

A STATEMENT FROM THE MBTA...

Following the announcement by the Massachusetts Bay Transportation Authority of a plan to extend its rapid transit operation from Ashmont Station to Mattapan, it became apparent that there was some apprehension in the public's mind as to the effect of such a plan upon the Town of Milton and the Mattapan area of Boston.

Apprehension is often the result of either a misunderstanding of a situation or misinformation concerning the true facts of a situation.

The MBTA has, therefore, prepared the following list of facts concerning the extension of rapid transit from Ashmont to Mattapan in the firm belief that knowledge of the facts will do much to allay the apprehension of the people of the area.

We believe that the public, informed of the facts of a situation, will react with the enlightened wisdom and sense of civic responsibility that it has displayed in the past.

The extension of rapid transit from Ashmont to Mattapan will provide better service than is presently offered for the following reasons:

...rapid transit will eliminate the so-called "split ride" by enabling a person to board and ride directly to downtown Boston without changing vehicles. . . .rapid transit will shorten the actual running time between Mattapan and Milton to downtown Boston. . . .

The residential character of the area served will be preserved. The only land needed by the Authority is a small parcel of MDC land at Mattapan which is currently not in use.

Rapid transit will provide safer service: . . .two grade crossings will be eliminated. . . .rapid transit stations will be fully lighted during all operating hours and will have MBTA personnel in attendance during all operating hours. . . .

...passengers will not have to cross tracks before boarding or after alighting from rapid transit vehicles. . . .

Repairs at Mattapan will all take place in a completely enclosed building and the type of work done at this location is not in itself extremely noisy.

Normal working hours for Repairmen are from 7:00 a.m. to 3:30 p.m. After 3:30 p.m. and on weekends and holidays the shops are manned by a skeleton force available for emergencies.

Service on the Authority's rapid transit lines is not operated after 1:00 a.m. and the only personnel at Mattapan during the night will be a small crew of car cleaners.

The only elevated portion of the line will be the station at Central Avenue in Milton. The construction of an aerial structure at this location will involve no taking of private land and will eliminate the grade crossing where 60 crossings are presently made by streetcars in the morning rush hours.

The facilities at Mattapan will be used to service the Cambridge-Dorchester cars as well as some South Shore cars.

The MBTA is willing to discuss the traffic situation in Mattapan Square with the MDC, the City of Boston, the Mattapan Board of Trade, or any interested public agency.

Every effort will be made in the design and construction of the line to maintain the streetcar service for as long as possible.

Prior to the approval of the rapid transit extension by the Authority's Board of Directors and the Advisory Board to the MBTA, made up of the elected officials of the 79 communities comprising the MBTA district, officials of the MBTA met with the elected state representatives from the Milton and Mattapan areas and with the selectmen and town officials of Milton and explained the plan.

It is not the intention of the Authority to expand the facilities between Ashmont and Mattapan, and the Authority is willing to support a bill in the legislature that would so limit the Authority for all time.

It is estimated that the proposed expansion of the M.B.T.A. facility to Mattapan will affect the City of Boston tax rate 27¢ per thousand dollars and the Town of Milton tax rate 13¢ per thousand.

The Milton Record-Transcript

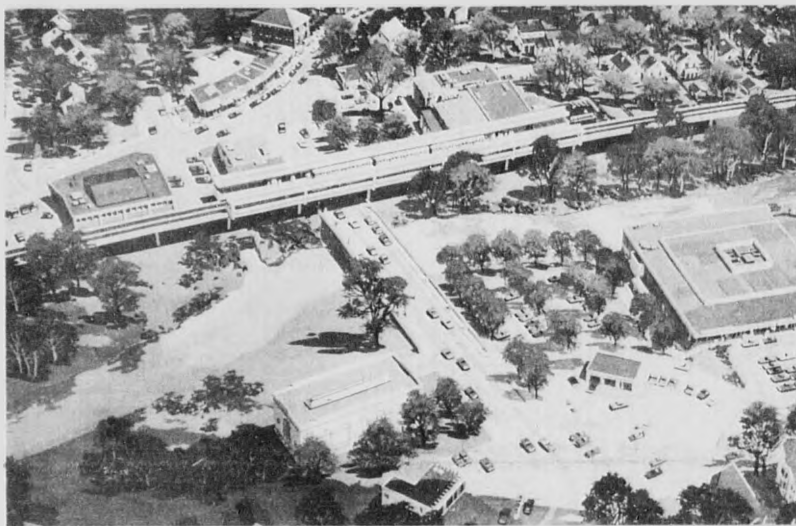
Milton's Only Newspaper - Established 1900

