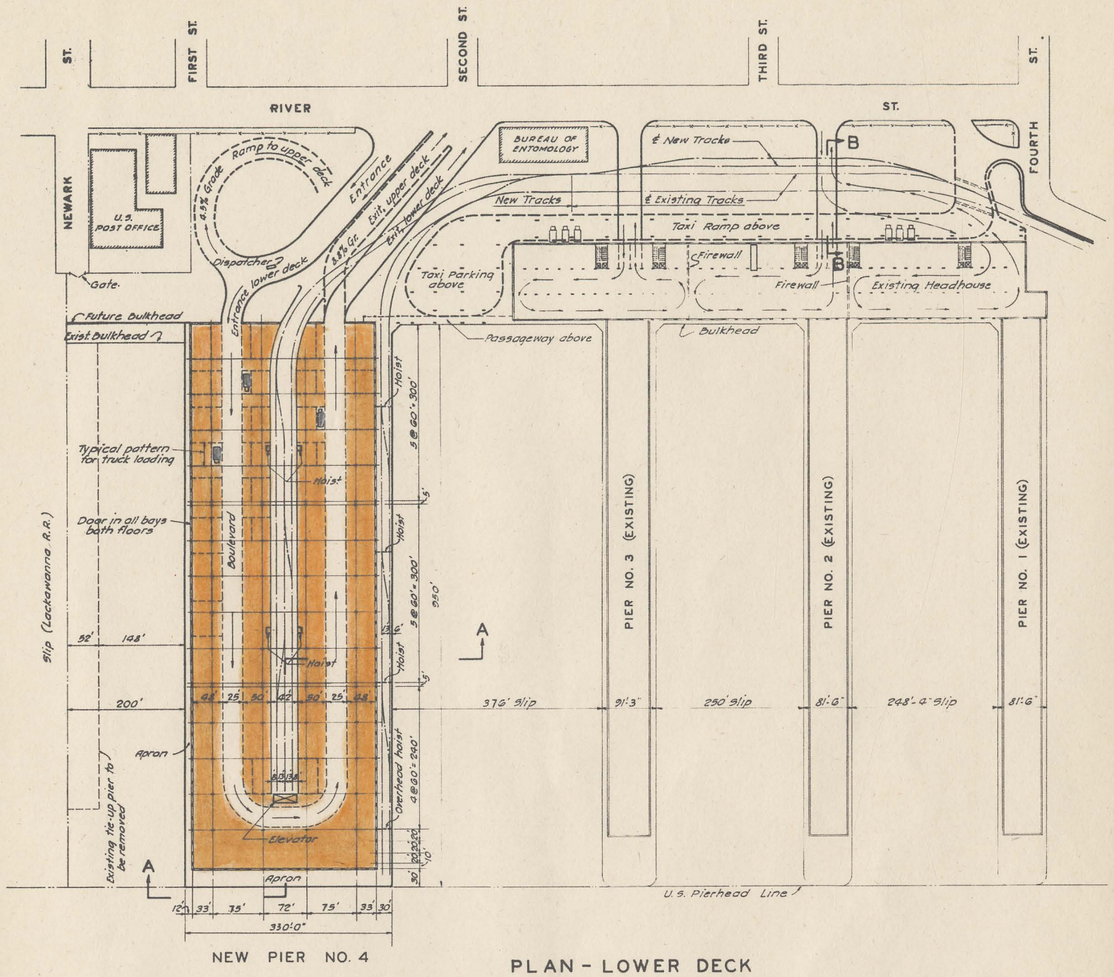
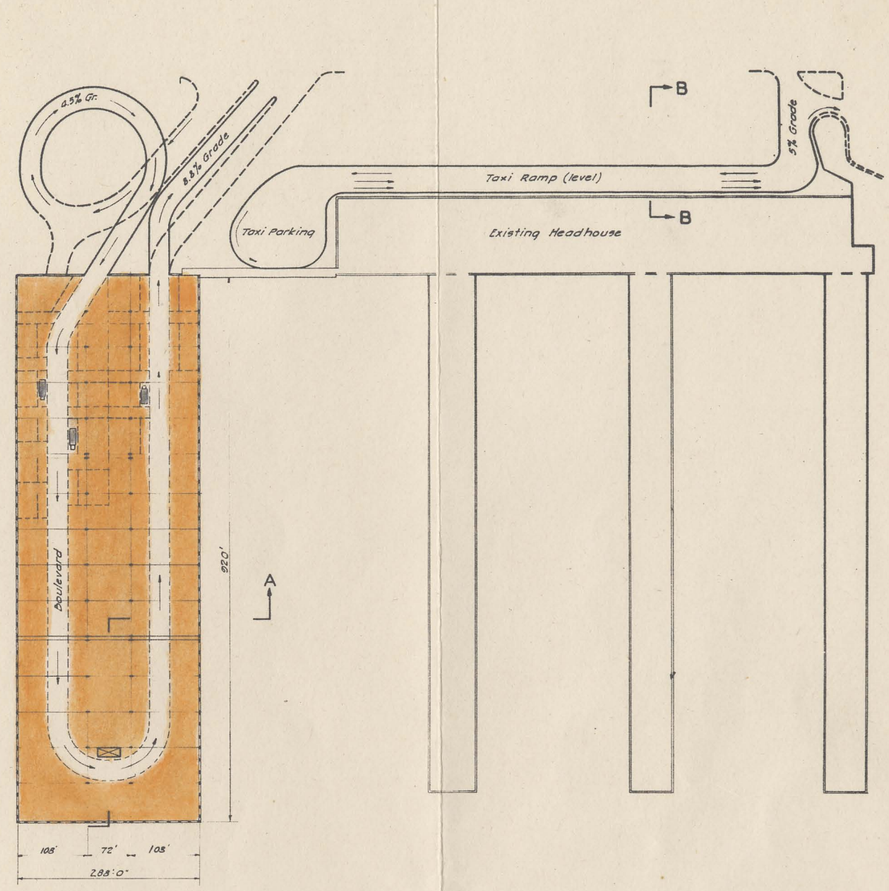


NEW PIER NO. 4

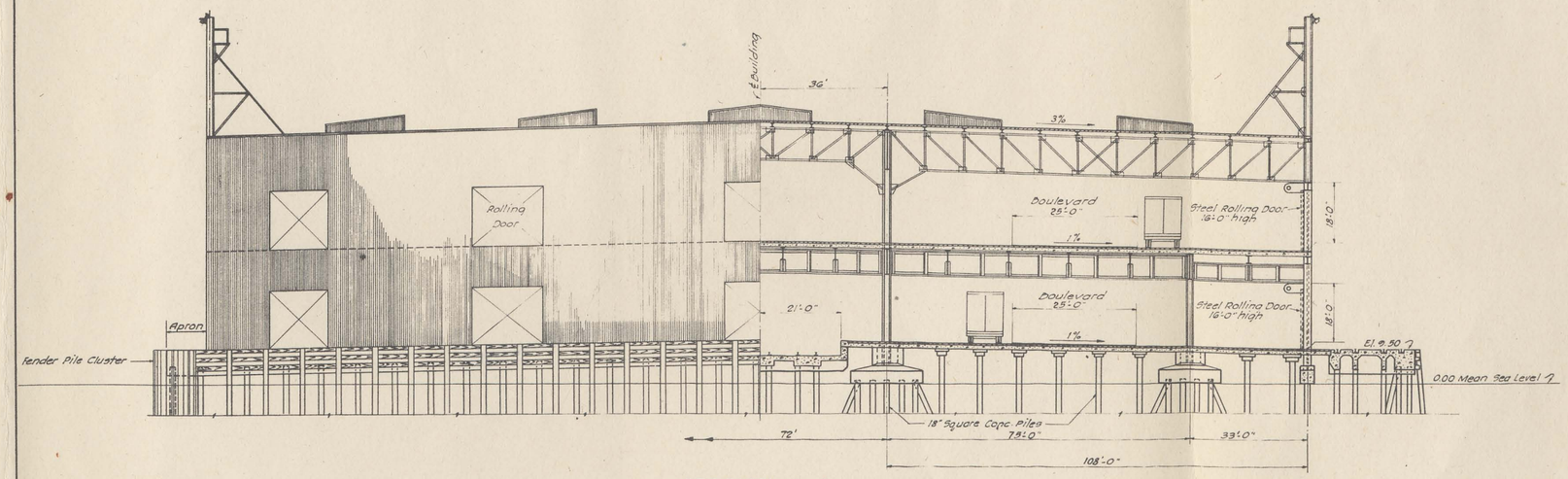
PLAN - LOWER DECK

Scale 1" = 100'



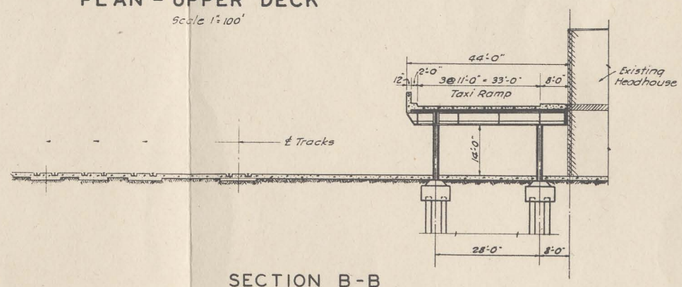
PLAN - UPPER DECK

Scale 1" = 100'



SECTION A-A
NEW PIER

Scale 1/16" = 1'-0"



SECTION B-B

Scale 1/16" = 1'-0"

R. T. Schaefer
ENGINEER OF DESIGN

JULY 10, 1947

THE PORT OF NEW YORK AUTHORITY

PIERS NO. 1, 2, 3 & 4 HOBOKEN, N. J.

PROPOSED NEW CONSTRUCTION

PLANS AND SECTIONS

SCALES AS SHOWN.

DRAWING NO. S-133

DEVELOPMENT OF THE HOBOKEN PIERS

September 15, 1947

DEVELOPMENT OF THE HOBOKEN PIERS

To the Honorable:
Frederick M. DeSapio, Mayor
Michael M. Borelli
George J. Fitzpatrick
John J. Grogan
Stephen E. Mongiello
Commissioners of the City of Hoboken

On December 3, 1946, you requested the Port of New York Authority to undertake a study of the government piers in the City of Hoboken to determine whether it would be possible for the Port Authority to acquire title, repair, rehabilitate, improve, reconstruct and operate these piers as a first class modern marine terminal and to pay the City annually such amount as might be practicable.

It is the statutory duty of the Port Authority, as a joint agency of the States of New Jersey and New York, to develop port and terminal facilities in the Port District. We are in accord with the City Commissioners of Hoboken that these piers have generally deteriorated as a shipping center to the detriment and disadvantage of the merchants, taxpayers and citizens of the City of Hoboken and to the port as a whole.

We therefore directed our staff to make such a study. The United States Maritime Commission by communication from W. W. Smith, Chairman, dated February 18, 1947, agreed to assist in the exploratory program by making the physical properties and records accessible, without committing itself, however, to any policy with respect to turning over the piers.

Scope of Survey

In its survey, the staff investigated the past volume and classification of traffic, revenues, operation and maintenance expenses. It

also projected estimates of increased earning power of the piers which might reasonably be expected to result from rehabilitation and improvements to restore the properties to maximum usefulness as passenger and freight handling facilities.

A detailed engineering investigation was made to determine the physical condition of all existing properties including buildings, wharves and under water piling. Soundings of the depth of water and sub surface borings were made.

In this investigation special consultants on pier operations, foundation conditions and mechanical handling equipment were employed to augment the regular Port Authority staff.

Public Interest in Rehabilitation of Hoboken Piers

The City of Hoboken has a specific interest in the rehabilitation of these piers, which were taken over by presidential proclamation in June, 1918 and have remained in the title and possession of the federal government ever since. The City has lost taxes, previously collected on these properties. In the two years previous to government ownership, taxes on the properties amounted to $95,236 in 1917 and $97,440 in 1918.* Much more important, however, the community has suffered a loss in business resulting from the destruction of three of the six original piers by fire and the gradual drifting away of the passenger steamship lines which formerly docked at Hoboken and contributed to employment, retail business and the general enhancement of ratables.

Piers 5 and 6 were destroyed by fire on August 24, 1921. (Figure 1) Pier 4 was destroyed by a second fire on August 11-12, 1944. (Figure 2) None of these piers have been replaced.

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* As recorded by the Hoboken Department of Revenue & Finance office, excluding small sums for interest on account of late payment.

In a pamphlet issued by the Hoboken Chamber of Commerce, prior to the second pier fire in 1944, it was estimated that employment at the marine terminal had already been reduced by 75% with an annual loss in local retail trade of $6,000,000 and an annual loss in real estate rentals of $720,000.

It has been impossible in our survey to verify these figures but it is clearly apparent that there has been an adverse effect on employment, trade, ratables and other measures of prosperity in the community as a result of the reduction of the waterfront's usefulness and value.

The population of Hoboken reached its peak figure in the census of 1910 and has declined ever since, as will be noted from the following table:

1890	43,648	1920	68,166
1900	56,364	1930	59,261
1910	70,324	1940	50,115

The assessed valuation of real property in Hoboken had fallen from $66,773,100 in 1919 to $58,808,800 in 1946.

Official census figures on retail trade are not available for the years prior to 1929, but in the decade from 1929 to 1939 retail store sales fell from over $24,000,000 to less than $20,000,000.

The number of wage earners in manufacturing plants reached a peak in 1919 of 15,933 and declined by 1939 to 10,230.

The officials of the Longshoremans Union estimate that present employment on the government waterfront piers averages about 500 compared with over 2,000 twenty to thirty years ago.

Before World War I these piers were the main terminals of some of the largest trans-Atlantic liners and from 1922 through 1927 berthed the Leviathan and other crack steamers of the United States Lines, Munson Steamship Company and Panama Line. But the piers now remaining are used

almost entirely for freight vessels, and the balance of the facilities are devoted to temporary ship repair purposes.

A valuable waterfront site which could be utilized and improved for the finest type of shipping is now demoted to a second rate terminal for freight ships and ship repair work.

The Port Authority sees a need for the restoration of this valuable terminal area not only in the interest of the prosperity of the Hoboken community but also in the interest of the entire Port of New York and the nation. Hoboken is strategically located in a central position in the New Jersey-New York port area on the Hudson River, the most important waterway for commercial shipping in the entire port. Transportation developments of recent years have enhanced the accessibility of the Hoboken waterfront, and have made its location more desirable than ever. The completion of the Holland Tunnel and the Lincoln Tunnel has had the effect of placing Hoboken within a few minutes drive of the principal hotel and business sections of Manhattan. It takes 20 minutes to reach Times Square from Hoboken by way of the Lincoln Tunnel, and 17 minutes to reach the Canal Street section of Manhattan by way of the Holland Tunnel.

The Hoboken piers are centrally located in New Jersey and are served by the tracks of the Hoboken Manufacturers Railroad, a terminal line with connections to all of the freight carrying trunklines.

The recent war revealed a shortage of piers available for commercial shipping and this condition has not been fully remedied. The now vacant Hoboken waterfront, formerly occupied by the three piers destroyed by fire, offers an outstanding opportunity for the construction of a modern pier terminal with excellent communications for rail, highway and waterborne traffic. As a result of its studies, the Port Authority proposes

to construct in Hoboken the most modern freight handling pier to be found on the North American continent.

The piers that remain, Numbers 1, 2 and 3, were built in 1902 as passenger terminals for the North German Lloyd Company. They were equipped with excellent headhouse facilities on two levels to give passengers spacious and attractive waiting rooms and ample space for steamship offices, customs, immigration and public health inspection. These double-decked pier sheds are too narrow for efficient operation merely as freight terminals. They vary in widths within sheds from 68½ feet to 79½ feet. (Figure 3)

To obtain maximum utilization and revenues, these piers must be rehabilitated and made attractive for passenger ships and combination passenger and freight ships. As a result of its studies, the Port Authority proposes to rehabilitate them as combination passenger-freight ship terminals, and add a $1,000,000 second level ramp along the inshore end which will permit buses, taxicabs and private cars with passengers and their baggage to move to and from the piers freely without interference with the ground level rail and truck traffic engaged in delivering and picking up freight and supplies. (Figure 4) A sprinkler system would be installed to eliminate the fire hazard which has proven to be so critical as to cause the complete destruction of Piers 4, 5, and 6. The Hoboken Dep't. of Public Safety presented a statement at Congressional Committee hearing on February 5, 1944, that the Fire Department had responded to 97 calls on these piers from 1917 to 1943.

Accomplishment of this program will require the investment of substantial sums of capital and a long time program of aggressive management.

The Port Authority's Responsibility for Development of Marine Terminals in New York Harbor

One of the primary purposes of the two states in setting up the Port Authority and entering into the Port Compact in 1921 was to handle just such marine terminal developments as are required at Hoboken. The preamble to the treaty between the two states recognized that a better coordination of terminal, transportation, and other facilities of commerce in the port would result in great economies benefitting the nation as well as the two states. It recognized, too, that the future development of such facilities would require the expenditure of large sums of money and the cordial cooperation of the two states in the encouragement of capital investment.

The Port Authority was given full power and authority to purchase, construct and operate terminal or transportation facilities including wharves, piers, slips, docks, bulkheads, warehouses, tracks, overhead appliances and all other kinds of terminal facilities and equipment.

In May, 1944, the State of New York transferred to the Port Authority the grain elevator and steamship pier at Gowanus, Brooklyn, which had deteriorated physically and required continual state contributions to keep it in operation. In the past three years under Port Authority management, this facility has been completely rehabilitated. A new pier has been provided at a cost of over $1,000,000. The State of New York has received $500,000 for the facility. The terminal and pier, functioning intensively in the handling of ships and cargo, are self-supporting.

At the request of the Commissioners of the City of Newark, New Jersey, the Port Authority made a study of the possibility of Authority financing, rehabilitation, improvement and operation of the marine terminal at Port Newark consisting of nearly 700 acres of property and 22 ship berths.

