

# MBTA Advisers Favor Mattapan Yard

By A. S. PLOTKIN

*Globe* Transportation Editor

Clearance of the Bennett-Eliot transit yard in Cambridge to make way for the Kennedy Memorial Library seemed assured Thursday by a nearly unanimous vote of the Advisory Board of the Massachusetts Bay Transit Authority.

The board's approval was a necessary sequel to the 3-0 vote Wednesday of the board of directors.

The results of the final tally showed only Milton and Randolph, of 79 communities represented on the advisory board, voting against the Mattapan project.

Even though there is at least one new effort in the Legislature to block the authority's latest plan to relocate the Cambridge yard, a prediction was made after the meeting that such efforts will fail.

It came from Sen James McIntyre, chairman of the Committee on Transportation and mayor of Quincy.

He conceded he had voted last year against an attempt by the T to relocate the storage yards and shops to the

Codman section of Dorchester but said so nearly unanimous a vote of approval by the advisory board would show the Legislature that the matter has wide support and should not be blocked.

It was Boston Mayor Kevin White's first appearance at a meeting of the advisory board. He remained quiet during the sometimes heated debate.

Later he said he had received no objections to the proposal from the public or from legislators, "but that is not a determining factor because the mayor has to make a judgment."

He said he had been approached only by one member of the City Council, which voted 8-1 Feb. 10 for a

resolution asking him to oppose the Mattapan proposal.

Members of the board confided they had received phone calls Wednesday and even Thursday morning, asking supporting votes, from persons close to Sen. Edward M. Kennedy or Gov. Volpe.

McIntyre said he had been through "extensive frustrating sessions" trying to relocate the Bennett-Eliot yards, which he called vital not only to the Kennedy library but to the South Shore extension.

McIntyre argued against a request by Francis F. Brooks, chairman of the Milton selectmen, that the proposal be shelved for 30 days for further study.

Brooks asserted that only three weeks ago T officials told him the project would cost \$11.7 million and that now it carried a price tag of \$12.8 million.

It will amount, Brooks continue to "an extraordinary expense for accommodating just 3000 people a day" who now ride from Mattapan and four Milton stations to the Ashmont terminal of the Cambridge-Dorchester line.

MBTA Chairman Charles C. Cabot noted that the trolley cars on the line are nearing the end of their useful life, "and it would be nonsensical" to replace them with any kind of vehicle other than heavy transit.

Another Milton selectman, Ralph L. Kent, argued that the tracks parallel several existing bus lines. He blamed the T's difficulty on its failure to complete on schedule the extension of the Cambridge transit line to

Alewife, where new yards and shops could be built easily.

Leo J. Cusick, who became general manager five months ago today, remarked: "This is the first good, positive step I have been able to take."