



City of Cambridge

8.

IN CITY COUNCIL

December 19, 1983

COUNCILLOR WALTER SULLIVAN

ORDERED:

That all matters presently listed on the City Council Calendar which have not been acted upon be placed on file, without prejudice, subject to the condition that they may be re-submitted for consideration to the next legislative session of the City Council by notice to the City Clerk.

In City Council December 19, 1983.
Adopted by the affirmative vote of 8 members.
Attest:- Paul E. Healy, City Clerk.

A true copy;

ATTEST:-

Paul E. Healy, City Clerk.



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 19, 1983

Mr. James F. O'Leary
General Manager
Massachusetts Bay Transportation
Authority
50 High Street
Boston, MA 02110

Dear Mr. O'Leary:

I would like to thank you on behalf of the members of the Cambridge City Council for your rapid and comprehensive response to my communication of October 13th. Your letter was brought to the attention of the Council at its meeting of October 17th, at which time a hearing had been scheduled, as you know to discuss the M.B.T.A. Although the Council was appreciative of your response, they none the less would like you to attend the meeting of October 31st at 6:00 p.m., at which time a new hearing will be held regarding the attached order and service delivery in general.

I appreciate your cooperation in this matter and hope that your schedule will allow you to attend on the 31st. If you are unable to attend this hearing, would you please contact my office.

Sincerely yours,

Joseph E. Connarton
Deputy City Clerk.

JEC/mh

Enclosure



City of Cambridge

13.

IN CITY COUNCIL

September 26, 1983

COUNCILLOR WYLIE

WHEREAS: The MBTA Red Line service has hit an abysmal rock bottom low, wasting tens of thousands of person hours daily; and

WHEREAS: The present statutory organization of the "T" creates the inevitability that the "T" will be a headless monster, answerable to no municipality, no taxpayer, no consumer and no governor; now therefore be it

RESOLVED: That the City Manager and the City Solicitor be requested to work with the Cambridge legislative delegation to change the enabling act creating the "T", as follows:

1. Create an Office of Standards under the Governor. A majority of the members of which shall be appointed by the chief executives of the communities served by the "T".
2. Cause the Office of Standards to establish service standards for the "T" including average maximum time for trips, levels of cleanliness and standards of courtesy.
3. Provide that in the event of a falling below said standards of more than 15% in any sixty day period, the general manager will lose his position and all employees shall have their income reduced by 10% for six months and payments on principal of any "T" bonds will be postponed for six months.
4. That the funds saved by the foregoing be placed in a special fund for use at the Governor's sole discretion, to achieve the aforesaid standards.

TABLED ON MOTION OF COUNCILLOR WYLIE



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 19, 1983

Mr. Charles Bahne, Secretary
Cambridge Transportation Forum
224 Concord Avenue
Cambridge, MA 02138

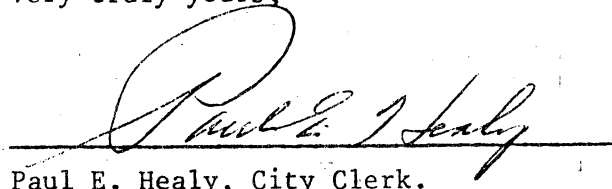
Dear Sir:

Enclosed herewith you will find a copy of an order introduced in the Cambridge City Council on September 26, 1983 by Councillor David A. Wylie. Said proposed order, currently pending before the Council, with regard to the creation of an Office of Standards under the Governor, which would establish service standards for the M.B.T.A. in matters relating to safety, maintenance and service.

In connection with this matter, the City Council has scheduled a public hearing to be held on Monday, October 31st, 1983 at 6:00 p.m. in the City Council Chamber, City Hall, 795 Mass. Avenue, Cambridge. The City Council has requested that representatives of the Cambridge Transportation Forum be present at this time. Mr. James O'Leary, General Manager of the M.B.T.A. has also been notified of this hearing and requested to attend. Your presence, or that of your appropriate designee will be greatly appreciated by the City Council.

Thank you for your cooperation in this matter.

Very truly yours,



Paul E. Healy, City Clerk.

PEH/mh
Enclosure



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 19, 1983

Mr. Peter Sheinfeld
20 Lee Street
Cambridge, MA 02139

Dear Sir:

Enclosed herewith you will find a copy of an order introduced in the Cambridge City Council on September 26, 1983 by Councillor David A. Wylie. Said proposed order, currently pending before the Council, with regard to the creation of an Office of Standards under the Governor, which would establish service standards for the M.B.T.A. in matters relating to safety, maintenance and service.

In connection with this matter, the City Council has scheduled a public hearing to be held on Monday, October 31st, 1983 at 6:00 p.m. in the City Council Chamber, City Hall, 795 Mass. Avenue, Cambridge. The City Council has requested that representatives of the Cambridge Transportation Forum be present at this time. Mr. James O'Leary, General Manager of the M.B.T.A. has also been notified of this hearing and requested to attend. Your presence, or that of your appropriate designee will be greatly appreciated by the City Council.

Thank you for your cooperation in this matter.

Very truly yours,

Paul E. Healy, City Clerk.

PEH/mh
Enclosure



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 19, 1983

Mr. George Chiasson
21 Warren Avenue
Rockland, MA 02370

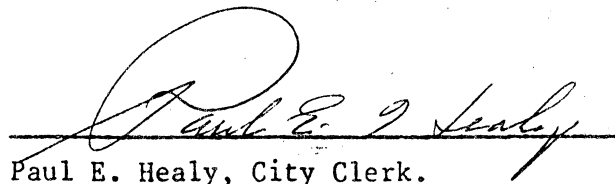
Dear Sir:

Enclosed herewith you will find a copy of an order introduced in the Cambridge City Council on September 26, 1983 by Councillor David A. Wylie. Said proposed order, currently pending before the Council, with regard to the creation of an Office of Standards under the Governor, which would establish service standards for the M.B.T.A. in matters relating to safety, maintenance and service.

In connection with this matter, the City Council has scheduled a public hearing to be held on Monday, October 31st, 1983 at 6:00 p.m. in the City Council Chamber, City Hall, 795 Mass. Avenue, Cambridge. The City Council has requested that representatives of the Cambridge Transportation Forum be present at this time. Mr. James O'Leary, General Manager of the M.B.T.A. has also been notified of this hearing and requested to attend. Your presence, or that of your appropriate designee will be greatly appreciated by the City Council.

Thank you for your cooperation in this matter.

Very truly yours,


Paul E. Healy, City Clerk.

PEH/mh
Enclosure



City of Cambridge

13.

IN CITY COUNCIL

September 26, 1983

COUNCILLOR WYLIE

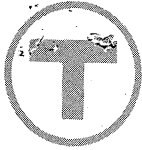
WHEREAS: The MBTA Red Line service has hit an abysmal rock bottom low, wasting tens of thousands of person hours daily; and

WHEREAS: The present statutory organization of the "T" creates the inevitability that the "T" will be a headless monster, answerable to no municipality, no taxpayer, no consumer and no governor; now therefore be it

RESOLVED: That the City Manager and the City Solicitor be requested to work with the Cambridge legislative delegation to change the enabling act creating the "T", as follows:

1. Create an Office of Standards under the Governor. A majority of the members of which shall be appointed by the chief executives of the communities served by the "T".
2. Cause the Office of Standards to establish service standards for the "T" including average maximum time for trips, levels of cleanliness and standards of courtesy.
3. Provide that in the event of a falling below said standards of more than 15% in any sixty day period, the general manager will lose his position and all employees shall have their income reduced by 10% for six months and payments on principal of any "T" bonds will be postponed for six months.
4. That the funds saved by the foregoing be placed in a special fund for use at the Governor's sole discretion, to achieve the aforesaid standards.

TABLED ON MOTION OF COUNCILLOR WYLIE



**MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY**

50 High Street, Boston, MA 02110

RECEIVED BY
OFFICE OF CITY CLERK

OCT 17 11 13 AM '83

CAMBRIDGE, MASS.

October 13, 1983

Mr. Joseph E. Connarton
Deputy City Clerk
Cambridge City Hall
Cambridge, MA 02439

Dear Sir:

Please be advised that I received your letter today, October 13th, regarding Monday night's public hearing. I regret that I will not be able to attend. However, if the Council wishes, I will be glad to meet with them on an alternative date in order to brief them on the Red Line.

I share the concern of the Cambridge City Council over service disruptions on the Red Line. Restoring Red Line service to the level our riders have a right to expect is our number one priority, and I want to provide you with a current assessment of Red Line operations and the steps we are taking to improve service.

On September 10, 1983 the MBTA construction program moved into the final phase of the Red Line Extension Northwest to Alewife. To complete this effort, it was necessary to undertake very complex construction phasing. Essentially fifty percent of the new Harvard Square Station was constructed and MBTA operations were relocated to the new alignment. The previous track and subway was then demolished to enable construction of the balance of Harvard Square Station, mezzanine and bus tunnels. This interim operation, providing service using only half of the station, will continue until the end of 1984 when the Harvard Square Station is complete and service is extended to Alewife.

While we are in this temporary mode of operation, there are several issues which will affect Red Line service and have recently caused noticeable delays. These issues involve a temporary turnback facility, signals and communications, and rolling stock availability.

