

You have given us some \$26 million that will permit us to buy 200 additional subway cars, cars over and above the ones we had programed before the bill had passed. This will mean we are able to replace by perhaps 3 to 5 years sooner than we ordinarily would have been able to, cars that have been running on our Independent and BMT Lines since 1932. This will also permit us to engage in—to enable us to ease to a certain extent our fare problem, the problem of our fare, because these new cars will not require the same kind of annual maintenance that the old cars did. I think the people of the city of New York are deeply grateful to Congress for what it has done and which looked forward, over the years, Mr. Chairman, to further cooperation.

Mr. BARRETT. One other final question.

Could tell me something about the riding quality of your cars?

Mr. GILHOOLEY. Well, we have over the years worked very hard with those who build the cars, the truckmakers, the bodybuilders to improve our subway cars.

Within the last 3 years, we scored a breakthrough, Mr. Chairman, in bringing to the New York transit system for the first time a lightweight, stainless steel car. This is something we have tried to do for years. We were never able to do it because of the price differential. We finally were able to get sufficient money together to buy cars in quantity. We bought 600 cars at one time, the largest mass purchase of transit cars, I guess, in the world. We got a fantastically good price of \$114,000 and I think we have set the tone for mass transit systems all over the Nation.

It is doubtful in my judgment that a heavyweight car will be purchased again by mass transit systems.

As far as the trucks are concerned, which really goes to the crux of your question, how comfortable are they—the trucks underneath the cars are the crucial area there. We are working with both the St. Louis Car Co. of General Steel Industries on the development of what is known as the General 70 Truck, an inboard bearing truck. We are working with the Budd Co. on what they call the Pioneer Truck which is a different kind of principle. But we have not yet had sufficient tests of either to know whether we can use them.

What I am saying, in effect, is that generally we are constantly trying to improve the design of the car, and the undercarriage of the car to make it most comfortable to ride. But we are dealing here in New York, as you know, sir, with a subway, portions of which were built in 1904, and the BMT was built and completed in 1916. The Independent Line was completed in 1932. Our subways are old subways. They are very efficient subways, 95 percent on time, but they are old. We are looking ahead to the future to a bright new day.

Mr. BARRETT. Thank you.

Mr. Widnall?

Mr. WIDNALL. Thank you, Mr. Chairman. We certainly welcome you here today. We know that you are an expert on the subject and very much interested in trying to develop in the future a better mass transit system, not only in New York, but throughout the country.

I think you made some very affirmative and concrete suggestions that will demand consideration of the committee. I, personally, appreciate your endorsement of the principle of the bill I introduced