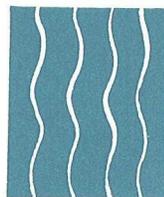
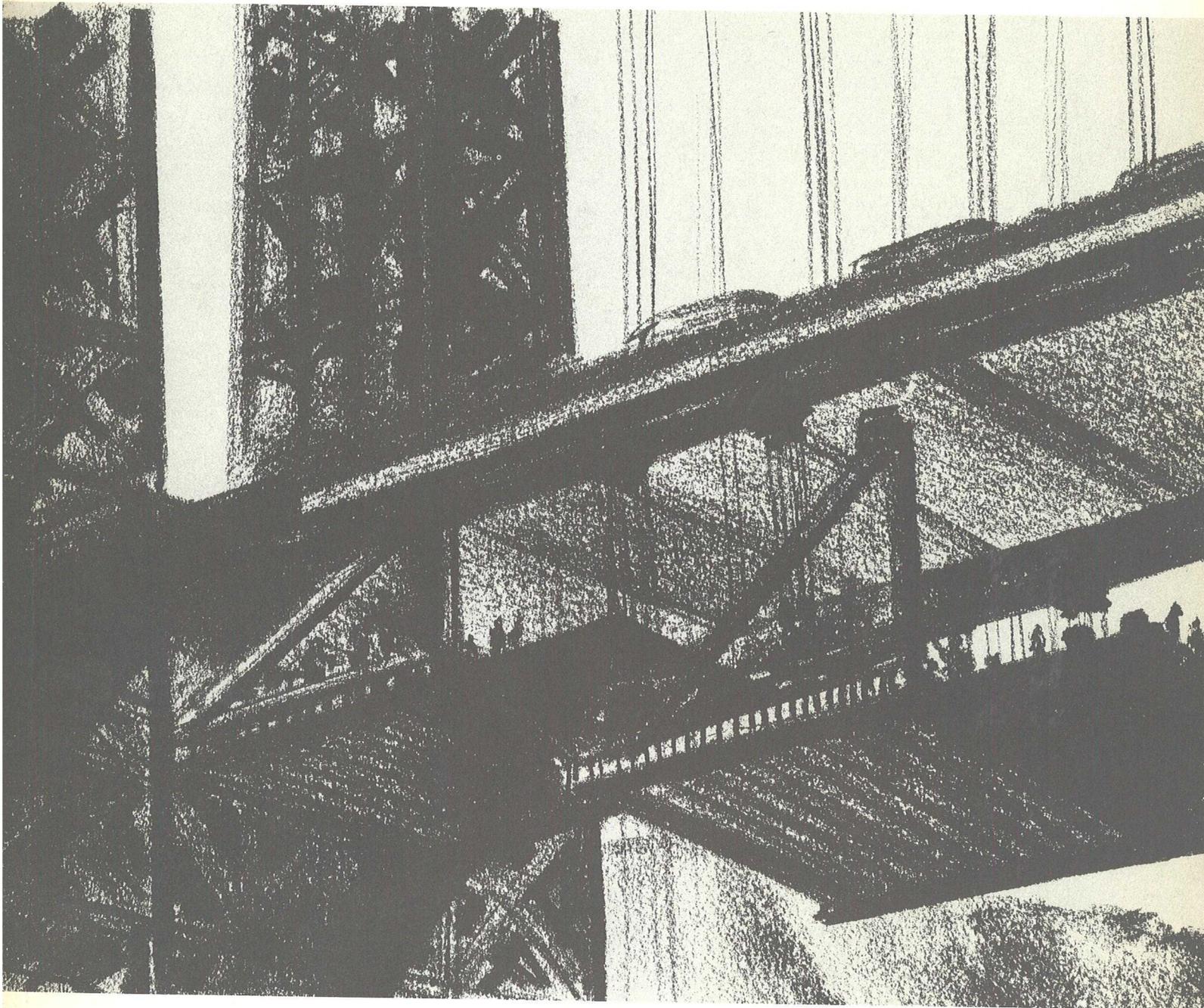


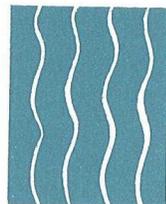
H. J. Lippin



THE PORT OF NEW YORK AUTHORITY

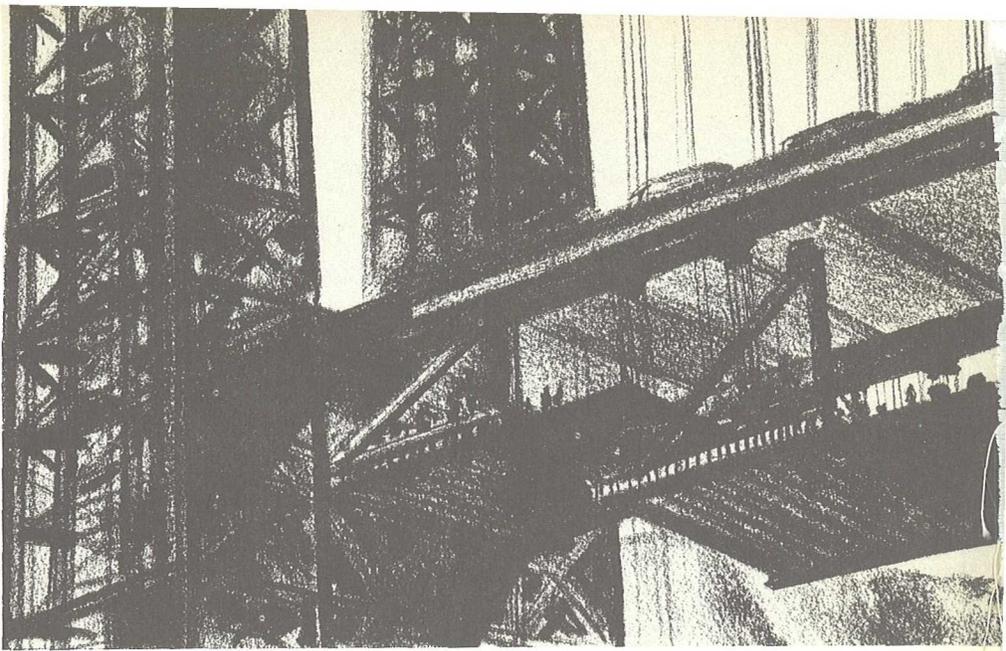
1959

Financial



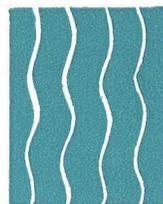
Report

THE COVER: Suspending the lower level of the George Washington Bridge under the existing roadway is one of the most unique bridge-building projects ever undertaken. On the cover of this report, the artist has captured a part of this massive construction. Here, a section weighing more than 200 tons is lifted into place while an uninterrupted flow of cars, trucks and buses pass overhead. On the back cover are other scenes of this giant improvement to the area's arterial facilities, including the George Washington Bridge Bus Station.



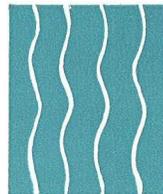
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THE PORT OF NEW YORK AUTHORITY

1959 *Financial Report*



COMMISSIONERS

New York

S. SLOAN COLT, CHAIRMAN

HOWARD S. CULLMAN, HON. CHAIRMAN

CHARLES S. HAMILTON, JR.

N. BAXTER JACKSON

JOSEPH A. MARTINO

BAYARD F. POPE

New Jersey

HORACE K. CORBIN, VICE-CHAIRMAN

DONALD V. LOWE

JAMES C. KELLOGG, III

THORN LORD

JOHN J. CLANCY

ROBERT F. MCALEVY, JR.

S. SLOAN COLT of New York City is a director and member of the executive committee of Bankers Trust Company, having previously served as its president and chairman of the board. He is also a director of leading financial, industrial and insurance companies and a member and officer in leading civic, cultural, educational and philanthropic groups. Chairman Colt was appointed to the Port Authority Board in 1946 and reappointed in 1950 by former Governor Thomas E. Dewey. Former Governor Averell Harriman appointed him to a third term in 1956. He was elected Chairman of the Authority in 1959.

HOWARD S. CULLMAN of New York City is president of Cullman Bros., Inc., and director and officer of many banking and business enterprises. He is known for his interest and investments in the theater and his work in medical and health organizations. He served as U.S. Commissioner General for the 1958 Brussels Universal and International Exhibition. Appointed to the Board by former Governor Alfred E. Smith in 1927, he was reappointed by former Governors Lehman, Dewey and Harriman. Vice-Chairman from 1934 to 1945, he was Chairman for ten years and since 1955 has been Honorary Chairman.

CHARLES S. HAMILTON, JR. of Pleasantville, New York, is vice-president of Avalon Foundation. For many years, he was a member of the law firm of Sullivan & Cromwell. Commissioner Hamilton has served as a member of the Westchester County Parkway Authority and Westchester Park Commission. He was a Moreland Act Commissioner in the field of workmen's compensation. Commissioner Hamilton was appointed to the Port Authority Board in 1947 and reappointed in 1954 by former Governor Thomas E. Dewey.

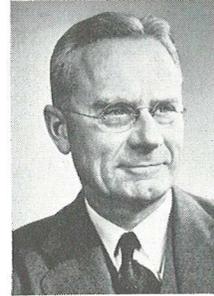
New York

COMMISSIONERS

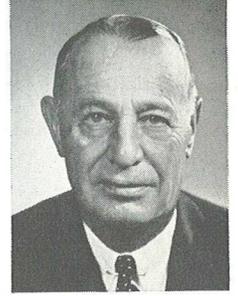
N. BAXTER JACKSON of New York City is chairman of the executive committee of the Chemical Bank New York Trust Company and is a director of other banking, insurance, industrial and business corporations. Active in civic and philanthropic affairs, he is a trustee of Roosevelt Hospital, director and treasurer of Beekman-Downtown Hospital and a member of the board of trustees of Vanderbilt University. He was appointed to the Port Authority Board of Commissioners in 1955 by former Governor Averell Harriman.

JOSEPH A. MARTINO of Manhasset, New York, is president of the National Lead Company. He is a director of the Chase Manhattan Bank and a director or officer of other leading industrial, business and insurance organizations. He is also on the governing boards of outstanding business promotion and advisory groups. Commissioner Martino is active in civic affairs and is director or trustee of several hospitals and medical research foundations. He was appointed to the Port Authority Board of Commissioners in August, 1958 by former Governor Averell Harriman for an ad interim term and reappointed by Governor Nelson A. Rockefeller in January, 1959.

BAYARD F. POPE of New York City is a director of the Marine Midland Corporation, having previously served as its Chairman of the Board. He is also a director of The Marine Midland Trust Company of New York and of several leading utility, financial and industrial corporations. Active in civic, cultural and charitable organizations, he is the Honorary Chairman of the Community Service Society and a trustee of various institutions. An appointee of Governor Thomas E. Dewey, Mr. Pope served as a Commissioner of the Port Authority from 1944 to 1955. Governor Nelson A. Rockefeller reappointed him in 1959.



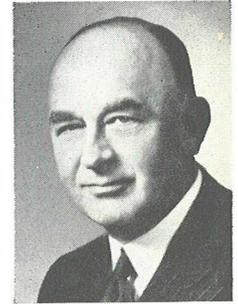
S. Sloan Colt



Howard S. Cullman



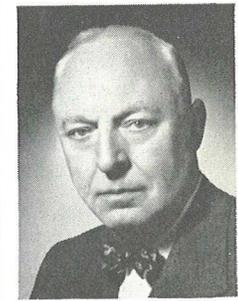
Charles S. Hamilton, Jr.



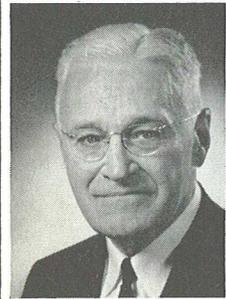
N. Baxter Jackson



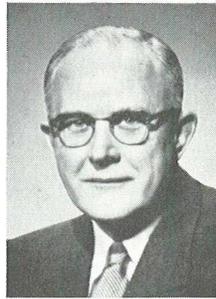
Joseph A. Martino



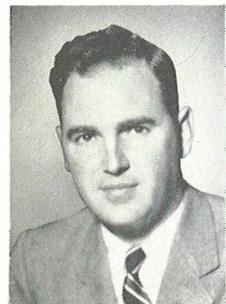
Bayard F. Pope



Horace K. Corbin



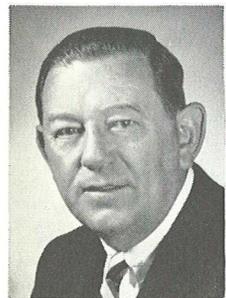
Donald V. Lowe



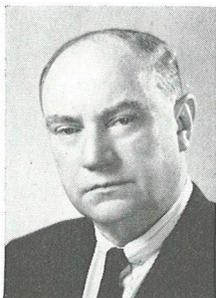
James C. Kellogg, III



Thorn Lord



John J. Clancy



Robert F. McAlevy, Jr.

HORACE K. CORBIN of West Orange, New Jersey, was chairman of the Fidelity Union Trust Company of Newark and a director of insurance, utility and manufacturing companies. Commissioner Corbin, who formerly was engaged in business as an engineering contractor, was one of the state's outstanding bankers and businessmen. A trustee emeritus of Princeton University, he was also greatly interested in civic and philanthropic affairs. The Vice-Chairman was first appointed to the Board in 1948. He was reappointed in 1953 by former Governor Driscoll and in 1959 by Governor Robert B. Meyner. He was elected Vice-Chairman this year. It is deeply regretted that Horace K. Corbin died on February 4, 1960.

DONALD V. LOWE of Tenafly, New Jersey, is president of the Lowe Paper Company and since 1957 has represented the United States on the United Nations Transport and Communications Commission. A trustee of the New Jersey Manufacturers Association and director of its associated insurance companies, he is also director or former officer of other businesses and associations and a leader in civic, church and school affairs. Commissioner Lowe was appointed to the Port Authority by former Governor Edge in 1945 and reappointed by former Governor Driscoll. He was elected Vice-Chairman of the Authority in 1953 and served as Chairman between 1955 and 1959.

JAMES C. KELLOGG, III of Elizabeth, New Jersey, has been a member of the New York Stock Exchange since 1936. He was chairman of the Exchange's Board of Governors and is a senior partner of Spear, Leeds and Kellogg as well as a director of other business, banking and financial organizations. Commissioner Kellogg is president of the J. C. Kellogg Foundation for Infantile Paralysis and is active in civic and church groups. He was named a Port Authority Commissioner in 1955 by Governor Robert B. Meyner.

New Jersey

COMMISSIONERS

THORN LORD of Princeton, New Jersey, is a lawyer who has practiced law in that state since 1933. From 1943 to 1945 Commissioner Lord served in the position of United States Attorney for the State of New Jersey. He was appointed to the Board of Commissioners of The Port of New York Authority on July 1, 1955 by Governor Robert B. Meyner.

JOHN J. CLANCY of South Orange, New Jersey, is the senior member of the law firm of Clancy & Hayden. He is a director of The National State Bank of Newark, a director and chairman of the Executive Committee of the Carteret Savings & Loan Association, and a director in other financial and business enterprises, and is active in various legal, civic and philanthropic organizations. He was appointed to The Port of New York Authority in 1958 by Governor Robert B. Meyner.

ROBERT F. McALEVY, JR. of Hoboken, New Jersey, is a lawyer. A former member of the New Jersey Assembly and Hoboken Magistrate, he is at present Hoboken's City Attorney. He is a member of the Hoboken, Hudson County and American Bar Associations, as well as the National Institute of Municipal Law Officers. Commissioner McAlevy was named to the Board in April of this year by New Jersey Governor Robert B. Meyner.



THE STORY OF THE PORT AUTHORITY

Thirty-eight years ago, New York and New Jersey entered into a Compact, with Congressional consent, under which the States pledged “. . . faithful cooperation in the future planning and development of the port of New York,” and created The Port of New York Authority as their joint agency to effectuate this cooperative pledge.

PORT COMPACT

In their Compact the two States found and determined 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 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.”*

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

POWER AND DUTIES

The Port Authority Board consists of twelve Commissioners—six resident voters from New

York and six from New Jersey. They are appointed by the two Governors with the advice and consent of the Senates of the two States.

In establishing the Port Authority, the States also created the *“Port of New York District,”* a territory with a radius of approximately twenty-five miles from the Statue of Liberty. Within this Port District, the Port Authority performs duties relating to the port’s development as derived from the Compact, The Comprehensive Plan for the development of the Port of New York (adopted in 1922 under and pursuant to the Compact), and from supplementary legislation adopted by the two States.

According to the Compact:

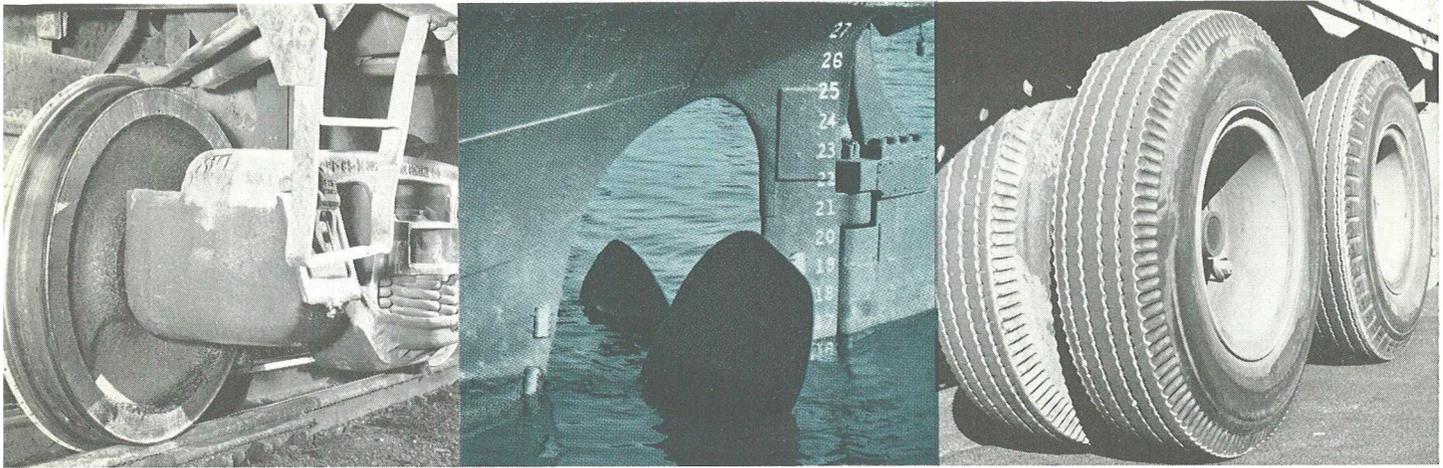
“The Port Authority shall constitute a body both corporate and politic with full power and authority . . .”

“. . . to purchase, construct, lease and/or operate any terminal or transportation facility within said (port) district; and to make charges for the use thereof;”

“. . . and for any of such purposes to own, hold, lease and/or operate real or personal property, to borrow money and secure the same by bonds or by mortgages upon any property held or to be held by it.”

The agency was also authorized to . . .

“. . . make recommendations to the legislatures of the two states or to the congress of the United States, based upon study and analysis, for the better conduct of the commerce passing in and



through the port of New York, the increase and improvement of transportation and terminal facilities therein, and the more economical and expeditious handling of such commerce.” And “. . . petition any inter-state commerce commission . . . public utilities commission . . . or any federal, municipal, state or local authority . . . for adoption and execution of any physical improvement, change in method, rate of transportation, system of handling freight . . . which in the opinion of the port authority, may be designed to improve . . . the handling of commerce in and through said district . . .”

Looking forward to a dynamic, continuing program by their agency—the Port Authority—the two States, in the Compact, provided that:

“The port authority shall have such additional powers and duties as may hereafter be delegated to or imposed upon it from time to time by the action of the legislature of either state concurred in by the legislature of the other.”

Thus, as the needs arose, the States by additional enactments specifically charged their agency with the responsibility for airport, marine and inland terminals and vehicular developments.

A SELF-SUPPORTING AGENCY

Basic to the States’ mandate to their agency for the planning and development of the Port of

New York, is the principle that facilities be provided on a self-supporting basis. The Compact provides:

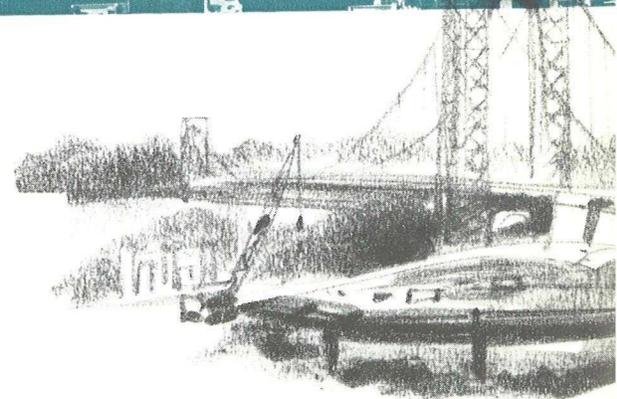
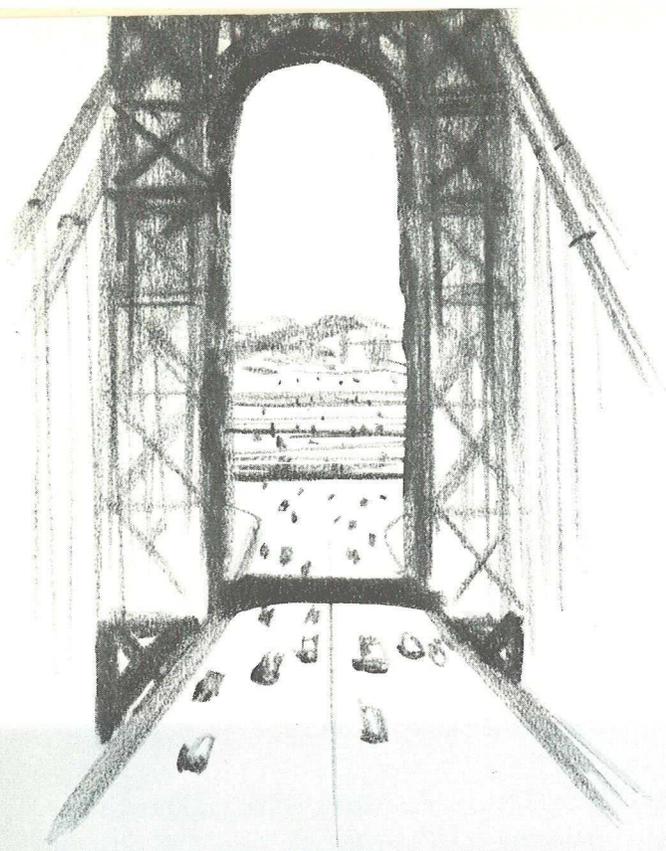
“The port authority shall not pledge the credit of either state except by and with the authority of the legislature thereof.”

The Comprehensive Plan vested the agency with appropriate powers “. . . not inconsistent with the constitution of the United States or of either state . . .”—except the power to levy taxes or assessments.

PORT AUTHORITY ACTIVITIES

The Comprehensive Plan directed the Port Authority to proceed with the development of the port *“as rapidly as may be economically practicable.”* Today, the Port Authority has twenty-one terminal and transportation facilities; six inter-state bridges and tunnels; four air terminals and a heliport; six marine terminal areas; two union motor truck terminals; a motor truck terminal for rail freight; and a union bus terminal.

Charged also with promotion and protection of port commerce, the Port Authority appears before governmental regulatory bodies in the interest of the port. It maintains trade development offices in: Washington; Cleveland; Chicago; Pittsburgh; New York; and in Rio de Janeiro, Brazil; London, England; Zurich, Switzerland; and San Juan, Puerto Rico.



THE YEAR IN BRIEF

AIR TERMINALS: Well over 15,600,000 passengers, 118,300,000 pounds of air cargo and 831,000 aircraft movements handled. Air Cargo Center dedicated at Newark Airport. Investment reached \$329,114,000. Report on preliminary studies covering the need for a new, major metropolitan airport issued.

Page 2

TERMINALS: Fifty per cent expansion of the mid-Manhattan Bus Terminal announced. Construction started on the George Washington Bridge Bus Station. More than a million bus departures and 52,600,000 passengers set a new record at the Bus Terminal. Activity at the two truck terminals and at the Port Authority Building continued to be strong throughout the year.

Page 10

MARINE TERMINALS: New Elizabeth Channel completed and construction at Brooklyn Port Authority Piers reached half-way mark. Investment in marine terminals reached \$142,457,000. Construction at Port Newark continued at a rapid pace and all marine facilities handled a total of 7,292,000 tons of cargo.

Page 16

TUNNELS AND BRIDGES: Construction on second deck of the George Washington Bridge continued as bridge and tunnel facilities record a 7 per cent increase over 1958 traffic totals. At year's end, investment at the tunnels and bridges was \$384,282,000.

Page 26

ARTERIAL FACILITIES: All three of the major projects recommended in the 1954 "Joint Studies"—the Throgs Neck Bridge, Narrows Bridge and second level of the George Washington Bridge—were underway at the end of 1959.

Page 32

RAIL EQUIPMENT PROGRAM: The program for replacement of outdated commuter rail equipment for New York railroads was well underway at year's end and an outline of leasing and financing principals for the new, highly standardized railroad passenger cars had been developed and negotiations were in progress.

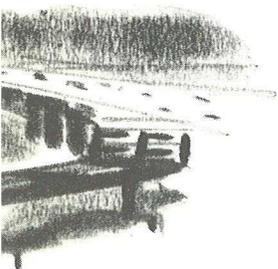
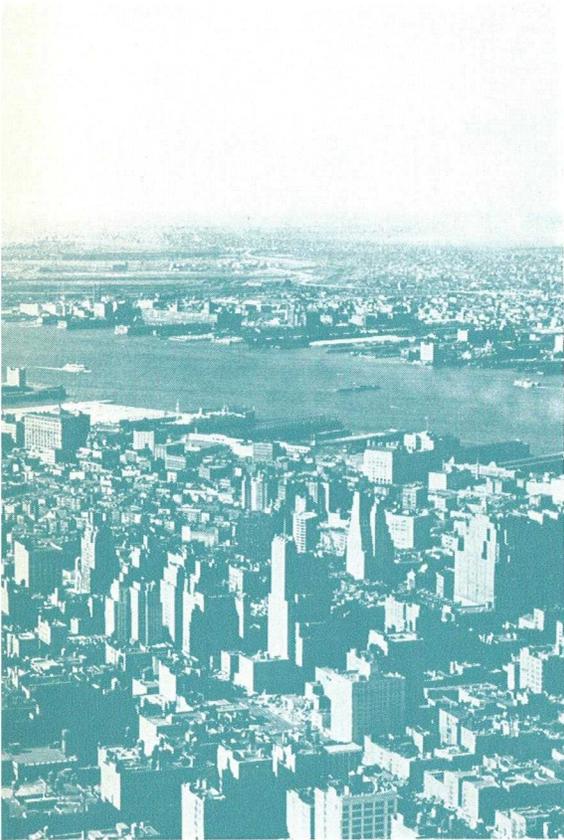
Page 34

PORT DEVELOPMENT: Port Authority World Trade Fair exhibit inspected by President Eisenhower. Governors Meyner and Rockefeller, Chairman Colt, and Commissioner Lowe dedicated new Caribbean Trade Development Office in San Juan. New Pittsburg Trade Office opened in September. Port protection and waterway improvement activities continued.

Page 36

FINANCIAL: Port Authority bonds totaling \$109,000,000 were marketed during 1959 and the cumulative amount invested in facilities reached \$920,249,000, while the year's gross operating revenues totaled \$105,662,000.

Page 43



AIR TERMINALS

The Port Authority serves the air transportation needs of the Port District by financing, developing and operating an integrated Regional Air Terminal System. This system includes Newark and Teterboro airports in New Jersey, La Guardia and New York International airports and the Port Authority-West 30th Street Heliport in New York. In 1959, the Regional Air Terminal System set new records in all categories of air traffic, and the construction of major passenger terminal, runway and hangar facilities continued at a rapid pace. The Port Authority in December published a report on Preliminary Studies for a new major airport for the New Jersey-New York Metropolitan Area.

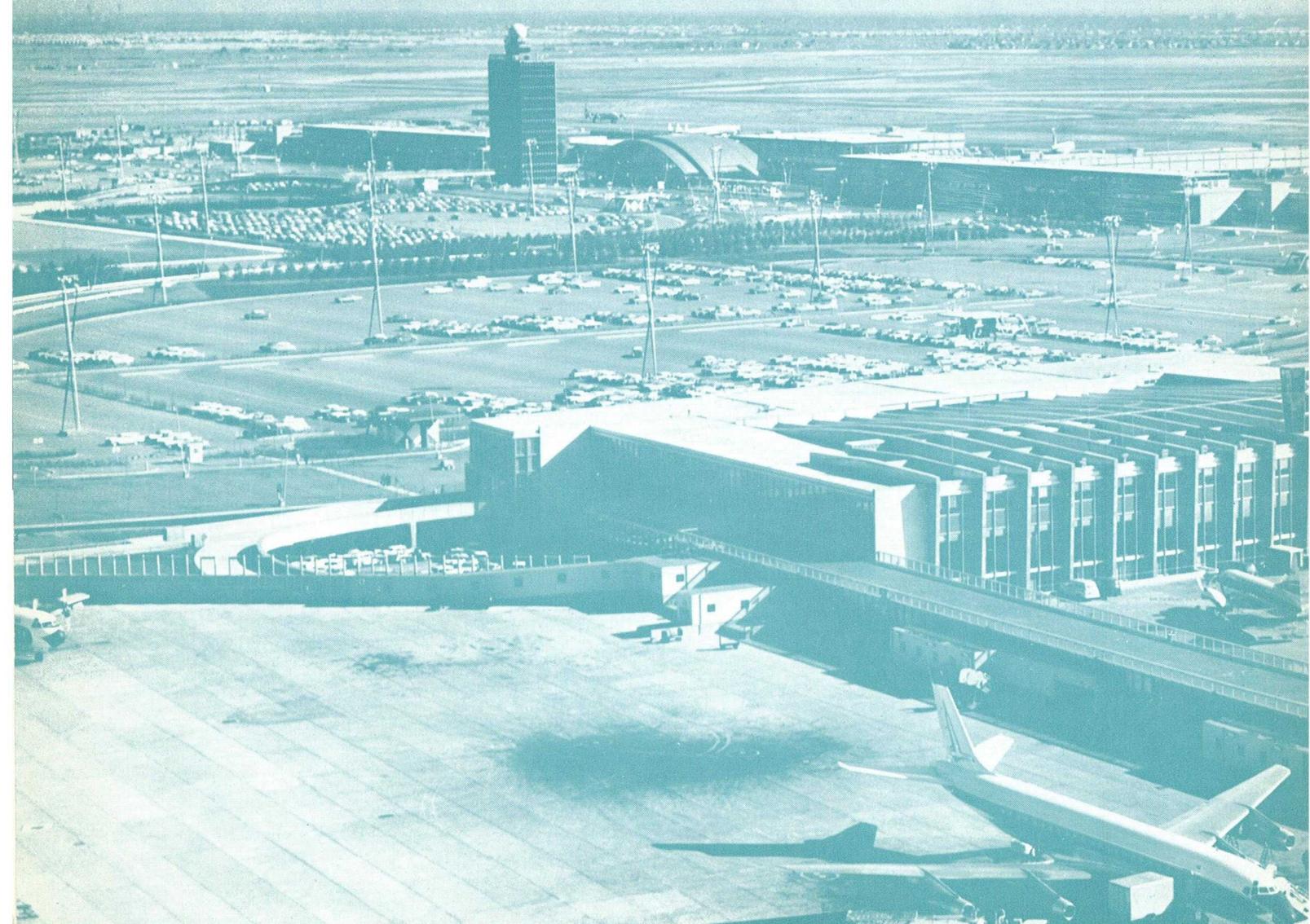
Operation of the Regional Air Terminal System is the immediate responsibility of Director of Aviation John R. Wiley.

