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JUL 26 1955

REPORT

OF THE

Delaware River Port Authority

OF

PENNSYLVANIA AND NEW JERSEY



1954

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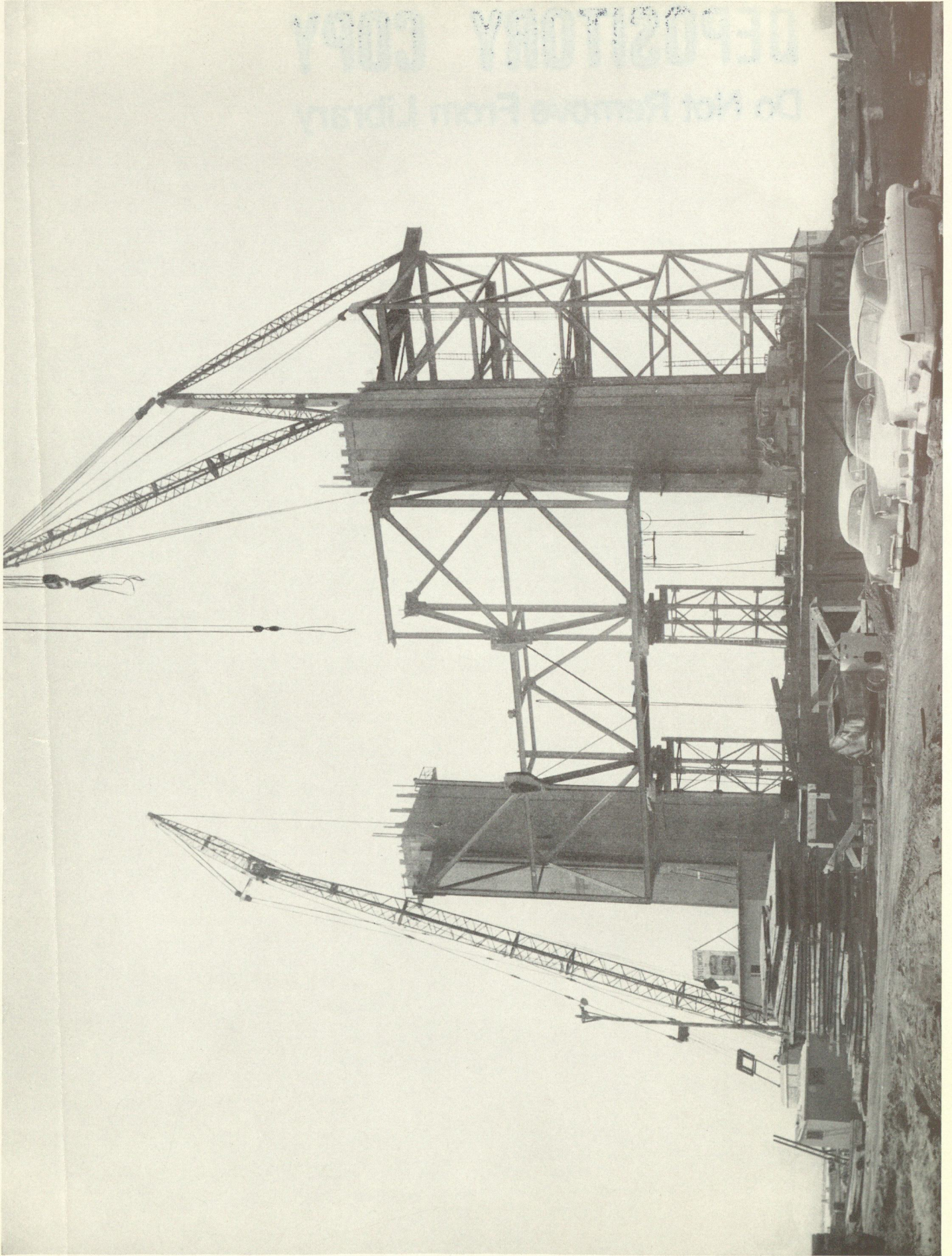
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GLOUCESTER TOWER OF PACKER AVENUE—GLOUCESTER CITY BRIDGE APPROACHING PORTAL LEVEL

REPORT
OF THE
Delaware River Port Authority
TO THE
Governors and Legislatures of the
Commonwealth of Pennsylvania
and the
State of New Jersey
1954

PENNSYLVANIA

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JAMES V. BANEY
EDWARD G. BUDD, JR.
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CHIEF ENGINEER

DANIEL M. KRAMER

**PORT DEVELOPMENT
DEPARTMENT DIRECTOR**

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NEW JERSEY COUNSEL

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BRIDGE SUPERINTENDENT

FRANK L. SUPLEE, JR.

