



# NEWS LETTER

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**Inauguration of Nehru Park – Central Metro (Green Line) and Little Mount – AG-DMS (Blue Line) Passenger Services on the underground section of Chennai Metro Rail on 25-05-2018**



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## Inspection conducted by the Hon'ble Minister for Industries on 22-05-2018 at Egmore Metro Station.

The Hon'ble Minister for Industries Thiru M.C Sampath inspected the Egmore Metro Station for the arrangements of inaugural functions of passenger services from Nehru Park to Central Metro and Little Mount to AG-DMS and discussed with Managing Director, CMRL, Thiru Pankaj Kumar Bansal., I.A.S, Directors, and Chief General Managers regarding inaugural function arrangements on 22-05-2018. Other CMRL officials also were present during the inspection



## World Multiple Sclerosis Day celebrated

CMRL in collaboration with Multiple Sclerosis Society of India - Chennai Chapter is creating awareness to all passengers and also to the general public at all metro stations as part of as World Multiple Sclerosis Day on 30th May 2018.

### What is MS?

Multiple sclerosis (MS) is one of the most common neurological disorders and causes of disability in young adults. There are 2.3 million people with MS worldwide. It is likely that hundreds of thousands more remain undiagnosed and many lives are affected indirectly, through caring for someone with MS.



Most people with MS are diagnosed between the ages of 25 and 31, with around twice as many women diagnosed than men.

The cause of MS is not yet known and as yet there is no cure, though there are treatments available that can help some forms of MS and many things you can do to improve the symptoms.

There's no set pattern to the severity of someone's MS, the course it takes and the symptoms they experience. Every person is different. Symptoms can include blurred vision, weak limbs, tingling sensations, unsteadiness, memory problems, and fatigue.

For some people, MS is characterized by periods of relapse and remission (meaning it gets better for a while but then can attack from time to time), while for others it has a progressive pattern (meaning that it gets steadily worse with time). Some people may feel and seem healthy for many years following diagnosis, while others may be severely debilitated very quickly.



**The Commissioner of Metro Railways Safety, Shri K.A. Manoharan, CRS/S. Circle, Bangalore along with his team inspected from Nehru park to Central Metro on 14th - 16th May 2018 and from Little mount ( Saidapet Ramp) to AG-DMS on 18<sup>th</sup> - 20<sup>th</sup> May 2018**



Several Civil , operations and system readiness namely OHE height and stagger measurement, Demonstration of fire hydrant at Ramp Area, Demonstration of TVS Jet fans, Ramp Sump pump Inspection and Overview, Measurement of Schedule of Dimensions (SODs), Gauge, level and walkway clearance measurement at every 200m intervals, Demonstration of Passenger Emergency Telephone (PET), Public Announcement (PAP) and Passenger Information Displays (PIDS), Lifts and Escalators, HV room and M05 room to name a few were inspected.

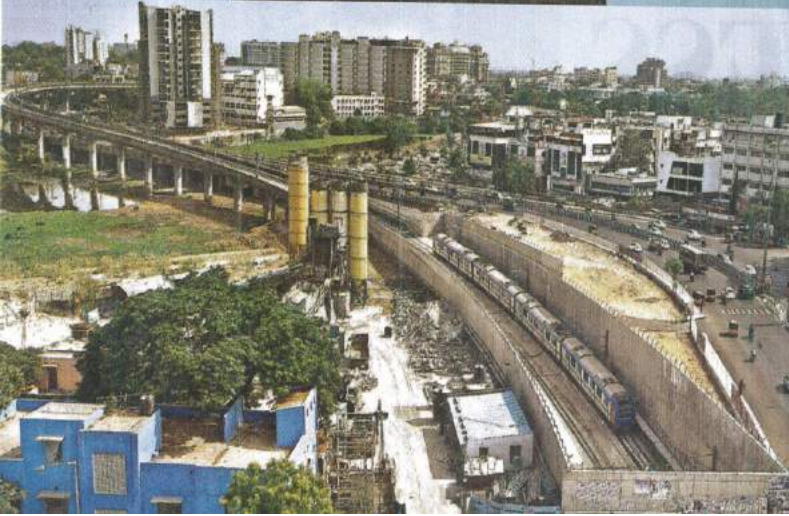


## **#FindingIshvar - Poetry Recital Event**

Chennai Metro Rail Limited in association with Prakriti Foundation conducted a week-long poetry project named #FindingIshvar. Ishwar Krishnan , a young Tamil Poet recited lines to passengers of Metro Rail at Central Metro, Thirumangalam Station and Vadapalani Metro Station. The poems highlighted various social commentary with themes that listeners can resonate with. For example, the meaningless race we get up to be part of everyday”.



