

D53

MAK 1

REPORT
 OF
THE DELAWARE RIVER JOINT
COMMISSION
 OF
PENNSYLVANIA AND NEW JERSEY



1951

974.901
 D54
 1951
 copy 2

974.901
~~D54~~
 1951
 copy 1

~~11~~
~~11~~
~~11~~

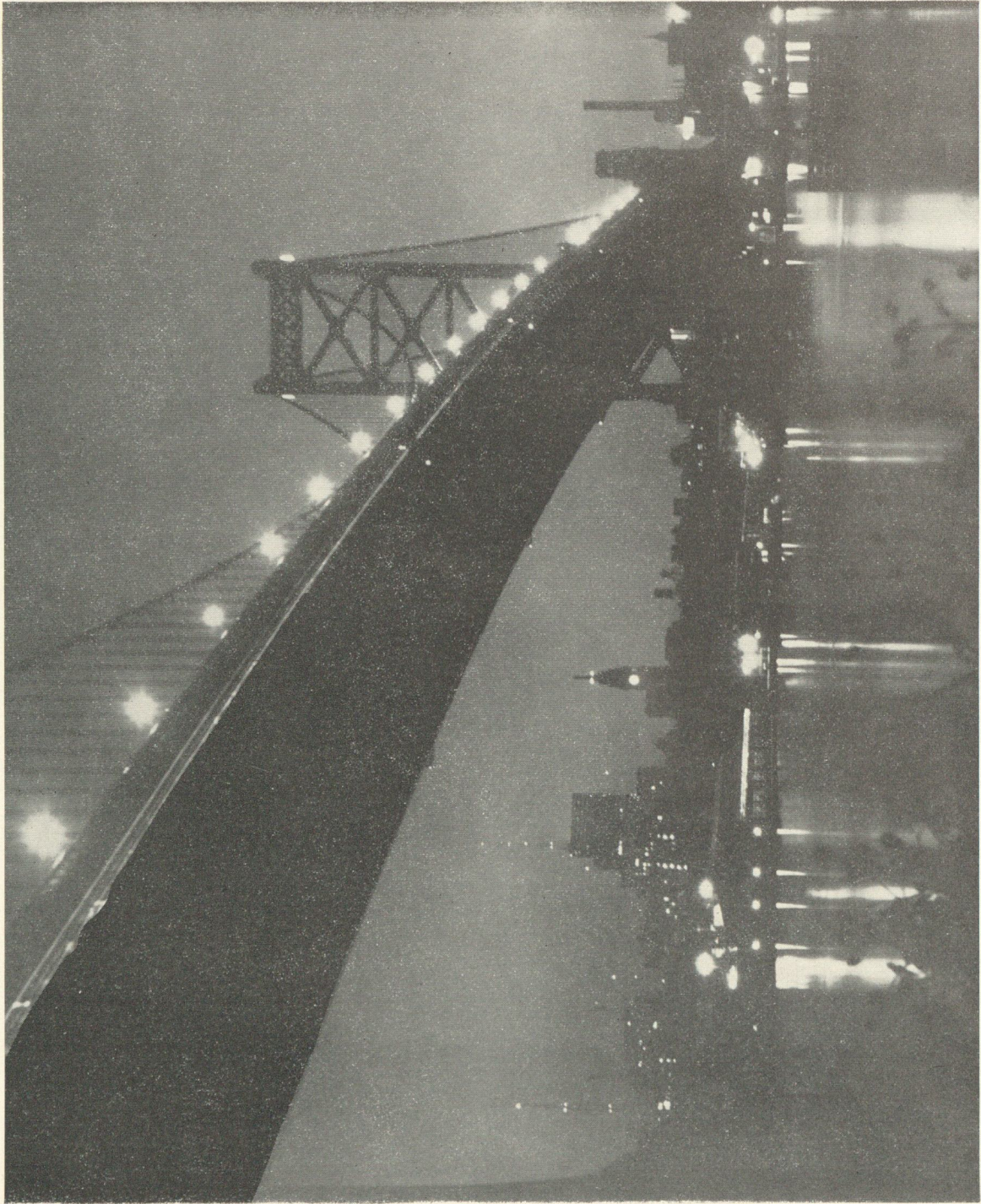


NEW JERSEY STATE LIBRARY

DEPOSITORY COPY

Do Not Remove From Library

DEPOSITORY COPY
Do Not Remove From Library



THE DELAWARE RIVER BRIDGE

REPORT
OF
The Delaware River Joint Commission
of
Pennsylvania and New Jersey
TO THE
Legislatures of the
Commonwealth of Pennsylvania
and the
State of New Jersey
1951

PENNSYLVANIA

JOHN S. FINE, *Chairman*
BERNARD SAMUEL
CHARLES R. BARBER
WELDON B. HEYBURN
EDWIN R. COX
ALVIN A. SWENSON
CLARENCE TOLAN, JR.
JAY COOKE

GENERAL MANAGER-SECRETARY

JOSEPH K. COSTELLO

PENNSYLVANIA COUNSEL

AUGUSTUS F. DAIX, 3RD

CHIEF ENGINEER

DANIEL M. KRAMER

NEW JERSEY

ARTHUR C. KING, *Vice-Chairman*
I. NORWOOD GRISCOM
EDWARD C. MCAULIFFE
CLARENCE B. MCCORMICK
ERWIN S. CUNARD
ALLEN S. HATCHER
JAMES P. JOHNSON
RALPH CORNELL

TREASURER

HORACE J. STRADLEY

NEW JERSEY COUNSEL

BRUCE A. WALLACE

**PORT PROMOTION DEPARTMENT
EXECUTIVE**

J. ALEX. CROTHERS

PUBLIC RELATIONS AIDE

WILLIAM A. GAFFNEY

ADMINISTRATION BUILDING, BRIDGE PLAZA, CAMDEN 2, NEW JERSEY

CLASSIFICATION OF VEHICLES CROSSING DELAWARE RIVER BRIDGE

1951

Year	AUTOMOBILES AND LIGHT TRUCKS										TRUCKS, TRACTORS AND TRAILERS									
	Autos and Light Trucks		20c Rate		Commuters 15c Rate		BUSES 50c		7,000 to 18,000 Pounds 35c, 40c, 50c		18,001 to 26,000 Pounds 65c, 75c		26,000 to 60,000 Pounds 80c to \$1.30		Up to 150,000 lbs.		Horse-drawn Etc.			
	Total Vehicles	% of Total	Total	% of Autos	Total	% of Autos L. Trks	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total		Specials	Motor-cycles	
Jan.	1,808,985	88.17	1,594,912	88.67	180,718	11.33	78,650	4.35	65,538	3.64	20,828	1.16	47,669	2.64	293	1,095	0			
Feb.	1,656,847	88.49	1,466,132	88.61	166,950	11.39	67,558	4.07	58,719	3.56	18,247	1.10	45,137	2.73	273	781	0			
Mar.	1,955,804	88.92	1,739,082	89.13	189,007	10.87	80,709	4.13	66,449	3.41	20,233	1.03	47,919	2.45	267	1,145	0			
Apr.	2,014,555	89.47	1,802,609	89.40	191,007	10.60	78,616	3.90	65,500	3.25	20,410	1.01	45,034	2.23	264	2,122	0			
May	2,241,613	89.74	2,011,671	89.74	1,817,052	90.33	86,805	3.87	71,453	3.14	22,416	1.00	46,474	2.07	272	2,522	0			
June	2,224,171	89.57	1,992,121	89.57	1,818,130	91.27	84,243	3.79	75,267	3.37	22,708	1.02	46,878	2.11	219	2,734	1			
July	2,494,341	90.07	2,246,700	90.11	2,091,945	93.11	96,080	3.85	78,495	3.14	23,327	0.93	46,310	1.85	233	3,196	0			
Aug.	2,535,971	89.84	2,274,935	89.84	2,105,471	92.55	96,301	3.80	84,604	3.33	25,006	0.98	51,776	2.04	400	2,949	0			
Sep.	2,237,586	89.79	2,009,241	89.79	1,840,899	91.62	84,529	3.77	73,038	3.26	22,555	1.01	45,281	2.02	295	2,647	0			
Oct.	2,240,344	89.29	2,000,575	89.61	1,792,763	89.61	85,209	3.80	75,279	3.36	25,563	1.14	51,589	2.30	320	1,809	0			
Nov.	2,014,969	89.16	1,796,563	89.14	1,601,597	89.14	79,102	3.92	67,020	3.33	22,665	1.12	48,493	2.40	160	966	0			
Dec.	1,964,518	89.63	1,760,859	89.63	1,584,214	89.97	79,812	4.06	59,959	3.05	19,685	1.00	43,297	2.20	118	788	0			
Totals	25,389,704	89.39	22,695,400	89.39	20,527,124	90.45	997,614	3.93	841,321	3.31	263,643	1.04	565,857	2.23	3,114	22,754	1			
Grand Totals From Opening to 12/31/51 ..	348,373,734	87.62	*305,445,217	87.62	188,428,529	61.69	27,209,101	7.80	9,407,661	2.70	3,014,884	0.86	1,991,176	0.57	858,144	643,097	4,454			

(*Includes 95,675,146 at 25c rate.)

RESUME OF OPERATION

Year	TOTALS				AUTOMOBILES AND LIGHT TRUCKS				TRUCKS				AVERAGES				HIGH SPEED LINE (opened 6/6/36)	
	Vehicles	Receipts	Total	20c Rate 2/1/37	Buses	Tractor-Trailers 7001 lbs. to 26,000 lbs. 36,000 lbs. Gr. Wt.	Specials Up to 150,000 lbs.	Horses	Motor-cycles	VEHICLES	RECEIPTS	Sunday and Holiday Traffic	Total Fares 2 1/2c	Net Receipts (Operation)				
										Month	Month	Daily	Month	Month	Daily			
1947	18,107,133	4,537,968.63	15,854,315	14,326,221	1,033,521	999,712	191,263	1,078	27,240	1,605,927	49,609	12,487.59	53,048	3,599,492.54				
1948	19,227,246	4,856,157.84	16,817,353	15,154,947	1,016,603	1,143,773	221,025	1,091	27,399	1,609,271	52,533	13,268.19	55,456	3,614,094.54				
1949	21,085,868	5,265,306.50	18,593,968	16,864,699	1,022,150	1,102,418	278,473	1,059	27,798	1,757,156	57,770	14,425.50	62,058	4,208,027.61				
1950	25,348,550	5,845,856.47	20,735,580	18,797,230	986,665	1,149,153	453,124	1,054	24,972	1,945,712	63,968	16,016.04	68,646	4,618,862.65				
1951	25,389,704	6,323,339.82	22,695,400	20,527,124	997,614	1,161,622	511,286	1,027	22,754	2,115,809	69,561	17,324.21	75,004	4,848,753.00				

Handwritten:
25389704
82041
only

CONTENTS

	PAGE
Delaware River Bridge	Frontispiece
Classification of Vehicles	4
Resumé of Operation	4
Rail Transit Line Patronage	6
Annual Report	7
Summary of Operation of Delaware River Bridge	12
View of Delaware River Lower Harbor	12
Distribution of Vehicular Traffic	13
Analysis of Traffic since 1926	14
Port Authority Compact	16
New Vehicular Crossing Compact	20
Balance Sheet	22
Statement of Income and Expenses	23
Bridge Roadway Widening and Allied Improvements—Construction Account	24
Bridge Roadway Widening and Allied Improvements—Engineering and Inspection Account	25
Financial History	26-27
Funded Debt	28-29
Port Promotion and New Delaware River Crossing Expenditures....	30
Bank Deposits	31
Schedule of Toll Rates and Bridge Data	32

RAIL TRANSIT LINE

Month	1947			1948			1949			1950			1951		
	Passengers		Receipts	Passengers		Receipts	Passengers		Receipts	Passengers		Receipts	Passengers		Receipts
	Total	Daily Average		Total	Daily Average		Total	Daily Average		Total	Daily Average		Total	Daily Average	
January ...	871,316	28,107	21,782.90	878,044	28,324	21,951.10	871,434	28,111	21,785.85	754,715	24,346	18,867.88	757,085	24,442	18,927.13
February ..	768,072	27,431	19,201.80	803,088	27,693	20,077.20	*500,187	17,864	12,504.68	672,424	24,015	16,810.60	659,122	23,540	16,478.05
March	833,345	26,882	20,833.63	891,582	28,761	22,289.55	828,000	26,709	20,700.00	771,938	24,901	19,298.45	724,082	23,357	18,102.05
April	831,748	27,724	20,793.70	828,452	27,615	20,711.30	799,014	26,634	19,975.35	701,581	23,386	17,539.53	682,040	22,735	17,051.00
May	839,977	27,096	20,999.43	810,393	26,142	20,259.83	781,202	25,200	19,530.05	751,520	24,243	18,788.00	709,513	22,888	17,757.83
June	791,721	26,391	19,793.03	807,012	26,900	20,175.30	750,760	25,025	18,769.00	708,691	23,623	17,717.28	648,224	21,607	16,205.60
July	742,297	23,945	18,557.43	706,164	22,779	17,654.10	662,144	21,359	16,553.60	604,677	19,505	15,116.93	584,235	18,846	14,605.88
August	769,123	24,810	19,228.08	789,570	25,470	19,739.25	810,380	26,141	20,259.50	745,333	24,043	18,633.33	691,299	22,300	17,282.48
September .	854,224	28,474	21,355.60	853,016	28,434	21,325.40	788,463	26,282	19,711.58	747,899	24,930	18,697.48	635,408	21,180	15,885.20
October ...	910,952	29,386	22,773.80	893,143	28,811	22,328.58	802,793	25,896	20,069.83	788,651	25,440	19,716.28	712,273	22,976	17,806.83
November .	861,583	28,719	21,539.58	905,600	30,187	22,640.00	798,661	26,662	19,966.53	781,228	26,041	19,530.70	711,463	23,715	17,786.58
December .	982,609	31,697	24,565.23	1,043,438	33,659	26,085.95	882,158	28,457	22,053.95	848,458	27,370	21,211.45	781,014	25,194	19,525.35
Totals	10,056,967	27,553	251,424.21	10,209,502	27,895	255,237.56	9,275,196	25,412	231,879.92	8,877,115	24,320	221,927.91	8,295,758	22,728	207,393.98

(*Nine Day Transit Strike)

ANNUAL REPORT

OF

The Delaware River Joint Commission of Pennsylvania and New Jersey

1951

TO THE HONORABLE: THE LEGISLATURES OF THE
COMMONWEALTH OF PENNSYLVANIA AND THE
STATE OF NEW JERSEY

The Delaware River Joint Commission respectfully tenders this report upon the discharge of its obligations during the calendar year, 1951 in the exercise of the authority conferred by the Legislatures of the two States.

