

メキシコ合衆国

メキシコ市内通勤鉄道建設計画
プレフィージビリティ調査報告書

付図・付表

昭和53年2月

国際協力事業団

L615
74
SDS

開業
178

国際協力事業団

受入 月日	86.11.12	L615
登録 No.	09430	74 S/S

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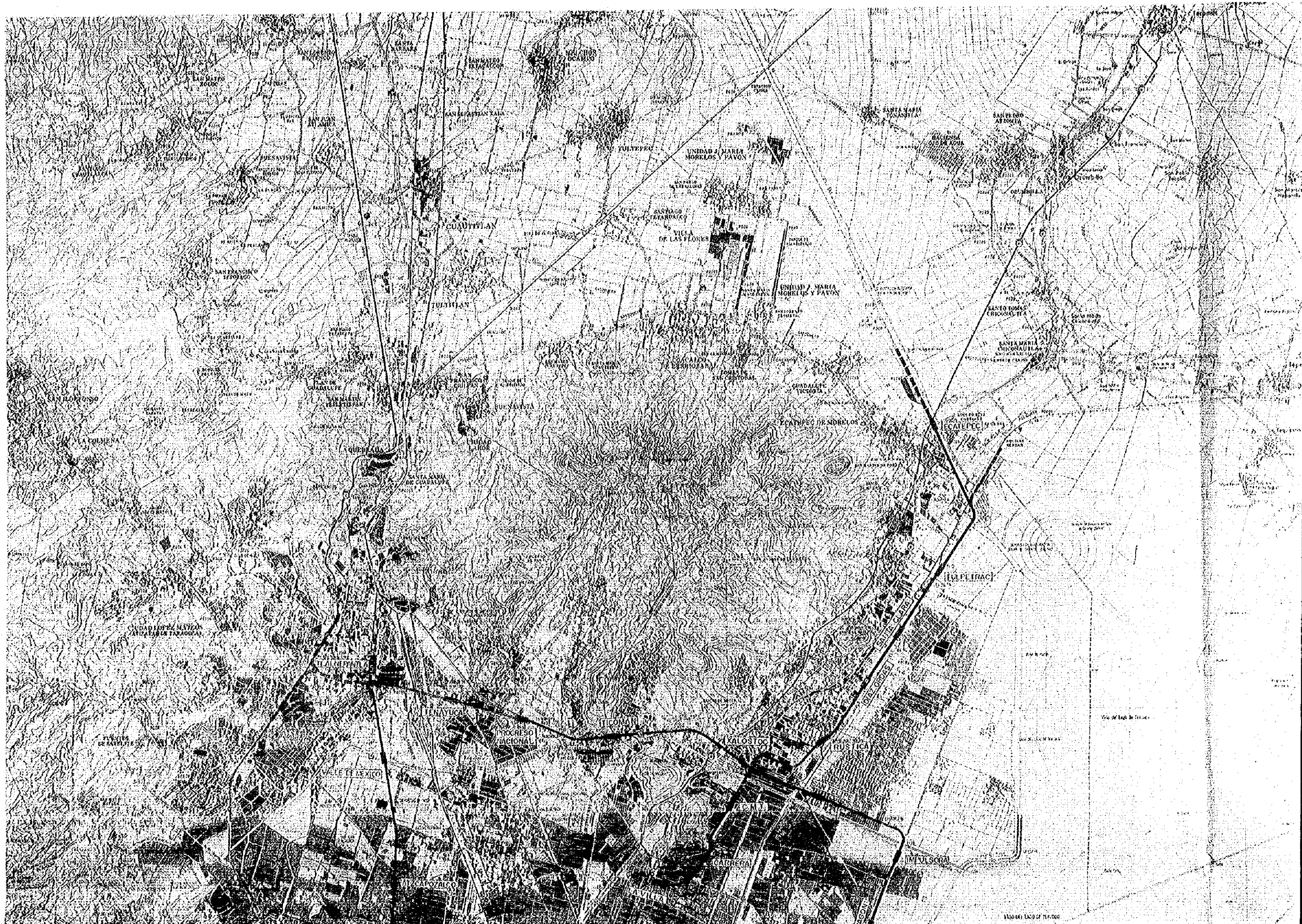
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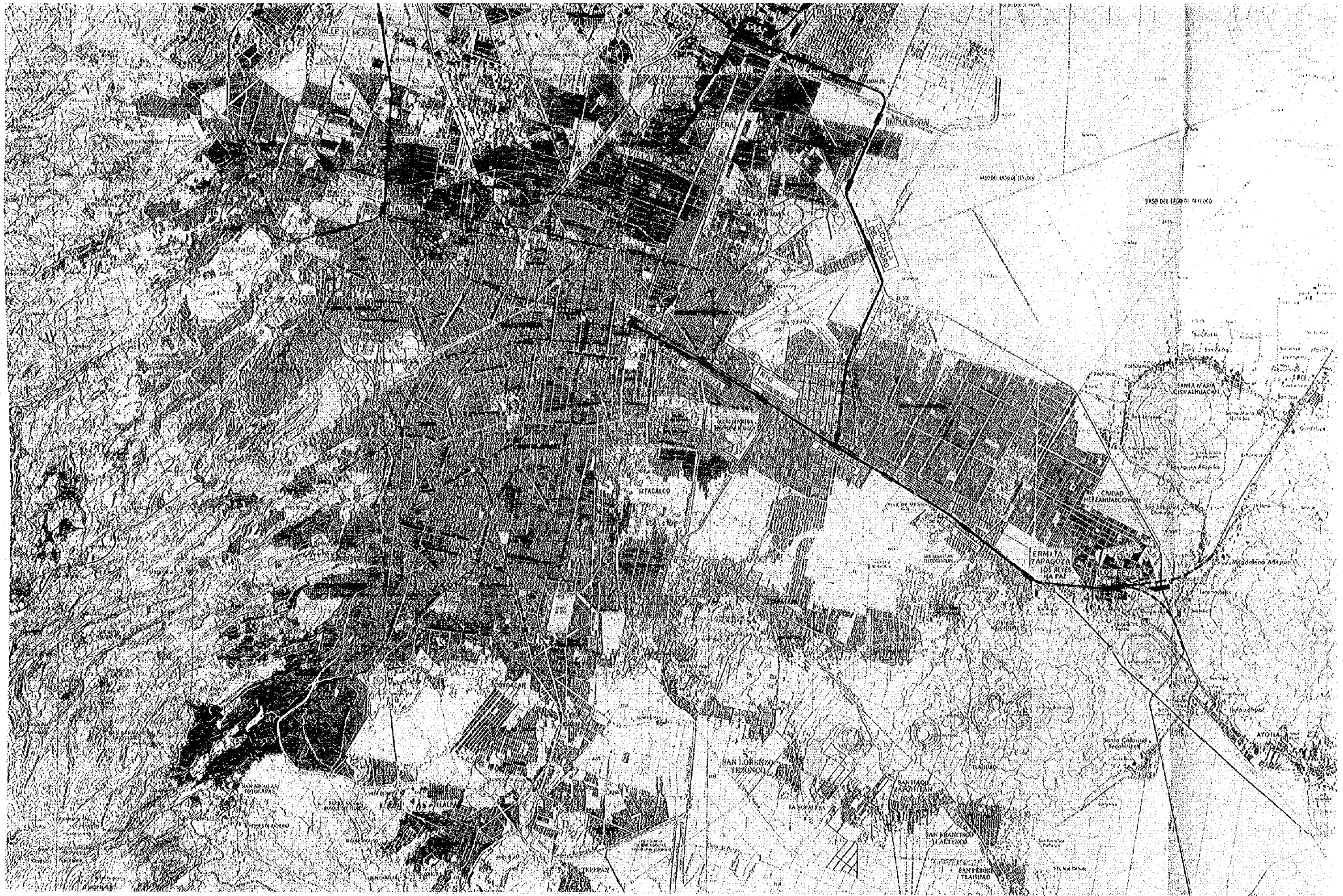


Fig III - 2 - 1 Plan of Suburban Railway

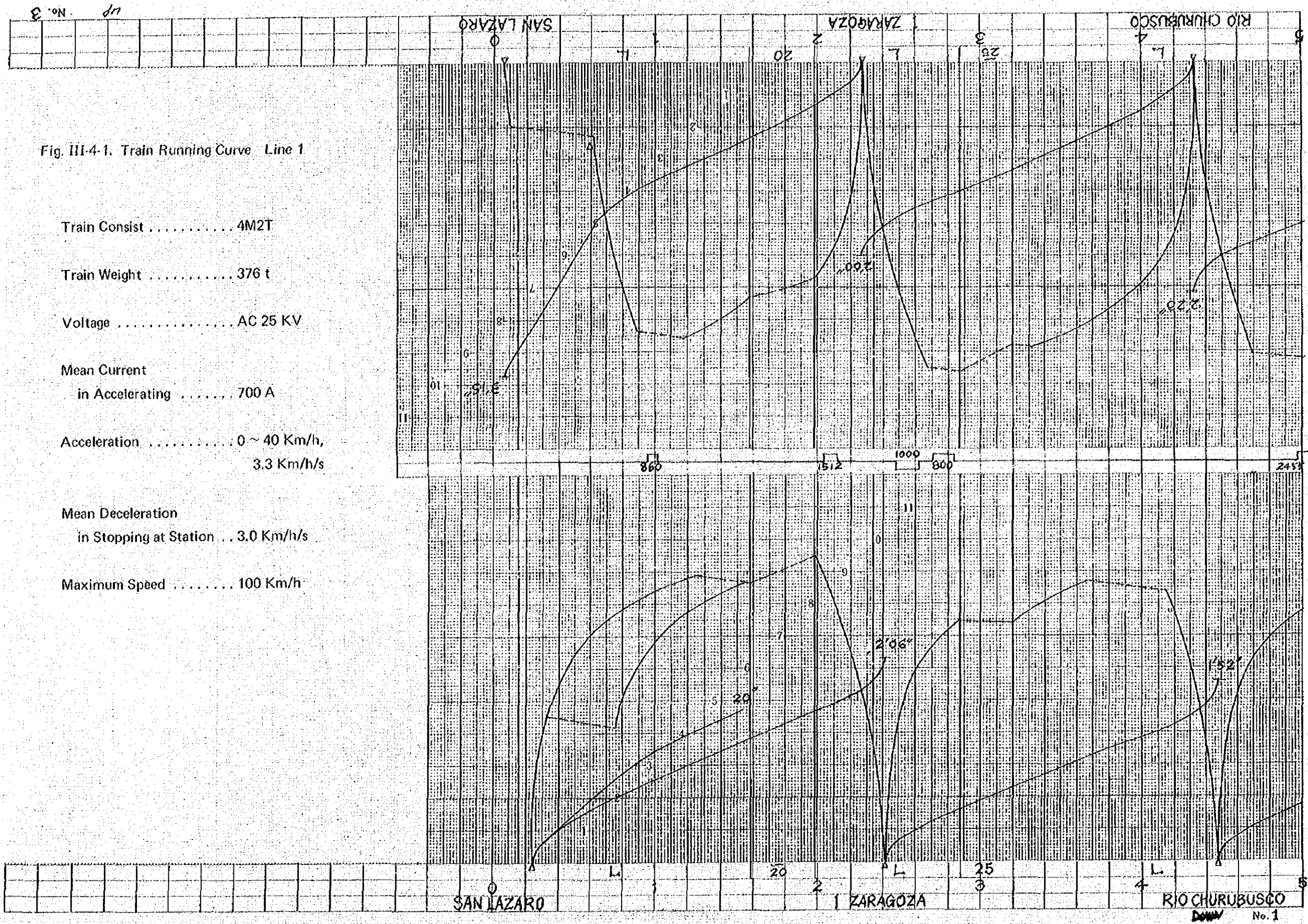


Fig. III-4-1. Train Running Curve Line 1

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)

