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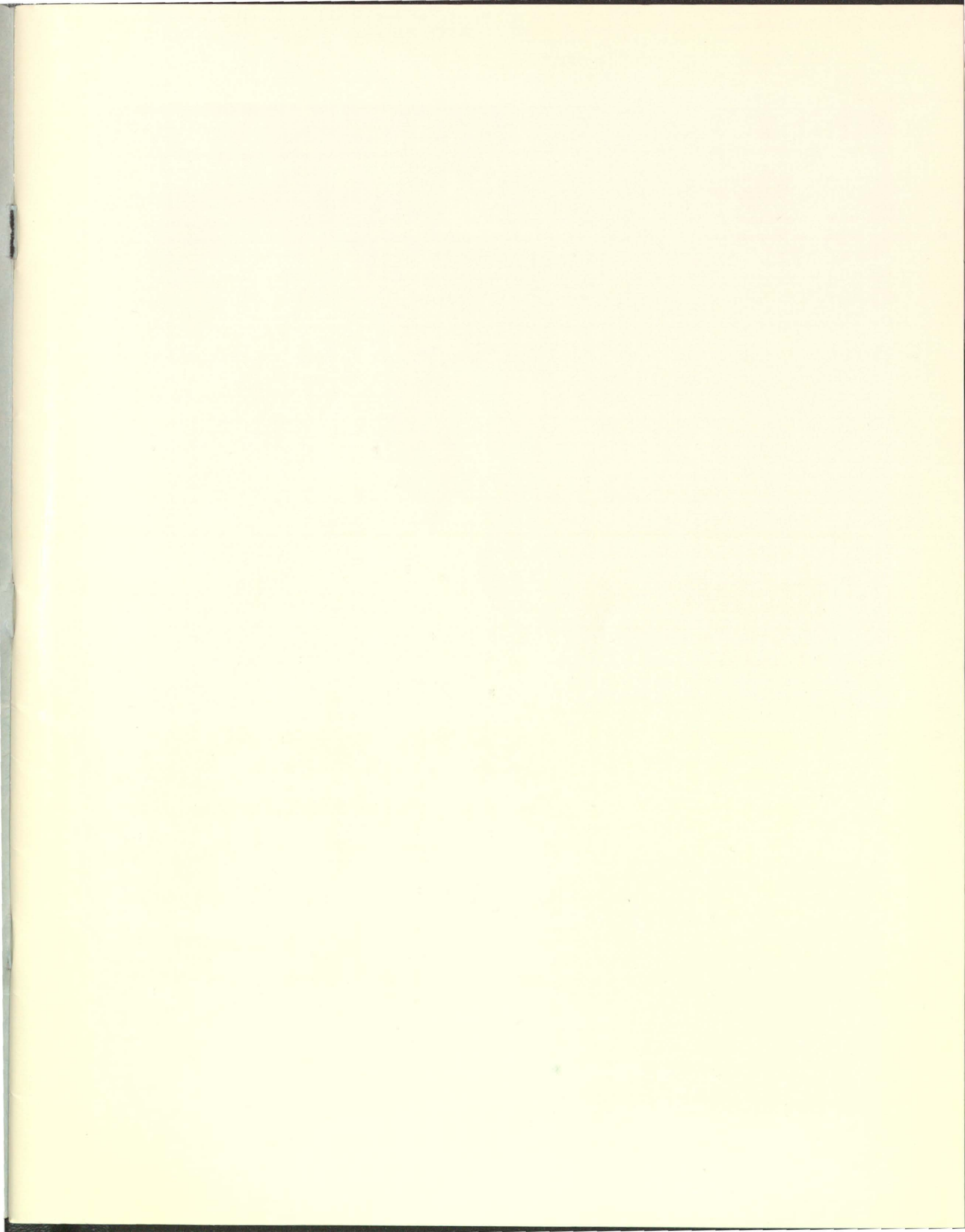
*Delaware River Port
Authority*
[Signature]

REPORT
OF THE
Delaware River Port Authority
OF
PENNSYLVANIA AND NEW JERSEY



1960







HEAVY SNOW FROM DECEMBER BLIZZARD IS CLEARED FROM ROADWAY AT WALT WHITMAN BRIDGE.

REPORT
OF THE
Delaware River Port Authority
TO THE
Governors and Legislatures of the
Commonwealth of Pennsylvania
and the
State of New Jersey
1960

PENNSYLVANIA

JAMES V. BANEY, *Chairman*
JAMES H. J. TATE
TED SCHLANGER
FRANK M. STEINBERG
ROBERT F. KENT
CHARLES C. SMITH
J. GRIFFITH BOARDMAN
(Deceased August 12, 1960)
JOHN P. CRISCONI
(Vacancy)

NEW JERSEY

RALPH CORNELL, *Vice-Chairman*
EDWARD C. McAULIFFE
ERWIN S. CUNARD
JAMES P. JOHNSON
EARL B. HOWE
JOSEPH M. HITZEL, JR.
BARTHOLOMEW A. SHEEHAN
(Vacancy)

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JOHN M. McCULLOUGH

SECRETARY

C. H. McWILLIAMS

PENNSYLVANIA COUNSEL

FRANCIS W. SULLIVAN

SPECIAL COUNSEL

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**DIRECTOR PORT DEVELOPMENT
DIVISION**

J. ALEX CROTHERS

**DIRECTOR ADMINISTRATIVE
SERVICES DIVISION**

ROBERT L. STECK

**TREASURER AND DIRECTOR FINANCE
DIVISION**

THOMAS J. AUCHTER

NEW JERSEY COUNSEL

BRUCE A. WALLACE

DIRECTOR ENGINEERING DIVISION

DANIEL M. KRAMER

DIRECTOR BRIDGE DIVISION

FRANK L. SUPLEE, JR.

DIRECTOR PLANNING DIVISION

PAUL MacMURRAY

DIRECTOR PUBLIC RELATIONS DIVISION

WILLIAM A. GAFFNEY

ADMINISTRATION BUILDING
BENJAMIN FRANKLIN BRIDGE PLAZA
P. O. Box 1949, Camden 1, N. J.

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ANNUAL REPORT

OF THE

Delaware River Port Authority of Pennsylvania and New Jersey

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

During the calendar year 1960, the Delaware River Port Authority carried plans for a financially feasible, modern, fixed rail high-speed transit facility to a higher level of completion than at any time in the eight and one-half years since that responsibility was laid upon it by the two States and Congress.

From any one of several viewpoints, this was the most striking development of a year marked by extraordinarily successful and diverse activities, both internal and external. In fact, there have been few, if any, periods since organization of the Delaware River Bridge Joint Commission in December, 1919 when so many first-rank matters have come before the Authority for decision. Port promotion and development, policies maturing internal administration, a long-needed Division of Project Planning = these are but a few of the specific areas to which the year brought new or broadened responsibility.

However, advancing our rail transit proposal to what might be described as the "eleventh hour" of its completion must be regarded as an achievement of primary importance.

In 1951, the Legislatures of the Commonwealth of Pennsylvania and State of New Jersey adopted joint legislation in the form of an agreement or compact creating the Authority. To this, Congress gave its consent on July 17, 1952 and the Authority became a living instrument of the bi-state community. This document contains the mandate that the Port Authority devise a plan for mass rail

transportation connecting an area of Southern New Jersey, within thirty-five miles of Camden, with Philadelphia.

Since 1954, our annual reports have constituted a serialized report of progress in this transit field. About mid-1954, we considered that plans, including financing arrangements for construction of the Walt Whitman Bridge had reached a state of maturity which warranted consideration of the "Number Two" priority item of the interstate compact: a rail transit facility. To re-trace, in the light of an already overburdened record, the detailed and sometimes frustrating history of our effort to discharge the mandate would serve no useful purpose.

It will suffice to note here, as was reported to you for the year 1959, that a report evaluating a proposal for a high-speed rail transit line was awaited with much eagerness. This evaluation prepared by Simpson and Curtin, Philadelphia transportation engineers, was received in January, 1960.

In substance, Simpson and Curtin reported that a rail transit facility extending the Benjamin Franklin Bridge Rail Transit Line from Broadway Station, Camden to a terminus in the vicinity of Kirkwood, New Jersey, or NEW trackage of 10.66 miles, was both practicable engineeringwise and financially feasible. Simpson and Curtin were in agreement with Louis T. Klauder and Associates of Philadelphia, authors of the original concept that a double-tracked, fully grade-separated facility, occupying the Pennsylvania-Reading Seashore Lines right-of-way, from Camden through Collingswood-Haddon Township-Haddonfield could be constructed with adequate provision for all contingencies at an overall capital outlay of \$50,000,000.

It has become axiomatic that no fixed rail rapid transit system can be financially feasible if its operating revenues are to sustain both operating costs and service and retirement of the capital debt. This, all of our transit consultants have emphasized, is just as applicable to Southern New Jersey as to any other area of the United States.

The January report of Simpson and Curtin estimated that, during the first year of operation, the Haddonfield-Kirkwood system would return gross operating revenues well in excess of operating costs. Simpson and Curtin recommended that a substantial contribution to the cost of the system be made from unencumbered Authority funds but left designation of the exact amount to the Authority and its financial consultants. In ensuing months, the sum of \$25,000,000 was fixed by general agreement as the initial subsidy.

The late J. Griffith Boardman, then Chairman of the Transportation Committee, felt that early though informal assurance of our financial advisers that the system could be made financially feasible without mortgaging the future of any other Authority projects, was a factor of historic importance. It was the first time since July 17, 1952 that the Authority possessed reserves adequate to render the facility financially feasible without endangering retirement of its outstanding senior debt and without jeopard-

izing other important public projects which the future might call upon us to assume.

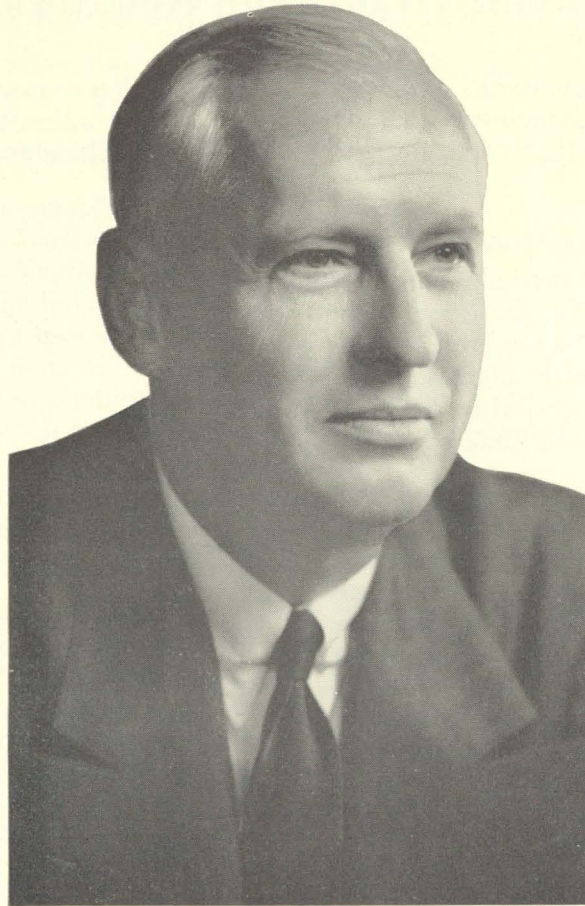
In February, 1960, the Transportation Committee, at the urging of its Chairman, adopted an action program which called for:

1. Immediate discussion of the project with communities through which it would pass and by which it would be patronized, looking toward such feasible modification as would achieve the maximum possible degree of community acceptability.

2. Retention of nationally-regarded financial consultants to report upon financial feasibility of the line. (Drexel and Company of Philadelphia, one of the senior underwriters of our \$100,000,000 First Series Revenue Bonds, were engaged for this purpose.)

3. Preparation of a report for submission to the Governors of Pennsylvania and New Jersey at the earliest possible date.

This entire program was set in motion promptly. Although the mass of detail needed to complete the final report caused several upward revisions of the date, it might easily have been accomplished well before the year's end had it not been for Mr. Boardman's tragic and untimely death in an automobile accident, August 12, 1960. The estimate placed upon the quality of his services by his fellow-commissioners is emphasized in the language of the memorial resolution reproduced in this report.



J. GRIFFITH BOARDMAN

In addition to his major contribution to our rail transit project, Mr. Boardman played a vigorous role in creation of a new staff division—the Project Planning Division. The functions and program of this Division are dealt with in detail in an appropriate part of this report. The Division was created at the May meeting of the Authority and became a functioning entity with appointment, as its Director, of Paul MacMurray, former Commissioner-Department of Streets, Philadelphia and former Chief Engineer of Philadelphia's Fairmount Park Commission.

To permit the widest possible area of agreement between the Authority's transit plan and those of the various communities, we pledged to these communities all reasonable time to study the plan and formulate their views. That there would be some criticism, objections and requests for modification, we regarded as inevitable.

Early in December, Commissioners of the City of Camden, at the instance of the City Planning Board, requested the Port Authority to defer final action on its transit proposal which, it had been freely predicted, would be adopted in that month. Some six months earlier, the Planning Board had submitted to the Port Authority staff two highly preliminary alternatives to the right-of-way north

of Ferry Avenue, initially proposed by Klauder and subsequently endorsed by Simpson and Curtin. One proposed a line partially paralleling the riverfront from approximately Market to Bulson Streets, identified as the "Riverfront Route." The other would have placed the northern sector of the line in a depressed bed of the North-South Freeway, presently constructed northward only to Morgan Boulevard, east of the main entrance to the New York Shipbuilding Corporation.

The alternative plans have been repeatedly examined in minute detail. The reasons of the Authority for rejecting them as costly and unrealistic are as well known as the counter-arguments of the City of Camden.

The new dimension to the request for deferral submitted in December was that there was strong reason to believe that action by the Federal Government, soon after inauguration as President of John F. Kennedy, could very materially change the financing outlook. While the Port Authority had no information in this regard, it was felt that the only fair and equitable course was to provide municipal officials time and opportunity fully to explore the situation. At the December meeting, final action on the transit proposal was deferred for two months. There, the matter currently rests.

DIVISION OF PROJECT PLANNING

Whether creation of this division, youngest major functional arm of the Authority, was, in fact, the second most important accomplishment of 1960, might well be debated but that several matters of major concern would not have reached the degree of completion they have without it and the indefatigable energy of its staff can not be argued.

The decision won reality by Authority resolution at the May meeting but it came into being by way of three historically identifiable stages: first, for at least five years, there had been growing recognition and discussion of the need for a planning unit in the Authority. Details were vague but the function, clear. Some staff unit should have the technical

personnel and the clearly-understood mandate to receive various planning proposals from any and all sources outside the Authority; determine their validity, their relationship to the Authority's powers as set forth in the compact and priority of their need. Secondly, the unit should constantly study the Authority's fields of activity and generate plans which appear sound and in the public interest. Thirdly, the appropriate staff fiscal officers should be consulted, apprised of forward planning and requested to maintain a constantly up-to-date projection of the Authority's revenues including, in particular, those unencumbered funds, free of any lien, which would provide the cash and/or credit base for subsequent new activities.



COMMISSIONERS LEAVE FOR MID-WEST INSPECTION TOUR.

(Left to Right)—Camden City Commissioner William J. Shepp; Authority Commissioners John P. Crisconi; the late J. Griffith Boardman; James H. J. Tate; Joseph M. Hitzel, Jr.

The planning function, approximately as above outlined, was discussed at great length between staff and our management consultants, Worden and Risberg, during preparation of the job evaluation-wage classification survey (July, 1959-April, 1960). Provision was made for a planning section as the survey's third or long-range visualization of staff requirements = the so-called "dream chart" of organization. Most of the third-stage proposals were regarded as being valid for the relatively indefinite future only.

However, theoretical considerations collided head-on with the practical as J. Griffith Boardman sought means of effectively but intelligently short-cutting his Transportation Committee's labors. He speedily saw the need for a staff agency qualified to assist the various standing committees of the Authority. Committee members themselves, regardless of how well-intentioned, had neither the time, training or experience to make decisions on technical matters, he urged. For example, he said, his committee's final report on transit extension could be and, indeed, might very well be seriously delayed for lack of such assistance. Mr. Boardman won prompt and vigorous support of his proposal from his fellow-commissioners and a resolution creating a Division of Project Planning, defining its functions and specifying qualifications of the divisional director was quickly adopted.

Mr. MacMurray took over his new duties on June 20, 1960.

Two major responsibilities fell upon the new division immediately. Mr. MacMurray became supervisor and principal staff coordinator of the rail transit project, working as liaison with all parties at interest = official, municipal, civic and private.

On February 17, 1960, the then Secretary drew the attention of the Commissioners to the severe handicaps imposed upon Authority activity due to lack of adequate space for accommodation of expanded or new administrative activities. Other urgent matters forced temporary deferral of action but creation of the Project Planning Division brought it immediately to the fore.

On October 19, 1960, the Authority fixed as a matter of policy that expansion of administrative facilities be done in the immediate area of the Administration Building occupied since 1926 and, further, authorized that the entire block north of the present building (bounded by Fulton Place, North Fifth Street, Pearl Street, Main Street and North Sixth Street) be acquired for this purpose. Specified portions of the tract, more urgently needed, were to be acquired by purchase or condemnation; the balance, by negotiation only. In so doing, the Authority re-stated its traditional policy that the power to condemn privately-

TOTAL YEARLY TRAFFIC BREAKDOWN

	1960	1959	Increase Decrease*	Per Cent
Automobiles and Light Trucks	36,091,335	34,479,371	1,611,964	4.67
Commutation Tickets	4,503,288	3,789,395	713,893	18.84
(A) Total Automobiles and Light Trucks	40,594,623	38,268,766	2,325,857	6.08
Motor Trucks	1,305,753	1,279,605	26,148	2.04
Tractors and Trailers	908,005	797,962	110,043	13.79
Special Permits	406	547	141*	25.77*
(B) Total Heavy Trucks	2,214,164	2,078,114	136,050	6.55
Motorcycles	21,320	21,451	131*	0.61*
Horse Drawn Vehicles	2	1	1	100.00
Autos and Trailers	41,657	38,090	3,567	9.36
(C) Total Miscellaneous Vehicles	62,979	59,542	3,437	5.77
(D) Total Buses	1,054,026	1,036,986	17,040	1.64
Grand Totals (A, B, C, D)	43,925,792	41,443,408	2,482,384	5.99

held land and buildings, particularly residential, would be invoked only where the need was of an emergency or highly urgent nature.