TEMPORARY TURNBACK FACILITIES

Until September 6, 1983 the northern most terminus of the Red Line was the Harvard Brattle Station. The station was designed as a 3-track turnback facility allowing both Braintree and Ashmont trains to reverse direction on a 3-minute headway. To enable the Authority's contractor to complete construction of the new station, it was necessary to abandon this facility and turn trains northwest along the new alignment.

Because of design and land constraints at Harvard Square, the new station is built as a two level structure; the northerly track being built above the southerly track. Although switching facilities are available prior to entering Harvard Square Station, the design is such that trains cannot be turned to accommodate a 3-minute headway and, therefore, that crossover is available only in emergencies.

To attempt to maintain a 3-minute headway, a 2-track turnback was constructed beyond Davis Square Station in Somerville. This is the first point where the tracks are parallel and a crossover is available for switching. Consequently, each Red Line train must travel 2 1/2 miles beyond Harvard Square to reverse direction. Even at Davis Square it is an extremely difficult and complex operation to turn 54 trains during the "rush hours" or in 180 minutes. Travelling this additional distance before going back into revenue service in a southerly direction makes schedule adherence more difficult than it was with the 3-track Harvard Brattle operation.

Extra manpower has been assigned to the Davis Square location to expedite the turning of trains. Even with this emphasis all switching and signaling must function perfectly if a 3-minute headway is to be maintained.

SIGNALS AND COMMUNICATIONS

For several years the MBTA has undertaken a program to replace its seventy year old wayside signal system with a more modern audio frequency system known as Automatic Train Control (ATC). The signal system conversion has been accomplished in phases to enable train operation during its implementation. The new extension from Harvard to Davis Square was constructed with ATC. The system was designed and constructed over the past several years, and was placed into revenue operation for the first time on September 10, 1983.

After several days of operation it became increasingly apparent that there was a need to recalibrate the speed commands and block lengths. The ATC calibration as set on September 6, 1983 resulted in a number of bottlenecks that would not permit the operation of the scheduled 3-minute headway.

MBTA engineers immediately began to investigate the matter and identified a number of areas over the entire length of the Red Line where time savings could be realized. Changes were made within 48 hours of the opening and other changes over the last 20 days. On Friday, September 30, the Massachusetts Department of Public Utilities tested and certified the most significant changes enabling a less restrictive Red Line operation. These adjustments will allow improved adherence to the current schedules. Nevertheless the entire signal system is being evaluated by MBTA staff and outside experts to assure maximum flexibility and efficient train movement.

ROLLING STOCK AVAILABILITY

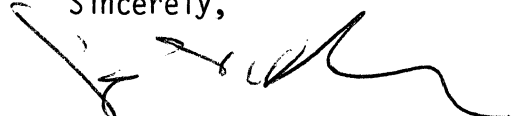
The opening of the new Harvard Square Station and the extension beyond has added seventeen percent more miles to the Red Line operation and, therefore, has placed increased demands on the Authority's fleet of rolling stock equipment. Twenty four hour maintenance operations have been instituted to assure a maximum car availability for peak period service.

In order to maintain headways with extended service, it is necessary to utilize all Red Line equipment available to us including some of our oldest-- Bluebird cars. These cars are scheduled to be completely rebuilt as part of an ongoing program by General Electric in South Boston. The refurbishment process takes six months and the first car is scheduled to be returned to the MBTA on the first of November. As rebuilt cars are returned to the MBTA, we will commit the Bluebird cars into the rebuild program. Therefore, as the rebuild program continues, the Authority's Red Line passengers will begin to experience a more reliable service, although there will be no net increase in the size of the fleet until the fall of 1984.

Efforts are underway to expand the fleet and purchase 58 new cars for the Red Line. However, delivery of this order will not take place until 1986.

I hope this information will be helpful in addressing the concerns of your constituents. If I can be of further help, please do not hesitate to call.

Sincerely,



James F. O'Leary
General Manager

JFO/mac

cc: Mayor Alfred Vellucci
Councillor David A. Wylie

Comm. received from James F. O'Leary, General Manager, M.B.T.A. expressing his regrets at being unable to attend this evening's meeting and expressing his willingness to appear before the City Council at a future date.

10/17/83 MBTA hearing
rescheduled to Monday, October
31, 1983 at 6:00 p.m.

Mr. O'Leary notified of hearing by
hand 10/20/83
members of the Cambridge Trans-

In City Council, ~~participation~~ Forum
October 17, 1983 notified by letter
10/20/83

File
with
Hearing
Papers



City of Cambridge

8.

IN CITY COUNCIL

December 19, 1983

COUNCILLOR WALTER SULLIVAN

ORDERED:

That all matters presently listed on the City Council Calendar which have not been acted upon be placed on file, without prejudice, subject to the condition that they may be re-submitted for consideration to the next legislative session of the City Council by notice to the City Clerk.

In City Council December 19, 1983.
Adopted by the affirmative vote of 8 members.
Attest:- Paul E. Healy, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script, reading "Paul E. Healy", written over a horizontal line.

Paul E. Healy, City Clerk.

FREDERICK R. LEVY
2 FROST TERRACE
CAMBRIDGE, MASSACHUSETTS 02140

12 October 1983

Mr. James F. O'Leary, General Manager
Massachusetts Bay Transportation Authority
50 High Street
Boston, Massachusetts 02110

Dear Mr. O'Leary:

I would have written this letter several weeks ago, but I delayed because I thought there were signs of improvement in the Red Line service to Cambridge. Today's delays, however, clearly showed that the MBTA has not really solved any of its problems. For example:

When trains are delayed or crowded, or when the weather is hot, the cars' heaters are nevertheless turned on and the cooling fans turned off. The motormen claim they have no control over the heating systems.

Northbound trains continue to "come out of service" at Park Street for no apparent reason. One is tempted to think that one of the motormen wants to get home in time for the six o'clock news.

Harvard Church Street station is woefully inadequate to move the number of passengers using it. The stairways are too few and too narrow to allow debarking passengers to leave the station in any kind of safe or orderly manner.

While you have known for at least six months that trains would have to travel to Davis Square to turn around for the trip in-town, there is no indication that trains have been added to service so that they can be "stacked" at Davis to be released as needed.

The signal problems have improved somewhat, but there are still excessive delays in the Park to Harvard portion of the line. Does this forebode even worse signal problems when the weather turns cold and the snow begins?

On many of the cars -- particularly the older cars -- only one-half of the door opens, leading to further delays in loading and unloading the cars at each station along the way.

Trains sometimes sit in stations with the doors closed, with no explanation from the train crew about what is happening. Although there are some improvements in communication with passengers, there is a long way to go. There seems to be an attitude that informing the passengers is not part of anyone's job.

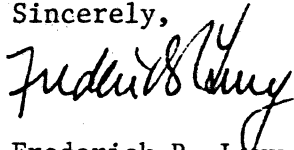
FREDERICK R. LEVY
2 FROST TERRACE
CAMBRIDGE, MASSACHUSETTS 02140

Mr. James F. O'Leary
Page 2

Smoking on platforms continues to be any annoying problem. It should be easy and inexpensive to add more "no smoking" signs and to ask MBTA personnel standing on the platforms to pay more attention to smokers.

Mr. O'Leary, the commuters of Cambridge have been very patient with four years of Red Line Construction. We have put up with the noise, dust, parking problems, traffic re-routing, and general disruption because we are looking forward to the Red Line extension in the belief that it will make life better. To suffer a substantial worsening of service is intolerable. I trust that you will present to the people of Cambridge some specific plans for correcting the many problems of the Red Line.

Sincerely,



Frederick R. Levy, President
Cambridge Civic Association

cc: Cambridge City Council

FREDERICK R. LEVY
2 FROST TERRACE
CAMBRIDGE, MASSACHUSETTS 02140

12 October 1983

Mr. James F. O'Leary, General Manager
Massachusetts Bay Transportation Authority
50 High Street
Boston, Massachusetts 02110

Dear Mr. O'Leary:

I would have written this letter several weeks ago, but I delayed because I thought there were signs of improvement in the Red Line service to Cambridge. Today's delays, however, clearly showed that the MBTA has not really solved any of its problems. For example:

When trains are delayed or crowded, or when the weather is hot, the cars' heaters are nevertheless turned on and the cooling fans turned off. The motormen claim they have no control over the heating systems.

Northbound trains continue to "come out of service" at Park Street for no apparent reason. One is tempted to think that one of the motormen wants to get home in time for the six o'clock news.

Harvard Church Street station is woefully inadequate to move the number of passengers using it. The stairways are too few and too narrow to allow debarking passengers to leave the station in any kind of safe or orderly manner.

While you have known for at least six months that trains would have to travel to Davis Square to turn around for the trip in-town, there is no indication that trains have been added to service so that they can be "stacked" at Davis to be released as needed.

The signal problems have improved somewhat, but there are still excessive delays in the Park to Harvard portion of the line. Does this forebode even worse signal problems when the weather turns cold and the snow begins?

On many of the cars -- particularly the older cars -- only one-half of the door opens, leading to further delays in loading and unloading the cars at each station along the way.

Trains sometimes sit in stations with the doors closed, with no explanation from the train crew about what is happening. Although there are some improvements in communication with passengers, there is a long way to go. There seems to be an attitude that informing the passengers is not part of anyone's job.

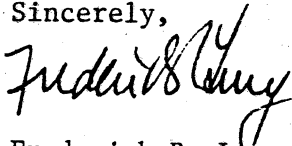
FREDERICK R. LEVY
2 FROST TERRACE
CAMBRIDGE, MASSACHUSETTS 02140

Mr. James F. O'Leary
Page 2

Smoking on platforms continues to be any annoying problem. It should be easy and inexpensive to add more "no smoking" signs and to ask MBTA personnel standing on the platforms to pay more attention to smokers.