PUBLIC RELATIONS AIDE

WILLIAM A. GAFFNEY

ADMINISTRATION BUILDING

BRIDGE PLAZA, CAMDEN 2, NEW JERSEY

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RAIL TRANSIT LINE

| Month | 1950 | | | 1951 | | | 1952 | | | 1953 | | | 1954 | | |
|---------------------|------------|---------------|--------------|------------|---------------|--------------|------------|---------------|--------------|------------|---------------|--------------|------------|---------------|--------------|
| | 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 | 754,715 | 24,346 | \$18,867.88 | 757,085 | 24,442 | \$18,927.13 | 694,945 | 22,417 | \$17,373.63 | ††587,000 | 18,935 | \$14,675.00 | 695,797 | 22,445 | \$17,394.93 |
| February | 672,424 | 24,015 | 16,810.60 | 659,122 | 23,540 | 16,478.05 | 642,903 | 22,169 | 16,072.58 | **621,442 | 22,194 | 15,536.05 | 607,965 | 21,713 | 15,199.13 |
| March | 771,938 | 24,901 | 19,298.45 | 724,082 | 23,357 | 18,102.05 | †681,011 | 21,968 | 17,025.28 | 723,354 | 23,334 | 18,083.85 | 688,030 | 22,195 | 17,200.65 |
| April | 701,581 | 23,386 | 17,539.53 | 682,040 | 22,735 | 17,051.00 | 742,952 | 24,765 | 18,573.80 | 704,894 | 23,496 | 17,622.35 | 658,248 | 21,941 | 16,456.20 |
| May | 751,520 | 24,243 | 18,788.00 | 709,513 | 22,888 | 17,737.83 | 719,214 | 23,200 | 17,980.35 | 697,719 | 22,507 | 17,442.98 | 622,582 | 20,083 | 15,564.55 |
| June | 708,691 | 23,623 | 17,717.28 | 648,224 | 21,607 | 16,205.60 | 725,140 | 24,171 | 18,128.50 | 693,274 | 23,109 | 17,331.85 | 625,788 | 20,360 | 15,644.70 |
| July | 604,677 | 19,505 | 15,116.93 | 584,235 | 18,846 | 14,605.88 | 701,742 | 22,637 | 17,543.55 | 673,300 | 21,719 | 16,832.50 | 582,814 | 18,800 | 14,570.35 |
| August | 745,333 | 24,043 | 18,633.33 | 691,299 | 22,300 | 17,282.48 | 737,721 | 23,797 | 18,443.03 | 719,196 | 23,200 | 17,979.90 | 646,770 | 20,864 | 16,169.25 |
| September | 747,899 | 24,930 | 18,697.48 | 635,408 | 21,180 | 15,885.20 | 785,274 | 26,176 | 19,631.85 | 721,947 | 24,065 | 18,048.68 | 636,523 | 21,217 | 15,913.08 |
| October | 788,651 | 25,410 | 19,716.28 | 712,273 | 22,976 | 17,806.83 | 828,997 | 26,742 | 20,724.93 | 725,172 | 23,393 | 18,129.30 | 639,302 | 20,623 | 15,982.55 |
| November | 781,228 | 26,041 | 19,530.70 | 711,463 | 23,715 | 17,786.58 | 745,980 | 24,866 | 18,649.50 | 706,653 | 23,555 | 17,666.33 | 660,394 | 22,013 | 16,509.85 |
| December | 843,458 | 27,370 | 21,211.45 | 781,014 | 25,194 | 19,525.35 | 878,878 | 28,351 | 21,971.95 | 807,788 | 26,057 | 20,194.70 | 732,409 | 23,626 | 18,310.23 |
| Totals | 8,877,115 | 24,320 | \$221,927.91 | 8,295,758 | 22,728 | \$207,393.98 | 8,884,757 | 24,275 | \$222,118.95 | 8,381,739 | 22,964 | \$209,543.49 | 7,796,622 | 21,361 | \$194,915.47 |

(†Camden Ferries Closed March 31st, 1952)
(††Four Day Transit Line Strike 1953)
(**Locust St. Tube Extension to 16th St. Opened Sunday, February 15, 1953)

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

On Friday, December 10, 1954, the cornerstones of the anchorages of the bridge over the Delaware River connecting Packer Avenue, Philadelphia, Pennsylvania, and Gloucester City, New Jersey, were formally dedicated.

Eleven days later, at 11:27 A. M., on Tuesday, December 21, 1954, the first structural steel of the main span was hoisted smoothly into place upon the anchor bolts of the south shaft of the Gloucester pier.

These were two of the most dramatic of a sequence of significant undertakings during the year 1954 which the Commissioners of the Delaware River Port Authority have the honor herein to report to you.

In sum, we believe that the year's activities marked a steady and progressive realization of the responsibilities and the opportunities in the public interest vested in the Authority by your honorable bodies in the inter-state compact legislation of 1951, which received the concurrent approval of the Congress on July 17, 1952.

It was inevitable that the actions of the Authority throughout the year were taken in the light of and measurably influenced by one of the dynamic economic-industrial phenomena of this century—the accelerating growth as an industrial, commercial, residential and maritime community of the Delaware Valley within its entire tidal range from Trenton, New Jersey, to the headwaters of Delaware Bay below Wilmington, Delaware.

While the statutory district within which the Authority acts as the public corporate instrumentality of the Commonwealth of Penn-

sylvania and the State of New Jersey is of lesser area than the tidal estuary and its related hinterland, the problems and opportunities of one are common to both.

The Authority during the year just closed concerned itself—directly or indirectly and in necessarily varying degree—with all of the “public purposes” specified by the interstate legislation in the exercise of which this Authority “shall be deemed to be exercising an essential governmental function.” It appears to us hardly debatable that as the growth of the Delaware Valley and its Port Area continues, creating new challenges to government and to the agencies of government, we will become more deeply engrossed in the public purposes to which you have dedicated us.

Relevant details of specific projects will be dealt with in their appropriate places in the body of this report and further elucidated in the numerous statistical charts and tables appended hereto. For the purposes of this summary, however, they fall broadly into four main categories, to wit:

1. Construction of the \$90,000,000, seven-lane vehicular suspension bridge over the Delaware River between South Philadelphia, Pennsylvania, and Gloucester City, New Jersey.
2. Maintenance and operation of the present Delaware River Bridge, with particular concern for the problems created by steadily mounting traffic volume.
3. Promotion of the Delaware River, “as a highway of commerce” throughout the entire Port Area and over a wide range of activities.
4. Initiation of an exhaustive survey of a mass transportation system within a 2,000 square mile area lying within a radius of 35 miles of the city of Camden, with connections to central Philadelphia.

THE PACKER AVENUE—GLOUCESTER CITY BRIDGE

The steady progress which has been maintained in construction of the monumental, \$90,000,000, seven-lane vehicular bridge is strikingly attested by a few facts:

