
Research Papers

**KOTTAYAM-IDUKKI-MADURAI RAIL LINE :A
PROJECT PROPOSAL**

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Abstract

Indian Railways presently in hand and operated by the Govt. of India through the Ministry of Railways. Indian Railways (IR) is the third biggest track organize on the planet The Southern Railway, headquarters at Chennai, Tamil Nadu, is one in all the seventeen zones of Indian Railways. This paper illustrated a rail track framework in southern railway zone between Kottayam(Kerala State) and Madurai(Tamilnadu, State) through Idukki District of Kerala State. Google map is utilized to gather the essential data .Secondary data collected from different reference sources.

KEY WORDS:

Kottayam-Idukki-Madurai Rail Line , Project, Proposal Kerala, Tamilnadu.

I.INTRODUCTION

Rail transport is basically implies the transportation of travelers and merchandise, through wheeled vehicles running on rails tracks. Nowadays rail routes are recognized as a safe area than road transport .Rail line transport is in the blink of an eye taking care of extensive bunch of rider and merchandise. The vitality power is high in rail transportation .The tracks have advantage over the roadways that they will convey huge reach of travelers and gigantic and genuine masses to long separations. Additionally travel via train is better-off than by transport. Routes have conjointly been demonstrated to help financial soundness in an exceptionally cost compelling strategy. It encourages long separation travel and transport of massive merchandise which are not effectively transported through road vehicles. It is a snappy and more standard manifestation of transport on the grounds that it helps in the transportation of products with rate and conviction. It helps in the industrialization procedure of a nation by simple transportation of crude materials at a less expensive rate. It also helps in the fast development of merchandise starting with one spot then onto the next at the time of crises like famine and scarcity. Rail transport energizes portability of work and in this manner gives an extraordinary degree to occupation.

INDIAN RAILWAYS

Indian Railways presently in hand and operated by the Govt. of India through the Ministry of Railways. Indian Railways (IR) is the third biggest track organize on the planet with 7,083 route stations, 1,31,205 track connects, 9000 trains, 51,030 traveler mentors, 2,19,931 cargo autos and 63,974 course

kilometers. Today IR works 19,000 trains every day, containing 12,000 traveler trains and 7,000 cargo trains. It transports 2.65 million tons of cargo movement and 23 million travelers consistently furthermore 7.2 billion travelers for every year.(Ministry of railways, Govt.of India, 2012)

SOUTHERN RAILWAY

The Southern Railway, headquartered at Chennai, Tamil Nadu, is one in all the seventeen zones of Indian Railways. It is the most punctual of the 17 zones of the Indian Railways made in autonomous India. It was made on 14 April 1951 by blending three state tracks, to be specific, the Madras and Southern Mahratta Railway, the South Indian Railway Company, and the Mysore State Railway. The South Indian Railway was initially made in the British frontier period as Great Southern India Railway Co. established in Britain in 1853 and enlisted in 1859. Its unique home office was in Tiruchirappalli (Trichy) and was enrolled as an organization in London in 1890.(Muthiah,2006)

SOUTHERN RAILWAY DIVISIONS

Southern Railway has its central command in Chennai and has the accompanying six divisions:

- 1.Chennai
- 2.Tiruchirappalli
- 3.Madurai
- 4.Salem
- 5.Thiruvananthapuram
- 6.Palakkad

Southern Railway covers the states of Tamil Nadu, Kerala, Puducherry and little divides of Andhra Pradesh and Karnataka.

Kottayam railway station

Kottayam railway station is located in Kottayam, Kerala State, India managed by Southern Railway. Kottayam lies on the rail route between Thiruvananthapuram and Ernakulam. The station is served by many long distance trains connecting most major cities within the country like Indian capital –New Delhi ,Mumbai,Kolkata,Chennai,Bengaluru,Hyderabad, Mangalore.Kottayam railroad station is that the nearest railroad station that caters to far-famed tourer destinations like Kumarakom, Vagamon and pilgrim's journey sites Bharananganam, Kanjirappally and Vaikom Temple.Kottayam railroad station is additionally utilized by pilgrims attending to Sabarimala temple.

Madurai Junction railway station

It is a vital junction terminus in South India serving the town of Madurai, Tamil Nadu.It is an A1 stratified railway station by the Indian Railways for being one in every of the highest 100 booking stations within the country.

Idukki District

Idukki is one of the 14 districts of Kerala state, India structured on 26 January 1972 with a zone of 4,479 km² and is the second biggest District of Kerala. Tough mountains and backwoods spread dominant part of the District. The region fringes the Kerala areas of Pathanamthitta to the south, Kottayam to the southwest, Ernakulam to the northwest and Thrissur to the north and Coimbatore, Dindigul and Theni Districts in Tamil Nadu to the east.

