

974.901
DSS
C2

FAIRLEIGH DICKINSON UNIVERSITY

NOV 8 8 1963

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



1956

N. J.
DOC.
A D373.1





WALT WHITMAN BRIDGE TOWERS AND SUSPENDED SPAN NEARING COMPLETION

REPORT
OF THE
Delaware River Port Authority
TO THE
Governors and Legislatures of the
Commonwealth of Pennsylvania
and the
State of New Jersey
1956

PENNSYLVANIA

WELDON B. HEYBURN, *Chairman*
EDWIN R. COX
CHARLES R. BARBER
JAMES V. BANEY
EDWARD G. BUDD, JR.
SAMUEL B. REGALBUTO
TED SCHLANGER
FRANK M. STEINBERG

EXECUTIVE DIRECTOR

JOSEPH K. COSTELLO

PENNSYLVANIA COUNSEL

DUANE, MORRIS AND HECKSCHER

CHIEF ENGINEER

DANIEL M. KRAMER

**PORT DEVELOPMENT
DEPARTMENT DIRECTOR**

J. ALEX CROTHERS

NEW JERSEY

J. WILLIAM MARKEIM, *Vice-Chairman*
ARTHUR C. KING
EDWARD C. MCAULIFFE
ERWIN S. CUNARD
JAMES P. JOHNSON
RALPH CORNELL
EARL B. HOWE
(Vacancy)

SECRETARY

JOHN M. MCCULLOUGH

NEW JERSEY COUNSEL

BRUCE A. WALLACE

TREASURER

HORACE J. STRADLEY

BRIDGE SUPERINTENDENT

FRANK L. SUPLEE, JR.

PUBLIC RELATIONS DIRECTOR

WILLIAM A. GAFFNEY

ADMINISTRATION BUILDING

BENJAMIN FRANKLIN BRIDGE PLAZA
P.O. Box 69, Camden 1, N. J.

N.J. Doc
A D373.1

CLASSIFICATION OF VEHICLES
CROSSING BENJAMIN FRANKLIN BRIDGE IN 1956

Period	AUTOMOBILES AND LIGHT TRUCKS										TRUCKS, TRACTORS AND TRAILERS																			
	Total Autos & Light Trucks					25c Rate					BUSES 50c					Trucks 7,001 to 40,000 Pounds 50c to \$2.50					Tractor & Trailers 2- to 5-Axles \$1.00 to \$2.00					Special Permits up to 150,000 Pounds				
	Vehicles		% of Total		Autos		Vehicles		% of Autos		Vehicles		% of Total		Vehicles		% of Total		Vehicles		% of Total		Special Permits		Auto-Trailers 40c		Horse-drawn 30c			
	Vehicles	% of Total	Vehicles	% of Autos	Vehicles	% of Autos	Vehicles	% of Autos	Vehicles	% of Autos	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Special Permits	Auto-Trailers 40c	Horse-drawn 30c					
January	2,313,258	2,103,430	90.92	1,881,705	89.46	221,725	10.54	77,625	3.36	87,138	3.77	43,408	1.88	12	613	1,030	2													
February	2,329,281	2,123,467	91.18	1,898,226	89.39	225,241	10.61	74,832	3.21	86,748	3.72	42,151	1.81	16	830	1,237	0													
March	2,420,007	2,200,058	90.92	1,966,910	89.40	233,148	10.60	80,168	3.31	92,241	3.81	45,114	1.86	20	896	1,510	0													
April	2,585,512	2,365,609	91.53	2,134,279	90.22	231,330	9.78	77,720	3.01	93,091	3.60	45,452	1.76	29	1,675	1,936	0													
May	2,904,770	2,659,268	91.66	2,417,442	90.91	241,826	9.09	88,236	3.04	103,865	3.58	48,640	1.56	26	1,845	2,888	2													
June	2,828,249	2,584,654	91.40	2,369,235	91.66	215,419	8.34	85,107	3.00	104,673	3.70	47,807	1.69	24	2,065	3,919	0													
July	3,016,284	2,764,514	91.66	2,578,750	93.28	185,764	6.72	94,139	3.12	106,526	3.53	45,546	1.51	22	2,406	3,131	0													
August	3,073,940	2,806,697	91.30	2,602,465	92.72	204,232	7.28	96,257	3.13	114,615	3.73	50,891	1.66	22	2,531	2,927	0													
September	2,749,462	2,516,165	91.59	2,314,048	91.97	202,117	8.03	84,364	3.07	97,309	3.54	46,619	1.62	14	1,893	3,098	0													
October	2,826,297	2,577,252	91.19	2,327,512	90.31	249,740	9.69	86,964	3.08	107,261	3.79	51,314	1.82	25	1,334	2,147	0													
November	2,581,568	2,356,004	91.26	2,125,569	90.22	230,435	9.78	79,341	3.07	96,607	3.74	47,160	1.83	31	792	1,633	0													
December	2,570,338	2,355,359	91.56	2,145,693	91.09	209,666	8.91	80,511	3.13	88,827	3.54	43,754	1.70	18	613	1,256	0													
Totals	32,198,966	29,412,477	91.36	26,761,834	91.00	2,650,643	9.00	1,005,264	3.12	1,178,901	3.66	557,856	1.73	259	17,493	26,712	4													
Grand Totals From July 1, 1926 to Dec. 31, 1956	501,234,866	443,716,194	88.17	*409,225,658	92.22	†34,490,536	7.78	32,353,816	6.45	18,424,423	3.68	5,000,423	1.00	863,357	756,822	114,817	5,014													

*INCLUDES— 95,675,146 at 25c from July 1, 1926, to Jan. 31, 1937.
 *INCLUDES— 221,581,452 at 20c from Feb. 1, 1937, to June 19, 1953.
 †INCLUDES— 65,207,226 at 25c from June 20, 1953, to Dec. 31, 1955.
 †INCLUDES— 24,935,700 at 15c from Mar. 1, 1937, to June 19, 1953.
 †INCLUDES— 6,904,193 at 18½c from June 20, 1953, to Dec. 31, 1955.

FIVE-YEAR RESUME OF OPERATION

Year	AUTOMOBILES AND LIGHT TRUCKS										TRUCKS										AVERAGES										HIGH SPEED LINE (opened 6/6/56)													
	Total					Buses					7001 lbs. to 40,000 lbs. Gr. Wt.					Tractor-Trailers & Auto-Trailers					Specials up to 150,000 lbs.					Horse Drawn					VEHICLES					RECEIPTS					SUNDAY and HOLIDAY Traffic		Net Receipts (Operation)	
	Vehicles		Receipts		Total		Straight Fare		Comm-tation		Vehicles		7001 lbs. to 40,000 lbs. Gr. Wt.		Tractor-Trailers & Auto-Trailers		Specials up to 150,000 lbs.		Horse Drawn		Month		Daily		Month		Daily		Month		Daily		Total Fares 2½c		AVERAGE									
	Vehicles	Receipts	Total	Straight Fare	Comm-tation	Vehicles	7001 lbs. to 40,000 lbs. Gr. Wt.	Tractor-Trailers & Auto-Trailers	Specials up to 150,000 lbs.	Horse Drawn	Month	Daily	Month	Daily	Month	Daily	Month	Daily	Month	Daily	Month	Daily	Month	Daily	Month	Daily	Month	Daily	Month	Daily	Month	Daily	Month	Daily										
1952	27,920,086	\$6,963,650.03	25,052,817	22,708,265	2,344,552	1,046,457	1,232,200	561,847	318	26,353	94	2,326,674	76,284	\$580,304.17	\$10,026.36	80,343	8,884,757	740,396	24,275	\$5,529,900.41	8,884,757	740,396	24,275	8,884,757	740,396	24,275	8,884,757	740,396	24,275	8,884,757	740,396	24,275	8,884,757	740,396	24,275									
1953	29,569,044	8,125,472.46	26,624,282	23,927,534	2,696,748	1,052,967	1,242,454	624,485	266	24,562	28	2,464,087	81,011	677,122.70	22,261.57	84,995	8,381,739	698,478	22,984	6,415,084.81	8,381,739	698,478	22,984	8,381,739	698,478	22,984	8,381,739	698,478	22,984	8,381,739	698,478	22,984	8,381,739	698,478	22,984									
1954	30,915,030	9,135,615.49	28,016,906	25,302,992	2,713,914	1,024,363	1,210,714	638,172	232	24,361	282	2,576,253	84,699	761,301.20	25,029.09	90,051	7,796,622	640,719	21,361	7,323,646.80	7,796,622	640,719	21,361	7,796,622	640,719	21,361	7,796,622	640,719	21,361	7,796,622	640,719	21,361	7,796,622	640,719	21,361									
1955	32,058,006	9,375,638.26	29,164,495	26,421,358	2,743,137	1,015,664	1,228,109	628,344	289	20,956	149	2,671,500	87,830	781,303.18	25,085.68	91,472	6,924,454	577,037	18,971	7,682,715.81	6,924,454	577,037	18,971	6,924,454	577,037	18,971	6,924,454	577,037	18,971	6,924,454	577,037	18,971	6,924,454	577,037	18,971									
1956	32,198,966	9,405,978.84	29,412,477	26,761,834	2,650,643	1,005,264	1,178,901	584,568	259	17,493	4	2,683,247	87,975	783,831.57	25,069.40	88,689	6,482,231	540,186	17,711	7,619,817.38	6,482,231	540,186	17,711	6,482,231	540,186	17,711	6,482,231	540,186	17,711	6,482,231	540,186	17,711	6,482,231	540,186	17,711									

67902
Liscard
cmf

CONTENTS

	PAGE
Walt Whitman Bridge Towers Near Completion	Frontispiece
Classification of Vehicles	4
Five-Year Resume of Operations	4
Rail Transit Lines	6
Annual Report	7
Closing Gap	10
First Official Crossing	12
Delaware River Port Tonnage Chart	14
General Cargo Handling	16
Lower Philadelphia Harbor	18
Dedication Plaque	20
Proposed Modernization	22
Walt Whitman Bridge	26-27
Distribution of Vehicular Traffic	31
Traffic Trends	32
Analysis of Traffic	33
Auditor's Certificate	35
Balance Sheet	36-37
Bank Deposits	38
Investments	39
Walt Whitman Bridge Costs	40
Walt Whitman Bridge Approaches Costs	41-42
Benjamin Franklin Bridge Costs	43
Funded Debt	44-45
Revenues & Expenses	46
Financial History	47
Summaries of Operations of Special Funds	48-49
Benjamin Franklin Bridge & Rail Transit Line Data	50

RAIL TRANSIT LINE

Month	1952			1953			1954			1955			1956		
	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	694,945	22,417	\$17,373.63	††587,000	18,935	\$14,675.00	695,797	22,445	\$17,394.93	609,629	19,665	\$15,240.73	560,945	18,095	\$14,023.63
February	642,903	22,169	16,072.58	**621,442	22,194	15,536.05	607,965	21,713	15,199.13	561,008	20,053	14,025.20	526,342	18,150	13,158.55
March	†681,011	21,968	17,025.28	723,354	23,334	18,083.85	688,030	22,195	17,200.65	631,636	20,360	15,790.90	571,218	18,426	14,280.45
April	742,952	24,765	18,573.80	704,894	23,496	17,622.35	658,248	21,941	16,456.20	577,618	19,254	14,440.45	526,326	17,544	13,158.15
May	719,214	23,200	17,980.35	697,719	22,507	17,442.98	622,582	20,083	15,564.55	576,214	18,588	14,405.35	555,384	17,916	13,884.60
June	725,140	24,171	18,128.50	693,274	23,109	17,331.85	625,788	20,860	15,644.70	574,782	19,159	14,369.55	529,196	17,640	13,229.90
July	701,742	22,637	17,543.55	673,300	21,719	16,832.50	582,814	18,800	14,570.35	485,228	15,652	12,130.70	478,223	15,427	11,955.58
August	737,721	23,797	18,443.03	719,196	23,200	17,979.90	646,770	20,864	16,169.25	568,652	18,344	14,216.30	536,951	17,321	13,423.78
September	785,274	26,176	19,631.85	721,947	24,065	18,048.68	636,523	21,217	15,913.08	552,512	18,417	13,812.80	526,606	17,553	13,165.15
October	828,997	26,742	20,724.93	725,172	23,393	18,129.30	639,302	20,623	15,982.55	575,618	18,568	14,390.45	573,199	18,490	14,329.98
November	745,980	24,866	18,649.50	706,653	23,555	17,666.33	660,394	22,013	16,509.35	579,424	19,314	14,485.60	545,731	18,191	13,643.28
December	878,878	28,351	21,971.95	807,788	26,057	20,194.70	732,409	23,626	18,310.23	632,133	20,391	15,803.33	552,110	17,810	13,802.75
Totals	8,884,757	24,275	\$222,118.95	8,381,739	22,964	\$209,543.49	7,796,622	21,361	\$194,915.47	6,924,454	18,971	\$173,111.36	6,482,231	17,711	\$162,055.80

(†Camden Ferries Closed March 31st, 1952)

(††Four Day Transit Line Strike 1953)

(**Locust St. Tube Extension to 16th St.

Receipts are here reported on the accrual basis whereas on Schedule B, Rail transit line rentals are on the cash basis.

ANNUAL REPORT

OF THE

Delaware River Port Authority of Pennsylvania and New Jersey

TO THE HONORABLE: THE GOVERNORS AND
THE LEGISLATURES OF THE COMMON-
WEALTH OF PENNSYLVANIA AND THE
STATE OF NEW JERSEY

The Delaware River Port Authority takes deep satisfaction in reporting to you that, as of the end of the calendar year 1956, the monumental Walt Whitman Bridge over the Delaware River connecting Pennsylvania and New Jersey is in the final stage of completion.

It is the eighth largest suspension bridge in the world, and, with its five and three-fourths miles of approach roads, is one of the longest bridge systems in the world.

As the year closed, it was not prudent to attempt to fix the exact date upon which the seven-lane, \$90,000,000 structure could be opened to traffic. Although the weather during the fall and early winter was highly favorable to prosecution of the remaining contracts, neither we nor our engineers could forecast what work-retarding conditions might ensue. We expect, however, to announce a firm date for the opening within the next sixty days.

Traffic movement over the great structure will have, in our judgment, far more than the usual ceremonial significance. It is not "just another bridge," nor is it notable solely because of the dimensions of its span and the complexity of its approach roads system.

Its true significance resides in the fact that, with its elder and more massive kinsman, the Benjamin Franklin Bridge three and one-third miles upstream, it will become a major vehicle in the swift transfer of people, goods and services between the two states to the comfort, convenience and economic benefit of the entire Port Area.

In combination with other highway improvements now either under construction or in the planning stage in both states, it should aid materially in the relief of traffic congestion in the Philadelphia-Camden urban area. By detouring a highly-congested area of

Camden county to the north and by slashing across an equally congested section of South Philadelphia, the Walt Whitman Bridge complex will provide, in effect, a limited access highway connecting directly with the Port of Philadelphia. The man-hours of time and dollars of operating cost that shippers may save as a consequence is hardly calculable.

This saving becomes particularly significant in the light of the march of industrial development in the tide-water section of Southern New Jersey and Delaware County, Pennsylvania.

Thousands of visitors to the shore resorts of South Jersey will find the new bridge a comfortable and convenient means of access to their summer homes and their favored beaches, on the one hand; on the other, the major airlines already are keenly aware of the new accessibility of Philadelphia's International Airport to South Jersey patrons.

The significance of the structure as an adjunct of the national defense, providing a link for the swift transportation of men and materials between critical military and naval installations in the tri-state area has been commented upon frequently.

We have been gratified, in recent months, to learn of a mounting realization of the impact this monumental new river crossing will have upon residential and industrial development of areas on both sides of the river which heretofore have suffered due to their relative remoteness from the main stream of interstate commerce and travel.

In short, we have the confidence that completion of the Walt Whitman Bridge and its approach system will be, in the most inclusive sense, the type of "authorized purpose" contemplated for this Authority by the Interstate Compact of 1951, which stated:

"The effectuation of its authorized purposes by the Commission (Authority) is and will be in all respects for the benefit of the people

of the Commonwealth of Pennsylvania and the State of New Jersey, for the increase of their commerce and prosperity and for the improvement of their health and living conditions . . .”

This emphasis in our report to you upon the activities of the past year does not, however, imply that completion of the Walt Whitman Bridge commanded the energies of the Port Authority to the exclusion of other concerns. While it is true that prosecution of the concluding phases of construction absorbed the bulk of our funds and of the energies of our staff, the Authority was not unmindful of its other obligations and opportunities to fulfill the spirit as well as the letter of its legislative charter.

In our report to you one year ago, we emphasized that the Authority's activities, both as to projects in hand and those proposed, were influenced by two important if not unique facts of our Southeastern Pennsylvania-Southern New Jersey area: first, problems arising out of vast metropolitan growth, both industrial and residential, and second, the predominating influence of the Delaware River Port upon our economy.

The pressures of these two facts of the area's life continued and accelerated during the year just closed. Within the limits of our statutory powers and resources, the Port Authority sought to cope with them.

