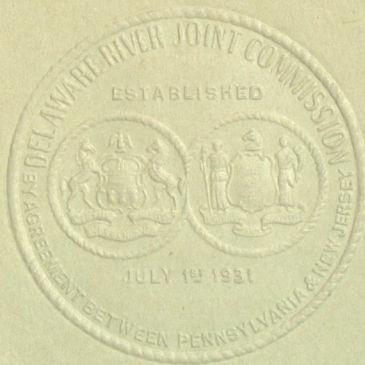




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REPORT
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THE DELAWARE RIVER JOINT
COMMISSION
 OF
PENNSYLVANIA AND NEW JERSEY



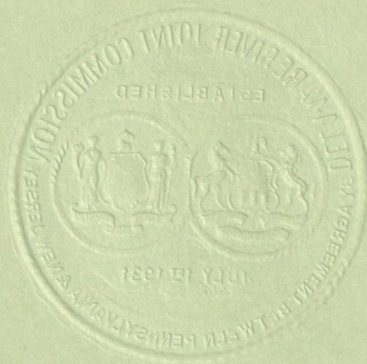
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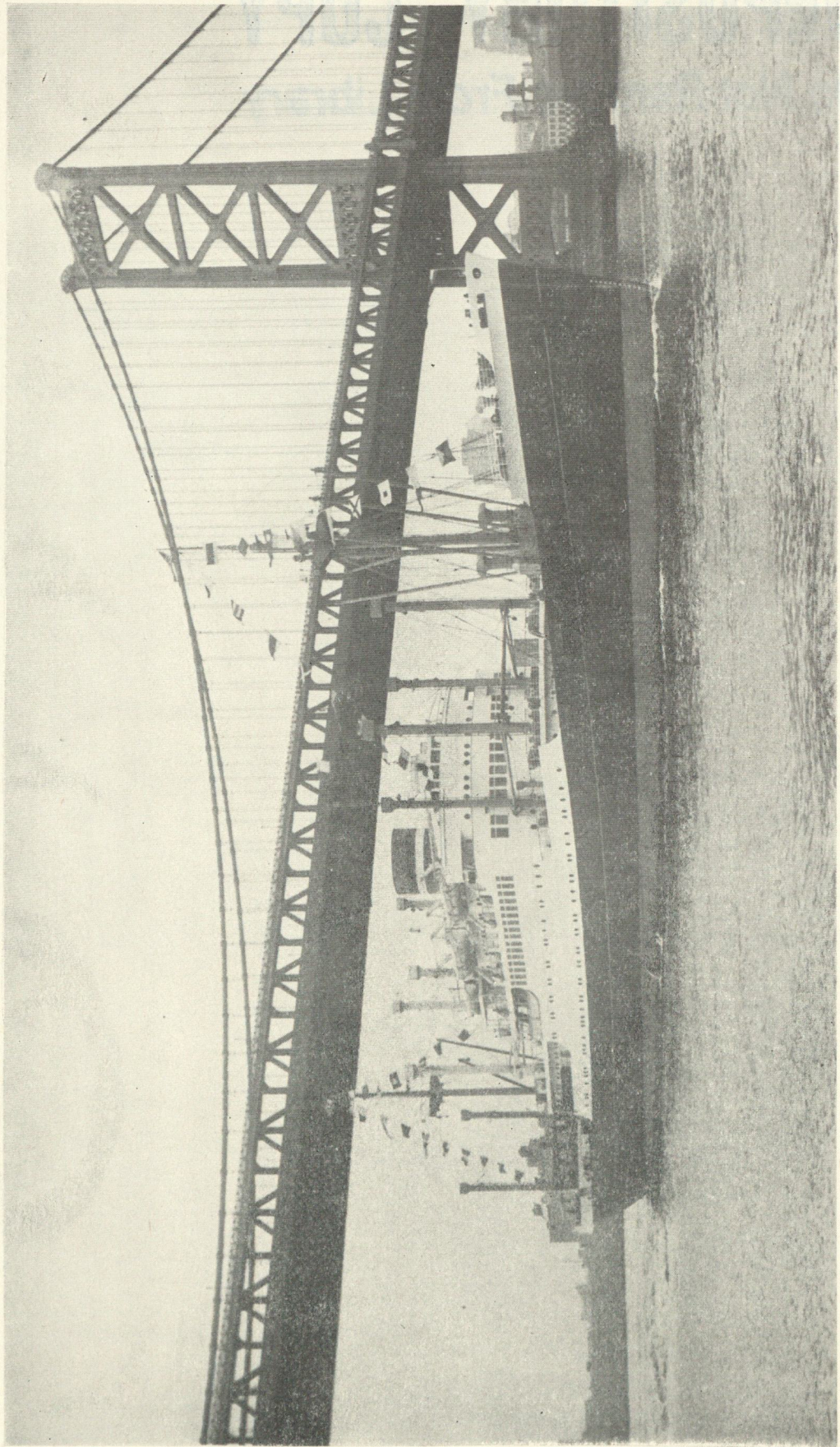
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OCEAN LINER NOORDAM PASSING UNDER DELAWARE RIVER BRIDGE

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
1950

PENNSYLVANIA

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**PORT PROMOTION DEPARTMENT
EXECUTIVE**

J. ALEX. CROTHERS

**CLASSIFICATION OF VEHICLES
CROSSING DELAWARE RIVER BRIDGE
IN 1950**

PERIOD	AUTOMOBILES AND LIGHT TRUCKS										TRUCKS, TRACTORS AND TRAILERS										Horse-drawn Etc.							
	Total Autos & Light Trucks					20c Rate					BUSES 50c					18,001 to 26,000 Pounds 65c & 75c						26,000 to 60,000 Pounds 80c to \$1.30					Up to 150,000 lbs.	
	Vehicles	% of Total	Vehicles	% of Autos	Commuters 15c Rate	Vehicles	% of Autos	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles		% of Total	Specials	Motor-cycles				
																									Total	Receipts	Total	Receipts
1950 Jan. ...	1,660,948	88.23	1,310,824	89.44	154,633	10.56	79,370	4.78	59,251	3.57	19,942	1.20	35,553	2.14	131	1,244	0											
Feb. ...	1,484,248	87.90	1,159,532	88.87	145,218	11.13	70,967	4.78	55,599	3.74	17,929	1.20	34,065	2.30	91	847	0											
Mar. ...	1,759,740	88.00	1,361,502	88.93	169,475	11.07	79,836	4.58	65,586	3.76	21,680	1.24	40,395	2.32	90	1,176	0											
Apr. ...	1,813,142	89.05	1,453,563	90.01	161,217	9.99	77,333	4.26	62,395	3.44	20,548	1.13	36,284	2.00	116	1,686	0											
May ...	2,068,328	89.22	1,669,304	90.46	176,203	9.54	86,408	4.17	71,282	3.44	22,715	1.09	39,544	1.91	177	2,695	0											
Jun. ...	2,048,572	88.86	1,662,046	91.29	158,517	8.71	83,455	4.07	75,895	3.70	24,425	1.19	41,232	2.01	31	2,970	1											
July ...	2,276,818	89.61	1,907,645	93.44	132,710	6.56	93,716	4.11	76,645	3.36	22,772	1.00	39,641	1.74	43	3,646	0											
Aug. ...	2,304,104	88.82	1,892,040	92.45	154,532	7.55	92,984	4.04	87,173	3.78	26,695	1.15	47,073	2.04	77	3,530	0											
Sep. ...	2,072,550	88.81	1,685,572	91.56	155,237	8.44	82,636	3.98	78,984	3.81	23,666	1.14	43,841	2.11	76	2,538	0											
Oct. ...	2,102,721	89.01	1,687,580	90.16	184,110	9.84	82,392	3.91	76,684	3.64	24,542	1.16	45,042	2.14	62	2,309	0											
Nov. ...	1,890,263	88.64	1,496,997	89.34	178,680	10.66	77,580	4.10	69,779	3.69	22,163	1.17	43,503	2.30	84	1,477	0											
Dec. ...	1,887,116	88.84	1,510,625	90.11	165,818	9.89	79,988	4.24	64,522	3.42	20,430	1.08	44,802	2.37	76	854	1											
1950 Totals ..	23,348,550	88.80	18,797,230	90.67	1,936,350	9.34	986,665	4.23	843,795	3.61	267,507	1.14	490,975	2.10	1,054	24,972	2											
Grand Totals From Opening to Dec. 31, 1950	323,184,030	87.48	167,901,405	59.38	19,173,266	6.78	26,211,487	8.11	8,566,340	2.65	2,751,241	0.85	1,425,319	0.44	855,030	620,343	4,453											

