



# DEPARTMENT OF TRANSPORTATION

# NEWS

## URBAN MASS TRANSPORTATION ADMINISTRATION

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The Department of Transportation has approved two major urban mass transportation capital grants to the New York City Transit Authority to improve rail transit facilities in the city of New York, Secretary John A. Volpe announced today.

The two grants, one to begin construction of the Second Avenue Subway in Manhattan and the other to assist in the purchase of 320 new subway cars, total \$25,000,000 and \$63,422,507 respectively, Secretary Volpe added. "The \$63 million grant to assist in the purchase of new subway cars is the largest single urban mass transportation grant made by the Urban Mass Transportation Administration," he said.

The funds, made available through the Department's Urban Mass Transportation Administration (UMTA), will provide two-thirds of the project costs. "President Nixon has called upon us to write a mass transit success story for the 1970's, and this is part of our response," the Secretary said. "The new subway cars will make travel in New York City more convenient, and the new subway line will make transportation more accessible to many New Yorkers."

UMTA Administrator Carlos C. Villarreal pointed out the new subway cars will be the most modern available. "These new air-conditioned cars will be 75 feet long and will provide attractive interior and exterior design," he said. "They will replace up to 1,000 pre-1940 cars."

The grant to assist in the construction of the Second Avenue subway will help bring to reality the long-planned subway on the east side of Manhattan Island. When completed, this line will run from Whitehall

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Street in lower Manhattan to 180th Street in the Bronx.

"The approved project will assist in the construction of the initial segment of the Second Avenue Line between East 97th Street and East 119th Street," Secretary Volpe said, pointing out that segments north and south will be built at a later time. The new line will contribute to alleviating severe congestion on the existing Lexington Avenue Line.

Administrator Villarreal said the new line will feature modern rapid transit construction techniques, "with particular attention to sound and vibration problems and attractive station designs."

Dependability of service should be enhanced by the addition of the new cars, designated R-46 by the Transit Authority. The older R-1 through R-9 cars are subject to frequent breakdowns and provide an inadequate level of performance which results in a poor level of service on the lines served by these cars.

A lack of adequate ventilation in the older cars leads to the opening of end doors and windows, which improves ventilation but results in a noise level which is intolerable. "The new R-46 cars will be substantially quieter both within the car and standing in the station," Mr. Villarreal said. "They combine the latest in technical features, passenger amenities, and a pleasing interior design."

The approval of the grant for cars to the Transit Authority also permits the Authority to purchase additional cars if it desires with no prejudice to the inclusion of the cost of the cars to any future urban mass transportation capital grants. The approval does not, however, commit the Federal government to make additional grants, and the Authority, if it chooses to purchase cars beyond the 320 authorized, will do so at its own risk.

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