

WORLD | CLASS

■ Clips & joints from UK, trains from Brazil and workers from China, Russia

Global components, expertise for metro rail

K. KARTHIKEYAN | DC
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Chennaiites will surely have something 'universal' to brag about from next year. Chennai metro rail will stand out from the rest, as truly 'world-class' facility or rather multinational the city can feel proud of.

From bolts and nuts to tickets and trains, almost every component would speak for the city's first metro train's universality or precisely the by product of globalization. For

instance, even the clips and joints that keep the rail hooked to the sleeper are shipped from Britain and the tracks are rolled in from Manchester and given finish touches in France before being shipped to Chennai.

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the Austrian's has been availed to put "point and crossing" technology in place. Metro travelers would not be able to set foot on the platform without going through the ticketing sensing and reading

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equipment custom made by the Japanese.

A senior CMRL official told *DC* that a shipment comprising shunting loco had already left a port in the US. Not to mention, the

very trains, including the first of its kind brought from Sao Paulo in Brazil and put on the tracks in the ₹198 crore sprawling Koyambedu depot, have been designed and constructed by France based Alstom India Limited. Eight more four-car coaches will be brought from Brazil, while the remaining 33 will be manufactured at the Alstom factory under construction at Tada in Andhra.

Even workers have to be brought from Russia and China to dig the tunnels.

At least a dozen Chinese and Russians trained in tunnel-boring work round the clock in different shifts in the underground corridor. However, CMRL did not give swadeshi element a miss as the rails from France would be made by Tata Chorus Limited.

'Swadesh' and 'videsh' will lend in the underground station, where CMRL plans to use German painting technology even while mounting life-size replica of Khajaroa art on station walls.