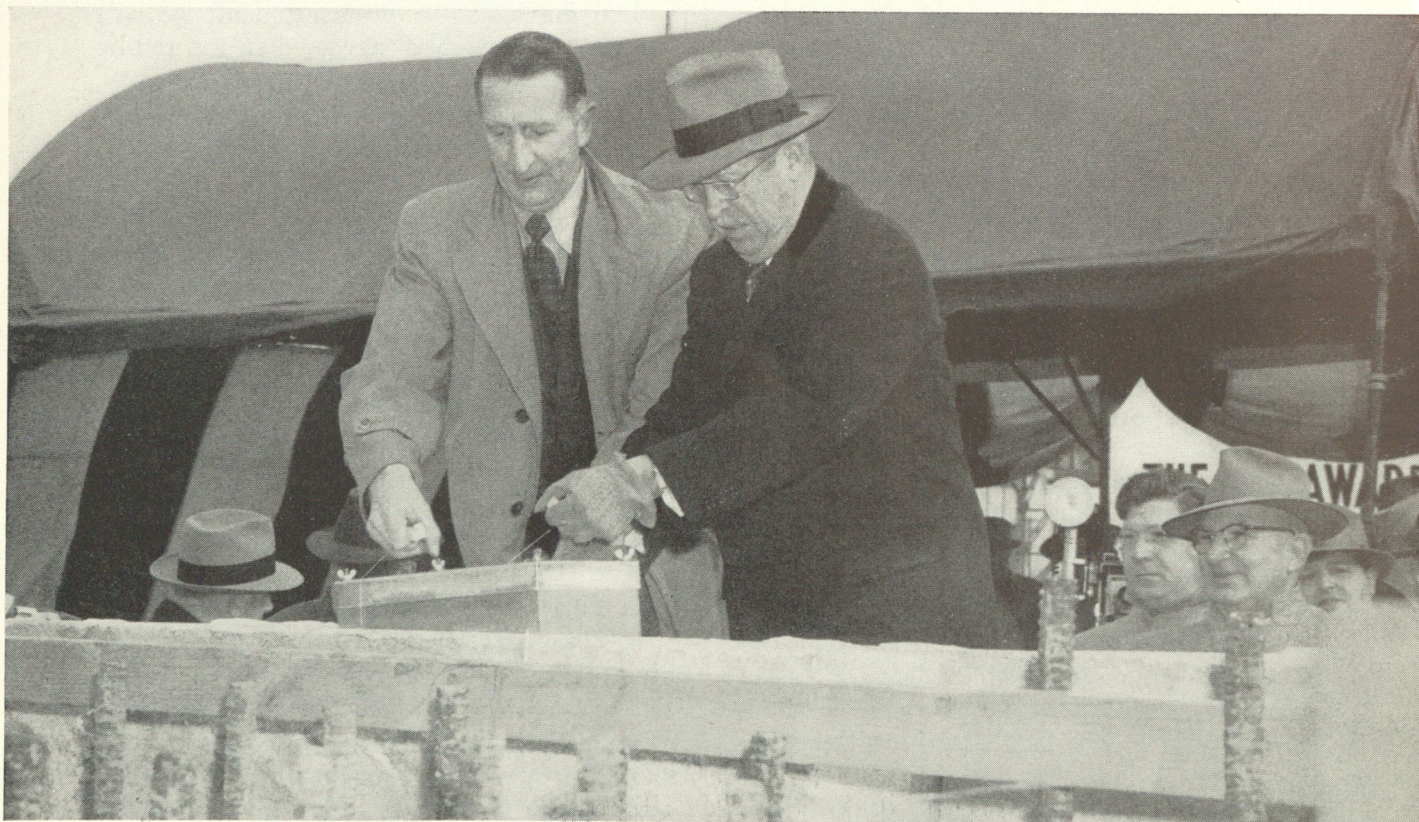
On December 31, 1954, the entire main span of the structure, anchorage to anchorage, was under contract. Significant progress had been made both in planning for and construction of the approximately five and one-half miles of approach roads which will completely integrate the new bridge into the major highway networks of Southeastern Pennsylvania and Southern New Jersey.

In our report to you for the calendar year 1953, we noted that almost \$18,000,000 had been awarded in contracts and that the foundation structures—the anchorage foundations and the river piers—were steadily progressing. Now, one year later, we are pleased to advise that the foundation structures are essentially complete, the steel of the Gloucester tower already is an arresting feature of the Delaware River waterfront, and a total of \$48,038,217.26 in major contracts has been awarded. In addition to this amount, the New Jersey State Highway Department is com-

mitted to spend \$3,479,822.98 as its share of one phase of the approach highways.

While it is of course premature to attempt to fix a specific calendar date for the opening, we and our engineers are spending every effort to open the bridge to traffic by early Spring in 1957. The progress to that end is not merely a matter of gratification, it is one of stern necessity.

The present Delaware River Bridge, which will have been open to traffic 30 years on July 1, 1956, during the twelve-months just ended carried a record total of 30,915,030 vehicles. Completion of the Packer Avenue-Gloucester City bridge as a relief structure therefore is becoming literally a race against time to provide an alternate and relieving crossing for the burden of interstate traffic. Indeed, it is not out of place here to repeat to your honorable bodies the forecast widely made by members of this Authority and of thoughtful citizens and public officials of the



CHAIRMAN McAULIFFE (RIGHT) PLACES BOX IN GLOUCESTER CORNERSTONE CRYPT

Port district: namely, that a third major crossing soon must be given sober and thoughtful study.

The other consideration which places a rapidly mounting premium upon completion of the new bridge at the earliest possible date is inherent in the unique design of the approach roads, accomplished through closely coordinated planning with the highway departments of the Commonwealth of Pennsylvania and the State of New Jersey. In our preceding report to you, we discussed the approach roads system at some length, but a brief reference here appears relevant.

In New Jersey, the approach road system constitutes a limited-access freeway permitting ready interchange of traffic between Broadway, Crescent Boulevard, the Black Horse Pike and the North-South Freeway, now under construction.

In Philadelphia, our construction will provide a limited access freeway from the toll plaza westward to 28th Street and Vare Avenue. There will be convenient interchanges to the city proper at Seventh, Tenth, Broad and Twenty-sixth Streets and direct interchanges via Penrose Avenue to the south and via the projected link of the Schuylkill Expressway to the Pennsylvania Turnpike and the north and west.

When the bridge-approach roads system is complete, it will be possible for a motorist literally to vault the present dense traffic of the South Jersey-Philadelphia community from the Black Horse Pike in New Jersey to City Avenue on the Philadelphia-Montgomery county boundary at a completely safe speed in only half an hour. Under peak traffic and by way of presently utilized routes, the same trip requires from two to three times as long.

