

Saddle River Selected For State College Site

Peking Has Soviet Ear; We'll Wait

Los Angeles Times News Service

WASHINGTON — Some high officials in the Nixon Administration have given up hope that the United States and the Soviet Union will begin talks this year to limit arms production, informed sources said yesterday.

The final blow to whatever hope still existed after the two nations failed to set a date last month came with the announcement that the Soviet Union and communist China had agreed to hold talks to try to settle their differences.

As one official, when asked about the possibility of SALT (Strategic Arms Limitation Talks) sessions starting soon, answered:

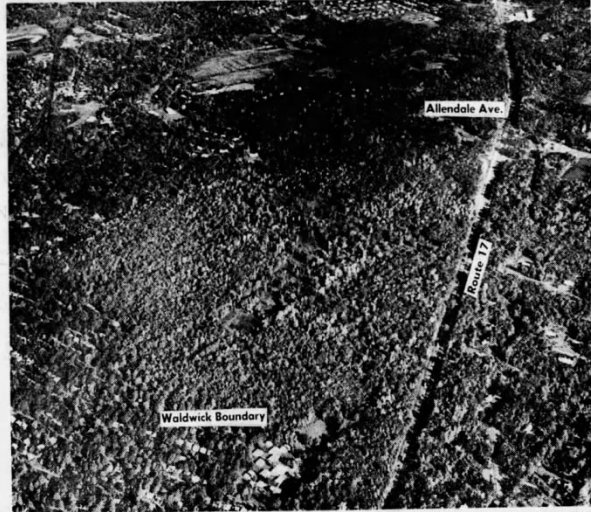
"I think you saw the answer that in this morning's newspapers."

He was referring to the announcement from Peking that talks with Moscow had been agreed upon.

The official went on to give the theory now current in Washington that the Soviet Union, being the possibility of easing tensions along its far eastern frontier, would not want to antagonize the Chinese anew by dealing simultaneously with the United States.

The SALT matter came in for extended discussion at a meeting of the National Security Council that occupied President Nixon and his key advisers yesterday morning. Press secretary Ronald Ziegler would not comment on the outcome of the talks.

The question of when the talks would begin has been puzzling the Nixon Administration and interested observers for months. Since June, the President and his key advisers have been predicting that the talks would be opening soon. Their predictions have not been borne out.



By ALICE OLICK
Education Writer

A 265-acre tract in Saddle River has been selected as the site for the State College of North Jersey.

In a split vote, the college's board of trustees last night recommended locating the main campus of the four-year liberal arts institution in the southwest corner of the junction of Route 17 and Allendale Avenue. The property is near the Allendale and Walwick borders.

The trustees said that the tract might be purchased for as low as \$10,000 an acre, based on preliminary conclusions of expert real estate appraisers.

Undeveloped Property

The board said the residentially zoned undeveloped property is owned by 16 persons or companies, and should not be difficult to assemble as a parcel.

Trustee Mrs. Florence Thomases of Englewood opposed the site, but declined to discuss her reasons. She said these are stated in a report to the state Board of Higher Education, which must approve the college board's selection. Trustee Don E. Carter of Fort Lee was absent from the meeting, but Board Chairman Robert B. Clark said Carter also opposes the site. "The board stands 6 to 2 on the issue," Clark said.

Carter and Mrs. Thomases reported to have preferred a Hackensack location lying north and south of Route 80 along the Hackensack River. This is the tract the Bergen County Planning Board recommended for the college, based on population growth trends and accessibility.

Public Hearing Planned

The trustees will conduct a public hearing regarding the site, investigate how the properties can be acquired, and obtain an engineering study of the land.

Dickinson DeBevoise, chairman of the site selection committee, said the trustees are prepared to compensate for choosing a suburban location away from the county's most densely populated area by setting up small satellite campuses in several other places.

In a recommendation to be forwarded to the Board of Higher Education, the trustees called for the establishment of one or more adjunct sites, at which special programs may be set up in cooperation with selected business, governmental, and educational agencies.

Easy To Reach

The trustees suggest that one center could become a focal point for the development of college services in a downtown location easy to reach by public transportation.

In other cases, say the trustees, centers located in business or research complexes would serve as laboratories in which

BIRD'S-EYE VIEW — Looking north along Route 17, college would be built in wooded area to the west.

A Town's Way Of Life Is Threatened

By ROGER REIRNE
Staff Writer

For Saddle River's borough of 2,500 residents who have expressed pride in what they call their country-style life, the future was to be secured by residential zoning in large two-acre-home sites.

