



DEPARTMENT OF TRANSPORTATION

NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

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The Department of Transportation's Urban Mass Transportation Administration today announced a \$727,344 demonstration grant to the Tri-State Transportation Commission of New York City, to test a self-propelled turbo-electric rail commuter car.

Other participants are The Metropolitan Transportation Authority, the Long Island Railroad, The Budd Company, the Air Research Company and Louis T. Klauder and Associates. Total estimated time required for Phase II is 19 months.

The test will be Phase II of a demonstration program conducted by the Tri-State Transportation Commission. Phase I involved a gas-turbine commuter car which underwent full-scale testing on a non-electrified section of the Long Island Railroad. In Phase II the gas-turbine car will be modified to give it an electric drive capability which will enable it to operate in either electrified or non-electrified territory.

Full scale testing will determine whether a dual-powered vehicle can achieve the requisite reliability, performance levels and economy in both types of drive, including high-speed transition from one drive to the other, to justify use in suburban rail service.

In the commuter car field, it is becoming obvious that unless present equipment is replaced within the next few years service will almost certainly have to be discontinued. Many existing fleets are approaching 50 years in age and their excessive maintenance costs, coupled with their unattractiveness to the public, make continued use undesirable or, in some cases, impossible.

The successful development of a turbo-electric car will give commuter lines a vehicle which could use fixed electrification, with its low operating costs and other advantages, where it exists and the gas turbine in the non-electrified suburban areas to provide a high-speed through trip to urban centers.

UMTA said it appears likely that the turbo-electric version will prove to be a better performing vehicle than a turbo-mechanical one due to the inherent advantages of an electric over a mechanical drive.

(more)

The cost of Phase II will be \$1,368,115. A carryover of funds from Phase I reduces the need for new funds to \$1,091,026, of which the federal share is \$727,344.

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