By the end of the year, under direct supervision of the Director of Project Planning, land acquisition was proceeding satisfactorily and preliminary plans prepared by Harbeson, Hough, Livingston and Larson (architects of the original building) had passed through several design stages.

An outstanding example of the type of advance planning is a proposed "River-Crossing Site Survey" upon which the Executive Director and the Director, Project Planning Division, spent considerable time before the year's end. This survey, support for which had been given in writing by the Commissioner, State Highway Department of New Jersey, the Sec-

retary, Department of Highways of Pennsylvania, the Commissioner of Streets of the City of Philadelphia and the Executive Director of the Philadelphia City Planning Commission, if authorized, is expected to involve a two-phase survey of preferable sites within the Port District. Phase I would be a detailed traffic survey, making very extensive use of statistical material being produced by the Penn-Jersey Transportation Study; Phase II would deal more specifically with engineering aspects including foundation conditions and recommendations with respect to type of structure.

The Division also participated in a number of other less specific projects and, despite existence of but six months, its status in future Authority activities is now well assured.

DIVISION OF ENGINEERING

The Division of Engineering was very active throughout the year, 1960 with the administration of \$403,570 of contract work covering electrical and paving work on the Benjamin Franklin Bridge and the final contract work of grading, paving, landscaping and fencing for the Walt Whitman Bridge. Other projects undertaken consisted of evaluating studies made by outside consultants on high-speed transportation in South Jersey and automatic toll-collection for the Walt Whitman Bridge. Studies were also made for needed expansion of building facilities for administrative personnel of the Authority which included not only criteria for office but for storage space as well.

During the year, the personnel of this division was augmented by the addition of a junior engineer, a draftsman and an inspector.

Work on rehabilitation of the electrical system of the Benjamin Franklin Bridge and approaches was completed during the year. This work was performed by Henkels and McCoy, Incorporated of Philadelphia on Contract No. 25-A awarded to them in November, 1959. Under that contract, a "first"

was established in this area by installation of a closed-circuit television and two-way audio speaker system in the Sixth Street Pedestrian Underpass on the Camden Toll Plaza for additional protection of the public using that facility. Work under Contract No. 25-A also included new switchgear and other operating facilities, coupled with a central board for spotting and locating power failures. This gear replaced the original installation of 1926, the year the Benjamin Franklin Bridge was opened to traffic. The cost of work on Contract No. 25-A amounted to \$130,000.

A contract and specifications were prepared for repairs to the bituminous paving of the Benjamin Franklin Bridge and approaches awarded by the Authority to Union Paving Company of Philadelphia. This project was completed without traffic tie-up.

Contract plans and specifications were prepared and the Contract (No. 103) awarded by the Authority to Tony dePaul and Son of Philadelphia at their low bid of \$229,852.87 for fencing, grading, landscaping and miscellaneous paving, representing the final work on the Walt Whitman Bridge Project. Inspec-

tion of this work was carried out by the Engineering Division with the assistance of the Authority's Maintenance Bureau. Contract No. 103 will be completed in early spring of 1961.

In addition to contract work, many studies were made covering a variety of subjects. Principally among these were reviews of the ramps to the Philadelphia approaches of the Walt Whitman Bridge for future adjustments with area planning by the City of Philadelphia including the Delaware Expressway, Food Center, Broad Street and 28th Street and Vare Avenue.

A detailed study of automatic toll-collection systems was undertaken with the assistance of our consultants, Louis T. Klauder and Associates. Many installed systems on toll bridges and toll roads from Montreal, Canada to Florida were studied and analyzed for incorporating the system with the present toll-collection equipment of the Walt Whitman Bridge. A report of the results of the investigations was approved by the Authority and installation of the system for a year's trial on

four lanes of that bridge is now under way, to be in operation in the spring of 1961.

The Authority authorized a study of the two miles of approaches to the Walt Whitman Bridge, Philadelphia, for elimination of head-on collisions on the dual highway approaches. Following that study, the Engineering Division was directed to draw plans and prepare specifications for erection of a medial-divider 32 inches high, to be ready for bidding early in 1961.

Members of the Engineering Division participated in studies being made for extension of the Benjamin Franklin Bridge high-speed line into South Jersey. Visits were made to a number of cities for the study of cars, transportation facilities, operational procedures, financing and many other phases that are necessary for operation of a successful transportation system. Real estate plans were prepared and assessments obtained for studies incident to future planning. Much time was devoted to assisting the Maintenance Bureaus in their various day-to-day problems and they, in turn, gave us valuable assistance in the field inspection of the various projects.

DIVISION OF BRIDGES

Traffic over the Benjamin Franklin and Walt Whitman bridges for the year totaled 43,925,792, a gain of 2,482,384 or 5.99 per cent over the 41,443,408 of 1959. One of the noteworthy facts associated with comparative analysis of traffic over the two bridges is the ratio in which estimates of traffic, prepared four years before the first vehicle had crossed the Walt Whitman, are approaching parity with actual experience. The following table is significant:

	ESTIMATES UNDER (—) OR OVER (+)	
	ACTUAL EXPERIENCE ON	
<i>Full Year of Operation</i>	<i>Walt Whitman</i>	<i>Benjamin Franklin</i>
First	— 26.1	+ 13.4
Second	— 14.5	+ 8.5
Third	— 2.2	+ 6.2

If experience in forthcoming months generally follows that of traffic patterns now existing, parity between estimates and actual experience should be reached within a very few months. Thereupon, traffic ratios, estimated and actual, with which we have lived so intimately since opening of the Walt Whitman Bridge, will cease to have significance. The closing of the gaps toward parity, however, is indicative of two most gratifying facts of economic existence, both our own and of our Port District. The rate of traffic flow over the two bridges provides all of the security, dollarwise, that an investor might wish on our outstanding bonds. On the other hand, the unencumbered surplus being earned should permit this Authority to participate actively in the responsibilities outlined for



CLOSED-CIRCUIT TELEVISION AT BENJAMIN FRANKLIN BRIDGE PLAZA HELPS PEDESTRIANS IN UNDERPASS.
Lieutenant Robert G. Donnell watches monitors.

us by the two legislatures, in the effectuation of which, we are assumed to be carrying out "essential governmental functions." Support for this view will be found in detail in the report of the Division of Finance.

There were several developments during the year, in both operating procedures and structural changes, which are discussed in detail in the report of the Division of Engineering. As in all such matters, supervision of construction (if a construction contract) rests with Engineering until the contract is complete. Operation thereafter becomes an obligation of the personnel of this division.

Three fatalities on the Benjamin Franklin Bridge in 1960 jumped the fatality rate per 100,000,000 vehicle miles thereon to 6.195, well beyond the level of recent years. One fatality on the Walt Whitman resulted in the acceptably low figure of 1.463 fatalities per 100,000,000 vehicle miles. The combined rate for the two bridges in 1960 was 3.04 fatalities per 100,000,000 vehicle miles as contrasted with a nationwide fatality rate of 5.3.

There were 390 accidents between vehicles on the Benjamin Franklin Bridge, an increase of 55 or 16.42 per cent over 1959. Walt Whitman, with 269 accidents (75 or 48.6 per cent more than 1959) had one accident for every 256,539 miles of vehicles. The rate on Benjamin Franklin was one accident for each 143,353 vehicle miles. These accident figures show only negligible variation from those for 1959 despite a substantial increase in traffic on the lower span.

At the December 16, 1959 meeting, the Authority took two steps to bring its speed regulations realistically in line with those of facilities with which it has direct connection. The legal speed on both crossings was increased to 45 miles-per-hour, one which was found consistent with most large bridge structures. Legal speed on the New Jersey and Pennsylvania approaches of the Walt Whitman Bridge was fixed and posted at 50 miles-per-hour. This, in the opinion of the members, was consistent with existing speeds on connecting Pennsylvania and New Jersey highways.

PORT DEVELOPMENT DIVISION

One of the most decisive forward steps yet taken by the Authority in the seven-year history of its engagement in cargo solicitation was adopted at the December 21, 1960 meeting.

The Commissioners authorized the establishment of a European office for the direct solicitation of foreign cargo headquartered in London and requested the Director and As-

sistant Director (Port Development Division) to submit recommendations for creation and staffing of the office.

The Delaware River Port maintained its position as Number One foreign commerce port of the United States for the year 1960. It must be remembered, however, that this favorable position results almost wholly from our very large imports of two bulk cargoes,

DISTRIBUTION OF VEHICULAR TRAFFIC ACROSS THE DELAWARE RIVER

Year	Benjamin Franklin Bridge	Walt Whitman Bridge	Total of Delaware River Port Authority Facilities	Tacony-Palmyra Bridge	Burlington-Bristol Bridge	Delaware Memorial Bridge	Total Cross River Traffic	Delaware River Port Authority Share of Traffic
1956	32,198,966	Not in Operation	32,198,966	12,778,090	4,125,924	8,830,831	57,933,811	55.56%
1957	27,530,720	7,249,910	34,780,630	14,016,131	4,117,796	8,823,929	61,737,586	56.34%
1958	24,029,518	13,247,964	37,277,482	14,398,867	4,856,836	8,933,612	65,466,797	56.94%
1959	25,090,455	16,352,953	41,443,408	15,977,983	5,869,683	9,783,873	73,074,947	56.71%
1960	24,208,943	19,716,849	43,925,792	16,345,949	6,169,894	10,551,816	76,993,451	57.05%

crude oil and iron ore. The unfortunate fact, and one which the Authority and all associated port interests must bend every effort to change, is that the Delaware River Ports lag far behind New York in shipments of general cargo.

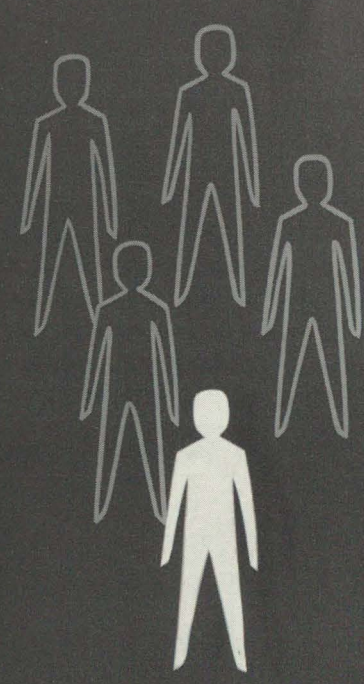
The final official figures will not be in for several months but it is assumed that overall waterborne tonnage for the port will again be in the 100 million-ton area. Customs receipts for the port once more set a record with \$65,986,923.07, an increase of \$595,469.02.

The Philadelphia Regional Office has now completed more than one year in its take-over of the functions of the Philadelphia Port Bureau. The establishment of this office has been of immeasurable value to the entire port community. It has proved of exceptional worth to the other regional offices in New York, Pittsburgh and Chicago by its intimate knowledge and close liaison with the entire port industry. The close tie-in maintained by the Philadelphia office personnel with solicitation efforts carried on by the outside regional

offices has made a definite contribution to their productiveness.

During 1960, the Port of Philadelphia enjoyed its most successful year in several decades in regenerating passenger service from the port. Four very successful cruises sailed from the Port to Bermuda and the West Indies with the result that, already for 1961, eleven cruises are scheduled. The Port Authority is supporting promotion of these cruises in several ways including advertising headlining **PLAN YOUR CRUISE FROM THE PORT OF PHILADELPHIA.**

The Research Department has continued its splendid work of collecting, analyzing, interpreting and issuing periodic reports on the flow of waterborne commerce through the Delaware River Port area and competitive ports. Expansion of its activities into much broader economic areas to determine what moves, where it moves and why it moves as it does, with the view of attracting more com-



1 JOB IN 5
IN MANUFACTURING
depends upon
MATERIALS RECEIVED
VIA THE **PORT**

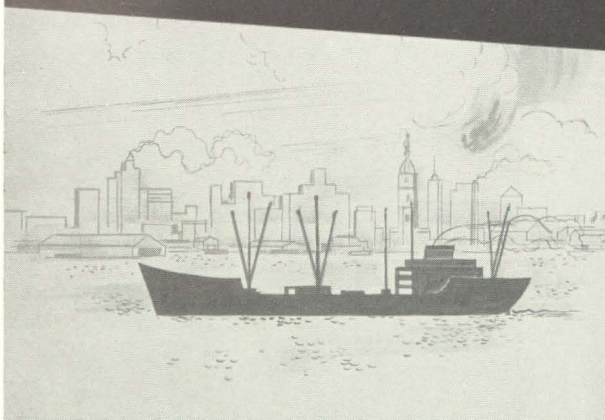
merce through our port is being developed for 1961.

The highly regarded and well accepted pieces of literature put out by the Port Development Division during 1960 included a revised Port Handbook, a Port Area map and a strip map. The high quality of these productions has resulted in a vast number of compliments to this Division. The wide distribution of these publications has greatly aided in selling the port to the trade.

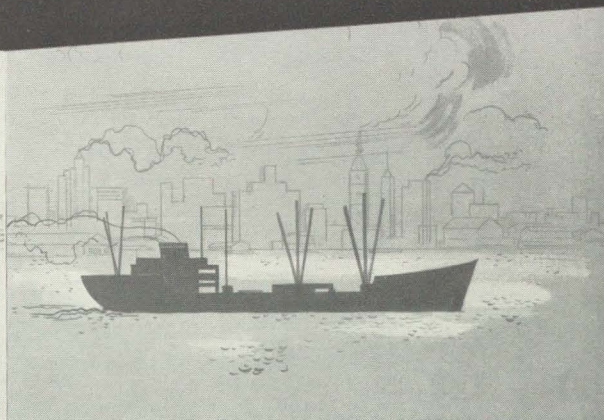
The Ports of Philadelphia Magazine which we supported throughout the year with a back cover Delaware River Port Authority advertisement has been a real boon to the port area. Close cooperation between our Division and the editorial staff of the magazine has been of genuine mutual benefit. Our fieldmen have utilized the magazine with excellent results and, here again, many fine compliments have been paid on the high quality of the publication.

Perhaps, one of the most significant events, portwise, in 1960 was formulation of the Philadelphia Marine Terminal Association which functions under Section 15 of the Shipping Act administered by the Federal Maritime Administration. Most of the important general cargo terminals in the Port of Philadelphia became signatories. A rather long and drawn-out court action took place immediately upon publication of the Terminal Tariff, April 1, which was not finally resolved until August 1. Publication of the tariff brought a greater uniformity of practices and charges with the objective of stabilizing conditions within the port area. It was obvious that so important a change was not likely to become effective without experiencing a number of rough spots. However, at the turn of the year, a much better understanding and a healthier situation between competitive terminals in the area was in evidence. The Port Development Division watched closely every development as the Tariff took form.

\$2,959,000,000 OF CARGO FLOWS THROUGH THE PORT ANNUALLY



OUTBOUND CARGO
\$1,103,000,000



INBOUND CARGO
\$1,856,000,000

Millions of Short Tons

Millions of Short Tons



TOTAL FOREIGN WATERBORNE COMMERCE

Source: Research & Promotion Department

ESTIMATED

A number of important cases involving freight rates, mostly rail, which effect the best interests of the port were handled by the Traffic Department, Counsel and Special Counsel throughout the year. Among the many cases, the two of greatest significance were the Iron Ore Case (I and S 6074) and the so-called Port Differential Case (I and S 6615). In both instances, actions before the Interstate Commerce Commission have been favorable to the port.

In the Iron Ore Case, the Examiner's recommendation supported Philadelphia and oral argument before the Commission was held in late November. The decision of the ICC has not yet been handed down.

In the Port Differential Case, the decision of the ICC supported the continued existence of the long-standing differential Philadelphia enjoys over the ports of New York and Boston. Court action already has been instituted by the northern tier of ports, principally New York and Boston, to reverse the ICC decision. This will be defended in the usual vigorous manner by counsel.

Other issues involving rates concerned canned goods, a mainstay commodity of intercoastal shipping from the Pacific Coast ports to Eastern ports. Another vital issue still in litigation is a move on the part of the railroads under Ex Parte 223 for additional rates which we did not oppose but, more important to the flow of export-import commerce, is the drastic reduction in free time at the ports which we have actively contested.

On the important subject of improved port facilities, particularly for the handling of general cargo, the program of the City of Philadelphia for development of the Packer Avenue Terminal, just below the Walt Whitman Bridge, is shaping up. The 1961 proposed budget Governor Lawrence submitted includes a \$7,402,000 item for capital financing under the General State Authority to go toward this much-needed development. A long-range program of additional plans for

general cargo terminals within the City of Philadelphia has been projected with an estimated cost of \$100,000,000 over the next decade. The full services of the Port Development Division have been rendered to the City in formulating plans for facility improvements.

In the way of actual expansion programs, a great deal has been accomplished by the Wilmington Board of Harbor Commissioners. An increase in delivery area, warehousing space and vessel berthing space of about 50 per cent is well along toward accomplishment.

Progress on deepening of the Upper Delaware River Channel, from Philadelphia to Newbold Island, has moved along on schedule. The early estimates of cost for this project have been reduced materially and where, at one time, it was estimated it would reach in the neighborhood of \$100,000,000 new techniques and less difficulty in blasting rock has resulted in a lowering of the overall project to a cost of \$80,000,000. About two-thirds of the work has been completed.

The Mayors' Committee on Port Promotion continued its good work coordinating efforts by the Cities of Philadelphia, Camden, Trenton and Wilmington to generate a greater awareness of the splendid assets of the Delaware River Ports. PORTS OF PHILADELPHIA DAY, initiated by the Mayors' Committee, has done much to highlight the value of the port to the community. World Trade Week, a national event, has likewise gained stature from the support it receives from the Mayors' Committee. The Port Authority, through its Division of Port Development, has cooperated in an extensive way with each of these to the limit of its resources, both financial and with personnel.

The Maritime Administration requested the Port Authority to coordinate Emergency Port Planning for the port terminals of the Delaware River. The Emergency Plans are to in-

clude security of communications, personnel and facilities; development of plans for alternate ports and facilities to minimize effects of enemy attack; development of operating plans under attack or post attack conditions and development of plans for determining the amount and priority of restoration.

A basic plan has been developed embodying all the elements required and it presents a complete damage assessment plan of the port area. Formation of a Delaware River Port Planning Committee to carry out the emergency port plans is now under consideration.

PERSONNEL

John M. McCullough, Secretary of the Authority since October 1, 1953, was elected Executive Director at the meeting of April 20, 1960, succeeding Joseph K. Costello, retired August 1, 1959.