Detailed report upon these activities is embodied in succeeding pages of this report and

in the attached appendices. In brief preface, they included the following:

1. Submission to your honorable bodies of a report upon a proposed Mass Transportation System for Southern New Jersey, connecting with Central Philadelphia, in accordance with Article I, Section (j) of the Interstate Compact.
2. A continued high-level of activity in the protection and promotion of the Delaware River Port.
3. Presentation to the Legislature of the State of New Jersey of proposed legislation which would authorize and consent to construction by the Delaware River Port Authority of a new high-level vehicular bridge connecting Northeast Philadelphia and New Jersey. Companion legislation to this end was unanimously adopted in 1955 by the Legislature of the Commonwealth of Pennsylvania and signed by Governor George M. Leader in December, 1955.
4. A formal offer to the State of New Jersey to enter into an agreement for modernization of the Camden approaches of the Benjamin Franklin Bridge, this Authority to provide ten percent of the funds, the balance to be provided by the Federal Government under the Federal Highway program.
5. A report to the Legislature of the Commonwealth of Pennsylvania, responsive to a concurrent resolution of that body, offering to undertake an engineering and traffic survey of a new crossing of the Delaware River between Delaware County, Pennsylvania and New Jersey as speedily as the traffic pattern of the Walt Whitman Bridge is firmly established.

YEARLY TRAFFIC BREAKDOWN

	1956	1955	<i>Increase Decrease*</i>	<i>Per Cent</i>
Automobiles and light trucks	26,761,834	26,421,358	340,476	1.29
Commutation tickets	2,650,643	2,743,137	92,494*	3.37*
Motor trucks	1,178,901	1,228,100	49,199*	4.00*
Tractors and trailers	557,856	598,396	40,540*	0.76*
Special permits	259	289	30*	10.38*
Buses	1,005,264	1,015,664	10,400*	1.02*
Motorcycles	17,493	20,956	3,463*	16.53*
Horse-drawn vehicles	4	149	145*	97.31*
Auto and trailer	26,712	29,957	3,245*	10.83*
TOTALS	32,198,966	32,058,006	140,960	0.44

THE WALT WHITMAN BRIDGE

Out of a total of 43 major contracts for the construction of the Walt Whitman Bridge, its approaches and appurtenant structures, only one remained to be advertised and awarded on December 31, 1956.

The only remaining contract is for a fender system for the tower piers. It will be invited in the very near future.

Three and one-half years after award of the first major construction contract on June 24, 1953, the Authority has obligated itself for a total of \$83,673,735.62, underwritten in its entirety by the revenues of the Benjamin Franklin Bridge and anticipated revenues from the Walt Whitman Bridge.

Contract commitments built up in the following amounts during the period of major construction activity:

1953	\$29,188,735.12
1954	\$30,410,747.79
1955	\$12,307,244.74
1956	\$11,767,007.97

Due to circumstances beyond our control, the entire stretch of the Philadelphia approach system will not be accessible to motorists when the bridge is opened to traffic. Initially, the approach system will be open only as far west as Broad Street. Although all of the steel required for the completion of the entire project was on order, the nation-wide steel strike of July 1-27, 1956 resulted in serious delay in delivery of some of the shapes, particularly for the complicated viaduct and interchange structures in the vicinity of Vare and Passyunk Avenues. Delivery of this steel began some weeks ago and affected contractors are prosecuting these remaining gaps in the work as expeditiously as weather conditions and their facilities will allow.

The affected portion of the Philadelphia approaches is that, slightly over one and one-half miles in length, extending westward from Broad Street to approximately 28th Street and Vare Avenue. We pledge you that no circumstance over which this Authority has jurisdiction or control will unduly delay its completion.

The highly complex New Jersey approach roads system, interconnecting with Broadway, Gloucester, the North-South Freeway, Route 130 (Crescent Boulevard) and the Black Horse Pike, will be ready for traffic in its entirety when the bridge opens.

The Authority desires to express its sincere appreciation to the Secretary of Highways of the Commonwealth of Pennsylvania, to the Commissioner of Highways of the State of New Jersey, and the personnel of their respective departments, for the unfailing cooperation and assistance accorded us in meeting and overcoming a multitude of difficult problems.

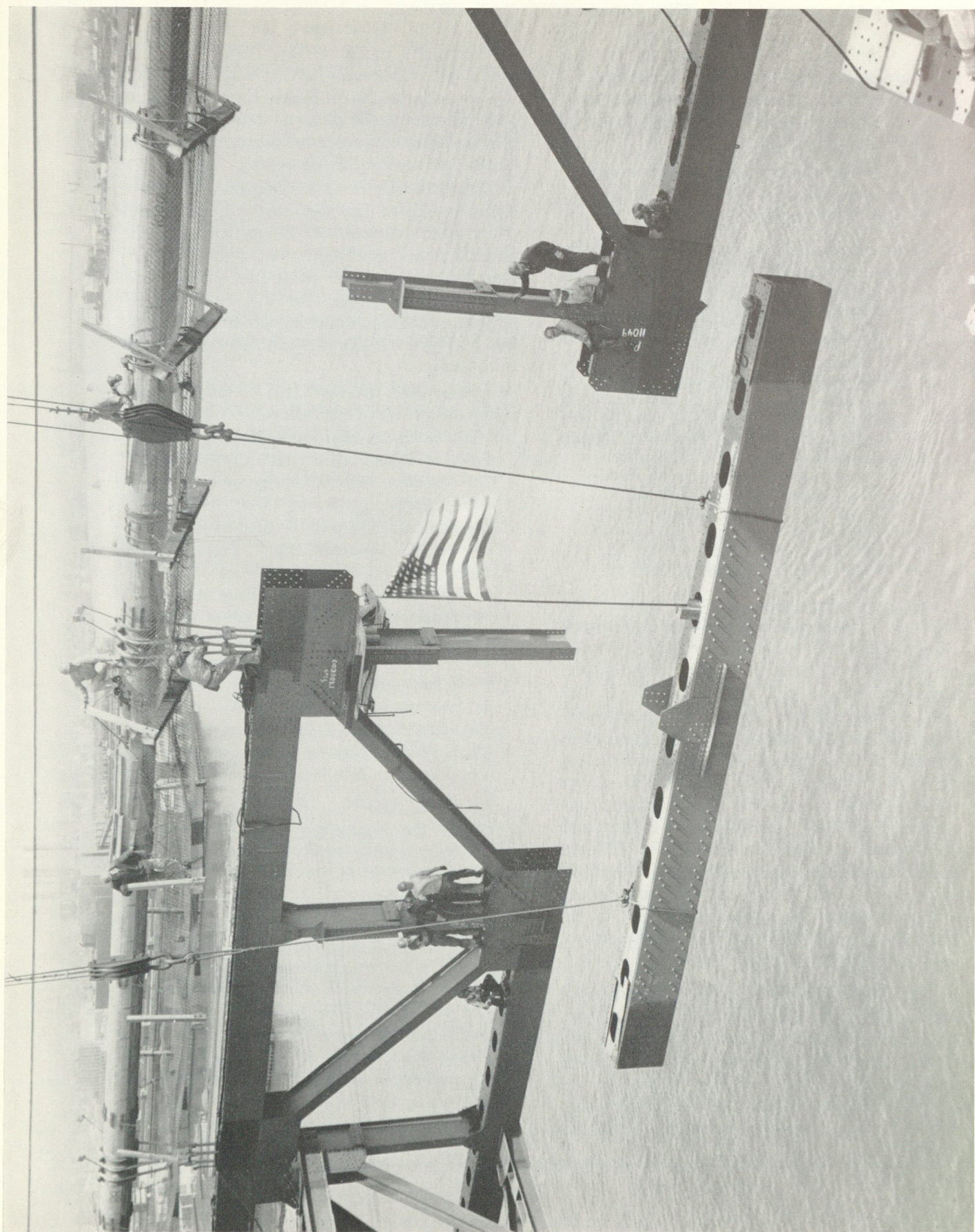
Section 4 of Article XII-A of the Interstate Compact provides as follows:

"Notwithstanding any of the provisions of this article, the Commission (Authority) shall not, in connection with the bridge or tunnel referred to in this article (Walt Whitman), construct any approach or high-way connection in the Commonwealth of Pennsylvania unless and until the Department of Highways of said Commonwealth shall have filed with the Commission its written consent to such construction and the Commission shall not, in connection with said bridge or tunnel, construct any approach or highway connection in the State of New Jersey unless and until the State Highway Department of said State shall have filed with the Commission its written consent to such construction."

In actual practice, the rather stern language of the Compact has been reflected in an intimate and mutually cordial cooperation of which this Authority is deeply appreciative.

Making due allowance for varying conditions of site and design, it is probable that the Walt Whitman Bridge will have been opened to traffic more expeditiously than any other comparable structure in this hemisphere, if not in the world. The unfailing cooperation and courtesy which we have received from the highway departments of the two states have been important contributions to the achievement.

The major construction highlights of the past year may be recounted speedily:



CLOSING THE GAP, WALT WHITMAN BRIDGE, JUNE 20, 1956

The spinning of the main cables, each $23\frac{1}{8}$ inches in diameter and composed of 37 strands of 308 steel wires each, was completed on February 22, 1956.

The bottom chord of the main suspension span was closed at 10:20 A. M., June 20, less than nine and one-half months from the date in the early fall of 1955 when the first steel cable to suspend the working "catwalk" was hoisted between the two towers.

Direct highway connection between Fairview, Camden, and Gloucester City was re-established on July 18, 1956, with the opening of relocated Collings road, a fine, modern boulevard.

On November 21, members of the Authority and its engineers and staff comfortably traversed the bridge-approach system from Broad Street in Philadelphia over the span to the Black Horse Pike in New Jersey by bus, the major portion of the route over asphaltic concrete in place and ready for traffic.

This chronology of events allows some interesting if not necessarily significant comparisons with corresponding periods in the construction of the Benjamin Franklin Bridge, which was opened to traffic on July 1, 1926.

The time lapse from the letting of the first contract to the closing of the main span of the Benjamin Franklin Bridge was approximately three years, four and one-half months; for the Walt Whitman Bridge, a few days less than three years.

The period from the award of the first contract for the Benjamin Franklin Bridge to the first anchorage-to-anchorage inspection by members of the Delaware River Bridge Joint Commission was, by coincidence, exactly one year to the day and almost to the hour longer than the same period in the construction of the Walt Whitman Bridge. The former was four years, four months and 29 days; the latter, three years, four months, and 29 days.

The Walt Whitman Bridge will not achieve its full usefulness until completion of the approximately three and one-half miles of the Schuylkill Expressway from 30th Street to link-up with our end of construction in the vicinity of 28th Street and Vare Avenue. Even with completion and opening to traffic of the Philadelphia approaches to the Walt Whitman Bridge, traffic desiring to enter it at its Vare Avenue terminus must utilize the existing network of city streets. In traffic analyses which necessarily preceded design of the approach system, our engineers estimated that approximately 15,000 cars a day will utilize the Vare Avenue terminus in both directions. Financing of the Schuylkill Expressway under the "90-10" formula of the Federal Highway Program now appears to be assured. We have every confidence that the Pennsylvania Department of Highways and the Department of Streets of the City of Philadelphia will progress this needed improvement as speedily as financing arrangements will allow.

A modest foretaste of the benefits which may be anticipated from the fully completed approach system in Philadelphia was given last December when, for the first time since inauguration of the great inter-service classic, traffic flowed smoothly and speedily across Packer Avenue to the Army-Navy game at Philadelphia's Municipal Stadium. Before the broad, paved underpasses of the Bridge approach highway were constructed at 7th, 10th and Broad Streets, traffic entered South Philadelphia south of Packer Avenue over narrow, wooden bridges spanning the former railroad cut. Millions of cubic yards of sand and gravel were pumped from the bed of the Delaware River through pipe-lines to fill a portion of the depression and to create huge stockpiles for filling and elevating the balance. The underpasses, fully open to traffic before the Army-Navy game, now speed its movement to the Philadelphia Naval Base, the U. S. Naval Hospital and the industries and residences of the tip of Philadelphia's peninsula.



FIRST OFFICIAL CROSSING OF WALT WHITMAN BRIDGE, NOVEMBER 21, 1956
Port Authority Chairman, Weldon B. Heyburn, and Vice Chairman J. William Markeim chat with workman
12

THE PORT DEVELOPMENT DEPARTMENT AND PORT ACTIVITIES

The story of the Port Development Department's activity during the past year might be indexed under just three words: protection, solicitation, and promotion.

The story is written against a background of new tonnage records for the Delaware River Port, despite greatly intensified competition from neighboring ports—a competition which may be expected to increase steadily.

Complete, official tonnage figures for the year 1956 are not yet available. However, tentative figures indicate that the total for the Delaware River Port exceeded 90,000,000 tons last year, a gain over 1955 of at least 5.9 percent.

During 1956, the Delaware River Port once again held the position of "No. 1 Import Port of the United States", handling in excess of 38,000,000 tons.

Applying the formula developed four years ago by the Department's Statistical and Research Section, last year's total tonnage laid down a minimum of \$690,000,000 in direct cash income for the Port Area. In terms of purchasing power, the sum approximates \$1,750,000,000. Some indication of the impact of such "new money" upon the economy of the area may be derived from the fact that the purchasing power of the port tonnage income last year was more than 36 percent greater than the total of all salaries and wages paid by Philadelphia industry in 1955.

Another measure of the spectacular growth of the commerce of the Delaware River Port is a study of the first full decade since the close of World War II. During that period, the tonnage of the Delaware River Port has nearly doubled from 51,000,000 tons in 1946 to more than 90,000,000 today. No other port in the United States has made so spectacular a gain in waterborne commerce.

Even more spectacular has been the ten-year increase in foreign commerce, from 16,900,000 tons in 1946 to more than 43,000,000 tons in 1956.

Such statistics, whether represented in tonnages or as dollar income, particularly when

they outstrip the growth rates of competing ports, fully justify the oft-repeated statement that "the Delaware River Port is this area's most important business."

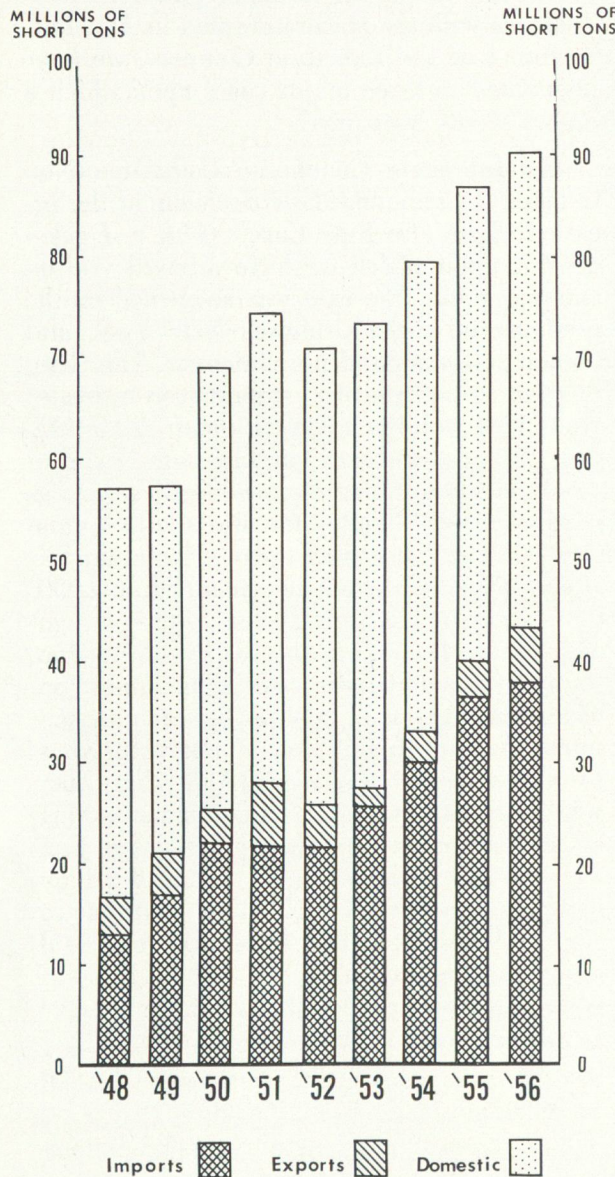
The Authority has moved to protect and promote it at every prudent opportunity within the bounds of its legal powers. In accordance with the powers granted in Article I, Section i of the Interstate Compact, we have intervened in three major cases upon which a report seems warranted.

The Interstate Commerce Commission on October 23 announced its decision in the so-called "Iron Ore Rate Case" (I. & S. Docket 6074), upon which we have advised you on two occasions. The case was re-opened on the petitions of the Baltimore, New York and Boston railroads and port interests. The Commission again approved import iron ore rates from Philadelphia to the Pittsburgh, Wheeling, Youngstown area on the same basis as from Baltimore. The Port of New York was placed on a parity with Philadelphia and Baltimore to the Youngstown, Ohio area. The Commission, however, denied an equalization of iron ore rates from Boston to the Youngstown area. This decision to allow New York to publish equal rates to Youngstown came as a great disappointment to Philadelphia port interests. All ten I.C.C. Commissioners voted to approve the present Philadelphia rates, which are the same as from Baltimore. Only six commissioners voted to permit New York to equalize with Baltimore, and only one voted to approve equalization from Boston. The decision reaffirms in part the position of the Port Authority in this proceeding, although we strongly opposed equalization of rates from both New York and Boston.