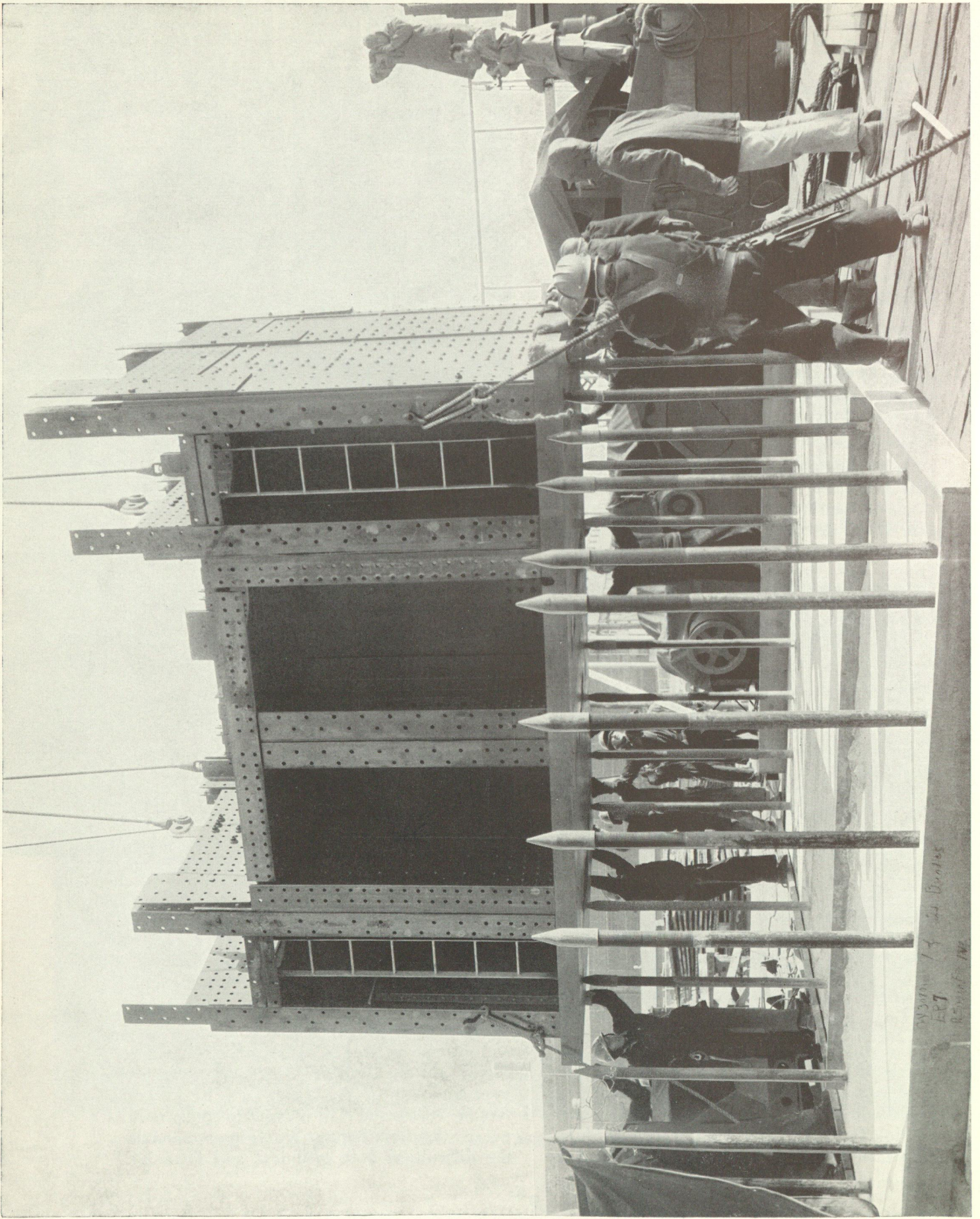
The time- and dollar-saving advantage which the new crossing will afford both local and through traffic is incalculable, to say nothing of the diversion of traffic which today is seriously congesting over-burdened highways of the Philadelphia-Camden area.

There is one potentially crippling circumstance to which we respectfully invite your attention and interest — completion of the projected Schuylkill Expressway, in particular the link from 30th and Arch Streets in Philadelphia to connection with our approaches at



VICE CHAIRMAN HEYBURN AND COMMISSIONERS
PHILLIPS AND COX SEAL CORNERSTONE
OF PHILADELPHIA ANCHORAGE

28th Street and Vare Avenue. If the new bridge is to serve its intended function in the swift and efficient movement of people and goods over and through an area of dense congestion, completion of this link at the earliest possible approximation of the opening of the Packer Avenue-Gloucester City Bridge to traffic is of paramount importance. We fully appreciate the difficulties, both technical and financial,



Wm. L. in Dunes
E7
B. 1914

LOWERING BASE SECTION OF TOWER STEEL ON ANCHOR BOLTS OF GLOUCESTER PIER

which must be solved, but we respectfully invite your sympathetic concern.

Behind the rapidly crystallizing dream of a major river crossing completely integrated with its approach road net, lie engineering undertakings, now in progress, of major proportions. In order to acquire the Philadelphia right-of-way over the line of Packer Avenue from the Delaware River west—the route among the several alternatives involving the minimum need for demolition of commercial and residential properties—it has been necessary to acquire approximately 109 acres of land occupied by tracks and marshaling yards of the Pennsylvania and the Baltimore and Ohio Railroads and to plan for approximately 2,500,000 cubic yards of sand and gravel fill, to be pumped from the bed of the Delaware in order to establish the required grades on firm foundations. All but a small part of the required right-of-way, both that held by the railroads and by private owners, either has been acquired by direct negotiation and purchase or is in legal process of being acquired through exercise of the right of eminent do-

main. Relocation of the facilities of the two railroads—a plan which has been an objective of successive Philadelphia administrations for forty years—is proceeding in advance of schedule. Much of the hydraulic fill has been placed, and pumping to the toll plaza area is expected to be placed under contract by the spring of 1955.