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

RESUME OF OPERATION

Year	TOTALS		PLEASURE CARS AND LIGHT TRUCKS				TRUCKS				AVERAGES				HIGH SPEED LINE (opened June 6, 1936)				
	Vehicles	Receipts	20c Rate (Feb. 1/37)		Buses		7001 lbs. to 36,000 lbs. Gr. Wt.		Tractor-Trailers up to 26,000 lbs. Gr. Wt.		VEHICLES		RECEIPTS		Total Fares 2 1/2c	Sunday & Holiday Traffic	AVERAGE		Net Receipts (Operation)
			Total	15c Commute (Mar. 1/37)	Total	15c Commute (Mar. 1/37)	Motor-cycles etc.	Month	Daily	Month	Daily	Month	Daily						
1946	16,886,413	4,235,142.23	13,513,518	1,935,929	1,034,780	809,502	104,286	1,012	27,386	0	1,407,201	46,264	352,928.51	11,603.12	49,931	9,558,844	796,570	26,188	3,392,450.89
1947	18,107,133	4,557,968.63	15,854,315	1,928,094	1,033,521	899,712	191,263	1,078	27,240	4	1,508,927	49,609	379,850.72	12,487.59	53,048	10,056,967	888,080	27,553	3,599,492.54
1948	19,227,246	4,856,157.84	16,817,353	1,662,406	1,016,603	1,143,773	221,025	1,091	27,389	2	1,602,271	52,533	404,679.82	13,268.19	55,456	10,209,502	850,792	27,895	3,614,024.54
1949	21,085,868	5,265,306.50	18,593,968	1,729,269	1,023,150	1,162,418	278,473	1,059	27,798	2	1,757,156	57,770	488,775.45	14,425.50	62,058	9,275,196	772,933	25,412	4,208,027.61
1950	23,348,550	5,845,556.47	20,733,580	1,936,350	986,665	1,149,153	453,124	1,054	24,972	2	1,945,712	63,968	487,154.70	16,016.04	68,646	8,877,115	739,759	24,320	4,618,862.65

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RAIL TRANSIT LINE

Month	1946			1947			1948			1949			1950		
	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 ...	792,094	25,551	19,802.35	871,316	28,107	21,782.90	878,044	28,324	21,951.10	871,434	28,111	21,785.85	784,715	24,346	18,867.88
February ..	631,357	22,548	15,783.93	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
March	782,816	25,252	19,570.40	833,345	26,882	20,833.63	891,582	28,763	22,289.55	828,000	26,709	20,700.00	771,938	24,901	19,298.45
April	799,076	26,635	19,976.90	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
May	786,149	25,359	19,653.73	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
June	737,667	24,589	18,441.68	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
July	718,187	23,167	17,954.68	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
August	792,135	25,552	19,803.38	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
September .	800,725	26,691	20,018.13	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
October ...	908,117	29,294	22,702.93	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
November .	873,017	29,101	21,825.43	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
December .	937,504	30,242	23,437.60	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
Totals	9,558,844	26,188	238,971.14	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

(*Nine Day Transit Strike)

ANNUAL REPORT

OF

The Delaware River Joint Commission of Pennsylvania and New Jersey

1950

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

Traffic over the Delaware River Bridge in 1950 was the heaviest in the history of the structure with the passage of 23,348,550 vehicles. This was an increase of 2,262,682 over the record total of 1949. The rising traffic tide caused the Commission to take the necessary engineering steps preliminary to requesting the Legislatures of Pennsylvania and New Jersey to authorize this body to construct a new vehicular crossing of the Delaware River south of the present bridge.

The major factor in the extraordinary bridge business of 1950 was the private-passenger car. More were available than in any previous year as the public absorbed the output of the automobile plants. In ever-increasing numbers they were used for essential transportation and business as well as for pleasure-riding. The gain in passenger cars and light trucks was 2,139,612. Mass-transportation facilities registered a reduction, buses decreasing from 1,022,150 in 1949 to 986,665 while patronage on the rail transit line dropped from 9,275,196 to 8,877,115.

Throughout the year the daily vehicular average was 63,968 against 57,770 in 1949; the weekday average, 63,067 against 56,959 and the Sunday and holiday average, 68,646 compared with 62,058. On Sunday, July 30 an all-time traffic high for twenty-four hours was reached when 93,010 vehicles crossed. The weekday high was 79,795 on Tuesday, September 5 and August was the record month with 2,304,104.

To cope with traffic demands the Commission had directed in 1948 that the bridge roadway be widened from six to eight lanes. This project was completed in 1950 at a total cost of \$3,403,202 including expense of erecting aluminum traffic light bridges at intervals above the structure to denote the directional flow in each lane. The new lanes, opened July 13, were of great benefit in moving the mass of vehicles but, to attain the utmost efficiency from them, it is necessary that the toll-collecting area be widened from the present 13 lanes to 20. This improvement has been authorized and the preparation of contract plans is near completion. Negotiations for the purchase of 33 properties in Camden for the toll houses as well as to provide a site for a badly-needed Police Building were carried on during the closing months of the year. As soon as the properties are acquired, building contracts will be let during 1951. The Commission engaged architects to design a two-story addition to the present Administration Building to provide necessary quarters for increasing Commission activities including the Port Promotion Department. In the interests of economy and efficiency the management of both the new crossing and the present bridge will be centralized at the Administration Building.

All improvements to the present bridge completed or now contemplated are being paid from current revenue. It has not been necessary to sell any of the United States Government bonds held in Commission reserve funds. Gross income in 1950 was \$5,845,856.47, an increase of \$580,549.97 over the 1949 figure. Net receipts, after meeting all expenses of operation and service on outstanding indebtedness, were \$2,663,433.10 compared with \$1,951,536.59 in the preceding year.

Every month of 1950 showed a decided increase over the corresponding period of the previous year. From May to October inclusive, monthly traffic totals exceeded 2,000,000. Between July 23 and August 27, the Sunday volume surpassed on five occasions the 86,844 all-time peak of 1949. Barring a declaration of war with resultant restrictions on automobile production and gasoline, Delaware River Bridge traffic may be expected to reach totals dwarfing those of 1950. With eight roadway lanes and twenty toll houses this increase can be accommodated on the bridge but the problem of the admittedly-inadequate approaches to the bridge plazas will remain.

PROGRESS ON PHILADELPHIA APPROACH

On the Philadelphia side the improvement of Vine Street as the principal approach has been under way for a long time but it is hoped that the widening will be completed in 1951 to provide a broad boulevard between the bridge and the Parkway. In the interests of bridge traffic this Commission has obligated itself to contribute \$150,000 toward the cost of the section between Ninth Street and the Parkway. The Commonwealth of Pennsylvania and the City of Philadelphia have agreed upon a further vast improvement program including carrying Vine Street beneath the Parkway to connect by way of a new bridge over the Schuylkill River with the Expressway, tying in with the Pennsylvania Turnpike at King-of-Prussia. This will be a most important feeder to the Delaware River Bridge. On the New Jersey side the narrow streets are a bottleneck which will become progressively worse as bridge traffic increases. Valiant efforts are being made by the City of Camden to expedite the flow of traffic to and from the bridge plaza but the limitations of Penn and Linden Streets are still existent. At certain rush hours vehicles have been backed up through the plaza and onto the bridge in the attempt to funnel into Penn Street. Only an improvement project of major proportions will remove this impasse.

Commercial vehicles using the bridge are steadily increasing in size. In 1950 large trucks and trailers contributed 18.72 per cent of toll receipts; passenger automobiles and light trucks, 72.42 per cent; buses, 8.82 per cent and motorcycles, .04 per cent. Tractors and trailers numbered 453,124 against 278,473 in 1949, a gain of 62.71 per cent. The presence of these huge vehicles is manifest on the approaches. Delaware River Bridge traffic, receipts and expenses since date of opening, July 1, 1926 are below tabulated:

	<i>Traffic</i>	<i>Gross Receipts</i>	<i>Expenses</i>	<i>Net Receipts</i>
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	456,097.44	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

Traffic classifications of 1950 and 1949 compare:

	1950	1949	Increase Decrease*	Per Cent
Pleasure cars and light trucks...	18,797,230	16,864,699	1,932,531	11.45
Commutation tickets	1,936,350	1,729,269	207,081	11.97
Motor trucks	1,149,153	1,162,418	13,265*	1.14*
Tractors and trailers	453,124	278,473	174,651	62.71
Special permits	1,054	1,059	5*	
Buses	986,665	1,022,150	35,485*	3.47*
Motorcycles	24,972	27,798	2,826*	10.16*
Horse and rider	2	2		
TOTAL	23,348,550	21,085,868	2,262,682	10.73