The top executive echelon of the Authority was completed by election of C. H. McWilliams as Secretary on July 20, 1960. Mr. McWilliams had served as Treasurer since March 17, 1958. On October 19, 1960, Thomas J. Auchter was elected Treasurer and Director, Division of Finance. Basic organization of the Division of Finance reached a phase of completion with re-establishment of the title of Comptroller replacing that of Chief Accountant.

To those of you familiar with reports of this Authority over the past few years, some new job titles and organizational references may have caused some wonderment. This is due to adoption of the Worden and Risberg report. Worden and Risberg is a Philadelphia firm of management consultants retained to work closely with a staff committee of the Authority in, for the first time, establishing job titles and descriptions for all positions under the Authority; a wage-classification system providing for five annual pay increments and a detailed method of job-wage administration. Included is a merit-rating system on the basis of which annual wage increments are granted or denied.

Changes in past practices and procedures which completion of the report was expected to entail were discussed at some length in our 1959 report. Reiteration here is not warranted. It will suffice to state that every employee has a fixed right of appeal against

what he may feel to be inequities in operation of the system as it relates to him as a person. The right of appeal carries, as historically determined, up to that standing committee of Commissioners who heretofore would have handled such matter.

While the personnel program has required some modifications since its adoption, as expected, and others must, of necessity, be contemplated, the first year of operation has proved most gratifying. We believe that it has won the support and respect of a large majority of our employees. Like any other system, it can prove effective to the degree—and only to the degree—that it is administered fairly and equitably under all circumstances.

Total full-time, paid personnel of the Delaware River Port Authority increased during the year from 428 to 459 or 31 (7.24 per cent). The Division of Bridges which encompasses departments which operate and maintain our two bridges, other structures and facilities (not including the Benjamin Franklin Bridge Rail Transit Line) consisted of 387 employees (88.4 per cent).

The overall absentee rate for the year, covering all divisions and full-time salaried personnel, was 9.5 days. Injuries or illnesses incurred on the job by operating departments of the Bridge Division of the Benjamin Franklin Bridge accounted for 4.49 per cent of total absences on that structure. Injuries or illnesses incurred off the job and resulting in absenteeism accounted for 86.03 per cent of the remainder. In other words, non-job related illnesses or accidents accounted for more than nineteen times as many lost work days as job-related.

Corresponding statistics for Walt Whitman Bridge were 42.42 per cent on-the-job injuries; 63.6 per cent off-job. The first figure, seeming to reflect an on-the-job accident-illness generation rate some eight times higher than the Franklin, is somewhat misleading. Walt Whitman police were hit by coincidence of a few severe chronic injuries requiring lengthy treatment, convalescence and, frequently surgery. Among these were herniated intervertebral disc conditions where recourse to surgery may be had weeks or months after less radical treatment.

One of our prime objectives is protecting our own personnel from the unique work hazards of their jobs which, of course, vary from department to department. The Port Authority was one of the first in this area to recognize and require the wearing of special red plastic "safety vests" by men of our maintenance and highway bureaus. Use is compulsory when any employee of either bureau

is required to work "in the lanes" where traffic is constantly moving or in abutting areas.

In May, the Authority adopted a resolution granting a maximum of two weeks leave-of-absence, with pay, to any employee who also is a member of the active reserve of any branch of the United States land, sea or air forces.

We note here the death, in May, 1960, of Captain George Haegele of the Walt Whitman Bridge Police Bureau. Captain Haegele was appointed to the Police Bureau of the "old" Delaware River Bridge (now the Benjamin Franklin) in 1926. He advanced through grade to the position of Lieutenant on the older structure and played a vital role in establishing the table of police organization of the Walt Whitman Bridge. Captain Haegele is that type of man to whose term of service, with reluctant but deep appreciation, we write "well done."

DIVISION OF FINANCE

Despite the snowstorm of December, 1960 with its resultant loss of revenue and increase in expenses, gross operating revenues for 1960 reached an all-time peak of \$12,669,386.47 compared with \$11,926,893.49 for 1959, an increase of \$742,492.98 or 6.23 per cent. Operating expenses for the same periods were \$3,496,869.98 and \$3,111,614.86 respectively, representing an increase of \$385,255.12 or 12.38 per cent. Salary adjustments, personnel increases, bridge and highway repairs, new uniforms, equipment, vehicle purchases and snow-removal were the principal reasons for the additional expenditures. Net operating revenue also reached a new high of \$9,172,516.49 for 1960, an increase of \$357,237.86 or 4.05 per cent over the 1959 figure of \$8,815,278.63.

Interest rates during 1960 remained at satisfactory levels and, combined with sound investment judgment, enabled the Authority materially to increase its income from investments for the year. The 1960 interest income

figure is \$1,281,898.18 compared with the 1959 figure of \$1,117,388.15, an increase of \$164,510.03 or 14.72 per cent. Interest payment on outstanding debt was further reduced during the year as additional bonds were purchased or matured. In 1960, this payment amounted to \$3,130,953, a decrease of \$121,971.23 or 3.75 per cent over 1959. The Port Development Division continues to expand its activities for the benefit of the Delaware Valley, as detailed elsewhere in this report. This increased activity has resulted in an expenditure by the Division during 1960 of \$400,056.93 compared with the 1959 expenditure of \$305,958.61, an increase of 30.76 per cent. Net revenue reached an all-time peak during 1960 of \$6,906,479.74, an increase of \$670,335.80 or 10.75 per cent over the 1959 figure of \$6,236,143.94.

Total debt, as of December 31, 1960, amounts to \$90,988,000 represented by \$533,000 of Bridge Refunding one per cent bonds due June 1, 1966; \$35,900,000 serial

J. Griffith Boardman

1904 - 1960

In Memoriam

We, the Commissioners of the Delaware River Port Authority, meet today to record, in sorrow the tragic departure from our company of a fine and distinguished American—J. Griffith Boardman.

The circumstances of his death flouted and outraged the conscience of the community. By a vicious and senseless act of inhumanity, this friendly, unselfish man was robbed of his good life, his family of a noble husband and father, and his fellowmen of a humanitarian who gave himself without stint in their service.

Seldom in our time has the public paid a more terrible price for instruction in a lesson it yet seems reluctant to learn, that undisciplined use of our highways by the incompetent, reckless and criminal can be accompanied only by unspeakable tragedy. We assert that J. Griffith Boardman's death is indictment of all who, in public or private capacity, by acts of omission or commission, made it inevitable.

For over a quarter of a century, J. Griffith Boardman served his city, his state and his nation with distinction and with unquestioned integrity.

Utterly scornful of selfish, personal gain, he brought to each successive responsibility an innate courtesy, a disarming spirit of cooperativeness, a personal rectitude and an ability to state difficult problems in simple, human terms. Whether public purpose or private charity was to be served, he was turned to instinctively by those who sought dedicated leadership and wise counsel. Asking nothing for himself, he gave of himself, his experience, his keen intelligence, his deep and unaffected concern for his fellowmen, his sympathetic dedication to their welfare.

These qualities he applied promptly to the great public problems confronting this Authority upon his appointment as a Commissioner on May 27, 1958. In his capacity as Chairman of the Transportation Committee, he absorbed himself immediately in the difficult problem of establishing an effective rail transit system for Southern New Jersey. He sought with tireless energy to finding acceptable answers to the numerous knotty problems which had beset the issue for years. He spent hours in study and discussion, often at sacrifice of his personal leisure and private business concerns. With his ready smile, his inimitable humor and his deep respect for the points of view of others, he regarded no problem as insoluble and refused to concede that equitable and useful public objectives were unattainable. For this alone, this yet unfinished task, the public of our area owes him an everlasting debt of appreciation.

J. Griffith Boardman, the man, is gone from our midst. We bow to God's inscrutable purpose. But all that he was, both as a man and as a leader of men, we hold in high honor.

We direct that this appreciation of a beloved colleague be spread upon the permanent minutes of this Authority.

We further direct that the Secretary prepare an appropriate copy of this memorial, and that it be forwarded to Mrs. Boardman with our affectionate sympathy.

8/24/60

bonds through December 15, 1973 and \$54,555,000 term bonds due December 15, 1983 of the First Series Revenue bonds. During 1960, \$107,000 of the Bridge Refunding one per cent bonds were purchased on the open market and retired. Outstanding First Series Revenue bonds were reduced by \$2,457,000 of which \$1,400,000 matured and \$1,057,000 were purchased on the open market.

THE AUTHORITY

At mid-evening of August 12, 1960, J. Griffith Boardman, a member of the Authority since May 27, 1958, was instantly killed in a motor vehicle accident while driving alone to his summer home in Strathmere, New Jersey. The Authority's estimate of his stature as a man, of his services as a Commissioner and of the shocking circumstances of his death are related in the memorial resolution adopted at the meeting of August 24, 1960. As of the year's end, his successor had not been named.

John P. Crisconi, of Philadelphia, was confirmed for a full five-year term as a Commissioner by the Senate of the Commonwealth of Pennsylvania on January 25, 1960 following appointment by the Governor. Mr. Crisconi fills the vacancy created by the death of Theodore L. Blumberg who died December 3, 1959.

This report, for the year 1960, echoes sharply to the impact of problems typically affecting a great metropolitan area athwart one of the world's greatest freshwater ports. Many of these problems did not even lie upon our early horizons in the "twenties" and "thirties." It hardly requires a soothsayer to predict an increasing intrusion of such matters, an increasing level of reference, as the Authority's resources and legal capabilities are considered to be available for broader and more diverse public purposes. The assistance of the Governors and Legislatures of the two states in our arriving at well-advised judgments is very sincerely invoked.

Respectfully submitted,

DELAWARE RIVER PORT AUTHORITY

PENNSYLVANIA

JAMES V. BANEY, *Chairman*
TED SCHLANGER
FRANK M. STEINBERG
ROBERT F. KENT
CHARLES C. SMITH
J. GRIFFITH BOARDMAN*
JAMES H. J. TATE
JOHN P. CRISCONI
(Vacancy)

NEW JERSEY

RALPH CORNELL, *Vice-Chairman*
EDWARD C. AULIFFE
ERWIN S. CUNARD
JAMES P. JOHNSON
EARL B. HOWE
JOSEPH M. HITZEL, JR.
BARTHOLOMEW A. SHEEHAN
(Vacancy)

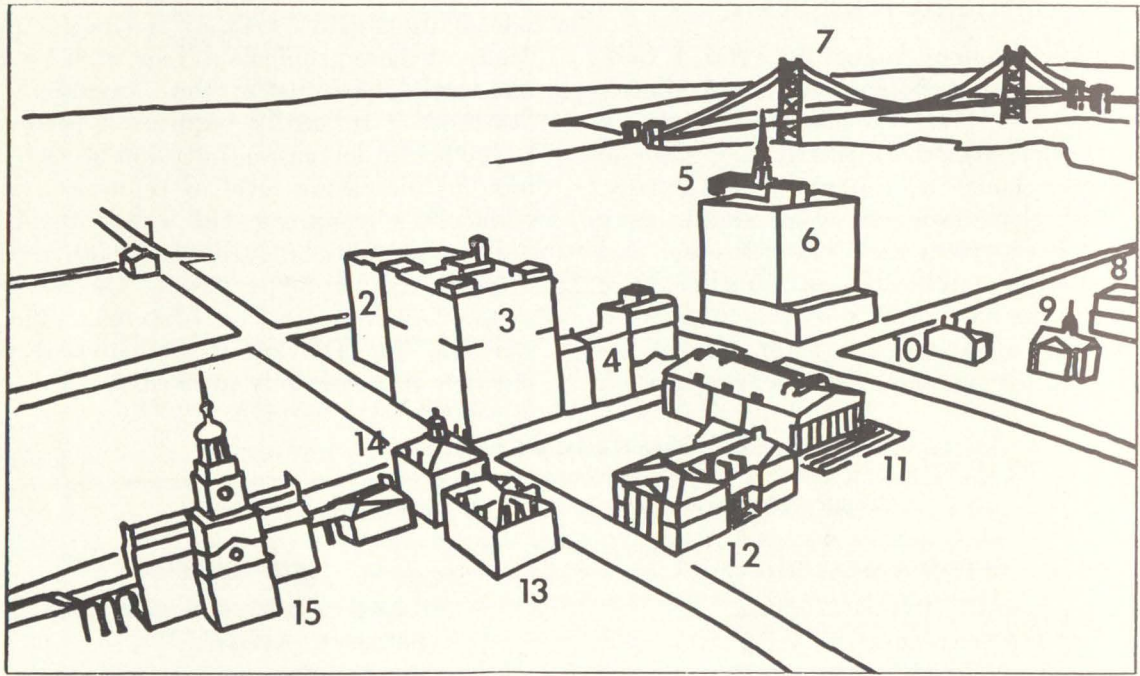
JOHN M. McCULLOUGH, *Executive Director*

C. H. McWILLIAMS, *Secretary*

* Deceased August 12, 1960

December 31, 1960

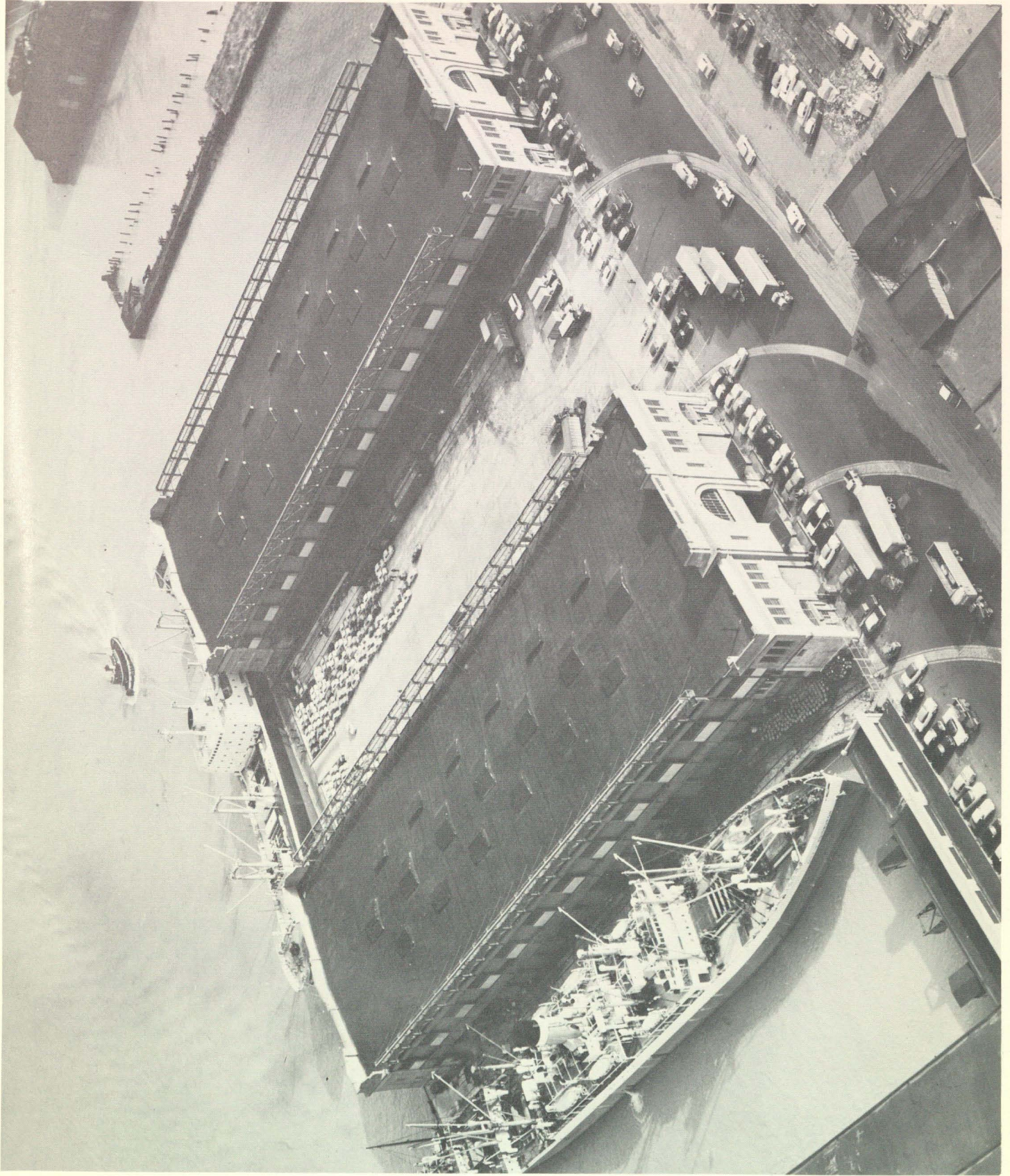
Key to Center Spread Color Photo



THE BEAUTY OF WINTER AT INDEPENDENCE HISTORICAL PARK, PHILADELPHIA

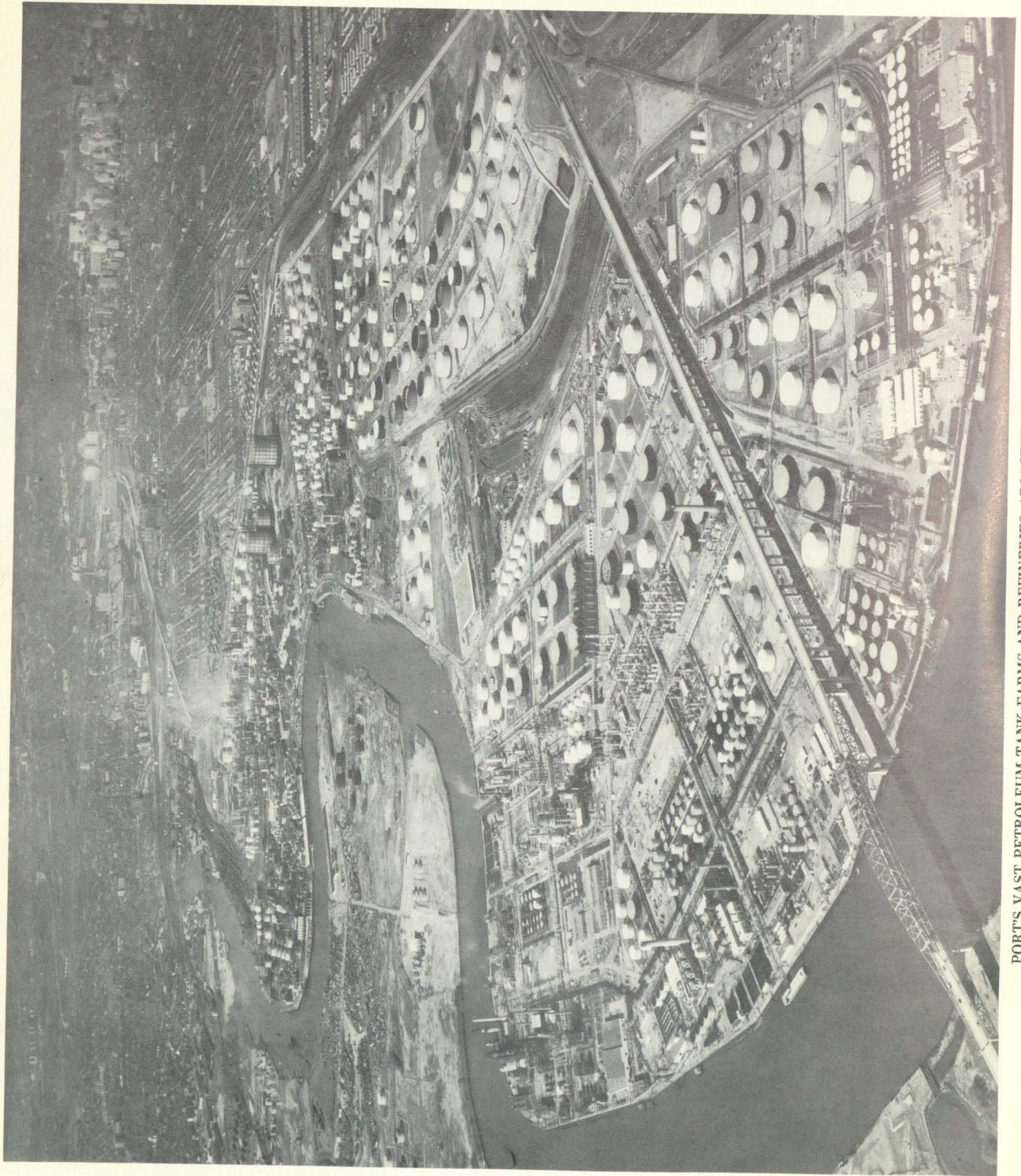
Our center spread in full color was taken shortly after the December 11-12 blizzard from the roof of Penn Mutual Life Insurance Company. The photograph looks north and shows the following buildings:

1. Free Quakers Meeting House;
2. Bourse Building;
3. Lafayette Building;
4. Philadelphia National Bank;
5. Christ Church;
6. Mall Building;
7. Benjamin Franklin Bridge;
8. First Bank of the United States;
9. Carpenter's Hall;
10. New Hall;
11. Second Bank of the United States and Old Custom House;
12. Library Hall of the American Philosophical Society;
13. Philosophical Hall;
14. Old City Hall—
Supreme Court Building;
15. Independence Hall.