As a result, the Authority has proposed to enter into a 50-year lease of the facility. In this instance, the Port Authority has pledged itself to spend $11,000,000 in rehabilitation and improvement. The matter is now under active consideration by the Newark City Commissioners.

By statutory authority and practice the Port Authority has already undertaken rehabilitation and improvement of portions of the Port's water-front and is prepared to undertake other marine terminal projects in coope-ration with the two states and the several municipalities of the Port District.

The expansion and modernization of the American Merchant Marine has highlighted the need for up-to-date terminals to keep pace with the im-provement in shipping. The freight ships of the post-war Merchant Marine are larger and speedier, and have greater loading and discharge capacity than their predecessors. They require more pier space for stowage of dis-charged cargo and for accumulation of outgoing cargo than ever before. The growing proportion of pier deliveries by large size motor trucks increases the size of the areas necessary to maneuver vehicles within the pier sheds. The increasing use of mobile pier equipment such as pallets, fork trucks, tiering machines and light cranes requires more head room and a heavier floor construction.

Mr. Chester H. Marshall, Gulf Coast Director, War Shipping Admini-stration, in an address on October 21, 1943, summed up the needs of the post-war Merchant Marine in these words:-

> "Today, as in the days to come, a fast turn-around is all important. Wharves and docks must be of easy access with sufficient space to assemble and facilitate the hand-ling of freight both from the shore and from the water....
>
> "Better connections with rails will do much good. Our highway vehicles have been developed to a high degree. Dis-patch is the watchword. Check on our piers and docks. I dare say frequently they are hard put to permit a modern over-the-road truck to come down the pier on account of lack

of clearances, let alone room to turn around on the pier when they can get on it. Some of these trucks and trailers will reach up to 50 feet. The narrow pier is outmoded....

"Today, the mechanical aids to labor in all their efficiency call for wide unobstructed expanses of smooth, concrete surfaces and direct connections with other carriers. Ability to assemble on the wharf ready for loading the maximum of the right kind of cargo, weight or measurement, wet or dry, at the right time makes for more efficiency and maximum loading....

"Port time is a necessary evil and it must be minimized. Up to 40 or 50 per cent of a ship's active life is spent in port and this must be reduced. This can only be accomplished by the availability of the most modern of dock plants, and I am speaking from a national viewpoint of our ports as a whole".

All of this adds up to the need for providing wide piers with adequate head room,double-decked with truck access to the second level as well as the ground level. Hoboken presents an excellent opportunity for the creation of such a modern pier since there is a stretch of over 700 feet of waterfront available since the destruction by fire of three piers that previously occupied the area. (Figure 5)

The Maritime Commission, through its Post War Planning Committee, has recognized the need for new and modern pier facilities at Hoboken from the standpoint of the national commerce and the efficient handling of American merchant vessels. It has cited the Hoboken situation as an example of obsolescence that should be remedied.

"With regard to cargo handling on the dock, we must recognize that there is no shortage of piers in the United States; in fact, for normal peacetime commerce, we probably have a surplus. Most of our piers, however, are too narrow and they are generally unfit for mechanized operations. The Hoboken piers, owned by the Government and partially destroyed by fire, are only 79 feet wide. The pier of the future will be not less than 200 feet in width....

"Piers should be wide enough to allow plenty of room for laying out cargo and for the operation of motorized equipment. They should also be able to accommodate the motor truck. A good share of the cargo reaching shipside now comes in trucks which in many cases cannot get on the pier at all and in nearly all cases do not have sufficient room in which to operate. Trucks towing 10-, 20-, and even 30-ton trailers need more room to maneuver. They do not have this room on most of our wharfs...."*

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* "Postwar Outlook for American Shipping" - A Report Submitted to the U. S. Maritime Commission by the Postwar Planning Committee on June 15, 1946.

Port Authority Proposal

As a result of our studies we are convinced that the rehabilitation and improvement of the government piers at Hoboken will contribute to the advancement of the commerce and prosperity of Hoboken and the entire Port of New York district. We are convinced that the financing of such a development and its administration by the Port Authority are economically practicable if the United States Government and the City of Hoboken will cooperate to that end.

The Port Authority is prepared to undertake the financing of a $17,000,000 rehabilitation and improvement program of the Hoboken piers and to maintain and operate these terminals.

The Port Authority proposes a 50-year lease of the pier properties by the federal government to Hoboken at a dollar a year, in consideration of the taxes lost to Hoboken since 1918. This federal government-Hoboken lease would be subject to an agreement by the municipality to assign the lease immediately to the Port Authority. The Authority in turn will pledge itself to undertake the rehabilitation and improvement.*

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* A long-term lease instead of a transfer of title is suggested because it is in accord with the position of the Maritime Commission as expressed in past Congressional hearings on the subject.

See statement of Ney Evans, Attorney for the Maritime Commission, before the House Committee on Merchant Marine re H.R. 10536, 75th Congress 3rd Session, May 26, 1938. Referring to a proposal from the City of Hoboken that the piers be purchased or leased for $1.00 and in turn a sublease made to General Foods Corporation of Pier No. 4 for fifty years at $50,000, Mr. Evans said:

> "During the negotiations between the City of Hoboken and The General Foods Corporation, the Commission expressed an opinion that it was not in favor of disposing of the Hoboken pier property by sale, but was not unfavorable to a long-term lease provided the Government was protected."

At a previous hearing on August 8, 1922 on Resolution 254 before the Senate Committee on Claims in which Hoboken asked for a contribution in lieu of lost taxes, Mr. T. V. O'Connor, the Chairman of the U. S. Shipping Board, predecessor of the Maritime Commission, expressed the view that the docks should be turned over to a public body, either the Port Authority, the City of Hoboken or the State of New Jersey.

The federal government could retain the right of recapture of the pier properties in the event of a national emergency and for the duration thereof, subject to an agreement to undertake the reimbursement of the Port Authority for the charges on all outstanding bonds issued for the improvement.*

The 45,000 square-foot third floor of the headhouse in the rear of Piers 1, 2 and 3, which was constructed by the federal government during World War I, is now occupied by approximately 8,000 files of the Maritime Commission. This space could be made available to the Maritime Commission rent free, for as long as may be necessary.

The Port Authority would pay to the City of Hoboken a guaranteed annual rental of $50,000, and would enter into a partnership arrangement for the sharing of earnings above those necessary to secure the bonds issued for rehabilitation and improvement. Specifically, all net earnings above operating, maintenance, administration, debt charges and rent would be accumulated in a fund. After this fund exceeds 5% of the outstanding bonds, 75% of the net earnings would be paid to Hoboken.**

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* A striking precedent for the proposal to turn over government piers, no longer needed for national defense, is found in the situation at Charleston, South Carolina. An Army Port of Embarkation, comprising 1,350,000 square feet of terminal and berths for four ships was constructed in 1918-19 at Charleston. In 1936 this property was deeded to the City of Charleston and leased by it to a pulp and paper corporation. Under a recapture clause, the government took back the terminal property in 1941 and restored it to good condition. After the war, the terminal was turned back to the South Carolina Ports Authority on February 3, 1947 without charge.

$10,000,000 WAS SPENT BY U.S. DURING WORLD WAR II

** The $50,000 per annum guarantee is the maximum possible under the indicated net revenues. (See Appendix Exhibit 1). Bond interest coverage is only 1.11, at indicated net earnings. A guaranteed payment of $50,000 per annum is more than one-half of the tax payments of $97,440 collected in 1918, the last year in which the terminal was privately owned and operated.

Physical Plan of Rehabilitation and Improvement

Piers 1, 2 and 3 together with the first and second floor headhouses would be rehabilitated by replacing or recapping damaged piles, repairing fender systems, replacing damaged cargo doors, skylights and roofs, and installing a new sprinkler system and heating plant. In addition, over $1,000,000 would be spent in providing a three-lane ramp from Fourth Street running along the entire inshore face of the second level of the headhouse behind Piers 1, 2 and 3. The estimated cost of the improvements to this portion of the terminal is approximately $4,000,000.

These improvements would not only protect against the fire hazard but would reduce the rate of insurance. The obsolete heating system would be replaced by an economical and efficient unit. The ramp would provide complete freedom of vehicular access to the passenger levels of the piers and eliminate interference with rail switching operations, truck loading and unloading. It would also assure ample space for passengers, baggage and visitors on sailing and docking days.

Beneath this ramp, space would be provided for transferring freight destined to combination passenger-freight ships at the ground level by rapid and efficient use of fork trucks and pallets. This type of operation would keep the road trucks themselves off these narrow piers.

The most important feature of the Hoboken improvement is the proposed construction of the new Pier 4 in the southerly half of the terminal area in space formerly occupied by Piers 4, 5 and 6, which were destroyed by fire. This space is now used only for ship repair purposes. (Figure 6)

The proposed new Pier 4 is designed expressly to provide the maximum of dispatch and efficiency for the handling of freight between ships and rail cars and trucks. It would be 950 feet in length, providing

berths for two modern cargo ships on each side. The pier would be 330 feet wide over-all, with a double-decked center shed 288 feet wide, and an apron 30 feet wide on the north side, equipped with double railroad tracks. The apron on the south side would be 12 feet wide. (Figure 7)

The water slip on the south side would have a width of 200 feet, a wide area for maneuvering one ship past another, and berthing lighters and barges on the offshore side. The north slip from Pier 4 to Pier 3 would total 376 feet in width, one-half available to ships berthing at Pier 4 and the remainder to the southerly berths on Pier 3.

The ground floor of the pier shed would be partially divided in the center by three railroad tracks, depressed to place car doors at pier-floor level connecting directly with supporting yard tracks on the upland and switches to the Hoboken Manufacturers Railroad, a terminal line connecting with all trunk lines. Each of the central depressed railroad tracks would have a capacity of 16 cars at one spotting. The middle track would be used for switching, with cross-overs at convenient intervals to each of the other tracks.

One of the extraordinary features of new Pier 4 will be the excellent accommodation for maneuvering trucks inside of the pier to and from special berths assigned for loading and discharge of their freight. A complete U-shaped, one-way, 25-foot boulevard aisle for trucks is provided on each floor, with a separate entrance and exit. This aisle provides access to every part of the pier deck, and can be kept clear at all times for quick movement of vehicles.

The inside-shed area of the two floors of new Pier 4 will total 469,000 square feet, as compared with the 483,000 feet of shedded area in the combined present Piers 1, 2 and 3. In other words, the new pier will

double these existing Hoboken pier areas. In addition, space will be accessible at both levels while only the lower level of the present piers is available to vehicles.

On the lower floor of Pier 4, 208,000 square feet of space will be available for truck movement and for freight handling and stowage. This is exclusive of the space occupied by the railroad tracks in the center of the pier, as well as the outside apron.

The second floor will have an area within shed of 261,000 square feet. This is more space than is available on the first floor since there are no railroad tracks on the upper level. The entire second floor will therefore be accessible to trucks.

In back of each of the four berths at the pier, there will be room enough on the first and second levels to stow and handle 13,000 measurement-tons of steamship cargo. This is the equivalent of the largest cargoes carried by freight ships.

The new Hoboken Pier 4 will be one of the largest in the harbor, exceeded in shedded floor area only by Bush Terminal, Pier 6, in Brooklyn. It will be twice as spacious as the big Manhattan piers (Nos. 32, 88, 90 and 92, N.R.), operated by Moore-McCormack, French Line, Cunard and Agwi. The new pier will be two and one-half times the size of the big Fifth Street Pier of the Holland-America Line in Hoboken. The availability of this large marine terminal area for trucks and cargo will greatly expedite the loading and unloading of ships and will cut down turn-around time. The inside area will no longer be a limitation on the usefulness of the berth and ships can be kept busy at all times.

The truck boulevard, within the pier, the truck loading spaces and cross aisles will obviate the delays in waiting on line outside, which

has been one of the wasteful and difficult characteristics of war and post-war conditions at piers in New York Harbor (Figure 8). On the two floor levels, 120 trucks can be loaded or unloaded at one time, with ample space remaining for cross-aisle movement or straightaway progress on the "boulevard aisle". The usual confused mass of trucks, freight, and platform equipment, all trying to use the same portion of the pier, will be changed into an orderly operation. Trucks approaching the piers will no longer line up in River Street and contribute to Hoboken street congestion. Observations in June, 1947, indicated that from 40 to 52 trucks at one time, lined up on River Street in mid-day hours, with many more at peak hours. Under the Port Authority plan, these trucks will be handled inside the pier.

The truck approach to new Pier 4 is a broad roadway, ingeniously designed so that trucks for the second level move to the right up a two-lane 4½ per cent ramp, an acceptable grade for trucks. At the easterly end of the pier, beyond the end of the depressed central railroad tracks, a truck elevator is provided to make it possible for a truck to move from one floor to the other without going outside the pier.

In addition to the usual cargo masts to aid in rigging ship's gear, the proposed pier would be equipped with "A" frames above every door to permit vessel gear to hoist cargo across the 30-foot-wide apron on the north side to the upper level (Figure 9).

In place of freight elevators between the two levels, it is proposed to install electric hoists, ten on the outside adjacent to the ships, and four on the inside adjacent to the rail cars. Each hoist will have a capacity of three tons and will operate on a powered trolley, running on an overhead "I" beam. The outside hoist serving the vessel berths would

have a hinged section which can be lowered to a horizontal position extending across the apron. These hinged sections will make it possible to load and unload lighters even if the lighters are not equipped with handling gear of their own (Figure 10).

The inside hoists will run on beams extending over the rail-car platforms in the center of the pier, with 6' x 8' floor openings to permit pallet loads to be raised or lowered between rail car level and second floor (Figure 11).

On the north side of the pier, sufficient strength will be provided under the apron to support a gantry crane, capable of lifting 25 to 35 tons, if such an installation becomes desirable, particularly for handling shipping containers from flat cars or gondolas.

For ready communication between all sections of the pier, telephone service and pneumatic-tubes for documents will be provided.

The pier will be equipped with a ventilating system, sprinklers, water supply for ships, sanitary facilities, escalators, and heat in the offices in the headhouse. There will be electrical installations for service such as pier lighting, temporary ship lighting, operation of winches, fire pumps, rolling doors, battery charging for platform trucks, fire alarm and watchman's clock system.

The last vestiges of the fire-destroyed old Pier 6 will be removed, and certain temporary and obsolete buildings on the upland will be demolished. Paving will be restored and new trackage laid. Sheds and storage space will be made available for stevedore gear, pallets and fork trucks. There will be parking areas for automobiles used in connection with the pier operation.

Benefits to Hoboken and the Port of New York

Under this proposal, the City of Hoboken will reap substantial benefits. Over 45 acres of its most valuable area will be restored to local control and productivity. The Port Authority will guarantee the City a minimum annual income of $50,000 plus three-quarters of any net earnings after the improvement bonds are secured. It is estimated that this revenue would reduce the current Hoboken tax rate by about 72 cents per $1,000, and would be equivalent to restoring close to $1,000,000 in ratables to the tax rolls.

More important will be the general economic benefits to the community as a result of the restoration, development, full utilization, and efficient operation of this waterfront. The pier rehabilitation and construction program will provide a million man days of employment. The pier operations themselves will increase payrolls, retail sales, property rentals and ratables. It is estimated that the new terminals will attract 125,000 passengers and 2,668,000 revenue tons (1,212,000 long tons) of steamship freight annually as compared with practically no passengers at all, and only 600,000 long tons of freight under present physical and operating conditions.

What value to Hoboken - Transients ?

Under the Port Authority proposal for the Hoboken pier improvement, one of the most valuable sites in the harbor will again be utilized to full capacity to serve the pressing need for modernized piers in the Port of New York. New Pier 4 will be one of the largest and most efficient waterfront installations in the harbor. It is believed that it will set the pace in pier efficiency through modern design, rapid turnover of ships and freight, and elimination of delays that tie up trucks and railroad cars. The availability of five railroad tracks on the pier, with direct connections to trunk line railroads, will ease the strain on available railroad lighterage equipment.

Benefits to the National Government

The Port Authority proposal will permit the establishment of an example of terminal modernization desired by the Maritime Commission and other federal agencies, without an expenditure of federal funds. The goal of speedy and efficient pier operations to meet the needs of the large, fast ships of the American Merchant Marine will be realized at Hoboken. The rising costs of stevedoring and expensive delays in ship turn-around can be countered by a marine terminal properly designed and equipped with every modern handling device. A terminal base for efficient handling of overseas supplies would be available in the event of a national emergency.

The federal government would be relieved of the cost of operating and maintaining Piers 1, 2 and 3 and of making expenditures for repairs and rehabilitation, which inevitably must be made if the terminal is to continue in federal operation.

The federal government showed an average "net operating return" of $132,000 above overhead, expenses, repairs, and improvements for the twenty-four years of its occupancy of the Hoboken piers from 1921 to 1945. But this return was shown only when the government failed to charge off depreciation or amortization and made no major improvements in the piers. In five of the 24 years, the government suffered an actual operating loss. As late as 1945, the total overhead expenses, repairs and improvements cost $313,961 or only $53,886 less than actual revenues from all sources. If the original cost to the government of $7,146,583, paid in 1918, had been depreciated or amortized over thirty years ($238,220 per annum), the operation would have shown an average loss over the twenty-four years of federal operation of $106,000 a year. In 1945 the loss would have been $185,800.

The properties as they now stand were seriously affected by the two disastrous fires of 1921 and 1944. The federal government, if it were merely to put the existing piers in proper condition, equip them with sprinklers, modernize the heating plant and provide adequate road access, would have to spend nearly $4,000,000. If replacement were made of the burned-out piers, an additional investment of $13,000,000 would be required. The Port Authority proposal would remove any further financial burden from the federal government. At the same time, it would provide modern terminals for the Merchant Marine and for future national emergencies.