EMPLOYMENT, TRAFFIC, INVESTMENT

As major local industries, the New Jersey-New York metropolitan air terminals provided employment for 34,040 persons in 1959, at an annual payroll of \$233,000,000. Many hundreds more were employed at the various construction projects at each terminal.

The four airports served 15,600,000 passengers in 1959, a new record and a 12.7 per cent increase over the 13,600,000 who used the airports in 1958. The 1,990,000-passenger increase, which exceeds all previous one-year gains, reflects the air transport industry's full recovery from the effects of the 1957-1958 recession and its return to normal growth trends.

About 118,343,000 pounds of air mail and 401,115,000 pounds of air cargo were handled at the four airports in 1959—representing gains of 9.7 per cent and 19.5 per cent, respectively.



Aircraft activity increased 10.3 per cent to 831,800 take-offs and landings in 1959, despite the growing use of larger aircraft which can carry more people and, therefore, tend to slow down the increase in number of aircraft needed to serve air travelers.

The Port Authority investment in its Regional Air Terminal System was increased by \$58,000,000 during 1959. This brought the bi-state agency's total air terminal investment to \$329,114,000. Gross operating air terminal revenues for 1959 totaled \$34,846,000.

PROPOSED AIRPORT

On December 14, 1959, the Port Authority issued a report on its preliminary studies covering the need for, and recommended location of a new major metropolitan airport in the Great Swamp area of Morris County, New Jersey. In doing so, the Port Authority was fulfilling its obligations

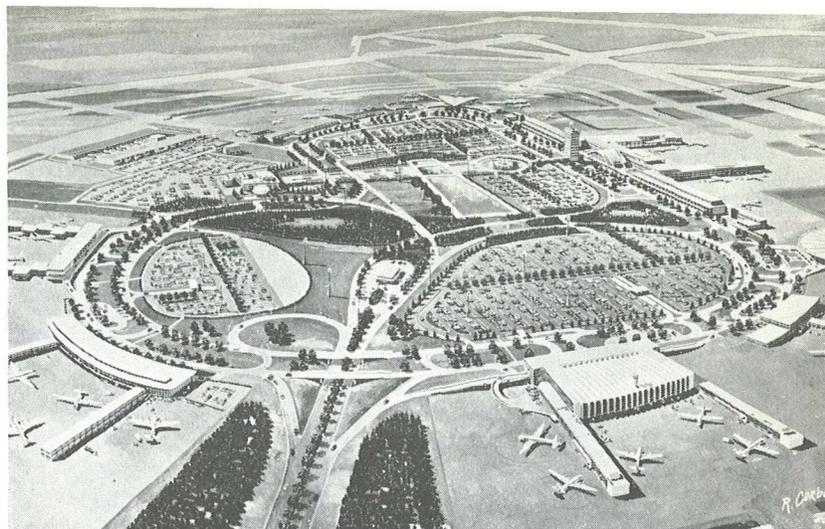


set forth in the Port Compact of 1921 which states (Article XII) that the bi-state agency “. . . make recommendations to the legislatures of the two states or to the Congress of the United States, based upon study and analysis, for the better conduct of commerce passing in and through the port of New York, the increase and improvement of transportation and terminal facilities therein, and the more economical and expeditious handling of such commerce.”

These preliminary findings produced five basic conclusions. First, that air passenger traffic in the New Jersey-New York metropolitan area would grow to 25 million passengers by 1965 and to 45 million by 1975. Second, that the demand for air service in five years would exceed the capacity of the existing New Jersey-New York airports. Third, that the present major air services are available east of the Hudson River, while the greatest population growth, and the greatest air-passenger-generating location stemming from this growth, will be in the part of the metropolitan area west of the Hudson River. Fourth, that any new, major airport would have to contain, within its own boundaries, sufficient areas for the protection of airport neighbors against excessive aircraft noise. Fifth, that the preliminary studies indicated that a site providing the required potential to serve the population growth and air passenger growth and meeting the basic criteria for new airport construction in the area had been found in the Great Swamp area of Morris County, New Jersey.

On January 18, 1960, the New Jersey State Senate passed a resolution opposing the construction of a major air terminal in Morris County or any county adjacent to it and requesting “governmental agencies on the Federal, State and interstate levels” to study the feasibility of locating such a terminal in southern New Jersey. On the same day the New Jersey Assembly adopted a concurrent resolution which called on the Federal Government to approve a Burlington County application for Federal funds with which to finance preliminary engineering studies to determine the feasibility of constructing a “global air terminal” in the “Pine Belt area of New Jersey.”

In answer to questions from the press, on January 19, 1960, S. Sloan Colt, Chairman, and Horace K. Corbin, Vice-Chairman of the Port Authority, issued the following statement:



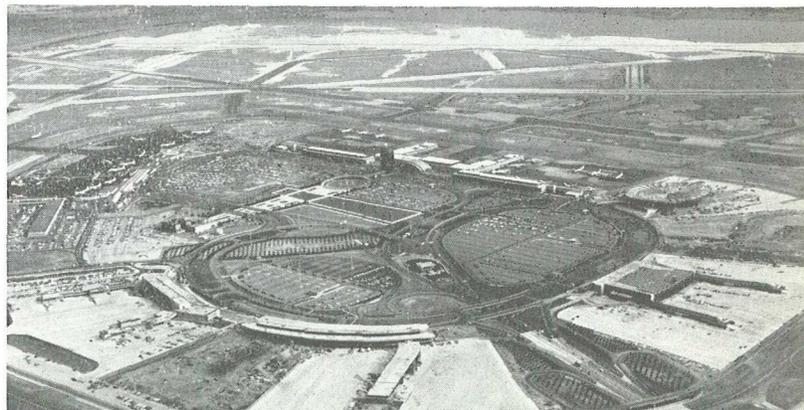
Great strides were made during 1959 on the construction of New York International Airport's Terminal City. The artist's rendering above shows the 655-acre area when completed.

“The Port Authority as an interstate agency is the creature of the Legislatures of New Jersey and New York. As we have stated in the course of the current discussion of the need for such an additional airport, the Port Authority has no power whatsoever to carry out the recommendations of either the preliminary report which we issued in December or of any definitive report of our studies of this problem. Our duties in this field under the Port Compact are simply to study and to report. This we have done to the best of our ability. But the only authority in the world that can authorize the construction of a new terminal airport anywhere in this metropolitan area is the authority of the people through their elected representatives in Trenton and in Albany.

“In accordance with the duties entrusted to us by the two Legislatures, we submitted the December report as a preliminary report on the urgent need for additional airport capacity to meet the basic transportation requirements of the metropolitan area.

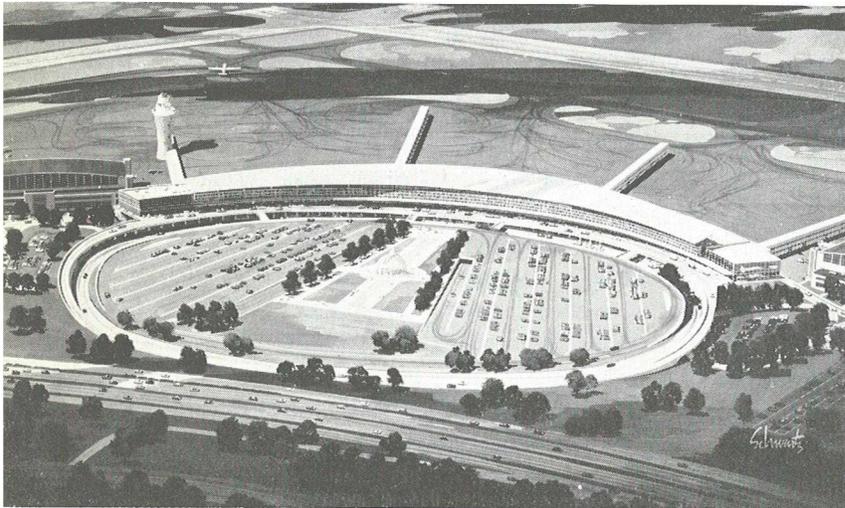
“Both the Senate resolution and the concurrent resolution passed in the Assembly yesterday strongly support the need for a new metropoli-

The aerial photograph of Terminal City (below) indicates those structures which have been completed or are in progress.



tan airport. In accordance, therefore, with our responsibilities as the regional planning agency for new airport facilities we will continue our studies of this problem.

"In our preliminary studies we examined some fifteen possible sites that might meet the needs of Northern New Jersey and New York for additional airport capacity. The December report on our studies of this problem over the past two years was, nevertheless, issued before definitive studies were completed. We are completing these studies and, in accordance with our duties under the Port Compact, will submit a definitive report to the two Legislatures later in the year."



This artist's rendering shows the new, modern passenger terminal building which is a major part of the comprehensive La Guardia reconstruction and redevelopment program. It will be about five times the size of the existing passenger terminal.

NEW YORK INTERNATIONAL AIRPORT

New York International Airport, which handled only 5 per cent of the region's passengers ten years ago, served 45 per cent in 1959. It was the busiest airport in the Regional Air Terminal System. The 6,986,000 passengers served at the airport in 1959 included virtually all the 2,379,000 overseas air passengers traveling via New York.

Aircraft arrivals and departures increased 10 per cent to 214,300 movements in 1959, while the record 205,560,000 pounds of air cargo and 63,143,000 pounds of air mail handled at New York International Airport represented gains over 1958 of 22 per cent and 19 per cent, respectively.

Continued construction on the \$150,000,000 ten-building Terminal City, four hangars and four other major buildings, as well as the runway development program, accounted for the greater part of the \$51,361,000 the Port Authority invested in New York International Airport in 1959. By the end of the year, total Port Authority investment in the airport was \$262,852,000.

UNIT TERMINALS

Two great, modern airline unit terminals were completed in Terminal City during the year, while construction was continued or started on four more. The two completed unit terminals, those built by United Air Lines and Eastern Air Lines, join the \$30,000,000 International Arrival and two foreign-flag Airline Wing Buildings, which were opened in December 1957, in the move toward decentralized passenger operations.

The \$12,500,000 United Air Lines unit terminal was placed in partial operation on September 18, and United completed its move to its new facility on October 14. Delta Air Lines is expected to begin operations from its section of United's terminal in the spring of 1960.

The \$19,565,000 Eastern Air Lines unit terminal was placed in operation on October 29.

The unit terminals being constructed by Pan American World Airways and American Airlines were approximately three-quarters completed at the end of the year, and both are scheduled for completion in the spring of 1960. Trans World Airlines anticipates a 1961 opening for its building which it began in 1959. Surcharge has been placed on the site of Northwest Airlines' unit terminal during 1959 with completion scheduled for 1961.

HANGARS

Construction was completed during 1959 on two of the four hangars started at New York International Airport in 1958. Swissair, a foreign-flag carrier, built a single-bay, \$2,500,000 hangar and Seaboard & Western Airlines (a certificated United States international all cargo carrier) completed a three-bay, \$4,250,000 structure. Scandinavian Airlines System expects to finish construction of its \$2,500,000 hangar early in 1960.

The six-bay, \$8,300,000 hangar the Port Authority is building for five foreign-flag airlines (Air France, BOAC, Sabena, KLM and Luft-hansa) is scheduled to be finished in May 1960. The airport then will have a total of seventeen hangars.

RUNWAY DEVELOPMENT

A major advance in New York International Airport's runway development program was the completion of the new \$9,200,000 Instrument Runway 4R-22L (northeast-southwest). The runway has been available on a limited basis to flights operating under visual conditions since October 2. It will be available for full operation, including landings under bad weather conditions, when lighting installations are completed and when the Federal Aviation Agency completes its installation of instrument landing equipment in the spring of 1960.

The new runway is 8,400 feet long and is located parallel to and 3,000 feet east of the existing Instrument Runway 4L-22R. The instrumentation on the existing runway is being transferred by the FAA to the new runway. When completed, the new runway will handle instrument landings from either end.

The parallel alignment of the two runways will permit landings on Runway 4R-22L during instrument conditions, while take-offs are being made on Runway 4L-22R. The capacity of the airport during instrument weather conditions will thus be greatly increased.

The new instrument runway is the first commercial runway in the world to have flush narrow gauge lighting, flush centerline lighting, plus the conventional high-intensity runway edge lighting, and high-speed taxiway exits with centerline lighting and blue columnar edge lighting. The high-speed taxiway exits will permit aircraft to turn off the runway at speeds up to sixty knots. By thus decreasing the time each landing aircraft spends on the runway, the exits allow a greater number of aircraft to use the runway.

Other runway landing aids include high intensity centerline approach lights, condenser discharge flashing lights, and Instrument Landing System (ILS) equipment to be installed by the FAA at both ends of the runway.

Late in the year, the Port Authority started construction of a 3,350-foot extension to the easterly end of Runway 13R-31L, at an estimated cost of \$1,241,000. When completed, the runway will have a total length of 14,600 feet.

All of these runway improvements will increase the airport's capacity during bad weather and will minimize circling and stacking of aircraft near the airport.

FUEL STORAGE AND SERVICE

The construction of six 500,000-gallon fuel tanks at New York International Airport during 1959, at a cost of \$898,000, raised the total bulk aviation fuel storage capacity to 9,880,000 gallons.

Bulk aviation fuel storage will be further increased to 13,880,000 gallons in 1960 when six additional 500,000-gallon tanks and four 250,000-gallon tanks now under construction are completed. The cost of this work will be approximately \$1,400,000. Fuel is delivered from bulk storage into aircraft by a fleet of 117 refueling trucks.

OTHER DEVELOPMENTS

A \$1,150,000 Airport Mail Facility, built by the Port Authority for the United States Post Office Department, was finished in October 1959. The 56,000-square-foot building is located on a 7.7-acre site adjacent to the 150th Street entrance road in the air cargo area. All regular Post Office services are available from this one building, which features automatic handling equipment to speed the flow of air mail to and from all parts of the world.

A \$1,390,000 Food Production Center was constructed by the Port Authority on a site near the Airport Mail Facility. The center, which was completed in June, has been leased to the International Idlewild Catering Corporation for the preparation and delivery of inflight meals to individual airlines.

Seaboard & Western Airlines completed its new office building in August at a cost of \$750,000. The three-story building is located on a 2.8-acre site on New York International's Van Wyck Approach Road.

The First National City Bank building, constructed by the bank at a cost of \$600,000, was completed in September 1959. The bank is located on a 2.7-acre site adjacent to the Van Wyck Approach Road. It features drive-in service.

Pan American World Airways built a \$2,300,000 engine overhaul and test facility on a portion of its hangar leasehold site.

LA GUARDIA AIRPORT

La Guardia Airport continued to handle more domestic air traffic than either New York International or Newark. In 1959 it served 5,410,000 passengers, a gain of 6 per cent over 1958. Aircraft movements rose 5 per cent to a total of 230,700, air cargo increased 6 per cent to 90,431,000 pounds and air mail decreased 6 per cent to 37,028,000 pounds.

REDEVELOPMENT PROGRAM MOVES FORWARD

The comprehensive La Guardia reconstruction and improvement program was begun in 1957 with an anticipated expenditure of \$32,000,000.

Continued progress on the program increased total Port Authority investment in La Guardia Airport to \$16,375,000 by the end of 1959. The \$2,252,000 added to total investment during 1959 is one of the greatest amounts invested in La Guardia Airport in any single year.

Furthermore, the reconstruction and improvement program was expanded in 1959 to \$56,000,000 to meet necessary revisions. The principal features of the revised program include a larger passenger terminal (to be five times the size of the existing structure and estimated to cost \$23,000,000), a two-level terminal roadway, an entirely new Runway 13-31, and enlarged parking areas—including a double-decked area.

In the spring of 1959, a by-pass taxiway to provide access around the new terminal construction was completed.

Also, actual construction work began on the two major portions of the La Guardia redevelopment program—the terminal building and the new Runway 13-31 (southeast-northwest). In November, work commenced on the first phase of the new passenger terminal when test piles for

the new building were driven and work was begun on the relocation of utilities in front of the existing terminal. Placing of surcharge and construction of sand drains for Runway 13-31 were also started in November. Construction is being carried out in planned stages to insure uninterrupted service.

The placing of surcharge for the new runway necessitated the temporary closing of the present Runway 13-31, which will be used as a taxiway when the new runway is completed. The runway was closed for a period expected to last three months beginning in mid-November 1959. At other stages of work, Runway 4-22 (northeast-southwest) will be closed, and Runway 13-31 will be closed again in 1961. During the periods of runway closings, a number of airline flights will be transferred to Newark and New York International airports.

The new La Guardia passenger terminal will be a three-story main structure, with wing buildings three stories high on either side. It is designed to operate in a manner similar to the new Airline Wing Buildings at New York International Airport—each of the six major airlines serving La Guardia will operate its section of the terminal.

Four two-story arcades will extend about 850 feet from the main structure and will service thirty-six passenger-loading gate positions.

A new 150-foot-high control tower will be built above the new terminal's west arcade to provide improved visibility for traffic controllers.

NEWARK AIRPORT

Newark Airport served 3,138,000 passengers in 1959, a growth over 1958 of 24 per cent. This volume represented 24 per cent of the region's total domestic passenger traffic. The 159,400 plane movements handled at Newark during the year represent a 23.9 per cent rise over 1958. At the same time, the 18,172,000 pounds of air mail handled at the New Jersey facility represented a

The new, four-building air cargo center (foreground) at Newark Airport was dedicated on December 2, 1959. The center will facilitate the movement of air cargoes through Newark Airport.





The new control tower at Newark Airport, to be dedicated January 18, 1960, is 150 feet high and will contain about a \$1 million of modern equipment to be installed by the FAA.

19 per cent increase, while the 103,874,000 pounds of air cargo was a 26 per cent increase.

The \$3,481,000 invested in this facility during the year brought total Port Authority investment in Newark Airport to \$39,240,000.

AIR CARGO CENTER

On December 2, 1959, the Port Authority dedicated a four-building, \$3,371,000 air cargo center at Newark Airport. The new facility is located on a twenty-nine-acre site at the north end of the airport near the Brewster Hangar, with an access road leading to U.S. Routes 1 and 9.

The air cargo center has three one-story cargo buildings with over a hundred thousand square feet of space (36,000 square feet each) and a one-story cargo service building with about 28,800 square feet of space. The three cargo buildings will be occupied by domestic airlines and the service building by freight forwarders, the Railway Express Agency, and a pick-up and delivery cartage company.

Two of the cargo buildings each have positions for the loading or unloading of four aircraft. The third structure accommodates seven aircraft.

NEW CONTROL TOWER

Another major Port Authority project was the completion of a \$1,500,000 control tower in July 1959. The new, 150-foot-high tower, located between the field's two active runways, replaces the sixty-five-foot tower on the eastern boundary.

The Federal Aviation Agency will begin operations from the new control tower early in 1960, after it has completed the transfer of its equipment from the old tower and the installation of additional equipment.

TETERBORO AIRPORT

Teterboro Airport, one of the busiest non-airline airports in the world, experienced an 8.8 per cent increase in traffic in 1959, to reach a total of 227,500 take-offs and landings. During the year, the Port Authority invested \$879,000 in Teterboro, bringing its total investment in the airport to \$10,121,000.

CONSTRUCTION

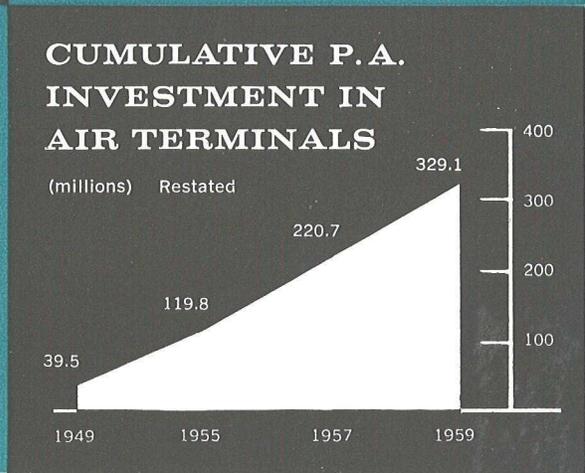
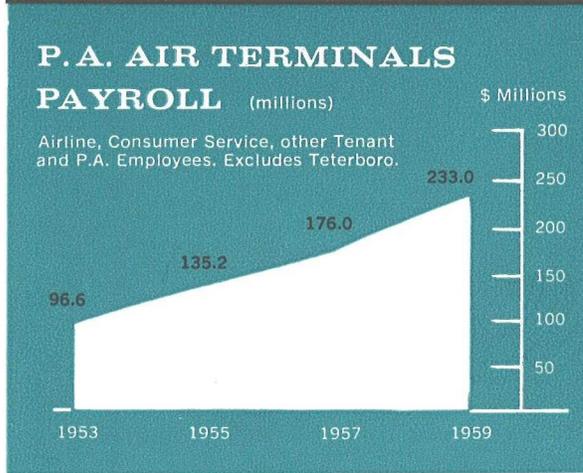
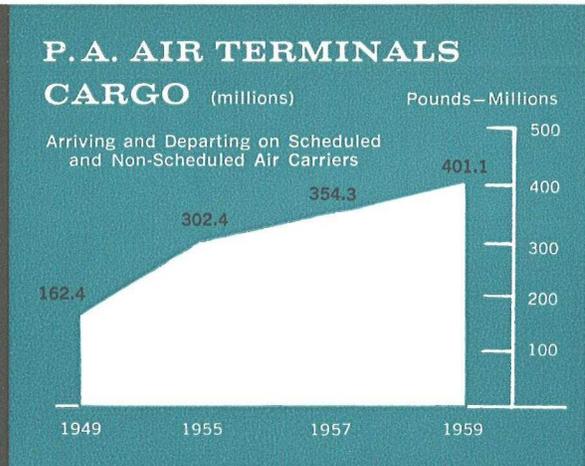
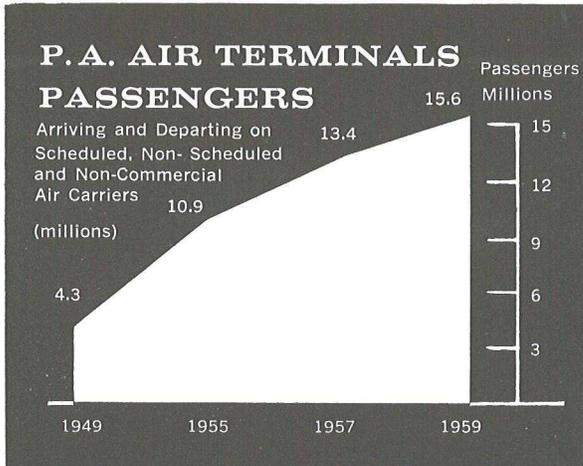
Two significant construction projects were started at Teterboro during the year. The construction of the first hangar on the east side of the airport was begun by National Distillers and Chemical Corporation in June 1959. The \$500,000 hangar, which is being built on a six-acre site, was about 90 per cent completed at year end and was scheduled for completion in July 1960.

In April, the Port Authority started construction on a 133,000-square-foot, one-story general purpose industrial building for lease to the Jersey Screen and Storm Window Company, Inc. The \$1,400,000 building, which is located on a ten-acre site, also has a scheduled completion date of July 1960.

Only twenty feet in height, the structure is on one part of that required land area which lies between and alongside runways and taxiways or other airport facilities and which must be rigidly controlled for the safe and efficient operation of aircraft. This land will continue to serve the aeronautical purposes for which it was acquired and will remain completely subject to Port Authority control so that if aeronautical developments in the future warrant it, the lease may be

Teterboro Airport, the Port District's main base for personal and business flying, celebrated its 10th anniversary in 1959.





terminated. Operations of this nature are essential for self-supporting airports and this was clearly and publicly stated and understood when the two States' Legislatures gave authority for the operation of the Regional Air Terminals System to the Port Authority in 1947. Payments in lieu of taxes are being made on all Teterboro Airport land and the Port Authority has assumed responsibility for the various municipal services within the area.

The Port Authority will not, in computing rentals applicable to industrial projects, pass on its tax exemption to a tenant, and the rental must be reasonably equivalent to the "going" rents in the area for similar facilities.

WEST 30th STREET HELIPORT

The Port Authority West 30th Street Heliport handled 13,400 helicopter movements in 1959. New York Airways, the scheduled passenger helicopter carrier operating from the West 30th Street Heliport, served 11,990 passengers in 1959, the first full year of operation from the heliport with fifteen-passenger Vertol helicopters. The Vertols,

which make 330 seats available from the heliport daily, are operated between the heliport, the four airports, White Plains and Stamford.

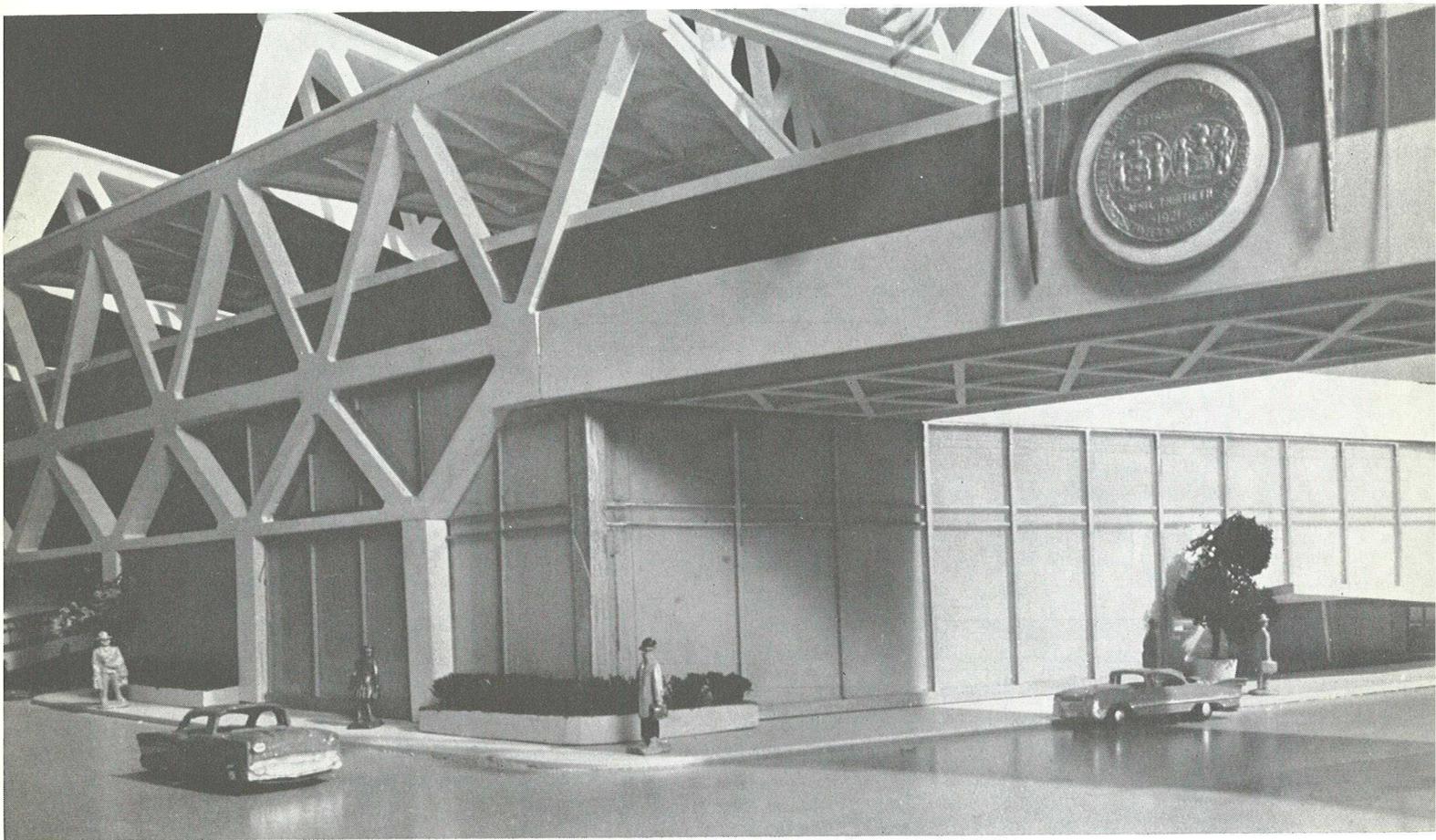
The 896,000 pounds of air mail handled at the heliport was 20.7 per cent less than 1958, while the 30,000 pounds of air cargo handled represent a 58 per cent increase.

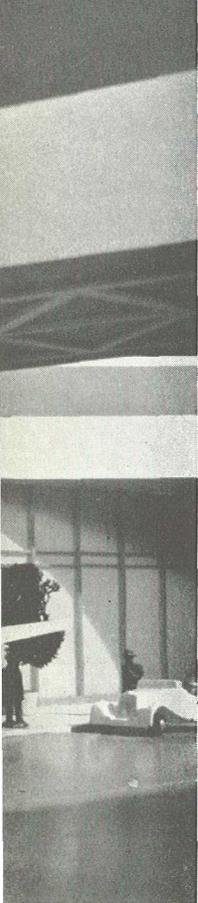
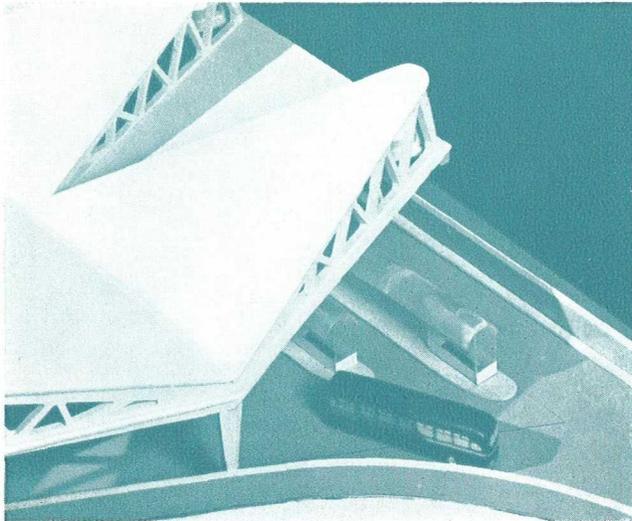
NEW HELIPORT

During 1959, plans were developed for the construction of a second heliport in Manhattan. Negotiations were completed with the City of New York for the Port Authority to lease approximately 311,000 square feet of lands under water. These lands are bound by the north side of Pier 5, the south side of Pier 8, the U. S. Pierhead Line and Bulkhead Line at the foot of Coenties Slip. Pier 6 lies within this area.

The heliport will be constructed in two stages. The first will be a temporary facility to be built immediately on Pier 6. The second will be a permanent heliport and will be developed if helicopter developments warrant a permanent facility.

TERMINALS





Outstanding progress in the use and development of inland terminal facilities was marked in 1959. Most notable was the announcement of plans for a \$20,250,000 expansion of mid-Manhattan's Port Authority Bus Terminal and its connecting ramps. The capacity of this facility, a vital link in the Port District's transportation network, will be expanded by some 50 per cent to meet the area's ever-increasing demand for bus service. Of equal importance was the start of construction on the all-new George Washington Bridge Bus Station which is being built in uptown Manhattan as part of a comprehensive expansion of the George Washington Bridge and its approach ramps and feeder highways.