Need of Kottayam-Idukki-Madurai rail line

Idukki district is accessible solely by road. Rail and Airlink isn't accessible. National Highway-NH 49 and State Highways (SH) SH13 and SH 33 passes through the Idukki locale. SH13 begins from Kottayam and finishes at Kumily SH 33 begins in Thodupuzha and closures at Kumily street. It is general fact that the road transport charge is 5 time higher than train charge. In the event that we take season ticket railway charge might be 1/10 of transport charge. Despite the fact that national Highway obliges a base width of 45 meter land, railway obliges a normal width of 10 meters land only. The railroad distance between the two cities (Kottayam–Madurai) is approximately 270 km on the route via Thodupuzha, Idukki District, Kerala.

Some of the needs of this line are listed here:-

1. Its is the first line through Idukki region after Independence of India
2. New Rail connectivity between Kerala and Tamilnadu
3. Expansion and exchange operations between two states.
4. Advancement of mountainous tourism of both states
5. Advancement of Agriculture items and flavors materials.
6. Help in the Internal Trade of Kerala and Tamil Nadu
7. Support to Tourism promotion
8. New chances of livelihood
9. Environment insurance of Hilly ranges
10. Easier transport than road ways

OBJECTIVE OF THE STUDY

The main objective of this study is to suggest a rail line between Kottayam, Kerala and Madurai, Tamilnadu through Idukki District of Kerala.

METHODOLOGY

Google map is used to collect the primary data for identify the locations of both states. Secondary data collected from various reference sources.

Scope and Limitations of the study

The study is limited to the Kottayam-Idukki-Madurai rail line only. The study did not cover the economic part, land acquisition of the projects etc.

Project Proposal

The project can be finished in two phases. First phase includes construction of a double line between Kottayam to Thodupuzha (Figure-1). The second phase is the construction of two way rack between Thodupuzha to Madurai (Figure-2). The second phase is comparatively difficult because of the high range region and the geographical area of Idukki District.

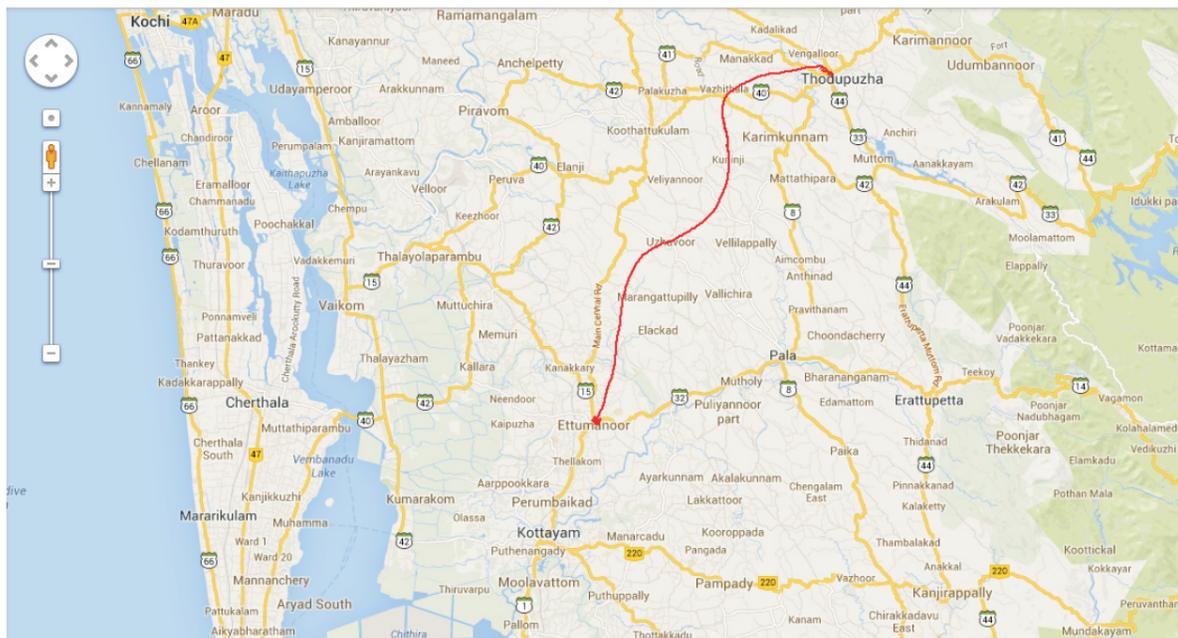
Proposed stations between Kottayam - Thodupuzha

