

THE UNITED MEXICAN STATES

PRE-FEASIBILITY REPORT
ON MEXICO CITY SUBURBAN RAILWAYS CONSTRUCTION PROJECT

APPENDIX

FEBRUARY, 1978

JAPAN INTERNATIONAL COOPERATION AGENCY

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SDS

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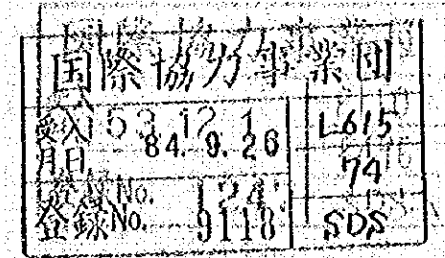
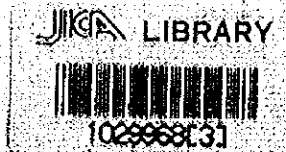
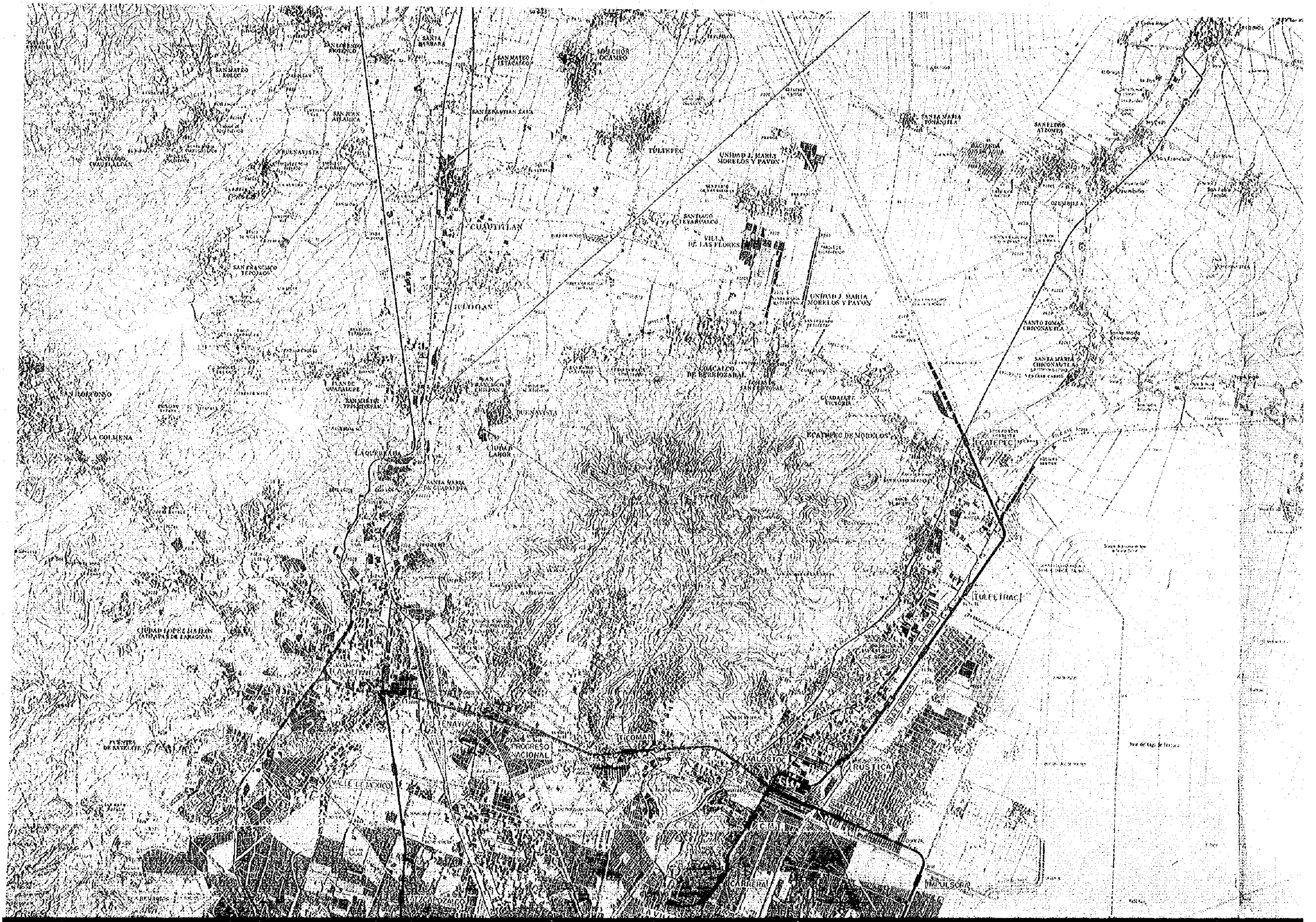
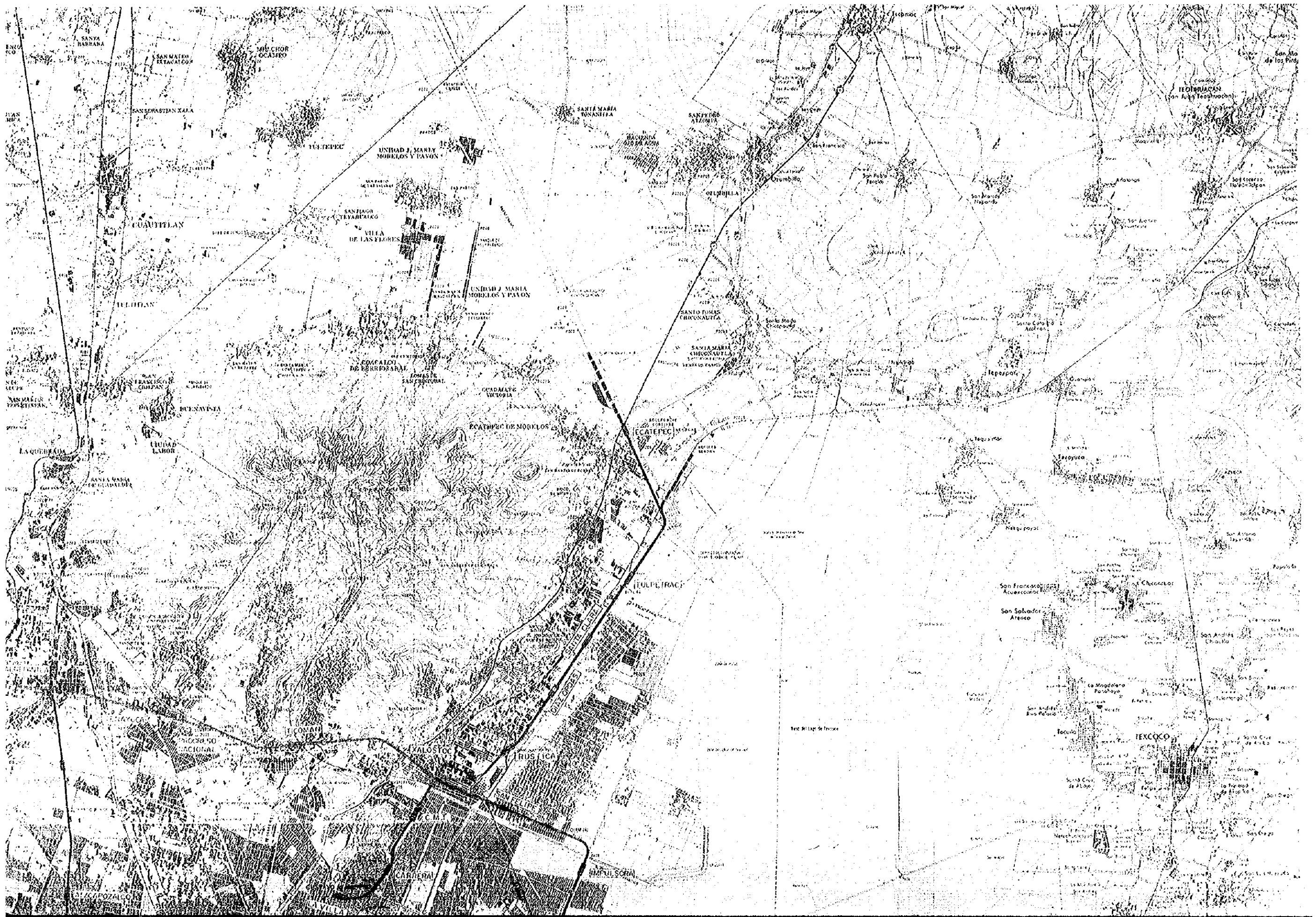


