City Democrats Angry

Klair's Appointment to Pike Job Stirs Patronage Battle

By JACK K. RUSSELL
Staff Political Writer

The appointment of former Sheriff Frederick Klair as superintendent of the Delaware Turnpike has touched off a battle between city and county Democrats.

"The city was supposed to get that job," Democratic City Chairman Michael A. Poppiti said flatly today. "We won't take this lying down."

At issue is the distribution of the 29 patronage jobs which the new turnpike has made available.

Turnpike Manager Charles A. Rutter announced at a Monday night meeting of tne New Castle County Democratic executive committee that Klair, who lives in Marshallton, had been appointed to the $6,500-a-year superintendent's job.

"THAT WAS just a cute way for them to try to put over a fait accompli," Poppiti said today. "Actually, the Highway Department hires and fires turnpike personnel."

Rutter disagreed with Poppiti. He said he understands that he has authority to hire and fire turnpike personnel.

"Mr. Klair has been appointed by me and will go on the payroll Monday," Rutter said.

William J. Miller Jr., director of operations of the Highway Department, tended to back up Rutter.

"There was never any formal resolution or anything, but the commissioners made it plain that filling the turnpike jobs was Rutter's problem," Miller said.

"OF COURSE," he added, "if they (the commissioners) don't like the way he does it, they can always replace him."

Poppiti said that county Democrats "are trying to grab off all the turnpike jobs, but we aren't going to let them get away with it."

Poppiti said that under prior patronage dispensing procedures, the city Democrats should get half the turnpike jobs to allot.

He said he went to Dover yesterday to try to get Gov. Elbert N. Carvel to intervene in the patronage dispute.

POPPITI ALSO disclosed that he is arranging a meeting among Rutter, himself, Democratic National Committeeman William S. Potter, State Democratic Chairman John M. Conway and New Castle County Chairman Frank O'Donnell Jr. "to settle this thing once and for all."

Poppiti said he's in favor of filling the jobs only with qualified men but "there are plenty of qualified Democrats in the city."

Three of the jobs so far allotted have gone to residents of the county — Rutter, at $11,000 a year; Klair; and Alexis I. du Pont Bayard, $7,500-a-year attorney for the turnpike. Francis X. (Pat) Splane, part-time publicist for the turnpike, is a resident of the 7th Ward in the city. His $9,000 salary is split between the turnpike and the Highway Department.

City-County 'Pike Jobs In Dispute

The Pencader Hundred Democratic Committee last night urged that all but one of the jobs on the Delaware Turnpike be assigned to Democrats from New Castle County outside the city.

The committee said, in urging Wilmington Democrats be limited to one job, that it was supporting a decision of the New Castle County Democratic Executive Committee.

It is understood the one job the county Democrats are willing to concede to their Wilmington confreres is the post of a secretary already selected.

The Pencader Committee's action is part of a fight shaping up between city and county Democrats over about 29 jobs to be filled on the turnpike. Pencader has been tentatively get the job.

But Democratic City Chairman Michael A. Poppiti said yesterday the city Democrats are not going to let the county Democrats get away with all the jobs.

In fact, Poppiti is fighting the selection of former Sheriff Frederick Klair as superintendent of the turnpike. Poppiti said the city was supposed to get the job.

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He said he is arranging a meeting to settle the issue.

Morning News, Wilmington, Del. • Fri., Sept. 20, 1963

Pike Jobs Cause Impasse

Wilmington and New Castle County Democrats failed to agree last night on how to divide the 27 jobs on the Delaware Turnpike.

A city delegation of about 10 Democrats headed by City Chairman Michael A. Poppiti, met at Painters Hall with a county delegation of 12, headed by County Chairman Frank O'Donnell.

Attending were State Chairman John M. Conway and two members of the State Highway Department, Aubrey B. Lank of Wilmington and Albert S. Moor of Odessa. Lank, whose special field is personnel, requested the meeting, arranged by O'Donnell.

THE NEW Castle County Executive Committee recently called for giving 26 of the jobs to county Democrats and only one—already filled by a secretary—to Wilmington. The Wilmington Democrats protested.

City Democrats came to the meeting last night with a proposal that the split be 16 jobs to the county and 11 to the city and during the meeting offered to accept an 18 to nine split.

The county side was not willing to have the city fill more than seven jobs and the two groups reached an impasse at that point. Besides being dissatisfied with the quantity of jobs, city Democrats complained of the quality. Nothing with higher pay than toll supervisor was offered them.

A SUGGESTION that automatic toll collectors be replaced with 17 persons was rejected by the highway commissioners, who said the automatic devices will be used at points of low traffic. The two commissioners mainly listened, taking the attitude that the fight should be settled by the two sides.

Conway said the city deserved more jobs because of the votes it puts in the Democratic column at election time.

After the Wilmington group left the county Democrats discussed the Levy Court expansion bill.

For Traffic Counts

Pike Truck Stop Issue Is Put Off

From the Dover Bureau

DOVER — The question of a truck stop for the Delaware Turnpike has been discussed for the umpteenth time by the State Highway Department with the commissioners deciding to hold off.

The general view seemed to be that since no oil company has so far made what the state regards as a good offer, and since the toll road is scheduled to open in November, it would be best to wait until traffic counts convince the oil firms they would be smart to locate on the road.

The subject was raised Wednesday by the chief proponent of the truck stop, commissioner William J. Hopkins Jr. of Laurel. He said he had talked with Gov. Elbert N. Carvel, who told him the commission should proceed in arranging for a truck stop on the best possible basis regardless of the lack of a guarantee to the state.

"We won't get the terms we should have on this prime site," Hopkins said, "but the state definitely has an interest."

Commissioner Aubrey B. Lank of Wilmington said he was not willing to spend $450,000 without a guarantee.

"I can't understand why they don't come up with a guarantee," said Frank H. Mackie Jr. of Wilmington, who said he thought it would be a money maker. "They must have some doubt."

Alexis I. du Pont Bayard, legal counsel for the turnpike, said the project seemed worthwhile but that when the road can prove its potential, the state might get a better deal.

The commission did decide, however, that there should be some diesel fuel provided at the regular service station on the turnpike and asked Bayard to talk to the Humble Oil and Refining Co. about it.

Morning News, Wilmington, Del. • Thurs., Sept. 26, 1963

Turnpike Work Halted by Pickets

More than 130 workers employed by two of the three contractors on the Delaware Turnpike were idle yesterday because of a renewal of picketing by the Wilmington Building Trades Council.

It was the first resumption of picketing since the state obtained a court order restraining the pickets from operating on turnpike property. Yesterday they picketed on land adjoining the new toll road that will run between the Delaware Memorial Bridge and the Maryland line.

The idled workers were those of Frederick G. Krapf and Son, employed on construction of the administration building, the restaurant and the toll plaza, and of Rupert Construction Co., working on the toll booths.

Employes of James Julian, Inc., continued working in spite of the picketing. They are members of District 50, United Mine Workers, not affiliated with the council.

An air of mystery surrounded the picketing as union officials maintained their silence on why it is being done.

A spokesman for the State Highway Department, which is building the toll road, said there is no dispute between the unions and the department. He said work was slowed because of the picketing, and may be halted.

Sign Court Bill, Carvel Advised

Gov. Elbert N. Carvel was urged to sign the Levy Court Expansion bill in a resolution adopted by the Brandywine Hundred Democratic committee last night.

The bill, passed by the legislature Wednesday, would add eight members to the three-man county governing body and give the Democrats a better-than-even chance to take over control in next year's election.

The Brandywine Hundred Democrats also urged the General Assembly to enact Gov. Carvel's prison reform package before it quits for the year.

Francis X. Norton, hundred chairman, had some choice words to say about Delaware Turnpike jobs now being filled. He said the 29 jobs contemplated in the turnpike budget are not enough and complained that Brandywine Hundred is not getting its share.

According to Norton, the honor system toll booths should be manned to provide an extra 17 jobs.

He wondered out loud what would happen if a "big New York gambler" left the turnpike at the Delaware Park exit and had nothing but a $100 bill.

"Why it might tie up traffic for miles while he tried to get change," Norton said.

The Pencader Hundred Democratic Committee also met last night and urged that all but one of the jobs on the turnpike be allocated to the county outside the city.

The committee said, in urging Wilmington Democrats be limited to one job, that it was supporting a decision of the New Castle County Democratic Executive Committee.

It is understood the one job the county Democrats are willing to concede to their Wilmington confreres is the post of a secretary already selected.

Democratic City Chairman Michael A. Poppiti said yesterday he is arranging a meeting to settle the issue.

Morning News, Wilmington, Del. • Thurs., Sept. 19, 1963

JFK Invited But Pike Bow Faces Trial

By WILLIAM P. FRANK

President Kennedy has been invited by the governors of Delaware and Maryland to the Nov. 15 opening of the states' combined toll road, but clouds are over the new turnpike.

William J. Miller Jr., director of Delaware highway operations, put it this way yesterday:

"In the event President Kennedy accepts the invitation and we are not ready to open the toll road, "we're really in trouble."

And, right now, engineers for the Delaware and Maryland highway departments have the jitters because of the inclement weather of the past week, other construction problems and, on the Delaware side, labor problems.

THE COMBINED Delaware-Maryland toll road will extend from near Baltimore to near the Delaware Memorial Bridge.

It represents the two states' determination to step up the construction of what had once been scheduled as federal aid interstate highways.

Because of the slow dribble of federal funds, the states decided at the same time to finance their sections of the alignment with revenue bonds and pay off the bonds with tolls.

The Maryland toll road is 42 miles long and is costing $74 million dollars.

THE DELAWARE Turnpike cover 11 miles and is costing $25 million. The Maryland and Delaware sections of the road will join southwest of Newark.

For the past eight months both states have been promising to have the combined toll roads opened on Nov. 15 and Gov. Elbert N. Carvel of Delaware and Gov. J. Millard Tawes of Maryland invited Kennedy for the opening program.

While no definite program has been worked out, it is planned to have the main ceremony at the Delaware-Maryland line with President Kennedy making the principal speech and cutting the ribbon.

Miller at yesterday's meeting of the Delaware highway commission in Dover, seemed a little shaky and crossed his fingers as he explained to the commissioners some of the problems:

—At present about 70 per cent of the Delaware Turnpike is paved.

—Recent labor problems, involving a strike, tended to delay the project but an order of the Court of Chancery prohibited picketing on the turnpike.

—If more bad weather prevails, it will not only affect Delaware but also Maryland's expectations.

Even if the roads open for traffic on Nov. 15, the restaurant and gasoline service areas will not be ready; nor will some of the ramps be complete, but most traffic will be able to go through.

On top of this, the highway commissioners had to face up to other problems—a dwindling amount of money available for the federal interstate projects.

AS OF A few days ago, there was only $6,700 in state money left in the federal interstate construction fund. At the same time, change orders in contracts were approved which means about $30,000 more must be made available to pay for current construction bills.

The reason for this small amount of unencumbered money is that the General Assembly has not yet passed a $35-million highway bond issue bill.

Then it was recalled that there is still $154,000 in a fund set aside for the Barley Mill Road-Kennett Pike interchange, not yet tied up by contracts.

The commissioners yesterday "borrowed" another $100,000 and put it in the interstate construction fund.

Morning News, Wilmington, Del. • Thurs., Oct. 10, 1963

State's Pike Lacks up to $2 Million

By WILLIAM P. FRANK

The State Highway Department needs up to $2 million more for the Delaware Turnpike, which may not be finished by the Nov. 15 target date to meet Maryland's Northeastern Expressway.

The existence of a two-pronged dilemma was conceded yesterday by the state highway commission at its meeting in the administration building of the Delaware Memorial Bridge.

No. 1 Problem—The cost of building the auto service-restaurant center has more than doubled—from an anticipated $1.1 million to more than $2.6 million.

No. 2 Problem—William J. Miller Jr., director of highway department operations, reported that the Wilson Contracting Co., Inc., which is paving the turnpike, is proceeding "too slowly for comfort."

MILLER SAID THAT at the current rate of "progress" by the construction company, "it's touch-and-go as to whether Delaware will be able to meet the opening date of Nov. 15." That completion date had already been agreed upon by Delaware and Maryland for the dedication of the toll road from near Baltimore to the Delaware Memorial Bridge.

The financial problem of the Delaware Turnpike occupied more than an hour of the highway commission's time yesterday and no one, including the financial advisers for the department—the Baltimore firm of Alex Brown and

See PIKE—Page 3, Col. 2

Morning News, Wilmington, Del. — Thurs., Oct. 10, 1963
Evening Journal,

Pike—

Continued From First Page

Sons — was happy about the situation.

Last year, the highway department sold $28 million worth of revenue bonds for the Delaware Turnpike, to be paid back through tolls.

Everyone said this would be enough money to complete the job.

BUT NOW, the highway commissioners reported that from $1.5 million to as much as $2 million more will be needed.

The upshot of yesterday's conference with the financial advisers: The commissioners gave the Brown firm permission to make whatever studies are necessary for an additional revenue bond issue, to be backed up by the turnpike tolls.

N. Maxson Terry, chairman of the highway commission, said: "The enlarged and improved service facilities are expected to more than justify the additional expense."

Charles H. Garland, representing Alex Brown and Sons, said it would be far more advisable for the highway commissioners to sell the extra bonds before the turnpike is opened.

HE ADMITTED however, that the news of the extra issue would temporarily affect the status of the previously issued bonds on the bond market.

He also suggested that the new bond issue have the same maturity date and the same four and one-eighth per cent interest.

The only highway commissioner who had district reservations about this was William J. Hopkins of Laurel.

He was all for cutting off connections with the Brown company, which represented the highway department and which was also the adviser on financing the Delaware Memorial Bridge and is now one of the advisers for the re-financing the bridge and the Cape May-Lewes ferry.

HOWEVER, all the other commissioners decided to work along with the Baltimore financial firm.

It was also explained at the meeting that one major reason for the increased cost in the construction of the auto service-restaurant center was the delay in getting bids from contractors. Members of the highway commission said the delay was caused by a lot of talk about a truck stop on the turnpike.

The truck stop never materialized. By the time the highway department got around to advertising for bids for the auto service-restaurant center, contractors upped their prices. The contractors told highway department officials that the work would start too close to opening date for the turnpike and if they were not finished on time, they'd have to pay huge penalties.

ALSO, THE service-restaurant center is to be more elaborate than had originally been planned so it will make a better impression on travelers.

When Miller expressed his doubt as to whether the Delaware Turnpike would be opened on time—Nov. 15— he was particularly gloomy.

He and the highway department officials had just come from a joint luncheon with Maryland highway officials who reported they would positively be ready for the Nov. 15 dedication date.

Miller said that he and his staff have had trouble with the Wilson Contracting Co., Inc., who complained about the type of inspection the department was demanding.

THE DISPUTE got to the office of Gov. Elbert N. Carvel who asked Frank H. Mackie Jr., of near Wilmington to investigate.

Mackie is a member of the highway commission and a widely known engineer for the Du Pont Co.

Morning News, Wilmington, Del.
Fri., Oct. 11, 1963

Pike Firm Denies It Is Holdup

Blames Turnpike Delay on State Roads Department

Blame for any delay in completion of the Delaware Turnpike was shifted yesterday to the State Highway Department by Howard M. Wilson, president of Wilson Contracting Co., Inc.

Wilson replied to a statement made to the members of the highway commission Wednesday by William J. Miller Jr., director of operations.

MILLER HAD said the Wilson firm, which is paving the turnpike, is proceeding "too slowly for comfort."

Miller said at the current pace of the construction company, "it's touch-and-go as to whether Delaware will be able to meet the opening date of Nov. 15."

Saturday, Sept. 28, 1963

Wilson replied:

"There is an addendum to the contract which guaranteed the successful bidder, which turned out to be our company, an uninterrupted area of two miles of complete roadway by June 1, 1963.

"We received no work area until June 13, 1963, at which time we were permitted approximately a half mile, which amounted to work of only one to two days. We did not get a complete and uninterrupted work area of two miles until June 28, 1963.

"WE HAVE done the work with all due dispatch. This delay in granting the work area, together with other difficulties and problems beyond our control, has made it impossible for us to reach the completion point we had anticipated as of this date.

"However, never in the history of this state to my knowledge, has there been a contract of this magnitude in which such a large number of cubic yards of fill and cubic yards of concrete has been put in place in such a short period of time.

"We are the only company in the history of the state to lay one mile of concrete, 24 feet wide and 9 inches thick in one working day."

Evening Journal, Wilmington, Del. • Wednesday, Oct. 30, 1963

Pike Opens Nov. 15 But Exits Won't

By NED DAVIS
Dover Bureau

DOVER — The Delaware Turnpike will open Nov. 15 but only for through traffic.

State Highway Department commissioners, meeting here this afternoon, were to be informed that the dedication of the facility can go ahead as scheduled but that the four interchanges cannot be opened until later in 1963 or early 1964.

The restaurant will not open until Jan. 1 but gasoline and service will be available Nov. 15.

The Northeast Expressway, built by Maryland to join the 11-mile Delaware toll road, is also expected to open Nov. 15.

THE DELAWARE pay road will stretch from the Memorial Bridge to the Maryland line west of Newark.

Worrying commissioners more than the time of the opening will be the matter of finances.

They have to make a final decision today on how much more funds they will need to complete the project and make arrangements for borrowing the money. Bond company advisers were to be on hand today.

It is believed that somewhere between $2 million and $3 million may be needed. Some commissioners hope to get by on less.

William J. Miller Jr., director of operations of the Highway Department, which is in charge of turnpike construction, said the interchange paving is complete except at Basin Road but that curbs and shoulders must be put in.

THE FOUR interchanges are at Rt. 896, Rt. 273, Rt. 7 at Churchman's Road and Basin Road. Miller said all can be worked on even in freezing weather.

Don't hope for any toll-free passage.

The toll plaza is 92 per cent complete, according to Miller, and the toll facilities will be operational.

Picketing May Delay Turnpike

Spread of picketing on the Delaware Turnpike has the potential to stop all turnpike work, pushing its completion date beyond the Nov. 15 deadline, it was indicated yesterday.

Chancellor Collins J. Seitz, acting on a complaint from turnpike lawyers, issued an order stopping the picketing on turnpike property, but specifically pointing out that the order is not intended to apply to public roads or pavements used by the general public.

Joseph Donald Craven, attorney for the Building and Construction Trades Council, AFL-CIO, said in court that preventing the pickets from staying in the immediate area of the job under protest could push them out to public lands bordering the job, resulting in all workmen refusing to cross the picket line.

JOHN J. PIERCE, the council president, could not be reached for comment on his plans.

Meanwhile, the basis of the dispute which started the picketing last Friday still remained cloudy.

Frederic G. Krapf & Son Inc. has the contract for construction of the turnpike's service area buildings. James Julian Inc. has the contract to the paving work for the service area. The council picketing is said to be directed against Julian.

The council reportedly set up its pickets with signs as an "informational" picket line in what is said to be a protest against Julian's pay scale. The Krapf work has been stopped, as has Julian's.

ALEXIS I. DU PONT Bayard and Samuel R. Russell Jr., counsel for the turnpike, brought the complaint asking for a court order against picketing, not only on the turnpike, but on its accesses as well.

Russell argued that unless the picketing is stopped the turnpike will loose revenue, employes will be hurt by pay losses and the holders of turnpike bonds for $28 million "will suffer immediate and irreparable injury."

Craven argued against the trespass claim and said the case should have been brought before the National Labor Relations Board instead of chancery.

Turnpike Pickets Withdrawn

An agreement by the State Highway Department to require prevailing wages on all future Delaware Turnpike construction projects ended picketing at the Christiana interchange yesterday.

John J. Pierce, president of the Wilmington Building Trades Council, which had posted the pickets, announced their withdrawal yesterday.

He said he had received a leter from William J. Miller Jr., Highway Department director of operations, stating that prevailing wages will be required from now on in connection with turnpike projects.

State law calls for payment of prevailing wages on public contracts, but the highway department did not make that requirement on the turnpike project because it is being financed through tolls rather than taxes.

The rates to be charged under the prevailing wages law are set by the State Department of Labor and Industrial Relations.

The Building Trades Council contended that one contractor, James Julian Inc., has been paying less than prevailing wages on two turnpike contracts. The firm's employes are members of District 50, United Mine Workers, not affiliated with the council.

In a related action a spokesman for the Julian firm said yesterday the company has filed a complaint of unfair labor practices against the Building Trades Council with the National Labor Relations Board.

N. J. 9/20/63

Summit Seen On Turnpike Job Impasse

City Democratic Chairman Michael A. Poppiti today said there probably will be a "high level" meeting of Democratic officials in the next few days aimed at resolving the turnpike impasse.

Wilmington and New Castle County Democrats failed to agree last night on how to divide the 27 jobs which are available on the Delaware Turnpike.

Poppiti said a meeting would be between himself, County Democratic Chairman Frank O'Donnell Jr., State Chairman John M. Conway and William S. Potter, Democratic national committeeman, in an effort to resolve the disagreement. He said no meeting has yet been arranged.

POPPITI SAID a meeting of this type "is how these things are usually resolved."

A city delegation of about 10 Democrats headed by Poppiti met at the Painters Hall last night with a county delegation of 12 led by O'Donnell.

Also attending were Conway and two members of the State Highway Department, Aubrey B. Lank of Wilmington and Albert S. Moor of Odessa. Lank, whose special field is personnel, requested the meeting and O'Donnell arranged it.

THE NEW Castle County Executive Committee recently called for giving 26 of the jobs to county Democrats and only one—already filled by a secretary—to Wilmington. The Wilmington Democrats protested.

City Democrats went to the meeting last night with a proposal that the split be 16 jobs to the county and 11 to the city and during the meeting offered to accept an 18 to nine split.

The county side was not willing to have the city fill more than seven jobs and the two groups deadlocked. Besides being dissatisfied with the quantity of jobs, city Democrats complained of the quality. Nothing with higher pay than toll supervisor was offered them.

A SUGGESTION that automatic toll collectors be replaced with 17 persons was rejected by the highway commissioners, who said the automatic devices will be used at points of low traffic. The two commissioners mainly listened, taking the attitude that the fight should be settled by the two sides.

Conway said the city deserved more jobs because of the votes it puts in the Democratic column at election time.

Morning News, Wilmington, Del. — Wed., Sept. 18, 1963

Expected Turnpike Signs' Cost: 41 Cents An Inch

From the Dover Bureau

DOVER — Signs along the Delaware Turnpike, just 11 miles long, are expected to cost $287,975. That comes out to $26,179.55 a mile $4.96 a foot, and 41 cents an inch.

The $287,975 was the apparent low bid submitted yesterday by Fasco Fabricators, Inc., of Dixon, Ill. The bid includes all traffic signs and delineators along the pike.

The signs job was one of four contracts on which the department received bids. The others were for snow removal equipment and cars.

For six sedans Colonial Chevrolet, Wilmington, and Fader Motor Co., Newark, submitted identical bids of $10,183.42 with four tradeins. The other bidder was Friendly Ford Sales, Inc., Wilmington, at $11,183.30.

Pavlov Equipment Co., Philadelphia, was apparent low at $5,474 for a bituminous distributor with allowance for tradein. Other bidders were McLung-Logan Equipment Co., Baltimore; and Chesapeake Supply and Equipment Co., Dover.

Road Machinery Inc., Devon, Pa., submitted the apparent low bid of $7,353.52 for eight trucks for gravel distribution.

All bids are subject to study and approval by the highway department.

Pike Contractor Denies Blame For Any Delay

The contractor doing paving work on the Delaware Turnpike denied today he was responsible for the possibility that the toll road won't be completed by the Nov. 15 target date.

Howard M. Wilson, president of Wilson Contracting Co., Inc., said the State Highway Department did not give his firm the uninterrupted area of roadway promised in the contract.

The Nov. 15 opening date was agreed upon by officials of Delaware and Maryland as dedication day for the toll road stretching from near Baltimore to the Delaware Memorial Bridge.

William J. Miller Jr., director of operations for the state Highway Department, gave two reasons for the suspected delay, at yesterday's meeting of the state Highway Department at the Kent Manor Inn.

HE SAID the cost of building the auto service-restaurant center has risen from an anticipated $1.1 million to more than $2.6 million, and that the Wilson firm, which is paving the turnpike is proceeding "too slowly for comfort."

Miller said at the current pace of the construction company, "it's touch-and-go as to whether Delaware will be able to meet the opening date of Nov. 15."

HOWARD M. Wilson, president of the contracting firm, said today:

"There is an addendum to the contract which guaranteed the successful bidder, which turned out to be our company, an uninterrupted area of two miles of complete roadway by June 1, 1963.

"We received no work area until June 13, 1963, at which time we were permitted approximately a half mile, which amounted to work of only one to two days. We did not get a complete and uninterrupted work area of two miles until June 28, 1963.

"WE HAVE done the work with all due dispatch. This delay in granting the work area, together with other difficulties and problems beyond our control, has made it impossible for us to reach the completion point we had anticipated as of this date.

"However, never in the history of this state to my knowledge, has there been a contract of this magnitude in which such a large number of cubic yards of fill and cubic yards of concrete has been put in place in such a short period of time.

"We are the only company in the history of the state to lay one mile of concrete, 24 feet wide and 9 inches thick in one working day."

THE HIGHWAY commissioners yesterday gave the Baltimore firm of Alex Brown & Sons, permission to make whatever studies are necessary for an additional revenue bond issue, to be backed up by turnpike tolls, for the needed extra money. Last year the department sold $28 million worth of revenue bonds to finance the turnpike.

N. Maxson Terry, Highway Commission chairman, said the enlarged and improved service facilities are expected to "more than justify" the additional expense.

Another major reason for the increased cost of the service-restaurant facilities, it was explained, was the delay in getting bids from contractors.

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Wilmington, Delaware — Page 22 — * * * Friday, October 25, 1963

Delaware Turnpike: 1951-1963

IF GOOD WEATHER prevails most of the time between now and Nov. 15, maybe the Delaware Turnpike will be opened for traffic. There will be a dedication ceremony that day, anyway. The Maryland section of the two-state highway—in Maryland the Northeast Expressway—is just about ready now.

It would have been pleasant if Delaware had come in ahead of Maryland in this construction. Let's just be glad that the two ends do come together neatly at the Maryland-Delaware line. Whatever the problems in Maryland, Delaware had problems, all right, ever since the Delaware Memorial Bridge and the New Jersey Turnpike started pouring traffic back and forth over the river.

That was in 1951. In the words of a State Highway Department report, "It then became obvious that a limited access highway leading across the state was only a matter of time."

But how very long a time has elapsed between the inspiration and the dedication! To us of the papers it was discouraging in those early 1950s. Dozens of editorials called for just such an expressway as the only solution to the horrors of U.S. 13 between Farnhurst and State Road Junction. This dual highway had worked fine until encrustings of filling stations, restaurants, motels, and even a fish-bait stand—each with entrance onto the roadway—gradually throttled speeds down. There had to be more and more traffic signals to bring to a complete halt, every whipstitch, the solid streams of modern-day traffic.

Did we say discouragements? Yes. We recall, for instance, the Delaware Chamber of Commerce's fixed opposition not only to a new express road but to the principle of limited access as well! Why was the chamber opposed then to what it heartily welcomes today? Simply because it felt in duty bound to honor the adverse views of its roadside merchants' section.

After the chamber's opposition faded out, the financing was a continuing problem. Though nine-tenths of the users would be non-Delawareans, and clearly should pay for their crossings, New Jersey refused to permit bridge tolls to pay for any "approach highways" in Delaware. Next, federal revenues for the interstate fund were too slow for federal financing in that system. Ultimately, of course, it was revenue bonds floated simultaneously by the Delaware and Maryland authorities that did the trick.

Was there really any excuse for Delaware's not building this short land bridge across the narrow neck of the state long ago? Let's say while the New Jersey Turnpike and the big bridge were being built? So it could have been, say, 12 years old right now?

Well, let's just say that on this side of the river the myopia was as thick as the fog has been on recent early mornings. (The same goes for Maryland, which didn't, either, see the need for limited access on trunk highways.)

A Delaware Turnpike 10 to 12 years late is welcome none the less. After it's been in operation a week we will all be wondering how we ever got along without it.

Evening Journal, Wilmington, Del. Thursday, Oct. 10, 1963

BILL FRANK

So nice to be right!

Morning News, Wilmington, Del. Fri., Oct. 11, 1963

It's so nice to be right—once in a while.

About a year ago, I wrote a story that the Delaware Turnpike project would need more money before it was opened for traffic at the end of 1964.

The State Highway Department had already floated a $28 million bond issue for the highway.

But as I sat in on the meetings of the department from month to month it became obvious, even to my non-businesslike head, that the cost of the toll road was increasing.

But when I wrote the story that the turnpike would need more money, officials of the highway department were annoyed.

Also, the financial advisers to the department were irritated. The story had caused the turnpike bonds to fluctuate.

The highway department issued a denial that the department would have to borrow money to finish the turnpike.

The financial advisers sent copies of this denial through investment channels—and the Delaware Turnpike bonds settled down to a calm level.

Frankly, I was irritated.

I figured that even such a dumbhead as myself could plainly see the cost of building that turnpike going above the estimates.

I was familiar with the way consulting engineers make predictions. I knew of some of the difficulties in estimating the cost of a highway two years before contracts are awarded.

Also, I knew that the highway commissioners of Delaware were very anxious to make the turnpike just about the most attractive route in the east—and that this would cost money.

Anyway, I bided my time and nursed my bruised feelings—to think that a story of mine had to be refuted, etc.

Okay—a year passed.

On Wednesday I went to a meeting of the highway commission. I smelled something going on that was not lovey-dovey.

At the meeting were extra lawyers and a battery of financial experts from Baltimore.

N. Maxson Terry of Dover, chairman of the commission, opened the session and then said to me that what was about to be discussed would be off the record.

But, he said, I could stay in the meeting to learn the background of a problem.

For that I am thankful. As it turned out, Mr. Terry did the newspapers—and the public—a service in allowing the press to hear about the financial difficulties of the turnpike.

What is it all about?

The department needs up to $2 million more in order to finish the turnpike.

And so it is considering floating another bond issue. The financial experts predict this will cause the perviously issued Delaware Turnpike bonds to fluctuate temporarily.

I don't know why. If I had a million dollars, I'd buy up every Delaware Turnpike bond I could lay my hands on.

The turnpike, linked with the Maryland Northeastern Expressway on the west and the Delaware Memorial Bridge-New Jersey Turnpike on the east, can't miss.

But I suppose the bond market people are as jittery as a bunch of race horses—and twice as temperamental.

It now develops that the highway commissioners knew for a long time that $28 million wasn't enough for the turnpike.

The cost of building toll facilities turned out to be about $400,000 more than had been anticipated.

They're spending about $1.5 million extra for the auto service-restaurant center because the commissioners decided to have this center larger than originally planned, more elaborate, and more impressive.

There have been some extras in paving work, etc.

Why did the highway commissioners delay coming to grips with the problem until about a month before the turnpike is scheduled to be opened? The opening date is Nov. 15.

I'm told that the engineers didn't know the exact extra amount of money that would be required.

They still don't know. They talk in round figures—anywhere from $1.6 million to $2 million.

What's a half million bucks among engineers?

Assuming that all the contracts are kosher, and assuming that everything else is all right, I see no shame involved in seeking more money to finish a project.

The Delaware Memorial Bridge, for example, required two extra bond issues for completion.

Any number of toll road projects in the country require additional bond issues, although, as the bond experts say, these additional bond issues are more expensive than original issues and "damage" the value of the original bonds.

I should be that much damaged!

Anyway, who am I to quarrel with big-time financiers?

But I am smug this morning in realizing that my first story was correct: More money is needed to finish the turnpike.

How did I know this in the first place?

I don't know, really—except that my bunions told me.

Evening Journal, Wilmington, Del. * * * Friday, Oct. 18, 1963

Burying Old Hatchets

Mason-Dixon Pike Stone Unity Token

By WILLIAM P. FRANK

The governors of Delaware and Maryland are about to undo in part what Mason and Dixon began to do exactly 200 years ago.

On Nov. 15, 1763, there arrived in America two English surveyors — Charles Mason and Jeremiah Dixon.

Part of their job was to separate the three Delaware counties from the Eastern Shore counties of Maryland. They were also to divide Maryland from Pennsylvania. The net result was a boundary that became known as the Mason-Dixon Line.

But on Nov. 15, this year, Gov. Elbert N. Carvel of Delaware and Gov. Millard F. Tawes of Maryland will unite their states in the dedication of a 53-mile-long interstate toll highway, costing about $102 million, from near the Delaware Memorial Bridge to near Baltimore.

THE DEDICATION ceremonies will take place at the junction of the Maryland Northeastern Expressway and the Delaware Turnpike, southwest of Newark.

