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As blacks move to suburbs, ties to cities are

By Gary Blonston
Knight-Ridder News Service

Roughly one of every four black Americans lives in the suburbs.

If the goal of the civil rights movement was access — access to jobs, houses, schools, ballots, choices, the front of the bus — then no single statistic could bespeak the results of that crusade more eloquently or better reflect the geographic evidence of the country's emergent black middle class.

From 1970 to 1980, there was a 70 percent increase in the number of

black people finding the wherewithal, the impetus, the access to live outside central cities, according to census reports.

That meant that the suburban portion of the total U.S. black population climbed from 16.1 percent to 23.3 percent in those 10 years, a rate of increase twice that of whites in the same period.

Those general patterns continue to this day, but as the numbers grow, so do the ironies and conflicts of the trend.

They show most clearly in cities

where black people soon will or already hold numerical and political dominance. In those places, politicians, business people, educators, social analysts and city dwellers of all races and degrees of commitment share a burgeoning discomfort. Call it resentment, call it envy, call it objective social concern.

What worries them is the loss in human resources their cities are experiencing as more and more middle-class black families take their households, their children, their ambitions, their fears, their values and

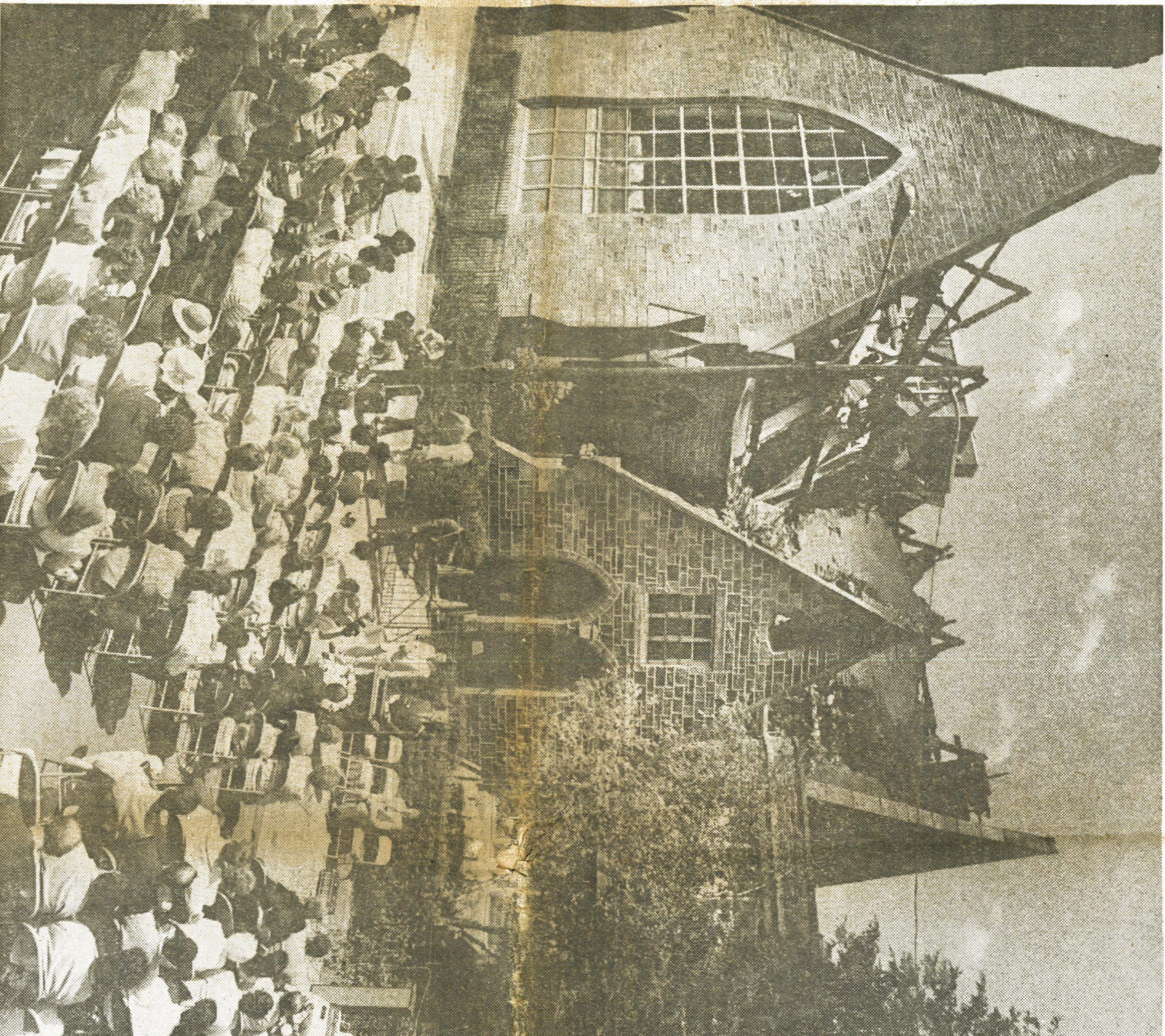
their money and move out of town.

