

DEC. 15, 1959

# Legislature Not to Get Jetport Plan for Year

## Politics in Way of Action

By JOSEPH W. KATZ

If the Port of New York Authority is to advance its plans for a Morris County jetport, it will have to convince lawmakers who don't answer to voters in the vicinity of the airport site.

This was made clear by reactions after the Essex House luncheon yesterday in which the PA undertook to persuade New Jersey leaders that the jetport is a keystone of the state's future prosperity.

Reaction ranged from the violent opposition of Morris County legislators, in whose county the jetport would be located, to enthusiasm for the project by Vincent J. Murphy, secretary-treasurer of the State AFL. The most favorable legislative reaction was recognition—by some non-Morris lawmakers—that the airport is essential and that the PA plan is worthy of intensive study.

Without the approval of both the New Jersey and New York Legislatures the project can only wither on the drawing boards. Austin J. Tobin, the authority's executive director, summed up his agency's future course on the plan if it failed to win legislative approval, saying: "We'll stop. Period."

**Series of Actions**

The Legislatures, according to Tobin, will have to take a series of actions before the PA can break ground for the jetport.

First, the port district must be expanded to include Harding Township's Great Swamp which would become one of the world's great air terminals. The jetport area would not necessarily have to be contiguous with the rest of

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## N.J. Truck Law Urged

### Speed Differential Is Favored by State Police Official

By JOHN O. DAVIER JR.  
Trenton Bureau.

TRENTON — An "enforceable" truck speed differential "def-



REV. GEO. KNIERIEMEN  
New Vernon  
"Doesn't Make Sense"



MRS. PHYLLIS LLOYD  
Green Village  
Fears for Property



JOHN E. SCHARRER  
Meyersville  
"I Don't Like It"

## Resentfully Resigned:

# Residents Fear Jet Airport May Obliterate Quiet Towns

By DALE P. CARLISLE

Resentful resignation seemingly gripped residents of Green Village, New Vernon and Meyersville yesterday in the wake of the disclosure that their communities might die with construction of a jet airport in Morris County.

The Port of New York Authority's statement that it had selected the Great Swamp area as "the only appropriate site" for the port appeared to create moods of fatalistic finality and perplexed bewilderment.

Residents' reactions, gleaned from interviews in each township center, appeared to grow from the idea that if the PA could include the obliteration of their quiet villages in its plans, it was powerful enough to carry them out.

The feeling was heightened by the fact that earlier unofficial reports revealed that the giant port would be contained within the Great Swamp, with no mention that the villages on its fringe might become history.

Mayor Fred J. Schaan of Passaic

Township on learning that Meyersville might give way to a runway vowed to "bring all the pressure we can" against the PA proposal. He conceded, however, that his "powers are limited" and that he and his constituents are looking to Gov. Meyner and the Legislature to kill the plan which, he said, would destroy "years of planning and zoning aimed at mak-

ing the township a well-balanced residential community.

A major concern among residents was how fairly they would be treated should the jetport become a reality.

"I would not want to be here if an airfield comes," said Mrs. Phyllis T. Lloyd of Village Rd., Green Village, "but my greatest fear is that our properties wouldn't

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## Christmas Fund Dreads Holiday For What Her Five Will Not Have

A blind mother dreads the coming of Christmas not because of her own handicap, but because her five children, including a polio-crippled son, will have nothing.

The father works steadily. However, his earnings are not enough to cover all the needs of a large family.

## Acceptance by Public Sought

By ALBERT M. SKEA

The Port of New York Authority today said it will not submit plans for a "politically possible" jet terminal in Morris County until the 1961 session of the State Legislature. It hopes that the proposed airport could be in full operation by 1970.

Austin J. Tobin, executive director of the bistate agency, said the reason for the delay in seeking a required legislative green light is to allow full public consideration of the PA's plan to

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locate a 220-million-dollar airport in the Great Swamp in southeastern Morris for transoceanic and transcontinental flights.

The Port Authority aim, both in Trenton and in the towns surrounding the proposed site, Tobin said, is to allow sufficient time to arrive at a "politically possible project." This would mean planning the airport in such a way that a minimum of voters would object thus encouraging office holders to vote approval.

In this connection, the bistate agency today launched a detailed six-month study of all factors involved in locating a jet airport in the Great Swamp, bounded as it is with some of the finest residential areas in Northern New Jersey.

**Plans Unveiled**

The Port Authority unveiled preliminary plans for the Morris project at a briefing yesterday at the Essex House. The meeting was attended by Gov. Meyner, legislative and county leaders and representatives of federal, state and county agencies.

The Port Authority confirmed its plan would mean the elimination of the community of Green Village, northwest of the Great Swamp. Its maps also indicated that at least parts of New Vernon, to the north, and Meyersville, to the south, also would go.

The plans confirmed a story which appeared exclusively in The Newark News Dec. 3. In reference to this and in response to a question, Tobin said the disclosure in The News had accelerated the PA's own timetable. He said the agency had not been prepared to reveal the preliminary plans until early next year.

Initial reaction to the plan ranged from a "let's hear more details" to outright opposition, mostly by representatives of the area surrounding the proposed site.

In answer to the concern voiced by many about the potential noise nuisance of jets flying in and out of the airport, Tobin stressed the 1,000-acre terminal would have a "75 ft-in" protection against noise the people living in the perimeter of the airport.

Tobin said the PA would acquire sufficient land to create