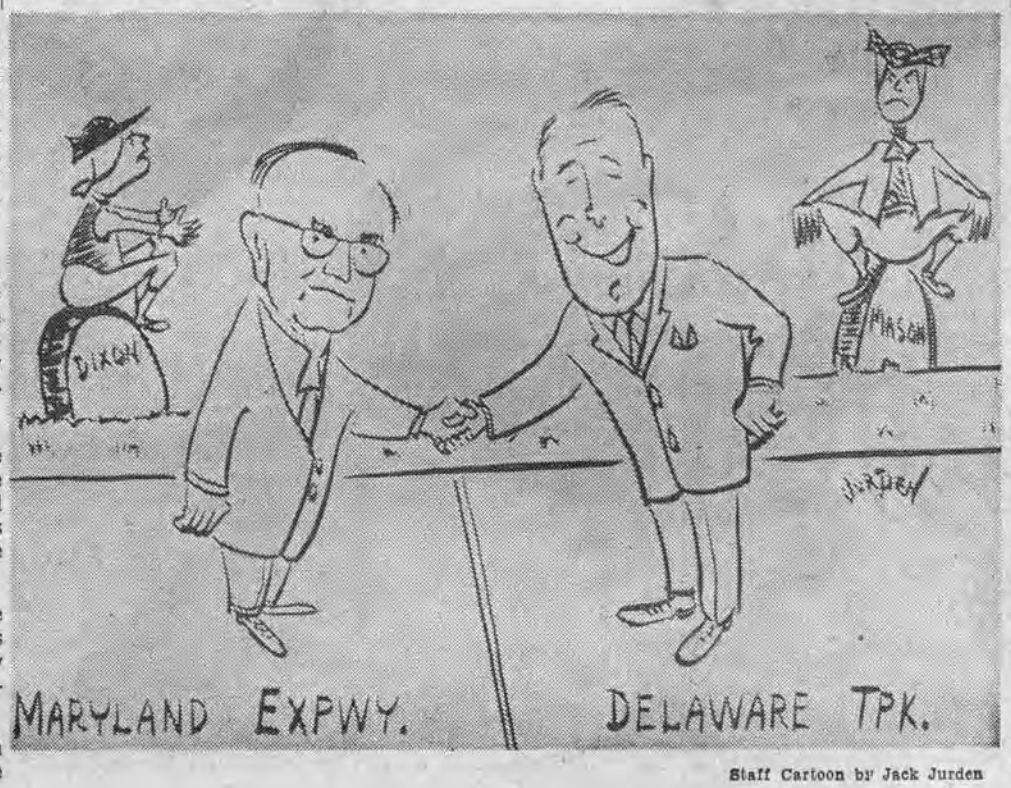
A platform will be set up, astride the Mason-Dixon line. Part of the ceremony will be the unveiling of a replica of a 600 pound Mason-Dixon boundary stone, but will be regarded as a stone of friendship rather than a stone that divided the two states.

On one side of the stone, facing Maryland will be the coat of arms of the Baltimore family which governed Maryland in the days of the boundary disputes more than two centuries ago.

ON THE DELAWARE side will be the coat of arms of the Penn family which governed the three Delaware counties then, as well as the Province of Pennsylvania.

On the blank sides of the stone will be bronze tablets telling of the interstate amity through the interstate expressway.

The theme of the dedication ceremony will be that the Mason-Dixon line no longer separates the states, but that the 42-mile Northeastern Expressway and the 11-mile Delaware Turnpike connect the states.



Staff Cartoon by Jack Jurden

The replica of the Mason-Dixon stone is being provided for the occasion by the State Archives of Delaware. Like the original Mason-Dixon markers, it is of limestone. The emblems were carved in Milford.

The Baltimore and Penn families quarreled over their boundary claims from the time William Penn came here in 1682.

THE BALTIMORE family claimed it owned all of what is today the Delmarva Peninsula.

The Penn family said it had a lease for 10,000 years for the Delaware counties from the Duke of York who said he got the territory through conquest.

The quarrel between the two families became so bitter at times that blood was shed.

Finally, long after the original contestants in the Baltimore and Penn families were dead, the Chancery Court in England decided that the peninsula should be divided in half.

The southern boundary of Delaware, from Fenwick Island toward the west, was drawn by colonial surveyors.

To Keep Pace With Use

6-Lane Turnpike Due by 1980

By NED DAVIS
Dover Bureau

DOVER — The Delaware Turnpike, to be opened by President Kennedy Nov. 14, is incomplete under present plans and will be vastly different by 1980.

When the turnpike opens to traffic at midnight Nov. 14 several of the entrance-exit interchanges will not be complete. Through traffic will have unimpeded thoroughfares. The speed limit might be curtailed during daylight when workmen will complete the project.

The four-lane highway will be widened to six lanes between 1975 and 1980.

William J. Miller Jr., director of operations for the State Highway Department, which is in charge of turnpike construction, said the current projection is for use of the turnpike by 6½ million cars annually.

THAT'S AN average of 16,000 a day and the two lanes in each direction are more than adequate, he said.

But by 1980, according to estimates made by Coverdale and Colpitts, New York traffic engineers, the toll road will be used by 12 million, vehicles annually and three lanes in each direction will be required.

Miller said there is space to build the two additional lanes on the "inside" of the parkway. There will be no need to construct additional shoulders.

If the turnpike been built as a toll-free road, as originally planned, all six lanes would have been needed immediately, Miller said. But enough traffic, in the beginning, will continue using U.S. 40 to make four lanes adequate, he said.

MILLER SAID motorists coming off the Delaware Memorial Bridge will be notified by signs that they can go to Baltimore via U.S. 40 or by the toll road.

In the future are additional interchanges, particularly one connecting the toll road with U.S. 301.

The present four interchanges are at Basin Road, Rt. 7, Rt. 271 and Rt. 896. Under present plans all possible tie-ins from these roads will not be utilized.

Traffic coming off the turnpike onto Rt. 896 will not be able to head south toward Dover, but will have to go north to Newark and take a route south from there. Eventually the tie-ins will be expanded.

MILLER SAID many of the interchanges are not expected to receive heavy usage except for seasonal events (such as the races at Delaware Park) and that they are being built mainly as a convenience to local people rather than for turnpike profits.

Also in the toll road's future is the possibility of a truck stop. While the idea has been temporarily abandoned, many of the highway commissioners still believe it would be profitable and hope one will be constructed.

Preview Pike Ride Shows Scenery Its Top Virtue

By WILLIAM P. FRANK

At speeds varying from a mere crawl to as fast as 70 miles an hour, I took a preview run along the 53-mile Delaware Turnpike-Maryland Northeastern Expressway yesterday.

The interstate toll road goes through one of the most attractive rural farm and wooded settings of any turnpike in this part of the country.

The locale beats the monotonous New Jersey Turnpike all hollow, and rivals some sections of the Pennsylvania Turnpike.

IN DELAWARE, there are no grades at all. In Maryland, the hills are gentle. The road curves sufficiently to make it interesting, without the dreariness of a straight-as-far-as-you-can-see highway.

The dedication date is still set for Nov. 15, although a bad break in the weather may dim the hopes for that date of William J. Miller Jr., director of operation for the Delaware State Highway Department.

Maryland will be ready; no question about that. The only major work to be done on the Maryland Northeastern Expressway is the blacktop paving of the Susquehanna Bridge which is passable today but slow going.

FRANCIS X. (PAT) Splane, public relations director of the Delaware Turnpike, who took me on the preview run, said there will be a dedication at the Maryland-Delaware line on Nov. 15, come what may. But it remains to be seen whether traffic on the Delaware Turnpike will be opened.

The Delaware Turnpike is 11 miles long and the Maryland Northeast Expressway measures 42 miles—and both are sandwiched in between approach roads.

On the east of the Delaware Turnpike is the approach to the Delaware Memorial Bridge and on the west of the Maryland toll road is the approach to the Baltimore Harbor Tunnel.

SPLANE AND I got onto the Delaware Turnpike from its eastern terminus by way of the Christina Interchange which will be the anchor of Interstate 95 (FAT-2) and Interstate 495 (FAI-3).

The driver who goes along this section for the first time may gasp at the magnificence and extent of the interchange, reputed to be one of the largest in the country.

As we drove onto the Delaware Turnpike, headed toward Maryland, Splane had to weave in and out to avoid heavy construction equipment, and sometimes he had to leave the concrete, to drive dangerously along sand packed shoulders without barriers on the side.

CONSTRUCTION activities seemed to pick up as we approached the service area (not yet completed) and the headquarters building of the turnpike, also under construction.

But the beauty of the scenery became apparent southwest of Newark and increased as we crossed the Maryland line.

In Maryland practically all signs of construction have been eliminated. Steep banks have been sodded. The countryside is generally farm or wooded areas — and right now the trees are in the peak of their autumnal charm.

FORTUNATELY, FOR US, we were able to stop on the Susquehanna Bridge in Maryland. The bridge is practically complete except for the blacktop surfacing but this will be finished in about a week or 10 days. When the expressway is opened, there'll be no stopping allowed, but yesterday we could park and look up and down the Susquehanna at the beauty of the multi-colored foliage along the banks of the river.

Splane managed to keep up a 65 to 70 mile-an-hour speed along the Maryland highway, except when he got to the bridge.

SOME OF THE Maryland highway is blacktop and some concrete. The blacktop section is particularly attractive because of the white crushed stone placed on the shoulders.

The gentle grades will be appreciated in the winter time by those who have had to take the steep hills on Route 40 from State Road, Del., to Baltimore.

Actually, there's only a 2½-mile difference in mileage from the Delaware Memorial Bridge to the Baltimore Tunnel by Route 40 (62.5 miles) as compared to the Delaware Turnpike-Maryland Northeastern Expressway (60 miles, including approaches.)

BUT IT IS estimated there will be a saving of 22 to 23 minutes via the toll roads. One reason is no stopping for the innumerable traffic lights and cross traffic in the various communities on U.S. 40.

Travelers will notice the difference in administration building architecture in Delaware and Maryland.

Delaware's building, faced with Brandywine granite, is of an ultra-modern design in a sort of octagonal layout. Maryland's is in the classical Tudor style of Tidewater mansions.

Both states will have automatic toll booths where you can drop in the exact change and keep on moving.

TOTAL TOLL in Delaware will be 30 cents per passenger car, in Maryland, $1. Truck tolls will vary according to the number of axles.

P.S. In case anyone gets the idea of taking his own preview run along the total length of the interstate turnpike, forget it. Traveling on the Delaware Turnpike is hazardous because of the heavy construction equipment and the large gaps of unpaved areas and the Maryland expressway is considered private property.

Morning News, Wilmington, Del. • Wed., Oct. 23, 1963

Staff Photo by Nelson Brooks

A MONTH TO GO?—A long stretch of unpaved Delaware Turnpike stretches from the toll booth entrance to the Road, scheduled to open Nov. 15 along with Maryland's Northeast Expressway, to parallel U.S. Rt. 40.

But Don't Use It Yet

EVENING JOURNAL
WILMINGTON DELAWARE

B Page 25
Second Newsfront

Friday,
October 18, 1963

Pikeside Land Values Jump, Still Rising

By JAMES P. PARKS JR.

Property value along the route of the Delaware Turnpike has jumped 150 per cent since plans for the highway first were published.

Blaine G. Schmidt, of the University of Delaware's Bureau of Economic and Business Research, says vacant rural land on either side of the soon-to-be-opened road now is going for about 5 cents a square foot, up from 2 cents back in 1958.

Moreover, he says, there are indications large blocks of land have been bought up by potential developers in the past few years to be held for future development.

HE PREDICTED another 150 per cent increase in value of undeveloped land in the next five years and even sharper gains once land is subdivided for specific uses. "The minute you cut it into lots, its value really goes up," he saids.

Schmidt last summer published the first of three reports on the economic impact of express highways in Delaware. The reports show results of a long-range study undertaken by the bureau, of which he is associate director, and the State Highway Department.

The initial report covered the economic base established in the period 1954-58, the years immediately before the roads were announced. Next summer, a report will cover the period between announcement and the beginning of construction in 1962. The third report will come a few years after the Turnpike and other legs of the Interstate Highway system in Delaware are opened to traffic.

LAST SUMMER'S report predicted the sharpest gains in property value will come in White Clay and Pencader Hundreds, through which the toll road passes. These areas now are relatively open.

In an interview with the Evening Journal, Schmidt said there have been no outside factors, except the road plans, that could have caused the property value increase along the Turnpike route.

There is no indication, he said, that land is being bought up by any single individual or combine. However, a study of real estate transactions between 1958 and 1962 indicates there is some massing of land by several investors.

SOME 142 million square feet or vacant rural land changed hands in these years, Schmidt said, up from 98.5 million square feet in 1954-58. The number of land transactions, however, were about the same, he said, indicating larger parcels are changing hands.

A billboard facing the as-yet-unopened Turnpike gives some indication of what is in store for this land. This lonely sign, which someday will be seen by motorists on the toll road, advertises the availability of 2.5 million square feet of land for industrial purposes.

Commonwealth Trust Co. is identified as the owner and Benjamin Vinton, president of that concern, says the proposed industrial park is just one venture of his company — which he identifies as a real estate investment company.

RONSON CORP. earlier this year opened a new plant of its own near the turnpike. It has said it intends to lease other property it owns around the plant to light manufacturing operations.

At least three motels are planned along the road.

Schmidt said he cannot foresee any heavy industry along the turnpike route but says it is ideal for light manufacturing or assembly plants.

Opening of the turnpike and expected development along its route, Schmidt says, will introduce a new type of build-up to Delaware.

HE FORESEES that initial development will be of a commercial and industrial nature at the various interchanges with the road. More rapid development will come near the Farnhurst terminus of the road with progress expanding westward to the Maryland line and beyond.

This, he says, will be followed by a ring of residential development — with houses in the $15,000 to $17,000 range — together with neighborhood service industries.

Eventually, he predicts, these clusters, will merge into each other.

The entire process would be something akin to dropping a number of pebbles into a pool in a line producing a series of expanding rings that eventually fade into each other.

SCHMIDT SAID such cluster development will be easier to plan for than the strip type development prevalent elsewhere in New Castle County.

"The Kirkwood Highway shows the awful influence of strip development," the university researcher says.

Schmidt says he believes county agencies concerned should begin "as soon as possible" to plan logical use for land along the road. Since zoning is an 18 month to two year project, he says, there is not much time to be lost if the county is to prevent "commercial jungles" springing up from the Turnpike interchanges.

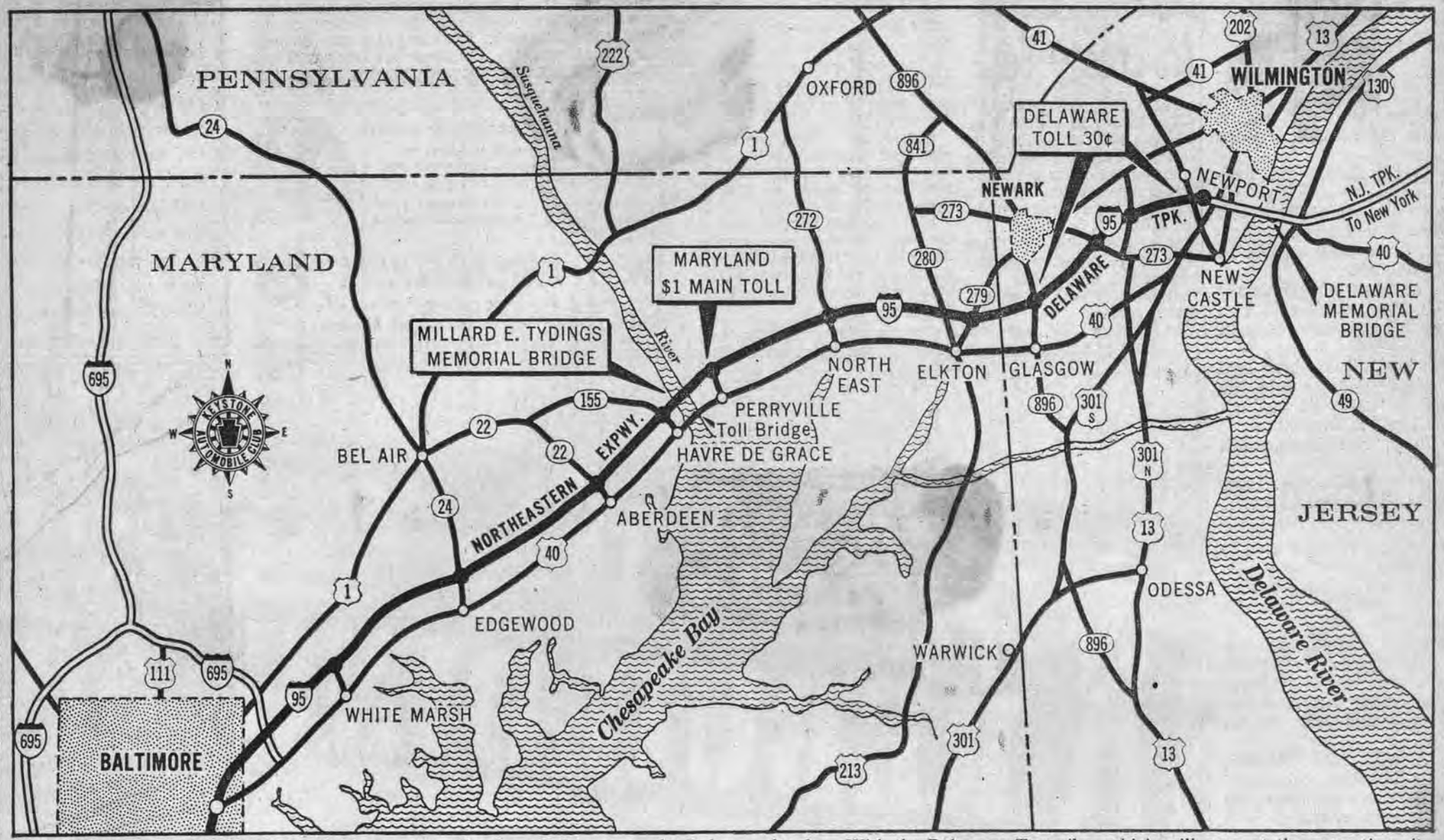
SCHMIDT IS careful to limit his observations to conclusions he can draw from results of his study of a one-mile wide strip on either side of the road. In general, though, he says there is no reason why the same conditions he sees for this zone will not spill over into other areas.

Although economic gains in Pencader and White Clay Creek Hundreds will be the sharpest in the county — because of the lower base from which they'll spring — Schmidt says the same general trend will be visible all along the Interstate roads through Wilmington and Brandywine Hundred.

Staff Photo by Robert Walker

PRICES GOING UP—Much of the land in Pencader and White Clay Creek Hundreds, through which the nearly-completed Delaware Turnpike winds, now is vacant rural land. Its value, however, has jumped 150 per cent since turnpike plans were announced and extensive development is expected. This air view shows a section of the turnpike looking eastward from a point near Christiana.

Northeastern Expressway to Open Nov. 15



THE NATION'S NEWEST TOLL ROAD runs 42 miles from Baltimore to the Delaware border. With the Delaware Turnpike, which will open at the same time, it will form the final link in a Washington-to-New York roadway with no traffic signals nor grade intersections.

Maryland's Northeastern Expressway, which roughly parallels U. S. Route 40, is expected to open Nov. 15, according to the Keystone Automobile Club.

Keystone logging crews have inspected the 42-mile dual expressway running from Baltimore to the Delaware border. Here it connects with the Delaware Turnpike, running to the Delaware Memorial Bridge.

The Turnpike will open at the same time, providing the final link in a roadway from Washington to New York with no traffic signals nor intersections at grade.

Route 40 has 21 traffic signals and 87 intersections at grade.

One part of the Northeastern Expressway, a six-mile section between the Baltimore city line and a point near White Marsh, Baltimore County, is free. This is to benefit commuters who live and work in the area.

The toll section starts at White Marsh, where an interchange will permit motorists to switch to Route 40 and avoid the toll. The toll for the entire length will be $1. The Delaware Turnpike toll will be 30 cents.

The Expressway will have eight interchanges: at the Baltimore Beltway; White Marsh blvd.; Maryland Route 24 to Ridgewood and Bel Air; Route 22 to Aberdeen; Route 155 to Havre de Grace; Route 222 to Perryville; Route 272 to North East and Route 279 to Elkton.

The expressway will have two 12-foot traffic lanes in each direction. The right of way is wide enough to permit expansion to six lanes.

The Millard E. Tydings Memorial Bridge over the Susquehanna River three miles above Havre de Grace, one of the biggest individual construction operations on the route, is already six lanes wide.

The expressway was designed to combat "turnpike hypnosis," with strategically placed gradual hills to relieve monotony.

There will be one service area, in the median strip two miles south of Aberdeen. It will include a restaurant, open 24 hours, and two fuel stations.

A $74 million bond issue was floated to construct the road.

The Sunday Bulletin NEWS OF
Wilmington
AND VICINITY

Wilmington Morning News

THURSDAY, OCT. 31, 1963

Pike Plans Await JFK Reply

40 Evening Journal, Wilmington, Del. • Thursday, Oct. 31, 1963

Carvel, Tawes to Talk With JFK About Pike

Gov. Elbert N. Carvel and Gov. J. Millard Tawes will meet with President Kennedy Monday to discuss the President attending dedication ceremonies for expressways joining Delaware and Maryland.

The meeting is at noon at the White House.

Dedication of the Delaware Turnpike and Maryland Northeastern Expressway will be at the Maryland-Delaware line Nov. 15 at 11 a.m. The turnpike will open for traffic at 6 p.m. that day.

HIGHWAY COMMISSIONers plan to invite 200 Delawareans and their wives to the ceremonies.

The commissioners figure that if 200 invitations are issued just for a ribbon-cutting ceremony and a buffet lunch at the Maryland expressway service center, about 40 per cent of those invited won't accept.

But if the President decides to come, the commissioners think that there'll be an overflow crowd — and they have to let Maryland officials know soon how many Delawareans expect to attend the luncheon

THE commissioners kicked this discussion around for a while at their meeting in Dover yesterday and then decided to dump the whole problem in the lap of William J. Miller Jr., director of operations, and Francis X. (Pat) Splane, their public relations man.

The highway commissioners then turned to more routine business such as authorizing the sale of an extra $2-million worth of 4⅛ per cent revenue bonds to complete the turnpike.

This makes it a $30-million project, extending from the Maryland line, southwest of Newark, to near the Delaware Memorial Bridge, almost paralelling U.S. Route 40.

The Maryland Northeastern Expressway then goes from the Delaware line to near the Baltimore Harbor Tunnel. ←←

THE EXTRA bond sale will be handled by the Baltimore firm of Alex Brown and Sons.

Charles H. Garland, chief representative for the Baltimore firm which had handled the earlier Delaware Turnpike and Maryland expressway financing, said his firm will buy the entire $2-million bond issue at $102 per bond and sell it within a week for at least $104. Anything his firm gets above $104 will be turned over to the highway department, he said.

Since the Delaware Turnpike was started as FAI-1—a federal interstate highway project—it must now pay back to the federal government whatever money the government put into the highway.

Miller reported yesterday that the turnpike group is preparing to give the federal government about $2.3 million and eventually about $1.5 million to the State Highway Department.

MILLER REPORTED that all of this money, federal and state, will be used for other freeway work, but he warned against hoping this means a lot of new work.

Other turnpike developments:

—Col. Eugene B. Ellis, superintendent of Delaware State Police, recommended that the speed limit on the turnpike be set at 60 miles an hour for all vehicles. This was adopted.

—While the turnpike will be opened on Nov. 15, through traffic will be delayed in some sections during the day because of continuing construction. Interchange ramps will not be completed by that date.

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Guest List For Rites Held Up

Roads Commission OK's Sale of Bonds Worth $2 Million

By WILLIAM P. FRANK

President Kennedy is creating a Delaware Turnpike problem that the state highway commissioners consider more exasperating than finances or paving.

The President has been invited to be the No. 1 guest at the dedication of the turnpike and the adjoining Maryland Northeastern Expressway on Nov. 15.

So far, the President hasn't said "yes" or "no." And this has put the highway commissioners on tenterhooks.

THEY PLAN TO send out about 400 invitations to Delawareans (all male) for the ceremonies.

The commissioners figure that if 400 invitations are issued just for a ribbon-cutting ceremony and a buffet lunch at the Maryland expressway's service center, about 40 per cent of those invited won't accept.

But if the President decides to show up, the commissioners think that there'll be an overflow crowd — and they've got to let the Maryland officials know pretty soon how many Delawareans expect to attend the luncheon.

A related problem is whether to invite the wives of the 400 guests.

"But if the President comes," Delaware commissioners said yesterday, "don't you think these men will want to bring their wives?"

THE commissioners kicked this discussion around for a while at their meeting in Dover yesterday and then decided to dump the whole problem in the lap of William J. Miller Jr., director of operations, and Francis X. (Pat) Splane, their public relations man. ← ← ←

Morning News, Wilmington, Del. — Tues., Nov. 5, 1963

Kennedy Coming To Pike Opening

By WILLIAM P. FRANK

President Kennedy will straddle the famous Mason-Dixon line on Nov. 14 when he dedicates the $104-million, 53-mile-long toll road from near Baltimore to near the Delaware Memorial Bridge.

About eight hours later on that day, the combined Delaware Turnpike and Maryland Northeastern Expressway will be opened for business—a day earlier than had been planned.

The dedication platform, about three-quarters of a mile from the main Delaware Turnpike toll booth, will be built across the boundary line between Delaware and Maryland.

This was the boundary fixed by Charles Mason and Jeremiah Dixon about 200 years ago when they came here from England to divide the Delmarva Peninsula in half and establish the Maryland-Pennsylvania boundary.

THE SIGNIFICANCE of the Mason-Dixon line will be part of the toll road dedication because during the ceremony a replica of one of the Mason-Dixon crown stones will be unveiled.

Originally, the dedication date for the interstate toll road had been set for Nov. 15, the exact 200th anniversary of the arrival of Mason and Dixon in this country for their Delaware - Maryland - Pennsylvania boundary assignment.

Gov. Elbert N. Carvel of Delaware and Gov. J. Millard Tawes of Maryland had jointly invited the President.

Yesterday the two governors and U.S. Sen. Daniel B. Brewster, D-Md., called on the President to discuss the invitation. With Carvel were N. Maxson Terry, chairman of the Delaware State Highway Commission; Edwin Golin, Delaware development department director; Daniel McKenney, assistant development director, and Charles K. Keil, Carvel's administrative assistant.

They were with the President for about 15 minutes.

KENNEDY told them he had a prior appointment to speak at the annual convention of the AFL-CIO in New York on Nov. 15. So, in deference to the President, the two governors changed the highway dedication to Nov. 14 at 4 p.m.

William J. Miller Jr., director of the Delaware department of highway operations, and Francis X. (Pat) Splane, public relations director, were notified and immediately began to revise the dedication plans in conjunction with the Maryland highway officials.

The platform for the ceremony has been built on the south side of the eastbound lane across the Maryland-Delaware line. Three hundred reserved seats for each state will be provided for guests in front.

Delaware highway officials had prepared an invitation list of 400 prominent citizens and their wives, assuming about 40 per cent would come.

MILLER SAID, yesterday, "Now that the President will come to dedicate the highway, well—let me put it this way: We'll have to take a new look at the invitation list."

Miller has another problem: The invitations had already been printed. This had been handled by the Maryland highway dedication committee.

The last Miller heard yesterday, the Maryland committee was trying to find out if the printer can issue new invitations in a hurry.

BUT THE invitations are the least of Miller's worries.

He's anxious to have the Delaware Turnpike as much completed and ready for use as possible.

Miller said, "I'm sure that the main road will be ready for business on and after midnight Nov. 14 but traffic during the day will not be able to go the limit of 60 miles an hour because construction equipment will still be on certain sections."

AP Wirephoto

INVITED TO A RIBBON CUTTING—President Kennedy was extended an invitation yesterday at the White House to attend a ceremony opening the Northeast Expressway, a new route which will provide a direct connection between Washington, D.C., and the New Jersey Turnpike. Calling on the President are, from left: Sen. Daniel B. Brewster, D-Md., Gov. J. Millard Tawes of Maryland, and Gov. Elbert N. Carvel of Delaware.

Morning News, Wilmington, Del. • Fri., Sept. 27, 1963

Staff Photo by Robert Walker

RECORD SETTER—Men and machines of Wilson Contracting Co. yesterday set a Delaware record by being the first to pave a mile of road in a day. They put down a concrete ribbon 24 feet wide and nine inches thick, on part of the Delaware Turnpike, working 13 hours. Howard M. Wilson, president of the firm, watches near end of the mile. The record was set despite picketing by the Wilmington Building Trades Council.

Pike Paving Pace Sets State Record

Despite picketing, construction workers on the Delaware Turnpike set a Delaware paving record by putting down a mile-long ribbon of concrete yesterday.

The paving feat automatically earned for Howard M. Wilson, president of Wilson Contracting Co., membership in the "Mile-a-day Club", an informal honorary group among contractors, a spokesman for the State Highway Department explained.

Four contractors are working on the turnpike. About 130 men working for two of the contractors, Frederick G. Krapf & Son and Rupert Construction Co., were idle for the second straight day yesterday because of picketing by the Wilmington Building Trades Council. The union group has not said why it is picketing.

WORKERS OF the Wilson firm and James Julian, Inc., were not affected by the picketing. Wilson is doing the paving.

Preparations were made earlier for a big paving effort yesterday.

Wilson's men, using an array of modern paving machinery, a huge mixing plant and a fleet of trucks, managed to put down a mile of concrete, 24 feet wide and nine inches thick, working from 6 a.m. to 7 p.m.

It was the last chance Wilson had to lay a mile in one day under favorable conditions.

There are only about four miles left to pave on the turnpike itself plus about five miles of ramps, and the conditions are not considered favorable for equaling yesterday's record.

According to the highway department, yesterday was the first time such a feat was ever performed in Delaware.

THE OTHER three contractors are doing work other than paving. The Julian firm is doing site development in the service area; Krapf is building a restaurant and administration building; and Rupert is working on the toll plaza.

The department announced that Airport Road, which has been kept open across the turnpike until now, will be closed tomorrow to prepare the area for turnpike paving.

Residents of Airport Road south of the turnpike will have to enter and leave through the airport; those north of the turnpike will use a section of dirt road temporarily to reach Basin Road. In about two weeks access to Basin Road from Airport Road will be provided on paved roadways.

Wilmington Morning News

SATURDAY, NOV. 9, 1963

Robt. Moses Pike Bow M.C.

He'll Join JFK Here Thursday

By WILLIAM P. FRANK

Robert Moses, president of the New York World's Fair 1964-65 Corp., will serve as master of ceremonies at next Thursday's dedication of the Delaware-Maryland turnpike.

The acceptance by Moses to officiate at the ceremony, which will begin at 4 p.m. and last for about 30 minutes, was announced yesterday by William J. Miller Jr., director of operations for the State Highway Department.

A speech by President Kennedy will be the feature of the program.

IN DOVER, meanwhile, there were indications, according to Edwin Golin, director of the State Development Department, that a "huge crowd" will be on hand for the event. Golin based his prediction of a "tremendous attendance" on the number of inquiries pouring into his office.

Miller, who is quick to acknowledge the importance of the recent rain to the state's farms and reservoirs, finds the precipitation a source of growing aggravation.

"The turnpike will open in time," he said, "but with some restrictions. The rain is a great relief to the countryside, but we could really stand a few more days of cool, clear weather. We're working like fury to get ready and I'm sure we'll make it."

Robert Moses

other, ranging from preparations for the Thursday dedication to construction problems of the turnpike.

He looked somewhat harried as he emerged from one of the conferences to give the Morning News a quick rundown on Thursday's event:

—The program starts at 4 p.m., at the Delaware-Maryland line.

—The President is expected to arrive by helicopter near the dedication site.

—HE WILL speak; so will Gov. Elbert N. Carvel of Delaware and Gov. J. Millard Tawes of Maryland.

—The Delaware National Guard band will provide music.

—The plan for mailing invitations has been scrapped. It's now on a "come one—come all" basis with about 650 seats in front of the dedication platform opened to the first arrivals.

—Delaware and Maryland state police will handle traffic and parking.

—It's best for those who want to see and hear all from the best vantage point, to get there at least 30 minutes ahead of time.

—The President will cut a ribbon that will carry the colors of Delaware and Maryland.

—HE WILL also unveil a replica of a Mason-Dixon crown boundary stone since the ceremony will take place exactly on the Mason-Dixon boundary of Delaware and Maryland.

—The only special seats will be for "special-special V.I.P.s" on the platform.

—At least one lane on the Delaware Turnpike will have to be kept free of traffic and parking for an emergency.

—The two turnpikes open for business at midnight of Nov. 14.

Miller is already flooded with requests from people who want to be the first to go through the main Delaware toll barriers.

"But," Miller said, "they are the least of my worries."

BESIDES HIS $100,000-a-year job as president of the New York World's Fair, Moses serves as unsalaried chairman of the Triborough Bridge and Tunnel Authority.

Until last year, when he quit in a dispute with Gov. Nelson A. Rockefeller, he was chairman of the State Power Authority and the State Council of Parks and a member of the Long Island State Park Commission.

Projects he has spearheaded in 50 years of public service include the Throg's Neck Bridge, the St. Lawrence power project, Jones Beach and most of the parkways on Long Island.

As late as 1960, he held eight city and state jobs at once, mostly unsalaried.

ON THE matter of the restrictions on turnpike motorists, Miller said traffic speed will have to be reduced in some areas.

"We are taking all the necessary safety precautions, and for those who have been calling us with advice, I want to say to them, 'I thank you for your concern, but we are also concerned.'"

Miller was closeted all yesterday in one conference after the

Staff Photo by Robert Walker

Ready to Go

These roadside markers lie where the Delaware-Maryland Turnpike intersects Delaware 273 near Christiana. The State Highway Department hopes to have them in place when the through route opens Thursday. President Kennedy is slated to speak at state-line ceremonies opening the road.

Carvel Invites All To Pike Opening

From the Dover Bureau

DOVER—Gov. Elbert N. Carvel today extended a "warm invitation" to all the people of Delaware to attend the opening of the Delaware Turnpike next Thursday at 4 p.m.