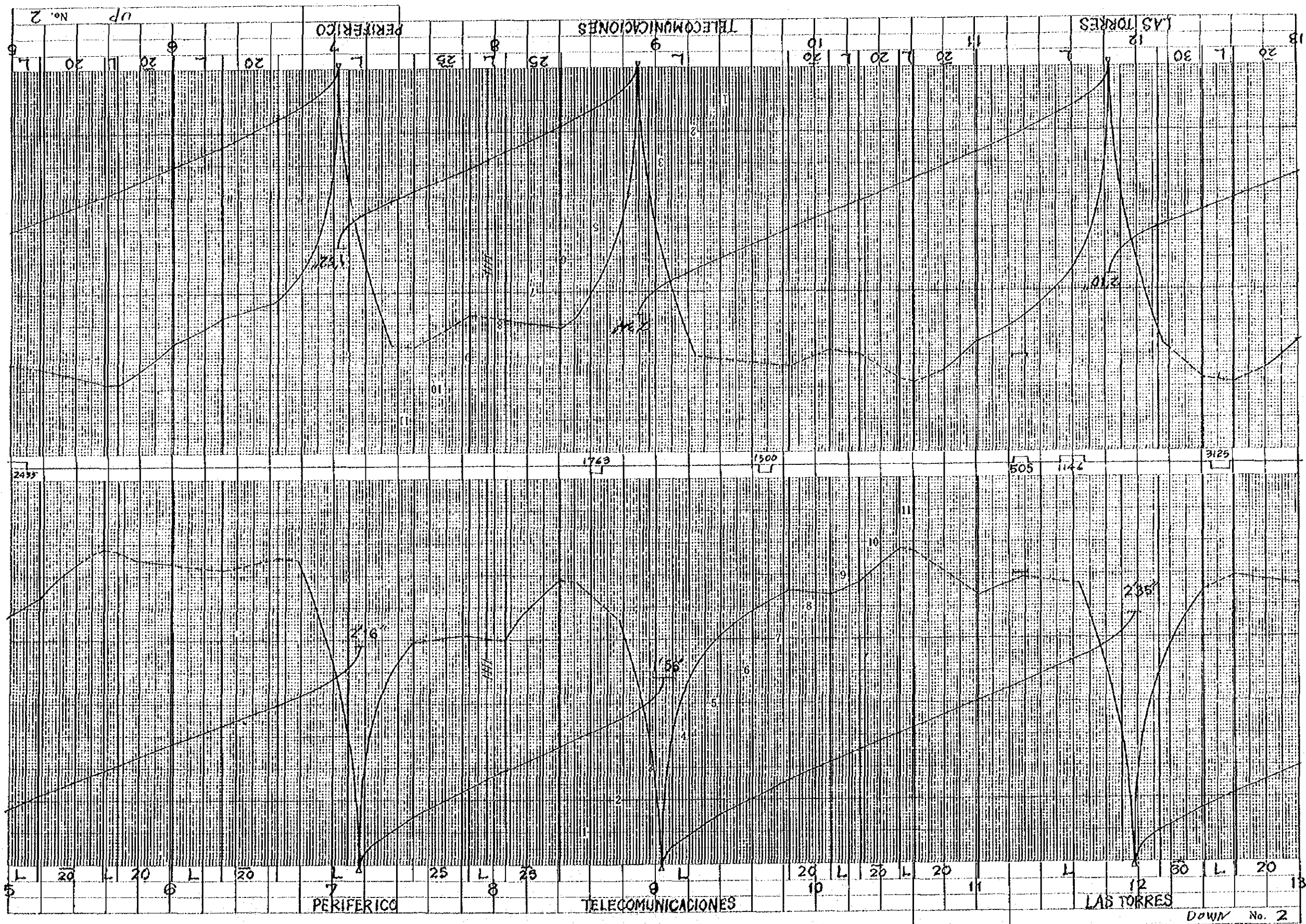


Fig III-4-1 Train Running Curve Line 1-(2)

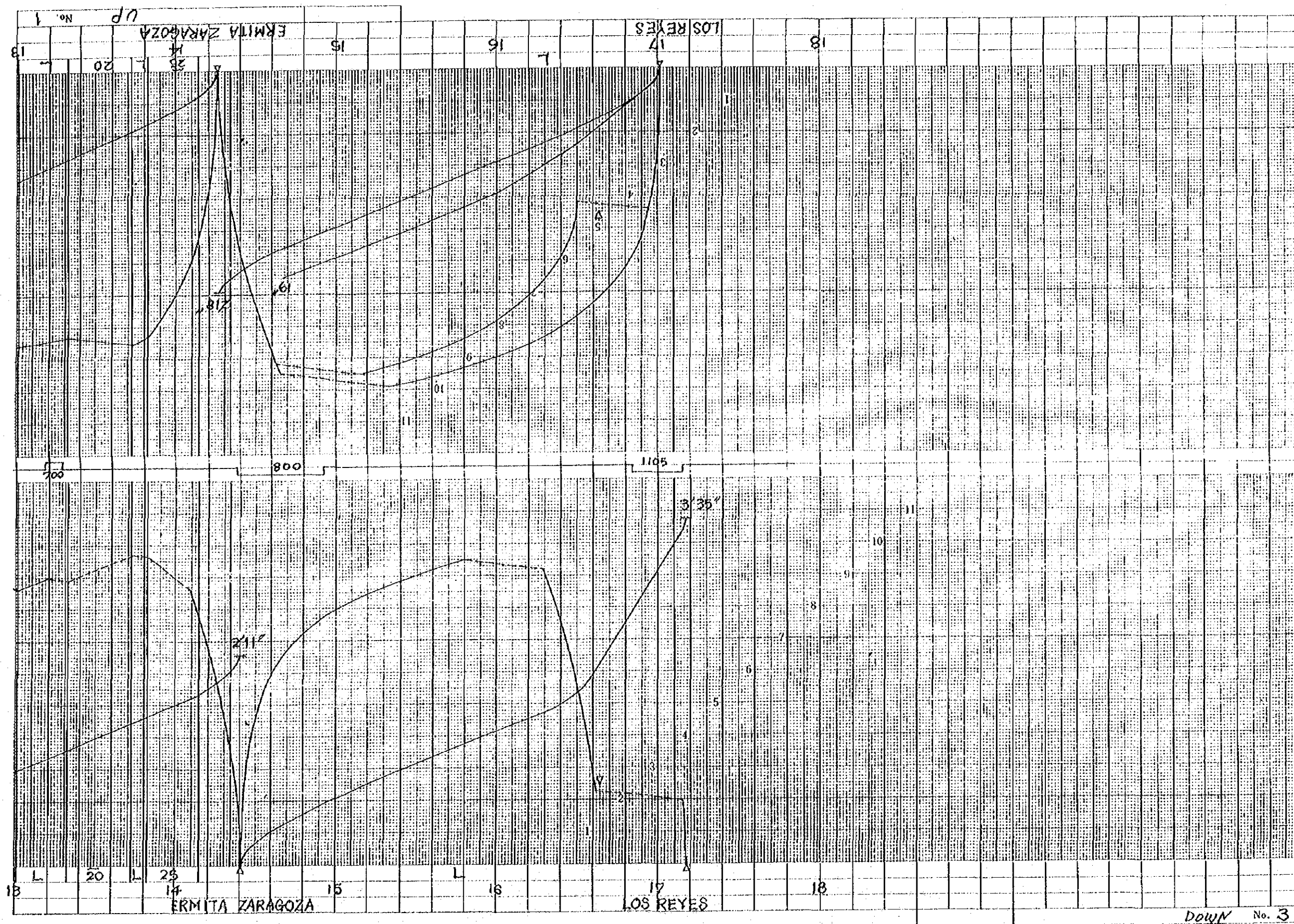


Fig III-4-1 Train Running Curve Line 1--(3)

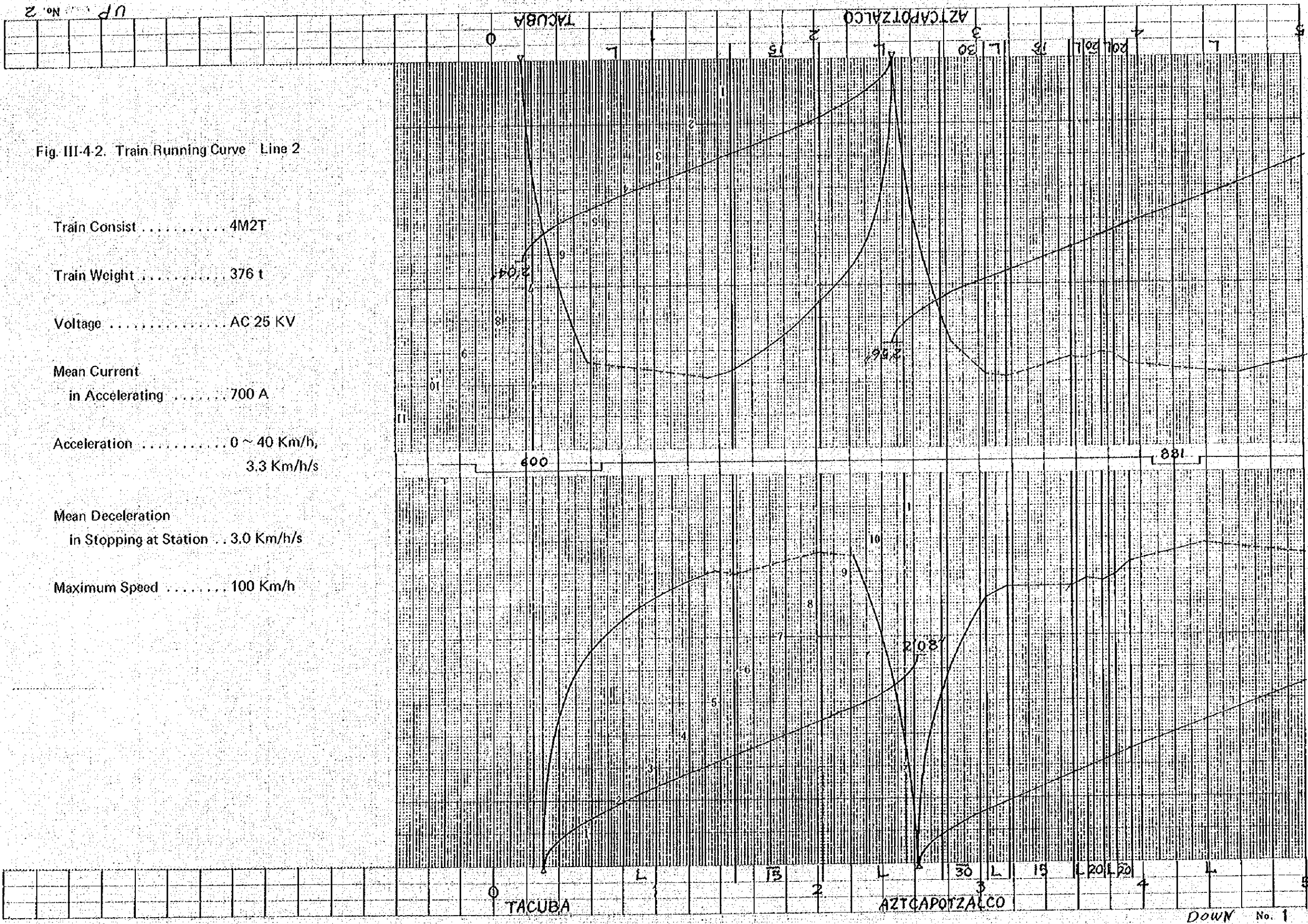


Fig. III-4-2. Train Running Curve Line 2

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)

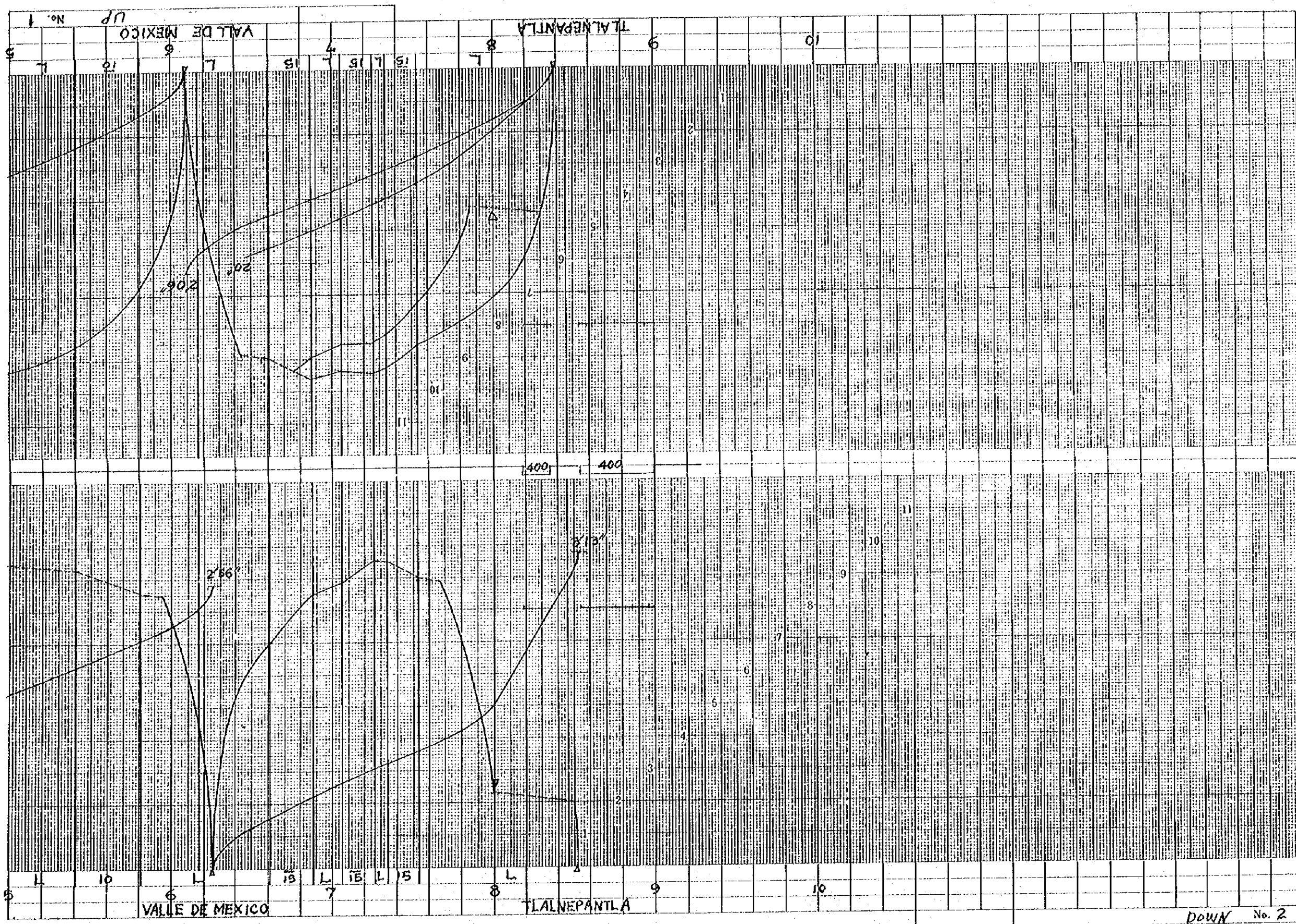


Fig III-4-2 Train Running Curve Line 2-(2)

