

CAR EQUIPMENT DEPARTMENT

FIELD ENGINEERING: CED'S PROBLEM SOLVERS

Field Engineering, a section of the Car Equipment Engineering Division, is currently made up of four units: North, South, Maintenance Audits, and Documentation Production. A new section with the responsibility for reliability will be added in the near future. To provide immediate technical assistance to the people at the maintenance and overhaul shops, they are situated at various points throughout the city. On 24 hour standby, they work with shop personnel to fix current problems and address those areas which may cause future failures. They work on subway cars, work trains, locomotives, and industrial machinery.

Safety First

Foremost among Field Engineering's concerns is the investigation of safety-related incidents. These incidents include: derailments, heat generating mishaps, undesired uncouplings, collisions, and doors opening en-route – occurrences which demand immediate response from seasoned personnel. Field Engineering's investigation team is well trained to handle these emergencies.

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Installing a new Knorr Air Compressor (left to right) Ronald Ford, CME; Cecil Clarke, CME; and Leon Sanevich, Maintenance Supervisor II.

WE HAVE A WINNER!

Mark Ahlheim of the North Division submitted the winning name and logo for the CED Newsletter.



Choosing the winner was a difficult decision for the Committee, since so many of the designs were excellent. In total, we received 20 entries. As a matter of fact, the CEDeeds design submitted by Larry Greenfield was so well liked, we decided to use it as a column heading for articles that pertain to special efforts made by CED employees. Once again, thanks to everyone who submitted ideas and designs. Selecting the winner was a tough decision.

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Dick Goodlatte, CMO (right) meeting with CED's heroes (left to right) Car Cleaners Edwin Bonet, Cesar Rivera and Thomas K. Jones; Hank Insinna, General Superintendent.

between the victim and the perpetrator. When the assailant escaped through the pantograph gate, a group of employees gave chase with Jones and Bonet successfully apprehending the suspect. Both men then protected him from an angry crowd until the New York City Police arrived. Assisting Jones and Bonet in the chase were their fellow employees:

- | | |
|---------------|------------|
| J.D. Anderson | R. Harris |
| H. Benthon | W. Herring |
| R. Brophy | A. Keiman |
| L. Byrne | M. King |
| S. Charles | D. Wirth |

CEDeeds

Honor Legion Award Presentation

The Honor Legion is an association of the Transit Police Department's most highly decorated officers. On July 10, 1987, they presented an Honor Legion Award to **Cesar Rivera**, a Car Cleaner from the Pitkin Shop, for risking his own life to come to the aid of a Transit Police Officer.

Cesar Rivera was on the Lefferts Boulevard platform on November 26, 1986 when he saw a Transit Police Officer in trouble. The Officer was wrestling with a culprit who had taken the officer's revolver and was attempting to use it to shoot him. Rivera pulled the assailant off the Officer, allowing the Officer to retrieve his weapon, and then Rivera assisted him in handcuffing the culprit.

Alertness and Heroism

David L. Gunn, President of the New York City Transit Authority, recently commended CED's General Superintendent **Henry Insinna** for his fast action in saving the life of a two and a half year old boy.

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Honor Legion Awards Ceremony (left to right) David L. Gunn, President, New York City Transit Authority; Cesar Rivera; Vincent Del Castillo Transit Police Acting Chief.

More Than Their Job

On April 23, 1987, Car Cleaners **Edwin Bonet** and **Thomas K. Jones** performed above and beyond their normal duty. About 9AM on that date an "M" train pulled into the Metropolitan Avenue Station, signaling for police assistance. An elderly man had been robbed and was being beaten when Thomas Jones arrived. Jones stepped



Hank Insinna (left) displaying award plaques with fellow heroes Joseph Branley, Jr. Superintendent, Track and Structures (center) and Dominick Noriega, Superintendent, Rapid Transit (right).