The year was the busiest in the 25-year history of the Delaware River Bridge connecting Philadelphia and Camden, operated and maintained by this Commission. Total vehicular traffic was 25,389,704, an increase of 2,041,154 over the record-setting volume of the preceding year. At morning and evening rush-hours, the eight traffic lanes were well filled and the thirteen toll-collecting booths were inadequate to handle business as expeditiously as was desired. To correct the latter condition, the Commission directed that the entire toll area, including the Camden plaza, be revamped to provide for twenty toll lanes. The new toll houses will be completed in 1952. The ratio of 2½ toll lanes to each traffic lane will speed up collection of tolls but the narrow and congested streets in Camden in the vicinity of the plaza will remain an obstacle to the free movement of bridge traffic.

On the Philadelphia side of the bridge where conditions had been even worse than in Camden, a most welcome improvement became immediately apparent in 1951 with completion of the Vine Street boulevard. Through concerted action by the Commonwealth of Pennsylvania, the City of Philadelphia and this Commission, in which all participated in defraying the cost, a wide thoroughfare was provided from the bridge as far west as Fifteenth Street. At this point, the boulevard narrows but plans are now being made to carry the project westward by an underpass beneath the Parkway and a new bridge over the Schuylkill River to connect with the proposed expressway leading to the Pennsylvania Turnpike.

The Commission, having widened the bridge from

six to eight lanes, removed pylons at the entrances which were architecturally pleasing but an impediment to traffic, stripped the Camden plaza of ornamental stonework and grass plots to make room for vehicles, demolished buildings in Camden to enlarge the toll house area; in short, having done every conceivable thing within its power to make this bridge more useful, now frankly declares that the solution to the nagging problem of coping with traffic of the immediate future is to build another vehicular crossing of the Delaware River without further delay.

In the last three years the Commission has devoted more than six million dollars from current earnings to provide these improvements to the bridge. It would gladly expend a much larger sum if the expansion limit of the structure had not been reached. Turning for relief to a new crossing, the Commission engaged a Board of Engineers comprising eminent bridge and tunnel designers to work in conjunction with traffic analysts for the purpose of advising this body as to the type of crossing that should be built and where it should be located. Acting upon the unanimous advice of the Board members, the Commission requested the Legislatures of Pennsylvania and New Jersey to authorize construction of a bridge from South Philadelphia to South Camden about 2½ miles below the existing bridge. The estimated cost was set at \$83,418,000 including most adequate approaches and lead-in roads on both sides of the river. The engineers reported that a tunnel of six lanes, to equal the bridge capacity, would cost \$107,540,000.

The Legislatures passed bills authorizing the Commission to build a vehicular crossing but placed the decision as to type and location in the hands of the Governors of the two States. The bills were signed by Governor Driscoll on June 26 and, by Governor Fine, August 10. It was provided therein that a compact be made between the States and this, as in all such cases, required approval by the Congress of the United States.

The Legislatures also passed concurrent measures continuing the Commission as The Delaware River

Port Authority, granting additional powers and defining its duties. Governor Driscoll signed this bill on June 26 and Governor Fine, on July 18. This legislation was also in compact form. Bills were introduced in Congress for approval of crossing and port authority compacts but, after referring them to a committee, Congress adjourned for the remainder of 1951 without further action. The Commission is of the opinion that Congressional approval will be given early in 1952.

As is usual whenever a new vehicular crossing of this magnitude is contemplated, the public and the press warmly discussed the relative merits of bridge versus tunnel. It seems pertinent to record the reasons of the Commission, having had the advice of outstanding experts in the building of such crossings, in favoring construction of a bridge rather than a tunnel.

1. Initial cost (1951 Engineers' estimate)
2. Annual operation and maintenance expense (1951 Engineers' estimate)
3. Construction period
4. Property damage, included in initial cost (Engineers' report, 1951)
5. *Interference with port during construction.....
6. Usefulness to industries in area
7. Traffic capacity

	<u>6-Lane Bridge</u>	<u>6-Lane Tunnel</u>
	\$83,418,000	\$107,540,000
	830,000	1,220,000
	3½ years	4½ years
	3,083,000	1,892,000
	Nil	Continuous and protracted for several years
	Tank trucks of petroleum products and other inflammables travel freely over bridge	Must be denied use of tunnel as safety measure
	Superior as traffic can be detoured around disabled vehicles and wrecking-cars reach scene over any of six lanes.	Breakdown or accident in tunnel may completely block a tube causing traffic tie-up of long duration

The Commission is solicitous that the toll upon the new enterprise and the present bridge shall not exceed 25 cents. It has been argued that motorists freely patronize the Port of New York's river-crossings at a 50-cent straight toll but the Commission believes every effort should be made to keep the rate down to 25 cents. Investment bankers who have discussed the situation have doubted the ability of the Commission to produce a prospectus that would raise \$107,000,000 at a reasonable interest rate based upon a 25-cent toll. They insist that the bonds would be a speculation rather than the conservative investment that would appeal to insurance companies, banks and estate trustees. The estimated cost of a bridge, they feel, could be financed advantageously on a 25-cent toll. Following is an evaluation of the factors leading this Commission to believe that a bridge is to be preferred to a tunnel:

8. *Vulnerability to war damage:* This is a point most hotly debated by bridge and tunnel advocates. Tunnel men claim that a bridge is a better target than would be afforded by the ventilating towers of a river-tunnel. Proponents of a bridge report that a bomb exploded in the vicinity of a tunnel would crush the walls with catastrophic results. Actual evidence upon which to base an opinion is lacking as we are unable to find any record that, in the last war, either a tunnel or a suspension bridge of the type planned was destroyed by aerial bombardment.

**Item 5—Interference with port during construction:* This is a factor warranting special consideration. The tunnel would be built in the busiest section of the port which has an annual vessel movement of 16,000. The suggested method of building a tunnel would be to make a huge trench approximately 55 feet deep from shore to shore across the river and to place therein pre-cast tunnel segments to be fitted together on the outside by divers. Dredges, barges and diving-equipment would constitute dangerous impediments to navigation over the period of tunnel construction. The tunnel would lie in soft muck and sand so that it would not be practicable, except at an additional cost of \$17,000,000, to use the shield-driven method of construction which was followed in penetrating the hard rock under the Hudson River for the Lincoln and Holland Tunnels. There, the bores were made without interference to shipping.

In the case of a bridge, erection can be accomplished with a minimum of interference with navigation. Wire ropes are carried across the river on a barge and lifted to the tower-tops to support catwalks used in the cable-spinning. In construction of the Delaware River Bridge, the total time elapsed in raising the rope to the tower-tops was exactly 32 minutes.

In the opinion of the Commission, the advantages of a bridge outweigh those of a tunnel. This is a matter upon which the Commission can but recommend, realizing that the final decision rests with the Governors of the two States.

In the report to the Legislatures, the Commission recommended that a bridge providing a clearance of 150 feet above mean high water be built from Oregon and Packer Avenues in South Philadelphia to Bulson Street, Camden with proper and sufficient

connections to all main highways on both sides of the river. The legislation enacted provides that the approaches shall be subject to the approval of the Highway Departments of Pennsylvania and New Jersey. The height of the bridge above the river was set after extensive consultation with shipping interests of the port who have approved the recommended clearance of 150 feet. The bridge will not in any way hamper the continued growth of this increasingly-busy port, a growth this Commission, by ex-

penditure of its funds, is steadfastly encouraging.

The Commission was not in a position in 1951 to plan for financing the cost of the new structure beyond deciding that the money to be borrowed must be repaid from surplus receipts of the present bridge and income from the new project. In 1951, gross earnings of the Commission were \$6,323,339.82, a gain of \$477,483.35 or 8.17 per cent over those of 1950. Net income, after maturing \$1,800,000 bonds and paying interest of \$198,371.05, was \$2,972,182.31. Outstanding bonds were \$20,500,000 of which the Commission owned \$1,992,000 through repurchase at a discount, leaving a net debt of \$18,508,000. Commitments for contracts in progress, port promotion budget, participation in cost of improvements at the Broadway Station, Camden and of removal of freight tracks at the Camden plaza and provision for legal expense of the new bond issue amounted, at the close of the year, to \$2,603,118.45. In the Commission treasury, were cash, government and Commission bonds, at par value, aggregating \$10,963,659.36. Appended to this report are detailed statements of the financial status of the Commission at the end of 1951.

A substantial financial return is anticipated from the Commission's commitment to share in the cost of improving the station at Broadway, Camden to provide easy passenger interchange between the bridge rail transit line trains and those of the Pennsylvania-Reading Seashore Lines. The railroad plans to end operation of ferry service between Philadelphia and Camden upon completion of the project in March, 1952. Ferry passengers will use the bridge line. While vehicles carried by the ferry have diminished in recent years, the number, nevertheless, to be added to bridge traffic totals will be significant. The Commission has allocated \$285,000 as its share of the cost of the project which is estimated at \$880,000. Bids for the Commission's part of the work were opened September 11, 1951 and a contract awarded.

An increase in rail line patronage would be most welcome. Facilities to accommodate several times the total of 8,295,758 passengers carried in 1951 were provided in 1936 when the line was built by the Commission. The necessity of transferring at Eighth and Market Streets, Philadelphia has adversely affected patronage, coupled with the competition of buses with a lower fare and providing a through ride to the city-center. Application for a higher bus fare is now before the regulatory bodies.

Transit line passengers numbered 8,877,115 in 1950. The peak of 10,209,502 was reached in 1948

and the decline since has been steady and consistent with increases in fares charged by the operating company. However, the City of Philadelphia is now completing the unused Locust Street Subway, into which our rail line trains will run, thereby providing an uninterrupted trip from Camden to Sixteenth and Locust Streets, Philadelphia, the heart of the city's business center. This improvement will undoubtedly increase travel on the rail line.

Removal of the freight railroad tracks at the Camden plaza, for which the Commission has made a commitment of \$250,000, will expedite bridge traffic. The Public Utility Commission, late in 1951, rejected applications to delay enforcement of its order to relocate the line and directed that the project get under way in 1952. An agreement with the railroad company covering financial participation by the Commission was signed in 1951.

On February 28 the Commission awarded a contract for demolition of thirty properties in Camden to enlarge the toll house area and provide a site for a police building. The real estate cost was \$279,065.12. Razing was completed October 15. Another contract for repaving the Philadelphia plaza, laid with granite blocks in 1926, and the six inner lanes of the suspended span was awarded March 28 and completed May 21 at a cost of \$110,449.22.

Contracts for the police building were let March 28 and for an annex to the Administration Building, June 27 calling for completion in 1952. The New Jersey State Highway Department aided in securing Government-controlled scarce metals required for the work.

All these improvements are required to meet traffic demands on the Delaware River Bridge. The average daily volume was 69,561 against 63,968 in the preceding year. In eight months of 1951, April to November inclusive, the monthly figure exceeded 2,000,000. The former daily high of 93,010 was eclipsed on ten occasions. On Sunday, August 19, a new record of 100,416 was set and, on one weekend in August, the Friday-Saturday-Sunday total was 270,381.