Dissatisfaction with both the 1954 and the 1956 decisions of the Commission in this case has resulted in (1) a suit in Baltimore Federal Court by that city's rail and port interests seeking reversal of the I.C.C. order and re-establishment of the formerly existing lower Baltimore rate, and (2) a suit in Boston Federal Court by that city's rail and port interests, seeking reversal of the I.C.C. decision and equalization of railroad rates on import iron

ore with Baltimore. The Authority has continuously participated in these proceedings and will continue to do so until all pending litigation reaches final judgment.

DELAWARE RIVER PORT TONNAGE 1948 — 1956



The importance of this case to the port can be fully appreciated by the fact that iron ore imports in the Delaware River Port have increased from approximately 1,000,000 tons in 1953 to over 10,000,000 tons in 1956, bring-

ing with it about \$25,000,000 in direct income to the Philadelphia Port Area annually.

The Port Authority on June 27th filed a protest and petition with the Interstate Commerce Commission (I. & S. Docket 6615) requesting the suspension and investigation of reduced rail rates on export and import freight published by the New York and Boston railroads to and from Central Freight Association territory, to become effective July 10, 1956. The Interstate Commerce Commission has suspended the reduced rates to and from all of the North Atlantic Ports and has set dates for hearings in this case commencing early in 1957. This rate adjustment represents an attempt by certain railroads serving the Port of New York and ports north thereof to obtain a parity of rail rates to and from western Pennsylvania and other mid-western points with Philadelphia, which is generally 2¢ per 100 pounds lower than New York, and Baltimore, which is 3¢ per 100 pounds under New York. The present port differential rates have been in effect for 75 years. The Port Authority in close cooperation with the Philadelphia railroads, the City of Philadelphia, and the Chamber of Commerce of Greater Philadelphia is actively engaged in collecting statistics and information for exhibits and testimony in this case in order to protect the best interests of the Port. The Authority has employed special counsel, cost experts and statisticians to assist in the preparation of a strong case, realizing the importance of this matter to the future development of the Port Area.

Since 1938, the Port of Philadelphia had been handicapped by an extra or "arbitrary" charge assessed by motor carriers on freight delivered to piers in the Port Area from adjacent states over and above that charged for domestic deliveries.

When the motor carriers attempted to revise their entire rate structure, in this proceeding before the Interstate Commerce Commission, the Port Authority intervened. It protested that these extra charges—"pier arbitraries" were discriminatory and should be removed.

In August, 1956, the Interstate Commerce Commission sustained the Port Authority's

position and ordered the charges removed, thus placing Philadelphia on a parity with Baltimore as to this class of freight movement for the first time in eighteen years.

We have endeavored to keep the Attorneys General of Pennsylvania and New Jersey continuously advised as to each significant development in these rate cases, in addition to formal notification of intervention required by the Compact.

Vigorous protective action of the type described is fully justified, in our opinion, by the obligations to which the legislatures of our two states have mandated us. If further incentive were required, it exists in the program of Delaware River maintenance and improvement for the fiscal year 1957 announced by the U. S. District Engineer, Colonel Allen F. Clark, Jr., and in continuing industrial and riverside development.

Almost six years of unremitting agitation by this Authority, in close cooperation with members of the Congress, State and local officials, maritime, business and civic interests of the Port Area, bore its first fruit on November 23, 1956, when a dredge began pumping mud, sand and gravel from a section of the river just above the Delair Bridge of the Pennsylvania Railroad. On that day, the long-held dream of deepening the channel of the river from Philadelphia Naval Base to Trenton at head of tidewater became a reality.

The announcement of the District Engineer stated that \$6,000,000 will be spent during the current fiscal year on the project; \$3,250,000 for restoration to 40-foot depth of the channel from Philadelphia to the sea; \$1,060,000 for the widening and deepening of the ship anchorages at Marcus Hook and Mantua Creek, and \$500,000 for a comprehensive, multi-purpose survey of the Delaware River Basin.

We will continue to exert every proper effort to the end that the District Engineer is regularly supplied with adequate funds to prosecute the channel-deepening project to completion.

Although the river basin survey, just now entering the phase of active planning, embraces problems and facilities lying far beyond the scope of this Authority, the future

of the Delaware River, its ports, and its supporting residential, agricultural and industrial hinterland are intimately affected. We are eager to lend our full support to its successful completion.

It has been a prime contention of our support of the channel deepening project from the outset that the vigor of industrial and commercial growth not only justifies the expenditure exclusively from Federal funds, but in fact demands it. The year 1956 supplied additional evidence in support of this view.

In 1956 the National Gypsum Company commenced operation of its new plant near Burlington, New Jersey. This plant, when in full operation, will use 350,000 tons of gypsum rock annually from Nova Scotia. This material is being transported in specially built cargo carriers which now can only navigate the present channel with a partial load. The Phoenix Iron & Steel Company recently announced the purchase of approximately 900 acres of land on the river between Florence and Burlington, New Jersey. This company plans to build an integrated steel plant at this location, and, according to our information, will import annually approximately 1,500,000 tons of iron ore and other raw materials in deep draft vessels. A modern general cargo terminal which will be one of the finest on the Atlantic Coast is now under construction in Northeast Philadelphia a short distance above the Tacony-Palmyra Bridge. This marine terminal, which has a marginal wharf of 2400 lineal feet and a cargo shed 900 feet long by 200 feet wide, is being built by Northern Metal Company as an addition to its present facilities. This terminal, which will have adequate facilities for the handling of cargoes by rail and motor carriers, is deserving of note in that it is one of a very few general cargo marine terminals in the United States privately owned and operated.

The pressure of greatly intensified competition has been felt both in the field offices of our Port Solicitation Bureau in New York, Pittsburgh and Chicago, and in our coordinating headquarters in Camden, New Jersey. A growing awareness on the part of the business leadership of the nation's port cities, possibly dramatized by construction progress re-



GENERAL CARGO HANDLING IN THE PORT OF PHILADELPHIA
16

ports from the St. Lawrence Seaway, of the tremendous community stake in port business has asserted itself nationally. Two cities with deep-rooted maritime traditions—Boston and Baltimore—established port authorities in 1956. The drive for waterborne commerce, which is a major factor in attracting industry dependent upon import raw materials to tide-water, is in full and unmistakable cry.

Our port representatives have recognized the trend, and have intensified their efforts to maintain close contact with the principal shippers, as well as railroad and steamship representatives in their areas. In this regard, we take pleasure and pride in the full cooperation and assistance in the solicitation effort given us by the transportation agencies—water, rail and highway—serving the Port Area, and the various business, civic and maritime organizations and agencies. As at no other time in its history, the Delaware River Port is presenting a solid front to the challenge of vigorous and aggressive competition.

A reflection of the new national and international awareness of the significance of healthful port activity was convincingly demonstrated September 18-21 in this area, when the 45th Annual Convention of the American Association of Port Authorities met in Philadelphia. A record of 485 persons, including delegates representing port authorities from all of the principal ports of Latin America, Canada, the United States and Hawaii and Puerto Rico were in attendance. Cooperating hosts were the Delaware River Port Authority, South Jersey Port Commission, Department of Commerce of the City of Philadelphia, the Port of Philadelphia Maritime Society and the Board of Harbor Commissioners of Wilmington, Delaware.

The year 1956 was one of the most active years in port promotion since establishment of the Port Development Department in 1949.

Throughout the year, it is conservatively estimated that upwards of 500,000 persons, including tens of thousands of elementary, junior and senior high school and college students in the Port District, saw one or more of the Authority's three sound motion pictures—"Delaware River—Port of Oppor-

tunity," "Highway to the World," and "Short Cut to World Markets." Included in the total were 1,300 showings to over 107,000 persons in the United States outside of the port area. Approximately 750 showings were made to some 74,000 students and teachers of the Philadelphia School District, which has instituted a special program of instruction on the Port, utilizing the Authority's films, discussion periods and bus and boat tours of the Port as teaching media. Numerous other film showings were made to school groups in the 23 counties of Eastern Pennsylvania, the eight counties of Southern New Jersey and two counties in Delaware.

Distribution of the films is made through the Philadelphia School District, Commercial Museum of Philadelphia, Camden County Film Library and other media, as well as by our staff.

Showings of the film, including Spanish, French and Italian language versions, are being made throughout the world. They are utilized by the U. S. Information Agency and the U. S. Information Service abroad, and at the present time, five Spanish language prints are on tour throughout Latin America.

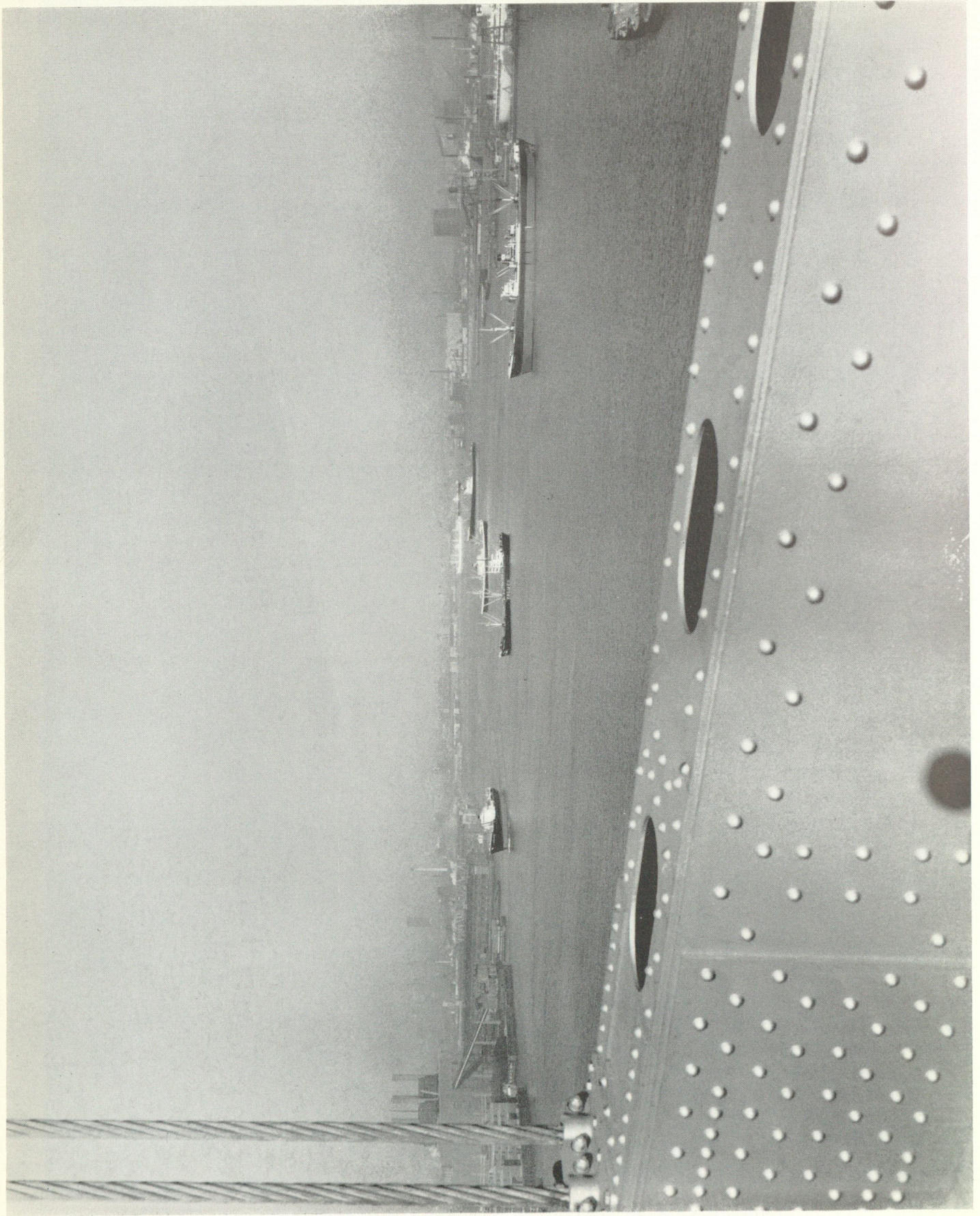
A new "first" in promotion of the Delaware River Port was achieved in July, when the Authority published a 72-page "Delaware River Port" handbook. The handbook describes the facilities and services of the Port and contains a directory of steamship companies and other agencies serving it. As of December 31, 1956, more than 8,000 copies of this invaluable source book of facts had been distributed throughout the world.

THE BENJAMIN FRANKLIN BRIDGE

Sometime between 1 and 2 o'clock on the morning of Monday, December 17, 1956, the half-billionth motor vehicle to cross the Benjamin Franklin Bridge passed through its toll lane.

By December 31, 1956, the total had risen to 501,234,866.

It is estimated that if all of the motor vehicles which have traversed the great span since its opening on July 1, 1926, were to be grouped into a single mass—bumper to



LOWER PHILADELPHIA HARBOR AS VIEWED FROM THE WALT WHITMAN BRIDGE

bumper, hub cap to hub cap—they would comprise a blanket almost two miles wide extending from the Delaware River to the shore of San Francisco Bay.

Although the rate of increase in traffic during the past year was only about one-eighth that of the preceding year, and only about one-twelfth the average for the preceding five year period, it was still an all-time record of 32,198,966, an increase of .44 percent over the 32,058,006 vehicles recorded in 1955.

Retardation of the normal rate of increase in bridge traffic undoubtedly may be attributed to the fact that, on September 14, 1955, the basic toll rate on both the Tacony-Palmyra and the Burlington-Bristol Bridges over the Delaware, operated by the Burlington County Bridge Commission, was reduced to five cents. Traffic in six of the first nine months of the past year over the Benjamin Franklin Bridge fell below that of the comparable months in 1955. Beginning with last October and continuing through December, the figures were slightly in advance of the same months of 1955, the increase averaging about .18 percent.

The familiar report upon our traffic which we have submitted to you annually since the report for the calendar year 1926 will be reformed in 1957, with the opening of the Walt Whitman Bridge.

Four years ago, our traffic engineers estimated that total traffic on both the Benjamin Franklin and the Walt Whitman Bridges during the first full year of the latter's opening to traffic will aggregate 36,968,000. This estimate is 14.8 percent greater than the actual 1956 traffic over the Benjamin Franklin Bridge alone, and 12.4 percent greater than the traffic engineers' estimate for the same year. At the time the estimates were made, the toll reduction on the two bridges operated by the Burlington County Bridge Commission did not enter into the calculations.

How much combined traffic over the Benjamin Franklin and the Walt Whitman Bridges will be affected by factors which were unforeseen four years ago, including the gap in the Schuylkill Expressway to which we have referred, cannot be forecast with any cer-

tainty. Whatever the effect of those fortuitous circumstances may be, we are confident that the rate of increase will greatly exceed that of recent years.

On January 17, 1956, the great structure connecting Philadelphia and Camden known for years as the "Delaware River Bridge" was re-named the Benjamin Franklin Bridge in commemoration of the 250th anniversary of the birth of the great American scientist, patriot and statesman.

The dedicatory exercises were held in conjunction with world-wide celebration of the Franklin anniversary. J. William Markeim, Vice-chairman of the Port Authority, presided at the ceremonies at the tablet at the eastern end of the Camden Toll Plaza, facing 7th Street. The dedicatory tablet, bearing Franklin's head in bas relief, bears this inscription:

THE COMMISSIONERS OF THE
DELAWARE RIVER PORT AUTHORITY
DEDICATE THIS BRIDGE TO THE
MEMORY OF A GREAT PATRIOT
SCIENTIST AND STATESMAN AND
IN HIS HONOR NAME IT THE
BENJAMIN FRANKLIN BRIDGE

Governor Robert B. Meyner, of New Jersey, spoke briefly and unveiled the tablet in the presence of a distinguished company of Federal, State and local representatives of government, representatives of the various societies and organizations which Franklin founded or with which he was affiliated, members of the consular corps and officers and members of the Poor Richard Club of Philadelphia.