NEWLY-JOINED PIERS 38 AND 40 SOUTH SHOWING VESSEL IN FRONT AND ONE ON SIDE.





PORT'S VAST PETROLEUM TANK FARMS AND REFINERIES ADJACENT TO SCHUYLKILL RIVER.

CLASSIFICATION OF VEHICLES — 1960

BENJAMIN FRANKLIN BRIDGE

Year 1960	AUTOMOBILES AND LIGHT TRUCKS								BUSES 50c	TRUCKS, TRACTORS AND TRAILERS						
	Total Autos & Light Trucks		Straight Toll Rate--25c		Commutation Rate--18¼c		Trucks 7,001 to 40,000 Pounds			Tractor & Trailers 2- to 5-Axles		Special Permits	Motor- cycles 15c	Horse- drawn, and Auto- Trailers		
	Period	Total Vehicles	Vehicles	% of Total	Vehicles	% of Autos	Vehicles	% of Autos		Vehicles	% of Total				Vehicles	% of Total
January.....	1,916,744	1,744,065	90.9	1,584,091	90.8	159,974	9.2	76,414	3.9	62,544	3.3	32,433	1.7	12	596	680
February.....	1,797,848	1,624,662	90.4	1,461,593	90.0	163,069	10.0	74,147	4.1	63,933	3.5	33,934	1.9	12	455	705
March.....	1,862,959	1,676,464	90.0	1,501,959	89.6	174,505	10.4	79,826	4.3	68,832	3.5	36,657	1.9	6	464	710
April.....	2,026,903	1,842,031	90.8	1,678,610	91.1	163,421	8.9	79,713	3.9	68,197	3.4	34,722	1.7	13	1,126	1,101
May.....	2,201,436	2,005,888	91.1	1,837,955	91.6	167,933	8.4	85,913	3.9	70,588	3.2	35,759	1.6	4	1,730	1,554
June.....	2,108,691	1,907,898	90.4	1,734,628	91.0	173,270	9.0	86,546	4.1	74,053	3.5	36,305	1.8	11	1,734	2,044
July.....	2,104,564	1,905,999	90.5	1,754,196	92.0	151,803	8.0	94,666	4.5	67,158	3.2	32,884	1.6	8	1,753	2,096
August.....	2,167,287	1,953,328	90.1	1,780,600	91.2	172,728	8.8	95,598	4.4	76,151	3.5	38,726	1.8	9	1,523	1,952
September.....	2,030,771	1,835,234	90.3	1,657,808	90.3	177,426	9.7	85,699	4.2	70,097	3.5	36,728	1.8	8	1,212	1,793
October.....	2,174,972	1,983,592	91.2	1,782,257	89.8	201,335	10.2	82,633	3.8	69,997	3.2	36,213	1.7	6	1,099	1,432
November.....	2,097,869	1,913,731	91.2	1,713,841	89.6	199,890	10.4	79,529	3.8	68,589	3.2	34,331	1.6	6	690	993
December.....	1,718,899	1,545,915	89.9	1,378,400	89.2	167,515	10.8	78,694	4.6	60,847	3.5	32,605	1.8	6	219	613
Totals.....	24,208,943	21,938,807	90.6	19,865,938	90.6	2,072,869	9.4	999,478	4.1	820,986	3.4	421,297	1.8	101	12,601	15,573
Grand Totals From July 1, 1926 to Dec. 31, 1960.....	602,094,502	535,255,716	89.0	492,671,443	92.0	42,584,273	8.0	36,316,085	6.0	22,019,020	3.6	6,642,243	1.1	863,851	810,196	*187,391

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WALT WHITMAN BRIDGE

January.....	1,370,480	1,301,636	94.9	1,127,732	86.6	173,904	13.4	2,849	0.2	31,795	2.3	33,001	2.4	25	270	904
February.....	1,286,189	1,216,182	94.6	1,035,946	85.2	180,236	14.8	2,641	0.3	32,568	2.5	33,662	2.6	18	206	912
March.....	1,353,002	1,274,708	94.2	1,080,218	84.7	194,490	15.3	2,997	0.2	35,195	2.6	38,913	2.9	26	190	973
April.....	1,554,551	1,472,057	94.7	1,282,813	87.1	189,244	12.9	3,780	0.2	37,543	2.4	38,554	2.5	31	677	1,909
May.....	1,729,402	1,638,506	94.7	1,442,700	88.0	195,806	12.0	4,882	0.4	40,726	2.4	41,272	2.4	27	1,003	2,986
June.....	1,829,693	1,727,165	94.4	1,520,118	88.0	207,047	12.0	5,445	0.4	46,578	2.5	45,501	2.5	33	1,296	3,675
July.....	2,065,807	1,967,007	95.2	1,778,715	90.5	188,292	9.5	6,327	0.4	47,610	2.5	39,660	1.9	28	1,435	3,740
August.....	2,083,711	1,975,891	94.8	1,761,236	89.1	214,655	10.9	6,864	0.3	51,157	2.5	45,170	2.2	19	1,275	3,335
September.....	1,783,494	1,685,780	94.5	1,470,041	87.2	215,739	12.8	5,937	0.3	44,794	2.5	42,927	2.4	14	911	3,131
October.....	1,706,527	1,611,706	94.4	1,375,385	85.3	236,321	14.7	4,758	0.3	43,472	2.6	43,529	2.5	35	782	2,244
November.....	1,615,260	1,524,453	94.4	1,290,211	84.6	234,242	15.4	4,393	0.2	40,115	2.5	44,433	2.6	27	495	1,344
December.....	1,338,733	1,260,725	94.2	1,060,282	84.1	200,443	15.9	3,675	0.3	33,214	2.5	40,086	3.0	21	179	833
Totals.....	19,716,849	18,655,816	94.6	16,225,397	87.0	2,430,419	13.0	54,548	0.3	484,767	2.5	486,708	2.4	305	8,719	25,986
Grand Totals From May 16, 1957 to Dec. 31, 1960.....	56,567,676	53,661,922	94.8	47,257,917	88.1	6,404,005	11.9	120,572	0.2	1,368,336	2.4	1,311,185	2.3	1,080	29,495	75,086

25¢ rate from July 1, 1926 to Jan. 31, 1937
 20¢ rate from Feb. 1, 1937 to June 19, 1953
 25¢ rate from June 20, 1953 to Dec. 31, 1959
 15¢ rate from March 1, 1937 to June 19, 1953
 18¼¢ rate from June 20, 1953 to Dec. 31, 1959

*INCLUDES 5,021 Horse-drawn Vehicles.

CLASSIFICATION OF VEHICLES — 1960
BENJAMIN FRANKLIN AND WALT WHITMAN BRIDGES

28

PERIOD 1960	TOTAL VEHICLES	AUTOMOBILES & LIGHT TRUCKS						BUSES 50c		TRUCKS, TRACTORS & TRAILERS				Special Permits	Motor- cycles 15c	Horse drawn and Auto Trailer
		Total Autos & Light Trucks		Straight Toll Rate—25c		Commutation Rate—18¼c		VEHICLES	% of Total	7001 to 40,000		2 to 5 Axles				
		VEHICLES	% of Total	VEHICLES	% of Autos	VEHICLES	% of Autos			VEHICLES	% of Total	VEHICLES	% of Total			
January.....	3,287,224	3,045,701	92.6	2,711,823	89.0	333,878	11.0	79,263	2.4	94,339	2.9	65,434	1.9	37	866	1,584
February.....	3,084,037	2,840,844	92.1	2,497,539	87.9	343,305	12.1	76,788	2.5	96,501	3.1	67,596	2.2	30	661	1,617
March.....	3,215,961	2,951,172	91.7	2,582,177	87.5	368,995	12.5	82,823	2.8	104,027	3.2	75,570	2.3	32	654	1,683
April.....	3,581,454	3,314,088	92.5	2,961,423	89.3	352,665	10.7	83,493	2.3	105,740	2.9	73,276	2.0	44	1,803	3,010
May.....	3,930,838	3,644,394	92.7	3,280,655	90.1	363,739	9.9	90,795	2.3	111,314	2.8	77,031	1.9	31	2,733	4,540
June.....	3,938,384	3,635,063	92.2	3,254,746	89.5	380,317	10.5	92,091	2.3	120,631	3.1	81,806	2.1	44	3,030	5,719
July.....	4,170,371	3,873,006	92.8	3,532,911	91.2	340,095	8.8	100,993	2.4	114,768	2.8	72,544	1.9	36	3,188	5,836
August.....	4,250,998	3,929,219	92.4	3,541,836	90.1	387,383	9.9	102,462	2.4	127,308	3.0	83,896	1.9	28	2,798	5,287
September.....	3,814,265	3,521,014	92.3	3,127,849	88.8	393,165	11.2	91,636	2.4	114,891	3.0	79,655	2.1	22	2,123	4,924
October.....	3,881,499	3,595,298	92.6	3,157,642	88.0	437,656	12.0	87,391	2.3	113,469	2.9	79,742	2.1	42	1,881	3,676
November.....	3,713,129	3,438,184	92.5	3,004,052	87.4	434,132	12.6	83,922	2.3	108,704	2.9	78,764	2.1	33	1,185	2,337
December.....	3,057,632	2,806,640	91.7	2,438,682	86.9	367,958	13.1	82,369	2.7	94,061	3.1	72,691	2.4	27	398	1,446
Totals.....	43,925,792	40,594,623	92.5	36,091,335	88.9	4,503,288	11.1	1,054,026	2.4	1,305,753	3.0	908,005	2.1	406	21,320	41,659
Grand Totals From July 1, 1926 to Dec. 31, 1960.....	658,662,178	588,917,638	89.3	539,929,360	91.7	48,988,278	8.3	36,436,657	5.5	23,387,356	3.5	7,953,428	4.7	864,931	839,691	*262,477

* INCLUDES 5,021 Horse-drawn Vehicles.

**RAIL TRANSIT LINE
BENJAMIN FRANKLIN BRIDGE**

Month	1956			1957			1958			1959			1960		
	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.....	560,945	18,095	\$14,023.63	549,469	17,725	\$13,736.73	483,046	15,582	\$12,076.15	431,222	13,910	*	393,844	12,704	*
February.....	526,342	18,150	13,158.55	478,343	17,084	11,958.58	443,687	15,845	*	391,178	13,970	*	385,290	13,285	*
March.....	571,218	18,426	14,280.45	524,831	16,930	13,120.78	445,274	14,364	*	423,852	13,672	*	438,988	14,160	*
April.....	526,326	17,544	13,158.15	512,348	17,078	12,808.70	451,110	15,037	*	399,247	13,308	*	394,480	13,149	*
May.....	555,384	17,916	13,884.60	527,565	17,018	13,189.13	449,760	14,508	*	394,986	12,741	*	393,624	12,697	*
June.....	529,196	17,640	13,229.90	466,410	15,547	11,660.25	422,904	14,096	*	397,046	13,234	*	388,640	12,954	*
July.....	478,223	15,427	11,955.58	438,719	14,152	10,967.98	399,554	12,888	*	366,478	11,822	*	318,956	10,289	*
August.....	536,951	17,321	13,423.78	472,841	15,253	11,821.03	411,662	13,279	*	374,040	12,066	*	376,466	12,144	*
September.....	526,606	17,533	13,165.15	439,953	14,665	10,998.83	428,295	14,276	*	393,503	13,116	*	360,356	12,012	*
October.....	573,199	18,490	14,329.98	503,003	16,225	12,575.08	470,192	15,167	*	422,502	13,629	*	385,040	12,420	*
November.....	545,731	18,191	13,643.28	472,754	15,758	11,818.85	415,573	13,852	*	406,153	13,538	*	389,344	12,978	*
December.....	552,110	17,810	13,802.75	531,287	17,135	13,282.18	480,439	15,498	*	462,959	14,934	*	462,965	14,934	*
Totals.....	6,482,231	17,711	\$162,055.80	5,917,523	16,212	\$147,958.12	5,301,496	14,524	\$12,076.15	4,863,166	13,326	*	4,687,993	12,809	*

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* Receipts from February, 1958, through December 1960, not received; withheld by operating lessee because of alleged operating losses.

TRAFFIC TRENDS
(DECREASE OR INCREASE 1960 OVER 1959)

Year 1960	Delaware River Port Authority			New York Port Authority				Triborough Auth., N. Y.		California Bridges	
	Benjamin Franklin Bridge	Walt Whitman Bridge	All Facilities 2 Bridges	George Washington Bridge	Holland Tunnel	Lincoln Tunnel	All Facilities 4 Bridges 2 Tunnels	Triborough Bridge (Only)	All Facilities 5 Bridges 2 Tunnels 2 Parking Lots	Oakland San Francisco Bay Bridge	Golden Gate Bridge
JANUARY	1,916,744	1,370,480	3,287,224	2,855,066	1,670,938	2,192,135	7,347,829	3,616,928	11,381,006	2,857,330	1,334,564
	+ 2.25	+ 26.94	+ 11.27	+ 4.02	+ 2.15	+ 6.30	+ 4.20	+ 1.2	+ 2.0	+ 1.36	+ 4.99
FEBRUARY	1,797,848	1,286,189	3,084,037	2,741,877	1,593,105	2,059,903	6,988,396	3,408,350	10,800,179	2,829,930	1,344,549
	+ 2.00	+ 25.93	+ 10.78	+ 6.45	+ 4.63	+ 9.52	+ 6.80	+ 4.5	+ 5.5	+ 6.01	+ 12.36
MARCH	1,862,959	1,353,002	3,215,961	2,786,650	1,608,320	2,095,202	7,095,370	3,444,089	10,873,014	3,113,258	1,457,124
	- 7.66	+ 12.42	- 0.16	- 5.62	- 6.97	- 3.05	- 5.27	- 7.7	- 7.1	+ 0.19	+ 1.28
APRIL	2,026,903	1,554,551	3,581,454	3,250,519	1,814,288	2,362,191	8,123,172	3,952,174	12,788,897	3,086,641	1,528,183
	- 0.13	+ 26.87	+ 10.03	+ 3.65	+ 4.01	+ 7.42	+ 4.73	- 0.5	+ 3.3	+ 3.35	+ 10.09
MAY	2,201,436	1,729,402	3,930,838	3,423,954	1,876,334	2,400,768	8,438,032	4,144,422	13,523,512	3,184,104	1,614,203
	- 3.49	+ 20.77	+ 5.86	- 0.34	+ 2.26	+ 4.58	+ 1.30	- 3.1	- 1.7	+ 2.72	+ 7.05
JUNE	2,108,691	1,829,693	3,938,384	3,564,055	1,855,648	2,434,052	8,625,923	4,239,893	14,435,424	3,224,356	1,663,991
	- 2.76	+ 22.53	+ 7.55	+ 0.99	+ 0.50	+ 3.33	+ 1.50	+ 0.5	+ 0.8	+ 2.94	+ 5.79
JULY	2,104,564	2,065,807	4,170,371	3,776,674	1,864,096	2,387,413	8,871,380	4,181,487	15,273,513	3,345,847	1,841,336
	- 5.69	+ 25.24	+ 7.46	+ 2.43	+ 0.51	+ 1.94	+ 1.96	+ 1.6	+ 3.6	+ 3.47	+ 7.48
AUGUST	2,167,287	2,083,711	4,250,998	3,758,218	1,933,041	2,530,109	9,062,017	4,093,791	14,883,901	3,402,423	1,842,516
	- 4.07	+ 22.29	+ 7.26	+ 1.74	+ 3.57	+ 4.57	+ 2.81	+ 0.9	+ 0.6	+ 2.89	+ 4.86
SEPTEMBER	2,030,771	1,783,494	3,814,265	3,368,801	1,814,551	2,409,440	8,335,854	3,879,194	13,199,304	3,247,301	1,643,714
	- 4.44	+ 21.42	+ 6.13	- 0.10	- 0.75	+ 3.17	+ 11.44	- 4.8	- 2.5	+ 1.18	+ 7.47
OCTOBER	2,174,972	1,706,527	3,881,499	3,395,744	1,837,845	2,443,574	8,412,614	4,073,949	13,340,266	3,284,478	1,591,667
	- 2.58	+ 22.53	+ 7.10	+ 5.41	+ 2.54	+ 5.28	+ 4.64	.....	+ 4.0	+ 1.69	+ 6.96
NOVEMBER	2,097,869	1,615,260	3,713,129	3,235,736	1,777,745	2,374,437	8,093,504	3,888,520	12,745,879	3,157,494	1,457,381
	+ 0.87	+ 22.64	+ 9.31	+ 4.30	+ 1.02	+ 4.19	+ 3.69	- 0.3	+ 3.1	+ 4.61	+ 1.98
DECEMBER	1,718,899	1,338,733	3,057,632	2,727,926	1,462,905	2,015,816	6,814,570	3,277,087	10,820,973	3,242,572	1,533,506
	- 15.25	- 2.07	- 9.95	- 8.91	- 15.53	- 11.28	- 11.04	- 12.6	- 9.0	+ 5.09	+ 5.41
Total 1960	24,208,943	19,716,849	43,925,792	38,862,220	21,109,316	27,705,040	95,208,661	46,199,884	154,065,868	37,985,734	18,853,234
Total 1959	25,090,455	16,352,953	41,443,408	38,446,438	21,143,016	26,923,312	94,974,848	47,003,642	153,708,939	36,907,335	17,748,275
% Change	- 3.51	+ 20.57	+ 5.99	+ 1.08	- 0.16	+ 2.90	+ 1.29	- 1.7	+ 0.2	+ 2.92	+ 6.23