Automobiles and light trucks registered the highest percentage increase of 9.46 per cent while bus travel rose by 1.11 per cent and heavy trucks and trailers, 4.40 per cent. Automobiles and light trucks contributed 72.89 per cent of 1951 toll receipts; buses, 8.20 per cent; large trucks, 18.85 per cent and motorcycles, .06 per cent. Vehicular and large truck tolls averaged 23.93 and 68.46 cents respectively. Traffic classifications of 1951 and 1950 compare:

	1951	1950	Increase Decrease*	Per Cent
Automobiles and light trucks	20,527,124	18,797,230	1,729,894	9.20
Commutation tickets	2,168,276	1,936,350	231,926	11.97
Motor trucks	1,163,036	1,149,153	13,883	1.21
Tractors and trailers	509,872	453,124	56,748	12.52
Special permits	1,027	1,054	27*	2.56*
Buses	997,614	986,665	10,949	1.11
Motorcycles	22,754	24,972	2,218*	8.88*
Horse and rider	1	2	1*	
TOTAL	25,389,704	23,348,550	2,041,154	8.74

The bridge has been crossed by 348,573,734 vehicles in the 25½ years of operation. To mark the twenty-fifth anniversary on July 1, 1951, the Commission published a brochure descriptive of the structure and reciting its history. Featured in it was an account of the tremendous industrial development of the area served by the bridge and the potentialities of further unexampled growth. Much of this territory lies within the Port District created by the 1951 legislative action of Pennsylvania and New Jersey. The Port District is defined as the Counties of Philadelphia and Delaware in Pennsylvania and Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean and Salem in New Jersey. Appended to this report are the compacts creating The Delaware River Port Authority and authorizing construction of an additional vehicular crossing.

One change in Commission membership occurred in 1951, Governor John S. Fine succeeding Governor James H. Duff as Chairman. Together with Governor Driscoll of New Jersey, both Governors Duff and Fine effectively supported the Commission in its various activities. On many occasions, they advocated continuing the Commission as a Port Authority that could bring about many needed improvements in this area and, in particular, could further advance the interests of this port.

The Commission, through its Port Promotion Department, was active in this field throughout 1950 and 1951. It directs attention to the steady and encouraging increase in waterborne commerce of the Delaware River Port Area during the two years. Foreign commerce during the first six months of 1951 increased 1,479,675 net tons or 12.2 per cent over the corresponding period of 1950. The 1950 report of the United States Army Engineers shows that waterborne commerce in the Port of Philadelphia area during 1950 reached a new record total of 68,899,700 net tons, an increase of 11,834,288 net tons over the previous year, or a gain of 20.7 per cent. The present industrial development and expansion along the Delaware will insure an even greater growth in the future.

The Port Promotion Department has continued to

work with all Federal, State and Municipal agencies concerned with the improvement and development of the port area. It has maintained close contact with and cooperated with all civic and other organizations having an interest in or affected by the growth and development of the port.

The Commission's motion-picture of port activities entitled, "Short-Cut to World Markets" was widely distributed during the year. Special showings and receptions were held in important cities and trade centers for the purpose of selling the advantages of the port to importers, exporters and traffic executives. The film was shown to an estimated audience of 376,000 persons during 1951. The motion-picture has proved its worth as one of the best means of publicizing the port. It is a valuable aid in educating the general public regarding the value and importance of the port to the economy of the area.

During the year advertisements on the port appeared in foreign trade magazines, domestic trade publications, domestic trade newspapers, local newspapers and miscellaneous special editions of newspapers and annual publications.

Announcement by the Philadelphia Electric Company on June 21 of the launching of a national advertising campaign to tell the story of the Port of Philadelphia was an important step in promotion. This program provided for a series of six full-page color advertisements in *The Saturday Evening Post*, *Time*, *Forbes* and *Business Week* and, in black and white, in *The New York Times* and the *Wall Street Journal*. The Port Promotion Department mailed 10,000 reprints of each of these advertisements, accompanied by a letter, to a world-wide mailing list.

Publication of a 32-page port brochure entitled, "Short-Cut to World Markets" in March was a major step in the production of promotional material on the port. Of this, 25,000 copies were printed and distribution of more than 18,000 made in this country and abroad. In the field of publicity, the port area has received a generous share of recognition recently in numerous newspapers not only in our own local area but also in foreign and national trade publications.

The general overall plan for publicity is an effort to convince the newspapers and trade publications that the port area's outstanding growth is important to the living standards and welfare of all people in the area and to get them to help us tell the story. The response received and the many requests from publications of all types for information on port activities is indicative of the success of this plan.

Quarterly reports on waterborne commerce movements in the Delaware River Port Area were made during the year, based on statistics furnished by the Bureau of Census, United States Department of Commerce. Comparisons were made of the different commodities imported and exported and tonnages and values moving in and out of the port area. Comparisons were also made with the import and export traffic movements through the major Atlantic and Gulf Coast ports. Monthly statistics from the Navigation Commission for the Delaware River and from the United States Collector of Customs at Philadelphia were incorporated in these quarterly reports.

Steamship companies, banks, foreign consuls, importers, exporters, chambers of commerce and other organizations have shown interest in the reports and are utilizing the information obtained from analyzing these comprehensive studies. The reports are helpful to the Philadelphia Port Bureau and other organizations engaged in the solicitation of business for the port.

A major project of analyzing the value to the port area of each ton of cargo handled through it is nearing completion. The purpose of this survey, entitled, "The Port's Value to the Area's Economy," is to determine the amount of money put into circulation by reason of cargo and vessel movements. The survey covers general cargo, tanker cargo and bulk cargoes including coal, grain and ores and is reported on the basis of revenue received per ton of cargo handled.

In a notice dated November 14, 1951, the Division Engineer, Corps of Engineers, North Atlantic Division, advised that a favorable report has been made on the proposed improvement of the Delaware River from Philadelphia to Trenton, New Jersey. It is recommended that the existing channel be deepened to 42 feet in rock cuts and 40 feet in other material with a width of 400 feet from Allegheny Avenue, Philadelphia to the upstream end of Newbold Island near Roebling, New Jersey at an estimated cost of \$88,625,000 with additional annual maintenance of \$642,000. The proposed improvement involves alteration of the Pennsylvania Railroad bridge at Delair, New Jersey and the Tacony-Palmyra highway bridge to provide a clear navigation width of 500 feet through these bridges. The proposal calls for the existing channel between Philadelphia and the sea to be deepened from its present 37 feet to 42 feet in rock cuts and 40 feet in other material over a width of 400 feet between Allegheny Avenue and the Philadelphia Naval Base, with a widening to 500 feet in Horseshoe Bend, at an estimated cost of \$4,490,000.

Our Police Bureau made 122 arrests during the year and extinguished 44 fires in motor vehicles. Disabled cars totaling 3,317 were removed and the three police jeeps and two coupes were driven 405,971 miles in patrolling the bridge.

Throughout the year, the bridge was under constant inspection by our Maintenance Bureau and, wherever needed, repairs and adjustments made to all Commission property. A consistently high standard of maintenance was upheld at all times.

A cordial invitation to inspect the Delaware River Bridge at any time is extended to all members of the Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey.

Respectfully submitted,

THE DELAWARE RIVER JOINT COMMISSION

PENNSYLVANIA:

JOHN S. FINE, *Chairman*
BERNARD SAMUEL
CHARLES R. BARBER
WELDON B. HEYBURN
EDWIN R. COX
ALVIN A. SWENSON
CLARENCE TOLAN, JR.
JAY COOKE

NEW JERSEY:

ARTHUR C. KING, *Vice-Chairman*
I. NORWOOD GRISCOM
EDWARD C. MCAULIFFE
CLARENCE B. MCCORMICK
ERWIN S. CUNARD
ALLEN S. HATCHER
JAMES P. JOHNSON
RALPH CORNELL

JOSEPH K. COSTELLO, *General Manager-Secretary*

December 31, 1951

SUMMARY OF OPERATION OF DELAWARE RIVER BRIDGE

	<i>Traffic</i>	<i>Gross Receipts</i>	<i>Expenses</i>	<i>Net Receipts</i>
1951	25,389,704	\$6,323,339.82	\$1,474,586.82	\$4,848,753.00
1950	23,348,550	5,845,856.47	1,226,993.82	4,618,862.65
1949	21,085,868	5,265,306.50	1,057,278.89	4,208,027.61
1948	19,227,246	4,856,157.84	1,242,133.30	3,614,024.54
1947	18,107,133	4,557,968.63	958,476.09	3,599,492.54
1946	16,886,413	4,235,142.23	842,691.34	3,392,450.89
1945	12,639,611	3,266,299.61	633,923.98	2,632,375.63
1944	11,360,550	3,001,169.32	634,168.36	2,367,000.96
1943	9,639,333	2,625,829.28	701,424.58	1,924,404.70
1942	12,463,283	3,069,647.27	702,687.82	2,366,959.45
1941	15,638,687	3,653,611.09	653,401.11	3,000,209.98
1940	14,185,835	3,340,113.26	562,054.96	2,778,058.30
1939	13,378,235	3,155,259.05	526,546.73	2,628,712.32
1938	12,820,338	3,027,489.36	581,672.32	2,445,817.04
1937	12,293,129	2,969,423.52	452,810.03	2,516,613.49
1936	10,614,475	3,067,967.87	461,260.86	2,606,707.01
1935	10,156,929	2,899,563.25	441,146.59	2,458,416.66
1934	9,981,615	2,846,116.26	429,412.63	2,416,703.63
1933	9,886,705	2,820,018.71	418,516.46	2,401,502.25
1932	10,804,557	3,091,576.91	456,297.44	2,635,179.47
1931	12,308,225	3,479,337.93	430,856.72	3,048,981.21
1930	12,285,359	3,517,730.64	500,597.53	3,017,133.11
1929	11,615,609	3,331,754.46	398,496.20	2,933,258.26
1928	9,725,470	2,827,786.83	378,590.01	2,449,196.82
1927	8,593,201	2,435,784.40	346,678.59	2,093,921.89
1926 (1/2 year)	4,137,674	1,110,108.38	158,109.47	946,682.83



DELAWARE RIVER LOWER HARBOR

DISTRIBUTION OF VEHICULAR TRAFFIC

ACROSS THE DELAWARE RIVER
AMONG FERRIES AND BRIDGES WITHIN 10 MILES OF THE DELAWARE RIVER BRIDGE
YEARLY

Year	Ferries				Tacony-Palmyra Bridge	Total Vehicles Other Than the Delaware River Bridge	Delaware River Bridge	Total Cross River Traffic	Tacony-Palmyra Bridge Share of Traffic	Delaware River Bridge Share of Traffic
	Penna. R. R.	Phila. & Reading R. R.	South St. Kaighn Ave.	Tacony-Palmyra Ferry						
1925			↑		↑	5,399,641	—	5,399,641	—	—
1926	1,786,922	1,785,525		376,304	↑ Open July 15, 1929	3,948,751	Open July 1st 4,137,674	8,086,425	—	51.16%
1927	779,320	1,567,724		356,153	↓ Aug.	2,703,197	8,593,201	11,296,398	—	76.07%
1928	780,947	1,672,276		355,240		2,808,463	9,725,470	12,533,933	—	77.59%
1929	808,295	1,790,285		235,821	433,061	3,267,462	11,615,609	14,883,071	4.50%	78.05%
1930	789,987	1,753,332		↑	1,374,285	3,917,604	12,285,359	16,202,963	8.48%	75.82%
1931	779,129	1,722,486			1,738,569	4,240,184	12,308,225	16,548,409	10.50%	74.38%
1932	696,633	1,514,920			1,559,197	3,770,750	10,804,557	14,575,307	10.70%	74.13%
1933	699,312	1,338,471	24, 1939		1,390,497	3,428,280	9,886,705	13,314,985	10.44%	74.25%
1934	769,423	1,261,372	Jan.	1929	1,399,843	3,430,638	9,981,615	13,412,253	10.43%	74.42%
1935	817,208	1,252,487	Open	Aug.	1,470,906	3,540,601	10,156,929	13,697,530	10.73%	74.15%
1936	1,211,280	1,246,694	Open	Aug.	1,642,135	4,100,109	10,614,475	14,714,584	11.16%	72.13%
1937	1,322,741	1,148,224		Service	1,922,716	4,393,681	12,293,129	16,686,810	11.52%	73.67%
1938	1,753,746	Closed 4/30 270,283		Out	1,980,864	4,004,893	12,820,338	16,825,231	11.77%	76.19%
1939	1,348,325	—	830,623	of	2,056,200	4,235,148	13,378,235	17,613,383	11.67%	75.95%
1940	1,360,686	—	850,220	Out	2,210,660	4,421,566	14,185,835	18,607,401	11.88%	76.23%
1941	1,326,263	—	888,774		2,739,045	4,954,082	15,638,687	20,592,769	13.34%	75.94%
1942	1,072,476	—	682,121		2,046,537	3,801,134	12,463,283	16,264,417	12.58%	76.62%
1943	872,496	—	259,085		1,397,234	2,528,815	9,639,333	12,168,148	11.48%	79.21%
1944	886,721	—	156,755		1,866,262	2,909,738	11,360,550	14,270,288	13.07%	79.61%
1945	837,729	—	169,667		2,210,800	3,218,196	12,639,611	15,857,807	13.94%	79.70%
1946	938,580	—	—		3,355,451	4,294,031	16,886,413	21,180,444	15.84%	79.73%
1947	801,561	—	—		3,856,438	4,657,999	18,107,133	22,765,132	16.94%	76.53%
1948	709,629	—	—		4,318,121	5,027,750	19,227,246	24,254,996	17.80%	79.27%
1949	610,196	—	—		5,203,148	5,813,344	21,085,868	26,899,212	19.34%	78.38%
1950	409,541	—	—		6,101,108	6,510,649	23,348,550	29,859,199	20.43%	78.19%
1951	311,600	—	—		7,099,857	7,411,457	25,389,704	32,801,161	21.65%	77.40%

