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# THE PORT OF NEW YORK AUTHORITY

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**REPORT ON**

**PORT AUTHORITY OPERATION**

**OF**

**Port Newark and Newark Airport**

**January 1, 1949 - December 31, 1949**

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REPORT ON  
 OPERATION, PROMOTION, REHABILITATION AND DEVELOPMENT  
 OF  
 PORT NEWARK AND NEWARK AIRPORT  
 BY  
 THE PORT OF NEW YORK AUTHORITY  
 JANUARY 1 TO DECEMBER 31, 1949

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During the past year the Port Authority made fine progress toward the realization of its plan to develop Port Newark and Newark Airport as two of the most important factors in the great metropolitan system of transportation and terminal facilities.

At Port Newark we have expended or committed about \$7,048,000 on rehabilitation, construction and new facilities needed for marine terminal activities since we assumed responsibility for the Port on March 22, 1948. As a result of our rehabilitation and development program, and our direct promotion and solicitation of business, we have increased tonnage at Port Newark almost 20 per cent over 1948 and almost 50 per cent over the best previous tonnage under City operation at a time when shipping activity has shown a marked decline in most ports of the United States, as well as other portions of New York Harbor.

We have completed subsurface tests to determine if runways with a service life of twenty-five years for use by transport planes of 125,000 or 150,000 pounds gross weight could be efficiently and effectively installed and maintained at Newark Airport.

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We have completed suburface tests to determine if runways with a service life of twenty-five years for use by transport planes of 125,000 or 150,000 pounds gross weight could be efficiently and effectively installed and maintained at Newark Airport.

Among other things, we have announced a master four-runway plan for the expansion of Newark Airport; adopted a resolution authorizing acquisition of about 800 acres of land to expand the airport to the south in Elizabeth; planned the improvement and enlargement of the present terminal building pending construction of a permanent new building; planned to increase the ramp space from eight to twelve plane positions; made various capital improvements and performed regular and deferred maintenance jobs.

The report that follows describes these and other Port Authority activities in some detail.

The Port Authority wishes to take this opportunity to thank the Mayor and the Commissioners of the City of Newark for their cooperation during the past year and since we undertook responsibility for Port Newark and Newark Airport.

Among other things, we have announced a master four-runway plan for the expansion of Newark Airport; adopted a resolution authorizing acquisition of about 300 acres of land to expand the airport to the south in Elizabeth; planned the improvement and enlargement of the present terminal building pending construction of a permanent new building; planned to increase the ramp space from eight to twelve plane positions; made various capital improvements and performed regular and deferred maintenance jobs.

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The Port Authority wishes to take this opportunity to thank the Mayor and the Commissioners of the City of Newark for their cooperation during the past year and since we undertake responsibility for Port Newark and Newark Airport.

## PORT NEWARK

In 1949 the Port Authority spent \$1,000,000 for development of Port Newark. Shipping activities in the port have not exceeded any previous year since the opening of the port over thirty years ago. Tonnage at Port Newark in 1949 increased 10% over 1948 and 25% over 1947. The Port Authority has spent \$1,000,000 for the development of Port Newark. Shipping activities in the port have not exceeded any previous year since the opening of the port over thirty years ago. Tonnage at Port Newark in 1949 increased 10% over 1948 and 25% over 1947.

## PORT NEWARK

The Port Authority's program as outlined in its report and proposed for July 1949, is to develop the port facilities in the marine terminal, and the expansion of the property from public use. The program is to develop the port facilities in the marine terminal, and the expansion of the property from public use. The program is to develop the port facilities in the marine terminal, and the expansion of the property from public use.

PORT NEWARK

In 1949 the Port Authority made rapid strides in its program for development of Port Newark. Shipping activities in the marine terminal exceeded any previous year since the opening of the port over thirty years ago. Tonnage at Port Newark in 1949 increased almost 20 per cent over 1948 and almost 50 per cent over the best previous tonnage under City operation. This increase was made at a time when shipping activity fell off from previous years in most ports of the United States.

The existing industrial buildings are being utilized almost to capacity and the Port Authority has continued to reacquire additional property at the port in order to restore the water-front areas for public wharf operation. Substantial progress was made in the acquisition of property and the rehabilitation and construction of new facilities needed for marine terminal activities. About \$7,047,730 has been expended or committed on this work since March 22, 1948. The result has been greatly increased revenues and employment at Port Newark.

The Port Authority's program as outlined in its report and proposal of July 30, 1946 noted that the "physical deterioration of the facilities in the marine terminal, and the alienation of important segments of the property from public use, have made it impossible to meet the normal demands of traffic through the port and to obtain the proper revenues. An extensive rehabilitation program, the return to public use of water-front areas now outside the City's control, and the development of new facilities are required to meet the needs of present and potential traffic."

PORT NEWARK

The continually increasing activity at Port Newark, together with the physical improvement of facilities and the provision of needed services, closely follows the Port Authority's program of 1946 which called for:

- 1 - Active promotion of new tonnage.
- 2 - Assignment of facilities to most productive uses.
- 3 - Restoration of the port to unified ownership and operation.
- 4 - Reorganization of the use of the water-front properties.
- 5 - Construction of new facilities.
- 6 - Rehabilitation of deteriorated and neglected facilities.
- 7 - Redredging of the channel.

## I - DEVELOPMENT AND PROMOTION OF SHIPPING ACTIVITIES

The availability and advantages of Port Newark have been placed before steamship lines, railroads, trucking firms, shippers and government officials in a vigorous and businesslike promotion program. In addition to distributing leaflets, hundreds of personal calls have been made upon individuals by the Port Authority staff out of our Port Newark, New York, Chicago, Cleveland and Washington offices.

This solicitation program was directly responsible for bringing over 70,000 tons of new general cargo items and many additional ships and shipping lines to the port in 1949. It also aided in augmenting the volume of commodities already established at Port Newark, the increase of which, together with the new tonnage, raised the total of port commerce by over 250,000 tons.

### Tonnages

The tonnage handled at Port Newark during 1949 was 20 per cent over that of 1948, and almost 50 per cent over the best previous volume under City operation, and on occasion, the work incident to loading and unloading of ships exceeded the local supply of labor for such operations.

The following tonnage figures reflect the increase of business at Port Newark under Port Authority operations:

1929 to 1941 inclusive (average per year)	670,000 long tons	(City operation)
1940 (best previous year)	1,037,419 "	" (City operation)
1947 (excluding military)	811,780 "	" (City operation)
1948	1,272,242 "	" (Port Authority operation, March 22-December 31)
1949	1,525,863 "	" (Port Authority operation)

### Volume Commodities

At Port Newark, well known as the leading lumber port on the East Coast, lumber movement in 1949 increased by 60,036 tons over 1948. In addition, general cargo and other commodities (not including liquid petroleum products in bulk), increased 187,745 tons over 1948. Liquid petroleum products remained about the same - 948,610 tons for 1949 and 942,770 tons for 1948 - owing to the unusually warm weather, and the corresponding reduction in fuel usage during the entire year.

As a result of extended discussions by the Port Authority with wood-pulp importers, steamship lines, railroads and others, the importation of wood pulp was won back to Port Newark for the first time since before the war. The wood pulp movement was initiated in October 1948 and grew to a total of 56,543 tons in 1949, an increase of 52,340 tons over the previous year. At times, the tonnage of wood pulp moving into the port exceeded our existing transit shed facilities, which are now being expanded.

Port Authority negotiations have led to the handling of the Dow Chemical Company account at Port Newark, which brings in a vessel cargo of chemical products every three weeks. Other marine cargoes, attracted to the port in 1949 for the first time, included raw sugar, potatoes and turnips for the Thanksgiving and Christmas holiday market, and special lumber products.

New tonnages handled over the public docks at Port Newark under Port Authority management during 1949 included:

- 1 - 56,543 tons of woodpulp, 75 per cent of which was imported from Sweden, Finland or other European ports. (Exhibits 1, 1-A and 2.)
- 2 - 2,285 tons of chemical products from Gulf ports (Exhibits 3, 4 and 5)

- 3 - 496 tons of oak lumber from Yugoslavia (Exhibit 6).
- 4 - 1,500 tons of heavy machinery for export (Exhibit 7).
- 5 - 5,000 tons of raw sugar (Exhibit 8).
- 6 - 2,143 tons of potatoes and turnips (Exhibit 9).
- 7 - 2,065 tons of salvage merchandise from Guam.

Total - 70,032 tons of new tonnages over public docks.

Steamship Services

As a result of the Port Authority business development program, many steamship lines are using Port Newark for the first time, making additional services available to shippers.

The Newtex Steamship Line continued its service from Newark on a fortnightly schedule, also increasing its tonnage over 1948. Starting in January 1950, the service will be increased to a weekly schedule.

World-wide coverage at Port Newark by a greater number of steamship lines in 1949 (Exhibit 9-A) is shown by the countries participating in Port Newark's tonnage:

Countries Involved in Import-Export Movements Handled at Port Newark During 1949

Austria	Nicaragua
Brazil	Norway
Canada	Peru
Denmark	Philippine Islands
Finland	Poland
France	Sweden
Greece	United Kingdom
Guam	Yugoslavia
Italy	

Steamship Lines Using Port Newark During 1949

American-Hawaiian Steamship Co.	Dichmann, Wright & Pugh, Inc.
American President Lines	Fearnley & Eger, Inc.
Calmar Steamship Corp.	French Line
Luckenbach Steamship Co.	Marine Transport Lines, Inc.

Newtex Steamship Corp.  
 Pope & Talbot Lines  
 Swedish American Line  
 Waterman Steamship Corp.  
 Weyerhaeuser Steamship Co.  
 American Export Lines, Inc.  
 Benham & Boyesen, Inc.  
 Blidberg Rothchild Co., Inc.  
 Boise-Griffin Steamship Co., Inc.

Norwegian American Line Agency, Inc.  
 Parry Lines, Inc.  
 Robin Line  
 States Steamship Co.  
 Thorden Lines  
 United States Lines Co.  
 United States Navigation Co., Inc.  
 J. F. Whitney & Co.  
 J. H. Winchester & Co., Inc.

Rail Rate Handicaps Removed

As a distribution center Port Newark is affected by inland rail services and rates in competition with other areas. By negotiation, the Port Authority staff has been able to secure a number of changes which have removed handicaps previously retarding the port. The three railroads serving Port Newark by direct switching have agreed to provide free loading and unloading at wharfside on a basis comparable to similar arrangements at competing ports. However, the extension of this arrangement to cars back of the wharves has not yet been effected.

Beginning November 1, 1949 the railroads agreed to publish storage-in-transit privileges on carloads of canned goods, thus helping to establish Port Newark as a distribution center for grocery products in the New Jersey-New York Metropolitan Area.

A check of westbound railroad rates from Port Newark on imported commodities revealed that certain rates, established to meet truck or water competition from other points in the harbor, did not apply at Port Newark. The railroads have agreed to apply such rates from Port Newark.

Public Warehousing Facilities

The development of tonnage at any marine terminal requires adjacent public warehousing to hold goods for distribution or to assemble

outbound cargoes. The transit sheds immediately adjoining the wharves are not suitable for term storage, and would be congested for current vessel loading and discharge if used for holding goods more than a few days.

A large portion of the 70,000 tons of new items brought across the wharves at Port Newark in 1949 required warehousing. Some space for this purpose was available on the premises of existing tenants before the Port Authority took over the port, but this was inadequate and was actually decreasing because of increasing conversion of the space to industrial use. The plan of port development outlined in the Port Authority's original proposal to the City of Newark called for reorganization of the physical facilities of the port to back up the water-front areas, "by conveniently accessible public storage space under an orderly and consistent program of unified management." In furtherance of this program, certain buildings on the south side of the channel, acquired by purchase from the War Assets Administration, and on the north side of the channel, acquired by lease from the Navy, were devoted to storage. These were retained under the unified control of the Port Authority but the actual operation was contracted late in 1948 to two experienced warehousemen after analysis of numerous applications.

During 1949 the warehousing operations by both agents at Port Newark showed a steady growth, paralleling the increase in new commodities handled over the wharves. The 200,000 square feet of covered space operated by Lehigh Warehouse & Transportation Company was 90 per cent occupied as the year ended. On the south side of the channel, the Bayway Terminal Corporation utilized an average of 128,000 square feet in Buildings 104, 105 and 108, in addition to several

acres of open area for rough lumber storage. Use of the open area began during the last quarter of 1949 with the receipt of 1,087 tons of lumber.

Some of the commodities stored in the buildings on the south side of the channel included wood pulp, newsprint side rolls, insulation board, special lumber, paper products, tapioca and starch. (Exhibit 10.) Commodities stored on the north side of the channel included chemical products, raw sugar, gum and chicle, newsprint paper, wood pulp, potatoes and turnips from Prince Edward Islands, appliances and heavy machinery for export. (Exhibits 11, 12 and 12-A.)

Port Authority warehousing operations at Port Newark have been confined to commodities associated with the Port commerce, and competition with warehouses engaged in local storage and distribution has been avoided. Items such as automobiles for domestic storage and distribution have not been accepted.

Close contact has been maintained with the New Jersey Merchandise Warehousemen's Association and the Newark Chamber of Commerce on port warehousing policies.

## II - INDUSTRIAL RENTALS AND OTHER BUSINESS ACTIVITIES

On assuming responsibility for Port Newark in March 1948, the Port Authority undertook an extensive program of rehabilitating existing buildings and other structures to put them to effective industrial usage. Leases for building space which had been negotiated during 1948 were continued for ten tenants during 1949, as follows:

Evans Warehouse Company	Michael E. Maher Company
G & G Lumber Haulage Company	Phipps Products Company
Harry Harris & Company	Primoid Mfg. & Sales Corp.
Lily-Tulip Cup Corporation	Roddis Plywood & Door Co., Inc.
Metro Lumber Company	Transit Bus Sales & Service, Inc.

Of these, five leases were terminated during the year 1949 and, in some cases, other arrangements were made for handling the activities of these concerns at Port Newark.

During the year 1949 four new tenants moved into Port Newark, leasing a total of 146,881 square feet of building space, and providing employment for eighty additional persons.

The following new rental arrangements were entered into during 1949:

- 1 - The Jarlyn Company rented 10,000 square feet in Terminal Building 5 for the purpose of distributing California wine products throughout the metropolitan area.
- 2 - Caldwell Box & Warehouse Company leased 10,017 square feet in Building 8 for the purpose of packing and crating export merchandise. (Exhibit 13.)
- 3 - Georgia-Pacific Plywood & Lumber Company, Inc. leased part of Building 101B, consisting of 10,800 square feet, for storing and distributing lumber products from the West Coast.

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- Evans Warehouse Company
- G & O Lumber Hardware Company
- Harry Harris & Company
- Lily-Topp Cup Corporation
- Metro Lumber Company
- Michael E. Mark Company
- Shippe Products Company
- Primoid Mfg. & Sales Corp.
- Robbie Plywood & Door Co., Inc.
- Transit Bus Sales & Service, Inc.

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The following new rental arrangements were entered into during 1949:

1 - The Jarlyn Company rented 10,000 square feet in Terminal Building 2 for the purpose of distributing California wine products throughout the metropolitan area.

2 - Caldwell Box & Warehouse Company leased 10,017 square feet in Building 8 for the purpose of packing and crating export merchandise. (Exhibit 13.)

3 - Georgia-Pacific Plywood & Lumber Company, Inc. leased part of Building 101B, consisting of 10,800 square feet, for storing and distributing lumber products from the West Coast.

4 - Garden Surplus Sales Corporation leased 116,064 square feet in Buildings 101 and 101A for receiving, processing, selling and distributing surplus Army and Navy materials arriving by water from overseas. (Exhibit 14.)

5 - Arrangements were concluded in December 1949 to lease Building 109, consisting of 43,200 square feet, to the Red Circle Freight Lines, Inc., effective February 1, 1950. This firm will consolidate and distribute grocery products arriving by water and rail for deliveries throughout the New York Metropolitan Area as well as to interior points. The total cost of transportation on grocery products using this service is expected to be reduced. Eventually, many packers may be expected to carry storage stocks in the Newark area in order to make them quickly available to the Red Circle Freight Lines service, thus adding to employment and additional revenues for the community.

The rental tenants have contributed substantially to the support of the public wharves. The Jarlyn Company is routing shipments via Luckenbach and American-Hawaiian Lines which discharge at Newark wharves. (Exhibit 15.) The Caldwell Box & Warehouse Company is assisting in developing water tonnage by offering packaging and crating services in the seaport area. The Georgia-Pacific Plywood & Lumber Company, Inc. is supporting the wharves on all lumber going into the lumber area and is making efforts to have plywood also move by water. The Garden Surplus Sales Corporation has received all of its merchandise by water, totaling 2,065 tons.

Additional Business Activity at Port Newark

In addition to the major program of developing volume

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- Evans Warehouse Company
- G & G Lumber Hardware Company
- Henry Harris & Company
- Lily-Trip Corporation
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Additional Business Activity at Port Newark

In addition to the major program of developing volume

commodity tonnages, the Port Authority is making every effort to develop supplemental business and revenues for Port Newark.

From April to November, a party fishing boat operated from Port Newark on week ends and holidays.

Excursion vessels continued to use Port Newark during 1949, with six large summer excursions handling approximately 5,000 people. (Exhibit 16.)

The designated parking areas were used by a total of 650 vehicles, with standard fees collected (Exhibit 17), except in the case of parking of cars in connection with excursions of a charitable nature.

Where increased employment has created a demand for food and other necessities at convenient locations, the Port Authority has arranged with concessionaires to supply vending machines and box lunches. Additional concessions will be developed as the activity at the marine terminal expands.

The increased tonnages, the leases for new tenants, and the development of physical facilities have increased employment at Port Newark and brought benefits to the entire Newark area. The number of people now working for tenants at Port Newark totals 1,510. The Port Authority and its warehouse agents employ eighty-two more. This does not include casual labor hired to handle cargo on piers and in warehouses, nor labor incident to loading trucks and performing other miscellaneous cargo handling services. The annual payroll for steady workers exceeds \$5,000,000.

The tonnages handled over the wharves for the year 1949 resulted in approximately \$2,300,000 in wages paid to longshoremen, car-loaders, truckloaders, clerks and checkers and miscellaneous labor connected with the movement over the wharves. This is an increase of about \$945,000 over the 1948 payrolls.