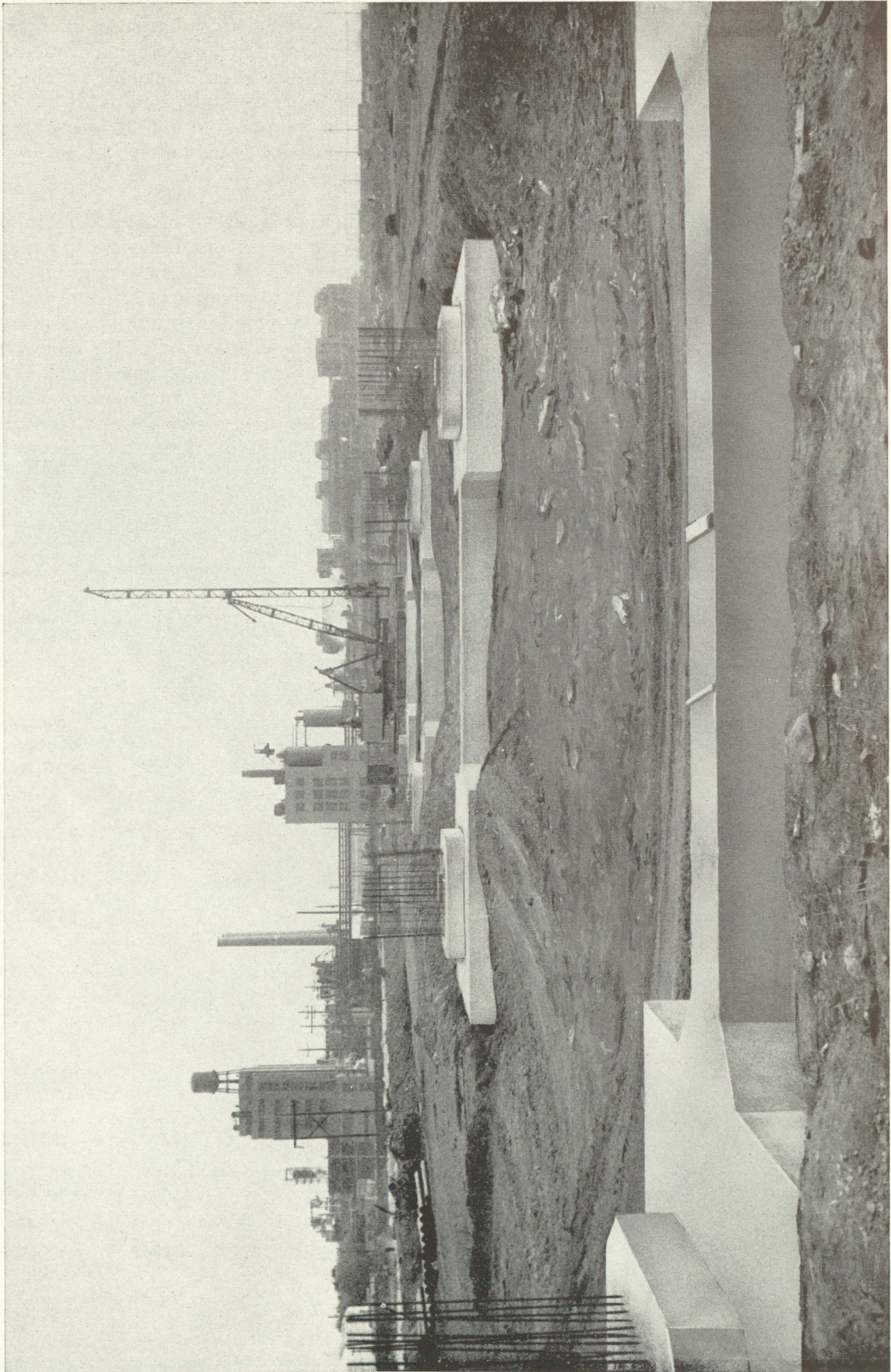
In the waning weeks of 1954, our operations in the area from Delaware Avenue to Broad Street in Philadelphia were given added significance by development of firm plans for a vast wholesale food distribution and processing area, represented as being the largest and most efficient of its kind on the Atlantic Coast. There have been cordial interchanges of plans and information between the Authority, the Greater Philadelphia Movement, sponsors of the food center, the Philadelphia City Planning Commission, the Philadelphia Redevelopment Authority and other interested individuals and groups.

On the New Jersey approach site, engineering operations of comparable magnitude are in

CONTRACTS FOR NEW BRIDGE CONSTRUCTION

| <i>Contract No.</i> | <i>For</i> | <i>Name of Contractor</i> | <i>Date Awarded</i> | <i>Amount of Contract</i> |
|---------------------------|---|--|---------------------|---------------------------|
| 1 | Two River Piers | Fehlhaber Corporation | 6-24-53 | \$3,244,620.00 |
| 2 | Anchorage Foundations | Merritt-Chapman and Scott Corp. | 7-15-53 | 3,316,670.41 |
| 3 | Anchorage Superstructures | Booth & Flinn Company | 1-20-54 | 3,647,075.00 |
| 4 | Towers and Cable Anchorage Metalwork | Bethlehem Steel Company | 10-21-53 | 6,610,070.00 |
| 5 | Cables and Suspenders | American Bridge Div., U.S. Steel Corp. | 11-18-53 | 4,768,293.25 |
| 6 | Suspended Spans and Decks on Anchorages | Bethlehem Steel Co. | 2-17-54 | 7,666,263.90 |
| P-1 | Grading, Embankment, and Sewer Load Relieving Structure, from Delaware Avenue to Seventh Street, Philadelphia | American Dredging Co. | 7-21-54 | 1,346,310.20 |
| P-2 | Viaduct Substructure From Philadelphia Anchorage to Second Street | The Conduit and Foundation Corporation | 8-18-54 | 1,964,678.00 |
| P-3 | Viaduct Superstructure From Philadelphia Anchorage to Second Street | Bethlehem Steel Co. | 9-15-54 | 6,977,681.00 |
| P-4 | Retaining Wall Supporting B&O R. R. Bigler Street Yard Tracks, Philadelphia | Perry J. Goldman Construction Co. | 8-18-54 | 123,483.44 |
| G-1 | Truss Spans Substructure From Gloucester Anchorage to Newton Creek | Herbert J. Elkins, Inc. and Van Wyk Construction Co. | 10-20-54 | 650,161.70 |
| G-2 | Truss Spans Superstructure From Gloucester Anchorage to Newton Creek | Bethlehem Steel Co. | 11-17-54 | 3,347,344.80 |
| I | North-South Freeway and New Delaware River Bridge Approaches and Connections | George M. Brewster & Son, Inc. | 5-19-54 | 4,375,565.56 |
| Total Contracts | | | | \$48,038,217.26* |

*Does not include \$3,479,822.98 to be paid by the New Jersey State Highway Department.



FOOTINGS FOR PHILADELPHIA VIADUCT LOOKING EAST

process. The very complex system of interchanges to and from main highways, to which prior reference has been made, has required a major re-shaping of the topography of the area. Large portions of the unsightly swampland alternately flooded and exposed by tidal action upon the waters of Newton Creek have been blanketed with sand and gravel pumped from the bed of the Delaware River. The total fill of approximately 3,000,000 cubic yards—a mass equivalent to a building 300 feet square and 900 feet high—is rapidly approaching completion.

The tortuous channel of Newton Creek and its several branches and bayou-like marshes have been changed. The planning and construction has proceeded with the friendly cooperation of members of the Camden County Board of Chosen Freeholders, the Camden County Park Commission and elected officials of the City of Gloucester City.

THE DELAWARE RIVER BRIDGE

The surging commercial and industrial energy of the Delaware Valley, with its increasing rate of interchange of people, goods and services across the Delaware River was dramatically reflected in the 1954 traffic statistics of the Delaware River Bridge.

The 1954 record of 30,915,030 vehicles—an average rate of almost one vehicle a second every second around the clock for 365 days—led the parade of statistics of bridge use.

In the five-year period, 1949-1954, the rate of gain was 46.61 percent; 21,085,868 in 1949 compared with 30,915,030 in 1954. Since the opening of the Delaware River Bridge on July 1, 1926, it has been crossed by 436,977,894 vehicles.