ANALYSIS OF TRAFFIC SINCE OPENING

Calendar Year	Total Vehicles (Opened 7/1/26)	Automobiles and Light Trucks				Trucks				Buses		Motorcycles 10c	Horse Drawn, 15c, 20c, 30c		
		Total Autos and Light Trucks	25c Rate	20c Rate Started 2/1/1937	15c Commutation Started 3/1/1937	7000 lbs. Gr. Wt. Solid T 35c	7001 to 18,000 lbs. Gross Weight		18,001 to 36,000 lbs. Gross Weight		26,000 lbs. to 150,000 lbs. Tractors —Trailers & Specials			Single Deck 30c (25c, 40c to 7/1/27)	Double Deck 75c (40c to 7/1/27)
							Pneumatic 40c	Solid Tire 50c	Pneu't .65—1.00	Solid T 75c					
1926	4,137,674	3,644,022	↑	↑	↑	10,880	10,914	15,624	281	6,891	265,433	169,141	13,017	1,414	
1927	8,593,201	7,270,703				23,812	32,561	35,636	1,865	17,586	905,727	275,456	24,583	1,550	
1928	9,725,470	8,246,002				20,100	76,049	34,232	3,998	17,204	1,229,698	67,835	29,207	580	
1929	11,615,609	10,096,414				11,875	101,315	28,615	9,480	18,836	1,272,995	40,742	33,253	468	
1930	12,285,359	10,578,206				4,670	136,269	16,651	18,488	13,676	1,465,267	19,176	28,413	179	
1931	12,308,225	10,770,393			2	2,366	158,692	21,623	25,238	18,058	1,270,481	8,398	27,916	54	
1932	10,804,557	9,355,885				1,349	165,905	13,029	44,552	10,222	1,174,017	5,242	27,774	21	
1933	9,886,705	8,569,299			All	758	183,404	10,768	48,767	6,758	1,026,145	5,923	25,948	26	
1934	9,981,615	8,613,090				472	221,318	7,167	50,041	5,145	1,029,125	6,830	31,247	16	
1935	10,156,929	8,735,223				279	250,471	15,822	51,392	2,135	1,042,757	6,652	32,673	13	
1936	10,614,475	9,176,045			2	189	247,597	17,237	79,648	1,096	1,028,889	6,049	29,198	3	
1937	12,293,129	10,901,116	(Jan. only) 619,864		9,267,896	137	234,553	10,613	83,064	584	999,855	5,467	28,372	0	
1938	12,820,338	11,520,211	↑		10,381,993	76	228,085	9,174	77,331	249	920,520	3,490	24,237	6	
1939	13,378,235	12,021,179			10,782,058	92	263,196	10,895	95,004	223	47,720	913,727	3,315	22,879	5
1940	14,185,835	12,766,835			11,361,240	76	298,590	16,809	101,842	176	60,163	918,307	3,164	20,071	2
1941	15,638,687	14,113,852			12,475,623	98	330,228	18,864	110,762	202	85,501	953,480	2,958	22,742	0
1942	12,463,283	10,863,764			9,568,470	65	309,280	16,396	108,335	205	101,090	1,042,426	2,548	19,174	0
1943	9,659,333	8,014,431			6,932,418	69	322,614	10,926	114,490	215	120,580	1,038,472	1,605	15,828	103
1944	11,360,550	9,725,231			8,625,508	32	354,866	11,681	133,755	139	130,341	990,247	193	14,064	1
1945	12,639,611	10,919,253			9,849,584	49	400,546	15,099	151,608	117	141,969	995,775	241	14,952	2
1946	16,886,413	14,849,447			13,513,518	56	572,302	16,860	205,698	126	179,758	1,034,578	202	27,386	0
1947	18,107,133	15,854,315			14,326,221	56	714,824	17,385	249,776	88	209,924	1,033,323	198	27,240	4
1948	19,227,246	16,817,353			15,154,947	33	802,859	18,323	303,073	83	241,518	1,016,572	31	27,399	2
1949	21,085,868	18,593,968			16,864,699	8	827,818	11,508	295,052	180	307,384	1,022,148	2	27,798	2
1950	23,348,550	20,733,580			18,797,230	39	840,609	3,147	305,266	92	454,178	986,665	0	24,972	2
1951	25,389,704	22,695,400			20,527,124	46	841,156	844	319,333	243	512,313	997,614	0	22,754	1

APPENDICES

PORT AUTHORITY COMPACT

SUPPLEMENTAL AGREEMENT

Between

THE COMMONWEALTH OF PENNSYLVANIA

and

THE STATE OF NEW JERSEY

AMENDING AND SUPPLEMENTING THE AGREEMENT ENTITLED "AGREEMENT BETWEEN THE COMMONWEALTH OF PENNSYLVANIA AND THE STATE OF NEW JERSEY CREATING THE DELAWARE RIVER JOINT COMMISSION AS A BODY CORPORATE AND POLITIC AND DEFINING ITS POWERS AND DUTIES," CHANGING THE NAME OF THE DELAWARE RIVER JOINT COMMISSION TO THE DELAWARE RIVER PORT AUTHORITY, CHANGING THE METHOD OF APPOINTMENT OF THE COMMISSIONERS, EXTENDING THE JURISDICTION, POWERS AND DUTIES OF SAID THE DELAWARE RIVER PORT AUTHORITY, AND DEFINING SUCH ADDITIONAL JURISDICTION, POWERS AND DUTIES.

The Commonwealth of Pennsylvania and the State of New Jersey do hereby solemnly covenant and agree each with the other, as follows:

(1) Article I of the "Agreement between the Commonwealth of Pennsylvania and the State of New Jersey creating the Delaware River Joint Commission as a body corporate and politic and defining its powers and duties," which was executed on behalf of the Commonwealth of Pennsylvania by its Governor on the first day of July, one thousand nine hundred and thirty-one, and on behalf of the State of New Jersey by the New Jersey Interstate Bridge Commission by its members on the first day of July, one thousand nine hundred and thirty-one, and which was consented to by the Congress of the United States by Public Resolution Number Twenty-six, being chapter two hundred fifty-eight of the Public Laws, Seventy-second Congress, approved the fourteenth day of June, one thousand nine hundred and thirty-two, is amended to read as follows:

ARTICLE I

The body corporate and politic, heretofore created and known as the Delaware River Joint Commission hereby is continued under the name of the Delaware River Port Authority (hereinafter in this agreement called the "commission"), which shall constitute the public corporate instrumentality of the Commonwealth of Pennsylvania and the State of New Jersey for the following public purposes, and which shall be deemed to be exercising an essential governmental function in effectuating such purposes, to wit:

(a) The operation and maintenance of the bridge, owned jointly by the two States across the Delaware river between the city of Philadelphia in the Commonwealth of Pennsyl-

vania and the city of Camden in the State of New Jersey, including its approaches, and the making of additions and improvements thereto.

(b) The effectuation, establishment, construction, operation and maintenance of railroad or other facilities for the transportation of passengers across any bridge or tunnel owned or controlled by the commission, including extensions of such railroad or other facilities within the city of Camden and the city of Philadelphia necessary for efficient operation in the Port District.

(c) The improvement and development of the Port District for port purposes by or through the acquisition, construction, maintenance or operation of any and all projects for the improvement and development of the Port District for port purposes, or directly related thereto, either directly by purchase, lease or contract, or by lease or agreement with any other public or private body or corporation or in any other manner.

(d) Co-operation with all other bodies interested or concerned with, or affected by the promotion, development or use of the Delaware river and the Port District.

(e) The procurement from the government of the United States of any consents which may be requisite to enable any project within its powers to be carried forward.

(f) The construction, acquisition, operation and maintenance of other bridges and tunnels across or under the Delaware river, between the city of Philadelphia and the State of New Jersey, including approaches and the making of additions and improvements thereto.

(g) The promotion as a highway of commerce of the Delaware river, and the promotion of increased passenger and freight commerce on the Delaware river and for such purpose the publication of literature and the adoption of any other means as may be deemed appropriate.

(h) To study and make recommendations to the proper authorities for the improvement of terminal, lighterage, wharfage, warehouse and other facilities necessary for the promotion of commerce on the Delaware river.

(i) Institution through its counsel, or such other counsel as it shall designate, or intervention in, any litigation involving rates, preferences, rebates or other matters vital to the interest of the Port District; *provided*, that notice of any such institution of or intervention in litigation shall be given promptly to the Attorney General of the Commonwealth of Pennsylvania and to the Attorney-General of the State of New Jersey, and provision for such notices shall be made in a resolution authorizing any such intervention or litigation and shall be incorporated in the minutes of the commission.

(j) The establishment, maintenance, rehabilitation, construction and operation of a rapid transit system for the transportation of passengers, express, mail, and baggage between points in New Jersey communities within the Port District and within a thirty-five (35) mile radius of the city of Camden, New Jersey, and points within the city of Philadelphia, Pennsylvania, and intermediate points. Such system may be established by either utilizing existing rapid transit systems, railroad facilities, highways and bridges

within the territory involved or by the construction or provision of new facilities where deemed necessary.

(k) The performance of such other functions which may be of mutual benefit to the Commonwealth of Pennsylvania and the State of New Jersey insofar as concerns the promotion and development of the Port District for port purposes and the use of its facilities by commercial vessels.

(2) Article II of said agreement is amended to read as follows:

ARTICLE II

The commission shall consist of sixteen commissioners, eight resident voters of the Commonwealth of Pennsylvania and eight resident voters of the State of New Jersey, who shall serve without compensation.

The present members of the commission, including ex-officio members, shall continue to serve, respectively, as commissioners until the expiration of their terms or the terms of office by virtue of the holding of which they are members of the commission and until succeeding commissioners shall be appointed and qualify, except that the terms of the present members of the commission for the Commonwealth of Pennsylvania shall expire as of the date of the coming into force of the supplemental compact or agreement authorized by the Act of 1951 General Assembly of said Commonwealth providing for amendment of this article.

The commissioners for the State of New Jersey shall be appointed by the Governor of New Jersey with the advice and consent of the Senate of New Jersey, for terms of five years, and in case of a vacancy occurring in the office of commissioner during a recess of the Legislature, it may be filled by the Governor by an ad interim appointment which shall expire at the end of the next regular session of the Senate unless a successor shall be sooner appointed and qualify and, after the end of the session, no ad interim appointment to the same vacancy shall be made unless the Governor shall have submitted to the Senate a nomination to the office during the session and the Senate shall have adjourned without confirming or rejecting it, and no person nominated for any such vacancy shall be eligible for an ad interim appointment to such office if the nomination shall have failed of confirmation by the Senate.

Six of the eight commissioners for the Commonwealth of Pennsylvania shall be appointed by the Governor of Pennsylvania for terms of five years. The Auditor General and the State Treasurer of said Commonwealth shall ex-officio be commissioners for said Commonwealth, each having the privilege of appointing a representative to serve in his place at any meeting of the commission which he does not attend personally.

All commissioners shall continue to hold office after the expiration of the terms for which they are appointed or elected until their respective successors are appointed and qualify, but no period during which any commissioner shall hold over shall be deemed to be an extension of his term of office for the purpose of computing the date on which his successor's term expires.

(3) Article IV of said agreement is amended to read as follows:

ARTICLE IV

For the effectuation of its authorized purposes the commission is hereby granted the following powers:

- (a) To have perpetual succession.
- (b) To sue and be sued.
- (c) To adopt and use an official seal.
- (d) To elect a chairman, vice-chairman, secretary and treasurer, and to adopt suitable bylaws for the management of its affairs. The secretary and treasurer need not be members of the commission.
- (e) To appoint, hire, or employ counsel and such other officers and such agents and employees as it may require for the performance of its duties, by contract or otherwise, and fix and determine their qualifications, duties and compensation.

(f) To enter into contracts.

(g) To acquire, own, hire, use, operate and dispose of personal property.

(h) To acquire, own, use, lease, operate, mortgage and dispose of real property and interests in real property, and to make improvements thereon.

(i) To grant by franchise, lease or otherwise, the use of any property or facility owned or controlled by the commission and to make charges therefor.