Thus the increasing activities at Port Newark have resulted in more jobs, higher payrolls, and increased sales for merchants and other businesses in the entire Newark area.

During the past few years, property owned by the Port Authority has not directly adjacent to the water front which are providing added employment and revenues for the Newark area. The Port Authority in 1949 leased from the Navy 33 acres of land and several buildings on the north side of the channel which provided valuable shipping berths, warehouse space, transit sheds and industrial building space.

In December 1947 the Port Authority purchased for \$32,500 the leasehold of Ripley-Hopkins Company, consisting of 3.92 acres on the south side of the channel. This is property which the Port Authority

III - EMPLOYMENT

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IV - RENEGOTIATIONS OF LEASES AND PROPERTY ACQUISITIONS

The Port Authority's original proposal in 1946 recognized the necessity of recapturing access to and control of the water-front, so far as practicable, for operation as public wharfage. Unfortunately, prior to Authority operations, control of much of the valuable water-front area had been turned over to private industries under long-term leases with the result that the seaport could not be effectively used for the handling of general shipping.

In order to carry out its aim of restoring the water-front areas for development of marine facilities, the Authority began acquisition of properties and renegotiation of leases as soon as it assumed responsibility for Port Newark in March 1948. During the first year of operation, the Swift & Company lease was modified, the Franklin Lumber Company leasehold was purchased and payments to the United States Government for the Newark Tidewater Terminal property were modified. During 1948 the Authority purchased from the War Assets Administration 38 acres of land and buildings formerly known as the "Sears Roebuck Area." It has since negotiated a number of industrial leases for buildings not directly adjacent to the water front which are providing added employment and revenues for the Newark area. The Port Authority in 1948 leased from the Navy 33 acres of land and several buildings on the north side of the channel which provided valuable shipping berths, warehouse space, transit sheds and industrial building space.

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In December 1949 the Port Authority purchased for \$35,500 the leasehold of Ripley-Hopping Company, consisting of 3.92 acres on the south side of the channel. This is property which the Port Authority

planned to acquire under its original proposal to the City of Newark, in order to permit future expansion of the covered cargo shed area.

In addition, five parcels of land were purchased near the Central Railroad of New Jersey, totaling 4.46 acres, at a cost of \$25,861.

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## V - PHYSICAL AND OPERATING IMPROVEMENTS

In its lease with the City of Newark, the Port Authority agreed to acquire certain property, to provide new transit sheds, bulkhead and wharves, public warehouse space, and other appropriate and needed facilities; dredge the City Channel to a depth consistent with modern requirements; and rehabilitate the existing wharves, buildings, pavements and trackage. In carrying out this program to provide the most modern facilities at the seaport and to make it a first-class marine terminal, the Port Authority has already spent or committed \$7,047,730 in acquisition of property, construction of new facilities, and rehabilitation of existing facilities many of which were in a state of disrepair and deterioration when the Authority assumed responsibility for development and operation of Port Newark.

In developing this program, the Port Authority has inspected and studied the newest marine terminal facilities in ports throughout the United States as well as in western Europe. It has retained consultants and experts on design and operating techniques so that facilities provided at Port Newark will meet the demands of modern shipping and cargo handling in the years to come.

Wherever feasible, the Authority has completely rehabilitated existing buildings, wharves and other facilities of the port, to assure their maximum effectiveness. In some cases, it was necessary to tear down and replace existing deteriorated facilities.

### Capital Improvements

The Port Authority program for development of Port Newark calls for an expenditure of \$14,000,000 in construction and rehabilitation

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of facilities and property acquisition.

During 1949 work was completed on the reconstruction of the fender system along the south and west sides of the channel, on which work had been started in 1948 (Exhibits 19 and 20).

Following discussions with the Navy, commitments have been made for the complete redecking of the Navy wharf at a cost of about \$142,300 as part of the Authority improvement program entered into with the Navy under our lease with them. This program calls for removal of the badly rotted untreated timber laid in 1942, and its replacement with a new surface of Greenheart lumber which is impervious to rot and which will provide a lasting deck surface.

Work will begin early in 1950, and will be completed in midsummer on a new \$117,700 wharf to serve the Coastal Oil Company vessels on the north side of the channel.

Cargo Shed 2 on the north side of the channel at the foot of Doremus Avenue, together with the adjoining wharf, was in an almost complete state of ruin and was virtually useless when the Port Authority assumed responsibility for Port Newark (Exhibit 21). Under the Authority program this shed has been completely rehabilitated with concrete flooring, new cargo doors, and a sprinkler system. The adjoining wharf substructure has been rebuilt and the deck has been resurfaced. Work is now nearing completion on a new canopy to permit use of this facility as a transit shed for water-borne cargoes (Exhibit 22). The cost of rehabilitating Shed 2, rebuilding the wharf, and constructing the new canopy will total about \$617,000.

One of the most important features of the building program at Port Newark is the provision of two entirely new transit sheds on

the south side of the channel, at a total cost of about \$2,375,000. Construction of these modern facilities will be completed in the spring of 1950 and will be an important and effective means of attracting additional shipping and cargoes to Port Newark. One of these facilities is being built on property acquired by the Authority through purchase of an existing leasehold, while the other transit shed is being built in the unleased open area between the Weyerhaeuser and Swift & Company leaseholds. One of these sheds is to be 462 feet long and 200 feet wide and the other 440 feet long and 200 feet wide. (Exhibit 23.) The respective areas of 92,000 square feet and 88,000 square feet of floor space will accommodate full-sized vessel cargoes and allow trucks and stevedore gear to operate efficiently. These sheds are being provided with depressed railroad tracks on the landward side and two flush apron tracks adjacent to the vessel (Exhibit 24).

#### Channel Dredging

As contemplated in our original lease with the City of Newark, the channel at Port Newark will be dredged to a 35-foot depth, sufficient to meet modern shipping requirements. Arrangements were made during the year under which the United States Army Engineers will dredge the entire inshore channel. The Port Authority will reimburse them for the dredging of 142 feet along the two sides of the channel for which it is responsible. A \$265,000 deposit has already been placed with the United States Army Engineers to cover this dredging expense. Negotiations are under way for placing the dredged materials in spoil disposal areas in the vicinity of the seaport. Actual dredging is expected to begin in 1950. When the inshore channel dredging is completed, together with the approach channels in Newark

Bay, Port Newark will be able to handle all modern cargo vessels with drafts up to 35 feet.

#### Maintenance and Rehabilitation Work

Considerable rehabilitation was completed by the Port Authority during 1949 to make the facilities more efficient and to reduce insurance costs. This work included demolition of certain buildings, repairs of tracks, docks, buildings and structures, installation of heating plants, and general maintenance work.

In order to provide better fire protection in buildings at the port, a number of improvements were undertaken, with a resulting reduction in insurance rates.

- 1 - A 16-foot opening was made in the umbrella shed adjoining Building 101 to reduce the fire hazard.
- 2 - In Building 101, temporary partitions were removed and light fixtures were lowered so that sprinklers would operate in accordance with underwriters' regulations.
- 3 - In buildings where Duo-Therm heaters were in operation, double metal ventilating thimbles providing insulation were installed and a 9-inch clearance to combustible ceilings was provided.
- 4 - In Building 104, sprinkler protection was reinstalled where roof reconstruction took place and roof partitions were removed.
- 5 - An 8-inch underground sprinkler feed line serving Building 108, which had broken because of settling, was discarded and replaced by a 6-inch overhead line feeding directly into the sprinkler pipes.
- 6 - In the former Sears Roebuck buildings, Port Authority maintenance forces installed fifty-eight 1-inch valves and fittings in order to test and flush the sprinkler lines periodically.

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4 - In Building 101, sprinkler protection was reinstated where roof construction took place and roof partitions were removed.

5 - An 8-inch underground sprinkler lead line serving Building 108, which had broken because of settling, was discarded and replaced by a 6-inch overhead line feeding directly into the sprinkler pipes.

6 - In the former Sears Roebuck building, Port Authority maintenance forces installed fifty-eight 1-inch valves and fittings in order to test and flush the sprinkler lines periodically.

7 - A brick building was constructed to house the boiler used in heating water for the 100,000-gallon sprinkler gravity tank in the Navy area to prevent freezing. The leaking tank was repaired under the terms of our lease agreement with the Navy.

8 - The gravity tank in the Sears Roebuck area was completely overhauled. This work included replacement of a 20-foot section of 10-inch pipe and all iron fittings, and the installation of a thermostatic control and Solenoid steam valve. The old wooden valve house was replaced with a brick house.

In order to increase the usefulness of existing facilities, many improvements were made in buildings, docks, floors, and the like:

1 - A wooden fender protective wall system was installed in the three transit sheds on the north side of the channel to protect the sides of the building during cargo handling operations (Exhibit 25).

2 - In Building 5 in the Navy area, two terra-cotta partitions were removed in the third floor and other improvements made to provide more storage space.

3 - The door at the east end of Building 11 was enlarged to facilitate the handling of cargo. The door at the east end of Transit Shed 6 was also enlarged to permit mechanical cargo handling operations.

4 - Building 8 was conditioned for a new tenant (Caldwell Box & Warehouse Company). The work included repairs to doors, windows, heaters, plumbing and electrical fixtures, and painting. Similar repairs were made to Building 11 for the storage of special commodities.

- 5 - The elevators in Building 101, which had been converted from freight to passenger use by the Army during the war, were converted back to freight use. In the same building, the wooden columns were strengthened by the installation of iron bracing, which increased the floor-load capacity from 75 to 90 pounds per square foot.
- 6 - A new floor was installed in Building 122 (formerly in the leasehold area of the Franklin Lumber Company) to make the building available for rental.

The 22 miles of railroad tracks within the seaport area were badly in need of rehabilitation, because of rotted ties and deterioration of roadbeds (Exhibits 26 and 27). This rehabilitation work was started in 1948 and was accelerated in 1949. A nine-man repair crew laid 2,600 cross ties and 400 switch ties over 2½ miles of running track. The same crew installed new planking at railroad crossings, reballasted and raised track beds, replaced switch timbers, and gauged and leveled track rails. Ten sections of worn rail were replaced with rail salvaged from an unused track area. To accomplish certain additional repairs on tracks before winter weather, contracts were awarded and the work was started in 1949, to be completed early in 1950. A total of 6,700 man hours was devoted to track rehabilitation.

Maintenance work on the docks which had not yet been rehabilitated, was carried on throughout the year. The wharf decking in the Navy area was under continuous repair during the year because of rotted planking that would not withstand the heavy usage incident to vessel cargo handling. As previously mentioned, arrangements were completed with the Navy during the year for the replacement of this

decking with a durable type of timber early in 1950. The dock in front of the Coastal Oil Company which was in a ruined condition when taken over by the Port Authority in 1948, was also repaired on an emergency basis pending the construction of a new wharf in early 1950.

In accordance with our original arrangements with the Navy, the Port Authority established its own electrical supply system separate from the Navy system. A new overhead transmission line was installed by the utility company and the Port Authority built a new transformer mat, and a switch and meter house. Motor generators and switchboards were also relocated to supply electricity to the wharf for cranes.

The central heating plant of the Navy was deactivated, and new heating plants were installed in Buildings 5, 8 and 11. On the south side, heating plants were installed in Buildings 101, 107 and 110. The total cost of six heating plants was \$119,425.

In accordance with our agreement with the City of Newark, the fireboat "Michael P. Duffy" was relocated from the north side of the channel near Doremus Avenue to Berth B at the southwest corner of the channel (Exhibit 28). A landing stage was erected, a conduit line was installed between the landing stage and Building 136, a kerosene storage building was constructed near Building 136 and a gasoline tank and pump were installed. The Port Authority relinquished its space in Building 136 to the fireboat crew and built an extension to the building for the use of the Port Authority operating and maintenance forces (Exhibit 29). The firemen's quarters in Building 136 were improved by rearranging partitions to provide for two separate dormitories and two sleeping rooms for the fire captains, installing an additional washroom, painting the ground floor rooms and installing new screen doors. This

work involved an expenditure of \$46,470.

The fresh water supply facilities on the south side of the channel were improved during the year. After approval by State and Federal health agencies, the Port Authority installed twelve new fire hydrants and made alterations to others.

Miscellaneous paving in connection with replacement of grates over catch basins and the relocation of motor generators from Building 107 to Building 102 was also completed.

The rehabilitation and maintenance program produced eighty-five tons of scrap material which were sold.

#### Operating Improvements

During the year 1949 the Port Authority concentrated on increasing the efficiency of Port Newark operations in order to handle more effectively the expanded marine activities and industrial tenancies.

The Operations Department undertook the clerking and checking of vessel cargoes for those steamship lines requiring such service. In all instances, the Port Authority assumed the responsibility for this work but subcontracted the actual work to qualified firms located at Port Newark. A total of thirteen vessels utilized the service during the year.

The Public Scale continued to provide weighing services for trucks on a 24-hour-day, 7-day-week basis. The total number of weighings declined 11 per cent as compared with 1948 but there was a 52 per cent increase over 1948 in the use by independent truckers. The decrease was the result of curtailment of usage by certain tenants in Port Newark, one of which was the Harry Harris Company. When its lease

on Building 102 expired this company found it necessary to relinquish its Port Newark location. The increased use by independent truckers of 52 per cent is attributed to the posting of signs at prominent points on the roadways near Port Newark. This usage is considered to be permanent business.

The 24-hour security watch that was established in 1948 continued during 1949. The Port Authority recommended to the City of Newark the installation of six additional fire alarm boxes since the three existing boxes did not give adequate coverage for the port area. The recommendation was accepted by the City of Newark and the boxes were installed in November, providing a total of five boxes on the south side of the channel and four on the north side.

The high grass surrounding the seaport was cut during the year to reduce the danger of brush fires. A total of 104 large metal "No Smoking" signs were posted at conspicuous locations in restricted areas of the port. These supplemented more than 300 cardboard signs which were posted during 1948.

The coordinated snow removal plan drawn up in 1948 in collaboration with the City of Newark was continued during the 1948-49 winter months. The plan was highly successful with the splendid cooperation of the City of Newark and this plan is to be continued during the winter of 1949-50.

A total of \$53,094 was spent for new equipment during the year, the major pieces being one dump truck with snow plow equipment, a street sweeper (also for use at the airport), one Gravelly tractor, one patrol car and warehouse handling equipment.

During the year, an emergency control plan was prepared by

the Port Authority which will be put into effect early in 1950. This plan provides that terminal forces, individual tenants and other agencies at Port Newark, together with outside cooperating agencies, will be organized for immediate action in the event of an emergency at the port. The plan includes regulation, supervision, inspection, and education for the greatest possible reduction of hazards. It will augment the efforts of the local fire and police departments, but will not substitute for or change the existing activities of these departments. This plan was submitted to the City of Newark for consideration during the year and it is hoped that it will be put into effect early in 1950.

NEWARK AIRPORT

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## NEWARK AIRPORT

### CONSTRUCTION PLANS AND PROGRESS

The Port Authority has been authorized by the State of New Jersey to construct a new airport at Newark, New Jersey, to replace the existing Newark Airport. The new airport will be located on the site of the former Newark Airport, which was destroyed by a fire in 1947. The new airport will have a capacity of 100,000 passengers per year and will be one of the largest airports in the world. The construction of the new airport is being financed by the Port Authority and the State of New Jersey.

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## NEWARK AIRPORT

### I - CONSTRUCTION PLANS AND PROGRESS

#### Subsurface Tests

During 1949 we concluded a subsurface testing program to determine if runways with a service life of twenty-five years for use by transport planes of 125,000 or 150,000 pounds gross weight could be efficiently and effectively installed and maintained at Newark Airport.

The tests were supervised and evaluated by a board of consultants including J. C. Evans, chairman of the Port Authority Engineering Board; Admiral Frederic R. Harris; O. J. Porter (consultant on highway and airfield installations); and William H. Mueser, of the firm of Moran, Proctor, Freeman and Mueser, foundation experts. These consultants also directed the Port Authority subsurface tests at La Guardia Airport.

At the same time, the Port Authority made detailed studies of wind directions, obstructions, air traffic patterns and other data pertinent to the establishment of the location and direction of new runways for Newark Airport. On May 22, 1949 the Port Authority announced a master four-runway plan for the expansion of Newark Airport. With a peak-hour capacity of 120 aircraft movements, equal to that of New York International Airport, the open parallel runways will range in length from 6,000 to 9,000 feet. Aligned in two directions at an approximate 90-degree angle, they will give coverage under all

wind conditions.

Newark Airport runways, integrated with the New York regional control pattern, will be placed so that the flight pattern, as far as possible, will avoid residential districts and obstructions to air transportation on plane approaches and departures. The development plan provides a terminal area which can be approached by surface roadway from Route 25 without an expensive underpass. The plan will also provide maximum space for construction of hangars, cargo terminals and other essential airport facilities.

Two runways will be constructed over the next two or three years and the remaining two will be built when traffic demands. On May 17 the Port Authority filed a plan with the Civil Aeronautics Administration preliminary to the placing of fill for the first runway, in connection with a Federal grant of \$1,075,000 that will be applied to the cost of this runway. Bids for the fill for the first two runways were advertised during 1949 and a contract will be awarded early in January 1950. Operation of the airport will not be interrupted during runway construction.

In accordance with its commitments to expand Newark Airport, the Port Authority commissioners on November 10, 1949 adopted a resolution authorizing the purchase or condemnation of about 800 acres of land to the south of the airport in Elizabeth. Action will be taken under this resolution early in 1950, as soon as the runway construction program is extended to the Elizabeth area.

In anticipation of the expansion of the air terminal area, discussions have been held with representatives of the City of Elizabeth and the New Jersey State Highway Department regarding highway, water,

sewer and rail access problems in connection with the inclusion of the Elizabeth acreage in the terminal area.

#### Terminal Expansion

As the Port Authority pointed out in its original proposal to the City of Newark, the existing airport terminal building is inadequate. Expansion of the present building is necessary pending the completion of the new runways and an air traffic volume requiring a permanent terminal building. The Port Authority therefore plans to expand the present terminal building by two-thirds to provide space for a modern restaurant and attractive shops and other concessions; to increase the ramp space from eight to twelve plane positions; to provide better facilities for handling passengers and baggage; to improve the handling of vehicular traffic; and to provide more than three times the existing automobile parking space. In order to secure the maximum benefits from this expansion and improvement, the Port Authority requires the use of the southerly half of Port Street for airport purposes.

