11 Areas in N.J. Glad to Skip Jets

The Port Authority listed reasons yesterday for rejection of 11 sites in favor of the Great Swamp in Morris County as its choice for a jetport.

Simultaneously, most officials in the rejected areas heaved sighs of relief at the exclusion of their communities from the PA plans.

To the anguish cried of area residents, "Why here?" the port authority has only one answer: Morris County is not only the best, it is the only one possible.

II Sites in N. J.

Eleven of the 15 sites considered are in New Jersey.

The Caldwell site (3) in Essex County includes Caldwell-Wright Airport. It would necessitate the relocation of the proposed Bergen County Expressway and Rt. 49, and would disrupt Passaic River flood control.

Mayor Milton T. Dedrick of West Caldwell said, "We are concerned about the noise and nuisance that would come from any jetport activity in the area. We would like to visit a jetport and learn first hand what conditions are like.

Until then, I do not think I could comment intelligently on the noise and vibration that would come from jetports near a major airport."

He said he would attend a meeting of mayors and officials from four counties in Chatham. A section of Caldwell-Wright Airport is in West Caldwell.

Wouldn't Like It

"I wouldn't like that very much," replied North Caldwell Mayor Allen R. Bach. "Rush hour traffic might not be directed at an airport 15 or 45 miles away, but the noise and vibration of an airport nearby would create major problems for the community.

He said a cross-section of people that he had spoken with were opposed to the airport.

Caldwell Mayor Donald Lockwood said he was "completely neutral" on the matter, however, "that the jet age has arrived and if we value that form of transportation, we should expect what goes with it."

Experience, he said, has shown that property values near large, heavily-traveled airports have not decreased since advent of the jet age. Lockwood said a representative of the borough would attend the Chatham meeting.

Mayor Gerald Reid of Essex Fells felt: "We wouldn't find the plans very acceptable."

"We carefully considered proposed site of the airport because of the limited air traffic at the}

Caldwell-Wright Airport in Caldwell Township and were assured there would be little disturbance. I'm sure a nearby jetport would be obnoxious to many people who live in this area.

See Detrimental

Montclair's Mayor William L. Hill Jr. said he wouldn't like to comment until he had more facts, but he said that he didn't think that anything that would be said about this site would be detrimental to a residential community than having a jet airport four miles away.

Cedar Grove Mayor Nicholas Albano Jr. said he would be unilaterally opposed to the installation and "fight it to the end." Albano questioned the right of the Authority to extend itself this far into the state.

Mayor Willard E. Dodd of Verona decided to comment.

An official of Caldwell Township, where the Caldwell-Wright Airport is located and where large open areas border along the Passaic River in Big Piece Meadow, said the Port Authority would be confronted with rising land costs if it moved on its Essex County proposal.

Land Values Cited

Land along industrial-zoned Fairfield Rd. near the Curtiss-Wright Corp. property (2) is selling between $3,000 and $4,000 an acre, Frederick G. Van Pelt of Caldwell said. Land to the south of the property plant and the municipally-owned railroad right of way was bought for $1,000 an acre.

However, Van Pelt said, land in the second section from the east of the airport, which would be incorporated at any jetport, could sell for $5,000 for an acre.

The Curtiss-Wright plant itself has an approximate value of 12 million dollars, according to John Jergensen, township collector.

Township Mayor Robert Shaw, however, declined comment. He said he would require more information before he could make a comment on a hypothetical situation.

"As I said before, when asked about the Morris County sites, it would depend on the type of operation at the jetport."

Meadows Rejected

A meadows site west of Secaucus (6) was turned down because it is crossed by five railroads, R.L. 9 and the Turnpike. It's air space would conflict with Newark Airport plane traffic and, being only 1,000 feet wide at its widest point, could not accommodate east-west jet runways.

Mayor James Moore of Secaucus said he would have been against a jetport there "here or even in the vicinity." He cited the community's having undergone tremendous changes and its industrial development in the last decade.

The Morris County site is (7).

At Gallery 5,000 acres of land would be needed for the airport. It is too small and too far from the center of the region. New Brunswick site (9) could not be considered if such a plan were proposed again.

Other Disadvantages

The remaining sites, among them the New York site (1), are closer to the city and would be more convenient for residents.

Traffic Conflict

Hightstown-Jamestown site (11) in Middlesex, and the Lakewood site (12) again are too close to traffic for Newark Airport and McGuire AFB.

Mayor Milton Cunningham of Hightstown said his approval of a site, located in the Jamesburg-Hightstown area would have depended on its proximity to Hightstown. Had the airport been sited near Hightstown, he said, "We'd feel the same as the people in New York and Elizabeth."

He favored a location of the airport in Burlington County, where it would be convenient to both the New York and Philadelphia metropolitan areas.

A more positive attitude to the project was adopted by Mayor William J. Sprinkle of Lakewood.

"The construction of a jetport near here would help the local economic situation immensely," Sprinkle said. "It would be a great boost to the area's economy as it is now, and other economic factors would have to be considered in such a plan were proposed again."

Vincent Murphy

Labor Official

"Morris Needs Not Worry."

"We have not found any such plan is considered."

"The Port Authority checked sites marked by circle numbers for a location for proposed new airport. Only Morris County (7) met all the stipulations, the county agreed to the spot."

"The board has thus far been unable to find anyone interested in the idea, he said. "I guess we're out of the county that actually wants a jetport and has set aside the space for it."

Koenig said the board would consider the site for Schenectady.

Doover Township Mayor John Wunder, whose term expires Jan. 1, is in Florida. Township Committeeman John J. Dalton said, "There's no question that we're in the jet age, but the idea of building a jetport near here would have to be investigated in the light of local developments and local opinion before we would receive any support." He, too, recalled that plans for a similar airport project a few years ago were vigorously opposed by poultry farmers.

Advertisement

Leroy D'Aloja

Assemblyman

"Tobias Was Tremendous"

Veterans Memorial Highway would be faster.

The St. James site (1), also in Suffolk County, is crossed by three major highways and has the same problems of air space and distance from New York as Morris.

Westchester County Airport (3) would be confined by developed areas on three sides and by conflict with existing air traffic patterns.

Hazzard Cited

Pine Island (4), south of Hightstown, N.Y., is more than 50 miles from Manhattan, is not served by any highways, is too small and has hazardous air approaches over high terrain.

On the other hand, the Authority said, the Morris County site would be served by a variety of major highways within the next five years and will be connected in a matter of minutes from drive from Manhattan.

The site is not too close to Newark Airport and is large enough for a major air facility as well as sufficient sound buffer zones to protect area residents.

"The proposed site in Morris County is the best of all the requirements for a new major air facility," the Port Authority declared, "and it is the only potential site which does so."

Contract signed with Myth and Company, 845 Long Island railroad as well as Sunvue and