We are proud to inform you that the year's traffic volume, representing 55,647,054 vehicle miles, was moved without a single fatal accident or serious injury to any bridge patron. The 651 minor accidents recorded by our Bureau of Police represented the extraordi-

narily low incidence rate of one accident for every 85,479 miles of bridge travel.

In the past five years, during which time none of the three fatalities resulted from vehicle-to-vehicle collision, the total traffic count was 137,056,546. The fatal accident rate, therefore, during the period 1950-54 inclusive was one for every 45,685,512 moving vehicles and one for every 83,233,921 vehicle miles.

Last year, for the first year since the bridge opened in 1926, traffic each month exceeded 2,000,000 motor vehicles.

Daily traffic exceeded 100,000 on 25 occasions during the year, two and one-half times the rate for 1953.

For the first time in the history of the present bridge, traffic for a consecutive 12-month period topped 30,000,000 at midnight June 14.

Total traffic for the month of October exceeded that for the month of August, 1952—and August traditionally is the "high" traffic month of the year.

The impressive safety record noted above must be accredited in substantial measure to constant patrol by two-way radio-equipped cars. During the year, our police vehicles accumulated a total of 461,376 miles, all but a negligible fraction of it upon the bridge structure between the Camden and Philadelphia Plazas, a mileage almost equivalent to one round trip between the Earth and the Moon.

The bridge was closed on two occasions during the year in conformity with the request of civil defense officials of the two states during test air raid exercises. Cooperation in civil defense measures was further extended by installation of a "bell and lights" air-raid warning device at the main switchboard in the Administration Building. Developed by the Bell Telephone Laboratories in cooperation with the Federal Civil Defense Administration, the system is connected directly with the air raid signal warning net of New Jersey. It permits us to have instant and authentic information regarding civil defense test procedures and, in the event of an actual enemy incident, would enable us to alert all of our personnel in minimum time, and to take appropriate

emergency measures in the control and direction of bridge traffic.

An innovation in ice and snow control procedure on the bridge was made early in January, 1954, when salt was substituted for cinders. Experience gained in the intervening period indicates several major advantages. Fewer men and trucks are required, the salt is more economical than cinders, snow plowing is facilitated and there is good traction on the roadway and a smooth driving surface after plowing. Furthermore, the clean-up of cinders following the storm and in the general spring cleaning is eliminated.

At the end of the year, full strength employment of the Port Authority was 260, representing no increase over 1953. There were twenty personnel separations during the year, or an employment turnover of 7.6 percent. When allowance is made for one death and four retirements on pension, the net rate of turnover was 5.7 percent.

At the end of the year, the total outstanding debt of the Authority was \$107,780,000 made up of \$100,000,000 First Series Revenue bonds and \$7,780,000 Refunding Bridge bonds due June 1, 1966.

Gross receipts for 1954 were \$9,123,745.68, an increase of \$1,009,703.36 over 1953. Operating expenses totaled \$1,800,098.88, up \$101,141.37 over the preceding year. Income on investments and bank balances was \$2,955,849.16, an increase of \$1,431,779.90 over 1953. Interest payments on 1946 Refunding Bridge bonds and on the 1953 First Series Revenue bonds totaled \$3,475,500.87.

Port development expenses of \$227,734.19 left net revenue for the year, before non-operating adjustments, of \$6,576,260.90. Port expenses in 1953 were \$145,589.65 and the net revenue for that year was \$5,787,270.85, reflecting an increase of \$788,990.05 in net revenue for 1954. First maturities on the \$100,000,000 First Series bonds will become due on December 15, 1957, in an amount of \$600,000 of four percent bonds, to be followed on December 15, 1958 with a maturity of \$900,000.