Under the Port Authority plan, the Maritime Commission could continue to occupy 45,000 square feet in the third floor headhouse of Piers 1, 2 and 3 for offices and file storage. The parcels of property transferred during the period of federal occupancy to the Bureau of Entomology of the U. S. Department of Agriculture and the U. S. Post Office Department would continue in the possession of these federal agencies.

- - -

The Port Authority Commissioners and Staff will be available to furnish such additional information as the Commissioners of the City of Hoboken may require.

Respectfully submitted,

HOWARD S. CULLMAN	JOSEPH M. BYRNE, JR.
FRANK J. TAYLOR	ARTHUR WALSH
EUGENE F. MORAN	FRANK D. ABELL
BAYARD F. POPE	DONALD V. LOWE
S. SLOAN COLT	F. PALMER ARMSTRONG
CHARLES S. HAMILTON, JR.	HOWARD R. CRUSE

The survey on which this report is based was made by the Staff under the direction of AUSTIN J. TOBIN, our Executive Director. Assisting him in the supervision of the study were:-

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FRANK W. HERRING, Chief, Planning Bureau

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JOHN J. BERRY, JR., Attorney

FOR THE LAW DEPARTMENT

BILLINGS WILSON, Director
DAVID K. MILLIGAN, General Superintendent of Terminals
DANIEL N. MANDELL, Chief of Division of Surveys & Budget Control

FOR THE DEPARTMENT OF OPERATIONS

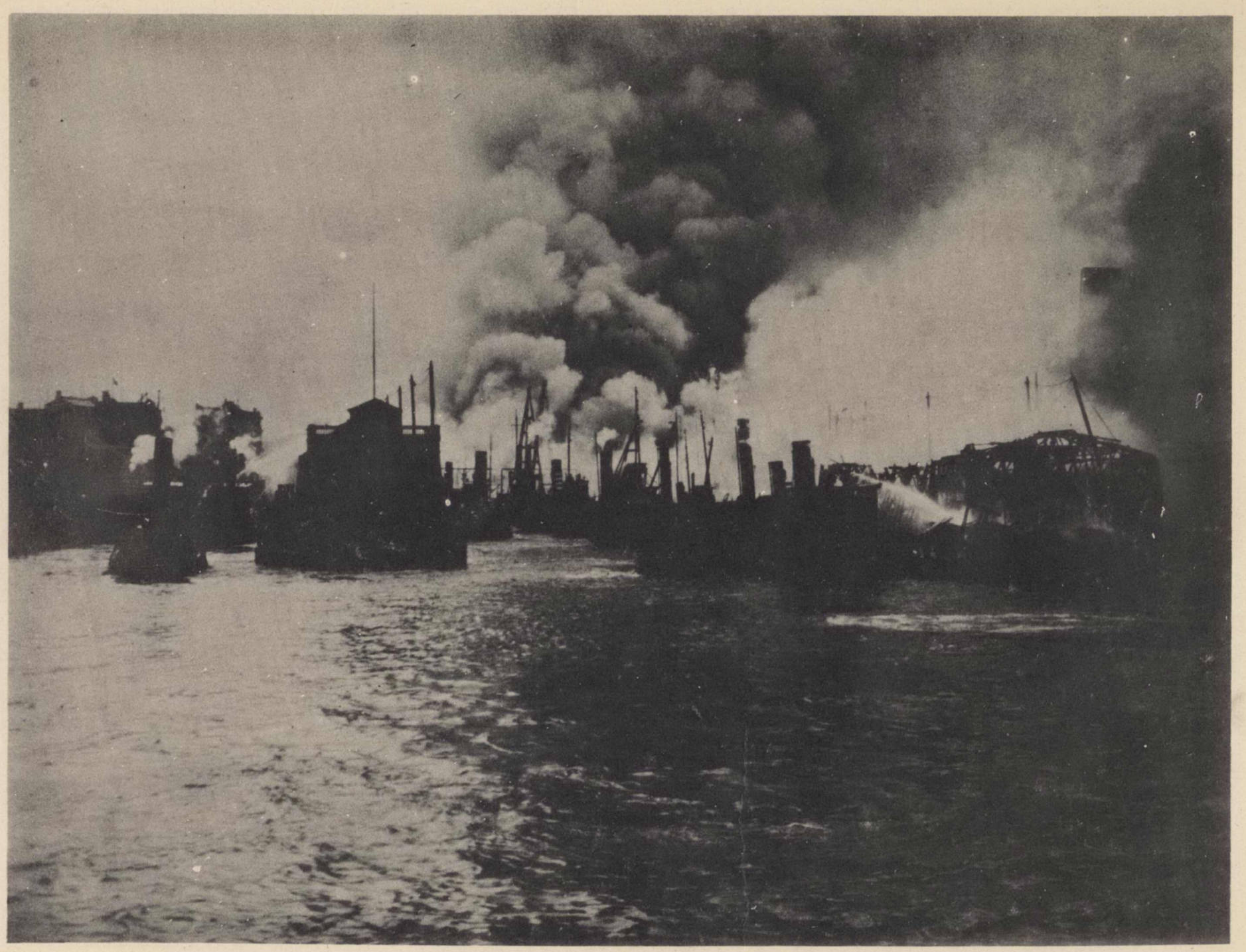
DAVID MCKAY, Acting Comptroller

FOR THE DEPARTMENT OF AUDIT & CONTROL

The following consultants assisted the Port Authority Staff in the survey:-

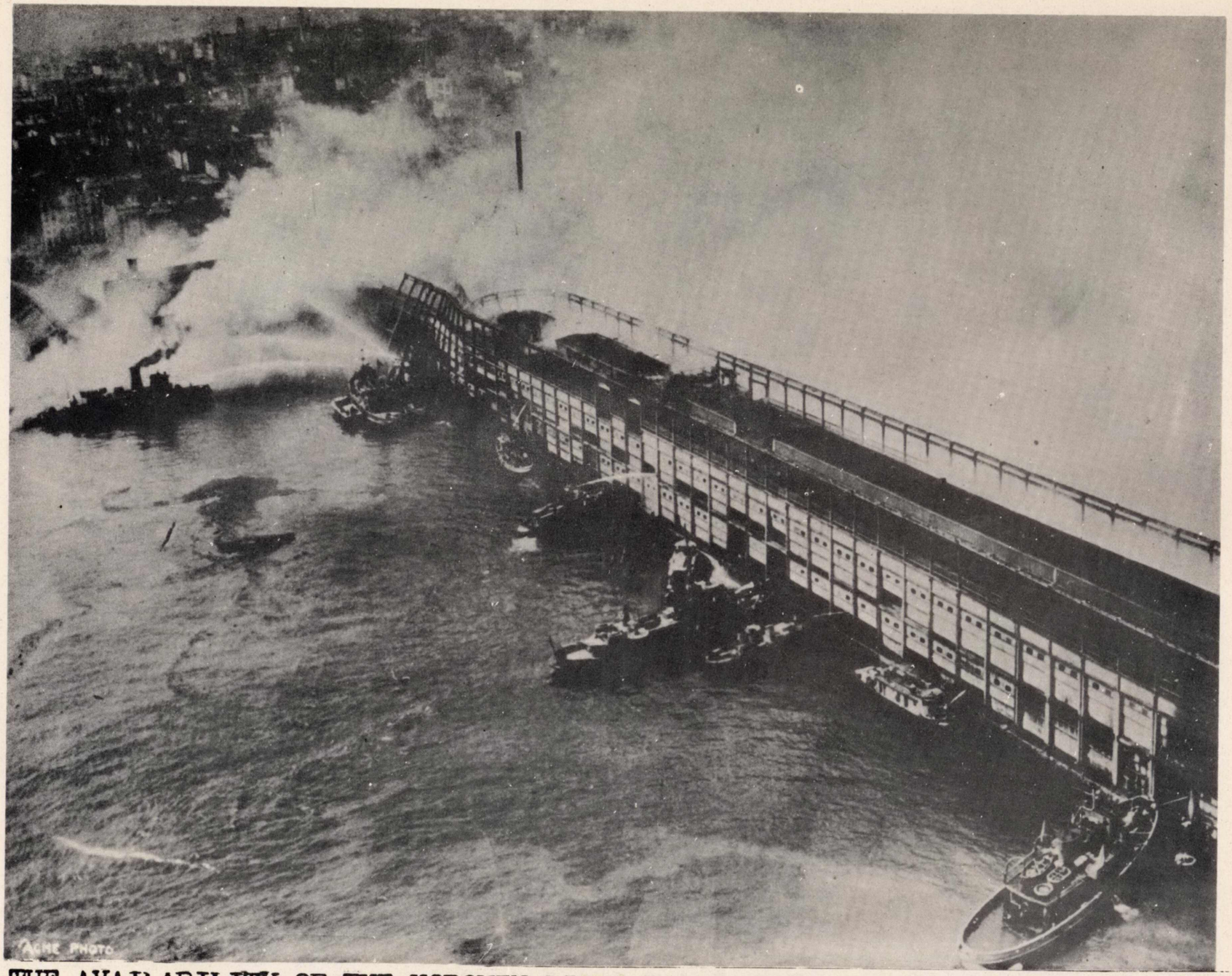
L. J. COUGHLIN, W. C. CROSBY, and ALBERT L. KING of Coughlin-Crosby Corporation.

The Port Authority Commissioners acknowledge with appreciation the cooperation given the Staff and Consultants by the Commissioners of Hoboken. They also wish to thank Mr. Howard J. Marsden, Director for Terminals, and Mr. Frederick W. Dickman, Special Assistant to the Atlantic Coast Director, of the U.S. Maritime Commission as well as the representatives of the Hoboken Chamber of Commerce, steamship companies, terminal operators and other businessmen who have assisted the Port Authority in this survey.



THE USEFULNESS OF THE GOVERNMENT PIERS AT HOBOKEN HAS BEEN SEVERELY CRIPPLED BY FIRES. ON AUGUST 24, 1921, FIRE COMPLETELY DESTROYED PIER 5 AND PARTIALLY DESTROYED PIER 6. A STACK OF THE "LEVIATHAN" WHICH WAS BADLY SCORCHED, MAY BE SEEN THROUGH THE SMOKE AT EXTREME RIGHT. THESE PIERS WERE NEVER REBUILT.

FIGURE 1



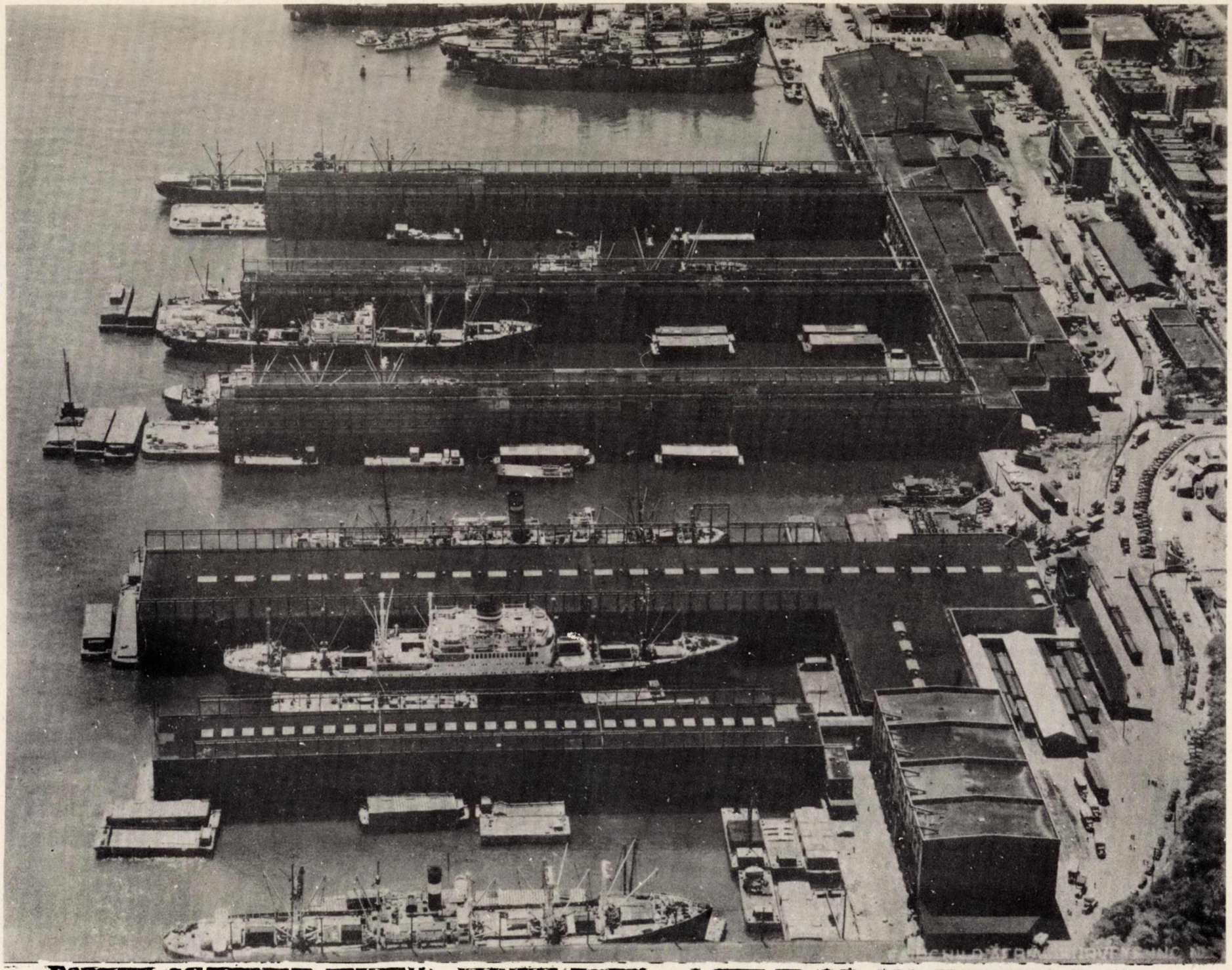
THE AVAILABILITY OF THE HOBOKEN PIERS WAS FURTHER IMPAIRED BY A FIRE ON AUGUST 12, 1944 WHICH WRECKED PIER 4, LEAVING ONLY THREE OF THE ORIGINAL SIX PIERS.

FIGURE 2



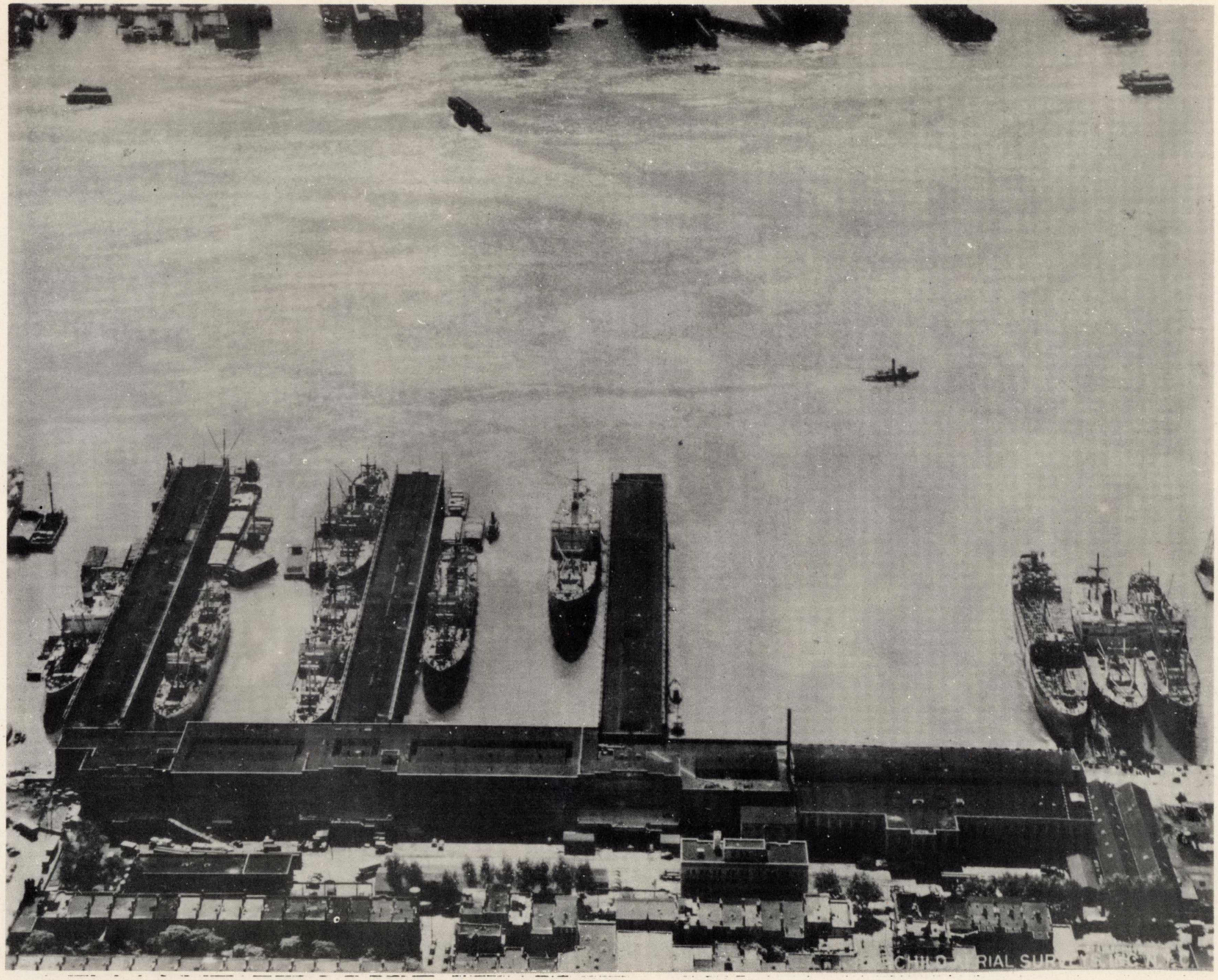
HOBOKEN GOVERNMENT PIERS 1, 2 AND 3 IN RIGHT FOREGROUND WERE BUILT IN 1902 FOR PASSENGER SHIPS. WITH SHEDS ABOUT 70 FEET IN WIDTH THEY ARE TOO NARROW FOR EFFICIENT USE BY LARGE VOLUMES OF FREIGHT AND LARGE MOTOR TRUCKS. THEY WILL BE RESTORED FOR PASSENGER-FREIGHT SHIP USAGE.