ANALYSIS OF TRAFFIC SINCE OPENING

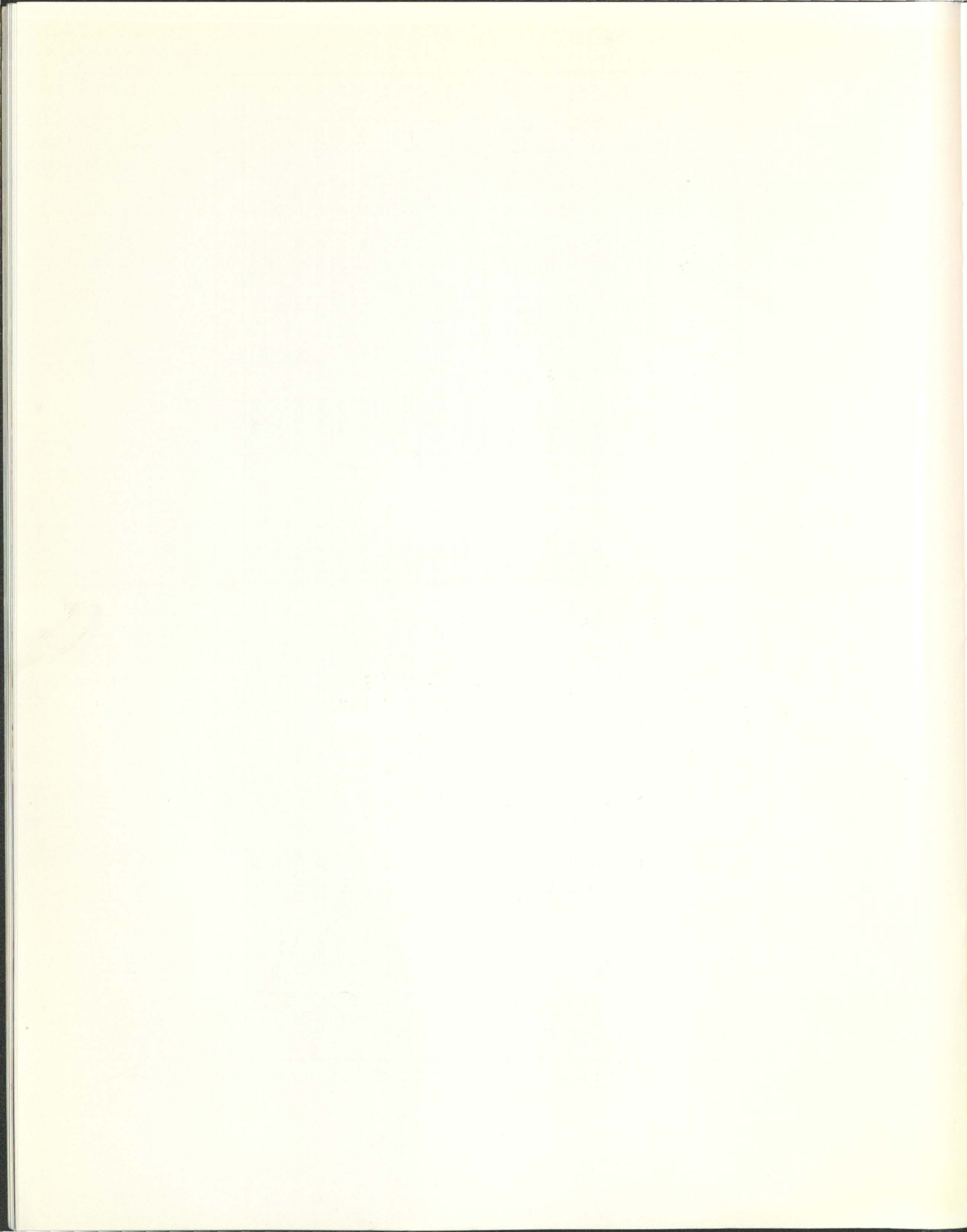
BENJAMIN FRANKLIN BRIDGE

Calendar Year	Total Vehicles (Opened 7/1/26)	Automobiles and Light Trucks (Revised Rates June 20, 1953)				Trucks (Revised Rates June 20, 1953)					26,001 lbs. to 150,000 lbs. Tractors—Trailers & Specials	Buses		Motor-cycles 10c (Revised Rates 1953)	Horse Drawn, 15c, 20c, 30c (Revised Rates 1953)	
		Total Autos and Light Trucks	25c Rate	20c Rate Started 2/1/1937	15c Com-mutation Started 3/1/1937	7000 lbs. Gr. Wt. Solid T 35c	7,001 to 18,000 lbs. Gross Weight		18,001 to 36,000 lbs. Gross Weight			Single Deck 50c (25c, 40c to 7/1/27)	Double Deck 75c (40c to 7/1/27)			
							Pneumatic 40c	Solid Tire 50c	Pneumatic .65—1.00	Solid Tire 75c						
1926-1930	46,357,313	39,835,347	↑			71,337	357,108	130,708	34,112	74,193	10,374	5,139,120	572,350	128,473	4,191	
1931-1935	53,138,031	46,043,890	↓			5,224	979,790	68,409	219,990	42,318	57,152	5,542,525	33,045	145,558	130	
1936-1940	63,292,012	56,385,386	9,176,045 619,864	41,793,187	4,796,290	570	1,271,821	64,728	436,889	2,328	202,734	4,781,298	21,485	124,757	16	
1941-1945	61,741,464	53,636,531	↑	47,451,603	6,184,928	313	1,717,534	72,966	618,950	878	579,481	5,020,400	7,545	86,760	106	
1946-1950	98,655,210	86,848,663	↑	78,656,615	8,192,048	192	3,758,412	67,223	1,358,865	569	1,392,762	5,093,286	433	134,795	10	
1951	25,389,704	22,695,400	↑	20,527,124	2,168,276	46	841,156	844	319,333	243	512,313	997,614	0	22,754	1	
1952	27,920,086	25,052,817	↓	22,708,265	2,344,552	35	886,834	92	341,399	53	565,952	1,046,457	0	26,353	94	
			↓	10,444,658	1,249,606	0	403,354	16	125,825	0	315,045		0	10,034	25	
			Autos & Light Trucks			Trucks 7001-40,000 Gr. Wt.			Tractors—Trailers					Auto Trailer	Motor-cycles	Horse-drawn
			25c Rate	18¾ Rate		50c	75c	\$1.00, \$1.50, \$2.50	2 to 5 Axles 1.00, 1.20, 1.60, 2.00	Special Permits			40c	15c	30c	
1953	29,569,044	26,624,282	13,482,876	1,447,142				666,955		340,426	266	1,052,967	15,318	14,528	3	
1954	30,915,030	28,016,906	25,302,992	2,713,914				1,210,714		609,088	232	1,024,363	29,084	24,361	282	
1955	32,058,006	29,164,495	26,421,358	2,743,137				1,228,100		598,396	289	1,015,664	29,957	20,956	149	
1956	32,198,966	29,412,477	26,761,834	2,650,643				1,178,901		557,856	259	1,005,264	26,712	17,493	4	
1957	*34,780,630	31,953,282	29,035,060	2,918,222				1,186,621		589,946	252	1,001,545	29,627	19,354	3	
1958	*37,277,482	34,384,773	31,097,941	3,286,832				1,190,954		657,092	369	990,284	33,280	20,729	1	
1959	*41,443,408	38,268,766	34,479,371	3,789,395				1,279,605		797,962	547	1,036,986	38,090	21,451	1	
1960	*43,925,792	40,594,623	36,091,335	4,503,288				1,305,753		908,005	406	1,054,026	41,657	21,320	2	

* Includes Walt Whitman Bridge—Opened May 16, 1957.

To June 19 Incl. ▶

Revised Schedule
June 20, 1953



APPENDICES



MAIN AND COMPANY
CERTIFIED PUBLIC ACCOUNTANTS

NEW YORK
PITTSBURGH
PHILADELPHIA
CHICAGO
WASHINGTON
HOUSTON
HARRISBURG
EL PASO
SAN FRANCISCO
LOS ANGELES

CORRESPONDENTS IN
OTHER COUNTRIES

PACKARD BUILDING
PHILADELPHIA 2, PA.
LOCUST 3-9640

January 30, 1961

Delaware River Port Authority
Administration Building
Camden, New Jersey

We have examined the balance sheet of the DELAWARE RIVER PORT AUTHORITY as of December 31, 1960, the statement of revenues and expenses for the year then ended and related supporting statements. Our examination was made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

Certain expenses are stated on a cash basis, the difference between such basis and the accrual basis is believed to be relatively immaterial. Provision for major replacements and painting is made on a reserve basis. The authority does not depreciate its investment in facilities.

Subject to the preceding paragraph, it is our opinion that the accompanying balance sheet, statement of revenues and expenses and supporting related statements fairly present the financial position of the Delaware River Port Authority as of December 31, 1960, and the results of operations for the year then ended, in conformity with generally accepted accounting principles consistently applied.

Main and Company
CERTIFIED PUBLIC ACCOUNTANTS

DELAWARE RIVER
BALANCE SHEET —

ASSETS	TOTAL	<i>Capital Fund</i>	<i>Benjamin Franklin Bridge Operating Fund</i>	<i>1946 Bond Sinking Fund</i>
Cash (Schedule A-1)	\$ 1,116,598.58		\$ 8,786.70	\$ 862.81
Investments, at amortized cost (Schedule A-2)	45,405,471.78		395,359.52	9,587,285.01
Accrued interest receivable	265,933.82			75,077.45
Accounts receivable, employes	5,447.45		2,691.27	
Accounts receivable, other	2,741.24		1,889.26	
Unexpired insurance	157,695.44		47,973.36	
Unexpended appropriations (contra):				
Benjamin Franklin Bridge	6,079.54			
Walt Whitman Bridge	111,693.38			
Limited access highway extending 6 miles east- ward from Benjamin Franklin Bridge (10% of estimated cost)	2,000,000.00			
Investment in facilities, at cost:				
Benjamin Franklin Bridge	40,479,874.60	\$ 40,371,298.54		
Benjamin Franklin Bridge high-speed line	11,163,655.75	11,163,655.75		
Walt Whitman Bridge	86,123,824.37	85,931,868.13		
Surveys, at cost:				
Mass transit system for Southern New Jersey	398,129.06	398,129.06		
Proposed Northeast Philadelphia-New Jersey Bridge	17,343.60	17,343.60		
TOTAL ASSETS	\$187,254,488.61	\$137,882,295.08	\$456,700.11	\$9,663,225.27
LIABILITIES AND EQUITY				
Accrued interest payable, due June 1, 1961	\$ 444.17			\$ 444.17
Accrued interest payable, due June 15, 1961	127,611.46			
Accrued pension payable	82,453.68		\$ 43,980.43	
Federal old age benefits payable	17,622.91		8,760.80	
Philadelphia wage tax payable	5,056.82		1,442.82	
Retained amount on contracts	96,208.92			
Reserve for replacements and painting	759,671.02		402,516.06	
Commitments (contra)	2,117,772.92			
Funded Debt: (Schedule A-3)				
1946 Refunding bonds	533,000.00	\$ 533,000.00		
1953 First series revenue bonds	90,455,000.00	90,455,000.00		
Equity (Schedule B)	93,059,646.71	46,894,295.08		9,662,781.10
TOTAL LIABILITIES AND EQUITY	\$187,254,488.61	\$137,882,295.08	\$456,700.11	\$9,663,225.27

PORT AUTHORITY
December 31, 1960

SCHEDULE A

Revenue Fund	Project Operating Fund	Bond Service Fund	Bond Reserve Fund	Walt Whitman Bridge Construction Fund	General Reserve Fund	General Fund
\$ 8,585.10	\$ 10.34	\$1,092,933.22		\$ 288.79	\$ 5,124.41	\$ 7.21
981,045.40	291,334.40	48,976.46	\$9,046,731.53	1,927,223.59	10,405,796.67	12,721,719.20
460.64			21,602.30	18,750.00	56,623.44	93,419.99
	2,756.18					
	851.98					
	109,612.50				109.58	
					6,079.54	
				50,107.26	61,586.12	
					2,000,000.00	
					108,576.06	
				88,554.83	103,401.41	
<u>\$990,091.14</u>	<u>\$404,565.40</u>	<u>\$1,141,909.68</u>	<u>\$9,068,333.83</u>	<u>\$2,084,924.47</u>	<u>\$12,747,297.23</u>	<u>\$12,815,146.40</u>
		\$ 127,611.46				
	\$ 32,493.63				\$ 5,979.62	
	8,482.95				379.16	
	3,549.42				64.58	
	1,550.00			\$ 70,164.16	24,494.76	
	357,154.96			50,107.26	2,067,665.66	
\$990,091.14	1,334.44	1,014,298.22	\$9,068,333.83	1,964,653.05	10,648,713.45	\$12,815,146.40
<u>\$990,091.14</u>	<u>\$404,565.40</u>	<u>\$1,141,909.68</u>	<u>\$9,068,333.83</u>	<u>\$2,084,924.47</u>	<u>\$12,747,297.23</u>	<u>\$12,815,146.40</u>

BENJAMIN FRANKLIN BRIDGE OPERATING FUND		
Cash on hand	\$ 5,700.00	
Camden Trust Company—Camden, N. J.	3,086.70	\$8,786.70
<hr/>		
1946 BOND SINKING FUND		
Camden Trust Company—Camden, N. J.		862.81
REVENUE FUND		
Cash on hand	\$ 4,040.00	
Camden Trust Company—Camden, N. J.	2,420.66	
The First Pennsylvania Banking and Trust Company— Philadelphia, Pa.	2,124.44	8,585.10
<hr/>		
PROJECT OPERATING FUND		
Camden Trust Company—Camden, N. J.		10.34
BOND SERVICE FUND, TIME DEPOSITS		
	<i>Interest Rate</i>	
The Boardwalk National Bank—Atlantic City, N. J.	2½%	\$78,833.23
Broad Street Trust Company—Philadelphia, Pa.	3%	60,836.06
Central-Penn National Bank of Philadelphia, Pa.	2½%	60,708.64
Fidelity-Philadelphia Trust Company—Philadelphia, Pa.	2½%	60,700.28
The First County National Bank & Trust Co.—Woodbury, N. J.	2½%	41,150.33
The First National Bank of Pedricktown, N. J.	2½%	41,150.05
The First National Bank of Stone Harbor, N. J.	2½%	41,150.46
The First National Bank of Toms River, N. J.	2½%	41,147.70
The First Pennsylvania Banking and Trust Company— Philadelphia, Pa.	2½%	60,715.60
Girard Trust Corn Exchange Bank—Philadelphia, Pa.	2½%	60,702.44
Haddonfield National Bank—Haddonfield, N. J.	2½%	41,146.29
Industrial Trust Company—Philadelphia, Pa.	2½%	60,702.41
Liberty Real Estate Bank and Trust Co.—Philadelphia, Pa.	2½%	60,697.95
Mechanics National Bank of Burlington, N. J.	2½%	50,777.26
The Merchants National Bank—Cape May, N. J.	2½%	41,136.36
The National Bank of Mantua, N. J.	2½%	41,148.14
The Penns Grove National Bank and Trust Company— Penns Grove, N. J.	2½%	41,137.57
Peoples National Bank of Laurel Springs, N. J.	3%	41,235.98
The Peoples National Bank and Trust Company— Pemberton, N. J.	2½%	5,642.38
The Philadelphia National Bank—Philadelphia, Pa.	2½%	60,660.67
Provident Tradesmens Bank and Trust Company— Philadelphia, Pa.	2½%	60,713.80
Union National Bank and Trust Company—Mount Holly, N. J.	2½%	40,839.62
		1,092,933.22
<hr/>		
WALT WHITMAN BRIDGE CONSTRUCTION FUND		
The First Pennsylvania Banking and Trust Company— Philadelphia, Pa.		288.79
GENERAL RESERVE FUND		
Camden Trust Company—Camden, N. J.	\$ 924.41	
The First National Bank of Chicago, Ill.	1,000.00	
Manufacturers Trust Company—New York, N. Y.	1,000.00	
Pittsburgh National Bank—Pittsburgh, Pa.	700.00	
Provident Tradesmens Bank and Trust Company— Philadelphia, Pa.	1,500.00	5,124.41
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GENERAL FUND		
Camden Trust Company—Camden, N. J.		7.21
<hr/>		
TOTAL CASH		\$1,116,598.58
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INVESTMENTS — December 31, 1960