BRIDGE TO GET FERRY PATRONAGE

The reduction in patronage of the high-speed rail transit line was disappointing, the 1950 total of 8,877,115 being the lowest since the 1945 figure of 8,538,517. Hope for a reversal of the downward trend was renewed, however, when the City of Philadelphia awarded contracts during 1950 for completion of the Locust Street Subway into

which bridge trains will run. This will enable riders to proceed uninterruptedly from the Broadway Station of the Pennsylvania-Reading Seashore Lines in Camden to Sixteenth and Locust Streets, Philadelphia. At present they are compelled to transfer from the bridge trains at Eighth and Market Streets, Philadelphia and pay an extra fare for transportation to the city center. The bridge line will carry additional passengers when the ferry between Federal Street, Camden and Market Street, Philadelphia is discontinued. Application for abandonment of this service was made during the year by the owners on the ground that it was running up large annual deficits. The Interstate Commerce Commission directed that a hearing upon the application be held January 26, 1951. With the thought of facilitating interchange of passengers between the railroad and the bridge line, the Commission, on July 26, 1950, agreed to act jointly with The Pennsylvania Railroad in a project for the modernization and improvement of the Broadway Station. The Philadelphia Transportation Company plans to re-open the Franklin Square Station of the rail transit line and institute bus service from that point to traverse the Philadelphia waterfront. The following estimate of approximate cost of the Broadway Station project was submitted by the Railroad Company:

	<i>Total Cost</i>	<i>DRJC Share</i>
Extending rapid transit concourse for ticket office, toilets, et cetera	\$ 50,000	
Altering fence and stairways to subway	5,000	\$ 5,000
Subway under P.R.R. tracks	140,000	140,000
Stairway and moving-stairway to platform	240,000	140,000
Widening and extending platform	67,000	
Shelter sheds and enclosures	200,000	
Track work	10,000	
Maintaining railroad traffic	15,000	
Signal and interlocking changes	18,000	
TOTAL	\$ 745,000	\$ 285,000

Of the \$745,000 total, the estimated cost to this Commission is \$285,000. This would provide a pedestrian underpass at the ground floor level of the bridge rail line extending southward under the elevated railroad property with stairways and an escalator to deliver passengers to the railroad platform. This, in effect, would be an enlargement of the bridge line station with the Commission's obtaining an easement from the Railroad Company for extension of its present facilities. The balance of the project cost, amounting to \$460,000, would be borne by the Company. If the entire 2,900,000 passengers now carried by the ferry become patrons of the bridge line, the increment could easily be absorbed without the purchase of additional cars by the Commission. As a matter of fact, the Commission now owns twenty-six cars of which ten are operated on the Ridge Avenue-Eighth Street Line. When the Locust Street Subway is completed, the entire twenty-six cars will be available.

Under the terms of the lease of the bridge rail transit line to the Philadelphia Transportation Company, the Commission receives 2½ cents for each passenger. The transfer of passengers from the ferry to the bridge line would result in a substantial increase in revenue to which should be added the tolls collected from the ferry vehicles. This year the vehicular business of the ferry has continued to diminish to 409,541 from 610,196 in the preceding year. It may be conservatively calculated that the combined additional revenue to the bridge would be approximately \$150,000.

WIDENING PROJECT CONCLUDED

During 1950 the following contracts of the bridge roadway widening program were completed:

<i>Contract</i>	<i>For</i>	<i>Date</i>	<i>Amount</i>
2-A	Lighting	May 1	\$ 197,500.00
4	Roadway Widening	August 6	2,013,376.98
6	Expansion Dams	June 5	43,574.73
7	Expansion Dams and Resurfacing	July 13	221,317.87
8	Electrical Work for Traffic Marker Structures.	November 1	217,840.00
9	Traffic Marker Structures	August 15	126,755.00
TOTAL			\$ 2,820,364.58

Of the \$250,000 the Commission has set aside to help defray part of the cost of removing the freight railroad tracks which hamper traffic at the Camden Plaza, none was spent during 1950. The Pennsylvania-Reading Seashore Lines have been directed by

the New Jersey Board of Public Utility Commissioners to begin work on removal of the rails when the project is approved by the Interstate Commerce Commission.

To relieve a dangerous traffic intersection at the Camden Plaza, the Commission, in 1949, approved construction of a vehicular tunnel in Sixth Street, Camden. Work upon this was delayed while hearings were held on protests against the consequent loss of ratables by the City of Camden. A Committee of Engineers was appointed by Mayor Brunner of Camden to examine other possible sites. This Committee recommended that a vehicular tunnel be built beginning in the vicinity of Broadway and Cooper Street and extending northwardly beneath the plaza to Pearl Street, having a circular approach to the plaza for bridge traffic and an entrance at Sixth and Pearl Streets for cross-city travel. Other objectors proposed a tunnel from Haddon Avenue via Seventh Street to the bridge plaza. Inasmuch as all parties interested could not agree on a tunnel site and removal of the freight line had not been authorized by the Interstate Commerce Commission, this Commission postponed construction of a tunnel and directed that all other work proceed.

A dry standpipe fire-protection system for the bridge roadway was installed by our Maintenance Bureau. On August 8 a test was conducted with the Fire Departments of Philadelphia and Camden and the Middle Department Association of Fire Underwriters participating. The test was successful in all its phases.

That a new crossing of the Delaware River would be needed in 1955 was made evident by the increasing bridge traffic. On September 13 the Commission held a public hearing in the Bellevue-Stratford Hotel, Philadelphia which was attended by representatives of the Highway Departments of Pennsylvania and New Jersey, Cities of Philadelphia, Camden and Gloucester, City Planning Commission of Philadelphia and other official and civic bodies. There was general accord on the necessity of another crossing despite a difference of opinion as to whether it should be a bridge or a tunnel. Emphasized at the meeting was the conviction that the new crossing should be located where it would best serve the needs of the public.

Carrying out this thought, the Commission retained Coverdale and Colpitts, traffic analysts, in October to study the Origin and Destination survey made in 1947 by the Highway Departments of Pennsylvania and New Jersey, City of Philadelphia and the Bureau of Public Roads, Department of Commerce, Washington, D. C. which covered in minute detail the motoring habits in the metropolitan area. Also retained was a Board of Engineers composed of Frank M. Masters, Othmar H. Ammann and Ralph Smillie to advise the Commission as to the location, type and cost of the crossing. Mr. Masters has designed many of the great bridges of this country; Mr. Ammann was Chief Engineer of The Port of New York Authority and the Triborough Bridge and Tunnel Authority and Mr. Smillie was Engineer of Design of the Holland and Lincoln Tunnels between New York and New Jersey and Chief Engineer of the Triborough Bridge and Tunnel Authority during construction of the Brooklyn-Battery vehicular tunnel completed in 1950. The Board entered upon its duties at once and by the end of the year, along with Coverdale and Colpitts, was able to make an ad interim report. The Board reported that its investigation, together with an analysis of traffic demands made by Coverdale and Colpitts, reveals the preferred site for a bridge would be from the vicinity of Oregon Avenue, Philadelphia to a point in South Camden traversing land on the north side of the New York Shipbuilding Corporation property and that the preferred site of a tunnel would be from approximately the same point in Philadelphia through land immediately south of the Shipbuilding Corporation yards terminating in the outskirts of Gloucester City.

NEW CROSSING TO PROVIDE RELIEF

The traffic analysts calculate that 8,400,000 vehicles will be diverted from the existing structure in the first year of operation plus 2,605,000 from The Pennsylvania Railroad and Chester ferries and from stimulated traffic at the natural rate of increase. The engineers declare that a location farther south would not attract traffic away from the present bridge in any such proportion.

Both Oregon and Packer Avenues which would feed either a bridge or a tunnel from the Philadelphia side are wide thoroughfares with particularly advantageous connections to the highways of West Philadelphia, South Philadelphia and Delaware County. A direct connection would be afforded to the projected Schuylkill Expressway so that traffic from the north and from the terminus of the Pennsylvania Turnpike at King-of-Prussia could pass swiftly and uninterruptedly into New Jersey obviating the necessity

of going through Central Philadelphia. On the New Jersey side, extremely desirable connections could be made to tap all main routes of travel. By taking the new crossing built on the lines suggested by the engineers, the motorist would avoid the delays and crowded streets of central Camden.

The engineers emphasize that both locations have the feature of reducing property damage on both sides of the river. Particular pains were taken by the Board to find locations where a major part of the approaches would be built on open ground. Numerous other sites were investigated but none, other than those proposed, combine the advantages of attracting a large volume of traffic and low property losses.

In connection with the engineering study, the Commission has considered the legal and financial aspects of the crossing problem.

The Legislature of New Jersey, on July 18, enacted a measure constituting this Commission as The Delaware River Port Authority which was signed by Governor Driscoll, July 28. This, however, does not become effective until a substantially similar act is approved in Pennsylvania. The text of the New Jersey act appears as an appendix to this report.