The possibility of adding the State College of North Jersey's campus threatens one corner of that plan in many ways—loss of tax ratables, more police and fire services,

and the general business of more people to accommodate.

"It comes as a surprise," Mayor George Vargish said today about the campus possibility. "I have to think about how I feel about this. We are residentially minded, deeply so. What a campus would involve is something we have not been thinking about lately."

The borough's tax rate at \$1.55 is the third lowest in the county, a figure that is

kept low with comparatively few commercial ratables—mostly from about 20 retail businesses.

Vacant land sells for \$10,000 an acre and up. Zoning requires two-acre sites for homes.

Plans offered for developing the 265 acres at the southwest corner of Allendale Avenue and Route 17, now proposed for the campus, include a marginal road to run parallel to Route 17. "This would raise

the value to close to \$40,000 an acre for home sites where there would be access to the road," a realty agent estimated.

Under construction and scheduled for completion by next fall is an underpass at the juncture of Route 17 and Allendale Avenue. The borough's zoning for two-acre tracts was considered a shield against the small-scale development that might have followed. Population projection

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Defeat Is Forecast

Bus Drivers Vote Tonight On New Offer

Bus drivers will vote tonight on a new Inter-City Bus Co. offer which a union leader calls worse than the original proposal.

Greg Meehan, chairman of the striking Local 69 of the United Transportation Union, said he felt certain that his men would reject the contract.

The new offer calls for a 20-cent-an-hour increase this year and 10 cents the following year—compared to an original offer of 14 and 15 cents. However, Meehan said differences

fringe benefits and working conditions made the offer worse than the first one.

Most of the 500 striking drivers now get \$3.42 an hour. The week long strike has affected about 25,000 commuters in Bergen, Passaic, Morris, and Essex counties.

Assuming that the contract would be rejected, Meehan predicted negotiations would be resumed tomorrow.

The drivers, represented by Locals 69 and 661 of the United

Transportation Union in Paterson and Maywood, earn slightly less than workers for competing bus lines.

Orange and Black Bus Lines, which operates commuter service from Fort Lee south to Lincoln Tunnel and New York City, pays its drivers \$3.53 an hour. The wage has increased 40 cents in two years and negotiations for a new contract will begin early next year.

Manhattan Transit Co., which serves Hackensack, Paterson and Passaic, pays its 230 driv-

ers \$3.51 an hour, an increase of 40 cents in a two-year contract that expires in the spring of 1970.

Drivers in the two companies are represented by the Transport Workers Union of America, Local 222, Hackensack.

Rockland Coaches, Inc., which serves some 30,000 commuters from Rockland and Bergen counties, increased its salary for bus drivers to \$3.54 an hour last Friday. The hike came in a two-year contract negotiated in April 1968. At the time of the

1968 negotiations, the hourly wage for bus drivers was \$3.31. The first pay step was \$3.44.

Hudson Transit Lines Inc., which operates the Short Line Bus System, pays its drivers on miles driven instead of an hourly wage. Salaries are figured like this because most of Short Line's runs are much longer than those made by other companies.

Short Line's briefest run is from New York City to Mahwah. It also services Middle-

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brow. —ALICE OLICK

Saddle River Site

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advanced students could pursue specially designed programs of independent study.

The principal center or centers would include recreational and food-service facilities, and would be served by express bus service to and from the central campus. The board said this would allow all students to make use of main campus facilities without incurring delays or expensive traveling costs.

The trustees said studies with governmental agencies already have been started regarding programs for urban renewal areas.

The college expects to open with about 800 students in an interim building by the fall of 1971.

A majority statement from the board listed the following criteria for choosing the Saddle River location:

1. It permits the entire area of the county to be served, and is accessible from Route 17 and the Garden State Parkway to potential students from Essex, Passaic, and parts of Morris County.
2. It is close to the rapidly growing complex of Ridgewood, Paramus, and Fair Lawn areas, which will supply many jobs for students needing financial assistance. Establishment of adjunct centers, scholarship aid, and transportation assistance will amply recognize the special need to help disadvantaged students.
3. The land can be obtained at relatively low cost, and consulting architects advise there would be no unusual construction problems with the tract.
4. The parcel will provide ample acreage for future expansion.

The board said the proposed Hackensack site was rejected because of prohibitive costs of acquiring the property, and anticipated high building costs due to extremely wet soil conditions.

The board said it rejected a 243-acre tract north of Route 4 in Englewood because it would have been too expensive and is steeply graded.

A proposed 320-acre site in Franklin Lakes was turned down because it was considered too remote from existing population centers and too close to Paterson State College in Wayne.