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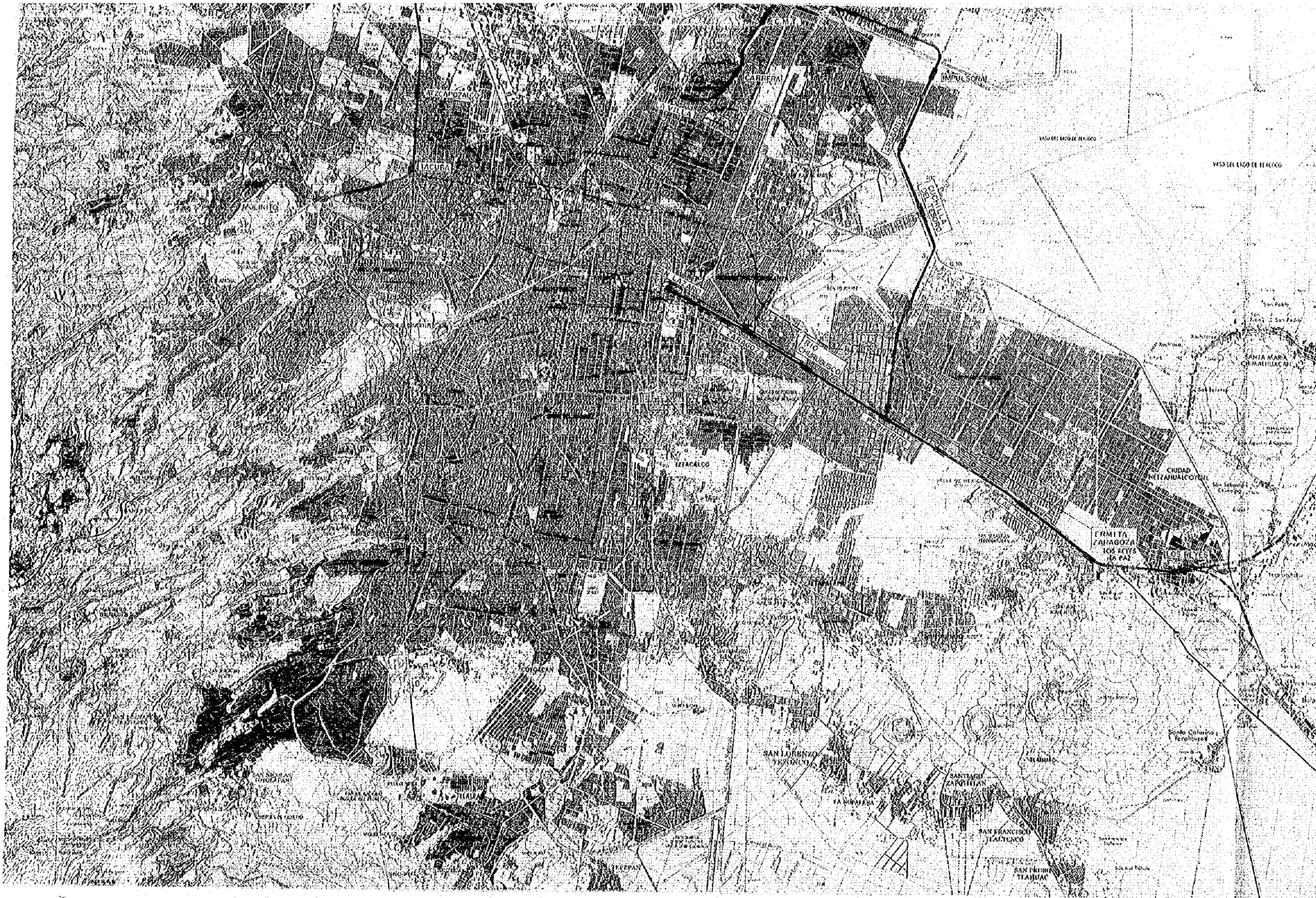


Fig III—2—1 Plan of Suburban Railway

Fig. III-4-1. Train Running Curve Line 1

Train Consist 4M2T

Train Weight 376 t

Voltage AC 25 KV

Mean Current
in Accelerating 700 A

Acceleration 0 ~ 40 Km/h,
3.3 Km/h/s

Mean Deceleration
in Stopping at Station .. 3.0 Km/h/s

Maximum Speed 100 Km/h

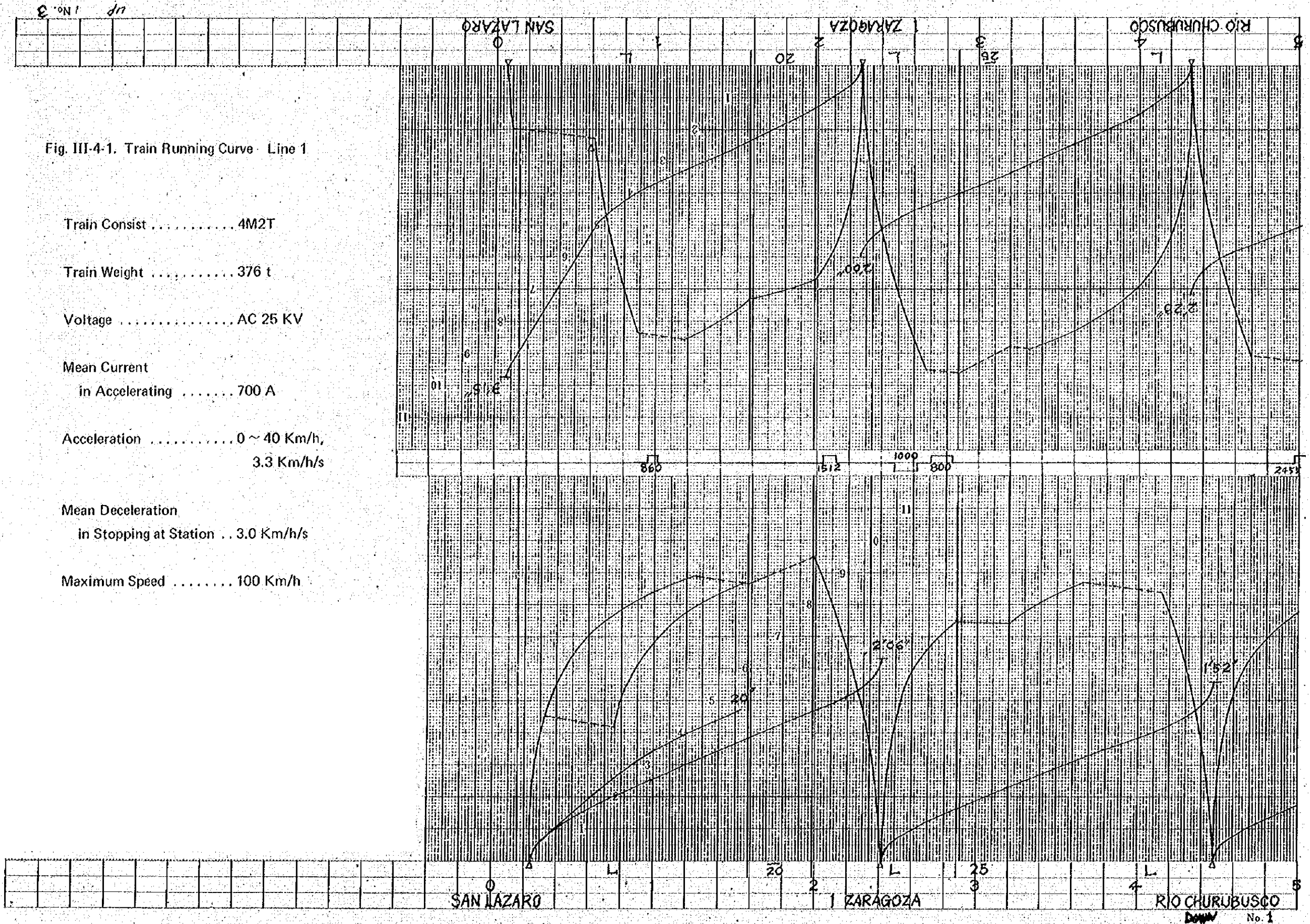


Fig III-4-1 Train Running Curve Line 1-(1)

