

# The Bulletin



**New York Division, Electric Railroaders' Association**

Vol. 50, No. 8

August, 2007

## The Bulletin

Published by the New York Division, Electric Railroaders' Association, Incorporated, PO Box 3001, New York, New York 10008-3001.

For general inquiries, contact us at nydiv@electricrailroaders.org or by phone at (212) 986-4482 (voice mail available). ERA's website is www.electricrailroaders.org.

Editorial Staff:  
Editor-in-Chief:  
Bernard Linder  
News Editor:  
Randy Glucksman  
Contributing Editor:  
Jeffrey Erlitz

Production Manager:  
David Ross

©2007 New York Division, Electric Railroaders' Association, Incorporated

**In This Issue:**  
**Fulton Street**  
**Subway — A, E,**  
**CC, and C**  
**Service...Page 2**

## SECOND AVENUE SUBWAY WILL BE ENERGY-EFFICIENT

The Second Avenue Subway is the biggest expansion in decades of New York City's public transportation system. Scheduled for completion in 2013, Phase One includes the extension of **Q** service, with stations at 72<sup>nd</sup> Street, 86<sup>th</sup> Street, and 96<sup>th</sup> Street.

NYC Transit's April, 2007 **At Your Service** newsletter describes the energy-efficient features of the new subway. In 2004, NYC Transit won the Green Building Design Award for station skylights, energy-efficient lighting, energy-efficient aluminum third rails, and escalators that run at a reduced speed when they are not used. Of course, the new subway will be fully ADA accessible.

NYC Transit must conserve energy because electrical energy is becoming more expensive. The 2007 electric bill will be about \$227 million, 18 percent above the \$192 million bill for 2006, because of rate increases. In 2000, NYC Transit paid \$146 million for electrical energy.

The primary source of power is the New York Power Authority, the country's largest state-owned power supplier, which operates 18 generating facilities. The Power Authority meets the increased demand for electrical energy by increasing the supply with more electric power purchases and decreasing demand by financing customers' conservation projects. These projects will save NYC Transit nearly \$4 million in 2007 and projects that are being designed will save another \$1 million by the end of 2008.

Because global warming may cause the sea level to rise, the designers consulted the

Federal Emergency Management Agency's flood maps, which establish flood elevations for a 50-year flood, 100-year flood, and 500-year flood for each area. In new construction, all entrances, exits, and openings from the station and tunnel will be built at least one foot above the 100-year flood elevation. All underground construction will be waterproofed and will have pump rooms. The older subway lines have street gratings which provide ventilation with the piston action of the trains. The Second Avenue Subway will not have any street gratings, but will have openings only at the shafts and station entrances. Therefore, the tunnels will be provided with forced ventilation.

The state's \$2.9 billion Transportation Bond Act, which was passed in 2005, appropriated \$450 million for the new subway. Construction started after the \$333 million contract for the first phase was signed. At the present time, officials do not know where they can find the money to complete this \$3.8 billion project.

When the trains start running, they will relieve overcrowding on the Lexington Avenue Subway. The new line should carry an estimated 200,000 passengers each weekday and it will support New York City's economic growth, an estimated 1 million population gain by 2030.

When funds are available, the subway will be extended south to Hanover Square and north to 125<sup>th</sup> Street, where passengers will be able to transfer to **4 5 6** trains.

**T** trains will stop at the following stations:

*(Continued on page 17)*

**Next Trip: LIRR Arch Street Shop and West Side Yard — September 15**