FIGURE 3



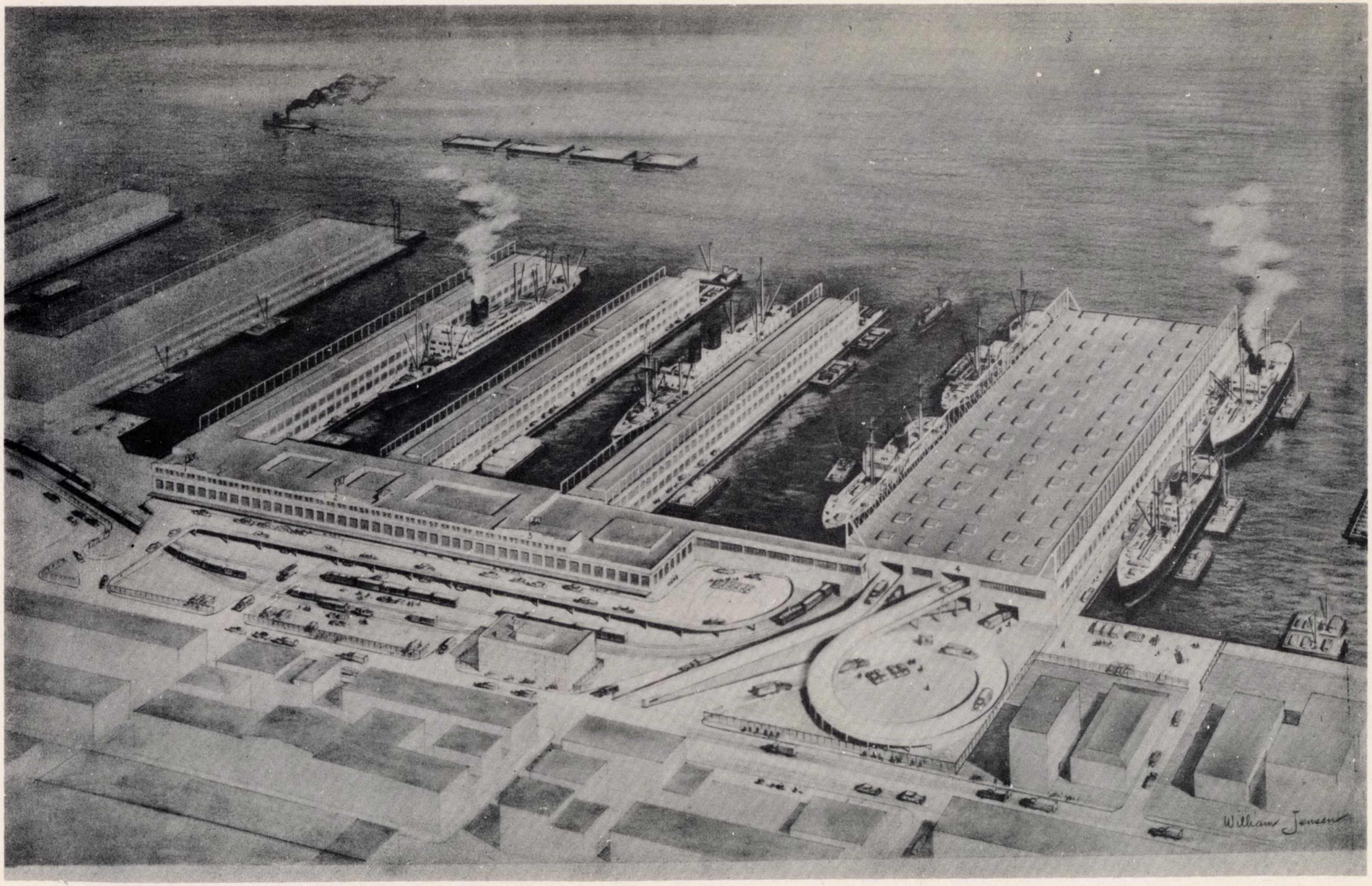
HOBOKEN GOVERNMENT TERMINAL LOOKING SOUTH. A NEW $1,000,000 VEHICULAR RAMP WOULD BE CONSTRUCTED FROM 4TH STREET (MIDDLE RIGHT OF PICTURE) ALONG THE SECOND LEVEL OF THE HEADHOUSE CONNECTING THE SHORE END OF THREE PIERS, TO GIVE QUICK ACCESS FOR PASSENGERS AND BAGGAGE ABOVE AND SEPARATED FROM THE GROUND LEVEL RAIL AND TRUCK OPERATIONS.

FIGURE 4



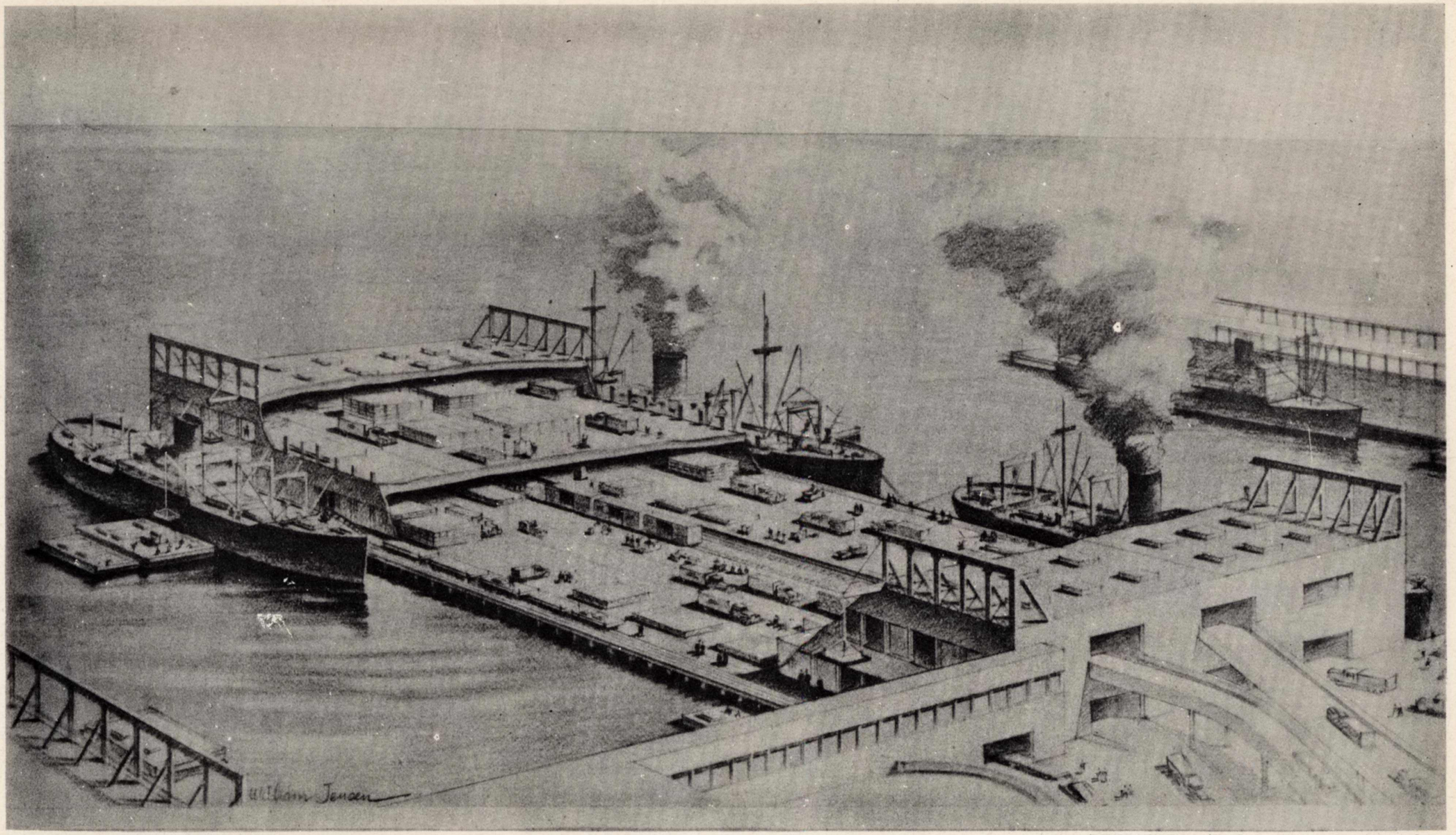
HOBOKEN GOVERNMENT TERMINAL, LOOKING ACROSS HUDSON RIVER TOWARDS MANHATTAN. IN RIGHT FOREGROUND, OVER 700 FEET OF VACANT WATERFRONT, FORMERLY OCCUPIED BY THREE PIERS DESTROYED BY FIRE, PROVIDES AN OUTSTANDING LOCATION FOR A SUPER FREIGHT PIER OF THE MOST EFFICIENT TYPE.

FIGURE 5



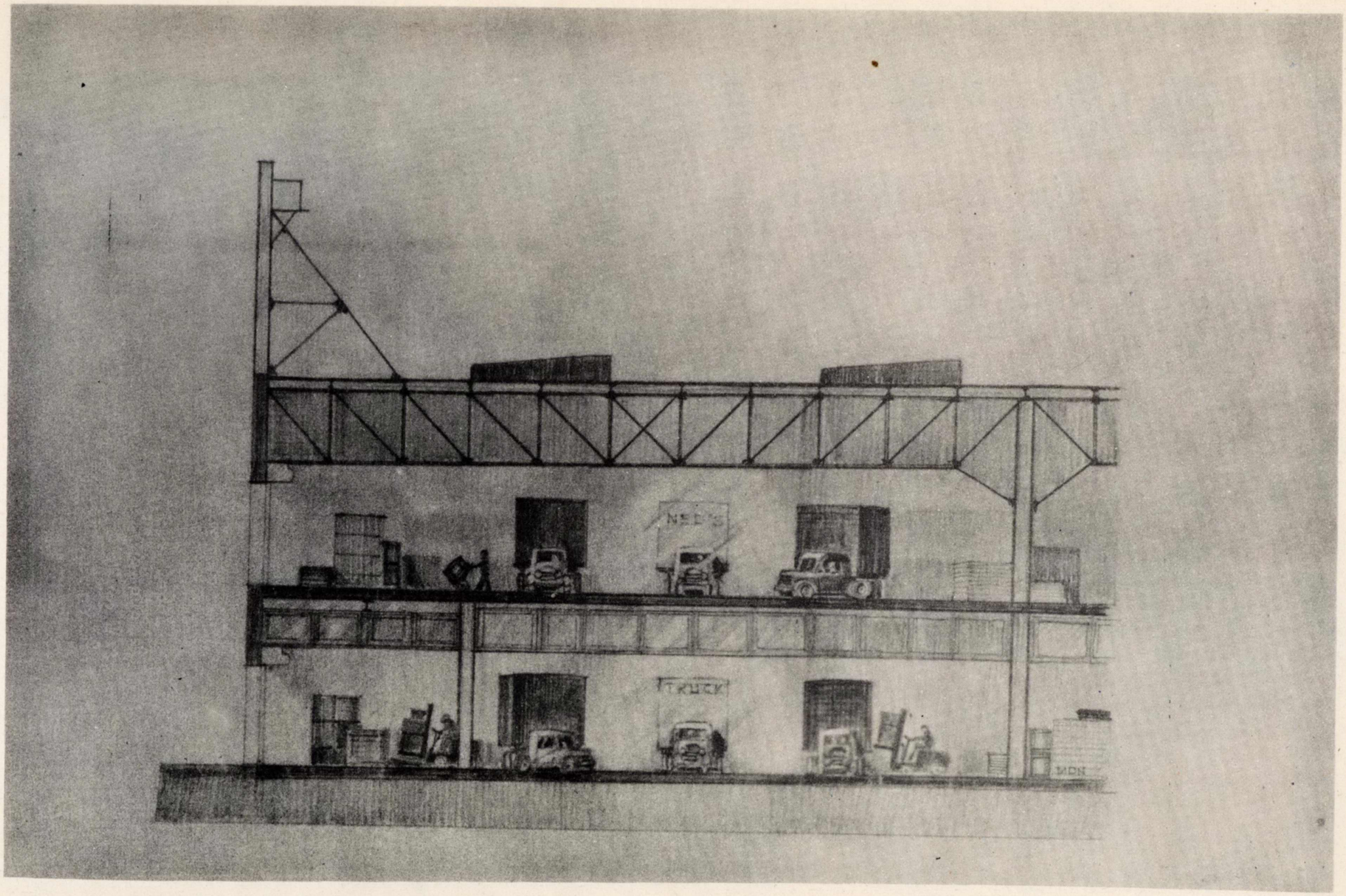
PROPOSED $17,000,000 IMPROVEMENT OF HOBOKEN PIERS. NEW PIER 4, RIGHT FOREGROUND, DOUBLE-DECKED WITH TRUCK ACCESS TO BOTH LEVELS, TO BE BUILT ON SITE OF OLD BURNED-OUT PIERS. NEW VEHICULAR RAMP TO SECOND-LEVEL OF PIERS 1, 2, 3 IN LEFT FOREGROUND WILL MAKE THEM PARTICULARLY ATTRACTIVE AND EFFICIENT FOR PASSENGER VESSELS.

FIGURE 6



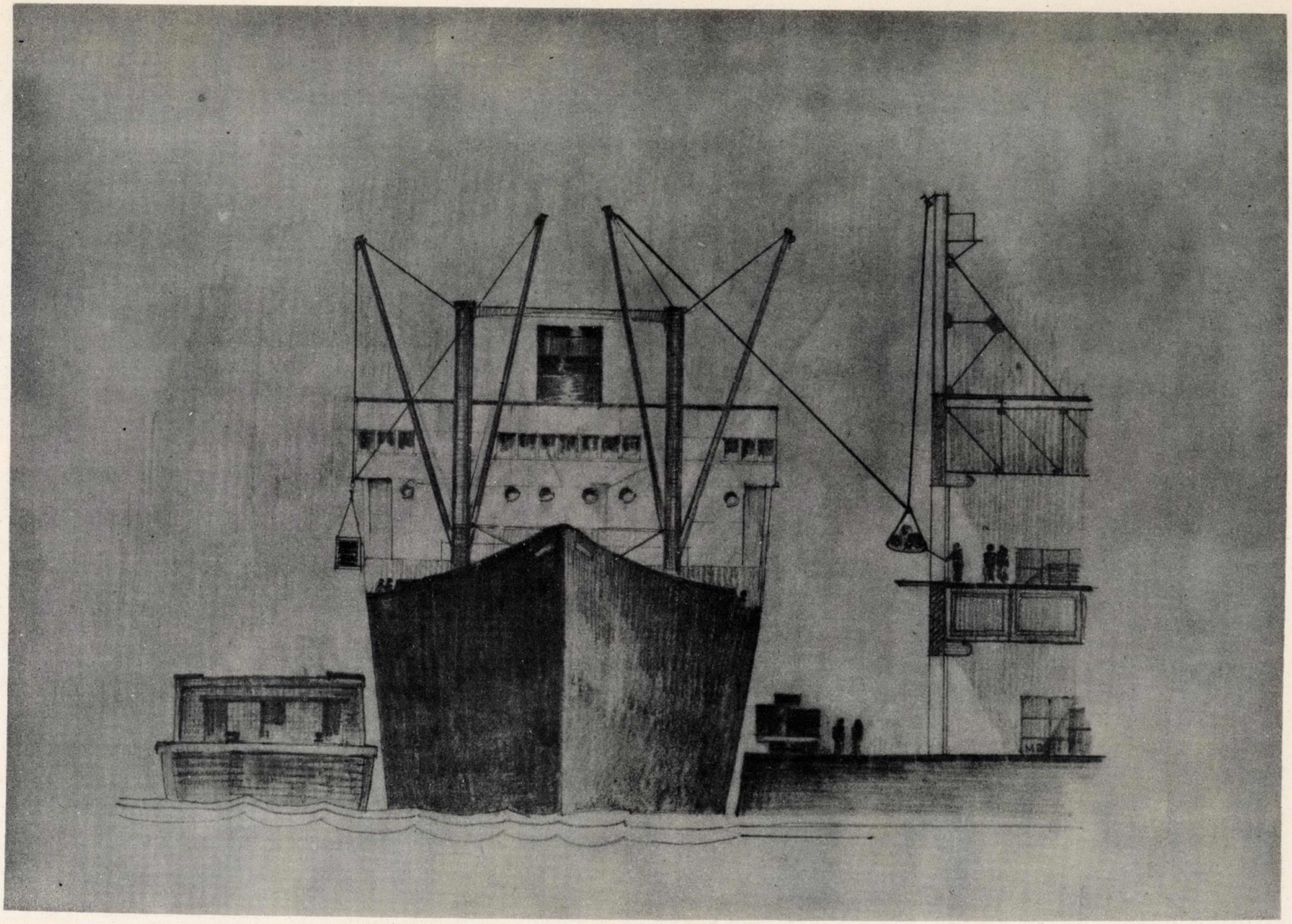
NEW PIER 4, 330 FEET WIDE, WITH WATER SLIPS OF 200 FEET OR MORE ON EITHER SIDE AND BERTHS FOR FOUR CARGO SHIPS AS WELL AS LIGHTERS. "U" SHAPED TRUCK BOULEVARD ON EACH FLOOR, WITH RAMP ACCESS TO SECOND FLOOR, GIVES UNIMPEDED ACCESS TO ALL PARTS OF PIER WITHOUT INTERFERING WITH CARGO OPERATIONS. SPACE OUTSIDE OF AISLES FOR LOADING OR UNLOADING 120 TRUCKS AT ONE TIME. THREE-TRACK RAIL SPUR IN CENTER DEPRESSED TO PLACE CAR DOORS AT DECK LEVEL, WITH TWO SERVICE TRACKS ON NORTH APRON, MAKING A TOTAL OF SEVENTY RAILROAD CARS SPOTTED AT ONE TIME.

