

(20) days after the presentation of such petition. If the professional employe aggrieved shall so request in his petition or if the board of school directors shall so request in its petition, such hearing shall be de novo. Upon the hearing of said petition, the court shall make whatever order it considers just, either affirming or reversing the action of the Superintendent of Public Instruction, and stating plainly whether the professional employe is to be discharged or is to be retained.

APPROVED—The 24th day of August, A. D. 1963.

WILLIAM W. SCRANTON

No. 507

AN ACT

Amending the act of December 13, 1955 (P. L. 830), entitled "An act authorizing and empowering the Delaware River Port Authority to finance, construct, erect, acquire, operate, maintain and own a new toll bridge for vehicular traffic across the Delaware River between Philadelphia County, Pennsylvania, and Burlington County or Camden County, New Jersey, at a location to be selected by the said Delaware River Port Authority, between a point or points within a three-mile radius of the intersection of State Road and Levick Street in the City of Philadelphia, Pennsylvania, and a point or points within a three-mile radius of the intersection of New Jersey State Route No. 73, Market Street and Temple Boulevard in the Borough of Palmyra, County of Burlington, New Jersey, together with such approaches thereto and such highway connections as may be necessary or desirable, and granting and defining and continuing certain powers of eminent domain and other functions, powers, duties and privileges; all of said actions to be taken pursuant to and in accordance with this act and the Compact or Agreement and amendments or supplements thereto between New Jersey and Pennsylvania, dated July one, one thousand nine hundred thirty-one, August twenty-three, one thousand nine hundred fifty-one, and August thirty, one thousand nine hundred fifty-one, and the consent by the Congress of the United States thereto," changing the location of a new toll bridge for vehicular traffic across the Delaware River to a point or points within a one-mile radius of the intersection of Hedley Street and Delaware Avenue in the City of Philadelphia, Pennsylvania, and a point or points within a one-mile radius of the intersection of Derousse Avenue and River Road in the Township of Pennsauken, County of Camden, New Jersey, and providing for substitution of certain utility rights of way taken by eminent domain.

The Delaware  
River Port  
Authority.

Sections 1, 2 and  
8, act of Decem-  
ber 13, 1955,  
P. L. 830,  
amended.

The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

Section 1. Sections 1, 2 and 8, act of December 13, 1955 (P. L. 830), entitled "An act authorizing and empowering the Delaware River Port Authority to finance, construct, erect, acquire, operate, maintain and

own a new toll bridge for vehicular traffic across the Delaware River between Philadelphia County, Pennsylvania, and Burlington County or Camden County, New Jersey, at a location to be selected by the said Delaware River Port Authority, between a point or points within a three-mile radius of the intersection of State Road and Levick Street in the City of Philadelphia, Pennsylvania, and a point or points within a three-mile radius of the intersection of New Jersey State Route No. 73, Market Street and Temple Boulevard in the Borough of Palmyra, County of Burlington, New Jersey, together with such approaches thereto and such highway connections as may be necessary or desirable, and granting and defining and continuing certain powers of eminent domain and other functions, powers, duties and privileges; all of said actions to be taken pursuant to and in accordance with this act and the Compact or Agreement and amendments or supplements thereto between New Jersey and Pennsylvania, dated July one, one thousand nine hundred thirty-one, August twenty three, one thousand nine hundred fifty-one, and August thirty, one thousand nine hundred fifty-one, and the consent by the Congress of the United States thereto," are amended to read:

Section 1. The Delaware River Port Authority (hereinafter sometimes called the "Authority") after investigation and study, having concluded plans, with estimates of cost and means of financing, for a new project for transportation across the Delaware River within the Port District, consisting of a new toll bridge for vehicular traffic across the Delaware River between a point or points within a [three-mile] *one-mile* radius of the intersection of [State Road] *Hedley Street* and [Levick Street] *Delaware Avenue*, in the City of Philadelphia, [State] *Commonwealth* of Pennsylvania, and a point or points within a [three-mile] *one-mile* radius of the intersection of [New Jersey State Route No. 73, Market Street] *Derousse Avenue* and [Temple Boulevard] *River Road* in the [Borough of Palmyra] *Township of Pennsauken*, County of [Burlington] *Camden*, State of New Jersey, together with such approaches thereto and such highway connections as may be necessary or desirable (herein sometimes called collectively "new toll bridge"), and the Authority having made to the Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey a detailed report *in 1963* dealing only with said project and having requested of said Legislatures authority to proceed with the project described in said report, all pursuant to, in accordance with and as provided in the Compact or Agreement between the Commonwealth of Pennsylvania and the State of New Jersey hereinafter mentioned, the Authority is