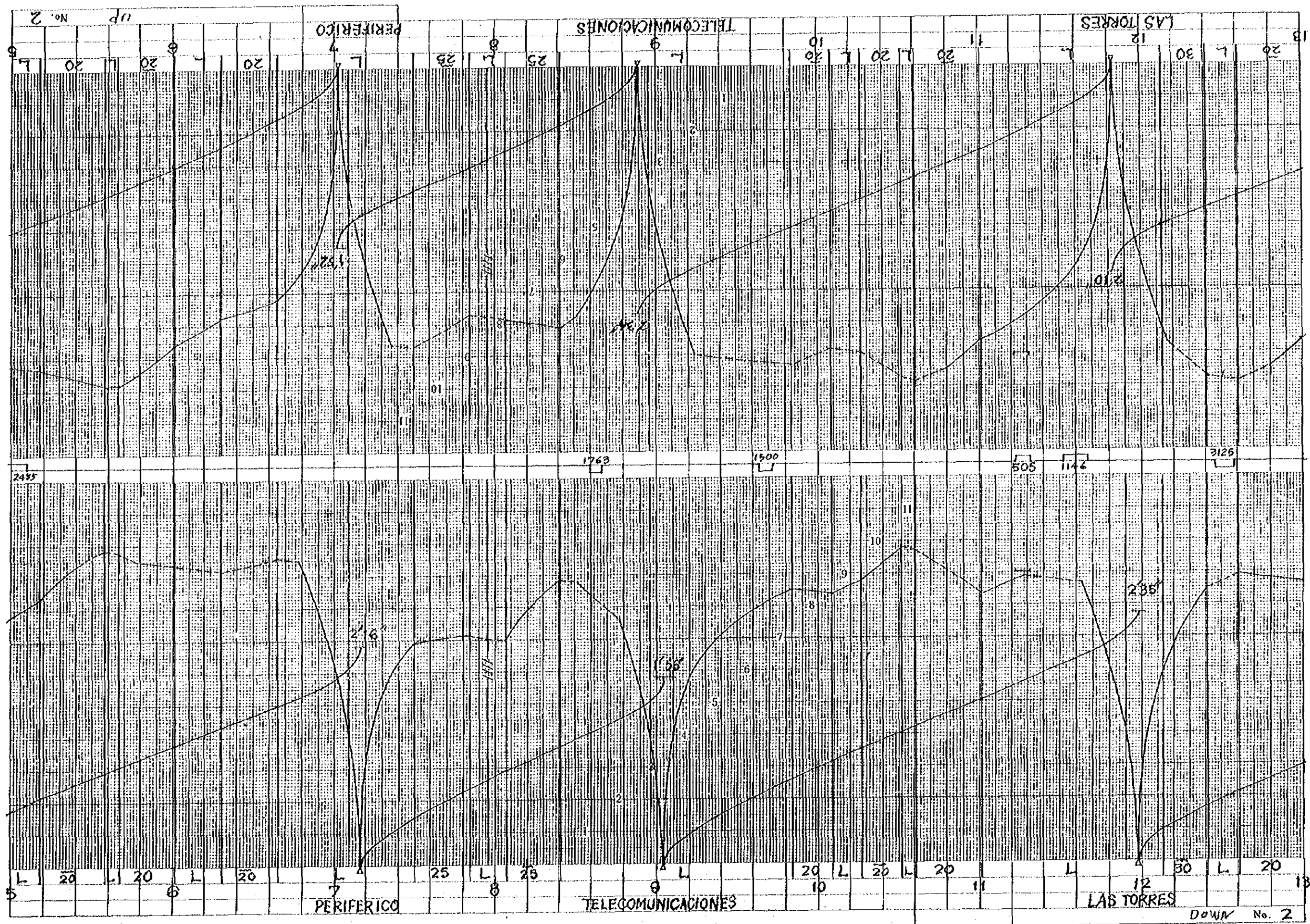


Fig III-4-1 Train Running Curve Line 1-(2)

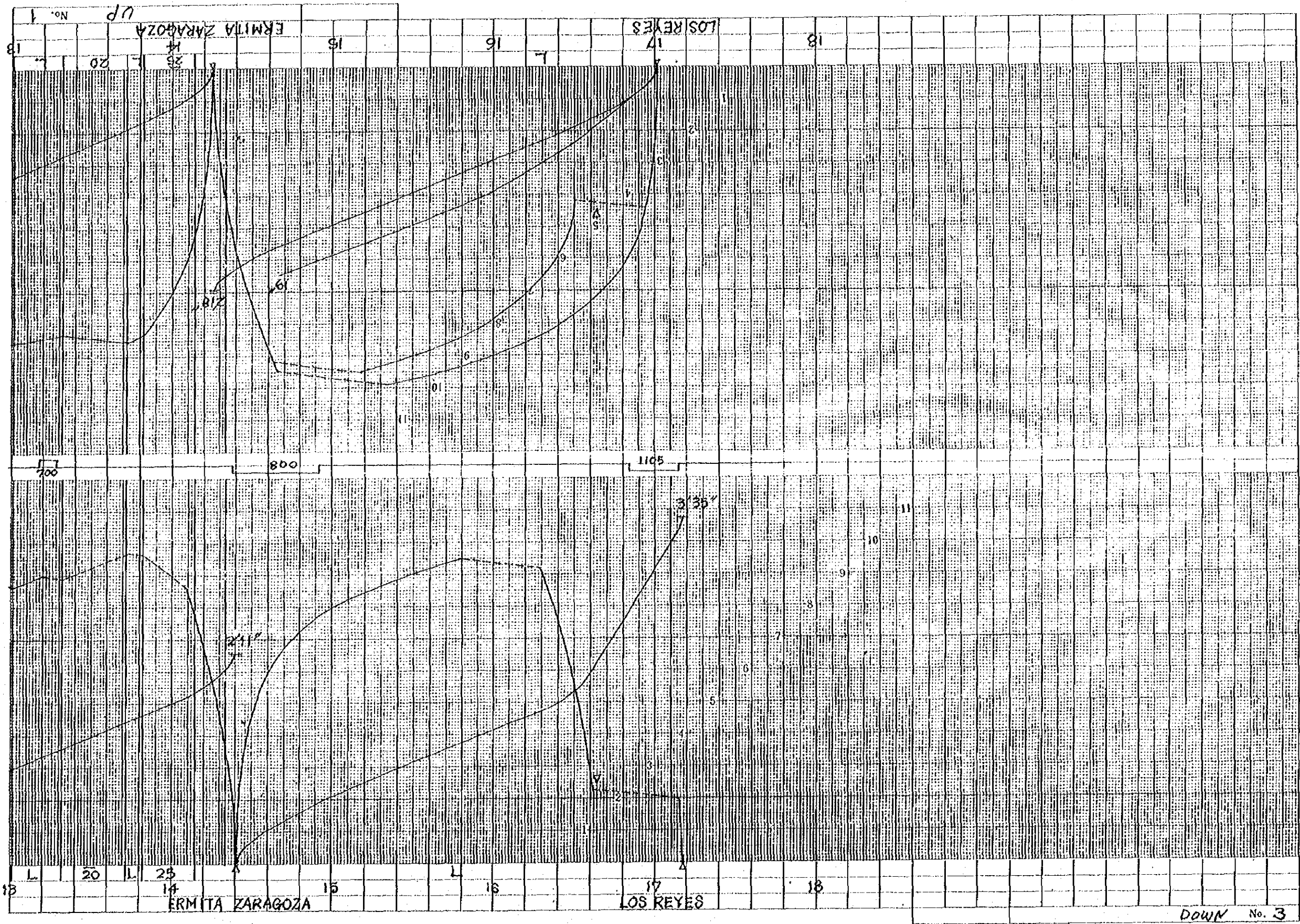


Fig III-4-1 Train Running Curve Line 1-(3)

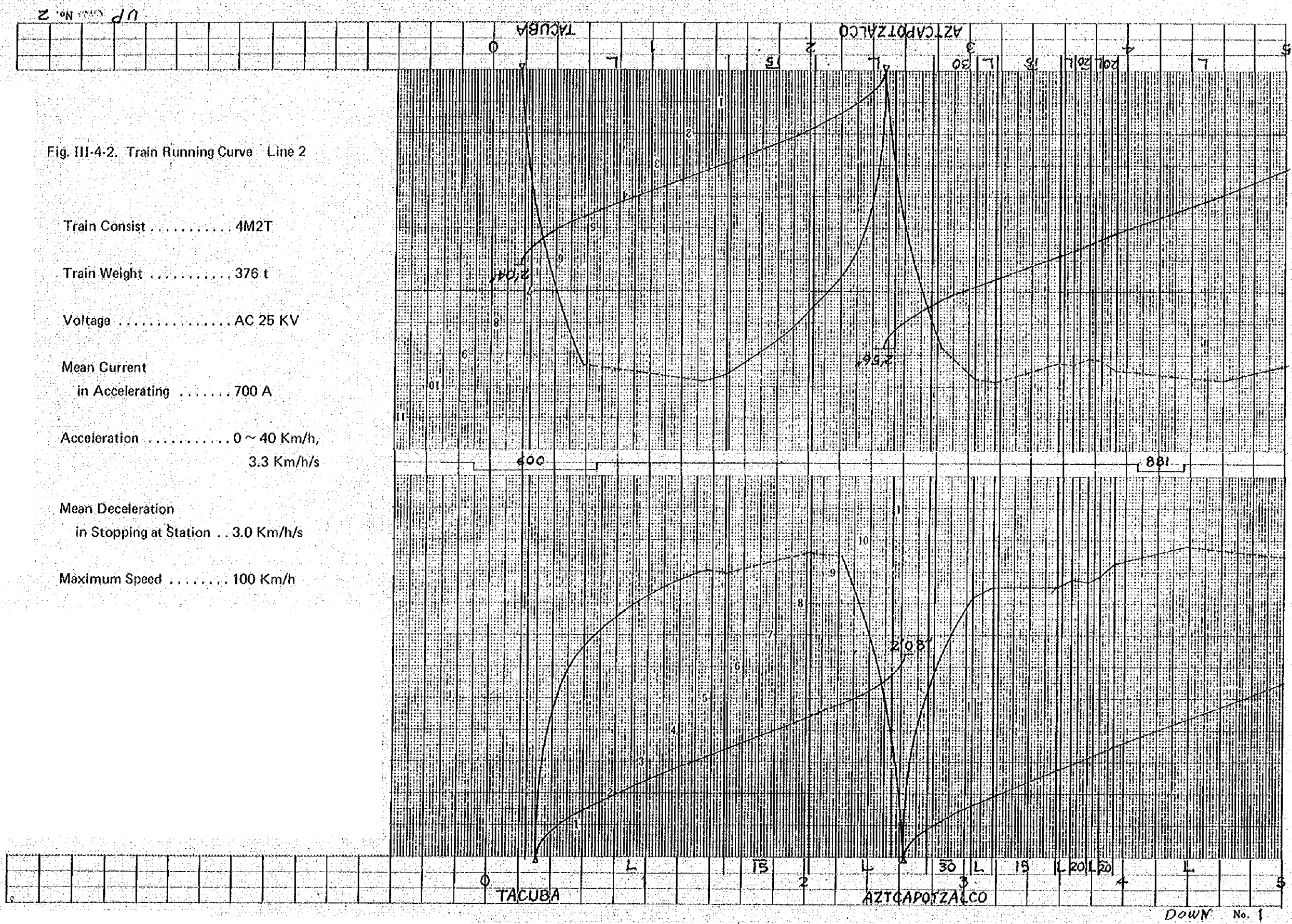


Fig. III-4-2. Train Running Curve Line 2

Train Consist 4M2T

Train Weight 376 t

Voltage AC 25 KV

Mean Current
in Accelerating 700 A

Acceleration 0 ~ 40 Km/h,
3.3 Km/h/s

Mean Deceleration
in Stopping at Station . . 3.0 Km/h/s

Maximum Speed 100 Km/h

Fig III-4-2 Train Running Curve Line 2--(1)