The need for expanded bus facilities at mid-Manhattan was demonstrated by 1959's continued growth in bus usage and the resultant near-capacity operation of the Port Authority Bus Terminal. During the past 12 months, commuter bus activity accelerated to meet the rising transportation needs of New Jersey. At the same time, long distance activity at the Terminal mounted steadily as greater leisure time and improved service over the nation's new highways sparked the demand.

At the three other inland terminal facilities, the New York and New Jersey Truck Terminals

continued to handle substantial amounts of freight for over-the-road truckers, while the Union Inland Freight Station in the Port Authority Building maintained its role as a major merchandise handling station in Manhattan.

The operation and development of these terminal facilities are under the jurisdiction of Terminals Department Director, Henry Davison.

During 1959, increased business at these facilities produced gross revenues of \$8,318,000—an increase of \$321,000 or 4 per cent over 1958. Inland terminals provided employment for some 6,700 persons in the New York-New Jersey region and they earned over \$25,000,000 in 1959.

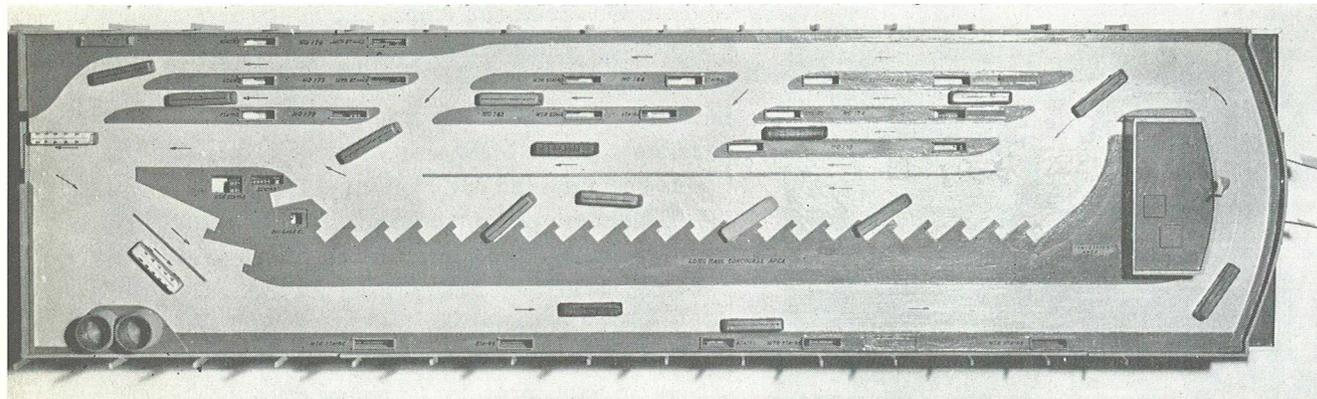
BUS TERMINAL ACTIVITY

Plans for expansion of the Port Authority Bus Terminal were announced during 1959 following sharp increases in activity at the facility and the ever-rising demands for more bus service. Since the Terminal opened in December of 1950, annual traffic increased by almost 400,000 bus movements or by some 25 per cent, while peak-hour activity gained by more than 50 per cent. During the past year alone, annual activity increased by 60,000 movements and 52,600,000 passengers were served by the Bus Terminal. On a typical weekday about 150,000 passengers are accommodated on the suburban bus level and, during the morning or evening rush period, up to 30,000 commuters arrive at or depart from the Terminal.

As a result of this burgeoning activity, the Terminal has rapidly approached capacity operation on both the suburban level, which is devoted essentially to New Jersey commuter operations, and the long distance level, which handles long distance and resort bus travel. Of the 6,000 bus movements reported at the Terminal on an average weekday in 1959, about 90 per cent used the extensive terminal ramps and therefore avoided the congested midtown New York City streets.

SHORT HAUL DEPARTURES

Short haul departures continued to increase during 1959, due to the abandonment of rail services on the West Shore Railroad and to the growing number of travelers who prefer to com-



The roof of the Port Authority Bus Terminal will be expanded to accommodate both suburban and long distance operations. Eight "island" type platforms will have 32 loading positions for commuter buses. Twenty-five "saw-tooth" positions will be provided for long haul buses. A common unloading platform for both services will be furnished along the south side (bottom).

mute by bus. Suburban traffic at the Terminal increased substantially and totaled 46,200,000 passengers, accommodated in 1,700,000 bus movements.

The 1959 activity on the suburban concourse represented an increase of 1.6 per cent over 1958, or 13,000 departures. While this rise was not great in terms of a percent figure, it was critical in total volume because many of the additional departures occurred within the peak commuter hours. For example, the average of 430 peak-hour departures in 1958 increased to an average of 470 in 1959.

LONG DISTANCE TRAFFIC

During the year a total of 136,200 long haul departures were recorded on the long distance level, representing a 14 per cent increase over 1958. The sharp growth in activity on the long distance level is attributable to the expanded services offered toward the end of the year by many of our carriers and to the addition of a new long haul bus tenant, The Arrow Line.

In addition to a greater number of bus movements, long distance passenger volumes showed a sizable increase during 1959. By year-end, the Terminal had provided long haul services for some 6,400,000 patrons.

BUS TERMINAL EXPANSION

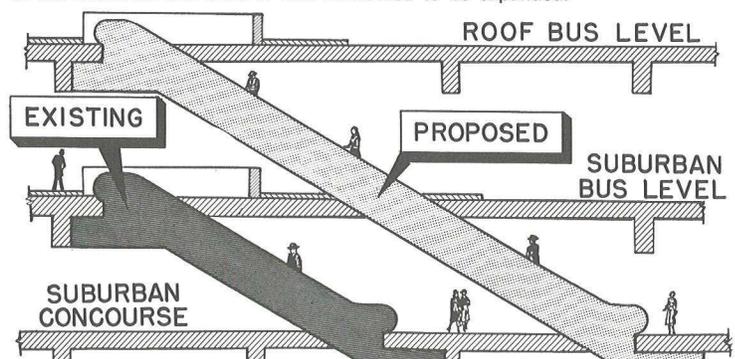
Less than ten years after its opening, the Port Authority Bus Terminal—largest in the world—is to be expanded to meet the growing demands of

bus passenger traffic. The Terminal improvement, along with major additions to the ramp structure which forms part of the Lincoln Tunnel approaches, is estimated to cost \$20,250,000 and will create a new operating space for buses on the roof of the present Terminal. This project is scheduled to begin in March, 1960 and to be completed in 1962.

Port Authority planners, aware of the need for greater bus-handling facilities in mid-Manhattan outside of the congested area east of Eighth Avenue, initiated studies some time ago to determine the size, nature and timetable of the Bus Terminal expansion program. These studies evaluated the growth in bus travel, the location of new highways and the projected increases in industrial and office activity. In addition, the routes of various bus companies using the Bus Terminal were analyzed and the potential of each was examined.

Thus, the basic dimensions of the expansion were measured, and the areas available for expansion were determined. The key to the expansion program was the existing roof automobile parking level of the Terminal which was included in the original Bus Terminal construction in 1950

This cross section diagram indicates the two-story motorstairs which will extend from the suburban concourse through the suburban bus level to the new roof area. Motorstair capacity to the suburban bus level is also scheduled to be expanded.



to accommodate future bus operations. This area, an entire city block in size, was therefore available as the site upon which additional suburban and long distance bus accommodations for tomorrow's bus users could be provided.

The two different types of operation to be accommodated—suburban and long distance—will require the division of the Bus Terminal roof into separate operating segments. Half of the roof area is designed to provide twenty-five "saw-tooth" bus loading gates for the long haul buses while the other half will be arranged for eight "island" type platforms with thirty-two loading positions for commuter bus operations. A common unloading platform for both services will be furnished along the south side of the roof.

MOTORSTAIRS, BAGGAGE AND PARKING

A salient feature of the Bus Terminal expansion is the complete separation of bus passengers going to the present suburban bus level from those passengers who will be going to the new bus area created on the roof. Two-story motorstairs to the new roof will be provided directly through the existing bus level. In this way, passengers destined for the new roof bus level will proceed immediately from the suburban passenger concourse to the new roof. Motorstair capacity from the street level of the Terminal to the suburban passenger concourse will also be expanded to meet the growth of new passenger traffic on that level as well.

Another important feature of the expansion program is the consolidation and enlargement of baggage handling and checking facilities at the Ninth Avenue end of the Bus Terminal. This provision will enable better service to patrons through a more efficient and convenient handling of luggage.

Realizing that the loss of roof area now used for automobile parking would cause inconvenience to New Jersey and New York motorists, every effort will be made to replace this service. Although faced with construction problems, a de-

A remarkable feat of engineering, the distinctive and functional concrete roof and sidewalls for the George Washington Bridge Bus Station were designed by the world-famous Italian architect, Pier Luigi Nervi, and is the first such structure to be built in the United States. At right is a model of a roof design.

sign has been developed which permits the erection of a new superstructure above the present Bus Terminal building as a parking facility replacement. Widened and expanded ramp connections to and from the Lincoln Tunnel will be provided to expedite the movement of automobiles and buses to the expanded Terminal and new parking area.

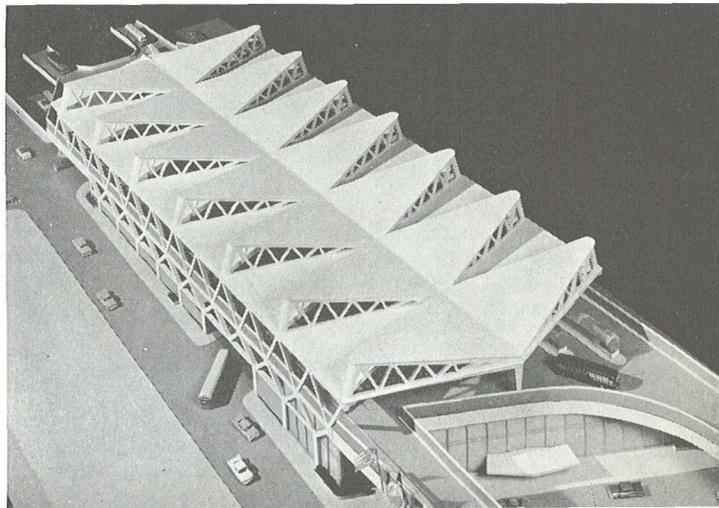
DURING THE EXPANSION

An important requirement of the entire project is the maintenance of essential bus transportation services during the reconstruction and expansion of the Bus Terminal. Construction staging will therefore be such that various bus operations will be temporarily shifted within the Terminal to permit alterations on existing platforms. The part of the expansion for long distance buses will be constructed first to assure the lowest possible inconvenience to the public.

This \$20,250,000 reconstruction of the Port Authority Bus Terminal is an integral part of the Port Authority's continual planning and improvement of the Port District's transportation network. The expanded midtown Bus Terminal and the George Washington Bridge Bus Station, which is also scheduled for completion in 1962, will form vital parts of the trans-Hudson bus transportation system in the years ahead.

GEORGE WASHINGTON BRIDGE BUS STATION

Coupled with its extensive plans for enlarging bus facilities in mid-Manhattan, the Port Authority is moving forward with the construction of the \$13,000,000 George Washington Bridge Bus Station for buses using the great bridge. This Station, an integral part of the program for pro-



viding a second deck to the bridge, is currently under construction and is expected to be completed by the middle of 1962.

The Station itself will be a three-story structure bounded by Broadway on the east, Fort Washington Avenue on the west, West 179th on the north and West 178th Streets on the south. The Station will be erected over the depressed George Washington Bridge Expressway and will be connected with the bridge on the west, and to an elevated bus parking shelf by direct ramps over Broadway on the east.

The heart of the George Washington Bridge Bus Station is the bus-operating level which will serve 10,000 daily bus commuters who enter and leave Manhattan by way of the George Washington Bridge. Equipped with thirty-six bus-loading positions, this 90,000-square-foot area will be capable of loading and dispatching over 250 buses an hour, thus assuring northern New Jersey commuters many years of speed and convenience.

Patrons of the Station will be insured of complete weather protection by an expansive, lightweight concrete roof designed by Dr. Pier Luigi Nervi of Rome, Italy, one of the foremost exponents of this method of construction. The block-long walk between the Station and the New York City subway system may also be made in comfort regardless of the weather by means of an attractive, well-lighted underground passage.

The Bus Station will have street entrances on all four sides with modern motorstairs positioned to bring passengers to the main concourse from the Broadway street level and also from the subway level below Fort Washington Avenue.

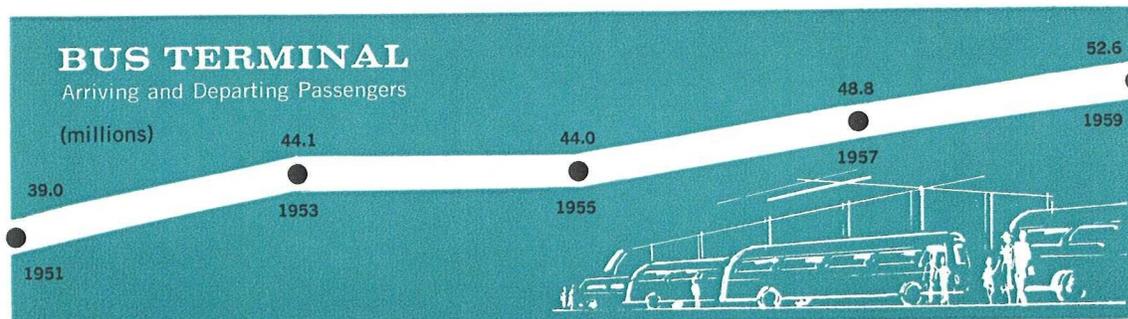
Ticket windows, information services, rest room facilities and other commuter services will be provided on the main concourse, while supplementary commuter services plus a long haul bus depot will be set underneath this level. Part of the area beneath the main concourse will not be developed or closed in but will be left exposed in order to ventilate the twelve-lane expressway below.

The 56,000-square-foot bus parking shelf east of the Bus Station will also straddle the twelve-lane expressway and will occupy the entire square block east of the terminal proper. The large shelf area will provide adequate room to park buses during off-peak daylight hours and also to store, for short periods, those buses which arrive at the facility a few minutes before their scheduled arrival time.

ACTIVITY AT THE TWO TRUCK TERMINALS

Steadily increasing activity was noted at the New York and Newark Truck Terminals throughout 1959. Both facilities reflected the pattern of the Port District's trucking industry by handling growing amounts of cargo carried in a greater number of trucks.

The two truck terminals are centers for consolidating freight shipments of a number of major motor carriers in the metropolitan area. They have verified the Port Authority's concept that such modern facilities for handling truck freight lead to time-and-money saving efficiencies as well as reducing congestion on city streets.



NEW YORK TRUCK TERMINAL

The New York Truck Terminal is leased to the Empire State Truck Terminal Co., Inc., a group of nationally known over-the-road carriers. This operating company makes berth and platform space available to other tenant carriers within the terminal. Located close to the Holland Tunnel, the 142-berth facility eliminates the door-to-door pick-up and delivery of small shipments by large tractor-trailer units using the terminal.

NEWARK TRUCK TERMINAL

The Newark Truck Terminal is operated on the same principle as the New York Terminal by the Garden State Truck Terminal Corporation. It serves northern New Jersey and Staten Island. The largest truck terminal in the world, it has a conveyor system on the platform, a complete pneumatic tube communications system, can accommodate 160 trucks simultaneously, and has numerous other modern freight-handling features.

PORT AUTHORITY BUILDING

The Port Authority Building, located on Eighth and Ninth Avenues between 15th and 16th Streets in New York City, is not only the headquarters of the Port Authority, but also an important freight-handling center in Manhattan.

On the ground floor of the fifteen-story structure is located the Union Inland Freight Station where freight for five railroads is received for shipment. The railroads which maintain service at this station are the Pennsylvania Railroad, the New York, New Haven and Hartford Railroad, the Baltimore and Ohio Railroad, the Erie Railroad, and the Delaware, Lackawanna and Western Railroad. In addition to the rail facilities, a consolidated trucking service operated by Inter-Boro Transport Terminal Corp., is also located on the ground floor level. The basement of the block-long structure is leased to the Railway Express Agency for a sorting and freight station.

On the upper floors of the Port Authority Building are located several manufacturing, processing and warehousing operations, in addition to the main offices of the Port Authority.

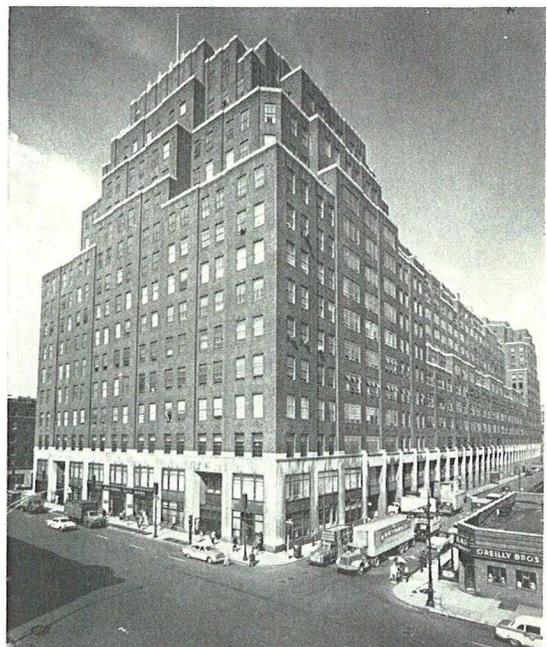


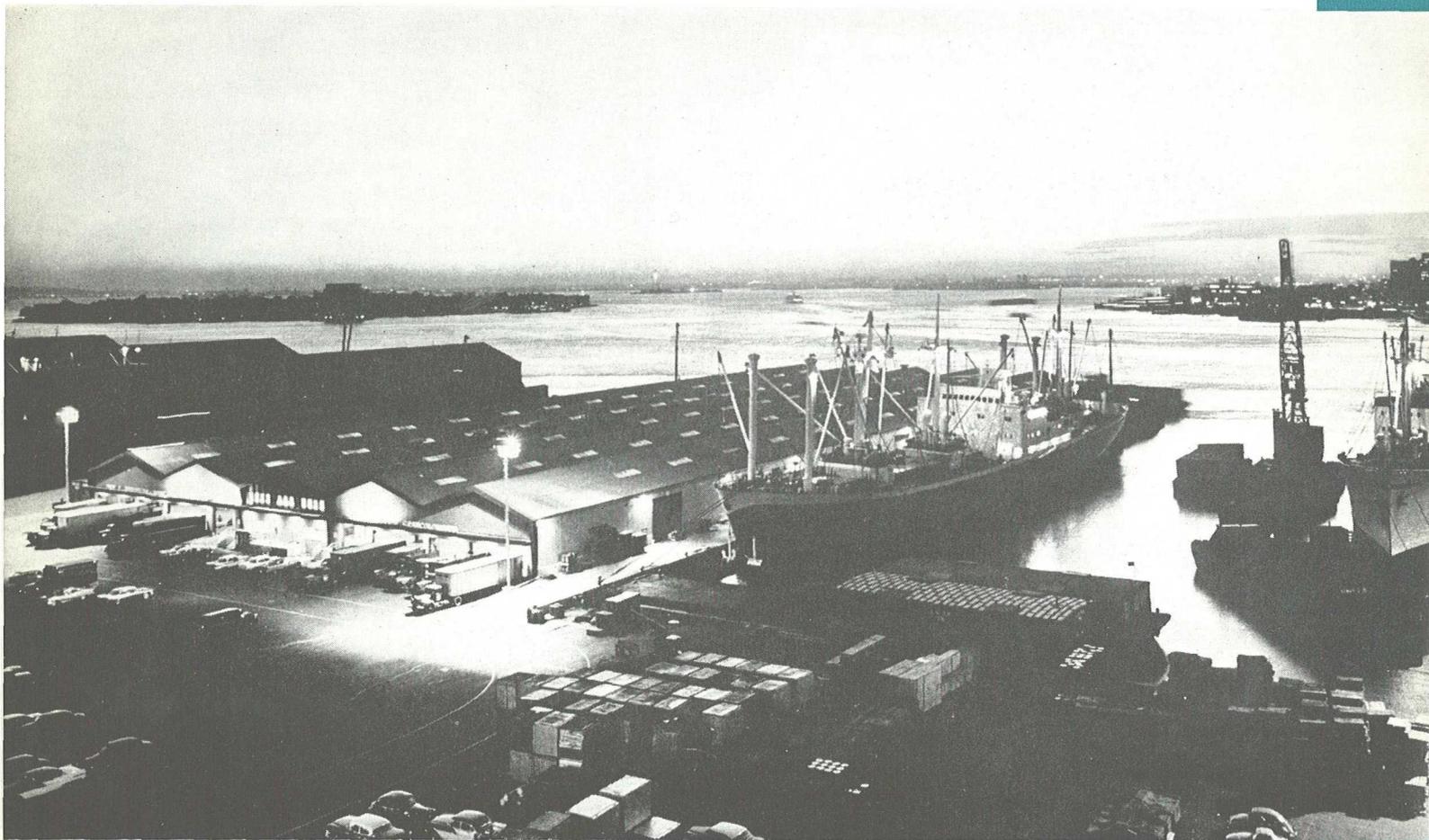
Located close to the Holland Tunnel, the New York Union Motor Truck Terminal has truck berths for 142 tractor-trailer units.



The 1,174-foot-long Newark Union Motor Truck Terminal, largest in the world, serves northern New Jersey and Staten Island.

The Port Authority Building handles freight for five railroads and is a major merchandise handling station in Manhattan.





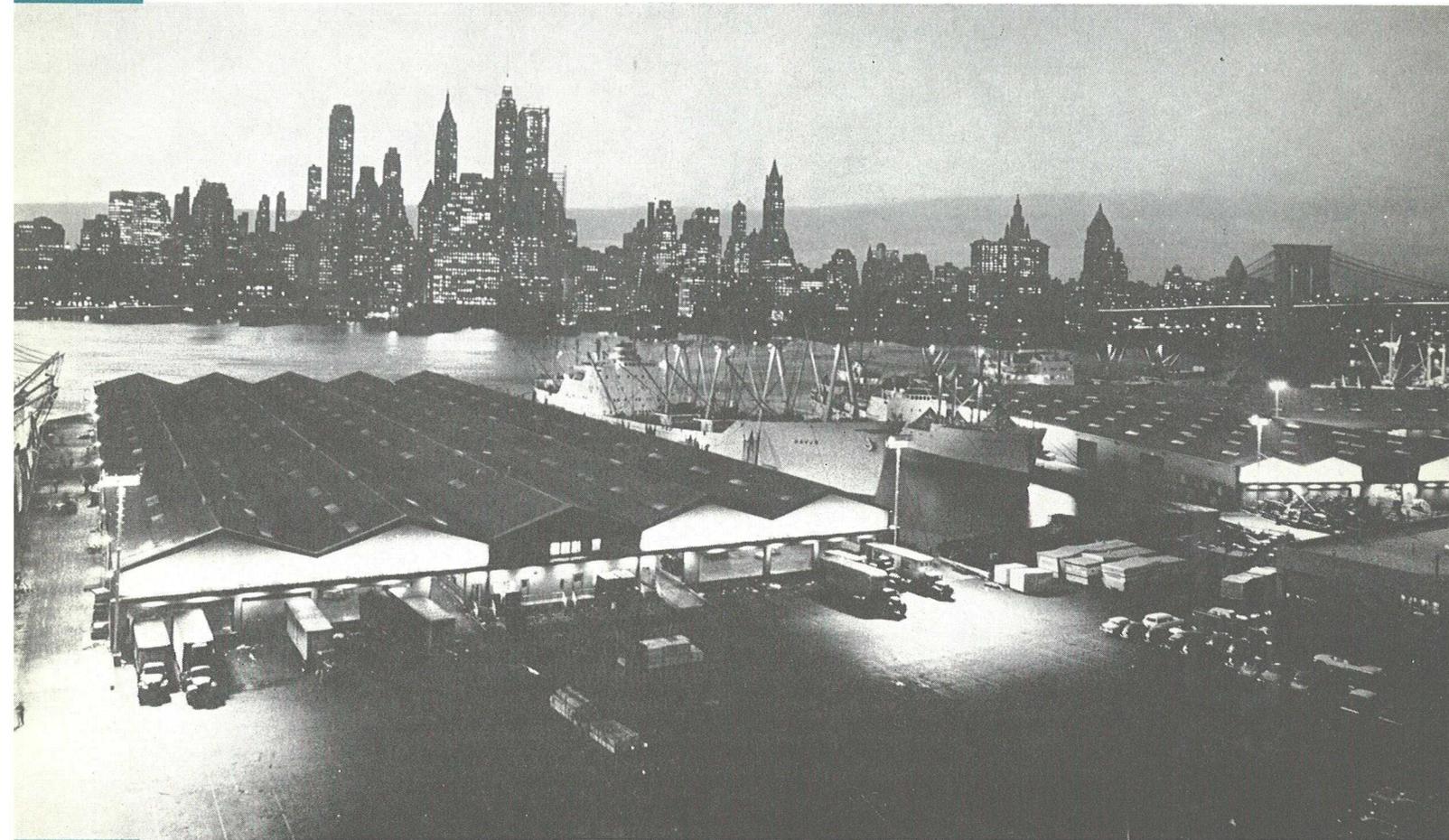
MARINE TERMINALS

Two major marine construction goals were achieved by The Port of New York Authority in 1959. In New York, the half-way mark was reached at the Brooklyn-Port Authority Piers when the fifth of ten new piers was dedicated. Construction started along this stretch of waterfront in 1956. On Newark Bay in New Jersey, the nearly two-mile-long Elizabeth Channel was created out of marshland for the new Elizabeth-Port Authority Piers.

These marine terminal areas in Elizabeth and Brooklyn are two of the Port Authority's six self-supporting marine facilities. The others are Port Newark, the Port Authority Grain Terminal and Columbia Street Pier, the Hoboken-Port Authority Piers, and the Erie Basin-Port Authority

Piers. They are all operated under the jurisdiction of the Marine Terminals Department Director, Lyle King.

The continuing development of these self-sustaining facilities, and the drive to achieve construction goals such as those mentioned above, are vital to the future of the New York-New Jersey Port. The port's position of world leadership cannot be taken for granted. There is the ever-present competitive struggle with the ports of the Eastern and Gulf coasts and now the embryonic ports of the Great Lakes. The Port of New York must retain its pre-eminence by providing shippers with the safest, most modern and economical facilities for the expeditious handling of their cargo.

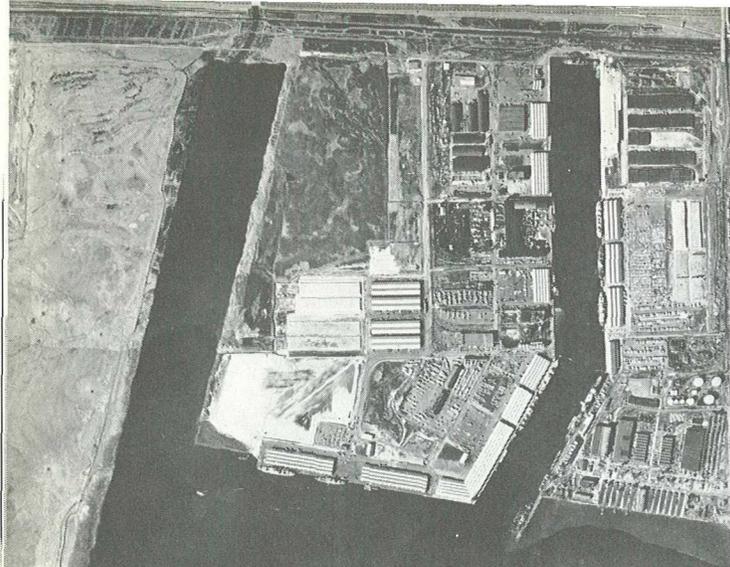


INVESTMENT AND TONNAGES

In 1959, \$17,724,000 was expended for modernizing the six Port Authority waterfront facilities, increasing the amount invested in waterfront improvements since 1945 to a new total of \$142,457,000. Budget expenditures for the coming year for marine terminal construction and modernization are estimated to be \$23,545,000. The existing self-supporting Port Authority facilities earned gross revenues of \$13,087,000 during 1959.

These modern facilities have 28.5 per cent of the total usable deep-water berths in the bi-state port, and in 1959, they handled nearly 7,292,900 tons of cargo valued at \$3,592,968,523.

They also handled 49 per cent of the lumber, 75 per cent of the foreign vehicles, and 87 per cent of the export grain moved through the entire Port of New York. General cargo crossing Port Authority piers and wharves accounted for some 33 per cent of the total general cargo tonnage moving through the Port of New York. General cargo is the most important and valuable segment of foreign trade. It is the type of cargo for which the Port of New York is the recognized leader and is the most advantageous to the economic growth of our metropolitan area. It generates more waterfront employment, more port facilities and more services of every description in contrast to the bulk cargoes which are generally handled through mechanically operated and in-



Seen from the air, this recent view shows the 9,000-foot-long "straight-in" Elizabeth Channel, which was completed in October, 1959. The \$150,000,000 Elizabeth-Port Authority Piers will be constructed to the left of this Channel. Surrounding the angular Port Newark Channel is rapidly expanding Port Newark, which handled over 4,000,000 tons of cargo in 1959.

dustrially owned marine terminal facilities.

Over 8,000 workers were employed at our six marine terminals during 1959. They earned \$40,760,000 in wages — a significant contribution to the economy of the area. An additional 550 were engaged in construction projects, at an annual wage of about \$4,500,000.

PROGRESS AT THE ELIZABETH-PORT AUTHORITY PIERS

October of 1959 marked the completion of the first stage of the \$150,000,000 marine terminal development at the Elizabeth-Port Authority Piers. In this month, the new Elizabeth Channel became a reality. The Atlantic, Gulf & Pacific Company of New York, under a \$4,872,000 contract, commenced the dredging of the new Elizabeth Channel in July 1958. The company hydraulically pumped out approximately 13,000,000 cubic yards of material to create a huge channel 600 to 800 feet wide, thirty-five feet deep and extending 9,000 feet in-shore from the Federal Channel in Newark Bay.