FIGURE 7



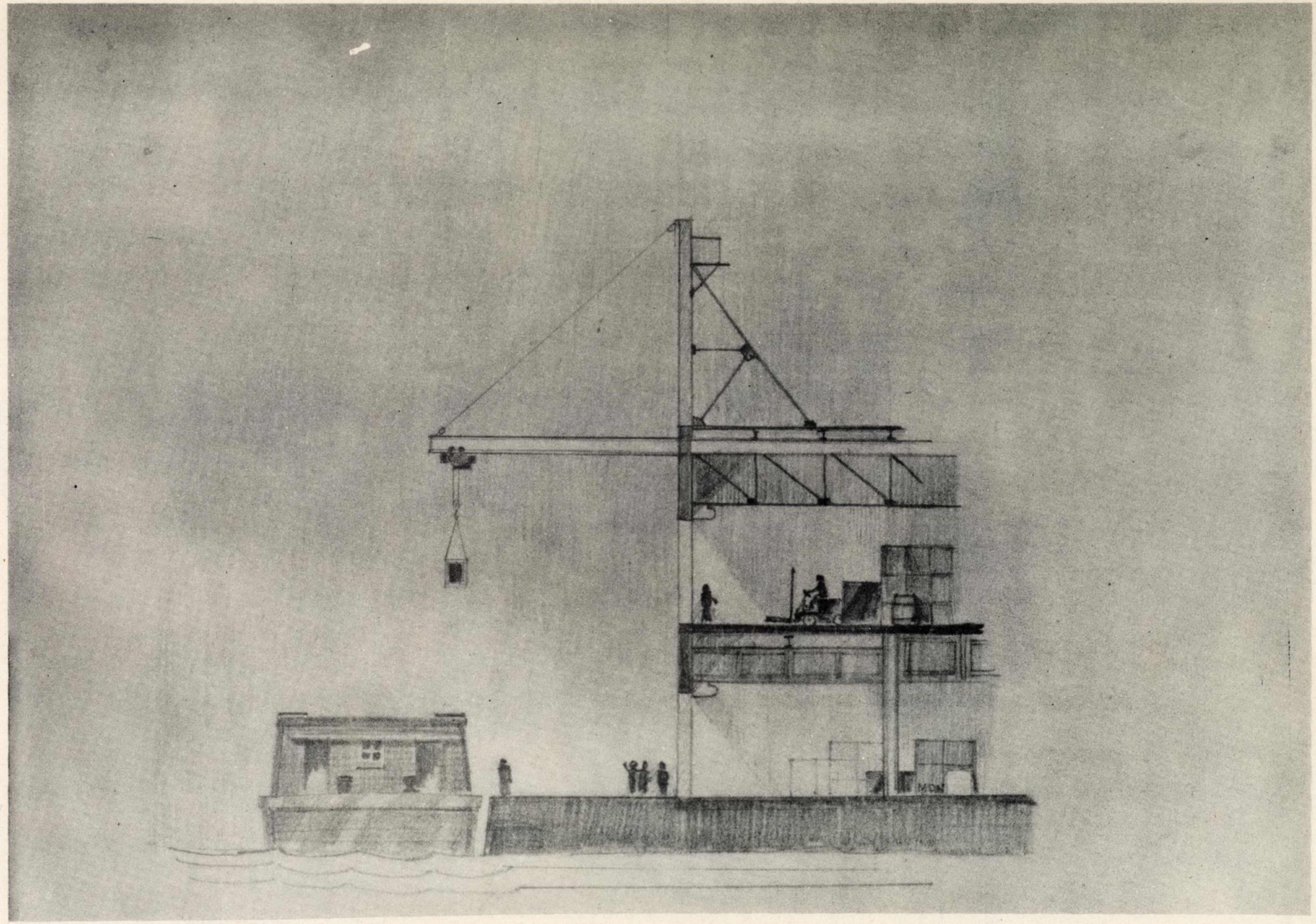
TRUCK BOULEVARD IN CENTER PERMITS UNINTERRUPTED TRAFFIC MOVEMENT WITHOUT INTERFERENCE WITH LOADING OPERATIONS ON EITHER SIDE.

FIGURE 8



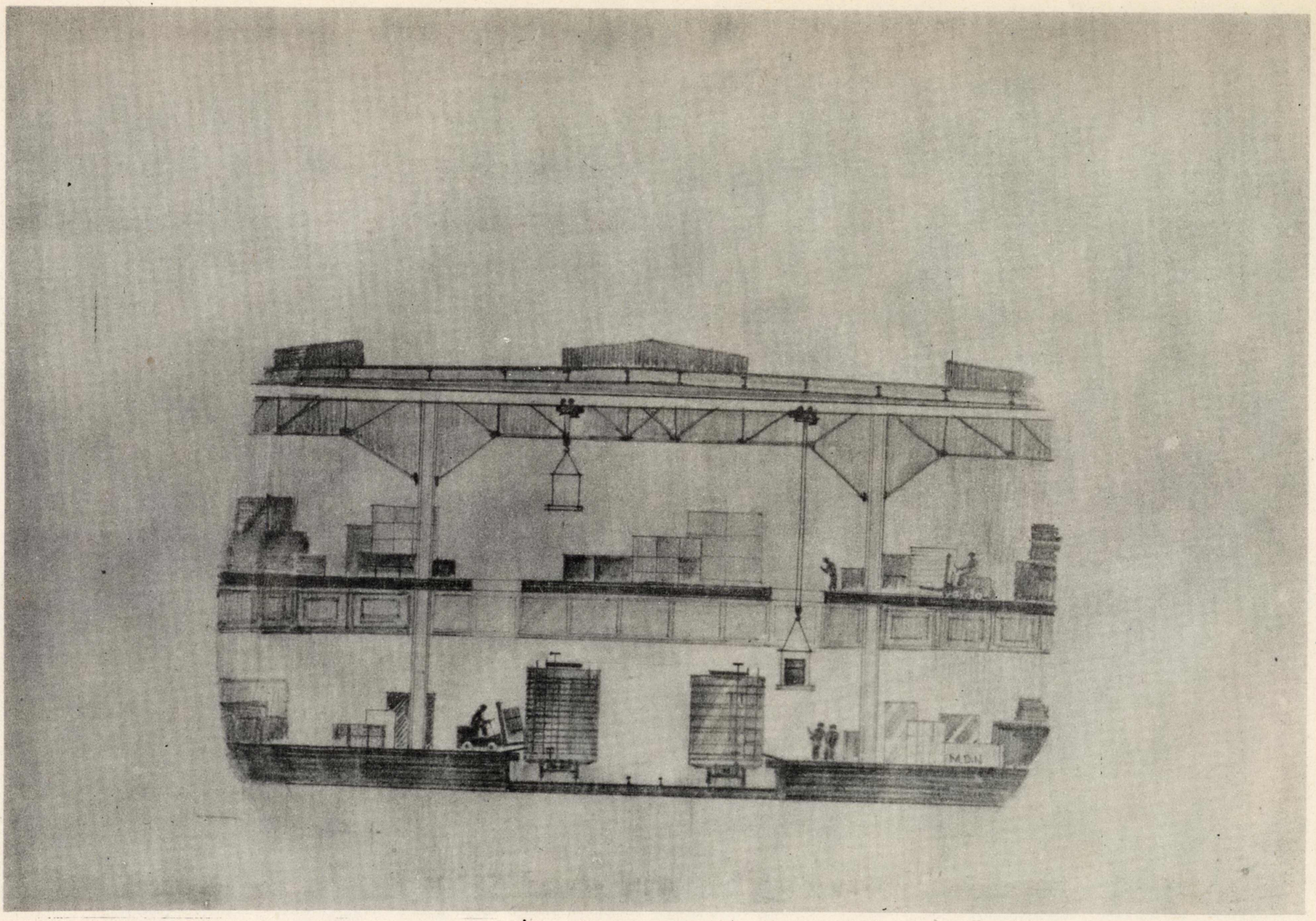
SHIP CAN WORK TO OR FROM EACH DECK LEVEL, CAR ON APRON TRACKS,
AND LIGHTER ALONGSIDE.

FIGURE 9



THREE-TON ELECTRIC HOIST ON HINGED "I" BEAM PERMITS UNLOADING LIGHTER TO PIER FLOORS WITHOUT REQUIRING DERRICK ON LIGHTER.

FIGURE 10



ELECTRIC HOISTS ON INSIDE OF PIER PERMIT HANDLING OF RAIL FREIGHT TO SECOND DECK AS WELL AS LOWER LEVEL. THREE TRACKS FOR RAIL CARS, WITH CENTER TRACK USED FOR SWITCHING.

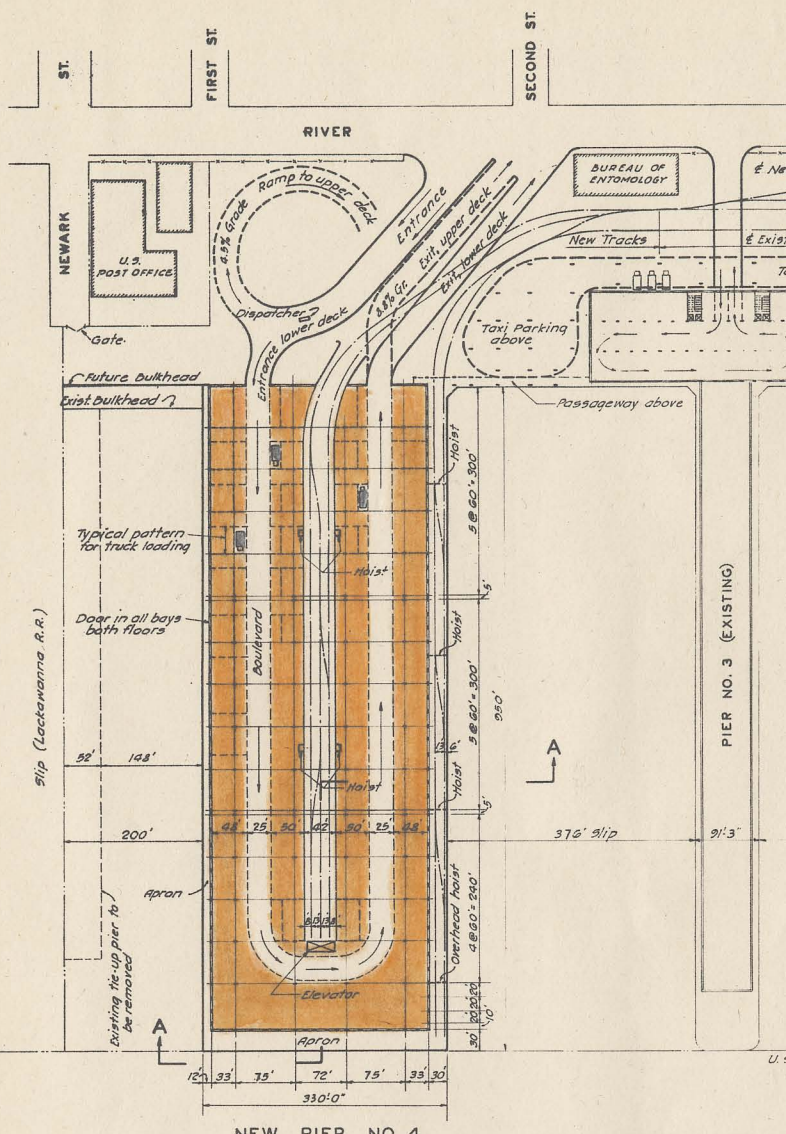
FIGURE 11

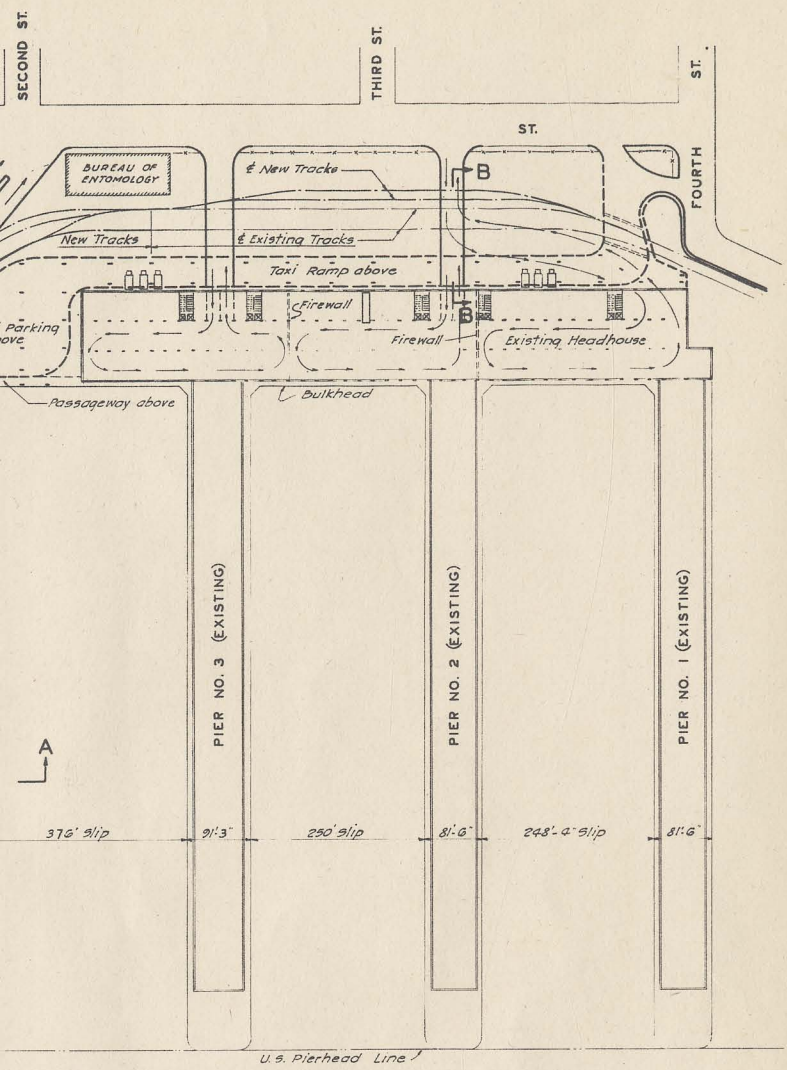
Appendix Exhibit 1

HOBOKEN PIERS

ESTIMATED REVENUES AND EXPENSES
(Until End of Bond Amortization)

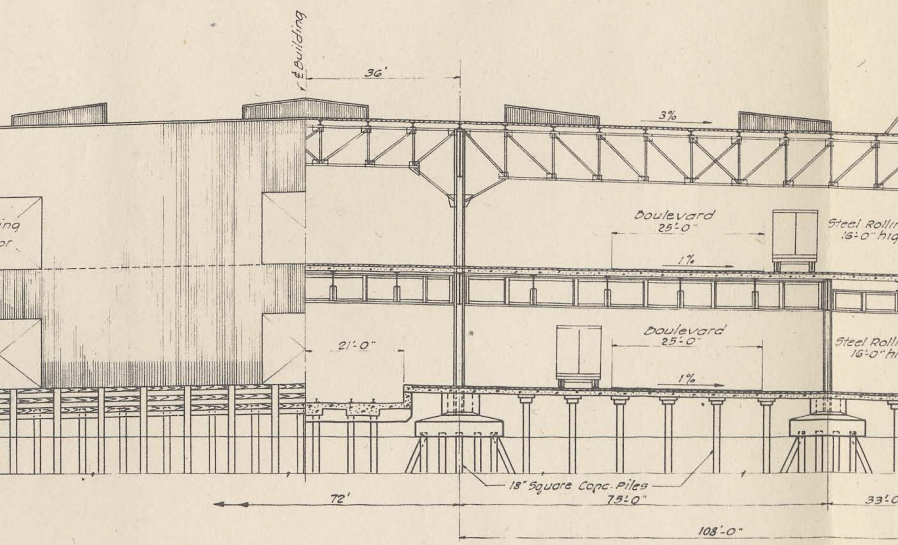
	Piers 1, 2 and 3	Pier 4	Total
Capital Investment	$3,870,850	$13,075,875	$16,946,725
Annual Debt Charge			
Interest at 2¼%	87,094	294,207	381,301
Amortization at 2.37% (30 yr.-2¼% comp.)	91,739	309,898	401,637
Total	178,833	604,105	782,938
Operation and Maintenance			
O & M (excluding Insurance)	249,564	192,897	442,461
Insurance	9,634	67,098	76,732
Port Authority Overhead	15,000	15,000	30,000
Total	274,198	274,995	549,193
Total Annual Cost	$ 453,031	$ 879,100	$ 1,332,131
Revenues			
Leases and Other Use Charges	$ 460,000	$ 735,226	$ 1,195,226
Carloading	--	56,672	56,672
Checking and Clerking	--	116,250	116,250
Miscellaneous Services	--	10,000	10,000
Rents and Concessions	25,000	--	25,000
Total	$ 485,000	$ 918,148	$ 1,403,148
Net Revenue	$ 31,969	$ 39,048	$ 71,017
Payment to Hoboken			50,000
Net for Reserves			$ 21,017