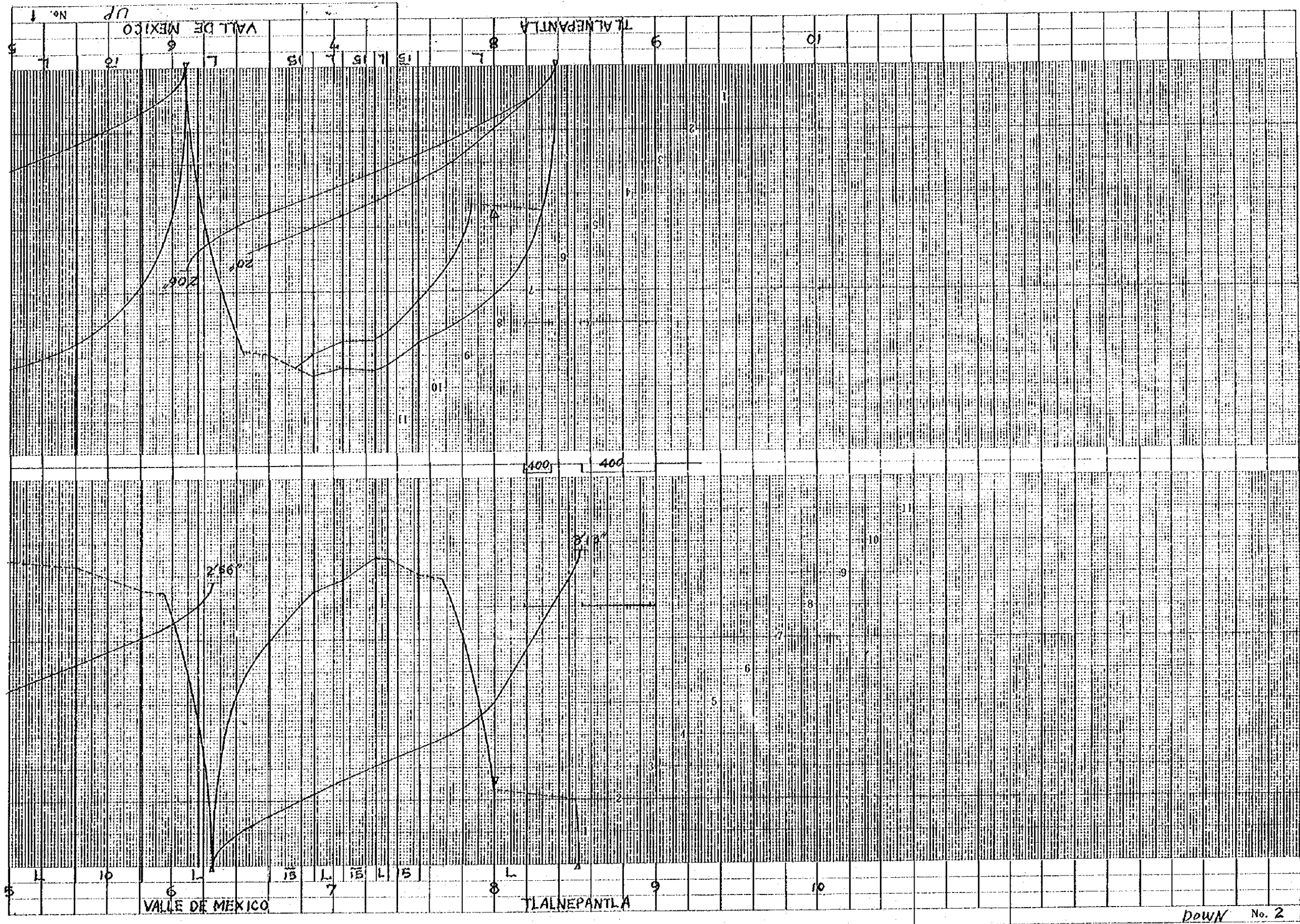


Fig III-4-2 Train Running Curve Line 2-(2)

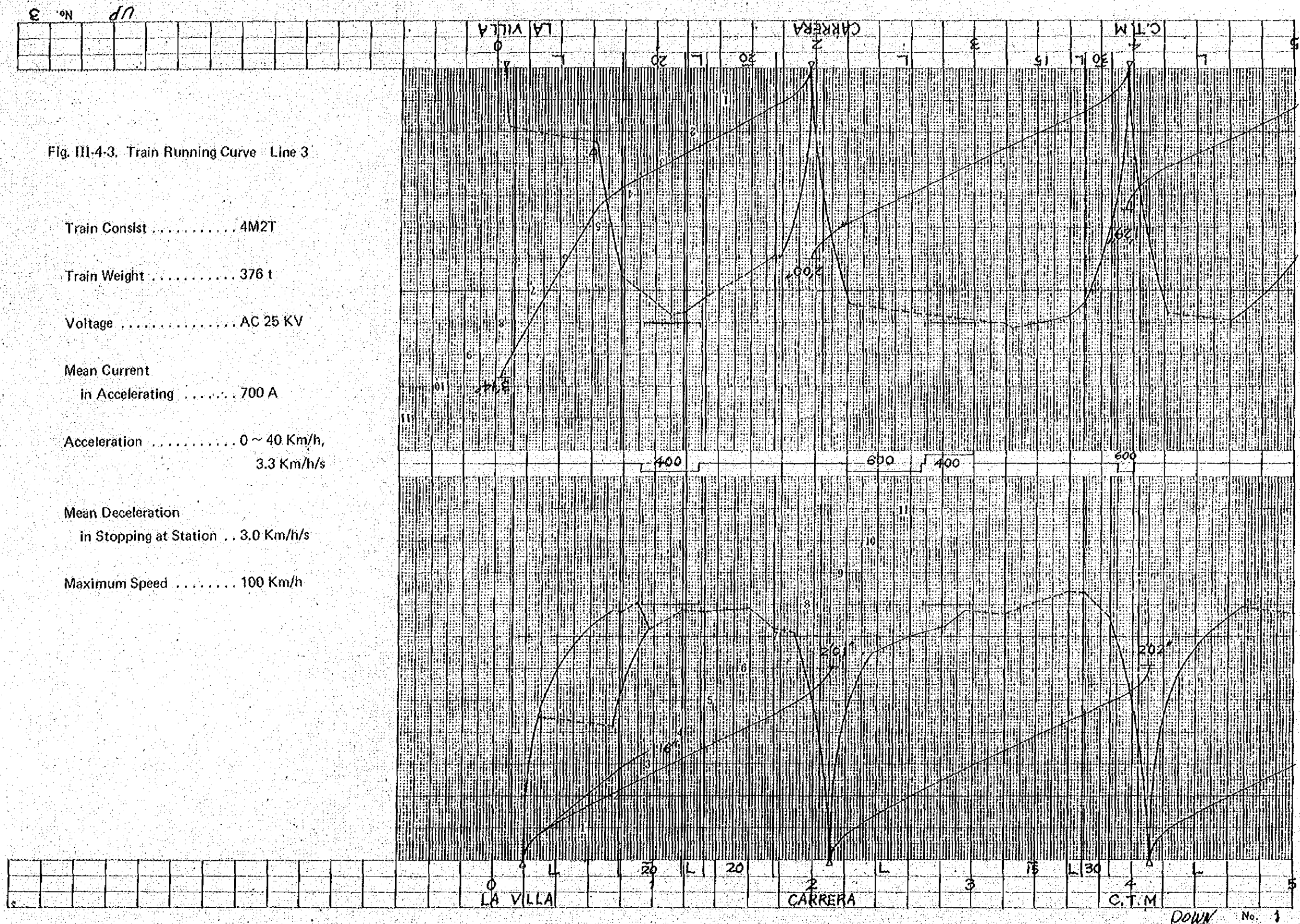


Fig. III-4-3. Train Running Curve Line 3

Train Consist 4M2T

Train Weight 376 t

Voltage AC 25 KV

Mean Current

in Accelerating 700 A

Acceleration 0 ~ 40 Km/h,
3.3 Km/h/s

Mean Deceleration

in Stopping at Station .. 3.0 Km/h/s

Maximum Speed 100 Km/h

Fig III-4-3 Train Running Curve Line 3-(1)

