

ment of our interurban bus system in this State. Safeway Trails, Inc., we Marylanders do not forget, is a Maryland institution, having been chartered under our laws in April, 1937. We, therefore, take great pride in the growth and progress of Trailways. . . .

And now, it is my pleasure, as Governor of Maryland, to cut the ribbon to open formally this new Trailways Bus Terminal Building in Baltimore.

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## REMARKS AT OPENING OF A PORTION OF THE BALTIMORE BELTWAY

October 11, 1961

During the past few years, the words—Baltimore Beltway—have undergone a dramatic change in meaning. At first, the words described a planner's dream, a great circumferential route around the nation's sixth largest city; a route that would link the rapidly growing communities around the perimeter of the city; a route that would give economic and cultural unity to the scattered thousands living and working in this suburban region.

But, at first, Baltimore Beltway was only a series of lines on a map. Highway location specialists and survey parties began to give substance to the Baltimore Beltway as they pounded stakes into the ground in advance of construction. Right-of-way agents from the State Roads Commission began to buy property and the Beltway became closer to reality. Sections of the great road were built at various locations around the city and the popularity of the highway rapidly asserted itself as traffic counts of 20,000 and 25,000 vehicles a day were registered.

Today, we open up yet another section of the Beltway marking the halfway point of the project. Approximately fifty per cent of the 33-mile route will be open to traffic after we cut this ribbon here this morning. And even as we conduct that happy chore, the work goes on. Just to the west of Belair Road, another section of the Beltway is taking shape. . . . By next summer, the Beltway will be finished.

The completion of the Baltimore Beltway was one of the prime targets of this Administration. Great volumes of traffic now using two-lane winding roads through the suburban regions will then have an expressway facility from Ritchie Highway to Pulaski Highway.

When the present State Roads Commission took office, it conducted regional meetings all over the State. In the urban regions of our State,