In Case of Insomnia — Mass Transit: The Train at the End of the Platform

By Stearn Kassman

Now — when the average motorist is facing a three-hour commute due to the growing traffic jams and rising costs — has been hailed as the time for renewal of mass transit.

In fact, public transportation had been growing in popularity this autumn’s troubles began. The important thing will be for federal and local governments to renew their faith in the idea that this resource of the cities is not lost or allowed to further deteriorate.

The federal government has been hassling for several months over various aid-to-public-transportation bills, and there is a strong possibility that some sort of help will soon be forthcoming from that source. On the local level, several cities (including Boston) have begun to develop novel ways of promoting the use of their mass transit facilities.

“Dime-Time” is the MBTA promotional gimmick, and according to its figures it has been successful in drawing more people to the subways during the rush hour. The result is a $1.5 million annual subsidy to the MBTA, which it is expected to be able to maintain.

Equipment improvements can also play a part in encouraging riders. Test rides on the all-nighter line, for example, should be extended to all four lines of the system and some provision should be made for no-fare rides.

This return to public transport should not be limited to the MBTA. The results of the recent transit deficit-construction situation in the city — the possible funding of limited service by city funds — should be investigated.

New York City — the nation’s leader in urban transit reform — has also succeeded in luring more riders during off-peak hours. There, senior citizens ride free of charge, and riders pay only 50 cents on Sundays, and other special programs are being sponsored.

The Denver voters have just passed a subsidy to support the construction of a private mass transit system. This result, largely due to the pressure of the public, has shown that if a system is needed, the people are willing to support it.

All these efforts, plus the energy crisis, have shown that the problem of mass transit is a real one.

The Federal Transit Administration has been favorably voted out of both House Senate committees and is expected to pass with little opposition in both houses. This return to public transit should not go unmentioned and the federal government must continue to make moves in this direction.

There is both a Congressionally-sponsored bill and an Administration-sponsored bill in Congress right now. The $300 million for the emergency construction bill has been favorably voted out of both House Senate committees and is expected to pass with little opposition in both houses. This return to public transit should not go unmentioned and the federal government must continue to make moves in this direction.

There are also a number of other measures being discussed. Perhaps the most important one is the creation of a mass transit district, which would be given the responsibility of planning and operating a system.

In addition, there is a movement afoot to build a new subway line. This line would link the two existing lines and would provide a much-needed service.

The key to success of this project is to ensure that it is built on time and within budget. The city of Boston has already demonstrated its ability to do this, and it is hoped that the new line will be completed on schedule.

With the energy crisis, there is an increased need for mass transit, and it is up to the various agencies to ensure that this need is met.

— By Michael D. McNamee

The last few years have seen a time of transition and reform for the MBTA at MIT — the freitnity. Coed fraternities have been introduced to the city, and recently they have moved into twenty-nine houses. Two fraternities have recently moved into new quarters on Beacon Hill, and there is a possibility that the other houses may soon be vacated.

There are few discussions about the feasibility of establishing a residential coed system. The move to a coed system would be a long-term goal, and it is hoped that the changes will lead to a more efficient and effective system.

For half-fare, all riders pay half-fare on all buses. A 10-year-old baby can ride free, and there is a strong possibility that the city will soon be forthcoming from that source.

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