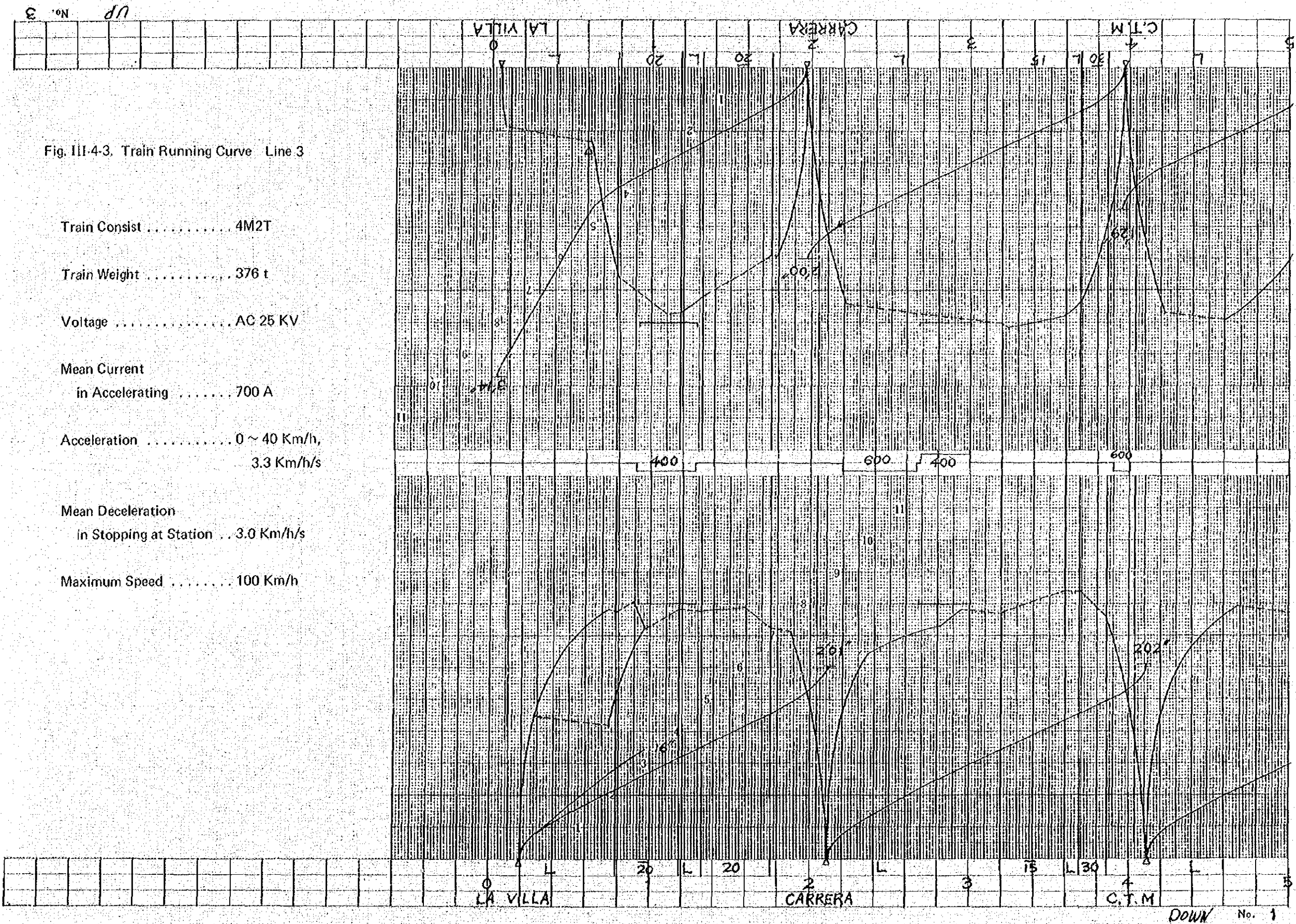


Fig. III-4-3. Train Running Curve Line 3

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)

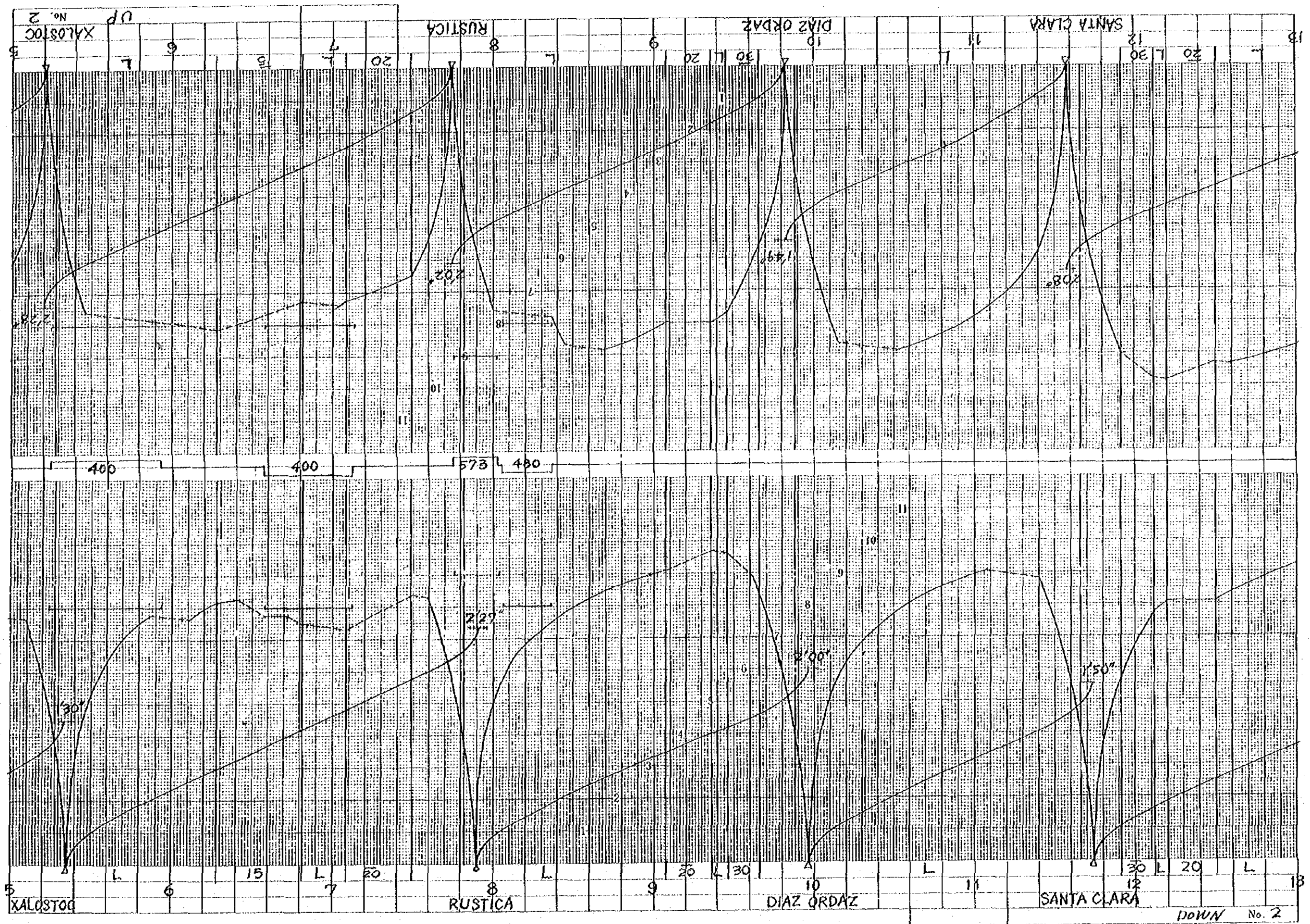


Fig III-4-3 Train Running Curve Line 3-(2)

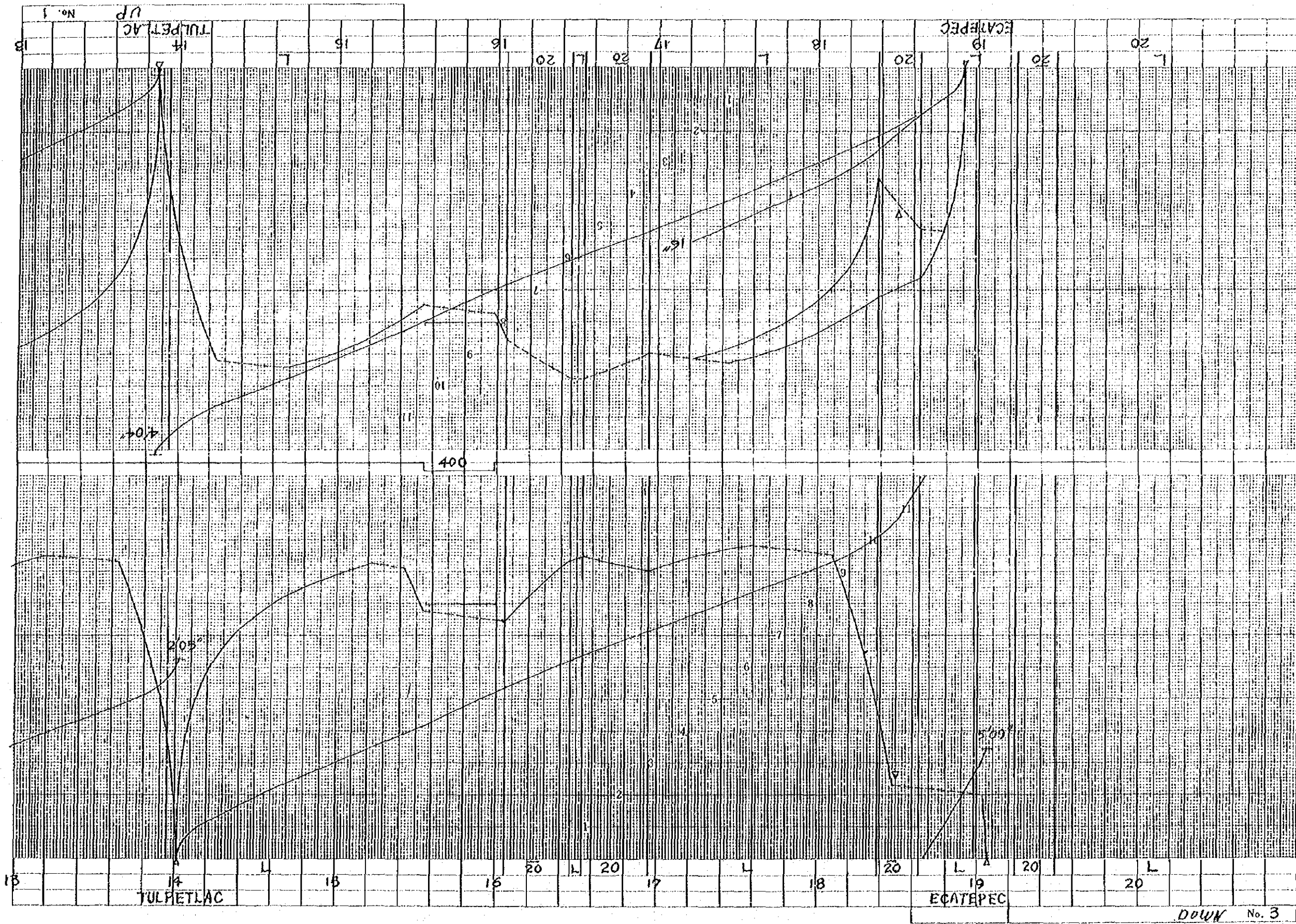


Fig III-4-3 Train Running Curve Line 3-(3)