New toll bridge between Philadelphia and Camden authorized to be financed, constructed, etc.

hereby authorized and empowered to finance, construct, erect, acquire, operate, maintain and own such a new toll bridge for vehicular traffic, together with such approaches thereto and highway connections as the Authority may deem necessary or desirable, and to proceed with the said project outlined in said detailed report. The Authority, in addition to other public purposes *now or hereafter* provided for it and other powers and duties *now or hereafter* conferred upon it and not in limitation thereof and notwithstanding any of the provisions of any act, shall have among its authorized purposes such financing, construction, erection, acquisition, operation, maintenance and ownership of such new toll bridge for vehicular traffic all pursuant to, in accordance with and as provided in this act and the Agreement or Compact [and the Amendments and Supplements thereto] *as heretofore or hereafter amended or supplemented* (herein sometimes called the "Compact") between the Commonwealth of Pennsylvania and State of New Jersey creating The Delaware River Port Authority as a body corporate and politic, and defining its powers and duties, which said Compact as amended or supplemented to *January 1, 1963*, is duly authorized by the Acts of the Commonwealth of Pennsylvania, approved June twelve, one thousand nine hundred thirty-one, Act No. 200, Pamphlet Laws 575, July eighteen, one thousand nine hundred fifty-one, Act No. 214, Pamphlet Laws 1010, August ten, one thousand nine hundred fifty-one, Act No. 274, Pamphlet Laws 1206; and by the laws of the State of New Jersey, approved June thirty, one thousand nine hundred thirty-one, Chapter 391, Pamphlet Laws 1931, June twenty-six, one thousand nine hundred fifty-one, Chapter 287, Pamphlet Laws 1951, June twenty-six, one thousand nine hundred fifty-one, Chapter 288, Pamphlet Laws 1951, and has been duly consented to by the Congress of the United States by Public Resolution No. 26, Seventy-second Congress (S. J. Resolution 41) approved June fourteen, one thousand nine hundred thirty-two, Public Law 573, Chapter 921, Eighty-second Congress, Second Session, approved July seventeen, one thousand nine hundred fifty-two, Public Law 574, Chapter 922, Eighty-second Congress, Second Session, approved July seventeen, one thousand nine hundred fifty-two.

**Additional powers.**

Section 2. (a) For the effectuation of any of its purposes, authorized by this act, the Authority is hereby granted, in addition to and in support of any other powers heretofore or hereafter granted to it, power and authority to acquire in its name by purchase or otherwise, on such terms and conditions and in such manner as it may deem proper, or by the exercise of the power

of eminent domain, any land and other property which it may determine is reasonably necessary for the new toll bridge referred to in this act or for the construction of such approaches thereto or highway connections as the Authority shall deem necessary, and any and all rights, title and interest in such land and other property, including public lands, parks, playgrounds, reservations, highways, or parkways, owned by or in which any county, city, borough, town, township, village, or other political subdivision of the Commonwealth of Pennsylvania or State of New Jersey has any right, title or interest, or parts thereof or rights therein and any fee simple absolute or any lesser interest in private property, and any fee simple absolute in easements upon, or the benefit of restrictions upon, abutting property to preserve and protect such bridge, the approaches thereto or highway connections. Upon the exercise of the power of eminent domain under this act [except as provided in Article XII of the Compact], the compensation to be paid with regard to property located in the Commonwealth of Pennsylvania shall be ascertained and paid as provided by the act of July nine, one thousand nine hundred nineteen (Pamphlet Laws 814) and acts amendatory thereof and supplementary thereto insofar as the provisions thereof are applicable and not inconsistent with the provisions of the Compact and of this act, and upon the exercise of the power of eminent domain [except as provided by Article XII of the Compact], the compensation to be paid with regard to property located in the State of New Jersey shall be ascertained and paid in the manner provided in chapter one of Title 20 of the Revised Statutes of New Jersey insofar as the provisions thereof are applicable and not inconsistent with the provisions of the Compact and of this act. The Authority may join, in separate subdivisions in one petition or complaint, the descriptions of any number of tracts or parcels of land or property to be condemned and the names of any number of owners and other parties who may have an interest therein and all such land or property included in said petition or complaint may be condemned in a single proceeding: Provided, however, That separate awards shall be made for each tract or parcel of land or property: And provided further, That each of said tracts or parcels of land or property lies wholly in or has a substantial part of its value lying wholly within the same county.