## Chennai Metro to try new technology to save water



Chennai Metro is now looking at alternate technology to cut down consumption of water in water-stressed Chennai to ensure its underground stretch remains operational in dry days.

**Courtesy - The New Indian Express**

Chennai Metro is now looking at alternate technology to cut down consumption of water in water-stressed Chennai to ensure its underground stretch remains operational in dry days. The Chennai Metro, which requires 20,000 litres of water a day to ensure air conditioners in the underground stretch remain operational, is now looking at gas-based cooling technology to keep the stations cool.

L Narasim Prasad, Director (Systems and Operations) told Express that the new technology is contrary to the chilled water systems where refrigerant is used for cooling or heating the water that is circulated throughout the whole system. "It is a gas-based cooling system and we are implementing it for Phase-I extension," said Prasad. Currently, Chennai Metro is tapping water from Metro Water as well as buying it through tankers. This is costing the metro rail a fortune to run the underground stations. Apart from these sources, Chennai Metro is also looking at treated sewage water to ensure underground metro stations function, said Prasad.

Interestingly, it is not only new coolant technology, but also the new technology in digging tunnels, which is now under consideration. As Chennai's soil condition is uneven — at times and at times clay — Chennai Metro is looking at technology wherein machines can be operated for all sort of soil conditions.

Chief General Manager V K Singh told Express that they may be looking at new specifications of tunnel boring machine in the second phase. "We may be raising this specification with tunnel boring machine manufacturers," he said. The second phase initially will be taken up in three parts. Work will be taken up from July. The priority corridors are IV and V. The V corridor is from Madhavaram Milk Colony to Sholinganallur and IV corridor is from Light House to CMBT which is now being extended by another 15 km to Poonamallee. Initially, only a 55 km stretch will be taken up in three parts and detailed designs are being prepared, said Singh.

On the cost involved, Prasad said that on an average one km of elevated stretch costs around `150 to `200 crore while one km of underground stretch costs `400 crore. Meanwhile, Chennai Metro is planning to instal solar panels at Saidapet and Chennai Central stations. "We will be installing solar panels in the next 10 to 15 days. The panels will generate 400kw of power, which will be used for lighting and other purposes. We target to generate 1.25MW of solar power," said Singh and Prasad.

### Factbox

- Chennai Metro is using 20,000 litres of water a day to ensure that the underground stretch remains cool
- The Phase I extension will now use gas-based cooling system, thus resulting in less dependence on water to cool the stations
- Solar panels to be installed at Saidapet and Chennai Central stations. 400kw solar power to be generated. This will be used for lighting and other purposes in underground stations
- One km of elevated stretch costs around `150 to `200 crore; underground stretch of same distance costs the exchequer `400 crore
- Only 55 km stretch of second phase will be taken up in 3 parts from July

## Time Table

## Passenger Review

TIME TABLE DETAILS (MONDAY TO SATURDAY)		
(INTER-CORRIDOR) CHENNAI CENTRAL(SCC) TO AIRPORT(SAP)		
First train Service Starts from	Last Train Departs from	Headway
SCC - SAP : 0547 Hrs	SCC - SAP : 2207 Hrs	Peak hour & Non Peak hour
SAP - SCC : 0600 Hrs	SAP - SCC : 2200 Hrs	
(INTER-CORRIDOR) CHENNAI CENTRAL TO AIRPORT		
Train timing	Type of operation	Headway
0547 - 0747	NON PEAK HOURS	20 MINS
1047 - 1647		
2047 - 2207		
0757 - 1037	PEAK HOURS	10 MINS
1657 - 2037		
(INTER-CORRIDOR) AIRPORT TO CHENNAI CENTRAL		
Train timing	Type of operation	Headway
0600 - 0740	NON PEAK HOURS	20 MINS
1040 - 1640		
2000 - 2200		
0750 - 1040	PEAK HOURS	10 MINS
1650 - 2000		
(CORRIDOR - 1) AG-DMS (SGM) TO AIRPORT(SAP)		
First train Service Starts from	Last Train Departs from	Headway
SAP - SGM : 0555 Hrs	SAP - SGM : 2205Hrs	10 mins
SGM - SAP : 0555 Hrs	SGM - SAP : 2205Hrs	
(CORRIDOR - 2) CHENNAI CENTRAL (SCC) TO ST. THOMAS MOUNT(SMM)		
First train Service Starts from	Last Train Departs from	Headway
SCC - SMM : 0552 Hrs	SCC - SMM : 2202Hrs	10 mins
SMM - SCC : 0550 Hrs	SMM - SCC : 2200Hrs	
SUNDAYS		
(INTER-CORRIDOR) CHENNAI CENTRAL(SCC) TO AIRPORT(SAP)		
First train Service Starts from	Last Train Departs from	Headway
SCC - SAP : 0747 Hrs	SCC - SAP : 2207 Hrs	20 mins
SAP - SCC : 0800 Hrs	SAP - SCC : 2200 Hrs	
(CORRIDOR - 1) AG-DMS (SGM) TO AIRPORT(SAP)		
First train Service Starts from	Last Train Departs from	Headway
SAP - SGM : 0755 Hrs	SAP - SGM : 2205Hrs	10 mins
SGM - SAP : 0755 Hrs	SGM - SAP : 2205Hrs	
(CORRIDOR - 2) CHENNAI CENTRAL (SCC) TO ST. THOMAS MOUNT(SMM)		
First train Service Starts from	Last Train Departs from	Headway
SCC - SMM : 0752 Hrs	SCC - SMM : 2202Hrs	10 mins
SMM - SCC : 0750 Hrs	SMM - SCC : 2200Hrs	