This Commission, in addition to its other duties, is charged with the responsibility of "the promotion of the Delaware River as a highway of commerce." In order to carry out this function, the Port Promotion Department was created on December 1, 1949 and a Statistical and Research Section of the Department activated, May 1, 1950. The Department has cooperated and maintained close contact with all Federal, State and Municipal Agencies as well as the various civic and trade groups interested in or concerned with promotion, development or use of the Delaware River as an artery of commerce. The Department has also worked closely with the railroads, highway carriers, port terminal operators, steamship companies and other private industries who play an important part in Port activities. Members of the staff have been called on to give talks on the Port to traffic and transportation groups and other civic organizations in the Port area. The Department's advertising began to appear in publications in May and June. Seven journals in English and Spanish were used to drive home the advantages of this port to foreign businessmen as well as five magazines and two commercial newspapers to reach foreign traders, trafficmen and businessmen in the United States. One magazine was selected for its specialized coverage of military traffic and transportation personnel. Four leading newspapers, two annuals and the Philadelphia Chamber of Commerce monthly were used to create more interest and understanding of the port among business people in the metropolitan Philadelphia and Camden areas. A special booklet issued by the Department in April was presented to representatives of the Department of Defense and Department of State setting forth the advantages of utilizing the Delaware River ports for the movement of materiel under the military re-armament program. This contained photographic illustrations of the principal facilities of the port. A port map folder entitled, A GUIDE TO HARBOR FACILITIES OF THE DELAWARE RIVER PORT was prepared and first distribution made on the occasion of the Delaware River Port Cruise, May 22. A total of 25,000 copies of this guide was printed of which approximately 19,500 have been distributed to date in this country and abroad.

A brochure of thirty-two pages is now being prepared depicting the facilities and activities of the port. It contains photographs of the principal piers and marine terminals and their equipment showing direct rail-to-ship loading and discharging of cargoes, special equipment for transfer of bulk cargoes, materials-handling equipment and other important aspects of interest to shippers. Also included in the brochure are directories of steamship lines and agents, foreign freight forwarders and Customs House brokers, stevedoring and towboat companies, foreign consuls, Federal, State and Municipal agencies serving the port. This brochure will be published in February, 1951.

MOVIE DEPICTS PORT ACTIVITIES

The Commission had a 20-minute, 16-millimeter Kodachrome, sound motion-picture of Delaware River Port activities made and given wide distribution. There has been much favorable comment on the manner in which the motion-picture depicts the varied activities and facilities of the port. Requests for showings of the film have been received from a large number of organizations.

The Statistical and Research Section has made studies and prepared tables on such subjects as (a) comparisons of export and import traffic through principal United States ports during 1949 and the first half of 1950; (b) exports and imports of the Delaware

River area by port; (c) movements of cargoes controlled by the United States Department of Defense; (d) direct entrances and clearances of vessels in foreign trade by principal United States ports; (e) vessel arrivals and clearances at the ports of the Delaware River; (f) monthly customs receipts of the Philadelphia Customs District; (g) total waterborne commerce of the Delaware River ports for the years, 1948 and 1949. Statistics compiled covering the first eight months of 1950 show a substantial gain in foreign trade for the Delaware River Port area compared with the same period of 1949. Total foreign commerce for this period was 16,087,551 net tons compared with 13,210,950 net tons for the eight-month period of 1949. This increase was due to a very large growth in import commerce.

One of the greatest needs of the Port area is a Traffic Bureau adequately staffed with traffic analysts, rate experts and competent legal counsel to insure the maintenance and establishment of reasonable competitive rail, highway and water rates. Competition between ports for foreign and domestic commerce is greater today than at any time in history. A slight rate advantage by a competing port may mean diversion of a substantial volume of commerce to the detriment of waterfront interests and other business enterprises. An active campaign should be initiated to improve our position ratewise in comparison with other ports.

Selection of the Delaware River port area for two large integrated steel plants was recently announced. Construction of the new Fairless plant of the United States Steel Corporation at an estimated cost of \$400,000,000 near Morrisville, Pennsylvania will be begun in 1951. The National Steel Corporation plant at Paulsboro, New Jersey will be built in the near future. According to reliable reports, other steel companies and industries have purchased properties or are interested in locating in the area. Oil industries located on the Delaware and Schuylkill Rivers are rapidly and greatly expanding their plant facilities. These developments indicate that the port area will experience the greatest growth of commerce and industry in its entire history during the next few years. In order to serve these industries and accommodate a substantial anticipated increase in waterborne commerce, steps should be taken immediately, and plans made, to provide the required port facilities and necessary channel and harbor improvements.

One change occurred in Commission membership in 1950. Mr. Hugh L. Mehorter of Woodbury, New Jersey resigned to become Chairman of the New Jersey Racing Commission and, appointed May 18 to succeed him, was Mr. Ralph Cornell, Woodbury, New Jersey.

Arrests totaling 132 were made in 1950 by bridge police who also extinguished 53 fires and removed 3,227 disabled vehicles from the structure. Two contractor's employees were killed by falling from the bridge, one woman committed suicide on the Camden bridge plaza and one man died of injuries received in an automobile accident.

The Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey are cordially invited to inspect the Delaware River Bridge at any time.

Respectfully submitted,

THE DELAWARE RIVER JOINT COMMISSION

PENNSYLVANIA:

JAMES H. DUFF, *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, 1950

DISTRIBUTION OF VEHICULAR TRAFFIC
ACROSS THE DELAWARE RIVER
AMONG FERRIES & BRIDGES WITHIN 10 MILES OF THE DELAWARE RIVER BRIDGE

1950

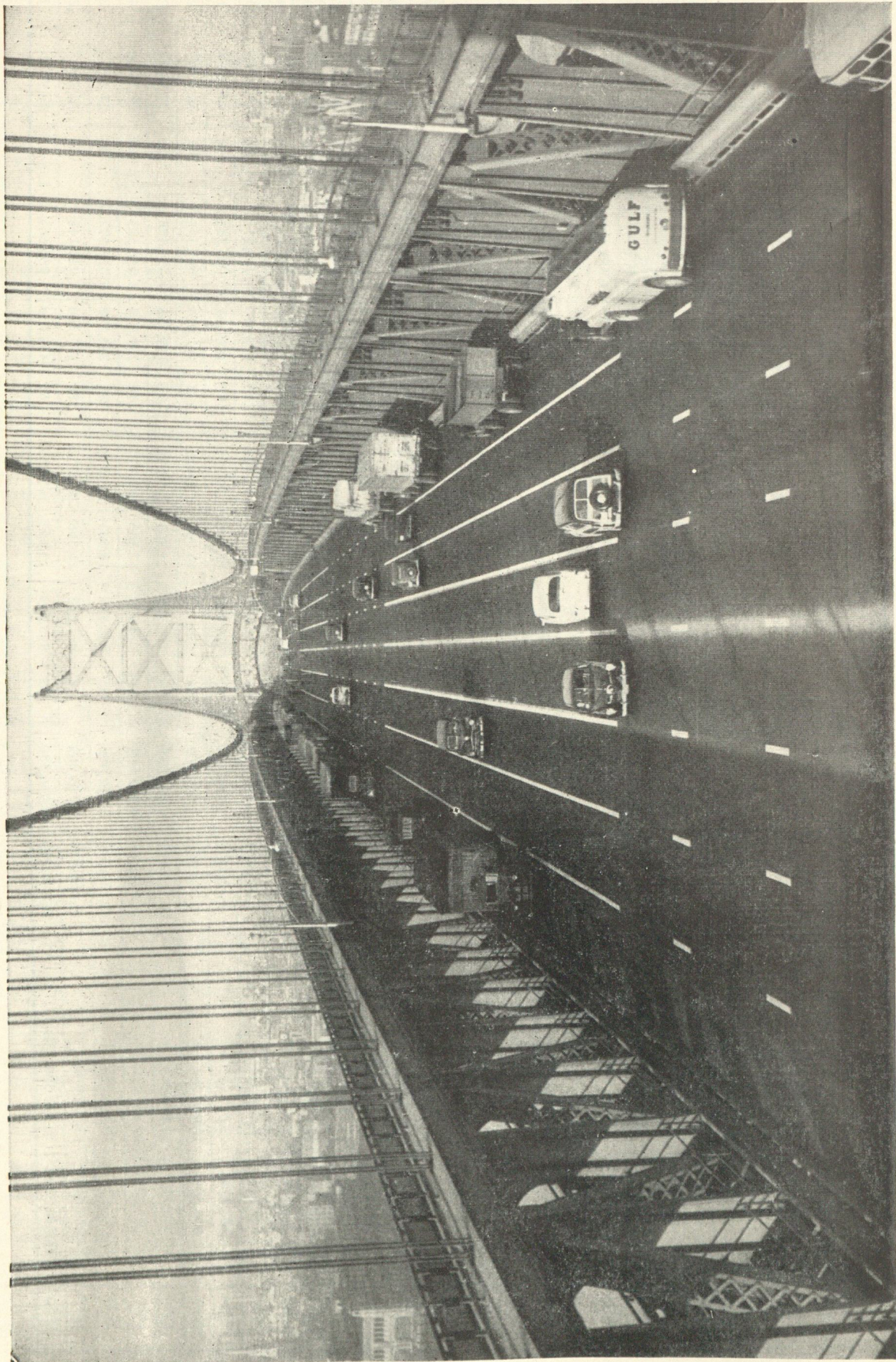
Month	Ferry Vehicles	Tacony-Palmyra Bridge	Total Vehicles Other Than the Delaware River Bridge	Delaware River Bridge	Total Cross River Traffic	Tacony-Palmyra Bridge Share of Traffic	Delaware River Bridge Share of Traffic
	Penn. R. R. Co.						
January	34,817	369,459	404,276	1,660,948	2,065,224	17.89%	80.42%
February	29,022	318,170	347,192	1,484,248	1,831,440	17.43%	81.04%
March	33,493	372,644	406,137	1,739,740	2,145,877	17.36%	81.07%
April	33,274	450,174	483,448	1,813,142	2,296,590	19.60%	78.95%
May	38,351	548,276	586,627	2,068,328	2,654,955	20.65%	77.90%
June	40,183	577,571	617,754	2,048,572	2,666,326	21.61%	76.83%
July	41,606	746,415	788,021	2,276,818	3,064,839	24.35%	74.28%
August	39,504	723,618	763,122	2,304,104	3,067,226	23.59%	75.11%
September	33,008	571,906	604,914	2,072,550	2,677,464	21.36%	77.41%
October	31,811	533,238	565,049	2,102,721	2,667,770	19.99%	78.82%
November	28,015	452,227	480,242	1,890,263	2,370,505	19.07%	79.74%
December	26,457	437,410	463,867	1,887,116	2,350,983	18.61%	80.28%
TOTALS 1950	409,541	6,101,108	6,510,649	23,348,550	29,859,199	20.43%	78.19%
TOTALS 1949	610,196	5,203,148	5,813,344	21,085,868	26,899,212	19.34%	78.38%
% CHANGE.	-32.88	+17.26	+11.99	+10.73	+11.00	—	—