*(b) Whenever the Authority acquires under this section 2 the whole or any part of the right of way of a public utility located in the Commonwealth of Pennsylvania, the Authority shall, at its own expense, provide a substitute right of way on another and favorable loca-*

*tion. Such public utility shall thereupon provide for the transfer to or reconstruction upon, in, under or above said substitute right of way of any structures and facilities of said public utility located upon, in, under or above said original right of way at the time the same is so acquired. The Authority is hereby authorized to enter into agreements with such public utility to contribute toward the expense of such transfer or reconstruction, and in the event that they are unable to agree on the amount to be paid, the matter shall be referred to the Pennsylvania Public Utility Commission, which shall, after hearing thereon, make a finding of the amount to be paid to such public utility by the Authority. In case of failure of such public utility, within a reasonable time after notice so to do, to remove its facilities to such substitute right of way, the Pennsylvania Public Utility Commission shall have jurisdiction, on petition of the Authority, to order such transfer or reconstruction. Any party to such proceedings shall have the right of appeal from the ruling of the Pennsylvania Public Utility Commission. The Authority is hereby authorized to acquire, by purchase or by the exercise of the power of eminent domain, any necessary land or right of way for the relocation of any such public utility right of way and facilities. The substitute right of way thus acquired shall be equal in estate to the original right of way acquired from the public utility and the Authority shall deliver to the public utility a deed, duly executed and acknowledged, conveying to it an estate in the substitute right of way, at least equal to that owned by the public utility in the original right of way, or if such substitute right of way is to be acquired by purchase, the Authority shall procure and deliver to the public utility a deed conveying such estate to it from the owner of the land on which such substitute right of way is located. This subsection (b) shall have no application to the relocation of public utility facilities located in the beds of public streets, roads or highways.*

**Power to collect revenues.**

Section 8. As provided in the Compact and, in any event, not in derogation of any powers granted therein or in any manner heretofore, the Authority is authorized to establish, levy, collect and combine tolls, rents, rates, and other charges and revenues in accordance with the Compact and the Congressional consents thereto as it may deem convenient or necessary for the use of the new toll bridge and of other bridges, projects and other undertakings authorized by the Compact and to use and pledge the same as provided in the Compact and the Congressional consents thereto. The new toll bridge may be constructed, in whole or in part, with funds to be raised by the Authority on bonds or other securities or

obligations issued or incurred by it pursuant to the Compact.

[Nothing contained in this act or in any other act shall be deemed to prevent the Authority, if it shall acquire by purchase or condemnation the existing Tacony-Palmyra Bridge in accordance with the powers heretofore conferred upon it by the Compact and the Congressional Consents thereto and by the consents to such acquisition heretofore given by the Governors of the Commonwealth of Pennsylvania and the State of New Jersey, which powers and consents are hereby continued and confirmed, from discontinuing the operation of said Tacony-Palmyra Bridge: Provided, however, That the Authority shall not cease to operate the present Tacony-Palmyra Bridge until the new toll bridge, authorized by this act, shall have been completed and placed in operation.]

Section 2. This act shall take effect immediately.

Act effective immediately.

APPROVED—The 24th day of August, A. D. 1963.

WILLIAM W. SCRANTON

No. 508

AN ACT

Amending the act of June 23, 1931 (P. L. 932), entitled "An act relating to cities of the third class; and amending, revising, and consolidating the law relating thereto," authorizing the reassessment of after built property in cities and imposing liability for city taxes upon the owners thereof.

The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

The Third Class City Code.

Section 1. The act of June 23, 1931 (P. L. 932), known as "The Third Class City Code," reenacted and amended June 28, 1951 (P. L. 662), is amended by adding, after section 2516, a new section to read:

Act of June 23, 1931, P. L. 932, reenacted and amended June 28, 1951, P. L. 662, amended by adding a new section 2516.1.

*Section 2516.1. Additions and Revisions to Duplicates.—Whenever in any city there is any construction of a building or buildings after the city council has prepared a duplicate of the assessment of city taxes and the building is not included in the tax duplicate of the city, the authority responsible for assessments in the city shall, upon the request of the city council, direct the assessor in the city to inspect and reassess, subject to the right of appeal and adjustment provided by the act of Assembly under which assessments are made, all taxable property in the city to which major improvements have been made after the original duplicates were prepared and to give notice of such reassessments within*