The Outstanding Civic Asset Of A Community Is The Integrity Of Its Newspaper

Vol. 66, No. 34

MILTON, MASS., THURSDAY, MARCH 14, 1968

\$3.50 PER YEAR—Single Copy Ten Cents



Artist Sketch of Central Ave. Station



Proposed Mattapan Square Facility

1200 At Protest Meeting Against MBTA Train Yard

By IRENE NATHANSON

More than 1200 residents of Mattapan and Milton jammed the Solomon Lewenberg School last night to protest the proposed MBTA train yards at Mattapan square.

MBTA plans to relocate its present storage-repair facility from Cambridge to Mattapan at a cost of \$12.8.

Rose Z. Smith, president of The Mattapan Organization which sponsored the meeting, told the crowd, "We object to the arbitrary action of the MBTA and the Advisory Board."

"Letters which we sent to the Boston papers were not printed in an effort to cover the problem here," she said. She then presented more than 4000 petitions objecting to the train yards to MBTA General Manager Leo J. Cusick.

Cusick, who flew in from Pittsburgh to attend the meeting, drew jeers from the crowd when he said, "I have not been hired by Mattapan but by the MBTA."

In answer to questions of

Alfred D. Thomas, vice president of T.M. Cusick said trains would be running into the station until 1 a.m., and would start out again at 5:15 a.m. every day.

The audience cheered and applauded City Councillor Thomas I. Atkins, who said: "It is time that we ask Senator Kennedy to either help us find another place for the memorial library or find another yard."

He went on to say: "We have no time to be polite. We have to speak the truth. It is up to you, the people to fight this through now, with letters, telegrams and phone calls to Mayor White and Sen. Kennedy."

"Why do we have to learn about this problem from Milton? Why was no study done by Boston? Why did the mayor disregard the vote of the City

Council and the objections of the people when he voted for this on the Advisory Board?" he asked. "We must have answers to these questions."

The Mattapan Organization, Milton Citizens Group and Cedar Grove Association have joined in a concerted effort to flood these offices with mail. It was announced Saturday that MBTA had approved contracts not to exceed \$781,000 for design and engineering for the MBTA facility. The Mattapan Organization is filing a bill in equity asking for a restraining order to prevent the MBTA from proceeding with plans until they hold a public hearing and until pending legislation is resolved.

The capacity crowd which braved Tuesday's snow and icy

(Continued on Page 3)

MANNING ASKS VOLPE MBTA INTERVENTION

Predict \$7.75 Tax Rise

Milton Rep Asks Gov. Direct Public Hearing

Governor John Volpe has been requested by Rep. M. Joseph Manning of Milton to direct the MBTA to hold a public hearing on their proposed relocation of their Cambridge repair and storage yards to Mattapan Square.

Rep. Manning said the hearing should be conducted by the MBTA directors and General Manager, preferably in Milton. It also would consider the replacement of the Ashmont-Mattapan high speed line with rapid transit service.

"The democratic process of government is a well informed citizenry," Rep. Manning wrote Governor Volpe. "It is only right that the citizens of Milton, who supported your candidacy for Governor in every election that you were a candidate (1960, 1962, 1964 and 1966) have the opportunity to be apprised of this \$13 million proposal."

"Milton taxpayers contribute substantially to the support of the Authority and I do not feel that this request is unreasonable. Your immediate attention and cooperation on a matter so vital to the Milton community is anxiously awaited."

Rep. Manning pointed out that Governor Volpe had requested Secretary of the Treasury Henry H. Fowler to delay plans to end the tax-exempt feature of municipal bonds until all interested parties have had an opportunity to discuss it fully.

