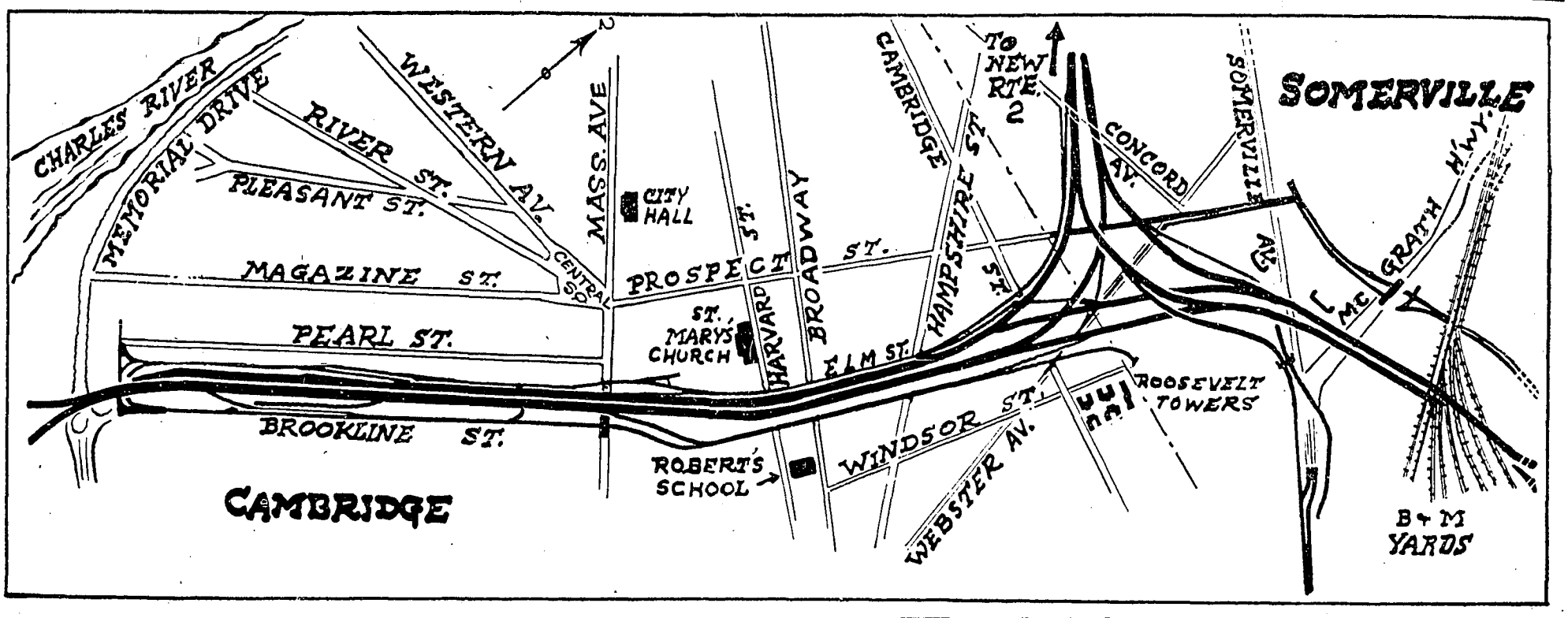
An Inner Belt Hot Spot



Cambridge and Somerville Fear Heavy Loss of Homes

Even as Boston prepares to accept the recommended route for the Inner Belt, other communities affected raise strong objections. Today, The Globe presents details of the controversy over the D.P.W. route through Cambridge and Somerville.

Here is the route recommended this week to the state Dept. of Public Works for the giant Inner Belt expressway across nearly three miles of Cambridge and Somerville. It is NOT necessarily the one that will be picked.

To accommodate both the eight-lane expressway and service roads parallel with it on both sides, the road builders require a swath of land about 300 feet wide.

Through Cambridge, as the accompanying map shows, it roughly follows the alignment of Brookline and Elm streets.

What has raised a storm of protest in Cambridge and Somerville — both crowded cities—is the fact that the Belt highway, plus its connections with new Rtes. 2 and Interstate 93 (from Medford) would result in hundreds of families losing their homes.

This is where the route of the Belt, in the map area shown, would go:

After crossing the Charles River just west of Boston University Bridge, it parallels Brookline st., and crosses Massachusetts av. east of Central sq.

It continues between Columbir and Elm sts., northeasterly to an interchange with Rte. 2 at the Somerville city line, between Donnelly Field, Cambridge, and Lincoln Park, Somerville.

In Somerville, it crosses over the B. & M. Railroad's Fitchburg division and McGrath Highway, enters the B. & M. freight yards, and runs parallel to Washington st., south of the industrial complex.

Officials in both cities have urged alternate routes for the Belt. Some suggest that it follow the B. & A. roadbed which cuts across the rear of M.I.T. Others urge Memorial Drive.

But the consultant firms who prepared the report to D.P.W. have pointed out that, for all its faults, the recommended route has far more advantages.

Ex-Coal Miner, Clerk New Prudential Head

ORVILLE BEAL
New Prudential president

Orville E. Beal, 53, one-time Pennsylvania coal miner, yesterday was elected president of the Prudential Insurance Co.

The company is currently building the $100 million Prudential Center in the Back Bay.

Beal, who will be the ninth president of the firm, will take office on Oct. 1. He succeeds Louis R. Menagh.

Born in Monvue, Pa., he was the third of 12 children and the son of a coal miner, who later became an insurance agent for Prudential.

He attended high school in nearby McClellandtown and during school vacations he added to the family income by working as a clerk in a general store, delivering newspapers and selling shoes door-to-door.