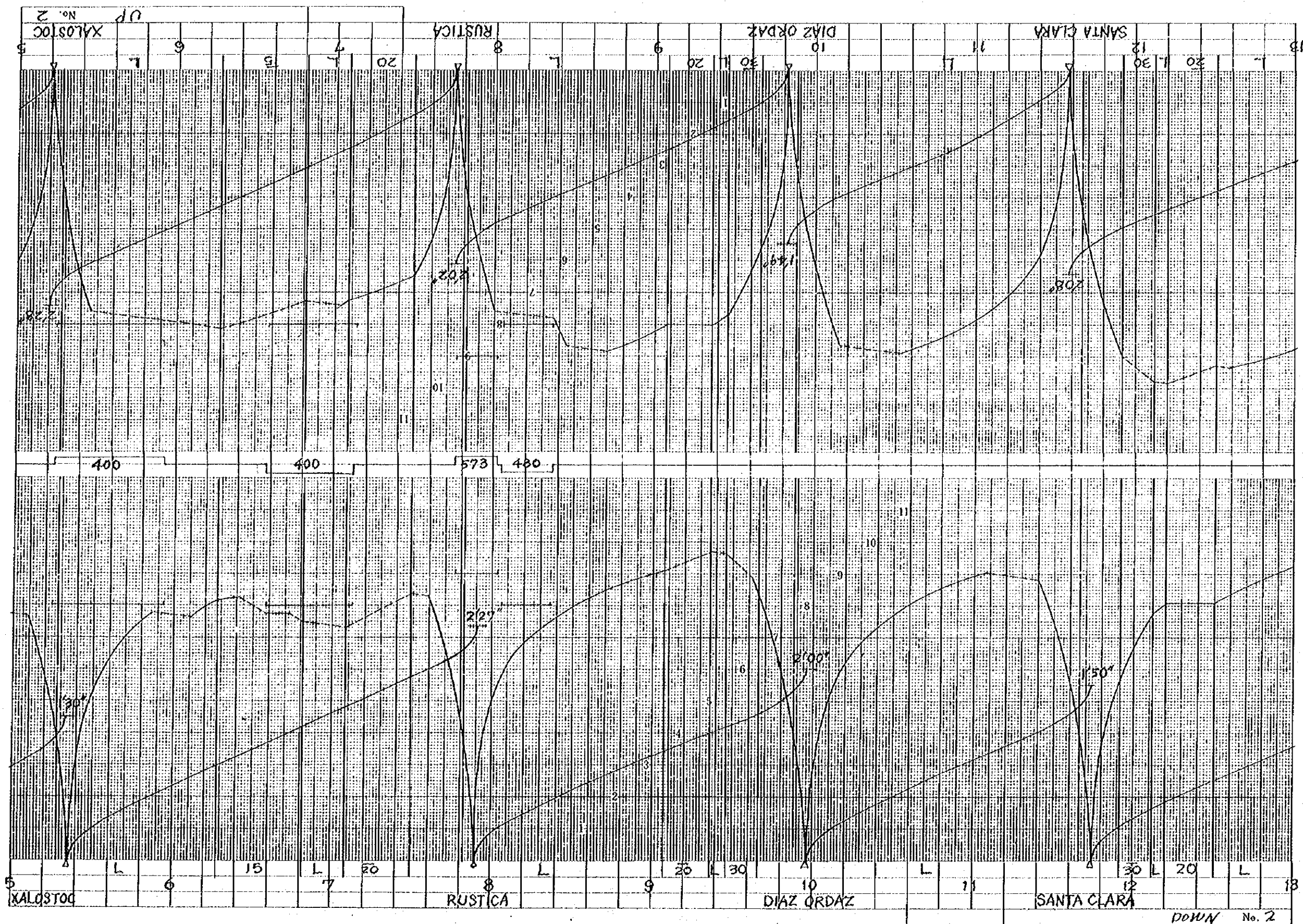


Fig III-4-3 Train Running Curve Line 3-(2)

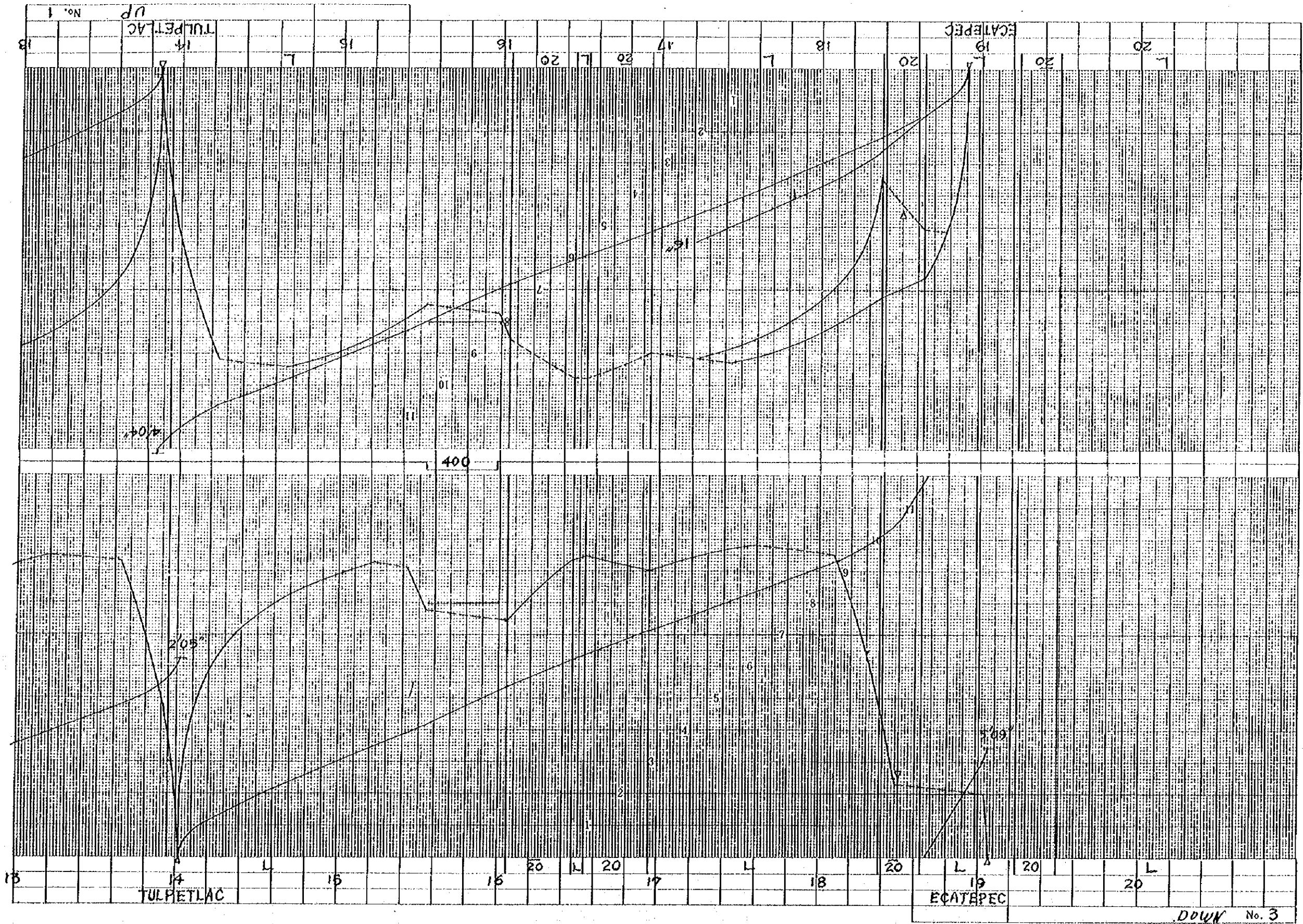


Fig III-4-3 Train Running Curve Line 3-(3)

