

Annual Business and Industrial Review



Aerial photo by Carl Breznan; Pilot, Herbert A. Einzig.

Looking north toward Bronx, this aerial view shows the Clearview expressway as it merges with the Throgs Neck Bridge. At lower left is Clearview Golf Course.

Borough Ranks 4th In Manufacturing

When most people think of Queens, they picture one-and-two-family homes, parks and shopping centers. Yet, Queens is actually fourth among the state's leading manufacturing counties and rates highly among the 66 standard metropolitan areas which have more than 40,000 manufacturing employees.

On Long Island

Airports Boost Economy

By JOHN R. WILEY
Aviation Director, Port Authority

The next decade is going to be a big one for Long Island and it is apparent that the two major airports—New York International and LaGuardia—through their services and employment will be major contributors to the economic well-being of the area.

Aviation means a better life for every man, woman and child on Long Island. It means, first of all, a livelihood for the 36,000 people who earn approximately 200 million dollars annually at Idlewild and LaGuardia. Over 85 per cent of these people make their home on Long Island, including 15,400 in Queens, 7,900 in Nassau and 2,600 in Suffolk.

These people, the two airports and the airlines that serve them also are major markets for the locally-supplied goods and services of hundreds of Long Island businesses.

IN ADDITION, hundreds of thousands of people are employed by companies located on Long Island because of the unmatched air transportation. The airports are used by 38 airlines, 22 of which fly flags of foreign nations.

In 1960, these airlines transported over 13 million passengers, 341,500,000 pound of air cargo and 115,800,000 pounds of air mail.

The Port of New York Authority agreed in 1947 to operate the two air terminals after New York City spent 39 million dollars in LaGuardia Air-

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The latest official figures—and they are from the 1958 Census of Manufacturing—place Queens way up in the ranks, not only as far as employees are concerned, but the value of its products as well.

THE 1958 FIGURES credit Queens with 2,886 manufacturing plants, of which 1,042 had at least 20 employees each.

There were 134,329 manufacturing employees in Queens, the 1958 census reported, enough to rank third in the state and among the first 25 in the nation. On top, of course, was metropolitan New York—which includes Queens—with 1,190,581 manufacturing employees.

Other metropolitan areas ranking after New York are Chicago with 856,881, Los Angeles-Long Beach, Philadelphia, Detroit, Pittsburgh, Boston, Cleveland and St. Louis in that order. Long Island, which

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Jack Barry Lauds Service

The service department at Roosevelt Chevrolet "is one of the best in the country," says Jack Barry, president.

He gives large credit for the continued success of his company to the service department's three key men, Harvey Renaud, service manager; Tom Dorney, shop foreman, and Tom O'Connell, parts manager.

Barry also tips his hat to Edward Bud Barry, sales manager; and salesman Tom Sacca, Bob Miller, John Hayes and John Mihlik. The company's outstanding performance in 1960 will be even more outstanding in '61, Barry forecasts.

'Breathtaking' Highway Plans To Begin in '61

By BOROUGH PRESIDENT JOHN T. CLANCY

The opening of the Throgs Neck Bridge on Jan. 11 is an important achievement for the future of Queens and Long Island. Together with the new Clearview Expressway and its connections to our major arterial highways, the bridge will serve not only to speed upstate and New England traffic but also permit such traffic to bypass the congested Triboro Bridge.

The economic benefits to Queens and Long Island will not be long in being felt. We are indebted to the Triboro Bridge and Tunnel Authority, the state and federal governments for the realization of this magnificent public improvement.

This year we shall also witness the beginning of work on a series of highway and parkway improvements which are breath-taking in their scope. Grand Central parkway is to be widened—including the bottleneck section from the Kew Gardens interchange through Jamaica. And this section will be widened without taking a single house—by undercutting the service road which adjoins the depressed central roadways of the parkway through this stretch.

VAN WYCK Expressway will become a cross-county and intercounty artery by

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JOHN T. CLANCY

Throgs Neck Bridge Opens New Gateway to Long Island

By DOROTHY A. PHILLIPS

The Throgs Neck Bridge—extolled as "The Gateway to Long Island"—heralds an era which promises Long Island an unprecedented economic and residential growth.

The bridge and 3.5 miles of the Clearview expressway were opened to traffic last Wednesday. They link Long Island with the Bronx and other parts of the state to the north and east with all of New England.

The bridge stands one and a half miles east of the Bronx-Whitestone Bridge and six and a half miles east of the Triborough Bridge and is expected to substantially relieve traffic congestion on both these crossings.