(j) To borrow money upon its bonds or other obligations, either with or without security, and to make, enter into and perform any and all such covenants and agreements with the holders of such bonds or other obligations as the commission may determine to be necessary or desirable for the security and payment thereof, including without limitation of the foregoing, covenants and agreements as to the management and operation of any property or facility owned or controlled by it, the tolls, rents, rates or other charges to be established, levied, made and collected for any use of any such property or facility, or the application, use and disposition of the proceeds of any bonds or other obligations of the commission or the proceeds of any such tolls, rents, rates or other charges or any other revenues or moneys of the commission.

(k) To exercise the right of eminent domain within the Port District.

(l) To determine the exact location, system and character of and all other matters in connection with any and all improvements or facilities which it may be authorized to own, construct, establish, effectuate, operate or control.

(m) In addition to the foregoing, to exercise the powers, duties, authority and jurisdiction heretofore conferred and imposed upon the aforesaid the Delaware River Joint Commission by the Commonwealth of Pennsylvania or the State of New Jersey, or both of the said two States;

(n) To exercise all other powers not inconsistent with the constitutions of the two States or of the United States, which may be reasonably necessary or incidental to the effectuation of its authorized purposes or to the exercise of any of the foregoing powers, except the power to levy taxes or assessments, and generally to exercise in connection with its property and affairs, and in connection with property within its control, any and all powers which might be exercised by a natural person or a private corporation in connection with similar property and affairs.

(o) To acquire, purchase, construct, lease, operate, maintain and undertake any project, including any terminal, terminal facility, transportation facility, or any other facility of commerce and to make charges for the use thereof.

(p) To make expenditures anywhere in the United States and foreign countries, to pay commissions, and hire or contract with experts and consultants, and otherwise to do indirectly anything which the commission may do directly.

The commission shall also have such additional powers as may hereafter be delegated to or imposed upon it from time to time by the action of either State concurred in by legislation of the other.

It is the policy and intent of the Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey that the powers granted by this article shall be so exercised that the American system of free competitive private enterprise is given full consideration and is maintained and furthered. In making its reports and recommendations to the Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey on the need for any facility or project which the commission believes should be undertaken for the promotion and development of the Port District, the commission shall include therein its findings which fully set forth that the facility or facilities operated by private enterprise within the Port District and which it is intended shall be supplanted or added to are not adequate.

(4) Article XI of said agreement is amended to read as follows:

ARTICLE XI

The effectuation of its authorized purposes by the commission is and will be in all respects for the benefit of the people of the Commonwealth of Pennsylvania and the State of New Jersey, for the increase of their commerce and prosperity and for the improvement of their health and living conditions; and since the commission will be performing

essential governmental functions in effectuating said purposes, the commission shall not be required to pay any taxes or assessments upon any property acquired or used by it for such purposes, and the bonds or other securities or obligations issued by the commission, their transfer and the income therefrom (including any profits made on the sale thereof) shall at all times be free from taxation within the Commonwealth of Pennsylvania and the State of New Jersey.

To the end that municipalities may not suffer undue loss of tax revenue by reason of the acquisition and ownership of property therein by the commission, the commission is hereby authorized and empowered, in its discretion, to enter into a voluntary agreement or agreements with any municipality, whereby it will undertake to pay a fair and reasonable sum or sums to compensate the said municipality for any loss of tax revenue in connection with any property acquired by the commission after one thousand nine hundred and fifty other than property acquired for bridge, tunnel or passenger transportation purposes. Any such payment or payments which the commission is hereby authorized and empowered to make may be made on an annual basis, in which case the payment or payments shall not be in excess of the amount of the taxes upon the property when last assessed prior to the time of its acquisition by the commission, or such payment or payments may be made in a lump sum or sums, or over a stated period of years, as shall be agreed upon by and between the commission and such municipality. Every municipality wherein the property shall be acquired by the commission is authorized and empowered to enter into such agreement or agreements with the commission to accept the payment or payments which the commission is herein authorized and empowered to make.

(5) Article XII of said agreement is amended to read as follows:

ARTICLE XII

The commission shall make annual reports to the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey, setting forth in detail its operations and transactions, and may make such additional reports from time to time to the Governors and Legislatures as it may deem desirable. Copies thereof shall be available for public information and use.

Whenever the commission after investigation and study shall have concluded plans, with estimates of cost and means of financing, for any new project for a purpose other than any described in Article I, subdivisions (b) or (j) hereof, for transportation across or under the Delaware river within the Port District or improvement of the Delaware river's port facilities, the commission shall make to the Legislatures of each State a detailed report dealing only with the contemplated project and shall request of said Legislatures authority to proceed with the project described and it shall not be within the power of the commission to construct, erect or otherwise acquire any new facility or project, for a purpose other than any described in Article I, subdivisions (b) or (j) hereof, unless and until the Legislatures of both States shall have authorized the commission to proceed with the project outlined in its special report thereon.

In addition to other powers conferred upon it, and not in limitation thereof, the commission may acquire all right, title and interest in and to the Tacony-Palmyra bridge, across the Delaware river at Palmyra, New Jersey, together with any approaches and interests in real property necessary thereto. The acquisition of such bridge, approaches and interests by the commission shall be by purchase or by condemnation in accordance with the provisions of the Federal law consenting to or authorizing the construction of such bridge and approaches, or the acquisition of such bridge, approaches or interests by the commission shall be pursuant to and in accordance with the provisions of section 48:5-22 and 48:5-23 of the Revised Statutes of New Jersey, and for all the purposes of said provisions and sections the commission is hereby appointed as the agency of the State of New Jersey and the Commonwealth of Pennsylvania exercising the rights and powers granted or reserved by said Federal law or sections to the State of New Jersey and Commonwealth of Pennsylvania jointly or to the State of

New Jersey acting in conjunction with the Commonwealth of Pennsylvania. The commission shall have authority to so acquire such bridge, approaches and interests, whether the same be owned, held, operated or maintained by any private person, firm, partnership, company, association or corporation or by any instrumentality, public body, commission, public agency or political subdivision (including any county or municipality) of, or created by or in, the State of New Jersey or the Commonwealth of Pennsylvania, or by any instrumentality, public body, commission or public agency of, or created by or in, a political subdivision (including any county or municipality) of the State of New Jersey or the Commonwealth of Pennsylvania. None of the provisions of the preceding paragraph shall be applicable with respect to the acquisition by the commission, pursuant to this paragraph, of said Tacony-Palmyra bridge, approaches and interests. The power and authority herein granted to the commission to acquire said Tacony-Palmyra bridge, approaches and interests shall not be exercised unless and until the Governor of the State of New Jersey and the Governor of the Commonwealth of Pennsylvania have filed with the commission their written consents to such acquisition.

It shall not be within the power of the commission to construct, erect, or otherwise acquire any new facility or project for a purpose described in Article I, subdivision (j) hereof, unless and until the commission shall have made to the Legislature and Governor of the State of New Jersey and to the Legislature and Governor of the Commonwealth of Pennsylvania a detailed report dealing only with such contemplated facility or project, and the Governor of said State and the Governor of said Commonwealth shall have filed with the commission their written consents to such construction, erection or acquisition.

Notwithstanding any provision of this agreement, nothing herein contained shall be construed to limit or impair any right or power granted or to be granted to the Pennsylvania Turnpike Commission or the New Jersey Turnpike Authority, to finance, construct, operate and maintain the Pennsylvania Turnpike System or any turnpike project of the New Jersey Turnpike Authority, respectively, throughout the Port District, including the right and power, acting alone or in conjunction with each other, to provide for the financing, construction, operation and maintenance of one bridge across the Delaware river south of the city of Trenton in the State of New Jersey; provided that such bridge shall not be constructed within a distance of ten miles, measured along the boundary line between the Commonwealth of Pennsylvania and the State of New Jersey, from the existing bridge, operated and maintained by the commission, across the Delaware river between the city of Philadelphia in the Commonwealth of Pennsylvania and the city of Camden in the State of New Jersey, so long as there are any outstanding bonds or other securities or obligations of the commission for which the tolls, rents, rates, or other revenues, or any part thereof, of said existing bridge shall have been pledged. Nothing contained in this agreement shall be construed to authorize the commission to condemn any such bridge.

Anything herein contained to the contrary notwithstanding, no bridge or tunnel shall be constructed, acquired, operated or maintained by the commission across or under the Delaware river north of the boundary line between Bucks county and Philadelphia county in the Commonwealth of Pennsylvania as extended across the Delaware river to the New Jersey shore of said river, and any new bridge or tunnel authorized by or pursuant to this compact or agreement to be constructed or erected by the commission may be constructed or erected at any location south of said boundary line notwithstanding the terms and provisions of any other agreement between the Commonwealth of Pennsylvania and the State of New Jersey. Except as may hereafter be otherwise provided in conformity with Article IX hereof with respect to specific properties designated by action of the Legislatures of both of the signatory States, no property or facility owned or controlled by the commission shall be acquired from it by any exercise of powers of condemnation or eminent domain.

(6) Said agreement is further amended by adding there-

to, following the last article thereof, a new article reading as follows:

ARTICLE XIII

As used herein, unless a different meaning clearly appears from the context:

"Port District" shall mean all the territory within the counties of Delaware and Philadelphia in Pennsylvania, and all the territory within the counties of Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean and Salem in New Jersey.

"Commission" shall mean the Delaware River Port Authority and, when required by the context, the board constituting the governing body thereof in charge of its property and affairs.

"Commissioner" shall mean a member of the governing body of the Delaware River Port Authority.

"Terminal" shall include any marine, motor truck, railroad and air terminal, also any coal, grain and lumber terminal and any union freight and other terminals used or to be used in connection with the transportation of passengers and freight, and equipment, materials and supplies therefor.

"Transportation facility" and "facilities for transportation of passengers" shall include railroads operated by steam, electricity or other power, rapid transit lines, motor trucks, tunnels, bridges, airports, boats, ferries, carfloats, lighters, tugs, floating elevators, barges, scows, or harbor craft of any kind, and aircraft, and equipment, materials and supplies therefor.

"Terminal facility" shall include wharves, piers, slips, ferries, docks, drydocks, ship repair yards, bulkheads, dock walls, basins, carfloats, float-bridges, dredging equipment, radio receiving and sending stations, grain or other storage elevators, warehouses, cold storage, tracks, yards, sheds, switches, connections, overhead appliances, bunker coal, oil and fresh water stations, markets, and every kind of terminal, storage or supply facility now in use, or hereafter designed for use to facilitate passenger transportation and for the handling, storage, loading or unloading of freight at terminals, and equipment, materials and supplies therefor.

"Transportation of passengers" and "passenger transportation" shall mean the transportation of passengers by railroad or other facilities.

"Rapid transit system" shall mean a transit system for the transportation of passengers, express, mail and baggage by railroad or other facilities, and equipment, materials and supplies therefor.

"Project" shall mean any improvement, betterment, facility or structure authorized by or pursuant to this compact or agreement to be constructed, erected, acquired, owned or controlled or otherwise undertaken by the commission. "Project" shall not include undertakings for purposes described in Article I, subdivisions (a), (d), (e), (g), (h) and (i).

"Railroad" shall include railways, extensions thereof, tunnels, subways, bridges, elevated structures, tracks, poles, wires, conduits, powerhouses, substations, lines for the transmission of power, carbarns, shops, yards, sidings, turnouts, switches, stations and approaches thereto, cars and motive equipment.

"Bridge" and "tunnel" shall include such approach highways and interests in real property necessary therefor in the Commonwealth of Pennsylvania or the State of New

Jersey as may be determined by the commission to be necessary to facilitate the flow of traffic in the vicinity of a bridge or tunnel or to connect a bridge or tunnel with the highway system or other traffic facilities in said Commonwealth or said state; *provided, however*, that the power and authority herein granted to the commission to construct new or additional approach highways shall not be exercised unless and until the Department of Highways of the Commonwealth of Pennsylvania shall have filed with the commission its written approval as to approach highways to be located in said Commonwealth and the State Highway Department of the State of New Jersey shall have filed with the commission its written approval as to approach highways to be located in said State.

"Facility" shall include all works, buildings, structures, property, appliances, and equipment, together with appurtenances necessary and convenient for the proper construction, equipment, maintenance and operation of a facility or facilities or any one or more of them.

"Personal property" shall include choses in action and all other property now commonly, or legally, defined as personal property, or which may hereafter be so defined.

"Lease" shall include rent or hire.

"Municipality" shall include a county, city, borough, village, township, town, public agency, public authority or political subdivision.

Words importing the singular number include the plural number and vice versa.

Wherever legislation or action by the Legislature of either signatory State is herein referred to it shall mean an act of the Legislature duly adopted in accordance with the provisions of the Constitution of such State.

IN WITNESS WHEREOF, this 23rd day of August, 1951, ALFRED E. DRISCOLL has affixed his signature hereto as Governor of the State of New Jersey and caused the great seal of the State to be attached thereto.

