Graphic: Anil Panwar

INDIA'S FIRST RAPID RAIL ROLLS FROM TODAY

Rapid Rail, now named Namo Bharat, opens a new chapter in public transport, making fast inter-city travel, which India needs as its metropolises expand, possible without having to get into a car. Trains on the first section of the Delhi-Meerut corridor will run from today. In 2025, when the entire corridor opens, a Namo Bharat train will cover the 82km distance in an hour

THE TRAINS

Manufactured by Alstom, 10 six-coach rakes will be used in the 17km Sahibabad-Duhai Depot section

LAYOUT

Six coaches in every train

- **4** standard coaches
- **1** reserved for women, similar to Delhi Metro
- **1** premium coach with reclining seats and extra foot space, to be accessible via special lounge
- **1,061** passengers can stand in every train
- **407** seats in every train

FEATURES

- **2X2 seating** in all coaches with overhead luggage racks
- **Wi-Fi on train, charging points** for every seat
- Dynamic **route map** display
- Public **announcement and display** system
- Doors to open with a button push
- Designated space for **wheelchairs**
- **Emergency alarm system**, passenger can directly talk to driver over intercom

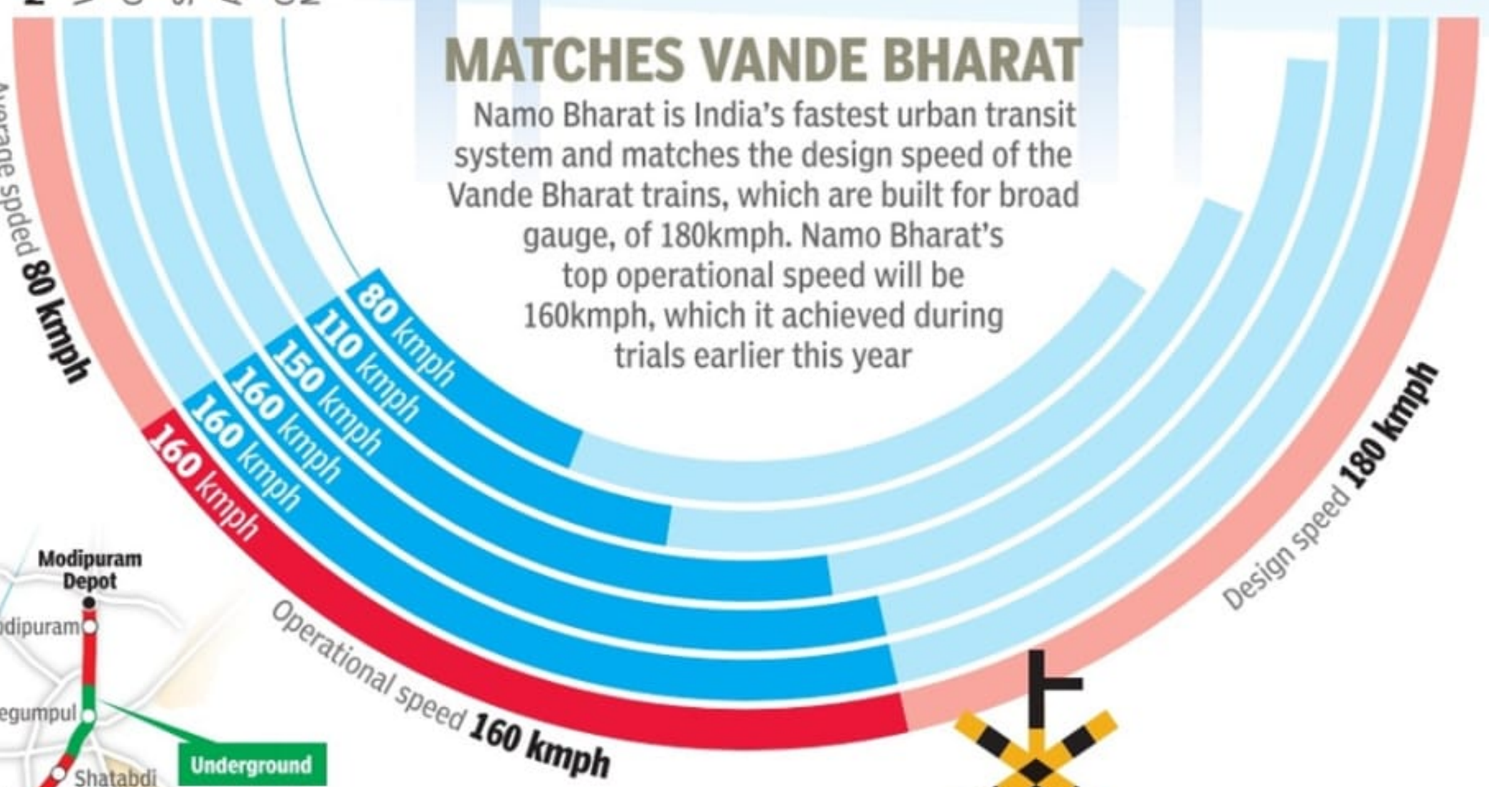
TOP OPERATIONAL SPEED

₹20-50
Min and max fares for standard coaches

₹40-100
Min and max fares for premium coach

UPI payments available on ticket vending machines

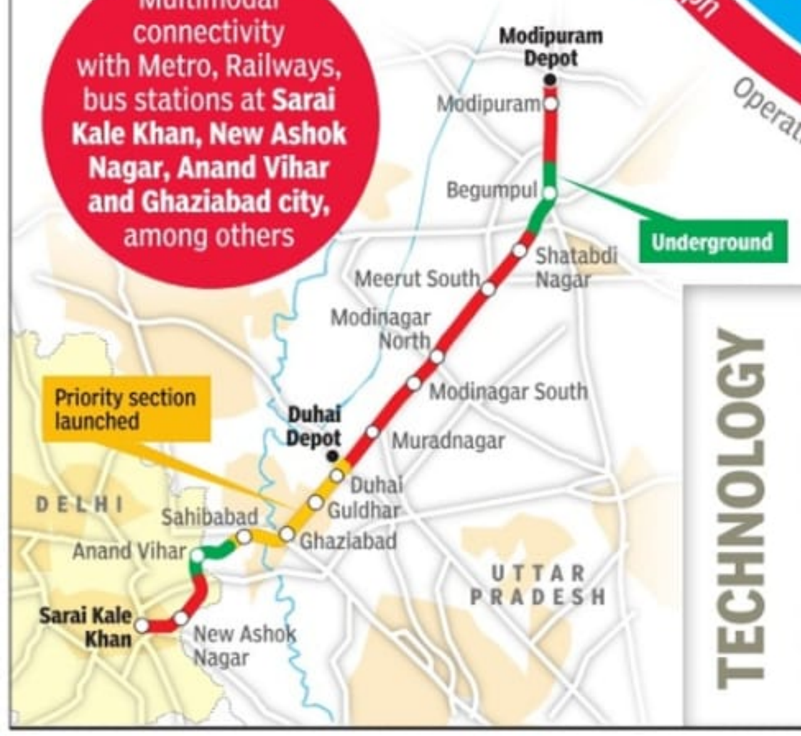
Cashless transactions
Smart cards, top-up wallets, QR-code based tickets and National Common Mobility Cards



MATCHES VANDE BHARAT

Namo Bharat is India's fastest urban transit system and matches the design speed of the Vande Bharat trains, which are built for broad gauge, of 180kmph. Namo Bharat's top operational speed will be 160kmph, which it achieved during trials earlier this year

Multimodal connectivity with Metro, Railways, bus stations at **Sarai Kale Khan, New Ashok Nagar, Anand Vihar and Ghaziabad city,** among others