After graduation, he worked as a coal miner in Nemacolin, Pa., and later moved to Newark, N.J., where he became a clerk in the Prudential home office.

While working days, he attended school nights and in 1937 received his bachelor's degree. In the same year, he was promoted to sales division manager.

He is married to the former Jean Vivers of Hackensack, N.J. They have two children, Bruce, 20, and Beverly, 14.

Nuclear Train Wreck Kills 2, Injures Five

COATESVILLE, Pa. (UPI) — A Pennsylvania Railroad freight train yesterday slammed into the rear of another which was carrying a classified cargo of nuclear material. Two crewmen were killed and five other persons, including four AEC personnel, were injured.

Two engines and nine cars overturned. Three of the cars belonged to the Atomic Energy Commission, and two of them contained "some nuclear material which had a low level of radioactivity," according to the AEC.

Authorities said the nuclear material did not spill, and that the wreck area was checked for radiation—none was found.

The AEC in Washington verified that there is "no danger, and that there is no radiation hazard."

But, as a precaution, police threw a rope barricade around the three government cars, one of which carried AEC personnel. A demolition team from the Army's 68th Ordinance Unit at Valley Forge was sent to the scene.

Personnel from the AES's naval reactors office in Pittsburg also were sent.

The wreck occurred when an 80-car freight pulled by two electric locomotives crashed into the rear of a 90-car freight which contained the nuclear cargo. The last five cars of the first train were derailed, as were the two locomotives of the second train.

The dead were identified as C. L. Baker of Harrisburg, fireman, and H. S. Hummer of Columbia, engineman, both on the second train.

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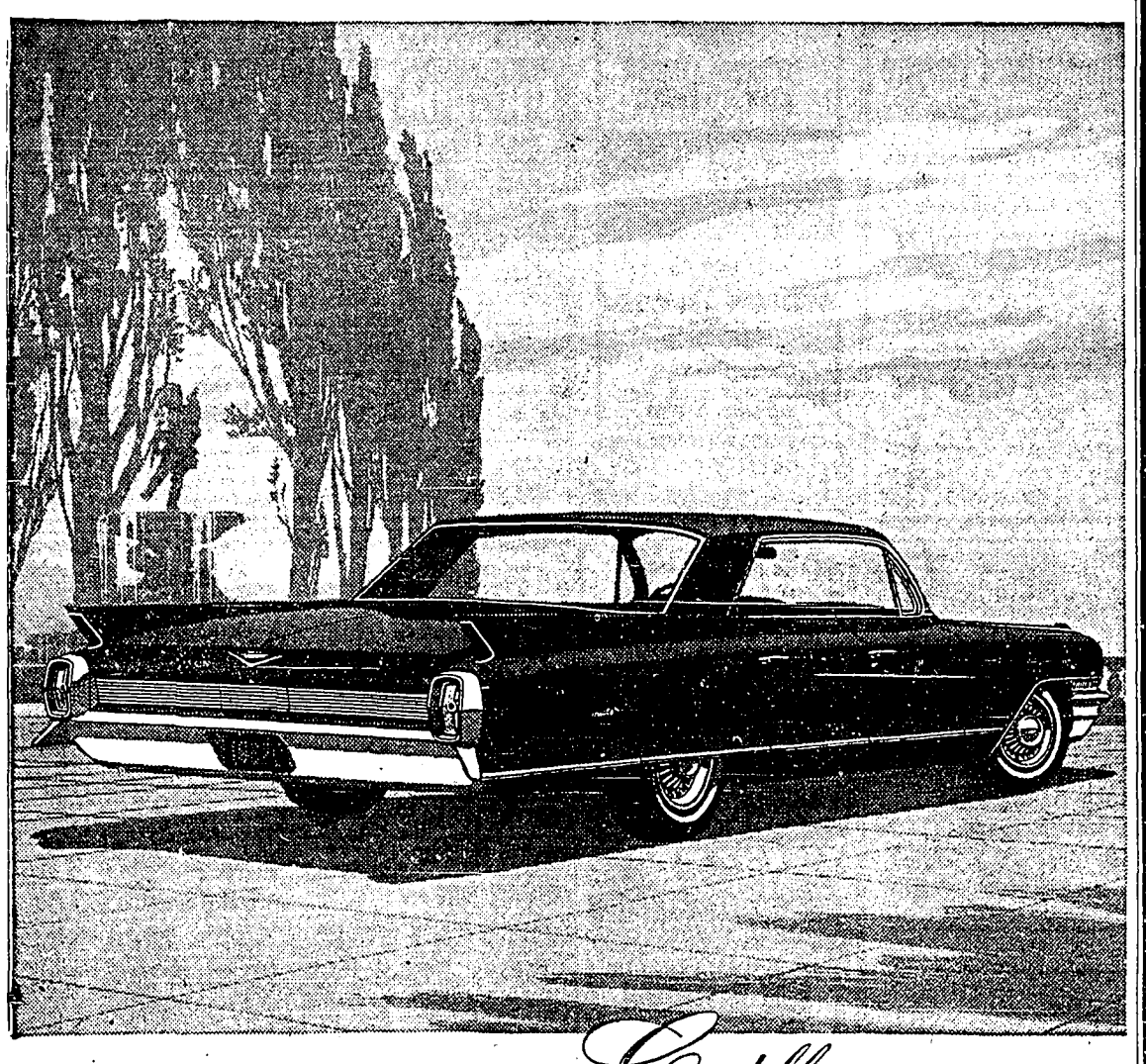
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