Field Engineering

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To further support this critical effort to improve passenger safety, Field Engineering's Maintenance Audits personnel are presently investigating the procedures used for the inspection of door equipment. They have made this "The Year of the Door" and are making an effort to find the reasons for door failures. Their goal is to minimize the failures as much as possible. A second team from this group is selecting Priority I and II cars for audit of any recurring electrical problems. This program was started in 1984 to alleviate serious fire problems that necessitated passenger evacuations and New York City Fire Department assistance. As a result of this program, fire incidents have been reduced by 45%.



Checking door control circuit voltages (left to right) Salvatore Scarpaci, Maintenance Supervisor II; Mike Belloli, CME; and Russ Woodley, AET II.

New Equipment Joint Decisions

Determining the best equipment to use, the proper methods of installing

prototype components, the procurement of unique test equipment, and making recommendations regarding efficient material usage is also Field Engineering's area of expertise. When new equipment is being installed on-site, field engineers work side-by-side with the shop personnel. Together, they plan the action, monitor the results, and jointly address such questions as:

- How is safety affected?
- Do we require an in-service test to verify engineering conclusions?
- Does this item have fleet-wide impact, or is it limited?



Replacing a defective SCR (Silicon Control Rectifier) (left) Homer Lawrence, Car Inspector and Jerry Gottehrer, Project Manager (right).

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Field Engineering

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This joint decision making process results in a strong commitment towards achieving the desired results.

Behind the Scene Documentation Efforts

No job would be complete without the written material that backs it up. This assignment belongs to the Documentation Production area of Field Engineering. The documentation personnel are in charge of processing the Engineering Alerts, Project Management Documents, System Upgrade Bulletins, and engineering drawings. They do this by channeling all material to the proper personnel. Further, this group is establishing the microfilm and aperture card system which will make car drawings available in every shop 24 hours a day.

R44 and R46 Jobs Well Done

In 1984, Field Engineering North assisted the 207th Street Overhaul Shop in improving the reliability of R44 cars. This project required elimination of the complex "P" wire braking system, which required brake requests to pass through a large number of electrical connections. This troublesome system was replaced by a more

conventional electro-pneumatic braking system.

By simplifying the R44 brake system, greater reliability was attained and, during the May – July 1987 period, an average MDBF of 13,898 was achieved by the R44 fleet. This is the best performance recorded for this fleet since the 300 cars were delivered in 1974.

In 1985, Field Engineering South began assisting the Jamaica Shop in a corrective action program for the R46 cars. This project included elimination of heavy and obsolete equipment, installation of new batteries, elimination of the electric coupler between A and B cars, and upgrading electronic components in the propulsion and braking systems. As a result, the 12-month moving average MDBF was 12,133 in July 1987, up from 10,513 at the end of 1985.

For the Future

To help achieve its goal of expertise with efficiency, Field Engineering is pursuing the expansion of test train programs (more testing and better monitoring) and supplementing its support at maintenance and overhaul shops. In addition, the Field Engineering Section is setting up formal lines of communication with other Rapid Transit Departments, as well as the Long Island and Metro North Railroads.

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CEDeeds

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While on their way to class at a Management Seminar in Boston, Hank and three other attendees heard a woman screaming by the shore of Cohasset Bay and then saw her jump into the water, leaving a small child alone in a carriage. Her young son had fallen off the embankment and disappeared under the water. The men quickly responded by jumping in after her. They were able to find the boy and brought both mother and son to safety. There's no doubt that their quick action saved the boy's life.

The Car Equipment Department is proud of these men, and wishes to commend their actions.

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HOT STORY?

Is anything interesting going on at your shop? Did any particular co-worker do something special? Is your softball team winning?

Transitions is your newsletter, so if you have some news let us know. You can contact Arlene Grauer at 370 Jay Street, Room 407; telephone 718-330-3192.

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CAR EQUIPMENT DEPARTMENT

40 YEARS



Robert Dowling, a Car Inspector at the Coney Island Maintenance Shop, celebrated his 40th Anniversary with the Transit Authority on May 13, 1987. He is shown here (second from right) being congratulated by (left to right) J. Sanguedolce, Superintendent; J.B. Sullivan, Assistant Chief Mechanical Officer; and M.P. Grella, General Superintendent.