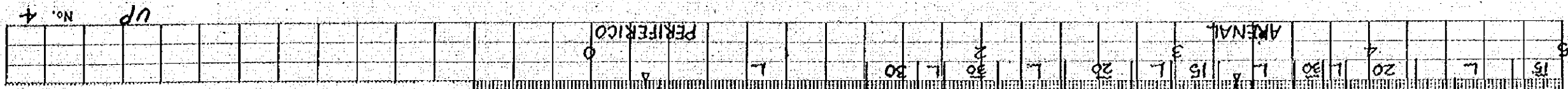


Fig. III-4-4. Train Running Curve Line 4

Train Consist 4M2T

Train Weight 376 t

Voltage AC 25 KV

Mean Current

In Accelerating 700 A

Acceleration 0 ~ 40 Km/h,
3.3 Km/h/s

Mean Deceleration

in Stopping at Station .. 3.0 Km/h/s

Maximum Speed 100 Km/h

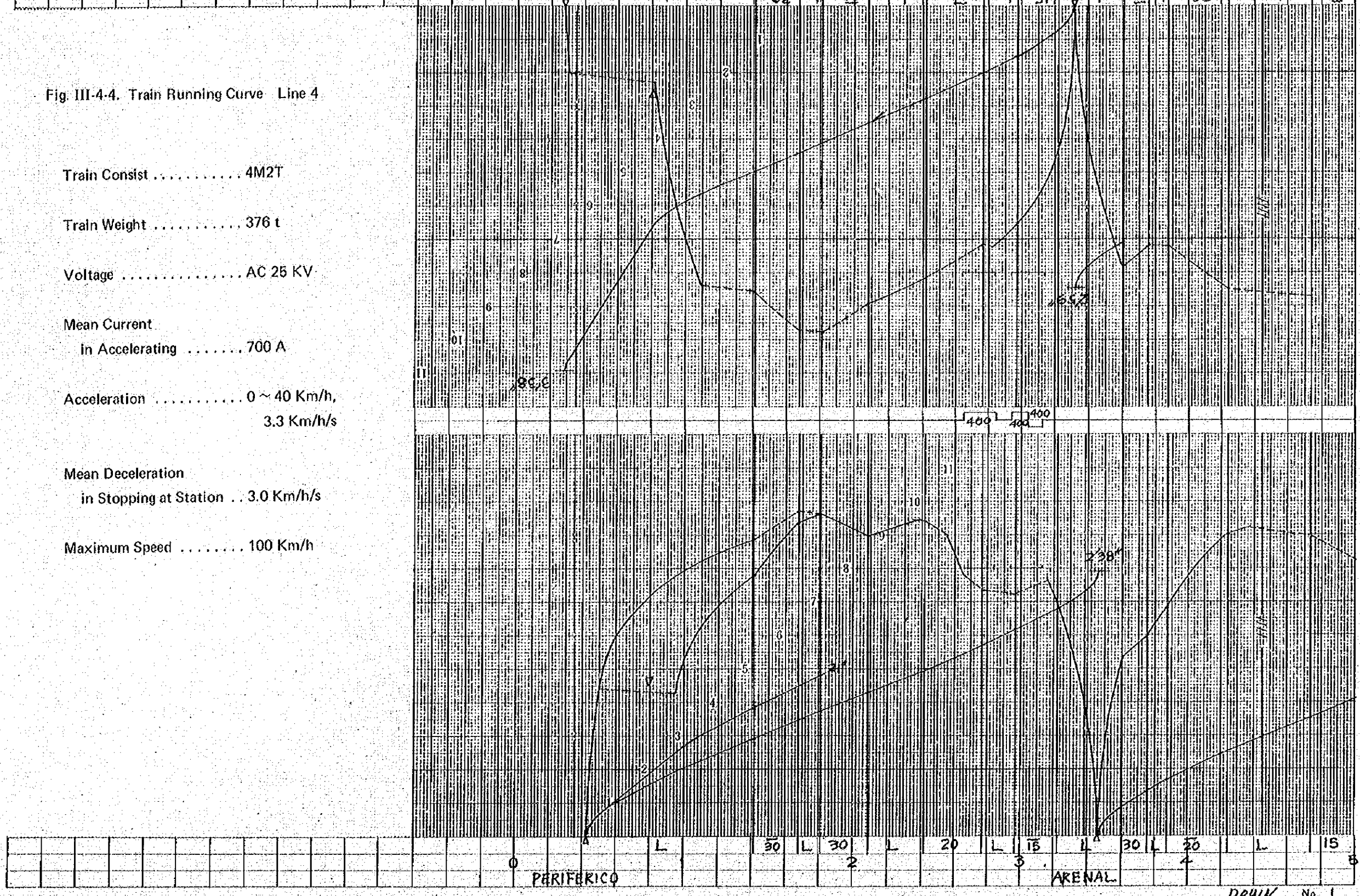


Fig III -4-4 Train Running Curve Line 4--(1)

DOWN No. 1

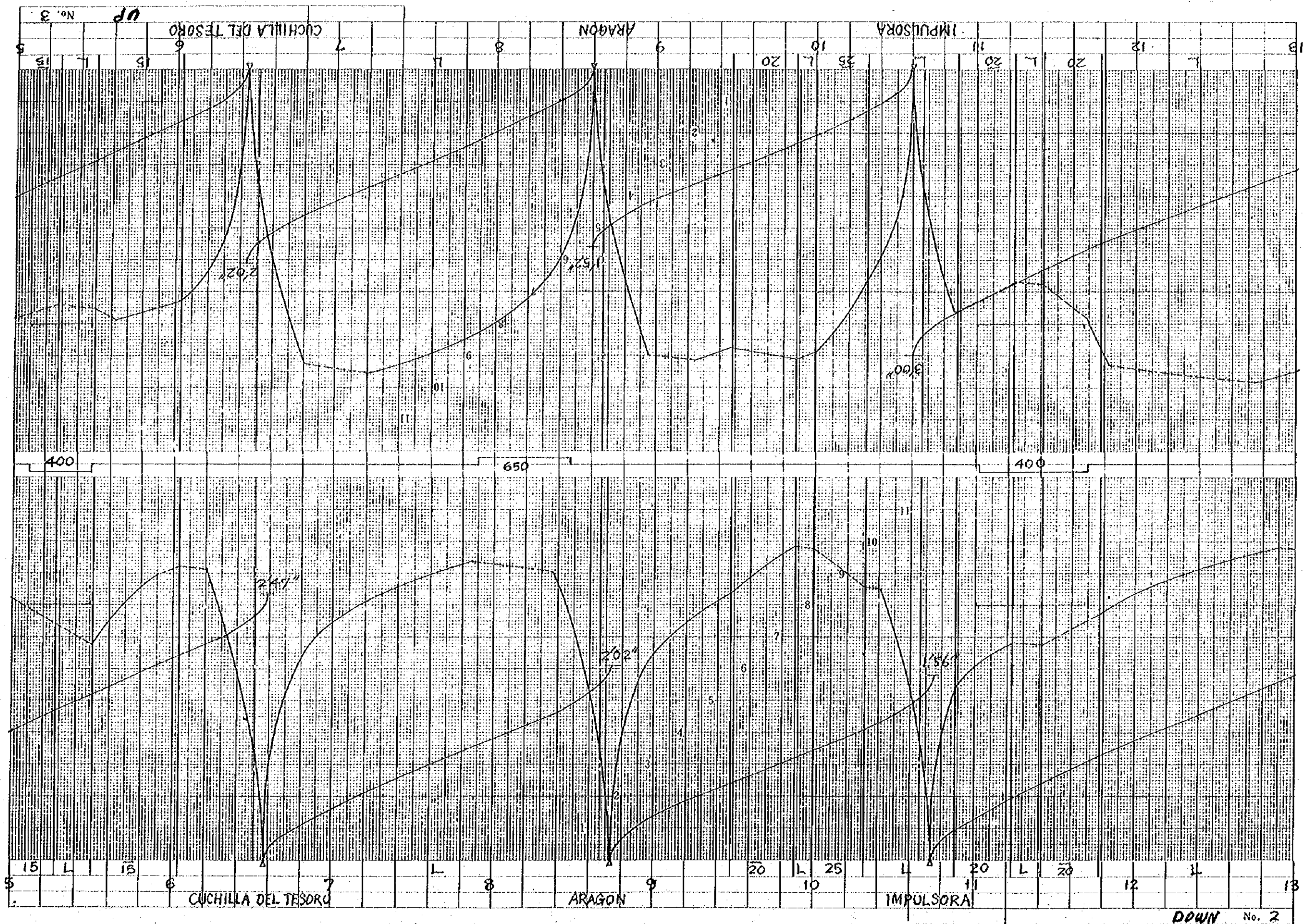


Fig III - 4 - 4 Train Running Curve Line 4 - (2)

