, boiler components ex. Bharat Heavy Electrical Limited siding at Mukundarayapuram, Sugar & fertilizer from Katpadi & Chennai Port and Mixed commodities from Nayudupeta.

MAJOR TERMINALS FOR FREIGHT TRAFFIC:

Chennai Port Trust Railway handles, important traffic consisting of coal (1st October 2011 stopped), fertilizer, ores and containers. The goods loading points inside Chennai Harbour are situated at two locations viz. Inner Harbour (Marshaling Yard), and Container Terminals (North Central Yard). In the marshaling yard (Jawahar dock) coal loading activities as well as reception and dispatch of rakes is done, the movements stopped from September 2010 for export. At Bharathi dock, this is done using tippers while in Jawahar dock, it is under taken manually.

Tondiarpet Marshalling Yard is located at a distance of 7.05 kms. from Chennai on Gudur Section. There are 10 fully wired reception lines for trains from Arakkonam and 17 classification lines (6 of which are top wired), 6 lines are used for forming trains. The train received from Gudur direction is received on one of the 9 fully wired West Hump reception lines. There are 6 classification lines of which 1 is fully wired and 3 are top wired.

Sick line at Tondiarpet– In the old sick lines with 155 vehicles capacity, light and heavy repairs, panel patching are done. In the new sick lines with 24 vehicles capacity, routine over hauling and wheel changing is undertaken. Besides, there is a dedicated facility in the oil tank complex to attend to sick oil tank wagons.

The sidings served by Tondiarpet Marshalling Yard: Indian Oil Corporation, Madras Fertilizers Siding, Vishakapattinam Steel Plant Siding, Steel Authority of India Limited Siding and Container Corporation of India.

Korrukupet Goods Shed takes off from Tondiarpet Marshaling Yard. There are three Reception & Despatch lines of full length capacity of which Road 1 is top wired and 2 and 3 are fully wired. Iron and steel products, cement, coal, grains and pulses are the inward traffic. Direct reception of incoming train to unloading shed line is possible. The Central Railside warehousing corporation(CRWC) has constructed two sheds of 12,000 T capacity and 18500 T capacity.

Royapuram Station is situated on the BG line between Basin Bridge and Chennai Beach Station. This station has a goods terminal with a holding capacity of 60 BCN. The inward traffic consists of grains and pulses from Northern India. The outward traffic consists of orthoxyelene for M/s.Tirumalai Chemicals, Edible oil and imported fertilizers. Royapuram is the serving station for Bharathi Docks. A new AC loco shed has been commissioned, which houses 76 no.of locos. Parcel express service with 20 VPU is run between Royapuram and Various destinations in Northern & Eastern part of the country.

Ennore Station is the serving station for Ennore Thermal Power Plant siding. The coal for this plant is moved from North Chennai Thermal Power Station siding, served by AIP. This station is also a serving station for Coromandal fertilizer siding which is loading fertilizers to Karnataka region.

Attipattu North Chennai Thermal Power Corporation Siding caters to the movement of coal to Tamilnadu Generation and Distribution Corporation Ltd. power plant at Mettur Dam and Ennore. The yard consists of 10 Reception & Despatch lines. The Ennore port siding limited at Attipattu deals with unloading of Iron ore. The M/s.Chettinad International Coal Terminal Private Ltd., Siding (AIPO) deals with loading of pvt. coal imported brought to Ennore Port. New private sidings developed near AIP viz. M/s.Sical Iron Ore Terminal Private Siding Ltd., (AIPL), M/s. Zuari Cements Private Ltd. (AIPZ), M/s. India Cements Private Ltd. (AIPC).

New private siding getting developed near AIP Viz. HPCL, IOC and BOT yard for Iron ore at Ennore port.

Arakkonam: The inward traffic includes receipt of food grains for Food Corporation of India, Clinker for Larson & Tubro and free rails for Flash Butt Welding siding.

COACHING TRAFFIC:

The details of passenger carrying trains dealt by Chennai division per day are as under:

Mail/Exp.	310
Passenger	169
Suburban	447
MRTS	136

Chennai Central is the biggest passenger terminal in Southern Railway and about five lakhs people are using this station daily. The details of trains dealt at Chennai Central and Chennai Egmore are given below:

Chennai Central	
Daily	32 pairs of Mail & Exp. Trains
	2 pairs of Passenger trains
6 days a week	4 pairs of Express train
Triweekly	3 pairs of Express trains
Biweekly	11 pairs of Express trains
Weekly	30 pairs of Express trains

Chennai Egmore	
Daily	23 pairs of Mail & Express trains
	1 pair of Passenger train
Weekly	11 pairs of Express trains
Biweekly	5 pairs of Express trains.

BBQ Coaching Yard – All rakes of Mail/Express and Passenger trains terminating at Madras Central are maintained at this yard. This yard consists of 45 lines, 16 of which are pit lines, 9 are 'non pit lines, 3 stabling lines, 7 Mechanical sick lines, one electrical sick attention, 3 for AC coach attention and 6 for IOH repairs. 22 rakes are given primary maintenance and 11 secondary attention.

Gopalswamy Nagar is another Coaching depot in the Division. It has 3 pit lines and 3 sick lines. 8 pairs of rakes are given primary maintenance and two pairs are given secondary maintenance. The work pertaining to provision of one additional stabling line and direct connectivity from ETR line to Pit line 1 is approved in LAW 2013-14.