Michael Lomax sat in downtown Atlanta's county building recently and talked with a perplexed mixture of irritation, understanding and grudging respect about black suburbanites.

His words were stiff and studied as he said, "I wouldn't want to accuse of being turncoats those who choose to exercise their economic option."

Lomax, chairman of Atlanta's Fulton County Commission, grew up in Los Angeles but chose a more traditional, black-oriented education at

From the ashes, hope



The Philadelphia Inquirer / J. KYLE KEENER

Under blue skies, about 180 members of two Assemblies of God congregations, whose historic church was heavily damaged by a fire Thursday night, gather for a rare joint worship service on 18th Street near Spring Garden Street. Outside the gutted church sanctuary, the two

congregations, one English-speaking and the other Korean, listened yesterday as the Rev. Stephen Bogdan offered a sermon on the biblical text: "I will build my church, and the gates of hell will not prevail against it." Story and another picture on Page 3-B.

U.S. € invest trolley

By Daniel LeDuc
and Amy Linn
Inquirer Staff Writers

A team of investigators from the National Transportation Safety Board yesterday began examining the wreckage of a SEPTA trolley that barreled out of control on downhill stretch and slammed through a wall at the 69th Street Terminal in Upper Darby on Saturday, injuring 42 people.

Three people remained hospitalized yesterday, one in critical condition.

The Norristown High-Speed Line car apparently lost its brakes, according to witnesses, and demolished a protective barrier and part of the terminal wall about 3:45 p.m. Saturday.

Officials said yesterday that they would not know the cause of the accident until investigations by the transportation board and SEPTA were complete. The inquiries are expected to take four or five days, officials said.

"We will be looking at the structure of the car, the evacuation of the car, the human factors — all aspects of the incident," said George Cochran, a railroad accident investigator for the transportation board.

Officials from the federal agency which is charged with investigating all major rail accidents, will be joined by SEPTA's own investigative branch, the System Safety Division. SEPTA spokesman Joaquin Bowman said investigators would be "looking carefully" at the trolley's multiple-brake system. He said that "it's very, very unusual" for such a brake system to fail.

Investigators also will check whether the trolley's driver, Albert Cheshire, 31, of Upper Darby, tried to radio for help — and whether there was anyone at the control tower to receive a call from him, SEPTA spokesman Jim Whitaker said.

At the accident scene yesterday SEPTA workers replaced several feet of track and a four-foot concrete "bumping post" that is intended to stop trolley cars from hitting the station platform.