Following the Camden ceremony, the motorcade proceeded to the Philadelphia Plaza. Weldon B. Heyburn, Chairman of the Port Authority and Treasurer of the Commonwealth of Pennsylvania, presided. The tablet, fixed on the south pylon of the Philadelphia Plaza structure, was unveiled by Major General A. J. Drexel Biddle, Adjutant General of Pennsylvania, representing Governor George M. Leader. Immediately following this ceremony, George M. Neil, President of the Poor Richard Club, unveiled a tablet to Frank-



THE COMMISSIONERS OF THE DELAWARE RIVER
 PORT AUTHORITY DEDICATE THIS BRIDGE
 TO THE MEMORY OF A GREAT PATRIOT SCIENTIST
 AND STATESMAN AND IN HIS HONOR NAME IT THE
 BENJAMIN FRANKLIN BRIDGE



PENNSYLVANIA
 WELDON B. HEZGURH
 CHAIRMAN
 EDWIN R. COX
 CHARLES R. BARBER
 JAMES V. BAHEY
 EDWARD G. BUDGIN
 WALTER M. PHILLIPS
 HARRY F. SCHAD
 DANIEL M. RECALCUTO
 JOHN W. CALFORD
 JAMES W. HARRIS
 LEONARD J. HARRIS

NEW JERSEY
 J. WILLIAM MARKEIM
 VICE CHAIRMAN
 ARTHUR C. KING
 EDWARD C. MCGAULIFFE
 ERWIN S. GUNARD
 JAMES P. JOHNSON
 RALPH CORNELL
 EARL B. HOWE
 HORACE J. STADLEY
 TREASURER
 DANIEL M. ARAMER
 CHIEF ENGINEER

DEDICATION PLAQUE FOR BENJAMIN FRANKLIN BRIDGE
 Vice Chairman Markeim, left, and New Jersey Governor Robert B. Meyner

lin's memory fixed permanently in the Plaza structure in front of the north pylon.

Prior to the bridge dedication ceremony, Mr. Heyburn placed a wreath upon Franklin's grave in Old Christ Churchyard at 5th and Arch Streets in the name of the Delaware River Port Authority. Following it, members of the Authority and of its predecessor commissions, the Delaware River Joint Commission and the Delaware River Bridge Joint Commission, were guests at the annual Franklin Day luncheon in Franklin Hall of the Benjamin Franklin Memorial and Franklin Institute Museum at 20th Street and the Parkway.

One of the most significant actions taken by the Authority in the recent history of the Benjamin Franklin Bridge came at the December meeting. A resolution was adopted advising Governor Meyner and New Jersey State Highway Commissioner Dwight R. G. Palmer of the Authority's readiness to enter into an agreement with the State of New Jersey, through its Highway Department, for modernization of the Camden approaches to the bridge. This improvement, the necessity for which was recognized when the bridge opened more than thirty years ago, has been the repeated subject of comment and recommendation by this Authority. Widened Vine Street in Philadelphia relieved traffic congestion on the Pennsylvania approaches, but the narrow funnels of Penn and Linden Streets in Camden resulted in serious congestion, not only of through bridge traffic, but upon abutting streets of the City of Camden.

Discussions which the Executive Director held with Governor Meyner and Commissioner Palmer earlier in the year indicated that the most opportune means of accomplishing the approach improvement would be through the Federal Highway program.

The effect of the resolution is this: the New Jersey Highway Department would apply for funds under the "90-10" formula (90 percent of the funds provided by the Federal Government, the balance of 10 percent by the State) for construction of a new highway connection from the Camden Plaza of the Bridge to an interchange with proposed New Jersey Route 60, a freeway approximately paralleling the

Delaware River as an interstate link from Trenton to the Delaware Memorial Bridge. From 7th to the vicinity of 11th Streets, Camden, a new approach would be constructed, as either a depressed or elevated structure between Penn and Linden Streets. This structure would continue as a limited-access highway, generally northward of the present Admiral Wilson Boulevard, to the Route 60 connection.

The Port Authority's action expresses its readiness to reimburse the State of New Jersey for 10 percent of the total cost, the State's share of the project. No right-of-way or final design has been developed and the agreement would of course be subject to ratification in final form. The same procedure was followed with both the Pennsylvania and the New Jersey highway departments in construction of the approaches to the Walt Whitman Bridge with most satisfactory results, as noted elsewhere in this report.

The proposed improvement would free the streets of Camden City of the congestion due to through traffic; it would re-establish and permit further development of Admiral Wilson Boulevard as a high value commercial district, and would open up interesting possibilities in freeing North Camden from the present obstacle of bridge traffic. Finally, it would make possible free movement of our traffic to a distribution point well beyond urban congestions.

A contract for painting the bridge was awarded by the Authority last spring and by the year's end, when weather forced suspension of the work until spring, all but a few remote items of the contract had been completed. Analysis of the painting contract costs over the past thirty years offers an arresting documentary on the multiplication of maintenance costs on so massive a structure. The 1956 contract price of \$386,685, awarded to the low bidder after public receipt and opening of bids, is 1.5 times the cost in 1947, 3.8 times 1938, and almost five times the initial painting cost in 1926.

We again are gratified to be able to advise you that, due to a twenty-four hour a day patrol of the bridge by police vehicles, an



PROPOSED MODERNIZATION, CAMDEN APPROACH, BENJAMIN FRANKLIN BRIDGE

exemplary safety record was established. There were three unfortunate fatalities, resulting in a rate of one death for each 19,319,379 vehicle miles. The national average of deaths per million vehicles is 6.4. The corresponding average for Benjamin Franklin Bridge last year was 5.2, or one-fifth below the over-all fatality rate for the United States. Police recorded a total of 620 accidents, all but a few of which were of negligible consequence, giving an accident rate of one for each 93,480 vehicle miles.

In accordance with long-standing policy of the Authority, full cooperation with Federal, State and local civil defense measures was continued throughout 1956. We now are fully prepared with the most modern warning systems not only to take appropriate emergency measures for the protection and dispersion of bridge patrons in the event of an emergency, but also to give prompt and timely warning to our own personnel.

The most recent of these devices—a “CONELRAD” radio receiver—was installed promptly in compliance with a directive of the Federal Communications Commission dated September 25, 1956.

“Conelrad,” a contraction of the phrase “controlled electronic radiation,” is a system for grouping standard radio broadcasting on fixed dial positions in such a way that enemy aircraft or guided missile ships at sea would be unable to utilize the broadcast beams as radio direction finders for locating critical targets. If enemy attack impends, all standard radio stations revert to emergency broadcasting on dial positions 640 and 1240. Our equipment automatically “homes” on this shift, thus alerting our switchboard and through it our own short-wave and telephone communications system. This new electronic aid supplements the more familiar “bell and light” equipment for alerting key facilities to the various civil defense emergency signals.

During the year, bridge personnel participated in three civil defense drills: New Jersey’s “Operation Surprise” in February, a civil defense communications test without public participation; New Jersey’s “Operation May Day” on May 1, a public participation

test, during which the bridge was closed to all traffic for ten minutes; and the nationwide “Operation Alert” on July 20, when the bridge again was closed to all traffic for ten minutes.

Our bridge personnel have achieved a smooth and effortless routine in responding to civil defense alerts. With the backing of disciplined personnel and the aid of the electronic measures outlined, we believe that Benjamin Franklin Bridge is as well prepared as such a facility can be to face the dire consequences of a national emergency.

On December 31, 1956, the authorized strength of the Authority’s personnel was 264, one fewer than for the same date in 1955. In the course of the year, there were one death, three resignations for retirement, 21 resignations, 2 service terminations, all of which vacancies were filled.

The total outstanding debt of the Authority at year’s end was \$103,156,000, made up of \$100,000,000 First Series Revenue bonds and \$3,156,000 Refunding Bridge bonds due June 1, 1966.

Gross receipts for 1956 were \$9,390,148.39, an increase of \$27,907.05 over 1955. Operating expenses totaled \$1,770,331.01, or an increase of \$90,805.48 over the preceding year. Income on investments and bank balances was \$1,431,893.89, a reduction of \$483,031.16, principally reflecting dwindling income during the year from invested construction funds as those funds were absorbed by Walt Whitman Bridge construction costs. Interest payments on the 1946 (1966) Refunding Bridge bonds and the 1953 First Series Revenue bonds totaled \$3,455,493.83.

Port Development Department expenses of \$239,803.91 left net revenue for the year before \$400,200 non-operating adjustments of \$5,356,413.53. Port expenses in 1955 were \$216,996.94 and net revenue for that year was \$5,913,675.90, reflecting a decrease of \$557,262.37.

The first maturity of \$600,000 on the \$100,000,000 First Series Revenue bond issue will become due on December 15, 1957. It will be followed on December 15, 1958, with a maturity of \$900,000.

A significant feature of our fiscal management during the year just ended was the retirement of an impressive fraction of our Bridge Refunding bonds, issued in 1946 at an interest rate of 1 percent. Several years ago, the Authority fixed a policy of purchasing any offering of these bonds at a price of 90 plus accrued interest. Late last year, due to money market conditions, the policy of accepting all offerings of the bonds at 90 plus accrued

interest was terminated as of December 31, 1956. At the final meeting of the year, the Authority directed public announcement that, for the period January 1-March 31, 1957, Bridge Refunding bonds would be repurchased at 85 plus accrued interest.

During 1956, \$4,002,000 of the Refunding Bridge bonds were purchased and cancelled, a reduction of over 55 percent in one year in this issue.

SOUTHERN NEW JERSEY MASS TRANSPORTATION SURVEY

The Delaware River Port Authority on August 18, 1954, engaged the New York engineering firm of Parsons, Brinckerhoff, Hall and Macdonald to conduct a survey and to report upon the economic feasibility of an integrated mass transportation system for Southern New Jersey, with a connection to downtown Philadelphia.

This action, responsive to Article I, Paragraph (j) of the Inter-State Compact, was taken only after several months of meetings of the Authority's Transportation Committee in which it interviewed and consulted with the foremost engineering firms of the United States.

Provision was made for distribution of the final report to the two Governors and the Legislatures and to other individuals and organizations having a primary interest, and it was then released to the press on March 22, 1956.

After four months of intensive study and analysis by the Authority and its staff, the report was approved on July 12, 1956, and the Transportation Committee directed to prepare a report to the Governors and the Legislatures, as required by law. This report, dated July 18, 1956, was reproduced in brochure form. Approximately 4,000 copies have been distributed not only within the Port District but to Federal, State and local government officials, planning boards and transportation agencies throughout the United States.

In May, meanwhile, the New Jersey Legislature appointed a Special Joint Commission, chaired by the Honorable Charles W. Sandman, Jr., Senator from Cape May County, to study and report upon a rail rapid transit

system for Southern New Jersey. Members of the Authority met with Senator Sandman's Commission on September 25, 1956, for an exploratory discussion of the engineers' report.

The Authority is gratified to report that in the intervening months since the report was made public, it has received and is now receiving the most careful study by numerous organizations both in New Jersey and Pennsylvania.

A special effort was made to place copies of the parent report in libraries of colleges, universities and technical societies of the Port District, as well as in public libraries throughout the area, in order to afford the widest possible public access to its recommendations.

In addition to the initial report of Parsons, Brinckerhoff, Hall and Macdonald, the Authority requested a supplementary report which it was felt was necessary to clarify certain aspects of the problem. Cost of the survey was \$325,000.00.

To quote from our own report:

"The engineers propose that high-speed rail transit be provided from a terminal station near City Hall, Philadelphia, with a track connection to the Pennsylvania Railroad Suburban Station, through a new subway under Arch Street and a tunnel under the Delaware River to the existing elevated Broadway Station, Camden, and thence, fanning out along existing railroad rights-of-way to terminal stations just beyond Moorestown, Haddonfield and Woodbury. Stations would be built at Fifth and Tenth Streets along the Arch Street Subway in addition to the terminal in Philadelphia. The trunkline between Philadelphia and Camden would be 2.9 miles long

and the spurs from Camden to Moorestown, Haddonfield and Woodbury, 10.6, 8.6 and 9.5 respectively. The rapid transit rails would be entirely separate from the railroad tracks. Grade separations would be provided, safety and comfort of passengers emphasized and patrons would enjoy a reduction in travel time estimated at ten million man hours a year."

This, in brief, is the physical structure of the system proposed. Our consulting engineers made a primary postulate of their survey that any mass transportation to meet the needs of the area would have to be realistically competitive with the private motor vehicle and, therefore, in the engineers' view, a decided improvement in terms of speed, comfort and convenience over now existing mass transportation.

This view the engineers expressed as follows:

"The dominant problem for the Southern New Jersey area is whether to accept the stagnation and decline of regional mass transportation and the intensification of traffic congestion and frustration of regional development that will result, or whether to reinvigorate regional mass transportation.

"We, on our part, look forward to the continued importance and vitality of the center city cores of Philadelphia and Camden; a continuation—even acceleration of the dispersion of homes to the residential suburbs, and out of the prosperity of the center city cores and their commuters, the generation of substantial new commercial activity in Southern New Jersey. But this can only come about through the reinvigoration of mass transportation in a form to penetrate the downtown urban cores, link the centers of employment and commerce and collect from automobiles, before they accumulate in zones of potential congestion, the workers and shoppers upon whom the vitality of the whole region will depend.

"The success of regional transportation will in turn depend upon its development of an attractive competitive posture in relation to the private automobile. To achieve this, inter-urban mass transit must provide comfortable seats for all passengers, must operate at high speed and must provide service at short intervals."

Such a system, the engineers advised us, would be "not only the best, but the least cost solution to the region's total land development and transportation problem."

It was apparent that the structure of the system proposed raised no insuperable tech-

nical or engineering problems. However, it was equally apparent that the financing of the system was—and remains—of a very different order of concern.

We addressed ourselves to this subject in the following language:

"The Delaware River Port Authority endorses the conclusions of the engineers that the projected line should be constructed and put into operation as quickly as possible. There is no doubt as to its desirability. The question is—how can this system be financed? The engineers estimate that the cost of construction, rights-of-way and equipment, exclusive of financing charges and interest during construction, will be \$242,000,000. Inclusion of the items omitted would necessitate a bond issue of from \$282,000,000 to \$300,000,000. The lesser amount would represent the saving that could be effected if the Commonwealth of Pennsylvania and the State of New Jersey 'or responsible sub-divisions thereof', would guarantee the bonds."

One of the requirements of our contract with Parsons, Brinckerhoff, Hall and Macdonald was that the report should have appended to it, as an annex, a financial feasibility study prepared by a financial consultant of accepted competence. Such an inquiry was made and reported upon by Smith, Barney and Company.

The financial feasibility study concluded that if the total net earnings of the Benjamin Franklin Bridge, the Walt Whitman Bridge and the proposed Northeast Philadelphia-New Jersey Bridge were pledged as security for forty years, they would support a bond issue of \$113,600,000. This estimate arbitrarily fixed the sum of \$250,000 a year for expenditures by the Authority's Port Development Department, or very close to the present level of expenditure for port purposes. In other words, a pledge of the Authority's total resources to the approximate end of the present century still would provide only 47 percent of the minimum estimated requirement for the transit system proposed.

Even a superficial study of the alternate means by which additional financing in the order of \$128,400,000 could be obtained quickly revealed the difficulties. For that reason, the Authority asked the engineers in their addendum report to address themselves to an unequivocal statement as to the need for so large an investment.



THE WALT WHITMAN BRIDGE SPANNING THE DELAWARE RIVER BETWEEN SOUTH PHILADELPHIA AND GLOUCESTER CITY, N. J.

The relevant portion of their response is: "Can the Delaware River Port Authority, by dedicating all unencumbered resources of the Benjamin Franklin Bridge, Walt Whitman Bridge and new Northeast Philadelphia-New Jersey Bridge, if built, and by covenanting that it will build no new facilities and limit its expenditures for port promotion and development to \$250,000 annually, finance the rail transit line projected in your report? . . ."

"ANSWER: No.

"Can the Authority, by thus pledging the total resources under its direction and control (i.e., \$113,600,000) finance any transit system that would materially improve present transportation between South Jersey and Philadelphia?"

"ANSWER: If, as we postulated for the conduct of our work, the measure of material improvement of transit will be its ability to attract to its service substantially more travelers than now patronize existing mass transportation facilities—then our answer is no . . ."

The answer to our question, therefore, in the considered and experienced judgment of our consultants, was "all or nothing"—a system such as that proposed, requiring a minimum expenditure of \$242,000,000, or none.

This reply, in effect, placed any further initiative in the matter beyond the legal powers of this Authority.

We are expressly debarred from having recourse to the credit of either the Commonwealth of Pennsylvania or the State of New Jersey, or of any of the political sub-divisions thereof. To erase this prohibition, if it were feasible, would require joint action by the Legislatures of both states to amend the Interstate Compact. It probably would involve the long-drawn-out and cumbersome procedure of constitutional amendment in both states.

THE NORTHEAST PHILADELPHIA-NEW JERSEY BRIDGE PROJECT

On April 2, 1956, a measure authorizing and empowering the Delaware River Port Authority to construct, operate and maintain a high-level vehicular bridge connecting Northeast Philadelphia and New Jersey was introduced in the Legislature of New Jersey by the Honorable Steelman Mathis, Senator from Ocean County.

The proposed legislation was referred to

Although, in our request for supplementary information, we pressed our consultants to supply us with feasible suggestions as to how some part of the financing might be effected at the local government level consistent with local attitudes and fiscal policy, no applicable suggestions were available.

The alternative of increasing tolls upon the interstate bridges now or in the future to be operated by the Authority not only would merely ameliorate the financial requirements, it would run solidly against the viewpoints and the interest of the very public which is our patron.

