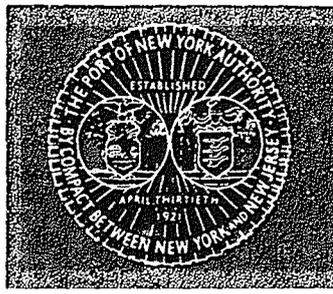


H. STANLEY J. MORRILL
FROM 1937 - 1948

1948



THE PORT OF NEW YORK AUTHORITY

Commissioners—New York

HOWARD S. CULLMAN

Chairman

EUGENE F. MORAN

BAYARD F. POPE

S. SLOAN COLT

CHARLES S. HAMILTON, JR.

CHAS. H. SELLS

Commissioners—New Jersey

JOSEPH M. BYRNE, JR.

Vice Chairman

FRANK D. ABELL

DONALD V. LOWE

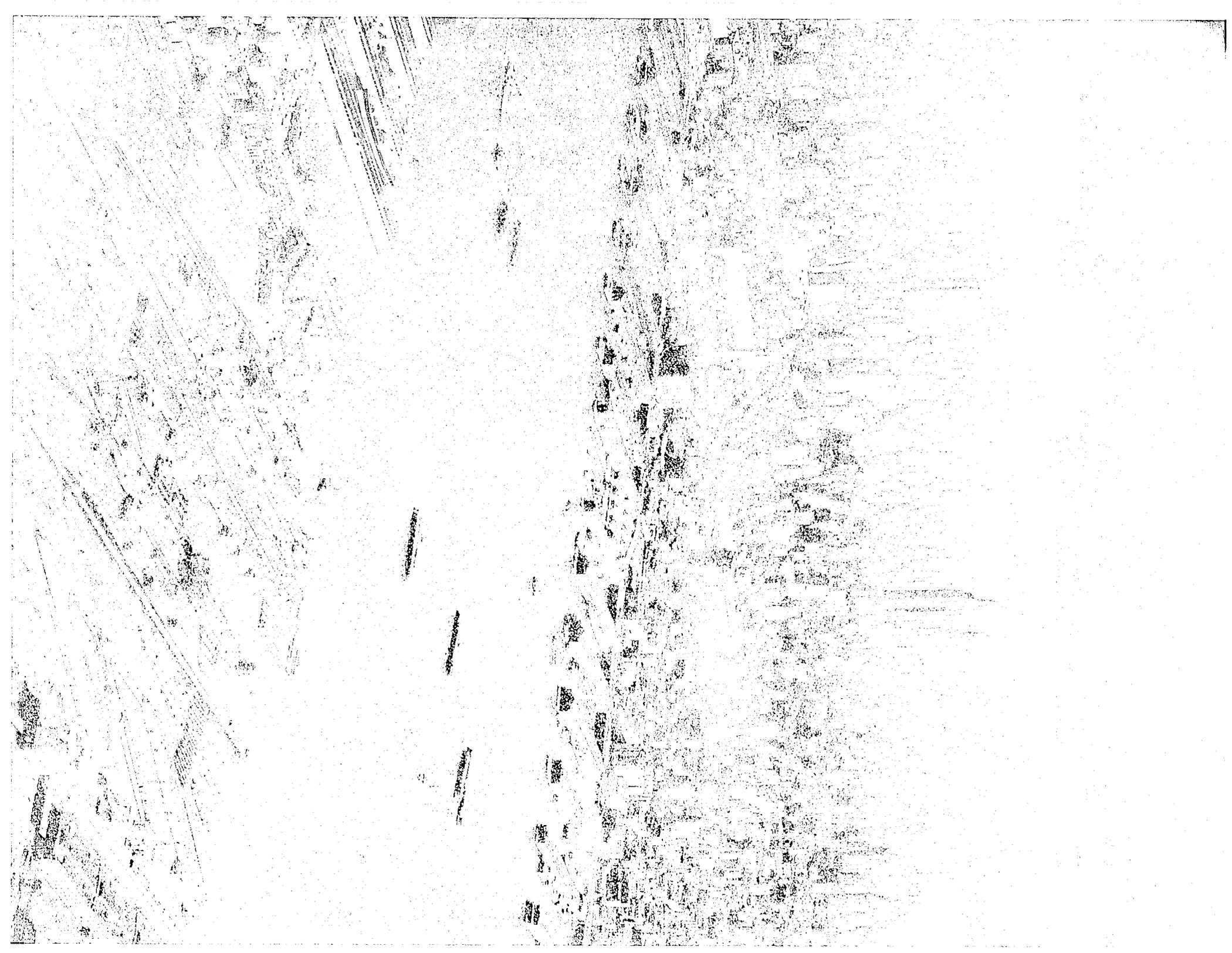
F. PALMER ARMSTRONG

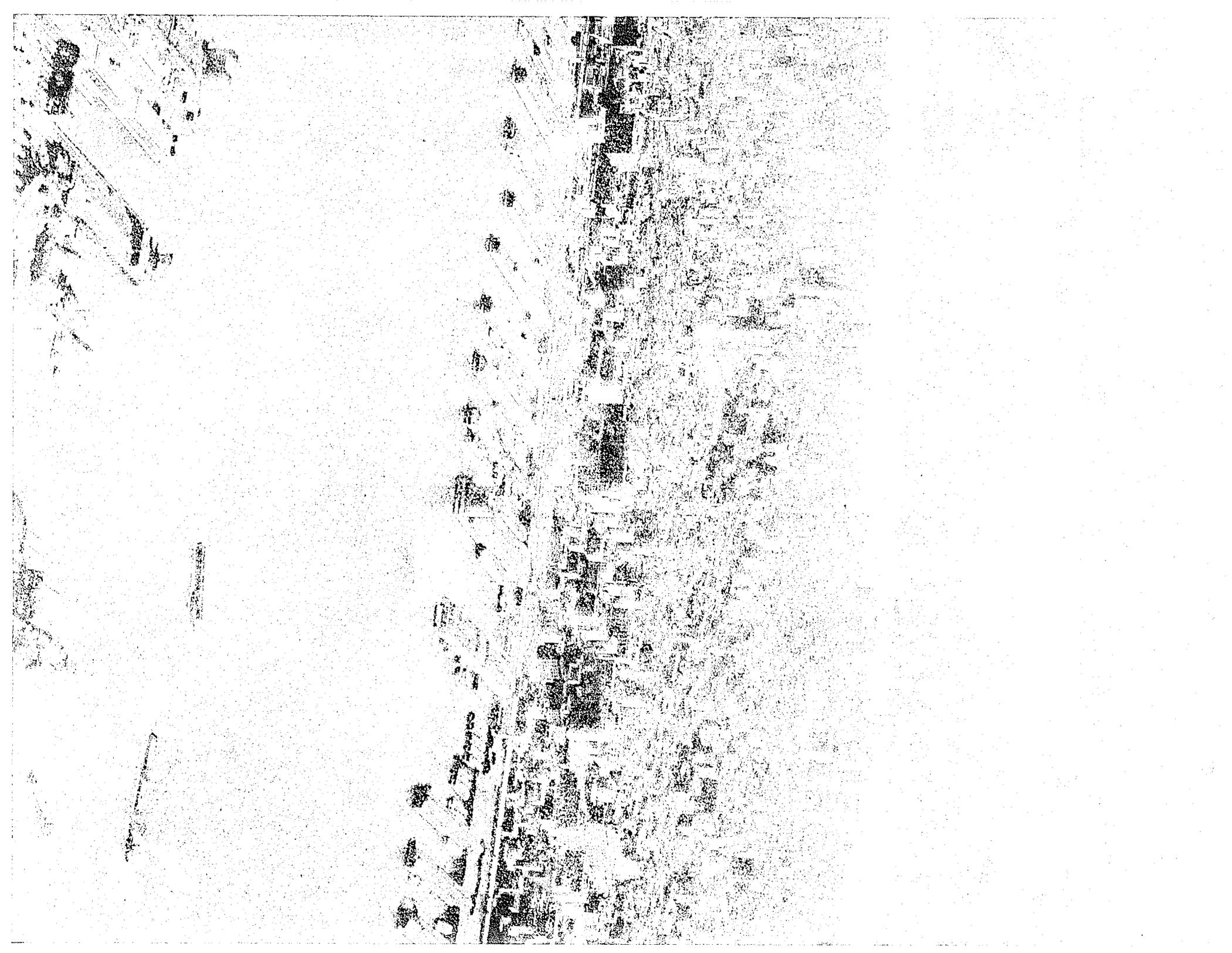
HORACE K. CORBIN

JOHN BORG

Twenty Eighth **194**
Annual Report

387.1
P83A
1948
copy 1





TWENTY-EIGHTH ANNUAL REPORT
THE PORT OF NEW YORK AUTHORITY

28th
Annual Report

THE PORT OF NEW YORK AUTHORITY



FOR THE YEAR ENDED DECEMBER 31, 1948



HONORABLE THOMAS E. DEWEY
Governor of the State of New York



HONORABLE ALFRED E. DRISCOLL
Governor of the State of New Jersey

In 1921 the States of New Jersey and New York agreed in their Port Treaty that:

"A better coordination of the terminal, transportation and other facilities of commerce in, about and through the Port of New York, will result in great economies, benefiting the nation, as well as the States of New York and New Jersey;"

and the two States agreed that:

"The future development of such terminal, transportation and other facilities of commerce will require the expenditure of large sums of money and the cordial cooperation of the States of New York and New Jersey in the encouragement of the investment of capital, and in the formulation and execution of the necessary physical plans."

They decided that:

"Such result can best be accomplished through the cooperation of the two States by and through a joint or common agency."

New Jersey and New York therefore pledged:

"each to the other, faithful cooperation in the future planning and development of the Port of New York, holding in high trust for the benefit of the nation the special blessings and natural advantages thereof."