Mr. O'Leary, the commuters of Cambridge have been very patient with four years of Red Line Construction. We have put up with the noise, dust, parking problems, traffic re-routing, and general disruption because we are looking forward to the Red Line extension in the belief that it will make life better. To suffer a substantial worsening of service is intolerable. I trust that you will present to the people of Cambridge some specific plans for correcting the many problems of the Red Line.

Sincerely,



Frederick R. Levy, President
Cambridge Civic Association

cc: Cambridge City Council

FREDERICK R. LEVY
2 FROST TERRACE
CAMBRIDGE, MASSACHUSETTS 02140

12 October 1983

Mr. James F. O'Leary, General Manager
Massachusetts Bay Transportation Authority
50 High Street
Boston, Massachusetts 02110

Dear Mr. O'Leary:

I would have written this letter several weeks ago, but I delayed because I thought there were signs of improvement in the Red Line service to Cambridge. Today's delays, however, clearly showed that the MBTA has not really solved any of its problems. For example:

When trains are delayed or crowded, or when the weather is hot, the cars' heaters are nevertheless turned on and the cooling fans turned off. The motormen claim they have no control over the heating systems.

Northbound trains continue to "come out of service" at Park Street for no apparent reason. One is tempted to think that one of the motormen wants to get home in time for the six o'clock news.

Harvard Church Street station is woefully inadequate to move the number of passengers using it. The stairways are too few and too narrow to allow debarking passengers to leave the station in any kind of safe or orderly manner.

While you have known for at least six months that trains would have to travel to Davis Square to turn around for the trip in-town, there is no indication that trains have been added to service so that they can be "stacked" at Davis to be released as needed.

The signal problems have improved somewhat, but there are still excessive delays in the Park to Harvard portion of the line. Does this forebode even worse signal problems when the weather turns cold and the snow begins?

On many of the cars -- particularly the older cars -- only one-half of the door opens, leading to further delays in loading and unloading the cars at each station along the way.

Trains sometimes sit in stations with the doors closed, with no explanation from the train crew about what is happening. Although there are some improvements in communication with passengers, there is a long way to go. There seems to be an attitude that informing the passengers is not part of anyone's job.

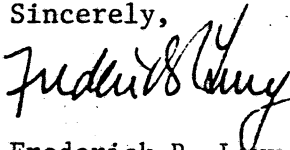
FREDERICK R. LEVY
2 FROST TERRACE
CAMBRIDGE, MASSACHUSETTS 02140

Mr. James F. O'Leary
Page 2

Smoking on platforms continues to be any annoying problem. It should be easy and inexpensive to add more "no smoking" signs and to ask MBTA personnel standing on the platforms to pay more attention to smokers.

Mr. O'Leary, the commuters of Cambridge have been very patient with four years of Red Line Construction. We have put up with the noise, dust, parking problems, traffic re-routing, and general disruption because we are looking forward to the Red Line extension in the belief that it will make life better. To suffer a substantial worsening of service is intolerable. I trust that you will present to the people of Cambridge some specific plans for correcting the many problems of the Red Line.

Sincerely,



Frederick R. Levy, President
Cambridge Civic Association

cc: Cambridge City Council

FREDERICK R. LEVY
2 FROST TERRACE
CAMBRIDGE, MASSACHUSETTS 02140

12 October 1983

Mr. James F. O'Leary, General Manager
Massachusetts Bay Transportation Authority
50 High Street
Boston, Massachusetts 02110

Dear Mr. O'Leary:

I would have written this letter several weeks ago, but I delayed because I thought there were signs of improvement in the Red Line service to Cambridge. Today's delays, however, clearly showed that the MBTA has not really solved any of its problems. For example:

When trains are delayed or crowded, or when the weather is hot, the cars' heaters are nevertheless turned on and the cooling fans turned off. The motormen claim they have no control over the heating systems.

Northbound trains continue to "come out of service" at Park Street for no apparent reason. One is tempted to think that one of the motormen wants to get home in time for the six o'clock news.

Harvard Church Street station is woefully inadequate to move the number of passengers using it. The stairways are too few and too narrow to allow debarking passengers to leave the station in any kind of safe or orderly manner.

While you have known for at least six months that trains would have to travel to Davis Square to turn around for the trip in-town, there is no indication that trains have been added to service so that they can be "stacked" at Davis to be released as needed.

The signal problems have improved somewhat, but there are still excessive delays in the Park to Harvard portion of the line. Does this forebode even worse signal problems when the weather turns cold and the snow begins?

On many of the cars -- particularly the older cars -- only one-half of the door opens, leading to further delays in loading and unloading the cars at each station along the way.

Trains sometimes sit in stations with the doors closed, with no explanation from the train crew about what is happening. Although there are some improvements in communication with passengers, there is a long way to go. There seems to be an attitude that informing the passengers is not part of anyone's job.

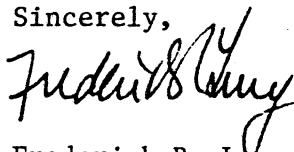
FREDERICK R. LEVY
2 FROST TERRACE
CAMBRIDGE, MASSACHUSETTS 02140

Mr. James F. O'Leary
Page 2

Smoking on platforms continues to be any annoying problem. It should be easy and inexpensive to add more "no smoking" signs and to ask MBTA personnel standing on the platforms to pay more attention to smokers.

Mr. O'Leary, the commuters of Cambridge have been very patient with four years of Red Line Construction. We have put up with the noise, dust, parking problems, traffic re-routing, and general disruption because we are looking forward to the Red Line extension in the belief that it will make life better. To suffer a substantial worsening of service is intolerable. I trust that you will present to the people of Cambridge some specific plans for correcting the many problems of the Red Line.

Sincerely,



Frederick R. Levy, President
Cambridge Civic Association

cc: Cambridge City Council

FREDERICK R. LEVY
2 FROST TERRACE
CAMBRIDGE, MASSACHUSETTS 02140

12 October 1983

Mr. James F. O'Leary, General Manager
Massachusetts Bay Transportation Authority
50 High Street
Boston, Massachusetts 02110

Dear Mr. O'Leary:

I would have written this letter several weeks ago, but I delayed because I thought there were signs of improvement in the Red Line service to Cambridge. Today's delays, however, clearly showed that the MBTA has not really solved any of its problems. For example:

When trains are delayed or crowded, or when the weather is hot, the cars' heaters are nevertheless turned on and the cooling fans turned off. The motormen claim they have no control over the heating systems.

Northbound trains continue to "come out of service" at Park Street for no apparent reason. One is tempted to think that one of the motormen wants to get home in time for the six o'clock news.

Harvard Church Street station is woefully inadequate to move the number of passengers using it. The stairways are too few and too narrow to allow debarking passengers to leave the station in any kind of safe or orderly manner.

While you have known for at least six months that trains would have to travel to Davis Square to turn around for the trip in-town, there is no indication that trains have been added to service so that they can be "stacked" at Davis to be released as needed.

The signal problems have improved somewhat, but there are still excessive delays in the Park to Harvard portion of the line. Does this forebode even worse signal problems when the weather turns cold and the snow begins?

On many of the cars -- particularly the older cars -- only one-half of the door opens, leading to further delays in loading and unloading the cars at each station along the way.

Trains sometimes sit in stations with the doors closed, with no explanation from the train crew about what is happening. Although there are some improvements in communication with passengers, there is a long way to go. There seems to be an attitude that informing the passengers is not part of anyone's job.

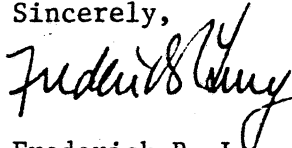
FREDERICK R. LEVY
2 FROST TERRACE
CAMBRIDGE, MASSACHUSETTS 02140

Mr. James F. O'Leary
Page 2

Smoking on platforms continues to be any annoying problem. It should be easy and inexpensive to add more "no smoking" signs and to ask MBTA personnel standing on the platforms to pay more attention to smokers.

Mr. O'Leary, the commuters of Cambridge have been very patient with four years of Red Line Construction. We have put up with the noise, dust, parking problems, traffic re-routing, and general disruption because we are looking forward to the Red Line extension in the belief that it will make life better. To suffer a substantial worsening of service is intolerable. I trust that you will present to the people of Cambridge some specific plans for correcting the many problems of the Red Line.

Sincerely,



Frederick R. Levy, President
Cambridge Civic Association

cc: Cambridge City Council



City of Cambridge

8.

IN CITY COUNCIL

December 19, 1983

COUNCILLOR WALTER SULLIVAN

ORDERED:

That all matters presently listed on the City Council Calendar which have not been acted upon be placed on file, without prejudice, subject to the condition that they may be re-submitted for consideration to the next legislative session of the City Council by notice to the City Clerk.

In City Council December 19, 1983.
Adopted by the affirmative vote of 8 members.
Attest:- Paul E. Healy, City Clerk.

A true copy;

ATTEST:-

Paul E. Healy, City Clerk.





CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 19, 1983

Mr. James F. O'Leary
General Manager
Massachusetts Bay Transportation
Authority
50 High Street
Boston, MA 02110

Dear Mr. O'Leary:

I would like to thank you on behalf of the members of the Cambridge City Council for your rapid and comprehensive response to my communication of October 13th. Your letter was brought to the attention of the Council at its meeting of October 17th, at which time a hearing had been scheduled, as you know to discuss the M.B.T.A. Although the Council was appreciative of your response, they none the less would like you to attend the meeting of October 31st at 6:00 p.m., at which time a new hearing will be held regarding the attached order and service delivery in general.

I appreciate your cooperation in this matter and hope that your schedule will allow you to attend on the 31st. If you are unable to attend this hearing, would you please contact my office.

Sincerely yours,

Joseph E. Connarton
Deputy City Clerk.

JEC/mh

Enclosure



City of Cambridge

13.

IN CITY COUNCIL

September 26, 1983

COUNCILLOR WYLIE

WHEREAS: The MBTA Red Line service has hit an abysmal rock bottom low, wasting tens of thousands of person hours daily; and

WHEREAS: The present statutory organization of the "T" creates the inevitability that the "T" will be a headless monster, answerable to no municipality, no taxpayer, no consumer and no governor; now therefore be it

RESOLVED: That the City Manager and the City Solicitor be requested to work with the Cambridge legislative delegation to change the enabling act creating the "T", as follows:

1. Create an Office of Standards under the Governor. A majority of the members of which shall be appointed by the chief executives of the communities served by the "T".
2. Cause the Office of Standards to establish service standards for the "T" including average maximum time for trips, levels of cleanliness and standards of courtesy.
3. Provide that in the event of a falling below said standards of more than 15% in any sixty day period, the general manager will lose his position and all employees shall have their income reduced by 10% for six months and payments on principal of any "T" bonds will be postponed for six months.
4. That the funds saved by the foregoing be placed in a special fund for use at the Governor's sole discretion, to achieve the aforesaid standards.

TABLED ON MOTION OF COUNCILLOR WYLIE



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 19, 1983

Mr. Charles Bahne, Secretary
Cambridge Transportation Forum
224 Concord Avenue
Cambridge, MA 02138

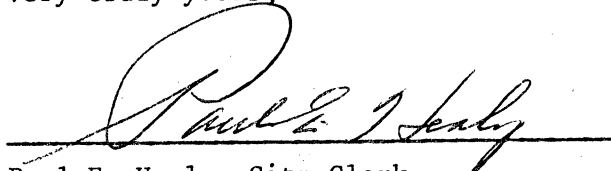
Dear Sir:

Enclosed herewith you will find a copy of an order introduced in the Cambridge City Council on September 26, 1983 by Councillor David A. Wylie. Said proposed order, currently pending before the Council, with regard to the creation of an Office of Standards under the Governor, which would establish service standards for the M.B.T.A. in matters relating to safety, maintenance and service.

In connection with this matter, the City Council has scheduled a public hearing to be held on Monday, October 31st, 1983 at 6:00 p.m. in the City Council Chamber, City Hall, 795 Mass. Avenue, Cambridge. The City Council has requested that representatives of the Cambridge Transportation Forum be present at this time. Mr. James O'Leary, General Manager of the M.B.T.A. has also been notified of this hearing and requested to attend. Your presence, or that of your appropriate designee will be greatly appreciated by the City Council.

Thank you for your cooperation in this matter.

Very truly yours,



Paul E. Healy, City Clerk.

PEH/mh
Enclosure



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 19, 1983

Mr. Peter Sheinfeld
20 Lee Street
Cambridge, MA 02139

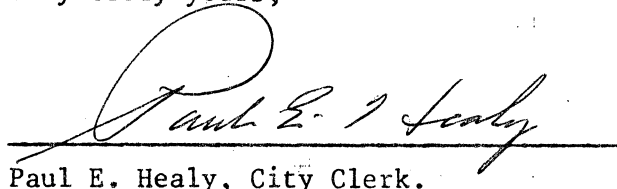
Dear Sir:

Enclosed herewith you will find a copy of an order introduced in the Cambridge City Council on September 26, 1983 by Councillor David A. Wylie. Said proposed order, currently pending before the Council, with regard to the creation of an Office of Standards under the Governor, which would establish service standards for the M.B.T.A. in matters relating to safety, maintenance and service.

In connection with this matter, the City Council has scheduled a public hearing to be held on Monday, October 31st, 1983 at 6:00 p.m. in the City Council Chamber, City Hall, 795 Mass. Avenue, Cambridge. The City Council has requested that representatives of the Cambridge Transportation Forum be present at this time. Mr. James O'Leary, General Manager of the M.B.T.A. has also been notified of this hearing and requested to attend. Your presence, or that of your appropriate designee will be greatly appreciated by the City Council.

Thank you for your cooperation in this matter.

Very truly yours,



Paul E. Healy, City Clerk.

PEH/mh
Enclosure



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 19, 1983

Mr. George Chiasson
21 Warren Avenue
Rockland, MA 02370

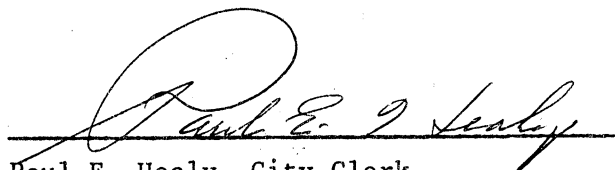
Dear Sir:

Enclosed herewith you will find a copy of an order introduced in the Cambridge City Council on September 26, 1983 by Councillor David A. Wylie. Said proposed order, currently pending before the Council, with regard to the creation of an Office of Standards under the Governor, which would establish service standards for the M.B.T.A. in matters relating to safety, maintenance and service.

In connection with this matter, the City Council has scheduled a public hearing to be held on Monday, October 31st, 1983 at 6:00 p.m. in the City Council Chamber, City Hall, 795 Mass. Avenue, Cambridge. The City Council has requested that representatives of the Cambridge Transportation Forum be present at this time. Mr. James O'Leary, General Manager of the M.B.T.A. has also been notified of this hearing and requested to attend. Your presence, or that of your appropriate designee will be greatly appreciated by the City Council.

Thank you for your cooperation in this matter.

Very truly yours,


Paul E. Healy, City Clerk.

PEH/mh
Enclosure



City of Cambridge

13.

IN CITY COUNCIL

September 26, 1983

COUNCILLOR WYLIE

WHEREAS: The MBTA Red Line service has hit an abysmal rock bottom low, wasting tens of thousands of person hours daily; and

WHEREAS: The present statutory organization of the "T" creates the inevitability that the "T" will be a headless monster, answerable to no municipality, no taxpayer, no consumer and no governor; now therefore be it

RESOLVED: That the City Manager and the City Solicitor be requested to work with the Cambridge legislative delegation to change the enabling act creating the "T", as follows:

1. Create an Office of Standards under the Governor. A majority of the members of which shall be appointed by the chief executives of the communities served by the "T".
2. Cause the Office of Standards to establish service standards for the "T" including average maximum time for trips, levels of cleanliness and standards of courtesy.
3. Provide that in the event of a falling below said standards of more than 15% in any sixty day period, the general manager will lose his position and all employees shall have their income reduced by 10% for six months and payments on principal of any "T" bonds will be postponed for six months.
4. That the funds saved by the foregoing be placed in a special fund for use at the Governor's sole discretion, to achieve the aforesaid standards.

TABLED ON MOTION OF COUNCILLOR WYLIE



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 13, 1983

Mr. James O'Leary, General Manager
Massachusetts Bay Transportation Authority
50 High Street
Boston, Massachusetts

Dear Sir:

Enclosed herewith you will find a copy of an order introduced in the Cambridge City Council on September 26, 1983 by Councillor David A. Wylie. Said proposed order, currently pending before the Council, with regard to the creation of an Office of Standards under the Governor, which would establish service standards for the M.B.T.A. in matters of safety, maintenance and service.

In connection with this matter, the City Council has scheduled a public hearing to be held on Monday, October 17, 1983 at 6:30 p.m. in the City Council Chamber, Cambridge City Hall, 795 Mass. Avenue, Cambridge. The Council has further requested the presence of officials of the M.B.T.A. with knowledge in these matters and representatives of the Cambridge Transportation Forum at this time.

Your very kind cooperation in this matter will be greatly appreciated by the City Council.

Sincerely yours,

Joseph E. Connarton
Deputy City Clerk.

JEC/mh
Enclosure



City of Cambridge

13.

IN CITY COUNCIL

September 26, 1983

COUNCILLOR WYLIE

WHEREAS: The MBTA Red Line service has hit an abysmal rock bottom low, wasting tens of thousands of person hours daily; and

WHEREAS: The present statutory organization of the "T" creates the inevitability that the "T" will be a headless monster, answerable to no municipality, no taxpayer, no consumer and no governor; now therefore be it

RESOLVED: That the City Manager and the City Solicitor be requested to work with the Cambridge legislative delegation to change the enabling act creating the "T", as follows:

1. Create an Office of Standards under the Governor. A majority of the members of which shall be appointed by the chief executives of the communities served by the "T".
2. Cause the Office of Standards to establish service standards for the "T" including average maximum time for trips, levels of cleanliness and standards of courtesy.
3. Provide that in the event of a falling below said standards of more than 15% in any sixty day period, the general manager will lose his position and all employees shall have their income reduced by 10% for six months and payments on principal of any "T" bonds will be postponed for six months.
4. That the funds saved by the foregoing be placed in a special fund for use at the Governor's sole discretion, to achieve the aforesaid standards.