As we again commented in our report:

"Increasing tolls, a most distasteful procedure, would therefore not balance the budget even if the Secretary of the Army, who has jurisdiction over tolls on interstate bridges, were willing to give his consent. Opposition from motorists would be naturally intense, based upon the ground that they were singled out to bear the burden of the rail transit project. They would undoubtedly assert that the present toll schedule covers operation costs and debt service on the bridges in use or proposed and claim that rail transit persons should pay their own way."

It is here that discussion of the matter and its determination rested at the close of the year.

We sought to summarize the problem in capsule form at the conclusion of our July report in these words:

"The engineers' detailed report points to a solution of a most difficult and pressing problem. Action to be taken by the Authority will, of course, be dictated by the Legislatures and the Governors."

the Committee on Judiciary of the Senate of New Jersey. It had not been reported out at the end of the 1956 session.

A Pennsylvania counterpart was unanimously approved by the General Assembly of Pennsylvania late in 1955 and signed by Governor Leader in December of that year. Its provisions do not become effective until

legislation in substantially similar form is enacted by New Jersey.

Since our annual report for 1955 discussed in some detail the reasons which prompted the Authority to seek enactment of such legislation and described the engineers' report which was submitted with it, a lengthy review in this report would be pointless.

However, it may be recalled that a serious conflict between motor vehicle traffic operating over the Tacony-Palmyra Bridge and shipping on the Delaware destined for points north of the bridge developed to a point where the Burlington County Bridge Commission petitioned the U. S. District Engineer for relief.

The petition requested that the District Engineer grant permission to the bridge operator to keep the drawspan of the Tacony-Palmyra Bridge closed from 7 A. M. to 8:30 A. M., and from 4:30 P. M. to 6 P. M., Monday through Friday of each week. These were and are the hours of peak vehicular traffic. Opening of the drawspan during these hours resulted in serious traffic congestion on the bridge approaches, the District Engineer was advised, and an inequitable burden upon motorists regularly traversing it.

After public hearing, the District Engineer submitted his report, through channels, to the Chief of Army Engineers who, under date of January 20, 1956, published his findings of fact and conclusions.

"The record amply demonstrates," he concluded, "that the present low-level movable bridges, carrying heavy highway traffic over heavy navigation, are not adequate for present-day needs and should be replaced by a modern high-level structure or structures.

"The bridge openings result in economic loss not susceptible to exact analysis. Any savings to highway traffic by closed periods would not eliminate the economic loss, but merely transfer it to waterborne commerce and to vehicles crossing during hours outside the closed periods.

"Pending the long range solution of modern bridges, the present situation should be approached as a mutual problem of all interested in both land and water transportation and the development of the region rather than the im-

position of any arbitrary restrictions on either form of transportation."

The Chief of Engineers stated that "the District Engineer is also being instructed to report further at the end of 90 days and the course of any future action will be determined by an evaluation of the beneficial results being obtained by continued cooperative action in limiting drawspan openings during peak hours of highway traffic."

On August 24, 1956, Colonel Clark, the United States District Engineer, issued a public notice to the effect that the cooperation among all parties at interest had resulted "in fewer openings of the drawbridges for the passages of vessels during the rush traffic periods," and that therefore the petition for closed periods was disallowed.

With full appreciation of the many factors involved in this issue, the Port Authority was and continues to be of the opinion that the Tacony-Palmyra Bridge is now and increasingly will become an obstacle to the free and unimpeded movement of traffic, whether waterborne upon the Delaware or landborne between the two states.

In our judgment, many factors mentioned elsewhere in this report will sustain our position as the months advance. Among them are the deepening of the channel between the Philadelphia Naval Base and Trenton, the steady increase in tonnages proceeding to industrial plants north of the bridge, the opening of new industry in Burlington and Camden counties and the heavy interstate vehicular traffic, both commercial and private, which these developments will induce.

Sooner or later, we believe, these various factors will merge into a crisis which can be relieved only by the construction of a multi-lane high level bridge with approach roads and highway interconnections at least as extensive as those of the Walt Whitman Bridge.

In accordance with both the spirit and the letter of the Interstate Compact, we have moved to the limit of our authority in an effort to anticipate and forestall that crisis, with all of its implications of artificial restraint upon the commerce and industry of the heart of our Port District.

IN CONCLUSION

We note for this record and with regret the death during 1956 of Homer R. Seely, employed by our consulting engineers, Modjeski and Masters, Ammann and Whitney, as Project Engineer during construction of the Walt Whitman Bridge. Ralph C. Holt replaced Mr. Seely as Project Engineer.

The terms of Messrs. Walter M. Phillips, Harry G. Schad and James V. Baney as members of the Port Authority expired with adjournment of the Pennsylvania Legislature on May 22, 1956. Subsequently, Governor Leader re-appointed Mr. Baney and nominated Ted Schlanger and Frank M. Steinberg, both of Philadelphia, to replace Mr. Phillips and Mr. Schad.

The record of the year's activity herein outlined is testimony, in the Authority's view, of the steady if unspectacular and judicious extension of our efforts into the complete category of public purposes for which it was

created. Their effectuation, as is the case with numerous other public purposes, involves differences and in some cases actual conflicts of view. These are unimportant, and readily susceptible of conciliation and compromise, so long as the long-range objective of the welfare of the people of our two states is not obscured. It will not be through any conscious act of this Authority.

We renew our appreciation of the many acts of friendly cooperation and interest manifested by the legislative and executive branches of the Commonwealth of Pennsylvania and the State of New Jersey in 1956. Throughout our port district, the door of the year is ajar upon a period of extraordinary opportunity and challenge in the public interest. We bespeak your continued support and interest to the end that, so far as the acts of this Authority are concerned, the opportunity is neither lost nor wasted.

Respectfully submitted,

DELAWARE RIVER PORT AUTHORITY

PENNSYLVANIA

WELDON B. HEYBURN,
Chairman

EDWIN R. COX
CHARLES R. BARBER
JAMES V. BANEY
EDWARD G. BUDD, JR.
SAMUEL B. REGALBUTO
TED SCHLANGER
FRANK M. STEINBERG

NEW JERSEY

J. WILLIAM MARKEIM,
Vice-Chairman

ARTHUR C. KING
EDWARD C. McAULIFFE
ERWIN S. CUNARD
JAMES P. JOHNSON
RALPH CORNELL
EARL B. HOWE
(Vacancy)

JOSEPH K. COSTELLO, *Executive Director*

JOHN M. McCULLOUGH, *Secretary*

December 31, 1956

**DISTRIBUTION OF VEHICULAR TRAFFIC
ACROSS THE DELAWARE RIVER**

Year	Ferries				Tacony-Palmyra Bridge	Total Vehicles Other Than the Benjamin Franklin Bridge	Benjamin Franklin Bridge	Total Cross River Traffic	Tacony-Palmyra Bridge Share of Traffic	Benjamin Franklin Bridge Share of Traffic
	Penna. R. R.	Phila. & Reading R. R.	South St. Kaighn Ave.	Tacony-Palmyra Ferry						
1925	—	—	↑	—	↑	5,399,641	—	5,399,641	—	—
1926	1,786,922	1,785,525		376,304	↑ Open 15. ↓ Aug. 1929	3,948,751	Open July 1st 4,137,674	8,086,425	—	51.16%
1927	779,320	1,567,724		356,153		2,703,197	8,593,201	11,296,398	—	76.07%
1928	780,947	1,672,276		355,240		2,808,463	9,725,470	12,533,933	—	77.59%
1929	808,295	1,790,285		235,821	433,061	3,267,462	11,615,609	14,883,071	4.50%	78.05%
1930	789,987	1,753,332		↑	1,374,285	3,917,604	12,285,359	16,202,963	8.48%	75.82%
1931	779,129	1,722,486			1,738,569	4,240,184	12,308,225	16,548,409	10.50%	74.38%
1932	696,633	1,514,920	1939		1,559,197	3,770,750	10,804,557	14,575,307	10.70%	74.13%
1933	699,312	1,338,471	24,		1,390,497	3,428,280	9,886,705	13,314,985	10.44%	74.25%
1934	769,423	1,261,372	Jan.	1929	1,399,843	3,430,638	9,981,615	13,412,253	10.43%	74.42%
1935	817,208	1,252,487	Open	15,	1,470,906	3,540,601	10,156,929	13,697,530	10.73%	74.15%
1936	1,211,280	1,246,694	Open	Aug.	1,642,135	4,100,109	10,614,475	14,714,584	11.16%	72.13%
1937	1,322,741	1,148,224		Service	1,922,716	4,393,681	12,293,129	16,686,810	11.52%	73.67%
1938	1,753,746	Closed 4/30 270,283		Service	1,980,864	4,004,893	12,820,338	16,825,231	11.77%	76.19%
1939	1,348,325	—	830,623	of	2,056,200	4,235,148	13,378,235	17,613,383	11.67%	75.95%
1940	1,360,686	—	850,220	Out	2,210,660	4,421,566	14,185,835	18,607,401	11.88%	76.23%
1941	1,326,263	—	888,774		2,739,045	4,954,082	15,638,687	20,592,769	13.34%	75.94%
1942	1,072,476	—	682,121		2,046,537	3,801,134	12,463,283	16,264,417	12.58%	76.62%
1943	872,496	—	259,085		1,397,234	2,528,815	9,639,333	12,168,148	11.48%	79.21%
1944	886,721	—	156,755		1,866,262	2,909,738	11,360,550	14,270,288	13.07%	79.61%
1945	837,729	—	169,667		2,210,800	3,218,196	12,639,611	15,857,807	13.94%	79.70%
1946	938,580	—	—		3,355,451	4,294,031	16,886,413	21,180,444	15.84%	79.73%
1947	801,561	—	—		3,856,438	4,657,999	18,107,133	22,765,132	16.94%	76.53%
1948	709,629	—	—		4,318,121	5,027,750	19,227,246	24,254,996	17.80%	79.27%
1949	610,196	—	—		5,203,148	5,813,344	21,085,868	26,899,212	19.34%	78.38%
1950	409,541	—	—		6,101,108	6,510,649	23,348,550	29,859,199	20.43%	78.19%
1951	311,600	—	—		7,099,857	7,411,457	25,389,704	32,801,161	21.65%	77.40%
1952	Closed 3/31 56,825	—	—		8,307,118	8,363,943	27,920,086	36,284,029	22.89%	76.95%
1953	Out of Service				9,263,433	9,263,433	29,569,044	38,832,477	23.85%	76.15%
1954	Out of Service				9,823,755	9,823,755	30,915,030	40,738,785	23.86%	76.14%
1955	Out of Service				10,598,274	10,598,274	32,058,006	42,656,280	24.92%	75.08%
1956	Out of Service				12,778,090	12,778,090	32,198,966	44,977,056	28.41%	71.59%

TRAFFIC TRENDS
(DECREASE OR INCREASE 1956 OVER 1955)

1956	Phila. Port				New York Port Authority				Wilming- ton Del. Memorial Bridge	Eaton Phillips- burg Bridge	Triborough Auth., N. Y.		California Bridges	
	Benjamin Franklin Bridge	Tacony- Palmyra Bridge	Burlington Bristol Bridge	George Washington Bridge	Tunnels		All Facilities 4 Bridges 2 Tunnels	Triborough Bridge (Only)			All Facilities 5 Bridges 2 Tunnels 2 Parking Lots	Oakland San Francisco Bay Br.	Golden Gate Bridge	
					Holland	Lincoln								
JANUARY	2,313,258 - 3.48	815,038 + 22.85	299,463 + 24.83	2,529,957 + 2.41	1,619,668 + 2.33	1,691,686 - 0.02	6,456,857 + 1.99	545,228 + 0.74	936,086 + 220.80	3,563,438 + 16.4	10,850,646 + 10.0	2,488,777 + 4.42	1,002,274 + 8.06	
FEBRUARY	2,329,281 + 13.46	841,552 + 48.36	312,177 + 50.35	2,423,893 + 11.93	1,555,045 + 10.77	1,607,423 + 8.02	6,185,838 + 10.95	553,402 + 19.94	917,984 + 253.46	3,370,207 + 26.0	10,440,333 + 20.7	2,458,010 + 8.17	1,028,309 + 10.74	
MARCH	2,420,007 - 4.10	875,469 + 22.74	344,327 + 33.56	2,457,802 - 5.19	1,572,598 - 6.69	1,630,119 - 7.62	6,265,212 - 5.94	631,090 + 11.76	756,408 + 132.73	3,356,553 + 5.11	10,432,667 + 0.73	2,761,586 + 4.43	1,188,013 + 13.97	
APRIL	2,585,512 - 0.45	994,413 + 26.81	388,532 + 36.99	2,862,757 - 0.60	1,732,981 - 0.19	1,793,755 - 1.24	7,052,368 - 0.56	727,332 + 5.50	528,173 + 41.84	3,811,885 + 10.9	12,071,767 + 6.71	2,641,681 + 1.59	1,190,033 + 14.60	
MAY	2,904,770 - 2.15	1,148,983 + 20.99	409,186 + 26.09	3,090,917 - 3.04	1,807,687 + 1.75	1,845,093 - 0.99	7,453,708 - 1.77	704,000 + 0.98	542,899 + 33.94	4,116,496 + 2.50	13,105,637 + 2.63	2,710,286 + 2.63	1,284,039 + 9.44	
JUNE	2,828,249 + 0.19	1,181,281 + 25.98	344,355 + 0.60	3,296,200 + 0.82	1,794,167 + 7.83	1,869,344 - 1.70	7,699,115 + 1.50	870,152 + 14.70	555,522 + 36.88	4,190,868 + 4.23	14,317,466 + 8.60	2,752,787 + 5.49	1,381,556 + 16.24	
JULY	3,016,284 - 2.03	1,339,544 + 14.39	366,859 - 9.00	3,438,995 - 6.62	1,800,124 + 4.91	1,849,480 + 3.53	7,886,354 - 1.89	995,648 + 4.05	612,433 + 27.12	4,029,032 + 2.29	14,835,270 + 2.41	2,800,256 + 3.54	1,505,084 + 9.36	
AUGUST	3,073,940 + 1.72	1,387,271 + 27.73	378,816 + 6.99	3,543,708 - 0.89	1,876,977 + 7.54	1,958,045 + 7.23	8,195,206 + 3.05	1,017,410 + 16.28	638,565 - 8.64	4,160,712 + 7.37	15,098,096 + 10.4	2,876,930 + 3.15	1,512,383 + 10.56	
SEPTEMBER	2,749,462 - 0.49	1,139,364 + 18.25	333,483 - 10.30	3,076,070 - 4.46	1,774,611 + 0.95	1,835,491 + 1.96	7,378,229 - 1.68	800,784 + 4.31	586,868 - 46.8	4,137,954 + 6.03	13,007,881 + 4.38	2,750,358 + 3.15	1,323,163 + 8.77	
OCTOBER	2,826,297 + 2.30	1,083,846 + 8.44	332,281 - 11.72	3,067,538 - 0.11	1,837,885 + 4.37	1,881,994 + 3.18	7,467,398 + 1.54	680,330 + 1.33	589,589 - 46.5	4,344,386 + 8.49	13,002,783 + 6.08	2,829,936 + 3.27	1,208,043 + 2.55	
NOVEMBER	2,581,568 + 0.97	979,964 + 10.30	308,463 - 10.35	2,893,757 - 0.73	1,736,702 + 1.92	1,813,295 + 1.86	7,085,823 + 0.30	655,039 + 2.94	551,548 - 46.7	4,148,380 + 8.97	12,283,999 + 4.35	2,710,024 + 4.14	1,181,894 + 8.70	
DECEMBER	2,570,338 + 2.27	991,365 + 13.39	307,982 - 10.05	2,841,985 + 3.53	1,739,227 + 2.06	1,843,104 + 2.48	7,070,828 + 2.36	650,416 + 2.73	533,588 - 48.3	3,954,626 + 3.93	12,064,896 + 3.45	2,702,414 + 4.45	1,196,125 + 12.65	
Total 1956.....	32,198,966	12,778,090	4,125,924	35,523,579	20,847,672	21,618,829	86,196,936	8,830,831	7,749,663	47,184,537	151,511,441	32,483,045	15,000,916	
Total 1955.....	32,058,006	10,598,274	3,847,665	35,774,708	20,237,533	21,341,142	85,633,830	8,252,920	7,514,275	43,736,123	142,459,406	31,241,469	13,585,117	
% Change.....	+ 0.44	+ 20.56	+ 7.23	- 0.70	+ 3.01	+ 1.30	+ 0.66	+ 0.70	+ 3.13	+ 7.88	+ 6.35	+ 3.97	+ 10.42	