"On Nov. 14, 1963," it reads, "President John F. Kennedy will join the governors of Delaware and Maryland in dedicating the Delaware Turnpike and Maryland Northeast Expressway.

"This turnpike is the last link in a super network of roadways that will join New England and the South and may well be one of the most important transportation facilities in the nation.

"I wish to extend a warm invitation to all the people of Delaware to attend the official dedication at the intersection of Interstate 95 and the historic Maryland-Delaware Line."

Directions to the dedication spot are as follows: If coming from the north, go through Newark and south on Route 896, then right onto the turnpike, and just over a mile of it. If coming from the south, go into Glasgow, then north on 896 across the turnpike and left onto it.

Staff Photo by Robert Walker

Turnpike training

Charles A. Rutter of Boxwood, manager of the Delaware Turnpike, explains to future toll collector James L. Wilson, 801 E. 7th St., the mechanics of a supervisory console. The device will allow the supervisor to check at all times which lanes are open, what type of toll is being collected and how many vehicles are using the road scheduled for opening Thursday.

SIMULTANEOUS snips by Gov. Elbert N. Carvel, the President and Gov. J. Millard Tawes of Maryland quickly dispose of the ribbon-cutting.

JFK dedicates Del., Md. turnpikes

Staff Photo by Frank Faher

THE RIBBON CUTTERS—Cutting up with a little joke after cutting the turnpike ribbon yesterday are, left to right: Gov. Elbert N. Carvel, President Kennedy and Maryland Gov. J. Millard Tawes. The pike opened to travel last midnight.

10,000 watch ribbon-cutting

By WILLIAM P. FRANK

The 53-mile Delaware, Maryland turnpikes opened last midnight about eight hours after President Kennedy dedicated it as a symbol of federal-state partnership.

In a five-minute speech, the President outlined an inventory of the staggering needs of the northeastern states

Other turnpike stories and pictures on Page 3. Full page of pictures on Page 16.

in the years ahead. He reminded a crowd estimated at 10,000 people that eventually the corridors from Boston to Washington will become "one gigantic urban complex."

The joint toll road, which he said will contribute to this urban explosion, is composed of the 42-mile Maryland Northeastern Expressway and the 11-mile Delaware Turnpike.

The entire project, costing a total of $104 million, stretches from near the Baltimore Harbor Tunnel to near the Delaware Memorial Bridge and cuts down the time of travel between those two points by at least 22 minutes.

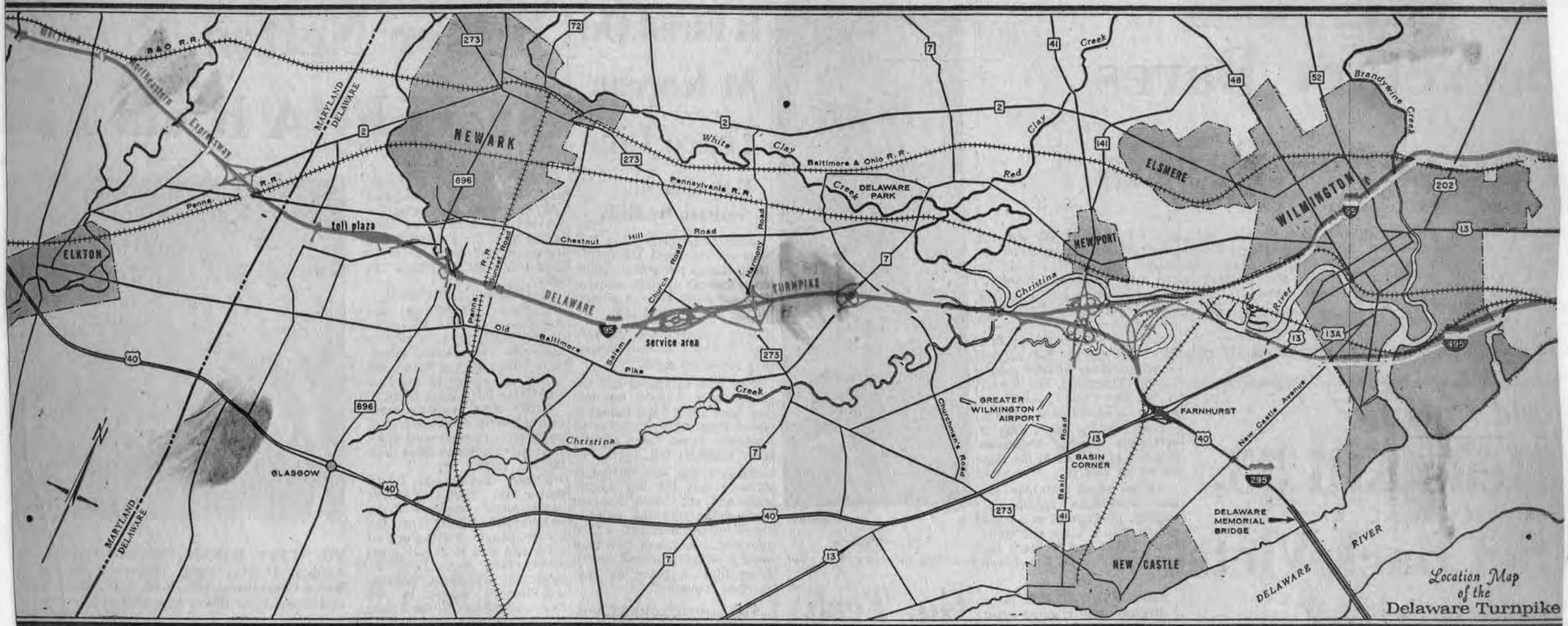
Traffic was reported not too heavy shortly after 1 a.m. today by Charles A. Rutter, turnpike manager, who said a "surprising" aspect of the early traffic flow is that trucks and cars were about evenly divided. Usually cars far outnumber trucks, he explained, adding that the first hour cannot be considered a trend in any way.

BY FEDERAL-STATE PARTNERSHIP the President probably had in mind that the combined Maryland-Delaware turnpike had started out as part of the federal interstate highway project, is now a toll road administered by the respective states, but still ties in with federal interstate highways on each end.

In the brief time he took for his "off-the-cuff" speech, the President rattled off a series of imposing statistics on what he believes the 15 states of the eastern seaboard will need by the year 2000.

The crowd of Delawareans and Marylanders endured a 47-degree temperature and a penetrating wind to greet the President as he alighted from an Army helicopter near the Maryland-Delaware boundary.

The president snipped a ribbon and unveiled a replica of a Mason-Dixon crown stone, placed there by the Delaware State Highway Department.



Map shows the route and interchanges of the Delaware Turnpike, opening at midnight.

THE HOST GOVERNORS, Elbert N. Carvel of Delaware and J. Millard Tawes of Maryland, took the opportunity to remind the audience that next year is election time.

Carvel, for example, told the President that "we in Delaware look forward to your presence at the dedication of the second Delaware Memorial Bridge which we expect will take place some time during your second term, probably in 1967."

As Carvel said this, all eyes quickly turned to the President who was sitting almost directly behind the podium. They wanted to see his reaction. The President merely smiled.

The area echoed with applause and cheers as the President later rose to speak, but he allowed little time for this demonstration. He began his speech almost immediately upon reaching the speaker's stand.

IT WAS A speech about what the Maryland, Delaware turnpikes mean to the 15 states on the eastern coast of the United States and what it will mean in the future.

The President said the new turnpike, which parallels U.S. Rt. 40, marks another step toward the completion of a

See JFK—Page 3, Col. 1

"The nation's interstate highway system will save more than 8,000 lives."

JFK dedicates turnpike

Continued From First Page

superhighway system stretching the length of the East Coast.

He added:

"It should also serve as a reminder that by the year 2000, the states penetrated by this road system must find housing and parks for 23 million more people, schools for 6 million more children, hospitals and homes for 8 million more persons over 65 and sources of 2 billions of gallons more water a day."

He went on to say:

"WE MUST also clean our rivers and find more fresh water for these new people."

The President stressed the safety factor of the new highways: "The nation's interstate highway system, when completed, will save more than 8,000 lives a year and $9 billion in accident costs."

In developing and providing for the needs of future populations, the President said, "The federal government must take the lead. If the United States is to produce a better life, we must do something about it. In this year of 1963, we must take stock of our needs in the next decade."

THE CROWD for the dedication began arriving at the Delaware-Maryland boundary line about an hour before the dedication ceremonies.

People parked in cars along the shoulders and on some of the roadway for about a mile and a half on the Delaware side and about two miles on the Maryland side.

Shortly before 4, a large Army helicopter hove into sight, and people thought it was the President's craft. It landed and was followed by another helicopter, and then came the third which settled close to the special stand.

THERE WAS a great cheer as the President, hatless and without a topcoat, stepped out and walked along a freshly laid grass pathway to the stand.

He was accompanied to the stand by the two governors and U.S. Rep. Harris B. McDowell Jr., D-Del., who had flown with Kennedy from Washington.

On the stand, there was general shaking of hands as the President was introduced to the 60 or more special guests.

The President sat between the two governors and it became obvious to the spectators that he was cold. Later, someone gave him a topcoat.

THE MASTER of ceremonies was Robert Moses, president of the New York 1964 World's Fair. His had been a carefully prepared well-written introduction of all the speakers, but most of what he said was lost because of the crackling of the public address speakers.

However, by the time the President spoke, the crackling had been cleared up, and the President's five-minute talk came over better than any other address.

Moses' remarks were reminiscent of some of his own problems in planning and constructing highway and bridge facilities.

Moses became most eloquent when he introduced the President as "the chief architect of our modern highway system."

CARVEL opened his remarks by reading from an essay on roads written by the late Samuel Knopf, one of the pioneer highway engineers of Delaware.

Later, the governor referred to the Delaware-Maryland turnpike as a road that helps to make Washington and Boston neighbors.

He also made reference to the various presidents who have traveled within a few miles of the turnpike.

Tawes' speech was very brief; he merely welcomed President Kennedy.

OTHERS WHO spoke, also briefly, are N. Maxson Terry, chairman of the Delaware highway commission, and John B. Funk, chairman-director of the Maryland State Roads Commission.

As President Kennedy left the speakers' stand for the highway to cut the ribbon of Delaware and Maryland colors, the crowd pressed in on him.

He freely shook hands with people, and for a while it looked as if he were having a tough time getting back to the stand.

There he engaged in more handshaking and then returned to the helicopter.

HE PAUSED at the door of aircraft, turned to the crowd, waved and disappeared inside.

By this time, the whole area was bathed in a dramatic sunset, and the thousands of people began trekking back to their cars.

For more than an hour later, the turnpike on each side of the Maryland-Delaware line was streaked with the lights of cars traversing the turnpike for free.

The toll collecting did not start until one minute after midnight today.

IN THE meantime at the administration building of the Delaware Turnpike, its general manager, Charles A. Rutter, was having open house.

The toll collectors in their brand new spick-and-span uniforms were like a bunch of actors about to go on stage; in a few hours they were to move out to the booths of the the main toll plaza and begin collecting tolls.

They had been trained for this during the past week at the Delaware Memorial Bridge, but several of them admitted they were "a little nervous."

"Partnership between the federal government and the states is essential to the progress of our people."

2-State Turnpike Opens

Stops Reduced To 7 in 170 Miles

By WILLIAM P. FRANK

After midnight today, it'll be a dream to drive from the Baltimore Harbor Tunnel into New York City via the Maryland Northeastern Expressway and the Delaware Turnpike.

The length is about 170 miles—and there'll only be seven necessary stops!

The pike is being dedicated today by President Kennedy, Gov. Elbert N. Carvel and J. Millard Tawes of Maryland at 4 p.m.

Until the two limited access highways open, a driver going along U.S. 40 from the Baltimore Harbor Tunnel to State Road, will still have to buck 30 traffic lights, 124 grade crossings of other roads and 1,300 commercial and private entrances onto U.S. 40.

BUT WITH THE opening of the expressways, these will be the only necessary stops: Tolls at Baltimore Harbor Tunnel, Northeastern Expressway, Delaware Turnpike and Delaware Memorial Bridge, two stops on the New Jersey Turnpike (to pick up ticket and later to pay toll) and toll for a tunnel into New York City.

For this luxury of only seven stops, it'll cost $4.55 to drive a passenger car from Washington into New York City.

The cost breaks down like this:

Fifty cents through the Baltimore Harbor Tunnel; $1 over the Maryland Turnpike; 30 cents over the Delaware Turnpike; 50 cents over the Delaware Memorial Bridge; $1.75 for the New Jersey Turnpike and 50 cents through a tunnel into New York City.

HERE ARE A few other statistics on the new turnpikes:

Length in Delaware — 11.2 miles.

Length of Northeastern Expressway—48 miles, of which two are toll free.

Delaware toll—30 cents per car; truck tolls up to 75 cents for trucks having five or more axles.

Maryland toll—$1 per car; truck tolls as high as $2 for each truck with five or more axles.

PLANNING — Maryland decided in 1960 to convert its Northeastern Expressway from a federal aid project to a toll facility, financed by revenue bonds; Delaware made its decision to make FAI-1 a toll turnpike in August, 1961.

Cost — Maryland's expressway, $74 million; Delaware's turnpike, $30. The cost will be paid by tolls at no cost to the general treasuries of either state.

Speed limit — 60 miles an

See PIKE—Page 2, Col. 7

(Continued From Page One)

hour for all vehicles on both roads.

Distances—From the Baltimore Harbor Tunnel to the Delaware Memorial Bridge via U.S. Route 40, 62.8 miles; via the turnpikes, 60.5 miles.

Time saving—Via U.S. Route 40 from the Baltimore Harbor Tunnel to the Delaware Memorial Bridge, 83.5 minutes; via the Delaware-Maryland toll roads, 61.5 minutes; 22 minutes saved.

ESTIMATED annual income of Delaware Turnpike—in first full year (1964), gross $2.199 million; maintenance and operation costs, $270,000; net $1.929 million.

Estimated revenue at the end of the fifth full year (1968)—gross $2.625 million; maintenance and operation expenses, $350,000; net $2.275 million.

OPENED — The Delaware Turnpike and Maryland's Northeast Expressway were formally dedicated by President Kennedy and Govs. Carvel and J. Millard Tawes. They complete a 170-mile stretch of limited access roads between Washington and New York.

Headlines of the Week in Review

"We must find housing and parks for 23 million more people and schools for six million more children."

"If the United States is to move ahead, we must do something about it."

GREETING AND FAREWELLS were exchanged by the two governors and the President at the door of his helicopter.

GOV. ELBERT N. CARVEL reaches over to adjust the microphone. Master of Ceremonies Robert B. Moses

SMILING FACES and outstretched hands stopped the President as he walked down the ramp from the platform.

First lady regrets missing Del. trip

Mrs. John F. Kennedy expressed regret that she couldn't accompany her husband to the Delaware Turnpike dedication, U.S. Rep. Harris B. McDowell Jr. said last night.

The Delaware congressman, who rode with President Kennedy on the 45-minute helicopter trip from Washington to the turnpike dedication recalled some experiences of the trip last night.

"It was pleasant to watch the two of them come out of the White House and cross the lawn arm in arm," McDowell said. "She was wearing gray slacks and a white sweater. They were laughing, talking as they walked."

Mrs. Kennedy boarded the plane with her husband, McDowell said, looked at the group and smiled at them to say, "I wish I could go along with all you men but . . . I'm just a housewife."

Then, said McDowell, she "kissed him goodby, got off and waved goodby as we lifted off."

He said the interior of the Presidential helicopter is "decorated in good taste . . . There are two armchairs, a table lamp."

"I kidded him a bit about the contrast in the plush interior of his helicopter with the kind I was riding a couple of weeks back in South Viet Nam," McDowell said. "He told me that few Americans could share my opportunity."

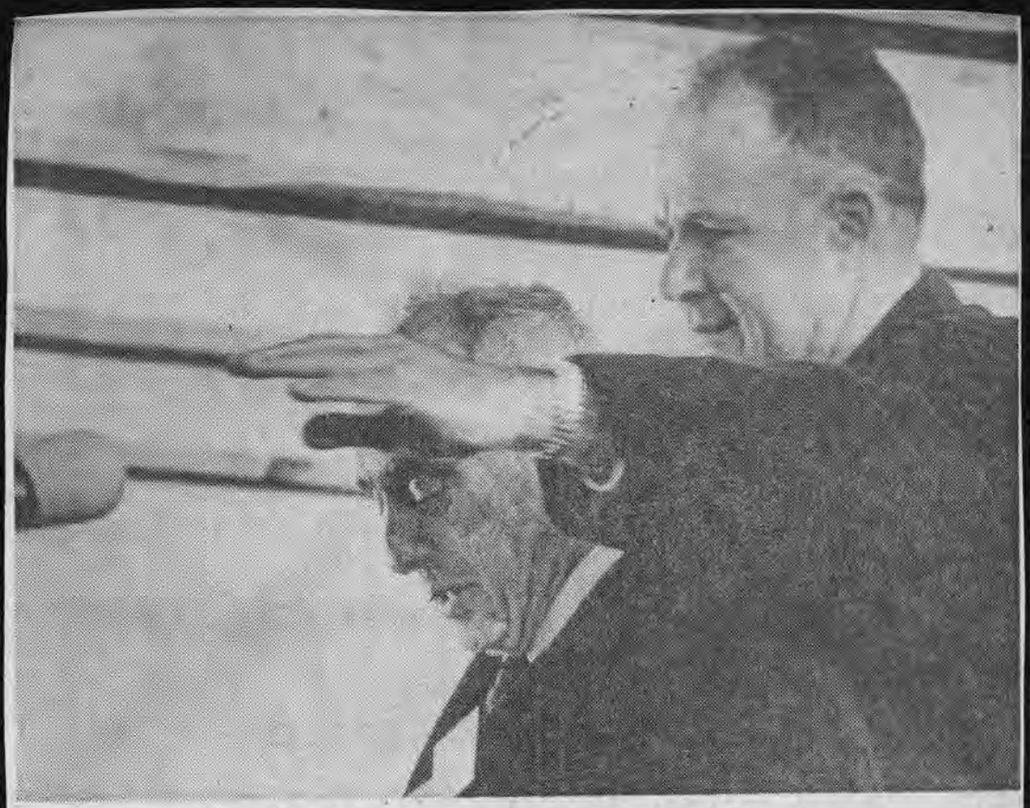
McDowell flew with a House subcommitte through Southeast Asia last month, visiting South Viet Nam just before the revolution there.

McDowell and U.S. Rep. George Fallon, D-Md., accompanied the President on the trip, on invitations extended last weekend.

"We talked mostly about problems in the Congress," said McDowell, adding with a smile, "and the President showed a great deal of interest in Delaware politics, particularly the Senate race . . . indicating no partiality whatsoever."

U.S. Sen. John J. Williams, R-Del., a foe of the Administration, is up for re-election this year.

GREETING AND FAREWELLS were exchanged by the two governors and the President at the door of his helicopter.



GOV. ELBERT N. CARVEL reaches over to adjust the microphone. Master of Ceremonies Robert B. Moses

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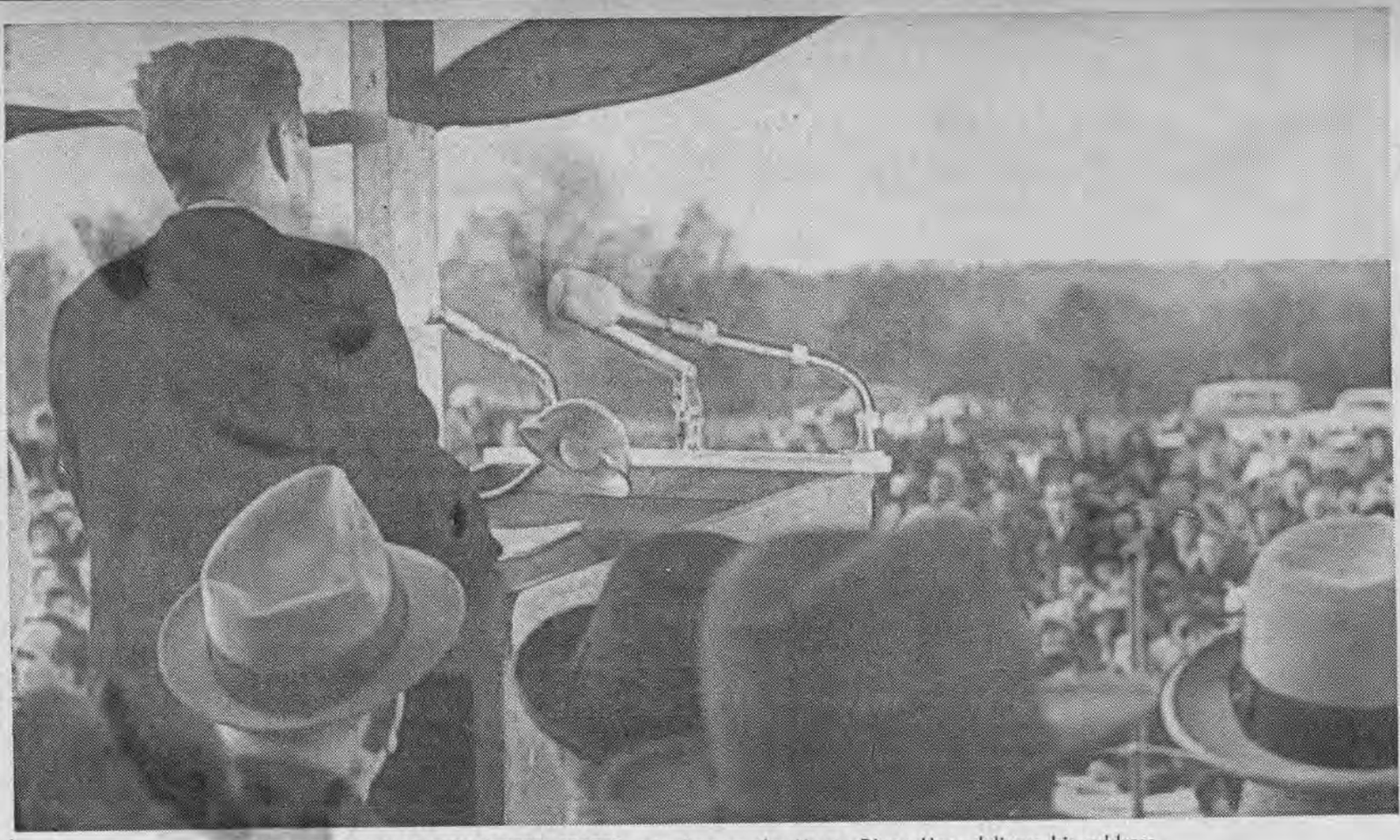


THE PRESIDENT OF THE UNITED STATES, standing on the Mason-Dixon Line, delivers his address.

Ceremony pickets hit Del. Democrats, not President

Pickets at the Delaware Turnpike dedication yesterday were demonstrating against Delaware's Democratic Party, not President Kennedy, one of them said yesterday.

"The Democratic leadership in Delaware is still living in the horse-and-buggy days . . . they are not capable of grasping the depth of the social change taking place in Delaware and America," said Roosevelt M. Franklin, chairman of the People's Action Campaign Committee of the Wilmington Branch, NAACP.

Franklin was one of 15 pickets who walked in a tight circle about 25 feet to the side of the speakers' stand.

IT WAS A quiet group. Signs carried by several gave their message, all directed against failure by the state House to pass SB 183, the public accommodations bill.

They were there with their signs for President Kennedy to see, but he showed no reaction.

Mrs. Luella Tate was in charge of the picket line. Franklin said it was decided to set up the line at a board meeting of the NAACP Tuesday night.

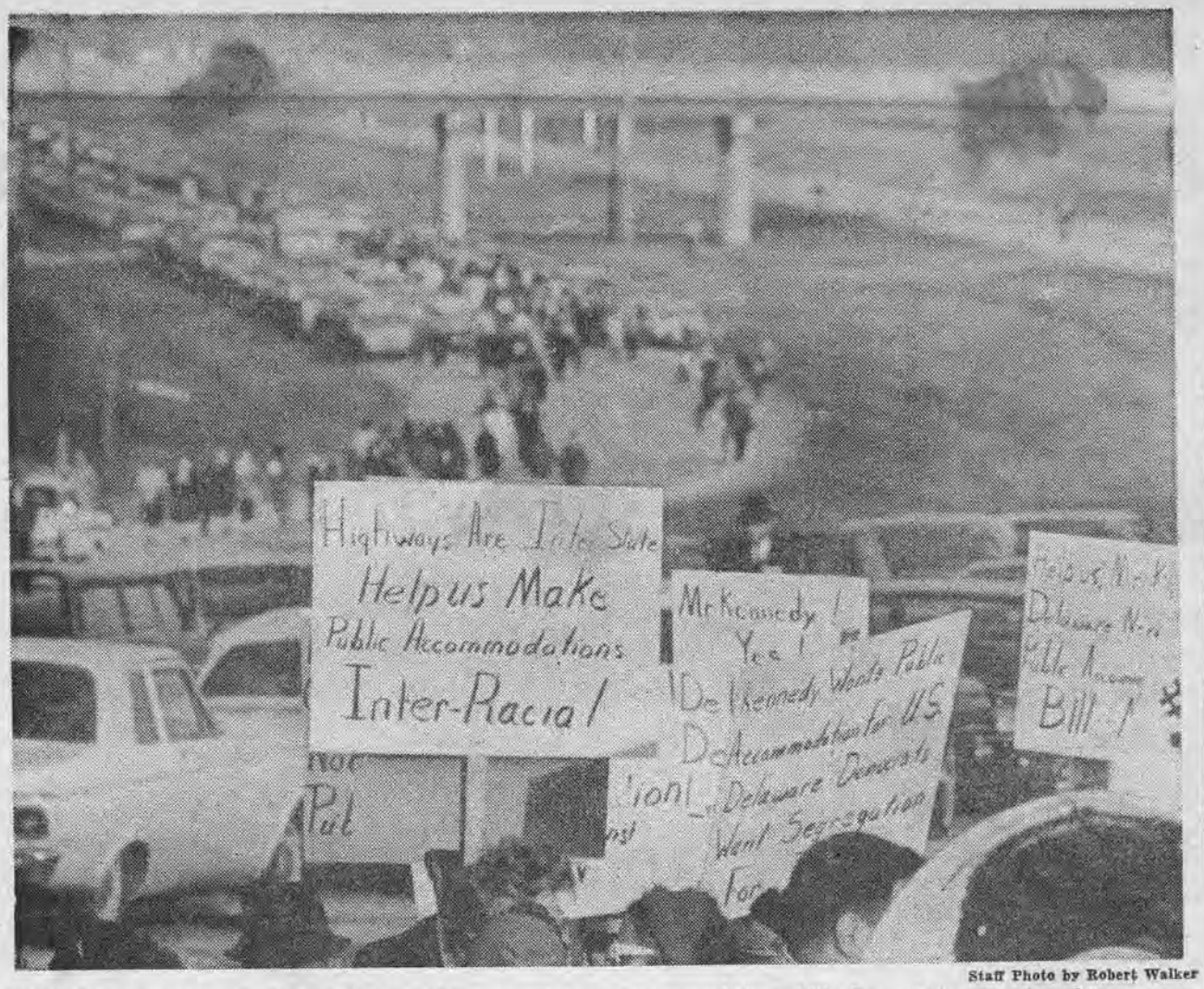
"The demonstrations were not directed against President Kennedy, they were directed at the Democratic leadership and the Democratic Party in Delaware," he said.

His statement went on with:

"THE responsibility for the failure to pass Public Accommodation Bill No. 183 passed by the Delaware Senate in June, must be the total responsibility of the Delaware leadership of the Democratic Party.

"The Democratic leadership should become cognizant of the unseen tensions that are developing and continuing to build up in the community of Delaware. The question now is how long before we are going to have action in a positive way in order to avoid possible violence and upheaval."

Franklin said the pickets "heard a number of derogatory remarks, some of them profane, and I think this ought to be kind of a barometer to the General Assembly —to make them realize that this is a kind of ticklish problem."



Staff Photo by Robert Walker

PROTESTERS—Pickets who identified themselves as members of the Wilmington NAACP march during yesterday's turnpike dedication on behalf of a Delaware public accommodations bill. Part of the crowd and its automobiles is seen in the background on the toll road.

HURRYING OFF the platform by a rear ramp, O'Donnell walked swiftly to a temporary telephone connected with Washington. A White House communicaitons man was on duty nearby at a second temporary telephone.

The President shook hands with about 150 persons during his brief visit along the Mason-Dixon line at the turnpike. His helicopter, bearing the presidential shield—which distinguished it from two other helicopters that arrived a few minutes before—set down at 3:58 p.m. When its rotors coasted to a stop the smiling President, coatless and hatless, emerged and was greeted by Delaware Gov. Elbert N. Carvel and Maryland Gov. J.

Waiting JFK kept in touch with D.C.

By CY LIBERMAN

President Kennedy kept in touch with Washington even while seated on the platform at the turnpike dedication yesterday.

Kenneth P. O'Donnell, a member of the White House staff, spoke to Kennedy as soon as the President put on his overcoat and sat down after shaking hands with about 65 platform guests.

O'Donnell left after a whispered conference with the President, but was called back for a longer talk. The dark-haired, coatless White House aide squatted before the seated President, for a cheek-to-cheek exchange.

HURRYING OFF [illegible]

there were outstretched hands along the rail of the ramp. The President shook them all, and greeted people as he patiently made his way through the mass of officials on the platform, followed by U.S. Rep. Harris B. McDowell Jr., who arrived with him on the helicopter.

Secretary of State Elisha C. Dukes had his hand out for a shake as he was being presented to the President by Gov. Carvel, when the band started to play the natonal anthem, putting a sudden stop to the introductions. They were resumed when the band finished. Carvel introduced the President to all the Delaware officials, then Tawes presented the Maryland officials.

AT 4:08 THE President managed to get his coat on and take his seat.

The handshaking was far from over with the speeches on the platform. The governors and the President walked down the front ramp to cut the ribbon and unveil the Mason-Dixon monument in the center of the turnpike parkway. The path back was lined with hands. Kennedy shook them all as he moved slowly back to the platform, shielded by Secret Service men.

There was more handshaking after the ceremonies ended and the President made his way along the rear ramp to return to the helicopter. He said goodby to Carvel at the door at 4:37 p.m. and the whirlybird climbed into the air after a five-minute warm-up.

WHEN THE helicopter reached the Greater Wilmington Airport, it landed near the propeller-driven C18, a military version of the DC6, that took Kennedy to LaGuardia Airport, New York.

During the short walk from the copter to the plane, there were more hands to be shaken, including those of Airport Manager George J. Bean, four Delaware state policemen and McDowell, who had accompanied Kennedy on the brief flight from the turnpike to the airport.

Promptly at 5, Kennedy's plane left the airport and the President's 62-minute visit ended.

Pike bow rates quick, new sod

By TOM MALONE

President John F. Kennedy, proud of his Old Sod heritage, stepped on some brand new sod on his arrival for the Delaware Turnpike dedication yesterday.

The sod had only been placed a few hours before his arrival in a field immediately behind the speakers' stand at the Maryland-Delaware line—all because of a last-minute mixup in arrangements.

Secret Service agents had suggested that the tall grass and weeds on the field be cut before the President arrived. The Maryland Roads Commission hired a private contractor to do the mowing.

HE DID—with a bulldozer, leaving only naked earth.

The field was hosed yesterday morning to keep down the dust from the wind of the blades of the three helicopters in the party. This had only moderate success. The blades whipped up miniature dust storms on landing and takeoff.

As a red carpet, the Maryland Roads Commission put down an L-shaped stretch of sod for the President to walk to the stand. This was entirely successful. It was a bit faded, but it was green.

* * *

STEPHEN Williams, whose 10-room white frame home lies in Delaware on Dixie Line Road ("That's what we call it anyway," said Williams) near the toll station where the dedication was held, had mixed emotions about the whole thing.

Area newsmen had been instructed to park their cars at a certain site. Many of them parked in a field. Williams approached one to ask, "Would you mind telling me who gave all of you permission to park here? This is my land you know."

"THE DELAWARE State Highway Department," he was told.

"It figures," he sighed. "I don't mind, but I would have appreciated the courtesy of having them ask me. That's the way it has been from the beginning, about two years ago. My wife was out hanging clothes one day, walked around the barn and bumped into a surveyor. That's how we heard about it."

A LABORATORY technician for the Hercules Powder Company, Williams said he had moved into the home 13 years ago.

"We were looking for a little isolation," he said.

* * *

Francis X. Splane, public relations director for the State Highway Department and the turnpike, came up with his estimate of the crowd in this fashion: 1,200 cars parked on the westbound lane in Delaware for about a mile and one-half from the Delaware toll barrier; 3,600 cars parked on the Maryland side, a total of 4,800. Averaging two persons to a car brings the crowd total to a range of 9,600 to 10,000.

* * *

SECURITY FORCES were legion.

There were 40 Delaware State Police troopers and 75 Maryland troopers, plus an uncounted number of Secret Service men, all wearing red-and-white lapel pins. Maj. Allen Wentz commanded the Delaware troopers, Capt. John Dowd the Maryland men.

Sid Shaw, news director of WHYY, Channel 12, handed his camera to his wife. A Secret Service man approached her to ask, "Are you carrying a bomb in that?"

"I thought he was kidding," said Mrs. Shaw. "Then he asked me to open it up, and I did. Those boys aren't kidding."