ST.
FIRST ST.
SECOND ST.
RIVER
NEWARK
U.S. POST OFFICE
Gate
Ramp to upper deck
4.5% Grade
Dispatcher
Entrance lower deck
Entrance
8.8% Gr.
Exit upper deck
Exit lower deck
BUREAU OF ENTOMOLOGY
New Tracks
Taxi Parking above
Passageway above
Future Bulkhead
Exist. Bulkhead
Typical pattern for truck loading
Door in all bays both floors
Slip (Lackawanna R.R.)
Boulevard
Hoist
5 @ 60' = 300'
PIER NO. 3 (EXISTING)
376' Slip
Apron
Existing tie-up pier to be removed
Overhead hoist
4 @ 60' = 240'
Elevator
200'
330'-0"
NEW PIER NO. 4
PLAN - LOWER
Scale 1" = 100'
Rolling Door
Apron
Fender Pile Cluster
SECT
NE
Sc



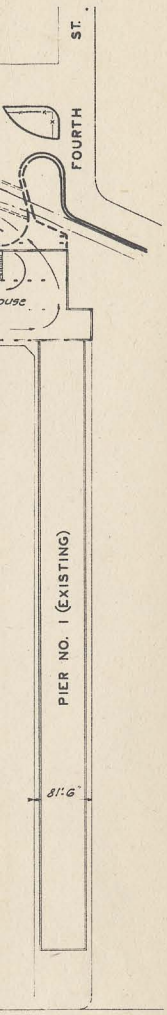
PLAN - LOWER DECK

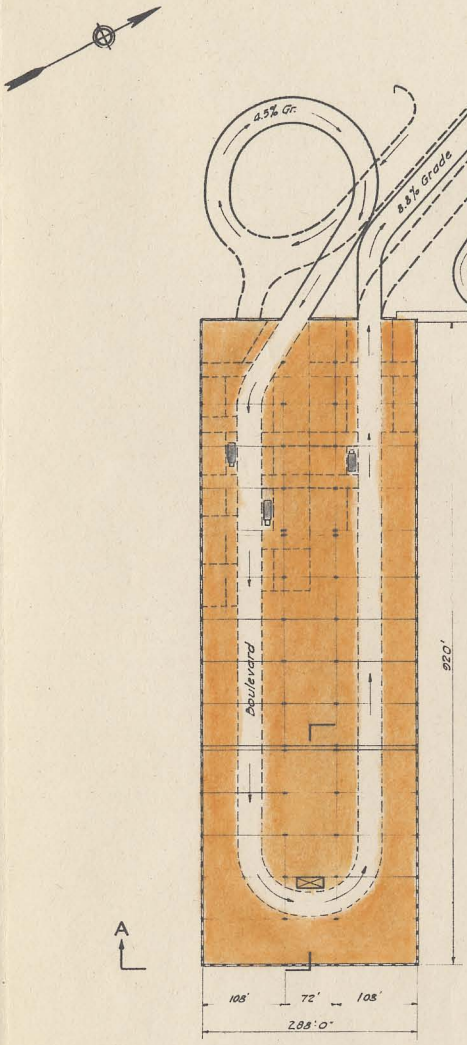
Scale 1"=100'



SECTION A-A
NEW PIER

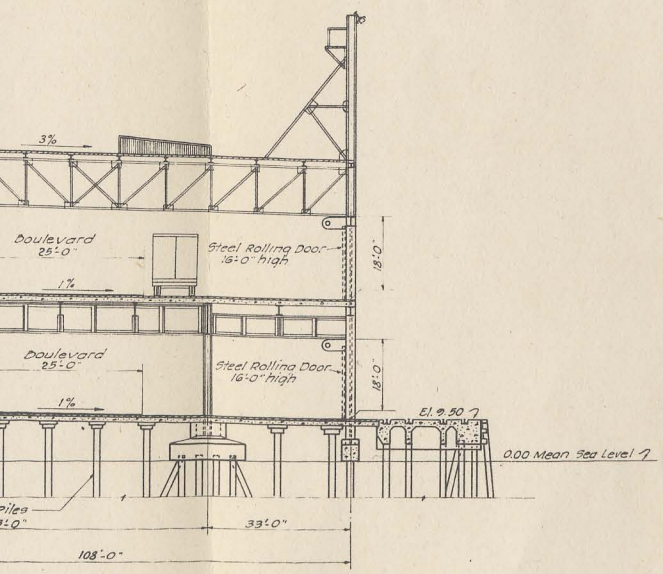
Scale 1"=1'-0"





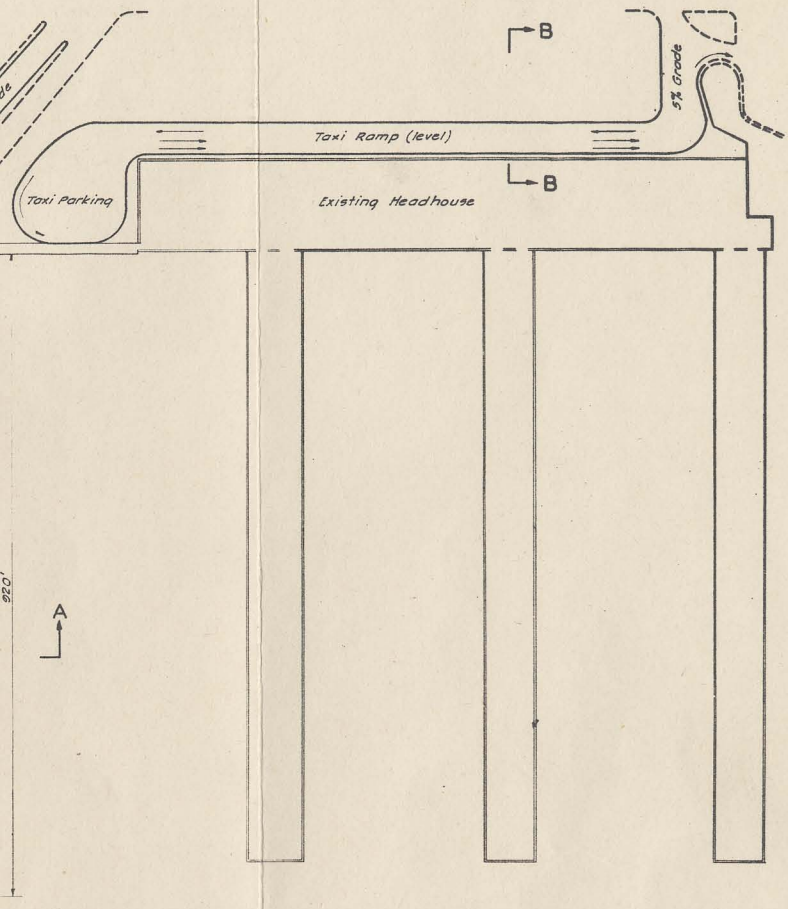
PLAN - U





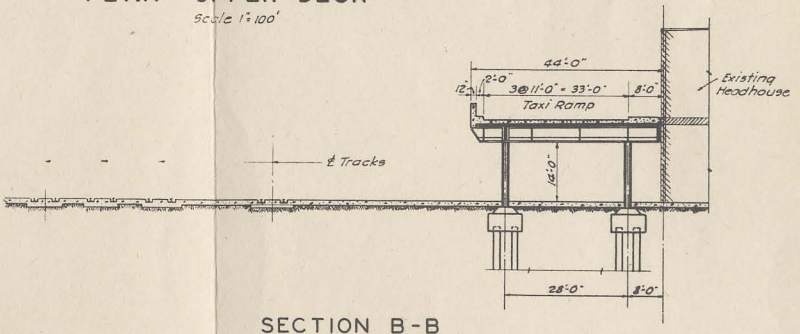
R. T. Schaefer
ENGINEER OF DES

JULY 10, 1947



PLAN - UPPER DECK

Scale 1" = 100'



SECTION B-B

Scale 1/16" = 1'-0"

R T Schaefer
ENGINEER OF DESIGN

JULY 10, 1947

THE PORT OF NEW YORK AUTHORITY

PIERS NO. 1, 2, 3 & 4 HOBOKEN, N. J.

PROPOSED NEW CONSTRUCTION

PLANS AND SECTIONS

SCALES AS SHOWN.

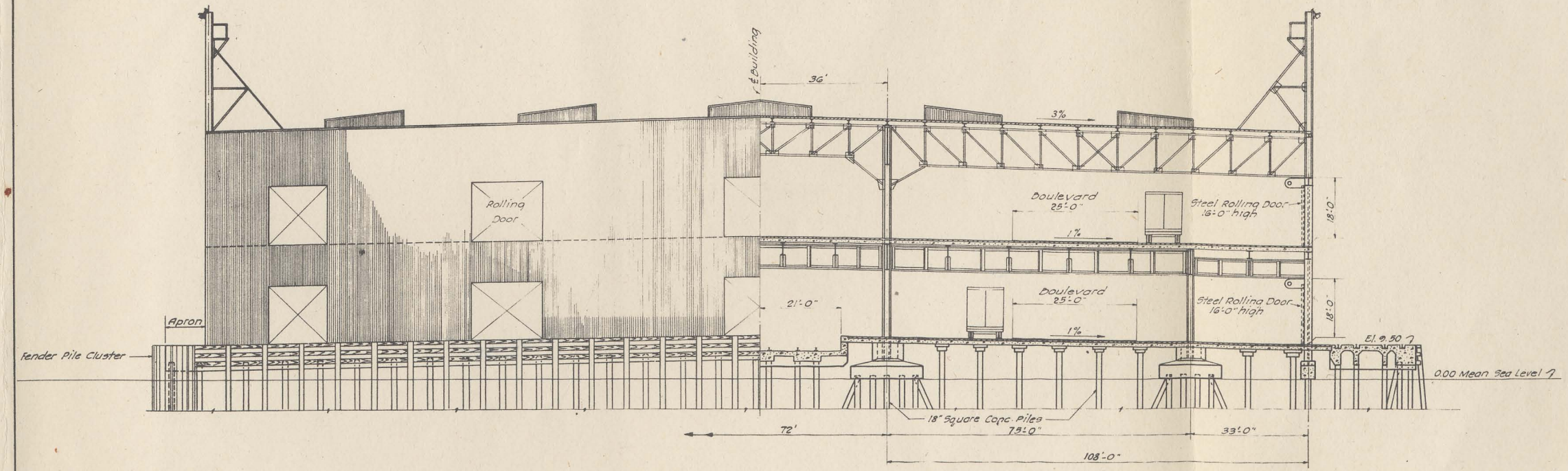
DRAWING NO. S-133

350'-0"

NEW PIER NO. 4

PLAN - LOWER DECK

Scale 1"=100'



SECTION A-A
NEW PIER

Scale 1/16"=1'-0"

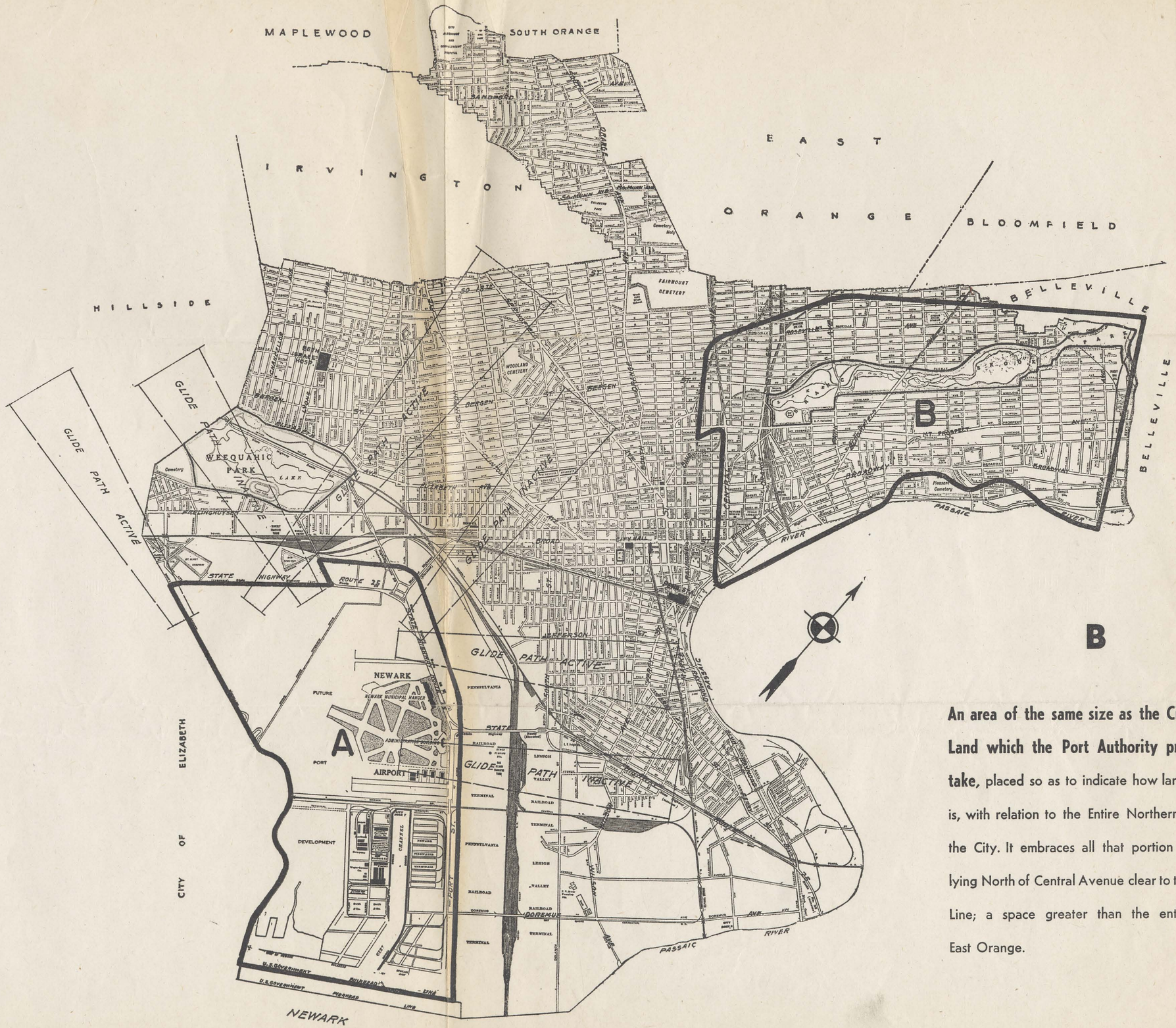
FOR STUDY

Refer to papers on file with City Clerk referred to by John Fallon in Jersey Observer issue of Sept. 17 - Page 11

A

The Actual Area of City Owned Property The Port Authority Proposes To Take

This comprises one-fifth of the City's total area, 2,600 acres in all, including the Airport, Seaport, and 1,300 acres ideal for Industrial Development. This does not include the unlimited amount of private property the Port Authority must take. All property taken by the Port Authority together with all Buildings, Factories and Warehouses placed upon it will be tax-exempt.



B

An area of the same size as the City Owned Land which the Port Authority proposes to take, placed so as to indicate how large this area is, with relation to the Entire Northern Section of the City. It embraces all that portion of Newark lying North of Central Avenue clear to the Belleville Line; a space greater than the entire City of East Orange.

FELIX FORLENZA
LAW OFFICES
MILITARY PARK BUILDING
NEWARK, N.J.
TELEPHONE MARKET 2 {7481 7482

September 11, 1947

Mr. Philip Healy,
Department of Public Works,
City Hall,
Hoboken, New Jersey.

Dear Mr. Healy:

I am enclosing herein the Ellenstein letter in reference to the Port Authority-Newark City matter, which I think you will find very interesting.

With kind personal regards, I remain

Very truly yours,

F. Forlenza

FF:VC
enc.

DEPARTMENT OF PUBLIC WORKS

CITY HALL
NEWARK 2, NEW JERSEY

49

MEYER C. ELLENSTEIN
DIRECTOR

August 14, 1947

Fellow Citizen:

Newark is about to make the worst mistake in the City's history, unless you and other Newarkers act to stop it. I refer to the pending deal, by which the City is to surrender possession and control of the entire Newark Seaport and Airport, embracing ONE FIFTH of the City's total area.

This deal is bad for Newark in every sense. I am convinced that if it goes through, the City will never recover from its disastrous effects.

I am writing in my official capacity as a City Commissioner to acquaint the people of Newark with facts which unfortunately are not generally known, because they have been obscured and suppressed by misleading publicity inspired by the Port Authority to rush the City into the deal.

I accept full responsibility for the truth and authenticity of all statements of fact expressed herein.

Sincerely yours,

M. C. Ellenstein

DIRECTOR

KNOW THE FACTS

Don't Let Your City Forfeit Its Future
The Welfare of Every Newarker is at Stake

Newark is threatened with the destruction of its property values and the sacrifice of its destiny as an industrial center. Prevention of economic ruin to the city depends on what you do to stop the pending deal with the Port of New York Authority.

The Port Authority Deal Means:

Surrender of One-fifth of Newark's Entire Area

Most people think that the pending deal involves only the airport. This is not so. It embraces one-fifth of the city's total area, equal in size to all that portion of Newark lying north of Central Avenue clear to the Belleville line,—a space greater than the entire city of East Orange.

Surrender of Newark's Great Seaport

The airport is only a fraction of the property involved. The Port Authority insists that we turn over, as well, all of Newark's seaport, with its inland channel built with many millions of dollars paid by Newark taxpayers.

Surrender of 1300 *Additional Acres of Valuable Industrial Property*

Not only the airport and seaport are to be given up by Newark, but the Port Authority deal requires that we give up also 1300 acres of city-owned industrial property, in the seaport and airport area, including 3 miles of waterfront property. This is the only area where the city can expand industrially,—the last remaining holdings that afford promise of increased employment opportunities for our residents, and of tax relief for our taxpayers.

