

STORIES of New Jersey

The first transport company to operate from the new airport was Colonial Western Airways, now American Airlines, which had leased two acres on the eastern margin of the field for a passenger station and maneuvering space.

Newark Airport developed rapidly during 1929. In January Lieutenant Richard Aldworth, on leave of absence from the Army Air Corps, became Superintendent. Some months later, upon being refused an extended leave to continue his airport work, Aldworth resigned from the army. He at once instituted a progressive program designed to achieve more effective field operations. That same month construction was started on four more hangars.

In February 1929 Newark Airport was designated as eastern terminus for all air-mail service. It was not until the next year, however, that the other three great airline systems, Eastern, United and Transcontinental & Western Air (TWA) joined American Airlines at Newark and together erected a post office building on the easternmost edge of the field. In the meantime, Eastern and United used a shuttle service to carry the mail from Hadley Field to Newark.

By 1931 Newark Metropolitan Airport was known all over the world. In 1937 it shipped a large percentage of the country's air mail, 34.8% of the express and 27.1% of the passenger traffic.

THE AIRPORT TODAY

To keep pace with the rapid expansion of commercial aviation, Newark Airport required additional facilities. Mayor Meyer C. Ellenstein inaugurated a vigorous program designed to make Newark the center of commercial aviation in the east. In 1934, therefore, work on the present Administration Building was begun by the Federal Civil Works Administration. Built at a cost of \$700,000, the two-story brick and concrete building is of modern design. Its main section, 200 feet long, has two wings extending outward 100 feet at a 45-degree angle. In the future, when the field has been cleared of obstacles and the transport companies have given up their separate stations, this arrangement will permit eight transport planes to taxi up to the building simultaneously, take on and discharge passengers and maneuver without interfering with each other.

On the ground floor are the concourse, a lunch counter, waiting rooms and offices for the major airlines, for Airline Feeder System, Inc., which runs a shuttle airplane service between large and small airports in the northeast, for the State Aviation Commission, the airport physician and for newspapermen who write daily columns about events at the port.

Upstairs a spacious lobby leads onto two open-air terraces overlooking the field. From here can be seen the hangars of the great transcontinental airlines, the N. J. State Military Unit, Eastern Aeronautical Corp., Newark Air Service and the Standard Oil Co., which operates a fleet of planes to transport company officials about the country and to test the firm's airplane products. Beyond the broad expanse of open land are the sparkling waters of Newark Bay, on which ride ships laden with cargo from all the continents. To the south are visible the Goethals and Bayonne spans connecting New Jersey and Staten Island. Adjoining the second-floor lobby are the offices of the Airport Superintendent and the Airways Traffic Control Station. The latter is operated by the Civil Aeronautics Authority, which regulates all private and commercial flying among the 48 States. Atop the Administration Building at the rear is the airport's own Traffic Control Tower, a glass tower room reached by a spiral stairway from the second floor. These two offices share control over all airplane travel to and from the airport.