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	↑ Ope ned 15, Aug. ↓	3,948,751	Open July 1st 4,137,674	8,086,425	—	51.16%
1927	779,320	1,567,724		356,153		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	1939		1,559,197	3,770,750	10,804,557	14,575,307	10.70%	74.13%
1933	699,312	1,338,471	24,		1,390,497	3,428,280	9,886,705	13,314,985	10.44%	74.25%
1934	769,423	1,261,372	Jan.		1,399,843	3,430,638	9,981,615	13,412,253	10.43%	74.42%
1935	817,208	1,252,487		↑	1,470,906	3,540,601	10,156,929	13,697,530	10.73%	74.15%
1936	1,211,280	1,246,694	Ope ned	Aug.	1,642,135	4,100,109	10,614,475	14,714,584	11.16%	72.13%
1937	1,322,741	1,148,224			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			1,980,864	4,004,893	12,820,338	16,825,231	11.77%	76.19%
1939	1,348,325	—	830,623		2,056,200	4,235,148	13,378,235	17,613,383	11.67%	75.95%
1940	1,360,686	—	850,220		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%

ANALYSIS OF TRAFFIC SINCE OPENING

Calendar Year	Total Vehicles (Opened 7/1/26)	Automobiles and Light Trucks				Trucks			Buses		Motorcycles 10c	Horse Drawn, etc. 15c, 20c & 30c			
		Total Autos & 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 Pneumatic 40c	18,001 to 36,000 lbs. Gross Weight Pneu't. .65-1.00	26,001 lbs. to 150,000 lbs. Tractors -Trailers & Specials	Single Deck 50c (23c & 40c to July 1, 1927)			Double Deck 75c (40c to July 1, 1927)		
1926	4,137,674	3,644,022	↖	↖	↖	10,880	10,914	15,624	281	6,891	57	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	3,722	905,727	275,456	24,583	1,550
1928	9,975,470	8,246,002				20,100	76,049	34,232	3,998	17,204	562	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	1,616	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	4,414	1,465,267	19,176	28,413	179
1931	12,308,225	10,770,393			↖	2,366	158,692	21,623	25,238	18,038	5,006	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	6,561	1,174,017	5,242	27,774	21
1933	9,886,705	8,569,299				758	183,404	10,768	48,767	6,758	8,909	1,026,145	5,923	25,948	26
1934	9,981,615	8,613,090				472	221,318	7,167	50,041	5,145	17,164	1,029,125	6,830	31,247	16
1935	10,156,929	8,735,223				279	250,471	15,822	51,392	2,155	19,512	1,042,757	6,652	32,673	13
1936	10,614,475	9,176,045				189	247,597	17,237	79,648	1,096	28,524	1,028,889	6,049	29,198	3
1937	12,293,129	10,901,116			↖	137	234,553	10,613	83,064	584	29,368	999,855	5,467	28,372	0
1938	12,820,338	11,520,211				76	228,085	9,174	77,331	249	36,959	920,520	3,490	24,237	6
1939	13,378,235	12,021,179				92	263,196	10,895	95,004	223	47,720	913,727	3,315	22,879	5
1940	14,185,835	12,766,835				76	298,390	16,809	101,842	176	60,163	918,307	3,164	20,071	2
1941	15,638,687	14,113,852			↖	98	330,228	18,864	110,762	202	85,501	953,480	2,958	22,742	0
1942	12,463,283	10,863,764				65	309,280	16,396	108,335	205	101,090	1,042,426	2,548	19,174	0
1943	9,639,333	8,014,431				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				32	354,866	11,681	133,755	139	130,341	990,247	193	14,064	1
1945	12,639,611	10,919,253				49	400,546	15,099	151,608	117	141,969	995,775	241	14,952	2
1946	16,886,413	14,849,447				56	572,302	16,860	205,698	126	179,758	1,034,578	202	27,386	0
1947	18,107,133	15,854,315				56	714,824	17,385	249,776	88	209,924	1,033,323	198	27,240	4
1948	19,277,246	16,817,353				33	802,859	18,323	303,073	83	241,518	1,016,572	31	27,399	2
1949	21,085,868	18,593,968				8	827,818	11,508	295,052	180	307,384	1,022,148	2	27,798	2
1950	23,348,550	20,733,580				39	840,609	3,147	305,266	92	454,178	986,665	0	24,972	2



8-LANE ROADWAY COMPLETED IN 1950.

APPENDICES

NEW JERSEY PORT AUTHORITY ACT OF 1950

AN ACT authorizing the Governor on behalf of the State of New Jersey to enter into a supplemental compact or agreement with the Commonwealth of Pennsylvania, amending Article I, II, IV, XI and XII of, and adding a new article to be known as Article XIII to, the compact and agreement between the State of New Jersey and the Commonwealth of Pennsylvania authorized by and made pursuant to an act entitled "An act providing for joint action by Pennsylvania and New Jersey in the development of the ports on the lower Delaware River and the improvement of the facilities for transportation across the said river; authorizing the New Jersey Interstate Bridge Commission on behalf of the State of New Jersey for these purposes to enter into an agreement with the Commonwealth of Pennsylvania creating the Delaware River Joint Commission and specifying the powers and duties thereof, including the power to finance projects by the issuance of revenue bonds; transferring to the new commission all the powers of the Delaware River Bridge Joint Commission and making an appropriation," approved June thirtieth, one thousand nine hundred and thirty-one (P. L. 1931, c.391), by changing the name of the Delaware River Joint Commission to the Delaware River Port Authority, by changing the method of appointment of the commissioners, by extending the jurisdiction, powers and duties of said the Delaware River Port Authority and defining such additional jurisdiction, powers and duties, to take effect upon the enactment of substantially similar legislation by the Commonwealth of Pennsylvania embodying the supplemental agreement between the two States in this act set forth, and authorizing the Governor to apply, on behalf of the State of New Jersey, to the Congress of the United States for its consent thereto, and repealing chapter three hundred thirty-six of the laws of one thousand nine hundred and forty-one, approved August fourth, one thousand nine hundred and forty-one (P. L. 1941, c.336), and chapter four hundred forty-three of the laws of one thousand nine hundred and forty-eight, approved October twentieth, one thousand nine hundred and forty-eight (P. L. 1948, c.443).
Be it enacted by the Senate and General Assembly of the State of New Jersey:

1. The Governor is hereby authorized to enter into a supplemental compact or agreement, on behalf of the State of New Jersey, with the Commonwealth of Pennsylvania, amending and supplementing the compact or agreement between the Commonwealth of Pennsylvania and the State of New Jersey 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," which was executed on behalf of the Commonwealth of Pennsylvania by its Governor on July first, 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 July first, one thousand nine hundred and thirty-one, and was consented to by the Congress of the United States by Public Resolution No. 26, being chapter 258 of the Public Laws, 72nd Congress, approved June fourteenth, one thousand nine hundred and thirty-two, which supplemental compact and agreement shall be in substantially the following form:

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," by changing the name of the Delaware River Joint Commission to the Delaware River Port Authority, by changing the method of appointment of the commissioners, by 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 said 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 the Governor on July first, 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 July first, one thousand nine hundred and thirty-one, and which was consented to by the Congress of the United States by Public Resolution No. 26, being chapter 258 of the Public Laws, 72nd Congress, approved June fourteenth, one thousand nine hundred and thirty-two, is amended to read as follows:

ARTICLE I

The body corporate and politic, heretofore 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 when exercising any of 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 Pennsylvania and the City of Camden in the State of New Jersey, including its approaches, and the making of additions, extensions and improvements thereto.