The Port Authority plans to increase the terminal building area from 30,000 square feet to 50,000 square feet. Airline space, public area in the waiting rooms, concourse and various utilities will be increased from 19,130 square feet to 24,560 square feet. The present concession areas, which now total 1,819 square feet, will be increased to 13,310 square feet to provide space for adequate restaurant, bar, lounge, snack bar, drugstore, barbershop and other revenue-producing businesses.

The Port Authority will add three plane gate positions to the present eight, expanding to a total of eleven these facilities in the first stage of the two-stage plan. If and when the City of Newark makes the

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The Port Authority plans to increase the terminal building area from 30,000 square feet to 50,000 square feet. Airline space, public area in the waiting rooms, concourse and various utilities will be increased from 12,130 square feet to 24,260 square feet. The present concession area, which now total 1,819 square feet, will be increased to 13,210 square feet to provide space for adequate restaurant, bar, lounge, snack bar, drugstore, barber shop and other revenue-producing businesses.

The Port Authority will add three plane gate positions to the present eight, expanding to a total of eleven these facilities in the first stage of the two-stage plan. It and when the City of Newark makes the

Port Street area available, additional plane gate positions will be furnished, which would give Newark accommodations for forty-three additional plane movements a day.

Under the two-stage expansion plan the automobile parking area will be expanded from its present capacity of 112 cars to a space capable of handling 332 cars. If the southern portion of Port Street is transferred to the Authority, space for additional cars will be provided, and maneuvering of vehicular traffic will be expedited.

As a part of the terminal expansion program the Authority has already installed 477,000 square feet of apron paving at a cost of approximately \$192,000. The entire program has been reviewed and discussed with the airlines, and negotiations are being conducted with the lessee airlines for the relocation of space they presently occupy in order to allow us to proceed with the building alterations.

## II - AIRPORT IMPROVEMENTS

On October 30, 1949 the Army Air Force surrendered its lease covering an area in the northeast section of the airport, almost five months in advance of the agreed date. Surrender of this lease released two hangars and miscellaneous warehouse buildings for general airport use. The smaller of the two hangars has been rehabilitated and altered for use by our Operations Department for automotive repair and storage, maintenance shops and stock room. Negotiations are under way for the occupancy of one of the warehouse buildings by the Railway Express Agency.

During 1949, the New Jersey Turnpike Authority carried forward its plans looking to the early construction of the New Jersey Turnpike. The Port Authority has given its full cooperation in this planning, particularly for the Trans-Meadow section of the Turnpike, which will connect Newark with the Lincoln Tunnel and midtown Manhattan. The early construction of this section will greatly encourage the development of Newark Airport and enhance the ability of scheduled air carriers to offer adequate service in the present facilities. Seventy-eight per cent of Newark Airport passengers originate or terminate their journeys outside of New Jersey. Schedules at the airport have been adversely affected in the past by the time lost in ground transportation because of the congestion on the Pulaski Skyway.

Following its rehabilitation at a cost of about \$47,550, the so-called Butler Hangar was rented to Newark Air Service which operates storage, maintenance and servicing facilities for non-scheduled and contract carriers and corporate airport. Building No. 50 which had been constructed by the Army Air Force as an air cargo terminal,

was remodeled and converted into an air cargo terminal for scheduled and non-scheduled air carriers. (Exhibits 1, 2, 3.)

Northwest Airlines surrendered its lease on airport facilities, including a cargo building to the west of the Brewster hangar, effective March 31, 1949. This cargo building has been rented to Eastern Air Lines for its expanded cargo operations.

During July 1949, two brightness control regulators were installed, making it possible to light a single runway and/or a combination of two runways, or, if desirable, three runways. Independent control of the runway lighting system provides additional safety and efficiency to aircraft operation in and out of the airport. This new installation (Exhibit 4) eliminates the possibility of any over-all failure of the runway lighting system, as a failure of any single system will not affect the other two runways.

The drainage of all runways was improved by the installation of pipes connecting the paved areas with the catch basins, and by the installation of stone trenches in low spots off the landing areas where drainage pipes were not available. Runway "bumps" were repaired, and uneven areas adjacent to Runways 10-28, 6-24 and 6 were landscaped to provide greater safety to aircraft when landing within these areas.

A new gate loading position (Gate 1-A) was provided at the easterly side of the passenger loading ramp. Painted parking areas were furnished for ramp equipment in order to improve ramp operation.

The Civil Aeronautics Administration has decided to locate, in midyear, a mobile trailer-type ground control approach (GCA) unit between the main intersection of the three runways and the terminal building. This unit will be supplemented later in the year by a surveillance

radar unit. The installation of this equipment will improve the scope and safety of flight operations under instrument approach conditions.

During 1949 the Operations Department formulated specifications for a foam truck that incorporated the special features which experience had dictated as essential for effective fire-fighting equipment at Newark Airport. This, foam truck, now in service at Newark Airport, was built by the Maxim Motor Company of Middleboro, Massachusetts, at a cost of \$33,000, and consists of a four-wheel-drive chassis carrying a 1,000-gallon water tank and a 90-gallon liquid foam tank. Its special features include a gasoline engine driven pump system, two turret nozzles mounted on a platform atop the cab and two ground sweep nozzles under the front end of the truck for foam delivery, three hand lines, and a high pressure carbon dioxide system of 800 pounds capacity. (Exhibit 5.)

On September 1 new utility and storage buildings were turned over to the Port Authority Operations Department. Maintenance personnel, equipment, tools, and the facility shop were centralized in that area. Special features of the two structures were large overhead rolling doors in the storage building which provide easy access for large automotive equipment (Exhibit 6); and corrugated metal fire walls in the utility building which decrease fire hazard. (Exhibit 7.)

During 1949 negotiations were concluded with Carey Transportation, Inc. covering regular terminal-to-airport coach service, chartered bus service, limousine-for-hire service, non-scheduled and irregular operation coach service at Newark Airport. Two limousine-for-hire services were also established.

In the interests of cutting transit time for air travelers

between Manhattan and Newark Airport, we have discussed with airlines the possibility of transferring ground transportation services between Manhattan and Newark Airport to the new Port Authority Bus Terminal on the West Side near the Lincoln Tunnel. Such action would cut the travel time from Manhattan to Newark Airport to thirty minutes.

Increased air services were made available to users of Newark Airport during 1949. (Exhibit 8.) The carrier which pioneered air mail pick-up service, All American Airlines, made Newark Airport the eastern terminus of its route structure. Newark air travelers now have available service to Bellefonte, State College, DuBois, Williamsport, Wilkes-Barre and Scranton, which are intermediate stops on All American's route to Pittsburgh. Robinson Airlines transferred its operations to Newark Airport. This airline offers Newark air travelers service to Albany, Binghamton, Elmira/Corning, Ithaca, Syracuse, Rochester, Buffalo and Niagara Falls.

Owing to the large increase in its cargo operations, American Airlines found it necessary to construct additional cargo facilities. It has erected a building specifically for this purpose immediately to the east of the Brewster hangar, and in connection therewith has installed apron paving in order to allow aircraft to be loaded directly from the building.

On September 6, 1949 the Port Authority filed detailed exhibits with the Civil Aeronautics Board regarding the Transcontinental Coach Type Service case. Port Authority exhibits showed the economic feasibility of a low fare transcontinental air service and also showed the public need for such low fare service. Although the board has not reached a decision on this proceeding, it has granted the requests

of American Airlines and Transcontinental & Western Air, Inc. to inaugurate service with DC-4 equipment, and DC-6 equipment as soon as it can be made available. Both of these carriers commenced transcontinental coach service in December 1949, and both are using Newark Airport as their eastern terminus.

Newark's importance as an air cargo center was greatly enhanced during the year. 52.7 per cent of all domestic cargo handled in the New Jersey-New York region flowed through Newark Airport. Three large all-cargo carriers based at Newark Airport were certificated to carry freight. The Flying Tiger Airline, Slick Airways and United States Airlines now offer cargo service from Newark Airport to points in the central, southwestern and western sections of the United States.

III - CONCESSIONS

Although actual concession development at Newark Airport was limited pending the expansion of the terminal building, an increase of 105.5 per cent in revenues was effected, from \$50,000 in 1948 to about \$102,000 in 1949.

In order to provide better eating facilities at Newark Airport pending the expansion of terminal facilities and the installation of a restaurant and coffee shop, the present sandwich shop at the airport was enlarged, the floor tiled and tables placed in the area. (Exhibit 9.)

In September 1948 the Port Authority began operation of public automobile parking lots, and our gross income from this source totaled \$44,000. (Exhibits 10, 11.)

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IV - AIR TRAFFIC

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During 1949 the airlines made tremendous strides in traffic development, and in this respect the Port of New York reflected a nationwide improvement. Credit is given to the fine safety record, navigational improvements, advances in dependability, and reduced fares for aiding the 1949 airline record. The bargain passenger fare idea was introduced in the fall of 1948 including coach service, family fare plans and off-season excursion rates. While the full impact of these tariffs has not yet been evaluated, all of them have enthusiastic supporters among the airlines. It appears that the airlines stand an even better chance of attracting a larger share of the common carrier travel market in 1950.

During 1949 Port Authority airports handled 3,744,059 domestic and 428,073 overseas air passengers, a total of 4,172,132. This compares with 3,487,392 passengers in 1948, or a 19.6 per cent increase. In 1947 there were 3,411,538 passengers, and 3,321,299 in 1946. During 1949 Newark Airport handled 742,836 domestic passengers, which compares with 754,520 for 1948, or 1.5 per cent decrease. In 1947, 720,167 passengers were accommodated and 600,557 in 1946.

All phases of traffic movement displayed substantial increases over 1948. Port Authority airports handled 37,251,501 pounds of domestic and foreign airmail for a 20.1 per cent increase over 1948. Domestic cargo amounted to 134,232,792 pounds, and overseas cargo to 15,707,582 pounds. Total cargo of 149,940,374 pounds represents a 27.1 per cent increase over 1948. For Newark Airport, some phases of traffic movement displayed increases over 1948. This airport handled 5,783,111 pounds of domestic airmail for a 6.2 per cent decrease over

IV - AIR TRAFFIC

During 1949 the airlines made tremendous strides in traffic development, and in this respect the Port of New York reflected a nationwide improvement. Credit is given to the fine safety record, navigational improvements, advances in dependability, and reduced fares for aiding the 1949 airline record. The bargain passenger fare idea was introduced in the fall of 1948 including coach service, family fare plans and off-season excursion rates. While the full impact of these tariffs has not yet been evaluated, all of them have enthusiastic supporters among the airlines. It appears that the airlines stand an even better chance of attracting a larger share of the common carrier travel market in 1950.

During 1949 Port Authority airports handled 3,744,052 domestic and 458,073 overseas air passengers, a total of 4,202,125. This compares with 3,487,305 passengers in 1948, or a 7.6 per cent increase. In 1947 there were 3,411,538 passengers, and 3,351,599 in 1946. During 1949 Newark Airport handled 745,836 domestic passengers, which compares with 754,520 for 1948, or a 1.2 per cent decrease. In 1947, 750,167 passengers were accommodated and 600,557 in 1946.

All phases of traffic movement displayed substantial increases over 1948. Port Authority airports handled 37,551,501 pounds of domestic and foreign airmail for a 50.1 per cent increase over 1948. Domestic cargo amounted to 134,232,792 pounds, and overseas cargo to 15,707,582 pounds. Total cargo of 149,940,374 pounds represents a 57.1 per cent increase over 1948. For Newark Airport, some phases of traffic movement displayed increases over 1948. This airport handled 2,783,111 pounds of domestic airmail for a 6.2 per cent decrease over

1948. Domestic cargo amounted to 70,675,127 pounds, which represents a 50.1 per cent increase over 1948.

The greatest advance in development was registered by domestic cargo, which increased 28.8 per cent over 1948. The year was highlighted by the initiation of domestic certificated all-cargo services by three operators who had not carried on such common carrier service or filed similar reports of their activities in 1948. The trunkline carriers stepped up all-cargo schedules and intensified their cargo sales effort thus contributing to the increase. Air cargo rates showed stability under Civil Aeronautics Board minimum rate orders during the year in contrast to the erratic rate picture which existed in 1948. In December 17,781,282 pounds of domestic cargo were carried into and out of Port Authority airports, a 68.0 per cent increase over the same month a year ago. At Newark Airport, for December, 10,128,914 pounds of domestic cargo was carried, representing 110.3 per cent increase over the corresponding months in 1948.

Plane movements of all operators including common carrier, irregular and private, but excluding local movements, amounted to 255,197 during 1949 at Port Authority airports, an increase of 9.2 per cent over 1948. For Newark Airport, plane movements of common carrier, irregular and private, but excluding local movements, amounted to 77,617 during 1949.

NEWARK AIR TRAFFIC

	1949	Per cent Change 1949/1948	1948	1947	1946
Passengers	742,836	-1.5%	754,520	720,167	600,557
Mail	5,783,111	-6.2	6,165,628	4,079,314	2,652,016
Cargo	70,675,127	+50.1	47,072,635	20,825,628	7,563,606
Plane Movements*	77,617	-5.8	82,390	73,092	79,355

\*Excludes Local Movements

NEWARK AIR TRAFFIC

Year	Passengers	Per cent Change 1949/1948	Year	Mail	Per cent Change 1949/1948	Year	Cargo	Per cent Change 1949/1948
1949	745,836	-1.2%	1949	2,783,111	-6.3%	1949	70,675,157	+50.1%
1948	754,850		1948	2,988,658		1948	47,025,632	
1947	750,167		1947	4,079,314		1947	50,852,658	
1946	600,227		1946	5,855,016		1946	7,863,006	

\*Excludes Local Movements

PORT NEWARK AND NEWARK AIRPORT FINANCES

Gross operating revenues at Port Newark in 1949 amounted to \$632,410 and \$668,256 at Newark Airport. Operating, maintenance, administrative and development expenses at Port Newark were \$735,967, and at Newark Airport \$967,109. The net operating deficit at Port Newark was \$103,557, while the Newark Airport net operating deficit was \$298,853. The City of Newark, under the terms of our agreement of October 22, 1947, received a rental for the period of \$100,000.

The operating deficit at Port Newark resulted from the fact that major deferred maintenance jobs calling for costly expenditure of manpower and material were financed out of operating rather than capital funds. The property was critically neglected at the time we assumed responsibility for it, and we had to proceed at once with deferred maintenance items such as repairs to plumbing, sprinkler and sprinkler alarm systems, electric wiring, water pipes, heating plants and pipes, lighting systems, gutters on various buildings, elevators, catch basin and drainage, fire pumps, skylights, window glass, wharf decking, roofs, walls, and the like. We replaced structural supports, reinforced freight platforms, improved paved areas, modified partitions and made many additional improvements.

During 1949, approximately \$3,268,000 of capital funds were spent at Port Newark and \$1,020,500 at Newark Airport. The Port Authority's budget for 1950 contemplates the expenditure of \$14,000,000 at Newark Airport and Port Newark on major works such as the following:

PORT NEWARK AND NEWARK AIRPORT REVENUES

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**Airport - \$12,800,000**

- Fill for new runways and taxiways, construction of sand drains and soil stabilization.
- Provision of storm sewer systems for new runways.
- Expansion of the Terminal Building.
- Enlargement of the public vehicular parking lots.

**Port Newark - \$1,200,000**

- Dredge channel.
- Construction catwalk and finger pier north side of channel.
- Rehabilitate ladder track from Port Street to south side of channel new transit shed area.

Airport - \$12,800,000

Fill for new runways and taxiways, construction of

sand drains and soil stabilization.

Provision of storm sewer systems for new runways

Expansion of the Terminal Building.

Enlargement of the public vehicular parking lots.

Port Newark - \$1,200,000

Dredge channel.

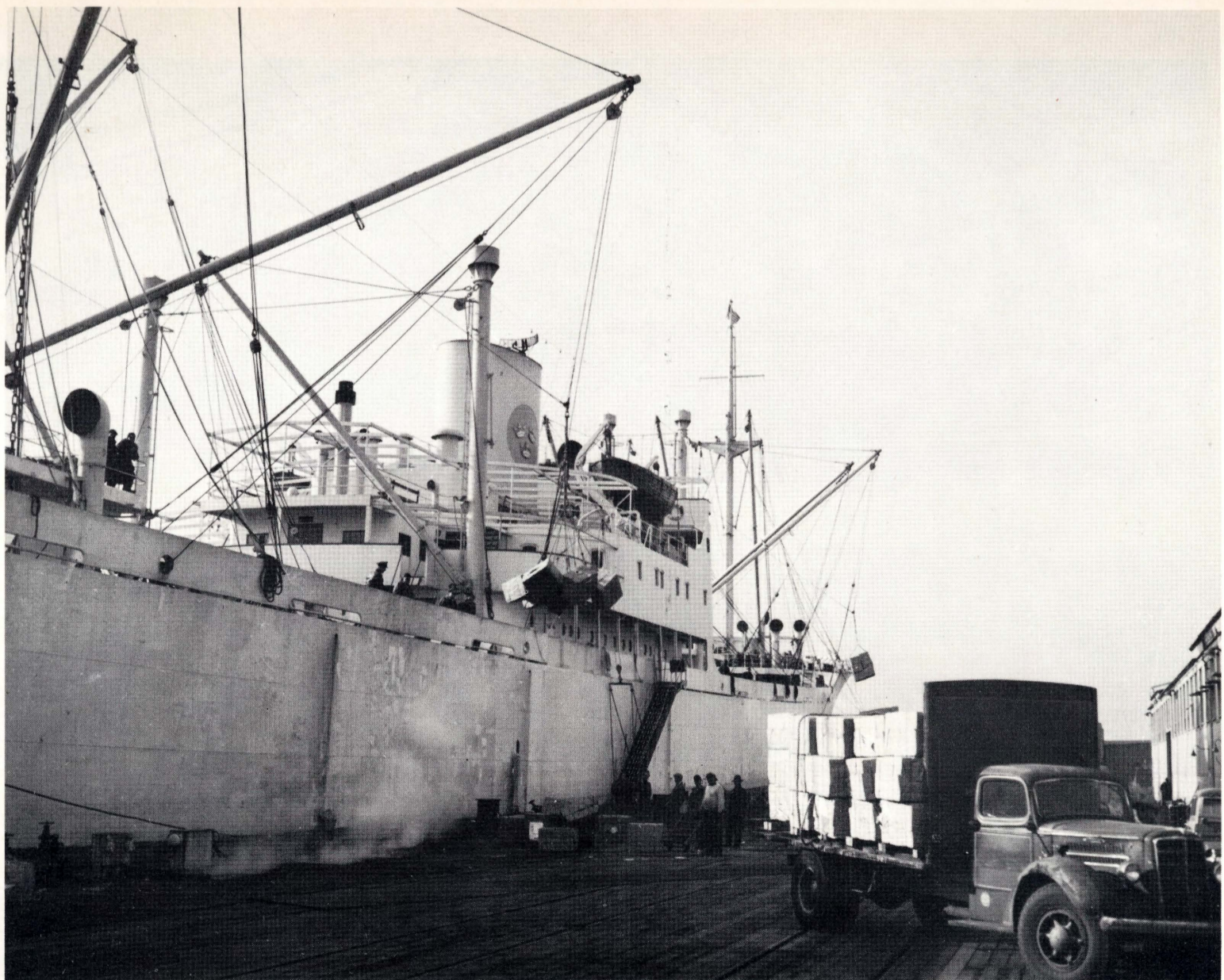
Construction catwalk and finger pier north side of

channel.