COMMISSIONERS—NEW YORK
HOWARD S. CULLMAN, Chairman
EUGENE F. MORAN
BAYARD F. POPE
S. SLOAN COLT
CHARLES S. HAMILTON, JR.
CHAS. H. SELLS



COMMISSIONERS—NEW JERSEY
JOSEPH M. BYRNE, JR., Vice Chairman
FRANK D. ABELL
DONALD V. LOWE
F. PALMER ARMSTRONG
HORACE K. CORBIN
JOHN BORG

THE PORT OF NEW YORK AUTHORITY

111 Eighth Avenue-at 15th Street New York 11 NY

To the Honorable Alfred E. Driscoll, Governor, and the

Legislature of the State of New Jersey:

To the Honorable Thomas E. Dewey, Governor, and the

Legislature of the State of New York:

THE plan of port development which the two States agreed to under the Treaty of 1921 directed the Port Authority to go forward with the development of the public terminal and transportation facilities of the Port District of Northern New Jersey and New York. In furtherance of that continuing plan of port development the two States gave their joint port agency "full power and authority to purchase, construct, lease and operate any terminal or transportation facility within" the Port District.

The States directed the Port Authority to proceed with the development of the Port "as rapidly as may be economically practicable." They vested their port agency with "all necessary and appropriate powers" to go forward with the States' plan of port development, except "the power to levy taxes or assessments. . . . The Port Authority shall be regarded as the municipal corporate instrumentality of the two

States for the purposes of developing the Port and effectuating the pledge of the States in the said Compact.”

We submit this Report, Your Excellencies, in the confident belief that in the year 1948 that sovereign pledge, and those original plans and expectations, were richly fulfilled.

Most of our first quarter century of service to the people of the New Jersey-New York Port District, so far as the actual construction and operation of transportation and terminal facilities are concerned, was devoted to the financing and construction of the great network of tunnels and bridges that link Manhattan and Staten Island with the New Jersey mainland. The past five years, however, have provided us with opportunities, without adding to the tax burden, of acquiring and constructing important land, sea and air terminals which are vital to the continuance of the pre-eminence of the Port of New York as the world's premier crossroads.

Highlights of our efforts in 1948 included our proposal to the City of New York, at the Mayor's request, for a \$114,000,000 development and improvement program of the municipally-owned waterfront facilities. We inaugurated service at the new Port Authority Grain Pier and Gallery, a part of our Grain Terminal property in Brooklyn, and the first and only new pier to be built in New York Harbor since World War II. We also began operation and rehabilitation of Port Newark, under the terms of our fifty-year leasehold with the City of Newark, and succeeded in increasing that Port's business.

We moved toward completion of a resurvey of the New Jersey waterfront at Governor Driscoll's request. Your Excellencies received the report on this work on February 10, 1949, and it will become a part of our next Annual Report.

We completed eighteen months of operation and improvement of La Guardia Airport, and commenced operation and development of New York International Airport at Idlewild under the terms of our fifty-year lease with the City of New York. We also began operation and improvement of Newark Airport under our Newark

lease. To complete our regional system of air terminals in the Port District we entered into a contract to purchase our fourth airport at Teterboro, New Jersey.

In the latter part of December 1948 a group of air carriers, led by American Airlines and Pan American Airways, commenced suit in the Supreme Court of the State of New York in Queens County, asking, in effect, for a judicial finding that the Idlewild leases which had been executed in 1945 between the City of New York and those airlines, giving them a virtual monopoly at New York International Airport, were valid and binding. The airlines also asked that the Court enjoin the Port Authority from preventing their use of that airport under the terms of the 1945 leases. We recognize those leases as valid and binding regardless of their unconscionable terms. We had done nothing whatever to prevent the airlines from using New York International Airport under the terms of the leases. The suit, therefore, seems rather pointless.

It has developed in recent weeks that the airlines are really attempting to compel the Port Authority to give them rights and privileges for the use and occupancy of facilities at New York International Airport that are not covered or provided for in any way under the terms of the 1945 leases. This we are prepared to do only if the airlines will fulfill their repeated assurances to the Port Authority, prior to the execution of our leasehold agreement with the City of New York in 1947, that they were willing to sit down and renegotiate the unsound, unworkable leases.

We are pleased to report to Your Excellencies that we had an unusually active and successful year in connection with our statutory obligation to promote the movement of commerce through the Port of New York, and to protect it from political rate rigging that would place this gateway in an unfavorable competitive position. Our Cleveland and Washington Trade Promotion Offices, opened during the year to augment the effective work of our Chicago office, have more than fulfilled our expectations, and are playing an important part in port business.

We have the honor to report that the financial condition of your agency remains

excellent, and enables us to continue our service to the people of the metropolitan New York and New Jersey Port District in developing for them, without tax burden, public transportation and terminal facilities, and in promoting on their behalf movement of commerce into and out of our great harbor. Traffic over our interstate facilities was the highest on record. Our railroad and waterfront terminals continued to produce satisfactory net returns. At the end of the year we were demolishing structures on our Bus Terminal site, preparatory to breaking ground for the structure, and our Newark and New York Union Motor Truck Terminals were well on the way toward completion.

Respectfully submitted,

Wm. J. Brennan

Eugene J. Moran

Raymond T. Pope

Wm. L. ...

Charles S. Hamilton, Jr.

Chas. W. ...

Samuel ...

Frank L. Ables

Donald T. ...

F. Palmer Armstrong

Horace ...

John ...

April 15, 1949 — New York, N.Y.