(b) The effectuation, establishment, construction, operation and maintenance of railroad or other facilities for the transportation of passengers across the said bridge, including extensions of such railroad or other facilities within the Port District and within a thirty-five-mile radius of Camden, New Jersey, and points within the City of Philadelphia.

The improvement and development of the Port District by or through the acquisition, construction, maintenance, operation, in whole or in part, of any and all projects for the improvement and development of the Port District or incidental thereto, either directly by purchase, lease or contract, or by lease or agreement with any other public or private body or corporation.

(d) Cooperation 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 promotion as a highway of commerce of the Delaware River.

(g) 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 intervention or 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. 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 New Jersey communities within the Port District and within a thirty-five-mile radius of Camden, New Jersey, and points within the City of Philadelphia. Such system may be established by either utilizing the existing rapid transit systems, railroad facilities, highways and bridges within the territory involved or by the construction, maintenance and improvement 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 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.

The commissioners for the State of New Jersey shall be appointed by the Governor, with the advice and consent of the Senate, 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.

The eight commissioners for the Commonwealth of Pennsylvania shall be appointed by the Governor of Pennsylvania for terms of five years.

All commissioners shall continue to hold office after the expiration of the terms for which they are appointed unless and 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 by-laws 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.
- (k) To exercise the power 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; and
- (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.

The Commission shall have full power and authority to acquire, purchase, construct, lease, operate, maintain and undertake any project, including terminal, terminal facility, transportation facility, or any other facility of commerce and to make charges for the use thereof.

The commission is authorized to make expenditures anywhere in the United States and foreign countries, to pay commission, and hire or contract with experts and consultants, and otherwise to do indirectly anything which the commission may do directly. The commission shall have such additional powers and duties 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.

- (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 counties and 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 county or municipality, whereby it will undertake to pay a fair and reasonable sum or sums to compensate the said counties and municipalities for said loss of tax revenue in connection with any property hereafter acquired or used by the commission. Any such payment or payments which the commission is hereby authorized and empowered to make may be paid on an annual basis, in which case the payment or payments shall not be in excess of the amount of the taxes upon such 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 counties or municipalities. Every county or municipality wherein 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.

Whenever the commission after investigation and study shall have concluded plans with estimates of cost and means of financing any new project, other than those described in Article I, subdivision (b) hereof, for transportation across or under the Delaware River within the Port District any new project for the improvement of the Delaware River's port facilities, or any other project for the mutual advantage of Pennsylvania and New Jersey and coming within the purposes for which it is created 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 facility or project, except those described in Article I, subdivision (b) 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.

- (6): Add to said agreement a new article to be entitled, and to read, as follows:

ARTICLE XIII

The following words as herein used shall have the following meanings:

1. "Port District" shall include the counties of Chester, Delaware, Montgomery, Philadelphia and that portion of Bucks County, south of the boundary line between Mercer County and Burlington County in the State of New Jersey as extended across the Delaware River to the Pennsylvania shore of said river in Pennsylvania and the counties of Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean and Salem in New Jersey.

"Commission" shall mean the governing body of the Delaware River Port Authority.

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

"Terminals" shall include marine, motor truck, railroad and air terminals, also coal, grain and lumber terminals and union freight and all terminals used in connection with the transportation of passengers and freight.

"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.

"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.

"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.

"Projects" shall mean the establishment, maintenance, rehabilitation, construction and operation of such undertakings as are authorized in this act.

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

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

"Real property" shall include land under water, as well as uplands, and all property either now commonly, or legally, defined as real property, or which may hereafter be so defined.

"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.

"To lease" shall include to rent or to hire.

"Rule or regulation," until and unless otherwise determined by the Legislatures of both States, shall mean any rule or regulation not inconsistent with the Constitution of the United States or of either State, and subject to the exercise of the power of Congress, and shall include charges, rates, rentals or tolls fixed or established by the commission within its jurisdiction.

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

"Plural or singular." The singular wherever used herein shall include the plural.

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

2. Upon its signature, on behalf of the State of New Jersey and the Commonwealth of Pennsylvania, such supplemental compact or agreement and the compact or agreement so amended and supplemented shall become binding and shall have the force and effect of a statute of the State of New Jersey, and the Delaware River Port Authority shall thereupon become vested with all the powers, rights and privileges, and be subject to the duties and obligations contained therein, as though the same were specifically authorized and imposed by statute and the State of New Jersey shall be bound by all of the obligations assumed by it under such supplemental compact or agreement and under such compact or agreement so amended and supplemented; and the Governor shall transmit an original signed copy thereof to the Secretary of State for filing in his office.

3. The Governor is hereby authorized to apply, on behalf of the State of New Jersey, to the Congress of the United States for its consent and approval of such supplemental compact or agreement.

4. Nothing contained in this act, nor in the said supplemental compact or agreement, shall be deemed to effect any contract, agreement or obligation heretofore entered into or created nor any appointment heretofore made, by the commission, and any and all agreements, contracts or obligations, or appointments, of the commission shall be assumed, performed and recognized by, and shall be binding upon, the Delaware River Port Authority, as fully and to the same extent as required by the terms thereof to be performed and recognized by the commission.

5. The powers vested in the commission by this act shall be construed as being in addition to and not in diminution of the powers heretofore or hereafter vested by law in the commission.

6. Any and all statutes or parts of statutes inconsistent with the provisions of this act and of the said supplemental compact or agreement are repealed.

7. Chapter three hundred thirty-six of the laws of one thousand nine hundred and forty-one and chapter four hundred forty-three of the laws of one thousand nine hundred and forty-eight are repealed.

8. Except where specifically amended or repealed by this act the provisions of the agreement, authorized by chapter three hundred ninety-one of the laws of New Jersey, approved June thirtieth, one thousand nine hundred and thirty-one, are maintained in full force and effect.

9. If any part or parts of this act shall be held unconstitutional, such unconstitutionality shall not affect the validity of the remaining parts of this act. The Legislature hereby declares that it would have passed the remaining parts of this act if it had known that such part or parts thereof would be declared unconstitutional.

10. This act shall become effective immediately upon its approval by the Governor and the passage by the Commonwealth of Pennsylvania of a substantially similar act embodying the supplemental compact or agreement between the two States hereinabove set forth.

Approved July 28, 1950

BALANCE SHEET

**CURRENT ASSETS:
SPECIAL FUNDS:**

ASSETS

December 31, 1950

	<i>Investments</i>	<i>Accrued Interest Receivable</i>	<i>Cash</i>	<i>TOTAL</i>
Sinking Fund			\$639,601.97	\$ 639,601.97
Sinking Fund Reserve:				
U. S. Treasury 1½'s—55	\$ 800,000			
" " 2's—54/52	1,200,000	\$ 4,601.40		2,004,601.40
General Reserve:				
U. S. Treasury 1¾'s—12/15/55	100,000			
" " 1¾'s—3/15/54	300,000			
" " 1¼'s—11/1/51	1,290,000			
D.R.J.C. 1's—66/51	1,748,000	9,756.82	126,338.16	3,574,094.98
Bridge Improvement:				
U. S. Treasury 1¼'s—11/1/51	160,000			
" " —10/1/51	1,000,000			
" " —10/15/51	200,000			
" " bills—1/4/51	1,000,000		97,927.49	2,457,927.49
TOTAL SPECIAL FUNDS	\$ 7,798,000	\$ 14,358.22	\$863,867.62	\$ 8,676,225.84
Cash in bank and on hand			55,719.81	55,719.81
TOTAL CASH IN BANK AND ON HAND			\$919,587.43	
Cash with Fiscal Agent for bond interest coupons not presented (contra)				1,725.00
Prepaid insurance premium unexpired				\$ 8,733,670.65
Deferred charge to income for Port Promotion: 1950—\$17,975.79; 1951—\$100,000 (contra)			117,975.79	35,225.41
Uncompleted construction under commitments (contra)				
Schedule A		2,457,927.49		
Improvements to Vine Street, Philadelphia	\$ 150,000			
Improvements to Broadway Station, Camden	285,000			
Railroad track removal, Camden	250,000	685,000.00		
Uncompleted Survey under commitments (contra) new Delaware River crossing (Total—\$100,000)		72,875.63	3,215,803.12	3,333,778.91
INVESTMENTS IN PHYSICAL PROPERTY:				
Bridge and improvements		\$ 37,352,349.98		
High-speed transit line		10,985,383.53		48,337,733.51
SURVEY IN PROGRESS—New Delaware River crossing				27,124.37
TOTAL ASSETS				\$ 60,467,532.85