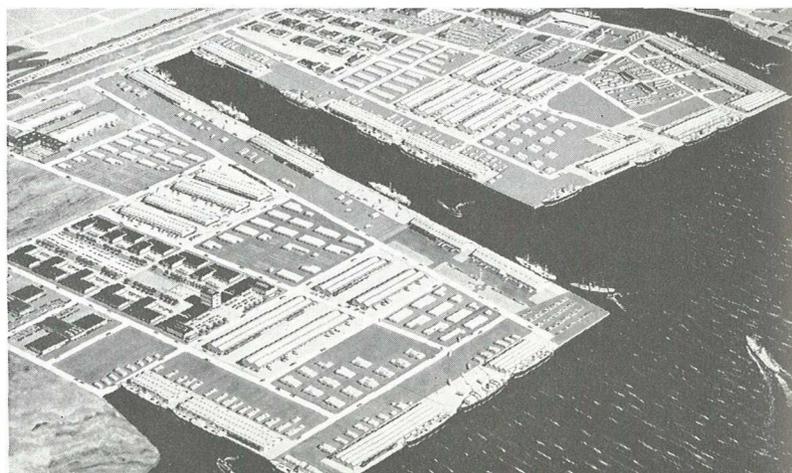
The immensity of this, the largest dredging program ever undertaken by the Port Authority, can be better understood when it is realized that the 13,000,000 cubic yards of material removed is equivalent to the volume of approximately thirteen Empire State Buildings. Or, if placed as a blanket of fill a foot thick, the material could cover the Island of Manhattan for its entire width from 85th Street south to the Battery. During the

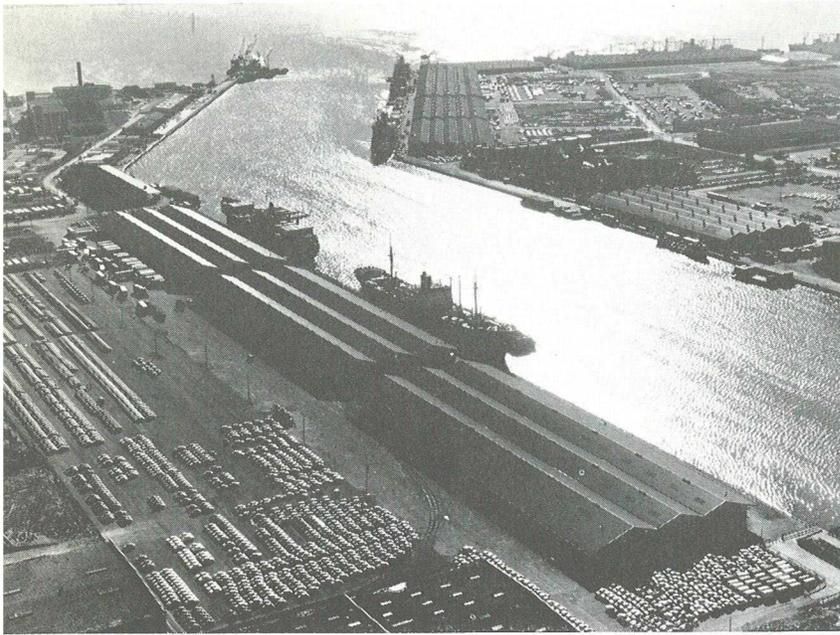
course of pumping out the fill material, ten billion gallons of water were also pumped by the dredge.

With the channel dredging completed, the Board of Commissioners, on December 10, approved a plan making possible the start of the second stage of construction. It began immediately. To be completed in 1962, the \$26,200,000 project provides for new deep water berths and supporting upland facilities. It includes an 800-foot-long berth across the in-shore end of the channel, about 2,400 feet of berthing space running from the in-shore end eastward along the south side of the channel, plus access roadways, utilities, paved upland area and an 884,000-square-foot distribution center. The "Port of the Future," especially designed for the age of automation, is well along the way to being a seaport in reality.

The Elizabeth-Port Authority Piers contain over 700 acres of land south of Bound Creek along Newark Bay. The Master Plan for the entire development envisages a new marine terminal that will include twenty-four vessel berths supported by 400 acres of transit and open storage areas and more than five million square feet of cargo distribution buildings. Designed to provide the most efficient facilities for general cargo operations, the terminal will also contain open berths for the handling of lumber, scrap metal, cork, pulp paper and foreign automobiles. In addition, it will include all the facilities essential to meet the needs of the rapidly advancing container ship age. These plans contemplate the creation of facilities which will handle some 5,000,000 tons of general cargo each year. Approximately half of this will be handled at the container ship berths.

The artist's aerial conception of the quarter-billion dollar development program for the Elizabeth-Newark waterfront on Newark Bay shows the area as it will look when completed. In the left foreground, south of the "straight-in" Elizabeth Channel, are the Elizabeth-Port Authority Piers, covering 703 acres.





Port Newark is one of the leading areas for handling container ship cargoes and is the center of the nation's foreign car imports. During 1959, Port Newark handled well over a million tons of container cargo and a total of 118,800 foreign cars.

PORT NEWARK CONSTRUCTION CONTINUES

Large scale construction projects also progressed rapidly at Port Newark. During 1959, the Port Authority spent \$5,399,000 in waterfront modernization and improvement at this facility.

The second three-berth terminal, another major project in the Port Authority's plan to redevelop the 137-acre former Army Base Area on the north side of the Port Newark Channel, was completed this year. Designed to help meet an increasing demand for the handling of itinerant vessels, this project called for reconstruction of 1,900 feet of wharf for the new three-berth facility, and an adjacent 600,000 square feet of cleared upland area.

DISTRIBUTION CENTERS

In December 1958, construction of another new four-building distribution center (similar to the one completed in 1958) was also started on the north side of the Port Newark Channel. By the close of 1959, two of the buildings were partially completed. The other two are scheduled to be finished by the end of 1960. On the south side of the channel, a third distribution center is also

being developed. Started late in 1958, the design for these four "south side" buildings is similar to those constructed north of the channel.

All these new distribution buildings are being constructed at a total cost of \$7,600,000. The four north side buildings will contain 416,000 square feet; the southerly group, 572,000 square feet. They are located close to deep-water ship berths and this factor leads to minimum handling costs for the movement of goods between shipside and distribution point. The design of the buildings allows the most efficient methods of merchandise handling. These buildings are available in units of 26,000 square feet, with high ceilings and heavy floor load capacities for high stacking. There are truck loading platforms along one side and rail sidings on the other with all loading docks at platform height.

CONTAINER SHIP SERVICE GROWS

One of the foremost exponents of containerization in this country, Pan-Atlantic Steamship Company, continued its impressive record in the handling of general cargo by container ship at Port Newark in 1959. The 1,068,148 long tons handled in 1959 surpassed even the record of 696,538 long tons handled in 1958. The increase was 371,610 tons or 53.4 per cent.

Pan-Atlantic now operates six vessels in their container ship service with three weekly sailings on the following three routes: first, Port Newark to Jacksonville, Tampa, Miami and New Orleans; second, Port Newark to San Juan and Ponce, Puerto Rico; and third, Port Newark to Houston.

FOREIGN CARS

The phenomenal growth of foreign car imports continued at Port Newark during 1959. In 1958, Port Newark handled 67,876 imported cars and trucks, or triple the 1957 volume of nearly 20,000 units. During 1959, over 118,800 foreign cars were handled at this marine terminal—an increase of 75 per cent over 1958. This large volume of foreign car imports from nearly every car-making country in the world makes Port Newark the country's leading foreign car import center. Retention of this job-creating commodity can be attributed to provision by the Port Authority of

new berths as well as modernization of existing berths at Port Newark. The seaport's extensive paved open areas, adjacent to deep-water berths with aprons fifty feet and more in width, are ideal for rapid unloading, storage and overland re-shipment of vehicles. Proximity to arterial highways leading throughout the nation provides efficiency in distribution. Also present at Port Newark are experienced automobile transport and service companies which service and forward these cars to distributors throughout the United States.

NEW STEAMSHIP SERVICES

The year also saw the inauguration of new and regular steamship services to Port Newark. Among these was the Fassio Line which began service into the Norton, Lilly Terminal on October 29. It provides, for the first time, regular express liner service directly between Port Newark and such Mediterranean ports as Genoa, Venice, Naples, Leghorn and Rijeka. Also for the first time, the Wallenius Line established regular outbound service at the seaport. Up to 1959, the line had been using Port Newark for its inbound cargoes. Now it conducts its entire Port of New York export and import operation at the Newark marine terminal.

COMMERCIAL BANKING

Another new and beneficial service was provided in 1959 for all Newark Seaport tenants, their employees and the many other persons who do business in the seaport area. Commercial banking services at two banking institutions are now available during the business week in two separate, pleasantly designed office buildings. The National State Bank of Newark is located on Terminal Street, and the Fidelity Union Trust Company of Newark is on Tyler Street. The establishment of these two banks is indicative of the growth and expansion of the activities at Port Newark generated by the development of its waterfront facilities.

Four-building distribution centers at Port Newark are located close to deep-water vessel berths. This factor leads to minimum handling costs between shipside and distribution point.

OTHER IMPROVEMENTS

In September 1957, the newly constructed wine terminal on the south side at Marsh and Export Streets was placed in operation by United Vintners. During 1959, the tenant's increased Port Newark business required enlargement of its present facilities. As a result, the area of the building was increased 4,100 square feet to accommodate the storage of an additional 600,000 gallons of wine. The enlarged building area contains all the necessary tanks, piping and venting of the tanks, all provided by the tenant and set on foundations provided by the Port Authority.

Increased tenant activity and business necessitated other modifications and improvements throughout the seaport. For more efficient handling of waterborne commodities, over 190,000 square feet of open area was paved, fenced and lighted, and another 60,000 square feet was paved and lighted. A third area of 103,840 square feet was enclosed with fencing for commodities requiring a protective area.

Another seaport improvement was the replacement of the old public truck scale on Terminal Street at the head of the Port Newark Channel. Heavy usage from greater traffic volume necessitated its replacement by a new scale and scale house at a cost of \$37,000. Providing a more efficient and improved weighing service to Port Newark tenants, the new scale house is located on the east side of Terminal Street between Marsh and South Dock Streets.

After an estimated forty years of service, the underground water mains serving the buildings in the former Sears-Roebuck area were replaced.



This was done to better serve the Sears area and to provide a first-rate, modern fire protective system. The installation cost was \$110,000.

ACTIVE YEAR AT PORT NEWARK

At Port Newark, 1959 activities continued to grow, as they have every year since 1948 when the Port Authority assumed responsibility for Port Newark's development and operation. Total 1959 tonnage was 4,049,645 tons or 20 per cent higher than the 3,367,600 tons handled in 1958.

General cargo tonnages, which included packaged freight, container cargo, scrap metal, ores and lumber, totaled 2,997,264 long tons in 1959—an increase of 26 per cent over the 2,380,152 long tons in 1958. New records were established in the handling of scrap metal and container cargo. Port Newark also retained its status as leading lumber port of the East Coast, handling some 218,976,426 board feet. A chrome ore movement of 137,533 long tons carried on twenty-three vessels was completed in February 1959, and other similar cargoes such as manganese ore and naphthalene were discharged at Port Newark's ample facilities. Bulk liquids handled amount to 1,052,381 tons.

Payrolls and employment improved greatly, with \$19,533,000 being earned by 3,891 workers in 1959, compared to \$16,005,000 being earned by 3,535 workers in 1958.

SHIPPER SATISFACTION AT PORT NEWARK

Along with the growth of services at Port Newark in 1959, shippers' satisfaction increased. Following is a quote from a prominent tenant and user of Port Newark:

"We wish to take this opportunity to express our appreciation of the very excellent service which you have given us on the steamships recently arrived at the Port of Newark.

"Our warehouse superintendent informs us that the delivery to the trailers is being accomplished in such a perfect manner that it is a pleasure to unload the merchandise.

"He further informs us that the service at your Port Newark terminal leaves nothing to be desired, our truckmen and all others concerned



Construction at the Brooklyn-Port Authority Piers, shown in this artist's rendering, reached the half-way mark in 1959 with the completion of the fifth new pier. Piers 1, 2 and 3, the three piers in the foreground, are in operation. (See pages 16-17)

receive every cooperation possible, in short everything is absolutely perfect.

"It goes without saying, therefore, that you can certainly count on our continued support, all our agents in Japan have been instructed accordingly, and we know that your people at Port Newark will continue to give us the very excellent service which they have rendered in the recent past."

BROOKLYN-PORT AUTHORITY PIERS

In Brooklyn, the \$90,000,000 marine terminal redevelopment program—stretching from the Brooklyn Bridge to Atlantic Basin—went ahead at a rapid pace. It reached its half-way mark in 1959 upon the completion of the fifth new pier. The pier redevelopment program in this two-mile-long area, located on the forty-foot-deep Buttermilk and East River Channels, now encompasses the steel-and-concrete construction of eleven new, single-story structures. This is the largest pier modernization program ever undertaken on the New York side of the New Jersey-New York Harbor. Originally, the program was to have cost \$85,000,000. With the leasing of property located at the foot of Atlantic Avenue from the City of New York, the total expenditure was raised to \$90,000,000. This makes it possible for the Port Authority to construct, in the center of its Brooklyn property, another new pier—Pier 6.

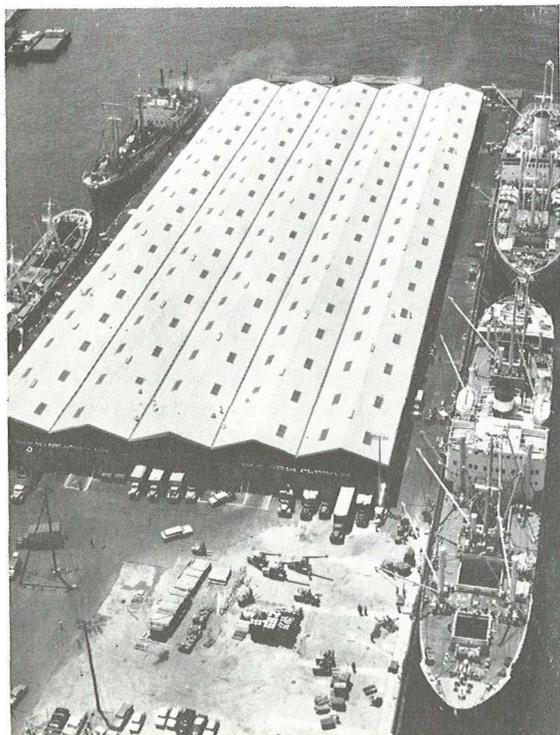
All of the new, well-lighted aluminum, fire-protected piers are being built to replace twenty-five obsolete piers. Another pier in the Atlantic

Basin will be completely rehabilitated, and forty-nine acres of upland area will be cleared to provide space for open storage and truck handling. When completed, this facility will contain twenty-seven modern and efficient vessel berths with about 90,000 square feet of shedded space for each vessel berth. They replace forty-four obsolete berths which had an average of 34,100 square feet of shedded space per berth. The properties were purchased from the New York Dock Company, March 1, 1956.

The new Brooklyn piers in operation during 1959 demonstrated the efficiency with which trucks can transport cargo on and off the piers without obstructing the normal flow of traffic on adjoining streets. Over 243,900 trucks picked up or discharged cargo at the Brooklyn-Port Authority Piers in 1959. The new piers are demonstrating what sufficient upland area behind a well laid out pier can mean to truck traffic, in contrast to most of the older piers where there is virtually no upland and where long waiting lines on streets are commonplace. As many as 1,233 trucks in one day have been handled at the entire Brooklyn facility with nearly 900 of them being accommodated at the five new piers.

During 1959, three new piers, Pier 1, 3 and 10, were completed. These three, together with Piers 11 and 2, which were constructed and placed in operation the year before, marked the approximate mid-point in our Brooklyn reconstruction program.

Pier 10 of the Brooklyn-Port Authority Piers was completed in 1959. It is in the Atlantic Basin area, near completed Pier 11.



The Erie Basin-Port Authority Piers completed their first full year of Port Authority operation in 1959 and handled the cargoes of 609 vessels. The adjacent Port Authority Grain Terminal and Columbia Street Pier (not seen) elevated more than 9,800,000 bushels of grain and handled 165,500 tons of cargo.

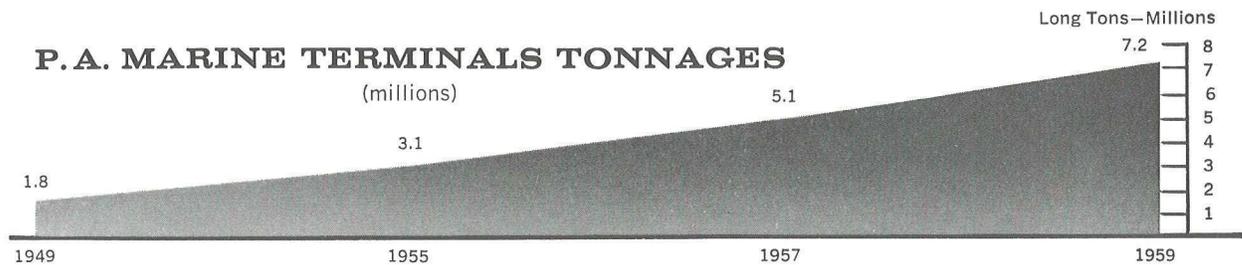
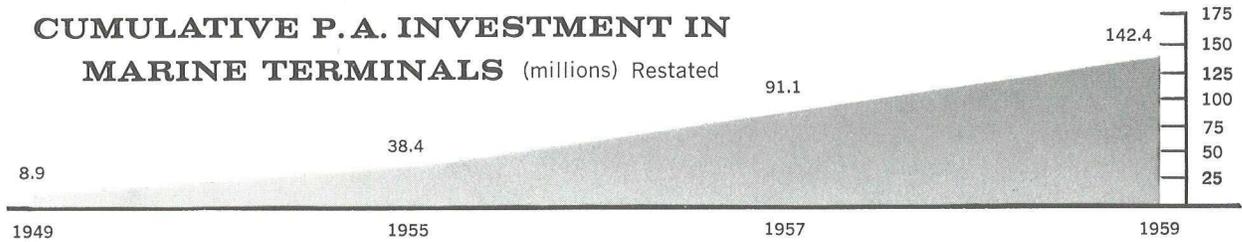
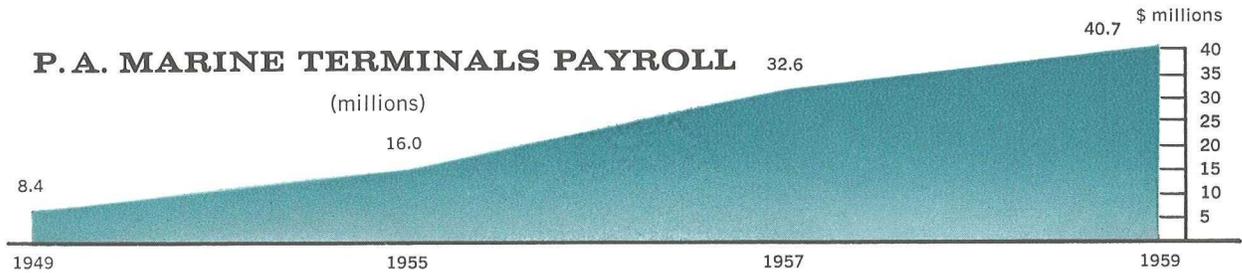
NEW PIER 1-FULTON TERMINAL

New Pier 1, completed and dedicated on April 29, 1959, is now leased and occupied by American Stevedores, Inc., under a five-year lease. During the dedication ceremonies, Port Authority Chairman S. Sloan Colt stated: *"This new marine facility we are dedicating today for American Stevedores and the Torm Line is one of the longest, most spacious and most attractive marine terminals in the port. In the place of the three antiquated and inadequate piers previously on this site, we now have this uniquely engineered structure that embodies the very latest features in marine terminal design."*

Three-berth Pier 1, one of the largest marine facilities in the New York-New Jersey Harbor, is "L" shaped and has a wharf 1,090 feet on one side, 500 feet on the south side and thirty-foot-wide aprons.

NEW PIER 3-FULTON TERMINAL

Ceremonies celebrating the opening of Pier 3 were held on July 1, 1959. They were presided over by Chairman Colt and Dr. Alvaro Diaz, General Manager, Flota Mercante Grancolombiana, S.A. Grancolombiana has leased this pier for five years. At the dedication, Dr. Diaz stated: *"You will have the opportunity to appreciate the outstanding features in this pier, where cargo will be handled with utmost dispatch and efficiency. All the good Colombian coffee, cocoa and sugar*



from Central America; frozen and refrigerated products from Ecuador; canned fish from Peru; metals from Mexico, to mention just the leading commodities that Gran Colombiana carries to New York, will be discharged here. You will realize that this terminal is really a monumental engineering achievement."

During six months of operation at Pier 3, some 117,264 long tons of cargo were handled, bearing out predictions made at the time of the pier opening.

NEW PIER 10-ATLANTIC BASIN

Pier 10 was opened and placed in operation on June 30, 1959. Leased to American Stevedores, Inc., for five years, it now handles cargo for the Dominican, Mamenic, and Concordia (inbound) Lines. The new two-berth pier is 325 feet wide. It has thirty-foot-wide aprons on both the 980-foot-long west side, and the 715 foot east side. The apron on the outshore end is twenty feet

wide. During the six months of 1959, in which this two-berth pier was in operation, 94,365 long tons of cargo moved in and out, and 82 vessels were handled at this pier, along with 21,178 trucks.

PIER 6-BALTIC TERMINAL

The sixth new pier to be built as part of the Brooklyn-Port Authority Piers, Pier 6, is now under construction at the foot of Atlantic Avenue in the Baltic Terminal area. It will be 680 feet long on the south side, 650 feet long on the north side and 340 feet wide with 30-foot-wide aprons at its two berths. Pier 6 will have 176,400 square feet of covered shed space including two stories of air-conditioned office area. In addition, there will be fourteen tailgate-high truck back-up spaces on the inshore end of the pier and two truck entrances and exit ramps providing access to the pier, as well as 192,000 square feet of paved up-land area.

PIER 7-BALTIC TERMINAL

Construction also began on another pier, Pier 7, in the Baltic Terminal area. The new pier will have three berths. To be constructed of concrete, steel and aluminum, the 269,000-square-foot shed is flanked by a 1,200-foot-long berthing area on the south side and a 710-foot-long area on the north side. As wide as a football field is long, it will also have thirty-foot-wide aprons, 220,000 square feet of paved upland area and thirty-five tailgate-high truck spaces at the pier face and at a covered platform on the shed's north side.

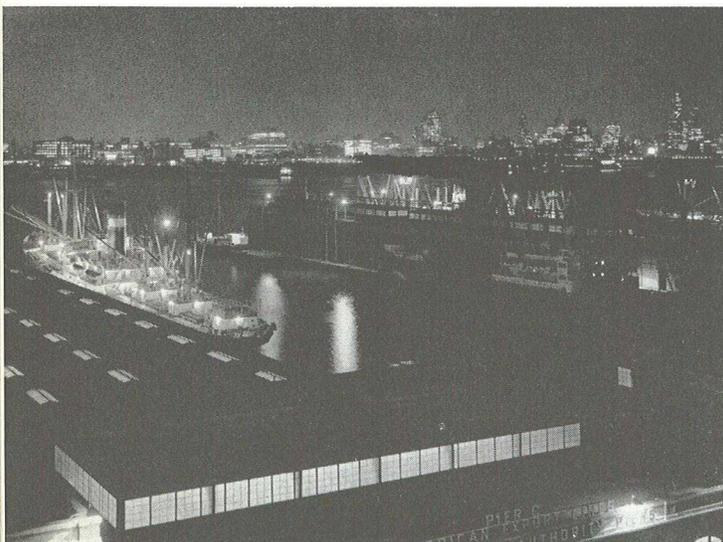
PIER 11-ATLANTIC BASIN

The first of the new Brooklyn Piers was Pier 11, completed on June 4, 1958. It has now had over a year of full operation. This quay-type pier has a wharf 2,100 feet long with a 25-foot-wide apron. There are three "king-size" berths at the terminal, and a single shed 1,800 feet long by 150 feet wide. The tenant, Maersk Line, has leased this pier for a ten-year period. The line has noted substantial operational savings at this efficient and modern pier.

PIER 2-FULTON TERMINAL

Pier 2 was completed September 9, 1958, and leased to Meyer Line for ten years. The pier, now one of the busiest in the port, is a two-

The \$18,000,000 Hoboken-Port Authority Piers have helped to revitalize this part of the busy Hoboken, New Jersey waterfront.



berth pier with 168,200 square feet of covered interior space, and like the other new piers, has thirty-foot-wide aprons. Comparative results of this new pier with two of the old piers formerly occupied by the same tenant, show a large increase in trucking efficiency. In a twelve-month period, the new pier handled a maximum of 343 trucks per day with a daily average of 215.

Pier 2 provides a clear indication of what a new pier can do: operating at near-capacity volume, it has averaged a resounding 143,312 long tons per berth in 1959.

TOTAL RESULTS FAVORABLE

To date, about 800,000 square feet of upland area has been provided for the Brooklyn-Port Authority Piers by removal of obsolete buildings, a good number of which had been erected during the Civil War era. Most of this newly created open area is under lease to tenants using existing piers.

While this huge reconstruction program is underway, maintenance and repair programs through efficient administration and scheduling, enable tenants to operate safely and productively from the older piers.

The year was a significant one for the Brooklyn-Port Authority Piers as plans and forecasts became a reality. With five new Brooklyn piers completed out of a total of eleven to be built, and with one-third fewer berths, operations have equaled the tonnage volume maintained in the old New York Dock property prior to the Port Authority purchase. New berths, at present, are averaging better than double the tonnage of the old berths and are still well below their capacity.

At the time of the purchase, tonnage was moving at the rate of 141,000 long tons per month over the New York Dock property; the area is now averaging 140,000 long tons per month although there are fifteen fewer berths.

Today, with both the new piers and existing old ones, there are twenty-nine berths altogether. The new piers are handling tonnage at the rate of 90,750 long tons per berth per year, compared with an average of 33,108 long tons per year for each berth at the nine old piers.

Based on the current average at the new piers, about 2,450,000 tons per year will be handled when the New York Dock property is completely

redeveloped. This compares to the annual total 1,750,000 tons handled at the old piers.

This increased volume will employ 1,500 more workers than were employed at the old piers. In 1959, employment was provided for 1,950 persons who earned \$9,888,000. Ultimate capacity is in the neighborhood of 3,225,000 long tons per year.

ERIE BASIN-PORT AUTHORITY PIERS

In 1959, the Erie Basin-Port Authority Piers completed their first full year of operation under Port Authority management. These piers were purchased for \$7,500,000 and the Port Authority took title on December 15, 1958. During the year, Pier 44, adjacent to Erie Basin on the northwest, was acquired and is now part of this Port Authority marine facility.

It now includes Pier 44, Piers 1, 2 and 3, a warehouse pier, and two breakwaters with five transit sheds, all leased to various marine tenants.

During its first year of Port Authority operation, 761,971 long tons of general cargo were handled while 609 vessels discharged and loaded cargoes at the Erie Basin-Port Authority Piers. Over 960 persons were employed and received \$4,873,000 in wages. With the acquisition of Erie Basin, there are now three and one-half miles of Brooklyn waterfront that the Port Authority has underway for redevelopment and modernization extending in an almost unbroken line from Gowanus Creek northward to the Brooklyn Bridge.

GRAIN TERMINAL AND COLUMBIA STREET PIER

The Port Authority Grain Terminal, during the first half of 1959, showed satisfactory traffic gains over the previous year. However, shortly after the deepened St. Lawrence Seaway opened, a large volume of grain previously exported through the ocean ports moved overseas via the Seaway. Despite this strong competition, the yearly tonnage results improved over those of 1958. Over 9,889,600 bushels were elevated in 1959, an increase of 43 per cent from the 6,897,712 bushels in 1958.

The 1,800,000-bushel capacity elevator is one of the two installations in the New Jersey-New York Harbor capable of loading grain directly into deep-sea vessels. It loaded 9,011,009 bushels into 59 ocean vessels during 1959, an increase of 4,339,650 in bushels loaded and 26 per cent in vessels loaded.

This increased grain activity is the result of government storage stock being placed in vessel hulls and anchored in the Hudson River. The lack of a Government plan to continue such storage casts doubt on New York's future as a leading grain port.

At the five-acre lumber terminal, which is adjacent to the grain elevator, over 75,532,800 board feet or 101,160 tons of lumber were handled. This is an increase of 22 per cent over the 61,799,000 board feet or 82,766 long tons handled in 1958.

The Columbia Street Pier is occupied by the Chilean Line and Fern Line. These two steamship lines service South America and Western European ports, the Mediterranean and the Far East. In 1959, they handled 165,595 long tons of cargo, a notable 49 per cent increase over the 109,002 long tons transported in 1958.

The Port Authority Grain Terminal and Columbia Street Pier were transferred in 1944 to the Port Authority by the State of New York, which originally built these facilities as part of the New York State Barge Canal System. In the past fifteen years the Port Authority has expended some \$3,700,000 in modernizing and rehabilitating the terminal.

HOBOKEN-PORT AUTHORITY PIERS

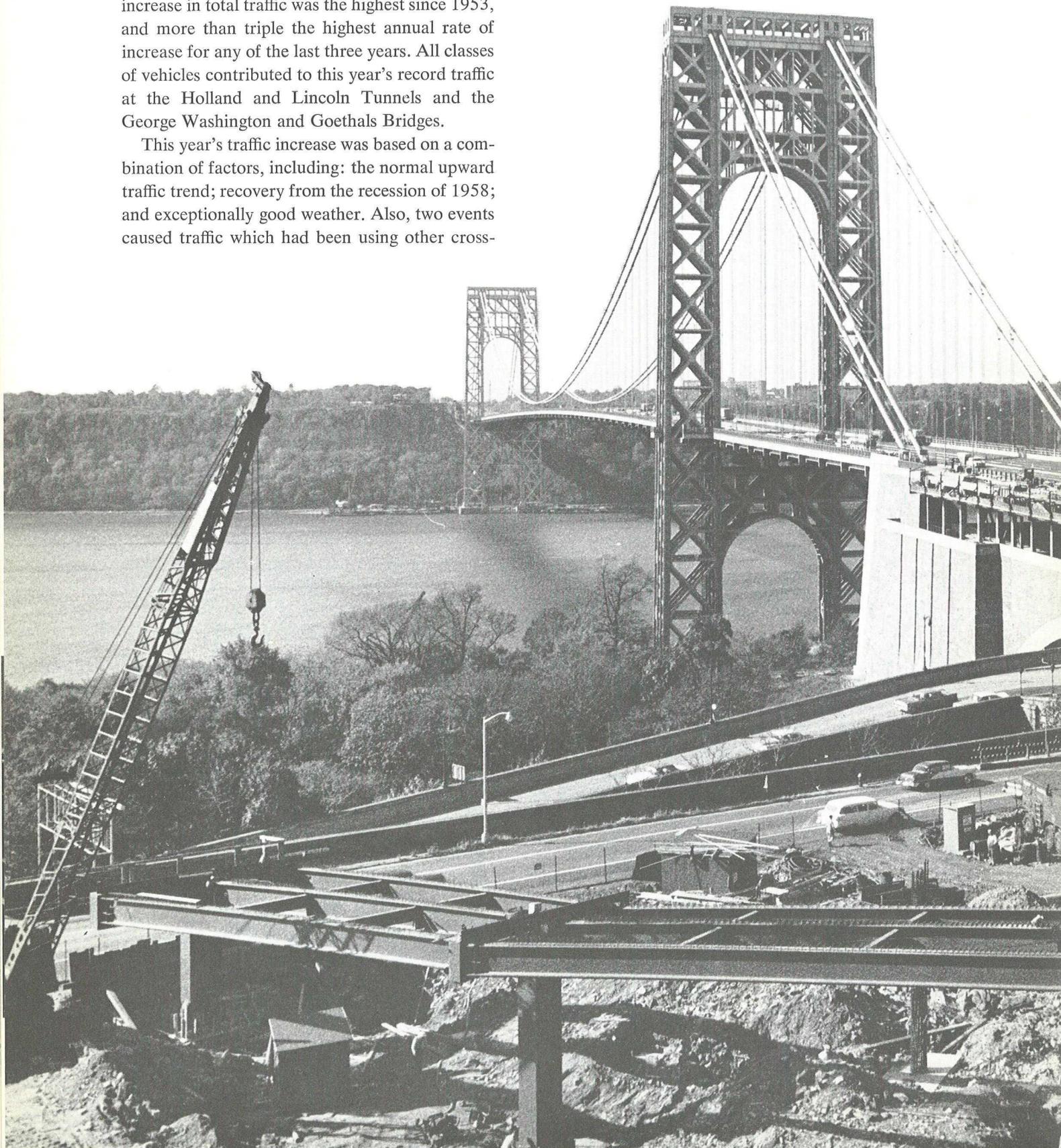
The new and efficient \$18 million Hoboken-Port Authority Piers, which are under lease to the American Export Lines for fifteen years, handled 402,587 long tons of combined cargo valued at \$280,785,376 in 256 vessels. In 1959, there were 928 persons employed at the Hoboken pier facilities and they earned approximately \$4,648,000 in wages.