THE PORT OF NEW YORK AUTHORITY

28th Annual Report

C O N T E N T S

Bridges and Tunnels	1
Airports	7
Marine Terminals	45
Rail, Truck and Bus Terminals	69
Port Promotion and Protection	77
Administration	97
Financial	105
Index	132



PORT AUTHORITY FACILITIES



GEORGE WASHINGTON BRIDGE

Second longest suspension bridge, spans the Hudson River between 178th Street, New York, and Fort Lee, New Jersey.



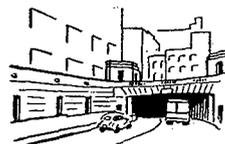
LINCOLN TUNNEL

Under the Hudson River between midtown Manhattan and Weehawken, New Jersey. A dual-tube, four-lane vehicular crossing.



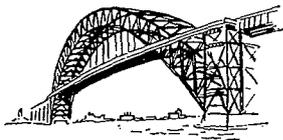
OUTERBRIDGE CROSSING

Over Arthur Kill between Perth Amboy, New Jersey, and Tottenville, Staten Island. Named in honor of E. H. Outerbridge, first Port Authority Chairman.



HOLLAND TUNNEL

Between Canal Street, New York, and Jersey City. The first roadway link between New York and New Jersey opened in 1927.



BAYONNE BRIDGE

Longest steel arch bridge, connects Bayonne, N. J. and Port Richmond, S. I. Arch span is 1,675 feet over water.



LA GUARDIA AIRPORT

One of the busiest air terminals in the world. Used in 1948 by more than two and one-half million passengers and over a million Observation Deck visitors.



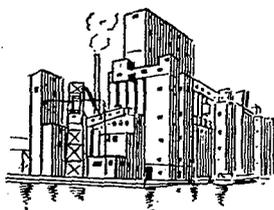
GOETHALS BRIDGE

Between Elizabeth, N. J. and Howland Hook, S. I. Named in honor of builder of the Panama Canal, who was first Port Authority Consulting Engineer.



NEW YORK INTERNATIONAL AIRPORT

Largest in the world, covers 4,900 acres or the equivalent of one-third of Manhattan. Seven great runways total more than ten miles in length.



PORT AUTHORITY GRAIN TERMINAL

On Gowanus Bay, Brooklyn. Adjacent is Columbia Street Pier for general cargo ocean vessels.



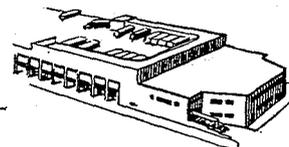
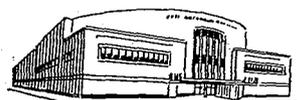
NEWARK AIRPORT & PORT NEWARK

One of the pioneer public air terminals of the country, and a municipally-built marine terminal for ocean going-vessels.