"Similarly," Rep. Manning said, "a matter as important as the \$13 million relocation of the MBTA repair and storage yards from Cambridge to Mattapan should not be instituted until all parties have had a chance to discuss it fully."

Opposes MBTA Yard Proposal

At a special meeting of the Mattapan Board of Trade, it was voted: "To oppose the contemplated plan of a repair building and new terminal as proposed by the MBTA at the Mattapan Square station."

This announcement was made this week by Abner G. Messinger, Executive Secretary of the Mattapan Board of Trade

Dr. R.B. Chapman Named Health Board Chairman

Dr. Richard B. Chapman of 703 Brush Hill road, was named health board chairman at the board's recent post-election organizational meeting.

Dr. Chapman, who has lived in Milton for six years and been a health board member for three, has offices at 92 Highland avenue, and 541 High street, Westwood.

Dr. Chapman was educated at Harvard College and Boston University School of Medicine. He is associated with Massachusetts General Hospital, Massachusetts Eye and Ear Hospital, County Hospital and Milton Hospital.

He is active with the South Shore Cerebral Palsy Association and is on the medical advisory board to the association. From 1956 to 1957 he

White Elected Board Chairman

William H. White, 75 Fairbanks road, was elected chairman of the board of selectmen at an organizational meeting held last week. He has been a member of the board for 15 years.

Francis F. Brooks was elected secretary. Ralph E. Kent is the third member of the board.

Seven Drawn For Jury Duty

The names of seven persons were drawn by selectmen for jury duty at Dedham court for the coming month. They are Francis Kelley, 90 Grafton avenue, George Cavanaugh, 53 Gerald road, Donald Colter, 75

Elm street, Carl Lofgren, 94 Wendell park, Roy L. Pearson, 80 Pagoda street, Edward King, 197 Blue Hills parkway, and Frederick Hume of 82 Capen street.



LCDR. JOHN K. CAMMALL

Cammall Gets Navy Promotion

LCDR John K. Cammall, executive officer of Carrier Airborne Early Warning Squadron ONE HUNDRED FOURTEEN, was promoted to CDR aboard the attack carrier USS KITTY HAWK in the Gulf of Tonkin.

CDR Cammall is a Carrier Qualified Plane Commander of the E-2A Hawkeye Early Warning Aircraft. The E-2A Hawkeye is a twin engine, turbo-prop aircraft used to control attack and fighter aircraft to and from their targets and to warn the fleet of any approaching danger.

He is authorized to wear the following medals: Secretary of the Navy Commendation for Achievement, Gold Star in Lieu of 3rd Air Medal, U.S. Expeditionary Medal, Vietnamese Occupation Medal,

(Continued on Page 3)

Warrant OK Leads To Increase

Town Meeting members Saturday voted funds in excess of \$7 million to carry on the business of the Town for the current year, with another \$1 million to be bonded over a 10 or 20 year period. An estimated tax jump of \$7.75 was predicted over last year's \$75.00 per 1000 valuation figure following the vote on the 58 article warrant.

This multi-million dollar expenditure was voted in approximately four and a half hours, and in practically all instances the recommendation of the 15-man advisory board (The Warrant Committee) was followed.

An additional \$10,000 from this year's levy must be added, however, in as much as additional funds were voted for the new Town Hall.

The assembly overruled the recommendation of the Warrant Committee however, on an appropriation of \$225,000 as an additional stipend for the erection of a new Town Hall following the opening of bids for its construction, and which indicated the estimate submitted by the architect a year ago was in error. \$10,000 of this amount will be raised from the current tax levy and the remainder will be bonded.

Debate over this issue occupied nearly a fifth of the entire session, and was reminiscent of the olden days when pressure to finish in a

(Continued on Page 3)



BABE RUTH League secretary Arthur Pero registers Gary Maher and Bill Endres at Babe Ruth League registration last weekend. Tryouts will be held April 6 and 7.



LITTLE LEAGUE secretary Paul Williams registers Paul White, Steve White and Phil White at Little League registration last weekend. Tryouts will be held March 30.