* * *

Demonstrating pickets of the Wilmington NAACP carried placards. Four members of the Northern Maryland Society for Aid of Retarded Children also showed signs, all saying "Welcome, Mr. Kennedy." The four identified themselves as Mrs. Mercer Terrell of Elkton, Mrs. Woodrow Cahall, Mrs. Nicholas Lishowis and Mrs. Eugene Graybeal, all of North East.

* * *

MRS. DANIELLE Grossman, also of the Channel 12 staff, is a native of France. She engaged Pierre Salinger, the Presidential press secretary, in a short conversation in French. The cigar-smoking Salinger was beseiged by local newsmen for a text of the President's remarks. "He doesn't have one," shrugged Salinger. He remained at the rear of the speakers' stand, which meant that, along with all the others on the stand, he couldn't hear a word of any of the talks, including the President's.

Omero C. Catan
. . . *"Mr. First"*

Mr. First nets 517th on turnpike

Being first 516 times "kind of stamps out competition," Mr. First confessed last night.

Omero C. Catan of Teaneck, N.J., who figures he has been the one and only "Mr. First" for 25 of his 32 years in the hobby, made his 517th "first" last midnight as he was the first to pay a toll on the Delaware Turnpike.

The 49-year-old Catan, a field office manager for the Harry M. Stevens catering firm, arrived at the turnpike toll booth at 11 a.m. yesterday in his 1959 Chevrolet Impala convertible, small U.S. flags on each fender.

He passed the time of day talking to troopers, workmen and turnpike personnel, missing the dedication at the Delaware-Maryland line.

His first "first" was on Oct. 25, 1931, when he paid a toll to cross the George Washington Bridge in New York.

"After that it just grew on me," he said. "After I made a few firsts I started getting some publicity. Then everybody wanted to get into the act." But he outlasted various rivals who arose, and even started getting invitations.

"I got to know the officials running the country," he went on. "I get a kick out of it. It's like watching the country grow, you know? My 517 firsts are all milestones in the growth of this country."

One of the milestones which helped the growth of the country was his marriage, which Catan also counts as a first. He received the No. 1 marriage license of the state of New York in January of 1939. New York starts its marriage license numbers anew each year. The marriage has produced two children and two grandchildren.

After paying his toll, Catan early today turned around at the first chance and headed back toward Teaneck.

Turnpike Count Big—But False

The first 24 hours of the operation of the Delaware Turnpike, ending at midnight yesterday, produced automobile usage figures that made eyes pop.

But the figures didn't correlate with the revenue collected, said Francis X. Splane, public relations man for the turnpike.

So highway officials examined the automobile counting machinery and discovered that some machines were counting cars twice, Splane said. The machinery is being repaired.

Splane estimated revenue for the first day at $5,000 and said this figure will be broken down to determine how many cars used the road.

He said usage yesterday was probably about 35 per cent of the target set by turnpike planners. The road looks for an average daily revenue of $17,800.

"It is not an unhappy figure under the circumstances," said Splane. "November is traditionally a low month for turnpike usage. We expect our highest figures between Memorial Day and July 4th — the racing season — and in the months of July and August—the vacation season.

"We still have several signs to put up and ramps to open. And we're fighting a habit pattern right now. People are used to taking Route 40."

Splane said the northbound service area would open sometime next week. The southbound area has been operating since the turnpike was dedicated.

Morning News 11/16

First day traffic heavy on turnpike

Opening day traffic on the Delaware Turnpike was much heavier than expected, turnpike officials said last night.

While no official figures were available, they estimated that 6,000 vehicles had used the road during the day.

Despite their pleasure at first-day totals, they noted that usage would have to "triple or quadruple" to reach anticipated average levels over the long term.

By 11:40 a.m. yesterday, the last time that an official reading was taken, 2,690 vehicles had passed toll booths at either end of the 11-mile turnpike, which connects with the 42-mile Maryland Northeast Expressway. No record is made of cars which enter and leave the turnpike within the state.

The road was opened to traffic at midnight Thursday, after President John Kennedy dedicated it in ceremonies at the Delaware-Maryland border.

The joint toll road provides the last link in a continuous limited access route stretching from New York City to Washington, D.C.

Ceremony pickets hit Del. Democrats, not President

Pickets at the Delaware Turnpike dedication yesterday were demonstrating against Delaware's Democratic Party, not President Kennedy, one of them said yesterday.

"The Democratic leadership in Delaware is still living in the horse-and-buggy days . . . they are not capable of grasping the depth of the social change taking place in Delaware and America," said Roosevelt M. Franklin, chairman of the People's Action Campaign Committee of the Wilmington Branch, NAACP.

Franklin was one of 15 pickets who walked in a tight circle about 25 feet to the side of the speakers' stand.

IT WAS A quiet group. Signs carried by several gave their message, all directed against failure by the state House to pass SB 183, the public accommodations bill.

They were there with their signs for President Kennedy to see, but he showed no reaction.

Mrs. Luella Tate was in charge of the picket line. Franklin said it was decided to set up the line at a board meeting of the NAACP Tuesday night.

"The demonstrations were not directed against President Kennedy, they were directed at the Democratic leadership and the Democratic Party in Delaware," he said.

His statement went on with:

"THE responsibility for the failure to pass Public Accommodation Bill No. 183 passed by the Delaware Senate in June, must be the total responsibility of the Delaware leadership of the Democratic Party.

"The Democratic leadership should become cognizant of the unseen tensions that are developing and continuing to build up in the community of Delaware. The question now is how long before we are going to have action in a positive way in order to avoid possible violence and upheaval."

Franklin said the pickets "heard a number of derogatory remarks, some of them profane, and I think this ought to be kind of a barometer to the General Assembly —to make them realize that this is a kind of ticklish problem."

Morning News, Wilmington, Del.—Tues., Dec. 3, 1963

Pike honor system on tolls paying off

By WILLIAM P. FRANK

Diogenes, the ancient philosopher who went hunting for honest men, would have a field day at the unattended toll barriers on the Delaware Turnpike ramps.

Right now there are seven such unattended automatic toll barriers. No one is around in an official capacity to see that drivers either (1) put in the correct toll; or (2) put in any money at all.

Charles A. Rutter, manager of the turnpike, feels, however, that if Diogenes were at any one of the unattended toll booths, he'd find that at least 88 out of every 100 drivers will either throw the correct toll into the baskets or, if they don't have the change, will mail it later to the Delaware Turnpike.

For those who are conscience stricken, the address of the Delaware Turnpike is 194 Welsh Tract Road, Newark, Del.

HOWEVER, SINCE it will cost an extra five cents for the stamp, the turnpike is not in the position to make any refunds for postage.

Rutter admitted that he has been getting some complaints from bewildered motorists and that after explanations are given, some motorists mail in the tolls.

What confuses motorists is the lack of a sign on the unattended toll barriers telling drivers without the right change what to do. If they go through without paying, a red light flashes and a bell rings.

Rutter said yesterday, "we are thinking of putting up signs informing such drivers they can mail us the toll."

HERE IS THE essence of Rutter's explanation for the present system:

—The Delaware Turnpike system of unattended automatic toll barriers is being used by the adjoining Maryland Northeastern Expressway and other toll roads.

—It would cost more than $120,400 a year to have these seven toll barriers manned 24 hours a day, seven days a week.

Editorial on Page 20.

—Traffic through these ramp toll barriers would not justify that expenditure.

—National statistics show that from 6 per cent to 12 per cent of the drivers who go through unattended automatic toll barriers are so dishonest as to either fail to put in any money or shortchange the automatic machine.

—"WE HAVE NOT been in business long enough to determine our percentage of honest people. The turnpike opened for business Nov. 15, 1963. So I assume that not more than 12 per cent would cheat us."

—"We have had all kinds of ideas but so far, none of them have jelled. We had thought of pre-stamped envelopes into which drivers could put their money and mail it to us but the consulting engineers experienced in toll road operations, don't think this will work."

During the Delaware Park racing season, there will be 13 unattended automatic toll barriers in operation.

Will racing fans be more honest than other drivers?

"We'll wait and see," said Rutter.

Pickets Go; Work Starts On Turnpike

Work was resumed yesterday on the service area of the Delaware Turnpike with all pickets gone in response to a Court of Chancery restraining order.

Rumors that the pickets—stopped from picketing on the turnpike poperty itself—would take up stations on access roads off the property did not materialize yesterday.

Frederic G. Krapf and Son, Inc., contractor for the service area itself, and James Julian, Inc., contractor for the paving of the area, resumed work for the first time in a week.

WITH THE PICKETS GONE and regular work resumed for the first time since last Friday, the reason for the stoppage was still not completely solved yesterday. John J. Pierce, president of the Building and Construction Trades Council, AFL-CIO, still remained out of reach, not at home to callers, his office staff saying they did not know his whereabouts.

On the record, the picket line that first appeared last Friday was labeled an "information type" picketing.

The pickets carried signs which read: "This message addressed to the public—James Julian is working employes for lesser conditions than union conditions on the project. Building Trades."

NO ONE CONTACTED yesterday wanted to be identified with any ideas or interpretations.

Julian employs men of District 50, a union not affiliated with the AFL-CIO. When the pickets started, neither Krapf

Morning News, Wilmington, Del. • Wed., Nov. 27, 1963

From Boston to Washington

As a memoriam to President Kennedy, why not a highway from Boston to Washington.

The idea of rechristening the Delaware-Maryland toll highway in honor of President Kennedy has little to commend it—except inspiration.

Critics of the notion hasten to point out that the federal government played a relatively insignificant role in building this particular link of the interstate highway system. They note the tradition of naming toll roads for the states through which they pass—the New Jersey Turnpike, the New York Thruway, the Connecticut, Massachusetts, New Hampshire and Maine Turnpikes.

True, but what these names add in geographic awareness they surely lack in imagination. And it cannot be forgotten that the Delaware-Maryland highways were dedicated by President Kennedy little more than a week before his assassination.

In the afterlight of events of the past few days, the idea has an appeal which is fully understandable. We think it worth asking, however, if it goes far enough—if the Kennedy name, should it be applied, should not be given to the entire length of Interstate 95, of which the Delaware and Maryland roads are but a small segment.

What more appropriate memorial than a highway linking the late President's birthplace in Boston with the nation's capital, across the river from his final resting place?

Morning News, Wilmington, Del. — Wed., Nov. 27, 1963

2 governors favor turnpike tribute

The idea of renaming the Delaware-Maryland toll road in honor of President Kennedy was endorsed by the governors of the two states yesterday.

Gov. J. Millard Tawes of Maryland said he is in favor of the idea and will consult Gov. Elbert N. Carvel and members of the Kennedy family.

Carvel also expressed approval. He said, "The President was very much interested in this road. He came all the way to dedicate it, and I can't see anything more appropriate than renaming it in his honor."

"I don't see any difficulty in doing this," he added, referring to the legislation that would be needed in Delaware, but not in Maryland.

A spokesman for Gov. Richard J. Hughes of New Jersey said he was sure the governor would be willing to consider adopting the same name for an appropriate connecting road in New Jersey, and would like to hear from interested Delaware officials.

Baltimore Mayor Theodore McKeldin also threw his support behind the proposal to rename the toll road. So did two Maryland legislative leaders, Senate President William S. James, D-Harford, and House Speaker Marvin Mandel, D-Baltimore. The Delaware counterparts of the two legislative leaders endorsed the idea earlier.

In Wilmington, Mayor John E. Babiarz last night suggested naming the public park that will be part of Poplar Street Project A in Kennedy's memory. He said it is easier to name something new than something which already has another name.

December 4, 1963

Senate Votes Measures To Rename Pike for JFK

From the Dover Bureau

DOVER—The Senate passed yesterday measures to rename the Delaware Turnpike for President Kennedy and to ask other states to do the same on the Boston-to-Washington route.

Passed under a suspension of rules and sent to the House were a bill and a companion resolution introduced only moments before. Both actions were suggested by Gov. Elbert N. Carvel in an address the General Assembly on Monday.

THE BILL would designate the entire Delaware Turnpike as the "John F. Kennedy Highway."

The resolution requests that the several states through which the route from Boston to Washington passes rename their arteries so the entire roadway can be called the "John F. Kennedy Highway."

There is a bill in House committee to appropriate $50,000 to erect a monument to the late President at the site on the line where he dedicated the Delaware and Maryland toll roads.

KENT COUNTY, meanwhile, decided to let a proposed new state office building in Dover stand as its memorial to Kennedy.

County Democratic Chairman Vernon B. Derrickson, acting on a suggestion he received last week to select a suitable tribute to the late President, reported yesterday to Levy Court that Kent County has "no memorial suitable for the stature of President Kennedy."

Derrickson suggested that a proposed state office building, now being considered by the General Assembly, stand as Kent County's tribute to President Kennedy.

The $2-million building would be erected on the state capitol grounds in Dover.

State gets bids on last pike job

Morning News, Wilmington, Del. — Wed., Nov. 27, 1963

DOVER—Bids were received yesterday by the State Highway Department on three contracts including one providing for the final improvement project on the Delaware Turnpike.

The turnpike project calls for landscaping of the administration building and service station area, with the work to be completed by June 1, 1964. David Bachtle of Mendenhall, Pa., with an offer of $23,922.95, was the lowest of four bidders on the project.

Douglass C. Hudson Co., of Milton, submitted the apparent low bid of $34,706 for the improvement of the Portsville Dam, in Sussex County. There were four bids on this project.

THE EXISTING timber bridge at Portsville will be replaced with a concrete span, steel sheet dam and spillway and approaches, with the project to be completed in 60 working days.

International Harvester Co. of Wilmington, with a price of $38,165.85, with trade-ins, was the apparent low bidder for furnishing five dump trucks with one-way snow plows and attachments for use in Sussex County.

The bidders on the various contracts, with the amount of their bids, were as follows:

TURNPIKE LANDSCAPING: David Bachtle, Mendenhall, Pa., $23,922.95; Beaver Valley Nurseries, Wilmington, $25,753.45; Warner S. Hamilton & Son, Chester, Pa., $32,673.11; Newark Construction Co., Newark, $49,134.20.

Portsville dam: Douglass C. Hudson Co., Milton, $34,706; Burger Construction Co., Dover, $34,894.60; W. B. Mitten & Sons, Dover, $35,452; George & Lynch, Wilmington, $38,295.

Dump trucks: International Harvester Co., Wilmington, $38,165.85; Roads Machine Co., Devon, Pa., $64,000.

Carvel Paints Rosy Picture Of State on Phila. TV Show

From the Dover Bureau

DOVER—An expanding economy that is drawing new industry, fiscal reorganization in state government and a comprehensive roads program were pictured to Delaware Valley residents yesterday.

Gov. Elbert N. Carvel, along with three other state officials, appeared on a Philadelphia television station to report to the people

With him were Edwin Golin, head of the State Development Department, F. Earl McGinnes Jr., newly appointed state budget director, and N. Maxson Terry, chairman of the Highway Department.

GOLIN TOLD of new industries moving into the state and of the Industrial Buildings Commission's role in lending funds to interested industries. He also reported that tourism continued to draw persons into the state.

Viewers were told that Delaware's unemployment figure is about 3 per cent of the labor force, one of the best ratios in the nation.

McGinnes explained changes to be made under a fiscal reorganzaton in state government and Terry told of the Delaware Turnpike and Christiana Interchange.

THE ONLY not-so-bright note on the program, mention by both Carvel and Terry was the difficulty in getting a highway bond issue bill through the legislature, which has stalled work on the freeways in the Wilmington area. There was no mention of the political hassle going on for months over the bond bill.

Carvel reports to the people on television every few months. He taped Sunday's show last week.

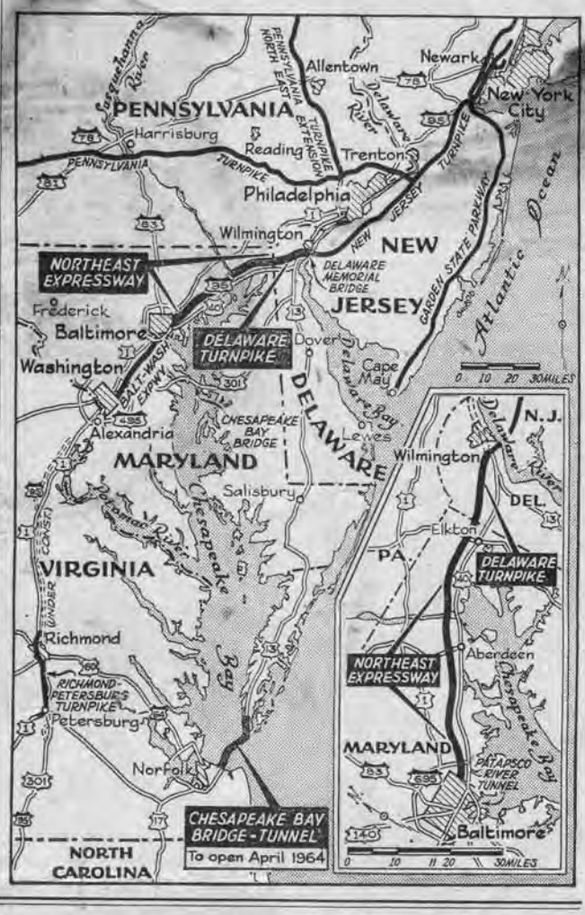
ANOTHER NORTH-SOUTH HIGHWAY LINK

By JOSEPH C. INGRAHAM

THE missing link in the Boston-Washington "main street" of the northeastern megalopolis will be supplied next Friday, when the Delaware-Maryland segment of Interstate Route 95 is opened to traffic.

The new 59-mile toll stretch between the outskirts of Wilmington and Baltimore is intended to relieve pressure on long-outmoded U. S. 40. It will enable motorists to travel the 450 miles between Boston and Washington without facing a traffic light, and it also will be a boon to travelers headed for Florida. This is because it will cut an estimated 40 minutes in travel time, as compared with U. S. 40.

However, there is a bitter pill for travelers. The 59-mile section was conceived as a toll-free highway, with the Federal Government contributing 90 per cent of the cost and the states 10 per cent. Now, however, Maryland and Delaware will finance the project with separate bond issues totaling $98,000,000. They will pay off the bonds by charging $1.30 in tolls ($1 in Maryland and 30 cents in Delaware).



Planned as Free Road

This marks the first time that states have literally "bought back" a road planned as a free link in the vast Interstate System. It was not until well after the project was under way that Maryland and Delaware decided they wanted the route in a hurry. They were unwilling to wait for the highway until 1967, as scheduled by the United States Bureau of Public Roads. The bureau is overseer of the 41,000-mile Interstate System.

Special state and Congressional legislation was enacted to make the turnabout possible. Although Rex M. Whitton, Federal Highway Administrator, was not in favor of the idea, he reluctantly approved the takeover by the states because of the "benefits derived"—the provision of the bistate road to meet burgeoning traffic demands of the region.

Bought From Government

The only comparable incident of buying back a road built with Federal funds took place in New York in 1947, long before the Federal System of Interstate and Defense Highways was initiated. Westchester County, which wanted to levy tolls on the Hutchinson and Saw Mill River Parkways, was rebuffed by Governor Dewey until arrangements were made to repay the Federal Government the $2,150,000 that it had supplied for building the two arteries.

After those arrangements were made, the Governor signed a bill authorizing the collection of tolls. Not only are the tolls still in effect, but they were increased two years ago. Meanwhile, the Federal funds were reallocated to other highways in New York State.

New York also has been the scene of another imposition of tolls on a previously toll-free artery—the Southern State Parkway. A 10-cent charge was imposed on the westernmost portion—just beyond the Queens County line in Nassau County—by the Long Island State Parkway Commission, which said it needed the fees to pay for modernization because state funds were not available. The parkway and connecting roads to Jones Beach were improved with the funds.

President to Dedicate Road

To mark what its sponsors call the "most dramatic opening" of any toll road, the Maryland-Delaware project will be dedicated by President Kennedy at 11 A.M. next Friday. The road will be opened to traffic at 6 P.M.

In defense of the toll road concept, John B. Funk, chairman-director of the Maryland State Roads Commission, said that "because of pressing interstate work needed around the cities of Baltimore and Washington and in Western Maryland, the Northeastern Expressway [the road's official designation in Maryland] could be built faster and at less cost to Marylanders as a toll facility."

Delaware officials concurred as to the situation in their state, where the road is known as the Delaware Turnpike.

There is agreement that the use of a bond issue, $74,000,000 in Maryland and $24,000,000 in Delaware, will mean no direct levy on the state's treasuries. However, the contention of lower cost was disputed sharply by the American Automobile Association, which noted that interest on the 40-year bonds would come to more than $80,000,000. To get back the road, Delaware paid $2,328,000 and Maryland $1,500,000 to reimburse the Federal Government for moneys advanced.

In Delaware, the road is 11 miles long; Maryland's segment in 48 miles. On the latter section, there is a one-mile bridge spanning the Susquehanna River; the span is called the Millard E. Tydings Memorial Bridge after the late U.S. Senator from Maryland. There is no separate toll for the bridge, although a similar span on U.S. 40 requires the payment of a 25-cent toll.

The new toll road not only will cut travel time between the Delaware Memorial Bridge (the southern terminus of the New Jersey Turnpike) and the Baltimore city line, but also will increase safety. An access-controlled highway, it is a four-lane, mall-divided road down the Maryland-Delaware corridor.

U.S. 40, the free road along the corridor, is antiquated. It has become virtually a local street, and has an unenviable accident rate, according to the consulting engineers who did the survey for the toll project. Their report showed that, in 1960 alone, there were 1,950 accidents in which 25 persons were killed and 1,134 injured.

Expansion Possible

The toll road has been built with expansion in mind, and sufficient right-of-way is available to make it a six-lane highway when demand warrants. The Maryland part was first conceived in 1953 as a toll road, but when the Federal Highway Act of 1956—"the grand plan" for a national toll-free network was adopted—Maryland and Delaware decided to take advantage of the vast Federal aid.

The back-and-forth nature—first toll, then free, then toll again—delayed the start of construction, and it was not until 20 months ago that contracts finally were let.

Construction of this much road in so short a period is unusual. It reflected, officials say, the urgent demand to relieve pressure on parallel U.S. 40, which is three miles longer than the new toll highway. In addition, the old route has 30 traffic signals, 124 intersections at grade and is bordered by 1,300 commercial and private enterprises that can be reached by driveways leading to and from the road.

In contrast, the toll expressway has service areas only near Aberdeen, Md., and Newark, Del. There are seven interchanges in Maryland and four in Delaware.

Highway Connections

The road is reached from the north by way of the Delaware Memorial Bridge. There also are local connections with U.S. 13, 40 and 41. On the south, the project connects with the six-year-old Baltimore Harbor (Patapsco) Tunnel. That was the first improvement leading to the end of the traffic nightmare between New York and Washington.

U.S. 40, incidentally, carries an average of 26,000 vehicles a day. The new toll road is expected to handle a daily average of 13,500 to 17,000 trucks, cars and buses.

CHESAPEAKE PROJECT PROGRESSING

Another aid for travelers heading south will come to fruition next spring, when the 17.5-mile-long Chesapeake Bridge-Tunnel between Cape Charles, Va., and Norfolk is opened to traffic. This under-and-over-the-water crossing will remove the last water barrier separating Norfolk from the remote communities of Tidewater Virginia. It also will mark the end of an historic ferryboat service—the 90-minute trip between Kiptopeke Beach and Little Creek, just outside of Norfolk. Tolls on the new bridge-tunnel will be $4 for car and driver, plus 85 cents for each additional passenger.

Morning News, Wilmington, Del.
— Fri., Nov. 29, 1963 3

Along Rts. 13, 40

Pike pull pinches merchants

By JAMES P. PARKS JR.
Staff Business Writer

"We're in for a hard winter —it's going to be survival of the fittest."

This is the troubled view of Kimber L. Shoop, proprietor of State Road Esso, one of 100 or more businesses that already have begun to feel the pinch brought on by the opening of the Delaware Turnpike.

Tour the stretch of U. S. Rts. 13 and 40 between the Farnhurst interchange and State Road and you won't find a single businessman accustomed to catering to motorists who hasn't been affected by the new through route's opening.

"WE CERTAINLY know it's there," says Howard O'Connor, manager of Clemente's Bus Stop. Some intercity express buses have been bypassing the stop, one of the largest places of its kind in the nation, since the turnpike opened.

Kimber L. Shoop · Howard O'Connor · William B. Cranston · Richard Strayer · Paul Letsch · John Sophanick · Mrs. Dora Coursey · Pete Thomas

Latest traffic figures showed that more than 30,000 vehicles used the Delaware Turnpike Wednesday, the highest daily count since the Nov. 14 opening. William J. Miller Jr., director of State Highway Department operations, estimated a week after that opening that 40 to 50 per cent of passenger car traffic was being diverted to the turnpike from Rts. 40 and 301.

Everyone along the Du Pont Parkway isn't pessimistic yet.

FOR ONE thing, some say, it's too early to measure the impact. Like anything new, they claim, the turnpike is attracting traffic from curiosity seekers, some of whom will return to the conventional highway when the newness wears off.

Then, too, they say, the total amount of traffic on the roads continues to grow and, although a large chunk of it has been skimmed off by the new highway, what's left will gradually grow. The opening next year of the Norfolk bridge-tunnel and tourist traffic headed for the New York World's Fair are expected to help.

As a hedge against lost business from interstate travelers, many establishments are planning stepped-up promotion of their facilities to lure local residents.

AT HIS STATE Road gasoline service station, Shoop says this winter will provide "the big shakeout." One service station nearby already has closed since the turnpike opened, he says.

He predicts as many as 15 to 20 stations will close before spring. Five or six stations, he says, already have cut out their nighttime shifts. He has laid off three full-time attendants at his station.

Although not necessarily indicative of what is to come, Shoop

See PIKE—Page 3, Col. 2

Pike—

Continued From First Page

offers these figures on gasoline pumped the weekend before last, the first during which the turnpike was opened, compared with the previous weekend; 2,900 gallons in the 24 hours ended noon Saturday, down from 8,400; 1,900 gallons in the 24 hours ended noon Sunday, down from 4,600; and 3,000 in the 24 hours ended Monday, down from 7,200. Weekends, normally, are the heaviest business periods at the station.

AT PETE'S Texaco Station, owner Pete Thomas says business was off 65 per cent in the same weekend from "normal."

"I'm afraid to say if this serious dip in gas will continue," he says.

William B. Cranston, proprietor of a Tidewater Oil Co. station, says he is "looking for another location." The company-owned station he operates has experienced a 30 per cent drop in business since the turnpike opened.

As many as one in four station operators are beginning to look around for other locations, Cranston claims.

REDUCED BUSINESS at the gas pumps also is being reflected in such things as lower demand at soft drink machines, service station men claim.

O'Connor at Clemente's says both Greyhound and Trailways buses have been operating on new timetables which became effective Nov. 15 when the turnpike opened to traffic.

Express Greyhound buses, he says, go right through to New York without a stop here. Their counterparts in the other company still stop. Buses from both companies on other than non-stop schedules still use Clemente's as a northern Delaware depot.

At Skyways Motor Lodge, Richard Strayer, manager, says that the effects of the turnpike opening have been mingled with the normal slowness of business at this time of year.

He admits, however, the seasonal decline "seems sharper than normal." He says at one "slow" time of a recent evening a Skyways employe counted 2,000 cars passing on the highway in an hour, against 4,000 that would be considered "normal."

BUT, HE contends, "the normal disappearance of traffic has magnified the effects of the turnpike all out of proportion."

Paul Letsch, new manager of Tourinn Motel, says he has not been in his post long enough to offer a comparison with pre-turnpike business but estimates, on the basis of conversations with other employes of the motel, that patronage may be off 25 per cent to 30 per cent.

The motel, he says, plans to redecorate and spruce up its appearance to recoup some of the lost trade.

JOHN SOPHANICK, manager of the Howard Johnson Restaurant at Hare's Corner, says the establishment has been "hit hard" by the turnpike's opening. The effects, he says, are felt most sharply at breakfast time when motel stoppers start out on their day's travel.

"We figured things would be off—it's too early to tell if we figured right on how much they'd be off," he says.

Mrs. Dora Cousey, a waitress at Viking Diner near Hare's Corner, says business there seems "way off" since the turnpike opened.

Staff Photos by Robert Walker

MAKE A CHOICE—Motorists coming off the Delaware Memorial Bridge are given a choice of southbound routes at the Farnhurst interchange. Once they've passed Farnhurst, there are no other signs directing them from the turnpike to Route 40 or vice versa.

Pike signs ignore 40, merchants cry

By JAMES P. PARKS JR.

"All those golden tourist dollars are coming across the bridge, and all we seem interested in is hurrying them through the state."

Speaking was T. Nicholas Peterson, president of Peterson's House of Fudge, but his attitude seems to typify that of scores of merchants along U.S. 40.

Six months ago today, the Delaware Turnpike and Northeast Expressway section of what is now the John F. Kennedy Memorial Highway became the quickest route between the Delaware Memorial Bridge and Baltimore.

HARD-HIT U.S. 40 merchants claim they're being denied a fair chance to recoup losses.

Principal complaints center on whether motorists are being given a reasonable opportunity to decide between the toll road and the old route.

John Sclavos, manager of Glasgow Arms, a restaurant, said that once a decision has been made to travel the turnpike, the motorist is speeded through Delaware without an inkling of the existence of U.S. 40 nearby and further deterred from leaving the road by the prospect of a dual toll and "poorly engineered" interchanges.

"THEY SEEM to have done everything they can to discourage traffic from using Route 40," he said.

In Delaware, there really is only one opportunity to choose between the turnpike and U.S. 40 — at the Farnhurst interchange. South and west of that interchange, there isn't a single directional sign along U.S. 40 pointing to the existence of an alternate route and the interchanges between Farnhurst and the Maryland state line. Conversely, there are no signs referring to U.S. 40 along the turnpike.

AT THE interchange with Delaware 896, about two miles from Sclavos' establishment, it is impossible to exit from the northbound lane of the turnpike. Moreover, entrances to both turnpike lanes and the exit from the southbound lane "point" toward Newark with sharp turns in the face of traffic required of anyone approaching from or headed toward Glasgow.

"If they built proper interchanges and put up signs, we might have a chance," Sclavos said.

MERCHANTS in Maryland also are complaining, through the Route 40 Businessmen's Association, about the sign and interchange situation. They also have requested the Maryland Roads Commission to reduce or eliminate tolls on the Susquehanna River Bridge at Perryville to give U.S. 40 a "free route" status.

Along U.S. 40, merchants interviewed this week agreed they have suffered a sharp drop in business since the turnpike opened to traffic. Estimates range between a 40-per-cent and a 60-per-cent drop.

THESE ESTIMATES are backed up by Delaware State Highway Department statistics that indicate U.S. 40 has lost an average of 40 per cent of its traffic since the turnpike opened. Turnpike records further indicate that the express highway has picked up what might be termed the "normal growth" of traffic through the vicinity.

In April, according to the highway department, an average of 14,835 vehicles a day passed its traffic counting station near Bear. This was down about 43 per cent from a daily average of 25,330 in April 1963. Delaware's section of turnpike collected tolls from an average of 14,563 vehicles a day last month.

JOHN SLOVICK, manager of a Hess Oil Co. truck stop on U.S. 40 at Bear, said he recently traveled as far as Baltimore and counted between 35 and 40 gasoline service stations that have been closed.

Kimber L. Shoop, whose State Road Esso Station at the intersection of U.S. 40 and U.S. 13 once was recognized as the biggest volume outlet in the state, said he has "been through the worst winter in my life."

Business at his station, he said, held at 60 per cent to 62 per cent below year-ago levels until the closing of the St. Georges Bridge on U.S. 13 last month diverted some northbound traffic to Bear and east along U.S. 40. The decline, he said, then dropped to about 50 per cent.

FRANK RAY, owner of a station at the intersection of U.S. 40 and Rt. 213, at Elkton, says his business has fallen about 40 per cent since the turnpike opened.

Although traffic along U.S. 40 nowadays is but a shadow of its former self, this is not to say the road has been reduced to the status if a country lane. There still is business to be done there, merchants said, but they agree it has become necessary for them to cultivate more local traffic.

6 • • • Evening Journal
Wilmington, Del. Nov. 27, 1963

Turnpike Landscape Bids Open

Portsville Dam, Truck Offers In

From the Dover Bureau

DOVER—Bids were opened yesterday on the final contract for the Delaware Turnpike.

The State Highway Department took offers for landscaping of the administration building and service plaza area, a job that is to be completed by next June 1.

It will be the final step in the myriad turnpike contracts which have stretched out over several years.

David Bachtle of Mendenhall, Pa., offered the apparent low bid of $23,922 for landscaping. Also bidding were Beaver Valley Nurseries, Wilmington $25,753; Warner S. Hamilton & Son, Chester, Pa., $32,673, and Newark Construction Co., Newark, $49,134.

The highway department also opened bids on two other contracts yesterday.

Douglass C. Hudson Co., of Milton, submitted the apparent low bid of $34,706 for the improvement of the Portsville Dam in Sussex County. There were four bids on this project.

The timber bridge at Portsville will be replaced with a concrete span, steel sheet dam and spillway and approaches, with the project to be completed in 60 working days.

International Harvester Co. of Wilmington, with a price of $38,165.85, with trade-ins, was the apparent low bidder for furnishing five dump trucks with one-way snow plows and attachments for use in Sussex County.

Other bidders were:

Portsville dam: Burger Construction Co., Dover, $34,894.60; W. B. Mitten & Sons, Dover, $35,452; George & Lynch Wilmington, $38,295.

Dump trucks: Roads Machinery Inc. Devon, Pa., $64,000.