ANALYSIS OF TRAFFIC SINCE OPENING

Calendar Year	Total Vehicles (Opened 7/1/26)	Automobiles and Light Trucks (Revised Rates June 20, 1953)				Trucks (Revised Rates June 20, 1953)				Buses			Motorcycles 10c (Revised Rates 1953)	Horse Drawn 15c, 20c, 30c			
		Total Autos and Light Trucks	25c Rate	20c Rate Started 2/1/1937	15c Commutation Started 3/1/1937	7000 lbs. Gr. Wt. Solid T. 35c	7001 to 18,000 lbs. Gross Weight		18,001 to 36,000 lbs. Gross Weight		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	4,137,674	3,644,022	↗	↗	↗	10,880	10,914	15,624	281	6,891	265,433	169,141	13,017	1,414			
1927	8,593,201	7,270,703				23,812	32,561	35,636	1,865	17,586	905,727	275,456	24,583	1,550			
1928	9,725,470	8,246,002				20,100	76,049	34,232	3,998	17,204	1,229,698	67,835	29,207	580			
1929	11,615,609	10,096,414				11,875	101,315	28,615	9,480	18,836	1,272,995	40,742	33,253	468			
1930	12,285,359	10,578,206				4,670	136,269	16,651	18,488	13,676	1,465,267	19,176	28,413	179			
1931	12,308,225	10,770,393				2,366	158,692	21,623	25,238	18,058	1,270,481	8,398	27,916	54			
1932	10,804,557	9,355,885				1,349	165,905	13,029	44,552	10,222	1,174,017	5,242	27,774	21			
1933	9,886,705	8,569,299				758	183,404	10,768	48,767	6,758	1,026,145	5,923	25,948	26			
1934	9,981,615	8,613,090				472	221,318	7,167	50,041	5,145	1,029,125	6,830	31,247	16			
1935	10,156,929	8,735,223				279	250,471	15,822	51,392	2,135	1,042,757	6,652	32,673	13			
1936	10,614,475	9,176,045				189	247,597	17,237	79,648	1,096	1,028,889	6,049	29,198	3			
1937	12,293,129	10,901,116				137	234,553	10,613	83,064	584	999,855	5,467	28,372	0			
1938	12,820,338	11,520,211				76	228,085	9,174	77,331	249	36,959	920,520	3,490	24,237	6		
1939	13,378,235	12,021,179				92	263,196	10,895	95,004	223	47,720	913,727	3,315	22,879	5		
1940	14,185,835	12,766,835				76	298,390	16,809	101,842	176	60,163	918,307	3,164	20,071	2		
1941	15,638,687	14,113,852				98	330,228	18,864	110,762	202	85,501	953,480	2,958	22,742	0		
1942	12,463,283	10,863,764				65	309,280	16,396	108,335	205	101,090	1,042,426	2,548	19,174	0		
1943	9,639,333	8,014,431				69	322,614	10,926	114,490	215	120,580	1,038,472	1,605	15,828	103		
1944	11,360,550	9,725,231				32	354,866	11,681	133,755	139	130,341	990,247	193	14,064	1		
1945	12,639,611	10,919,253				49	400,546	15,099	151,608	117	141,969	995,775	241	14,952	2		
1946	16,886,413	14,849,447				56	572,302	16,860	205,698	126	179,758	1,034,578	202	27,386	0		
1947	18,107,133	15,854,315				56	714,824	17,385	249,776	88	209,924	1,033,323	198	27,240	4		
1948	19,227,246	16,817,353				33	802,859	18,323	303,073	83	241,518	1,016,572	31	27,399	2		
1949	21,985,868	18,593,968				8	827,818	11,508	295,052	180	307,384	1,022,148	2	27,798	2		
1950	23,348,550	20,733,580				39	840,609	3,147	305,266	92	454,178	986,665	0	24,972	2		
1951	25,389,704	22,695,400				46	841,156	844	319,333	243	512,313	997,614	0	22,754	1		
1952	27,920,086	25,052,817				35	886,834	92	341,399	53	565,952	1,046,457	0	26,353	94		
						0	403,354	16	125,825	0	315,045	0	0	10,034	25		
		Autos & Light Trucks				Trucks 7001-40,000 Gr. Wt.				Tractors-Trailers			Auto Trailer		Motorcycles	Horse Drawn	
		25c Rate				18 3/4 Rate				50c, 75c, \$1.00, \$1.50, \$2.50				Special Permits		40c	30c
		13,482,876				1,447,142				666,955				266		15,318	3
1953		29,569,044				26,624,282				2,713,914				232		29,084	282
1954		30,915,030				28,016,906				1,210,714				289		29,957	149
1955		32,058,006				29,164,495				1,228,100				259		20,956	149
1956		32,198,966				29,412,477				1,178,901				259		26,712	4

To June 19 Incl. →

Revised Schedule June 20, 1953

Revised Schedule June 20, 1953

APPENDICES

FRANK WILBUR MAIN, C.P.A. (1903-1954)
WILLIAM R. MAIN, C.P.A. (1920-1947)

M. C. CONICK, C.P.A.
A. LAWRENCE JACOBS, C.P.A.
J. S. COWING, C.P.A.
RUSSEL S. HUNSBERGER, C.P.A.
LE ROY LAYTON, JR., C.P.A.
CHARLES F. TOEWE, C.P.A.
ROSS S. TIPPIN, C.P.A.
JOSEPH C. HUDSON, C.P.A.
BENJAMIN BRICKLIN, C.P.A.
WILLIAM E. SHIRLEY, C.P.A.
JOHN B. WELSH, C.P.A.
THOMAS C. OTTEY, C.P.A.
EDWARD E. SPANGLER, C.P.A.

AUSTELL H. MERCER
HENRY J. PROPERT

MAIN AND COMPANY

CERTIFIED PUBLIC ACCOUNTANTS

PHILADELPHIA 2, PA.

RITTENHOUSE 6-9640



February 1, 1957

NEW YORK
WOOLWORTH BUILDING
PITTSBURGH, PA.
FIRST NATIONAL BANK BUILDING
PHILADELPHIA, PA.
PACKARD BUILDING
HARRISBURG, PA.
COMMERCE BUILDING
HOUSTON, TEXAS
COMMERCE BUILDING
EL PASO, TEXAS
1881 BUILDING
SAN FRANCISCO, CALIF.
KOHL BUILDING
LOS ANGELES, CALIF.
ROOSEVELT BUILDING
WASHINGTON, D. C.
PENNSYLVANIA BUILDING

Delaware River Port Authority
Administration Building
Camden, N. J.

We have examined the balance sheet of the DELAWARE RIVER PORT AUTHORITY as of December 31, 1956, 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.

Because the accounts for tolls, rentals and operating expenses are maintained on the cash basis, the accompanying statements do not reflect prepayments and accruals of certain relatively minor items. Otherwise the accounting is maintained on the accrual basis.

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 at December 31, 1956, and the results of operations for the twelve months then ended, in conformity with acceptable accounting principles consistently applied.

Main and Company
CERTIFIED PUBLIC ACCOUNTANTS

BALANCE SHEET-
BENJAMIN FRANKLIN BRIDGE FUNDS

ASSETS	TOTAL	Capital	Operating	1946 Bond Sinking Fund*	1946 Bond Retirement Fund* (Trustee Account)
Cash (Schedule A-1).....	\$ 701,896.00				
Investments (Schedule A-2).....	48,853,005.28				
Accrued interest receivable.....	268,255.99				
Unexpired insurance.....	56,916.25				
Unexpended appropriations (contra):					
Walt Whitman Bridge					
(Schedule A-3)					
Bridge.....	\$1,472,858.33				
Approaches.....	7,118,176.87				
	<u>\$8,591,035.20</u>				
Engineering and					
testing.....	292,900.70				
Land.....	332,912.35				
	<u>\$9,216,848.25</u>				
Painting Benjamin					
Franklin Bridge..	41,904.28				
Port Development..	32,629.05				
Limited access high-					
way extending 6					
miles eastward					
from Benjamin					
Franklin Bridge					
(10% of est. cost).	2,000,000.00				
Total unexpended appropriations.	11,291,381.58				
Investment in facilities:					
Benjamin Franklin Bridge, bridge					
buildings and improvements					
(Schedule A-4).....	40,315,323.92	\$40,315,323.92			
Benjamin Franklin Bridge subway					
system (Schedule A-4).....	11,163,524.11	11,163,524.11			
Walt Whitman Bridge (Schedule A-3)	74,456,887.37	692,957.29			
Surveys:					
Mass transit system for Southern					
New Jersey.....	329,316.31	329,316.31			
Proposed Northeast Philadelphia-					
New Jersey Bridge.....	17,648.60	17,648.60			
TOTALS	<u>\$187,454,155.41</u>	<u>\$52,518,770.23</u>	<u>\$296,517.47</u>	<u>\$3,644,998.75</u>	<u>\$1,911,466.31</u>
				↗	<u>3,644,998.75</u>
					<u>\$5,556,465.06</u>
					2,630.00
					\$ 39,628.07
					34,478.07
					160,991.07
					41,904.28
					3,156,000.00
					10,843,301.80
					41,675,468.43
					19,515.98
TOTALS	<u>\$187,454,155.41</u>	<u>\$52,518,770.23</u>	<u>\$296,517.47</u>		<u>\$5,556,465.06</u>
					3,156,000.00
					2,397,835.06
					<u>\$5,556,465.06</u>

*Companion funds of which the net equity exceeds the \$297,190 interest to the maturity of the bonds by \$2,100,645.06.

December 31, 1956

SCHEDULE A

WALT WHITMAN BRIDGE FUNDS

General Reserve Fund	Bond Service Fund	Bond Reserve Fund	Construction Fund Bridge	Construction Fund Approaches
\$ 26,540.27	\$523,009.39	\$ 136.02	\$ 51,038.24	\$ 2,165.74
13,405,423.29	35,000.00	10,054,805.80	10,753,212.81	8,980,213.43
67,577.35	316.34	14,710.99	154,615.20	
230.40				
			2,098,671.38	7,118,176.87
32,629.05				
2,000,000.00				
			40,328,235.63	33,435,694.45
<u>\$15,532,400.36</u>	<u>\$558,325.73</u>	<u>\$10,069,652.81</u>	<u>\$53,385,773.26</u>	<u>\$49,536,250.49</u>
\$ 3,533.58	\$141,302.08			\$ 166,170.74
			\$ 1,131,059.21	1,698,031.56
2,032,629.05			2,098,671.38	7,118,176.87
13,496,237.73	417,023.65	\$ 3,391,250.00	45,211,576.88	40,553,871.32
<u>\$15,532,400.36</u>	<u>\$558,325.73</u>	<u>\$10,069,652.81</u>	<u>\$53,385,773.26</u>	<u>\$49,536,250.49</u>

BANK DEPOSITS—December 31, 1956

SCHEDULE A-1

BOND SERVICE FUND

Boardwalk National Bank—Atlantic City.....	(Inactive)	\$	1,619.76
Bridgeton National Bank.....	"		360.63
Broad Street Trust Company—Philadelphia.....	"		2,694.12
Burlington County Trust Company—Moorestown.....	"		866.53
Camden Trust Company (Oaklyn).....	"		380.05
Central-Penn National Bank.....	"		2,677.88
Farmers & Merchants National Bank—Bridgeton.....	"		1,337.85
Fidelity-Philadelphia Trust Company.....	"		2,676.36
First Camden National Bank & Trust Company.....	"		584.78
The First National Bank—Cape May Court House.....	"		360.64
" " " " —Glassboro.....	"		360.87
" " " " —Minotola.....	"		361.15
" " " " —Newfield.....	"		362.68
" " " " —Pedricktown.....	"		3,585.73
" " " " —Riverside.....	"		450.28
" " " " —Toms River.....	"		236,623.21
& Trust Company—Woodbury.....	"		360.19
The First Pennsylvania Banking & Trust Company.....	"		2,682.07
Girard Trust Corn Exchange Bank—Philadelphia.....	"		5,950.06
Haddonfield National Bank.....	"		232,882.45
Laurel Springs National Bank.....	"		710.40
Liberty Real Estate Bank & Trust Company.....	"		2,691.71
Marine National Bank—Wildwood.....	"		3,224.90
The National Bank of Mantua.....	"		322.00
The Philadelphia National Bank.....	"		2,680.73
Pitman National Bank & Trust Company.....	"		2,029.30
Provident Trust Company—Philadelphia.....	"		2,693.15
Riverside Trust Company.....	"		449.63
Tradesmens Bank and Trust Company.....	"		2,679.01
Trenton Trust Company.....	"		1,423.76
Union National Bank & Trust Company—Mt. Holly.....	"		1,901.53
The First Pennsylvania Banking & Trust Company.....	(Active)		5,025.98
			<u>\$523,009.39</u>

1946 BOND SINKING FUND

Tradesmens Bank & Trust Company.....	(Active)	\$	1,592.68
--------------------------------------	----------	----	----------

1946 BOND RETIREMENT FUND

Tradesmens Bank & Trust Company.....	(Active)		526.04
--------------------------------------	----------	--	--------

GENERAL RESERVE FUND

Camden Trust Company.....	(Active)	\$24,540.27	
Manufacturer's Trust Company, New York.....	"	500.00	
Fidelity Trust Company of Pittsburgh.....	"	500.00	
First National Bank of Chicago.....	"	1,000.00	26,540.27

BOND RESERVE FUND—The First Pennsylvania Banking & Trust Co. (Active)			136.02
---	--	--	--------

OPERATING FUND—Camden Trust Company (Active)	\$94,287.62		
(On Hand).....	2,600.00		96,887.62

CONSTRUCTION FUND—The First Pennsylvania Banking & Trust Co. (Active).....	\$51,038.24		
Camden Trust Company ".....	2,165.74		53,203.98

TOTAL.....			<u>\$701,896.00</u>
------------	--	--	---------------------

INVESTMENTS—December 31, 1956

SCHEDULE A-2

	Par Value	Book Value	Market Value
BRIDGE OPERATING FUND:			
U. S. Tr. 2 ³ / ₄ % "B" Certificates due 3/22/57.....	\$ 100,000	\$ 100,000.00	\$ 99,875.00
	<u>\$ 100,000</u>	<u>\$ 100,000.00</u>	<u>\$ 99,875.00</u>
1946 BOND SINKING FUND:			
U. S. Tr. Discount bills due 2/14/57.....	\$ 20,000	\$ 19,925.53	\$ 19,921.50
U. S. Tr. 2 ¹ / ₈ % Bonds due 11/15/60.....	70,000	70,000.00	66,281.25
U. S. Tr. 2 ¹ / ₂ % Bonds due 11/15/61.....	1,500,000	1,521,234.36	1,419,375.00
U. S. Tr. 2 ¹ / ₄ % Bonds due 6/15/62-59.....	10,000	9,963.39	9,350.00
U. S. Tr. 2 ¹ / ₂ % Bonds due 8/15/63.....	2,000,000	1,998,568.69	1,868,750.00
	<u>\$ 3,600,000</u>	<u>\$ 3,619,691.97</u>	<u>\$ 3,383,677.75</u>
1946 BOND RETIREMENT FUND:			
(Tradesmens Bank & Trust Co., Trustee)			
U. S. Tr. 2 ¹ / ₂ % Bonds due 11/15/61.....	\$ 1,830,000	\$ 1,855,105.59	\$ 1,731,637.50
U. S. Tr. 2 ¹ / ₂ % Bonds due 8/15/63.....	50,000	49,552.39	46,718.75
	<u>\$ 1,880,000</u>	<u>\$ 1,904,657.98</u>	<u>\$ 1,778,356.25</u>
GENERAL RESERVE FUND:			
U. S. Tr. 2 ³ / ₈ % Bonds due 6/15/58.....	\$ 130,000	\$ 130,012.38	\$ 127,521.88
U. S. Tr. 2 ³ / ₄ % Bonds due 9/15/61.....	460,000	460,000.00	442,175.00
U. S. Tr. 2 ¹ / ₂ % Bonds due 11/15/61.....	3,170,000	3,204,126.17	2,999,612.50
U. S. Tr. 2 ¹ / ₄ % Bonds due 6/15/62-59.....	600,000	598,798.40	561,000.00
U. S. Tr. 2 ¹ / ₂ % Bonds due 8/15/63.....	5,200,000	5,191,583.74	4,858,750.00
U. S. Tr. 2 ¹ / ₂ % Bonds due 12/15/69-64.....	3,800,000	3,810,902.60	3,365,375.00
Ventnor City Nat'l Bank 2 ¹ / ₂ % Certificate of Deposit 1/18/57.....	10,000	10,000.00	10,000.00
	<u>\$13,370,000</u>	<u>\$13,405,423.29</u>	<u>\$12,364,434.38</u>
BOND RESERVE FUND:			
U. S. Tr. 2 ³ / ₈ % Bonds due 6/15/58.....	\$ 130,000	\$ 127,466.78	\$ 127,521.88
U. S. Tr. 2 ⁷ / ₈ % "A" Notes due 6/15/58.....	1,150,000	1,148,362.97	1,136,343.75
U. S. Tr. 2 ¹ / ₂ % Bonds due 11/15/61.....	1,700,000	1,670,896.27	1,608,625.00
U. S. Tr. 2 ¹ / ₂ % Bonds due 6/15/69-64.....	400,000	386,942.41	354,500.00
U. S. Tr. 2 ¹ / ₂ % Bonds due 12/15/69-64.....	6,750,000	6,721,137.37	5,977,968.75
	<u>\$10,130,000</u>	<u>\$10,054,805.80</u>	<u>\$ 9,204,959.38</u>
BOND SERVICE FUND:			
Egg Harbor City Trust Co. 2 ¹ / ₂ % Certificate of De- posit 6/11/57.....	\$ 10,000	\$ 10,000.00	\$ 10,000.00
Boardwalk Nat'l Bank 2 ¹ / ₂ % Certificate of Deposit 1/6/57.....	25,000	25,000.00	25,000.00
	<u>\$ 35,000</u>	<u>\$ 35,000.00</u>	<u>\$ 35,000.00</u>
CONSTRUCTION FUND:			
U. S. Tr. Discount bills due 1/24/57.....	\$ 100,000*	\$ 99,813.87	\$ 99,798.70
U. S. Tr. Discount bills due 2/15/57.....	100,000*	99,611.54	99,586.00
U. S. Tr. 2 ⁷ / ₈ % "A" Notes due 3/15/57.....	1,000,000	1,002,642.08	998,750.00
U. S. Tr. 1 ⁵ / ₈ % "B" Notes due 5/15/57.....	1,000,000	1,000,000.00	992,500.00
U. S. Tr. 2 ³ / ₄ % "D" Notes due 8/1/57.....	400,000*	400,000.00	398,500.00
U. S. Tr. 2 ³ / ₄ % "D" Notes due 8/1/57.....	4,080,000	4,080,000.00	4,064,700.00
U. S. Tr. 2% "C" Notes due 8/15/57.....	10,350,000	10,350,000.00	10,259,437.50
U. S. Tr. 1 ¹ / ₂ % "E" Notes due 10/1/57.....	2,700,000	2,701,358.75	2,666,250.00
	<u>\$19,730,000</u>	<u>\$19,733,426.24</u>	<u>\$19,579,522.20</u>
TOTAL INVESTMENTS	<u>\$48,845,000</u>	<u>\$48,853,005.28</u>	<u>\$46,445,824.96</u>

*Deposited in the Camden Trust Co. to provide funds to make payments on approach roads work contracted for by New Jersey, the costs of which are to be borne by the Port Authority.