On Saturday, the trolley smashed past the post and slammed through a

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Editor News Service

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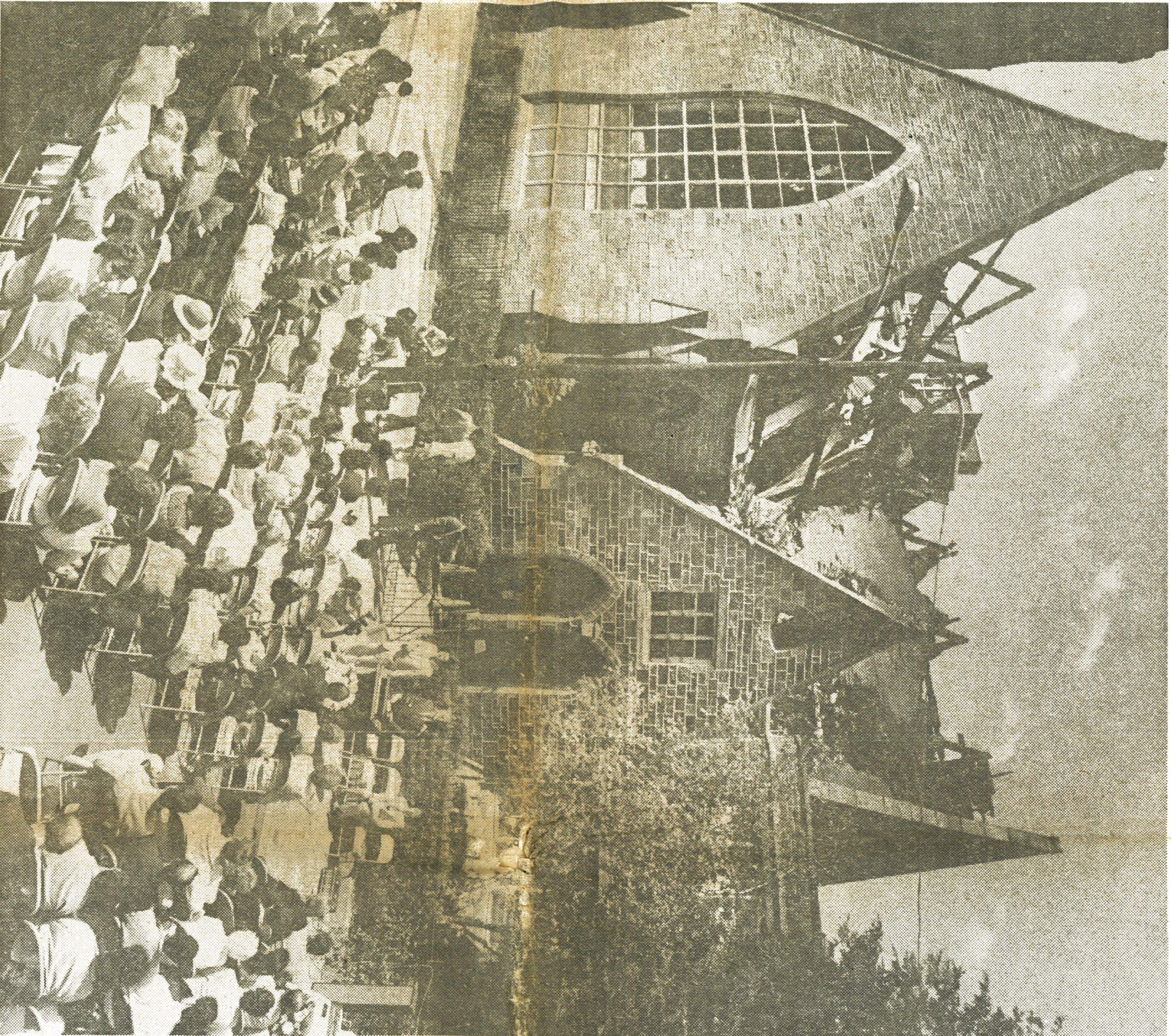
Atlanta's Morehouse College. After graduation he stayed to teach English literature.

Today he has become a prominent political star in a city unsurpassed in its development of black leadership and black community cohesiveness. He clearly is bothered by those blacks who have chosen not to embrace Atlanta as he has.

And he is concerned about the growing effect of black suburbanites on not just Atlanta but on Baltimore, Cleveland, Detroit, an alphabet of cities across America.

"The black community has come to a point where five years ago it was in its throes. Hey, they're vicious. Lomax might be about to get it. Smith, Atlanta, Teressa

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Y. anti-crack drive confiscates buyers' cars

By Lyman
Staff Writer

NEW YORK — Federal and city officials have come up with a new, tactical tactic in their incessant, visible and thus-far futile fight to wipe out crack, the poison and highly addictive cocaine

A law aimed at drug kingpins is turned on small-time buyers, and some accuse politicians of grandstanding.

Weather & Index



Don Johnson, whose updated look on the cover of "Miami Vice" includes

Waiting for From the farm

By Matthew Purdy
Inquirer Washington Bureau

WASHINGTON — From the hill 14th Street, residents of one of city's poorer districts can look a town to the stately buildings of the Capitol. There is now a feeling of neighborhood that Capitol Hill finally nodded back in acknowledgment.

Jackie Dyson, 40, a single mother of two who spends her days in the city's poorer districts has been in the neighborhood for 15 years.

U.S. agencies investigating trolley crash

By Daniel LeDuc
and Amy Linn
Inquirer Staff Writers

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