Morning News, Wilmington, Del.—Tues., Dec. 3, 1963

Buddy, have you got 15 cents?

The Delaware Turnpike is beautiful, but: What happens if you have no change?

We are, on the advice of appropriate counsel, sending 15 cents in coin of the realm at our earliest convenience to the Delaware Turnpike, 194 Welsh Tract Road, Newark. Call it conscience money.

On Sunday, we took the opportunity to drive from Farnhurst to Newark on the new toll road. It was a pleasant and uneventful trip until we turned into the Newark exit ramp and found ourselves confronted with a fully automatic toll gate. Not a human being in sight, except for those in the cars behind us.

"Deposit 15 cents," the collector-less toll collector commanded in flashing lights which directed the driver's attention to a wire basket.

Easier said than done. For a hasty search of pockets, pocketbooks, and glove compartments turned up nothing smaller than a dollar bill—and the fellow in the car behind was getting testier by the moment.

So what does one do? One sets one's teeth, puts on a look of injured innocence, and drives on.

Bells ring. Lights flash. The fellow in the car behind, after dutifully paying his toll, turns into the first filling station, obviously to call state police.

Well, we made it home without further incident, although we confess to keeping a nervous eye on the rear-view mirror all the way. And first thing yesterday we buzzed Charles A. Rutter, manager of the turnpike, to confess our transgression.

"Just drop it in the mail," he said with reassuring good humor.

Now a fellow who has been let off the hook so gently probably has no business criticizing, but we must say the whole thing seems rather silly. There has to be an easier way to pay the turnpike authority what it has coming to it, namely 15 cents.

It may involve putting a machine out of work and replacing it with a living, breathing toll collector who not only makes change but perhaps even smiles and says, "Thank you!"

But worse things have been known to happen.

Hail to Messrs. Mason & Dixon

IN THE CONTEXT of two new turnpikes meeting at the Maryland-Delaware border much has been said about the Mason-Dixon Line. And that is appropriate. Not every imaginary line separating two states has much history behind it. The surveying team from England composed of Charles Mason and Jeremiah Dixon settled colonial disputes over the peninsula that had been going on for a century and a half.

But an error still keeps bobbing up even in Delaware and Maryland with respect to slavery and that famous boundary.

By the time of the Civil War the Mason-Dixon Line was taking on a new connotation. It came to be regarded as symbolic of the division between the free states of the North and the slave states. That was correct for the Mason-Dixon Line between what became the states of Pennsylvania and Maryland. That **east-west** line was the longest one they ran—some 250 miles of it westward across the mountains to the Ohio Valley.

History, however, dealt differently with the **longitudinal** line run by Mason and Dixon between what became Maryland and Delaware. These turned out to be sister slave states. True, the Emancipation Proclamation of January 1863 did not apply to slavery in Delaware and Maryland but only to states that had seceded from the Union. Slavery was not abolished in the border states until the 13th Amendment took hold in December, 1865.

It so happens that Messrs. Mason and Dixon arrived in America on Nov. 15, 1763, landing at Philadelphia. In that city yesterday—following the road dedication on Thursday—the 200th anniversary of their coming was marked by a ceremony attended by officials representing Pennsylvania, Maryland, and Delaware. Not two British-American colonies but three states of an independent American nation took respectful note of the two surveyors and their carefully-placed stone markers.

Mason and Dixon did their boundary traveling on foot through woods and swamps, or riding or driving horses where roads were available. What would they think of 1963 traffic crossing at 60 m.p.h. the line named after them? Well, they were adventurous types ready to do new things in a new world. We guess they'd quickly become mile-a-minute men too.

Coin shortage fails to buck pike traffic

The national coin shortage has hit the New Jersey and Pennsylvania Turnpikes, but toll facilities in Delaware report no great problem.

A survey by the American Bridge, Tunnel and Turnpike Association of its member facilities in the United States showed that the change scarcity is having varying effects, depending on geographical location and the type of facility involved.

So far no traffic delays caused by the coin shortage have been reported, the survey found, but the shortage has taxed the ingenuity of those responsible for making sure the toll attendant has change in hand.

THE NEW JERSEY Turnpike Authority, for example, at one point took up a "Monday morning collection" from nearby churches, swapping currency for the Sunday coin donations. Since then the authority has made more permanent arrangements with banks holding turnpike accounts.

The Pennsylvania Turnpike has a nickel and dime shortage in the Pittsburgh area and has asked its restaurant concessionaire, Howard Johnson, to look into the feasibility of buying tips from waitresses.

In Delaware, both the Delaware Memorial Bridge and the Delaware Turnpike section of the John F. Kennedy Memorial Highway yesterday reported no serious problem yet.

FRANK J. HORTY, bridge manager, speculated that the 50-cent toll for automobiles on the bridge is the chief reason no problem has developed there. "We don't get involved with much small change," he said.

Charles A. Rutter, director of the toll highway, said he is not always able to supply his toll booths with as much change as he would like but that this has not yet affected the motoring public.

One reason there has not yet been any great coin pinch here, Rutter said, is that the highway gets the bulk of its revenue (about 55 per cent) through automatic coin collection machines.

This is true also on New Jersey's Garden State Parkway which collects 56 per cent of its total revenue automatically in coins, the national survey revealed.

MEANWHILE, Wilmington banks continued to report acute shortages of coins.

Clifton E. Morris, executive vice president of the Peoples Bank & Trust Co., said his institution has at times been down to $25 in nickels and $100 in pennies. "That's getting pretty low for a bank," he observed.

Peoples has asked its customers to "turn in their piggy banks," Morris said, and has received some cooperation. One man took in $400 or $500 worth of coins.

Newark Boy, 8, Dies of Fall To Turnpike

An eight-year-old Newark boy fell to his death from an overpass to the John F. Kennedy Memorial Turnpike at 3.20 P. M. yesterday.

State police identified the dead boy as Allan Cooper, son of Mr. and Mrs. Floyd Cooper, 701 S. Gerald drive, Birchwood Park, Newark.

Police said Allan was playing with two companions on the Chopin road overpass.

Suddenly he tumbled, falling about 40 feet into the path of a westbound car.

Police said the driver of the car applied brakes, avoiding the boy.

They identified the driver as William Harry Straub, 45, 308 E. Schuyler road, Silver Springs, Md.

They said he went into a sideway skid when he braked his car, running off the road into an embankment. Straub was unhurt. His car suffered minor damage.

The boy was taken to Wilmington General Hospital in the Aetna Fire Co. ambulance.

The hospital said that Allan was dead on arrival of a fractured skull.

7 Injured On Pike, Route 896

Seven persons were injured early today in two accidents, one on the Delaware Turnpike and the other on Delaware 896, state police reported.

Police said Mrs. Lenora Koeller, 23, of Middletown suffered multiple bruises and abrasions and deep lacerations of the back when the car she was driving left Delaware 896 just south of Armstrong's Corner near Middletown, traveled more than 400 feet, flipped over and struck a telephone pole.

Mrs. Koeller was reported in fair condition today at Wilmington General Hospital.

ACCORDING to police, Mrs. Koeller was alone in the car, driving south on Route 896 when the accident occurred shortly before 3 a.m.

In the other accident, police said, two northbound cars collided on the Delaware Turnpike just north of the Delaware 273 interchange shortly after 2 a.m. The drivers were identified by police as Samuel Schweidel, 40, of Baltimore, and James J. Skelsey, 29, of Medina, N.Y.

The injured were taken to Wilmington General Hospital. Passengers in Schweidel's car were his wife, Harriet, 41, admitted in fair condition with fractures of both legs, and their daughter Barbara, 9, treated for bruises of the left knee. Schweidel was treated for a laceration of the abdomen.

SKELSEY WAS treated for multiple facial lacerations. Passengers in Skelsey's car were his wife, Donna, 27, treated for a laceration of the right eyebrow, and Mrs. Jeannette Parisi, 36, of Whittier, Calif., admitted in fair condition with injuries to the right knee.

Police said both cars were traveling in the right-hand lane on the turnpike when Skelsey tried to swerve around Schweidel's car to the left and struck the left rear of the car. They said Schweidel's car struck a sign support on the right side of the road and Skelsey's car came to rest on a grassy area to the right of the roadway.

Police said their investigation is continuing.

Staff Photo by Frank Fahey

Personal tribute

Mrs. Anna Lloyd of Newark places a wreath at the Mason-Dixon Line marker of the John F. Kennedy Memorial Highway with the help of Charles A. Rutter, manager of the Delaware portion of the highway. Mrs. Lloyd, a Democratic worker, said she would repeat yesterday's ceremony, which came one month after the assassination, every Christmas. A portion of her property on the Old Baltimore Pike was condemned for the highway. She attended the Nov. 14 dedication of the road by the late President.

By Land Donor

Wreath Placed On JFK Highway

When Mrs. Anna Lloyd of Cooch's Bridge Road looks out her window, she sees the John F. Kennedy Memorial Highway crossing a portion of what used to be her property.

For this reason, following her request to Gov. Elbert N. Carvel, she occupied a place of honor on the platform with President Kennedy when he came to dedicate the toll road last Nov. 14.

Yesterday Mrs. Lloyd commemorated the end of the 30-day mourning period for the late President by placing a wreath in his memory at the Mason-Dixon line marker where the dedication took place.

MRS. LLOYD said today she will place a wreath there each year on the anniversary of the dedication "for as long as I live."

A long-time Democratic worker, Mrs. Lloyd had once met President Franklin D. Roosevelt and when she heard President Kennedy would dediciate the turnpike, she saw an opportunity to meet him also.

She wrote to Carvel asking a place on the platform since the turnpike had taken much of her land.

THE GOVERNOR complied with her wish and she got the seat on the platform. Although she sat very close to the President the day of the dedication, she never did get to shake his hand because of the large number of people with the same idea.

"When I heard the President was dead I cried and said my prayers. I lost my husband so I know what death is like," Mrs. Lloyd said.

So yesterday, after obtaining the permission of Charles A. Rutter, turnpike manager, she placed a large wreath donated by Ford's Flower Shop of Wilmington at the marker with the promise that it would be the first of many.

NOVEMBER, 1963

Keystone Motorist

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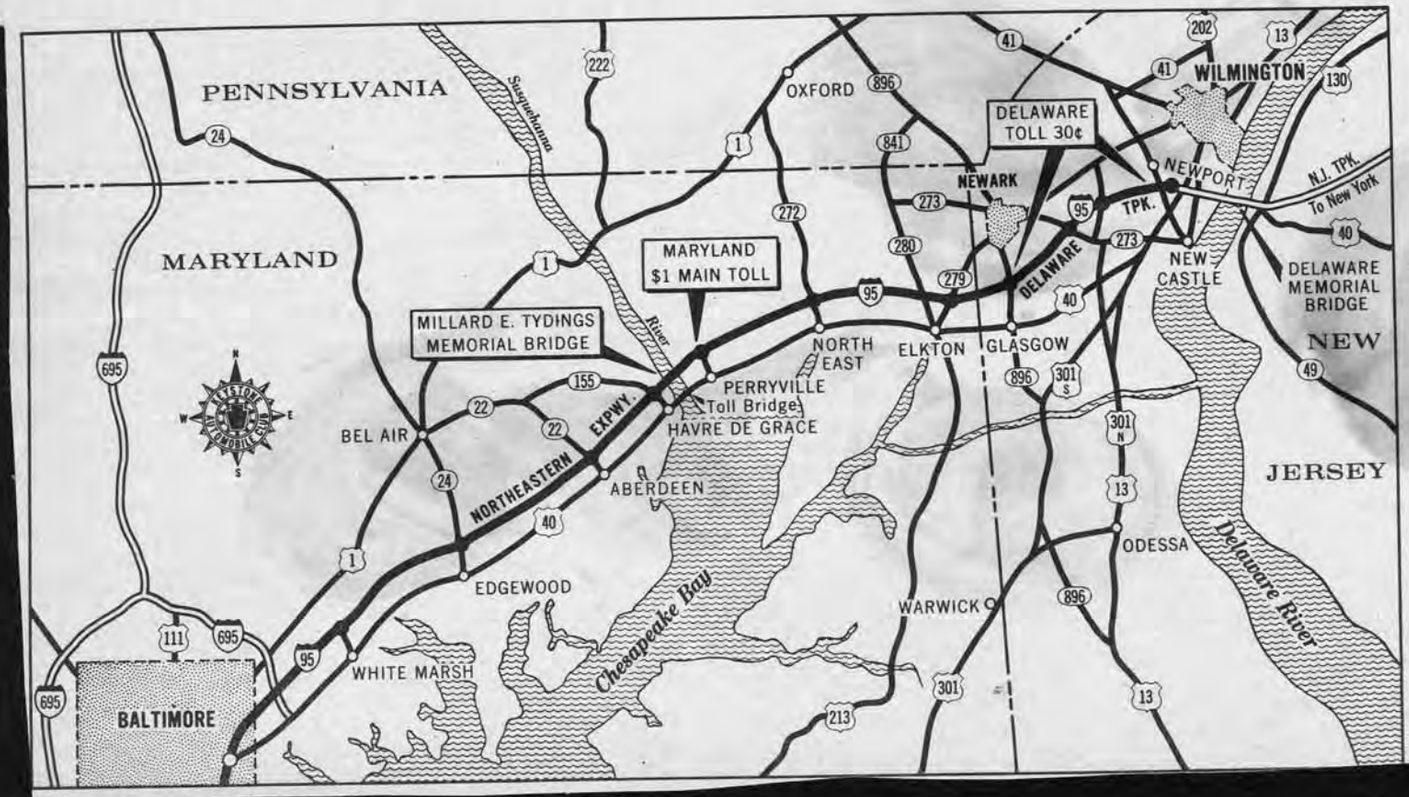
Baltimore-Wilmington Expressway Opens Nov. 15



Road Expected To Cut U.S. 40 Traffic by 60%

The Northeastern Expressway, newest toll highway in the Nation, opens for business November 15.

The expressway parallels U.S. Route 40, the Pulaski Highway, for some 42 miles from Baltimore to the Delaware State line. There it picks up the also-new Delaware Turnpike, whose 11-mile sector will open the same day and will connect directly with the Delaware Memorial Bridge and the New Jersey Turnpike.

Motorists traveling over the Maryland section of the Northeastern Expressway will pay $1 toll and those driving to the end of the Delaware section will pay an additional 30 cents. Truck tolls will range from $1.60 to $2.75.

The dual expressway is expected to divert more than 60 per cent of the traffic currently borne by U.S. 40, with the Maryland State Roads Commission estimating daily expressway use at between 20,000 and 25,000 vehicles.

With the opening of the expressway, motorists will be provided with an express corridor from Washington, D.C., to New York City throughout whose 240-mile length not one traffic signal or direct intersection will be encountered.

The Northeastern crosses the Susquehanna River on the new Millard E. Tydings Memorial Bridge about three miles upstream from Havre de Grace.

A 6-mile section of the expressway between the Baltimore City line and White Marsh Boulevard will be kept free of tolls because of the large numbers of Baltimore area residents who will use the section daily.

(Continued on Page 3)

First Photographic Views of the New Northeastern Expressway

WIDE *medial strips between dual-lane roadways are among safety features built into Northeastern Expressway, scheduled to open for use November* 15.

BRIDGE *over the Susquehanna has been named in honor of Millard E. Tydings, former U.S. Senator. It is three miles upstream from Havre de Grace.*

MODERN *design of Northeastern utilizes such natural safety aids as tree-studded medials and strategically situated hills of gradual grade and curvature.*

(Continued from Page 1)

The toll section of the Northeastern starts at White Marsh, where there will be an interchange available for those who wish to move over to U.S. 40 to avoid paying toll. The escape valve was required because the section from the Baltimore city line to White Marsh was built with Interstate funds and it would be unfair to "trap" a motorist into paying tolls.

Eight interchanges on Northeastern connect with the Baltimore Beltway, Edgewood and Belair, Aberdeen, Harve de Grace, Perryville, North East and Elkton. An additional interchange may be added below the Baltimore Beltway at a later date. The four exits on the Delaware Turnpike are at Newark (two), Delaware Park and Wilmington.

The expressway has been designed specifically to cut down on so-called "highway hypnosis," which has been held responsible for many accidents on long stretches of straight highways traveled at high rates of speed. Strategically placed hills, similar in grade and design, have been built into the expressway to alleviate the danger of "sameness" and lack of the sense of acceleration. These road structure changes are designed to give the motorist sufficient challenge to keep him alert as to what might be coming up around the next curve.

Safety was one of the prime reasons for constructing the Northeastern Expressway to take much of the load off sorely taxed U.S. 40. Studies show that an average of 20 deaths occur on the Pulaski Highway annually between Baltimore and Delaware, with some additional 1,450 accidents and injuries to 950 persons. The traffic fatality rate on U.S. 40 during the last three years has been three times greater than on the Baltimore-Washington Expressway, a road similar in length and traffic density, the Maryland State Roads Commission points out.

Time saving is another reason for the estimated major diversion of traffic away from U.S. 40, which has 21 traffic signals, 87 direct intersections and more than 1,000 commercial and private entrances.

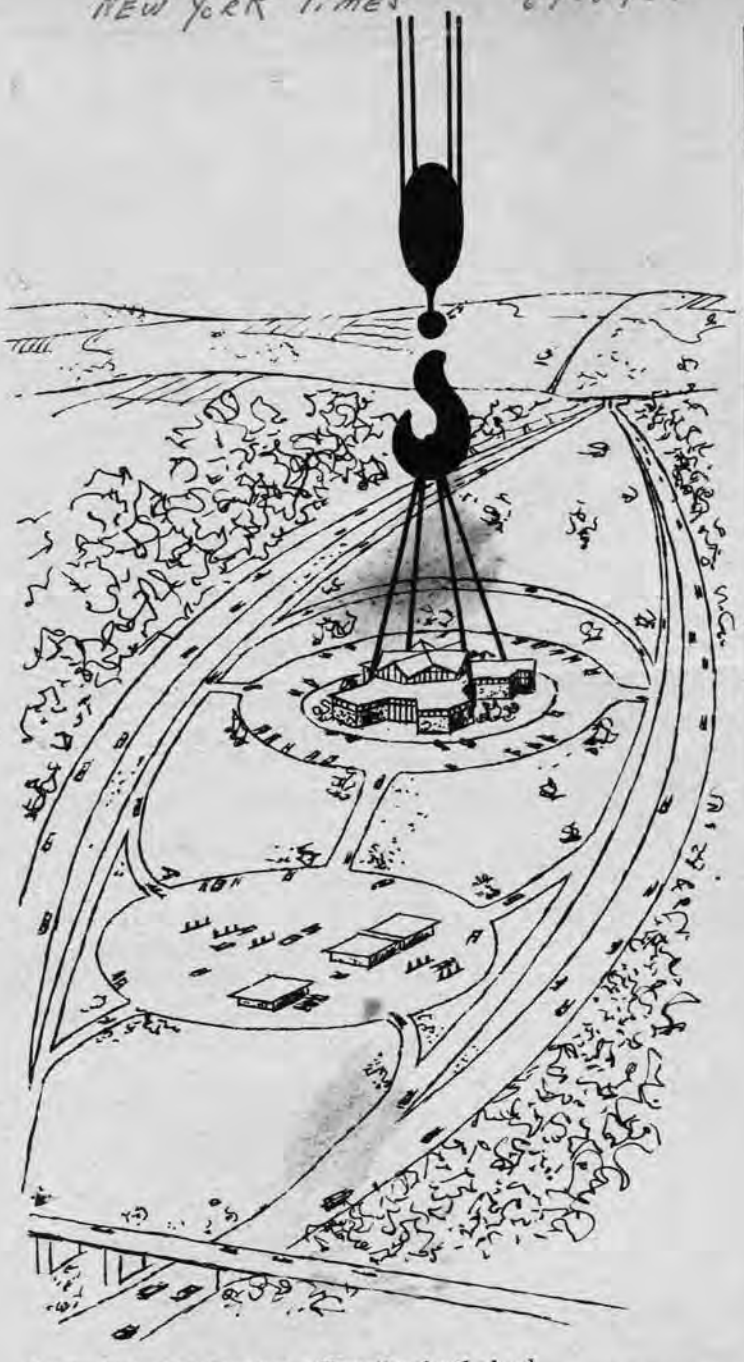
Experts have estimated that use of the Northeastern for trips from the approaches to the Harbor Tunnel or Baltimore to the Delaware Memorial Bridge will cut 22 minutes from the average 83.5 minutes now required to make the trip. That, along with reduced wear and tear, limited accesses and ease of driving, is the reason the Commission expects a total of more than 5 million vehicles to use the new facility during its first year.

Construction of the $74 million Northeastern was accomplished in something of record time. Programming of the road as a free facility would have put the completion date in the 1970's because the Northeastern, competing for federal interstate funds, would have been given a back seat to the Baltimore Beltway, the Capitol Beltway and the new Interstate Route 70 in Western Maryland.

Under its original planning, the Northeastern was not slated for completion until 1966. As it was, construction began in April, 1962 and will be completed in 18 months under the direction of the Maryland State Roads Commission.

The Expressway has been constructed with two 12-foot traffic lanes in each direction. Enough width has been allowed in obtaining rights-of-way to permit eventual expansion to six lanes. The bridge already has been constructed to include six lanes.

NEW YORK Times 6/18/64



Once—but not too long ago, a Traveller o'er the land
When going south through Delaware said, "My this road is grand!"

The sign said "Turnpike" sure enough, non-stop from here to there.
"For going south," the Traveller said, "None better anywhere!"

Another sign said "Service". For cars and trucks and people, too.
And every kind of service. Three stars—and gold ones—new!

He pulled his auto to the pump our veteran Traveller did,
And noticed the attendants jump to meet his every bid.

"I'm hungry," said the Traveller. "I think I'd like to eat."
"Pray tell me, Sir Attendant, where I might find drink and meat."

"Tis said, and truthfully," Attendant quickly answered him,
"The finest food in all the land: Yon restaurant, sir—within."

The Maitre d' saluted him—as Maitre d's will do;
The waitresses just oohed and aahed, and some were heard to coo.

The Traveller took it all in stride for he had been around.
He'd been to East and West, of course, and now he was South-bound.

He couldn't help but notice, though, the beauty of the building:
Its spaciousness and comfort and the little extra gilding.

He marvelled at the food "How Grand!" And wondered at the service.
"I'll tell them all as I go South: They never make you nervous!"

He later was quite pleased to learn that going back and forth
Could be as pleasantly performed: This road went also North.

Frederic G. Krapf & Son, Inc., builder of the Turnpike Hot Shoppes restaurant, has assisted Delaware in becoming the economic sunshine state. As you tour Delaware, note such blue chip facilities as Avon, West Virginia Pulp & Paper, Haveg Corporation, and Atlantic Aviation...testimony to the Krapf organization, Delaware's leading contractor.

FREDERIC G. KRAPF & SON, INC.

421 ORANGE STREET, WILMINGTON, DELAWARE

DELAWARE TURNPIKE

John F. Kennedy Memorial Highway

ON THE (95) CORRIDOR — NEW YORK TO FLORIDA

Turnpike land 'enhanced value' rule sought

Does lack of provision for it in Delaware law eliminate the "enhanced value" rule from the Delaware Turnpike landowners' condemnation cases?

The State Supreme Court has been asked to decide that question. The request comes from lawyers and a Superior Court judge who engaged in a lengthy series of hearings on the subject last summer.

The issue in the hearings, which were preliminary to condemnation commission jury trials which have not yet been held, was whether property values along the 11-mile Delaware Turnpike have been boosted by construction of the turnpike itself.

THE STATE Highway Department contended before Judge Stewart Lynch that this has happened but that it shouldn't be taken into consideration by commissions in determining a fair market value for the lands.

Owners' lawyers on the other hand maintained the turnpike has had no appreciable effect on nearby real estate and that prices offered by the state undervalue the properties.

Federal law and statutes of many states permit deduction from damage claims of any benefits accruing by means of a new highway or other public improvement. This is known in the law as a "set-off of benefits."

This provision, however, is not included in the latest (1951) Delaware condemnation statute or the 1953 revised code, though it was part of the 1935 code.

THE HIGH court is requested to rule whether the omission eliminates the matter of increased land value from consideration in the cases.

A side question is whether such terms as "compensation" and "just compensation" as used in the state constitution or 1953 code include the set-off of benefits concept despite its absence from current Delaware law.

The petition to the court says that resolving the questions is essential to determining the amount of compensation to be paid and should be settled before trial of any of the 24 related cases now pending.

FURTHER REASONS given:

—The earliest possible determination is important to property owners, the state and federal governments, and turnpike bondholders.

—The questions would prob-

JFK pike name ok by kin cited

BALTIMORE (AP)—Gov. J. Millard Tawes announced yesterday that the family of the late President Kennedy has approved naming in Kennedy's memory a new toll road in Maryland and Delaware.

President Kennedy dedicated the highway Nov. 14 as the Northeastern Expressway and Delaware Turnpike.

The Delaware state Senate speedily approved Tuesday night a bill to change the name to the John F. Kennedy Memorial Highway.

New pike has problems, chief one is mired cars

By WILLIAM P. FRANK

The brand-new $30 million Delaware Turnpike which opened Nov. 15 is an 11-mile highway of problems right now.

For example:

—Drivers are trying to cross the median strips and getting stuck in the mire.

—Some drivers go off the concrete, onto the shoulders and get stuck.

—The gasoline service station gets jammed up when traffic is heavy.

—There have been complaints about the inadequacy of the rest rooms.

—The restaurant won't be finished until "sometime in January."

—ROAD SIGN "bugs" haven't been licked.

—Not all the ramps are finished.

—There's still concrete to be poured.

"It all adds up to the fact that the turnpike isn't really finished," according to William J. Miller Jr., director of state highway operations.

Miller, in fact, is one of the first to admit that the turnpike has problems but most of them he says, are because Delaware opened the turnpike six or seven weeks ahead of time.

"You must remember," Miller states, "that we were not scheduled to open the turnpike until early in January. But, in order to accommodate Maryland and its adjoining Northeastern Expressway, we pushed things along to open on Nov. 14."

MILLER ALSO dips into the history of new highways and bridges to recall that they all have had "birth pains." He notes that the Jersey Turnpike only had one lane in each direction for miles when it opened and "the Delaware Memorial Bridge had traffic problems at the outset."

"Sure, we have problems but we'll clear them up in a very short time," he said.

At the moment, cars stuck in mud form the chief problem.

Here is an explanation of what happens:

A car, headed west, gets onto the turnpike and perhaps, because of inadequate directional signs, the driver discovers he's headed for Baltimore and he doesn't want to go to Baltimore.

SO, HE TRIES to cut back over the unpaved median strip or tries to make a sharp turn on a cross-over only to find himself in the mud.

After calling tow trucks (at the expense of the motorists), the police have been reprimanding the drivers.

Miller also reports that the operation of the gasoline service center is being studied and said "We also hope to straighten out our sign problems."

Morning News, Wilmington, Del. — Thurs., Dec. 5, 1963

Pike—

Continued From First Page

the Maryland State Roads Commission.

HE SAID THE commission can change the name without action by the legislature, and that Funk planned to talk with N. Maxson Terry, chairman of the Delaware state highway commission and with Tawes.

Terry endorses the idea. So does William J. Miller Jr., director of operations of the Highway Department. In Delaware, the suggestion was made by Laurie Solomon, a student at the University of Delaware, in a letter to the editor appearing in today's Morning News.

A name change on the Delaware Turnpike would have no effect on the bonds used to finance the highway. These were sold by the Delaware Turnpike Authority which presumably would keep that name.

If the name is changed, directional signs and advertising leading to the highway would also have to be changed. There was no immediate estimate of the cost of such a move.

Pike may be given name to honor JFK

By CY LIBERMAN

The limited-access highway linking the Delaware Memorial Bridge and Baltimore Harbor Tunnel may be renamed as a memorial to President Kennedy.

Top Delaware and Maryland officials said last night they look favorably on suggestions that the Delaware Turnpike and Maryland Northeastern Expressway be renamed the John F. Kennedy Turnpike or expressway.

The late President dedicated the new highway at the Mason-Dixon Line on Nov. 14, only eight days before his assassination and as one of his last official acts.

IN DELAWARE, where legislation would be needed to change the name, legislative leaders and highway officials applauded the idea last night.

In Maryland, where no legislation would be required, John B. Funk, chairman of the State Roads Commission, plans to sound out Gov. J. Millard Tawes today.

"There is nothing I would rather do than sponsor such a bill," was the reaction of Speaker Sherman W. Tribbitt, D-St. Georges Hundred. Sen. Curtis W. Steen, D-Dagsboro, the president pro tempore, said he favors renaming the turnpike in honor of the late President and would gladly talk up the idea among the other legislators. He, too, offered to introduce a bill to that effect.

THE GENERAL Assembly would have to make the change in Delaware because the turnpike is named in the enabling act which permitted its construction.

While the Delaware section of the toll road is officially called the Delaware Turnpike at present, the Maryland section is the Maryland Northeastern Expressway. There had been talk of renaming that part the Maryland Turnpike or Francis Scott Key Highway. Over the weekend, however, Maryland received many suggestions that the road be renamed as a memorial to President Kennedy, said William Jabine, information officer of

See PIKE—Page 4, Col. 7

BILL FRANK

The truth about the turnpike

Louise Shelton of New Castle had a letter to the editor in the Morning News yesterday complaining about the Delaware Turnpike.

Her complaint is groundless — and yet it will be repeated so many more times by people who know very little about the Delaware Turnpike that perhaps it's time to put her and others straight.

The theme of the Shelton letter was that Delaware has been "sold out" for 30 cents toll on the turnpike and the saving of 15 minutes.

She weeps tears for the gas station owners and motel operators along U.S. 40 and U.S. 13 — the routes that many thousands of people will not be using now that the Delaware Turnpike and the Maryland Northeastern Expressway are opened.

And she wrote:

"Certainly, the (Delaware Turnpike) tolls will bring in a lot of revenue for the state."

If Louise Shelton had been reading the news, she would have known that the Delaware Turnpike will not really produce any money for the state.

The only possible revenue to the state from the turnpike will be the tax on gasoline sold at the Delaware Turnpike service station and I doubt if the single service station there will sell more gasoline than all the service stations of U.S. 40 put together.

So — the state of Delaware stands to lose out on gas taxes in that one area, at least for the next few years until travel on U.S. 40 and U.S. 13 is stabilized.

But why weep about the plight of the gas station owners and motel operators along U.S. 40 and U.S. 13, as affected by the opening of the turnpike?

In the first place, as far back as 1955 they all knew what was going to happen. It was no secret that the federal government and the state of Delaware were planning to build expressways in that area.

Any businessman with any kind of acumen must have realized that sooner or later there would be a revolt against traffic jammed highways dotted with impossible cross-overs—and the whole mess compounded by innumerable traffic lights.

In the past 15 years, any man who invested one dollar in a business along U.S. 40 from State Road to the Maryland line did so with considerable risk.

He must have known, or should have known, that there would be a limited access highway in that vicinity—from the Delaware Memorial Bridge to the Maryland line.

The newspapers of Wilmington were telling this story over and over—and yet, here comes Louise Shelton, and cries out, "Shortsightedness!"

Yes—shortsightedness, but not on the part of the state. On the part of the business people who thought the shekels would always keep rolling in from heavy traffic on Route 40.

Is the Delaware Turnpike an unfair project?

Not at all.

1. It is an example of free enterprise, financed by private money for the public good.

2. You don't have to use the turnpike if you want to go to Baltimore or Washington.

(In this respect, the turnpike is not like the Delaware Memorial Bridge. If you are in Wilmington and you want to cross over into Jersey, you have very little choice. You either use the bridge and pay $1 round trip or you travel up into Pennsylvania in search of a free span across the Delaware.)

3. If you love congested highways and innumerable traffic lights and stop signs, then go ahead and use U.S. 40—and drive along it in the best of health.

4. There's always the spirit of competition to be invoked by the gas station owners and motel operators.

If they come down in their prices, maybe people will say, "Why it's cheaper in the long run to use U.S. 40."

Right now, gas station operators chiefly have been abusing the main public highways —with all their garish signs that confuse drivers.

Also, private businesses are piling up alongside main highways so that what had been intended as throughways are now becoming Main Streets.

The Kirkwood Highway is an example. Travel on that road is impossible. It is now a great big but awfully interesting shopping street—very important to our northern Delaware economy, I grant you.

But someday there's going to be a limited access highway in that vicinity for those who want only to travel at a fast but safe speed. The Kirkwood Highway will continue as a street for those who want to go shopping in the fabulous market places.

'Turnpike' Signs Stay On Kennedy Highway

The John F. Kennedy Memorial Highway will remain unmarked as such for an indefinite period.

The toll road's name was changed from Delaware Turnpike earlier this month, but the State Highway Department has not yet ordered signs bearing the new name.

Signs at entrances still call it the Delaware Turnpike.

A Highway Department spokesman said a representative of the department will discuss the matter with Maryland authorities to see about the possibility of coordinating the sign work with that state, which has also renamed its section of the turnpike — last public works project dedicated by the late president.

A few of the existing turnpike signs can be altered to show the new name, the spokesman said, but in other cases the signs will have to be replaced. The renaming will also require reconsideration of the design and wording of the promotional signs which direct motorists to the new turnpike from other roads and highways. It had been planned to feature a holly leaf on these signs.

Friday,

November 29, 1963

Pike Records High, 33,000 in One Day

About two-thirds of motorists using Delaware Memorial Bridge on two peak days this week also used the Delaware Turnpike, figures released today indicate.

