

Move to Mattapan or No Move at All, Says Cusick

Strong Support for Bills to Block MBTA Shift

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The Legislative Committee on Transportation has reported out favorably three bills which would seriously hamper, if not prevent, the MBTA's plan to relocate its Cambridge train yard to Mattapan.

The report was filed Monday only minutes after the committee heard Milton and Mattapan residents protest the MBTA proposal at a

noisy session in Gardner Auditorium.

Housewives and mothers showed up by the busload at the scheduled 1 p.m. hearing time and Sen. James R. McIntyre (D-Quincy), committee chairman, ordered the hearing to be held in the larger auditorium.

The Authority wants to vacate the Bennett-Eliot st. yards near Harvard square, Cambridge, by 1970, to make way for the construction of

the Kennedy Memorial Library.

Passage of the bills could mean the loss of the Kennedy library.

MBTA general manager Leo J. Cusick told the Cambridge City Council Monday night that the line's yards must move to Mattapan or stay at the Harvard square site, the proposed location for the library.

Cusick said a proposal to move the yards to the end

of a subway extension to the Alewife Brook Parkway is not feasible since that extension is not now scheduled to be completed until 1973.

The bills reported Monday would:

—Prevent the Authority from closing any station or transit line in any town without the approval of the selectmen or a town meeting.

—Prohibit the M.B.T.A. from expanding its yards or terminals without express authority of the Legislature.

—Require the Authority

to return to the community or M.D.C. property formerly used for car barn operations.

The M.B.T.A. proposes to extend its Harvard-Ashmont line to Mattapan Square, near Milton, at a cost of more than \$12 million.

Under the plan, three of four M.B.T.A. stations now serving Milton would be eliminated.

Sen. George V. Kenneally (D-Dorchester) said the project would be "a detriment to the finest residential area in the city."

He drew applause when

he suggested that the Kennedy Library be moved to Dorchester and the car barns be put in North Cambridge.

Sen. Samuel Harmon (D-Dorchester) objected that the M.B.T.A. had voted the project and held a public hearing only after action had been taken.

Rep. Joseph E. Brett (D-Quincy) suggested that the car barns be located instead in the industrialized area between Andrew Square and Southampton street, Boston.

Milton selectmen William H. White and Francis F. Brooks said the line would serve only 3000 people daily and that this did not justify an expenditure of \$12 million.

James L. Sullivan, secretary for the Milton selectmen, said the cost for the extension will mean an additional yearly cost of nearly \$700,000.

Fr. Daniel J. Hurley, pastor of St. Angela's Church, Mattapan, said his community is fighting to stop the blight of ghettos from reaching the area.

The morale of all the community — both white and black—would suffer, he said, if the MBTA proposal succeeds.

Edward F. McLaughlin, general counsel of the Authority, said that if the Legislature is opposed to the plan it should pass a bill banning the extension instead of these subterfuge bills.



MBTA HEARING—Milton selectman Ralph Kent is surrounded by persons who attended hearing in Gardner Auditorium Monday to protest MBTA yards transfer. Sign calls for a "transportation action committee."