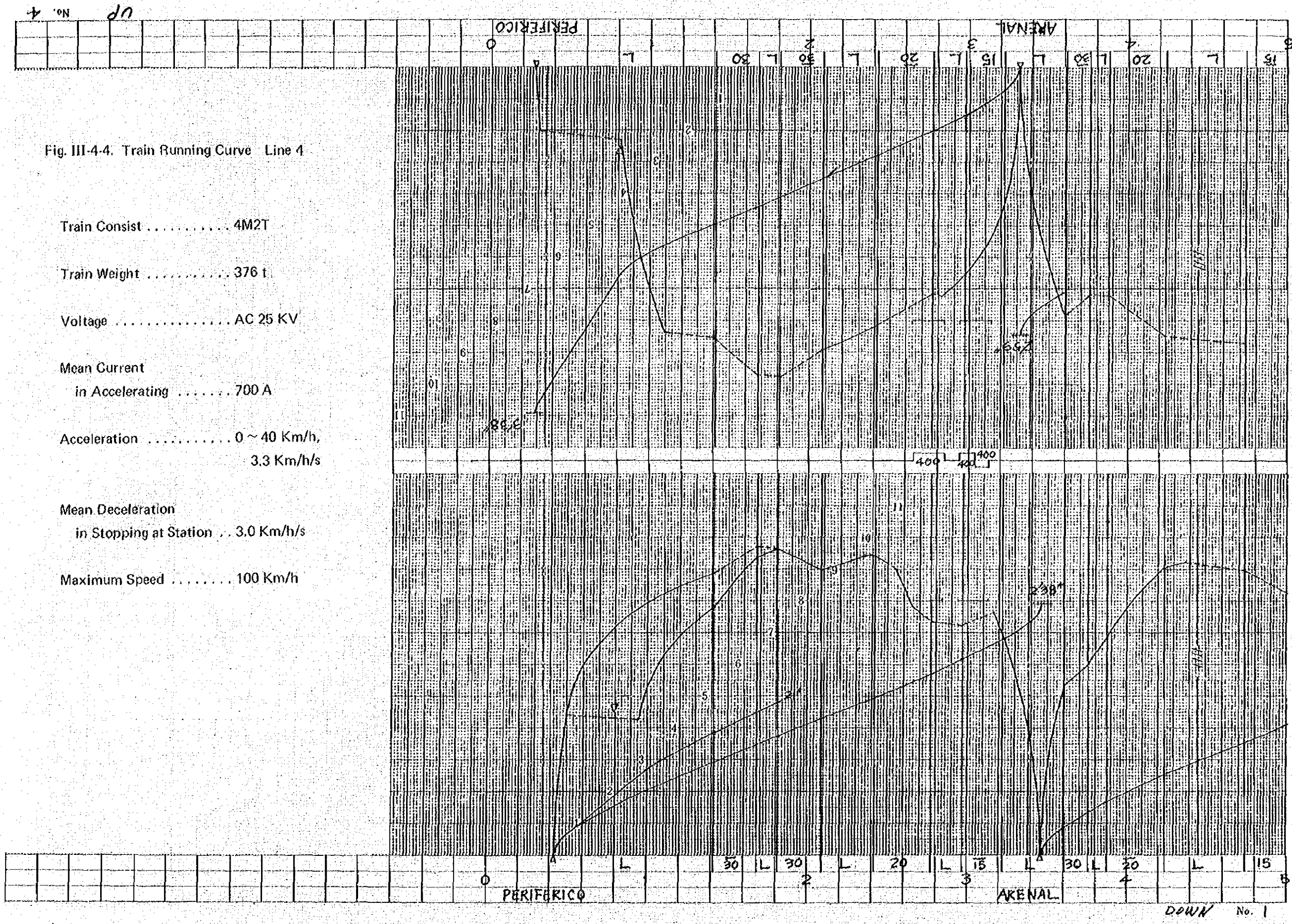


Fig. III-4-4. Train Running Curve Line 4

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)

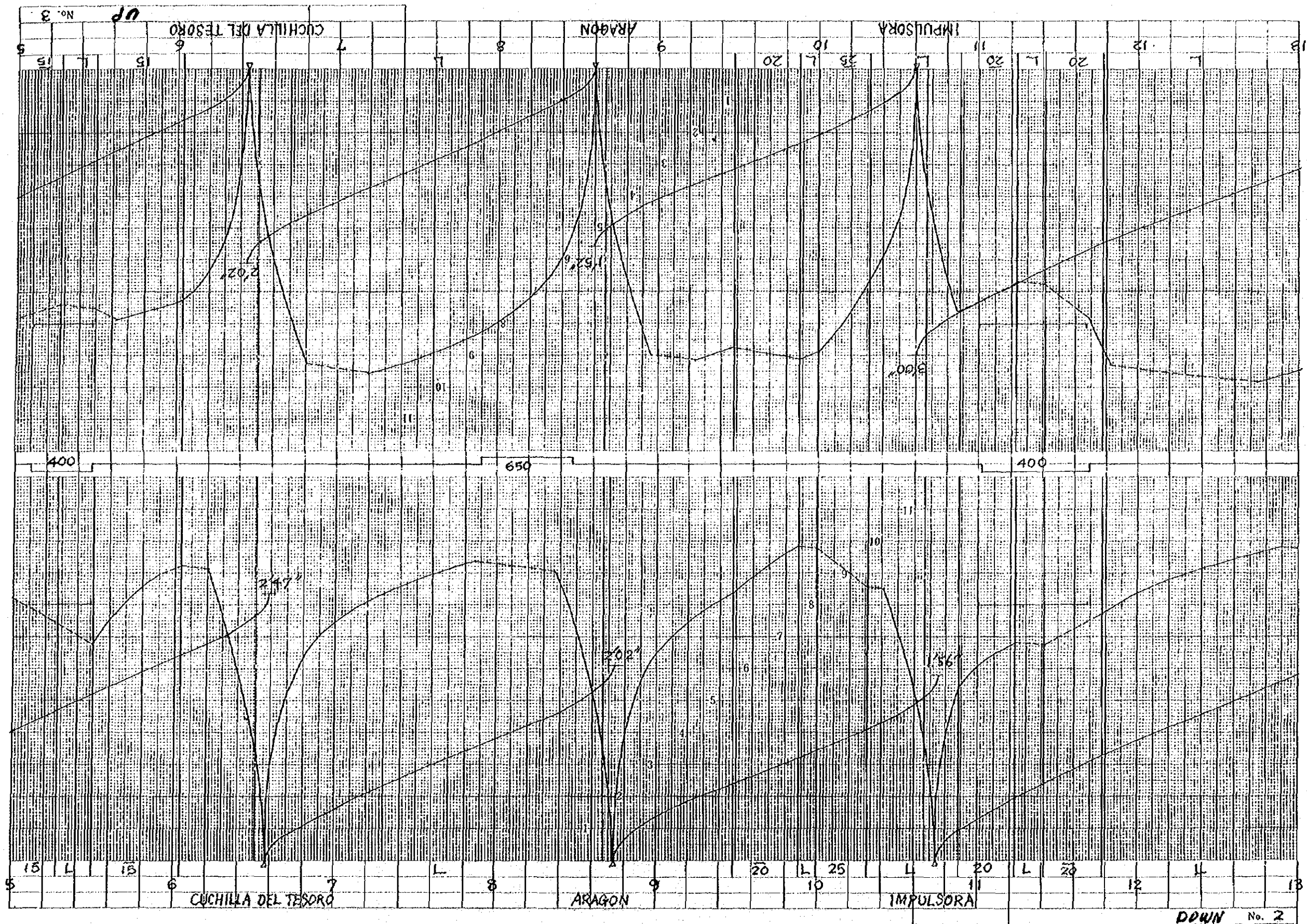


Fig III-4-4 Train Running Curve Line 4-(2)

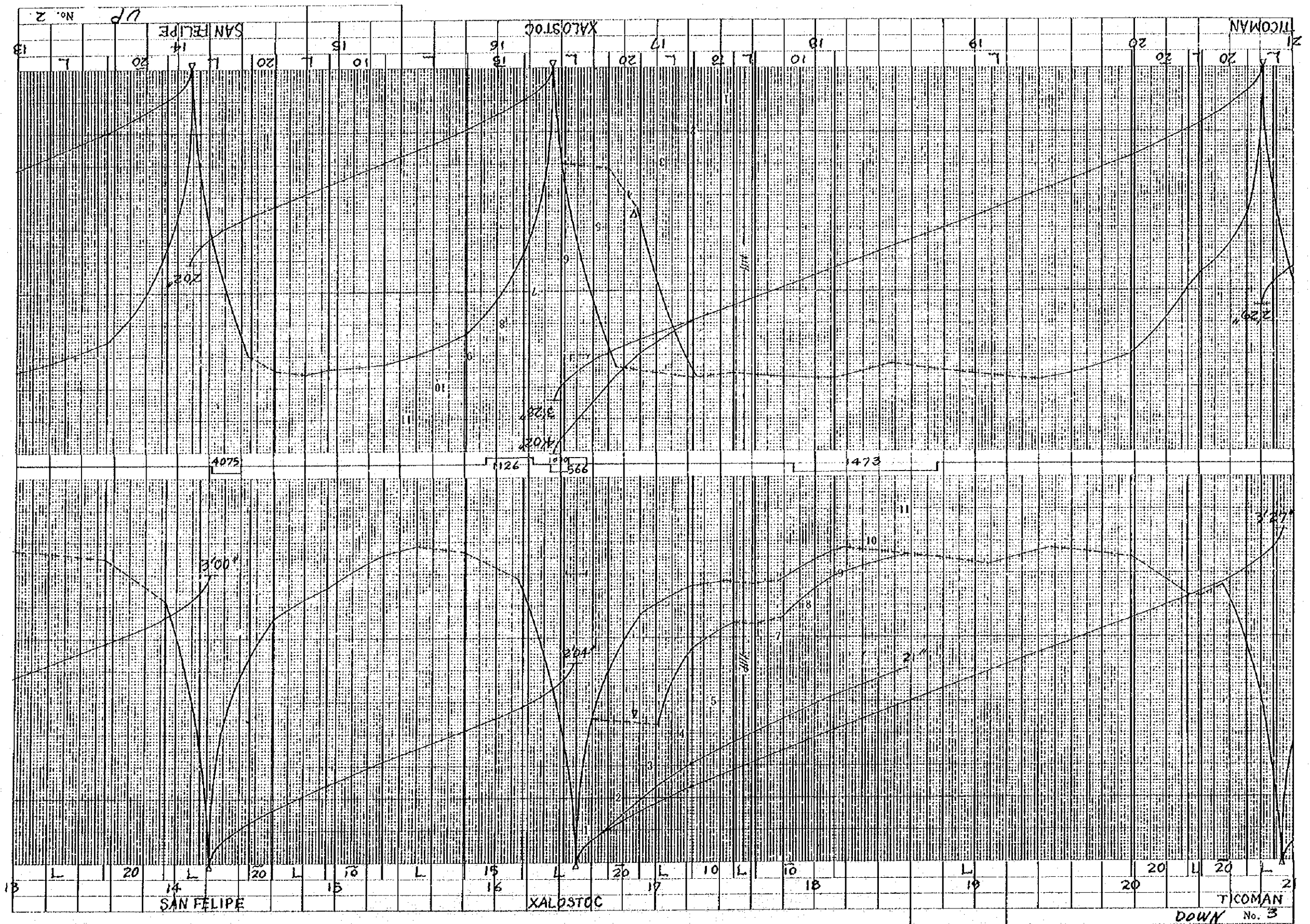


Fig III - 4 - 4 Train Running Curve Line 4 - (3)

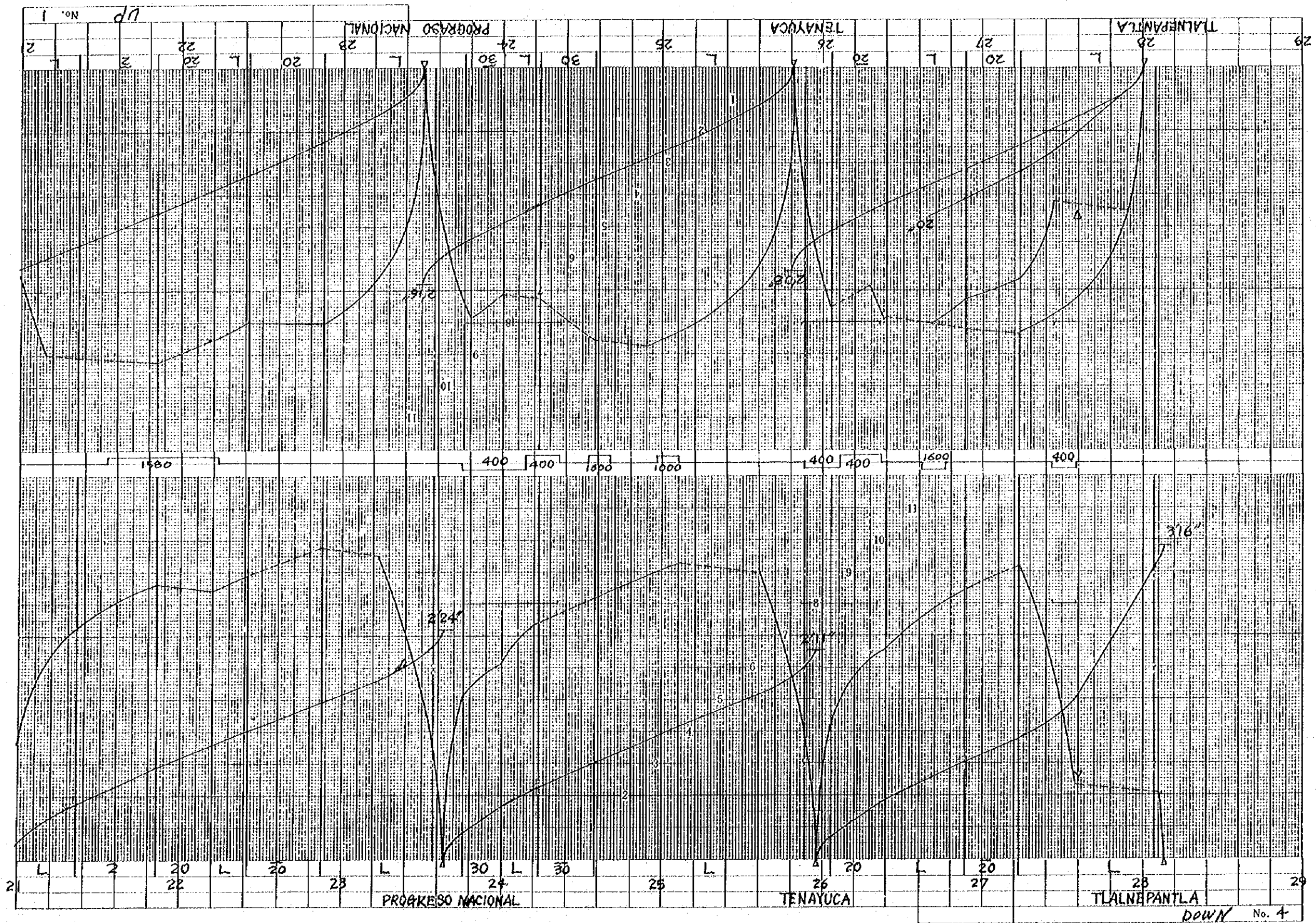


Fig III - 4 - 4 Train Running Curve Line 4 - (4)