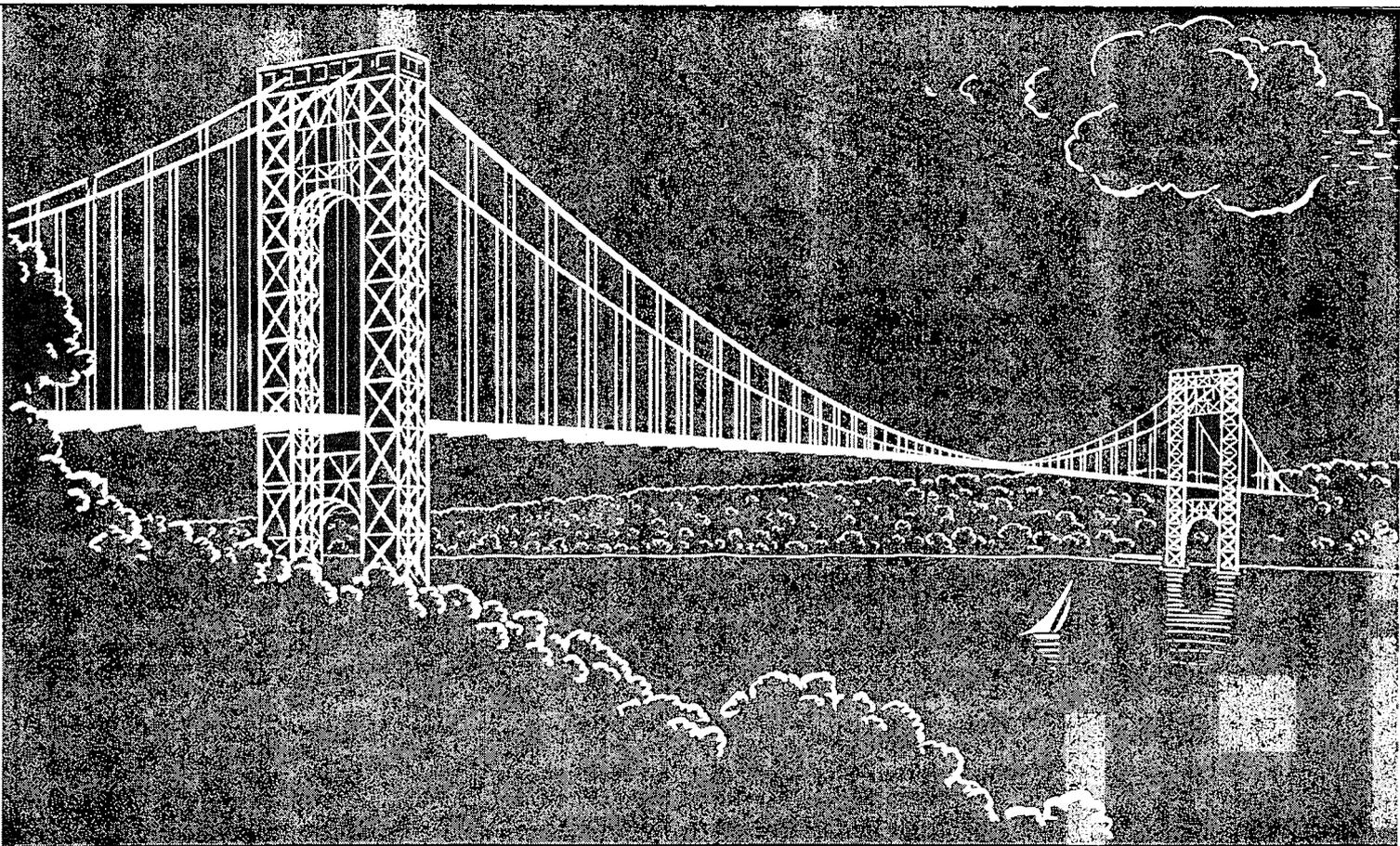


UNION RAILROAD FREIGHT TERMINAL

In the Port Authority Building, Eighth Avenue at Fifteenth Street. A "post office" for less-carload rail freight.



Under construction: PORT AUTHORITY BUS TERMINAL in midtown Manhattan, largest in the world; NEW YORK UNION MOTOR TRUCK TERMINAL and NEWARK UNION MOTOR TRUCK TERMINAL, two largest in the world . . . for relief of bus and truck traffic and shipping economy in the Port of New York District.



BRIDGES AND TUNNELS

Port Authority Bridges and Tunnels Handle Their Greatest Volume of Traffic

In 1948 the six Port Authority vehicular crossings handled the highest traffic volume in their history, a total of 47,041,975 vehicles. Despite the unusually severe weather in January 1948, resulting in a decrease of 851,000 vehicles under January 1947, the 1948 traffic volume topped the 1947 figure by 2,563,925, or about 6 per cent.

Comparative traffic figures by facility follow:

	1948 (000 omitted)	1947	Increase	% Increase
Holland Tunnel	15,600	15,463	137	1
Lincoln Tunnel	11,121	10,635	486	5
George Washington Bridge.....	15,484	14,074	1,410	10
Bayonne Bridge	1,918	1,745	173	10
Goethals Bridge	1,568	1,442	126	9
Outerbridge Crossing	1,351	1,119	232	21
Total.....	47,042	44,478	2,564	6



TRAFFIC

		 PASSENGER CARS Number	 BUSES Number	 TRUCKS Number	 OTHER Number	 TOTAL VEHICLES Number
 HOLLAND TUNNEL	1948	11,672,398	259,583	3,655,953	12,190	1948 15,600,124
	1947	11,642,069	256,662	3,551,580	12,881	1947 15,463,192
 LINCOLN TUNNEL	1948	7,417,263	1,523,302	2,172,147	8,395	1948 11,121,107
	1947	7,211,014	1,469,558	1,944,607	10,204	1947 10,635,383
 GEO. WASHINGTON BRIDGE	1948	13,522,462	565,544	1,378,557	17,801	1948 15,484,364
	1947	12,246,352	624,337	1,186,740	16,447	1947 14,073,876
 STATEN ISLAND BRIDGES	1948	4,092,763	94,610	641,050	7,957	1948 4,836,380
	1947	3,632,937	94,141	571,286	7,235	1947 4,305,599
 ALL FACILITIES	1948	36,704,886	2,443,039	7,847,707	46,343	1948 47,041,975
	1947	34,732,372	2,444,698	7,254,213	46,767	1947 44,478,050

NOTE: Scale varies between facilities



TOLL REVENUE

		 PASSENGER CARS Revenue	 BUSES Revenue	 TRUCKS Revenue	 OTHER Revenue	 TOTAL REVENUE
 HOLLAND TUNNEL	1948	\$ 5,823,757	249,174	3,092,307	3,046	1948 \$9,168,284
	1947	5,795,640	235,001	2,978,457	3,218	1947 \$9,012,316
 LINCOLN TUNNEL	1948	3,701,342	1,517,082	1,771,218	2,099	1948 \$6,991,741
	1947	3,591,696	1,454,337	1,571,879	2,548	1947 \$6,620,460
 GEO. WASHINGTON BRIDGE	1948	6,758,525	565,498	1,181,175	4,449	1948 \$8,509,647
	1947	6,117,938	624,279	1,009,106	4,110	1947 \$7,755,433
 STATEN ISLAND BRIDGES	1948	1,587,383	65,405	430,425	1,947	1948 \$2,085,160
	1947	1,443,610	84,643	393,934	1,780	1947 \$1,923,967
 ALL FACILITIES	1948	17,871,007	2,397,159	6,475,125	11,541	1948 \$26,754,832
	1947	16,948,883	2,398,261	5,953,375	11,657	1947 \$25,312,176

NOTE: Scale varies between facilities

The George Washington Bridge showed a substantial increase in traffic of about 1,410,000 vehicles, so that the total of 15,484,000 vehicles handled by this mighty span over the Hudson was only 116,000 under the Holland Tunnel's 15,600,000.