TABLED ON MOTION OF COUNCILLOR WYLIE



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 7, 1983

Mr. Frank Keville
Massachusetts Bay Transportation Authority
50 High Street
Boston, Massachusetts

Dear Sir:

Enclosed herewith you will find a copy of an order introduced in the Cambridge City Council on September 26, 1983 by Councillor David A. Wylie. Said proposed order, currently pending before the Council, with regard to the creation of an Office of Standards under the Governor, which would establish service standards for the M.B.T.A. in matters of safety, maintenance and service.

In connection with this matter the City Council has scheduled a public hearing to be held on Monday, October 17th, 1983 at 6:30 p.m. in the City Council Chamber, Cambridge City Hall, 795 Mass. Avenue, Cambridge. The Council has further requested the presence of officials of the M.B.T.A. with knowledge in these matters and representatives of the Cambridge Transportation Forum at this time.

Your very kind cooperation in this matter will be greatly appreciated by the City Council.

Very truly yours,

Paul E. Healy, City Clerk.

PEH/mh
Enclosure



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 7, 1983

Mr. Ned Handy
Community Development Dept.
57 Inman Street
Cambridge, MA 02139

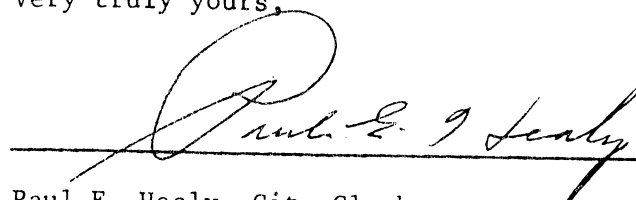
Dear Mr. Handy:

Enclosed herewith you will find a copy of an order introduced in the Cambridge City Council on September 26, 1983 by Councillor David A. Wylie. Said proposed order, currently pending before the Council, with regard to the creation of an Office of Standards under the Governor, which would establish service standards for the M.B.T.A. in matters of safety, maintenance and service.

In connection with this matter the City Council has scheduled a public hearing to be held on Monday, October 17th, 1983 at 6:30 p.m. in the City Council Chamber, Cambridge City Hall, 795 Mass. Avenue, Cambridge. The Council has further requested the presence of officials of the M.B.T.A. with knowledge in these matters and representatives of the Cambridge Transportation Forum at this time.

Your very kind cooperation in this matter will be greatly appreciated by the City Council.

Very truly yours,



Paul E. Healy, City Clerk.

PEH/mh
Enclosure



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • (617) 498-9017

OFFICE OF
THE CITY CLERK

October 7, 1983

Kathy Spiegelman, Asst. City Manager for
Community Development
Community Development Dept.
57 Inman Street
Cambridge, MA 02139

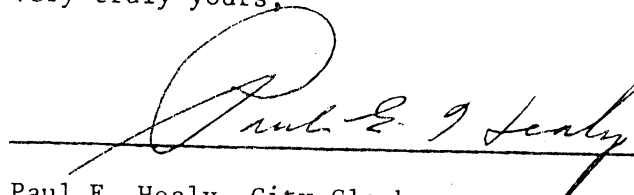
Dear Ms. Spiegelman:

Enclosed herewith you will find a copy of an order introduced in the Cambridge City Council on September 26, 1983 by Councillor David A. Wylie. Said proposed order, currently pending before the Council, with regard to the creation of an Office of Standards under the Governor, which would establish service standards for the M.B.T.A. in matters of safety, maintenance and service.

In connection with this matter the City Council has scheduled a public hearing to be held on Monday, October 17th, 1983 at 6:30 p.m. in the City Council Chamber, Cambridge City Hall, 795 Mass. Avenue, Cambridge. The Council has further requested the presence of officials of the M.B.T.A. with knowledge in these matters and representatives of the Cambridge Transportation Forum at this time.

Your very kind cooperation in this matter will be greatly appreciated by the City Council.

Very truly yours,



Paul E. Healy, City Clerk.

PEH/mh
Enclosure



City of Cambridge

13.

IN CITY COUNCIL

September 26, 1983

COUNCILLOR WYLIE

WHEREAS: The MBTA Red Line service has hit an abysmal rock bottom low, wasting tens of thousands of person hours daily; and

WHEREAS: The present statutory organization of the "T" creates the inevitability that the "T" will be a headless monster, answerable to no municipality, no taxpayer, no consumer and no governor; now therefore be it

RESOLVED: That the City Manager and the City Solicitor be requested to work with the Cambridge legislative delegation to change the enabling act creating the "T", as follows:

1. Create an Office of Standards under the Governor. A majority of the members of which shall be appointed by the chief executives of the communities served by the "T".
2. Cause the Office of Standards to establish service standards for the "T" including average maximum time for trips, levels of cleanliness and standards of courtesy.
3. Provide that in the event of a falling below said standards of more than 15% in any sixty day period, the general manager will lose his position and all employees shall have their income reduced by 10% for six months and payments on principal of any "T" bonds will be postponed for six months.
4. That the funds saved by the foregoing be placed in a special fund for use at the Governor's sole discretion, to achieve the aforesaid standards.

TABLED ON MOTION OF COUNCILLOR WYLIE

City Council race:

By Lauren Merlin Walker
Staff writer

Like it or not, with the Kendall Square development nearly complete, the Red Line soon to extend to Porter Square and Alewife, new developments of various sizes cropping up from Brattle Square to Lechmere, and a developer officially tapped for the Simplex area, Cambridge is a city that is changing.

Shiny new office complexes can bring new jobs and new money into the city, but one of the costs — along with the much-discussed loss of low and moderate income housing — is the encroachment on Cambridge's small businesses.

The small merchant has been a mainstay of the Cambridge commercial landscape. In Harvard, Central and Porter Squares, up Cambridge Street to the east and Massachusetts Avenue to the north, and throughout the city, small stores are feeling pressure from new and expensive neighbors.

For some of this year's Cambridge City Council candidates, the loss of small business is an inevitable result of development, but many offer creative solutions to the problem of keeping the commercial character of the city, while improving its future.

"As a city councillor I would seriously look at the small businessman," says Francis Budryk, first-time independent candidate. "Something has to be done to help these people. When a mall comes in, they're affected by it...it's going to become a trendy little area, and we don't want the little stores, the fruit market, the fish store, the mom-and-pops to be hurt by it."

Budryk points to new development in his own East Cambridge neighborhood as an instance where "It's a good, balanced development. We've kept a good mix. It's a good development with the community in mind," and credits neighborhood involvement for the success.

Alice Wolf, running for the second time with CCA endorsement, also feels neighborhood input is important for development, particularly in Central Square. "It's incredibly important to try to support the range of commercial development to maintain enough to support the neighborhood that relies on Central Square. We don't want to see the Purity Supreme become a gourmet cheese shop, where a lot of people who live in the neighborhood and rely on the Purity Supreme for food and carry their groceries home will have no place to buy food," Wolf says.

Wolf favors a "squares commission," with participation from business people, city officials, and neighbors to decide the direction of the city's squares and attack the problems of "filth, zoning, licensing, police protection, traffic and parking, and spillover into abutting neighborhoods."

"I think the way we can help to protect the people who are there is to allow them to participate in a plan, to keep up with the times without succumbing," Wolf says.

First-time independent candidate Bill Durette Jr. sees the solution in "planning. The problem has to be handled in the early part, in planning for these new places. The city council and the zoning board could have rezoning as a priority."

(Continued on page 10)

School Committee race:

School hopefuls see need for 'back to basics'

By Anthony Baldo
Staff writer

There are three words to describe how this year's Cambridge School Committee candidates feel about educational policy: back-to-basics.

Those feelings, however, don't just involve curriculum, but also include the committee's need to discuss and formulate policies concerning what children should be learning and how.

Each of the candidates has his or her own ideas about what curriculum and policy should consist of. But for most, the basis of those ideas involves a reassessment of what the aims of education and the school committee should be.

In the classroom, the candidates see too many frills and not enough requirements for graduation, the need for more science and communicative skills, the lack of reading, writing, and arithmetic proficiency, and a large monetary investment with seemingly little educational return.

"Watching films (in school) is fine, but if you can't read or write, I don't know how you can call it education," says David Barry Connolly, who uses his own student experiences in the school system to criticize its effectiveness.

According to Connolly, who is an independent and a junior at Harvard, he

never had to write in elementary school and he hated to read. This situation did not change, he says, when he got to high school. It was only later while at Boston College High School in Boston, he notes, that he realized how inept he was educationally.

Connolly is a return-to-basics advocate, just like the vast majority of the other candidates. And with his schoolboy experience as a backdrop, he favors more verbal and written instruction as part of school curriculum.

One other candidate who has experience in the city's school system, independent Anthony Gargano, assails its reading proficiency requirements as "pathetic."

A former Cambridge school teacher, Gargano feels the educational priorities of the system should be reassessed. Cambridge, he says, spends more money per child on education than an affluent community like Weston. "But," he adds, "there is no return."

He favors a longer school year, a longer school day, and a younger age at which a child starts school. Moreover, he wants to enlist Harvard, MIT, and the city's high tech entities to establish work study programs for students.

Of course, high tech in the schools is as popular here as elsewhere, especially since computer literacy programs

(Continued on page 4A)

The ballot questions:

What's real question on cable TV issue?