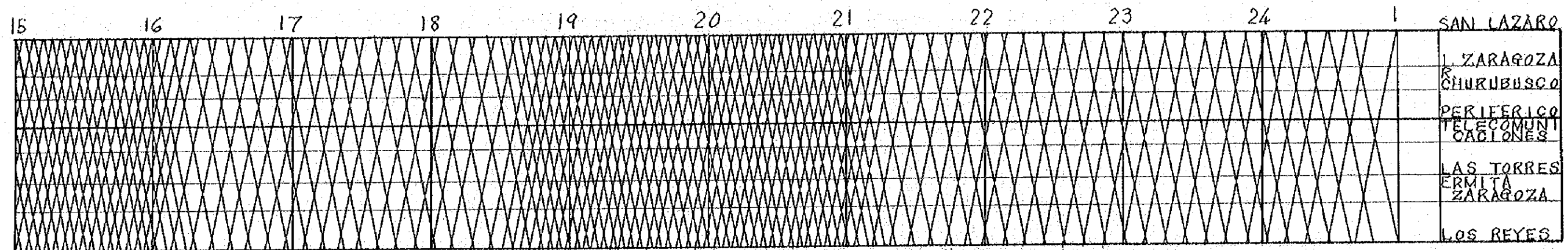
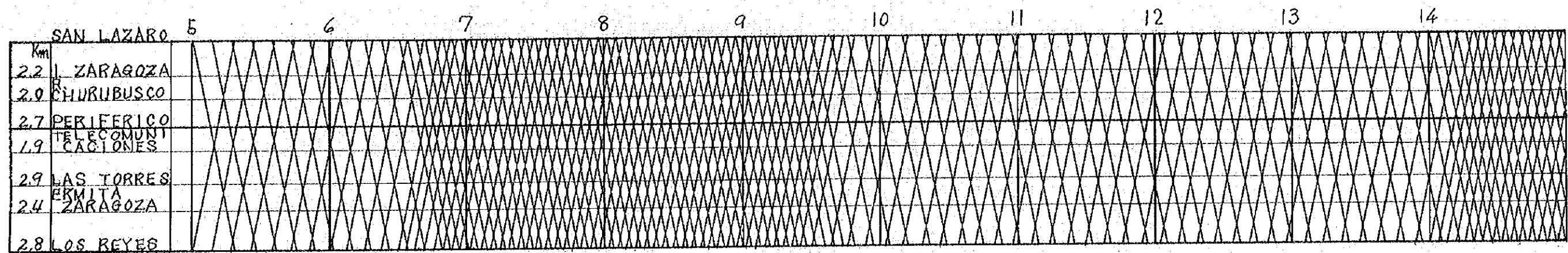


Fig III-4-5 Line 1 Train Diagram in Alternative-B (Assumed for 1982)

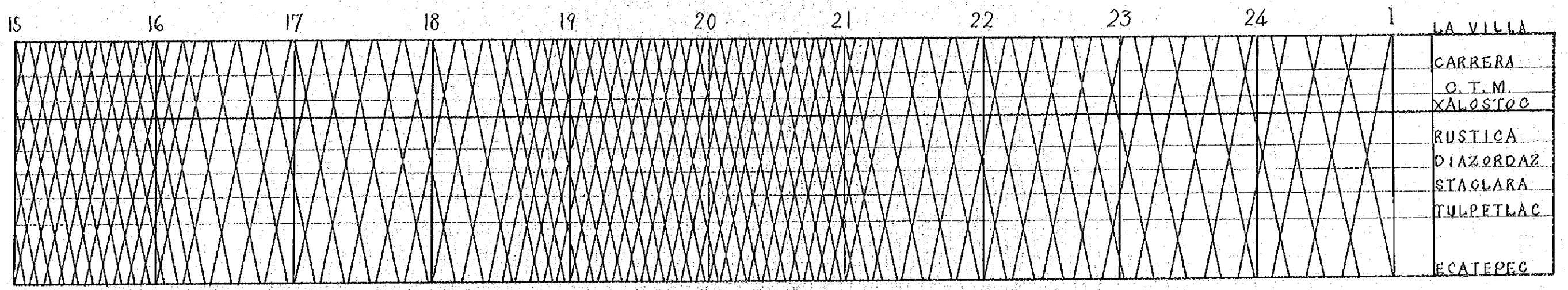
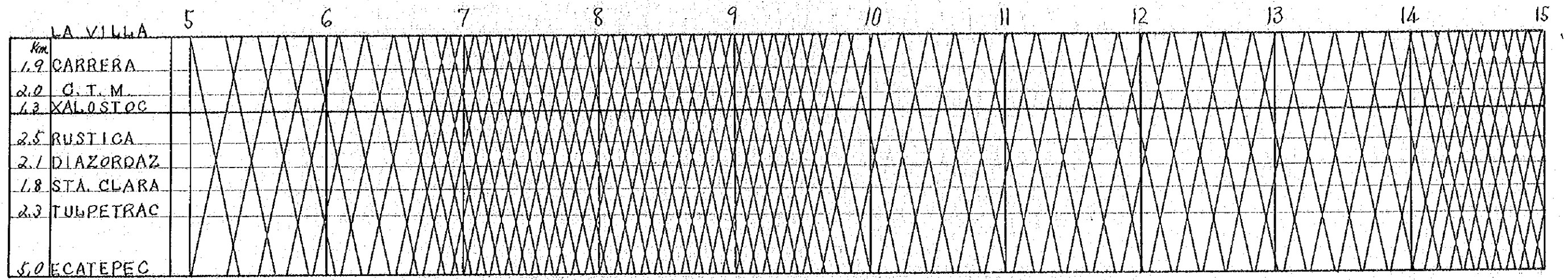


Fig III-4-6 Line 3 Train Diagram in Alternative-B (Assumed For 1982)

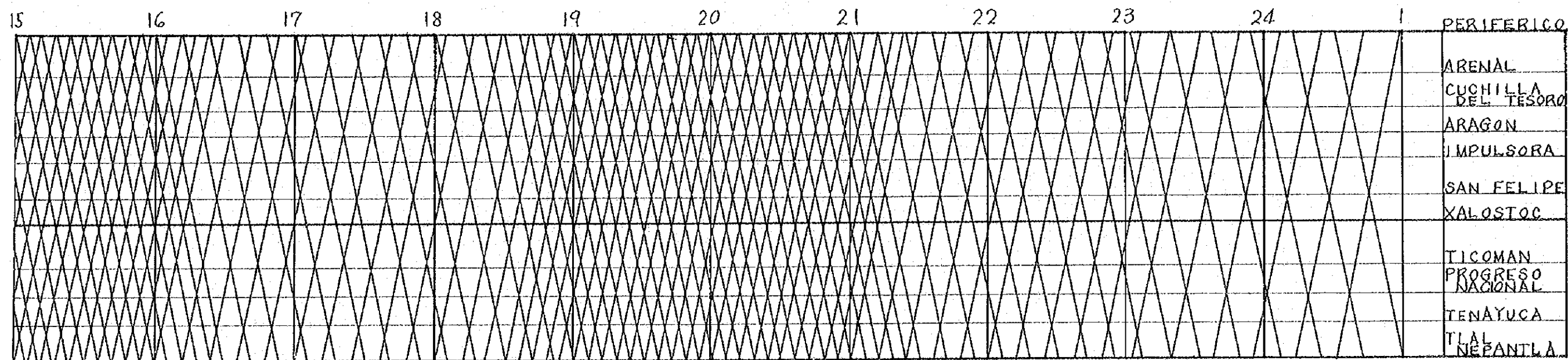
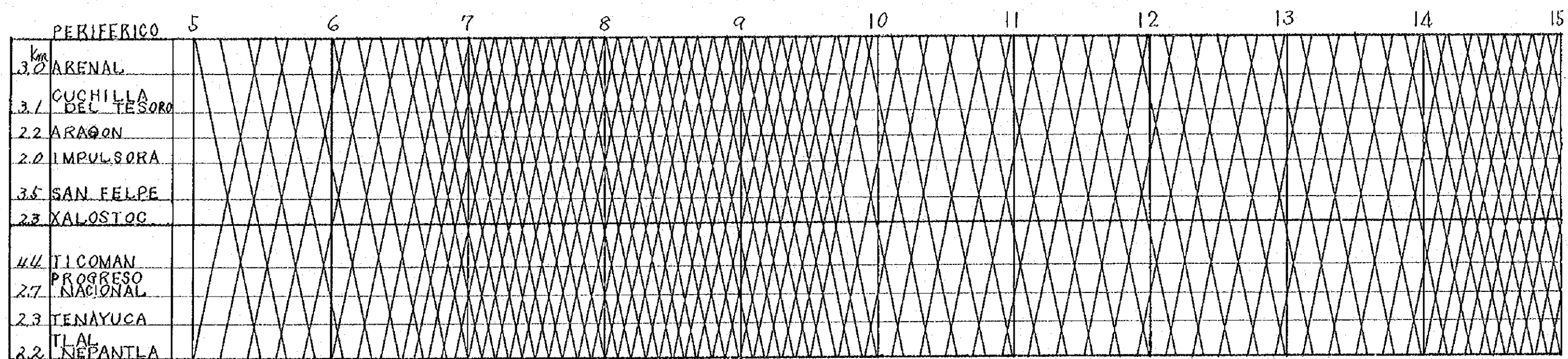


Fig III-4-7 Line 4 Train Diagram in Alternative-B (Assumed For 1982)

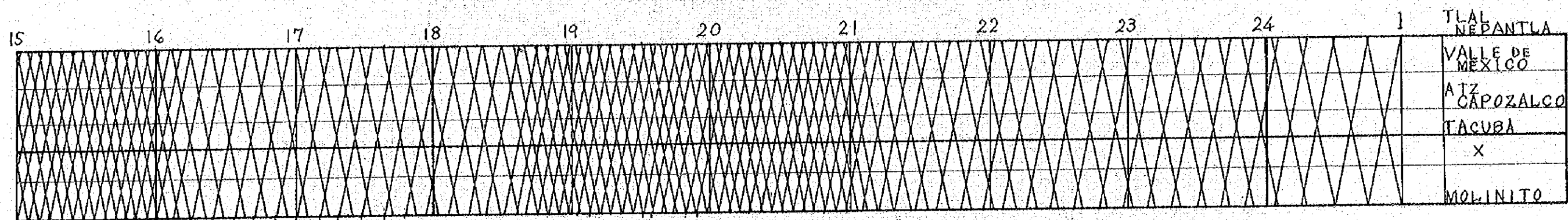
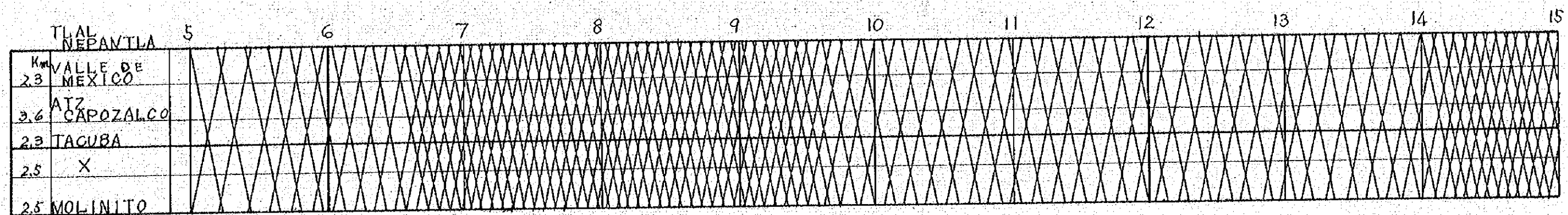


Fig III—4—8 Line 2&5 Train Diagram in Alternative-B (Assumed For 1982)