SCHEDULE A-2

	Par Value	Amortized Cost	Market Value
BENJAMIN FRANKLIN BRIDGE OPERATING FUND			
U. S. Tr. Discount Bills due 4/15/61	\$ 400,000	\$ 395,359.52	\$ 397,440.00
1946 BOND SINKING FUND			
U. S. Tr. Discount Bills due 7/15/61	\$ 727,000	\$ 714,964.22	\$ 717,498.11
U. S. Tr. 2½% Bonds due 11/15/61	591,000	592,000.44	590,076.56
U. S. Tr. 3% Bonds due 2/15/64	5,086,000	4,918,463.71	5,070,106.25
U. S. Tr. 3¾% "D" Notes due 5/15/64	3,354,000	3,361,856.64	3,400,117.50
	<u>\$ 9,758,000</u>	<u>\$ 9,587,285.01</u>	<u>\$ 9,777,798.42</u>
REVENUE FUND			
U. S. Tr. Discount Bills due 1/15/61	\$ 530,000	\$ 529,172.23	\$ 529,692.60
U. S. Tr. Discount Bills due 4/15/61	80,000	79,216.68	79,488.00
U. S. Tr. Discount Bills due 7/15/61	232,000	228,216.20	228,967.76
U. S. Tr. 2½% Bonds due 11/15/61	145,000	144,440.29	144,773.44
	<u>\$ 987,000</u>	<u>\$ 981,045.40</u>	<u>\$ 982,921.80</u>
PROJECT OPERATING FUND			
U. S. Tr. Discount Bills due 4/15/61	\$ 295,000	\$ 291,334.40	\$ 293,112.00
BOND SERVICE FUND			
U. S. Tr. Discount Bills due 10/16/61	\$ 50,000	\$ 48,976.46	\$ 49,010.50
BOND RESERVE FUND			
U. S. Tr. 2½% Bonds due 11/15/61	\$ 755,000	\$ 752,085.59	\$ 753,820.31
U. S. Tr. 2⅝% Bonds due 2/15/65	1,150,000	1,150,000.00	1,119,812.50
U. S. Tr. 2½% Bonds due 6/15/69-64	424,000	414,603.12	386,370.00
U. S. Tr. 2½% Bonds due 12/15/69-64	6,750,000	6,730,042.82	6,129,843.75
	<u>\$ 9,079,000</u>	<u>\$ 9,046,731.53</u>	<u>\$ 8,389,846.56</u>
WALT WHITMAN BRIDGE CONSTRUCTION FUND			
U. S. Tr. Discount Bills due 1/15/61	\$ 325,000	\$ 324,492.75	\$ 324,811.50
U. S. Tr. 3⅛% "C" Certificates of Indebtedness due 8/1/61	1,600,000	1,602,730.84	1,605,500.00
	<u>\$ 1,925,000</u>	<u>\$ 1,927,223.59</u>	<u>\$ 1,930,311.50</u>
GENERAL RESERVE FUND			
U. S. Tr. Discount Bills due 7/15/61	\$ 260,000	\$ 255,798.38	\$ 256,601.80
U. S. Tr. 2½% Bonds due 11/15/61	1,311,000	1,313,202.36	1,308,951.56
U. S. Tr. 2½% Bonds due 8/15/63	627,000	616,725.33	619,162.50
U. S. Tr. 3% Bonds due 2/15/64	3,200,000	3,088,461.22	3,190,000.00
U. S. Tr. 3¾% "D" Notes due 5/15/64	1,321,000	1,324,070.98	1,339,163.75
U. S. Tr. 2½% Bonds due 12/15/69-64	3,800,000	3,807,538.40	3,450,875.00
	<u>\$10,519,000</u>	<u>\$10,405,796.67</u>	<u>\$10,164,754.61</u>
GENERAL FUND			
U. S. Tr. 4⅜% "B" Certificates of Indebtedness due 5/15/61	\$ 150,000	\$ 150,689.76	\$ 150,984.38
U. S. Tr. Discount Bills due 7/15/61	289,000	284,246.96	285,222.77
U. S. Tr. 3⅛% "C" Certificates of Indebtedness due 8/1/61	232,000	232,347.05	232,797.50
U. S. Tr. 2½% Bonds due 11/15/61	120,000	119,536.78	119,812.50
U. S. Tr. 2⅝% "A" Notes due 2/15/63	1,919,000	1,894,270.84	1,907,006.25
U. S. Tr. 4% "B" Notes due 5/15/63	1,643,000	1,654,876.50	1,678,940.63
U. S. Tr. 2½% Bonds due 8/15/63	3,430,000	3,373,792.65	3,387,125.00
U. S. Tr. 4⅞% "C" Notes due 11/15/63	1,173,000	1,190,618.24	1,227,251.25
U. S. Tr. 4⅜% "A" Notes due 5/15/64	1,400,000	1,400,000.00	1,463,875.00
U. S. Tr. 4⅞% "C" Notes due 11/15/64	2,320,000	2,421,340.42	2,441,800.00
	<u>\$12,676,000</u>	<u>\$12,721,719.20</u>	<u>\$12,894,815.28</u>
TOTAL INVESTMENTS	<u>\$45,689,000</u>	<u>\$45,405,471.78</u>	<u>\$44,880,010.67</u>

FUNDED DEBT — December 31, 1960

SCHEDULE A-3

REFUNDING BONDS, DATED JUNE 1, 1946

Original issue		€ 30,000,000
Less: Serial bonds matured and retired 6/1/46 to 6/1/54	€14,000,000	
Term bonds due 6/1/66 purchased and retired	15,467,000	29,467,000
		<hr/>
Bonds outstanding (maturing June 1, 1966)		€ 533,000
		<hr/> <hr/>

The outstanding bonds bear interest at the rate of 1% per annum and are callable at the option of the Authority on any interest payment date at 102% of the principal amount plus accrued interest.

FIRST SERIES REVENUE BONDS, DATED MAY 15, 1953

Original issue		€100,000,000
Less: Serial bonds matured and retired 12/15/57 to 12/15/60	€ 4,100,000	
Term bonds due 12/15/83 purchased or called and retired	5,445,000	9,545,000
		<hr/>
Bonds outstanding (detail follows)		€ 90,455,000
		<hr/> <hr/>

<i>Principal Amount</i>	<i>Maturity Date</i>	<i>Interest Rate</i>
\$ 1,600,000	December 15, 1961	3%
1,800,000	December 15, 1962	3%
2,000,000	December 15, 1963	3%
2,200,000	December 15, 1964	3¼%
2,400,000	December 15, 1965	3¼%
2,700,000	December 15, 1966	3¼%
2,900,000	December 15, 1967	3¼%
3,100,000	December 15, 1968	3¼%
3,300,000	December 15, 1969	3¼%
3,400,000	December 15, 1970	3¼%
3,500,000	December 15, 1971	3¼%
3,500,000	December 15, 1972	3¼%
3,500,000	December 15, 1973	3¼%
54,555,000	December 15, 1983	3½%
<hr/>		
\$90,455,000		
<hr/> <hr/>		

The bonds are callable at the option of the Authority, as a whole at any time, or in part on any interest payment date in inverse order of maturity, commencing on June 15, 1958 at 104% of the principal amount to and including December 15, 1962; thereafter at 103% to and including December 15, 1967; thereafter at 102% to and including December 15, 1972; thereafter at 101% to and including December 15, 1977; and thereafter at 100% plus accrued interest in each case.

REVENUES AND EXPENSES
1960

SCHEDULE B

OPERATING REVENUES	<i>Benjamin Franklin Bridge</i>	<i>Walt Whitman Bridge</i>	<i>Total</i>
Bridge tolls (Schedule B-1)	\$7,036,500.95	\$5,625,057.12	\$12,661,558.07
Rentals	7,678.40	150.00	7,828.40
 Total operating revenues	 \$7,044,179.35	 \$5,625,207.12	 \$12,669,386.47
 DIRECT OPERATING EXPENSES			
Salaries	\$1,123,412.99	\$1,021,933.29	\$ 2,145,346.28
Equipment and supplies	66,738.98	55,680.90	122,419.88
Repairs	113,931.92	160,856.72	274,788.64
Insurance	87,814.11	87,898.41	175,712.52
Miscellaneous	182,327.13	219,369.56	401,696.69
 Total direct operating expenses	 \$1,574,225.13	 \$1,545,738.88	 \$ 3,119,964.01
	 \$5,469,954.22	 \$4,079,468.24	 \$ 9,549,422.46
 GENERAL ADMINISTRATION EXPENSES			
Salaries		\$ 273,234.02	
Miscellaneous		103,671.95	376,905.97
 Net operating revenues			 \$ 9,172,516.49
 INTEREST INCOME			
Interest on investments		\$1,266,935.88	
Interest on bank balances		14,962.30	1,281,898.18
 Net income before interest on debt, port development expenses and discounts and premiums on bonds retired			 \$10,454,414.67
 INTEREST ON FUNDED DEBT			
1946 Refunding Bonds		\$ 5,612.37	
1953 First Series Revenue Bonds		3,125,340.63	3,130,953.00
 Net income before port development expenses and discounts and premiums on bonds retired			 \$ 7,323,461.67
 PORT DEVELOPMENT EXPENSES			
			400,056.93
 Net income before discounts and premiums on bonds retired			 \$ 6,923,404.74
 DISCOUNTS AND PREMIUMS			
Premiums on purchase and redemption of 1953 First Series Revenue Bonds		\$ 27,625.00	
Discounts on purchases of 1946 Refunding Bonds		(10,700.00)	16,925.00
 Balance of net income			 \$ 6,906,479.74
 EQUITY			
Balance at beginning of year			86,153,166.97
 Balance at end of year			 \$93,059,646.71

1960 TRAFFIC CLASSIFICATION AND REVENUE

SCHEDULE B-1

CLASSIFICATION	Toll	BENJAMIN FRANKLIN BRIDGE		WALT WHITMAN BRIDGE		COMBINED TOTALS	
		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Passenger Autos and Light Trucks ..	\$.25	19,865,938	\$4,966,484.50	16,225,397	\$4,056,349.25	36,091,335	\$ 9,022,833.75
Commutation Tickets .....	.18 ³ / ₄	2,072,869	388,662.94	2,430,419	455,703.56	4,503,288	844,366.50
Buses .....	.50	999,478	499,739.00	54,548	27,274.00	1,054,026	527,013.00
Motor Trucks .....	.50	465,358	232,679.00	248,155	124,077.50	713,513	356,756.50
Motor Trucks .....	.75	330,176	247,632.00	210,254	157,690.50	540,430	405,322.50
Motor Trucks	1.00	20,204	20,204.00	16,968	16,968.00	37,172	37,172.00
Motor Trucks	1.50	3,483	5,224.50	6,131	9,196.50	9,614	14,421.00
Motor Trucks	2.50	1,765	4,412.50	3,259	8,147.50	5,024	12,560.00
12 Tractors and Trailers	1.20	143,193	171,831.60	144,099	172,918.80	287,292	344,750.40
Tractors and Trailers	1.60	274,553	439,284.80	338,966	542,345.60	613,519	981,630.40
Tractors and Trailers	2.00	3,551	7,102.00	3,643	7,286.00	7,194	14,388.00
Autos and Trailers .....	.40	15,671	6,268.40	25,986	10,394.40	41,657	16,662.80
Special Permits		101	1,779.35	305	5,211.50	406	6,990.85
Motorcycles .....	.15	12,601	1,890.15	8,719	1,307.85	21,320	3,198.00
Horse Drawn Vehicles .....	.30	2	.60			2	.60
TOTALS		<u>24,208,943</u>	<u>\$6,993,195.34</u>	<u>19,716,849</u>	<u>\$5,594,870.96</u>	<u>43,925,792</u>	<u>\$12,588,066.30</u>
Additional Ticket Revenue			43,305.61		30,186.16		73,491.77
TOTALS PER SCHEDULE B			<u>\$7,036,500.95</u>		<u>\$5,625,057.12</u>		<u>\$12,661,558.07</u>

SOURCE AND DISPOSITION OF FUNDS TO December 31, 1960 *SCHEDULE C*

FUNDS BECAME AVAILABLE FROM:

Funded debt—net of redemptions			\$ 90,988,000.00
Operating income and United States grants			
Gross operating revenues	\$178,806,160.34		
Interest on investments	14,276,081.69		
United States grants	2,360,205.84		
	\$195,442,447.87		
Less: Operating expenses			
Operating expenses—bridges	\$37,057,607.42		
Port development expenses	2,536,221.27		
Interest	60,982,039.04		
Premiums paid, net of premiums and discounts received, on funded debt	1,806,933.43	102,382,801.16	93,059,646.71
Total	\$184,047,646.71		

FUNDS WERE UTILIZED FOR:

Investment in facilities			
Benjamin Franklin Bridge, net of refunds of principal and interest to July 1, 1931	\$40,479,874.60		
Benjamin Franklin Bridge high speed line	11,163,655.75		
Walt Whitman Bridge	86,123,824.37	\$137,767,354.72	
Investment in surveys			
Mass transit system for Southern New Jersey ..	\$ 398,129.06		
Proposed Northeast Philadelphia-New Jersey Bridge	17,343.60	415,472.66	138,182,827.38

AVAILABLE FUNDS AT December 31, 1960			\$ 45,864,819.33
Represented by:			
Cash	\$ 1,116,598.58		
Investments	45,405,471.78		
Other assets	431,817.95		
	\$ 46,953,888.31		
Less: Liabilities and reserve for replacements and painting	1,089,068.98	\$ 45,864,819.33	
	\$ 45,864,819.33		

SUMMARIES OF OPERATIONS OF SPECIAL FUNDS SCHEDULE D
AND BALANCES AT December 31, 1960

1946 BOND SINKING FUND

Balance, December 31, 1959		\$ 8,215,520.89
Received from:		
Interest on investments	\$ 80,979.32	
General Fund	1,468,193.26	1,549,172.58
		\$ 9,764,693.47
Disbursed for:		
Purchase of 1946 Refunding Bonds	\$ 96,300.00	
Interest on 1946 Refunding Bonds	5,612.37	101,912.37
		\$ 9,662,781.10
Balance, December 31, 1960		\$ 9,662,781.10
Balance represented by:		
Cash	\$ 862.81	
Investments	9,587,285.01	
Accrued interest receivable	75,077.45	
		\$ 9,663,225.27
Less: Accrued interest payable on 1946 Refunding Bonds	444.17	\$ 9,662,781.10

REVENUE FUND

Balance, December 31, 1959		\$ 538,486.82
Received from:		
Operating revenue, Walt Whitman Bridge	\$ 5,625,207.12	
Interest on investments	23,999.03	
Net proceeds from sale of ground	31,984.25	
Bond Reserve Fund	499,251.45	
General Reserve Fund	5,107,247.60	11,287,689.45
		\$ 11,826,176.27
Transferred to:		
Project Operating Fund	\$ 1,530,340.65	
Bond Service Fund	4,673,920.33	
General Fund	4,631,824.15	10,836,085.13
		\$ 990,091.14
Balance, December 31, 1960		\$ 990,091.14
Balance represented by:		
Cash	\$ 8,585.10	
Investments	981,045.40	
Accrued interest receivable	460.64	\$ 990,091.14

SUMMARIES OF OPERATIONS OF SPECIAL FUNDS
AND BALANCES AT December 31, 1960

SCHEDULE D
Continued

PROJECT OPERATING FUND

Balance, December 31, 1959		\$ 2,128.35
Received from:		
Interest on investments	\$ 14,604.32	
Revenue Fund	1,530,340.65	1,544,944.97
		\$ 1,547,073.32
Disbursed for Walt Whitman Bridge operating expenses		1,545,738.88
Balance, December 31, 1960		\$ 1,334.44
Balance represented by:		
Cash	\$ 10.34	
Investments	291,334.40	
Prepaid insurance premiums and other assets	113,220.66	
	\$ 404,565.40	
Less: Accrued pensions and payroll taxes payable	\$ 44,526.00	
Retained amount on contracts	1,550.00	
Reserve for replacements and painting	357,154.96	\$ 1,334.44
	403,230.96	

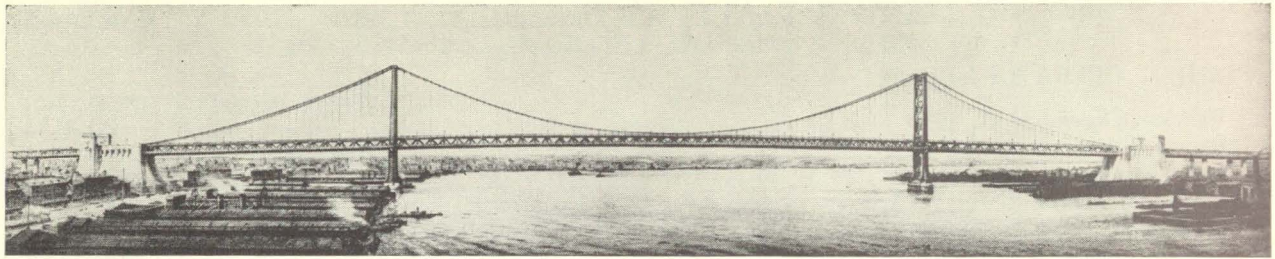
BOND SERVICE FUND

Balance, December 31, 1959		\$ 741,357.22
Received from:		
Interest on investments	\$ 99,179.41	
Interest on bank balances	14,962.30	
Revenue Fund	4,673,920.33	4,788,062.04
		\$ 5,529,419.26
Disbursed for:		
Interest on 1953 First Series Revenue Bonds	\$ 3,115,121.04	
Retirement of 1953 First Series Revenue Bonds	1,400,000.00	4,515,121.04
		\$ 1,014,298.22
Balance, December 31, 1960		\$ 1,014,298.22
Balance represented by:		
Cash	\$ 1,092,933.22	
Investments	48,976.46	
	\$ 1,141,909.68	
Less: Accrued interest payable on 1953 First Series Revenue Bonds	127,611.46	\$ 1,014,298.22

BOND RESERVE FUND

Balance, December 31, 1959		\$ 9,325,226.87
Received from: Interest on investments		242,358.41
		\$ 9,567,585.28
Transferred to Revenue Fund		499,251.45
Balance, December 31, 1960		\$ 9,068,333.83
Balance represented by:		
Investments	\$ 9,046,731.53	
Accrued interest receivable	21,602.30	\$ 9,068,333.83
	9,068,333.83	

THE BENJAMIN FRANKLIN BRIDGE CONNECTING PHILADELPHIA, PA., AND CAMDEN, N. J.



The Benjamin Franklin Bridge was opened July 1, 1926, physical construction having been begun January 6, 1922. The bridge widening from six to eight lanes was completed May 4, 1950.