Mired in semantics, the debate concerning the cable television issue here has already gone beyond the intention of this year's referendum ballot question.

The Cambridge Cable Television referendum question will ask residents on Nov. 8 whether or not they want to give the city the opportunity to submit a bid for the operation of a cable television system.

Nonetheless, the New England Cable Television Association (NECTA) and other question opponents are claiming that the issue has already become one debating "public" vs. "private" ownership.

The referendum reads: "Shall the City be authorized to compete for a license to construct and operate a community antenna television system ('cable television system') and, if the Issuing Authority determines that the system proposed by the City will better serve the public interest than systems, if any, proposed by other applicants, to acquire such a system?"

Opponents of the referendum feel the question is misleading.

They say that, if the referendum is passed, the city's cable television operator will certainly be the city itself. After all, they explain, the city manager is the issuing authority for awarding the license. And if the city itself submits a bid, with all the money, time, and political pressure already invested, how can the city manager

refuse the city the chance to operate its own system?

Recently, the cable issue has spawned two rival community groups, the anti-question Cambridge Citizens for Risk-Free Quality Cable (CRFQC) and the pro-question Committee for Quality Cable (CQC).

The anti-question group has embraced the "private vs. public" argument, while the pro-question organization has promoted the "competition" aspect of the referendum as one way for the city "to keep its options open."

In fact, the head of CQC, Robert Hilliard, said at a press conference that "some of us — myself included — may decide that private cable would be more beneficial for Cambridge after we have seen all the bid submissions and heard all the facts. But it will take a 'yes' vote on Question 1 to ensure that we have the right to hear those facts and make our own decisions."

Opponents, though, feel that if the referendum is passed, citizen participation in the process is over. They say that citizens will have nothing to say during the issuing process. One industry official says that, if the question is approved, the matter of public cable "will be a fait accompli."

Joseph Sakey, the city's Cable Television Commissioner and the chairman of the City Manager's Cable Television Advisory Committee, doesn't see the referendum issue that way.

VOL. 137, NO. 43

© 1983 Dole Publishing Inc.

THURSDAY, OCTOBER 27, 1983

TWO SECTIONS PAGES 1-17; 2A-12A

30 CENTS



WINDOW OF VULNERABILITY? — Hundreds of protesters stopped at Draper Laboratory over the weekend on their way to a rally at Boston Common to protest the planned deployment of US missiles in Europe. The stop at Draper was planned to show support for the Nuclear Free Cambridge referendum question on the November ballot. In the top photo, marchers make their way down Broadway. (Photos by Al Pereira)

ADL nerve gas work raises neighbors' ire

Neighbors of the Arthur D. Little, Inc. (ADL) complex on Acorn Park in North Cambridge and Cambridge City Councillors were "unsatisfied" with answers they received at a council hearing Monday on a new laboratory at ADL which has a contract with the United States Defense Department to research highly toxic "nerve gas" and other hazardous chemicals.

The Philip L. Levins Laboratory, which was dedicated October 14, was designed for research on "what is known as hazardous chemicals" and built to include "the most up to date ways of handling these chemicals safely," D. Reid Weedon, ADL senior vice president, told the hearing.

Neighbors, however, were not reassured. "Day after day we hear about hazardous wastes," Edward Cyr of Dudley Street said. "Day after day we hear that they mess up, that the plan was foolproof but the tanks leaked, that the building was airtight but somebody broke a window."

Karl Fagans, ADL director of facilities and procurement, explained on Friday that the lab is completely sealed, has special systems for treating water and air before they leave the lab, and has a complicated security system.

The systems are "redundant," meaning there are two systems for each type of filtering, and there is also an emergency power generator as backup if the electricity should fail, according to Fagans.

Although no one argued that the systems might be inadequate in and of themselves, neighbors were more concerned Monday that the dangers of what would be tested in the lab made even the slightest chance of an error too great.

"I'm not concerned with motor oil here," neighbor Ralph Wolfe said Tuesday. "I'm not concerned with DDT. What

we're talking about is nerve gas, a substance designed to kill people. It's a weapon of war. It's a little different from treating an industrial waste."

For a time at Monday's hearing, it was not clear whether nerve gas was what was being discussed. Weedon at first said only liquids — not gases — would be tested at the laboratory, but when pressed further did eventually explain that what is called nerve gas is a liquid that is dispersed as an aerosol.

"You can dance around the subject all you want," Cyr retorted, "but there's a question in the middle. You tell me 'we're working with chemicals', and we ask if it's nerve gas. You say, 'it's not a nerve gas, it's a liquid.' That's insulting. It's incredibly insulting."

Councillor David Sullivan was able to pin Weedon down further in a later question. "The one contract you have," Sullivan said, "is to test for military purposes, to analyze chemical substances which include what is commonly known as nerve gas." Weedon responded "yes."

In an interview Friday, Alma Triner, vice president for public relations at ADL, explained that laboratory staff "will be working to detect the presence of toxic gases or chemicals, identifying what they are, and developing methods for detoxifying them and protecting people from them."

The lab will be used to analyze "a lot of different materials, in the broad category of toxic and hazardous materials," according to Fagans. "What we're going to be doing is analyzing them chemically to break them down into non-hazardous materials." The lab also will be used for "testing various materials to see whether

(Continued on page 4A)

City 'gag order' on cable issue challenged in court

The cable issue has already gone to court, even though Cambridge residents will not vote on the Cambridge Cable Referendum until Nov. 8.

In U.S. District Court last week, the New England Cable Television Association (NECTA) and Ithiel De Sola Pool, an MIT professor, alleged that an executive order by City Manager Robert Healy violates the First Amendment rights of the city's employees.

The executive order, which Healy issued on July 30, 1982, sets ethical standards for municipal employees to follow concerning their contact with cable industry representatives.

NECTA, Pool, and the recently formed Cambridge Citizens for Risk-Free Quality Cable all charge that Healy's ethical code is a "gag order" that stops municipal employees from

receiving verbal or written information from the cable industry regarding the referendum question.

The Cambridge group claims that 15 percent of the city's residents are covered by the order, including policemen, firemen, public school teachers, and other municipal employees.

According to the brief filed by NECTA and Pool last week in federal court, "the city stands only to gain if its employees and officials are exposed to vigorous debate of the referendum question in order that they make an informed choice on election day."

U.S. District Court Judge Walter Skinner took the matter under advisement and, at press time, had not yet rendered any decision.

The Civil Liberties Union of Massachusetts (CLUM) is also involved in the matter. In a letter from CLUM Executive Director John W. Roberts to Healy, the organization praises the city manager's efforts to keep the cable franchising process fair and above board, but questions the sweep of the code.

"Many Cambridge city employees are apparently refusing to engage in any kind of communication concerning the cable referendum because of the Executive Order," the letter reads. "Such a broad ban on communication raises serious First Amendment problems and, ultimately, undermines the referendum process."

The letter goes on to say that CLUM

is willing to help draft a more equitable code of ethics.

For his part, Healy said the intent of the order is to prevent city employees from becoming involved with any improper activities regarding the cable industry and its representatives. He noted that the order is patterned after similar codes in Boston, Cleveland, and Detroit.

The city manager said he doesn't want to violate anyone's First Amendment rights, but he conceded that some elements of the order may be offensive to those rights.

Healy did add that he is willing to modify the order to ensure that none of the First Amendment rights are abridged.

—ANTHONY BALDO

Bok, Gray oppose city nuclear free question

The presidents of the city's two major universities — Derek Bok of Harvard and Paul Gray of MIT — this week went on record in opposition to the referendum question on the Nov. 8 ballot which would make Cambridge a nuclear free zone.

While both educators expressed sympathy with the intent of the controversial proposal, Bok said it would set a "dangerous precedent for a local community or any governmental body, to forbid particular kinds of research because they might lead to dangerous or undesirable consequences."

Gray also focused his opposition on the proposal's restriction of research on nuclear weapons.

"There is no research on the development of nuclear weapons on the MIT campus," Gray said, "and the framers of the proposed act have specifically excluded as part of its language any 'basic research, the primary purpose of which is not to work toward the development of nuclear weapons.'"

"But the fact is," Gray continued, "that the language of the petition is so broad and encompassing that the research, writing, and evaluation activities it covers would seem to restrict the free exchange of ideas and pursuit of knowledge which are central to the university and which are protected by the First Amendment."

Bok, similarly maintaining that Harvard is not engaged in any scientific

research to develop nuclear weapons, argued that "by flatly prohibiting research on nuclear weapons and their components, the (nuclear free Cambridge) act could literally be read to extend even to the work of our professors and students on arms negotiations, the nuclear arms race and the avoidance of nuclear war."

While conceding that local governments

have the "power to regulate the application of knowledge in order to protect the public from harm," Bok said "it is quite a different matter for a government to forbid the acquisition of knowledge."

The nuclear free proposal reads, in part: "No person, corporation, university, laboratory, institution or other entity shall, within the City of Cambridge, engage in work the purpose of which is the research, development, testing, evaluation, production, maintenance, storage, transportation and/or disposal of nuclear weapons or the components of nuclear weapons." Violators would be subject to a fine or imprisonment and Cambridge residents would also be able to bring civil suit against the violators of the act. The proposal does include an exception for "basic research" as long as that research is not being done to "work toward the production of nuclear weapons."

The universities' fears about how the proposal would apply to basic research is disputed by supporters of the referendum question, including New York Attorney

Mark C. Cogan, chair of the litigation committee of the Lawyers Committee on Nuclear Policy.