WALT WHITMAN BRIDGE—COST TO DECEMBER 31, 1956

SCHEDULE A-3

CONTRACTS LET FOR CONSTRUCTION:

BRIDGE SECTION:

- #1 Fehlhaber Corp.—2 River Piers
- #2 Merritt, Chapman and Scott Corp.—Anchorage Foundations
- #3 Booth and Flinn Co.—Anchorage Superstructure.
- #4 Bethlehem Steel Co.—Towers, Cable Anchorage Metal-work
- #5 American Bridge Div.—U. S. Steel Corp.—Cables and Suspenders
- #6 Bethlehem Steel Co.—Suspended Structure, Decks on Anchorage.
- #7 W. V. Pangborne & Co., Inc.—Lighting and Electrical Work
- #8 Washington Aluminum Co.—Traffic Lane Marker Structures.
- #9 Union Paving Co.—Asphaltic Concrete Pavement on Bridge Structure

Total Contracts Let for Construction of Bridge Section— including change orders and extra work orders

APPROACHES (Schedule A-3a)

Total Construction

ENGINEERING:

- Design, Supervision and Consulting: (5 1/2% of estimated \$74,107,538.89 construction costs)
- Test borings and other engineering
- Inspection and testing
- Motion picture of construction
- Total engineering

ADMINISTRATIVE: (Including Legal and Financial)

REAL ESTATE (Land):

- New Jersey
- Pennsylvania
- Total Real Estate
- GRAND TOTAL—December 31, 1956

	Total Commitments	Amount Earned (\$ /or billed)	Amount Paid (P) to be paid	Amount Retained	Amount Unearned (\$ /or not billed)
	\$ 3,364,395.56	\$ 3,364,395.56	\$ 3,364,395.56		(contract completed 3/28/55)
	3,416,670.41	3,416,670.41	3,416,670.41		(contract completed 12/3/54)
	3,647,075.00	3,527,077.99	3,344,724.24	\$ 182,353.75	\$ 119,997.01
	6,610,070.00	6,575,326.16	6,575,326.16		34,743.84
	4,768,293.25	4,629,696.23	4,391,281.57	238,414.66	138,597.02
	7,666,263.90	7,420,885.38	7,037,572.18	383,313.20	245,378.52
	1,238,346.00	444,658.00	400,192.20	44,465.80	793,688.00
	182,920.00	73,396.80	66,057.12	7,339.68	109,523.20
	162,900.74	131,970.00	123,727.80	8,242.20	30,930.74
	\$31,056,934.86	\$29,584,076.53	\$28,719,947.24	\$ 864,129.29	\$1,472,858.33
	40,553,871.32	33,435,694.45	31,571,492.15	1,698,031.56	7,118,176.87
	\$71,610,806.18	\$63,019,770.98	(P) 166,170.74 \$60,457,610.13	\$2,562,160.85	\$8,591,035.20
	\$ 4,075,914.64	\$ 3,840,264.81	\$ 3,573,334.89	\$ 266,929.92	\$ 235,649.83
	583,447.30	533,549.80	533,549.80		49,897.50
	78,646.25	76,292.88	76,292.88		2,353.37
	25,000.00	20,000.00	20,000.00		5,000.00
	\$ 4,763,008.19	\$ 4,470,107.49	\$ 4,203,177.57	\$ 266,929.92	\$ 292,900.70
	\$ 218,878.34	\$ 218,878.34	\$ 218,878.34		
	\$ 1,083,077.06	\$ 1,083,077.06	\$ 1,083,077.06		332,912.35
	5,997,965.85	5,665,053.50	5,665,053.50		\$ 332,912.35
	\$ 7,081,042.91	\$ 6,748,130.56	\$ 6,748,130.56		\$9,216,848.25
	\$83,673,735.62	\$74,456,887.37*	\$71,627,796.60*	\$2,829,090.77	

(*\$692,957.29 paid from Phila.-Camden Bridge toll funds)

CONTRACTS LET FOR APPROACH CONSTRUCTION

PHILADELPHIA

	Total Commitments	Amount Earned (\$/or billed)	Amount Paid (P) to be paid	Amount Retained	Amount Unearned (\$/or not billed)
#P-1 American Dredging Co.—Grading, etc.....	\$ 1,474,500.03	\$ 1,462,714.91	\$ 1,389,579.16	\$ 73,135.75	\$ 11,785.12
Less: Cash received from B. & O. R.R.....	6,284.15	6,284.15	6,284.15		
	\$ 1,468,215.88	\$ 1,456,430.76	\$ 1,383,295.01	\$ 73,135.75	\$ 11,785.12
#P-2 Conduit & Foundation Corp.—Viaduct Substructure.....	\$ 2,151,329.90	\$ 2,151,329.90	\$ 2,151,329.90	(contract completed 8/31/56)	
#P-3 Bethlehem Steel Co.—Viaduct Superstructure.....	7,014,344.06	7,014,344.06	6,664,450.01	349,894.05	
#P-4 Perry J. Goldman Constr. Co.—Retaining Wall.....	135,091.33	135,091.33	135,091.33	(contract completed 1/14/55)	
#P-5 Laub Constr. Co.—PRR Overpass.....	562,840.48	562,840.48	562,840.48	(contract completed 11/27/56)	
#P-6 Kaufman Constr. Co.—Grading, Drainage, Separation Structures, etc.....	3,679,542.55	3,679,542.55	3,496,720.50	182,822.05	
#P-7 Kaufman Constr. Co.—Grading & Drainage (West of Moyamensing Ave.).....	2,423,917.88	1,045,995.20	941,395.68	104,599.52	1,377,922.68
#P-8 W. V. Pangborne & Co., Inc.—Roadway Lighting.....	163,700.00	38,818.40	34,936.56	3,881.84	124,881.60
#P-9 Glasgow, Inc.—Paving & Drainage.....	2,426,339.95	1,156,953.25	1,041,257.92	115,695.33	1,269,386.70
#P-10 Administration, Maintenance Buildings, Toll Houses and Equipment:					
(a) McCloskey & Co.—General Construction Work.....	1,424,077.23	539,500.82	485,550.74	53,950.08	884,576.41
(b) L. E. Winter & Co., Inc.—Plumbing Work.....	225,877.60	82,487.99	74,239.19	8,248.80	143,389.61
(c) Williard, Inc.—Heating and Ventilating.....	251,751.70	6,807.98	6,127.18	680.80	244,943.72
(d) W. V. Pangborne & Co., Inc.—Electrical Work.....	786,000.00	354,701.00	319,230.90	35,470.10	431,299.00
#P-11 Glasgow, Inc.—Fencing, Misc. Paving and Cleanup.....	270,702.00	226,155.50	203,539.95	22,615.55	270,702.00
#P-12 Kaufman Constr. Co.—Ramp "M" Structure.....	627,402.25				401,246.75
#P-13 H. J. Elkins, Inc.—New Stacks—Publicker Power Plant.....	202,894.00				202,894.00
#P-14 Perry J. Goldman Constr. Co.—Cinder Bins.....	91,600.00				91,600.00

NEW JERSEY

#G-1 H. J. Elkins, Inc. & Van Wyk Constr. Co.—Truss Spans Substructure.....	611,726.85	611,726.85	611,726.85	(contract completed 3/6/56)	
#G-2 Bethlehem Steel Co.—Truss Spans Superstructure.....	3,368,265.80	3,301,217.90	3,132,894.61	168,323.29	67,047.90
#G-3 Union Building & Constr. Corp.—Stringer Spans Substructure.....					
					\$1,555,400.00
Less: Estimated amount to be paid by N. J. Highway Dept.....	1,402,530.00	1,450,049.20	1,372,279.20	77,770.00	(47,519.20)
Less: Cash received from the N. J. Highway Dept.....					(71,938.80)
	\$ 1,402,530.00	\$ 1,378,110.40	\$ 1,300,340.40	\$ 77,770.00	\$ 24,419.60

(Continued on Next Page)

WALT WHITMAN BRIDGE APPROACHES—COST TO DECEMBER 31, 1956 SCHEDULE A-3a—Continued

	Total Commitments	Amount Earned (\$ /or billed)	Amount Paid (P) to be paid	Amount Retained	Amount Unearned (\$ /or not billed)
#G-4 N. Y. Shipbuilding Corp.—Stringer Spans Super-structure.....					
Less: Estimated amount to be paid by N. J. Highway Dept.....	\$ 3,758,513.70				
Less: Cash received from the N. J. Highway Dept.....	204,645.83	\$ 2,883,625.30	\$ 2,695,699.62	\$ 187,925.68	\$ 670,242.57
	\$ 3,553,867.87	42,511.55	42,511.55		(42,511.55)
#G-5 F. A. Canuso & Sons, Inc.—Bridges, Crescent Blvd and Black Horse Pike.....	\$ 3,553,867.87	\$ 2,841,113.75	\$ 2,653,188.07	\$ 187,925.68	\$ 712,754.12
#G-6 Public Constructors, Inc.—Paving, Grading, etc.....	\$ 527,330.00	\$ 508,695.75	\$ 482,329.24	\$ 26,366.51	\$ 18,634.25
Less: Estimated amount to be paid by N. J. Highway Dept.....		\$1,045,239.78			
Less: Cash received from the N. J. Highway Dept.....	63,341.17	763,924.75	711,662.76	52,261.99	217,973.86
#G-7 Police Building:	981,898.61	42,286.50	42,286.50		(42,286.50)
(a) N. DiTommaso Co.—General Construction.....	\$ 39,263.00	\$ 36,907.22	\$ 34,944.07	\$ 1,963.15	\$ 2,355.78
(b) Benjamin Lessner Company—Plumbing.....	9,630.00	7,318.80	6,837.30	481.50	2,311.20
(c) Benjamin Lessner Company—Heating.....	4,780.00	1,673.00	1,505.70	167.30	3,107.00
(d) Henkels & McCoy—Electrical.....	2,850.00				2,850.00
W. V. Pangborne & Co., Inc.—Lighting.....		\$ 244,134.00			
Less: Estimated amount to be paid by N. J. Highway Department	136,154.70	55,076.22	49,568.60	5,507.62	52,903.08
#G-8 N. J. Approach Contracts Let by N. J. Highway Dept.—Port Authority's Share:	107,979.30				
G. M. Brewster & Son, Inc., #I & II.....	\$ 5,144,691.67	\$ 5,042,124.89	\$ 4,758,622.10	\$ 195,265.06	\$ 102,566.78
Public Constructors, Inc., #III.....	233,914.52	155,757.75	(P) 88,237.73	15,575.77	78,156.77
F. A. Canuso & Sons, Inc., #IV.....	290,333.66	154,298.22	(P) 118,143.07	15,429.82	136,035.44
	\$ 5,668,939.85	\$ 5,352,180.86	(P) 22,038.91	\$ 226,270.65	\$ 316,758.99
	\$ 40,184,688.09	\$ 33,266,658.22	(P) 82,974.30	\$ 1,698,031.56	\$ 6,918,029.87
Total Contracts Let for Construction of Approaches—including change and extra work orders.....	\$ 369,183.23	\$ 169,036.23	(P) 4,959,739.47	\$ 200,147.00	\$ 7,118,176.87
Other Construction on Approaches Authorized.....	\$ 40,553,871.32	\$ 33,435,694.45	(P) 166,170.74	\$ 1,698,031.56	\$ 7,118,176.87
Grand Total of Approaches Construction (Contracts and Miscellaneous).....	\$ 40,553,871.32	\$ 33,435,694.45	(P) 166,170.74	\$ 1,698,031.56	\$ 7,118,176.87

**COSTS OF BENJAMIN FRANKLIN BRIDGE,
BRIDGE BUILDINGS AND IMPROVEMENTS
TO DECEMBER 31, 1956**

SCHEDULE A-4

	<i>Cost</i>	<i>Book Value</i>
Original cost of Bridge, land, approaches and administration building contributed by the Commonwealth of Pennsylvania, the State of New Jersey and the City of Philadelphia	\$37,078,894.97	\$37,078,894.97
Less: Refunds of principal and interest, net of interest credits, to July 1, 1931		3,871,484.15
Totals to July 1, 1931	\$37,078,894.97	\$33,207,410.82
Subsequent Improvements:		
Maintenance building (including U. S. Grants of \$57,230.71)	\$ 130,561.86	
Air conditioning system in administration building	13,931.09	
Pier 11½ North, Philadelphia	111,948.08	
Bridge roadway widening (6 to 8 lanes) and allied improvements	6,236,720.56	
Participation in cost of improvements to street approaches to bridge		
Philadelphia	200,000.00	
Camden	157,040.31	
Participation in cost of removal of railroad tracks, Camden	250,000.00	
Fire-fighting installation on Bridge	7,711.20	
	7,107,913.10	7,107,913.10
Total Benjamin Franklin Bridge, bridge buildings and improvements	\$44,186,808.07	\$40,315,323.92
BENJAMIN FRANKLIN BRIDGE HIGH-SPEED TRANSIT SYSTEM:		
Proceeds of \$7,158,000 principal amount of Bridge bonds sold	\$7,655,170.32	
Interest received on deposits of bond proceeds	5,425.42	
United States Government grants	\$2,302,975.13	
Less: Appropriated to Sinking Fund	402,975.13	1,900,000.00
Toll funds used:		
Original construction	\$1,424,787.79	
Participation in cost of improvements to Broadway Station, Camden	177,379.08	
Alterations, 5th and Market Streets, Camden	761.50	
	1,602,928.37	11,163,524.11
	11,163,524.11	11,163,524.11
Total cost of Benjamin Franklin Bridge, bridge buildings, improvements and High-Speed Transit System	\$55,350,332.18	\$51,478,848.03

Refunding Bonds—

FUNDED DEBT TO DECEMBER 31, 1956

SCHEDULE A-5

	PREMIUMS AND DISCOUNTS			
	PREMIUMS		DISCOUNTS	
	Received on Sales	Paid on Redemptions	Paid on Purchases	Received on Purchases
	PRINCIPAL			
4 1/4% Bridge bonds of Sept. 1, 1933 due Sept. 1, 1935 to 1973, callable on or after Sept. 1, 1943 @ 105:				
Issued Sept. 1, 1933 to liquidate balance of debt to Commonwealth of Pennsylvania	\$ 9,208,000			
Issued Sept. 1, 1933 to liquidate balance of debt to State of New Jersey	12,199,000			
Issued Feb. 6 to May 24, 1934 to liquidate balance of debt to City of Philadelphia	9,555,000			
(\$31,000,000 authorized less \$38,000 unissued and cancelled)	<u>\$30,962,000</u>			
Issued April 25, 1934 to April 24, 1936 to defray the cost of High-Speed Transit Project construction (\$10,000,000 authorized less \$2,842,000 unissued and cancelled)	7,158,000	\$497,170.32		
Total issued (\$41,000,000 authorized less \$2,880,000 unissued and cancelled)	<u>\$38,120,000</u>			\$58,876.25
Less: Scheduled maturities 1935 to 1943				
Purchased in the market Nov. 4, 1940 to Feb. 9, 1942				
Called as of Sept. 1, 1943 @ 105 and refunded Aug. 1, 1943 @ 2.70%	2,882,000			
Redemption premium @ 5% refunded Aug. 1, 1943 @ 2.70%	\$35,238,000			
Amount added to equalize balance refunded Aug. 1, 1943 @ 2.70%	1,761,900	\$1,761,900.00		
100				
2.70% Refunding Bridge bonds of Aug. 1, 1943 due Aug. 1, 1973:				
Callable on or after Aug. 1, 1946 @ 105:				
Called and paid from the sinking fund Aug. 1, 1946 at 105	\$37,000,000	37,000.00		
{ Premium	7,000,000		1,850,000.00	
{ Principal	<u>\$30,000,000</u>			
Refunded June 1, 1946				
{ @ 1%	\$25,750,000			
{ @ 3%	4,250,000			
(net interest cost of 1.0335%)				
3% Refunding Bridge bonds of June 1, 1946 due Dec. 1, 1946 to Dec. 1, 1948 @ \$850,000 semi-annually	\$ 4,250,000			
1% Refunding Bridge bonds of June 1, 1946 due June 1, 1949 to June 1, 1950 @ \$850,000 semi-annually	2,550,000			
1% Refunding Bridge bonds of June 1, 1946 due Dec. 1, 1950 to June 1, 1954 @ \$900,000 semi-annually	7,200,000			
Total Serial bonds	<u>\$14,000,000</u>			

1% Refunding Bridge bonds of June 1, 1946 due June 1, 1966
 Total term bonds

16,000,000
\$30,000,000

The \$21,400,000 bonds maturing on or after Dec. 1, 1951 were
 subject to redemption on any interest payment date on or
 after June 1, 1951 @ 102.