1. Kottayam
2. Ettumanoor
3. Kuravinagadu

- 4.Uzhavoor
- 5.Ramapuram
- 6.Thodupuzha

Sabari railway line(Angamali- Erumeli- Punalore- Sabari railway) project is that the most indispensable new railway extend in Kerala.Sabari railway venture can offer new railroad terminal to five a great regions(Pala, Thodupuzha, Muvattupuzha, Kothamangalam, Perumbavoor and Angamali) and eleven little urban areas of Central Travancore region of Kerala state.The Ramapuram is one of the proposed station in Sabari Rail Line project.So Ramapuram station will become a crossing junction station of both rail lines .

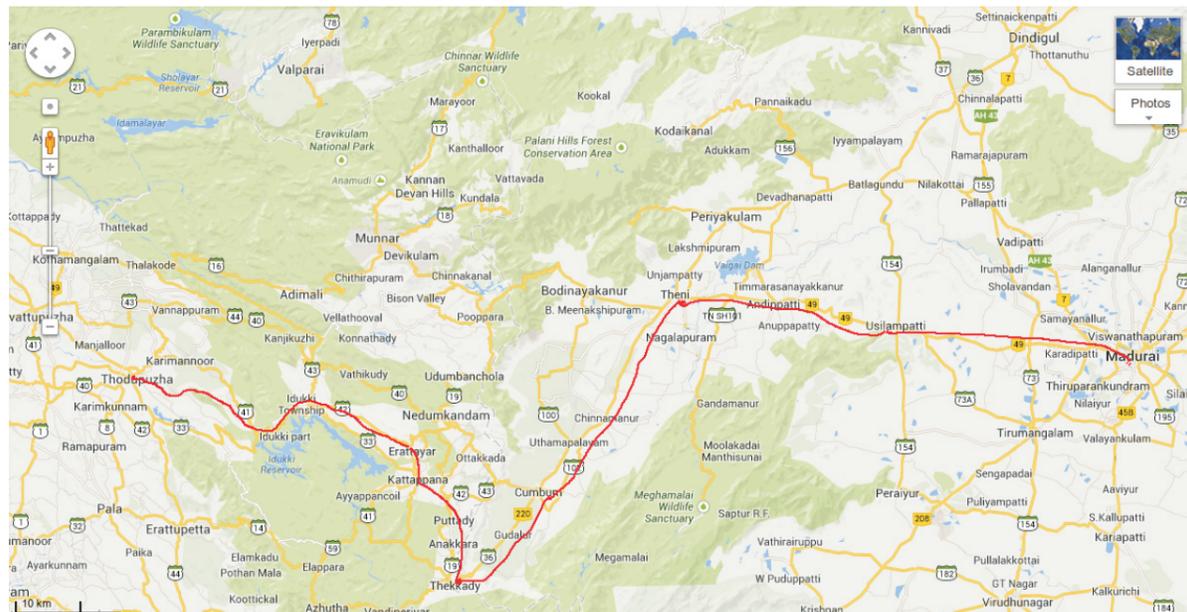
Figure -1 -Ettumanoor to Thodupuzha



Proposed stations between Thodupuzha to Madurai

- 1.Thodupuzha
- 2.Ilamdesham
- 3.Cheppukulam
- 4.Peringassery
- 5.Idukki
- 6.Mariyapuram
- 7.Thankamani
- 8.Irattayar
- 9.Kattapana
- 10.Puttadi
- 11.Kumaly
- 12.Thekkadi
- 13.Kambam
- 14.Theni
- 15.Usalapetty
- 16.Madurai

Figure -2 -Thodupuzha to Madurai



Practical ways of implementing the project

Survey study
 Feasibility study of the project
 Fund Allotment
 Land Acquisition
 Invitation of Tender and other formalities
 Construction of tunnels and bridges
 Construction Tracks and stations

CONCLUSION

Railway is considered as the most secure manifestation of transport. The possibilities of mishaps and breakdown of tracks are low as contrasted with different modes of transportation. The convey limit of the routes is to a great degree huge. Additionally, its ability is versatile which can without much of a stretch be expanded by including more wagons. Their charges are based on charge what the movement can endure standards which helps poor people. At present, we have an extraordinary window of chance, which must be promoted with a feeling of desperation to convert routes to convey auspicious profits to the individuals and the country. Actually, it is a national need to develop a rail line between Kottayam and Madurai through Idukki District.

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