Rehabilitate ladder track from Port Street to south

side of channel new transit shed area.

PORT NEWARK

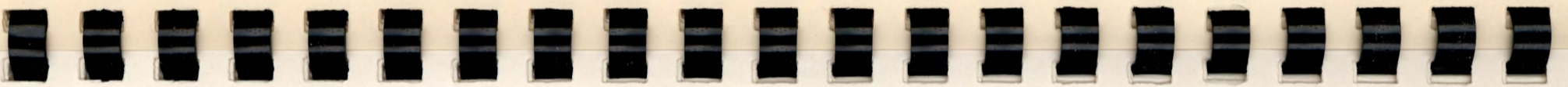
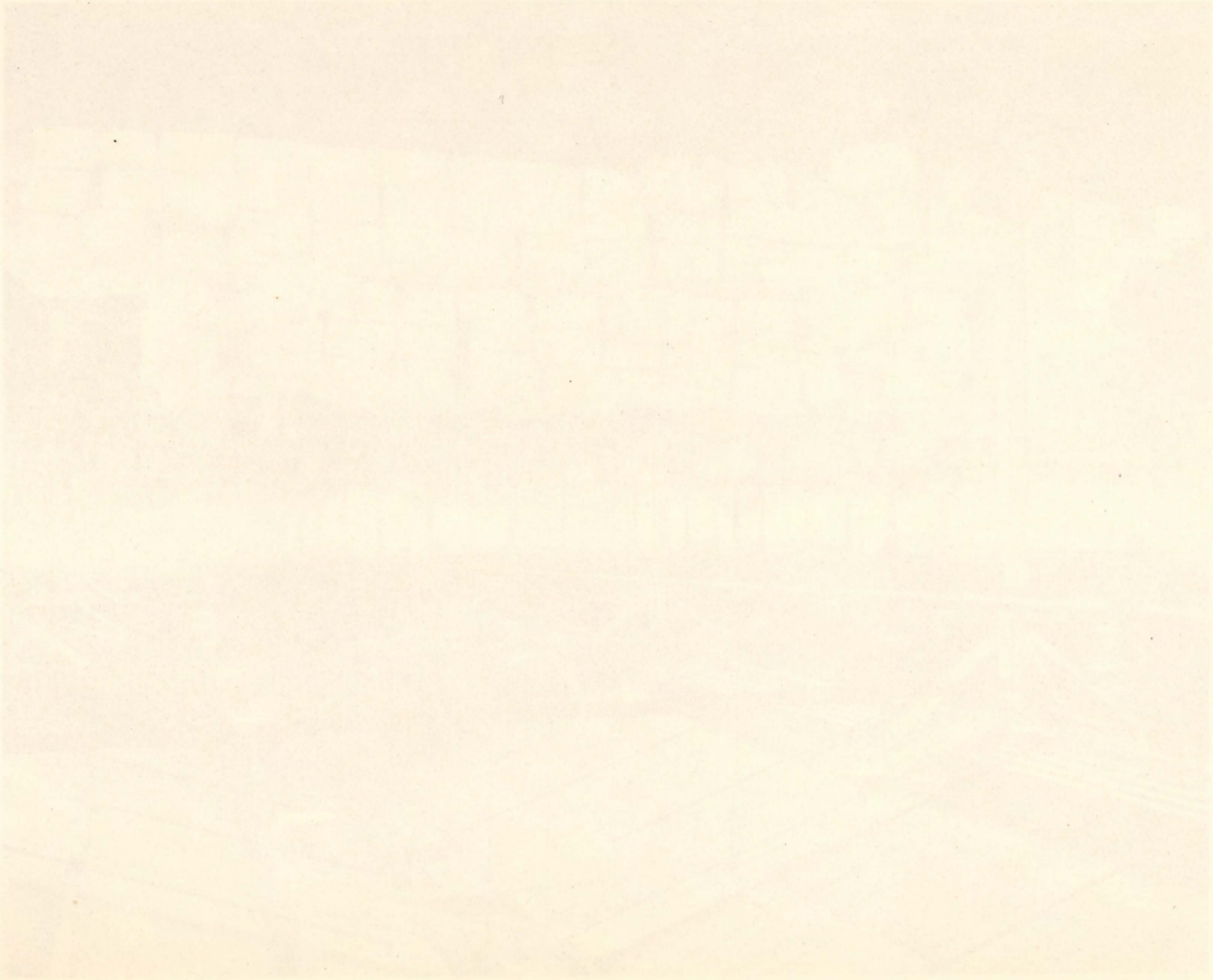


NEW CARGO RETURNED TO PORT THROUGH EFFORTS OF PORT AUTHORITY.  
SWEDISH WOOD PULP BEING UNLOADED FROM "RYDBOHOLM" FOR TRANSFER  
TO WAREHOUSE AT PORT NEWARK. OVER 56,500 TONS OF IMPORTED WOOD  
PULP WERE HANDLED AT PORT NEWARK DURING 1949.

NEWLY ARRIVED SCANDINAVIAN WOOD PULP HELD IN TRANSIT IN ONE OF THE RECENTLY COMPLETED TRANSIT SHEDS.



NEWLY ARRIVED SCANDINAVIAN WOOD PULP HELD IN TRANSIT IN ONE OF THE RECENTLY COMPLETED TRANSIT SHEDS.



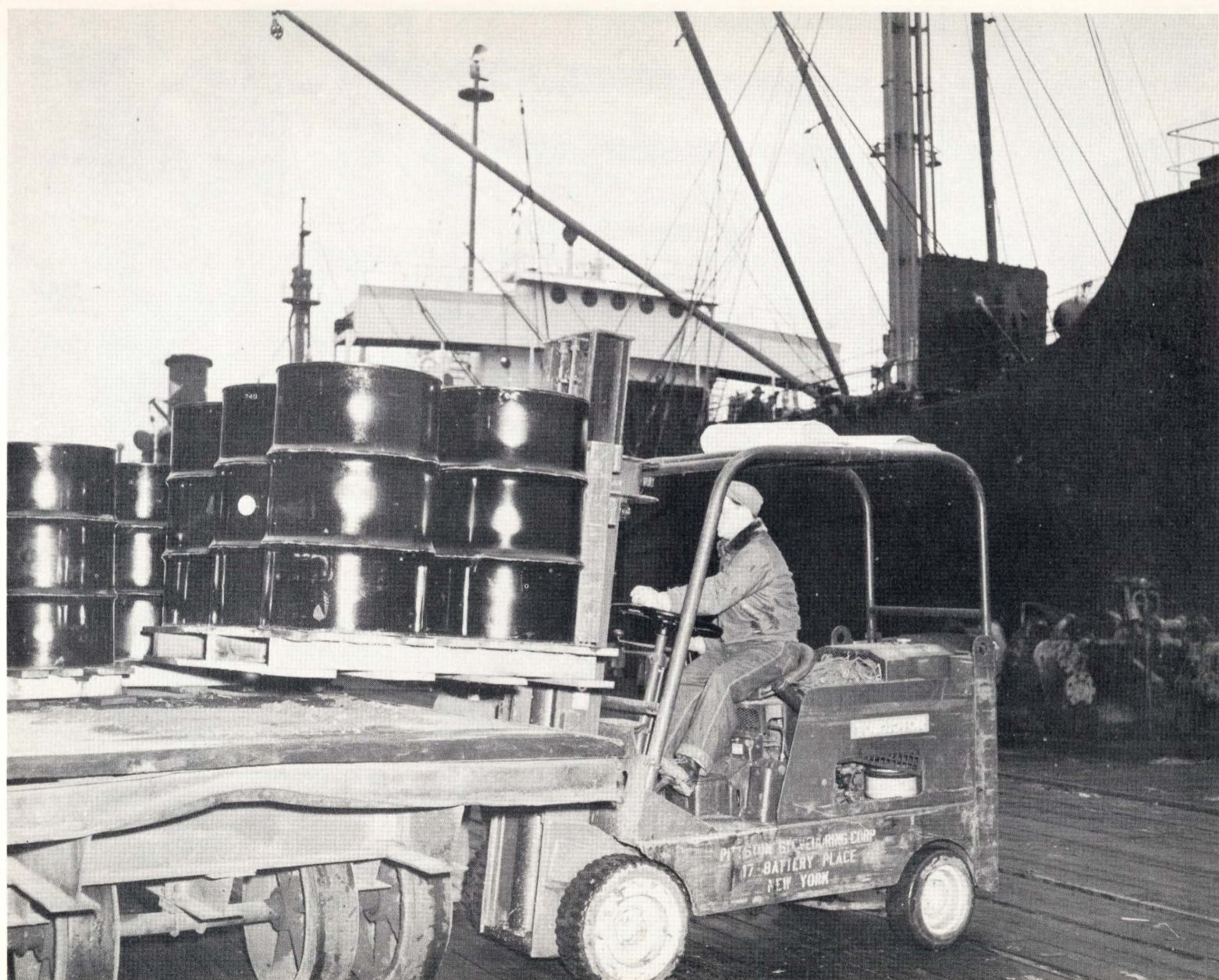
WOOD PULP STORED IN TRANSIT SHED 83 ON NORTH SIDE OF PORT NEWARK CHANNEL, AWAITING TRUCK PICK-UP AFTER DISCHARGE FROM SHIP.

EXHIBIT 3



DRUMS OF CHEMICALS BEING UNLOADED FROM "MARINE CHEMIST" BY MEANS OF  
UNIQUE DRUM HANDLING RIGS AFTER WATER MOVEMENT FROM TEXAS.

THESE PAGES CONTAIN INFORMATION OF A CONFIDENTIAL NATURE AND ARE TO BE KEPT SECRET



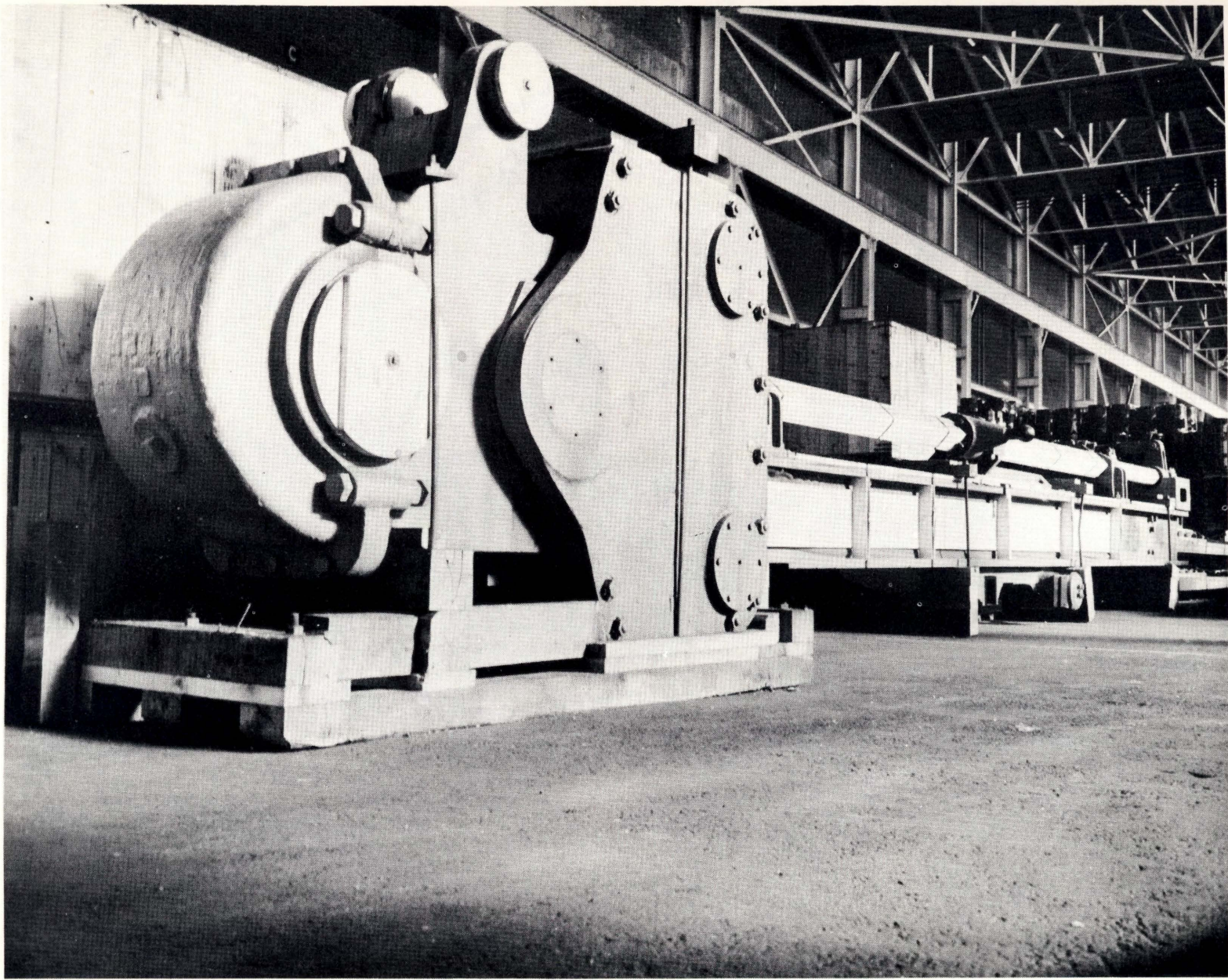
PALLET LOADS OF CHEMICALS BEING LOADED FROM FORK TRUCK TO FLAT BED TRUCK FOR TRANSFER TO WAREHOUSE AT PORT NEWARK.



CHEMICALS STACKED IN WAREHOUSE ON THE SAME PALLETS UPON WHICH DRUMS WERE PLACED AT SHIPSIDE, SHOWING THE MODERN AND EFFICIENT HANDLING OPERATIONS AT PORT NEWARK.



YUGOSLAVIAN OAK LUMBER BEING BACK HANDLED TO STORAGE AREA BY BAYWAY TERMINAL CORP. AS AGENT OF PORT AUTHORITY.



HEAVY MACHINERY IN WAREHOUSE BUILDING 5 AT PORT NEWARK, AWAITING EXPORT TO POLAND.

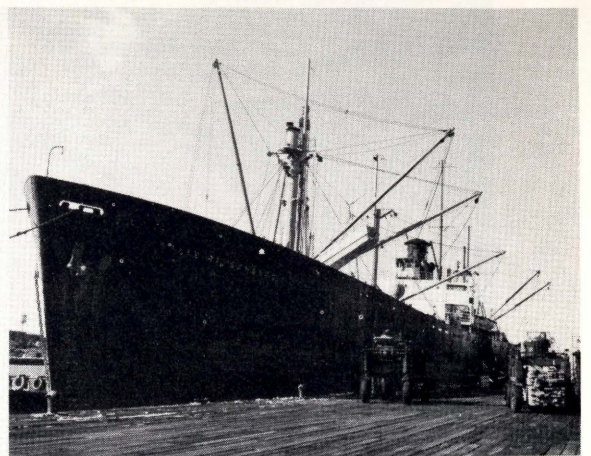
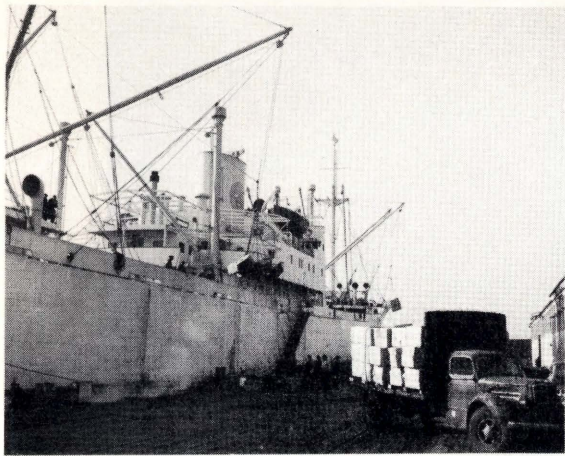
PERUVIAN RAW SUGAR BEING UNLOADED FROM THE "BROTT" FOR STORAGE AT PORT NEWARK. IN BACKGROUND, WOOD PULP IS BEING DISCHARGED.



PERUVIAN RAW SUGAR BEING UNLOADED FROM THE "BROTT" FOR STORAGE AT PORT NEWARK. IN BACKGROUND, WOOD PULP IS BEING DISCHARGED.



POTATOES AND TURNIPS FROM CANADA BEING UNLOADED FROM THE "FEDERAL TRADER" FOR STORAGE AND TRUCK DELIVERY.