Charles A. Rutter, turnpike general manager, said that 33,000 vehicles, highest in the road's two-week history, had been checked through the toll barriers Wednesday.

Last Sunday, he said, more than 22,000 vehicles used the turnpike. Most drivers were headed for Washington to pay final respects to President Kennedy, Rutter said he thought.

Rutter said daily use is averaging about 12,000 vehicles.

The Delaware Memorial Bridge reported 48,830 vehicles Wednesday. Sunday's total was 36,683. On an average day, about 27,000 cars cross the bridge.

Rutter said daily revenue on the toll road has averaged $4,500. He said no figures are available yet for the two peak days because banks have been closed two days this week.

JFK's name urged for east's pikes

Connecting highways stretching from Boston to Washington, D.C., should be renamed the President Kennedy Memorial Highway, a Wilmington lawyer urges.

Joseph A. L. Errigo makes his suggestion in letters to President Lyndon B. Johnson and the governors of eight northeastern states through which the roads pass.

There has been widespread discussion of renaming the new Delaware-Maryland toll road, which the late president dedicated Nov. 14, in his honor. Both Gov. Elbert N. Carvel of Delaware and Gov. J. Millard Tawes of Maryland support this idea.

BUT ERRIGO'S plan calls in addition for renaming roads running through Pennsylvania, New Jersey, New York, Connecticut, Rhode Island and Massachusetts.

"A memorial highway from President Kennedy's native Boston to the city where he lies buried" would be a particularly fitting memorial, the lawyer wrote.

Errigo acknowledged yesterday that deciding which roads to include in the memorial highway might present problems. One possible route, for example, would include the Wilbur Cross Highway in Connecticut, which he conceded could probably not be renamed.

UNDER HIS proposal, Errigo said, the roads to be included would retain their individual names but would be grouped into the Kennedy Memorial Highway.

He said he is presently drafting letters advancing the idea to be sent to Speaker of the House of Representatives John W. McCormack, Sen. Carl Hayden, president pro tem of the Senate, and legislative leaders in each of the states involved.

Morning News, Wilmington, Del.
6 — Sat., Nov. 30, 1963

Md. 'pike to be named for Kennedy

ANNAPOLIS, Md. (AP)—Gov. J. Millard Tawes announced last night that the Maryland portion of the new Northeastern Expressway would be renamed in honor of the late President Kennedy on Dec. 11.

Tawes said the expressway would be renamed on that date provided he had received prior agreement from the Kennedy family. The road, which extends from Baltimore to the Delaware line, was the last public works project dedicated by President Kennedy.

Another section of the Northeastern Expressway that extends from the Delaware line to the Delaware Memorial Bridge also was dedicated by the late President at the same time. Delaware officials have indicated however that they wanted more time to look into renaming that section of the toll road.

Gov. Elbert N. Carvel of Delaware said a bill would have to be passed by the state legislature before the name could be changed, and that he "knows of no particular bill that's been prepared." He said he was a bit puzzled about reports that Delaware might rename the highway.

The speaker of the Delaware House, Sherman W. Tribbitt, D-Odessa, said he was sympathetic to the idea but doesn't feel it should be rushed into.

Tawes said the decision to rename the Maryland portion of the toll road was made after he found out that the name could be changed without authorization by the General Assembly. He said all members of the State Roads Commission agreed with his plan and would meet Dec. 11 to pass the necessary resolution.

'Kennedy' Toll Road Suggested

By BOB INGERSOLL

Governors of Delaware and Maryland today both expressed approval of renaming the Delaware-Maryland toll road in honor of the late President Kennedy.

Both Gov. Elbert N. Carvel of Delaware and Gov. J. Millard Tawes of Maryland commented on the appropriateness of naming the road for Kennedy, who dedicated it Nov. 14 in one of his last official acts before his assassination last Friday. The limited-access highway links the Baltimore Harbor Tunnel with the Delaware Memorial Bridge.

THE STATE section of the toll road was named the Delaware Turnpike, while the Maryland end is called the Maryland Northeastern Expressway. A new name might be the John F. Kennedy Turnpike or Expressway.

"I see no compelling reason why either name should remain as it is," said Gov. Carvel. "The President was very much interested in this road. He came all the way to dedicate it, and I can't see anything more ap-

See STATE—Page 2, Col. 7

States Might Rename Toll Road for Kennedy

(Continued From Page One)

propriate than renaming it in his honor."

"I don't see any difficulty in doing this," he added, referring to legislation that must be accomplished to change the name in Delaware.

IN ANNAPOLIS, where Gov. Tawes was holding a press conference this morning, his assistant; Odell Smith, said Tawes used Carvel's word, "appropriate," in discussing a name change.

Smith said Tawes also pointed out that the toll road was a joint project with Delaware and he would have to confer with Gov. Carvel on the subject.

Tawes said he also felt the idea should be discussed with Washington officials and the Kennedy family before taking any further steps.

Legislation in Maryland would not be required to affect the change.

IN DELAWARE, legislative leaders and highway officials were in accord in their reactions to the proposal.

"There is nothing I would rather do than sponsor such a bill," was the reaction of Speaker Sherman W. Tribbitt, D-Odessa, Sen. Curtis W. Steen, D-Dagsboro, the president pro tempore, said he favors renaming the turnpike in honor of the late President and would glady talk up the idea among the other legislators. He, too, offered to introduce a bill to that effect.

The General Assembly would have to make the change in Delaware because the turnpike is named in the enabling act which permitted its construction.

N. MAXSON TERRY, chairman of the Delaware state highway commission endorses the idea. So does William J. Miller Jr., director of operations of the Highway Department.

In Delaware, the suggestion was made by Laurie Solomon, a student at the University of Delaware, in a letter to the editor appearing in today's Morning News.

A name change on the Delaware Turnpike would have no effect on the bonds used to finance the highway. These were sold by the Delaware Turnpike Authority which presumably would keep that name.

If the name is changed, directional signs and advertising leading to the highway would have to be changed. There was no immediate estimate of the cost of such a move.

Morning News, Wilmington, Del.
Thurs., Nov. 21, 1963 • 3

$700,000 from pike to go into freeway

From the Dover Bureau

DOVER — The Freeway: When?

A partial, but far from conclusive, answer to that long-standing enigma was supplied yesterday by the State Highway Department when it ear-marked $700,000 for the freeway project.

The money will come from the turnpike as a reimbursement for work the highway department performed in connection with turnpike construction before the dual highway was converted into a toll road.

The department has received one $700,000 check, but that was used as state matching funds for other federal aid projects.

THE SECOND one should be ready for processing in about three weeks, according to William J. Miller Jr., director of operations.

If things go on schedule, the money could be in the road agency's possession by late next month.

Since it will be matched, on the basis of nearly 9 to 1, by federal funds, the commission figured it would provide enough money to complete the second stage of the freeway's construction or enough to carry the highway from the Christiana Interchange to the railroad viaduct within the Wilmington city limits.

BUT EVEN if the money transfer goes through on schedule it will not mean any actual construction before next spring. What it will mean is that the contract can be awarded and construction can go ahead as soon as "the weather breaks" next year, probably about March.

In the meantime if the General Assembly authorizes a highway bond bill—something it has given no indication of doing—the department will set up the contract so that more than one stage of construction can go ahead at the same time.

The money to come from the turnpike, according to Miller, also will permit the department to carry its acquisition of right-of-way and the necessary demolition of abandoned homes to a point at Fifth Street in Wilmington.

Miller also told the commissioners yesterday that unless work is placed under agreement between now and June 30, 1964, to provide 10-per-cent state money for interstate construction, Delaware will lose the right to use about $10,103,780 in federal matching funds available from the fiscal 1962 appropriation of the Congress.

Miller said he would not use the word "lose," but would rather say that the state's claim to the money would "lapse" since it would be available again after three years.

However, he told commissioners that the continuing federal appropriation for highway construction makes the use of words academic since money is being made available at the federal level faster than the state shows any willingness to match it.

Evening Journal, Wilmington, Del. Monday, Dec. 23, 1963

Man, woman injured in 3-car pike crash

A man and a woman were taken to Wilmington General Hospital Saturday after being injured in a three-car collision on the John F. Kennedy Memorial Highway.

Edna Suttle of Mt. Vernon, N.Y., passenger in one of the cars, was admitted with head injuries. Hospital officials reported her in fair condition last night.

She was riding in a car driven by Mrs. Willie Mae Robertson, 47, of New York City, according to state police. The accident was at 1:20 a.m. 1,000 feet east of the turnpike's Delaware 273 exit.

L. C. Green, 33, of Santee, S.C., also a driver, was treated for abrasions and leg injuries and released.

Police said the other car was driven by Sam Jones, 32, Montgomery, Ala.

The New York driver was arrested on a charge of making an improper turn and fined $10 and costs by Magistrate John Matushefske, Wilmington Manor.

According to state police, Mrs. Robertson turned from the southbound lane of the road into the northbound, pulling in front of Green's car which struck her vehicle in the left rear.

Police said Green's car continued on about 150 feet until hit in the rear by Jones' car.

MONDAY, DEC. 23, 1963

Pike Diverts 40-50 Pct. of Cars From 40, 301

From the Dover Bureau

DOVER — The Delaware Turnpike is diverting between 40 and 50 per cent of passenger car traffic which normally would use Rts. 40 and 301, highway commissioners were told yesterday.

The estimate came from William J. Miller Jr., director of operations for the state Highway Department, in his initial report on the toll road's operations.

But Miller said only 10 per cent of the truck traffic has deserted the old route since the turnpike was opened last Friday.

AN INCREASE in traffic volume is expected to result when the road becomes better known, Miller told the commissioners. He said Charles D. Rutter, manager of the turnpike, is in agreement on this score.

On other fronts, the commissioners took these actions:

• They informed Rep. Everette Hale, R-White Clay Creek Hundred, that they have a covenant with their trustee and the bond holders not to establish commuter rates until they have had at least six months of traffic experience. Hale pleaded that about 500 residents of Newark, including many servicemen going to Bainbridge, are using the turnpike and do not believe they should have to pay 30 cents to travel about two and a half miles. Commissioners said they are powerless to act at this time but asked Hale to return in six months. "I will," he told them.

• They were informed by Miller that the connecting interchange from Rt. 896 will open Friday; from Rt. 7 and Airport Road and Churchman Road on Wednesday and from Basin Road on Dec. 15.

• Miller said the restaurant will not be opened before Jan. 1.

• Rutter reported that to meet the $1,932,000 annual bond abligation, the turnpike will need a daily average income of $5,300. Its experience for the first four days, he said, revealed collections averaging $4,365. However, the figure is misleading, he explained, since November traffic is less than 90 per cent of the normal average and a daily figure of $4,750 would be more indicative of the first four days business.

• Rutter also said that the gasoline station on the toll road, operated by Humble Oil and Refining Co., is selling about 20,000 gallons of gasoline daily which means about $400 daily to the state in tax revenue. The commission gave Rutter the authority to establish the retail rate for gasoline on the toll road since the "going" price in New Castle County is subject to frequent change.

$1.5-million plan

Truck stop ok'd for turnpike

By WILLIAM P. FRANK

The state highway commissioners yesterday approved the construction of a Delaware turnpike truck stop, costing up to $1.5 million, but turned a deaf ear to a proposed $1.3 million turnpike motel.

The truck stop will be built by the State Highway Department and leased to the Pure Oil Co.

Commissioners predicted it will sell about 6 million gallons of automobile and truck fuel a year.

The motel idea was presented to the commissioners by representatives of the Hot Shoppes, Inc., who said the company would build and operate a 150-room motel and pay the turnpike division about $109,000 a year.

Various commissioners said they did not want to get into competition with motels in the area of the turnpike.

THE DECISION to proceed with the truck stop was the culmination of a year's efforts by Gov. Elbert N. Carvel and William J. Hopkins, a commission member from Laurel. Construction is expected to start this fall.

To finance the construction, the commission, which operates the Delaware Turnpike Section of the John F. Kennedy Memorial Highway, will have to borrow money from banks on short-term notes. This will be added to the $30-million bonded debt of the toll road which extends from near the Delaware Memorial Bridge to the Maryland line.

Under the bond indenture, agreed to by the highway commission, it cannot issue additional revenue bonds for construction on the turnpike until 1966.

The truck stop will be west of the present Hot Shoppes restaurant, on an 8-acre tract. It will consist of 16 pumps for diesel fuel for trucks and 16 gasoline pumps for automobiles. There will be a restaurant that will give preferential service to truckers, a dormitory accommodating 32 overnight sleepers and space for servicing trucks.

HOPKINS SAID yesterday that the truck stop will not affect the business of the Esso gasoline service area further down the turnpike or the Hot Shoppes restaurant.

He also said that the big advantage for Delaware will be that the state will get around $360,000 a year in motor fuel taxes and bolster gas tax returns which dwindled when the turnpike was opened and traffic on U.S. 40 to Baltimore declined.

Hopkins estimated that the actual cost of construction will be around $1.2 million, but other commission members thought it would be higher, with the estimate of $1.5 million as the top figure.

As an indication of the increased gasoline sales business on the turnpike, Charles A. Rutter, manager of the highway, reported that last month 500,000 gallons of auto gasoline were sold, an increase of about 124,000 over May.

While the highway commissioners were enthusiastic about the truck stop, they were definitely not that way about the motel plan, which included a swimming pool.

Their offer was to pay the turnpike division 8 per cent of the gross revenues from rooms renting at $13 per night. Added to this would be the predicted increase in food sales. Hot Shoppes now pays the turnpike division 21.2 per cent of the gross food sales.

BILL FRANK

Morning News, Wilmington, Del. • Wed., July 8, 1964

A blow against secrecy

The other day I wrote a piece about secrecy within the state highway commission, pertaining to a proposed loan of about $1.5 million. This would be money for further developments on the Delaware turnpike.

Well—it turns out that I was either too hasty or the highway commissioners were too deliberate.

In any event, we have made our peace—the highway commissioners and this cantankerous fellow, Frank, who is sometimes a bit of a common scold.

I attended the meeting of the highway commissioners last Wednesday. That was the day my angry piece about secrecy appeared in the Morning News.

N. Maxson Terry, chairman of the commission, got me in tow to explain that they were not trying to suppress or manage the news. We kicked the subject around a bit and the conference concluded in a friendly manner. Anyway, the news finally came out:

—The highway commission is now determined to build a truck stop on the turnpike in order to catch heavy truck fuel business.

—The truck stop will cost from $1.3 million to $1.5 million. The money will be borrowed from banks and paid back, of course, through the turnpike revenues at no expense to the Delaware taxpayer.

—On the other hand, the state of Delaware stands to gain several hundred thousand dollars a year through the sale of about six million gallons of motor fuel a year. So much for that.

But before that particular meeting of the highway commission was over, two nice young gentlemen from Hot Shoppes, Inc., had an audience with the commissioners. They said they had a wonderful proposition, but it must be off the record. No highway commissioner put out a peep in the direction of the press. The press just sat tight.

The two restaurant men then began to unveil their proposition: A 150-room motel right on the turnpike, with swimming pool and all.

The turnpike division—not the state of Delaware—would get eight per cent of the gross room revenues and 21.2 per cent of the food sales at the Hot Shoppes restaurant now operated on the turnpike.

Again and again, the two bright young men cautioned the highway commissioners that all this was secret, confidential, "not to be discussed outside of this room."

But the highway commissioners sat on their hands, never blinked an eyelash, and made no move to exclude the press (bless their highway commission hearts!)

"Off the record" is a two-way agreement.

Just because Joe Doakes says to a reporter, "This is off the record," is no agreement that it is off the record.

There has to be mutual consent.

In the case of the revelation of the proposition for a motel on the turnpike, the press at that meeting was not in the position to say anything. If it were to be off the record, it would have been up to the highway commissioners to say so. But they were mum—and justifiably so.

I think that the restaurant representatives were crass to think that they could propose something of this magnitude, a 150-room motel with chances of developing it into a 500-room motel, under the blanket of secrecy.

And, even if the proposition were acceptable to the highway commission in principle, how in the world did the Hot Shoppes people think that they and they alone could or should get such a monopolistic franchise? So the whole story got into the newspapers, for everyone to read.

The highway commission is confronted with a problem in government in this particular area.

Should a state government go into either the gasoline or restaurant business when private enterprise can furnish the service in nearby exit areas?

In some states, there are no private businesses on toll roads; other states have them.

It's a moot point that can be argued with vigor both ways.

I'm sure that the Hot Shoppes people must have thought about that, but perhaps they figured: "Let's take a chance and see what happens."

Well, they took a chance.

It was all revealed in the press — and I feel sure the highway commissioners will have no parts of it.

V-P of banned firm works for roads dept.

Morning News, Wilmington, Del. • Tues., Dec. 3, 1963

From the Dover Bureau

DOVER — George Howard Bunting of Frankford, vice president of an insurance firm which lost its license yesterday, is now employed by the State Highway Department.

Bunting, until last year a deputy state insurance commissioner, is coordinating fiscal information between the Delaware Turnpike and the highway department controller's office.

Controller James J. Deputy said Bunting replaced Roy Kemp, who took a position with the L. D. Caulk Co. of Milford.

Bunting is vice president of the American Military International Insurance Association (AMIIA), a Delaware chartered firm which had been selling insurance to servicemen in Europe. Its license was revoked yesterday by Insurance Commissioner Robert A. Short. Bunting is its only Delaware officer.

Bunting served as deputy for Short's predecessor, former Insurance Commissioner Harry S. Smith, for all but six months of Smith's eight years in office.

He resigned in July, 1962, after a disagreement with Smith over handling of claims from the March, 1962, storm.

Toll gate drag racers face crackdown on turnpike

By WILLIAM P. FRANK

A new-fangled version of drag racing has been developed by some young drivers at the unattended toll barriers of the Delaware turnpike section of the Kennedy Memorial Highway.

Charles A. Rutter, general manager of the turnpike, has warned, however, "The fun is definitely over now, not only for these drag racers but also for chronic chiselers who have been going through the barriers without paying tolls."

State Police troopers who patrol the turnpike are going to give special attention to the unattended toll barriers on the turnpike ramps, he said.

THE FINES for deliberate chiseling at the automatic toll barriers range up to $100.

Drivers who indulge in the twist of drag racing are liable to face reckless driving charges.

The drag race game at the unattended barriers goes like this, Rutter explained:

A driver will approach an automatic toll barrier that calls for a 25-cent toll, throw in 25 pennies—and then gun his car ahead before the traffic light turns from red to green, in an effort to beat the machine that counts the pennies.

AS AN automatic toll collector now operates the green light does not come on until the machine counts each of the 25 pennies.

"A silly and ridiculous game," Rutter said, "and certainly dangerous. Also, when a car goes across the treadle before the green light comes on, a 'violation' is registered even though the correct toll has been paid."

RUTTER SAID the Shoup Electronics Co., from whom the turnpike rents the automatic machines at the rate of $12 a day, has sent engineers here because of numerous problems. The engineers will be here for about two weeks.

One of the difficulties, Rutter said, is that sometimes the machines jam up in the counting gear. Drivers who pay their correct tolls wait for the light to turn from red to green; but when the light fails to change, they proceed anyway across the treadle and this records "a violation."

The Delaware turnpike has 13 automatic toll collectors and when Delaware Park is opened, four more will be added.

Staff Photo by Chuck McGowen

Proposed Turnpike Truck Stop

This is a drawing of the proposed $1.5 million truck stop to be located on the Delaware Turnpike Section of the John F. Kennedy Memorial Highway. The existing restaurant, operated under contract by Hot Shoppes, Inc., and shown at the extreme right, is already so crowded that its housekeeping is being impaired and the parking area is continually jammed, members of the State Highway Commission were told yesterday. The truck stop (foreground) would be just west of restaurant. Specifications for bidding are being prepared but there is no definite date to advertise for bids.

An end to turnpike secrets!

It's about time the state highway commissioners told us what they've been talking about in closed session for several months — about borrowing more money for the Delaware turnpike.

One rumor is that the commissioners are thinking of borrowing another million dollars; another rumor says $2 million. I think the press has been honoring the secret as long as possible.

By now pretty nearly everyone connected with the highway department and the turnpike seems to know what's going on except the public, which has a legitimate interest in the affairs of the department.

One story is that there is not enough money on hand to finish the turnpike; another story is that about a million, more or less, is needed to build a truck stop on the turnpike. And the chief reason given for the secrecy is that it might affect "negotiations." But just what these "negotiations" might be or are, no one is willing to say with any degree of clarity.

Here are some of the background facts:

Originally, it was estimated that $28 million would be needed to build the Delaware turnpike from near the Delaware Memorial Bridge to the Maryland line along what had once been known as FAI-1.

Then it was discovered that another $2 million was needed.

This presented no great problem—and was no surprise to reporters covering the highway department. We knew $28 million would not be enough. Bonds were sold to cover the extra expenses.

In the meantime, Gov. Carvel and William Hopkins of Laurel, a highway commissioner, kept promoting the idea of a truck stop on the turnpike.

The idea was a good one.

A well-designed truck stop, with plenty of service facilities, would mean an increase in the state motor fuel tax, offsetting the loss that followed the opening of the turnpike and the decline in traffic on U.S. Route 40.

But a well-designed truck stop is expensive —and it was not included in the engineering plans submitted to the financiers when they went out to float the $28 million and later the $2 million bond issues.

Some of the highway commissioners now want to borrow more money for a truck stop, but others say that this is impossible under the original bond issue agreement.

The agreement states that no bonds can be issued for any additions to the turnpike, improvements or enlargements, until the beginning of 1966.

So, it has been suggested that perhaps the highway commission, instead of issuing more bonds, might borrow sufficient money from a bank in short-term notes.

Of course, there is the question of whether this will adversely affect the present turnpike bonds. As one who can't think beyond three digits, I fail to see how or why.

Actually, the turnpike is doing all right in traffic and concessions.

Charles A. Rutter, manager, tells me an amazing story:

People are driving onto the turnpike from the Wilmington-New Castle-Newark area just to have lunch or dinner at the turnpike restaurant. The food there is that good.

The auto gasoline service station is doing a booming business.

And Mr. Rutter is encouraged by the increase in auto, truck, and bus traffic.

The turnpike was opened Nov. 15, 1963, and up through May 31 this year (six and a half months), the net earned revenue was almost $1 million.

June will show up as an exceptionally good month because of the Delaware Park traffic, Mr. Rutter reports.

When the new Delaware Memorial Bridge is completed in 1967, and when the freeways through Wilmington are opened, Delaware turnpike traffic should be exceptional.

I don't see what there is to frighten the present bond holders.

Anyway—I'm sure the financial advisers of the highway commission know what the commissioners have been discussing; also, perhaps, several large oil companies who are interested in a truck stop.

It's about time for the public to be let in on this secret. The highway commissioners have been long enough at their cozy behind-closed-door talks.

Blue Turnpike Symbol Makes Miller See Green

William J. Miller Jr., state highway operations director, is seeing blue these days—and it's making him turn green.

The problem: The color of the symbol for Delaware's $30 million turnpike which opens for business next week.

A New York advertising firm suggested as a symbol either the proud Delaware blue gamecock or the holly leaf.

Miller cold shouldered the game bird, saying people might think the highway department is giving a year 'round plug to Delaware Park. The race track uses a chicken as its directional signs.

At the last meeting of the highway commission, he was ready to back up his recommendations that the turnpike adopt signs emblazoned with a holly leaf.

But, when Miller pulled a sample from its wrapper his eyes bulged as he saw the color of the symbol.

The holly leaf was blue!

"Who ever saw a blue holly leaf?" he yelled.

And with that, he deferred asking the highway commission to approve the holly leaf symbol. But he thinks the commission will go along with him.

30 Evening Journal, Wilmington, Del. • Wednesday, March 11, 1964

50 Arrested, Fined for Skipping Turnpike Tolls

About 50 motorists have been arrested and fined for "running" the unattended toll machines on Delaware's turnpike, according to Charles A. Rutter, manager.

A machine runner is one who tries to get off the toll road without paying.

Rutter said the arrests were made by patrolling state troopers who, among other things, are paying particular attention to the unattended barriers.

Although no figures have been compiled on the number of violations at the unattended exits, Rutter estimates they were running about 15 to 20 per cent before the enforcement campaign began about a month ago. They probably are lower now, he said.

He said accurate statistics would be impossible at this point since the machines that collect the tolls still are going through a "shakedown" period. He said some violations registered are the result of malfunctions and others occurred when drivers pulled away from a machine before it had a chance to count a number of small coins deposited as toll.

A reduction in machine running will follow general public knowledge the road is patrolled regularly by police and education of regular users to carry correct change according to Rutter.

Tolls collected at the unattended barriers range between 10 cents and 25 cents.

The turnpike figures that even if all drivers passing through the toll the barriers, evaded the toll the loss of revenue would be less than the cost of stationing toll collectors there.

Deliberately evading payment of toll is punishable by a $10 fine and $14.50 court costs for the first offense and fines up to $100 for repeaters. Rutter said he knows of no repeat violators among the 50 or so picked up and fined so far.

They've Had Ample Warning

Journal 12/4/63

A LITTLE SURVEY of roadside merchants along U.S. 13-40 between Farnhurst interchange and State Road junction shows they are being hard hit by Delaware Turnpike. The volume of traffic now choosing to take the new, limited-access highway is increasing. The more it increases the fewer dollars are going to be left by interstate travelers with the service stations, restaurants, and motels on the old dual-highway route.

Yet the survey found mighty little bellyaching among the proprietors and managers. Though many seemed worried, all spoke philosophically. "After the winter's shakeout" (in one's words) the picture can be seen more clearly as to which businesses will drop out, which will make out, and which will continue to prosper.

The more cheerful of the optimists make sense when they talk of sprucing up their places and going after the business in the communities the road passes through. A shopping center, for example, doesn't settle along a roadside for the interstate traveler's dollar. It comes to the spot because the big highway serves as the main street of an urban community. Such shopping center's optimism is well founded, we feel, alongside the bypassed section of U.S. 13, at least.

Nevertheless it takes some real spunk for the businessmen not to be singing the blues just now. Perhaps it is because they know they have had ample warning of the eventual construction of the Delaware Turnpike. Their position is essentially no different from that of numerous businessmen before them — in Delaware and elsewhere—who have been bypassed in the interest of long-distance traffic.

Morning News, Wilmington, Del. • Thurs., July 23, 1964

State highway aides told they can't ok union pacts

By WILLIAM P. FRANK

Attorneys for the State Highway Department and its turnpike division told their officials yesterday that they cannot sign contracts with any unions.

The department and turnpike officials were informed, however, that they may listen to union officials, discuss alleged grievances and receive suggestions—but that's all.

As to whether union officials can get the highway department and turnpike to institute union dues deductions from pay checks—that's up to the state treasurer's office, the lawyers added.

ALL THIS came out at yesterday's meeting of the state highway commission.

At the same time, Ernest A. Davidson, director of operations for the highway department, admitted to the commissioners that he's confused as to which union really represents highway employes.

Members of the highway commission said, however, they'd be delighted if any one of the unions or all of them would lobby in the General Assembly for increased funds and higher salaries.

AT THE moment, he reported, at least three unions claim to represent certain employes of the highway department and the turnpike division of the department.

These unions are:

—The International Brotherhood of Electrical Workers says it represents toll collectors on the Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

—The International Hod Carriers, Building and Common Laborers Union claims to speak for highway department employes in southern Delaware.

—The State, County and Municipal Employes Union also claims to represent highway department personnel.

DAVIDSON also reported that the State, County and Municipal Employes Union has asked that union dues be deducted from pay chacks.

Alexis I. du Pont Bayard, counsel for the turnpike division of the highway department, and S. Samuel Arsht, general counsel for the highway department, presented a joint report to the commission yesterday.

The gist of their report was:

—Neither the highway department in general nor the turnpike division of the department has the power to abdicate its authority to any union in the matter of pay or conditions of labor.

—UNION WORKERS who are employed by the highway department and turnpike division are not permitted by law to strike, although there have been in recent times more than 1,000 strikes, later declared illegal by the courts in other part of the country.

—The highway department officials can receive complaints from union officials, just as they can receive complaints from individual employes whether they are union members or not.

Pike Symbol Of Holly OK —But Blue!

As if he had nothing else to worry about, William J. Miller Jr., director of highway operations, now has an art problem.

The question:

What shall be the symbol of the $30-million Delaware Turnpike which opens for business on Nov. 14?

Miller wants the holly leaf as the symbol, because the holly is the official state tree.

He has turned up his nose at a suggested outline of Delaware's famed blue fighting game bird.

"It looks too much like an advertisement for Delaware Park," said Miller. Not that he has anything against Delaware Park but he says he's afraid someone might accuse the highway department of going out of its way to plug Delaware Park the year 'round.

The roadside signs of Delaware Park, in evidence during the racing season, depict a silhouette of the proud Delaware blue gamecock, one of the several symbols of the state of Delaware.

A New York advertising firm suggested both the blue game bird and the holly leaf to Miller recently.

At the last meeting of the highway commission, Miller was ready to support his recommendation that the Delaware Turnpike signs be emblazed with a holly leaf but—

When Miller opened the sample signs, he blew his stack.

The holly leaf was blue!

"Who ever saw a blue holly leaf?" he yelled.

And with that, he deferred asking the highway commission to approve the holly leaf symbol. But he thinks the commission will go along with him.

Kennedy Road Business Booms

From the Dover Bureau

DOVER—State highway commissioners yesterday learned that business is booming on the John F. Kennedy Memorial Highway (the Delaware turnpike).

Turnpike Manager Charles A. Rutter reported that vehicles using the facility averaged 26,727 a day during the first 20 days of July, the highest since the road was opened last November.

He also reported that gasoline sales totaled 384,000 gallons for the first 20 days and would probably reach 600,000 for the month, another all-time high. Slightly more than 500,000 gallons were sold during June, he said.

Ernest A. Davidson, highway director of operations, said it would require at least six weeks to prepare a contract for construction of a truck stop along the highway. He said the Pure Oil Co., which will operate the facility, has estimated it will take about 90 days to prepare plans for the structure.

Davidson said the best estimates still are that it will cost between $1.4 and $1.5 million to build the truck stop.

The commissioners engaged the firm of Howard, Needles, Tammen and Bergendoff as consultants on the construction of the truck stop, the same company that served as consultants on the toll road construction.

The company will be paid 5 per cent for work on the building and 7 per cent on the site improvement, a figure which Davidson described as "justified."

2 Millionth Driver Wins Pie, Coffee

4/18/64 Evening Journal

What does the two millionth driver win after he crosses the Delaware turnpike section of the John F. Kennedy Memorial Highway?

Apple pie, ice cream and coffee.

At least that's all John Emes, 58, of Boyertown, Pa., wanted at a roadside restaurant after General Manager Charles Rutter surprised him yesterday with a portrait of the late President Kennedy and invited him to dine on the house.

Asked if he planned to celebrate, Emes said that he and his wife, Daisy, had already planned to celebrate their 38th wedding anniversary by taking in a movie in Reading.

President Kennedy's dedication of the highway Nov. 14 was one of his last public acts.

Statistics Released

Del. Turnpike Load Close to Estimates

By PHILIP F. CROSLAND

Revenue and traffic figures for the Delaware Turnpike Section of the John F. Kennedy Memorial Highway are up to pre-construction estimates, statistics indicate.

A statistical report for the first six months of 1964, released by Isaacson, Stolper & Co., certified public accountants, shows net revenue for the six-month period ended June 30 to be $1,009,664.39.

When the turnpike opened on Nov. 15, 1963, Charles Rutter, general manager, estimated the total revenue for 1964 at $1,932,000.

TRAFFIC for the first six months of 1964 amounted to 3,068,897 vehicles, or an average of 16,862 daily. This is somewhat below the 17,800 daily estimated by Rutter before the opening. However, the July figure of 806,776 averages 26,000 a day, and with higher usage expected through the summer, the year-end figures are expected to be up to or above the estimate.

Since the turnpike opened, 4,615,576 vehicles have traveled over it through July 31. Pre-opening estimates had predicted 6.5 million vehicles using the turnpike a year.

The six-month report shows 2,682,134 passenger cars and 386,763 trucks and buses used the turnpike. Of the total 3,068,897 vehicles, 2,598,686 paid their toll at the barrier near the Maryland line.

THE MOST-USED toll interchange was at Rt. 273, where 223,764 vehicles paid as they entered or exited. Next was the Rt. 896 exit which serves Newark for westbound traffic only. There, 101,269 vehicles paid as they exited.

Drawing of proposed turnpike truck stop, Page 42.

There were 59,341 toll payments at the Rt. 7 interchange and 85,837 at the Churchman Road exit. These ramps link Delaware Park with the Delaware Memorial Bridge.

Southbound traffic outnumbered northbound traffic by a daily average of 3,627 to 3,235.

FOR THE FIRST six months of 1964, gross revenue from tolls was $914,305.21 and net revenue from service station and restaraunt rentals was $286,983.87. Adding 785.92 in miscellaneous revenues, the total revenue was $1,202,075.

Expenses for the six-month period were $192,410.61, for a net six-month revenue of $1,009,664.39.

Adding net revenues of $240,929.34 for last November and December and the $269,005.33 reported by the turnpike for July, the total revenue for the first 8½ months is $1,546,599.06.

Projecting this through the middle of November, it would bring revenue for the first year of operation to $2,182,400, more than $200,000 above estimates.