The capacity of the George Washington Bridge was increased about 5,000,000 vehicles a year by the two new center lanes opened in 1947. It is expected that the bridge will deprive the Holland Tunnel of its title of the busiest Hudson River crossing next year and in the years to come.

Emergency Services

Calls for emergency service at our bridges and tunnels declined sharply from one for every 2,900 vehicles in 1947 to one for every 4,687 vehicles in 1948, a decrease of about 60 per cent. During the war and immediately afterward, because of old vehicles, worn-out equipment and bad tires, there was a high percentage of stoppages at our facilities. Replacement of over-age buses, trucks and passenger cars, and availability of machine parts and tires greatly improved the situation. During the year we handled, at our trans-Hudson crossings, 9,004 emergency calls, while 42,205,595 vehicles used these facilities.

We continued free towing and similar services at our tunnels and bridges and found, as in the past, that our patrons were most appreciative of the outstanding efficiency and courtesy of our emergency crews and traffic officers.

Bridge and Tunnel Approaches

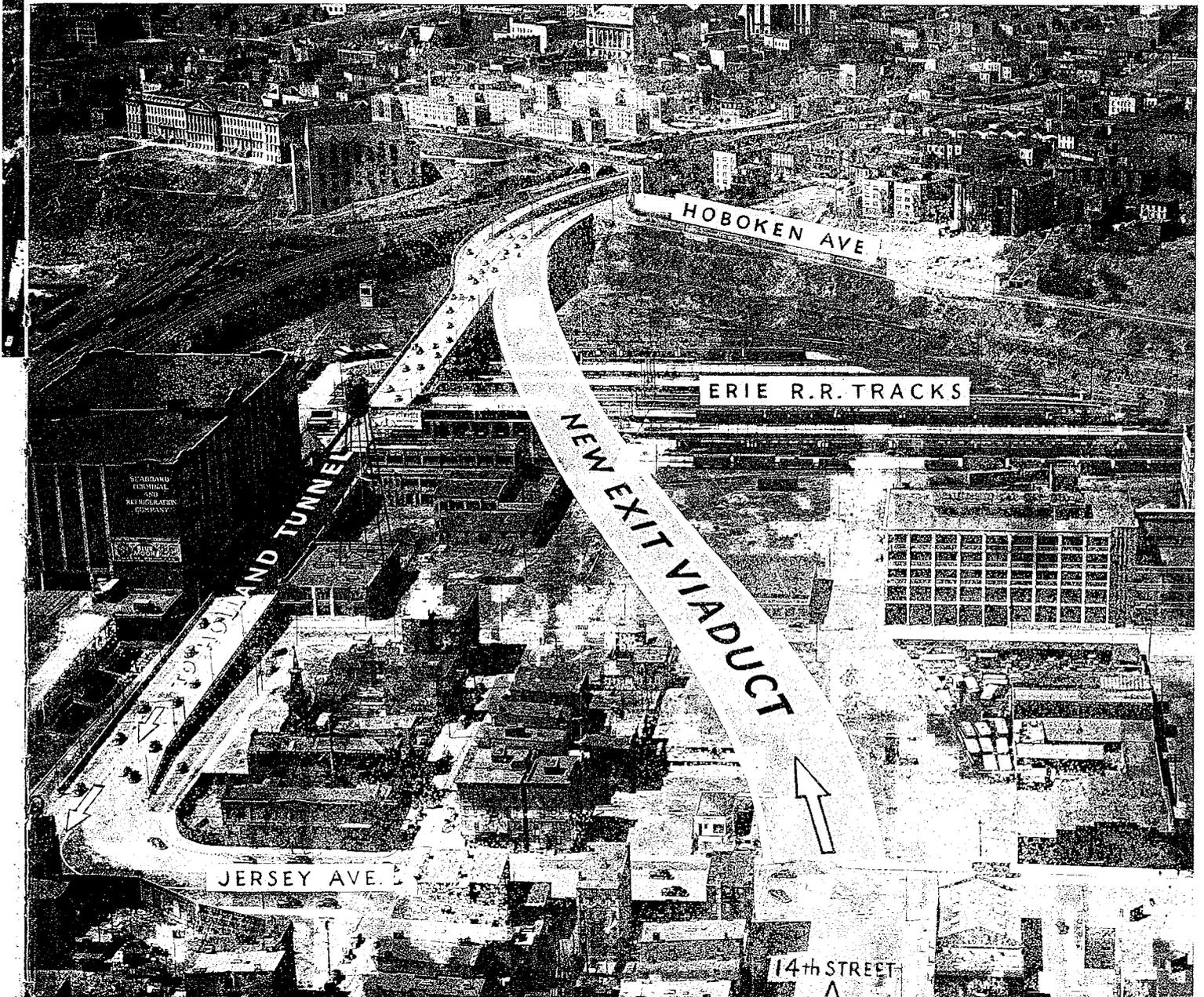
During 1948 we made considerable progress toward improving the approaches to the George Washington Bridge and the Holland Tunnel to help handle increased traffic. In June we arranged to purchase for \$87,000, from the Erie Railroad Company and the Erie Land and Improvement Company, the necessary easements for the Holland Tunnel Exit Viaduct in Jersey City. This viaduct will be an elevated extension of Fourteenth Street from the tunnel exit plaza at Jersey Avenue across the Erie Railroad, to connect with the underpass leading to the Pulaski Skyway. It will double the capacity of the present Twelfth Street viaduct connecting the tunnel with the Pulaski Skyway and Hudson Boulevard, and eliminate a traffic bottleneck at that point.