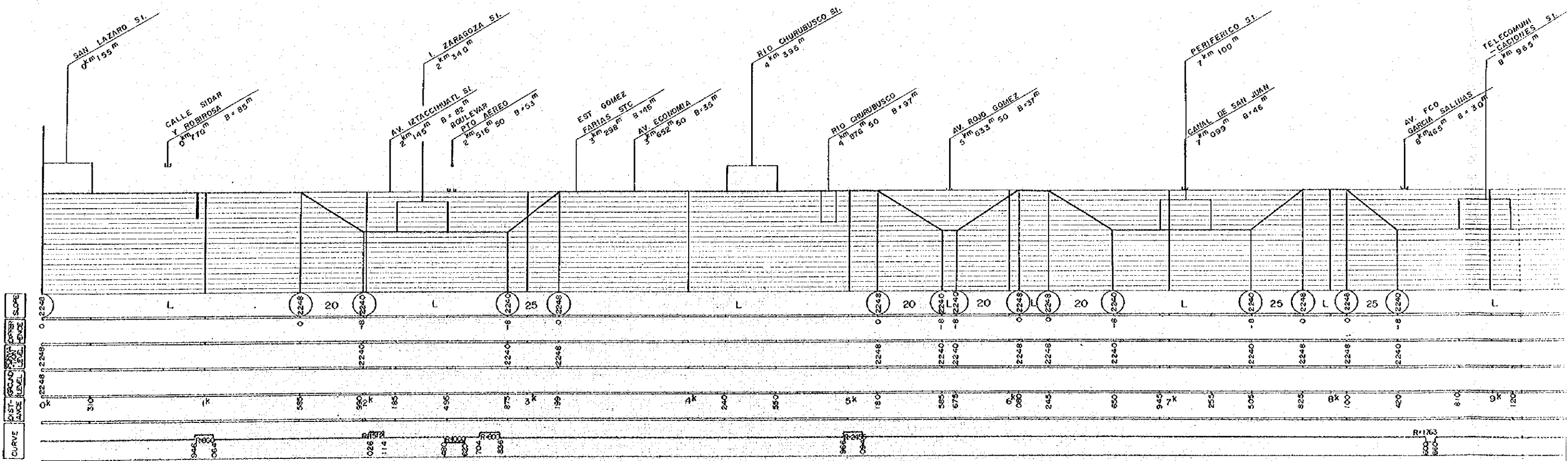
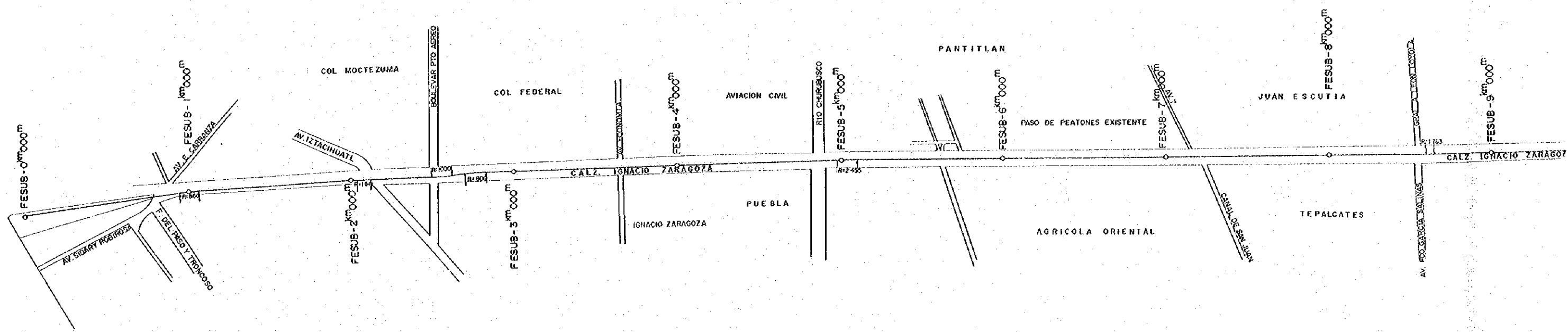
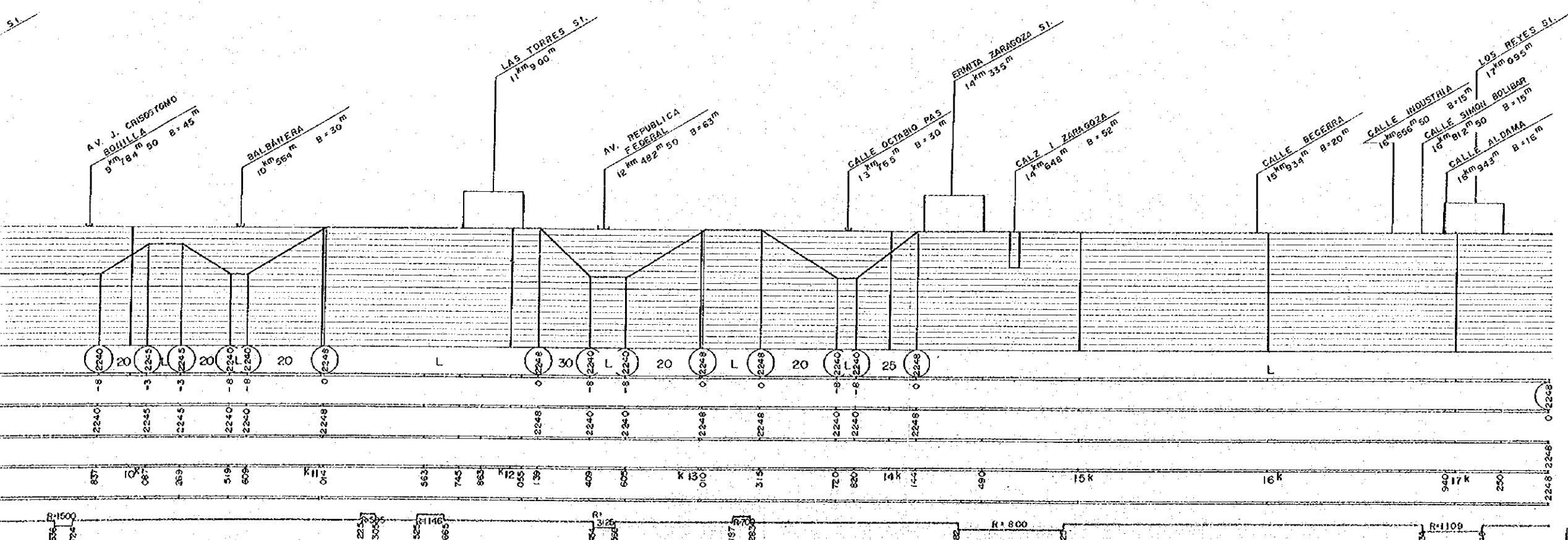
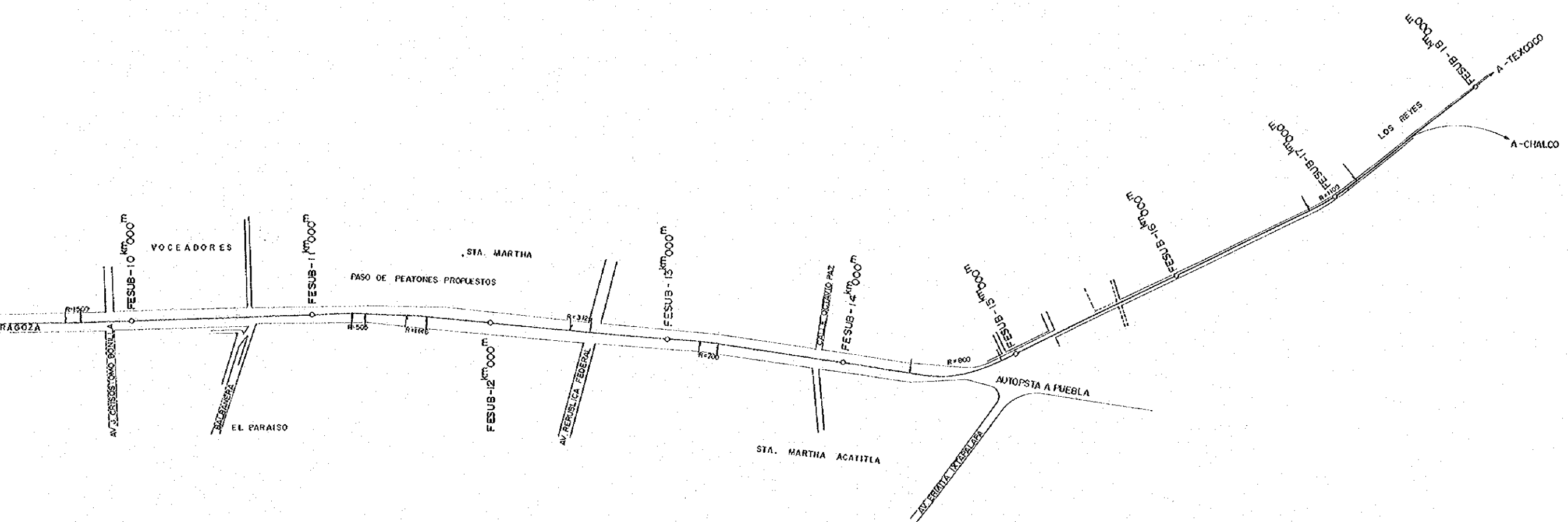
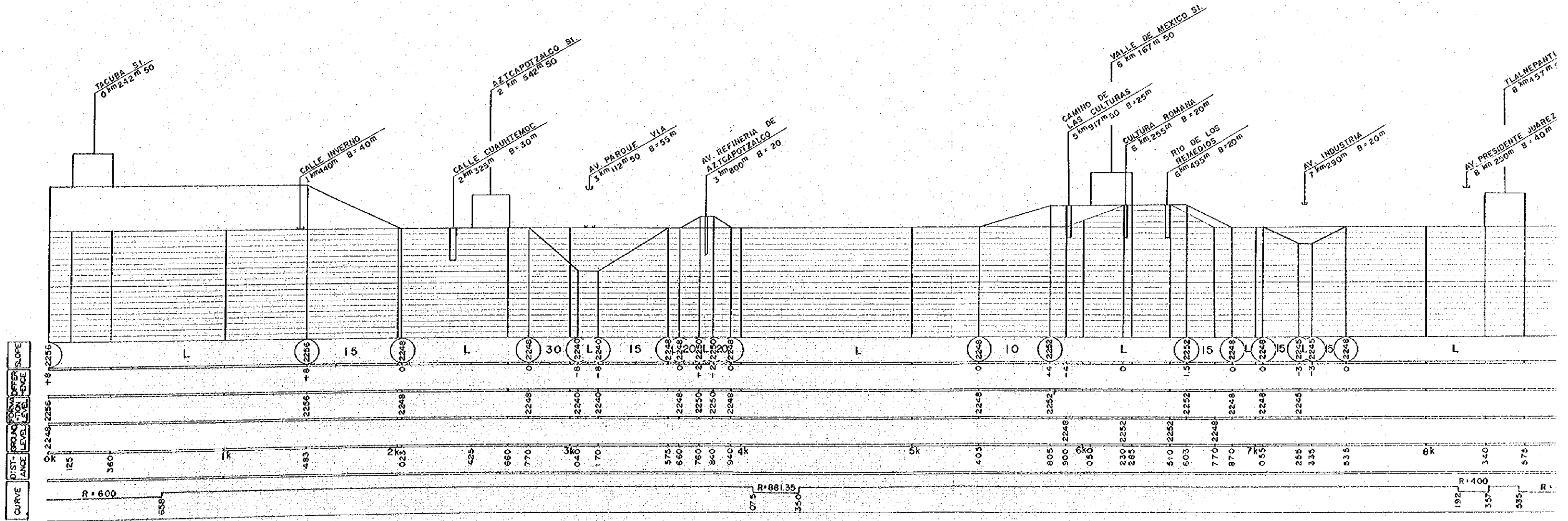
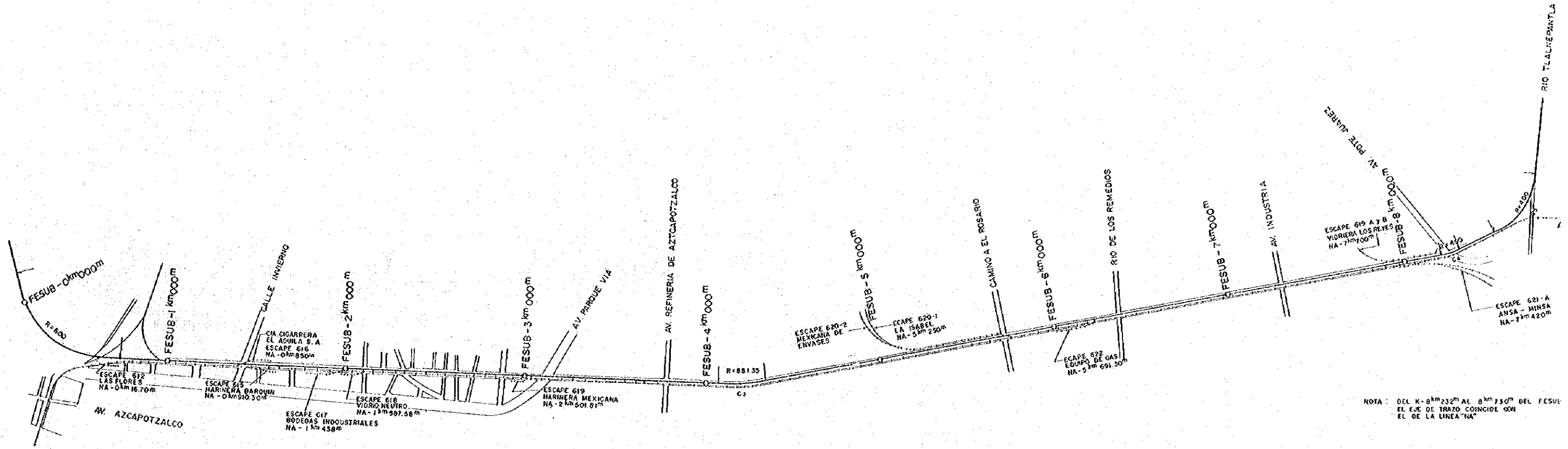