THERE ARE 56,300 tons of steel in the 13,410-foot length of the graceful inverted S-shaped crossing and its approach structures.

The main span measures 1,500 feet and the side spans are 555 feet each. The suspension cables, 23 inches in diameter, are made up of 10,952 wires each. In all, there are 13,300 miles of wire.

Fourteen toll booths collect 25 cents for each passenger car and 25 cents to \$1 for a commercial vehicle depending on its size. The bridge is six lanes wide.

There are 207,000 cubic yards of concrete in the main bridge.

Costing \$92 million in federal, state and city funds, the bridge was built in a little over three years.

ACCORDING to the Triborough Bridge and Tunnel Authority experts, the immediate effect of

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Forecast—Growth Bank Assets Double

Last year's prophecies—for the ever expanding population.

The proof of the Borough's growth-explosion is obvious in the bank's upsurge in total assets—up over \$135 million, or more than doubled since 1951.

IN FACT, the bank's figures for the past 10 years proves the phenomenal growth of this area. Savings deposits jumped 230

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Spruce Up in '61 Plaza 'L' To Come Down

The Queens Plaza gateway to Queens will be spruced up this year.

The facelifting will come with the demolition of the unused northern half of the Queens Plaza "L."

That's the indication from the Transit Authority. A spokesman said the TA's plans for remodeling the Plaza are 99 per cent completed. They will be acted upon "shortly" by the authority, he declared.

UNLESS hitches develop, advertising bids and approval of the contract by the Board of Estimate could be completed by summer. Actual demolition would then get under way.

The project calls for tearing down the station tracks formerly used as a terminus for the Astoria BMT. The tracks have been unused since 1949 when the BMT was switched to the southerly side of the station.

Demolition will result in removal of much of the spiderweb of "L" pillars which dot the plaza approaches to the Queensboro Bridge.

A STAR-JOURNAL series in 1957 pointed out that the clusters of pillars plus the shadows caused by the overhead "L" tracks confused many motorists entering the area.

Hundreds of accidents occurred in the maze of pillars yearly and The Star-Journal called for removal of the unneeded columns. Part of this paper's program urged paving of the slick cobblestone roadway underneath the "L."

This was done in the fall of 1959 at a cost of \$73,000. Cost of the demolition was

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'Her Majesty' Sets Her Sights

By LEE TOWNSEND

Queens—a bustling lady of many titles has entered 1961 with her sights set on even greater achievements in population and industrial growth.

"Her Majesty" already has copped the title of second most populated borough in the city, with a total of 1,809,578 residents.

This is a gain of 258,734 over 1950 and by the time 1965 rolls around it has been estimated there may be 1,910,000 living on Queens soil.

CONSIDERED by experts a conservative estimate, the 1,910,000 figure was arrived at after a study by the Harvard University School of Public Adminis-

tration. Ironically, the study said, the figure would represent a "saturation point" for the fast-growing lady and the population would change little after that.

With new apartment houses popping up all over the borough—especially in the Forest Hills and Flushing-to-Little Neck area of North Queens—the space available for future construction is fast becoming scarce.

The newly-enacted comprehensive amendment to the city's zoning resolution also will discourage "mushrooming" growth in the future since it sharply restricts the size of buildings in most areas of the city—especially in the predominantly "low density" borough of Queens.

BUT EVEN if the conservative population estimates come true—and the more daring insist the borough will soar well over the 2,000,000 mark soon—Queens will have more people in it than most full-fledged cities in the United States, and many of the states themselves.

Already the county is officially more populated than Alaska, Arizona, Colorado, Delaware, the District of Columbia, Hawaii, Idaho, Maine, Montana, Nevada, New Hampshire, New Mexico, North Dakota, Oregon, Rhode Island, South Dakota, Utah, Vermont and Wyoming.

Bigger than Detroit population-wise, the county would be the fifth largest city in the country if it were not on its own.

GROWTH on the business and industrial side of the ledger also has given the county a few titles and sent it heading for more.

For instance, recent figures put Queens fourth among the state's 62 counties in the number of manufacturing establishments. The borough has 2,866 plants employing 134,329 per-

Steinway Street

Parking Lot Approved

It looks like the "Longest Department Store in the World" will finally get some parking space this year.

The Steinway Street Merchants Association in Astoria reported today that work on the projected 75-car parking lot is expected to begin this summer.

But solving the parking problem isn't going to end there, according to Walter Krinsky, president of the Steinway Street Merchants Association.

He is going to press for a second tier on the lot.

"That's the simplest way to increase parking facilities in this area," he said.

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