## **How to Get the Port Authority** Back on the Track

. A solid and unbreachable wall of law exists between the Port Authority and mass transit. The wall must be smashed . . .'

In their search for a new executive mext executive director simply to pick the price of seandalously neglecting its investor of the Port of New York. Agrees eager for the job had better her public purposes. Supposedly subject to all their properties of the Port of New York. Agrees eager for the job had better he policy direction of an unpublic new and properties of the policy direction of an unpublic new and properties. Agrees eager for the job had better he policy direction of an unpublic new and properties of the policy direction of an unpublic new and properties of the policy direction of the policy direction of an unpublic new and properties of the policy direction of the properties of the policy direction of the properties of the prope

towed a selfort from the control of the control of

Justices Divide 4-3 on Bondholder Covenant

### Supreme Court Upsets Repeal Of Port Authority Investor Pact

THE' NEW YORK TIMES, FRIDAY, OCTOBER 3, 1958. ery fat cat is

SUNDAY NEWS, MARCH 24, 1974

NDAY NEWS, MARCH 24, 1972Kheel on Wheels
The Institute for Public Transtration will hold a two-day
ference on "Transportation
of the Energy Crunch" April 15
d 56 at Automation House, 40
d 56 at Automation House, 40
The Control of the Control
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How the Establishment Got Theirs: The Defeat of the **Transportation Bond Issue** 

By Fred Powledge .. Rockefeller, in a fit of lost cool, called Kheel a 'political ex-

hibitionist.' But the Governor's new proposals confirm that the man who led the opposition had been right all along..

AUTOS AGGRAVATE

By STANLEY LEVEY Having displaced the horse, the automobile is now inexorably replacing the mass transit facil-

THE NEW YORK TIMES, TUESDAY, MAY 31, 1955

Kheel Conducts Broad Study

Kheel Conducts Broad Study
In his survey of the transittraffic problem, Mr. Kheel has
met with representatives of the
public, infidency and labor, with
civic groups and specialized organizations. He reported receiving hundreds of letters from
riders with plans and suggestions.

Mr. Kheel found four main
factors in the traffic crisis that
have a significant bearing on
mass
transportation. These
were:

mass transportations were:

¶Since the end of the war in 1945 there has been a tremendous shift from mass transit facilities to private cars. The public has not yet realized its significance.

congestion slows bus

#### CHARGES 'PROTECTION' OF P.A. BONDHOLDERS

## Kheel assails Rocky, Cahill on transit

DAILY NEWS

# KHEEL: DOUBLE BRIDGE TOLLS

Moses Brands Plan 'Illegal'

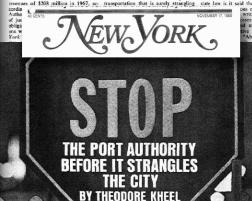
Theodore W. Kheel, impartial chairman of the transit industry, went Transport Workers Union President Michael J. Quill one better yesterday on ideas for subsidizing the 15-cent fare.

ideas for subsidizing the 15-c
He not only urged like
Quill, that funds be diverted
from the Triborough Bridge
and Tunnel-Authority and
the Port of New York Authority to meet the transit
deficit—but also called for
doubling the two agencies'
bridge and tunnel toils to be
sure there would be plenty
of money for the fare subsidy.



# How the **Port Authority** Is Strangling

thority is a dangerously short-sighted and money machine harnessed to serve, not the he private vision of an opportunistic manag



NEW YORK POST.

TUESDAY, SEPTEMBER 30, 1969

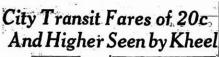
# **Kheel Asking Doubled Tolls** To Save Fare

The city will ask the Port of New York A: thority to double tolls on bridges and tunnels to help save the 20-cent mass transit fare, labor mediator Theo-dore Kheel announced.

Gore Kneel announced.

Kheel, appointed by Mayor
Lindsay to head a committee to
save the 20-cent-fare, said the
request will be made "sometime
this week," when he and Lindsay meet with Austin Tobin,
executive director of the Port
Authority.

Kreel said that the Port Au-thority has been "creaming off all the dough" gained easily from tolls and, in pursuit of



Rises Starting Next Year Inevitable, Impartial Chairman Reports

By STANLEY LEVEY

Theodore W. Kheel predicted yesterday that all transit fares rise to 20 cents next year to 25 or 30 cents soon thereafter.

thereafter.

The impartial chairman of the private and public transit industries said the self-sustaining-fare provision of the state transit law would make such increases inevitable. He called for repeal of the statute and for subsidization of the city-owned transit system. "Under the self-sustaining

owned transit system.

"Under the self-sustaining
rule, the Efransit Authority is
required to meet operating expenses out of operating revenues. If a deficit results, the
agency, must raise the fare to
balance its nooks. In the fiscal year ended last June 30, the au-

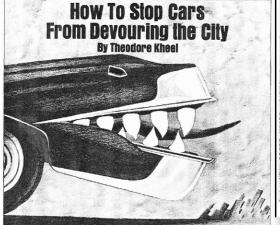


year ended last June 30, the au-thority went nearly \$11,000,000 authority expects to 30se \$26,-in the red, but it offset this by reserves.

# KHEEL SEEKS CURE Private Cars Take Riders, Then Snarl Traffic, Thus Slowing Up Buses

In the present fiscal year the Continued on Page 21, Column 6

#### mficance. The shift is continuing, and is, in fact, accelerating at a greater rate each year. With hundreds of thousands of private automobiles in usecarrying one or two passengers—traffic congestion growa, worse In the process, a twin prob-lem has developed: The more New Yorkers use privat? cars, the more transit traffic falls off and the more tangled street traf-fic congestion becomes. The reas the cars pour into the heart of the city. sult is frustration for both motorist and transit passenger. schedules, hampers them, annoys passengers and diverts greater These are some of the con



# Kheel Proposes Tolls On Major Highways

Theodore W. Kheel, head of Mayor Lindsay's committee to save the 20cent fare, came up with another proposal yesterday to help mass transportation by imposing tolls—this time on all major parkways and expressways entering the city.

Kheel, already on record in support of tolls on the free Manhattan bridges and of
increasing tolls on Hudson River crossings, said his committee is definitely considering
the parkways and expressways toll plan.

Kheel, a noted labor mediator,
and these rereconded the pro-



spoke with re-luncheon of the of Way Associa-Commenting on Moses'