The Hoboken facility consists of two new piers for import-export cargo handling and one rehabilitated pier with headhouse for combination passenger cargo vessels. The facility also handled 2,609 passengers in 1959.

TUNNELS AND BRIDGES

Traffic over the six Port Authority Tunnels and Bridges increased in 1959. The 7 per cent increase in total traffic was the highest since 1953, and more than triple the highest annual rate of increase for any of the last three years. All classes of vehicles contributed to this year's record traffic at the Holland and Lincoln Tunnels and the George Washington and Goethals Bridges.

This year's traffic increase was based on a combination of factors, including: the normal upward traffic trend; recovery from the recession of 1958; and exceptionally good weather. Also, two events caused traffic which had been using other cross-



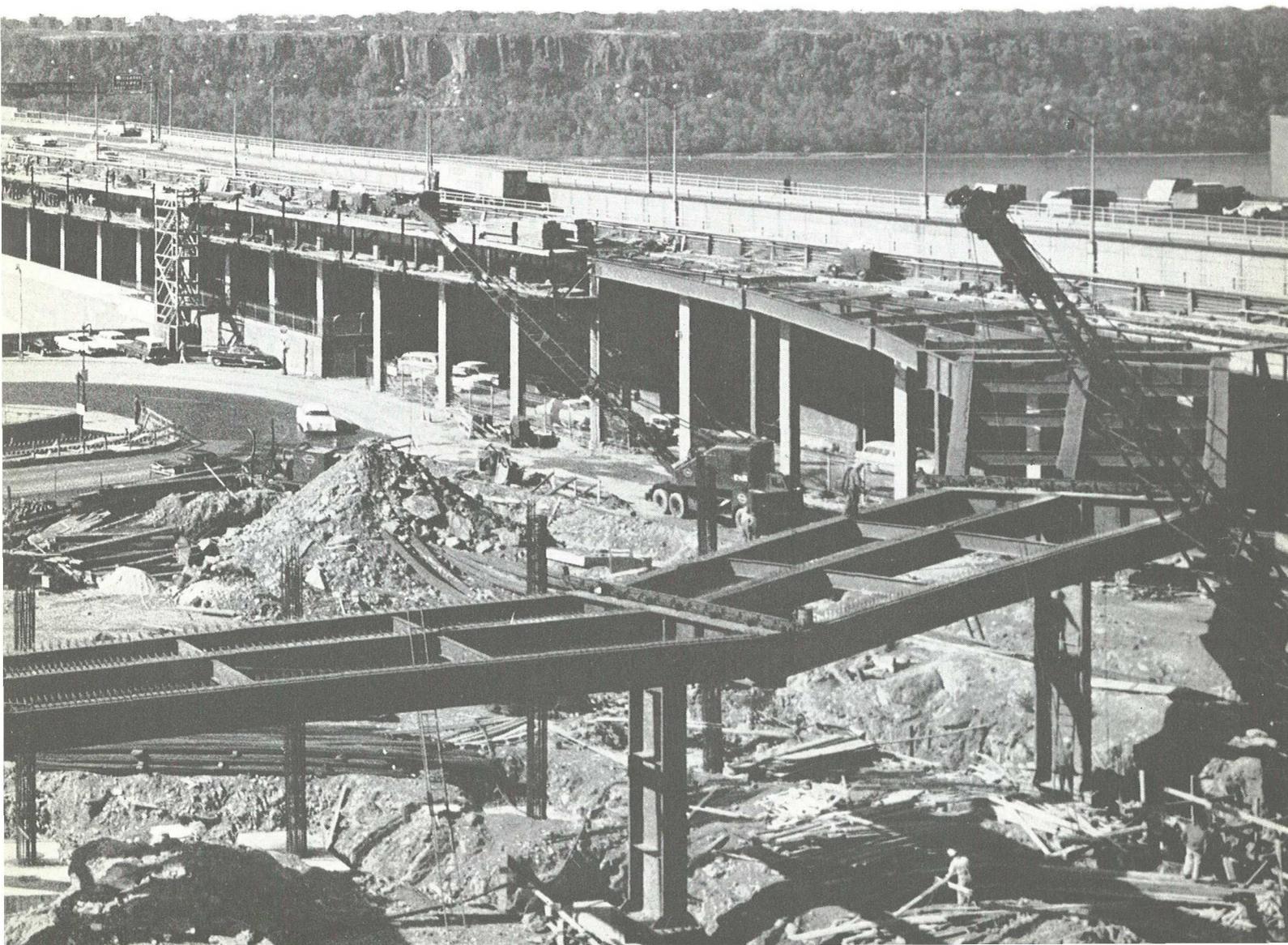
ings to return to Port Authority facilities. When the Tappan Zee Bridge was opened in 1955, it handled a part of the traffic formerly using the George Washington Bridge. In late 1958, however, the completion of the Palisades Interstate Parkway provided a new direct northern route for passenger cars from the George Washington Bridge to the New York State Thruway and Bear Mountain. This immediately induced some drivers to return to the George Washington Bridge. The return was further accelerated in January, 1959, by an increase in tolls on the main alternate northern route.

The impact of these factors on traffic growth in 1959 was most evident in the earlier months of the year. During the first quarter of 1959, traffic over the six Port Authority facilities increased at

the extraordinary rate of 12.9 per cent. By the last quarter of the year the rate of traffic growth had declined to 2.9 per cent.

Gross revenues were \$49,410,000, up 7.9 per cent over 1959. The increase in toll revenues was slightly higher than the increase in traffic because of the relatively greater number of tractor trailers using the bridge.

The activities at the six vehicular crossings — the Lincoln and Holland Tunnels, the George Washington, Bayonne, and Goethals Bridges and the Outerbridge Crossing — are directed by Charles H. Taylor, Director of Tunnels and Bridges. At year's end, investment in these facilities totaled \$384,282,000. Of this amount, \$39,453,000 represented a part of the cost of the \$183,000,000 lower level development program.



TRAFFIC 1958 1959
(in thousands)



ALL CROSSINGS

AUTOMOBILES	74,082	79,226
BUSES	3,095	3,227
TRUCKS	11,620	12,521
TOTAL VEHICLES	88,797	94,974

GEORGE WASHINGTON BRIDGE

AUTOMOBILES	32,427	34,975
BUSES	640	651
TRUCKS	2,498	2,820
TOTAL VEHICLES	35,565	38,446

LINCOLN TUNNEL

AUTOMOBILES	19,304	20,861
BUSES	2,276	2,407
TRUCKS	3,304	3,656
TOTAL VEHICLES	24,885	26,924

HOLLAND TUNNEL

AUTOMOBILES	15,156	15,824
BUSES	130	128
TRUCKS	5,001	5,191
TOTAL VEHICLES	20,287	21,143

STATEN ISLAND BRIDGES

AUTOMOBILES	7,195	7,566
BUSES	47	42
TRUCKS	817	855
TOTAL VEHICLES	8,060	8,463

**GEORGE WASHINGTON BRIDGE
LOWER LEVEL**

The George Washington Bridge, with the greatest capacity of any of the New York-New Jersey crossings, continues to experience an ever-increasing rise in traffic. Although the weekday morning and evening peak hour pattern has been gradually upward, the most noticeable increase has been on Friday and Sunday evenings. The 75 per cent increase in the capacity of the bridge through the addition of the six-lane lower level in 1962 is expected to eliminate congestion on the existing eight-lane upper roadway.

The second level project, started in 1958, moved forward rapidly during the year. The building material drivers' strike and the steel strike had no appreciable effect on the 1962 completion date for the lower level. The drivers' strike lasted twenty-four days and delayed the active New York contracts only by that length of time. The steel strike delayed the completion of the steel erection contract. In 1958, however, this contract had been let six months in advance to take advantage of favorable steel prices and as a result, the completion of the steel erection contract is still within the overall schedule for the lower level project.

NEW YORK APPROACHES

As construction of the George Washington Bridge Expressway—extending across Manhattan between 178th and 179th Streets—and connections to the Henry Hudson Parkway and Riverside Drive gained momentum during the year, it became necessary to revise the traffic pattern on New York City streets in the Washington Heights area. These changes had been anticipated earlier and construction was planned within each contract to prevent the interruption of traffic. These plans were reviewed and approved by agencies of the City of New York, and all changes were closely coordinated between the Port Authority staff and the interested municipal agencies.

Throughout 1959, the Port Authority staff worked closely with the New York State Department of Public Works and the New Jersey State Highway Department. Before advertising each New York bridge approach contract eligible for

Federal aid, all contract drawings and specifications were forwarded to the New York State Department of Public Works for approval. This was in compliance with the agreement between the Port Authority and the State. This agreement authorizes the Port Authority to design and construct those portions of the Manhattan approaches which the United States Bureau of Public Roads has approved for Federal aid.

Another major project, the George Washington Bridge Bus Station, located in Washington Heights, is fully discussed in the "Terminals" chapter of this report.

NEW JERSEY APPROACHES

By agreement between the Port Authority and the New Jersey State Highway Department, the Port Authority will contribute a maximum of \$25,000,000 to pay for New Jersey's share under the Federal aid program of the cost of constructing the Bergen Freeway in Bergen County and for improving other Bergen County feeder routes to the bridge. Projects other than the freeway for which the Port Authority may contribute the State's

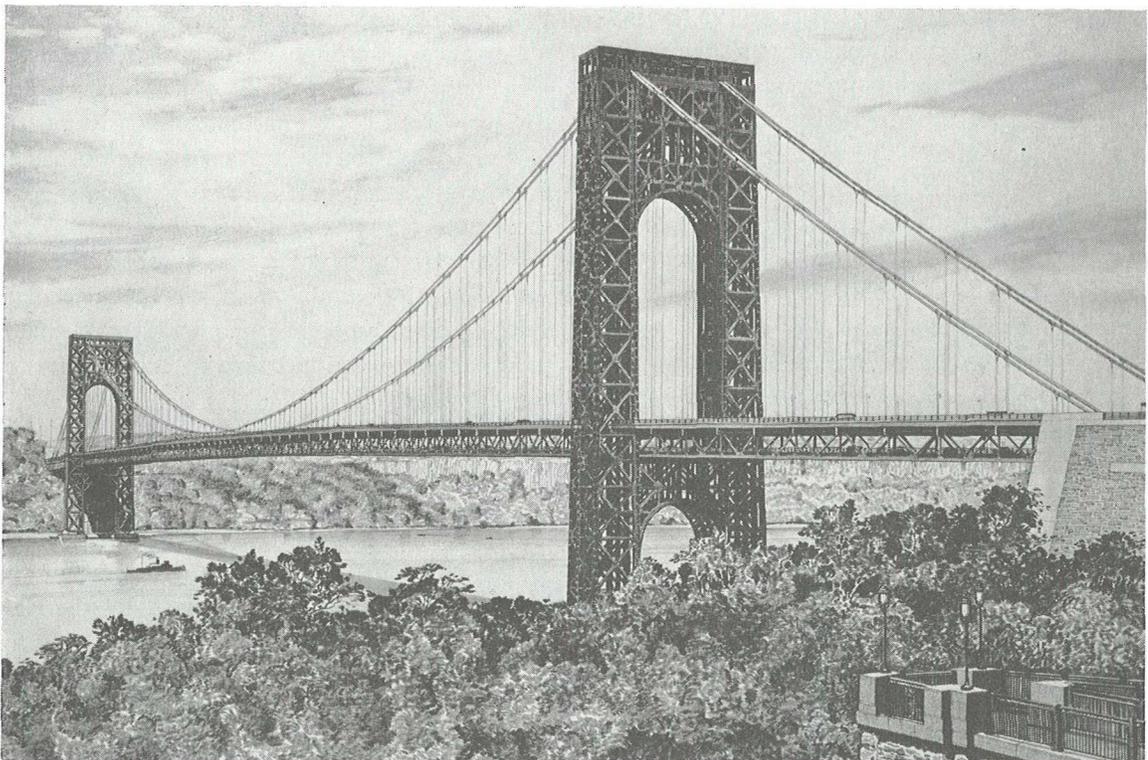
share of the cost must be approved by the Port Authority Commissioners on the basis that they would be essential to the efficient movement of George Washington Bridge traffic.

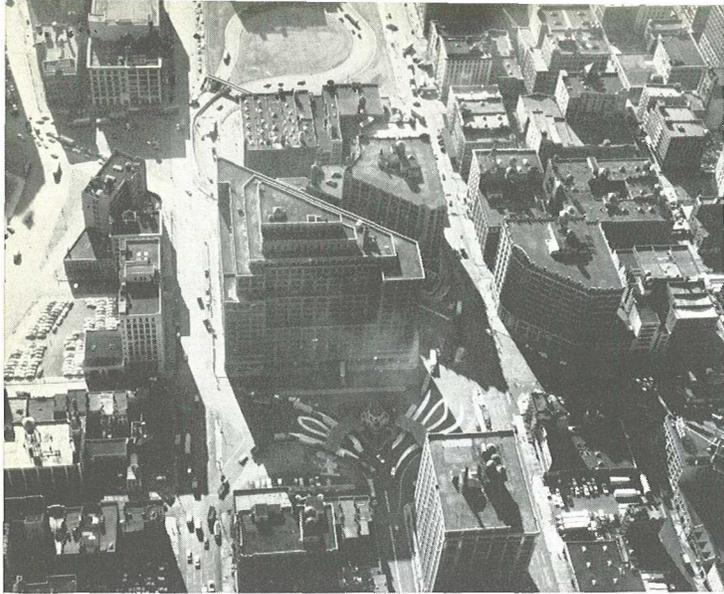
During the year, we also worked closely with the State on the development of functional plans for the interchange between the new Bergen Freeway and routes N. J. 4, U. S. 46, U. S. 9, and the New Jersey approaches to the two-level George Washington Bridge.

In New Jersey, a considerable portion of the new marginal street system in Fort Lee was completed and opened to traffic. This new system replaces streets which had been located on the sites of new access roadways which are now under construction.

A bulk storage salt hopper, which will feed new salt-spreading trucks, was completed in the fall of the year. The new salt-spreading trucks replace the manual feeding of bagged salt through salt spreading machines attached to dump trucks. The new salt hopper and the new trucks will provide a quicker and more efficient means of maintaining safe roadways on the bridge and its approaches during winter storms.

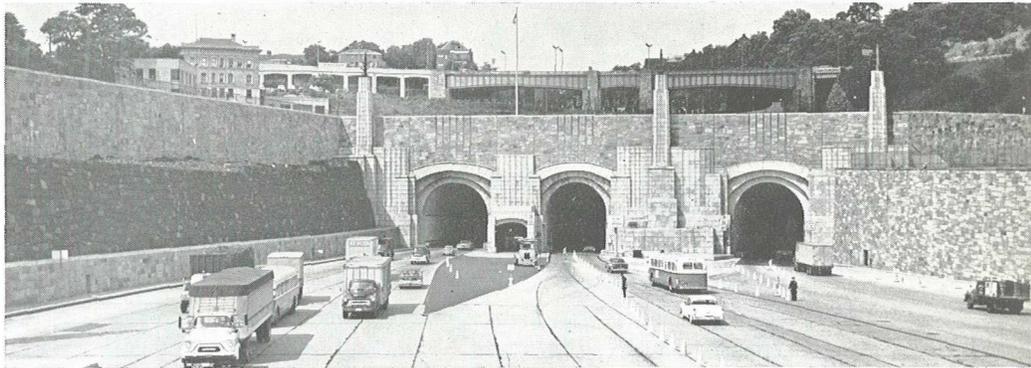
This artist's rendering of the George Washington Bridge with the lower level shows the structure as it will look when construction is completed in 1962. During 1959, substantial progress was made on approaches in New Jersey and Manhattan.





The aerial view (left) of the Holland Tunnel shows the lower Manhattan entrance to the tunnel (fan-shaped, in the near foreground) and the exit (just behind the triangular building at center) as well as the Holland Tunnel Rotary (at the top).

This photograph of the plaza of the Lincoln Tunnel in Weehawken, New Jersey indicates the three portals of this, the only three-tube vehicular underwater tunnel operation in existence. The new tube is at the right.



AUTOMATIC TOLLS COLLECTION

The automatic tolls collection research and development program was started in 1957 to improve service to our patrons through the use of automatic tolls collection equipment at our tunnels and bridges. The program continued throughout 1958 and 1959. The machines, which had been installed in six lanes at the George Washington Bridge, have been improved by these tests, and further improvements are anticipated.

These studies indicate the feasibility of limited automatic service for passenger cars. However, changing traffic patterns and the high percentage of reduced-rate and commutation tickets during peak hours remain a problem. An increasing portion of the study is now being devoted to this aspect of the tests.

FACILITY RADIO SYSTEMS

Radio communication has proven a valuable aid in improving traffic handling at Port Authority facilities. In 1958, a system of pocket-sized, two-way radios was placed in operation on the

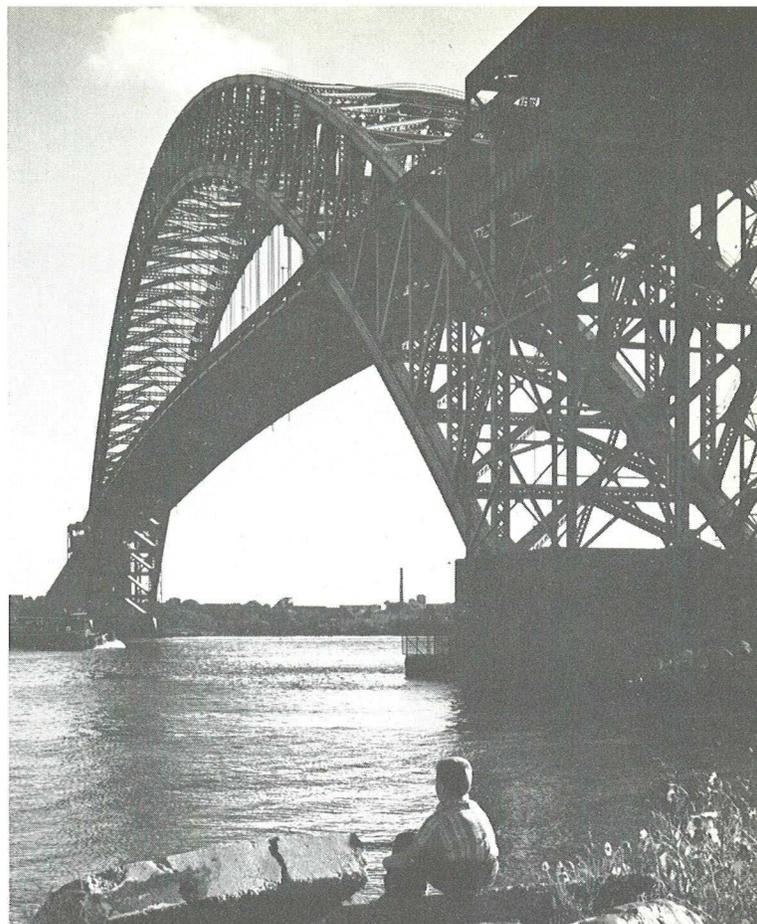
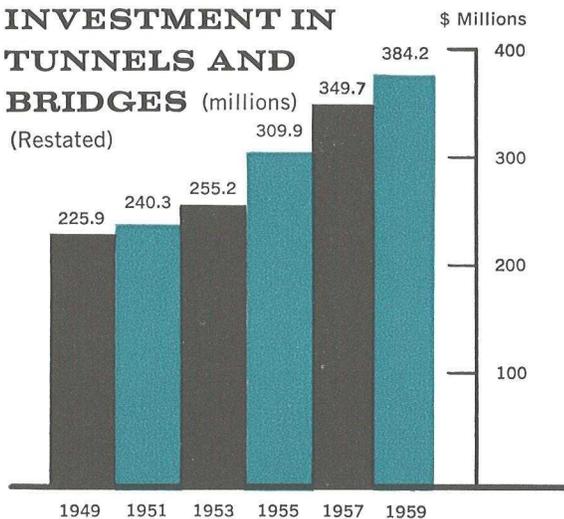
New York approaches of the Lincoln Tunnel and, in 1959, the system was expanded to provide full coverage on the New Jersey approaches. In addition, more powerful two-way radios, which operate on the same channel as the pocket-sized units, have been placed in police and other vehicles. This provides a flexible and comprehensive system of direct voice communication among policemen operating the network of roads approaching the three tubes of the Lincoln Tunnel.

At the Holland Tunnel, a new system of mobile radios and a central station has been installed, resulting in a smoother coordination of police patrol activities and in increased convenience for tunnel patrons.

PAVEMENT REPAIRS CONTINUED

The roadway repaving program for 1959 included the repaving of the wheel areas of the Holland Tunnel and the resurfacing of the New Jersey helix at the Lincoln Tunnel. In both of these improvements, a half-inch coating of silica sand asphalt was applied to the roadway surface. This method had been used successfully to re-

**CUMULATIVE P. A.
INVESTMENT IN
TUNNELS AND
BRIDGES (millions)**
(Restated)



The Bayonne Bridge spans the Kill Van Kull between Bayonne, New Jersey and Port Richmond, Staten Island. It is one of the three Port Authority bridges linking Staten Island and New Jersey.

pave the roadways of the Goethals Bridge and the main span of the Bayonne Bridge.

The use of a half-inch topping over existing roadways, instead of repaving with standard asphaltic concrete, eliminates the replacement of expansion joints and the raising of roadway drains. As a result, substantial savings of labor and materials and the reduction of inconvenience to patrons have been effected.

HAZARDOUS CARGO PROGRAMS

To provide maximum protection for its patrons and property, the Port Authority prescribes regulations governing the transportation of explosives and other dangerous articles through its tunnels and across its bridges. These regulations are enforced by a vehicle inspection program. In addition, trucking firms, shippers and manufacturers are kept informed of our requirements through an education program.

In 1959, some 472,000 vehicles were inspected at our crossings for hazardous cargoes.

LINCOLN TUNNEL PARKING LOT

Parking at the Lincoln Tunnel Parking Lot, the Port Authority's first area for peripheral parking, in 1959 increased 16.2 per cent over 1958. Total traffic for the year was 434,983 vehicles. Commuter traffic gained 20.8 per cent this year with 208,200 vehicles accommodated.

At the end of the year the lot was operating at capacity.

HOLLAND TUNNEL BLOCK PARTY

The fourth annual Holland Tunnel Safety "Block" Party for neighboring Jersey City children was held on September 9, 1959. The party, which was co-sponsored by the Port Authority and the Jersey City Police Department, was attended by 1,700 children, the largest number since its inception. These parties, which began in 1956, have been successful in fostering safety among Jersey City children and exemplify the close relationship between the facility personnel and the community.

ARTERIAL FACILITIES

On August 13th, on the parade ground at Fort Wadsworth, Chairman Colt and other Port Authority Commissioners participated in the Staten Island ground-breaking ceremony which started construction of the long awaited Narrows Bridge. At the same time, men, machines and modern engineering genius were moving forward rapidly on two other major additions to the New York-New Jersey region's highway network — the Throgs Neck Bridge and the second level of the George Washington Bridge. Thus, the three major projects recommended in January 1955 by the Port Authority and Triborough Bridge and Tunnel Authority were underway.

The three projects grew out of a year-long study undertaken in 1954 by the Port Authority and Triborough Bridge and Tunnel Authority, assisted by six nationally known engineering consulting firms and several other consultants on special technical problems. In addition to the projects to be financed by the two Authorities, which were estimated at that time to cost \$379 million, the study recommended construction of connecting expressways to the bridge projects. Since the 1955 announcement of this recommended program, these important regional bridge and expressway projects have moved forward through close cooperation among the two Authorities and numerous Federal, State, and municipal agencies.

The Federal Highway Act of 1956 has been of primary significance in financing the expressway approaches to the bridge projects as well as other arterial highways. Among other things, this legislation provides for the Federal Government to bear 90 per cent of the cost of those highways designated as part of the National System of Interstate and Defense Highways. The states bear the remainder of the cost. All of the expressway facilities in the 1955 Studies are a part of that National System and will be financed on the 90-10 formula. Congressional action in 1959 assured continuation of Federal highway aid, although on a somewhat lesser scale than the original program.

It is with a sense of real accomplishment and pride that the Port Authority has watched these plans develop into the arteries of progress so vital to the future prosperity of the region.

THE NARROWS BRIDGE

The Narrows Bridge, a twelve-lane, two-level suspension bridge, will have the longest center span of any suspension bridge in the world, extending 4,260 feet between towers. It will span the main entrance channel to New York Harbor between Fort Hamilton in Brooklyn and Fort Wadsworth in Staten Island, with a clearance of 227 feet at mid-span. Approaches include the new Clove Lakes Expressway in Staten Island, to connect the bridge with the Port Authority's Bayonne and Goethals Bridges, and the Gowanus Expressway in Brooklyn to carry bridge traffic northward to the Brooklyn-Battery Tunnel and the Brooklyn-Queens Expressway. Approved by the New York City Board of Estimate, work has been started on these connecting routes. The bridge and its approaches are expected to be completed by 1965.

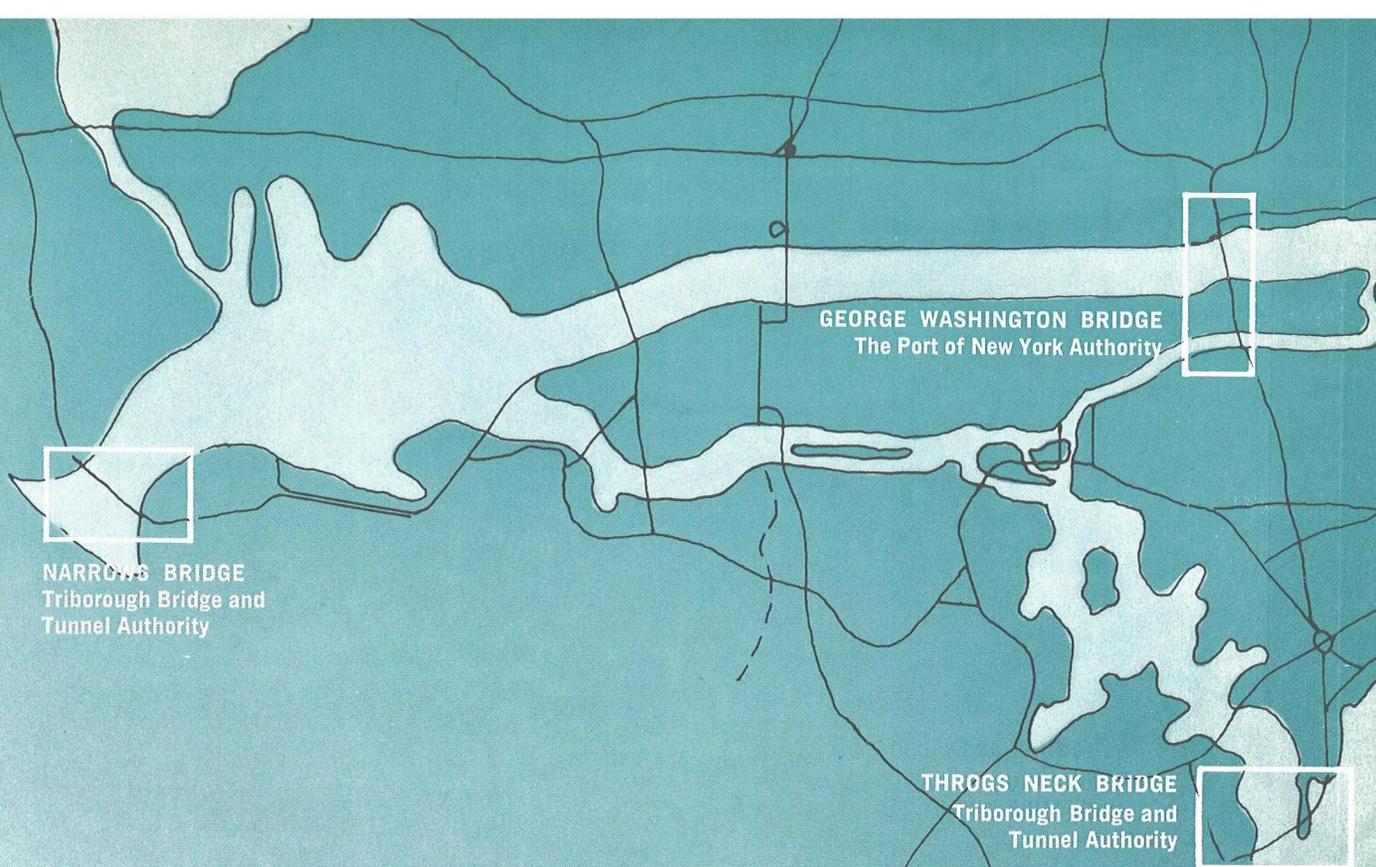
In July 1959, the Port Authority provided \$30 million of temporary financing for the acquisition of certain properties and other initial capital expenditures on the project, principally the reconstruction and replacement of facilities at Forts Hamilton and Wadsworth in accordance with the agreement with the Department of the Army.

Under the terms of the agreement between the Port Authority and the Triborough Authority, the latter agency would acquire the facility from the Port Authority no later than January 1, 1967, upon payment of the outstanding indebtedness. It was understood that the date of transfer would be contingent upon Triborough's financial ability to take over the project. In late 1959, the Triborough Authority advised the Port Authority that it would be able to assume full responsibility for the financing and construction of the \$320,000,000 Narrows Bridge project as of December 15, 1959.

Thus, the Port Authority's direct participation in the planning, financing and construction of this essential link in the region's transportation system has been concluded.

GEORGE WASHINGTON BRIDGE -THE PORT AUTHORITY

Construction progress on the second level of the George Washington Bridge, which will add six



additional lanes and increase bridge capacity by 75 per cent, is described in detail in the "Tunnels and Bridges" chapter of this report. From a planning standpoint, much of this project's interest lies in the cooperation which was required among many agencies at all levels of government. The project brought together the United States Bureau of Public Roads, the New Jersey State Highway Department, the Departments of Public Works of the State and departments of the City of New York, the Borough of Manhattan, the Construction Coordinator and Board of Estimate of New York City and the Borough of Fort Lee, New Jersey. Officials and staff of all of these agencies fully coordinated their efforts to assure that the facility will, when completed, be of optimum value to the region.

Construction was started in September 1958, and is scheduled for completion in 1962.

**THROGS NECK BRIDGE
-THE TRIBOROUGH AUTHORITY**

Traffic surveys have shown that 40 per cent of the George Washington Bridge traffic has its origin or destination on Long Island. An increase in the capacity of the George Washington Bridge, therefore, requires a corresponding increase in the capacity across the East River. These factors

led the Port Authority-Triborough Authority 1955 Joint Study to recommend construction of a six-lane single deck suspension bridge from Throgs Neck in the Bronx to Cryders Point in Queens. This \$90 million project has been undertaken by the Triborough Bridge and Tunnel Authority.

With ground-breaking on October 22, 1957, the Throgs Neck Bridge was the first of the Joint Study projects to get underway. It will also be the first of the three major projects to be completed — currently scheduled for January 1961. The first steel of the Bronx tower was placed on its concrete supporting pier on April 29, 1959, and both towers were virtually completed in 1959.

