

Metropolitan Transit Authority

PUBLIC TRUSTEES

PARK SQUARE BUILDING

BOSTON 16, MASSACHUSETTS

January, 10, 1955

Mr. John J. Curry, City Manager
City of Cambridge,
Massachusetts.

Dear Mr. Curry:

I wish to acknowledge receipt of your communications of January 5, 1955 advising that the Cambridge City Council had passed two ORDERS on January 3, 1955 - one, requesting the M.T.A. to refrain from using Harvard Square as a Bus Terminal, and the other requesting that the Authority have its buses stop at the curb for passengers, and not in the middle of the street.

The Board has requested Edward Dana, General Manager, to confer with you on the above matters. We trust that some mutually satisfactory arrangement can be worked out between us.

Yours very truly,

Frank W. Rourke

Frank W. Rourke
Chairman

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OFFICE OF THE
CITY MANAGER

Metropolitan Transit Authority

PUBLIC TRUSTEES

PARK SQUARE BUILDING

BOSTON 16, MASSACHUSETTS

January 12, 1955

John J. Curry, City Manager
City of Cambridge
City Hall, Cambridge, Massachusetts

Dear Mr. Curry,

On January 3, 1955 the Cambridge City Council

"ORDERED:

That the City Manager be and hereby is requested to notify the officials of the Metropolitan Transit Authority to order their buses to refrain from using Harvard Square as a Bus Terminal."

At my direction our General Superintendent and North Side Superintendent conferred with you on January 11 on this matter and pointed out that we do not provide for our buses tarrying in Harvard Square. Terminating at Harvard Square at the present time, are the following lines:

Kendall Square to Harvard Square
Belmont Center to Harvard Square
Park Cir.,Arl. to Harvard Square

In addition thereto are three lines which pass through Harvard Square,

Union Sq., Somerville to Union Sq., Allston
Bennett Street to Lechmere
Bennett Street to Massachusetts Station

These latter three lines that only pass through Harvard Square stop in the Square only long enough to load and discharge passengers and do no layover at all. The lines that terminate in the Square in the morning usually pull directly out after discharging their passengers. In the afternoon the vehicles stay in the area provided for them long enough to meet the passengers arriving on the incoming trains.

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JAN 14 8 37 AM '55

OFFICE OF THE
CITY MANAGER

Mr. John J. Curry, City Manager
City of Cambridge

Jan. 12, 1955

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The Authority will do its best to see that these vehicles' effect upon the movement of vehicular traffic is minimized.

Very truly yours,



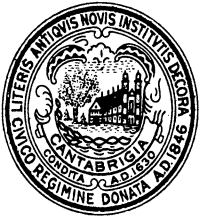
EDWARD DANA
General Manager

RAS:LMC

OFFICE OF THE
CITY MANAGER

JAN 14 8 37 AM '55

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CITY OF CAMBRIDGE

MASSACHUSETTS

EXECUTIVE DEPARTMENT

JOHN J. CURRY
CITY MANAGER

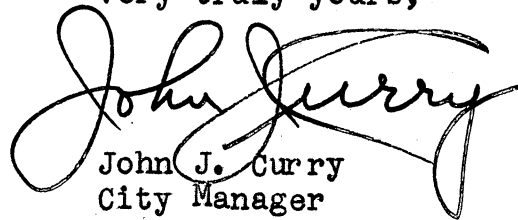
10-F-1955

January 17, 1955

To the Honorable, the City Council:

I transmit herewith communication from Edward Dana, General Manager of the Metropolitan Transit Authority, relative to use of Harvard Square by buses, in compliance with City Council Order of January 3, 1955.

Very truly yours,


John J. Curry
City Manager

JJC:d