மெட்ரோ ரயில் பயணம், புதுவித அனுபவத்தை கொடுத்தது. சுரங்கத்திற்குள் சென்று, வெளியே வந்த உணர்வே தெரியவில்லை. ரயிலுக்குள் இருந்து, சென்னையை பார்க்க ஆச்சரியமாக இருந்தது. பள்ளி திறந்ததும், மீண்டும், வகுப்பு மாணவர்கள், ஆசிரியர்களுடன் ரயில் பயணத்தை அனுபவிக்க வேண்டும் என்ற உணர்வு ஏற்பட்டுள்ளது.

**ராகுல்**, 13, அரும்பாக்கம்

பொருளாதார குழலில், கோடை கொண்டாட்டத்திற்கு, குழந்தைகளை எங்கும் அழைத்து செல்ல முடியவில்லை. வீட்டில் முடங்கி கிடந்தவர்களுக்கு, மெட்ரோ ரயில் இலவச பயணம், வரப்பிரசாதமாக அமைந்தது. ஐந்து பேர் கொண்ட குடும்பத்துடன் செல்பவர்களுக்கு, இதர வாகனங்களை ஒப்பிடும்போது, கட்டணம் அதிகம். தனி நபராக செல்லும்போது, பாதிப்பில்லை.

**அமித்**, 38, ஆட்டோ ஓட்டுனர், ஆலந்தூர்



விமான பயணத்தை, சினிமாவில் பார்த்திருக்கிறேன். அதே போன்ற உணர்வு, மெட்ரோ ரயிலில் சென்றபோது, எனக்கு ஏற்பட்டது. சென்னையில் எனக்கு தெரிந்த இடத்தை, ரயிலில் இருந்து தூரமாக பார்த்து ரசித்தேன். ரயிலில் பயணித்தது, கண்ணில் இருந்து இன்னும் மறையவில்லை. ஒரு வாரம், நண்பர்கள், உறவினர்களுடன் பேச வைக்கும்.

**அஸ்வினி**, 16, ராமபுரம்

சென்னையில், மற்ற ரயில்களில் பயணிப்பதை காட்டிலும், மெட்ரோ ரயிலில் பயணிப்பதே, எனக்கு ரொம்ப பிடித்துள்ளது. மெட்ரோ ரயிலில், விமானத்தில் செல்வது போல், சொகுசாக செல்ல முடிகிறது. சுரங்க பயணம் வியப்பாக உள்ளது.

**எஸ்.விஷ்ணுபிரியா**, 7, தேனாம்பேட்டை

மெட்ரோ ரயிலில், 'ஏசி'யில் பயணிப்பது, எனக்கு மிகவும் பிடித்துள்ளது. சிறு வயதில் விளையாட்டு ரயில் குகைக்குள் சென்று வருவதை பார்க்கும் போது, ஆச்சரியமாக பார்த்தேன். அதே போன்று, தற்போது நிஜத்தில், அதுவும் ரயிலில் உள்ளே அமர்ந்து, சுரங்கப்பாதையில் செல்வது, என்னை பிரமிக்க வைக்கிறது.

**எஸ்.மகேந்திர பாண்டியன்**, 10, தேனாம்பேட்டை

மெட்ரோ ரயில் சேவையில், ஆலந்தூர் - கோயம்பேடு செல்லும் வழியில் பயணித்துள்ளேன். ஆனால், சுரங்கப்பாதையில் ரயிலில் செல்வது எப்படி உள்ளது என்பதை, அறிந்து கொள்ள குடும்பத்துடன் வந்துள்ளேன். கால்டாக்சியில் அதிக விலை கொடுத்து பயணிப்பதற்கு, குறைந்த செலவில் குறித்த நேரத்தில், எந்த டென்ஷனும் இன்றி, செல்ல வேண்டிய இடத்திற்கு செல்ல முடிகிறது.

**ஜி.குருமூர்த்தி**, 41, சைதாப்பேட்டை

## Happy Passengers - Happy Metro



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