(Signed) ALFRED E. DRISCOLL
Governor, State of New Jersey
(The Great Seal of the State of New Jersey)

Attest:
LLOYD B. MARSH
Secretary of State

IN WITNESS WHEREOF, this 30th day of August, 1951, JOHN S. FINE has affixed his signature hereto as Governor of the Commonwealth of Pennsylvania and caused the great seal of the Commonwealth to be attached thereto.

(Signed) JOHN S. FINE
Governor, Commonwealth of Pennsylvania
(Seal of the State of Pennsylvania)

Attest:
GENE D. SMITH
Secretary of the Commonwealth

NEW VEHICULAR CROSSING COMPACT SUPPLEMENTAL AGREEMENT

Between

THE COMMONWEALTH OF PENNSYLVANIA

and

THE STATE OF NEW JERSEY

AMENDING AND SUPPLEMENTING THE AGREEMENT ENTITLED "AGREEMENT BETWEEN THE COMMONWEALTH OF PENNSYLVANIA AND THE STATE OF NEW JERSEY CREATING THE DELAWARE RIVER JOINT COMMISSION AS A BODY CORPORATE AND POLITIC AND DEFINING ITS POWERS AND DUTIES," AUTHORIZING AND EMPOWERING THE DELAWARE RIVER JOINT COMMISSION TO CONSTRUCT, FINANCE, OPERATE, MAINTAIN AND OWN A VEHICULAR TUNNEL UNDER, OR AN ADDITIONAL BRIDGE ACROSS, THE DELAWARE RIVER AND DEFINING CERTAIN FUNCTIONS, POWERS AND DUTIES OF SAID COMMISSION.

The Commonwealth of Pennsylvania and the State of New Jersey do hereby solemnly covenant and agree each with the other, as follows:

The "Agreement between the Commonwealth of Pennsylvania and the State of New Jersey creating the Delaware River Joint Commission as a body corporate and politic and defining its powers and duties," which was executed on behalf of the Commonwealth of Pennsylvania by its Governor on the first day of July, one thousand nine hundred and thirty-one, and on behalf of the State of New Jersey by the New Jersey Interstate Bridge Commission by its members on the first day of July, one thousand nine hundred and thirty-one, and which was consented to by the Congress of the United States by Public Resolution Number Twenty-six, being chapter two hundred fifty-eight of the Public Laws, Seventy-second Congress, approved the fourteenth day of June, one thousand nine hundred and thirty-two, is amended and supplemented by adding thereto, as a part thereof, following Article XII thereof, a new article reading as follows:

ARTICLE XII-A

(1) In addition to other public purposes provided for it and other powers and duties conferred upon it, and not in limitation thereof, and notwithstanding the provisions of any other article hereof, the Delaware River Joint Commission by whatever name said commission may be designated, shall have among its authorized purposes, and it shall have the power and duty to effectuate, the construction, operation and maintenance of a bridge for vehicular traffic across the Delaware river, between a point or points within a one-mile radius of Morgan street and Broadway in the city of Camden, New Jersey, and a point or points within a one-mile radius of Oregon avenue and Swanson street in the city of Philadelphia, Pennsylvania, with such approaches thereto and highway connections as may be necessary or desirable, or, in lieu of such bridge, a tunnel or tunnels for vehicular traffic under the Delaware river,

between a point or points within a one-mile radius of Morgan street and Broadway in the city of Camden, New Jersey, and a point or points within a one-mile radius of Oregon avenue and Swanson street in the city of Philadelphia, Pennsylvania, with such approaches thereto and highway connections as may be necessary or desirable.

(2) For the effectuation of any of its purposes authorized by this article, the commission is hereby granted, in addition to 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 bridge or tunnel referred to in this article or for the construction of such approaches thereto or highway connections as the commission 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 State of New Jersey or the Commonwealth of Pennsylvania 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 or tunnel, the approaches thereto or highway connections. Upon the exercise of the power of eminent domain under this paragraph, 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 in so far as the provisions thereof are applicable and not inconsistent with the provisions contained in this paragraph, and with regard to property located in the Commonwealth of Pennsylvania shall be ascertained and paid in the manner provided by any applicable condemnation law in force in such Commonwealth. The commission 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.

(3) For the effectuation of any of its authorized purposes, the commission is hereby granted the following powers in addition to any other powers heretofore or hereafter granted to it:

(a) In connection with the borrowing of money upon its bonds or other obligations, to make, enter into and perform any and all such covenants and agreements with the holders of such bonds or other obligations as the commission may determine to be necessary or desirable for the security and payment thereof, including without limitation of the foregoing, covenants and agreements as to the management and operation of any property or facility owned

or controlled by it, the tolls, rents, rates or other charges to be established, levied, made and collected for any use of any such property or facility, or the application, use and disposition of the proceeds of any bonds or other obligations of the commission or the proceeds of any such tolls, rents, rates or other charges or any other revenues or moneys of the commission.

(b) To pledge for the security or payment of any bonds or other obligations of the commission any moneys of the commission either presently received or in hand or to be received in the future, or both.

(c) To make expenditures anywhere in the United States and foreign countries, to pay commissions, and hire or contract with experts and consultants, and otherwise to do indirectly anything which the commission may do directly.

(d) To have and exercise such additional powers as may hereafter be delegated to or imposed upon it from time to time by act of the Legislature of either signatory State concurred in by act of the Legislature of the other.

(4) Notwithstanding any of the provisions of this article, the commission shall not, in connection with the bridge or tunnel referred to in this article, construct any approach or highway connection in the Commonwealth of Pennsylvania unless and until the Department of Highways of said Commonwealth shall have filed with the commission its written consent to such construction, and the commission shall not, in connection with said bridge or tunnel, construct any approach or highway connection in the State of New Jersey unless and until the State Highway Department of said State shall have filed with the commission its written consent to such construction. As used in this paragraph the term "approach" or "highway connection" means and includes any highway, road or structure for passage of vehicles, located inland of any of the established bulkhead lines of the Delaware river, including any highway, road or structure for passage of vehicles necessary to create access to the bridge or tunnel referred to in this article or to connect such bridge or tunnel with a highway system or other traffic facilities, or necessary to facilitate the flow of traffic in the vicinity of such bridge or tunnel.

(5) Before commencing construction of the bridge or tunnel referred to in this article, the commission shall set aside in a special reserve fund to be held by it the sum of twenty-two million dollars (\$22,000,000.00) or such lesser sum as the Governors of the signatory States may in writing approve as sufficient for the purposes of this paragraph. The moneys in said special reserve fund may be expended and used by the commission for the construction, maintenance and operation of approaches and highway connections, and no moneys in said fund shall be applied to any purpose except (1) such construction, maintenance or operation, (2) temporary investment pending some other authorized application or (3) any other purpose authorized by the commission and approved in writing by the Governors of the signatory States. The Governors for the time being of the signatory States are authorized from time to time to make and sign any and all approvals contemplated by this paragraph and any such approvals so made and signed by both Governors shall be binding upon the signatory States and the said Governors and their successors, and shall not be revoked or amended except with the consent of the commission.

(6) Any pledge of tolls, rates, rents or revenues, or any part thereof, or of any moneys of the commission made or created by the commission pursuant to Article VIII or any

other provision hereof shall be valid and binding from the time when the pledge is made; the revenues or other moneys so pledged and thereafter received by the commission shall immediately be subject to the lien of such pledge without any physical delivery thereof or further act; the lien of any such pledge shall be valid and binding as against all parties having claims of any kind in tort, contract or otherwise against the commission, irrespective of whether such parties have notice thereof; and neither the resolution nor any other instrument by which such a pledge is created need be filed or recorded except in the records of the commission.

(7) The effectuation of any of the purposes authorized by this article, and the exercise or performance by the commission of any of its powers or duties in connection with effectuation of such purpose, shall not be subject to any restrictions, limitations or provisions provided for or set forth in Article XII hereof. The bridge or tunnel referred to in this article may be constructed or erected by the commission notwithstanding the terms and provisions of any other agreement between the Commonwealth of Pennsylvania and the State of New Jersey. Except as may hereafter be otherwise provided in conformity with Article IX hereof with respect to specific properties designated by action of the Legislatures of both of the signatory States, no property or facility owned or controlled by the commission shall be acquired from it by any exercise of powers of condemnation or eminent domain.

(8) The commission shall not construct or erect the bridge or tunnel referred to in this article unless and until the Governor of the State of New Jersey and the Governor of the Commonwealth of Pennsylvania shall have filed with the commission their written consents to such construction or erection.

IN WITNESS WHEREOF, this 23rd day of August, 1951, ALFRED E. DRISCOLL has affixed his signature hereto as Governor of the State of New Jersey and caused the great seal of the State to be attached thereto.

(Signed) ALFRED E. DRISCOLL
Governor, State of New Jersey
(The Great Seal of the State of New Jersey)

Attest:
LLOYD B. MARSH
Secretary of State

IN WITNESS WHEREOF, this 30th day of August, 1951, JOHN S. FINE has affixed his signature hereto as Governor of the Commonwealth of Pennsylvania and caused the great seal of the Commonwealth to be attached thereto.

(Signed) JOHN S. FINE
Governor, Commonwealth of Pennsylvania
(Seal of the State of Pennsylvania)

Attest:
GENE D. SMITH
Secretary of the Commonwealth

BALANCE SHEET

ASSETS

December 31, 1951

	<i>Investments</i>	<i>Accrued Interest Receivable</i>	<i>Cash</i>	<i>TOTAL</i>
SPECIAL FUNDS:				
Sinking Fund			\$568,349.47	\$ 568,349.47
Sinking Fund Reserve:				
U. S. Tr. 1½'s—3/15/55	\$ 800,000			
" " 2's—54/52	1,200,000	\$ 4,576.65		2,004,576.65
	<u>\$ 2,000,000</u>			
General Reserve:				
U. S. Tr. 1½'s—3/15/55	\$ 700,000			
" " 1¾'s—12/15/55 ..	100,000			
" " 1¾'s—3/15/54 ..	300,000			
" " 2's—54/52	1,350,000			
" " 2's—9/15/53-52 ..	100,000	14,059.56	31,538.53	6,437,598.09
" " 17/8's—9/1/52	300,000			
" " 17/8's—10/1/52 ..	1,550,000			
D.R.J.C. 1's—66/51	1,992,000			
	<u>\$ 6,392,000</u>			
Bridge Improvement:				
U. S. Tr. 17/8's—9/1/52	\$ 700,000			
" " 17/8's—10/1/52 ..	100,000	4,879.37	133,566.42	1,938,445.79
" " 2's—54/52	1,000,000			
	<u>\$ 1,800,000</u>			
TOTAL SPECIAL FUNDS	<u>\$ 10,192,000</u>	<u>\$ 23,515.58</u>	<u>\$733,454.42</u>	<u>\$ 10,948,970.00</u>
Cash in bank and on hand			14,689.36	14,689.36
TOTAL CASH IN BANK AND ON HAND			<u>\$748,143.78</u>	
Cash with Fiscal Agent for bond interest coupons not presented (contra)				\$ 10,963,659.36
				1,415.00
				<u>\$ 10,965,074.36</u>
Prepaid insurance premiums unexpired				13,049.13
Deferred charge to Income for Port Promotion (1951 balance, \$14,540.85; 1952 Total, \$101,500)—(contra)		\$ 116,040.85		
Uncompleted construction under commitments (contra) —(See Schedule A)	\$1,900,401.60			
Improvements to Broadway Station, Camden	\$ 271,676			
Railroad Track Removal, Camden ...	250,000	521,676.00	2,422,077.60	
New Delaware River Crossing Bond Counsel Fee (contra)			65,000.00	2,603,118.45
INVESTMENT IN PHYSICAL PROPERTY:				
Bridge and Improvements		\$ 38,193,868.87		
High-Speed Transit Line		10,998,733.39		49,192,602.26
Survey—New Delaware River Crossing				90,551.44
TOTAL ASSETS				<u>\$ 62,864,395.64</u>
LIABILITIES AND EQUITY				
Bond principal, due 6/1/52	\$900,000.00			
Bond interest accrued, due 6/1/52	15,423.34			
Bond interest coupons, past due (contra)	1,415.00	\$916,838.34		
Commonwealth of Pennsylvania (Pension Fund)		27,553.78		
Retained amount on contracts		39,157.93		983,550.05
COMMITMENTS (contra)				2,603,118.45
RESERVE for repairs				135,377.15
FUNDED DEBT—\$30,000,000 Refunding Bridge Bonds dated 6/1/46:				
3's—12/1/46—12/1/48	\$ 4,250,000			
1's—6/1/49—6/1/54	9,750,000		14,000,000	
Less Bonds matured and retired			9,500,000	
1's—6/1/52—6/1/54 (\$900,000 semi-annually)			\$ 4,500,000	
1's—6/1/66 outstanding with the public	\$ 14,008,000			
1's—6/1/66 held in General Reserve	1,992,000		16,000,000	
TOTAL OUSTANDING			<u>\$ 20,500,000</u>	
Less: 6/1/52 included in liabilities (above)			900,000	
Subject to redemption on any interest payment date on or after 6/1/51 at 2% premium				19,600,000.00
EQUITY				39,542,349.99
TOTAL LIABILITIES AND EQUITY				<u>\$ 62,864,395.64</u>

STATEMENT OF INCOME AND EXPENSES

1951

INCOME:		
Bridge tolls	\$	6,102,509.05
High-speed line rentals		209,080.08
Other rentals		5,000.00
Interest on deposits		6,750.69
		6,323,339.82
Gross Operating Income		\$ 6,323,339.82
OPERATING EXPENSES:		
Salaries	\$	904,317.11
Equipment		29,528.00
Supplies		24,007.56
Repairs		246,431.48
Miscellaneous (including \$24,805 light and heat)		140,888.79
Insurance (All Risk and Income)		25,978.94
		\$1,371,151.88
PORT PROMOTION EXPENSES		103,434.94
		1,474,586.82
TOTAL EXPENSES		1,474,586.82
NET OPERATING INCOME (less Port Promotion Expenses)		\$ 4,848,753.00
INCOME FROM FUND INVESTMENTS		\$ 113,448.81
Less premium paid on United States Government bonds purchased for fund investments (discount)		(8,351.55)
		121,800.36
NET INCOME BEFORE INTEREST		\$ 4,970,553.36
INTEREST ON DEBT		198,371.05
		4,772,182.31
NET INCOME AFTER ALL CHARGES		\$ 4,772,182.31
Bond maturity requirements	\$1,800,000.00	
Sinking Fund reserve requirements	—0—	
		1,800,000.00
NET INCOME OVER BOND MATURITY AND SINKING FUND RESERVE REQUIREMENTS		\$ 2,972,182.31

RECONCILIATION OF EQUITY ACCOUNT

(Equity consists of accumulated earnings and United States Government grants applied to the reduction of debt and improvements to the bridge and facilities.)