Fig III -- 5 -- 1 Plan and

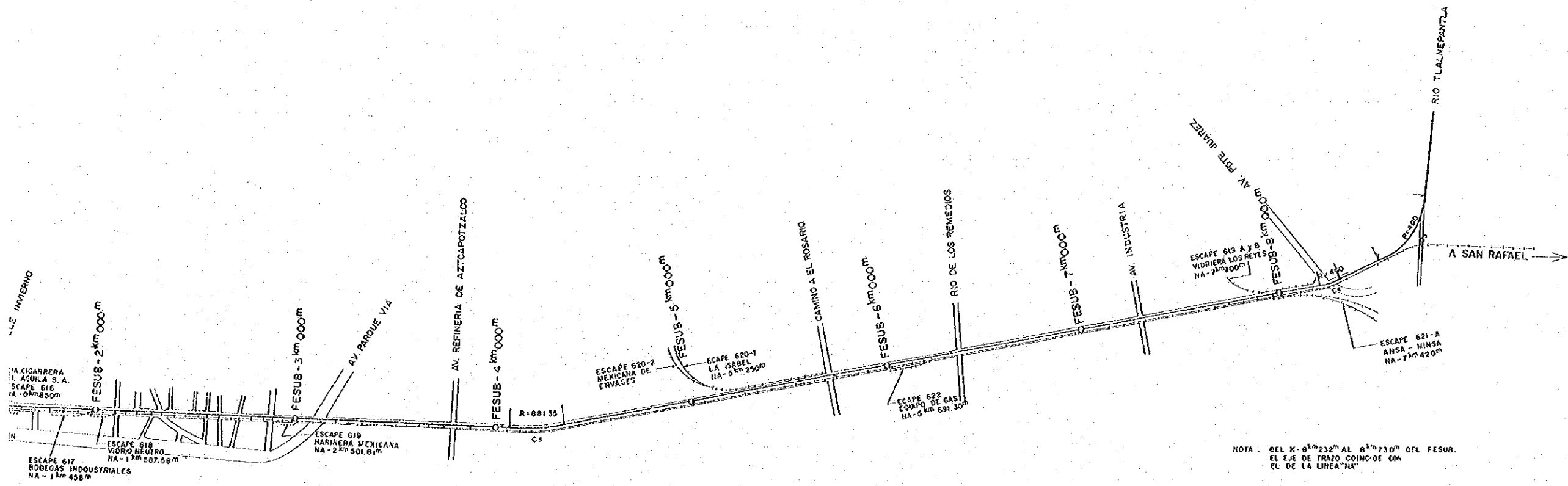


d Profile (Line No.1)

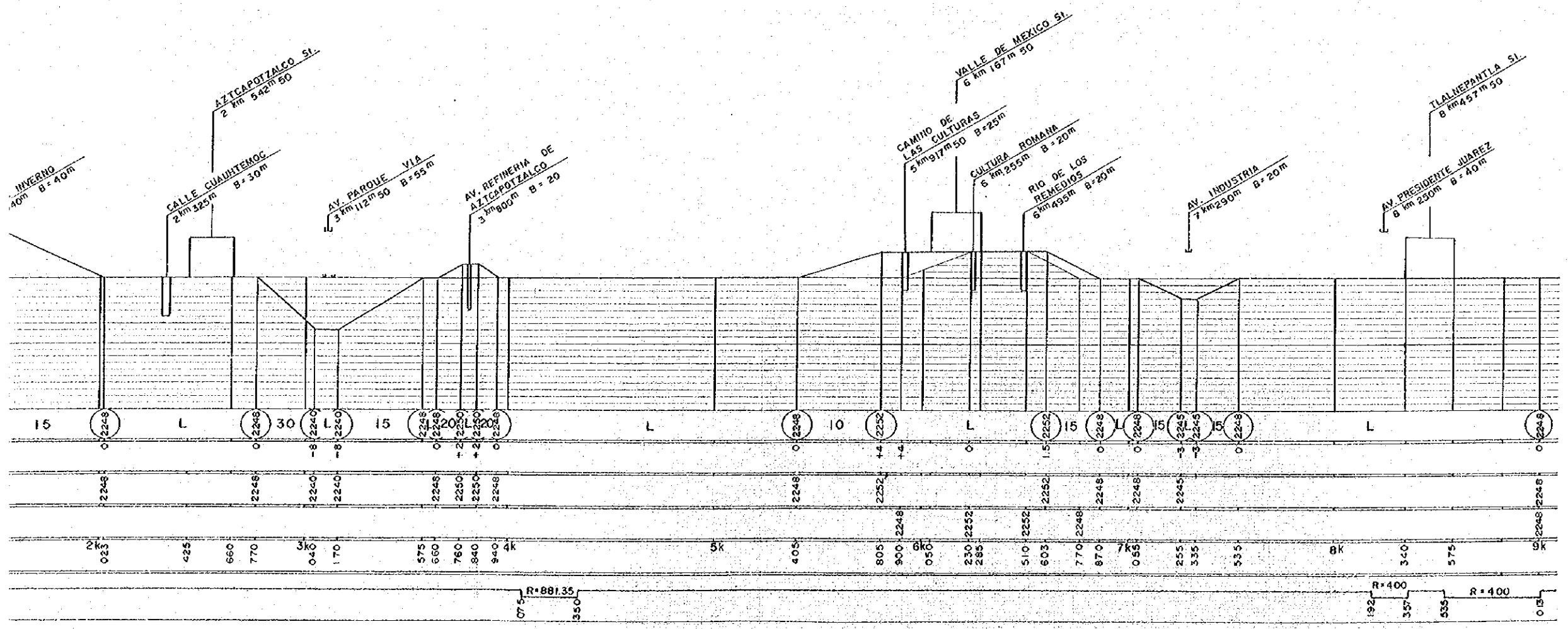
III-5-1. Plan and Profile
Line No.1



CURVE	DIST. - STATION	GRADE	VERT. CURVE	DIFFER. LEVEL	SLOPE
R=600	0+000 - 0+558	-0.25%	2256	2248	15
R=881.35	0+558 - 0+940	+0.25%	2248	2240	30
R=400	0+940 - 0+995	-0.25%	2240	2232	15
R=400	0+995 - 0+1000	+0.25%	2232	2224	15
R=400	0+1000 - 0+1005	-0.25%	2224	2216	15
R=400	0+1005 - 0+1010	+0.25%	2216	2208	15
R=400	0+1010 - 0+1015	-0.25%	2208	2200	15
R=400	0+1015 - 0+1020	+0.25%	2200	2192	15
R=400	0+1020 - 0+1025	-0.25%	2192	2184	15
R=400	0+1025 - 0+1030	+0.25%	2184	2176	15
R=400	0+1030 - 0+1035	-0.25%	2176	2168	15
R=400	0+1035 - 0+1040	+0.25%	2168	2160	15
R=400	0+1040 - 0+1045	-0.25%	2160	2152	15
R=400	0+1045 - 0+1050	+0.25%	2152	2144	15
R=400	0+1050 - 0+1055	-0.25%	2144	2136	15
R=400	0+1055 - 0+1060	+0.25%	2136	2128	15
R=400	0+1060 - 0+1065	-0.25%	2128	2120	15
R=400	0+1065 - 0+1070	+0.25%	2120	2112	15
R=400	0+1070 - 0+1075	-0.25%	2112	2104	15
R=400	0+1075 - 0+1080	+0.25%	2104	2096	15
R=400	0+1080 - 0+1085	-0.25%	2096	2088	15
R=400	0+1085 - 0+1090	+0.25%	2088	2080	15
R=400	0+1090 - 0+1095	-0.25%	2080	2072	15
R=400	0+1095 - 0+1100	+0.25%	2072	2064	15
R=400	0+1100 - 0+1105	-0.25%	2064	2056	15
R=400	0+1105 - 0+1110	+0.25%	2056	2048	15
R=400	0+1110 - 0+1115	-0.25%	2048	2040	15
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R=400	0+1125 - 0+1130	+0.25%	2024	2016	15
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R=400	0+1150 - 0+1155	-0.25%	1984	1976	15
R=400	0+1155 - 0+1160	+0.25%	1976	1968	15
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R=400	0+1270 - 0+1275	-0.25%	1792	1784	15
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R=400	0+1505 - 0+1510	+0.25%	1416	1408	15
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R=400	0+1625 - 0+1630	+0.25%	1224	1216	15
R=400	0+1630 - 0+1635	-0.25%	1216	1208	15
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R=400	0+1650 - 0+1655	-0.25%	1184	1176	15
R=400	0+1655 - 0+1660	+0.25%	1176	1168	15
R=400	0+1660 - 0+1665	-0.25%	1168	1160	15
R=400	0+1665 - 0+1670	+0.25%	1160	1152	15
R=400	0+1670 - 0+1675	-0.25%	1152	1144	15
R=400	0+1675 - 0+1680	+0.25%	1144	1136	15
R=400	0+1680 - 0+1685	-0.25%	1136	1128	15
R=400	0+1685 - 0+1690	+0.25%	1128	1120	15
R=400	0+1690 - 0+1695	-0.25%	1120	1112	15
R=400	0+1695 - 0+1700	+0.25%	1112	1104	15
R=400	0+1700 - 0+1705	-0.25%	1104	1096	15
R=400	0+1705 - 0+1710	+0.25%	1096	1088	15
R=400	0+1710 - 0+1715	-0.25%	1088	1080	15
R=400	0+1715 - 0+1720	+0.25%	1080	1072	15
R=400	0+1720 - 0+1725	-0.25%	1072	1064	15
R=400	0+1725 - 0+1730	+0.25%	1064	1056	15
R=400	0+1730 - 0+1735	-0.25%	1056	1048	15
R=400	0+1735 - 0+1740	+0.25%	1048	1040	15
R=400	0+1740 - 0+1745	-0.25%	1040	1032	15
R=400	0+1745 - 0+1750	+0.25%	1032	1024	15
R=400	0+1750 - 0+1755	-0.25%	1024	1016	15
R=400	0+1755 - 0+1760	+0.25%	1016	1008	15
R=400	0+1760 - 0+1765	-0.25%	1008	1000	15
R=400	0+1765 - 0+1770	+0.25%	1000	992	15
R=400	0+1770 - 0+1775	-0.25%	992	984	15
R=400	0+1775 - 0+1780	+0.25%			



NOTA: DEL K+6^m232^m AL K+8^m730^m DEL FESUB. EL EJE DE TRAZO COINCIDE CON EL DE LA LINEA "NA".