OPERATIONS

Digital | The RapidX Connect app will help you navigate the system. It will also let you buy tickets

Partnership | NCRTC has partnered with Deutsche Bahn Engineering and Consultancy India (DB India) to operate the corridor for 12 years – following the Centre's policy to involve private players in the sector. DB India is the subsidiary of Deutsche Bahn AC, the national railway company of Germany

ENGINEERING

Tracks | 'Precast Slab Track System' was chosen to support fast-moving trains

- These tracks are low maintenance and ballastless — a rigid concrete structure without the coarse stone or gravel seen on railway tracks. Concrete retains stability
- This methodology was developed in Japan for Shinkansen trains. It is also being adopted for India's bullet train project

TECHNOLOGY

SIGNALLING SYSTEM
A first in India, rapid rail is adopting the European Train Control System (ECTS Level 2) signalling over the LTE communication technology. It is a radio-based system through which the train continuously sends data of its direction and location to a control centre. LTE (long term evolution) is standard for wireless data transmission and it's faster than technologies such as 3G. It will allow trains to move seamlessly between corridors

AUTOMATIC TRAIN OPERATION (ATO)
Part of ECTS, it will minimise the driver's role by directly controlling a train's traction system, acceleration, braking & halting. This will be done from control centres, one of which has been built at Duhai. The two others will come up in Jangpura (Delhi) and Modipuram (Meerut)

DIGITAL INTERLOCKING SYSTEM
A computer-driven system that will monitor traffic on the train tracks and change signals for trains to stay on the main line or be diverted to other tracks. This technology is also being incorporated in the Indian Railways systems for modernisation