

# Start Work in Mattapan, MBTA Board Votes

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Despite continuing opposition in Milton to the transit extension to Mattapan, the Massachusetts Bay Transportation Authority board voted Friday to authorize an immediate start on design and engineering for the \$12.8 million project.

As a result, two nationally known firms will begin preliminary work under contracts totalling \$731,000.

General Manager Leo J. Cusick explained that fast action is necessary "to minimize the time lag that has been lost in trying to find a site" for relocation of the transit yards in Cambridge.

The move from Cambridge will be necessary to make way for the Kennedy Memorial Library, and Chairman Charles C. Cabot said, "We are under a moral and legal obligation to do this as rapidly as possible."

Several efforts have been launched in the Legislature which could block the Mattapan project. Should any of these become law, Cabot added, "We would stop these contracts."

Cusick estimated that construction might get underway in four months, although major construction probably would begin in about seven months.

Chairman Cabot emphasized the willingness of the T to confer with Milton offi-

cial and "work closely" together for possible changes in design — if feasible and not too costly.

He said he doubted whether the authority would construct any stations on the two and a half-mile line, other than the two now planned at Central av., Milton, and Butler st., Dorchester.

It was explained that effective rapid transit with the heavy, fast cars now operating on the line from Harvard sq. to Ashmont would be impossible if more stations were added.

Declared Cabot: "We are not going to plow ahead and pay no attention to the demands of the people from Milton . . . but I think they will have a hard time convincing us that there ought to be more stations."

The board also voted to authorize an extra work order for \$910,000 for the Perini Corp., building the Haymarket tunnel extension, because of the need of underpinning massive steel supports of the Central Artery.

Cusick said that when the viaduct structure was built, no one anticipated that a transit tube would be built only a few feet from the supporting columns. These, he said, exert a weight pressure of 565 tons.