We Lose the Port, But Remain Saddled With the Debt

Many people believe the pending deal means that the Port Authority will take over all of the City's obligations relating to Port Newark. This is far from the fact. The Port Authority has flatly refused to assume even the balance of the Port debt.

You and other taxpayers will be compelled to pay $14,400,000 to meet the balance of the Port debt over the next 23 years. Over the same period, the Port Authority guarantees only $2,650,000 in rentals.

We Part With the Property, But Must Continue Municipal Services

If the Port Authority takes this property, all of Port Newark will be cut off from the city for the next 50 years as effectively as if it were deeded away. Yet police and fire protection and road maintenance within this severed area must be furnished by Newark at the expense of the taxpayers in that portion of the city which is left.

Your Taxes Will Be Greatly Increased

The Port Authority admits it will need and must acquire additional privately owned Newark property outside the present Port area. It **absolutely refuses** to limit the amount of such property it will take during the next 50 years. Under the terms of the lease the Port Authority may exercise its legal power to take over any privately owned property in any direction, including the industrial Ironbound section, which is one mile from the airport. All property so taken will be tax exempt, resulting in the transfer of tremendous burdens upon the remaining taxpayers.

The City Must Expend $2,500,000 *For a Municipal Incinerator*

Deprived of the use of presently available disposal areas, Newark will have to build an incinerator estimated to cost $2,500,000.

Destructive Discrimination Against Newark Industries

Any factory, warehouse or other building constructed by the Port Authority or any of its tenants will also be tax-exempt. Taxpaying industries in the rest of the city will therefore suffer a serious disadvantage as compared with these specially privileged tax-free tenants. This would prove highly prejudicial not alone to industry but to labor throughout the city as well. The Port Authority has turned down our proposal to prevent such unfair competition.

Real Estate Values Will Drop

Modern authorities are emphatic in asserting that airports servicing present-day planes should be *at least three miles* from a populated residential area. This distance of three miles is necessary for the planes to reach a minimum allowable height of 500 feet for safety purposes. Our airport is only one mile from a thickly populated residential and apartment house area and only two miles from Broad and Market Streets. **No other airport in the country is so closely situated to populated residential and busy business sections.** The present location of the airport was selected over 20 years ago at a time when no one anticipated the possibility of huge transport planes like those now in use. By present-day standards the airport is misplaced. Particularly would this be true if it were expanded to the proportions the Port Authority proposes.

Authorities also agree that business and residential properties, particularly the latter, which are close to an airport, depreciate in value. At present, there are 130 planes clearing the airport each day. The Port Authority's program proposes to increase the number to more than 1000 daily plane movements within the city, with aircraft five or six times heavier than now. It also admits there will be two planes a minute during the rush hours of the day. With this tremendous activity over Newark's rooftops, huge depreciation of property values is inevitable. Frequency of plane operations with increased noise and vibration will be multiplied eight to ten times over the present. These factors alone will substantially increase Newark's already high tax rate.

Stunting Newark's Economic Development

Among the major cities of the country, Newark is relatively small in area, comprising 23 square miles. We are the second most densely populated city in America. Being hemmed in on all sides, the city can grow only in the air. Tremendously increased plane operations, as planned by the Port Authority, coupled with the closeness of the airport to the populated areas, will make it impossible to erect any tall apartment or business structures in the city. In fact, the proposed lease provides that the "city shall not erect or permit the erection of any hazards to avigation upon or above city streets * * * ". In turn, however, the Port Authority is not to be subject to the city's zoning, building, health and fire ordinances. In other words, the city regulations will not apply to the Port Authority at Port Newark; but Newark will have to meet the requirements of the Port Authority as to "hazards to avigation" throughout the city.

Newarkers Make Great Sacrifice—Others Benefit

Not more than 2% of Newark residents use the airport daily. In its present size, the airport is ample to serve all of Essex County and many miles beyond, both for commercial and passenger purposes.

The Port Authority's gigantic project, therefore, is designed **not for the benefit of Newarkers but for New York and other areas.** Newark is in no economic position to make the huge sacrifices which the Port deal requires, in order to enable the Port Authority to implement its ambitious program. This does not mean that we stand in the way of progress in the field of air travel. The city can continue to serve as an important link in the country's chain of airfields, without being consumed in the process. Under the pending proposal, we will not have an airport that is an adjunct to the city, but we will be left with a city that is merely an adjunct to an airport.

Newark Also Surrenders a $41,000,000 *Investment For a Guaranteed Rental of Only* $6,025,000 *in Installment Payments Over a Period of* 50 *Years*

Newark taxpayers have invested in the Port area $41,000,000 and **not** $18,000,000 as incorrectly claimed by the Port Authority. This does not take into account more than $16,000,000 which the Federal government has spent on the property. Of its $41,000,000 investment, Newark must still pay $14,400,000 which the Port Authority refuses to assume.

Newark Will Give Up $400,000 *Net Revenue Each Year*

Since the Port Authority will not assume the $14,400,000 remaining debt on the Port property, it remains a fixed charge to our taxpayers. The present annual net income from the airport and seaport is $400,000 over and above operation and maintenance costs. The Port Authority will receive the benefit of this $400,000 income yearly for 7 years, the length of time it insists will be required to complete the proposed $55,000,000 expansion program at Port Newark. Thus, during this period Newark is to give up an income of $2,800,000 in exchange for a rental of $100,000 per year.

If the city were to retain the airport in its present proportions, with existing runways (the lengths of which are far in excess of Federal requirements), it can make a capital improvement that would last 30 years. The bond retirement and interest on this expenditure could be paid out of the $400,000 present net yield and there would still be at least $160,000 left.

The Port Authority in its publicity campaign has created the general impression that acceptance of its offer would give tax relief, but as has been shown above this is farthest from the truth. On the contrary, it would have a devastating effect upon Newark's tax structure, as well as its future economy.

In view of all of the foregoing facts, the only sound course to pursue is to continue the present operations either by an Authority composed of local citizens who are primarily interested in Newark's welfare, or by a member of the governing body of the city.

That $48,000,000 *Myth!*

The Port Authority offer provides for a minimum rental of $100,000 per year for 9 years, and $125,000 annually for 41 years,—a total guaranteed payment of only $6,025,000 over a 50-year period. Newark is to get 75% of the profits, if there are any. The Port Authority estimates that the profits over the 50-year term will yield the city $48,000,000,—a fanciful speculation that is practically impossible of fulfillment. In view of the Authority's claims as to the profits it is sure it will make, why does it insist upon guaranteeing only $100,000 to $125,000 a year,—only 1/8 of the amount we are supposed to get if these profits materialized? The reason should be apparent to anyone having the slightest knowledge of airport operations.

There is not a single airport in this country or in the world that comes near meeting the cost of operation, maintenance, bond retirement and interest charges. Let us use as an example LaGuardia Field which cost $41,000,000 and is nearest to our own city. LaGuardia Airport has the benefit of the following advantages: a government grant of $21,000,000 upon which New York City pays nothing in interest or bond retirement; 700 daily plane operations,—almost twice the 400 operations for which it was designed; and the income from many visitors from all over the country, who patronize a variety of concessions at the field.

The Port Authority, which will be required to meet the payments on the $55,000,000 debt it proposes to incur at Port Newark, and which bases its estimates on capacity operations, does not have these financial advantages enjoyed at LaGuardia Field. Yet LaGuardia Airport, over the five years ending with 1946, had a deficit of $3,850,534. The total amount of gross receipts from all sources over the same five-year period was $3,743,075. It is interesting to note that the deficit was $107,000 more than the total receipts. If New York City had to make payments of principal and interest on its $21,000,000 Federal grant, this deficit would be at least $6,250,000.

Before Newark can receive anything above the nominal minimum rent of $100,000 to $125,000 per year, the Port Authority must do more than meet the full cost of operation and maintenance, bond retirement and interest. The proposed lease provides that even after, and **if**, all these charges are met, no additional rental above the minimum is to be payable to the city until the Authority has accumulated a reserve of 5% of all the outstanding bonds, including all the interest thereon. **If** and after this fantastic total has been attained in any year, Newark is to get, in the following year, 75% of the net profits for the year. Deficits of former years will be carried over annually as a charge against the income of succeeding years, before this wishful 75% division accrues. If the reserve falls below the required total of 5% of the Authority's Port Newark bonds, Newark will receive only the absurdly low minimum rental.

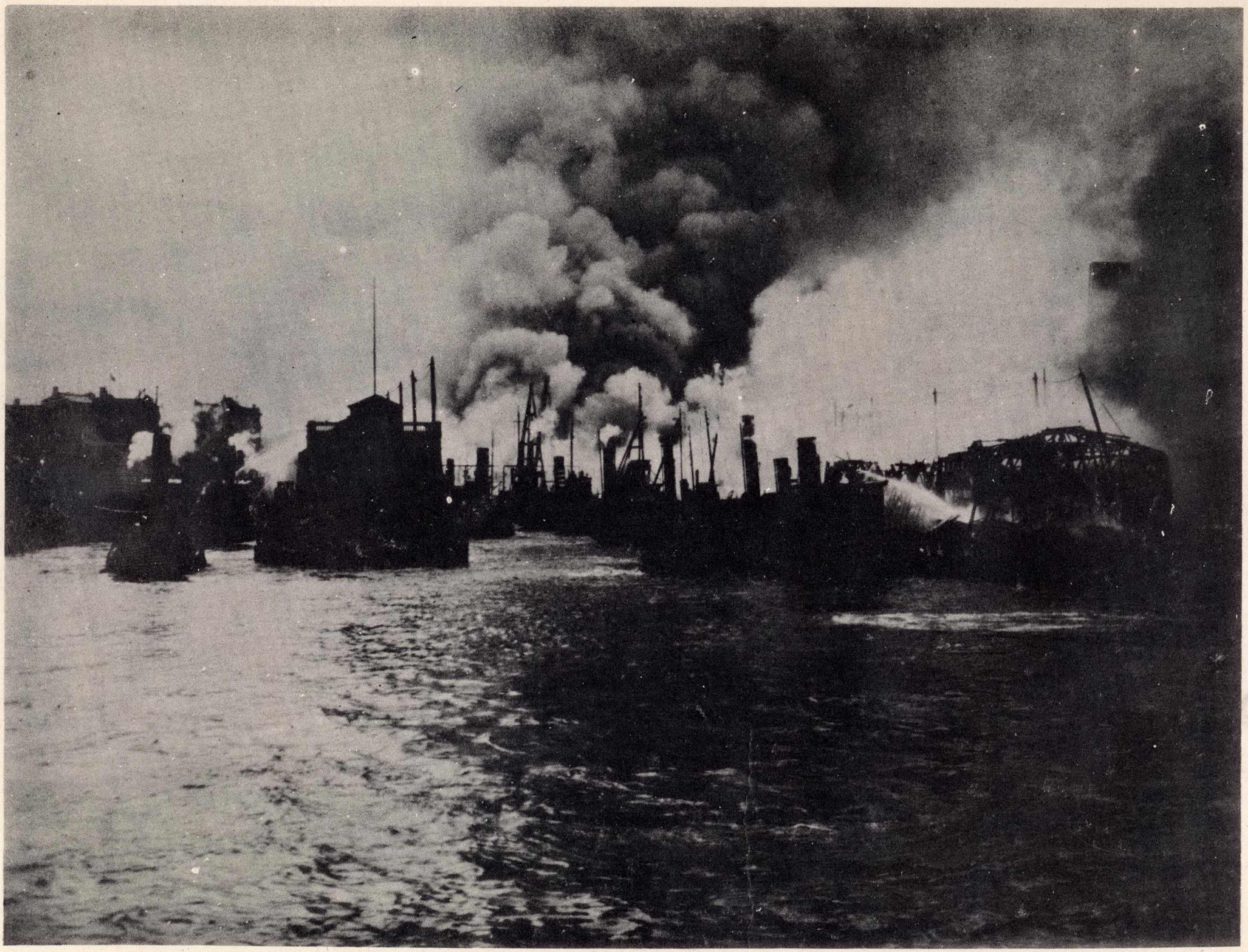
The Port Authority has full control over the amount it may spend for operations as well as the amount of bonds it may float. The prospects are such that I truly believe the city would fare better if it were to receive a percentage of the probable deficit instead of a percentage of the highly improbable, almost impossible, profits which the Port Authority offers to share with Newark. Ask yourself,—would you lease your property for fifty years to a tenant for any percentage of the net profits, after deductions for debt payments, if the tenant had full control of how much he could spend for "improvements" and how much debt he could incur?

Why should not the Port Authority give the city a percentage of the *gross* income, as provided in all percentage leases?

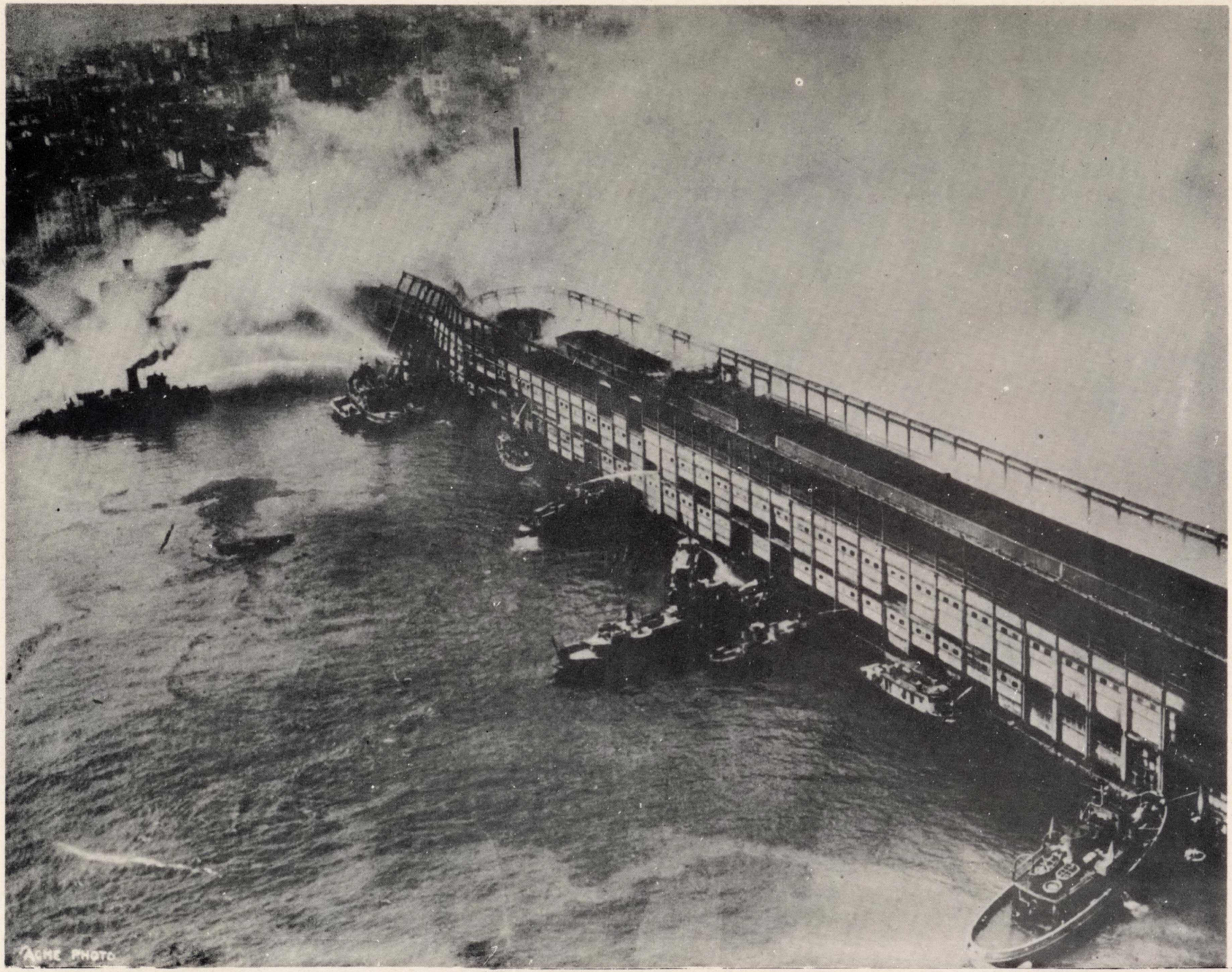
Why is the Port Authority willing to guarantee only the insignificant sum of $100,000 to $125,000 a year and yet hold out that the city will average $960,000 a year?

That the city will receive anything above the guaranteed minimum is a practical impossibility.

VOICE YOUR OPPOSITION TO THIS THREAT TO YOUR CITY'S FUTURE. THE WELFARE OF LABOR, COMMERCE AND INDUSTRY,—OF EVERY TENANT AND TAXPAYER IN THE CITY—IS INVOLVED.