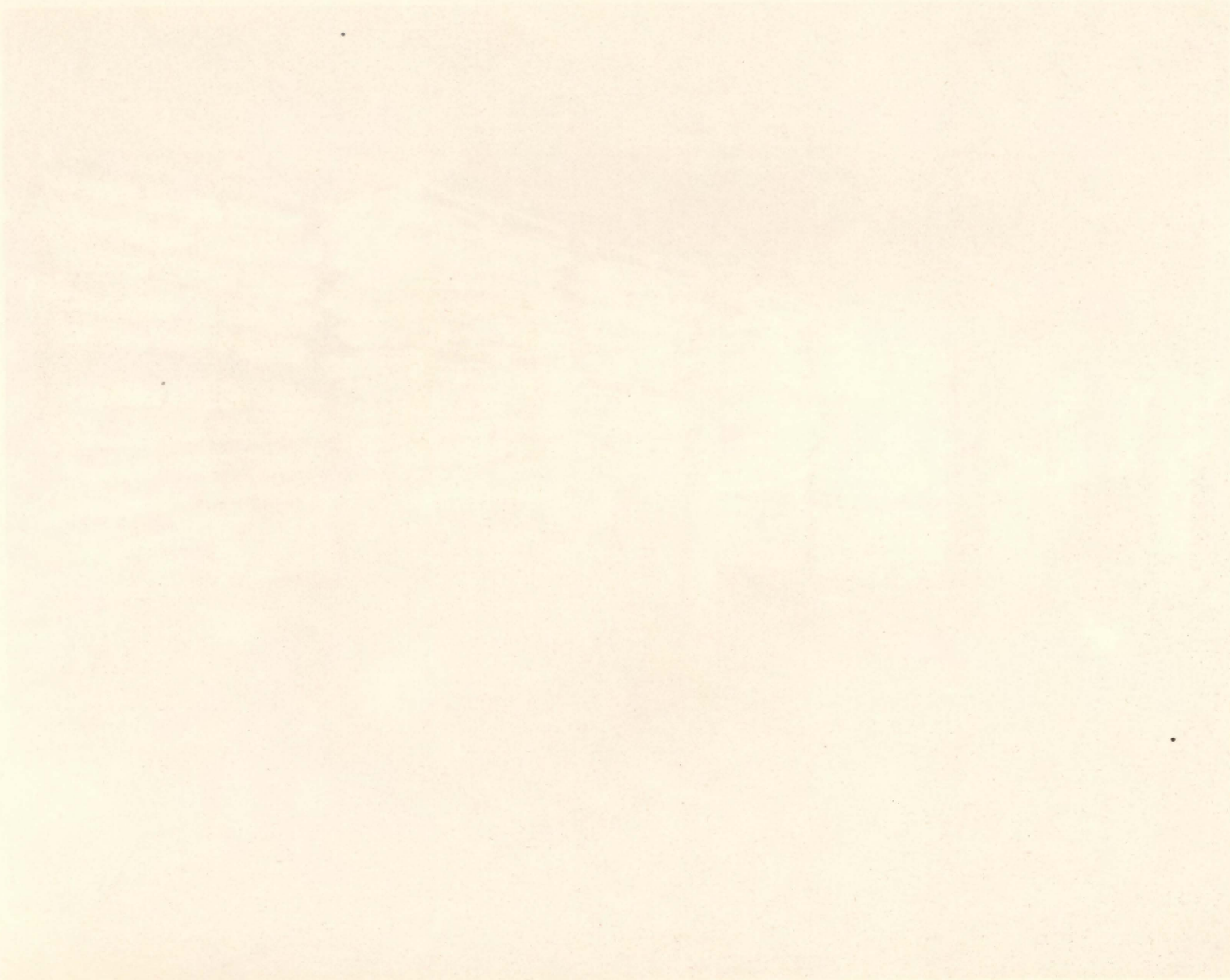
PORT NEWARK IS USED BY STEAMSHIP LINES SERVING EUROPEAN, AFRICAN  
NEAR EASTERN AND FAR EASTERN TRADE ROUTES AS WELL AS ATLANTIC,  
GULF AND WEST COAST PORTS.



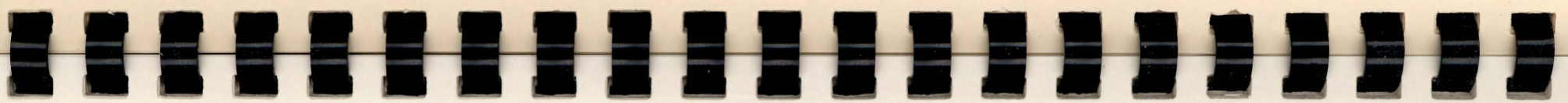
INSULATION BOARD, TAPIOCA AND STARCH STORED IN BUILDING 108 ON SOUTH SIDE OF PORT NEWARK CHANNEL.



CHEMICAL PRODUCTS, IN STORAGE AWAITING EXPORT, WAS ONE OF THE NEW COMMODITIES HANDLED AT PORT NEWARK DURING 1949.



APPLIANCES IN STORAGE AT PORT NEWARK AWAITING EXPORT TO WORLD MARKETS.



CHICLE FROM SOUTH AMERICA IN STORAGE AT PORT NEWARK.



BUILDING 8 IN THE NAVY AREA ON THE NORTH SIDE OF THE PORT NEWARK CHANNEL IS LEASED TO THE CALDWELL BOX & WAREHOUSE CO. FOR PACKING AND CRATING EXPORT MERCHANDISE.

THE OFFICE OF THE ASSISTANT SECRETARY OF THE ARMY  
OFFICE OF THE ASSISTANT SECRETARY OF THE ARMY  
BUILDING 101 AND 101A WERE LEASED TO THE GARDEN SURPLUS SALES  
CORP. FOR PROCESSING AND DISTRIBUTION OF SALVAGE MERCHANDISE  
BROUGHT IN FROM OVERSEAS POINTS.



BUILDINGS 101 AND 101A WERE LEASED TO THE GARDEN SURPLUS SALES  
CORP. FOR PROCESSING AND DISTRIBUTION OF SALVAGE MERCHANDISE  
BROUGHT IN FROM OVERSEAS POINTS.

REPRODUCED FROM THE ORIGINAL PHOTOGRAPH  
BY THE BUREAU OF CUSTOMS AND BORDER PROTECTION  
UNITED STATES DEPARTMENT OF TREASURY



INITIAL SHIPMENT OF WINE FROM CALIFORNIA FOR STORAGE BY THE  
JARLYN CO. AT PORT NEWARK, BEING DISCHARGED FROM A LUCKENBACH  
LINE VESSEL.

THE APPEAL  
OFFICE OF THE NEW YORK STATE DEPARTMENT OF TAXATION  
DEPARTMENT OF TAXATION OF THE STATE OF NEW YORK

EXHIBIT 16



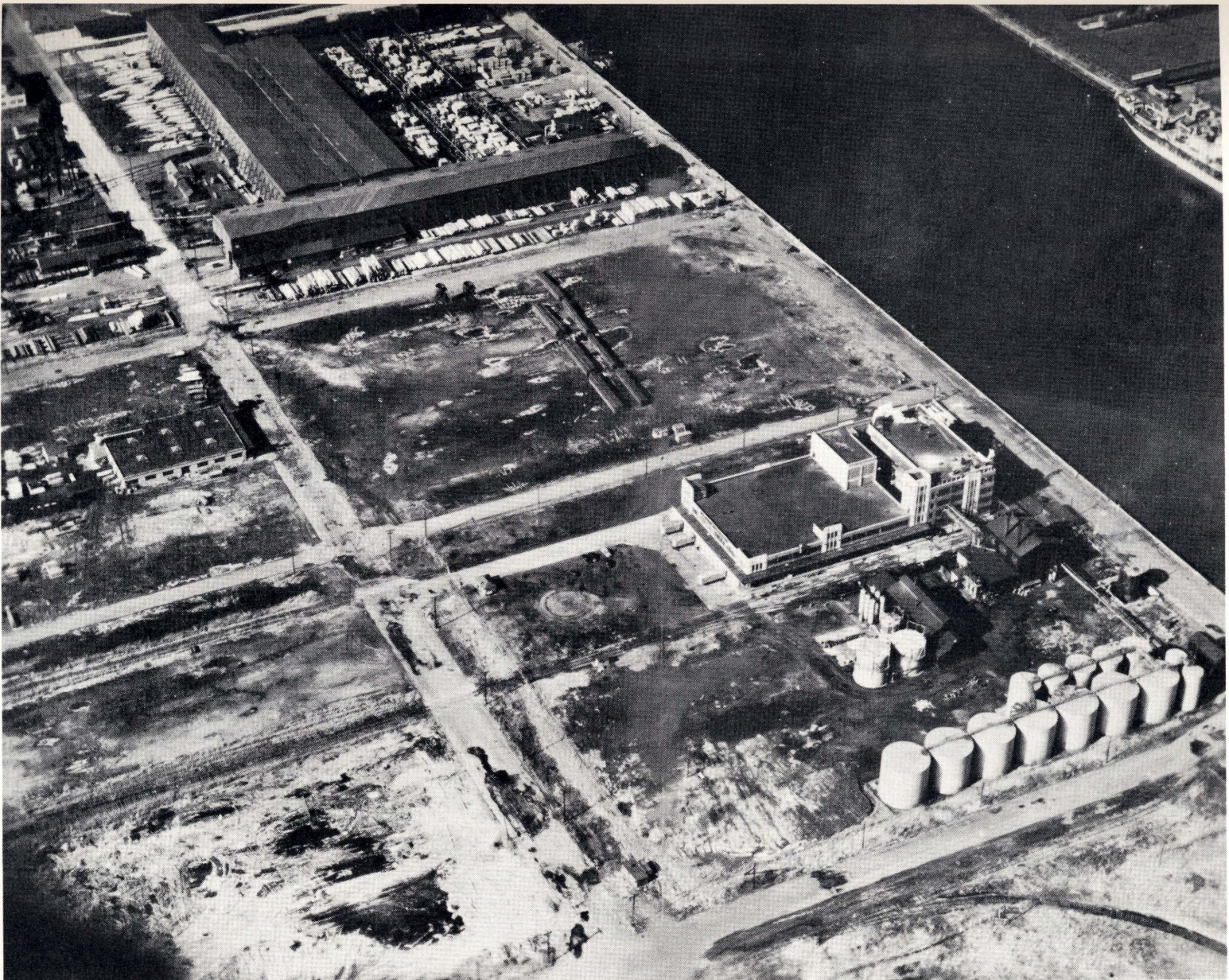
PASSENGERS DISEMBARKING FROM "SANDY HOOK" AT PORK NEWARK AFTER AN EXCURSION AROUND THE NEW JERSEY-NEW YORK HARBOR.

EXHIBIT 16



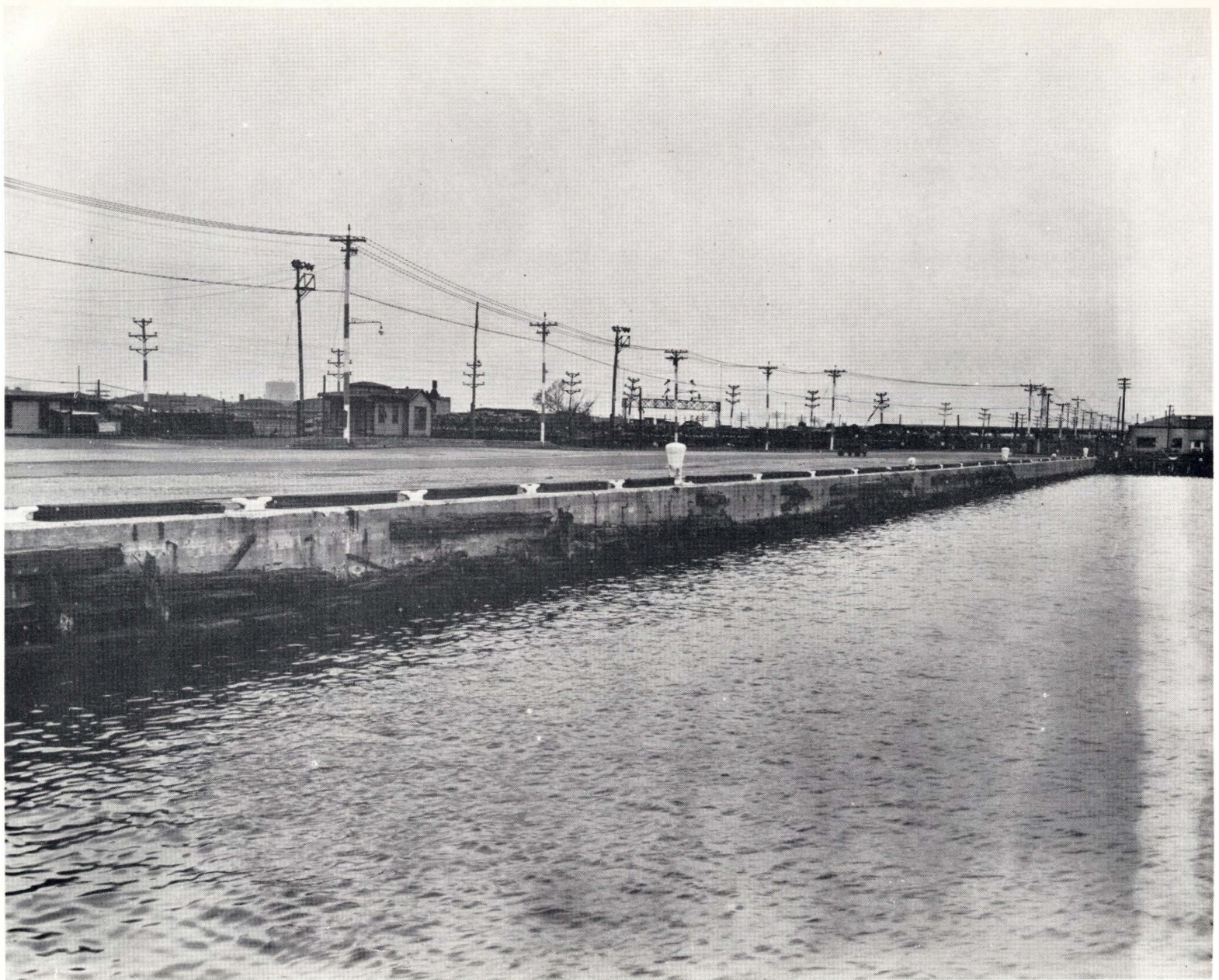
CARS PARKED IN PORT AUTHORITY PARKING AREA DURING EXCURSION  
BOAT TRIP FROM PORT NEWARK.

SWIFT & CO. WYERHAEUSER TIMBER CO.