RAILROAD EQUIPMENT PROGRAM



In March 1959, a report on the "Problems of the Railroads and Bus Lines in New York State" was presented to Governor Rockefeller by his Special Consultant, Robert W. Purcell. This report, which had been developed with the assistance of the railroads, bus lines, the Port Authority and other interested parties, contained a number of recommendations, among which was the proposal that the Port Authority administer, on behalf of the State of New York, a program for replacement of outdated commuter equipment on the New York Central, the New Haven and the Long Island Railroads.

The report concluded that: the Port Authority had no revenues or reserves which could be used in support of such a program; that in the absence of appropriate safeguards, the Port Authority could not enter into such a program without impairing the credit rating of its bonds; and that the State Equipment Program should be expanded by deriving monies from private sources, under conditions paralleling standard railroad equipment financing, to the end of producing the greatest number of cars for lease and/or sale to commuter railroads.

The recommendations contained in Mr. Purcell's report were subsequently enacted into law and in September of this year the railroad equipment legislation became effective. This legislation, concurred in by the State of New Jersey as required because of the bi-state nature of the Port Authority, authorizes the Port Authority to proceed on behalf of the State of New York to purchase railroad cars for lease to New York commuter railroads. A similar program can be afforded railroads of New Jersey, under the bi-state legislation, providing New Jersey so elects.

The bi-state legislation authorizes the Port Authority to issue special bonds, which may not be backed by the general credit of the Port Authority, to raise money for the purchase of cars to be leased to commuter railroads. These special bonds may be backed by the rentals to be derived from such leasing and a State guarantee of principal and interest on such bonds.

However, in recognition of the immediate need for such cars and since a New York State guarantee of such bonds requires constitutional amendment which cannot be adopted before 1961, the legislation passed by the State of New

York authorizes the Port Authority to use \$20,000,000 of state funds for the purchase of cars to be leased to the New York commuter railroads. Moreover, during this initial phase of the program, it is anticipated that private financial sources will provide the means to make additional cars available to the railroads.

During the period before the legislation became effective, the Port Authority was able to undertake a substantial amount of essential preliminary work. A Railroad Equipment Office was established and placed under the direction of a member of the Port Authority staff, Neal R. Montanus. An equipment expert, Frank R. Hosack, was retained on a full-time basis and an agreement prepared with the consulting engineering firm of Coverdale & Colpitts for such additional technical assistance as became necessary. Arrangements were made to retain the firm of Cravath, Swain & Moore as counsel for such independent legal opinions as would be necessary, particularly in the complexities of financing the program.

The 1958 Federal Transportation Act, under which a guarantee would be furnished by the Government for any private investment attracted to the program, was given priority attention as an essential program factor, and meetings to develop procedural methods for obtaining the guarantee were held with the ICC.

Throughout the latter half of 1959, frequent discussions were held with the executive staffs of the three railroads. It was determined that the immediate program would provide for some 250 new air conditioned commuter coaches, divided so as to lease sixty cars to the Central, 140 cars to the Long Island and fifty to the New Haven.

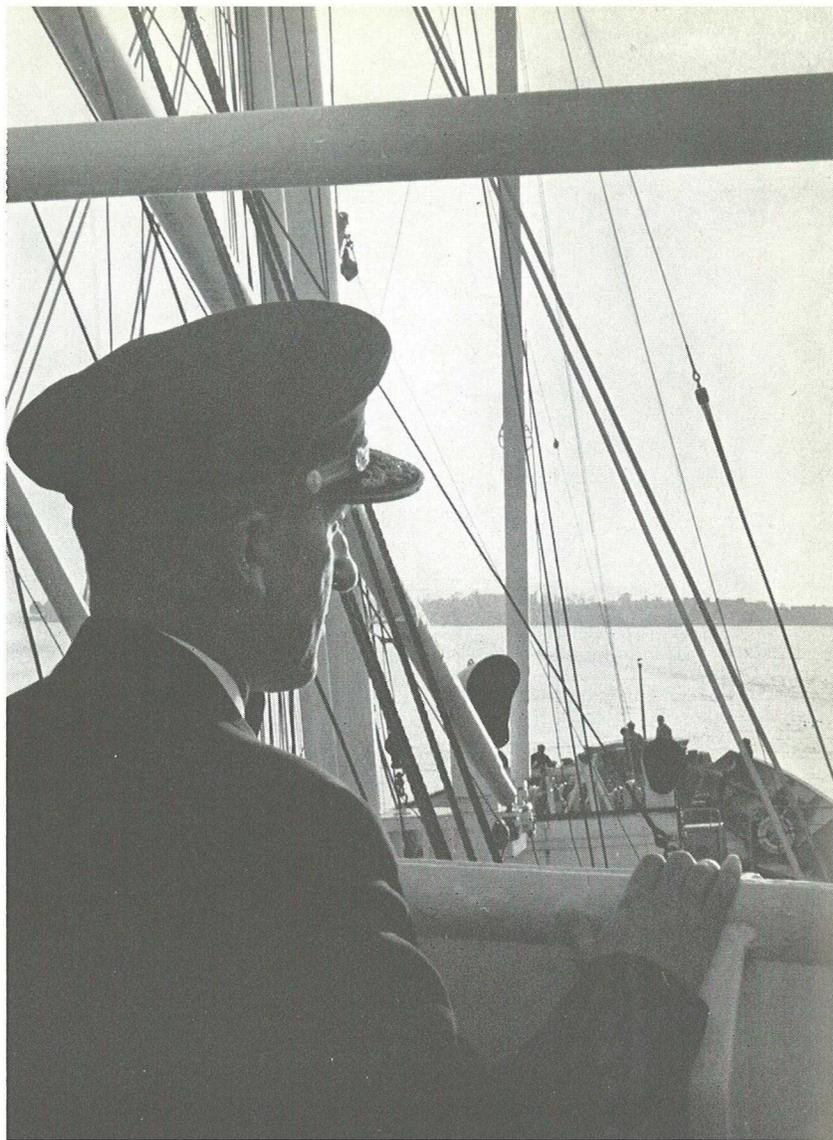
The Port Authority hopes to achieve the highest possible standardization of design in the new railroad cars. Standardization would permit the purchase of a maximum number of cars from any sum made available for that purpose. A committee of technical experts from the three railroads and the Port Authority was formed, which met periodically to determine the basic characteristics of the new cars and to draw up detailed specifications.

At the end of the year, an outline of leasing and financing principals had been developed with the railroads and substantial progress was being made in negotiations with the railroads.

PORT DEVELOP- MENT

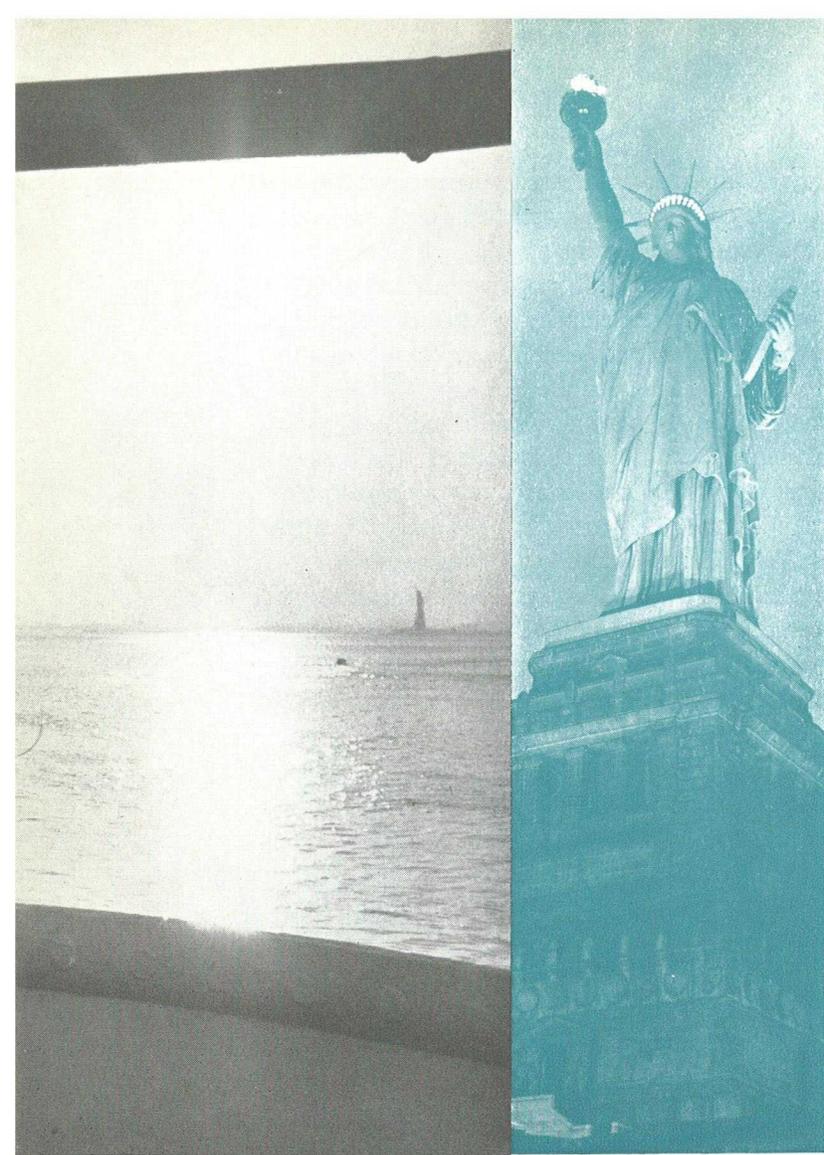
"Twice the service, twice as fast." These words represent the Port of New York's answer to its newest competitive challenge—the deepened St. Lawrence Seaway. In effect, it is also the bi-state port's answer to intensified competition from *all* sources—from other Atlantic ports, from ports on the Gulf of Mexico and to a lesser degree from the West Coast. There is no question that our port's superior facilities, superior service, and a vigorous shipper-assistance program make the New Jersey-New York Harbor better equipped than ever before to handle the nation's exports and imports—with *"twice the service, twice as fast."*

We recognize, however, that the Port of New York faces heavy competition for the waterborne commerce that is so vital to the economic well-being of the port region. Through an intensive program of port development, the Port Authority is working to assure that the New Jersey-New York Port continues as the "gateway" to the nation. Under the direction of Roger H. Gilman, Director of Port Development, this program involves planning for the region's future transportation requirements, promoting the movement of



commerce through the port and protection of the port's shipping from discriminatory rates and practices. These functions were given to the bi-state agency in the Port Compact of 1921 and over \$2,000,000 was spent on these functions during 1959.

During 1958, the Port of New York's share of the nation's total general cargo exports and imports increased 1.8 percentage points over 1957 to a total of 26.7 per cent. This improved position was partly a result of New York's superior ability to withstand the effects of the nation-wide recession in 1957-1958. It was also forecast at the time that economic recovery in 1959 would bring with it a decline in New York's share of the national total as trade at competing ports returned to normal. It was not surprising therefore, when, during the first six months of 1959, our port's



share declined to 25.4 per cent or 1.7 percentage points lower than the same period of 1958, but still one percentage point higher than the first six months of 1957. Efforts to sustain the port's position are being defended on every quarter and a major part of this battle is being carried on by our trade development offices.

TWO NEW OFFICES OPENED

In 1958, we established our shipper-assistance program in Western Europe with new trade development offices in London and Zurich. This was followed in 1959 with the opening of two new offices — one in San Juan, Puerto Rico, and the other in Pittsburgh, Pennsylvania. These offices (the fourth overseas and the fifth in this country) provide coverage in the whole Caribbean area,

which accounts for nearly a quarter of all of New York's foreign trade as well as intensified commerce promotion work in the heavily industrialized area of western Pennsylvania. The Pittsburgh office takes on increased significance in light of the deepened St. Lawrence Seaway, whose new competition comes on top of existing promotion programs by other Atlantic and Gulf ports.

Caribbean office manager Claudio Arce was on duty in San Juan throughout most of the year although the office was not formally dedicated until August 6. Governor Robert B. Meyner of New Jersey and Governor Nelson A. Rockefeller of New York, as well as Governor Luis Muñoz-Marin of Puerto Rico and Dona Felisa Rincon de Gautier, Mayoress of San Juan, participated in the opening ceremonies at San Juan. The dedication included a luncheon attended by 500 business leaders and transportation and government officials. After this, Governor Meyner made a trade solicitation and port promotion trip to Caracas, Venezuela, where the Governor addressed a luncheon meeting of the American Chamber of Commerce of that country.

Mr. Arce made excellent progress in establish-

ing his office in Puerto Rico and, in 1959, travelled extensively throughout the area which includes the islands of the Caribbean, Mexico, Central America as well as Venezuela, Colombia, Ecuador and the Guianas on the northern coast of South America.

Our South American Office, with headquarters in Rio de Janeiro, Brazil, has been in operation since 1951 and is widely recognized throughout South America as a major center of trade information and assistance to exporters and importers. Manager Joseph Marcal's program, which included visits to most of Brazil's leading cities and the trade centers of Argentina, Bolivia, Chile, Peru, and Uruguay, was highlighted by Governor Meyner's visit to the Rio office in February and a reception at which the Governor met and talked extensively with a number of the leading businessmen in Brazil.

EUROPEAN OFFICES

In Europe, our London and Continental Trade Development Office Managers extended their coverage to trade centers not previously visited. London manager Charles Devoy made a trade solicitation trip to Spain and Portugal — his initial visit to these countries — and revisited the Scandinavian countries and Ireland.

Continental manager Carl Barfoed visited many important shipping centers in his nine-country territory, which includes France, Switzerland, West Germany, The Netherlands, Belgium, Italy, and Austria. In October, both he and Mr. Devoy participated in the annual conference at Paris of FIATA, one of the most influential freight forwarding associations in the world. In December, when Mr. Barfoed was reassigned to special trade development work in the United States, Henry C. Klingman assumed the responsibility of managing the Continental office.

ACTIVITY HIGH IN U. S. OFFICES

Our United States offices in Chicago, Cleveland, Pittsburgh, Washington, and New York intensified their coverage of territories stretching north from Virginia to Montreal, and as far west as Denver, Colorado.

In addition to calling on thousands of im-

porters, exporters, and transportation and government officials to lend assistance and point out the advantages of using the Port of New York, our domestic trade development staff arranged a number of Port Authority-sponsored receptions in conjunction with important foreign trade events. These included the Chicago World Trade Conference, Minnesota World Trade Day, the Pittsburgh World Trade Conference, and others. Trade Development Manager Gerard Gorman made a three-week commerce solicitation trip to the West Coast and worked with important foreign traders in Los Angeles, San Francisco and Seattle.

As noted before, the Port Authority opened its Pittsburgh office in September. The office serves the important territory of western and southern portions of Pennsylvania, western Maryland, the eastern portion of Tennessee, and the states of North Carolina, South Carolina, and West Virginia. Lloyd L. Harvey, former manager of the Washington office, opened the Pittsburgh services while T. Douglas Tuomey, Jr. became manager of the Washington office.

NEW PROMOTIONAL ACTIVITIES

While our overseas and domestic representatives were soliciting commerce for New York through direct contact with the individuals responsible for the routing of goods, our New York headquarters staff was supplementing their work through a far-reaching port promotion program, including the preparation and distribution of promotional literature and visual aids. *Via Port of New York*, our monthly port commerce magazine, passed its tenth anniversary in February and by the end of the year had expanded its circulation to over 20,000 in the United States and abroad.

A highlight of the year's program was the completion and distribution of a new twenty-two-minute, sound, color motion picture titled, "*The Fabulous Decade*." This film depicts the remarkable growth of time and money-saving facilities for all forms of transportation in the Port District during the past ten years. It was produced almost entirely by the Port Authority staff under the direct supervision of Port Promotion Manager Robert F. Unrath and has been enthusiastically received by the shipping public. Foreign language

versions for use overseas have been produced in French, German, Spanish, Italian and Portuguese, in addition to the many English language prints widely distributed in the United States.

Our educational efforts during 1959 were highlighted by a Port of New York Seminar held on the day following the final session of the National Foreign Trade Convention in November. This one-day seminar provided policy-making executives of export-import companies with information on the newest facilities and services available to them at the Port of New York. It included presentations on the Port Authority's port development, airport and marine terminal programs as well as discussions of rail, trucking and banking services, ocean shipping, containerization, export

which was held in New York City. Our exhibit was inspected by President Eisenhower during his visit to the fair on May 14. As in past years, hundreds of visitors both from the United States and overseas visited our main offices for information about port facilities and to see the many wonders of the United States' greatest port.

PLANNING FOR THE FUTURE

The Port of New York can maintain its position as the leading port in the world only if we continue to provide unmatched transportation facilities. Or, as the first words of the chapter state, "*Twice the service, twice as fast.*" A modern transportation network is, therefore, a primary objective of The



In Rio de Janeiro, at a reception held in his honor, New Jersey Governor Robert B. Meyner (center) met leading Brazilian businessmen at the Port Authority's South American Trade Development Office managed by Joseph N. Marcal (right center).

packing, freight forwarding and other subjects related to port operations. The seminar was a gratifying success, both as an educational and as a promotional effort.

Other major activities during the year included expansion of our program of advertising in overseas and domestic publications and cooperation with the Port Resources Information Committee in the publication of a revised edition of *The New York Port Handbook*. We also participated in the Third Annual United States World Trade Fair

Port of New York Authority's planning.

This planning for the efficient handling of people and goods is an integral part of the port development program.

The planning work in 1959 covered many forms of transportation not only in terms of the present, but also over the span of years up to 1980. In addition to our own day-to-day activities leading to the identification of transportation needs, and to the development of programs to meet these needs, the work required close co-



Commissioner John J. Clancy shows port facilities to members of the Public Works Committee of the House of Representatives at a harbor inspection. Members, left to right, were: Congressmen Edwin Dooley, New York; Russell Mack, Washington; Robert Cook, Ohio; Harold Johnson, California; Kenneth Grey, Illinois; Clifford Davis, Tennessee; Congresswoman Gracie Pfost, Idaho.

operation and coordination with many different government planning and operating agencies.

It is natural that a good part of our planning function comprises the collection, compilation and analysis of large volumes of statistics. This data concerns the movement of people and goods by all forms of transportation. One example is the collection of data on the volume and type of freight which moves through 330 separate railroad freight stations in the Port District. Another group of statistics of critical importance to the Port Authority involves trends in the origin and destination of motorists who use our tunnels and bridges. While other considerations are involved, there can be no question that where people are going, and where they are coming from, will exert a primary influence in determining the development of needed facilities.

In 1958, a new technique of collecting origin and destination data on a continuous basis was initiated, using a sample design based on scientific sampling methods. This was a pioneering effort — traffic origin and destination data had never been collected using this technique. In the past year, it yielded results which gave constantly up-to-date

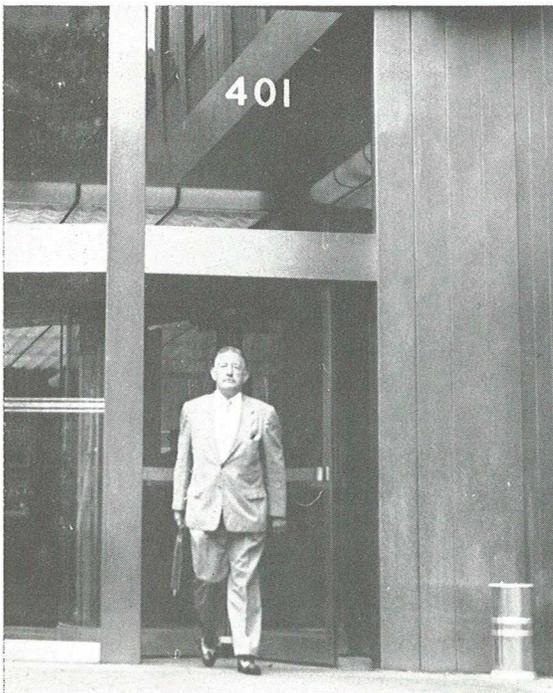
data and which reflected normal traffic patterns more accurately than previous data. This sampling program has added considerably to the body of knowledge available as a basis for current and future planning of transportation needs.

The planning undertaken during the year included the development of functional designs for several highway interchanges involving connections between Port Authority facilities and traffic arteries to be built by other agencies. One is the interchange in the vicinity of Newark Airport involving an expanded New Jersey Turnpike, U. S. Routes 1 and 9, Route 22 and new Interstate Route 78, access to Newark Airport and Port Newark, and provision for connections to adjacent commercial and industrial areas. Agreement was reached in 1959 on the functional design of this interchange, which is part of the State Highway Department's program, through the coordinated efforts of several highway agencies.

Also, final plans were developed in 1959 by the City and State of New York for the Lower Manhattan Crosstown Expressway connecting the West Side Highway with the Brooklyn and Manhattan Bridges. The Port Authority participated



The Caribbean Trade Development Office serves the islands of the Caribbean, Mexico, Central America, Venezuela, Colombia, Ecuador and the Guianas on the coast of South America. Manager of this office, which was opened on August 6, is Claudio Arce.



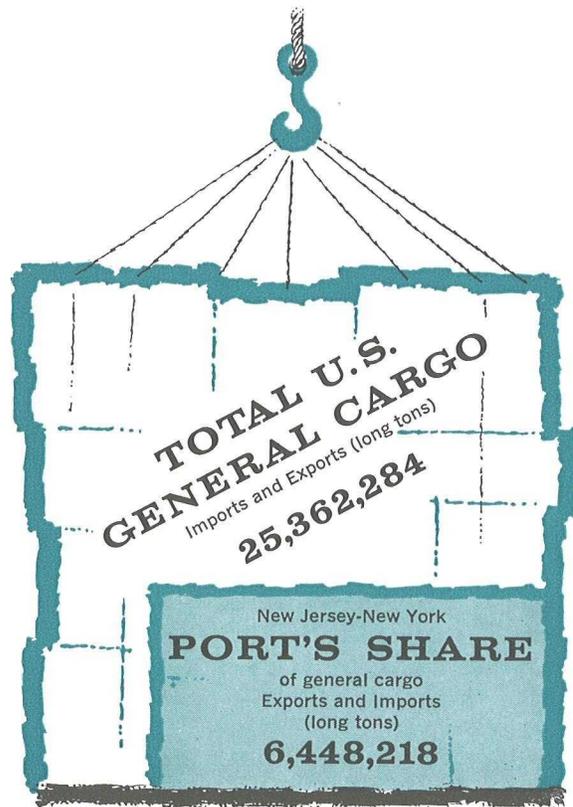
in planning connections which will provide direct access between the proposed expressway and the Holland Tunnel.

In another project, the staff worked closely with the New Jersey State Highway Department in developing final plans for the expanded George Washington Bridge approaches in Fort Lee and the connections between the bridge and Routes 4 and 46, and the new Bergen Freeway. This new freeway, which will eventually extend from the bridge to the Delaware River, will be completed as far as Route 17 by the time the lower level of the bridge is opened in 1962.

Pittsburgh Trade Development Office Manager Lloyd L. Harvey leaves his office, which serves North Carolina, South Carolina, West Virginia, and areas of Pennsylvania and Maryland. The new promotion office is on the 15th floor of 3 Gateway Center.



The Port Authority-sponsored World Port Day Harbor Inspection was a highlight of World Trade Week, with over 300 foreign trade executives and officials viewing port facilities. At Port Newark, Commissioner Donald V. Lowe (center), who is an Honorary Chairman of the New York World Trade Week Committee, points out container ship operations to A. F. Burns (left), who is Traffic Manager of Britain's Standard Triumph Motor Co., Inc., and Guy Fox (right), Executive Vice President, also of Standard Triumph Motor.



(All figures for the first 6 months of 1959)

HIGHLIGHTS

	1959	1958
GROSS OPERATING REVENUES.....	\$105,600,000....	\$ 93,100,000
NET OPERATING REVENUES.....	60,000,000....	50,600,000
DEBT RETIRED	42,100,000....	31,600,000
INTEREST ON DEBT.....	11,200,000....	9,100,000
CUMULATIVE INVESTMENT IN FACILITIES.....	920,200,000....	816,700,000
FUNDED DEBT OUTSTANDING.....	574,800,000....	507,900,000
GENERAL RESERVE FUND.....	57,400,000....	50,700,000
SPECIAL RESERVE FUNDS.....	14,400,000....	13,900,000

THE PORT OF NEW YORK AUTHORITY

FINANCIAL OFFICERS

JAMES J. DOYLE
Director of Finance

EUGENE A. MINTKESKI
*Deputy Director of Finance
and Treasurer*

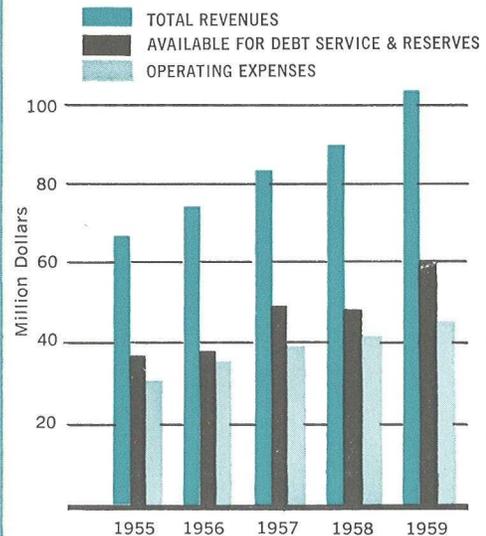
CARL M. WAHLBERG
Comptroller

CHARLES R. WELCH
Assistant Treasurer

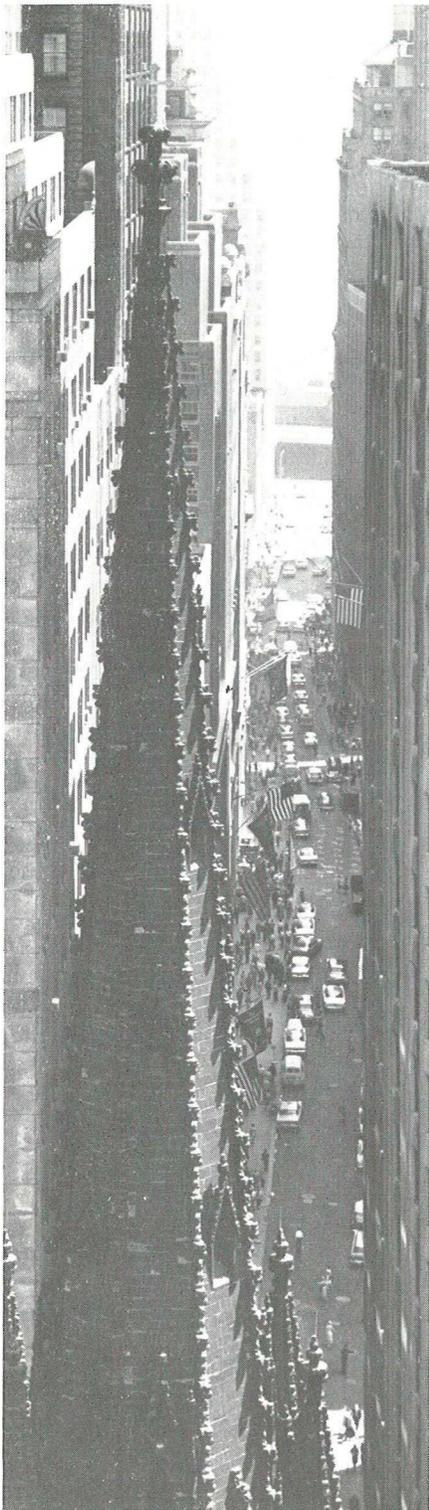
ROBERT G. JACOB
Deputy Comptroller

REVENUES AND DISPOSITION OF REVENUES

(In Millions)



On the preceding page
shown from left to right
Financial Officers Messrs: Doyle, Wahlberg and Mintkeski



COMBINED OPERATIONS IN BRIEF

The year's operations of Port Authority facilities resulted in a net increase of \$7,175,000 in Reserve Funds after providing for all operating expenses and debt service and of this total, \$6,681,000 was required by the increase in the statutory amount for the General Reserve Fund. Reserves, at year-end, continued to meet the requirements of the applicable Statutes of New Jersey and of New York and the related covenants of bond resolutions.

Reflecting greater demands on the Authority's terminal and transportation facilities, gross operating revenues amounted to \$105,662,000 in 1959 for an increase of thirteen per cent over 1958. Meanwhile, the expenses of operations, administration and development rose seven per cent to \$45,605,000. Thus, before debt service net operating revenues totaled \$60,056,000—an increase of nineteen per cent.

The Authority's investment in securities held by reserve and operating funds resulted in financial income amounting to \$3,600,000. However, this was offset by a downward security valuation adjustment of \$3,609,000—\$3,224,000 on securities held in reserve funds and \$384,000 on operating funds holdings. This valuation adjustment was made in accordance with the Authority's policy of valuing its security holdings at the lower of aggregate market value or amortized cost although Reserve Fund long-term securities are generally held until maturity or redemption at par.

After reflecting financial income and valuation adjustment, revenues available for debt service and reserves were \$60,047,000. Debt service chargeable to operations and reserves for 1959 amounted to \$52,872,000. Of this, interest and scheduled amortization of long-term debt totaled \$27,946,000. Also included was the payment of \$24,000,000 of short-term Consolidated Notes, and the retirement, in anticipation of future years' scheduled requirements, of General and Refunding Bonds at an amortized cost of \$925,000 (par value \$1,418,000). Thus, at year-end, reserve funds increased by \$7,175,000.

CUMULATIVE INVESTMENT IN FACILITIES

DECEMBER 31, 1959
(IN MILLIONS)

AIR TERMINALS

NEW YORK INTERNATIONAL AIRPORT	\$262.8
NEWARK AIRPORT	39.2
LA GUARDIA AIRPORT	16.3
TETERBORO AIRPORT	10.1
HELIPORTS	.5
	<u>329.1</u>

INLAND TERMINALS

PORT AUTHORITY BUS TERMINAL	24.0
PORT AUTHORITY BUILDING	22.2
NEW YORK TRUCK TERMINAL	9.9
NEWARK TRUCK TERMINAL	8.1
	<u>64.3</u>

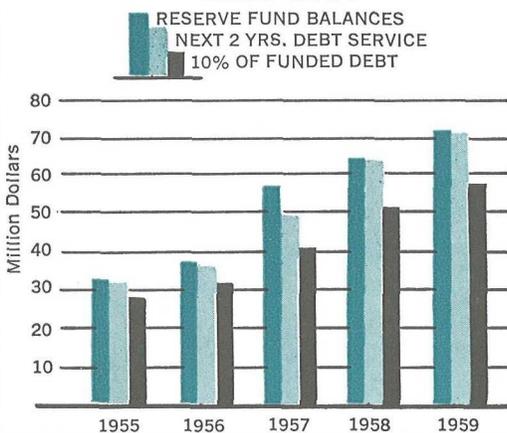
MARINE TERMINALS

PORT NEWARK	55.7
BROOKLYN-PORT AUTHORITY PIERS	49.3
HOBOKEN-PORT AUTHORITY PIERS	17.8
ERIE BASIN-PORT AUTHORITY PIERS	8.7
ELIZABETH-PORT AUTHORITY PIERS	7.0
PORT AUTHORITY GRAIN TERMINAL	2.4
COLUMBIA ST. MARINE TERMINAL	1.2
	<u>142.4</u>

TUNNELS AND BRIDGES

LINCOLN TUNNEL	182.6
GEORGE WASHINGTON BRIDGE	113.1
HOLLAND TUNNEL	57.9
BAYONNE BRIDGE	13.1
OUTERBRIDGE CROSSING	9.9
GOETHALS BRIDGE	7.4
	<u>384.2</u>
TOTAL	<u>\$ 920.2</u>

RESERVE FUNDS 1955-1959



FINANCIAL POSITION AT YEAR END

The management and planning of the Authority has produced periodically growing resources and the Authority has applied these increasing resources "to proceed with the development of the port of New York . . . as rapidly as economically practicable" in accordance with the joint mandate of the States of New Jersey and New York. This mandate denied to the Port Authority the power to levy taxes or assessments or to pledge the credit of either state. It was therefore necessary to establish a firm credit base for its revenue bonds, the sole source of capital financing. The extent and degree to which the Authority has been able to establish and maintain this revenue-bond base is shown in the Ten Year Comparison on pages 62 and 63. The extent to which this has been maintained in the current year is covered in the following pages.

