



Schindler escalators will carry passengers from the East Side Access rail platforms to the Grand Central Terminal concourse level.

Technology on Track

From Grand Central to Guangzhou

New York's Long Island Rail Road (LIRR) and Grand Central Terminal (GCT) are separated from China's nationwide rail system by more than 11,000 miles, but both have something in common — Schindler. Two new projects are under way. The one in New York will connect the LIRR to Grand Central Terminal and is known as the East Side Access project. The China project will connect 17 stations stretching from Changchun in the far north to Guangzhou on China's south coast, a distance of more than 1,800 miles.



The mezzanine level of East Side Access will serve as a link to rail platforms, concourse and street levels of New York's Grand Central Terminal.

A faster commute

Slated for completion in 2016, the East Side Access project will create a faster commute from Long Island to the east side of Manhattan. Currently, the only Manhattan service that the LIRR operates is to Penn Station. The creation of the new LIRR terminal underneath Grand Central will increase train capacity to and from Manhattan, and will create a direct trip from Long Island to East Midtown Manhattan.

Schindler's contract for the project includes options for the installation and maintenance of up to:

- 22 elevators, including eight traction and 14 hydraulic units
- 47 escalators, 17 of which will be 91.5 feet long and more than six stories tall.

All of the elevators and escalators will be manufactured in the United States, and will comply with Buy America requirements specified by New York's Metropolitan Transportation Authority.

A greener terminal

The Schindler escalators and elevators will be among the greenest in the LIRR system, and will help contribute to the overall energy efficiency of Grand Central Terminal.

The escalators utilize standard high-efficiency motors and regenerative drives that can return energy back into the building's electrical system, thus reducing the overall carbon footprint of the project. Additionally, optional intermittent operation features can save more than half of the total energy usage of the escalator by operating at crawl speed when there are no passengers. All of the Schindler elevators and escalators feature remote monitoring 24 hours a day, for immediate callback response and continuous operational analysis.

A massive project

The Ministry of Railways project in China involves eight regional railway companies and spans the length of the country from north to south. Among the 17 stations to be equipped with 353 Schindler escalators are some of China's most important railway junctions, such as Shenyang and Tianjin. All 353 escalators will come from Schindler's production facility in Shanghai, and include both indoor and outdoor installations. Schindler is one of the few companies in the world that can handle a contract of this scale and complexity, thanks to the company's production capacity and its extensive network of branches throughout China. Schindler is also working to a very tight schedule, with a target date for completion by May 2011. ■



New stations offering regular, high-speed and express service are being constructed along the extensive rail line network to meet ever-increasing mobility needs within China.

