

From

Rtn. G.Swaminathan,
Former President,
Rotary Club of Mannargudi.

To

Hon'ble C.P.Joshi, Union Minister for Railways, New Delhi
Hon'ble K.H.Muniappa, Union Minister of State for Railways
Hon'ble Bharathsinh Madhavsinh Solanki, Union Minister of State for Railways
Hon'ble T.R.Baalu MP, Chairman, Standing Committee of Parliament, Railways
The Chairman and Members, Railway Board, New Delhi.
The General Manager, Southern Railway, Chennai.
The Divisional Railway Manager, Tiruchi Division of Southern Railway.

Dear Sirs,

Sub: Diverting Mannai Express (16179/16180) via Thiruvarur(TVR), Mayiladuthurai(MV) and adding Slip Coaches at Mayiladuthurai from Thanjavur(TJ) via Kumbakonam(KMU)

The Mannai Express (16179/16180) runs between Chennai Egmore(MS) and Mannargudi(MQ). When this train was introduced last year, the Tiruvarur(TVR) – Mayiladuthurai(MV) section, through which this train is supposed to travel, was under gauge conversion. So this train was operated via Thanjavur(TJ) – Kumbakonam(KMU) to reach Mayiladuthurai, a circuitous route causing additional 40 Kilometers distance. Apart from this 40 KMs extra distance, **it undergoes two loco reversals, one at Nidamangalam(NMJ) and another at Thanjavur(TJ) within the first 44 KMs from its originating station.**

Since the platform at the Nidamangalam Station is spawned on either side of the National highways, the Railway gates are closed during the entire process of Loco Reversal. This creates a lot of havoc on the road transport. Especially, emergency services like Ambulances and Fire Service vehicles are badly affected. **The people affected by the closure of railway gate due to loco reversal for long time have approached the High Court for remedy.**

Overall, **the two loco reversals consume 40 to 50 minutes.**

Similarly the Chennai Egmore – Karaikal Express (16175/16176) is also operated in this circuitous route via Thanjavur – Kumbakonam to reach Mayiladuthurai.

Now the Tiruvarur – Mayiladuthurai section is opened for traffic. As a result the Karaikal express(16175/16176) is scheduled to use this route from 11th October.

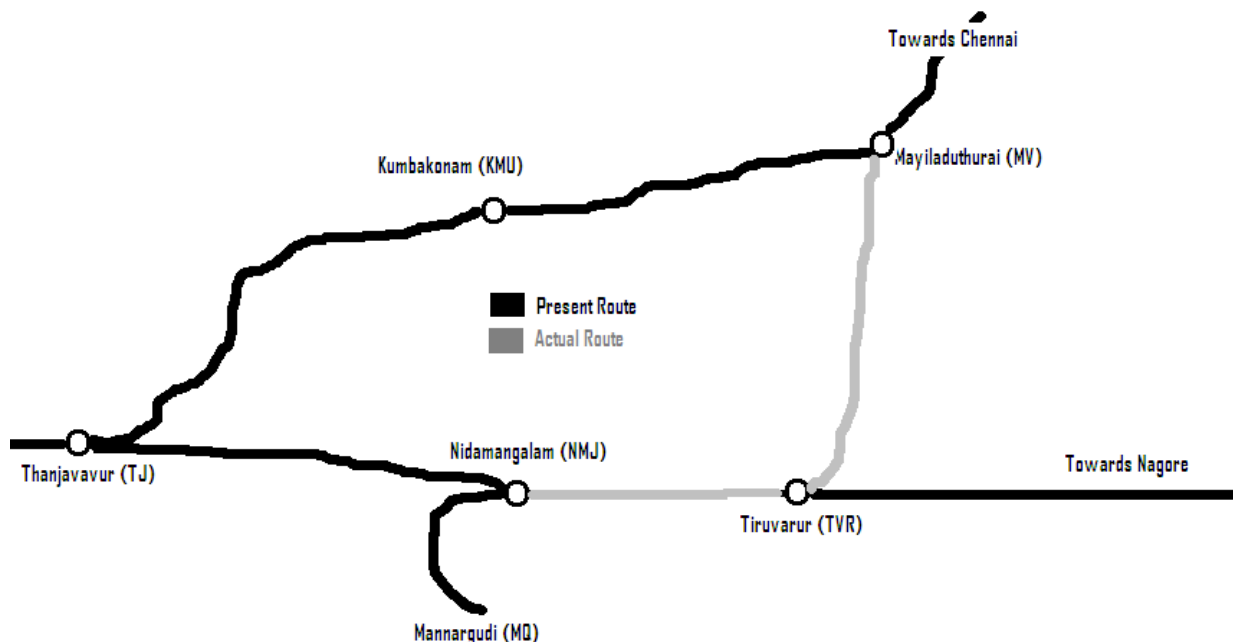
But the Mannai Express is not planned for a diversion to run its original route. We understand that this is because of the protest from the passenger community of Thanjavur and Kumbakonam.

There may be justice in their demand. But for that, the **Mannargudi passengers should not be affected by 40 KMs extra travel and two loco reversals causing nearly two hours extra journey.**

Keeping the above facts in mind, we would like to place before you a workable proposal which would benefit all the parties (Passengers of Mannargudi section – Passengers of Thanjavur/Kumbakonam section and the Railways itself as the running cost reduced to a great extent).

According to this proposal, the SR can strip down two sleeper coaches, one Two Tier AC coach and two UR coaches from the Mannai Express (16179/16180), make those coaches as Slip Coaches between Thanjavur(TJ) and Mayiladuthurai(MV). At Mayiladuthurai Junction, the Slip Coaches can be attached with the Mannai Express(16179/16180). On the return from Chennai, the Slip Coaches can be detached at the Mayiladuthurai junction and moved separately to Thanjavur Junction.

Given below is the rough map of the present and the proposed routes.



Given below is a model coach composition of the slip. Even though I am not that much competent enough, just prepared this composition to explain the possibilities.

Present Coach Composition

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Engine	GSLRD	GS	GS	GS	HA	A1	B1	S	S	S	S	S	S	S	S	S	GS	GS	GS	GSLR

Proposed Coach Composition (Chennai to Mayiladuthurai)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Engine	GSLRD	GS	GS	HA	B1	S	S	S	S	S	S	GS	GS	GSLR	S	S	A1	GS	GS	GSLR	

Proposed Coach Composition (Mayiladuthurai to Thanjavur)

	16	17	18	19	20	21
Engine	S	S	A1	GS	GS	GSLR

Proposed Coach Composition (Mayiladuthurai to Mannargudi)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Engine	GSLRD	GS	GS	HA	B1	S	S	S	S	S	S	S	GS	GS	GSLR

If the SR implements the above proposal, the following will be the benefits:

- ✓ The Mannai Express (16179/16180) can save 40 KMs on its journey
- ✓ The Mannai Express (16179/16180) can get rid off two loco reversals
- ✓ The Mannargudi passengers will be benefitted as their travel time is reduced by approximately two hours
- ✓ The Thanjavur/Kumbakonam passengers will not be affected
- ✓ The SR can benefit from the reduced operational costs and man power

We are eagerly waiting for the Indian Railways' earlier action in this regard.

If the Indian Railways accepts the above demand and acts as earlier as possible, the people of the entire delta districts will be very grateful to the Indian Railways.

Thanks and Regards,

Rtn.G.Swaminathan

Mannargudi.

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