In September we awarded a contract of \$767,435 for the viaduct foundations, and at the end of the year six of the required twenty-six piers had been excavated, four pier foundations had been concreted and two piers back-filled. We also awarded a contract of \$715,810 for the steel work for the viaduct.



SPIRALING DOWN from the high Palisades, the New Jersey viaduct approach to Lincoln Tunnel portals (center) provides an expressway link between main cross-country and north-south arteries and the tunnel to Manhattan. Only such efficient and functional approach systems can assure the full public benefit of a tunnel or bridge, though they must be built at heavy additional costs. More than \$63,000,000 has been spent by the Port Authority on bridge and tunnel approaches in New Jersey and New York. Additional approaches under construction on both sides of the Hudson will cost over \$10,000,000.

ELIMINATING A BOTTLENECK at the Jersey City exit from the Holland Tunnel. This 2,000-foot-long new Holland Tunnel Exit Viaduct over Erie Railroad tracks to the Pulaski Skyway connection (at top) will eliminate congestion on existing viaduct at left. Heavy Jersey-bound traffic from the Holland Tunnel exit along Fourteenth Street must now make a sharp left turn on Jersey Avenue, then a sharp right to a viaduct carrying two-way traffic. The new Port Authority Exit Viaduct, begun in late 1948, will allow separate streams of one-way traffic with no turns, greatly lessening week-end traffic jams.



