

Loeb Sends 2 Aides to D.C. To Push for X-way Projects

By NULL ADAMS

Press-Scimitar Politics Editor

Two City Hall officials today took off for Washington to press for action on two major Memphis expressway projects.

Mayor Henry Loeb, after a busy weekend on the telephone talking about the projects, dispatched Charles Blackburn, public works director, and Tom Maxson, city engineer, to Washington this morning for a series of conferences to:

- Get the Overton Park expressway, which is now in a state of delay because of the administration change in Washington, moving again.

- Use every effort to reinstate the \$38 million riverfront expressway to the list of active projects included in the expanded highway system program.

Maxson and Blackburn were to meet with U.S. Sen. Howard Baker Jr. and Congressman Dan Kuykendall and the four were expected to go together to see John Volpe, the new Secretary of Transportation, about the Memphis projects.

Meanwhile in Washington, there was a flurry of activities preparing for the visit of Memphis officials.

Congressman Kuykendall called Volpe's office, went to

see Rep. Gerald Ford, GOP House leader, and had a luncheon meeting with Sen. Baker, setting up meetings late today and tomorrow on the Memphis expressways.

Francis Turner, soon to be named federal highway administrator to succeed Lowell Bridwell, was expected to join the conferences.

In Nashville last week, Charles Speight, State Highway Commissioner, said land acquisition for the expressway through Overton Park had been halted because of the change of administrations in Washington until some word was received.

Washington efforts by the Memphis officials today will be directed toward resuming land acquisition for this route and getting construction work going.

Senator Baker said Saturday he had planned to work to get the riverfront expressway, skirting the Mississippi River from E. H. Crump Boulevard to the point where Interstate 240 swings from north to east, back into the active federal projects.

Congress last year authorized the Transportation Department to add 1,500 miles to the interstate highway system. The 8.9 mile riverfront expressway was at the top of Tennessee's recommended projects but the state didn't get a single mile of new highway authorization.

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