3's due Dec. 1, 1946 to Dec. 1, 1948 matured and retired \$ 4,250,000
 1's due June 1, 1949 to June 1, 1954 matured and retired 9,750,000
 1's due June 1, 1966 redeemed October 24, 1947 to December 31,
 1956 (through open market purchases) and cancelled 12,844,000

Outstanding:

26,844,000

Due June 1, 1966

\$ 3,156,000

Total premiums and discounts

\$544,070.32

\$3,611,900.00

\$58,876.25

\$1,238,182.50

First Series Revenue Bonds—

(Delaware River Bridges) (issued at par—net interest cost of 3.4350%)

Dated May 15, 1953 and due December 15th as follows:

1957	4%	\$ 600,000	1967	3 1/4 %	2,900,000
1958	4%	900,000	1968	3 1/4 %	3,100,000
1959	3%	1,200,000	1969	3 1/4 %	3,300,000
1960	3%	1,400,000	1970	3 1/4 %	3,400,000
1961	3%	1,600,000	1971	3 1/4 %	3,500,000
1962	3%	1,800,000	1972	3 1/4 %	3,500,000
1963	3%	2,000,000	1973	3 1/4 %	3,500,000
1964	3 1/4 %	2,200,000	1983	3 1/2 %	60,000,000
1965	3 1/4 %	2,400,000			
1966	3 1/4 %	2,700,000	Outstanding		\$100,000,000

The bonds will be 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
1956

SCHEDULE B

OPERATING REVENUES:

Bridge tolls		\$ 9,220,942.01
Rail transit line rentals		164,056.38
Other rentals		5,150.00
Total operating revenues		<u>\$ 9,390,148.39</u>

OPERATING EXPENSES:

Salaries		\$1,293,117.04
Equipment		9,044.15
Supplies		40,590.91
Repairs		141,019.23
Miscellaneous (including \$34,102.05 light & heat)		241,294.42
Insurance (all risk and income)		45,265.26
Net operating revenues		<u>1,770,331.01</u>
		<u>\$ 7,619,817.38</u>

INTEREST INCOME:

Interest on investments		\$1,416,063.44
Interest on bank balances		15,830.45
Net revenues before interest on debt, port development expenses and non-operating adjustments		<u>1,431,893.89</u>
		<u>\$ 9,051,711.27</u>

INTEREST ON FUNDED DEBT:

1946 Refunding bonds		\$ 64,243.83
1953 First series revenue bonds		3,391,250.00
Net revenues before port development expenses and non-operating adjustments		<u>3,455,493.83</u>
		<u>\$ 5,596,217.44</u>

PORT DEVELOPMENT EXPENSES

PORT DEVELOPMENT EXPENSES		239,803.91
Net revenues before non-operating adjustments		<u>\$ 5,356,413.53</u>

NON-OPERATING ADJUSTMENTS:

Discount on purchase of 1946 refunding bonds		400,200.00
Balance of net revenues		<u>\$ 5,756,613.53</u>

EQUITY:

Balance at beginning of year		63,872,335.92
Balance at end of year		<u><u>\$69,628,949.45</u></u>

FINANCIAL HISTORY TO DECEMBER 31, 1956

SCHEDULE C

	State of New Jersey	Commonwealth of Pennsylvania	City of Philadelphia	Interest	Principal
Original cost of Bridge, land and buildings.....	\$15,900,235.33	\$10,576,894.54	\$10,601,765.10		\$37,078,894.97
Interest to September 1, 1933, net.....	5,200,432.75	3,176,842.48	3,501,821.26	\$11,879,096.49	
Total cost of Bridge and interest to September 1, 1933	<u>\$21,100,668.08</u>	<u>\$13,753,737.02</u>	<u>\$14,103,586.36</u>		
Less: Cash refunds to September 1, 1933.....	8,901,668.08	4,545,737.02	4,548,586.36		
Balance of debt, September 1, 1933, funded by issuance of 4 1/4% bonds (Schedule A-5).....	<u>\$12,199,000.00</u>	<u>\$ 9,208,000.00</u>	<u>\$ 9,555,000.00</u>		
Subsequent improvements (Schedule A-4).....					18,271,437.21
Total cost of Benjamin Franklin Bridge and improvements (Schedule A-4).....					<u>\$55,350,332.18</u>
Expenditures to date re: Walt Whitman Bridge (Schedule A-3).....					74,456,887.37
Total cost to date of all facilities.....					<u>\$129,807,219.55</u>
Interest on funded debt.....				\$ 32,061,974.90	
Premiums paid, net of premiums and discounts received, on funded debt (Schedule A-5).....				1,888,523.43	
				\$ 45,829,594.82	
Less: Interest on investments (\$9,709,907.43), plus U. S. grants (\$402,975.13) appropriated to Sinking Fund.....				10,112,882.56	35,716,712.26
Total operating expenses.....				\$ 24,990,687.28	
Total port development expenses.....				1,323,584.22	26,314,271.50
Total expenditures to date.....					<u>\$191,838,203.31</u>
Less: Gross receipts (including \$1,957,230.71 of U. S. grants).....					135,531,417.36
Excess of total expenditures over total receipts.....					<u>\$ 56,306,785.95</u>
Accounted for by Balance Sheet items (Schedule A)					
Outstanding bonds.....				\$103,156,000.00	
Other liabilities and reserves.....				3,377,824.38	
				<u>\$106,533,824.38</u>	
Less: Cash and investments.....			\$49,554,901.28		
Other Assets.....			672,137.15		
			<u>50,227,038.43</u>		<u>\$ 56,306,785.95</u>

SUMMARIES OF OPERATIONS OF SPECIAL FUNDS *SCHEDULE D*
AND BALANCES AT DECEMBER 31, 1956

1946 BOND SINKING FUND

Balance, December 31, 1955.....		\$ 2,091,680.06
Received from:		
Bridge operations.....	\$ 9,000.00	
Interest accrued on investments.....	73,356.09	
1946 Bond Retirement Fund.....	1,523,727.60	
General Reserve Fund.....	8,848.83	<u>1,614,932.52</u>
		\$ 3,706,612.58
Disbursed to:		
Interest accrued 1946 Refunding Bonds.....		64,243.83
Balance, December 31, 1956.....		<u>\$ 3,642,368.75</u>
Balance represented by:		
Cash.....	\$ 1,592.68	
Investments.....	3,619,691.97	
Accrued interest receivable.....	23,714.10	
	<u>\$ 3,644,998.75</u>	
Less: Accrued interest payable re:		
1946 Refunding Bonds.....	2,630.00	<u>\$ 3,642,368.75</u>

1946 BOND RETIREMENT FUND

Balance, December 31, 1955.....		\$ 6,171,281.55
Received from:		
Interest accrued on investments.....		100,081.53
		\$ 6,271,363.08
Disbursed to:		
Revenue Fund.....	\$ 2,836,169.17	
1946 Bond Sinking Fund.....	1,523,727.60	4,359,896.77
Balance, December 31, 1956.....		<u>\$ 1,911,466.31</u>
Balance represented by:		
Cash.....	\$ 526.04	
Investments.....	1,904,657.98	
Accrued interest receivable.....	6,282.29	<u>\$ 1,911,466.31</u>

REVENUE FUND

Balance, December 31, 1955.....		—0—
Received from:		
General Reserve Fund.....	\$ 5,044,555.99	
1946 Bond Retirement Fund.....	2,836,169.17	\$ 7,880,725.16

**SUMMARIES OF OPERATIONS OF SPECIAL FUNDS SCHEDULE D
AND BALANCES AT DECEMBER 31, 1956—Continued**

Disbursed to:

Bond Service Fund	\$ 3,327,287.52	
Bond Reserve Fund	1,717,268.47	
General Reserve Fund (by specific resolutions)	<u>2,836,169.17</u>	<u>7,880,725.16</u>
Balance, December 31, 1956		<u><u>—0—</u></u>

BOND SERVICE FUND

Balance, December 31, 1955

	\$ 461,997.88	
--	---------------	--

Received from:

Interest accrued on investments	\$ 18,988.25	
Revenue Fund	<u>3,327,287.52</u>	<u>3,346,275.77</u>
		\$ 3,808,273.65

Disbursed to:

Interest accrued on 1953 First Series Revenue Bonds		<u>3,391,250.00</u>
Balance, December 31, 1956	\$	<u><u>417,023.65</u></u>

Balance represented by:

Cash	\$ 523,009.39	
Investments	35,000.00	
Accrued interest receivable	<u>316.34</u>	
	\$ 558,325.73	

Less: Accrued interest payable re:

1953 First Series Revenue Bonds	<u>141,302.08</u>	<u><u>\$ 417,023.65</u></u>
---------------------------------------	-------------------	-----------------------------

BOND RESERVE FUND

Balance, December 31, 1955

	\$ 8,105,987.72	
--	-----------------	--

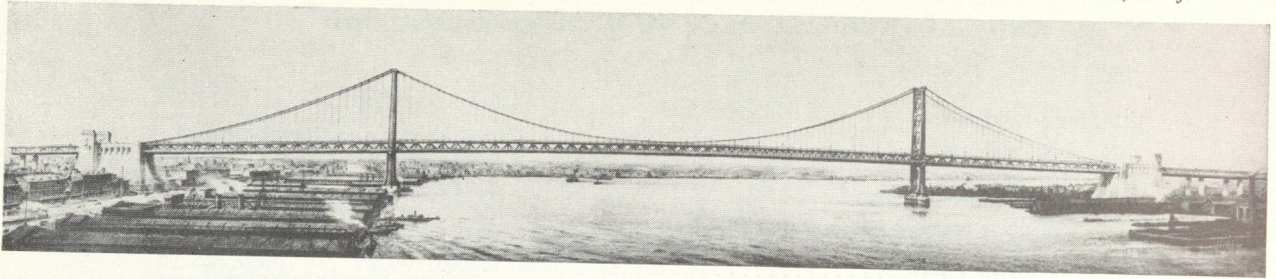
Received from:

Interest on investments	\$ 246,396.62	
Revenue Fund	<u>1,717,268.47</u>	<u>1,963,665.09</u>
Balance, December 31, 1956		<u><u>\$10,069,652.81</u></u>

Balance represented by:

Cash	\$ 136.02	
Investments	10,054,805.80	
Accrued interest receivable	<u>14,710.99</u>	<u><u>\$10,069,652.81</u></u>

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
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	18,271,437.21
	\$55,350,332.18

CABLES

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

TOWERS

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

ANCHORAGES

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

PAVED AREA

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

PRINCIPAL DIMENSIONS AND QUANTITIES

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

STRUCTURAL METALWORK

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

SCHEDULE OF TOLL RATES

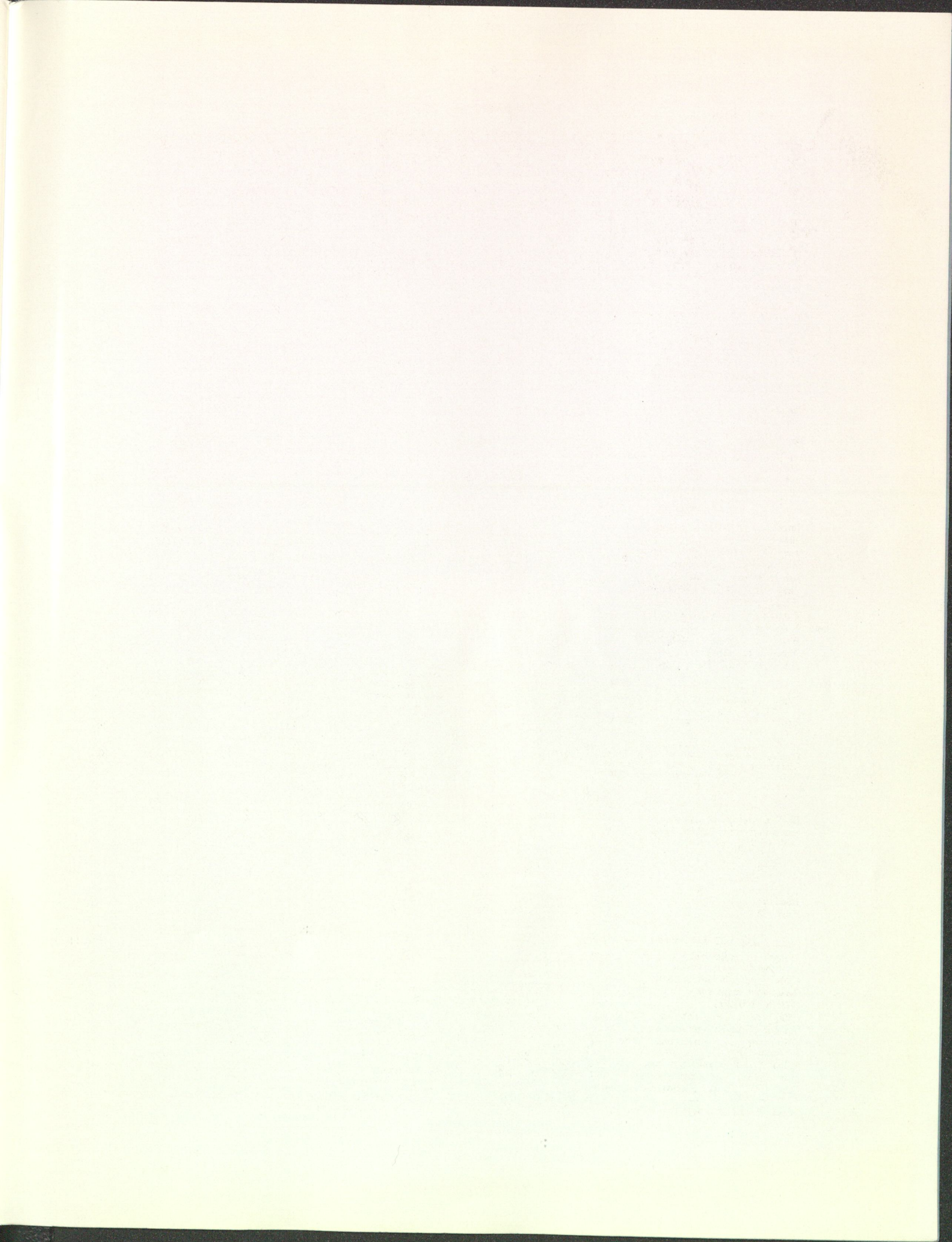
Passenger Automobile	\$.25
40-Trip Commutation Ticket Book (Good for one month, including date of purchase, for passenger cars and trucks to and including 7,000 pounds gross weight. Not transferable. Detached tickets will not be accepted. Unused tickets are not redeemable.)	7.50
Passenger Automobile and Trailer	.40
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, 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.)	
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.	

GROSS WEIGHT is the combined weight of the vehicle and its maximum allowable load. No vehicle with metal tires allowed on the bridge. No vehicle and load of a combined weight exceeding 80,000 pounds on solid tires or 150,000 pounds on pneumatic tires permitted to cross the bridge.

Passenger Bus	.50
Motorcycle	.15
Horse or horse-drawn vehicle	.30

EXPLOSIVES: Transportation of explosives on the Benjamin Franklin Bridge is **PROHIBITED**.

82902
Discard
anf





FAIRLEIGH DICKINSON UNIVERSITY