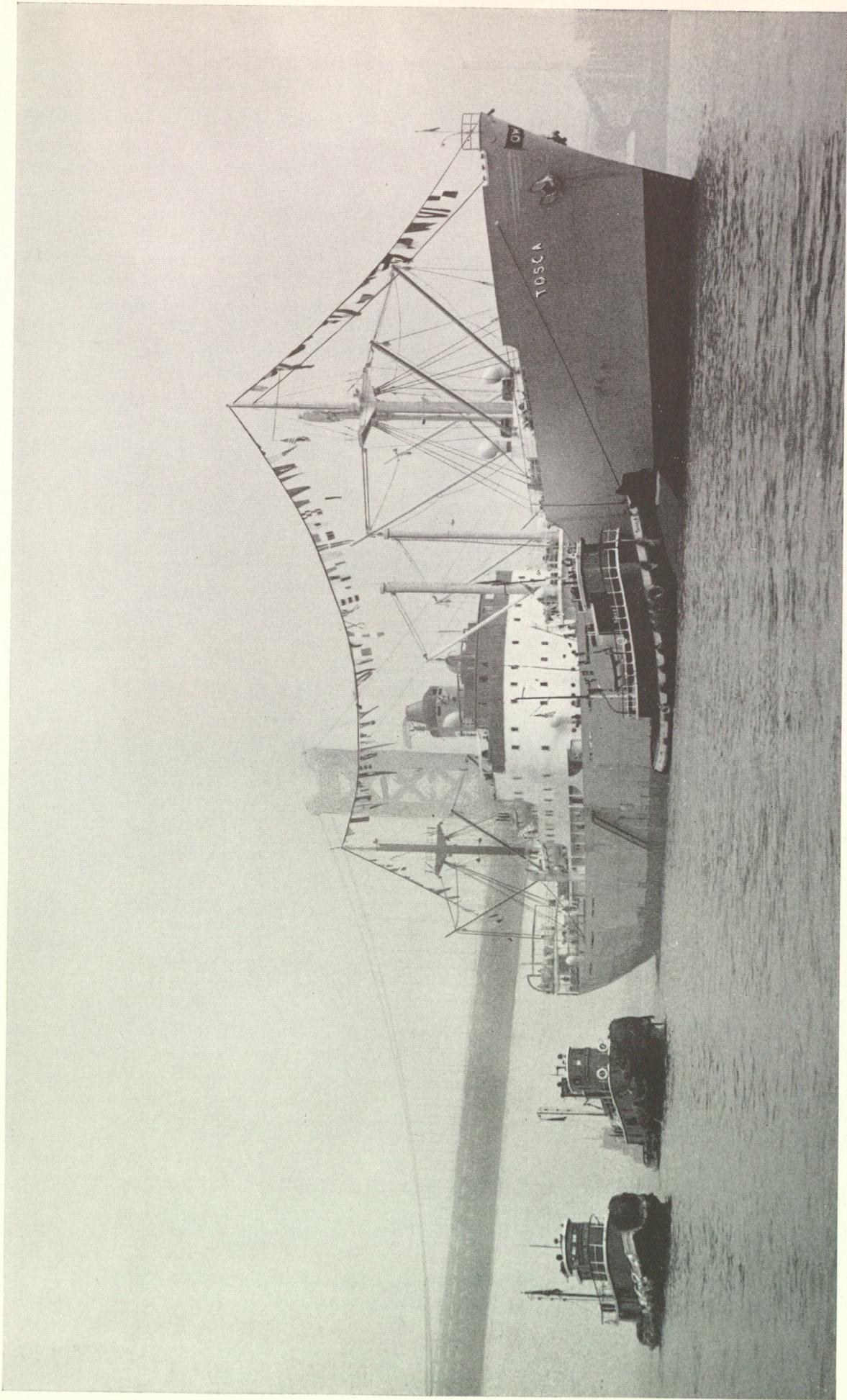
PORT DEVELOPMENT DEPARTMENT

Promotion of the Delaware River "as a highway of commerce" is another of the major purposes for which this Authority was created. The over-all results of the efforts of the Authority in that regard, as reflected in the increasingly diverse activities of the Port Development Department during the year 1954 surpassed our most optimistic estimates.

Approval by Congress of the Omnibus Rivers and Harbors Bill on August 18 was an event of far-reaching significance to the economy of the entire Delaware River Port Area. The bill included authorization for the deepening of the Delaware River Channel to a depth of 40 feet from the Philadelphia Naval Base to the upper end of Newbold Island, and to a depth of 35 feet from Newbold Island to Trenton.

A deeper channel in the Delaware has been an objective of port interests in the entire tidal reach of the river for years and the project, whose estimated cost is \$91,380,000, has had the unqualified and bipartisan support of the business, maritime and civic community. The bill as passed by Congress eliminated the proposal that "local interests" contribute \$18,000,000 or one-half the cost of the final five feet of the project, that between 35 and 40 feet. In January, 1954, the Authority not only re-asserted its opposition to a levy upon local interests for a part of the cost, but authorized officers of the Authority to present their views to committees of the Congress. The Bureau of the Budget is reported to have revived the subject of contribution by local interests in formulating the Federal budget for the fiscal year 1955-56. At the year's end, reintroduction of this controversial aspect of the operation was being opposed vigorously, on the uncontested grounds that the deeper channel will greatly increase the commercial and industrial welfare of the entire Port Area and its far-reaching hinterland.

Imports of iron ore have arrived in the Delaware River Ports at a constantly increasing tempo throughout the year and the Port Authority was privileged, in cooperation with



FIRST CARGO OF IRON ORE FROM VENEZUELA ENTERS DELAWARE RIVER

other agencies of the area, to signalize this fact in two significant ceremonies.

On January 19 the first cargo of iron ore from Venezuela's "Iron Mountain," Cerro Bolivar, consigned to the Fairless Works of the United States Steel Corporation near Morrisville, arrived. Of equal importance was the arrival on August 5 of the first shipment of iron ore from the "Quebec-Labrador" field to enter the United States.

On the first occasion, the Port Authority acted as host in cooperation with other agencies of the Port Area. Dr. Cesar Gonzalez, Ambassador of Venezuela to the United States, was guest of honor at luncheon following waterfront welcoming ceremonies, which was attended by a distinguished group of diplomatic representatives of the Republic of Venezuela and by ranking industrial executives of the entire North Atlantic area.

The ceremonies on Quebec-Labrador Day were jointly sponsored by this Authority, the Pennsylvania Railroad and the Pennsylvania Tidewater Dock Company, and a special feature of the occasion was dedication of the new Pennsylvania Railroad Pier.

The steady procession of ore ships which has entered the Delaware with cargoes for the Fairless Works, the Pennsylvania Tidewater Dock Company and the ore-handling facilities of the Pennsylvania and Reading Railroads fully justify the efforts that have been put forth by the Authority in the interest of that commerce.

One such effort was intervention in the iron ore rate case before Interstate Commerce Commission, decided in February. This decision approved railroad rates on import iron ore moving from Philadelphia to seventeen destinations in the steel producing areas of western Pennsylvania, West Virginia and Ohio on a parity with rates from Baltimore, thereby eliminating an unfair advantage long held by Baltimore. The Commission denied equalized rates from Boston and New York and also reduced rates from Baltimore. When, following the February 19 decision, the I.C.C. scheduled additional hearings upon the petitions of the Baltimore, New York and Boston interests, the Port Authority directed defense of its position at the rehearings by counsel. These rehearings

have been concluded and March 1, 1955, has been set for the filing of briefs.

Final tabulations of port tonnage for 1954 for the Delaware River Port Area are expected to show new highs in foreign commerce as well as in total water-borne tonnage, and a substantial increase in the Port's share of the nation's total. During the first half of 1954, the latest period for which final statistics are available, the Port handled 15,206,624 tons of foreign commerce, an increase of 13.1 percent over the first half of 1953, and a new high for a comparable period. This increase for the Delaware River Port was in contrast with a national decline and a reduction in the total volume handled by the North Atlantic ports. There are regular sailings of major steamship lines connecting the Delaware River Port with 250 principal ports in 75 foreign countries.

The Port Solicitation Bureau, with field offices in New York, Pittsburgh and Chicago, completed its first full year of fruitful operation. Coordination with the home office and between the field offices has been markedly successful. In many instances the work of the Philadelphia Port Bureau has been effectively augmented by reason of the Port Authority's port representatives in the field. To be in a position to make immediate and direct contacts at the points where control is exercised over routing has proven most valuable. A measure of the traffic attracted to the port for shipment outbound by vessels is gained from the figures covering car unloadings for the first eleven months of the year. Exclusive of solid fuels, the increase was almost 4,000 cars or 10 percent.

In view of the increased traffic through the port during the past year, many of the shipping interests have expressed the view that if a much greater volume of general cargo is to be handled efficiently, serious consideration must be given to providing more adequate and modern general cargo terminal facilities.

One of the most gratifying developments of the past year has been a growing appreciation on the part of the entire area that the Port's business is not independent of but intimately related to the industry and commerce of the Delaware Valley and of its hinterland. This has been one of the major objectives of our port promotional activity—that is, to sell the



S. S. HAWAIIAN APPROACHING ORE DOCK WITH FIRST IRON ORE FROM QUEBEC-LABRADOR

port to those who benefit most from its healthful growth and efficient operation.