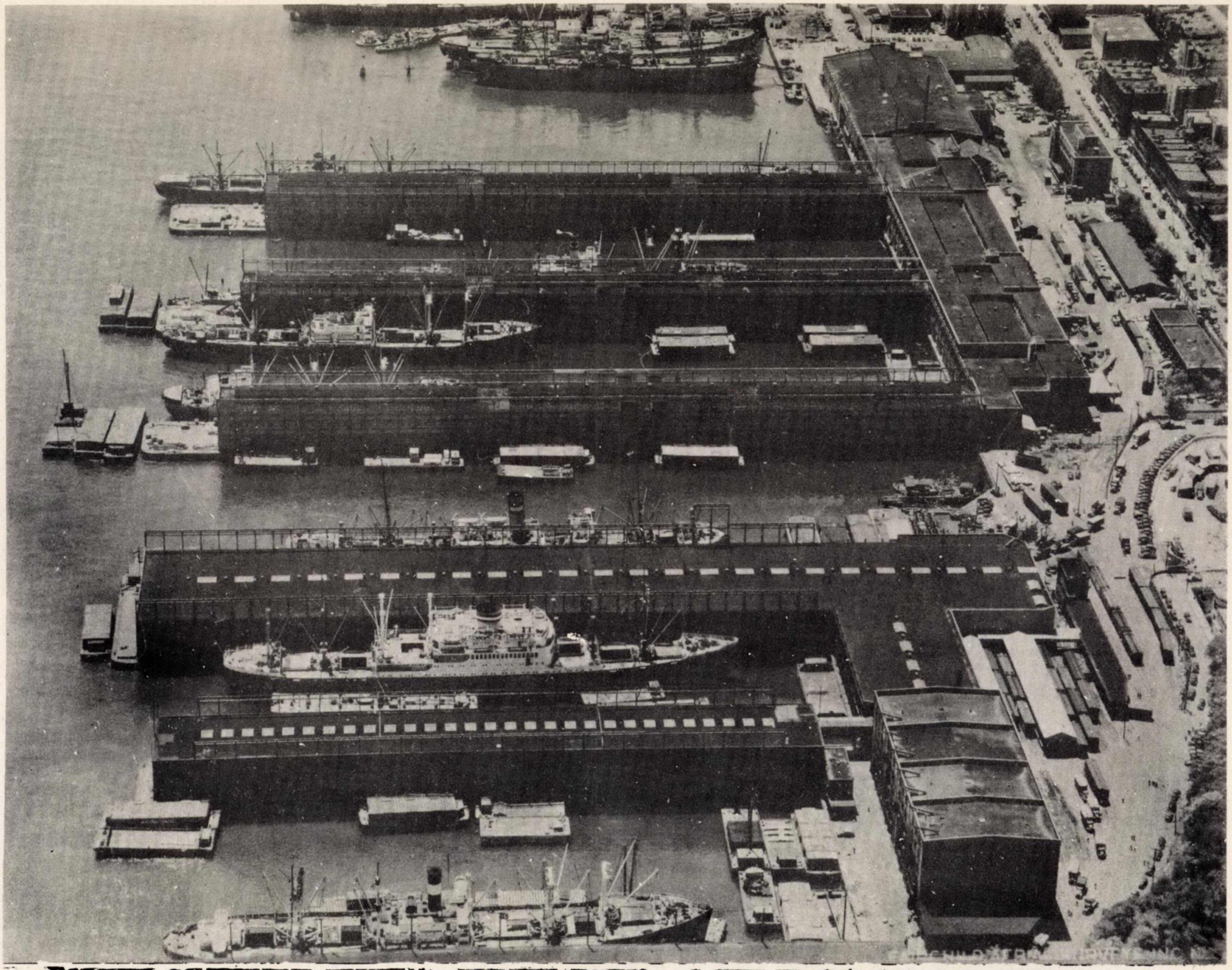
THE USEFULNESS OF THE GOVERNMENT PIERS AT HOBOKEN HAS BEEN SEVERELY CRIPPLED BY FIRES. ON AUGUST 24, 1921, FIRE COMPLETELY DESTROYED PIER 5 AND PARTIALLY DESTROYED PIER 6. A STACK OF THE "LEVIATHAN" WHICH WAS BADLY SCORCHED, MAY BE SEEN THROUGH THE SMOKE AT EXTREME RIGHT. THESE PIERS WERE NEVER REBUILT.



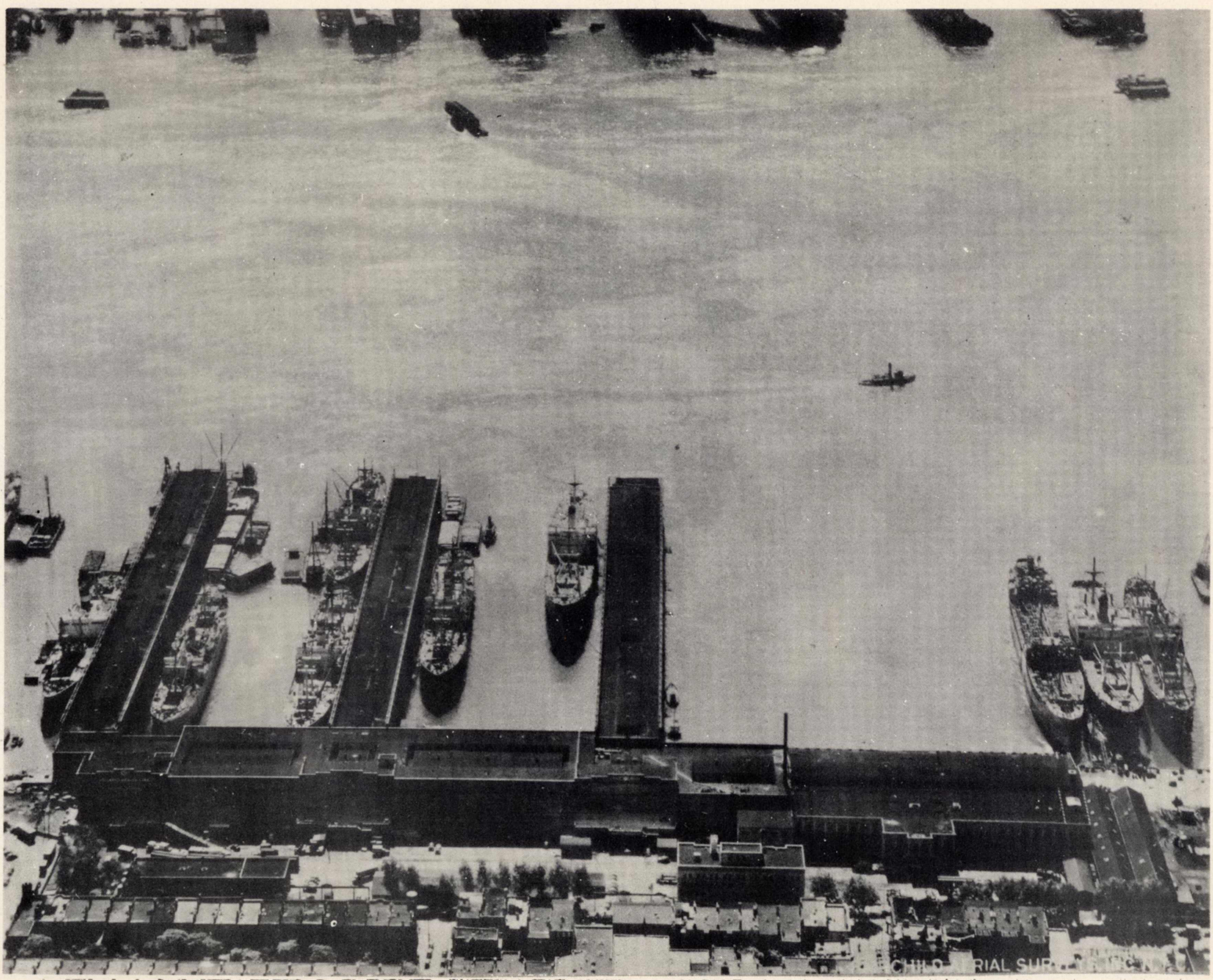
THE AVAILABILITY OF THE HOBOKEN PIERS WAS FURTHER IMPAIRED BY A FIRE ON AUGUST 12, 1944 WHICH WRECKED PIER 4, LEAVING ONLY THREE OF THE ORIGINAL SIX PIERS.



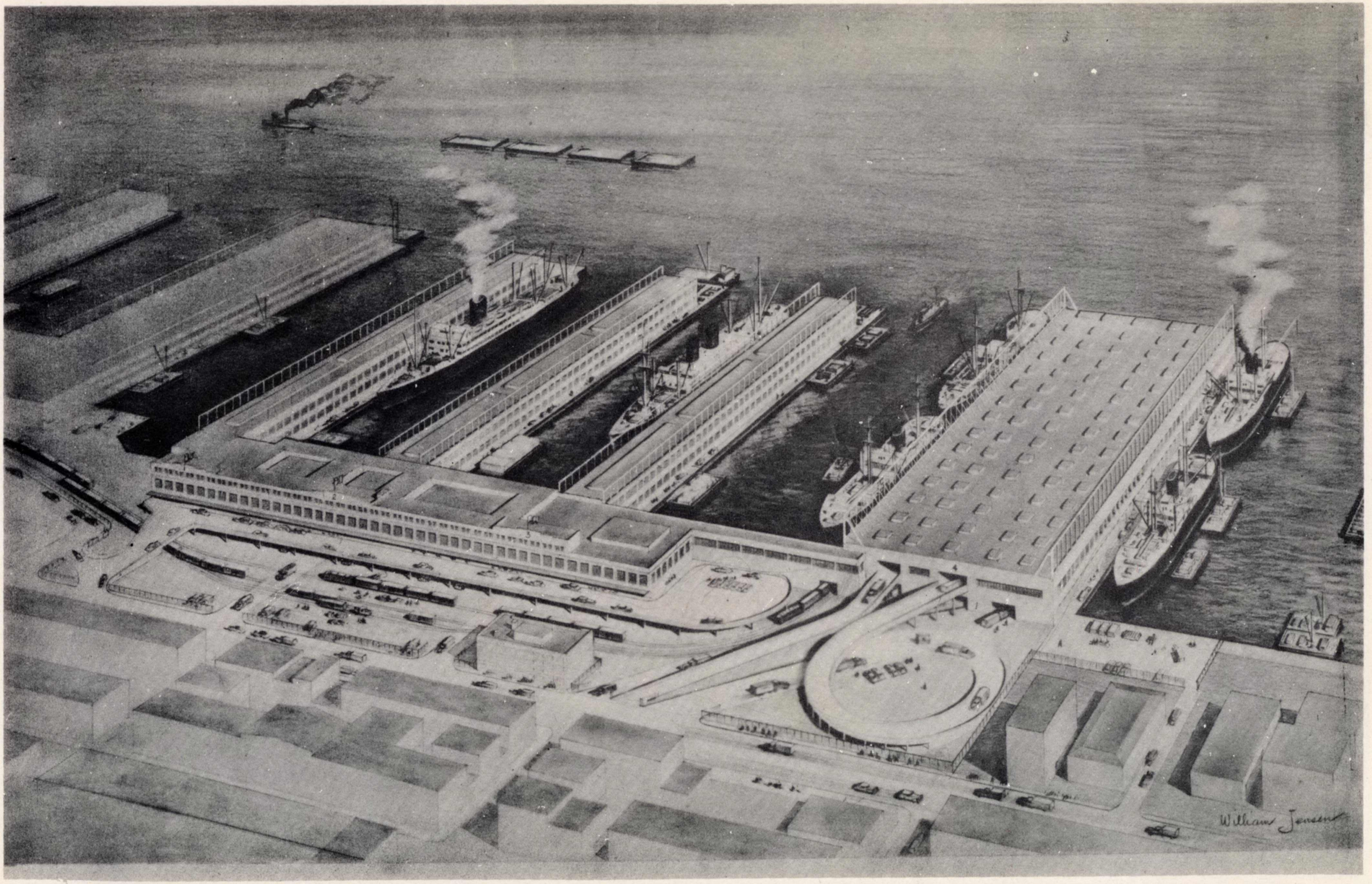
HOBOKEN GOVERNMENT PIERS 1, 2 AND 3 IN RIGHT FOREGROUND WERE BUILT IN 1902 FOR PASSENGER SHIPS. WITH SHEDS ABOUT 70 FEET IN WIDTH THEY ARE TOO NARROW FOR EFFICIENT USE BY LARGE VOLUMES OF FREIGHT AND LARGE MOTOR TRUCKS. THEY WILL BE RESTORED FOR PASSENGER-FREIGHT SHIP USAGE.



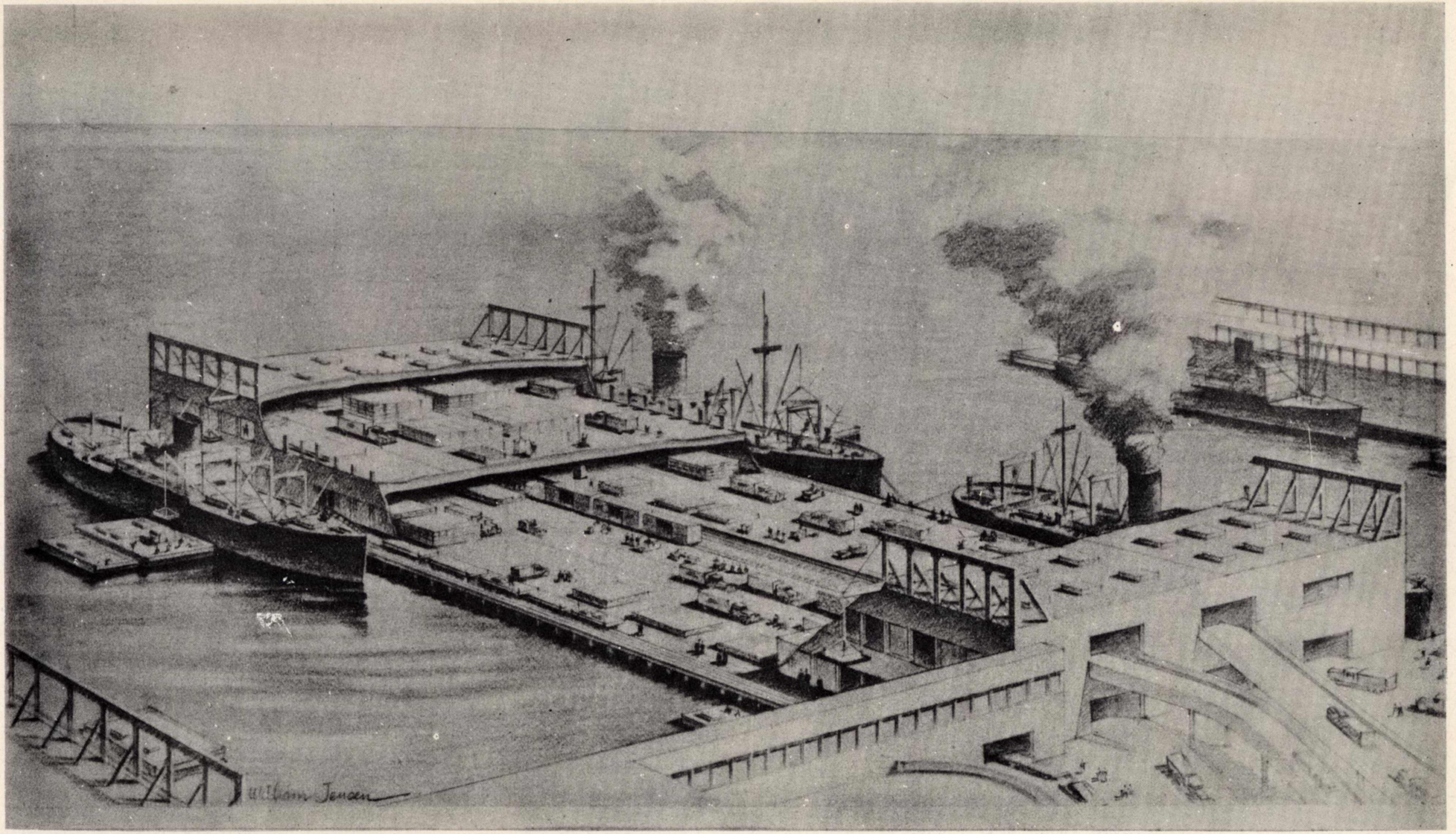
HOBOKEN GOVERNMENT TERMINAL LOOKING SOUTH. A NEW $1,000,000 VEHICULAR RAMP WOULD BE CONSTRUCTED FROM 4TH STREET (MIDDLE RIGHT OF PICTURE) ALONG THE SECOND LEVEL OF THE HEADHOUSE CONNECTING THE SHORE END OF THREE PIERS, TO GIVE QUICK ACCESS FOR PASSENGERS AND BAGGAGE ABOVE AND SEPARATED FROM THE GROUND LEVEL RAIL AND TRUCK OPERATIONS.



HOBOKEN GOVERNMENT TERMINAL, LOOKING ACROSS HUDSON RIVER TOWARDS MANHATTAN. IN RIGHT FOREGROUND, OVER 700 FEET OF VACANT WATERFRONT, FORMERLY OCCUPIED BY THREE PIERS DESTROYED BY FIRE, PROVIDES AN OUTSTANDING LOCATION FOR A SUPER FREIGHT PIER OF THE MOST EFFICIENT TYPE.



PROPOSED $17,000,000 IMPROVEMENT OF HOBOKEN PIERS. NEW PIER 4, RIGHT FOREGROUND, DOUBLE-DECKED WITH TRUCK ACCESS TO BOTH LEVELS, TO BE BUILT ON SITE OF OLD BURNED-OUT PIERS. NEW VEHICULAR RAMP TO SECOND-LEVEL OF PIERS 1, 2, 3 IN LEFT FOREGROUND WILL MAKE THEM PARTICULARLY ATTRACTIVE AND EFFICIENT FOR PASSENGER VESSELS.



NEW PIER 4, 330 FEET WIDE, WITH WATER SLIPS OF 200 FEET OR MORE ON EITHER SIDE AND BERTHS FOR FOUR CARGO SHIPS AS WELL AS LIGHTERS. "U" SHAPED TRUCK BOULEVARD ON EACH FLOOR, WITH RAMP ACCESS TO SECOND FLOOR, GIVES UNIMPEDED ACCESS TO ALL PARTS OF PIER WITHOUT INTERFERING WITH CARGO OPERATIONS. SPACE OUTSIDE OF AISLES FOR LOADING OR UNLOADING 120 TRUCKS AT ONE TIME. THREE-TRACK RAIL SPUR IN CENTER DEPRESSED TO PLACE CAR DOORS AT DECK LEVEL, WITH TWO SERVICE TRACKS ON NORTH APRON, MAKING A TOTAL OF SEVENTY RAILROAD CARS SPOTTED AT ONE TIME.