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THE R30's ARE ROLLING THANKS TO THE CONEY ISLAND OVERHAUL TEAM

With the delivery of the final two cars from the Coney Island Overhaul Shop to the East New York Maintenance Shop in June, the R30 GOH Project was completed. A total of 162 cars were overhauled since



Presentation of project award to the Coney Island R30 GOH Team (left to right) Jim Sullivan, Assistant CMO; Dick Goodlatte, CMO; Mike Lombardi, General Superintendent; and Ted Jenkins, Superintendent.



Ted Jenkins, Superintendent handing project award over to Nicholas Gericitano, Union Shop Steward.

the project began on July 10, 1985. These cars were determined to be structurally sound and the best candidates to test the value of a massive overhaul undertaking in house. The work encompassed an overhaul of virtually all the main systems, including propulsion, air brakes, doors, trucks, motors, and the auxiliary systems.

Everyone involved in the project

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R30's

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agrees that this success was achieved because of the good working relationships among the team members and between management and labor. "It was a real team effort, a relationship built on trust and mutual respect, and it would not have been done without the dedication of the workers on the job," states Mike Lombardi, General Superintendent of the Coney Island Overhaul Shops. "Not only did we meet all our projections but we completed the project while the shop was undergoing major reconstruction," he adds. The project was headed at different times by three different Superintendents: Joe Testini, Bob Ogus, and Ted Jenkins who also credit the project's successful completion to receiving the right parts and excellent engineering assistance. An indication of this achievement is the increase of the R30 MDBF by 10,251 miles (tracked from May 1985 to May 1987).

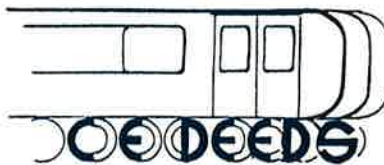
As a result of this accomplishment, Coney Island has begun an even larger project, the overhaul of 110 R42 cars. In this overhaul, everything will be new except the carbody frame and that is being reinforced. This project has just begun and the shop is presently testing the components for the first article inspection.

* * *

Winner

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Runner Up



Thanks for your suggestions:

Mark Ahlheim
A.M. Bernard
Joseph Conigliaro
John Concannon
C. Cregier
Paul Etere
Larry Greenfield
Harry Kokolski
J. Manning
Andrew Mazzella
Lawrence McGarvey
Lily Ozon
Patrick A. Peluso
Hector Perez
H. Roman
Richard Sowa
Sheldon Zack

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CALLING ALL RAILROAD BUFFS

Have you ever wondered how the City's Transit System grew the way it did? The history of our subway system goes all the way back to the steam railroad era, as far back as the late 1860s.

A group of railroad enthusiasts in the New York City area (a chapter of the Electric Railroaders Association) is very familiar with the New York City Transit System and its origins. They

continue to research its history and publish articles in their news magazine every month.

If you are interested, the Electric Railroaders Association New York Division meets on the first Friday of the month in the auditorium of the International Association of Machinists Building at 7 East 15th Street in Manhattan. The doors open at 6:30 PM and the meeting commences at 7:30 PM.

Any questions you may have can be directed to Raymond Berger at 718-330-8596.

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CONEY ISLAND "SHOW SHOP"

On May 15, 1987, Robin Felsher and Lucille McCulley of GOH Contract Administration accompanied Mike Lombardi's staff in leading ten attendees from the Women's Transportation Seminar National Conference on a tour of Coney Island's Overhaul and Maintenance Shops. The group, consisting of representatives from the Port Authority of New York and New Jersey, Boeing Corporation, Massport, and the Los Angeles Transit Authority, was not only shown cars undergoing overhaul but also the heavy machinery required to perform the work associated with the rehabilitation of the fleet.

News of this tour has generated requests from other organizations to see the shop. The Coney Island facility has become a "must see" for individuals in the transit industry.