Equity—December 31, 1950 (per Balance Sheet)	\$	34,749,692.68
Add: Net Income after all charges—Calendar year, 1951 (above) ..		4,772,182.31
Discount on own bonds purchased		20,475.00
		39,542,349.99
EQUITY—December 31, 1951 (per Balance Sheet)	\$	39,542,349.99

BRIDGE ROADWAY WIDENING AND ALLIED IMPROVEMENTS—CONSTRUCTION ACCOUNT—DECEMBER 31, 1951—(Schedule A)

		Amount of Contract	Amount Earned	Amount Paid	Pension Payable	Amount Retained	Amount Unearned
TOTAL CONTRACTS LET AND COMPLETED: #1 to #9 & #12 excluding #7 for Repaving Six Interior Lanes of Bridge Roadway, \$221,317.87, transferred to operating expense		\$3,189,779.66	\$3,189,779.66	\$3,189,779.66			
#10—Police Building							
(A)—General Constr. Work	Name Contractor	247,247.00	31,894.86	28,705.38		\$3,189.48	\$ 215,352.14
(B)—Struc. Steel & Iron Work	J. P. Donovan	31,800.00	1,908.00	1,717.20		190.80	29,892.00
(C)—Plumbing	Golder Constr. Co.	30,326.00	1,698.25	1,528.43		169.82	28,627.75
(D)—Heating	Modern Htg. & Vent.	34,500.00					34,500.00
(E)—Electrical Work	Camden Heating Co.	27,480.00					27,480.00
	W. V. Pangborne & Co.						
#11—Administration Bldg. Annex							
(A)—General Constr. Work	Name Contractor	189,000.00	7,938.00	7,144.20		793.80	181,062.00
(B)—Struc. Steel & Iron Work	Golder Constr. Co.	15,649.00					15,649.00
(C)—Plumbing	Camden Iron Works	29,500.00	4,425.00	3,982.50		442.50	25,075.00
(D)—Heating	Wm. J. Kelly, Inc.	52,000.00					52,000.00
(E)—Electrical Work	Air-A-Therm Corp.	27,844.00					27,844.00
	W. V. Pangborne & Co.						
#13—Rearrange Camden Plaza	Kaufman Constr. Co.	477,600.00	146,724.82	132,052.34		14,672.48	330,875.18
#14—Toll Houses	Golder Constr. Co.	183,000.00	5,040.00	4,536.00		504.00	177,960.00
#15—Elec. Work Plaza & Toll Hs.	W. V. Pangborne & Co.	789,900.00	163,894.61	147,505.15		16,389.46	626,005.39
#16—Heating & Vent. Toll Houses ..	Williard Sales & Serv.	38,793.00	4,655.16	4,189.64		465.52	34,137.84
#17—Plumbing Work Toll Houses ..	Modern Htg. & Vent.	33,208.00	4,868.97	4,382.07		486.90	28,339.03
TOTAL CONTRACTS LET		\$5,397,626.66	\$3,562,827.33	\$3,525,522.57		\$37,304.76	\$1,834,799.33
REAL ESTATE FOR POLICE BLDG. & TOLL HOUSE AREA ..		282,251.00	279,065.12	279,065.12			3,185.88
TOTAL CONTRACTS AND REAL ESTATE		\$5,679,877.66	\$3,841,892.45	\$3,804,587.69		\$37,304.76	\$1,837,985.21
ENGINEERING, INSPECTION & MISCELLANEOUS, including completed contracts		468,646.00	406,229.61	405,490.18	218.66	520.77	62,416.39
GRAND TOTAL		\$6,148,523.66	\$4,248,122.06	\$4,210,077.87	\$218.66	\$37,825.53	\$1,900,401.60
BRIDGE IMPROVEMENT FUND			6,148,523.66	6,148,523.66			
BALANCE AVAILABLE FOR UNEARNED COMMITMENTS			\$1,900,401.60				
BALANCE AVAILABLE FOR UNPAID COMMITMENTS				\$1,938,445.79			

BRIDGE ROADWAY WIDENING & ALLIED IMPROVEMENTS — ENGINEERING & INSPECTION ACCOUNT — DEC. 31, 1951

ENGINEERING

Widening the bridge roadway from 6 to 8 traffic lanes and 8 traffic lane marker structures with signal system and miscellaneous electrical work (contracts #1 to 9 incl.)

Project report covering erection of new Police building and Administration building annex

Preparation of detailed plans and specifications, checking contractor's drawings and general supervision of Police and Admin. bldg. annex

Project report covering Camden 6th Street Tunnel and Enlarging Toll House area and Broadway Underpass

Preparation of detailed plans and specifications, checking contractor's drawings and general supervision of Enlarging Toll House area

Consulting and Advisory services on Engineering work remaining to be done

Total Engineering and Architectural Consultants Fees

Inspection and Miscellaneous Salaries & Pension of staff engineers engaged for the project

Advertising for bids on contracts

Testing Materials

Inspecting Materials

Test borings

Misc. contract expense

Field equipment & supplies

Office equipment & supplies

Blue prints & photographs

Traveling expense

Insurance (workmen's compensation, group & auto)

Electronic traffic counter

Phila. Tr. Co., H. S. Line watchmen

Miscellaneous unclassified

Total inspection and miscl.

	Louis T. Klauder & Assocs. Mechanical and Electrical Engineers	Harbeson, Hongb, Livingston & Larson Architects	Total	Amount Earned	Amount Paid	Pension Payable	Amount Returned	Amount Unearned
\$ 107,100	\$ 53,000	\$ 8,767.16	\$ 168,867.16	\$ 168,867.16	\$ 168,867.16			
		7,061.32	7,061.32	7,061.32	7,061.32			
	8,690	37,971.68	46,661.68	37,608.25	37,422.48		\$ 185.77	\$ 9,053.43
	1,278		1,278.00	1,278.00	1,278.00			
	12,000	4,500.00	21,500.00	21,500.00	21,500.00			
	5,685		5,685.00	5,685.00	5,685.00			
	30,375	27,800	66,175.00	63,445.00	63,110.00		335.00	2,730.00
	5,600	4,200	9,800.00	5,600.00	5,600.00			4,200.00
	\$ 162,038	\$ 98,690	\$ 66,300.16	\$ 327,028.16	\$ 310,523.96		\$ 520.77	\$ 15,983.43
				141,617.84				

Total Engineering, inspection and Miscl. (per Schedule A above)

95,184.88	94,966.22	218.66	46,432.96
\$ 406,229.61	\$ 405,490.18	\$ 218.66	\$ 62,416.39

FINANCIAL HISTORY
COSTS, INCOME AND INVESTMENTS — DECEMBER 31, 1951

	<i>State of New Jersey</i>	<i>Commonwealth of Pennsylvania</i>	<i>City of Philadelphia</i>	<i>Total</i>	<i>Interest</i>	<i>Principal</i>
Cost of Bridge (including land and approaches)	\$15,900,235.33	\$10,601,764.99	\$10,601,765.10	\$37,103,765.42		\$37,103,765.42
Interest charged to July 1, 1931	4,574,124.63	2,615,452.88	2,887,452.70	10,077,030.21		
Interest allowed to July 1, 1931	(544,679.52)	(257,697.38)	(275,715.53)	(1,078,092.43)	\$ 8,998,937.78	
Debt established July 1, 1931	\$19,929,680.44	\$12,959,520.49	\$13,213,502.27	\$46,102,703.20		
Subsequent charges and adjustments	18,684.28	1,416.00	(38,764.99)	(18,664.71)		(18,664.71)
Total cost of Bridge (adjusted)	\$19,929,680.44	\$12,940,855.78	\$13,213,502.27	\$46,084,038.49	\$ 8,998,937.78	\$37,085,100.71
Interest on debt, July 1, 1931 to Sept. 1, 1933	1,170,987.64	812,881.24	890,084.09	2,873,952.97	2,873,952.97	
Total cost of Bridge and interest to Sept. 1, 1933	\$21,100,668.08	\$13,753,737.02	\$14,103,586.36	\$48,957,991.46	\$11,872,890.75	\$37,085,100.71
Cash payments—July 1, 1926 to Sept. 1, 1933	(8,901,668.08)	(4,545,737.02)	(4,548,586.36)	(17,995,991.46)		
Balance of debt—Sept. 1, 1933	\$12,199,000.00	9,208,000.00	\$ 9,555,000.00	\$30,962,000.00		
Bonds issued to liquidate balance of debt	(12,199,000.00)	(9,208,000.00)	(9,555,000.00)	(30,962,000.00)		

EXPENDED FOR ADDITIONS AND IMPROVEMENTS:

High-Speed Transit Line (Net)	\$ 8,250,706.37
Maintenance Building (Net)	
Toll Houses	73,331.15
Administration Building	138,953.75
	13,931.09
Pier 11½ North, Philadelphia	226,215.99
Bridge Roadway Widening (6 to 8 lanes) and allied improvements ..	111,948.08
Street Approaches to the Bridge (Camden)	4,210,077.87
Street Approaches to the Bridge (Philadelphia)	135,230.01
Fire Fighting Installation on Bridge	200,000.00
	7,711.20

NEW DELAWARE RIVER CROSSING—Philadelphia to Camden

13,141,889.52
\$50,226,990.23
90,551.44
<u>\$50,317,541.67</u>

Interest paid on funded debt		\$19,463,629.54
Total interest paid		\$31,336,520.29
Total premium paid on debt called for redemption	\$ 3,611,900.00	
Less:		
Discount received on \$1,992,000 DRJC 1% bonds purchased	\$ 152,992.50	
Premium received on \$37,000,000 DRJC 2.7% bonds sold	37,000.00	
Premium received on \$30,000,000 DRJC 3 and 1% bonds sold	9,900.00	
	\$ 199,892.50	
Net income received from fund investments	1,770,142.24	
	<u>1,970,034.74</u>	
		1,641,865.26
		<u>\$32,978,385.55</u>
Total Interest and Financing Costs		
Total operating expenses paid	\$16,458,034.41	
Total Port Promotion Expenses paid	389,688.77	
Total Expenses paid	<u>16,847,723.18</u>	
Total Expenses, Interest and Net Financing Costs		49,826,108.73
TOTAL EXPENDITURES		\$100,143,650.40
Less: GROSS RECEIPTS since opening (July 1, 1926)		90,620,358.89
DEFICIT		<u>\$ 9,523,291.51</u>
Accounted for by:		
DEBT ON OUTSTANDING BONDS		\$20,500,000.00
Less: Cash and bonds in the treasury as follows:		
Special Funds:		
Cash and accrued interest receivable	\$ 756,970.00	
Investments in U. S. Treasury obligations (par)	8,200,000.00	
Investments in Delaware River Joint Commission 1's (par)	1,992,000.00	
General cash balance in bank and on hand		\$10,948,970.00
		14,689.36
		<u>\$10,963,659.36</u>
Prepaid insurance premium unexpired		13,049.13
		<u>10,976,708.49</u>
NET OUTSTANDING DEBT		<u>\$ 9,523,291.51</u>
(Net debt equals the difference between receipts and expenditures)		

3% Refunding Bridge bonds of 6/1/46 due Dec. 1, 1946 to Dec. 1, 1948 @ \$850,000 semi-annually..	\$ 4,250,000
1% Refunding Bridge bonds of 6/1/46 due June 1, 1949 to June 1, 1950 @ \$850,000 semi-annually..	2,550,000
1% Refunding Bridge bonds of 6/1/46 due Dec. 1, 1950 to June 1, 1954 @ \$900,000 semi-annually..	7,200,000
Total Serial bonds	\$14,000,000
1% Refunding Bridge bonds of 6/1/46 due June 1, 1966—Total Term bonds	16,000,000
	\$30,000,000

The \$21,400,000 bonds maturing on or after Dec. 1, 1951 are subject to redemption on any interest payment date on or after June 1, 1951 @ 2% premium.