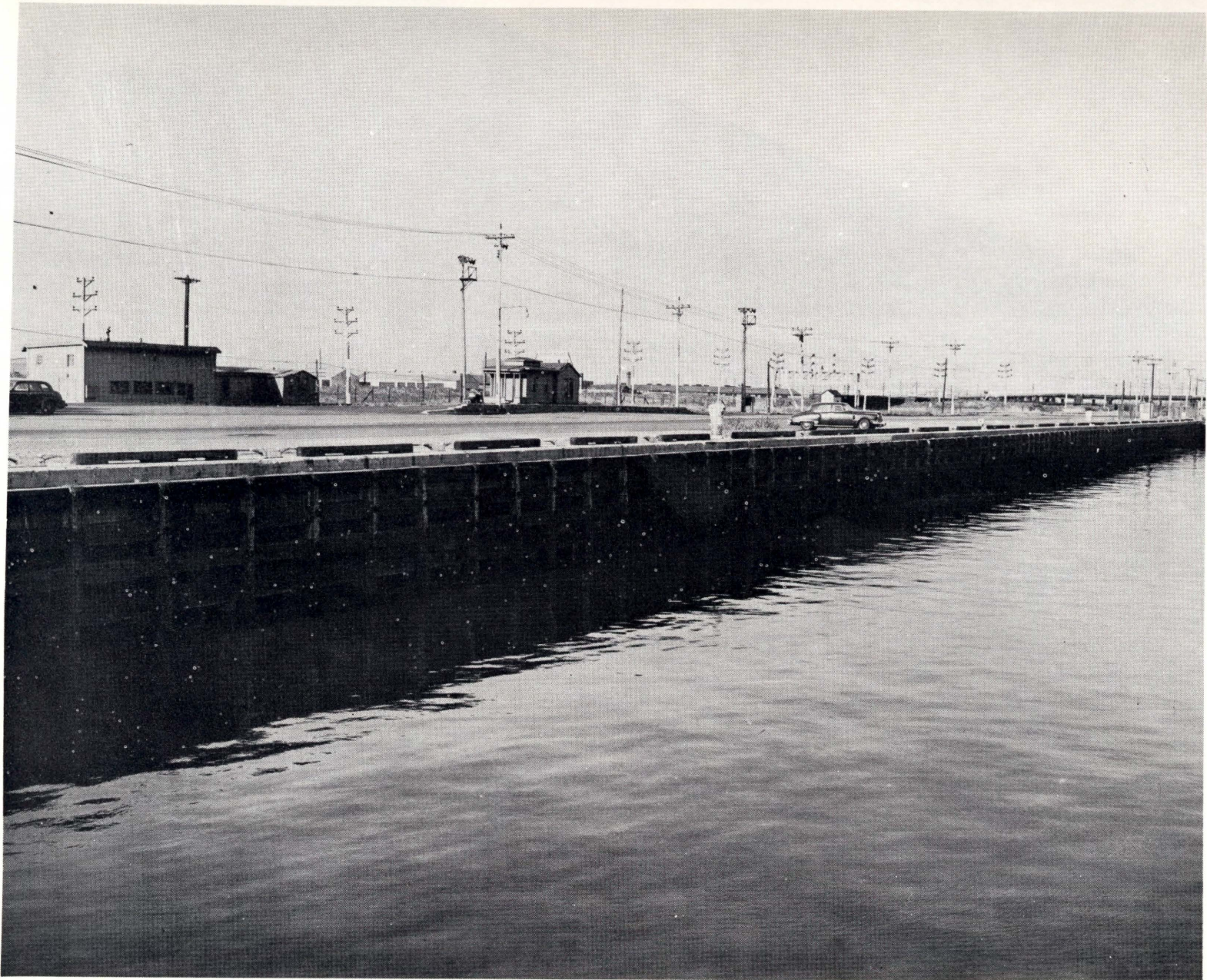
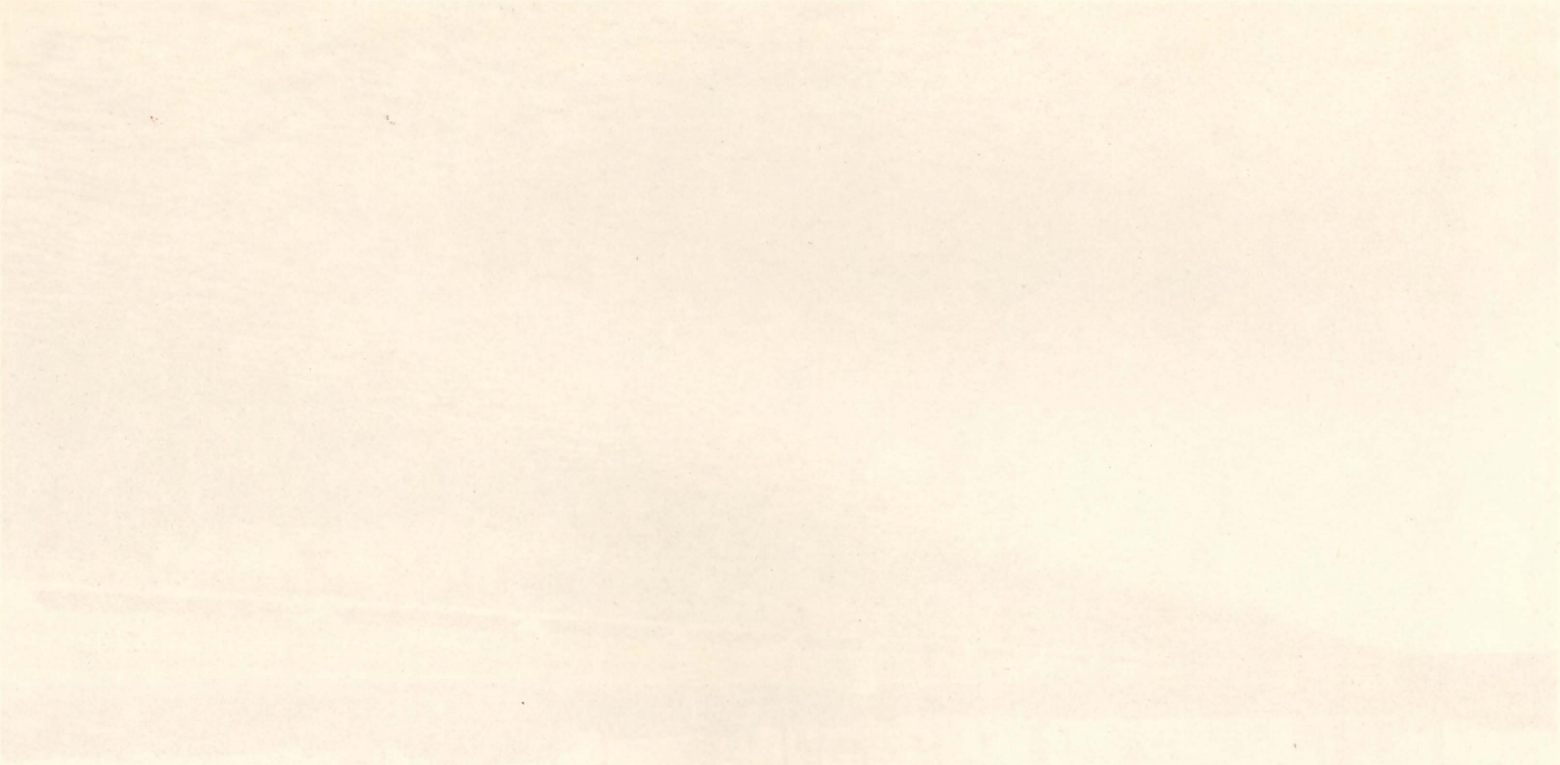


AERIAL VIEW OF LARGE INDUSTRIAL PROPERTIES ON THE SOUTH SIDE OF PORT NEWARK CHANNEL, WITH SWIFT & CO. IN FOREGROUND AND WEYERHAEUSER TIMBER CO. IN BACKGROUND. ONE OF NEW CARGO TRANSIT SHEDS IS BEING BUILT IN OPEN AREA BETWEEN THE TWO PLANTS.

LETTER  
LETTER PRESS IS BEING MADE IN OUR NEW BELLEVUE AND TWO  
REMARKABLE LITERARY IN PROGRESS - ONE IN THE CITY  
IN NEW YORK CITY WITH SMALL FLOW IN ADJACENT AND  
WELL-KNOWN TO THE UNIVERSITY OF THE STATE OF



HEAD OF PORT NEWARK CHANNEL SHOWING EXTREME DETERIORATION PRIOR TO PORT AUTHORITY RECONSTRUCTION OF FENDER SYSTEM.

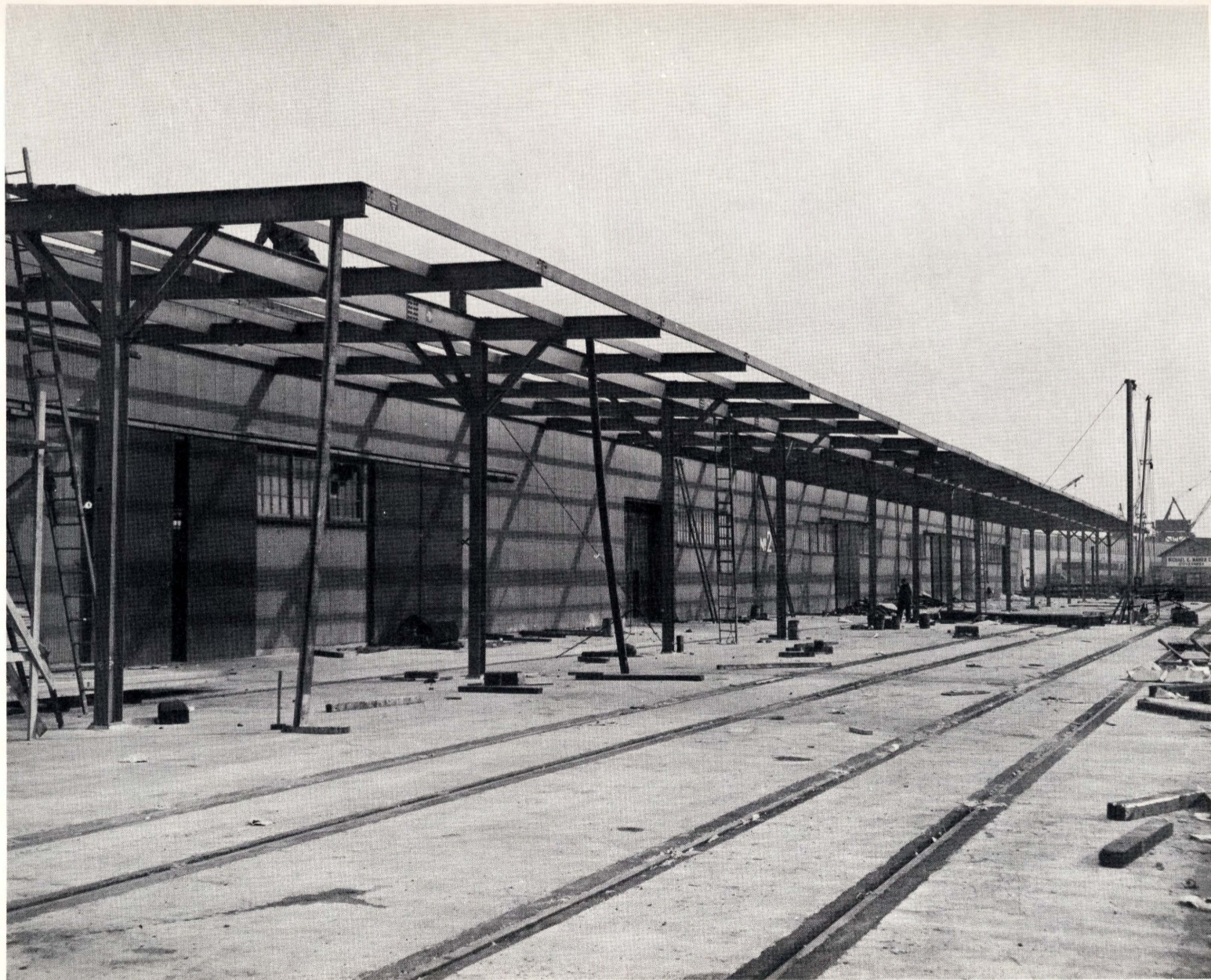


SAME VIEW OF HEAD OF PORT NEWARK CHANNEL, SHOWING NEW FENDER SYSTEM RECONSTRUCTED BY PORT AUTHORITY

STAMP DISAPPEARED IN 1948. THE PHOTO  
WAS TAKEN IN 1948. THE PHOTO WAS TAKEN IN 1948.

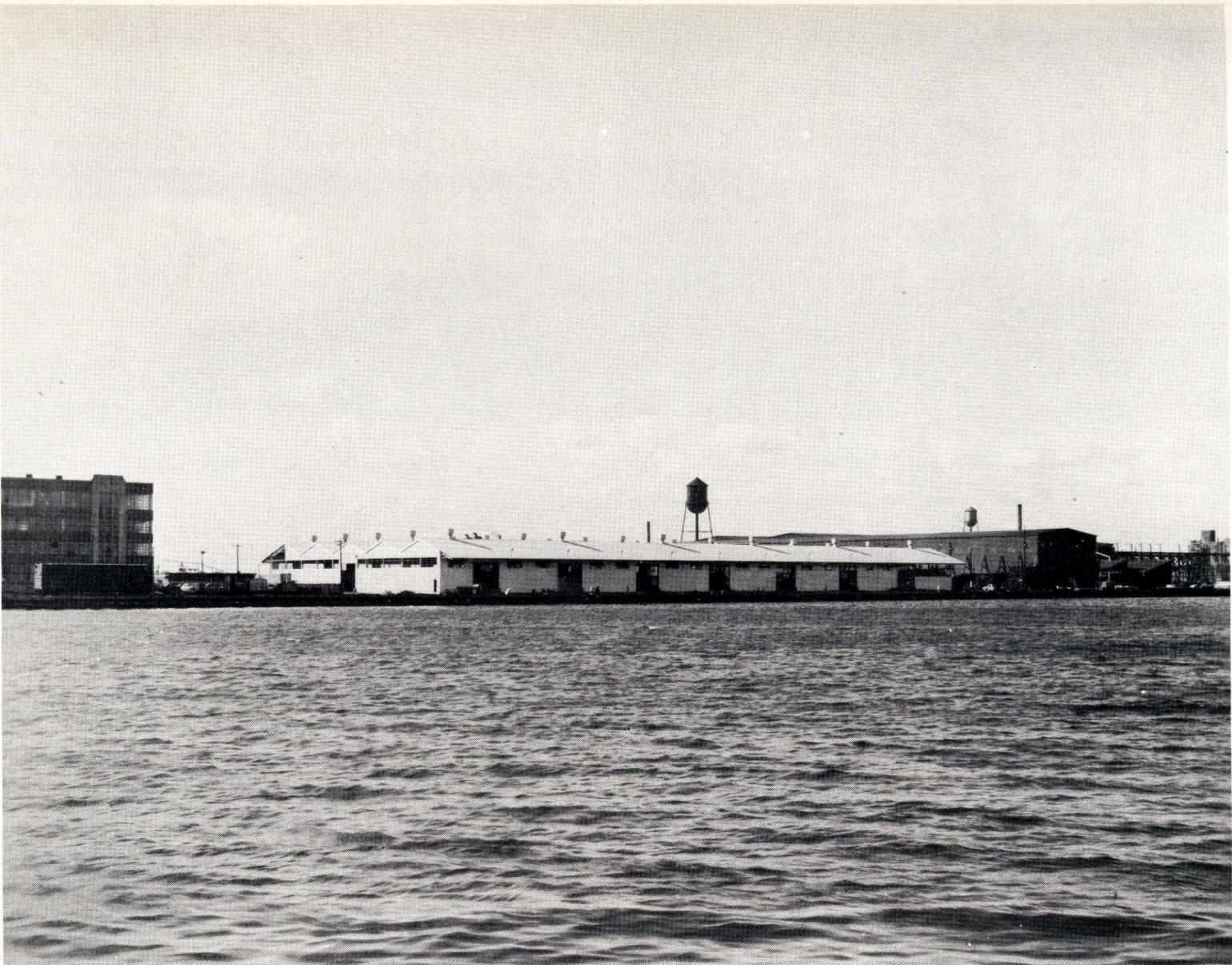


WHARF AND TRANSIT SHED 2, ON NORTH SIDE OF CHANNEL, IN STATE OF RUIN WHEN THE PORT AUTHORITY ASSUMED CONTROL OF PORT NEWARK IN MARCH 1948. (SEE NEXT PICTURE.)



SAME VIEW OF WHARF AND TRANSIT SHED 2 AFTER REHABILITATION BY THE PORT AUTHORITY. SHED AND WHARF SUBSTRUCTURE HAVE BEEN COMPLETELY REBUILT, WHARF HAS A HEAVY CAPACITY CONCRETE SURFACE, AND SHED CANOPY IS UNDER CONSTRUCTION.

THE SHED UNDER IS UNDER CONSTRUCTION  
CONSTRUCTION BEING MADE BY THE PORT AUTHORITY  
NEW YORK AND NEW JERSEY PORT AUTHORITY  
THE SHED UNDER IS UNDER CONSTRUCTION

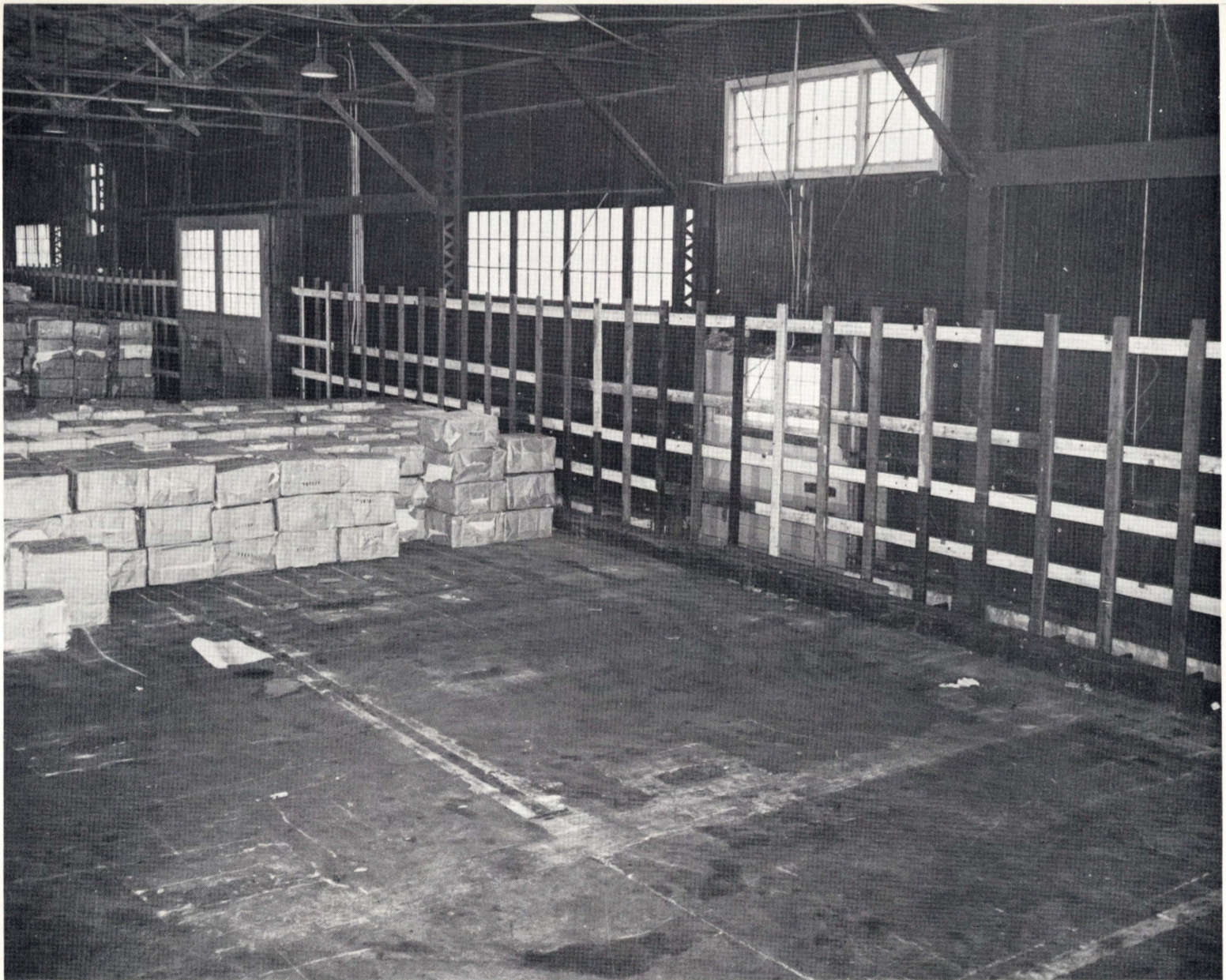


NEW TRANSIT SHED 137, BETWEEN SWIFT AND WEYERHAEUSER PROPERTIES,  
SCHEDULED FOR COMPLETION BY THE PORT AUTHORITY IN SPRING OF 1950.  
SECOND NEW TRANSIT SHED, NEAR HEAD OF PORT NEWARK CHANNEL, WILL  
BE OF SAME DESIGN. SHEDS WILL BE EQUAL TO THE MOST EFFICIENT IN  
THE NEW JERSEY-NEW YORK PORT.

THE NEW TRANSIT SHEDS WILL BE OF THE PORTLAND CEMENT AND STEEL TYPE. THE NEW TRANSIT SHEDS WILL BE OF THE PORTLAND CEMENT AND STEEL TYPE. THE NEW TRANSIT SHEDS WILL BE OF THE PORTLAND CEMENT AND STEEL TYPE.