Cost of bridge, exclusive of improvements made since 1926, was \$37,078,894.97 expended as follows:

Construction contracts	\$23,870,096.01	
Real Estate Pennsylvania	\$7,668,847.01	
Real Estate New Jersey ..	3,420,177.12	11,089,024.13
Engineering	1,650,266.53	
Administration	469,508.30	
Cost of Bridge	\$37,078,894.97	
Bridge improvements (including rail transit line and bridge widening) ..	\$1,957,230.71	
of which was received as United States grants	18,436,119.53	
		\$55,515,014.50

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, 6¾ 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

Main towers	9,860	Tons
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)	70,851	
Additional steel due to alterations	6,532	
TOTAL STRUCTURAL METALWORK— AFTER ALTERATIONS (1951)	77,383	

MASONRY

Main piers	121,146	Tons
Anchorage	440,322	
Approaches	72,030	
Paving	37,548	
Track roadbed and ballast	15,062	686,108
TOTAL STRUCTURAL METALWORK AND MASONRY	763,491	

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	2¼ 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.)	

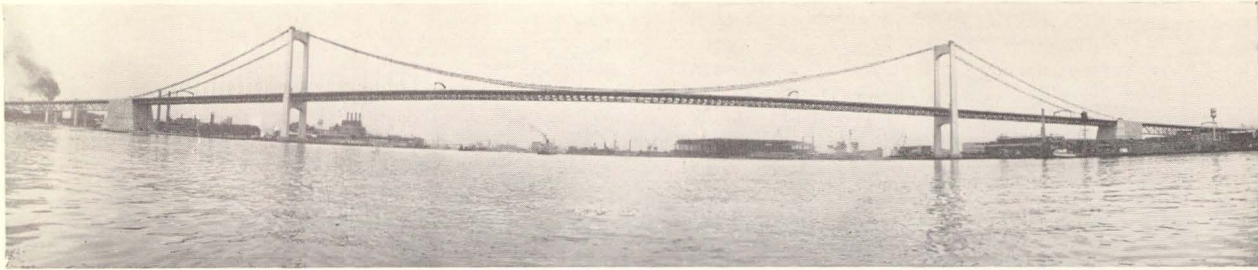
ANCHORAGES

Each anchorage occupies	¾ 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

THE WALT WHITMAN BRIDGE CONNECTING SOUTH PHILADELPHIA AND CAMDEN COUNTY, N. J.



The Walt Whitman Bridge was opened May 16, 1957, physical construction having been begun July 13, 1953.

Cost to December 31, 1960:

Construction	\$72,471,012.91	
Real Estate Pennsylvania	\$6,147,293.19	
Real Estate New Jersey ..	1,415,489.26	7,562,782.45
Engineering, Administration and other costs	6,090,029.01	
		<u>\$86,123,824.37</u>

PRINCIPAL DIMENSIONS AND QUANTITIES

Length of bridge and approaches (portal to portal)	10,450 feet Phila. Abut. to Newton Cr.
Total length including plazas	33,200 feet
Length of main span	2,000 feet
Width of bridge	92 feet, 3 inches
Width of roadway between curbs ..	79 feet, 0 inches
Height of towers above mean high water	386 feet, 4 inches
Clearance above mean high water in center	150 feet
Weight of main span per linear foot	16,700 pounds
Live load capacity per linear foot ...	3,250 pounds
Deepest foundation below mean high water	107 feet, 8 inches
Total weight of bridge (portal to portal)	600,000 tons

STRUCTURAL METALWORK

Main towers	Tons 9,500
Suspended structure	10,660
Anchorage	525
Approaches	18,704
Structural steel for cables	577
Cables and suspenders	4,795
TOTAL STRUCTURAL METALWORK	<u>44,761</u>

MASONRY

Main piers	Tons 145,000
Anchorage	297,000
Approaches	44,493
Paving	31,352
	<u>517,845</u>
TOTAL STRUCTURAL METALWORK AND MASONRY	<u>562,606</u>

CABLES

Number of cables	2
Diameter of cables	23 1/8 inches
Number of wires in each cable	11,396
Number of strands in each cable	37
Number of wires in each strand	308
Size of wire (No. 6) diameter .....	.192 inch
Total length of wire used	17,000 miles
Distance center to center of cables	89 feet, 11 inches
Weight of cables	4,500 tons
Weight of suspender ropes	262 tons
Diameter of suspender ropes	2 1/4 inches
Cable structural steel	577 tons

TOWERS

Depth Philadelphia tower pier below mean high water	104 feet, 8 inches
Depth Gloucester tower pier below mean high water	74 feet, 1 inch
Load on each tower from cables	21,300 tons
Field-driven rivets in each tower	72,000
(Roadway expansion joints at each tower provide for 33 inches of motion due to temperature changes.)	

ANCHORAGES

Each anchorage occupies	0.79 acre
Anchorage foundation depths below mean high water:	
Philadelphia	59 feet, 3 1/2 inches
Gloucester	52 feet, 0 inches

PAVED AREA

Roadway	115,550 square yards
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RULES AND REGULATIONS

Benjamin Franklin and Walt Whitman Bridges

1. A maximum speed limit of forty-five miles per hour is established for traffic upon the bridges, approaches and ramps (unless otherwise posted) and no vehicle shall be operated in excess of the speed prescribed by bridge, ramp and highway signs.

2. No vehicle exceeding 150,000 pounds gross weight shall be permitted to cross the Walt Whitman Bridge or the Benjamin Franklin Bridge. Maximum allowable load per axle is 20 tons; maximum allowable load per wheel, 5 tons; maximum allowable load per inch width of tire 600 pounds; main axles of trailers must be at least 25 feet apart and gross weight must be distributed over a minimum lineal distance of 37 feet if the gross weight exceeds 80,000 pounds. The main axles of trailers must be at least 12 feet apart if the gross weight is 80,000 pounds or less. No vehicle exceeding 80,000 pounds gross weight shall be permitted unless equipped with pneumatic tires.

3. No vehicle with metal tires or treads allowed on the bridges, approaches or ramps.

4. Transportation of explosives over Port Authority Bridges, approaches or ramps is prohibited.

5. Trucks, tractors and trailers 60,000 pounds or less gross weight, and buses, must stay in the curb lanes of the eight-lane portion of the Benjamin Franklin Bridge and the seven-lane portion of the Walt Whitman Bridge. These vehicles shall not pass any other vehicle proceeding in the same direction, except under the authority and direction of a member of the Port Authority Bureau of Police; provided, however, this is not to apply in any case where a vehicle has come to a full stop; in which event the standing vehicle may be passed, but only after the operator of the over-taking vehicle has ascertained that it is safe to do so.

6. Special permit vehicles, when permitted, must stay out of the curb lanes of the eight-lane portion of the Benjamin Franklin Bridge and the seven-lane portion of the Walt Whitman Bridge. These vehicles shall be permitted to use the bridges only under conditions of strict police escort. When permitted on the bridges, special permit vehicles shall use lanes 2 and 3 or 6 and 7 on the Benjamin Franklin Bridge; and lane number 2 or lane number 6 on the Walt Whitman Bridge. Maximum speed for special permit vehicles shall be 8 miles per hour.

7. Under no circumstances, shall any vehicle be parked, stopped, loaded or unloaded—or allowed to stand upon the bridges, approaches, or ramps and the shoulders thereof, upon any grassy areas or upon any other portion of the property under the jurisdiction of the Port Authority, (1) for the purpose of selling food products, beverages, or any other goods, wares,

merchandise, or services, or for the distribution of samples, pamphlets or advertising matter of any sort; and (2) or for any other purpose.

8. Vehicles with improperly secured loads are prohibited from using the bridges, approaches or ramps.

9. Vehicles carrying baled or loose hay, straw, or paper must be covered with a canvas or tarpaulin to eliminate spillage.

10. Vehicles carrying garbage, mash, wet grain, wet hides or any draining or dripping cargo must have water-tight bodies. If the body of the truck carrying such a cargo is not equipped with a top, the cargo must be fully covered with a canvas or tarpaulin cover.

11. Bicycles without motors and animals led, ridden or driven on the hoof are prohibited on the bridge roadways, approaches, ramps, and highways of the Benjamin Franklin Bridge and the Walt Whitman Bridge. Vehicles drawn by animals are prohibited on the Walt Whitman Bridge.

12. Bicycle riding is prohibited on the footwalks of the Benjamin Franklin Bridge.

13. Pedestrians are prohibited on the Walt Whitman Bridge, its approaches, ramps and highways.

14. Soliciting of rides in vehicles, commonly known as "hitchhiking", at or near the toll booths and on all other portions of the bridges, approaches or ramps, shoulders and interchanges, or in the vicinity thereof, is prohibited. Loitering in or about the toll booths and all other portions of the bridges, approaches and ramps for the purpose of "hitchhiking" or for any other purpose, is prohibited. Stopping of vehicles on any of the aforesaid portions of the bridges, approaches and ramps for the purpose of picking up or discharging "hitchhikers" is prohibited.

15. No person shall litter any of the bridges, approaches, ramps or property under the jurisdiction of the Port Authority with bottles, cans, paper, garbage, rubbish or other material of any kind. Throwing or discarding such material from bridges of Port Authority property is prohibited.

16. No person shall remove, damage or deface any property, fence, sign or public notice located within the right-of-way of Port Authority facilities.

17. No person shall cut, mutilate, damage or remove any trees, shrubs or plants located on Port Authority property.

18. No fee or charge for emergency service shall be requested by or paid to any Port Authority employee.

19. Evasion or the attempted evasion by any person of the payment of tolls established by the Port Authority, or violation by any person of any of the above Rules and Regulations shall be punishable according to law.

SCHEDULE OF TOLL

Benjamin Franklin and Walt Whitman Bridges

Passenger Automobile	\$.25
40-Trip Commutation Ticket Book.....	7.50
(Good for two months, including date of purchase, for passenger cars and trucks to and including 7,000 pounds gross weight. Not transferable. Detached tickets will not be accepted. Unused tickets are not redeemable.)	
Passenger Automobile and Trailer.....	.40
Passenger Bus.....	.50
Motorcycle .....	.15
Horse or Horse-Drawn Vehicle .....	.30
(Benjamin Franklin Bridge only)	
Trucks: 7,000 pounds gross weight.....	.25
7,001 to 19,000 pounds gross weight .....	.50
19,001 to 30,000 pounds gross weight .....	.75
30,001 to 36,000 pounds gross weight	1.00
36,001 to 40,000 pounds gross weight	1.50
(Trucks in excess of 40,000 pounds gross weight, when permitted, will be charged \$1.50 for the first 40,000 pounds plus \$.25 per 2,000 pounds, or fraction thereof, of such gross weight in excess of 40,000 pounds.)	
Truck and Trailer of a combined gross weight not exceeding 19,000 pounds (regardless of axle count) .....	.50
Tractor and Trailer (to 60,000 pounds gross weight)	
2 axles.....	1.00
3 axles	1.20
4 axles	1.60
5 axles.....	2.00
Trucktractor or Truck Chassis:	
7,000 pounds vehicle weight.....	.25
7,001 to 19,000 pounds vehicle weight .....	.50
19,001 to 30,000 pounds vehicle weight.....	.75
Special Permit: 60,001 pounds and upward—\$10 permit fee required, plus \$1.00 for the first 36,000 pounds and \$.25 for each 2,000 pounds, or fraction thereof, in excess of 36,000 pounds.	
1. Horses and horse-drawn vehicles are not permitted on the Walt Whitman Bridge.	
2. Truck, bus and commutation tickets sold at the Benjamin Franklin Bridge or Walt Whitman Bridge will be accepted interchangeably on either bridge.	
3. Evasion or the attempted evasion by any person of the payment of tolls established by the Delaware River Port Authority is punishable according to law.	



PROPOSED SOUTHERN NEW JERSEY RAPID TRANSIT
HADDONFIELD - KIRKWOOD ROUTE

SIMPSON AND CURTIN

PHILADELPHIA

Scale in Miles



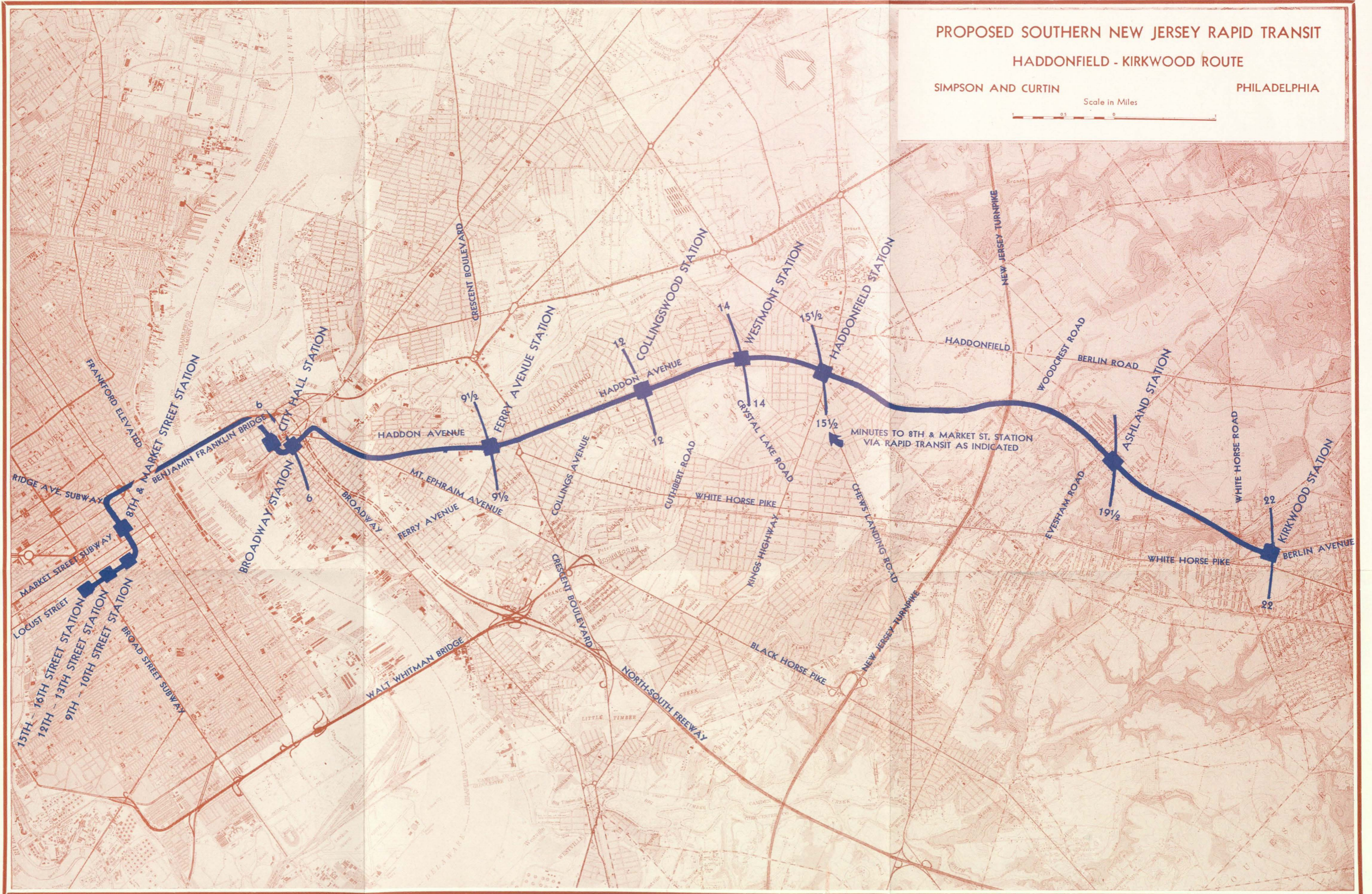
PROPOSED SOUTHERN NEW JERSEY RAPID TRANSIT

HADDONFIELD - KIRKWOOD ROUTE

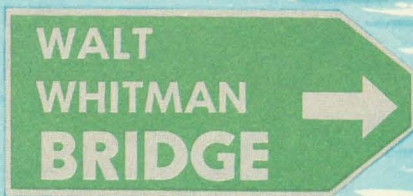
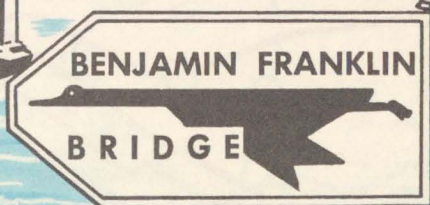
SIMPSON AND CURTIN

PHILADELPHIA

Scale in Miles



DELAWARE RIVER BRIDGES PHILADELPHIA - SOUTH JERSEY



**DELAWARE RIVER PORT AUTHORITY
OF
PENNSYLVANIA AND NEW JERSEY**

HEADQUARTERS

BENJAMIN FRANKLIN BRIDGE PLAZA

BOX 1949, CAMDEN 1, N. J.

Tel.: WO 3-6420

WA 5-8037

BENJAMIN FRANKLIN BRIDGE

The Benjamin Franklin Bridge links Vine and Race Streets, Philadelphia, with Penn and Linden Streets, Camden, New Jersey. It was formerly known as the Delaware River Bridge and was opened to traffic on July 1, 1926. Originally it had six lanes for vehicular traffic but as private automobile usage continued to grow, it was decided in 1950 to add two more lanes in an area previously reserved for trolley cars. Immediately following the roadway widening, a companion project was undertaken to increase the toll collection facilities on the Camden Plaza by completely rebuilding these facilities to provide 20 lanes.

In Philadelphia, the bridge approach arteries connect with all north-south streets west from Fifth Street to Twentieth Street where they link with the Benjamin Franklin Parkway and a new arterial system connecting with the Schuylkill Expressway.

On the New Jersey side, the principal approach is the Admiral Wilson Boulevard which has a direct connection with the principal highways leading to Southern New Jersey seashore resorts, as well as those to North Jersey and New York. Interchange No. 3 of the New Jersey Turnpike is approximately eight miles from the Bridge Plaza and Interchange No. 4 is approximately nine miles distant.

WALT WHITMAN BRIDGE

The Walt Whitman Bridge was opened to traffic during 1957 after a construction period of three years and eight months. It crosses the Delaware River between South Philadelphia, Pennsylvania and Gloucester City, New Jersey, approximately three miles south of the Benjamin Franklin Bridge. Its approaches are among the most modern of any in the nation and extend six and one-quarter miles from Twenty-eighth Street and Vane Avenue, Philadelphia, to the principal highways in Southern New Jersey leading to seashore points.

In Philadelphia, there are connections at Seventh Street, Broad Street, Penrose Avenue before the approach reaches Twenty-eighth Street where it connects with the Schuylkill Expressway. One of the principal feeder roadways near the toll plaza at Front Street has connections to serve the Delaware Avenue waterfront.

