

CHENNAI DIVISION GENERAL INFORMATION



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 703.76 and track kilometer of 1918.14 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. Topographically this division is well placed and the only major problem that is being experienced is the corrosion due to coastal effect aggravated by the droppings from morning arriving trains in the sections from SPE-MAS, AJJ-MAS, MLMR-MS. This is resulting in need for rail renewals ahead of time.

Chennai Central is the biggest passenger terminal in Southern Railway which was designed by George Harring and came into existence from 7.4.1873. It has 12 platforms, 8 of which are of 24 coaches capacity. An

annexe building was added to the main building in 1998. Apart from this a separate suburban terminal with 3 Reception and Despatch lines is available adjacent to the main station in Moore Market Complex with 3 platforms.

Chennai Egmore is the second largest passenger terminal in the Division. The main building has been done up in the striking Indo Saracenic style made famous by Robert Chishom and opened in 1873. It has 11 platforms of which platform no. 10 & 11 deal with Suburban traffic, and remaining platforms deal with Mail/Exp traffic of which 3 platforms (4, 5, 6) can hold 24 coaches.

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.

COACHING TRAFFIC:

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

Mail/Exp.	298
Passenger	167
Suburban	587
MRTS	136

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

Chennai Central	
Daily	33 pairs of Mail & Exp. Trains
	2 pairs of Passenger trains
6 days a week	5 pairs of Express train
Triweekly	3 pairs of Express trains
Biweekly	10 pairs of Express trains
Weekly	28 pairs of Express trains

Chennai Egmore	
Daily	23 pairs of Mail & Express trains
	2 pair of Passenger train
Weekly	10 pairs of Express trains
Biweekly	5 pairs of Express trains.