"The act explicitly protects all research other than that directed toward the building of nuclear weapons," Cogan said. "In the face of such clear language in the proposed law, how anyone can imagine that a person's freedom of expression would be curtailed is nothing short of preposterous. In effect, the opponents are asserting the untenable notion that a person has a First Amendment right to build nuclear weapons."

Bok, while conceding the exception for "basic research" in the proposed act, argued that "at least some of Harvard's work on arms negotiations and arms control does not fall within the literal terms of this exclusion, since it is not 'basic research.'"

"Moreover," Bok continued, "the terms of the act would certainly seem to apply to any professor whose writings advocated the development of new or larger nuclear weapons systems."



Fall back Sunday morning

On the inside

Arts	16	Deaths	13
Arts at a glance	3a	Editorial	4
Capsules	2	Pol/Talks	4
Crime beat	16	Sports	17

Cambridge capsules

Nuke free debates planned

The final Nuclear Free Cambridge referendum question forum in the series sponsored by the Cambridge Commission on Nuclear Disarmament and Peace Education will be held tonight, Oct. 27, at 7:30 pm at the Fitzgerald School on Rindge Ave.

Last week's forum drew a large number of employees of the Charles Stark Draper Laboratory who picketed in opposition to the referendum prior to the debate. Later, Draper employees packed the Harrington School auditorium to express concern for their jobs if the question is approved by Cambridge voters on Nov. 8 and subsequently held as constitutional in expected court challenges.

The Nuclear Free Cambridge issue will also be the focus of the November membership meeting of the Cambridge Chamber of Commerce as two prominent Cantabrigians will debate the issue at a luncheon on Nov. 2 at 12 noon at the Hyatt Regency. Speaking against the question will be Edward Sullivan, business manager and secretary/treasurer of the Service Employees International Union, Local 254, AFL/CIO. Speaking in favor of the question will be City Councillor David Wylie, an attorney with the firm of Martin, Morse, Wylie and Kaplan. The debate will be followed by a question and answer session. Luncheon tickets are \$15 and may be reserved by calling the Chamber.

City plans safe Halloween

City officials are working to make Halloween a safe and enjoyable one for Cambridge children.

On Oct. 31, a special "Halloween Patrol," made up of Mayor Alfred Vellucci, Schools Supt. William Lannon and other school officials, will hit the streets to help children as they gather their holiday treats.

Vellucci issued a letter to parents this week with tips on how they could have a safe holiday, advising that children should wear light-colored clothing and/or reflective tape, should only visit house of people they know, travel in groups and carry flashlights. Parents should examine all packages, fruit and unwrapped candy and should accompany their children at all times.

A number of city schools, businesses and libraries are hosting Halloween events beginning today. A schedule follows:

Thursday, Oct. 27
Halloween arts and crafts, Field Branch Library, school age children, 3 pm; Halloween stories, North Cambridge Library, school age children, 3 pm.

Friday, Oct. 28
Stories, film, face painting, Central Square Library, pre-school age, 10:30 am.

Saturday, Oct. 29
Play, "Mrs. Gaddy and the Ghost," all ages, Main Branch Library, 11 am.

Sunday, Oct. 30
Halloween party for children and parents, Averof Restaurant, Porter Square, 3 to 5 pm.



GOOD SCOUTS—The newest members of the Cambridge Council, Boy Scouts of America, recently gathered at a meeting to organize the "Tiger Cub" program. The new Scouts are from all areas of Cambridge and are the charter members of the newest phase of the Scouting program. Tiger Cubs is a program for 7 year old boys and their parents. Further information on this exciting new program of Scouting can be obtained by calling the Cambridge Council, BSA at 547-2760.

Absentee ballots available; city voter list posted

The Cambridge Election Commission announced this week the availability of absentee ballot application forms at its 362 Green Street office, for persons registered to vote in the city who will be away from Cambridge on election day, November 8, or who by reason of physical disability or religious beliefs, will be unable to go to their polling place.

Any voter who is unable to pick up an application form may send a card or letter to the Election Commission at the above address requesting an absentee ballot. The card or letter must contain the following information:

- The voter's name and voting address.
- The address to which they wish the Ballot to be mailed.
- The reason for their request.
- The voter's signature or, if unable to sign, the voter's mark witnessed by another person.

Ballots will be mailed to the address provided on the application form, card or letter. A voter may execute the ballot in any community and mail the ballot back from any community, but the ballot must be received by mail at the Election Commission no later than 8 pm on Election Day in order to be valid and to be counted.

A voter who will be away from the city on election day and who will not have an address to which the ballot can be mailed may submit the application form, letter or post card with the information described above and request to vote his/her absentee ballot over the counter at the Election Commission Office. Such person must come to the office prior to their departure from the City, vote their ballot and have it witnessed by one of the Election Commission staff.

Any voter who wishes to vote over the counter should telephone the Election Commission at the above number for a time when they might come to apply and cast their ballot.

No application for absentee ballots will be accepted after 12 noon on Monday, November 7, the day preceding the municipal election.

Notarizing ballots

The Election Commission also announced it will be available to serve as notary public for all those requiring the service, who do not otherwise have access to a notary.

Any person in need of a notary may telephone the commission at 498-9087 and the commission has promised to do its best to have someone call at that residence within 48 hours.

There is no charge for this service. The deadline in applying for absentee ballots is noon on Monday, November 7, 1983. Ballots must be received by 8 pm election night at the Election Commission.

Voter lists

The Cambridge Election Commission has announced that 1983 voters' lists are now posted outside the city's 55 polling places. The commission requests that voters check these lists to make sure that their name appears there.

Persons who registered to vote after July 1, 1983 will not appear on the lists presently posted. Rather, their names will appear on the pink supplemental lists that will be added to the boards, approximately 10 days before the November 8 city election.

If your name does not appear on either the white list or the to be posted pink list, call the Cambridge Election Commission at 498-9087.

Vietnam vets offered mortgages

The Massachusetts Housing Finance Agency (MHFA) has announced a lottery for eligible Vietnam era veterans for low, fixed interest mortgages, according to Cambridge Veterans' Services Director Paul J. Ryan.

The MHFA has targeted \$15.9 million — or about 320 mortgages — for Vietnam era veterans who served 180 days in the military, a part of which was served between Aug. 5, 1964, and May 6, 1975. Veterans must have been discharged under conditions other than dishonorable. If they served during the above period and

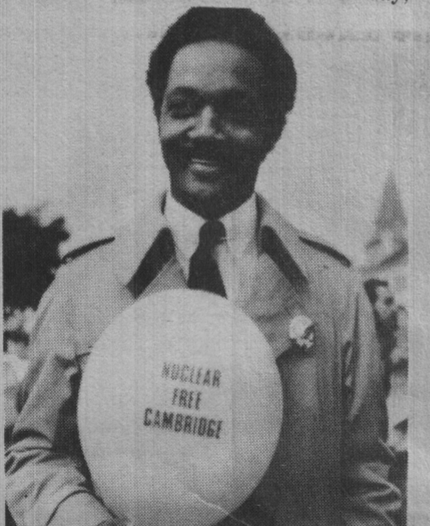
received a medical discharge because of service-related injuries, they are also eligible, as are spouses of veterans who died while in service or as a result of injuries received during service.

The Veterans' Services office at 57 Inman St. has lottery applications available, Ryan said, and will assist applicants in filling out the forms. The lottery applications must be received by the MFHA no later than Nov. 7, 1983, for the drawing on Nov. 10.

For information, call the Veterans' Services office at 498-9046 or 498-9047.

5,567 new voters register

The exact count of how many Cambridge voters registered in time for November's election won't be made until election day,



UP IN THE AIR?—Jesse Jackson may or may not be running for president, but it's clear where he stands on the Nuclear Free Cambridge referendum. Jackson was in town over the weekend to protest the deployment of US missiles in Europe. (Photo by Don West)

but as of September 30, there were 42,769 Cantabrigians registered to vote, according to Susan Arthur of the Cambridge Election Commission.

Of those, some 5567 were newly registered in Cambridge this year. For the 1981 city election, 47,973 voters were registered in the city. Arthur explained that when a voter is not counted in the annual city census, his or her name is dropped from the list of those registered.



CELEBRATING—Walter Fauntroy, delegate to Congress from the District of Columbia, delivered the keynote address at the 110th anniversary banquet of St. Paul AME Church on Saturday at the Sheraton Boston Hotel. (Photo by Les Kimbrough)

Rx

ONE DOSE DOES IT

Many people tend to think that pinworm infections occur only in children. The typical victim of pinworms is from four to twelve years old. But adults do contract this parasite.

Pinworms live in the intestine. The female worm migrates to the rectum where she lays up to 10,000 sticky eggs. The presence of the eggs and the dying female worm produces moderate to severe rectal itching. Scratching the rectal area may lead to bacterial infection, which can mask the real problem. Also, eggs that become lodged under the fingernails may be transmitted to others.

The only sure way to rid oneself of pinworms is to take medicines that kill or paralyze adult worms. It is often necessary to treat the entire family to prevent infection transfer from untreated to treated family members. Also, many physicians recommend a second treatment about two weeks following the initial treatment.

Safe and effective prescription medicines are available to treat pinworm infections. Such medicines break the life cycle of the worms in the intestine. Some individuals will require two doses of medicine. For the majority of individuals, however, one dose does it.