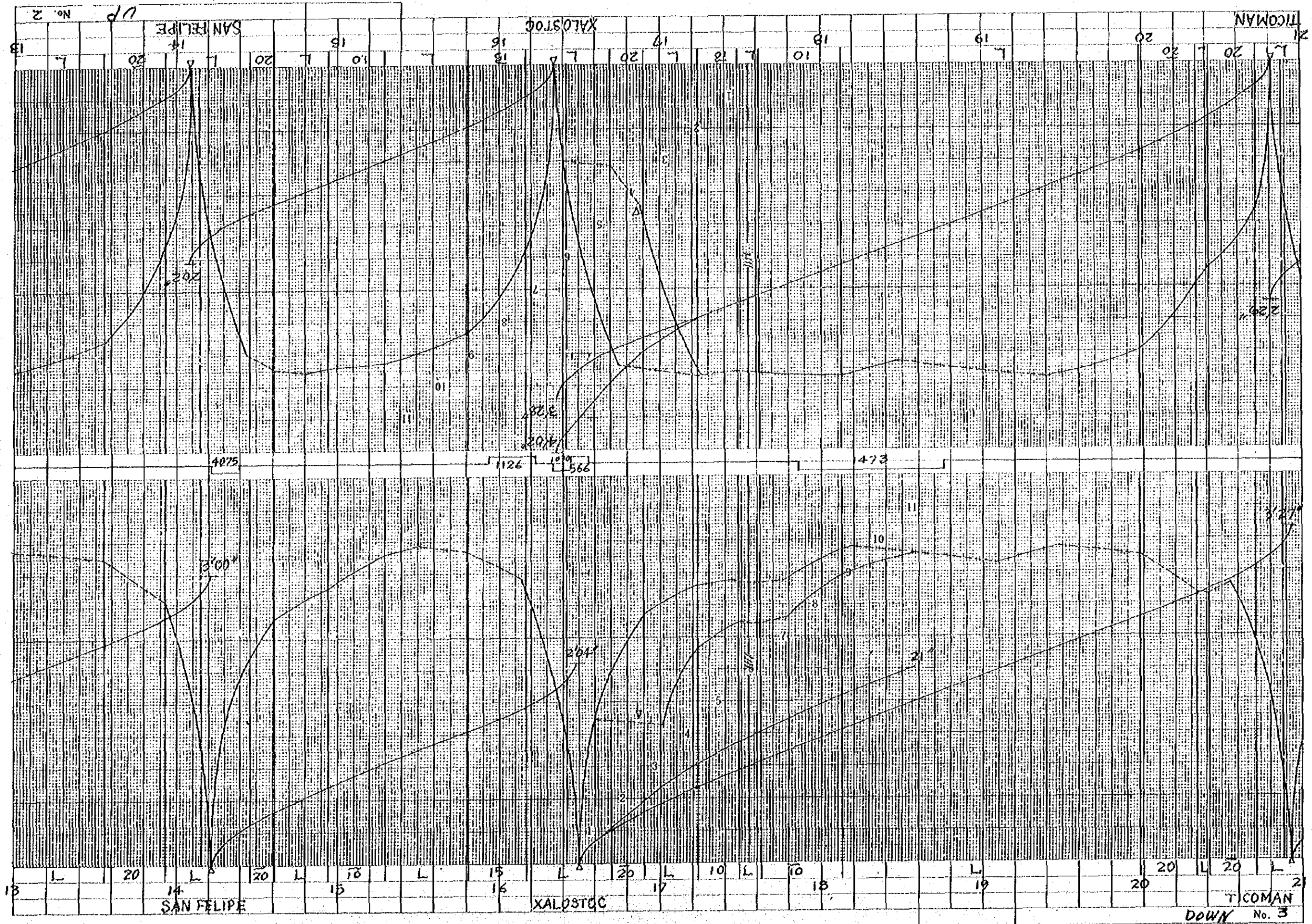


Fig III - 4 - 4 Train Running Curve Line 4 - (3)

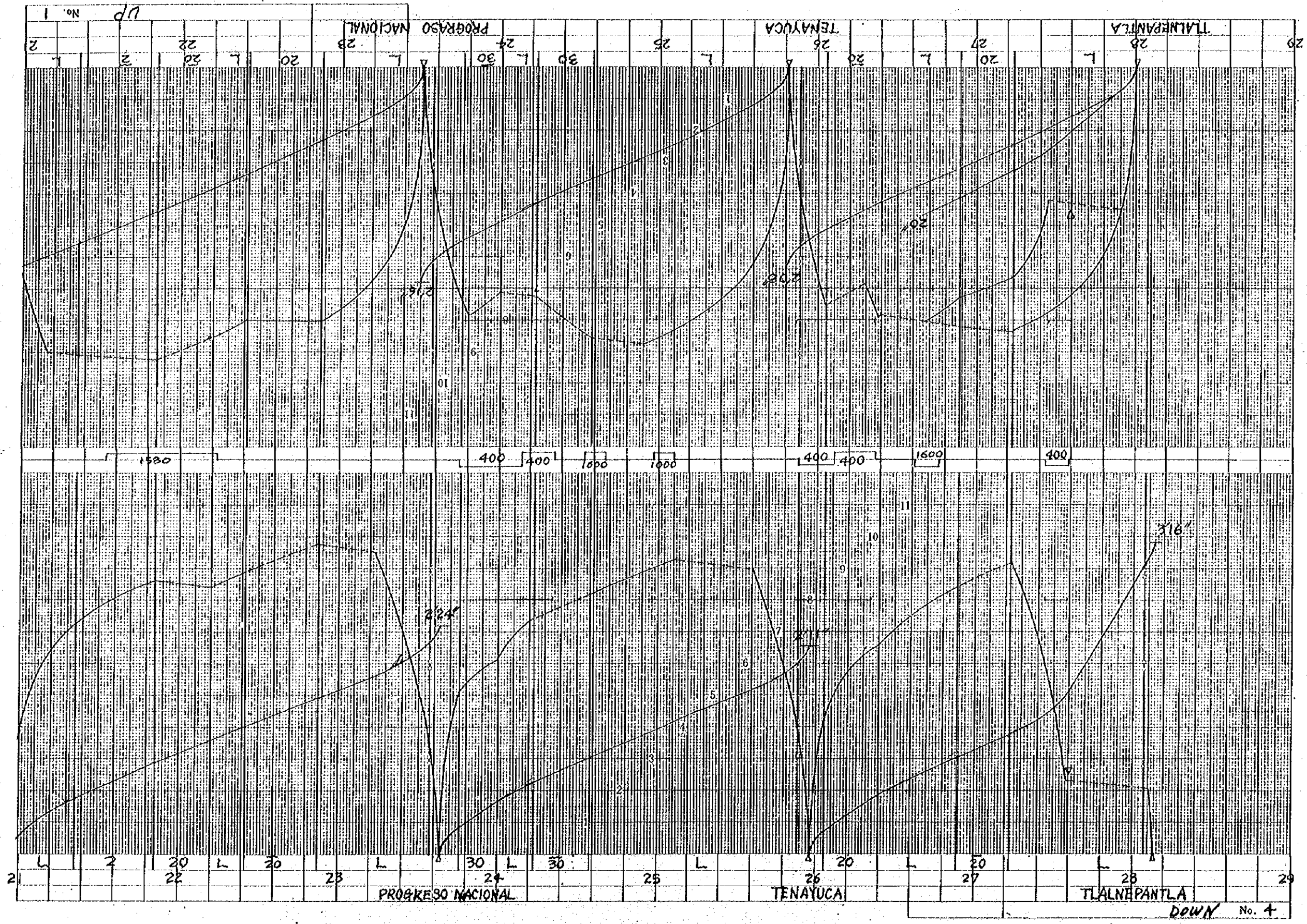


Fig III-4-4 Train Running Curve Line 4-(4)

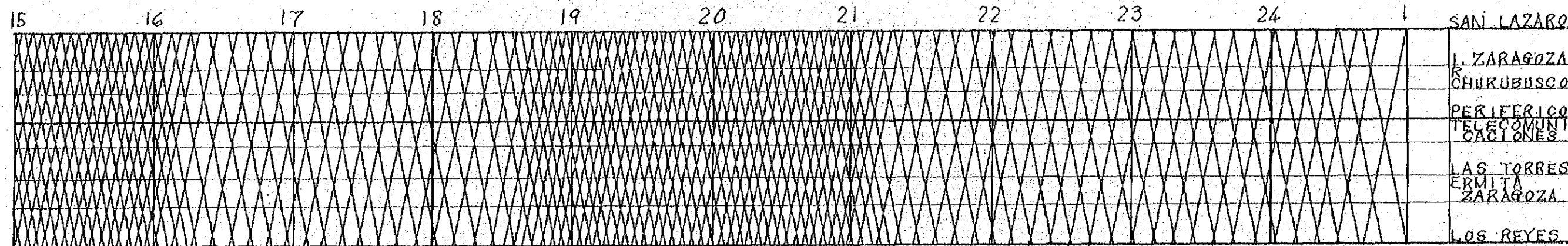
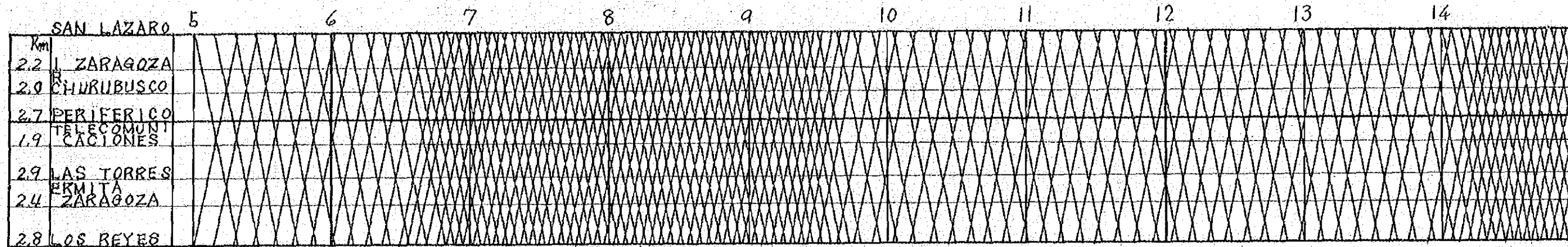


Fig III-4-5 Line 1 Train Diagram in Alternative-B (Assumed For 1982)