LIABILITIES AND EQUITY

CURRENT LIABILITIES				
Bond principal, due 6/1/51	\$900,000.00			
Bond interest accrued, due 6/1/51	17,126.67			
Bond interest coupons, past due (contra)	1,725.00			
Commonwealth of Pennsylvania (pension fund)		\$918,851.67		
COMMITMENTS (contra)		22,337.82		\$ 941,189.49
RESERVE for Repairs				3,333,778.91
FUNDED DEBT—\$30,000,000 Refunding Bridge Bonds, dated 6/1/46:				42,871.77
3's due 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		7,700,000		
1's due 6/1/51—6/1/54 @ \$900,000 semi-annually		6,300,000		
1's " 6/1/66—Outstanding with public	\$14,252,000			
1's " " —Held in General Reserve	1,748,000	16,000,000		
TOTAL OUTSTANDING		22,300,000		
Less: 6/1/51 included in liabilities (above)		900,000		
Subject to redemption on any interest payment date on or after 6/1/51 at 2% premium				21,400,000.00
EQUITY				34,749,692.68
TOTAL LIABILITIES AND EQUITY				60,467,532.85

STATEMENT OF INCOME AND EXPENSES
CALENDAR YEAR 1950

INCOME:

Bridge tolls	\$	5,612,723.10
High-speed line rentals		222,770.41
Other rentals		5,000.00
Interest on deposits		5,362.96
		\$ 5,845,856.47

OPERATING EXPENSES:

Salaries	\$	812,910.78
Equipment		16,170.44
Supplies		19,808.46
Repairs		144,242.24
Miscellaneous (including \$23,988 light and heat)		126,617.86
Insurance (All Risk and Income)		25,219.83
		\$1,144,969.61

PORT PROMOTION EXPENSES 82,024.21

TOTAL EXPENSES 1,226,993.82

NET OPERATING INCOME (less Port Promotion Expenses) \$ 4,618,862.65

INCOME FROM FUND INVESTMENTS \$ 91,430.46

Less premium paid on United States Government bonds purchased for fund investments (discount) (2,750.00)

94,180.46

NET INCOME BEFORE INTEREST \$ 4,713,043.11

INTEREST ON DEBT 224,610.01

NET INCOME AFTER ALL CHARGES \$ 4,488,433.10

Bond maturity requirements \$1,758,333.33

Sinking Fund reserve requirements 66,666.67

1,825,000.00

NET INCOME OVER BOND MATURITY AND SINKING FUND RESERVE REQUIREMENTS \$ 2,663,433.10

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, 1949 (per Balance Sheet)	\$	30,185,082.08
Add: Net Income after all charges—Calendar year, 1950 (above) ..		4,488,433.10
Discount on own bonds purchased		76,177.50
		\$ 34,749,692.68

BRIDGE ROADWAY WIDENING & ALLIED IMPROVEMENTS—CONSTRUCTION ACCOUNT—DECEMBER 31, 1950
(Schedule A)

	<i>Preliminary Estimated Cost</i>	<i>Amount of Contract</i>	<i>Amount Earned</i>	<i>Amount Paid</i>	<i>Amount Payable</i>	<i>Amount Retained</i>	<i>Amount Unearned</i>
CONTRACTS							
#1 to 9 inclusive for widening the bridge roadway from six to eight traffic lanes; repaving the six interior lanes on the approaches; new roadway lighting; traffic lane marker structures and signal system and miscellaneous electrical work.							
Total Contracts Let & Completed		\$3,403,202.53	\$3,403,202.53	\$3,403,202.53			
Less #7 (Repaving) transferred to operating reserve		(221,317.87)	(221,317.87)	(221,317.87)			
TOTAL CONTRACTS LET (excluding #7)		<u>3,181,884.66</u>	<u>3,181,884.66</u>	<u>\$3,181,884.66</u>			
CONTRACTS NOT LET							
Police & Adm. Bldgs. and Rearrangement of Camden Plaza & Toll House area including real estate	\$2,364,000.00						
TOTAL	<u>\$2,364,000.00</u>	<u>\$3,181,884.66</u>	<u>\$3,181,884.66</u>	<u>\$3,181,884.66</u>			
Engineering including completed contracts	368,646.00	368,646.00	290,228.14	284,232.66	\$ 143.02	\$ 5,852.46	\$ 78,417.86
Inspection & Misl. including completed contracts	100,000.00	100,000.00	39,135.85	39,135.85			60,864.15
Real Estate acquisitions	51,350.00	51,350.00	51,350.00	51,350.00			
GRAND TOTAL	<u>\$2,832,646.00</u>	<u>\$3,701,880.66</u>	<u>\$3,562,598.65</u>	<u>\$3,556,603.17</u>	<u>\$ 143.02</u>	<u>\$ 5,852.46</u>	<u>\$ 139,282.01</u>
		Bridge Improvement Fund	.....	6,014,530.66	Amount retained	...	5,852.46
		Balance available for unpaid commitments		<u>2,457,927.49</u>	Amount payable	...	143.02
					Contracts not let	.....	\$2,364,000.00
					Less real estate acquired	..	<u>51,350.00</u>
					Unpaid commitments	.....	<u>\$2,457,927.49</u>

FINANCIAL HISTORY
COSTS, INCOME AND INVESTMENTS — DECEMBER 31, 1950

	<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 ap- proaches)	\$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)	\$ 8,238,688.91
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)	3,556,603.17
Street Approaches to the Bridge (Philadelphia)	135,230.01
Fire Fighting Installation on Bridge	50,000.00
	7,711.20

12,326,397.36

\$49,411,498.07

Interest paid on funded debt		\$19,263,555.16	
Total interest paid		31,136,445.91	
Total Operating Expenses paid	\$15,184,308.43		
Total Port Promotion Expenses paid	286,330.61		
Total expenses paid		15,470,639.04	
Total Premium paid on debt called for redemption		46,607,084.95	
TOTAL—DELAWARE RIVER BRIDGE AND PORT PROMOTION		3,611,900.00	
SURVEY IN PROGRESS—New Delaware River crossing		\$50,218,984.95	
TOTAL COSTS PAID		27,124.37	
Total Receipts		\$99,657,607.39	
Total Refunding Bridge bonds outstanding		\$86,124,778.45	
TOTAL RECEIPTS AND BORROWED CAPITAL		22,300,000.00	
RECEIPTS AND BORROWED CAPITAL IN EXCESS OF TOTAL COSTS PAID		108,424,778.45	
INVESTED AS FOLLOWS:			
Special Funds:			
Cash and accrued interest receivable	\$ 878,225.84		
Investments in U. S. Treasury obligations (par)	6,050,000.00		
Investments in Delaware River Joint Commission 1's (par)	1,748,000.00		
General cash balance in bank and on hand	8,676,225.84		
Prepaid All-risk and Income insurance premium unexpired	55,719.81		
		8,731,945.65	
		35,225.41	
		\$ 8,767,171.06	

FUNDED DEBT TO DECEMBER 31, 1950

	PREMIUM AND DISCOUNT		
	PREMIUM	DISCOUNT	
	Received on Sales	Paid on Redemptions	Received on Purchases
PRINCIPAL			
4 1/4% Bridge bonds of Sept. 1, 1933 due Sept. 1, 1935 to 1973, callable on or after Sept. 1, 1943 @ 105:			
Issued Sept. 1, 1933 to liquidate balance of debt to Commonwealth of Pennsylvania	\$ 9,208,000		
Issued Sept. 1, 1933 to liquidate balance of debt to State of New Jersey	12,199,000		
Issued Feb. 6 to May 24, 1934 to liquidate balance of debt to City of Philadelphia	9,555,000		
(\$31,000,000 authorized less \$38,000 unissued and cancelled)	<u>\$30,962,000</u>		
Issued April 25, 1934 to April 24, 1936 to defray the cost of High-Speed Transit Project construction (\$10,000,000 authorized less \$2,842,000 unissued and cancelled)	7,158,000	\$ 497,170.32	
Total issued (\$41,000,000 authorized less \$2,880,000 unissued and cancelled)	\$38,120,000		
Less: Scheduled maturities 1935 to 1943			\$ 58,876.25
Purchased in the market Nov. 4, 1940 to Feb. 9, 1942	510,000		
Called as of Sept. 1, 1943 @ 105 and refunded Aug. 1, 1943 @ 2.70%	<u>2,882,000</u>		
Redemption premium @ 5% refunded Aug. 1, 1943 @ 2.70%	\$35,238,000		
Amount added to equalize balance refunded Aug. 1, 1943 @ 2.70%	1,761,900	\$1,761,900.00	
2.70%	<u>100</u>		
2.70% Refunding Bridge bonds of Aug. 1, 1943 due Aug. 1, 1973	\$37,000,000	37,000.00	
Called on or after Aug. 1, 1946 @ 105			
Called and paid from the sinking fund Aug. 1, 1946 at 105			1,850,000.00
{ Premium			
{ Principal	7,000,000		
Refunded June 1, 1946	<u>30,000,000</u>	9,900.00	
{ @ 1%	\$25,750,000		
{ @ 3%	4,250,000		
{ (net interest cost of 1.0835%)			