INVESTED IN FACILITIES

The cumulative investment in the Authority's twenty-one facilities rose to \$920, 249,000 by the end of 1959—almost double the amount invested five years ago. About half of the \$103,548,000 added during the past year resulted from the continuing construction, including Terminal City, at New York International Airport. The major portion of the remaining 1959 capital expenditures was made for construction at the George Washington Bridge Second Deck, the Brooklyn-Port Authority Piers and at Port Newark. Specific details of these additions are set forth in the respective operating departments' chapters.

RESERVE FUNDS

Pursuant to the mandates set by statutes and bond resolutions, reserve funds totaled \$71,857,000 at year-end reflecting the net increase of \$7,175,000 from current year's operations. The General Reserve Fund amounted to \$57,480,000 which equaled the required statutory amount of ten per cent of outstanding debt. Concurrently, the Special Reserve Fund totaled \$10,535,000 at the end of 1959, the Air Terminal Reserve Fund—\$3,087,000 and the Marine Terminal Reserve

Fund—\$753,000. These reserve balances continued to meet all requirements of the various Statutes of the States of New Jersey and New York affecting the Port Authority and of the Authority's agreements with bondholders. In addition they met, as in the past, the long-established policy of maintaining reserves at year-end in excess of the next two years' debt service. These year-end reserves of \$71,857,000 were \$808,000 in excess of the next two years' debt service.

Reserve funds by agreements with bondholders are restricted to cash and investment in governmental securities. Over \$71,000,000 was invested in such securities as shown in the statement of Reserve Funds on page 54. The financial income from these funds was \$2,603,000 in 1959 as compared with the prior year's income of \$2,009,000. However, the policy of adjusting the value of security holdings at year-end to the lower of cost or market resulted in a downward adjustment of \$3,224,000.

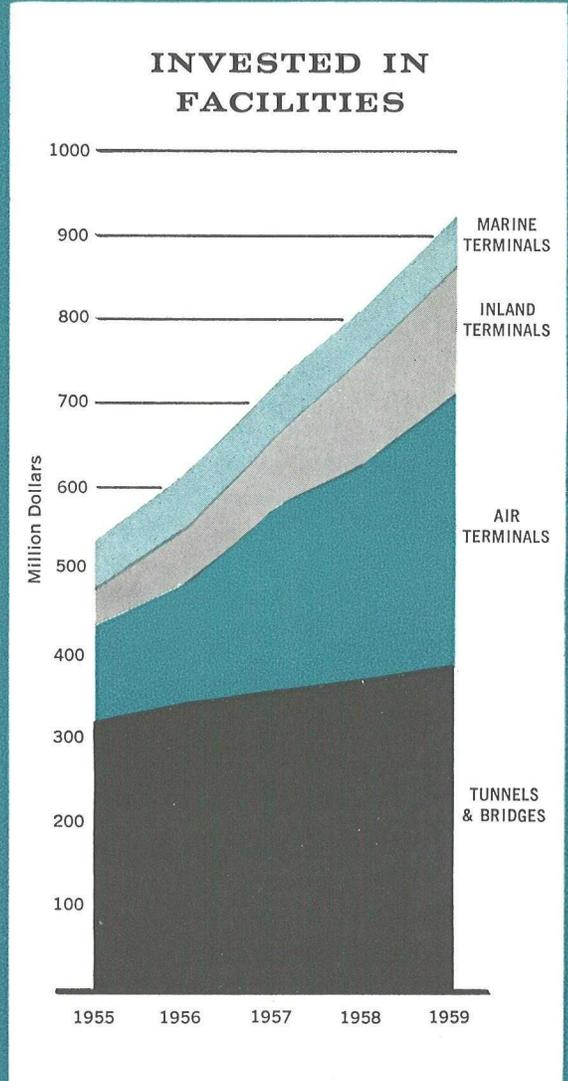
FUNDED DEBT

Outstanding funded debt totaled \$574,809,000 at the end of 1959, an increase of \$66,810,000 over 1958. New issues during the year amounted to \$145,000,000 represented by \$85,000,000 of long-term Consolidated Bonds and \$60,000,000 of short-term Consolidated Notes. These issuances were offset in part by reductions in debt of \$78,190,000. Exhibit H showing the year's transactions in detail appears on page 58.

DEBT ISSUED

The first new issue of the year was the sale of \$30,000,000 of 1.92 per cent Consolidated Notes, Series H, to the First National City Bank of New York on January 20. These notes were repaid at maturity, December 17, 1959.

On March 5, a \$30,000,000 issue of thirty year Consolidated Bonds, Fourteenth Series, was sold to a syndicate headed by Halsey, Stuart & Co., Inc.; Drexel & Co.; Glore, Forgan & Co.; and Ladenburg, Thalmann & Co. This issue, carrying an interest coupon of 3½ per cent, was sold to the winning syndicate at 98.80 per cent of par resulting in a net interest cost of 3.68 per cent.



SUMMARY OF RESERVES

(In Millions)

	December 31		
	1959	1958	Increase
GENERAL RESERVE	\$57.4	\$50.7	\$ 6.7
SPECIAL RESERVE	10.5	10.5	—
AIR TERMINAL RESERVE	3.0	2.6	.4
MARINE TERMINAL RESERVE7	.6	.1
	<u>\$71.8</u>	<u>\$64.6</u>	<u>\$ 7.2</u>

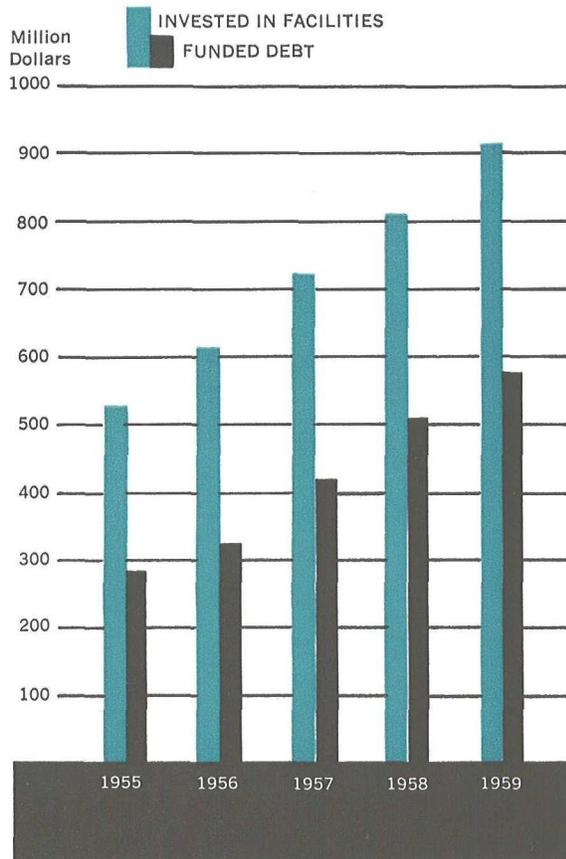
The second long-term borrowing of the year occurred on June 17 when a \$30,000,000 issue of twenty-year serial maturity Consolidated Bonds, Fifteenth Series, was sold to a syndicate headed by Halsey, Stuart & Co., Inc.; Drexel & Co.; Glore, Forgan & Co.; and Ladenburg, Thalmann & Co. Bearing different interest coupons, depending on maturity, these serial bonds were sold to the high bidder for 100.01 per cent of par for an average annual net interest cost to the Authority of 4.09 per cent.

On July 31, Consolidated Notes, Series I, in the amount of \$30,000,000, bearing an interest rate of 2.16 per cent, were sold to the First National City Bank of New York. This borrowing covered the initial financing of the construction of

the Narrows Bridge under an agreement with Triborough Bridge and Tunnel Authority. These notes were paid at maturity, December 15, 1959, primarily from the refund by Triborough of monies advanced under the agreement. The Port of New York Authority was, at this time, relieved of any responsibilities for the financing and construction of the Narrows Bridge.

The final sale of the year took place on September 30 when a \$25,000,000 issue of thirty-year Consolidated Bonds, Sixteenth Series, was sold to Halsey, Stuart & Co., Inc.; Drexel & Co.; Glore, Forgan & Co.; Ladenburg, Thalmann & Co.; and Associates. This issue was sold at 97.50 per cent of par with an interest coupon of 4¼ per cent. The average net annual interest cost to the Authority would be 4.37 per cent.

FUNDED DEBT AND FACILITY INVESTMENT 1955-1959



DEBT RETIRED

As required by indentures with bondholders, the following mandatory sinking fund or serial maturity payments totaling \$16,772,000 at par were made during the year.

<i>Series</i>	<i>Par Value</i>
General & Refunding Bonds	
Eighth Series, 2s	\$ 219,000
Twelfth Series, 1½s	1,090,000
Fifteenth Series, 1½s	3,600,000
Air Terminal Bonds	
Third Series, 2.20s	431,000
Marine Terminal Bonds	
First Series, 2½s	237,000
Second Series, 2.20s	99,000
Consolidated Bonds	
First Series, 3s	321,000
Third Series, 1.70s	3,625,000
Sixth Series, 3s	600,000
Seventh Series, 3.40s	500,000
Eighth Series, 3.40s	1,000,000
Ninth Series, 6s	1,800,000
Eleventh Series, 6s	2,000,000
Thirteenth Series, 6s	1,250,000
	\$16,772,000

Following the policy of retiring additional debt as rapidly as sound financial management permits, the Port Authority, in anticipation of future years' requirements, also retired \$318,000 of General and Refunding Bonds, Eighth Series; \$320,000 of

General and Refunding Bonds, Ninth Series; \$257,000 of General and Refunding Bonds, Tenth Series; and \$523,000 of General and Refunding Bonds, Eleventh Series. These retirements were in addition to the mandatory retirements listed above and the short-term note retirements mentioned previously. The bonds retired in anticipation of future requirements had previously been purchased in the open market for a savings, when compared to call prices, of about \$496,000.

INCOME FROM INVESTMENTS

Two principles govern the security investments of monies held by the Authority. First, bond indentures and resolutions restrict the investment of Reserve Funds to certain governmental securities. The second governing principle, the prime objective of our portfolio management program, has always been the prudent investment of these monies so as to maximize earnings while providing optimum security.

During 1959, the security investments, reflecting in a large part capital construction funds awaiting disbursement and statutory reserve funds held by the Authority, averaged over \$193,000,000.

Of this, over 73 million dollars, primarily representing statutory reserve funds, was invested in long-term government securities. The net income from these long-term investments reached \$2,741,000 in 1959 and resulted in an average return of 3.75 per cent.

Operating revenues and monies held for construction purposes were invested in short-term government securities and time deposits. The 1959 net income from these short-term investments totaled \$4,378,000. This income represents an average return of 3.61 per cent.

Consolidated, the net income from the investment portfolio reached \$7,119,000 in 1959 as compared with the 1958 amount of \$5,176,000. Reserve Funds were allocated \$2,603,000 of this total and \$997,000 went to Operating Funds. The

remaining \$3,519,000 was allocated to Capital Funds and thus reduced the cost of borrowing during the construction period.

BASIC POLICIES AND FINANCIAL STRUCTURE

In order to command the confidence of the investing public and to finance, on a self-supporting basis, the continuing growth and development of essential transportation and terminal facilities—land, sea and air—in the Port District, the Port Authority has developed, over the years, strength and stability in its financial structure. To attain these objectives, certain fundamental legal and financial standards must be met.

First, the General Reserve Fund, established in 1931, provides pooling of revenues from many diversified facilities with the result that older facilities with established earning power temporarily aid new projects during development stages.

Second, the Port Authority may issue Consolidated or other bonds secured by the General Reserve Fund for only those new projects which its Commissioners can certify will not materially impair the Authority's sound credit standing.

Third, sound corporate business methods, advanced engineering techniques and judicious planning are utilized to put new projects on a self-supporting basis as soon as possible.

Fourth, revenues remaining after required debt service payments must be applied to reserves to fulfill commitments to the investors in Port Authority securities including the retirement of additional funded debt as rapidly as sound financial management permits.

Adherence to these standards has resulted in a sound financial structure which is demonstrated by the favorable increase in the ratio of investment in facilities to funded debt. Between December 31, 1950 and December 31, 1959, investment in facilities increased \$563,500,000 while funded debt rose \$326,300,000. The increase in this ratio during the last five years of this decade is depicted in the chart on the facing page.

FACTS FOR BOND- HOLDERS

CONSOLIDATED BONDS

Consolidated Bonds are secured by the General Reserve Fund on an equal basis with the other outstanding issues of Port Authority Bonds and this pledge presently constitutes the prime security of Consolidated Bonds. Furthermore, they have a prior lien on the net revenues of Brooklyn-Port Authority Piers, Hoboken-Port Authority Piers, Erie Basin-Port Authority Piers, Port Authority-West 30th Street Heliport, Elizabeth-Port Authority Piers (when constructed) and any additional facilities hereafter financed or refinanced by Consolidated Bonds. As each of the three older classes of bonds—General and Refunding, Air Terminal and Marine Terminal Bonds—is retired, Consolidated Bonds will then have a first lien on the net revenues of those facilities presently pledged to such prior issue of bonds.

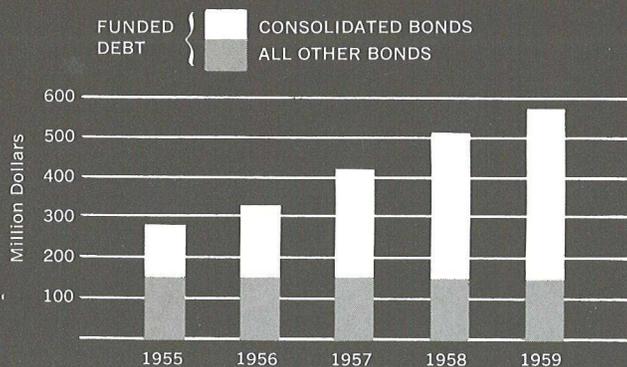
First issued seven years ago, Consolidated Bonds now represent seventy-seven per cent of outstanding funded debt. The sole medium of present financing, these bonds were established to provide the instrument to unify and simplify the Authority's debt structure. The Consolidated Bond resolution specified that no additional General and Refunding, Air Terminal or Marine Terminal Bonds would be issued; therefore Consolidated Bonds should continue to become a greater part of outstanding debt. The adjoining chart shows the growth of these bonds and the progress made in the program of unifying and simplifying the debt structure over the past five years.

GENERAL AND REFUNDING BONDS

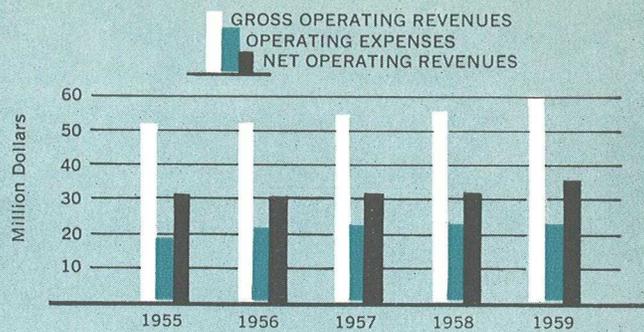
At year-end, outstanding General and Refunding Bonds, which are rated Aa by Moody's Investors Service, amounted to \$58,566,000—a decrease of \$6,327,000 from the prior year-end total. An additional \$28,197,000 was invested in General and Refunding Bond facilities during 1959 bringing the Authority's cumulative investment to \$452,413,000. Consolidated Bond proceeds have now provided \$171,450,000 for capital construction at the facilities in this bond group.

General and Refunding Bonds have a first lien on the net revenues of the Port Authority's two tunnels and four bridges, four inland terminals and Port Authority Grain Terminal-Columbia Street Pier. The 1959 operations of these facilities produced, after operating expenses and financial income, net revenues available for debt service and transfer to reserves of \$36,856,000. Debt service totaled \$5,917,000 and, at year-end, the remaining revenues of \$30,938,000 were transferred to reserves—\$29,949,000 to maintain the General Reserve Fund at its statutory amount of 10 per cent of all outstanding debt and \$988,000 to the Special Reserve Fund—as provided in the General and Refunding Bond Resolution. The Special Reserve Fund is pledged as additional security for this class of bonds.

CONSOLIDATED VS. PRIOR LIEN BONDS



GENERAL AND REFUNDING BONDS



	1955	1956	1957	1958	1959
REVENUES	\$50.6	\$51.4	\$54.0	\$54.8	\$58.9
EXPENSES	18.4	20.7	21.4	21.8	22.5
NET	32.2	30.6	32.5	32.9	36.4

AIR TERMINAL BONDS

These bonds have a first lien on the net revenues of the four airports and in 1959 net revenues available for debt service and reserves totaled \$16,874,000. Attesting to their prime credit status, Moody's Investors Service on January 4, 1960 raised the rating of Air Terminal Bonds from A to Aa. After paying \$2,142,000 in debt service, the remaining revenues of \$14,732,000 were transferred to reserves—\$14,261,000 towards maintaining at year-end the General Reserve Fund at its statutory amount of ten per cent of all outstanding funded debt and \$470,000 to the Air Terminal Reserve Fund—as provided in the Air Terminal Bond Resolution.

With the investment of an additional \$57,974,000 of Consolidated Bond proceeds during 1959, the total Port Authority investments in airports rose to \$328,590,000 of which \$281,700,000 in the aggregate represents Consolidated Bond borrowings. Thus, with the retirement of \$431,000 of Air Terminal Bonds during the year,

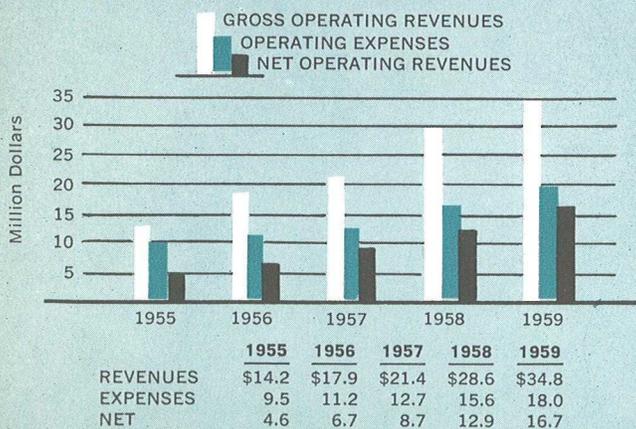
Air Terminal Bonds outstanding at year-end decreased to \$65,985,000.

MARINE TERMINAL BONDS

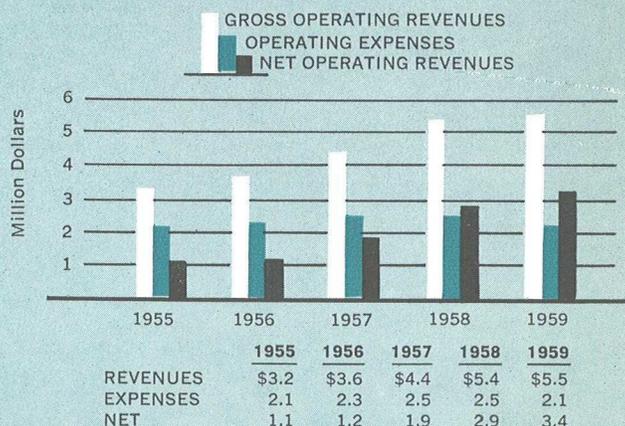
These bonds have a first lien on the net revenues of Port Newark which, in 1959, totaled \$3,439,000. At the year-end, after the payment of \$509,000 for debt service, the remaining \$2,929,000 was transferred to reserves—\$2,836,000 toward maintaining the General Reserve Fund at its statutory amount of ten per cent of all funded debt and \$93,000 to the Marine Terminal Reserve Fund—all as specified in the Marine Terminal Bond Resolution.

Retirement of bonds totaling \$336,000 during 1959 reduced Marine Terminal Bonds outstanding at the end of 1959 to \$7,976,000. The Authority invested \$5,399,000 during the year to raise the cumulative investment at Port Newark to \$55,704,000. Since first established, Consolidated Bond funds have provided \$51,200,000 for capital construction at this facility.

AIR TERMINAL BONDS



MARINE TERMINAL BONDS



REVENUES AND RESERVES

	Year Ended December 31,	
	1959	1958
	(In Thousands)	
GROSS OPERATING REVENUES	\$105,662	\$ 93,183
OPERATING EXPENSES	45,605	42,513
Net Operating Revenues	60,056	50,669
FINANCIAL INCOME		
Income on investments—net	3,600	2,677
Security valuation adjustment	(3,609)	(3,913)
	60,047	49,434
DEBT SERVICE		
Interest on funded debt	11,228	9,159
Serial maturities and sinking fund requirements	16,718	11,633
Short-term note maturities	24,000	19,000
Debt retirement acceleration	925	796
Total Debt Service	52,872	40,589
NET INCREASE IN RESERVES		
Reserve balances—beginning of year	7,175	8,844
	64,682	55,837
RESERVE BALANCES—END OF YEAR	<u>\$ 71,857</u>	<u>\$ 64,682</u>

FINANCIAL POSITION

	December 31,				
	1959			1958	
	Capital Funds (Exhibit C)	Reserve Funds (Exhibit B)	Operating Funds (Exhibit G)	Combined Total	Combined Total
	(In Thousands)				
ASSETS					
INVESTED IN FACILITIES	\$ 920,249	\$ —	\$ —	\$ 920,249	\$816,700
INVESTMENT IN SECURITIES (Exhibit E)	88,785	71,139	10,339	170,263	142,023
CASH	5,865	718	683	7,266	12,829
OTHER ASSETS	2,735	—	11,961	14,696	13,807
TOTAL ASSETS	<u>1,017,635</u>	<u>71,857</u>	<u>22,983</u>	<u>1,112,476</u>	<u>985,361</u>
LIABILITIES					
FUNDED DEBT (Exhibit H)	574,809	—	—	574,809	507,999
DEBT RETIRED THROUGH INCOME (Exhibit D)	427,346	—	—	427,346	381,427
RESERVES	—	71,857	—	71,857	64,682
ACCOUNTS PAYABLE AND OTHER LIABILITIES	15,479	—	15,590	31,069	24,287
PROVISION FOR SELF-INSURANCE	—	—	3,306	3,306	2,748
DEFERRED CREDITS TO INCOME	—	—	4,087	4,087	4,217
TOTAL LIABILITIES	<u>\$1,017,635</u>	<u>\$71,857</u>	<u>\$22,983</u>	<u>\$1,112,476</u>	<u>\$985,361</u>

See Notes to Financial Statements

PRICE WATERHOUSE & Co.

56 PINE STREET

NEW YORK 5

February 5, 1960

The Port of New York Authority
New York, N. Y.

In our opinion, the accompanying statements present fairly the financial position of The Port of New York Authority at December 31, 1959 and the results of its operations for the year, in conformity with accounting principles set forth in Note A of Notes to Financial Statements, applied on a basis consistent with that of the preceding year. Our examination of these statements was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

Price Waterhouse Co.

Notes to Financial Statements

December 31, 1959

The Port of New York Authority, created in 1921 by compact between the States of New York and New Jersey with the consent of Congress, has no stockholders or equity holders; all revenues or other cash received must be disbursed for specific purposes in accordance with provisions of various statutes and agreements with holders of its bonds and others.

NOTE A—ACCOUNTING PRINCIPLES:

1. Accounts of the Authority are maintained in accordance with (1) generally accepted accounting principles and (2) because they are appropriate for the Authority, the principles set forth in this Note.
2. Deductions are made from revenues and reserves equal to payments to sinking funds and other principal payments on debt. These deductions are credited at par to the account "debt retired through income," and constitute the effective recovery of facility costs. Therefore, no separate deductions for depreciation are required.
3. The amount "invested in facilities" consists primarily of expenditures to acquire, construct, place in operation and improve the facilities of the Port Authority and includes net discount

and expense incurred in connection with bonds and notes issued for construction purposes as well as net interest expense during the period of construction.

4. The statement of combined total revenues and reserves is presented for general information purposes only and the amounts stated do not represent revenues applicable to any particular type of bonds. Debt service on each type of bonds is secured, first, by revenues of certain facilities as set forth in the various bond resolutions and secondly, by the General Reserve Fund. The amount and disposition of revenues applicable to each type of bonds is set forth in Exhibit A and the amount and disposition of revenues applicable to the reserve funds is shown in Exhibit B.
5. The long-term and short-term securities are stated at the lower of their respective aggregate amortized cost or market values.

NOTE B—COMMITMENTS:

At December 31, 1959 the Authority was committed under various contracts to the completion over the next two or three years of approximately \$145,000,000 of structures. Cash and securities in the capital funds at that date were

primarily for these commitments. In addition to the foregoing, on January 14, 1960, the Authority awarded a contract estimated to cost \$16,000,000.

NOTE C—GENERAL:

The New York Air Terminals and the Newark Air and Marine Terminals are leased from the Cities of New York and Newark, respectively. In each case, these leases expire (a) upon the payment by the Authority of all of its funded debt issued in connection with such air and marine terminals or (b) in the years 1997 (New York) and 1998 (Newark), whichever occurs sooner.

The Hoboken-Port Authority piers are leased from the City of Hoboken. This lease will expire in the year 2002, unless a fifty year extension is executed on or before that date.

As an enlargement of the Brooklyn-Port Authority Piers, a parcel of waterfront property located at the foot of Atlantic Avenue, Brooklyn, expected to accommodate a single pier, was leased from the City of New York for a term of fifty years expiring in the year 2011.

NOTE D—FUNDED DEBT:

On January 4, 1960, the Authority sold \$35,000,000 Consolidated Notes, Series J, 2.40 per cent.

Exhibit A

OPERATING FUNDS REVENUES

Year Ended December 31, 1959

	Related to				Combined Total
	General and Refunding Bonds	Air Terminal Bonds	Marine Terminal Bonds	Consolidated Bonds	
(In Thousands)					
GROSS OPERATING REVENUES	\$ 58,961	\$ 34,824	\$ 5,566	\$ 6,310	\$105,662
OPERATING EXPENSES	22,537	18,081	2,162	2,824	45,605
Net Operating Revenues	36,423	16,743	3,404	3,485	60,056
FINANCIAL INCOME					
Income on investments—net	717	205	55	18	997
Security valuation adjustment	(284)	(74)	(20)	(5)	(384)
Net Revenues	36,856	16,874	3,439	3,498	60,669
DEBT SERVICE					
Interest on funded debt	1,028	1,756	199	8,244	11,228
Serial maturities and sinking fund requirements	4,889	385	309	11,133	16,718
Short-term note maturities	—	—	—	24,000	24,000
Total Debt Service	5,917	2,142	509	43,377	51,946
TRANSFERS TO AND (FROM) RESERVES.....	30,938	14,732	2,929	(39,878)	8,722
ANALYSIS OF TRANSFERS					
From General Reserve—to cover net deficit....	—	—	—	(39,878)	(39,878)
To General Reserve—to bring to 10% of funded debt	29,949	14,261	2,836	—	47,047
To special reserves	988	470	93	—	1,553
NET TRANSFERS	\$ 30,938	\$ 14,732	\$ 2,929	\$(39,878)	\$ 8,722

Exhibit B

ANALYSIS OF RESERVE FUNDS

Year Ended December 31, 1959

	General Reserve Fund	Special Reserve Fund	Air Terminal Reserve Fund	Marine Terminal Reserve Fund	Combined Total
	(In Thousands)				
Balance—January 1, 1959	\$50,799	\$10,573	\$2,642	\$666	\$64,682
Income on investments—net	2,044	425	106	26	2,603
Security valuation adjustment	(2,532)	(527)	(131)	(33)	(3,224)
	50,311	10,472	2,617	659	64,060
Appropriations for:					
Debt retirement acceleration—payments to sinking funds	—	925	—	—	925
	50,311	9,546	2,617	659	63,135
Transfers (to) and from Operating Funds:					
Deficit related to Consolidated Bonds	(39,878)	—	—	—	(39,878)
Revenues related to:					
General and Refunding Bonds	29,949	988	—	—	30,938
Air Terminal Bonds	14,261	—	470	—	14,732
Marine Terminal Bonds	2,836	—	—	93	2,929
Net Transfers	7,168	988	470	93	8,722
Balance—December 31, 1959	\$57,480	\$10,535	\$3,087	\$753	\$71,857
Represented by:					
Investment in securities	\$56,906	\$10,430	\$3,057	\$745	\$71,139
Cash	574	105	30	7	718

See Notes to Financial Statements

Exhibit C

CAPITAL FUNDS

ASSETS AND LIABILITIES

December 31, 1959

	Related to facilities whose net revenues are first pledged for				Combined Total
	General and Refunding Bonds	Air Terminal Bonds	Marine Terminal Bonds	Consolidated Bonds	
	(In Thousands)				
ASSETS					
INVESTED IN FACILITIES					
Completed construction-owned	\$412,060	\$ 9,243	\$ —	\$ 52,488	\$ 473,791
Completed construction-leased	—	255,915	49,528	18,177	323,621
Construction in progress	40,353	63,430	6,176	12,875	122,836
	<u>452,413</u>	<u>328,590</u>	<u>55,704</u>	<u>83,541</u>	<u>920,249</u>
INVESTMENT IN SECURITIES	25,500	41,353	5,009	16,922	88,785
CASH	1,684	2,731	330	1,117	5,865
OTHER ASSETS	120	1,655	668	291	2,735
TOTAL ASSETS	<u>479,718</u>	<u>374,331</u>	<u>61,712</u>	<u>101,872</u>	<u>1,017,635</u>
LIABILITIES					
FUNDED DEBT (Exhibit H)	58,566	65,895	7,976	442,372	574,809
INTERFUND ACCOUNTS	171,450	281,700	51,200	(504,350)	—
DEBT RETIRED THROUGH INCOME (Exhibit D)	244,618	20,925	2,024	159,778	427,346
ACCOUNTS PAYABLE AND OTHER LIABILITIES	5,083	5,810	512	4,072	15,479
TOTAL LIABILITIES	<u>\$479,718</u>	<u>\$374,331</u>	<u>\$ 61,712</u>	<u>\$101,872</u>	<u>\$1,017,635</u>

Exhibit D

DEBT RETIRED THROUGH INCOME

Year Ended December 31, 1959

	December 31, 1959
	(In Thousands)
DEBT RETIRED THROUGH INCOME	
Balance at January 1, 1959	\$364,725
Net revenues and reserves applied to retirement of debt as detailed in Exhibit H	42,190
Total	<u>\$406,915</u>
CONTRIBUTED BY FEDERAL AND STATE AGENCIES IN AID OF CONSTRUCTION	
Balance at January 1, 1959	23,871
Amounts received under Federal Airport Act	2,852
Amounts received under Federal Highway Act	877
Total	<u>27,600</u>
APPROPRIATED RESERVES INVESTED IN FACILITIES	
Balance at January 1 and December 31, 1959	8,468
	<u>442,983</u>
LESS:	
COST OF REFUNDING AND CONSOLIDATING DEBT	
Balance at January 1 and December 31, 1959	15,636
Total	<u>\$427,346</u>