III-5-2. Plan and Profile Line No.2

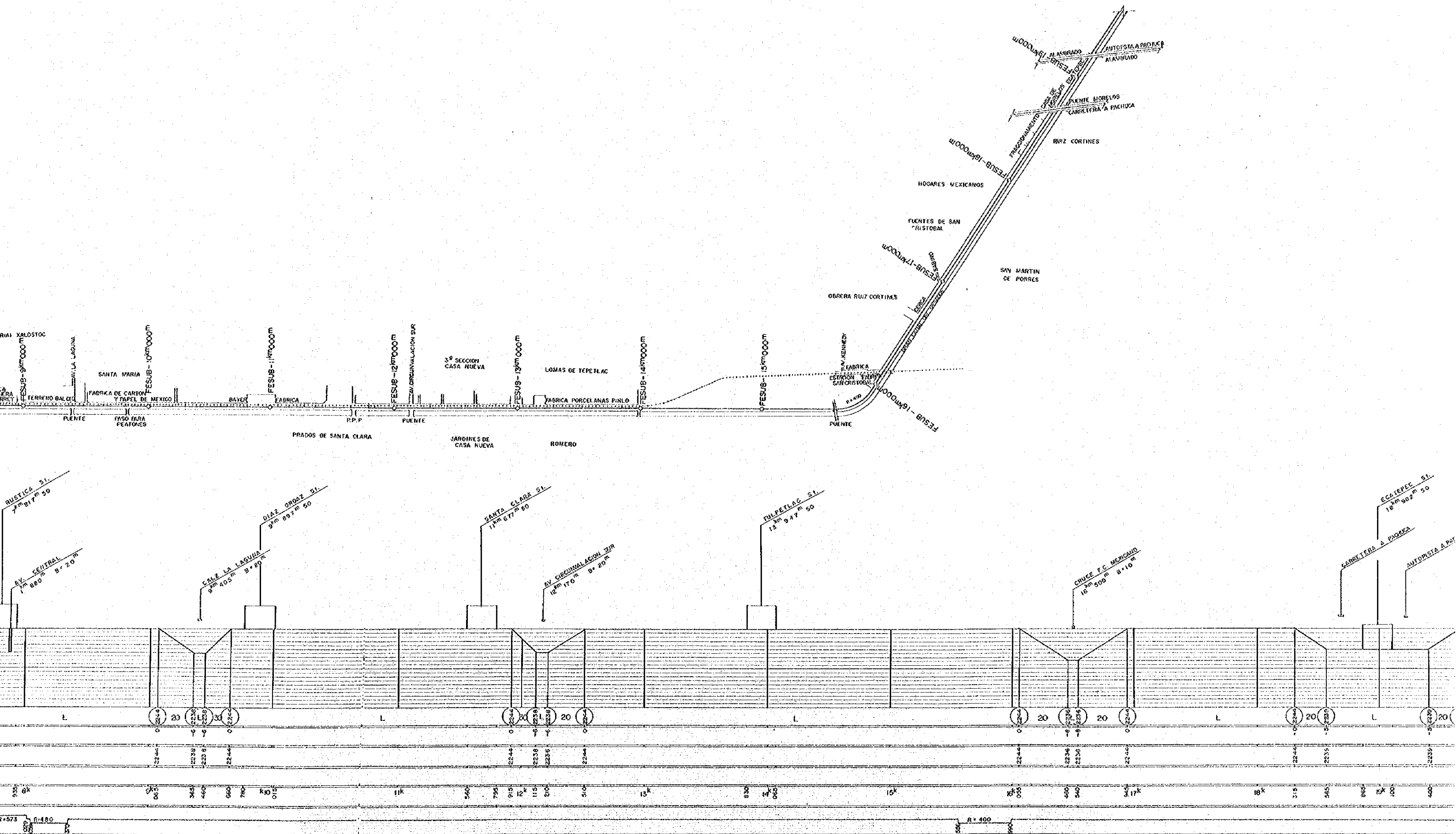
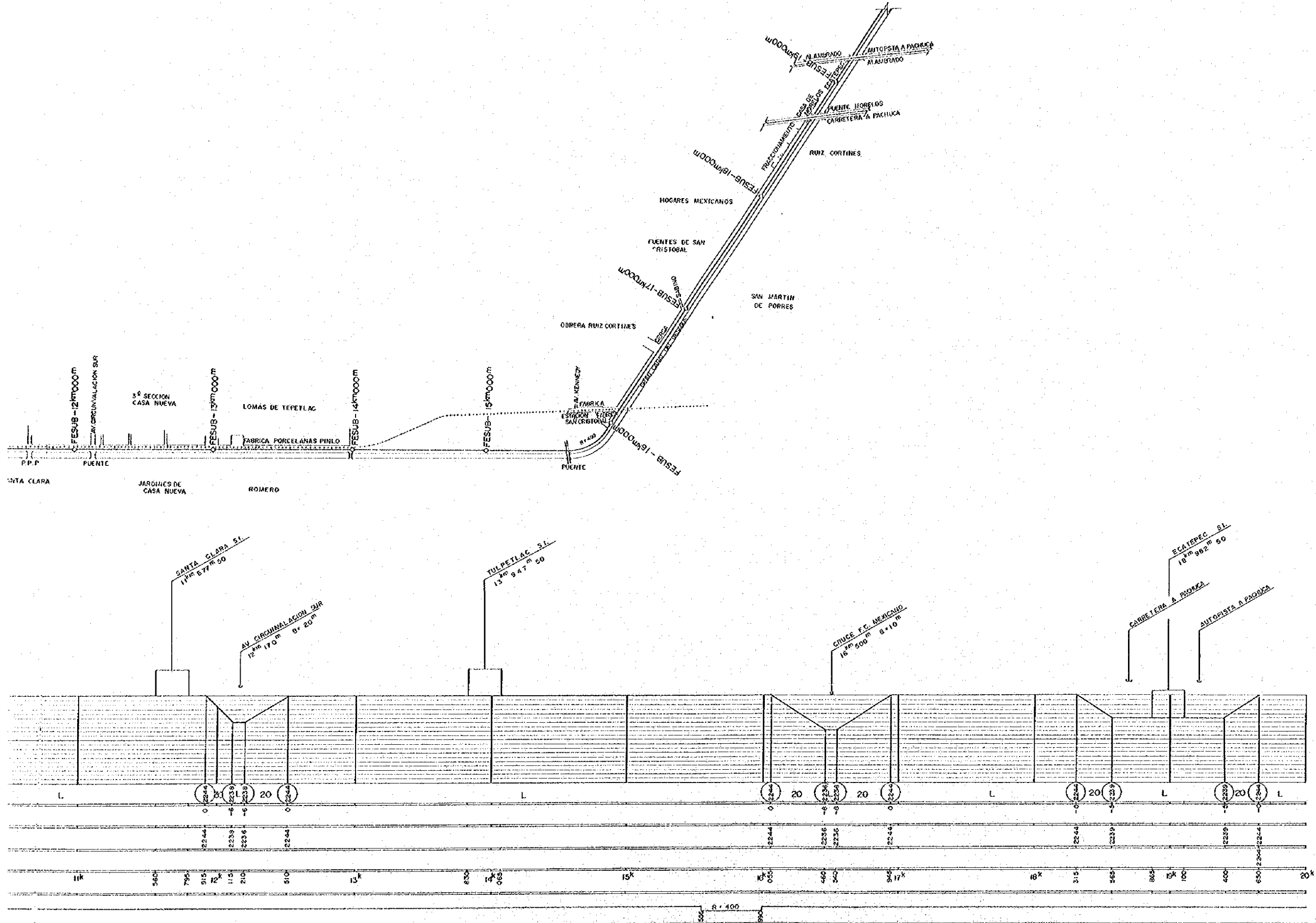


Fig III - 5 - 3 Plan and Profile (Line No.3)



and Profile (Line No.3)

III-5-3. Plan and Profile
Line No.3

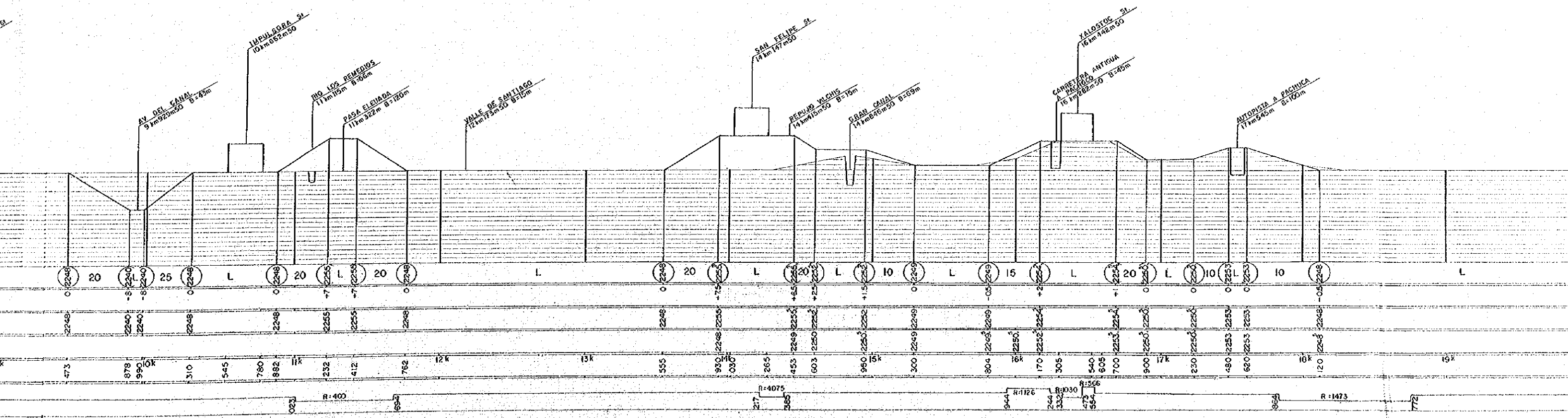
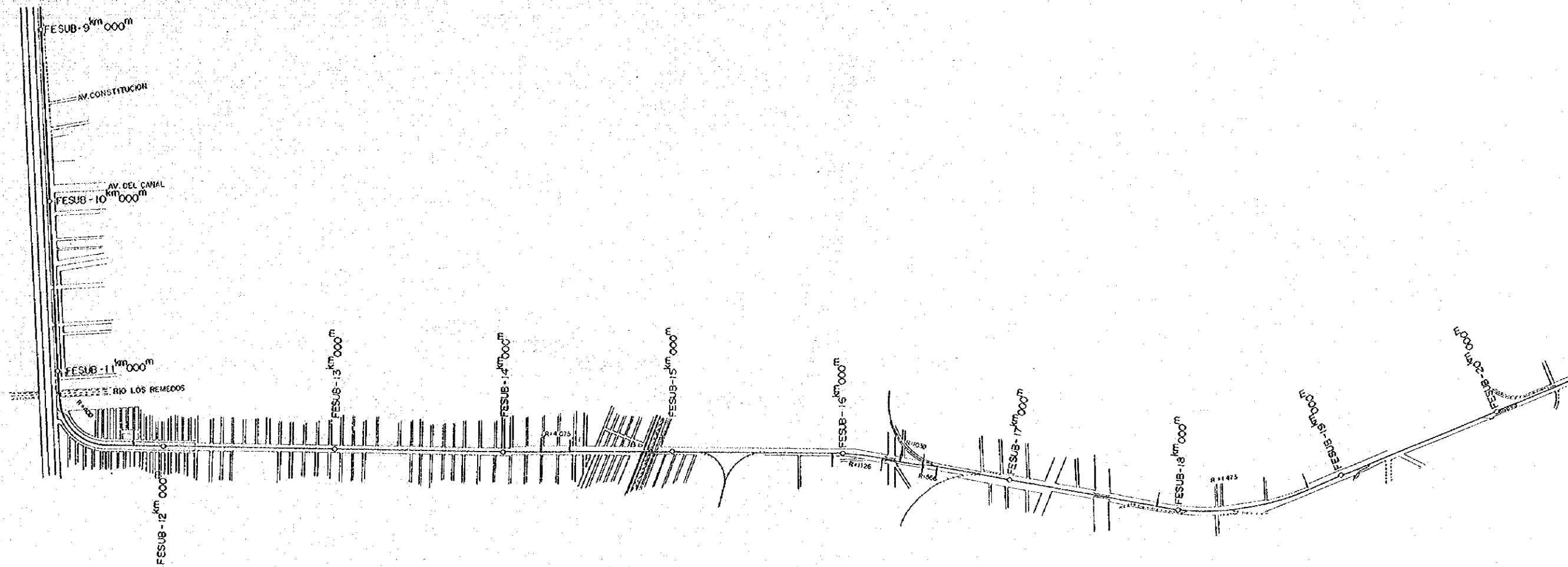
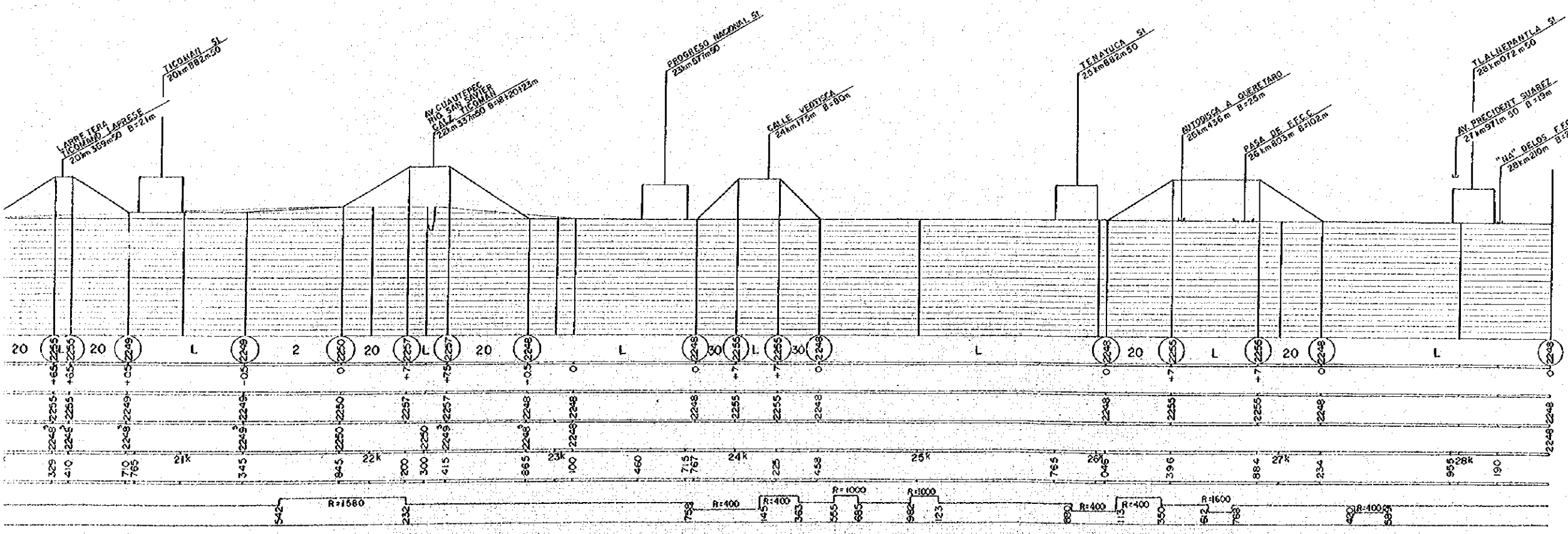
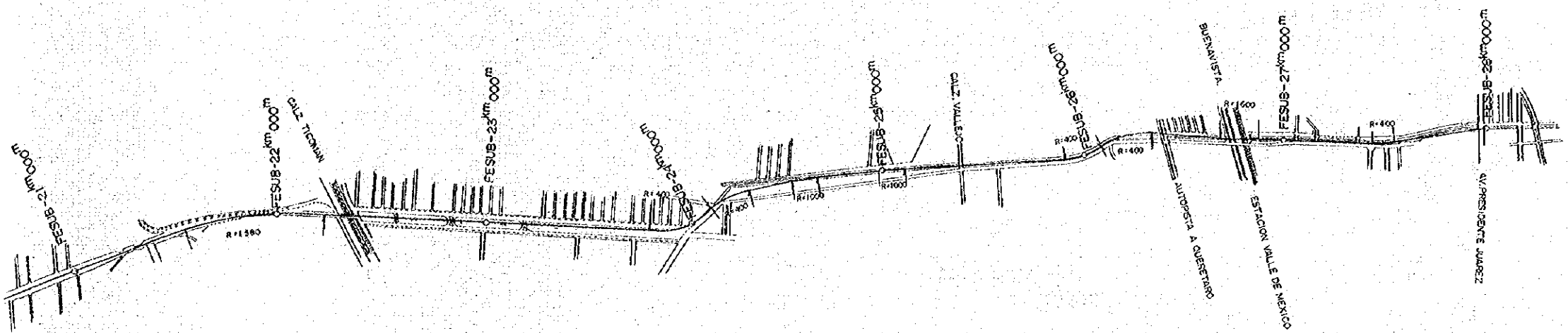


Fig III - 5 - 4 Plan and Profile (Line No.4)



III-5-4, Plan and Profile
Line No.4