Promoting Rameswaram Tourism

Pamban Train Bridge
Length – 2.06 KM
Number Of piers – 143
Structural Design – Cantilever, bascule Bridge
Railway track – Broad Gauge
Crosses – Palk Strait
Connecting Railway stations – Mandapam – Pamban
Location – 9°16´56.70´´N 79°11´20.12´´ E /
9.2824167° N 79.1889222° E
• Second Longest sea bridge in India (first longest till the opening of Bandra worli – sea link Mumbai on 2009).
• The location of this bridge is world’s second highly corrosive environment next to Miami, US.
• It is also Cyclone prone and high velocity wind zone.
• The two hundred tonne bascule leaves are still operated manually by the workers.
• This Rail bridge was shattered during the cyclone on December 26, 1964.
• After the cyclone the Indian railway set a plan to repair the Pamban bridge, targeted in 6 months.
• The bridge was renovated and restored again in just 46 days under the leadership of I.E.S officer E. Sreedharan renowned as Metro man.
• In 2014 Hundredth year celebration of the Pamban bridge was done.
The 100th year celebration of the Pamban rail bridge was performed in 2014 February 24. Recently Pamban bridge is nominated for UNESCO’s heritage status. Crossing catastrophic events, accidents, flowing tides and years the queen of Indian bridges (the Pamban bridge) stands with an everlasting smile in the Palk strait as a gigantic engineering marvel.
The bridge spans a length of 6776 feet (2065 meters). There is a double leaf bascule in the center of this bridge. This bascule section opens up and let the ships and boats to cross the pamban bridge over the.. The bascule was designed by “Scherzer” a German engineer, the bascule part of the bridge is called as “Scherzer rolling type lift span” and have the length of 220 feet and weight of 200 tonnes (each leaf weighs 100 tonnes separately). Till datethese heavy weight leaves are lifted manually by workers operating levers on either side.