

Metro rail to be tested on elevated corridor

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CHENNAI: People of Chennai may see the Metro train being tested on the elevated corridor from Koyambedu to Alandur in February.

By September, the stretch, comprising seven stations, might be thrown open for public, according to officials of Chennai Metro Rail Limited (CMRL).

Chennai Metro Rail, built at a cost of Rs. 14,600 crore, will run across a 45-km stretch criss-crossing the city; half of this network will be on an elevated platform and the other half underground.

It will have two corridors – one linking Washermanpet to Airport and the other, Chennai Central to St. Thomas Mount.

Earlier, the CMRL decided to conduct the trial run for Stage 1 of the project from Koyambedu to St. Thomas Mount, a distance of 11 km. But owing to delays in the civil work, they will now carry out this run only between Koyambedu and Alandur.

The first train, manufactured in Sao Paulo in Brazil, arrived in July and its test run was carried out on the 800-metre test track located within the Koyambedu depot last November. Subsequently, two trains reached the city in the last week of November.

According to officials, after

TRIAL RUN IN FEBRUARY

THE TRIAL RUN WILL BE CARRIED OUT BETWEEN **KOYAMBEDU AND ALANDUR**. THE STRETCH HAS **SEVEN STATIONS**: KOYAMBEDU, CMBT, ARUMBAKKAM, VADAPALANI, ASHOK NAGAR, EKKATUTHANGAL AND ALANDUR



INSIDE METRO

4 coaches in each train **1,200** will be the passenger capacity of each train

300 passengers in each coach **10** kilometres is the Koyambedu-Alandur trial run distance

Trains will run from **5 a.m.** to **midnight every day** In future, there will be a Metro train every **2.5 minutes** with a dwelling time of **30 seconds**

42 trains will be operated by **CMRL** **9** will be manufactured in **Sao Paulo in Brazil**

33 will be manufactured at the special economic zone, **Sri City in Andhra Pradesh, 70 km** from the city



the trial run, tracks and trains will have to go through several safety tests. There is also a requirement to test the trains for a fixed time period. Then, officials of Research Design and Standards Organisation (RDSO), the research wing of

Indian Railways, will run the trains at nearly 90km/h, 10 per cent more than their maximum sectional speed and re-check the strength of trains, another CMRL official said.

Nearly 50 per cent of the overall Metro Rail work has

been completed. The elevated corridor is approaching the final stages of construction and a third of the work in the underground section is over. Signalling and electrical work is under progress on the elevated corridor.