On the New Jersey side, the bridge approach has connections to serve Gloucester City, Fairview and other Camden County communities. The principal connecting roadway is the new North-South Freeway, built simultaneously with the bridge. Eastward of the freeway, there are interchanges at Crescent Boulevard and at Black Horse Pike.

The Walt Whitman Bridge has seven traffic lanes which permit a pattern of reversal to provide preference for the heavier flow of traffic. There is no divider in the roadway and vehicles are guided by overhead traffic lights.

FACTS

	BENJAMIN FRANKLIN BRIDGE	WALT WHITMAN BRIDGE
Length of river span	1,750 ft.	2,000 ft.
Length of bridge between anchorages	3,183 ft., 4 in.	3,450 ft.
Length of bridge including plazas	9,620 ft.	
Length of bridge including approaches		6.25 miles
Width of bridge	128 ft., 6¾ in.	92 ft., 3 in.
Width of roadway	77 ft., 10 in.	79 ft., 2 in.
Height of towers	382 ft., 8 in.	378 ft.
Channel clearance of bridge at center	135 ft.	150 ft.
Diameter of cables	30 inches	23½ in.
Length of wire in main cables	25,100 miles	17,000 miles
Total steelwork in bridge	77,383 tons	69,396 tons
Cost of bridge and rail line	approx. \$55,000,000	
Cost of bridge and approaches		approx. \$85,000,000

THE FUNCTIONS AND PURPOSES OF THE DELAWARE RIVER PORT AUTHORITY

The Delaware River Port Authority is the corporate instrumentality of the Commonwealth of Pennsylvania and the State of New Jersey. Its establishment was by Congress on July 17, 1952 as the successor to The Delaware River Joint Commission which originally was created to operate and maintain the Benjamin Franklin Bridge between Philadelphia and Camden. Subsequent to 1947, the Joint Commission was actively engaged in the promotion and development of the Delaware River as a highway of commerce.

The Commission in 1948 authorized the making of an extensive survey of the entire Port Area by a nationally-known firm of engineers to present an integrated plan for developing the port facilities for the purpose of stimulating commerce through the Port and improving transportation in the Port Area and a systematic procedure for its accomplishment.

The Development Plan recommended expansion of the powers of the Commission to permit it to function as an effective central administrative agency for the Port. Plans were at once set in motion for the creation of a Port Authority. It was not until mid-1951 that the two states adopted the necessary legislation and Congressional approval required a year more.

In addition to operating and maintaining the Benjamin Franklin and the Walt Whitman Bridges, the Port Authority carries out other duties delegated to it by the Legislatures.

The Port Development Department of the Authority has been expanded and the job of promoting the commerce of the Port Area has moved steadily ahead. Field Offices have been set up in New York, Chicago, Pittsburgh and Philadelphia, and are managed by shipping experts whose activities cover a wide range of services to shippers.

The Port Authority program is based upon the realization that all its activities must be financed by the revenues collected at its toll crossings. It has no power to levy taxes nor does it have the right to pledge the credit of either state.

The 25-cent toll for passenger vehicles on the two bridges is among the lowest for any comparable facility anywhere in the United States.

The Authority is made up of a board of 16 Commissioners, eight from each state. They receive no compensation for their services.

COMMISSIONERS

PENNSYLVANIA
 JAMES V. BANEY, *Chairman*
 TED SCHLANGER
 FRANK M. STEINBERG
 ROBERT F. KENT
 CHARLES C. SMITH
 JAMES H. J. TATE
 JOHN P. CRISCONI
 VACANCY

NEW JERSEY
 RALPH CORNELL, *Vice-Chairman*
 EDWARD C. McAULIFFE
 ERWIN S. CUNARD
 JAMES P. JOHNSON
 EARL B. HOWE
 JOS. M. HITZEL, JR.
 BARTHOLOMEW A. SHEEHAN
 VACANCY

Executive Director,
 JOHN M. McCULLOUGH

DELAWARE RIVER PORT AUTHORITY

HEADQUARTERS

Benjamin Franklin Bridge Plaza
 P.O. Box 1949, Camden 1, N.J.

PITTSBURGH
 THE PARK BUILDING, PITTSBURGH 22, PENNSYLVANIA
NEW YORK
 ROOM 1934, 42 BROADWAY, NEW YORK 4, NEW YORK
CHICAGO
 224 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS
PHILADELPHIA
 PUBLIC LEDGER BLDG., 6th & CHESTNUT STS., PHILA. 6, PA.

SCHEDULE OF TOLLS BENJAMIN FRANKLIN and WALT WHITMAN BRIDGES

Passenger Automobile	.....	\$ .25
40-Trip Commutation Book	.....	7.50
(Good for two months, including date of purchase, for passenger cars and trucks to and including 7,000 pounds gross weight. Not transferable. Detached tickets will not be accepted. Unused tickets are not redeemable.)		
Passenger Automobile and Trailer	.....	.40
Passenger Bus	.....	.50
Motorcycle	.....	.15
Horse or Horse-Drawn Vehicle	.....	.30
(Benjamin Franklin Bridge only)		
Truck:		
7,000 pounds gross weight	.....	.25
7,001 to 19,000 pounds gross weight	.....	.50
19,001 to 30,000 pounds gross weight	.....	.75
30,001 to 36,000 pounds gross weight	.....	1.00
36,001 to 40,000 pounds gross weight	.....	1.50
Trucks in excess of 40,000 pounds gross weight, when permitted, for the first 40,000 pounds	.....	1.50
For each additional 2,000 pounds, or fraction thereof, of such gross weight in excess of 40,000 pounds	.....	.25
Truck and Trailer:		
of a combined gross weight not exceeding 19,000 pounds, regardless of axle count	.....	.50
Tractor and Trailer:		
to 60,000 pounds gross weight with:		
2 axles	.....	1.00
3 axles	.....	1.20
4 axles	.....	1.60
5 axles	.....	2.00
Trucktractor or Truck Chassis:		
7,000 pounds vehicle weight	.....	.25
7,001 to 19,000 pounds vehicle weight	.....	.50
19,001 to 30,000 pounds vehicle weight	.....	.75
Special Permit (60,001 pounds and upward):		
Permit fee required	.....	10.00
In addition for the first 36,000 pounds	.....	1.00
For each additional 2,000 pounds, or fraction thereof in excess of 36,000 pounds	.....	.25

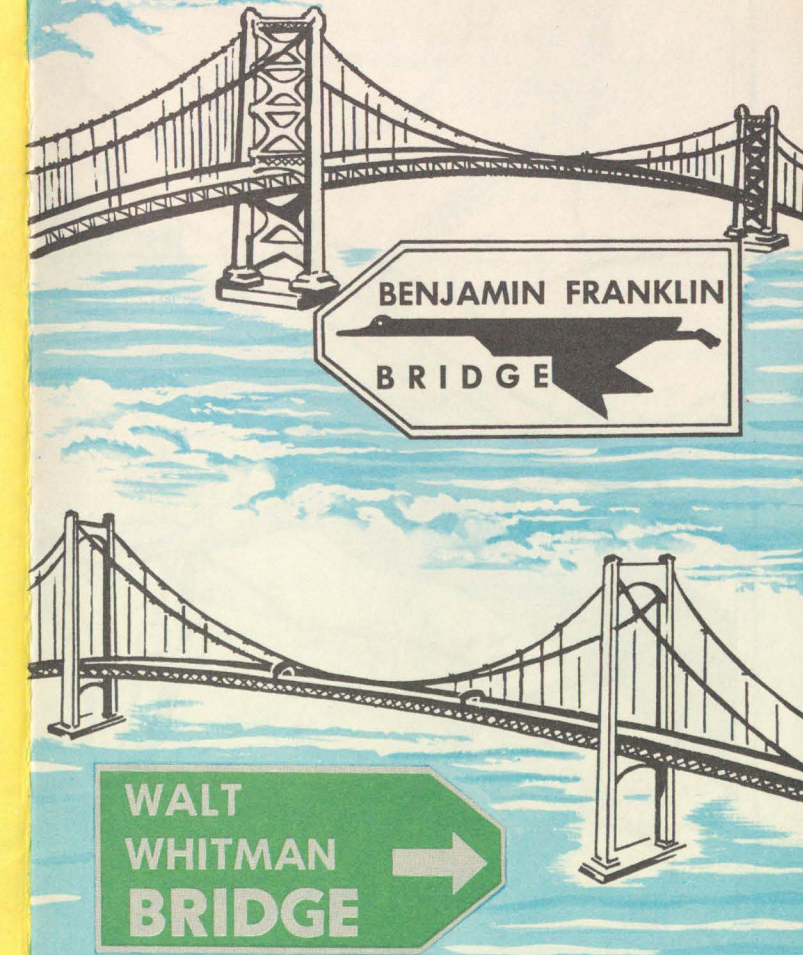
NOTES:

- Gross Weight is the combined weight of the vehicle and its maximum allowable load.
- Truck, bus and commutation tickets sold at the Benjamin Franklin Bridge or Walt Whitman Bridge will be accepted interchangeably on either bridge.
- It is unlawful for any person to evade or attempt to evade the payment of toll.
- This Schedule of Tolls supersedes all previous Schedules of Tolls.
- Speed limit on both bridges is 45 M.P.H.

EXPLOSIVES:

Transportation of explosives over Port Authority bridges, approaches or ramps is prohibited.

DELAWARE RIVER BRIDGES PHILADELPHIA-SOUTH JERSEY



DELAWARE RIVER PORT AUTHORITY

OF
 PENNSYLVANIA AND NEW JERSEY

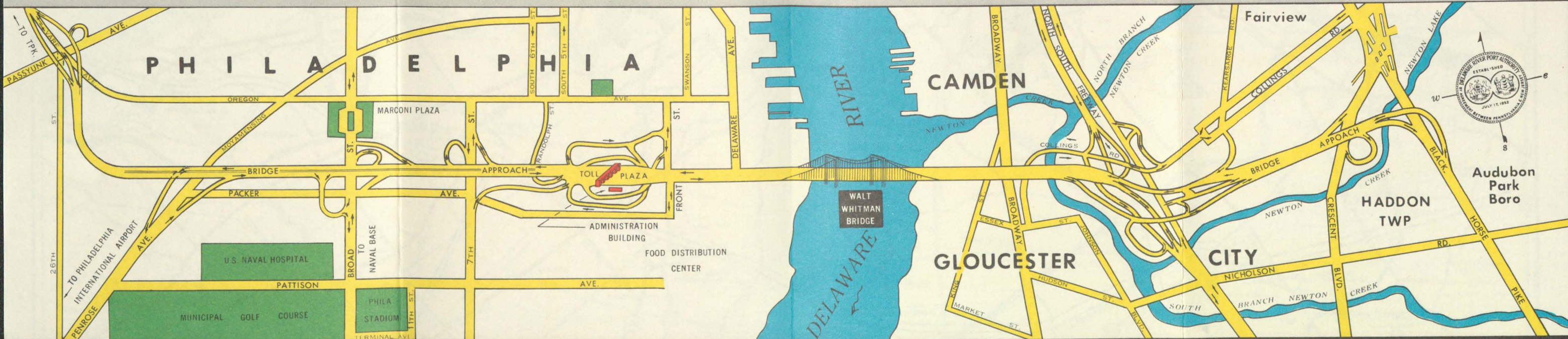
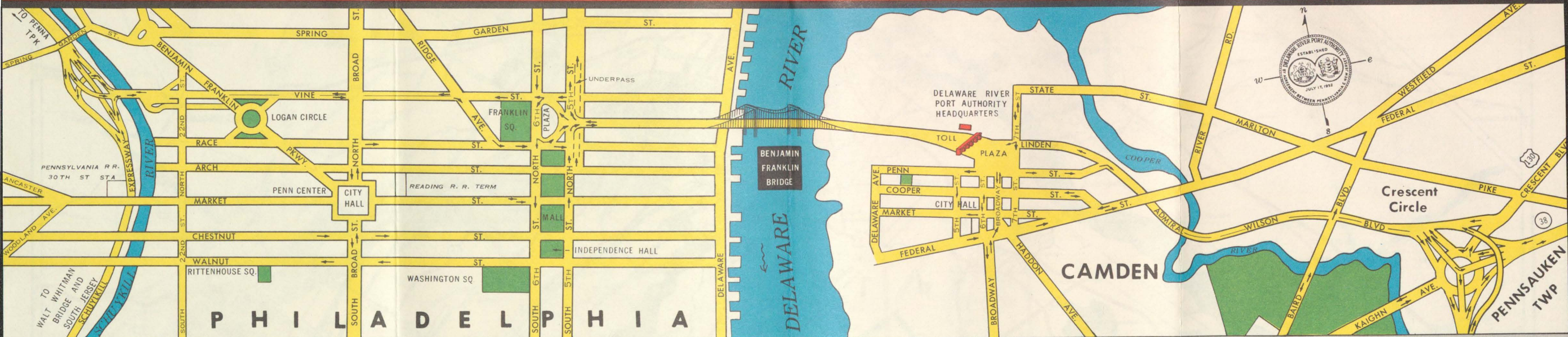
HEADQUARTERS
 BENJAMIN FRANKLIN BRIDGE PLAZA
 BOX 1949, CAMDEN 1, N. J.

PHILADELPHIA
PENNSYLVANIA

BENJAMIN FRANKLIN BRIDGE

CAMDEN
NEW JERSEY

DELAWARE RIVER PORT AUTHORITY

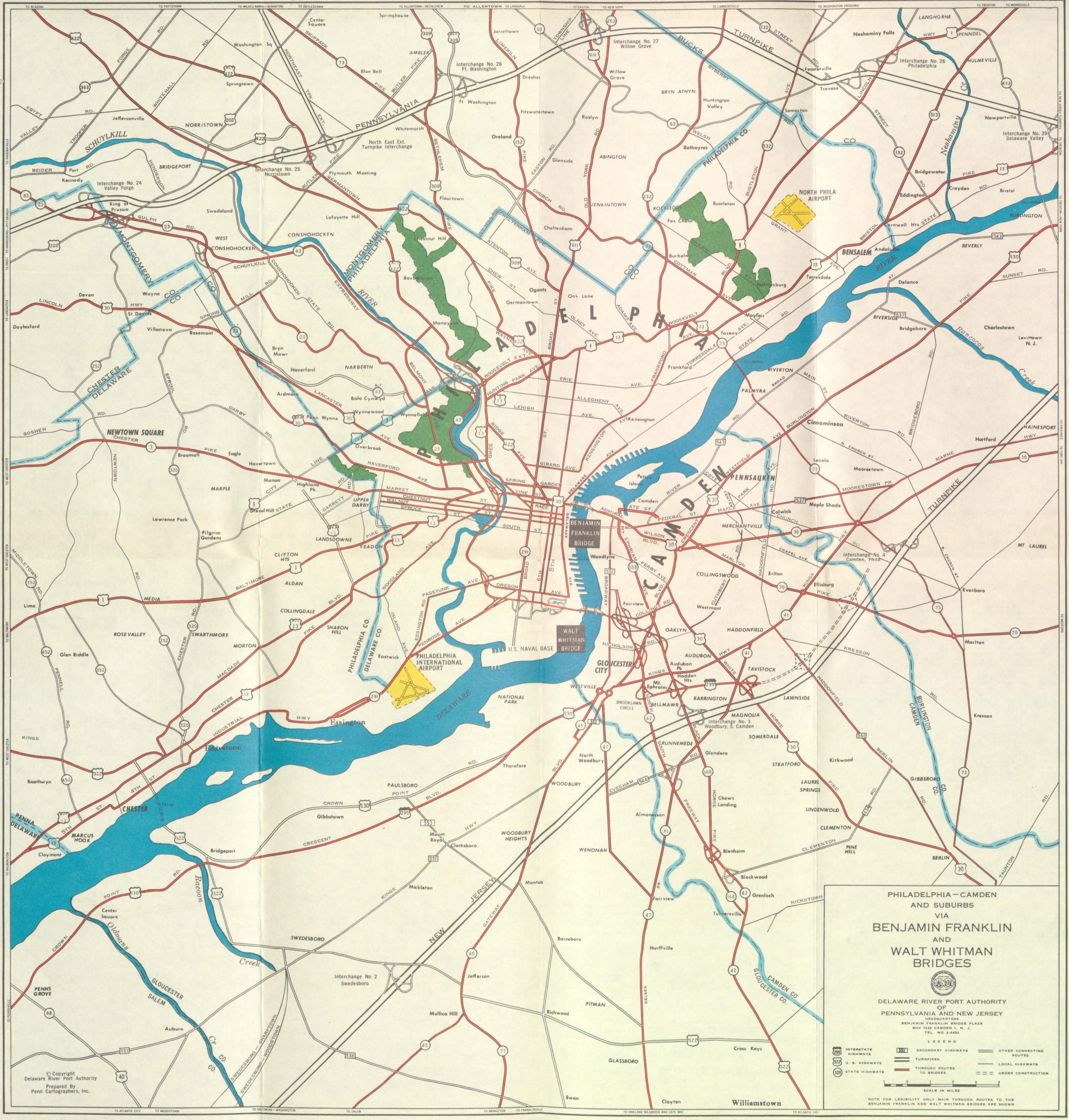


PHILADELPHIA
PENNSYLVANIA

WALT WHITMAN BRIDGE

GLOUCESTER
NEW JERSEY

DELAWARE RIVER PORT AUTHORITY



PHILADELPHIA - CAMDEN
AND SUBURBS
VIA
BENJAMIN FRANKLIN
AND
WALT WHITMAN
BRIDGES



DELAWARE RIVER PORT AUTHORITY
OF
PENNSYLVANIA AND NEW JERSEY
HEADQUARTERS
BENJAMIN FRANKLIN BRIDGE PLAZA
BOX 1044 CAMDEN 1, N. J.
TEL. WD 3-4422

- LEGEND
- INTERSTATE HIGHWAYS
 - U. S. HIGHWAYS
 - STATE HIGHWAYS
 - SECONDARY HIGHWAYS
 - TURNPIKES
 - THROUGH ROUTES TO BRIDGES
 - OTHER CONNECTING ROUTES
 - LOCAL HIGHWAYS
 - UNDER CONSTRUCTION

SCALE IN MILES

NOTE FOR LEGIBILITY ONLY MAIN THROUGH ROUTES TO THE BENJAMIN FRANKLIN AND WALT WHITMAN BRIDGES ARE SHOWN