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	<u>\$14,000,000</u>
1% Refunding Bridge bonds of 6/1/46 due June 1, 1966—Total Term bonds	16,000,000
	<u>\$30,000,000</u>

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, 1950 matured and retired	3,450,000
	<u>7,700,000</u>
	<u>\$22,300,000</u>

FUNDED DEBT OUTSTANDING (per Balance Sheet)

1's due June 1, 1966 Purchased and held in General Reserve	\$ 1,748,000
1's due June 1, 1951 to June 1, 1966 outstanding with the investing public	20,552,000
	<u>\$22,300,000</u>
	<u>\$ 544,070.32</u>
	<u>\$ 3,611,900.00</u>
	<u>\$ 58,876.25</u>
	<u>\$ 132,517.50</u>

PORT PROMOTION

<i>EXPENDITURES</i>	<i>To Dec. 31, 1949</i>	<i>Year 1950</i>	<i>To Dec. 31, 1950</i>
Preliminary port survey	\$ 25,000.00		\$ 25,000.00
Preliminary port survey (extra copies) ...	1,100.00		1,100.00
Final report	154,500.00		154,500.00
Printing extra page & 1,500 programs ...	342.90		342.90
1,000 cartons & postage for final report ..	179.30		179.30
Salaries	21,617.98	\$33,578.45	55,196.43
Office equipment & supplies	1,617.52	2,210.91	3,828.43
Advertising & Publicity		26,582.97	26,582.97
Conferences, traveling & special events ...	665.94	5,272.90	5,938.84
Subscriptions	116.00	296.25	412.25
Membership dues	75.00	713.58	788.58
Motion pictures		11,481.98	11,481.98
Miscellaneous (unclassified)	10.70	20.54	31.24
Insurance (workmen's compensation & group)	38.58	187.70	226.28
Pension	104.17	1,678.93	1,783.10
	<u>\$205,368.09</u>	<u>\$82,024.21</u>	<u>\$287,392.30</u>

NEW DELAWARE RIVER CROSSING

2 Area maps	\$ 486.43	\$ 486.43
Public hearing at Bellevue Stratford, Sept. 13th	391.16	391.16
Conferences	86.50	86.50
Blue prints and photos	97.37	97.37
Traveling	35.09	35.09
Rental Account—Board of Engineers— 402 No. 6th Street, Camden:		
Heat	\$163.44	
Miscl.	14.38	
	<u>\$177.82</u>	
Less: Nov. & Dec. rents received	150.00	27.82
		27.82
Board of Engineers Survey (40% of \$65,000 Fee)	26,000.00	26,000.00
	<u>\$27,124.37</u>	<u>\$ 27,124.37</u>

BANK DEPOSITS

December 31, 1950

SINKING FUND

Berlin National Bank	(Inactive)	\$ 10,027.80
Bridgeton National Bank	"	984.92
Broad Street Trust Company, Philadelphia	"	26,406.40
Burlington County Trust Company, Moorestown	"	30,272.17
Central-Penn National Bank	"	26,599.74
Citizens National Bank, Collingswood	"	712.83
Corn Exchange National Bank and Trust Company	"	26,783.83
Egg Harbor City Trust Company	"	9,985.41
Farmers and Mechanics National Bank, Woodbury	"	987.67
Farmers and Merchants National Bank, Bridgeton	"	176.31
First Camden National Bank and Trust Company	"	130.34
The First National Bank—Mays Landing	"	909.36
" " " " —Minotola	"	10,005.42
" " " " —Newfield	"	932.39
" " " " —Riverside	"	803.71
" " " " —Toms River	"	61,133.01
The First National Bank and Trust Company, Woodbury	"	74.09
Land Title Bank and Trust Company, Philadelphia	"	26,322.35
Laurel Springs National Bank	"	32,899.68
Mainland National Bank, Pleasantville	"	10,002.00
Marine National Bank, Wildwood	"	50,032.76
Market Street National Bank, Philadelphia	"	55,443.10
National Bank of Germantown and Trust Company	"	9,981.31
The National Bank of Mantua	"	10,000.00
Northwestern National Bank	"	26,257.98
Oaklyn National Bank	"	964.07
Pennsauken Township National Bank, Merchantville	"	13,681.90
The Pennsylvania Company	"	26,942.91
The Philadelphia National Bank	"	55,467.05
Pitman National Bank and Trust Company	"	55,627.35
Provident Trust Company, Philadelphia	"	46,800.25
The Real Estate Trust Company	"	9,992.26
Riverside Trust Company	"	107.22
Trenton Trust Company	"	974.79
Woodbury Trust Company	"	981.86
Camden Trust Company	(Active)	197.73
		<hr/>
		\$639,601.97

GENERAL RESERVE FUND

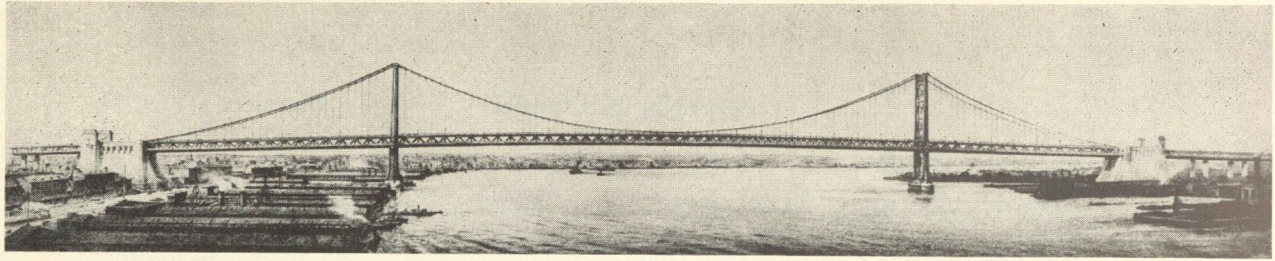
The First National Bank, Cape May Court House (Inactive)	\$ 10,009.47
" " " " Glassboro	10,008.91
Ventnor City National Bank (Certificate of Deposit)	5,000.00
Camden Trust Company (Active)	101,319.78
	<hr/>
	126,338.16

BRIDGE IMPROVEMENT FUND

Camden Trust Company (Active)	97,927.49
	<hr/>

TOTAL..... \$863,867.62





The Delaware River Bridge connecting Philadelphia, Pa., and Camden, N. J., opened July 1, 1926
 Construction was begun January 6, 1922.
 The cost of the Bridge including Real Estate was \$37,085,100.71.

PRINCIPAL DIMENSIONS AND QUANTITIES

Total length of bridge and approaches.....	9,570 feet
Length of main span.....	1,750 feet
Width of bridge.....	128 feet
Width of roadway between curbs	78 feet
Height of towers above mean high water.....	380 feet
Clearance above mean high water.....	135 feet
Weight of main span per linear foot.....	26,000 lbs.
Live load capacity per linear foot.....	12,000 lbs.
Deepest foundation below mean high water.....	105 feet
Total weight of bridge.....	720,000 tons

MASONRY (Cubic Yards)

	Granite	Concrete	Totals
Main Piers	6,600	52,400	59,000
Anchorage	14,000	202,000	216,000
Approaches	4,600	35,400	40,000
Totals	25,200	289,800	315,000

PAVING

Roadway	72,000 sq. yds.
Footwalks	19,000 sq. yds.

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.....	0.195 inch
Total length of wire used.....	25,100 miles
Distance center to center of cables.....	87 feet
Weight of cables.....	7,000 tons
Diameter of suspender ropes.....	2 1/4 inches

STRUCTURAL STEEL

Main towers	10,000 tons
Suspended structure	18,600 tons
Anchorage	7,300 tons
Approaches	27,000 tons
Due to Alterations	3,100 tons
Total	66,000 tons

TOWERS

Towers above mean high water.....	380 feet
Depth Phila. tower pier below M.H.W.....	58 feet
Depth Camden tower pier below M.H.W.....	82 feet
Weight of steel in two main towers.....	10,000 tons
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 M.H.W.:	
Philadelphia	63 feet
Camden	105 feet
Weight of each anchorage	200,000 tons

RAIL TRANSIT LINE

Constructed at a cost of.....\$10,985,383.53
 Construction begun

February 23, 1934
 Started operation

June 6, 1936
 The line is operated by the Philadelphia Transportation Company under a lease, the Bridge Commission receiving 2 1/2 cents from each fare.
 Trains run from 8th and Market Streets, Philadelphia, to Broadway Station, Camden.

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
(solid rubber tires) .....	.50
18,001 to 26,000 pounds (pneumatic tires) .....	.65
(solid rubber tires) .....	.75
26,001 to 28,000 pounds gross weight (pneumatic tires) .....	.90
(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
82810
mf