INSTALLATION OF NEW RAIL TRACKS AND PAVING IN FRONT OF THE NEW TRANSIT SHEDS.



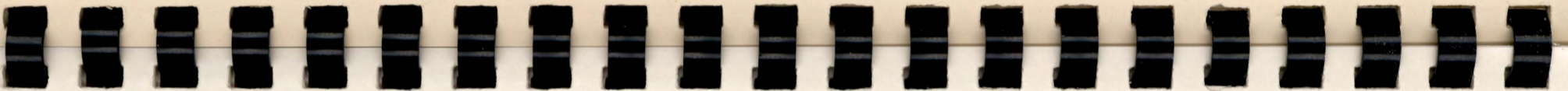
INTERIOR VIEW OF PORT NEWARK TRANSIT SHED SHOWING WOODEN FENDER PROTECTIVE SYSTEM, INSTALLED BY PORT AUTHORITY TO PROTECT SIDES OF BUILDING FROM DAMAGE IN PILING CARGO.

OF RAILROAD TIES AND ROADBEDS IN SEAPORT  
MILWAUKEE DISTRICT, EMPLOYED BY NEW YORK AND SEAPORT  
DISTRICTS OF THE GREAT LAKES CANAL AND RAILROAD SYSTEM



ROTTED TIES AND DETERIORATED ROADBEDS THROUGHOUT THE 22 MILES  
OF RAILROAD TRACK CHARACTERIZED THE SEAPORT WHEN PORT AUTHORITY  
ASSUMED RESPONSIBILITY IN 1948.

REPORT OF THE PORT AUTHORITY ON THE REHABILITATION OF THE RAIL TRACKS AT THE PORT OF NEW YORK AND GEORGETOWN



SECTION OF RAIL TRACK REHABILITATED BY THE PORT AUTHORITY, SHOWING NEW TREATED TIES AND NEW ROADBED.

NEWARK FIREBOAT "MICHAEL P. DUFFY" -  
LOCATION OF NEW LANDING STAGE NEAR HEAD OF PORT NEWARK CHANNEL



NEW LOCATION AND LANDING STAGE NEAR HEAD OF PORT NEWARK CHANNEL  
PROVIDED BY PORT AUTHORITY FOR CITY OF NEWARK FIREBOAT "MICHAEL  
P. DUFFY."

EXHIBIT 29

REPRODUCED BY THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
FOR THE CITY OF NEWARK



EXTENSION TO ADMINISTRATION BUILDING (SHOWN ON LEFT) BUILT BY PORT AUTHORITY TO HOUSE ITS PORT NEWARK OPERATING AND MAINTENANCE STAFF. QUARTERS FOR CITY OF NEWARK FIREBOAT CREW PROVIDED IN REMAINDER OF BUILDING.

RENTOWN OF BOSTON  
SIPPA GARDNER SON CIVIL ENGINEER  
SOME PARTS OF THE CITY OF BOSTON  
EXHIBIT TO THE RECORDS OF THE CITY OF BOSTON



NEWARK AIRPORT



APRON DRAINAGE CONSTRUCTION NEAR BUILDING 50, AIR CARGO TERMINAL,  
KEEPS APRON CLEAR OF STANDING POOLS.

KEEP YOUR COPY OF SHIPPING LOGS  
YOUR SERVICE CONNECTION FOR NEW BUILDING 50 VIA CARGO TERMINAL

EXHIBIT 2

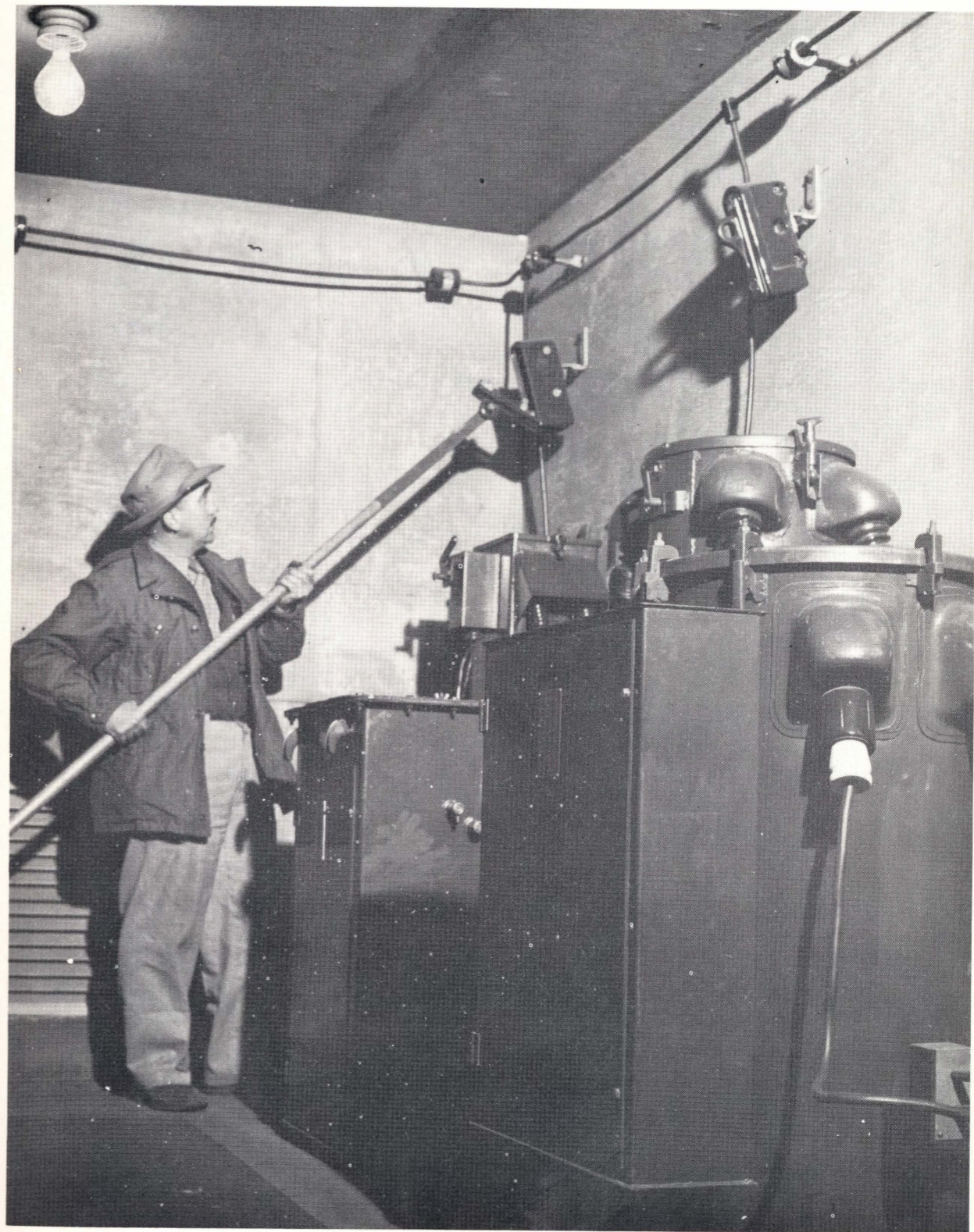


FREIGHT HANDLING AT THE BUILDING 50, AIR CARGO TERMINAL.

EXHIBIT 2

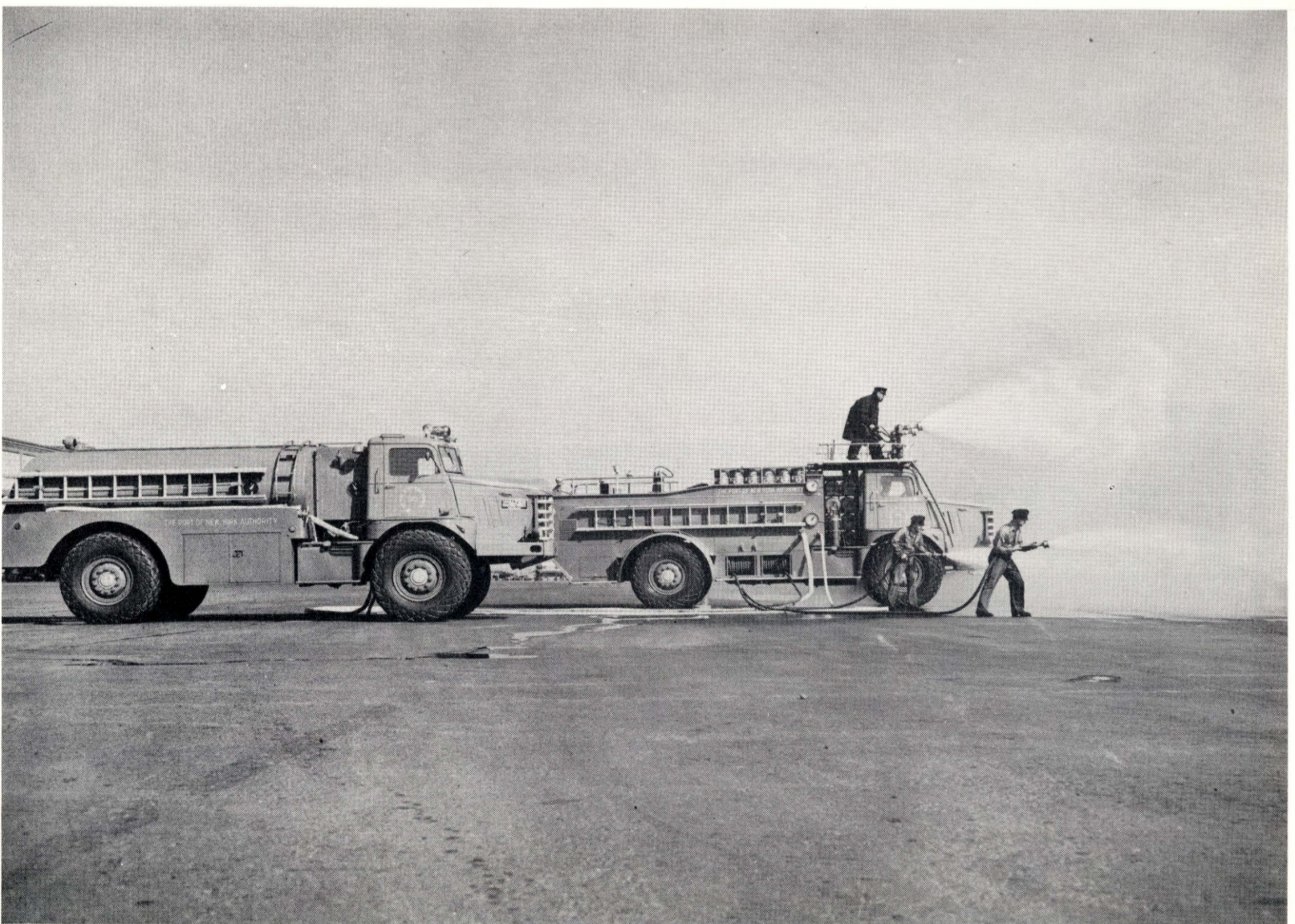


PORT AUTHORITY RENOVATED BUILDING 50 IS NOW A BUSY AIR CARGO TERMINAL.



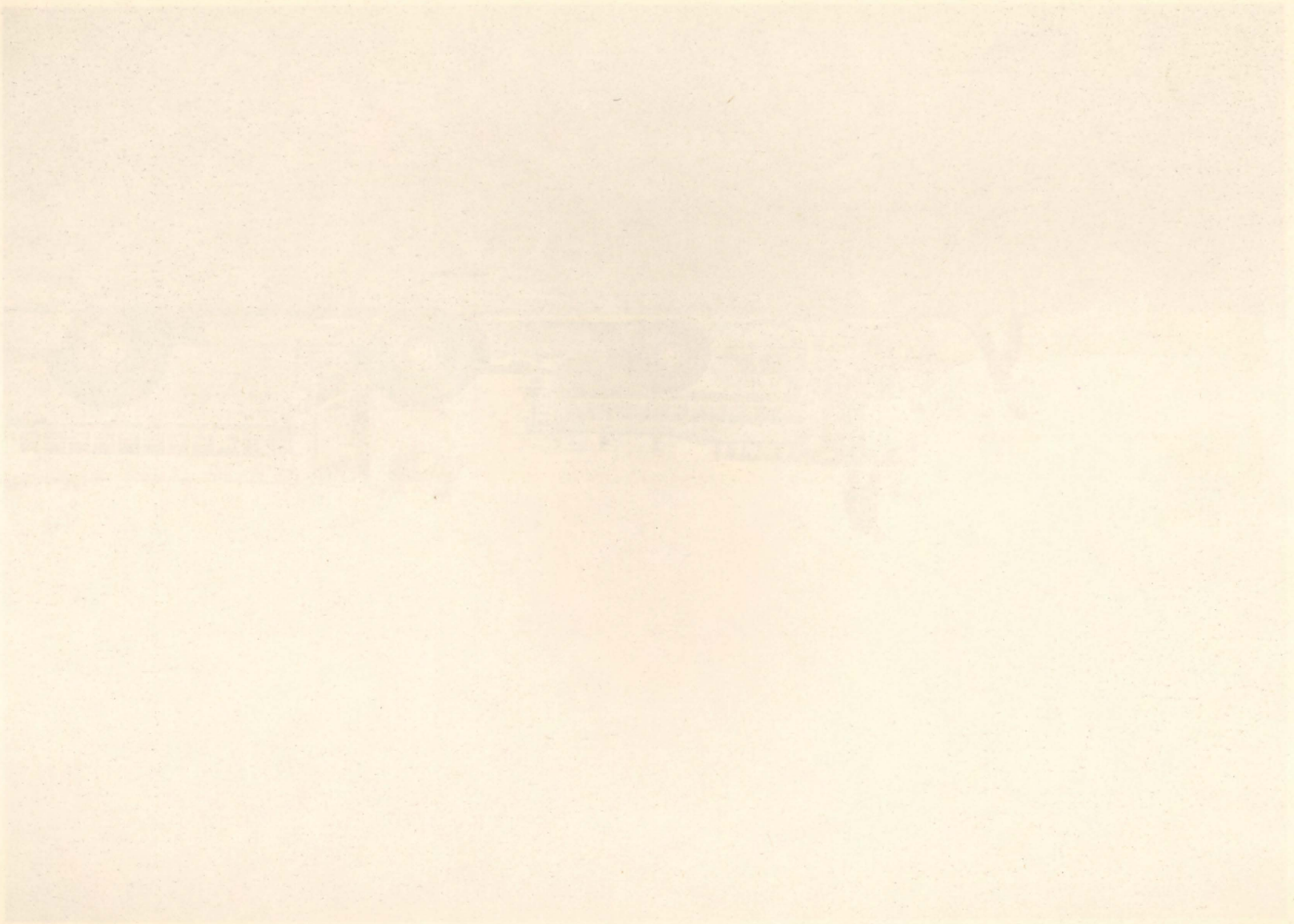
NEW ELECTRICAL INSTALLATION ALLOWS SIMULTANEOUS CONTROL OF VARIOUS RUNWAY LIGHTS, ADDING TO NIGHTTIME PLANE MOVEMENT CAPACITY OF THE AIRPORT.

OFFICE OF THE VICE-CHIEF  
AVIATION MAINTENANCE DIVISION  
NEW YORK AIRPORT AUTHORITY



NEW EMERGENCY UNITS. THE FFCD FOAM TRUCK AND ITS AUXILIARY NURSE TRUCK, BOTH BUILT TO PORT AUTHORITY SPECIFICATIONS.

NEW UTILITY AND STORAGE BUILDING FOR AIRPORT OPERATIONS.



NEW UTILITY AND STORAGE BUILDING FOR AIRPORT OPERATIONS.



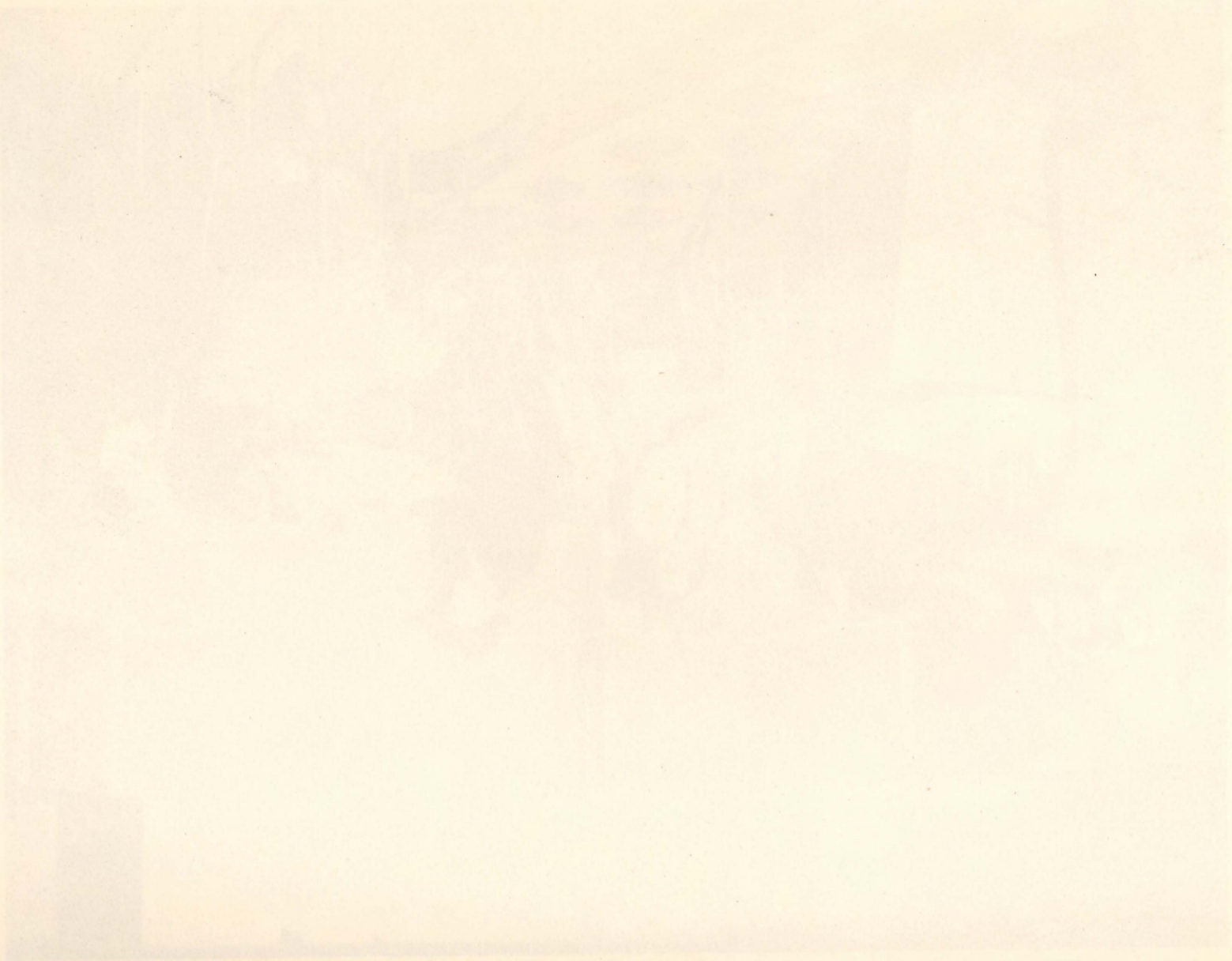
NEW EMERGENCY CREW BUILDING.