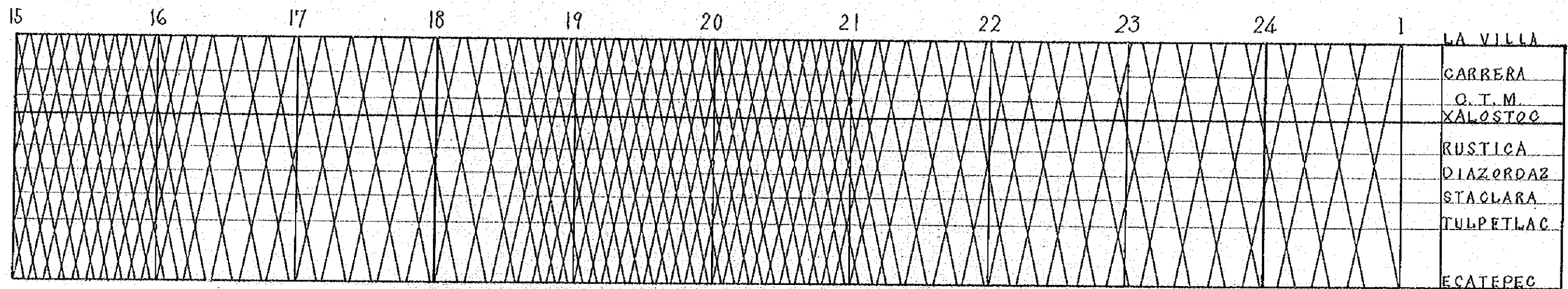
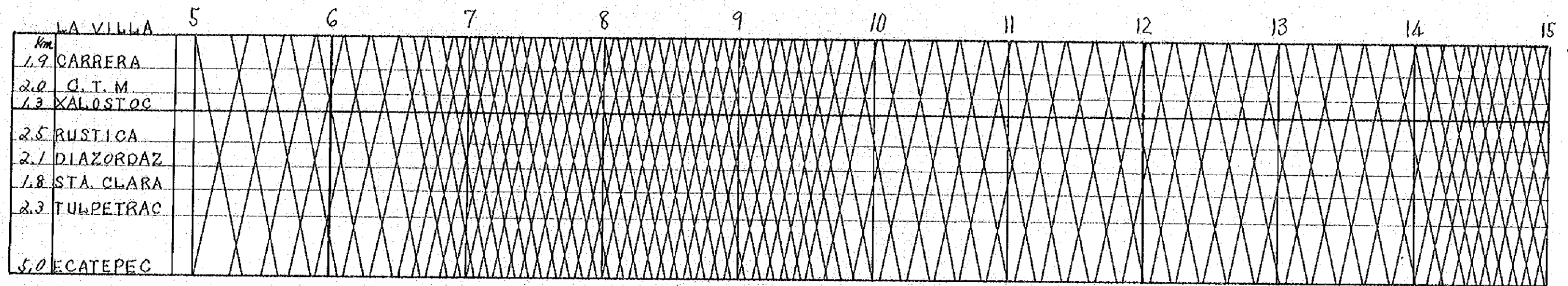


Fig III-4-6 Line 3 Train Diagram in Alternative-B (Assumed For 1982)

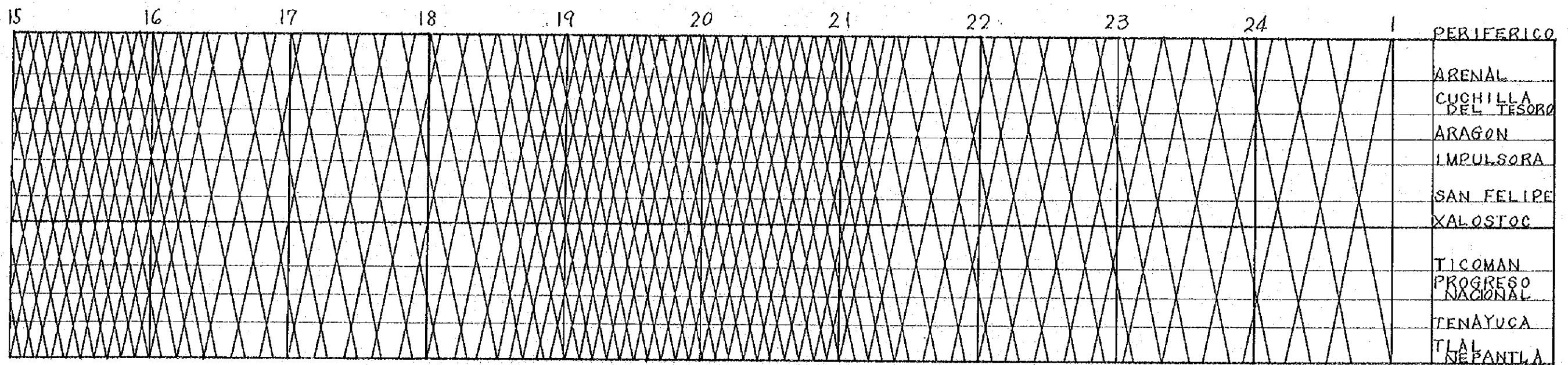
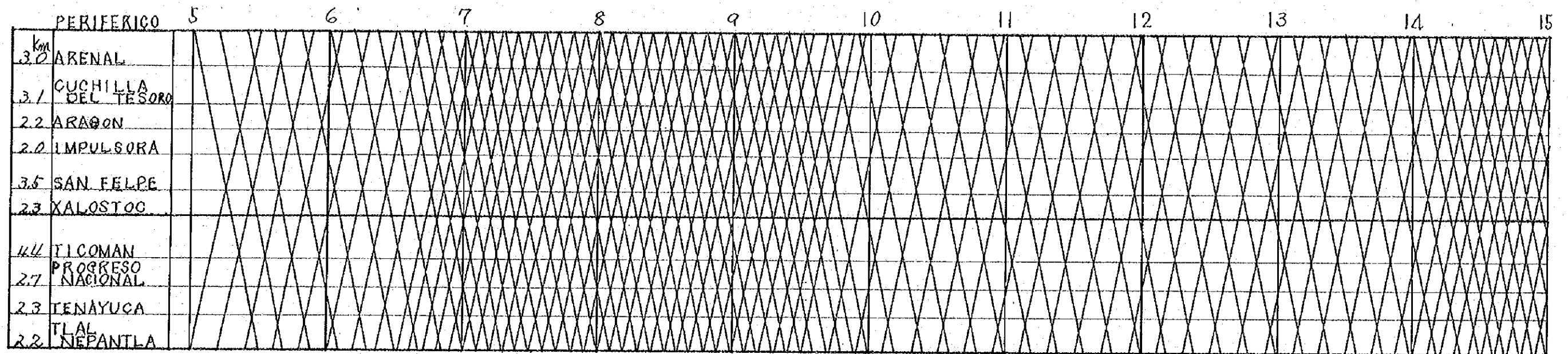


Fig III-4-7 Line 4 Train Diagram in Alternative-B (Assumed For 1982)

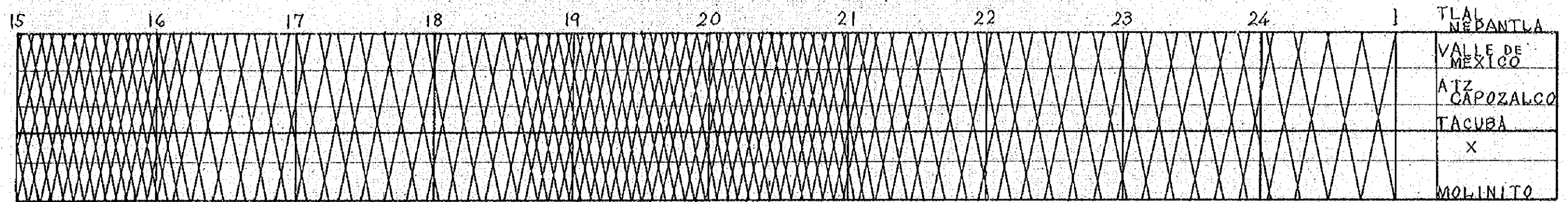
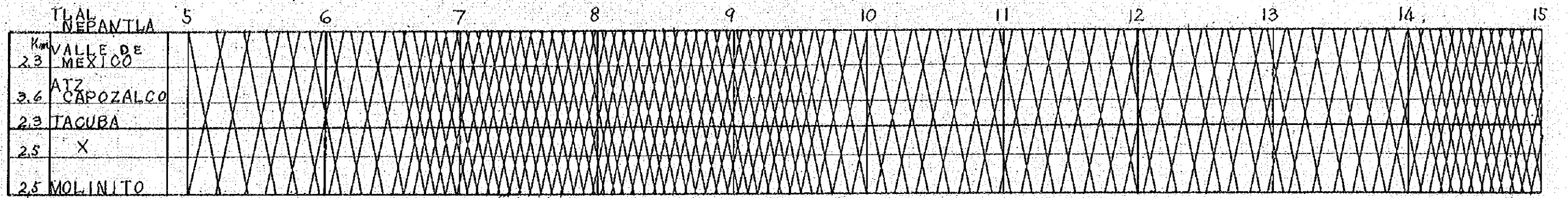


Fig. III-4-8 Line 2&5 Train Diagram in Alternative-B (Assumed For 1982)