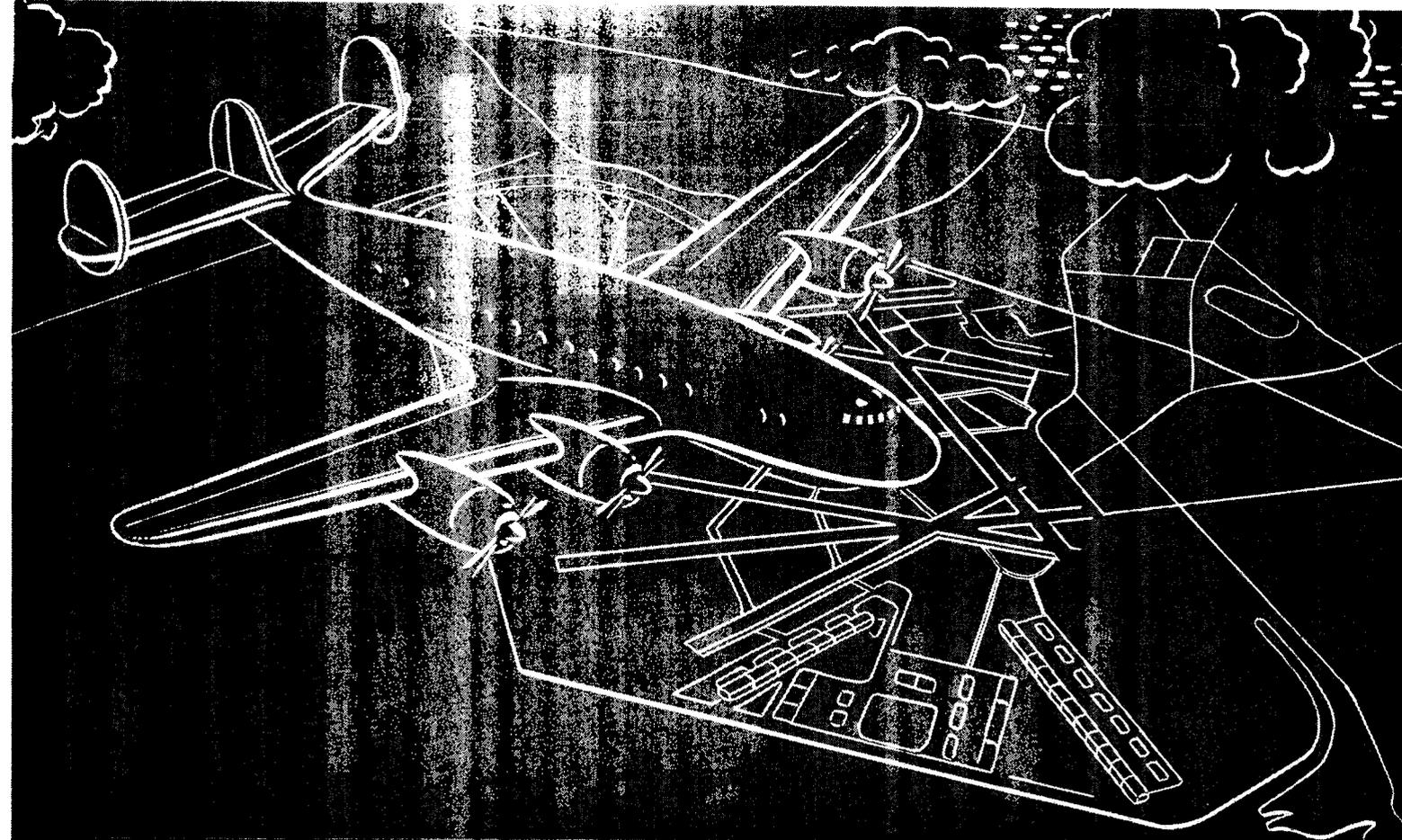


We continued our efforts to help solve the traffic problem at the Manhattan plaza of the Holland Tunnel, and we met with representatives of the President of the Borough of Manhattan and the City Construction Coordinator on plans for connections to any future Lower Manhattan Crosstown Expressway.

Bids were received late in December for construction of the 179th Street Tunnel approach to the George Washington Bridge. Construction of this underground approach, which will parallel the existing 178th Street Tunnel, will begin with the arrival of spring weather in 1949. When completed, this new traffic artery will furnish a two-lane one-way connection with the proposed Cross-Bronx Expressway, a direct route between the George Washington Bridge and New England.

Highway Planning

We continued our liaison with the highway agencies of New York and New Jersey, as well as with such agencies of counties and municipalities within the Port District. The highway program for the State of New Jersey was reviewed with the State road officials to coordinate their plans with the connections to Port Authority bridges, tunnels and terminal facilities. We were in communication with the Public Roads Administration in Washington to assure the coordination of its plans for highway arteries as they might affect Port Authority facilities. Close contact was maintained with the office of the City Construction Coordinator and the Borough President's Office on such highway projects as the Lower Manhattan Crosstown Expressway, the Highbridge Park connections to the Port Authority's 178th and 179th Street Tunnels, and arteries adjacent to other Port Authority terminal facilities.



AIRPORTS

During 1948 the States of New York and New Jersey achieved their joint objective of establishing a regional network of airports in the metropolitan New York-New Jersey area. Acting through the Port Authority as their agent for the development of the terminal facilities of the Port, the two States took up the work, so courageously started and carried forward by the City of New York, of completing New York International Airport, and opened that airport for operations in July 1948. Responsibility for the operation of Newark Airport had been turned over to the two States in March. In August the contract for bistate acquisition of Teterboro Airport opened the way for completion of the regional airport network. Port Authority operation of La Guardia Airport was commenced in June 1947.

The policy of the two States, taking the leadership in this country in the regional development of their airport facilities, had been established by joint action of the two legislatures in 1947, approved by Governors Driscoll and Dewey, amending the Port Compact of 1921 and directing the Port Authority to carry out their program of regional airport development in Northern New Jersey in the New York metropolitan



region. The treaty amendments (Chapter 43 of the Laws of New Jersey 1947, and Chapter 802 of the Laws of New York 1947),

“declare and agree that each air terminal within the Port of New York District serves the entire district, and that the problem of furnishing proper and adequate air terminal facilities within the district is a regional and interstate problem, and that it is and shall be the policy of the two states to encourage the integration of such air terminals so far as practicable in a unified system.

“Accordingly, in furtherance of said policy and in partial effectuation of the Comprehensive Plan, hitherto adopted by the two States for the development of terminal and transportation facilities in the Port of New York District, the States of New Jersey and New York agree that the Port of New York Authority . . . shall be authorized to effectuate, establish, acquire, construct, rehabilitate, improve, maintain and operate air terminals . . . within the Port of New York District. . . .

“The effectuation, establishment, acquisition, construction, rehabilitation, improvement, maintenance and operation of air terminals by the Port Authority is and will be in all respects for the benefit of the people of the States of New York and New Jersey, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions; and the Port Authority shall be regarded as performing an essential governmental function in undertaking the . . . construction, rehabilitation . . . or operation thereof, and in carrying out the provisions of law relating thereto.”

During this first year of bistate operation the Port Authority made satisfactory progress in the improvement of La Guardia Airport, the opening and continued development of New York International Airport, and in final studies and planning for the future of Newark Airport, pending the commencement of our redevelopment program there.

Construction contracts awarded at the three airports during the year totaled some \$12,659,780.

Acquisition of the 500-acre Teterboro Airport by the Port Authority will assure the full regional development of a system of major commercial airports adequate to handle the future air traffic of the metropolitan district. We expect to acquire title to that airport, for which we agreed to pay \$3,115,000, on April 1, 1949.

NEW CONTROL TOWER at Teterboro Airport. On August 12, 1948 the Port Authority contracted to purchase the 500-acre Bergen County airport for \$3,115,000, to permit full regional development of major airports adequate to handle future air traffic needs of the New Jersey-New York Port District. Construction of a new control tower, one of the best in the country, and operation by the CAA early in 1949 of an instrument runway at Teterboro, will greatly improve aircraft flight conditions in the Port area. The Port Authority will complete final purchase of the airport in April 1949.