4/18/64 Morning News

Staff Photo by Nelson Brooks

Daisy, Daisy . . . it was like this

John Emes, Boyertown, Pa., truck driver, may have a time explaining to his wife, Daisy, why he was surrounded by this bevy of belles on the eve of their 38th wedding anniversary. As the two millionth driver through the Delaware Turnpike section of the Kennedy Memoorial Highway, Emes had pie and coffee "on the house" at the Hot Shoppes and was given a portrait of the late John F. Kennedy by the turnpike management. With Emes here are waitresses, Mrs. Eileen Everett, New Castle; Miss Sally Vandever, Newark; Mrs. Jane Gilbert, Elkton and Mrs. Joyce Heitter, Collins Park.

Friday
November 13, 1964

Turnpike Beats All Predictions

By WILLIAM P. FRANK

The 11-mile Delaware turnpike section of the John F. Kennedy Memorial Highway, one year old tomorrow night, has taken in more money and handled more traffic than had been predicted.

"It's the greatest little toll road in the country," said Charles A. Rutter, general manager, as he issued statistics on traffic and revenues since the road was opened at 12:01 a.m. Nov. 15, 1963.

"And remember," Rutter added, "this highway was built with private funds invested in a $30 million bond issue. Originally designed as a federal interstate project, it would not have been opened until 1966 if the State Highway Department had waited for federal-state money."

HE SAID THE revenues from tolls and restaurant — service station concessions will be about $321,000 more by tomorrow night than the amount the consulting engineers had predicted for the first 12 months.

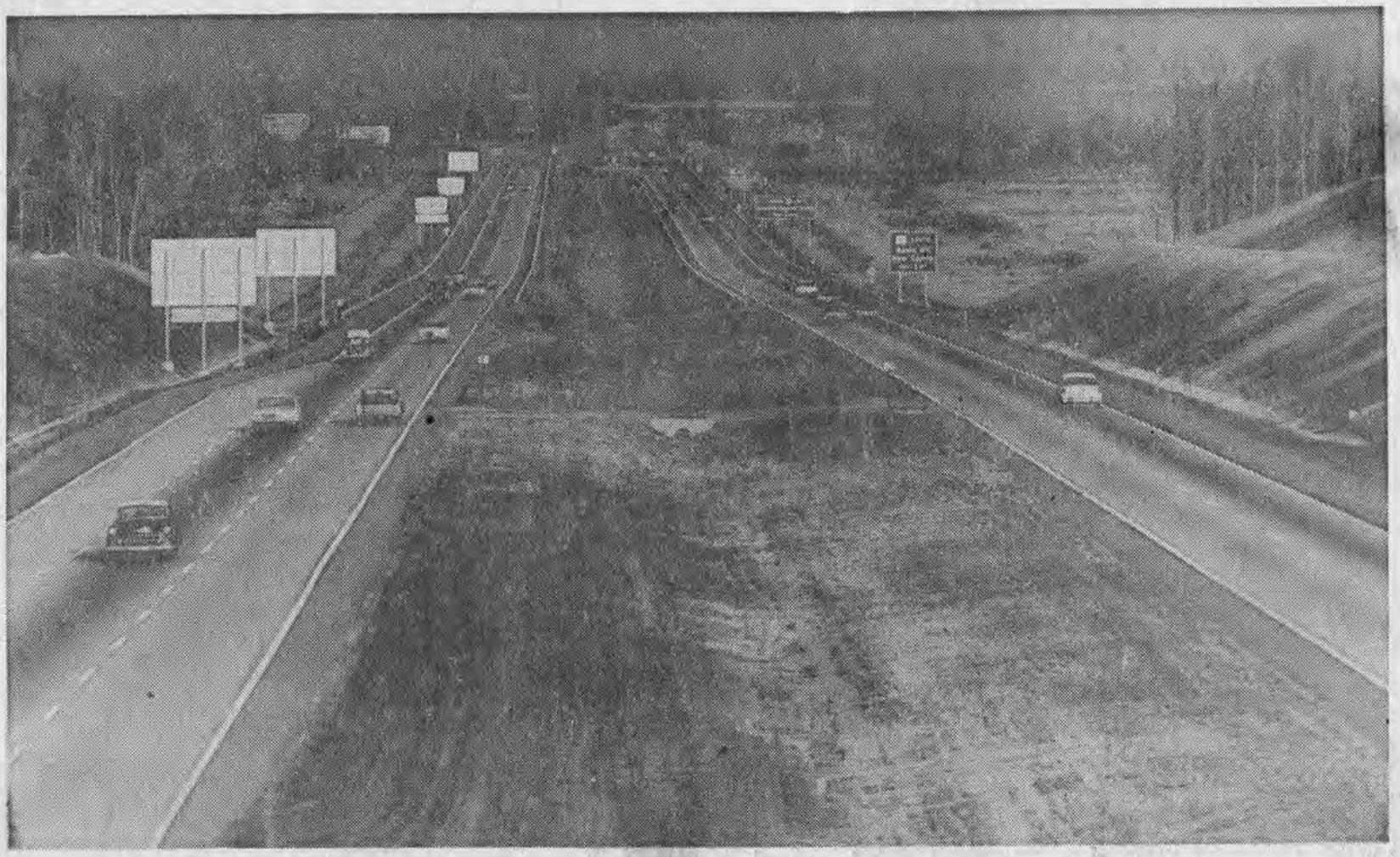
Rutter also reported that by tomorrow midnight, about 252,000 more autos, trucks and buses will have used the turnpike than had been forecast.

Here are the facts of business in the past 12 months for the Delaware turnpike, compared with pre-opening estimates by consulting engineers in parenthesis:

TOLLS: $2.05 million ($1.837 million); concessions, $627,000. ($519,000); gross revenues, $2.677 million ($2.356 million). Traffic: 6,750 million vehicles (6.498 million); average per day over a 12-month period, 5,600, (5,020).

About 13 per cent of the traffic has been trucks. Rutter expects this will increase when a truck stop is built near the present service station by September 1965.

★ ★ ★



Staff Photo by Robert MacDonald

The Delaware Turnpike as it approaches Wilmington

ORIGINALLY designated as the Delaware Turnpike, it is now officially the Delaware turnpike section of the John F. Kennedy Memorial Highway, which also includes the 42-mile Maryland section. The entire highway is part of Interstate 95.

It was late in the afternoon of Nov. 14 last year that the late President Kennedy stepped out of his helicopter at the Mason-Dixon boundary line of the two states to dedicate the two-state toll road.

Even though the Delaware section was not completed at midnight of Nov. 14-15, it was opened to traffic, at first slow in building up.

"TRAFFIC BEGAN to increase in January and in August, we had our peak traffic—26,025 vehicles as compared with the estimated 19,662 for that month," Rutter said.

The turnpike stretches from near the Delaware Memorial Bridge to the Maryland line, where it joins with a similar but longer turnpike that goes to Baltimore.

Before the Delaware-Maryland toll roads were jointly opened, a driver leaving the Baltimore tunnel and heading for the Delaware Memorial Bridge used U.S. 40.

Along the 62 miles from Baltimore to the State Road intersection of U.S. 40 and U.S. 13, the driver had to contend with 30 traffic lights and 114 intersections.

NOW A DRIVER leaving the Baltimore Harbor Tunnel and taking the John F. Kennedy Memorial Highway makes only two stops before reaching the Delaware Memorial Bridge: one at the Maryland toll barrier, and the other at the Delaware toll barrier, the total length of the drive is 54 miles.

Pointing to the safety of travel on the Delaware Turnpike, Rutter noted that there has been but one death—that of a pedestrian illegally on the turnpike. Pedestrians and hitchhikers are not permitted on the road.

IN COMPARISON, there were four fatalities on the 16-mile stretch of U.S. 40 from State Road to the Maryland line last year, and four deaths on the same stretch to date this year.

Rutter said he was amazed at the business done by the automobile service station on the Delaware turnpike.

"Last August alone," he said, "the station sold more than 652,000 gallons of gasoline, which I understand is the largest business done by one service station in the country. I'm told that this station does more business in an average month than most stations of comparable size do in two years."

RUTTER SAID the turnpike faces one major problem: parking space in the vicinity of the restaurant.

"There have been times," he said, "when as many as 32 buses stopped at the Delaware turnpike restaurant and the time may come when we will have to enlarge our parking area."

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Cash Drought Hits U.S. 40 Trade

Journal - 11/13/64

By TOM DAFFRON

"U.S. 40 is dead," said Kimber L. Shoop. "The gravy trade has gone to the turnpike."

Not all businessmen along the 62-mile stretch of U.S. 40 from the Delaware Memorial Bridge to Baltimore are as pessimistic as Shoop, owner of the State Road Esso station at the intersection of U.S. 13 and 40.

But many businesses have closed and virtually all that remain report sharp drops in sales in the year since the John F. Kennedy Memorial Highway opened last Nov. 14. Few merchants see a chance to recoup losses.

THOSE BUSINESSES that have stayed open have come to depend to a much greater extent on local trade. Tourists who take U.S. 40, merchants say, are nearly always trying to save the $1.30 toll on the Kennedy Highway — and obviously are not the kind of travelers who will spend substantial sums.

Shoop said gasoline sales at his station, which once sold the largest volume in Delaware, have fallen about 50 per cent for the year.

In August, 1963, a typical month, he sold 198,000 gallons; last August, sales dropped to 103,000 gallons.

Profits are down even further, to about one-third of those earned the year before the turnpike opened, Shoop said.

THIS HE attributed to the loss of the "gravy trade."

"Economy-minded people like those who take this road now aren't going to buy the fanbelts, the windshield wiper blades and that sort of thing, even if they need them," he said.

Two established businesses that depend essentially on tourist trade — Peterson's House of Fudge at Bear and Stuckey's gift shop and gasoline station at Glasgow—have been forced to close their locations on the southbound side of U.S. 40, although their northbound stores remain open.

Other owners of single-location establishments, including diners, service stations and motels, have boarded up their businesses and departed.

THE FIGURES tell the story. The State Highway Department's traffic counting station at Bear reported that road usage was down 48 per cent last August compared with August of 1963, and 46 per cent in September. These are the last two months for which complete figures are available, but a department spokesman estimated that the October figures would show approximately a 45 per cent decrease.

In September, 1963, an average of 28,101 vehicles used U.S. 40 daily, compared with 15,173 last September; the August figures were 33,347 and 17,330.

THE DELAWARE Turnpike Section of the Kennedy Highway said that about 6.7 million vehicles had used the turnpike through October. Businessmen are painfully aware that most of these cars and trucks contained persons who would have been their captive customers.

Kimber L. Shoop
"Gravy trade" gone

Edward Sanders
Closed southbound

Robert G. Parker
Chemical museum needed?

Edward Sanders, manager of Stuckey's, said his business has been off about 60 per cent in the last year, "and that's a conservative estimate."

The southbound store was closed and a large "For Sale" sign erected on Oct. 1. "People on the southbound side never bought as much anyway," Sanders explained.

SANDERS, LIKE most of the businessmen along the road in Delaware and Maryland, is a member of the Route 40 Businessmen's Association.

He said merchants "have talked about promotions and of putting up a lot of signs advertising the services on U.S. 40. But we couldn't get any real enthusiasm. We need organization and we need more money to get some of those people in a hurry to come back over here."

Robert G. Parker, the general manager for Peterson's, said the company had a drop of from 50 to 60 per cent in sales at its two Bear stores. The southbound store was closed at the end of September, he said.

"ABOUT 95 per cent of our retail sales are transients," he said. "It has hurt."

James K. Boyd, owner of a motel 1½ miles west of Elkton, Md., looked up from a window frame he was painting and said his tourist business was down "about 50 per cent."

"Of course, we still get the commercial trade—the salesmen and engineers," he said, "but I don't think Maryland and Delaware are promoting U.S. 40. All they ever promote up north is the turnpike."

ROBERT R. Davis, who owns a gift shop at North East, Md., that sells everything from "Genuine Indian Spears Made by the Cherokees" to key rings, is the exception that proves the rule.

He was the only businessman with a smile among those contacted this week. His sales were up this year over the pre-turnpike years.

Davis traced this to doubling of his stock and expansion of his store. "Give the people enough choice and they'll buy," he said.

HE SAID he believed it was the gas stations, motels and restaurants that were hardest hit.

Davis also said that his is different from most businesses in that he considers "local trade" to be "everybody from Maine to Florida who has been here before. I run a gift shop and the only real tourists to me are the once-in-a-lifetimers."

If things do go bad for Davis, he has a solution—his store can easily be converted into apartments.

ARTHUR E. McGuirk, who manages a combination service station and restaurant at Principio Furnace, Md., said that station revenue was off about 40 per cent, but that restaurant sales were about the same as last year, because of an increase in local sales.

"Friday evenings, Saturday and Sunday are what really tears you up," he said. "That's when you do the bulk of your gas business."

McGuirk conceded — as did nearly all businessmen — that the road was needed "because we're still killing 'em off on Route 40." But he lamented: "The credit cards are traveling the other way. The people are here, but the money's on the turnpike now."

MISS MAE Mayne, a waitress in a diner near Elkton, said "We still have local traffic and sometimes we get people who are afraid of the turnpike."

"But we used to have almost all the truck drivers and now they take the turnpike."

Jack Thomas, manager of an Elkton gas station, chomped down on his cigar as he said, "We've had a 40 to 50 per cent decrease in gallonage.

'We're getting some of the repair work back as people find it's too costly on the turnpike, but it's not enough."

AT THE SWISS Inn in Elkton, John Schneider, the owner, estimated business had fallen off only about 15 to 20 per cent because of increased local patronage. He suggested that billboards be placed on the turnpike informing travellers of the services available nearby on U.S. 40.

John A. Sclavos, part owner of the Glasgow Arms at the intersection of U.S. 40 and Delaware 896, said the lack of a northbound exit on the turnpike had helped cut his income by 20 per cent.

Northbound travellers, he said, must meander through Elkton to reach his restaurant. "Our business is 95 per cent local now," he said.

SCLAVOS SAID U.S. 40 "has become a dirty word" and added, "people coming this way are trying to save a toll and they aren't going to spend a heck of a lot of money."

Sales are off about 25 per cent for the year at the Sherwood Diner in Glasgow, according to Francis X. Guilday, a part-owner.

"We get the weekenders," said Guilday, "but we're hurting during the week."

HE ADDED, however, that the Glasgow location is still the busiest of the four Sherwood Diners.

Mrs. Loleita Reed, manager of a motel near Newark, said her income had dropped off about 50 per cent. Yet she appeared unconcerned.

"It can't hurt us too much," she said. "We've got only five units."

John A. Sclavos
95 per cent local trade

Jack Thomas
Gas sales off

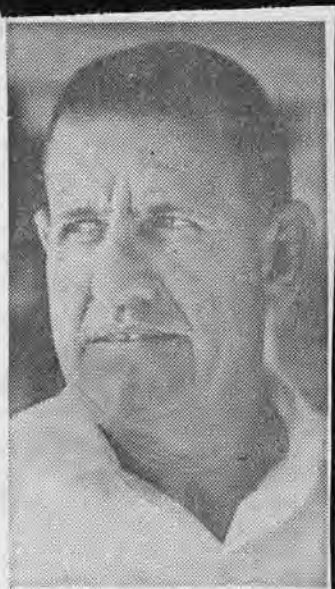
Miss Mae Mayne
Truckers take turnpike

James K. Boyd
U.S. 40 not promoted

John Schneider
Billboards needed

Arthur E. McGuirk
Weekend "tears you up"

Francis X. Guilday
"Hurting" during week



Robert R. Davis
Lone happy businessman

Morning News - 11/15/64

U.S. 40 merchants bemoan lost trade

The John F. Kennedy Memorial Highway has been open a year today, and merchants along U.S. 40 — now only an alternate route south—are moaning over the loss of trade.

Road usage on U.S. 40 is down nearly 50 per cent, according to the State Highway Department, and the approximately 6.75 million vehicles that have used the turnpike in the last year have carried away with them precious tourist dollars.

Businessmen on U.S. 40 contacted this week reported sales off between 25 and 60 per cent and saw no prospect of recouping their losses.

The customers now taking the highway, they said, are those trying to save the $1.30 toll on the Kennedy Highway through Delaware and Maryland and are not the type of persons who will spend large sums at their businesses.

"U.S. 40 is dead," said one businessman along the 62-mile route from the Delaware Memorial Bridge to Baltimore. "The gravy trade has gone to the turnpike."

Two businesses, Peterson's House of Fudge at Bear and Stuckey's gasoline station and gift shop at Glasgow, have been forced to close their southbound locations because of the dollar drought, although their northbound stores remain open.

Several other gasoline stations, motels and diners are boarded up, their owners having departed.

Road dedicated a year ago

Turnpike anniversary recalls JFK

By WILLIAM P. FRANK

This is a day of remembrance on the Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

One year ago this afternoon, the highway from Baltimore to near the Delaware Memorial Bridge was dedicated by the then-president of the United States who eight days later was assassinated in Dallas, Tex.

The highway was opened to traffic one minute after midnight Nov. 14.

In its first 12 months the Delaware Turnpike has made more money and carried more traffic than had been predicted by consulting engineers.

At 11 this morning, Gov. Elbert N. Carvel will lay a wreath on the replica of the Mason-Dixon boundary stone of Maryland and Delaware which President Kennedy unveiled at the dedication.

Today's ceremony will be brief and simple—a prayer, a few remarks by the governor and "taps" sounded by a bugler from the Delaware National Guard.

Until the opening of the toll road, U.S. 40 was the most heavily traveled route between Baltimore and the Delaware Memorial Bridge.

A year ago, the highway, which extends from the Baltimore Tunnel to near the Memorial Bridge, had two names. The 11-mile stretch in Delaware was known as the Delaware Turnpike, and the 42-mile section in Maryland was called the Northeastern Expressway.

After the death of President Kennedy, both states decided to name the entire road the John F. Kennedy Memorial Highway.

Originally, the joint highway was to have been part of the federal interstate highway system (I-95), financed by 90 per-cent federal funds and 10-per-cent state money.

To speed the construction and opening, the two states floated revenue bond issues for completion of the projects. The Delaware turnpike was financed by a $30-million bond issue and another $1-million is expected to be borrowed in short-term notes for a truck stop to be completed next fall.

Charles A. Rutter, general manager of the Delaware Turnpike, reports that the revenues from tolls and restaurant-service station concessions will be about $321,000 more by tonight than the amount the consulting engineers had predicted for the first 12 months.

Rutter also says that by midnight, about 252,000 more autos, trucks and buses will have used the turnpike than had been forecast.

Here are the facts of business in the past 12 months for the Delaware turnpike, compared with preopening estimates by consulting engineers in parenthesis:

Tolls: $2.05 million ($1,837,000); concessions, $627,000 ($519,000); gross revenues, $2,677,000 ($2,356,000).

Traffic: 675 million vehicles (6,498,000); average per day over a 12-month period, 5,600, (5,020).

About 13 per cent of the traffic has been trucks. Rutter expects this will increase when the truck stop is built near the present service station by next September.

Pointing to the safety of travel on the Delaware turnpike, Rutter notes that there has been one death—that of a pedestrian.

In comparison, there were four fatalities on the 16-mile stretch of U.S. 40 from State Road to the Maryland line last year, and four deaths on the same stretch to date this year.

Rutter says he is amazed at the business done by the automobile service station on the Delaware Turnpike.

"Last August alone," he explains, "the station sold more than 652,000 gallons of gasoline, which I understand is the largest business done by one service station in the country. I'm told that this station does more business in an average month than most stations of comparable size do in two years."

The turnpike has had its problems, some of them stemming from its being opened to traffic before it was fully completed.

There have been repeated complaints about the automatic toll collectors, particularly from motorists caught without the correct change.

Rutter says he's satisfied the automatic collectors on the interchange ramps are working all right, although there is still a small number of people, he says, who willfully don't pay the tolls and occasional riffling of the money boxes.

Rutter still believes that the automatic toll collectors are cheaper to operate than having toll gates manned 24 hours a day by collectors.

SIMULTANEOUS SCISSOR SNIPS . by (from left) Delaware Gov. Elbert N. Carvel, President John F. Kennedy and Maryland Gov. J. Millard Tawes, standing on the Mason-Dixon line, dedicated what is now the John F. Kennedy Memorial Highway one year ago today. It was opened to traffic at 12:01 a.m. Nov. 15, 1963.

Happy Birthday

The Delaware Turnpike section of the John F. Kennedy Memorial Highway will be one year old tomorrow.

Already it has exceeded the fondest estimates on traffic and revenue.

But its success has badly hurt adjacent U.S. 40.

Read about the turnpike bonanza and the bitter opinions of U.S. 40 merchants on today's Second Newsfront.

The Sunday Bulletin NEWS OF
Wilmington
AND VICINITY

PHILADELPHIA, PA., NOVEMBER 15, 1964 3

Kennedy Memorial Service Marks Turnpike Anniversary

The melancholy sound of taps played by a Delaware Army National Guard bugler sounded over the expanse of the John F. Kennedy Turnpike yesterday as Delaware observed the first anniversary of the late President Kennedy's participation in dedication ceremonies there.

It wasn't until after the President's death, eight days later, at the hands of an assassin, that the turnpike was renamed as a tribute to him.

Speaking at memorial services yesterday was Governor Carvel who said:

"It was just one year ago today that a great American stood at this spot (one mile south of the Delaware toll gates, on the Maryland-Delaware line) and officially opened the final link in one of the most important networks of roads in the nation.

'Were Deeply Honored'

"We were deeply honored that day by the presence of John Fitzgerald Kennedy and all of Delaware was proud to welcome him to our great state."

"He was a leader who offered opportunity for the underprivileged. The people were captivated by this great man.

"His concern for the people was genuine. He stood for honest, prosperous government.

"Delaware was pleased and flattered beyond description" at his presence at the dedication.

'Received Warmly'

"History records that we in Delaware received him warmly, cherished his company, and recognized in him a rare quality in leadership not found in every generation.

"He now belongs to the ages."

Yesterday's solemn observance was in marked contrast to the gay dedication ceremony when a smiling President Kennedy, wearing no topcoat in nippy weather, flew to the site by helicopter, landing to the cheers of a crowd elated that he had found time to participate in the turnpike ceremony.

Monsignor Paul Taggart, of the Catholic Diocese of Wilmington, offered prayers at yesterday's ceremony.

Officials in attendance included members of the Highway Commission, Ernest Davidson, director of the State Highway Dept. and Charles Rutter, turnpike manager.

Staff Photo by Frank Fahey

SOLEMN MOMENT — Gathered around a wreath placed on a replica of the Mason-Dixon boundary stone at the point where President John F. Kennedy a year ago dedicated the toll road now named after him are (from left) Msgr. Paul J. Taggart, pastor of St. Paul's Catholic Church; Robert F. Kelly, a Du Pont Co. public relations man; N. Maxson Terry, chairman of the State Highway Department; Gov. Elbert N. Carvel, and Frederick Klair, superintendent of the Delaware Turnpike section of the toll road.

Kennedy Pike Marked By Wreath and 'Taps'

Gov. Elbert N. Carvel today placed a wreath on a replica of the Mason-Dixon boundary stone at the point where the John F. Kennedy Memorial Highway was dedicated a year ago.

In a 12-minute ceremony the governor spoke in remembrance of the late President, who dedicated the toll road at the state line only eight days before he was assassinated in Dallas, Tex.

"One year ago today," Carvel said, "a great American stood at this spot. . . . We were deeply honored . . .

"I RECALL, vividly, the enthusiasm that he generated amongst our people during his visit—how those who came to see and hear were captivated by this talented man with the boyish smile . . .

"John F. Kennedy was a man of exceptional vision. He had a special feeling for the needs of people and a special sense of direction . . . He deplored those who would sell America short . . . The name John F. Kennedy shall live forever, for he has made his mark in history as one of the great architects of democracy."

At the time of its dedication, the highway had two names. The 11-mile stretch in Delaware, beginning near the Delaware Memorial Bridge, was known as the Delaware Turnpike, and the 42-mile section in Maryland, ending at Baltimore, was called the Northeastern Expressway.

SOON AFTER Kennedy's death, the two states renamed the road after him.

Carvel today described the dedication site as "a hallowed spot."

"This road is dedicated to progress," he said.

Msgr. Paul J. Taggart, pastor of St. Paul's Roman Catholic Church in Wilmington, offered a prayer before the governor was presented by N. Maxson Terry, chairman of the State Highway Department. "Taps," sounded by a bugler from the Delaware National Guard, followed the governor's talk.

First Annual

Memorial Service

in honor of

John Fitzgerald Kennedy

November 14, 1964

"Let the word go forth from this time and place, to friend and foe alike, that the torch has been passed to a new generation of Americans — born in this century, tempered by war, disciplined by a hard and bitter peace, proud of our ancient heritage — and unwilling to witness or permit the slow undoing of those human rights to which this nation has always been committed, and to which we are committed today at home and around the world.

Inaugural Address January 20, 1961

DELAWARE TURNPIKE

JOHN F. KENNEDY MEMORIAL HIGHWAY

ELBERT N. CARVEL, Governor

Highway Commissioners

N. MAXSON TERRY, Chairman
HARRY BONK
WILLIAM J. HOPKINS, JR.
THURMAN G. ADAMS, JR.
LEMUEL H. HICKMAN
ALBERT S. MOOR
ELMER PRATT
C. WARDON GASS
FRANK H. MACKIE, JR.
AUBREY B. LANK

ERNEST A. DAVIDSON, Director of Operations
CHARLES RUTTER, Turnpike Manager

Journal - 11-5-64

Pike truck stop seen dead issue

The state highway commission, in closed session yesterday, decided to shelve plans for a $1.9-million truck stop on the Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

After an hour-long executive session, William J. Hopkins of Laurel, the highway commissioner who has been the chief booster for the truck stop, came out and said:

"It's dead—the truck stop is dead."

N. Maxson Terry of Dover, chairman of the commission, wouldn't admit that the proposal is dead. He said it is "merely shelved until next month."

BUT NO ONE ON the highway commission seemed to be optimistic that the commission would approve the borrowing of another $1.9 million to build a truck stop.

The turnpike already has a bonded debt of $30 million.

The establishment of a truck stop on the Delaware turnpike has been the hope of Gov. Elbert N. Carvel and Hopkins from the time the highway was opened late last year.

Their belief is that such a facility would attract many trucks and this would help to build up the state's revenue in motor fuel taxes.

Hopkins pushed the project energetically to the point where on Nov. 2 bids were opened for preparing the proposed site near the present gasoline service center.

The lowest bidder was James Julian, Inc. of Elsmere at $914,929. The contract has not been awarded.

HOWEVER, IT has been estimated that another $1 million "more or less" would be needed before the truck stop could be built and opened for service.

Last July, the estimated overall cost was put at $1.5 million.

Yesterday's closed session was attended by commission members and lawyers for financial houses.

The commission later was to have acted on a proposal that bids for the construction of the truck stop be advertised. This was not taken up at the open meeting of the commission. It was just ignored.

BILL FRANK

The curse of Babel on highways

How many times have you driven along a highway carefully following the signs, only to find yourself going north when you wanted to go south?

The chances are your companions dubbed you "stupid" and "dull-witted."

But in many cases they were wrong.

The highway engineers who set up the signs just didn't know how to communicate to you.

This problem is increasing as fast as new turnpikes and speedways and freeways, with their pretzel-like interchanges, are opening.

So—this brings me to the text of my column this morning, from the Book of Genesis, Chapter 11, Verse 7:

"Let us go down and there confound their language that they may not understand one another's speech."

This is supposed to have happened at a place called Babel hundreds of centuries ago —and we are still trying to solve the problem of communications.

When I get lost on a highway, even in Delaware, I usually blame it on my own utter lack of comprehension. But the other day I attended an interstate conference in Baltimore on highway problems.

I lost my inferiority complex when I heard officials of such states as Virginia, Maryland, and Ohio complain that too often highway signs are not plain enough. They do not communicate rapidly or clearly enough to the traveler.

For example:

Drive east along the Delaware turnpike section of the John F. Kennedy Memorial Highway toward the Delaware Memorial Bridge.

You don't want to cross the bridge into New Jersey; you're headed toward Wilmington.

Okay, so the signs say you are on I-95. That's right. It says so on your map—I-95.

But all of a sudden, you no longer see I-95 signs. Instead, you see I-295. You pull off on the side of the road—which, by the way, is illegal. Nonetheless, you study your map. It clearly says that I-95 should take you into Wilmington, but where in blazes did I-95 disappear?

You decide to drive along, seeing only I-295 signs. But you hope you'll get into the Wilmington road. Eventually, you come to an important fork in the road.

The left will take you to Wilmington; the right to the Delaware Memorial Bridge, and you'll get to Wilmington only if you are alert enough to notice ahead of time.

Then you drive along the Du Pont Parkway toward Wilmington.

I-95 is now forgotten. You're concentrating on U.S. 13.

As you near Wilmington, what happens? You see arrows telling you that Wilmington is to the left—but you want to go straight ahead. Strange!

It's only because you see the sky line of Wilmington that you choose to ignore the arrows that would lead you to the left.

Are these isolated cases of highway Babel? Not at all.

Let's suppose you're an utter stranger in this area. You're driving out the Washington Street Extension toward the Philadelphia Pike. You approach the intersection of Washington Street Extension and Marsh Road. You are bound for Carrcroft.

Your map shows that when you reach the intersection, you should make a left turn. But what do you see there? An arrow directing you to go right! But if you go right, you head in the wrong direction!

Of course, local yokels know better than to turn to the right. We know that the arrow to the right is for traffic for the Philadelphia Pike. But what does a stranger know?

Now, let's take our own superb Delaware turnpike section of the John F. Kennedy Memorial Highway. You stop in at the restaurant for a snack. While you are there, you'd like to know about the interchanges or ramps.

Can you find that information in the restaurant?

Yes—but only if you look at an ordinary travel map of Delaware. And then the chances are you'll not get much information.

That's right—nowhere in the restaurant of the Delaware turnpike was I able to find any clear information about the Delaware turnpike and its interchanges!

Worse still—try this: Cross the Delaware Memorial Bridge and try to find your way to Penns Grove. If you're a stranger, I bet you'll get lost.

The curse of Babel is still upon us.

Brochure Hopes to Woo Cars to Interstate 95

From the Dover Bureau

DOVER — Commissions of five major traffic arteries, including two in Delaware, have joined in publishing a brochure which they hope will influence motorists to use Interstate 95 in traveling north-south.

Interstate 95, when completed from Maine to Florida, is expected to compete with U.S. 301, a route that has many roadside businesses.

The brochure is being distributed to travel information centers and other places where motorists might pick up material to help them design a route for a long trip.

The five groups paying the printing and distributional expense include the Delaware Memorial Bridge, The John F. Kenedy Memorial Highway (both Delaware and Maryland Divisons), the Baltimore Harbor Tunnel Thruway and the Richmond-Petersburg Turnpike.

THE ANNUAL CHILDREN'S CHRISTMAS PARTY

Held December 19, 1964

(Santa Claus - Joe Blanco)

Sculptress Weeps

Evening Journal, Wilmington, Del. Saturday, January 16, 1965

JFK Pike Bust Unveiled

By WILLIAM P. FRANK

A modest New Castle sculptress was on the verge of tears yesterday when her bronze bust of President Kennedy was unveiled in the restaurant on a highway named for him.

About 100 men and women, including high-ranking state officials, applauded when Gov.-elect Charles L. Terry Jr. pulled a golden shroud from the bust of the late president who had dedicated the Delaware turnpike one year and two months ago.

Today, the Delaware toll turnpike and the adjoining toll road in Maryland are jointly known as the John F. Kennedy Memorial Highway.

THE bust mounted on a walnut pedestal under special lighting is in the lobby of the Delaware turnpike's Hot Shoppe restaurant.

As people pressed forward yesterday to see the bust the sculptress, Miss Maurine Ligon, stood still, recalling that this was the sixth bust of Kennedy she had sculpted. She wasn't satisfied with the first five, so she smashed them.

At the dedication luncheon yesterday, she was called on to speak. She was so flustered, she forgot all about the hasty notes she had written.

LATER, she said, "I hope people will like this one. Sculptors are seldom eloquent. We want our work to speak for us. But actually, you know, it never does, because our objective is like the horizon, always just beyond our reach.

"What I tried to capture here was the great combination of Mr. Kennedy as an idealist and a fighter; as a dreamer and yet a practical man who got things done."

The bust was donated to Delaware by Alexis I. du Pont Bayard, legal counsel for the Delaware Turnpike division of the State Highway Department.

ON Nov. 14, 1963, Kennedy came here to dedicate jointly what was known as the Delaware Turnpike and the Maryland Northeast Expressway. Eight days later he was assassinated in Dallas. The states of Maryland and Delaware proceeded to name the entire highway from the Baltimore Harbor tunnel to near the Delaware Memorial Bridge for Kennedy.

Bayard said he had heard about the bust sculptured by Miss Ligon, and that when he saw it in her New Castle studio he decided to buy it.

"I was amazed and moved," he said. "I think it symbolizes everything we think about the late President and I believe it is an excellent perpetuation of his memory."

Miss Maurine Ligon
On the 6th try

IT had been in his law office in Wilmington several months and he recently decided to donate it to the state to be placed in the lobby of the turnpike restaurant.

The master of ceremonies yesterday was Gov. Elbert N. Carvel.

The principal speaker was Lawrence Jones, deputy federal highway administrator who represented outgoing Secretary of Commerce Luther M. Hodges and Federal Highway Administrator Rex M. Whitton.

JONES said the John F. Kennedy Memorial Highway, part of Interstate 95, has become one of the world's greatest highways.

"As of now," he added, "735 miles of I-95 are open to traffic. It will cost over $2.7 billion dollars and by the time it is completed in 1972, it should be one of the nation's busiest roads, extending from Houlton, Maine, to Miami, Fla."