AUTHORIZED RECIPIENTS OF MEDICAL SERVICE OF: Medicare, Veteran's Benefits, Aid to Aged, Aid to Blind or Welfare are welcome at the Skenderian Apothecary. Local 25 PCS-paid RX honored. AARP.

Pharmacy hours: Mon.-Friday 8:30 a.m. to 8 p.m.
Sat. 9:00 a.m. to 7 p.m., Sun. 9:30-5:30
FREE DELIVERY

The Skenderian Apothecary

1613 CAMBRIDGE STREET, CAMBRIDGE
Open 7 Days a Week for Your Health Protection
354-5600

WANT TO ROLLER SKATE???
Tuesday morning 10-12
\$3 includes lesson & coffee
JOIN US FOR FUN & EXERCISE
WAL-LEX
LEXINGTON ST., WALTHAM
893-7070

CITY OF CAMBRIDGE
NOTICE OF A PUBLIC HEARING

Pursuant to an order introduced by Councillor David A. Wylie, the Cambridge City Council will conduct a public hearing on Monday, October 31, 1983 at 6:00 p.m. in the City Council Chamber, City Hall.

The purpose of this hearing will be to discuss a proposal to establish, through "Home Rule" legislation an "Office of Standards" under the Governor which would monitor the performance levels of the Massachusetts Bay Transportation Authority (MBTA).
By order of the City Council,
Paul E. Healy, City Clerk

COBBIES SALE

LAST 3 DAYS!

Picture the "Canasota" by Cobbies. Detailed in all the right places to add style and excitement to your wardrobe. Available in black, and cognac. Reg. \$39.99

Picture the "Berkley" by Cobbie Cuddler with a padded innerside and contoured arch. It's the shoe that gives you the perfect fit. Available black, burg, and amber. Reg. \$37.99

\$29.90
SAVE UP TO
\$10.09

AA	B	C	D
7-10	5-10	6-9	6-9

HUSTON'S
Assembly Sq. Mall, Somerville;
Natick Mall, Natick; Worcester Center, Worcester;
Eastfield Mall & Center Sq. Mall, Springfield
Visa • Mastercard • American Express

For Overweight Men and Women...

A Weight Loss AUTUMN SPECIAL

For All Your Seasons To Come

Chris Fulchino of Boston lost 35 pounds in 12 weeks. And she's maintained her slender figure for 5 years!

Few changes in life are as dramatic as weight loss. Think of how terrific you'd feel without those extra pounds — for this fall and all the seasons of your life.

You can do it! At Weight Loss Clinic anyone can lose three to four pounds every week. With delicious, natural foods — not crazy diets, liquid proteins or prepackaged diets. Without drugs, injections or hormones.

The best part is that Weight Loss Clinic clients lose weight and learn to keep it off. More than 80% of clients contacted maintained weight loss for more than a year after completing the program. No one comes close to our record for weight loss maintenance.

Find out for yourself. Take advantage of Weight Loss Clinic's **SUPER AUTUMN SPECIAL.**

The regular \$78 program for half **\$39*** price: **ONLY**

Call now for a private, no-obligation weight loss consultation. Absolutely free.

WEIGHT LOSS CLINIC

*Excludes Current Clients

CAMBRIDGE (Fresh Pond): 55 Wheeler Street, Suite 1 491-6091
Visa and MasterCard welcome. 8 am to 7 pm Mon-Fri. ©WEIGHT LOSS CLINICS OF AMERICA, INC. 1983.

I ♥ CAMBRIDGE

DAVID HOLWAY has been working hard to return to the school committee. His campaign is to restore pride in our government and to return to the job of educating our children. David has been distributing "I Love Cambridge" stickers to help restore pride in our city.

If you would like a sticker call 492-2075.

DAVID J. HOLWAY

SCHOOL COMMITTEE

1

Holway Committee
20 Norumbega St. Cambridge

Councilor Wylie Adm # 13
due Sept 26, 1983

Whereas
The MARTA Red line Service has
his AN ABYSMAL ^{ABYSMAL} ROAD BOTTOM FOR
WASTING TENS OF THOUSANDS PERSON
HOURS DAILY

Whereas:
The present STATUTORY ORGANIZATION
OF THE "7" ^{creates} ~~creates~~ THE INEFFECTIVITY
OF THE "7" ^{HEADLESS} ~~will~~ BE A ^{HEADLESS} ~~HEADLESS~~
MONSTER
1. MONSTER ~~MONSTER~~ TO NO
1. Municipality, NO ~~NO~~ ^{NO} ~~NO~~
NO CONSUMER AND NO ~~NO~~ ^{NO} ~~NO~~

Now Therefore BE IT Resolved:
That the City Council and
The City ~~City~~ BE REQUESTED

To work with the Cambridge
legislative delegation to change
the enabling act creating
the Tⁿ as follows:

1/ Create an Office of Standards
under the Governor,

A majority of the members of

which shall be appointed by

the Chief Executive of the

Commonwealth and by the

2/ Give the Office of Standards
Authority to set standards for

the Tⁿ, including

(A) Average maximum time for
trips

(B) Levels of cleanliness

(c) Standard of custody

3/ Provide that in the event
of a falling ^{below} of or failing below said

standards of more than 15%

in any sixy day period, the

Federal Manager will lose

his position and all employees

shall have their income

reduced by 10% for

six months and payments

on principal of any T-Bills

will be postponed for six

months.

4/ How the funds saved

by the foregoing

Be placed in a separate page
for use at the discretion

sole ~~at~~ discretion ~~to~~

review ~~of~~ the aforesaid

standards -

Charter Right exercised by
Commissioner Walter J. Sullivan

- to the Coleridge and for -

- the Director Earl M. M. M.

Whereas MBTA Red Line service has hit an abysmal, rock bottom low, wasting tens of thousands of person hours daily, and

Whereas the present statutory organization of the T ~~provides little~~ creates the inevitability that the T will be a headless monster, answerable to no municipality, no taxpayer, no consumer, & no Governor,

Now therefore, the City Manager and City Solicitor are requested to work with the Cambridge legislative delegation to introduce legislation to ~~amend~~ change the T's enabling act as follows:

1. Create an Office of Standards under the Governor, a majority of the members of which shall be appointed by the chief executives of communities served by the T.
2. Cause the Office of Standards to establish service standards for the T, including:
 - a. Average maximum times per trips
 - b. Levels of cleanliness
 - c. Standards of courtesy
3. Provide that in the event of a falling below said standards of more than 15%

in any 60 day period, the General Manager shall
automatically lose his position ~~and~~ all
employees shall have their wages reduced 10% per
~~month~~ ^{month} and payments on principal of any T bonds be postponed
for six months.

That the funds saved by the foregoing be
placed in a special fund for use ~~at~~ at
the ~~direction~~ of the Governor in sole discretion
to ~~use~~ ^{achieve} the special standards.

R. L. M. C. W. J. J. J.

~~174~~

Order
of
17

1

1



City of Cambridge

13.

IN CITY COUNCIL

September 26, 1983

COUNCILLOR WYLIE

WHEREAS: The MBTA Red Line service has hit an abysmal rock bottom low, wasting tens of thousands of person hours daily; and

WHEREAS: The present statutory organization of the "T" creates the inevitability that the "T" will be a headless monster, answerable to no municipality, no taxpayer, no consumer and no governor; now therefore be it

RESOLVED: That the City Manager and the City Solicitor be requested to work with the Cambridge legislative delegation to change the enabling act creating the "T", as follows:

1. Create an Office of Standards under the Governor. A majority of the members of which shall be appointed by the chief executives of the communities served by the "T".
2. Cause the Office of Standards to establish service standards for the "T" including average maximum time for trips, levels of cleanliness and standards of courtesy.
3. Provide that in the event of a falling below said standards of more than 15% in any sixty day period, the general manager will lose his position and all employees shall have their income reduced by 10% for six months and payments on principal of any "T" bonds will be postponed for six months.
4. That the funds saved by the foregoing be placed in a special fund for use at the Governor's sole discretion, to achieve the aforesaid standards.

TABLED ON MOTION OF COUNCILLOR WYLIE

PLACED ON FILE - DECEMBER 19, 1983.

5-69-18

C. Wylie re: resolutions requesting the City Manager & City Solicitor to work with the Cambridge legislative delegation to change the enabling act creating the MBTA to create an office of standards to deal with maximum time for "T" trips, cleanliness, etc. *Placed on file pursuant to Ord # 8*

12/19/83-

10/3/83

Tasked by C. Wylie
MBTA appeals to
appear at City Council
on 10/17/83 at 6:30 PM
to discuss the subject
matter of the order.

In City Council

and the membership of
September 26, 1983
Cambridge Trans. Forum -

9/26/83

Frank Neville, MBTA + Kathy Spiegelman
+ Ned Hendy, of Community Development
on behalf of Camb. Transportation
Forum invited to

Sign attend 10/17/83
by mh

Mr. James O'Leary, MBTA General Mgr.
notified by hand 10/13/83 mh

-17 OCTOBER 1983-

C. Wylie Requested

The City Council

to schedule a

New hearing

on this subject

in two weeks

and instructed

Mr. Condon to

write to MBTA

James O'Leary -

James Frazon -

and invite them

to be present

and be prepared

to discuss this matter

Mr. O'Leary notified of rescheduling to
October 31, 1983 at 6:00 p.m. by hand
10/20/83, Camb. Transportation Authority
notified by letter 10/20/83 mh