See Notes to Financial Statements

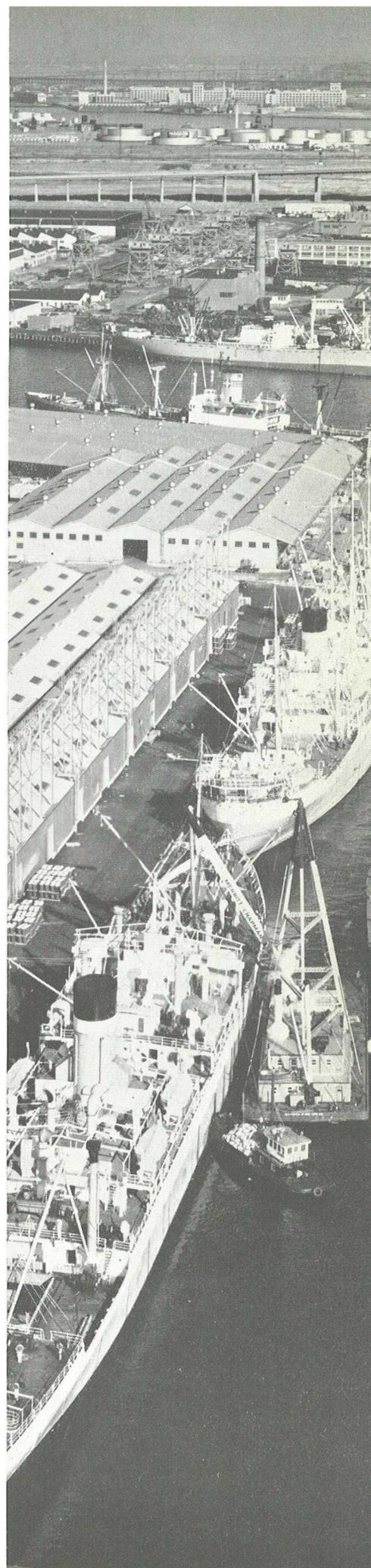


Exhibit E

INVESTMENT IN SECURITIES

December 31, 1959

	Principal Amount	Quoted Market Value	Amortized Cost
(In Thousands)			
SHORT TERM			
U. S. Treasury Certificates of Indebtedness:			
3 3/4% due Feb. 15, 1960.....	\$29,000	\$28,981	\$28,999
4 3/4% due Nov. 15, 1960.....	2,000	1,995	2,000
U.S. Treasury Notes, 3 1/4% due May 15, 1960.....	31,000	30,806	30,959
U.S. Treasury Bills:			
due Mar. 22, 1960.....	14,300	14,166	14,162
due June 22, 1960.....	6,000	5,861	5,867
due July 15, 1960.....	2,750	2,676	2,687
due Oct. 17, 1960.....	10,000	9,599	9,603
Adjustment of valuation of securities at Dec. 31, 1959.....			(191)
Total Short Term.....	95,050	94,088	94,088
LONG TERM			
U.S. Treasury Notes:			
3 3/4% due Nov. 15, 1962.....	11,000	10,628	11,007
4% due May 15, 1963.....	500	483	499
4 7/8% due Nov. 15, 1963.....	12,000	11,977	12,000
4 3/4% due May 15, 1964.....	100	99	99
U.S. Treasury Bonds:			
2 1/2% due Nov. 15, 1961.....	4,000	3,825	3,983
2 1/2% due Aug. 15, 1963.....	1,900	1,739	1,902
3% due Feb. 15, 1964.....	5,000	4,632	5,026
2 7/8% due Feb. 15, 1965.....	2,500	2,236	2,469
2 1/2% due Dec. 15, 1968-63.....	8,201	6,786	8,171
2 1/2% due June 15, 1969-64.....	7,978	6,531	7,951
2 1/2% due Dec. 15, 1969-64.....	10,000	8,162	9,961
2 1/2% due Mar. 15, 1970-65.....	1,000	808	995
2 1/2% due Dec. 15, 1972-67.....	1	1	1
3% due Aug. 15, 1966.....	3,000	2,713	3,000
3 7/8% due Nov. 15, 1974.....	8,000	7,410	8,077
3 1/4% due June 15, 1983-78.....	1,200	994	1,251
3% due Feb. 15, 1995.....	600	478	600
The Port of New York Authority Bonds:			
Air Terminal:			
1st Series, 3% due June 15, 1978.....	2	1	2
2nd Series, 2 1/2% due Oct. 1, 1979.....	2,448	1,848	2,112
3rd Series, 2.2% due Dec. 1, 1980.....	512	371	411
Marine Terminal:			
1st Series, 2 1/2% due Nov. 1, 1978.....	178	134	144
2nd Series, 2.2% due Dec. 1, 1980.....	142	102	112
Consolidated:			
1st Series, 3% due Nov. 1, 1982.....	574	469	511
6th Series, 3% due May 1, 1986.....	1,440	1,170	1,317
7th Series, 3.4% due Sept. 1, 1986.....	542	467	488
8th Series, 3.4% due Feb. 1, 1987.....	1,327	1,144	1,288
Adjustment of valuation of securities at Dec. 31, 1959.....			(8,170)
Total Long Term.....	84,145	75,219	75,219
Accrued Interest Receivable.....			955
TOTAL INVESTMENT IN SECURITIES.....			\$170,263

See Notes to Financial Statements

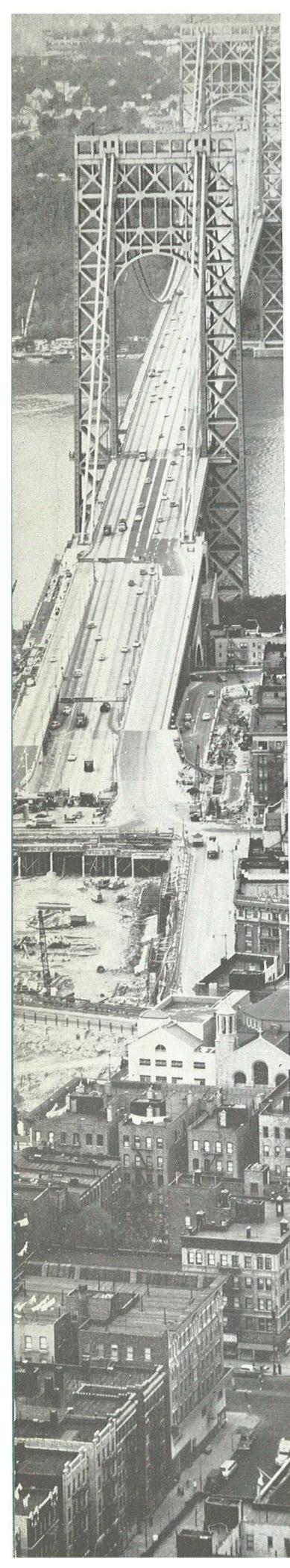


Exhibit F

ANALYSIS OF SINKING FUNDS

Year Ended December 31, 1959

	1959
	(In Thousands)
Sinking Fund balance—January 1	\$ —
Additions to Sinking Fund:	
Obligatory payments from operating accounts:	
General and Refunding Bonds	199
Air Terminal Bonds	385
Marine Terminal Bonds	309
Consolidated Bonds	2,458
Appropriation from Special Reserve Fund for retirement in anticipation of future requirements	925
Adjustment of cost of Port Authority Bonds to redemption price	631
Total additions	4,909
Deductions from Sinking Funds:	
Mandatory retirements:	
General and Refunding Bonds, Eighth Series	221
Air Terminal Bonds, Third Series	443
Marine Terminal Bonds: First Series	241
Second Series	101
Consolidated Bonds: First Series	327
Sixth Series	612
Seventh Series	510
Eighth Series	1,030
Retirements in anticipation of future sinking fund requirements:	
General & Refunding Bonds: Eighth Series	321
Ninth Series	320
Tenth Series	257
Eleventh Series	523
Total deductions	4,909
Sinking Fund balances—December 31	\$ —

Exhibit G

OPERATING FUNDS

ASSETS AND LIABILITIES

December 31, 1959

	Related to facilities whose net revenues are first pledged for				
	General and Refunding Bonds	Air Terminal Bonds	Marine Terminal Bonds	Consoli- dated Bonds	Combined Total
	(In Thousands)				
ASSETS					
INVESTMENT IN SECURITIES	\$ 5,773	\$ 1,557	\$ 518	\$ 2,490	\$ 10,339
CASH	381	102	34	164	683
OTHER ASSETS	6,525	4,699	341	394	11,961
TOTAL ASSETS	<u>12,680</u>	<u>6,360</u>	<u>894</u>	<u>3,049</u>	<u>22,983</u>
LIABILITIES					
ACCOUNTS PAYABLE AND OTHER LIABILITIES...	8,086	3,568	885	3,049	15,590
PROVISION FOR SELF-INSURANCE	3,306	—	—	—	3,306
DEFERRED CREDITS TO INCOME	1,287	2,791	8	—	4,087
TOTAL LIABILITIES	<u>\$ 12,680</u>	<u>\$ 6,360</u>	<u>\$ 894</u>	<u>\$ 3,049</u>	<u>\$ 22,983</u>

See Notes to Financial Statements

Exhibit H

FUNDED DEBT

Year Ended December 31, 1959

	January 1, 1959	Issued	Retired	December 31, 1959
(In Thousands)				
GENERAL AND REFUNDING BONDS				
Eighth Series, 2% due 1974	\$ 16,448	\$ —	\$ 537	\$ 15,911
Ninth Series, 1½% due 1985	7,679	—	320	7,359
Tenth Series, 1¾% due 1985	4,121	—	257	3,864
Eleventh Series, 1¼% due 1986	10,685	—	523	10,162
Twelfth Series, 1½% due 1959-1962	4,360	—	1,090	3,270
Fifteenth Series, 1½% due 1959-1964	21,600	—	3,600	18,000
	<u>64,893</u>	<u>—</u>	<u>6,327</u>	<u>58,566</u>
AIR TERMINAL BONDS				
First Series, 3% due 1978	26,400	—	—	26,400
Second Series, 2½% due 1979	28,562	—	—	28,562
Third Series, 2.20% due 1980	11,364	—	431	10,933
	<u>66,326</u>	<u>—</u>	<u>431</u>	<u>65,895</u>
MARINE TERMINAL BONDS				
First Series, 2½% due 1978	5,690	—	237	5,453
Second Series, 2.20% due 1980	2,622	—	99	2,523
	<u>8,312</u>	<u>—</u>	<u>336</u>	<u>7,976</u>
CONSOLIDATED BONDS				
First Series, 3% due 1982	29,168	—	321	28,847
Second Series, 2¾% due 1984	20,000	—	—	20,000
Third Series, 1.70% due 1959-1964	12,500	—	3,625	8,875
Fourth Series, 2¾% due 1985	30,000	—	—	30,000
Fifth Series, 2.90% due 1983	16,000	—	—	16,000
Sixth Series, 3% due 1986	28,800	—	600	28,200
Seventh Series, 3.40% due 1986	25,000	—	500	24,500
Eighth Series, 3.40% due 1987	50,000	—	1,000	49,000
Ninth Series, 6% due 1959-1961	5,400	—	1,800	3,600
	1,800	—	—	1,800
	19,800	—	—	19,800
Tenth Series, 3¾% due 1987	30,000	—	—	30,000
Eleventh Series, 6% due 1959-1962	8,000	—	2,000	6,000
	2,000	—	—	2,000
	6,000	—	—	6,000
	6,000	—	—	6,000
	6,000	—	—	6,000
	18,000	—	—	18,000
Twelfth Series, 3¾% due 1988	35,000	—	—	35,000
Thirteenth Series, 6% due 1959-1963	6,250	—	1,250	5,000
	3,750	—	—	3,750
	3,750	—	—	3,750
	10,000	—	—	10,000
	1,250	—	—	1,250
Fourteenth Series, 3¾% due 1989	—	30,000	—	30,000
Fifteenth Series, 6% due 1960-1963	—	2,500	—	2,500
	—	3,000	—	3,000
	—	17,500	—	17,500
	—	7,000	—	7,000
Sixteenth Series, 4¼% due 1989	—	25,000	—	25,000
	<u>368,468</u>	<u>85,000</u>	<u>11,096</u>	<u>442,372</u>
CONSOLIDATED NOTES				
Series H, 1.92% due December 17, 1959	—	30,000	24,000	—
(Refunded)	—	(6,000)	—	—
Series I, 2.16% due Dec. 15, 1959	—	30,000	—	—
(Repaid)	—	(30,000)	—	—
	<u>368,468</u>	<u>109,000</u>	<u>35,096</u>	<u>442,372</u>
TOTAL FUNDED DEBT	<u>\$507,999</u>	<u>\$109,000</u>	<u>\$42,190</u>	<u>\$574,809</u>

See Notes to Financial Statements

FUNDED DEBT

Year	DEBT SERVICE TOTAL ALL ISSUES			CONSOLIDATED				
	Amortization	Interest	Total	Par value \$574,809				
				\$28,847 First 3% 11/1/82 Sinking Fund	\$20,000 Second 2 3/4% 9/1/84 Sinking Fund	\$8,875 Third 1.70% 4/1/60-64 Maturity	\$30,000 Fourth 2 3/4% 4/1/85 Sinking Fund	\$16,000 Fifth 2.90% 12/1/83 Sinking Fund
1960	\$ 17,682	\$ 17,765	\$ 35,447	\$ 448	\$	\$ 2,625	\$	\$
1961	18,366	17,236	35,602	472		2,625		
1962	18,785	16,682	35,467	92		1,625		
1963	18,828	16,164	34,992	1,127		1,000		
1964	19,398	15,636	35,034	1,152		1,000		
1965	18,874	15,104	33,978	1,167	480		1,000	360
1966	19,145	14,538	33,683	1,194	500		1,000	370
1967	19,537	13,959	33,496	1,221	520		1,000	380
1968	20,141	13,372	33,513	1,249	540		1,000	390
1969	20,862	12,768	33,630	1,276	560		1,000	400
1970	21,064	12,145	33,209	1,305	580		1,000	420
1971	21,413	11,511	32,924	1,336	600		1,000	440
1972	22,110	10,858	32,968	1,366	620		1,000	460
1973	22,662	10,184	32,846	1,397	640		1,000	480
1974	22,958	9,489	32,447	1,428	820		1,500	620
1975	23,596	8,756	32,352	1,460	840		1,500	640
1976	22,463	8,043	30,506	1,494	860		1,500	660
1977	22,704	7,349	30,053	1,528	900		1,500	680
1978	23,160	6,593	29,753	1,562	1,240		1,600	1,000
1979	22,011	5,841	27,852	1,597	1,480		1,700	1,200
1980	19,914	5,135	25,049	1,632	1,600		1,800	1,400
1981	20,308	4,483	24,791	1,669	1,640		1,900	1,600
1982	19,419	3,854	23,273	1,707	1,680		2,000	1,800
1983	19,770	3,239	23,007		1,920		2,000	2,700
1984	19,948	2,600	22,548		1,980		2,000	
1985	19,492	1,929	21,421				2,000	
1986	19,250	1,245	20,495					
1987	14,150	583	14,733					
1988	5,550	211	5,761					
1989	2,750	44	2,794					
TOTAL	\$576,310	\$267,316	\$843,626	\$28,879	\$20,000	\$ 8,875	\$30,000	\$16,000

NOTES: Includes all mandatory retirement payments (including sinking fund requirements and serial maturities) whether payable from revenues or other sources, upon the assumptions that: (1)—the presently outstanding bonds will not be retired prior to maturity except in accordance with the mandatory retirement provisions of the resolutions establishing the series of which such bonds form a part; (2)—the amortization payment will be made each year on the latest permissible date on which such payment is required to be made; (3)—such payments will be in the amount scheduled to be made for such year. Interest is shown only under "Debt Service Total All Issues" and is computed on the same assumptions as amortization.

AMORTIZATION 1960-1989

(IN THOUSANDS)

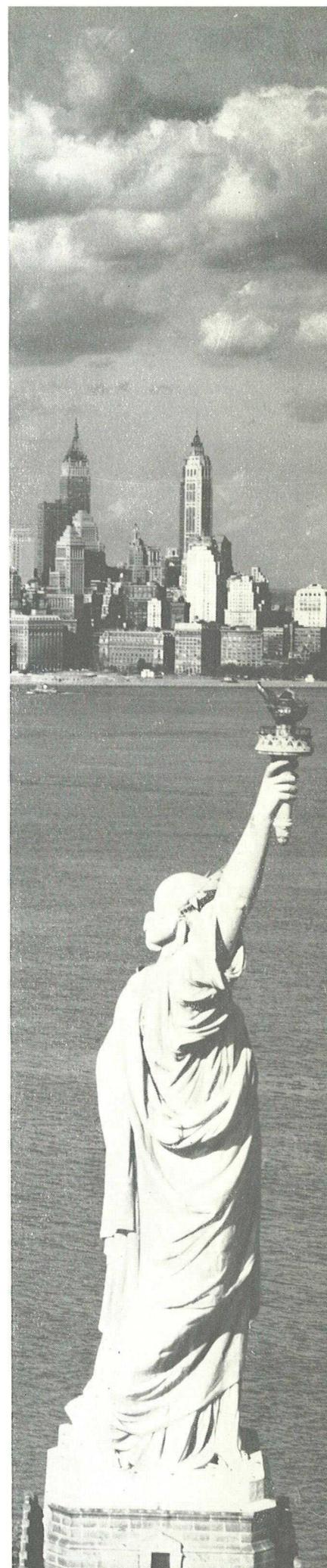
BOND AMORTIZATION											
\$28,200 Sixth 3% 5/1/86 Sinking Fund	\$24,500 Seventh 3.40% 9/1/86 Sinking Fund	\$49,000 Eighth 3.40% 2/1/87 Sinking Fund	\$25,200 Ninth (A) 6/1/60-75 Maturity	\$30,000 Tenth 3 3/4% 10/1/87 Sinking Fund	\$38,000 Eleventh (B) 8/1/60-78 Maturity	\$35,000 Twelfth 3 3/4% 5/1/88 Sinking Fund	\$23,750 Thirteenth (C) 10/1/60-78 Maturity	\$30,000 Fourteenth 3 3/4% 2/1/89 Sinking Fund	\$30,000 Fifteenth (D) 6/1/60-79 Maturity	\$25,000 Sixteenth 4 1/4% 10/1/89 Sinking Fund	Year
\$ 612	\$ 510	\$ 1,030	\$ 1,800	\$	\$ 2,000	\$	\$ 1,250	\$	\$ 250	\$	1960
612	510	1,030	1,800		2,000		1,250		250		1961
612	510	1,030	1,800		2,000		1,250		750		1962
612	510	1,030	1,800		2,000		1,250		1,250		1963
612	510	1,030	1,800		2,000		1,250	247	1,250	206	1964
606	505	1,030	1,800		2,000	649	1,250	649	1,750	541	1965
606	505	1,030	1,800		2,000	649	1,250	649	1,750	541	1966
606	505	1,020	1,800	612	2,000	216	1,250	649	1,750	541	1967
606	606	1,020	1,350	918	2,000	285	1,250	643	1,750	536	1968
600	600	1,020	1,350	918	2,000	571	1,250	643	1,750	536	1969
600	600	1,020	1,350	909	2,000	571	1,250	643	1,750	536	1970
600	600	1,010	1,350	909	2,000	707	1,250	643	1,750	536	1971
600	600	1,010	1,350	909	2,000	707	1,250	909	1,750	758	1972
600	600	1,010	1,350	900	2,000	707	1,250	1,091	1,750	909	1973
600	600	1,010	1,350	900	2,000	1,330	1,250	1,091	1,750	909	1974
600	600	1,000	1,350	900	2,000	1,400	1,250	1,290	1,750	1,075	1975
600	600	1,000		900	2,000	1,400	1,250	1,290	1,750	1,075	1976
600	600	1,000		900	2,000	1,400	1,250	1,290	1,750	1,075	1977
1,200	1,000	2,000		900	2,000	1,400	1,250	1,290	1,750	1,075	1978
1,200	1,000	3,000		1,800		2,100		1,710	1,750	1,425	1979
1,200	1,000	3,000		1,800		2,100		1,710		1,425	1980
1,200	1,000	3,000		1,800		2,100		1,710		1,425	1981
1,200	1,000	3,000		900		2,100		1,500		1,250	1982
1,200	1,000	3,000		1,800		2,100		1,500		1,250	1983
2,400	2,000	3,000		2,400		2,100		1,500		1,250	1984
3,600	3,000	3,000		2,400		2,100		1,500		1,250	1985
4,200	3,500	3,000		3,000		2,800		1,500		1,250	1986
		5,000		3,600		2,800		1,500		1,250	1987
						2,800		1,500		1,250	1988
								1,500		1,250	1989
<u>\$28,284</u>	<u>\$24,571</u>	<u>\$49,330</u>	<u>\$25,200</u>	<u>\$30,075</u>	<u>\$38,000</u>	<u>\$35,092</u>	<u>\$23,750</u>	<u>\$30,147</u>	<u>\$30,000</u>	<u>\$25,124</u>	TOTAL

(A) 6 per cent on 1960-61 maturities, 3 1/4 per cent on 1962 maturity and 3 1/2 per cent on 1963-75 maturities.
 (B) 6 per cent on 1960-62 maturities, 2.40 per cent on 1963 maturity, 2 1/2 per cent on 1964-66 maturities, 2 3/4 per cent on 1967-69 maturities and 3 per cent on 1970-78 maturities.
 (C) 6 per cent on 1960-63 maturities, 3 1/4 per cent on 1964-66 maturities, 3.40 per cent on 1967-69 maturities, 3 1/2 per cent on 1970-77 maturities and 2 3/4 per cent on 1978 maturity.
 (D) 6 per cent on 1960-63 maturities, 4 1/4 per cent on 1964-65 maturities, 4 per cent on 1966-75 maturities and 4.10 per cent on 1976-79 maturities.

MARINE TERMINAL BOND AMORTIZATION		AIR TERMINAL BOND AMORTIZATION			GENERAL AND REFUNDING BOND AMORTIZATION							Year	
\$5,453 First 2 1/2% 11/1/78 Sinking Fund	\$2,523 Second 2.20% 12/1/80 Sinking Fund	\$26,400 First 3% 6/15/78 Sinking Fund	\$28,562 Second 2 1/2% 10/1/79 Sinking Fund	\$10,933 Third 2.20% 12/1/80 Sinking Fund	\$15,911 Eighth 2% 8/15/74 Sinking Fund	\$7,359 Ninth 1 1/2% 4/1/85 Sinking Fund	\$3,864 Tenth 1 3/4% 4/1/85 Sinking Fund	\$10,162 Eleventh 1 1/4% 3/1/86 Sinking Fund	\$3,270 Twelfth 1 1/2% 6/15/60-62	\$18,000 Fifteenth 1 1/2% 12/15/60-64	Maturity	Maturity	Year
\$ 249	\$ 104	\$	\$ 959	\$ 450	\$ 705	\$	\$	\$	\$ 1,090	\$ 3,600			1960
255	106		1,259	460	1,047				1,090	3,600			1961
261	109	1,228	1,290	470	1,068				1,090	3,600			1962
265	111	1,382	1,322	480	1,089					3,600			1963
272	113	1,423	1,342	491	1,100					3,600			1964
278	115	1,466	1,376	497	1,122	233							1965
285	117	1,510	1,410	508	1,144	327							1966
293	120	1,540	1,445	519	1,167	332	51						1967
297	122	1,586	1,481	530	1,190	337	195	260					1968
304	125	1,634	1,503	542	1,214	342	198	526					1969
312	127	1,683	1,541	548	1,238	347	201	533					1970
320	129	1,733	1,580	560	1,263	352	205	540					1971
328	132	1,768	1,619	573	1,288	358	209	546					1972
336	135	1,821	1,659	585	1,314	363	212	553					1973
344	138	1,875	1,701	598		368	216	560					1974
353	141	1,932	1,743	611		374	220	567					1975
362	144	1,989	1,787	625		379	224	574					1976
371	147	2,049	1,832	639		385	227	581					1977
	151		1,878	653		391	231	589					1978
	154			667		397	235	596					1979
						403	240	604					1980
							409	244	611				1981
							415	248	619				1982
							421	252	627				1983
							427	257	634				1984
								642					1985
													1986
													1987
													1988
													1989
<u>\$ 5,485</u>	<u>\$ 2,540</u>	<u>\$26,619</u>	<u>\$28,727</u>	<u>\$11,006</u>	<u>\$15,949</u>	<u>\$ 7,360</u>	<u>\$ 3,865</u>	<u>\$10,162</u>	<u>\$ 3,270</u>	<u>\$18,000</u>			TOTAL

The following table indicates the years for which future sinking fund requirements have been anticipated by purchases in the open market and retirement through respective sinking funds:

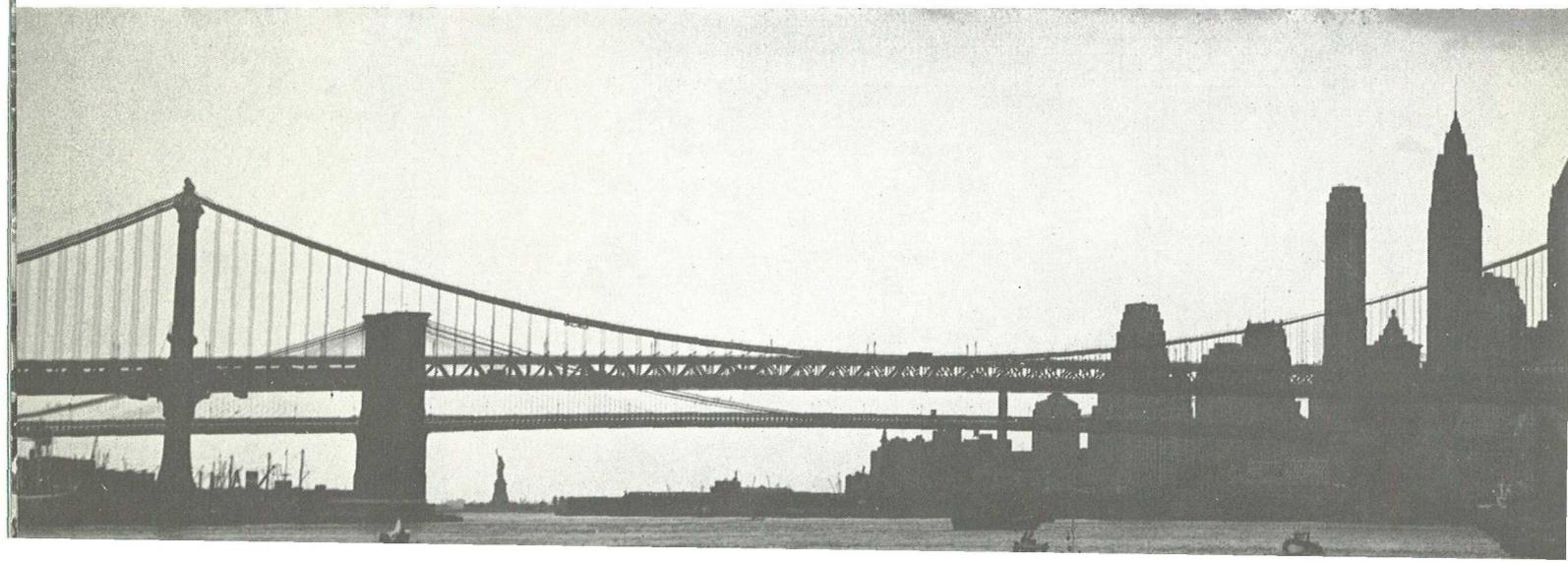
Series	Sinking Fund Requirements satisfied through
G & R Eighth	1960 (partially)
G & R Ninth	1964 (completely), 1965 (partially)
G & R Tenth	1966 (completely), 1967 (partially)
G & R Eleventh	1967 (completely), 1968 (partially)
Air, First	1961 (completely), 1962 (partially)
Air, Second	1960 (partially)



A TEN YEAR COMPARISON (IN MILLIONS)

	10-Year Total	1959	1958
REVENUES AND RESERVES			
Gross Operating Revenues (Note A)	\$698.5	\$105.6	\$ 93.1
Operating Expenses	313.8	45.6	42.5
Net Operating Revenues	384.6	60.0	50.6
Financial Income			
Income from Investments—Net	17.2	3.6	2.6
Security Valuation Adjustment	(8.1)	(3.6)	(3.9)
	393.7	60.0	49.4
Debt Service (Note B)	363.6	52.8	40.5
Net Increase in Reserves	30.0	7.1	8.8
	10-Year Growth	1959	1958
FINANCIAL POSITION AT YEAR END			
Invested in Facilities	563.5	920.2	816.7
Construction and Other Funds	91.3	153.8	137.4
	654.8	1,074.0	954.1
Funded Debt (Note C)	326.3	574.8	507.9
Debt Retired Through Income and Reserves	\$328.5	\$499.2	\$446.1
Debt Retired Through Income	\$288.0	\$427.3	\$381.4
Reserves	40.4	71.8	64.6

NOTE A—The totals are presented for general information purposes since the net revenues of the various groups of facilities are pledged in support of particular issues of bonds without availability for other bonds or for expenses of facilities financed by other bonds, except through the medium of the General Reserve Fund.



1957	1956	1955	1954	1953	1952	1951	1950
\$ 84.7	\$ 76.7	\$ 68.6	\$ 64.1	\$ 59.2	\$ 53.8	\$ 50.2	\$ 42.1
39.5	37.0	30.4	29.8	26.8	24.4	21.0	16.3
45.1	39.6	38.1	34.2	32.4	29.3	29.2	25.8
2.2	1.5	1.1	1.1	1.0	.9	.7	2.0
3.0	(2.5)	(1.2)	.4	.3	(.1)	(.7)	—
50.4	38.7	38.0	35.7	33.8	30.3	29.1	27.8
31.8	34.1	36.4	34.1	35.5	32.2	27.6	38.1
18.6	4.5	1.6	1.6	(1.6)	(1.9)	1.5	(10.3)

1957	1956	1955	1954	1953	1952	1951	1950
725.3	616.2	531.7	476.2	432.8	400.6	377.5	356.6
100.3	65.8	71.2	59.3	65.4	65.7	56.7	62.4
825.7	682.1	602.9	535.6	498.2	466.4	434.3	419.1
420.6	324.8	279.9	246.7	241.6	241.6	237.1	248.4
\$405.0	\$357.2	\$322.9	\$288.8	\$256.6	\$224.7	\$197.1	\$170.6
\$349.2	\$320.0	\$290.3	\$257.8	\$227.3	\$193.7	\$164.2	\$139.2
55.8	37.1	32.6	30.9	29.3	30.9	32.9	31.4

NOTE B—Includes short term note maturities and accelerated debt retirement.

NOTE C—Bonds outstanding at the end of 1951 include duplication of debt to the extent of \$3,000,000 issued during the year, proceeds of which were used to refund Series W Notes in 1952.



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The Port of New York Authority—Main Offices—111 Eighth Avenue, New York 11, N. Y.

During 1959, the Port Authority's twenty-one land, sea and air facilities provided employment for more than 53,200 individuals in many different organizations. They earned over \$327,500,000 in wages in 1959. Many hundreds more were engaged in facility construction projects.