TWO NEWLY ADDED SCHEDULED AIR SERVICES NOW LINK NEWARK AIRPORT DIRECTLY WITH PITTSBURGH AND BUFFALO AND INTERMEDIATE CITIES.



PUBLIC EATING FACILITIES HAVE BEEN EXPANDED FOR PASSENGER CONVENIENCE.



SUPERVISED PARKING ADDS TO AIRPORT NON-FLIGHT REVENUES.



PARKING AREA IN FRONT OF THE TERMINAL.



NEW ROAD BUILT BY PORT AUTHORITY THROUGH 9-FOOT HIGH MEADOW GRASS  
TO ASSURE EMERGENCY ACCESS TO MARSHLAND AREAS.

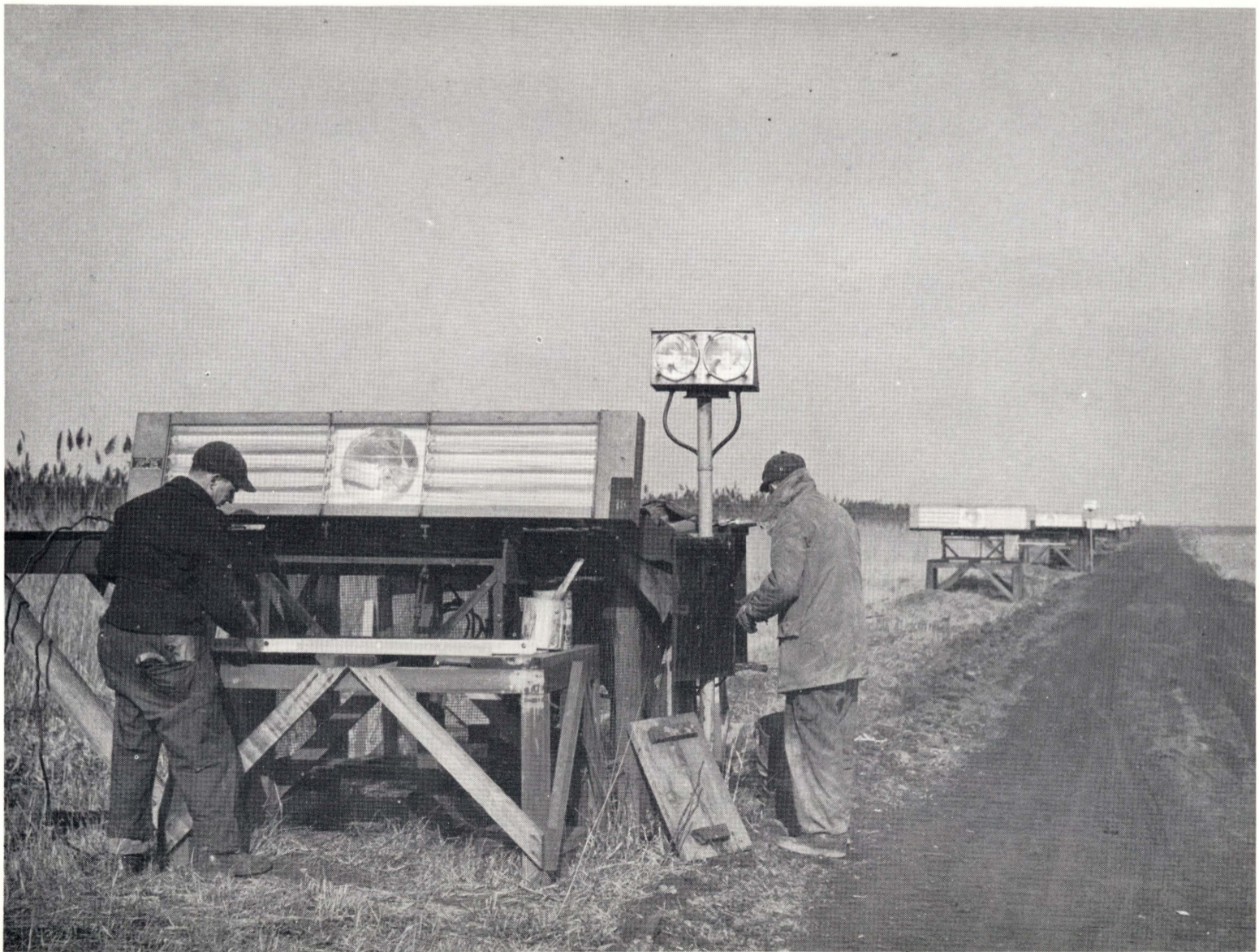
10 YEARS ENGLISH VOICES TO WASHINGTON WISDOM  
NEW YORK BUILT BY GREAT WASHINGTON THE NEW 1-1000 HIDE WISDOM OFFICE



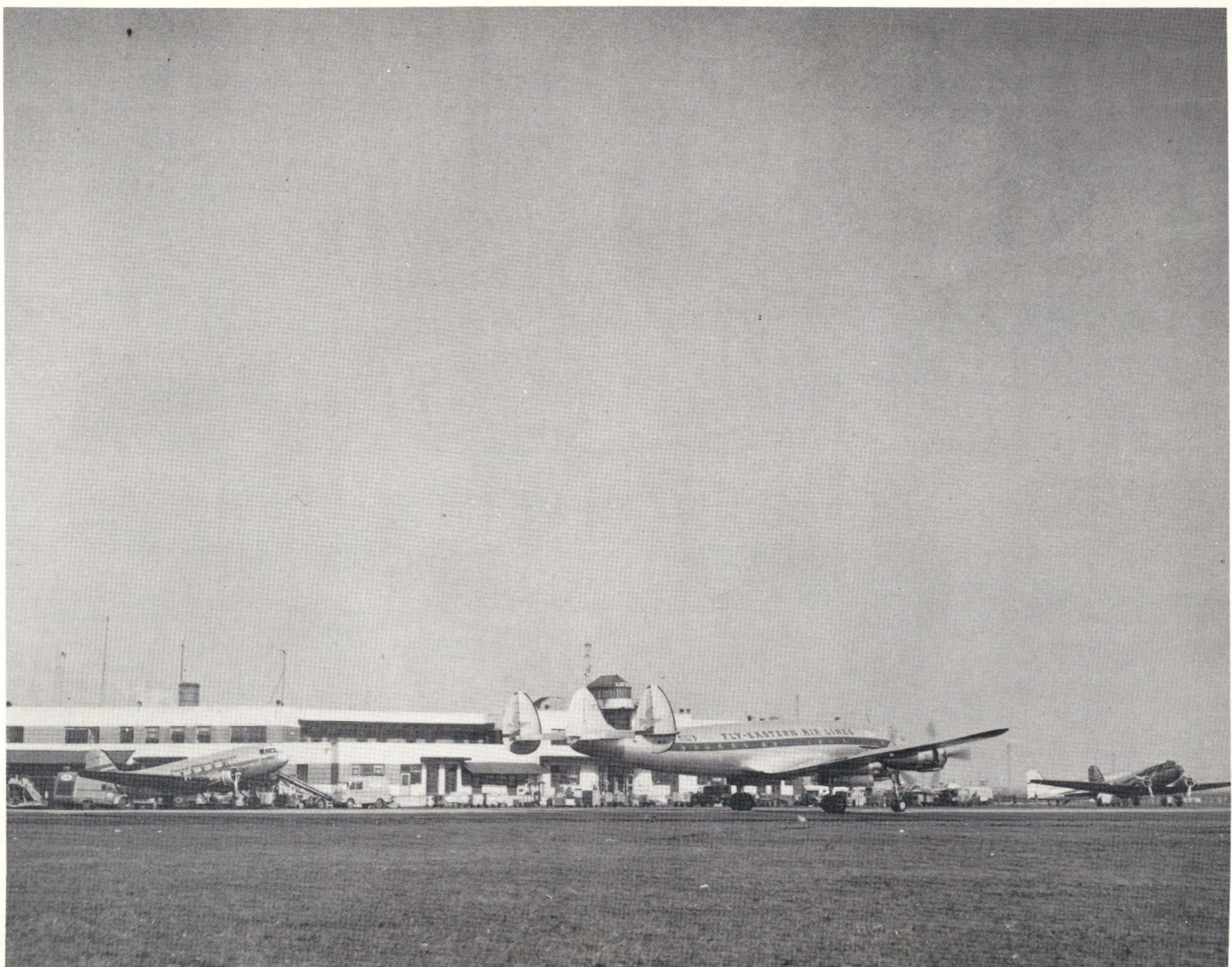
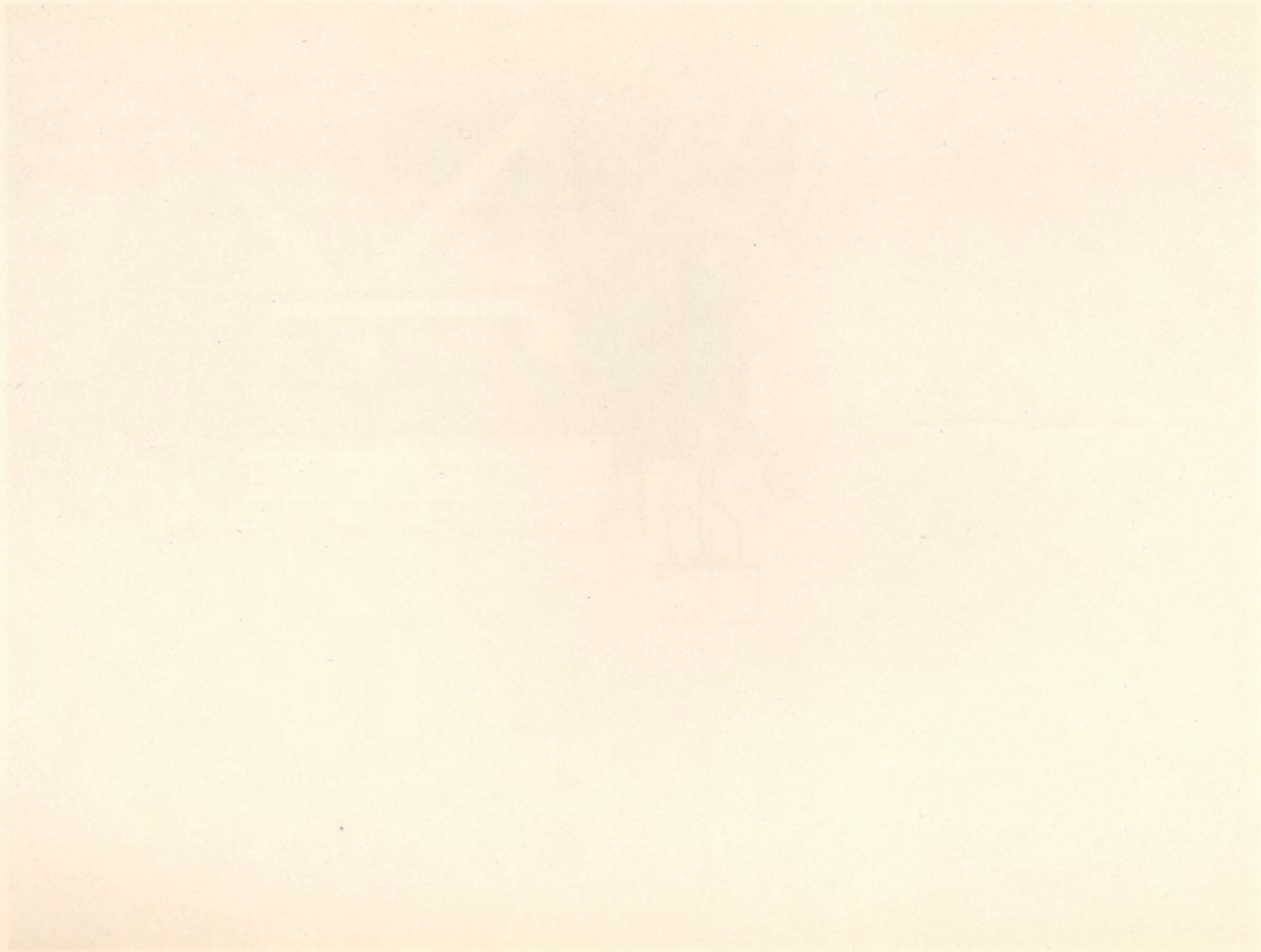
AIR MAIL FIELD OFFICE WITH TWO NEW EXTERIOR LOADING PLATFORMS.



INTERIOR OF NEWLY RENOVATED AIR MAIL FIELD OFFICE.



C.A.A. WORKERS PREPARING TO INSTALL ADDITIONAL APPROACH LIGHT UNITS FOR INSTRUMENT RUNWAY.



PLANE MOVEMENTS ALONG THE TERMINAL APRON AREA.



A LOCKHEED CONSTELLATION AT LOADING POSITION AT THE TERMINAL.



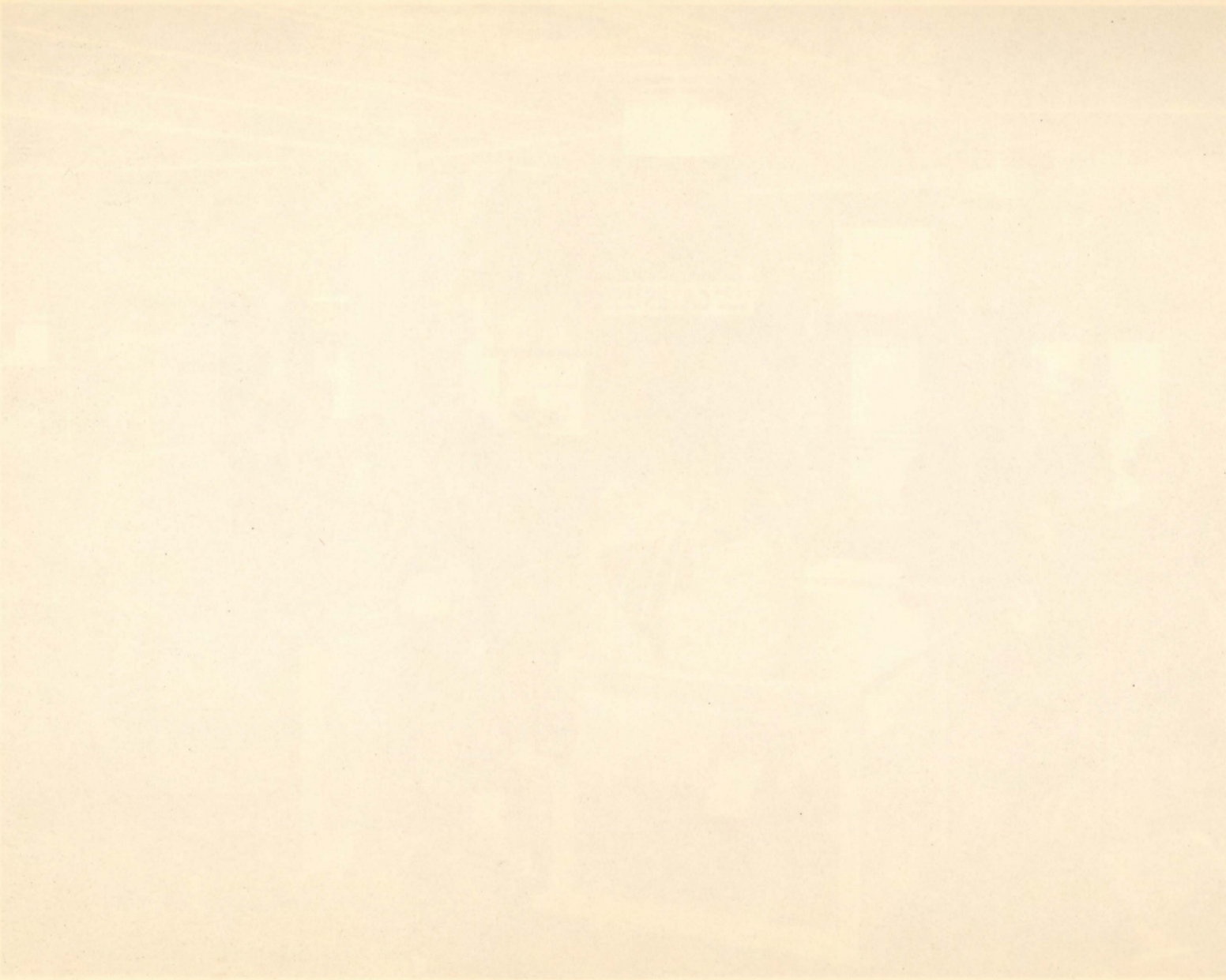
NEWARK AIRPORT CONTROL TOWER.



SECOND FLOOR TERMINAL LOUNGE FOR CONVENIENCE OF THE PUBLIC.



VIEW OF INTERIOR OF NEWARK TERMINAL.



OF THE

VIEW OF THE INTERIOR OF THE MOUNTAIN