3's due Dec. 1, 1946 to Dec. 1, 1948 matured and retired	\$ 4,250,000
1's due June 1, 1949 to Dec. 1, 1951 matured and retired	5,250,000
	9,500,000

FUNDED DEBT OUTSTANDING (per Balance Sheet)

1's due June 1, 1966 Purchased and held in General Reserve	\$ 1,992,000
1's due June 1, 1952 to June 1, 1966 outstanding with the investing public	18,508,000
	\$20,500,000

	\$ 544,070.32	\$ 58,876.25	\$ 152,992.50
	\$3,611,900.00	\$ 58,876.25	\$ 152,992.50

PORT PROMOTION

<i>EXPENDITURES</i>	<i>To Dec. 31, 1950</i>	<i>Year 1951</i>	<i>To Dec. 31, 1951</i>
Preliminary port survey	\$ 25,000.00		
Preliminary port survey (extra copies) ..	1,100.00		
Final report	154,500.00		\$181,122.20
Printing extra page & 1,500 programs ..	342.90		
1,000 cartons & postage for final report ..	179.30		
Salaries	55,196.43	\$ 37,900.20	93,096.63
Office equipment & supplies	3,828.43	2,384.22	6,212.65
Advertising & Publicity (also port area map)	26,582.97	46,042.51	72,625.48
Conferences, traveling & special events ..	5,938.84	7,554.76	13,493.60
Subscriptions	412.25	288.00	700.25
Membership dues	788.58	632.50	1,421.08
Motion pictures	11,481.98	6,485.34	17,967.32
Miscellaneous (unclassified)	31.24	142.11	173.35
Insurance (workmen's compensation & group)	226.28	155.29	381.57
Pension	1,783.10	1,850.01	3,633.11
	<u>\$287,392.30</u>	<u>\$103,434.94</u>	<u>\$390,827.24</u>

NEW DELAWARE RIVER CROSSING

2 Area maps	\$ 486.43		\$ 486.43
Public hearing at Bellevue Stratford, Sept. 13th, 1950	391.16		391.16
Conferences	86.50	\$ 356.59	443.09
Blue prints and photos	97.37	2,599.04	2,696.41
Traveling	35.09	39.00	74.09
Printing, supplies & miscellaneous		284.64	284.64
Printing 2,000 project reports		1,160.00	1,160.00
Board of Engineers:			
Rental of 402 No. 6th St., Camden	27.82	(39.10)	(11.28)
Total survey fee	26,000.00	39,000.00	65,000.00
Test borings for location		10,026.90	10,026.90
Traffic analyses for type & location		10,000.00	10,000.00
	<u>\$ 27,124.37</u>	<u>\$ 63,427.07</u>	<u>\$ 90,551.44</u>

BANK DEPOSITS

December 31, 1951

SINKING FUND

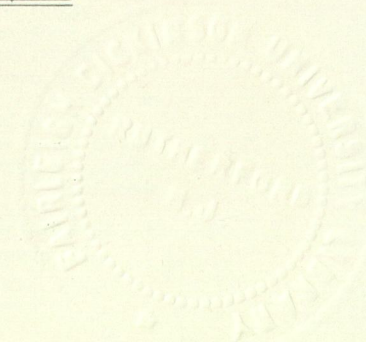
Berlin National Bank	(Inactive)	\$ 9,928.32
Bridgeton National Bank	"	5,333.96
Broad Street Trust Company, Philadelphia	"	13,216.47
Burlington County Trust Company, Moorestown	"	30,579.84
Central-Penn National Bank	"	13,255.61
Citizens National Bank, Collingswood	"	5,284.02
Egg Harbor City Trust Company	"	9,884.34
Farmers and Merchants National Bank, Bridgeton	"	5,357.78
Fidelity-Philadelphia Trust Company	"	18,172.25
The First National Bank—Mays Landing	"	5,477.08
" " " "—Minotola	"	9,906.64
" " " "—Newfield	"	5,483.42
" " " "—Riverside	"	5,341.69
" " " "—Toms River	"	20,521.29
The First National Bank and Trust Company, Woodbury	"	9,621.96
Girard Trust Corn Exchange Bank — Philadelphia	"	13,440.95
Land Title Bank and Trust Company, Philadelphia	"	13,495.63
Laurel Springs National Bank	"	33,229.50
Mainland National Bank, Pleasantville	"	9,950.63
Marine National Bank, Wildwood	"	15,388.23
Market Street National Bank, Philadelphia	"	55,321.79
National Bank of Germantown and Trust Company	"	13,433.10
The National Bank of Mantua	"	10,000.00
Northwestern National Bank	"	13,384.62
Oaklyn National Bank	"	5,510.82
Pennsauken Township National Bank, Merchantville	"	5,326.42
The Pennsylvania Company	"	56,216.12
The Philadelphia National Bank	"	55,341.67
Pitman National Bank and Trust Company	"	56,185.01
Provident Trust Company, Philadelphia	"	23,167.40
The Real Estate Trust Company	"	9,891.26
Riverside Trust Company	"	5,174.17
Trenton Trust Company	"	5,321.21
Camden Trust Company	(Active)	1,206.27
		<hr/>
		\$568,349.47

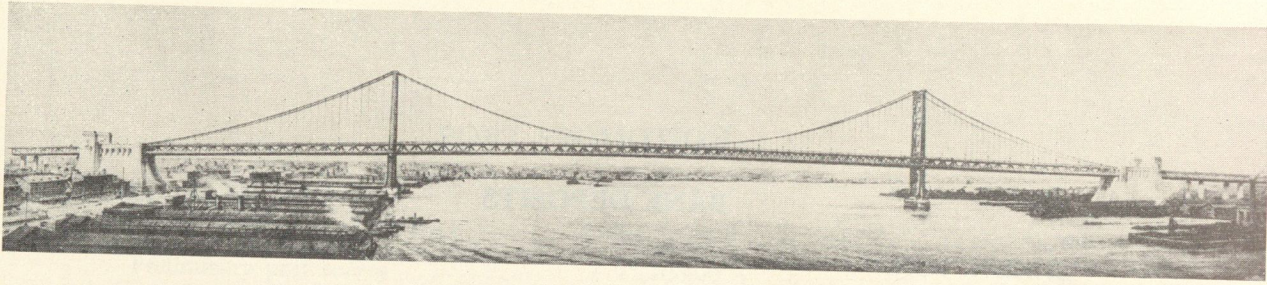
GENERAL RESERVE FUND

The First National Bank, Cape May Court House (Inactive) \$	9,908.68
" " " " Glassboro	9,908.09
Ventnor City National Bank (Certificate of Deposit)	10,000.00
Camden Trust Company (Active)	1,721.76
	<hr/>
	31,538.53

BRIDGE IMPROVEMENT FUND

Camden Trust Company (Active)	133,566.42
	<hr/>
TOTAL	\$733,454.42





The Delaware River Bridge connecting Philadelphia, Pa., and Camden, N. J.

The bridge was opened July 1, 1926, physical construction having been begun January 6, 1922. The high-speed rail transit line has been in operation since June 6, 1936. The bridge roadway widening from six to eight lanes was completed May 4, 1950.

Cost of the bridge, exclusive of improvements made since 1926, was \$37,103,765.42 expended as follows:

Construction contracts	\$23,870,096.01
Real Estate Pennsylvania	\$7,668,847.01
New Jersey.....	3,420,177.12
	11,089,024.13
Engineering	1,650,266.53
Administration	494,378.75
	\$37,103,765.42

CABLES	
Number of cables	2
Diameter of cables	30 inches
Number of wires in each cable	18,666
Number of strands in each cable	61
Number of wires in each strand	306
Size of wire (No. 6) diameter .....	.192 inch
Total length of wire used	25,100 miles
Distance center to center of cables.....	89 feet
Weight of cables	6,780 tons
Weight of suspender ropes	422 tons
Diameter of suspender ropes	2 1/4 inches
Cable structural steel	610 tons

TOWERS	
Depth Philadelphia tower pier below mean high water	58 feet, 7 inches
Depth Camden tower pier below mean high water	82 feet, 7 inches
Load on each tower from cables	35,000 tons
Field-driven rivets in each tower	145,000
(Roadway expansion joints at each tower provide for 24 inches of motion due to temperature changes.)	

ANCHORAGES	
Each anchorage occupies	3/4 acre
Anchorage foundation depths below mean high water:	
Philadelphia	63 feet, 7 inches
Camden	108 feet

PAVED AREA	
Roadway	71,700 square yards
Footwalks	18,510 square yards

PRINCIPAL DIMENSIONS AND QUANTITIES	
Length of bridge and approaches (portal to portal)	8,291 feet
Total length including plazas	9,620 feet
Length of main span	1,750 feet
Width of bridge	128 feet, 6 3/4 inches
Width of roadway between curbs	77 feet, 10 inches
Height of towers above mean high water....	382 feet, 8 inches
Clearance above mean high water in center..	135 feet
Weight of main span per linear foot	26,000 pounds
Live load capacity per linear foot	12,000 pounds
Deepest foundation below mean high water..	108 feet
Total weight of bridge (portal to portal)...	763,491 tons

STRUCTURAL METALWORK		Tons
Main towers		9,860
Suspended structure		18,565
Anchorage		7,300
Approaches		25,975
Structural steel for cables		610
Cables and suspenders		7,202
Structural steel in Philadelphia plaza		1,339

TOTAL STRUCTURAL METALWORK—ORIGINAL BRIDGE (1926)		Tons
BRIDGE (1926)		70,851
Additional steel due to alterations		6,532

TOTAL STRUCTURAL METALWORK—AFTER ALTERATIONS (1951)		Tons
ALTERATIONS (1951)		77,383

MASONRY		Tons
Main piers		121,146
Anchorage		440,322
Approaches		72,030
Paving		37,548
Track roadbed and ballast		15,062
		686,108

TOTAL STRUCTURAL METALWORK AND MASONRY		Tons
MASONRY		763,491

SCHEDULE OF TOLL RATES

Passenger Automobile .....	.20
Motor Truck — 7,000 pounds gross weight (pneumatic tires) .....	.20
(Commutation toll books containing 40 tickets for the passage of passenger automobiles and trucks of 7,000 pounds gross weight are sold for \$6.00 for use within 30 days after purchase. Unused tickets will not be redeemed. Use of tickets will be limited to the vehicle identified by the license number recorded on the book cover.)	
Motor Truck:	
7,000 pounds gross weight (solid rubber tires) .....	.35
7,001 to 18,000 pounds (pneumatic tires) .....	.40
7,001 to 18,000 pounds (solid rubber tires) .....	.50
18,001 to 26,000 pounds (pneumatic tires) .....	.65
18,001 to 26,000 pounds (solid rubber tires) .....	.75
26,001 to 28,000 pounds gross weight (pneumatic tires) .....	.90
26,001 to 28,000 pounds gross weight (solid rubber-tired vehicles in excess of 26,000 pounds by special permit only.)	
28,001 to 36,000 pounds gross weight (pneumatic tires)	1.00
Passenger Bus (single-deck) .....	.50
(double-deck) .....	.75
Horse-drawn vehicles (1 or 2 horses) .....	.30
(3 or more horses) .....	.40
Horse and Rider .....	.15
Led horse, mule, cow, hog or sheep .....	.20
Motorcycle .....	.10
One-wheel trailer .....	.10
Tractors and Trailers (Combined):	
26,001 pounds to 36,000 pounds (Pneumatic Tires) .....	.80
36,001 pounds to 48,000 pounds (Pneumatic Tires)	1.05
48,001 pounds to 60,000 pounds (Pneumatic Tires)	1.30
For gross weights in excess of 60,000 pounds a special inspection fee of \$10.00 is charged, in addition to the charge of .25 for each 2,000 pounds above 60,000 pounds.	

"Gross Weight" is the combined weight of the vehicle and its maximum allowable load. Loads in excess of 26,000 pounds (gross weight) on solid tires and 36,000 pounds on pneumatic tires when permitted, shall be charged .25 per 2,000 pounds, or portion thereof, of such load in excess of 26,000 pounds or 36,000 pounds, respectively, in addition to the above tolls.

No vehicle and load of a combined weight exceeding 80,000 pounds on solid tires or 150,000 pounds on pneumatic tires permitted to cross the bridge.

No motor truck or tractor with metal tires allowed on the bridge.

Discard
82841
mf