Jones recalled some of Kennedy's speech at the dedication. Jones also paid tribute to President Johnson as one who shares the vision of Kennedy in highway development.

AMONG the guests were members of the General Assembly, officials of a number of state agencies and representatives of New Castle County's government.

Miss Ligon said she started working on a bust of Kennedy in December of 1963 and finished the present one for the turnpike restaurant last May.

Staff Photo by Bill Snead

Kennedy bust by Miss Maurine Ligon.

Governor Elbert N. Carvel
cordially invites you to atttend the presentation of
a sculptured work to the State of Delaware
commemorating the late
President John Fitzgerald Kennedy
Friday, January 15th, 1965 at 12 noon
Hot Shoppe Restaurant, John F. Kennedy Turnpike

R. s. v. p. Mail or Phone
Governor's Office
Legislative Hall
Dover 734-5711

Luncheon

Journal 12-22-64

Staff Photo by John Peterson

I Remember, I Remember

Moving toward the spot where John F. Kennedy stood when he dedicated the Delaware turnpike Nov. 14, 1963, is Mrs. Anna Lloyd of Newark and Charles A. Rutter, manager of the Delaware section of what is now called the John F. Kennedy Memorial Highway. Mrs. Lloyd laid a wreath at the monument a year ago today, a month after the president's assassination, and intends to repeat it annually on Dec. 22 as she did today. She attended the dedication last year.

$2.4 Million Net News Journal

Turnpike Traffic Tops Predictions

12/31/64

By WILLIAM P. FRANK

The Delaware Turnpike section of the John F. Kennedy Memorial Highway is ending 1964 with traffic now 2,000 vehicles a day more than experts had predicted.

Charles A. Rutter, general manager of the 11-mile long toll road, reported today a net earned revenue of a little more than $2.4 million for its first 12 and a half months.

That would be from Nov. 15, 1963 through Nov. 30, 1964.

RUTTER said that the December figures will not be audited until early next month. "They will indicate," he said, "that our business has been much better than had been expected."

To show the trend of traffic on the highway, Rutter reported that the experts had predicted the average daily traffic in the first 12 months would be 17,754.

"AS it has turned out," Rutter said today," our average daily traffic has been 18,817."

On the matter of finances, here is the picture as outlined by Rutters:

- Anticipated average daily income—$5,300.
- Actual daily average income—$5,600.

As further evidence of the increased business on the toll road which extends from the Maryland line to near the Delaware Memorial Bridge, Rutter gave these figures:

- Estimated average daily traffic for November—17,131.
- Actual average daily traffic for November—19,393.

He also reported an increase in bus and truck traffic. Soon after the highway opened on Nov. 15, 1963, the day after

See TURNPIKE—Page 2, Col. 3

Turnpike Traffic Over Predictions

N J

12/31/64

(Continued From Page One)

being dedicated by the late President Kennedy, truck and bus traffic amounted to only about 8 per cent of the total number of vehicles.

LAST month, the heavy vehicular business rose to 14.8 per cent of the total traffic.

Here is a break-down of the turnpike's income form Nov. 15, 1963 through Nov. 30, 1964:

- Toll revenue, $2,146,000.
- Income form the gasoline service station, $398,977.
- Income from the restaurant service, 236,284.
- Miscellaneous revenue, $2,231.
- Gross revenue, $2,784,000.
- Cost of operations, (excluding bonded debt), $388,298.
- Net earned revenue, about $2.40 million.

Rutter also reported that as of Nov. 30, there was a little more than $2 million in the toll road's sinking fund. most of which was invested in U.S.

Left to Right: Lex Bayard, Gov. Elbert N. Carvel, Miss Ligon and Gov.-elect Charles L. Terry

Governor-elect Charles L. Terry

Left to Right: Miss Ligon, Lex Bayard, Gov. Carvel

E. Journal

Friday, January 22, 1965

Route 301 Group Wants More Signs

Members of the Maryland 301 Highway Association have urged more signs directing traffic to U.S. 301 on the Delaware section of the John F. Kennedy Memorial Highway.

The request came at a recent meeting in Grasonville, Md., called to consider ways to gain traffic for the route. Business operators along it say their income has been lowered greatly since the turnpike opened.

Two representatives of the Maryland State Roads Commission suggested they send a letter to the commission which would then consider recommending the signs to the Delaware highway commission.

ERNEST A. Davidson, director of operations for the Delaware commission, said last night if the group has any "specific recommendation to make, we'll be glad to consider it."

BUT, he said, "we're at our wits' end trying to satisfy everyone on signs."

"We can't be partial," he added. "No matter what we do, nobody's satisfied. We've spent thousands of dollars to take care of the problem."

Since the turnpike opened, people interested in promoting U.S. 13, 40 and 301 have all wanted more signs urging traffic to their route, he said.

The highway department, he said, has to put up the signs "as best it knows how" to notify persons impartially of various routes.

Davidson said the department has been changing messages on the signs to clarify them and more changes are due shortly.

W. E. Woodford Jr., head of the Maryland road commission's administrative division, said he thought there was only one sign pointing out U.S. 301—in the Farnhurst area.

The 301 members said they would like signs farther along the turnpike, in the Newark area.

WOODFORD pointed out the Maryland commission also was impartial, interested only in letting the motorist have a choice.

Davidson said he was sure there was more than one sign directing traffic to U.S. 301. He wasn't enthusiastic about putting up any in the Newark area.

The 301 group was told by roads commission representatives that 15 miles of the route in Queen Anne's County would be advertised for bids on constructing dual lanes by May.

The 301 group is pushing for dualization of the length of the road and also for a parallel Bay Bridge.

1/26/65 - Evening Journal

Terry names Price head of highway commission

From the Dover Bureau

DOVER—Gov. Charles L. Terry Jr. yesterday appointed former State Sen. Henry T. Price of Smyrna as chairman of the State Highway Commission.

Price's name was sent to the Senate and referred to the Executive Committee, as Senate confirmation is required.

Before naming Price, Terry conferred with senators of both parties about the appointment and, according to some sources, reception to his nomination was good.

Price, if confirmed, will succeed N. Maxson Terry of Dover, brother of the governor.

Sen. James D. McGinnis, D-Dover, chairman of the Executive Committee, said yesterday he will make it a policy not to call appointments to a vote for at least 24 hours after they are sent to the Senate.

Price would serve at the pleasure of the governor. It is not necessary for N. Maxson Terry to resign, as his term would end with Price's confirmation.

The nominee, a native Delawarean who has lived in Smyrna all his life, is part owner of Boulevard Electric Sales and Service with stores in Dover and Smyrna. He is 55, married and has two children. He graduated from Georgia Tech in 1933 with a bachelor of science degree in electrical engineering.

Price is a longtime member and lay leader of Asbury Methodist Church in Smyrna.

Last week, outgoing Gov. Elbert N. Carvel appointed him to the State Board of Housing. Price said yesterday he is unsure whether this would present any conflict.

Price said that, if confirmed to the road post, he will try to provide a continuation of "honesty and integrity" in the department. He praised the other commission members and the staff personnel of the highway department.

Henry T. Price
. . . new highway chief

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Floodlighted Service Island

. . . on the Delaware Turnpike

By RONALD A. ANTONINO
ROBERT W. RICHARDS

Photo courtesy of Delaware State Highway Department

FLEXIBILITY is the keynote of this lighting design. And in illuminating an area of about one million square feet, floodlighting provides a neat solution with many aspects of flexibility.

The project is a median service area midway between the termini of the Delaware Turnpike. It is relatively flat and unobstructed, containing a modern restaurant and vehicle service station along with ample parking facilities. All the various subareas are connected by ramps and walkways.

During the preliminary design phase both floodlighting and conventional lighting standards were investigated as alternate solutions. The requirements called for a possible ultimate illumination level of ten footcandles, subject to the desire of the State Highway Department. For the present, however, and until Turnpike funds would allow an additional capital outlay, fixe footcandles was deemed satisfactory. Consideration was also given to future development of the service area and to the effect that lighting standards would have on the appearance of the site.

Floodlighting proved to be the best solution in many ways. Of primary importance was its esthetically pleasing effect. Eliminating the need for lighting standards placed virtually all over the area gave a clean appearance to the site. It also afforded the eye an uninterrupted view of the landscaping and buildings. In addition, the absence of such standards constituted an inherent safety feature: Fewer poles would reduce accident hazards. Still another advantage was economy. The initial system matched the present illumination requirement, gave lighting of more uniform intensity and contained all the provisions for an ultimate illumination level of ten footcandles. Moreover, later additions to the lighting could be made without disturbing existing facilities.

Special consideration was given to the future site development. This service area was to be built with the idea that additional parking, truck-service and restaurant facilities would be added at a later date. Herein lay the need for lighting flexibility, for when the additions would be required, information gained in the operation of existing facilities might well have suggested changes in lighting patterns and in the location or size of the new facilities. The lighting design and layout would affect the freedom to make changes. To illustrate: A truck-stop area is now planned for early construction in the service area. Certain necessary changes from preliminary studies were made in the final design. Lighting variations, with floodlights, will be only a matter of reaiming luminaires.

At present, eight floodlighting towers, between 500 and 550 feet apart, rim the boat-shaped median area. Ten additional towers, interspersed among the existing facilities, are scheduled for future installation. All required conduits are now in place under the pavement. The welded steel towers are either 100 or

AUTHORS: Howard, Needles, Tammen & Bergendoff, Consulting Engineers, New York, N. Y.

140 feet high, depending on the variable median width. Operating from such heights, the luminaires contribute minimum glare to the area.

Each tower is topped with two, three or four platforms, depending on the lighting contribution assigned to it. All but one tower will eventually have four platforms. The platforms are of steel floor grating, are trapezoidal in shape and have two banks of four luminaires each. Although compact, the platforms have ample room for maintenance at the heights involved. There is also a commercial safety device consisting of a notched rail running the length of the vertical-climb ladder, together with a belt worn by the maintenance man and a sleeve attaching to belt and rail. In case of a slip on the ladder, whatever the cause, the arrangement will allow a maximum fall of only six inches.

A total of 192 luminaires is now in use. They are 1000-watt mercury, ruggedly constructed floodlighting units with improved-color lamps, integral regulated-type ballasts and pole-top slipfitters. The high efficiency of these units and the 16,000-hour rated lamp life were primary reasons for this selection. Color correction allowed pleasant and true coloring, especially on people, and uniformity with other Turnpike lighting. This type of ballast afforded both a neat, simple installation and an economical distribution system with respect to cable sizes. Total floodlighting load at present is 205 kw; in the future, with 528 units in use, it will be 562 kw.

Loosening of the three set screws on the luminaire-mounting pipe permits complete horizontal rotation of the luminaire so that relamping or any necessary maintenance can be done on the platforms. Matching marks on the slipfitter and its mount are aligned to insure the return of the unit to its horizontally aimed position.

Two area-lighting load centers, each utilizing a three-phase, 480-volt, delta-connected system for floodlighting, are located on either side of the restaurant. The load centers house metering, switching and control equipment. Controls include a photoelectric device backed up by a time clock and an emergency bypass switch. The area-lighting control will be further enhanced by the addition, in ultimate development, of a double circuit for each tower. It will then be possible to illuminate the area normally at the full ten-footcandle level or at merely half the ultimate intensity.

The interior of each tower houses the riser cables and contains a drag wire, which will be used to add new risers or to repair existing ones, if need be. A panelboard, serving the two upper platforms, provides protection and manual "on-off" control for the over-all circuit and protection and control for the individual luminaires. A subfeeder will then connect to a panelboard serving the lower platforms, as is now the case in the four-platform installations.

Lighting of the ramps approaching the area is by conventional street-lighting standards. There is a transition in intensity from one footcandle at the through roadway to three footcandles farther down the line in order to blend into the floodlit area. Backspill from the floodlight towers is utilized to provide approximately one footcandle for the skirting eastbound and westbound through roadways. Finally, light from twin-arm fluorescent service-island units is superimposed on the floodlighting aimed at the gasoline service station. Illumination level here is from 20 to 30 footcandles.

Although floodlighting has been employed in similar types of operations, it has not been used to the same extent as in this instance. The towers and banked luminaires are suggestive of sports lighting. Even the illumination levels, present and ultimate, are comparable to recommend footcandle values for golf fairways and greens. Indeed, the over-all merits and flexibility of this design rate better than par.

Photo courtesy of Westinghouse Electric Corp.

Scorned 'coins' take stiff toll

Morning News, Wilmington, Del. • Tues., Feb. 23, 1965

By NAN CLEMENTS

NEWARK—Clunk! went the "coins," red stayed the light, and wail went the siren.

That was the beginning of an episode that ended with Michael A. L. Everston, 24, of Bridgeton, N.J., paying $50 for a drive on the Delaware Turnpike that would have cost him 25 cents—had he taken it.

Everston was entering the turnpike Feb. 11 at 2:30 a.m. from the Route 896 interchange. He threw some "coins" into the automatic toll booth and proceeded through the gate.

Two state troopers, parked at the side of the road, however, didn't fail to notice that the light over the gate had not changed from stop to go, which should happen when the correct toll has been paid.

They stopped Everston, and went back and checked the machine. In it were three slugs, with a fourth still in the basket.

Everston was taken to Magistrate Horace H. Best in Newark, where he pleaded not guilty to putting slugs in the toll booth.

Best continued the case to Feb. 19 so he could have a representative of the manufacturers of the booth explain the machine's operation.

When the explanation was finished, Best found Everston guilty and fined him $50 and court costs.

It was Everston's second offense, Best said, on the same turnpike at the same toll booth.

So far, Everston has paid $60 in fines trying to avoid 50 cents in tolls.

Toll Booth Thefts Laid to 3 Youths

2-20-65 E.J.

Three 17-year-old Newark boys have been charged by Maryland state troopers with the theft of money from mechanical toll collectors on the John F. Kennedy Memorial Highway.

The three were apprehended at 2:30 a.m. yesterday near the Aberdeen interchange by patrolling troopers who had been alerted to a series of coin collection larcenies in the past two months.

Delaware state troopers have filed a detainer against the three youths on charges of stealing money from a coin collector at the Delaware 896 ramp on the Delaware turnpike section of the highway on Jan. 20.

Maryland state police said one youth has been arrested for three thefts of money from machines along the Harford County section of the highway and two in Cecil County. The other two are each charged with two larcenies in Harford County and one each in Cecil County.

Police would not estimate the amount of money taken beyond saying it was substantial.

The three were taken to the Harford County Jail pending hearings.

Evening Journal Wilmington, Del. **** Wednesday, March 3, 1965

Letters to the Editor

Can I Call a Machine a Liar?

I am writing in regard to the New Jersey man convicted of putting "slugs" into the automatic toll both of the 896 interchange on the Delaware Turnpike.

My husband and I reside near Wilmington, and I find myself using the turnpike quite frequently, and the exits for Routes 896, 273, and 7.

I have often found that the automatic toll receiver fails to register the paying of the toll. When I deposited the change (the correct change, I might add) the light did not turn green as it should have.

On a few of these occasions I have had only change enough for one toll, and have had to proceed on through the interchange and the red light. As you know, this sets off a loud ringing bell.

I would like to know:

(1) In such a case, if I had placed the proper change in the booth and it still didn't trip, is there any way I could prove that I had in fact, paid the toll?

(2) What is to say that I will not be in court one of these days merely because an idiotic bell raves at the top of its metallic lungs that I failed (as far as "it" knows) to deposit 25 cents in coin? It would be my word against the bell (and the police). There, sir, is a point to ponder!

I most certainly agree with the judge of the case in question in the article. Those booths have much room for improvement and should be thoroughly investigated.

Also, it could get pretty expensive for some poor soul who, being unfamiliar with the procedures of the turnpike, comes upon an exit and finds himself without the proper change. If you would like to have my unprofessional opinion, I think Delaware could and should improve on this sorry situation.

Please do not get me wrong. I am very grateful for the highway, as I am sure, are thousands of others. But I shudder to think of myself facing a judge and calling a product of our machine age a liar. How, may I ask, do you suppose I could prove my point? If you have any suggestions I will gladly listen.

(Mrs.) Lucille H. Moden
Wilmington

DEL. Sunday News, Feb 7, 1965

Gold Disks Now Free Passes On Turnpike

By RON SCHNEIDERMAN

Don't be suspicious if you spot a state trooper or highway department employee dropping a funny looking token into the coin slot at one of the Delaware Turnpike toll booths. This is his free pass through the toll gate.

From the day the John F. Kennedy Memorial Highway opened, November 15, 1963, through 1964, 26,612 "non-revenue" gate crossings were made along the Delaware Section of the turnpike.

Previously, however, emergency vehicles, highway and turnpike employees, funeral vehicles, Hot Shoppe Restaurant and service station employees, police and those carrying official passes, slipped a piece of paper into a slot at the toll gate and drove right on through. This was the only way of registering non-revenue traffic on the turnpike.

Now, according to turnpike manager Charles Rutter, a gold disk with a brightly colored center circle will be used shortly by persons authorized free passage along the stretch of highway.

Maryland turnpike officials have been using the gold tokens almost since the turnpike opened.

"They will help to alleviate many problems but will also create new problems with our accounting system," Rutter said.

One of the advantages, he said, is that when a state trooper drops a coin in a slot and the toll booth machinery isn't operating properly, it will be indicated.

Another point in favor of the tokens, Rutter explains, is that some people seeing the driver of a private car in front of them drive through a gate without paying a toll do the same thing. With the tokens this shouldn't happen, he says.

"It's nothing new. Other highways across the country are doing it so we thought we would do it too."

The coin toll gates, he indicated, can pick out and count the coins. It wouldn't accept wooden nickels.

Morning News, Wilmington, Del. • Thurs., March 4, 1965

Del. turnpike seeks new $1 million loan

By WILLIAM P. FRANK

The state highway commission is preparing to borrow at least another $1 million for work on the Delaware Turnpike section of the John F. Kennedy Memorial Highway.

The bonded debt of the 11-mile Delaware section, stretching from the Maryland line to near the Delaware Memorial Bridge, is now $30 million. The debt is being amortized by tolls.

Joe S. Robinson, chief engineer of the State Highway Department, said at yesterday's meeting of the commission in Dover that close to $1 million will be spent for improvements before the end of this year. "Maybe more," he added.

In the meantime, Charles A. Rutter, general manager of the turnpike, reported an upsurge in business. The highlights of his report for January:

—Average daily traffic in January, 1965 was 26 per cent higher than average daily traffic for the same month last year.

—Average daily bus and truck traffic was 45 per cent higher in January 1965 than in the same month last year.

—Average daily revenue was up 30 per cent in January of this year compared with the same month last year.

In a surprise move yesterday, the commission ditched the idea of a $1.9-million, full-scale truck center and decided to plan for a modified truck center to cost around $600,000.

This decision was made after a lengthy closed meeting of the commissioners with Gov. Charles L. Terry Jr., who was their guest at luncheon.

It was learned that Terry did not try to influence the commissioners in their thinking about a truck center but told them he had confidence in their judgment and would go along with whatever decision they made.

Absent from the meeting because he resigned Monday was William J. Hopkins of Laurel. Hopkins had been the chief exponent of a full truck center with eating and sleeping facilities for drivers, icing facilities for interstate refrigerator trucks and the usual supply of deisel fuel and repair equipment.

Other improvements planned by the commission for the turnpike are:

—Extensive landscaping that may cost from $100,000 to $150,000.

—An expanded parking area in the vicinity of the Hot Shoppe restaurant. The work would cost about $160,000.

—Expansion of the restaurant itself, at a cost not yet estimated.

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Assoc. Editors: Anthony Higgins, Thomas R. Dew
Frederick W. Hartmann, City Editor

Wilmington, Delaware Page 14 * * Saturday, March 27, 1965

Up From the South by Turnpike

THE DRIVE back northward from North Carolina was a revelation to travelers comparing the pre-turnpike days in the South with the present. From Petersburg, Va., the limited-access superhighway was uninterrupted all the way into Delaware. It by-passed Richmond, Washington, and Baltimore. Only those who used to drive through those cities on old U.S. 1 know the miraculous feeling of sailing around them without so much as a single red light.

From Richmond to Baltimore—on the federal-aid-interstate stretches—there now isn't so much as a dime for the driver to pay in toll. That was part of the pleasure for the couple now accustomed to paying tolls on the Delaware Memorial Bridge, the New Jersey Turnpike, and the Kennedy Turnpike in Delaware and Maryland.

It wasn't that they objected to helping with the financing of the roads. But they did enjoy the old pre-tollroad feeling of driving on a fine new highway without stopping at a single toll booth.

Are there any disadvantages to superhighway driving? Well, not enough to weigh in the choice between that kind and the roadside clutter of old U.S. 1 in Virginia and Maryland. On a super road, though, you see hardly anything of the life of the region you are passing through. Usually the road goes gracefully curving through woods. Seldom is a farmstead visible. Never a village, let alone a village square, is to be seen.

Nothing but woods and an occasional stream? Not quite. In Virginia along the brand-new Interstate 95 there are, of course, interchanges. At or near most of them there is now erected—or in process of erection—a new kind of signboard.

Just beyond the right-of-way, it is supported not by wooden legs and other old-fashioned members, but by heavy I-beams of steel, reaching perhaps 30 feet into the air. The sign itself is a huge affair perhaps 50 by 20 feet. Brilliantly lighted at night, a sign like that, advertising a motel, may be visible for several miles—as a coastal lighthouse is visible far at sea by mariners.

For the new interstate expressways the original plan was to have standard road signs at exits saying simply, "Lodging, Food, and Fuel Available Nearby," or similar advice. Our recent travelers liked those signs better. They felt the motels could have been permitted to add their names in bold letters to such signs—leaving the night sky dark and starry above the low-beamed headlights.

Bids opened on pike cafe

From the Dover Bureau

DOVER — The State Highway Department yesterday opened bids for expansion of the Delaware Turnpike restaurant and said it was moving ahead with plans for building the new truck center nearby.

The alterations and additions to the restaurant building, scheduled to be completed by next June 15, will cost more than $500,000.

The apparent low bid of $542,000 came from Frederic G. Krapf & Sons, Inc., of Wilmington. Di Sabatino & Raniere, Inc., bid $544,870 and Cantera Construction Co. $555,000.

The contract is expected to be awarded when the highway commissioners meet next week.

A department spokesman said bids will be sought later this fall for maintenance work on the turnpike and for construction of a truck center west of the restaurant.

The truck center was a pet project of former Gov. Elbert N. Carvel.

Evening Journal, Wilmington, Del. * * * Monday, April 12, 1965

Photo by Bill Romspert

Instant Applesauce

Fifteen tons of boxed apples, being trucked from Bridgeton, N.J., to Pittsburgh and Cleveland, were spilled and mashed at the Delaware 41 exit of the Delaware Turnpike yesterday afternoon. The truck, owned by Morris April Brothers of Bridgeton, overturned on the embankment at the exit ramp southeast of Newport as the load shifted. The trailer was demolished but the driver, David M. Demby Sr., 52, of Bridgeton, was uninjured. The truck (upper left) is loading that part of the cargo that can be salvaged.

5/19/65

Upstate unit proposed to govern pike

From the Dover Bureau

DOVER — A three-member commission of New Castle Countians would replace the State Highway Department as boss of Delaware's turnpike under legislation introduced yesterday.

Sen. Calvin R. McCullough, D-Holloway Terrace, was joined by all other New Castle County Democratic senators in sponsoring SB 144, which is said to have the solid backing of the County's Democratic organization.

The turnpike, Delaware's section of the John F. Kennedy Memorial Highway, is now one division of the highway department.

While SB 144 speaks of reorganization and reconstituting the commission, it makes it clear it would be an "independent, autonomous public entity and agency."

The bill would give the new commission responsibility for existing revenue bonds.

The commission members would be named by the governor and confirmed by the Senate. The unit would be empowered to employ a director of operations for terms up to four years and set his compensation.

6-21-65

Two Car Purchases Criticized

From the Dover Bureau

DOVER—The attorney general's office has slapped down the State Highway Department for buying a pair of Oldsmobiles for the department's comptroller and the state police superintendent.

Atty. Gen David P. Buckson today released the text of an opinion given to budget Director F. Earl McGinnes which said the Highway Department violated the statute limiting agencies to $2,200 on the purchase of new passenger cars.

The department paid Kent County Motors 3,037 each for the cars one for Col. Eugene B. Ellis, state police superintendent, and one for James J. Deputy, the department's controller.

Deputy said today that only $2,000 on each car came from Highway Department funds and the rest from the Delaware Turnpike Division, which does not use tax funds.

Deputy said the practice of splitting the funds dates from the days of the Delaware Memorial Bridge Division. And, he said, Ernest A. Davidson, highway department director of operations, is driving a 1964 Oldsmobile purchased partially with turnpike funds.

The opinion, written by Grover C. Brown, administrative assistant to Buckson, said that while the Highway Department violated the $2,200 limitation there is no point in holding up payment for the cars.

Broad highway

Kate Smith was at the Hot Shoppes Tuesday, but if you had to stand in line at the Hot Shoppes at lunchtime Tuesday it would be a reasonable conclusion that Kate and every other Smith in the world was there.

"A bit busy weren't we?" said George Cardiges, deprecatingly, later in the afternoon. "That's the beauty of this business. Surprises every day. Another day after a holiday you might not do a thing."

Cardiges is the manager of the only restaurant with a plural name with one location now known to be extant in Delaware, but the plural in the title is a subtle nudge that, to those who may have missed the advertising, Hot Shoppes exist in other states, too. The national chain started in the East in 1928 and has now spread as far west as Salt Lake City.

Hot Shoppes is on the Delaware turnpike and, for those in the mood for a 10-minute drive on the turnpike without paying a toll, is a relatively new restaurant in the neighborhood to sample. Since it is on the main route between New York and Washington it draws a great number of nationally known names who used to frequent restaurants on U.S. 40 while driving between the two towns.

Kate Smith, Cardiges admitted, caused a stir, because she is easily recognized. Mitch Miller, with that beard, is also easily recognized and caused a stir when he dropped by.

"The Harlem Globetrotters were in one day, too, and as tall as these guys are, there was not much point in keeping it a secret, while to keep it in the realm of sports Gino Marchetti has also dropped in. Marchetti is a football player who has retired now and again from a team called the Baltimore Colts, but he also runs a chain of hot dog and hamburger emporia and his visit could have been comparison shopping. This sort of thing does go on.

Also, Cardiges said, Luci Baines Johnson has dropped by three or four times and a couple of times has gone unrecognized.

Once, though, she had the misfortune to drop in when a high school class, possibly on its way to Washington for a tour, poured out of a bus and into the Hot Shoppes.

"She was sitting at a counter at the time," said Cardiges. "She was just sitting there normally, not trying to disguise herself, not trying to call attention to herself, but the word got around. She was mobbed there for a bit."

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Evening Journal, Wilmington, Del. * * * Tuesday, May 25, 1965

Pike Users Spent $5 Million in '64

More than $5 million was spent by travelers last year for food, fuel and tolls on the 11-mile Delaware Turnpike Section of the John F. Kennedy Memorial Highway.

According to the just-released 1964 report of the turnpike, first full year of operation, motorists spent for:

- Tolls, $2.1 million by drivers of about 7 million vehicles.
- Food purchased at the Hot Shoppes restaurant on the turnpike, grossed $1.27 million.
- Gasoline and oil, bought at the Humble Oil Co. service station, $1.8 million.

UNDER concession contracts, the turnpike got about $693,000 from the restaurant and service stations, or about one-third as much as the toll revenue.

In the meantime, business at both the restaurant and service station has been so good that plans are already under way for enlarging the restaurant and establishing another motor vehicle service area.

The report claims that the traffic and income from the concessions have exceeded original estimates.

The turnpike was dedicated Nov. 14, 1963.

The Periscope MAY 26 1965

Selfish Interests

By Christopher Perry
Chief, Dover Bureau

THE GENERAL ASSEMBLY, after compiling a distinguished record in the first few months of its existence, seems now to be trying to erase its forward-looking posture. Most of what it has been doing of late seems motivated almost entirely by the selfish interests of Democratic legislators, politicians, or party faithful.

One proposal is that the Delaware Turnpike come under the jurisdiction of a separate commission instead of remaining under the Highway Commission. There are many good reasons for breaking up the Highway Department, but none of them seem to apply here.

FOR IF THIS one goes through, that 11-mile stretch of roadway will probably acquire the largest staff for its size of any road anywhere. Groundskeepers, policemen, repairmen, drivers, attendants, toll collectors—there's no telling what personnel might be required to run it acceptably. That is, acceptably from the political point of view.

Uncles, aunts, sisters, in-laws, wives, cousins, contributors, workers—there'd be plenty of room on Patronage Strip.

The provision that the county Democratic chairman serve in an ex-officio capacity was left out, perhaps inadvertently, and could of course be corrected by amendment.

THE COMMISSION itself would consist of three New Castle Countians, named by the governor and confirmed by the Senate, and the commission in turn would hire a director and staff. Names floating around for a commission or staff job include Matushefske, together with former State Police Supt. and State Rep. John P. Ferguson, D-Swanwyck Gardens. An endless list of hopefuls could be compiled.

Will the bill pass? The fact that it has eight sponsors (all eight New Castle County Democratic senators) gives it a good start. But the additional votes aren't likely to come from the Republicans and downstate Democrats would be foolish to go rushing in with their northern Delaware counterparts over party apportionment, and this bill in effect would delegate both power and jobs upstate.

The plan seemingly has been advocated only because of its potential for the party. It is difficult to find any other reason for it, for the commission is not needed.

ANOTHER MATTER in which the Assembly has failed to distinguish itself is that of the bill to allow retired state policemen to take second state jobs and retain their pensions, which the governor vetoed last week. As the governor noted, this would be placing the police in a privileged position.

Why is this bill needed? Is it so one or two retired state police officials can better afford to accept appointments as, for instance, magistrates?

And what about the bill to give tenure to teachers with temporary certificates and 10 years employment? One of the "yea" votes came from the senator most upset about the governor's above-mentioned veto, Calvin R. McCullough, D-Holloway Terrace, whose wife just happens to be a teacher with a temporary certificate and over 10 years employment.

Who's leading the way to change the appointing system for members of the Wilmington Board of Education? Sen. Russell D. F. Dineen, D-Wilmington, a mathematics teacher at Wilmington High School and thus an employe of that board. I'll bet other employes wish they had his bargaining power.

The unfortunate conclusion to it all is that more and more this session is degenerating into a scramble to see who can best serve his private interests.

BILL FRANK 5/27/65

The plum-tree turnpike

Now that there don't seem to be any more Republican-controlled agencies around to be ripped out by Democrats, guess what's cooking now?

Why, just another little old attempt to rip out a Democratic agency!

This is the strange phenomenon in Democratic circles — one Democratic faction seeking to rip another Democratic faction.

I refer to Senate Bill 144, recently introduced by Sen. Cal McCullough of Holloway Terrace, New Castle County.

Senate Bill 144 would do this:

—Take the Delaware section of the John J. Kennedy Memorial Highway away from the State Highway Department and put it under a three-member commission from New Castle County.

—Set up a John F. Kennedy Turnpike Commission as "an independent autonomous public entity and agency in the nature of a specialized body politic which is not subject to the supervision and regulation of any other department, body, or agency of this state."

Not bad, eh?

And then this three-member commission would not only operate the 11-mile turnpike, but also maintain it and expand it if necessary.

The story is that this bill is sponsored by all the Democratic senators of New Castle County, and the reason is pretty obvious.

Someone wants to get control of the turnpike and turn it into a real good political plum tree orchard.

There are those who are hopping angry with this idea and are yelling loud and furiously at such shenanigans.

Me? In a perverse sort of a way, I'd like to see the bill enacted.

I'd like to see just how a politically minded commission will take over this vital link in north-south Atlantic seaboard travel and operate it efficiently and economically.

It would be most interesting to see how the proposed commission would police the 11-mile stretch, clear it of snow during and after blizzards, take care of the maintenance, and keep the highway open in the event of serious accidents.

Originally, the Delaware turnpike, from the Maryland Line to a point near the Delaware Memorial Bridge, was part of the interstate freeway system and known as FAI-1.

But when the State Highway Department officials saw how slowly the federal money was trickling in and learned that Maryland had similar problems with its connecting highway, then known as the Northeastern Expressway, it was decided to take it off the federal-aid list.

Delaware and Maryland, in a marvelous joint state venture, finished their highways at the same time as toll facilities, financed by revenue bonds. The two roads were dedicated at the same time, Nov. 14, 1963, by the late President Kennedy.

All the resources and engineering brains of the highway department are behind the Delaware turnpike. State police patrol the turnpike on a contract basis; the snow removal problems are solved by the highway department and charged against the turnpike.

Right now, it is both logical and feasible for this turnpike to be under the jurisdiction of the State Highway Department.

But if this Senate Bill 144 becomes law, we'll have the strange oddity of an 11-mile superhighway under the jurisdiction of a three-member commission which will have to develop its own engineering staff and perhaps its own police force and its own maintenance staff.

There is bound to be confusion when we have two highway agencies—the State Highway Department and the proposed turnpike commission—in existence.

But if that's the way the Democrats want it, then the only way to teach them the errors of their way is to let them do what they have in mind. Others can sit back and have the fun of seeing something that was once worthwhile get all mixed up.

By the way, Senate Bill 144 has one glaring error. It says in Section 13 that the proposed measure is "necessary for the welfare of the state and its inhabitants."

This is nonsense. Why didn't the authors be more honest and say Senate Bill 144 is necessary for the welfare of a group of politicians?