This result has been effected by a variety of means and through the integrated operation of our public relations efforts and the day-to-day activity of our traffic, solicitation, research and statistical bureaus. It would be pointless to enter into exhaustive detail of the various avenues of approach and their inter-relationship, other than to say that they have been proven effective and will be pursued assiduously in the forthcoming year.

Our two motion picture films, "Short Cuts to World Markets," and "Delawer River—Port of Opportunity," were viewed during the year both in this country and abroad by a total of 429 audiences comprising over 47,500 people.

The Traffic Bureau has been actively engaged in maintaining the competitive position of the Delaware River Port Area. Our Traffic Manager has participated in negotiations with the Eastern Railroads to work out a complete revision of railroad export and import rates applicable to all North Atlantic, South Atlantic and Gulf ports.

During the year, the Statistical and Research Section has cooperated with many organizations and individuals in furnishing information and assistance. For instance, at the suggestion of the Philadelphia Regional Office, United States Department of Commerce, the Section instituted a new report entitled "Value of Commercial Exports and Imports Through Philadelphia Area Ports." It is worthy of recall that this section produced the study, "Value of a Ton of Cargo" which literally has become a best-seller among shipping and port interests throughout the United States. The new report is mailed to foreign consuls in Philadelphia, libraries and research agencies in the area, and fifty copies are furnished to the Department of Commerce.

There can be no question that there is growing appreciation of the value of the port to the economy. The interest and the cooperation which has been manifested by the principal agencies and organizations interested in port promotional and development activities in the past year is a heartening augury for the future.

THE SOUTHERN NEW JERSEY MASS TRANSPORTATION SURVEY

Article I of the interstate compact of 1951 between the Commonwealth of Pennsylvania and the State of New Jersey specifies that the Delaware River Port Authority "shall be deemed to be exercising an essential governmental function" in the carrying out of various public purposes, one of which (Section j) is as follows:

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

However, Article XII of the compact further provides that the Port Authority may not proceed "unless and until (it) shall have made to the Legislature and Governor of the State of New Jersey and to the Legislature and Governor of the Commonwealth of Pennsylvania a detailed report dealing only with such contemplated facility or project, and the Governor of said State and the Governor of said Commonwealth shall have filed with the Commission their written consents to such construction, erection or acquisition."

On May 4, 1954, Secretary of the Army Robert T. Stevens finally held that the new schedule of tolls which became effective on the Delaware River Bridge on June 20, 1953, was fair and reasonable and discontinued proceedings in the so-called "Camden Bridge Tolls Case."

This action, in the judgment of the Transportation Committee, removed the last obstacle which restrained it from proceeding actively with a survey of a mass transportation system for Southern New Jersey.

A detailed account of the successive meetings of the Committee, as a result of which it



SOUTHERN NEW JERSEY MASS TRANSPORTATION SURVEY AREA

recommended to the Authority on August 18, 1954, that the New York engineering firm of Parsons, Brinckerhoff, Hall and Macdonald be retained to conduct the survey, is contained in the brochure, "The Southern New Jersey Mass Transportation Survey and Report," forwarded to members of both legislatures last September. In passing, it may be of interest that almost 7,000 copies of this brochure have been distributed to public officials, schools, civic, business and professional groups and other key segments of the general public to inform them

of what is being attempted and to secure their cooperation.

It would unduly burden this report to relate here all of the steps which the Transportation Committee traversed in arriving at its choice of engineering consultants and, even more importantly, at the general scope of the survey itself. It appears desirable, nonetheless, to repeat here four basic policy considerations which the Committee concluded were fundamental. These the Authority endorsed and

Parsons, Brinckerhoff, Hall and Macdonald accepted as basic in the undertaking. They are:

1. The survey is to be unconditionally comprehensive.
2. It is to be completely independent of direction by or dictation from the Port Authority.
3. The final report shall include an independent analysis by at least one independent banking house, commenting upon its financial feasibility.
4. The report is to be final and complete in itself and is not to contain suggestions for supplemental studies or surveys other than the necessary refinement of cost estimates required for financing.

Our consultants have organized the survey under five major categories: regional planning, highway and transit survey, population and economic studies, transit facilities planning and financial analysis.

The survey contract was awarded on the basis of cost plus fixed fee not to exceed \$325,000 with the condition that it must be completed with presentation of final report and financial feasibility analysis by October 19, 1955.

By the end of the year, six fundamental studies were either complete or essentially complete. They were mapping and tabulating of existing land use and controls, data collection, collection and analysis of preliminary data, preparatory determination of procedure and methods, estimates and projections of 1955 population and employment and determination and estimates of 1955 sub-areas population. This assembly of the statistical

ground work will be followed, early in 1955, by intensive surveys of the movement of people by all means of transportation within the area. Mail return questionnaires and personal interviewing of motorists, public transportation patrons and residents of the area in their homes will supply an enormous volume of additional statistical data.

The fundamental problem to which we and our engineers are addressing ourselves is not unique with the Philadelphia-South Jersey area. It is one which is of chronic concern to almost every major industrial-metropolitan area in the United States. The survey and report which we will receive next fall is certain to be a document of national, if not international, interest.

IN CONCLUSION

We believe that between the lines of this necessarily succinct report it is clearly evident that 1954 was, for this Authority, one of great activity and measurable accomplishment. It is implicit in the year's record also that the Authority, in common with other agencies of government and private enterprise generally, is pursuing its existence in the heart of a dynamically expanding economy.

In the fruition of the year's plans, we are under obligation to pay solemn tribute to two members of the Authority who died during the year—the Honorable Bernard Samuel, former Mayor of the City of Philadelphia, and Dr. I. Norwood Griscom, oldest member in years of

YEARLY TRAFFIC BREAKDOWN

| | 1954 | 1953 | Increase Decrease* | Per Cent |
|--|-------------------|-------------------|-----------------------|-------------|
| Automobiles and light trucks | 25,302,992 | 23,927,534 | 1,375,458 | 5.75 |
| Commutation tickets | 2,713,914 | 2,696,748 | 17,166 | 0.63 |
| Motor trucks | 1,210,714 | 1,227,136 | 16,422* | 1.34* |
| Tractors and trailers | 609,088 | 624,485 | 15,397* | 2.47* |
| Special permits | 232 | 266 | 34* | 12.77* |
| Buses | 1,024,363 | 1,052,967 | 28,604* | 2.72* |
| Motorcycles | 24,361 | 24,562 | 201* | 0.82* |
| Horse-drawn vehicles | 282 | 28 | 254 | 907.00 |
| Auto and trailer | 29,084 | 15,318 | 13,766 | 89.97 |
| TOTALS | 30,915,030 | 29,569,044 | 1,345,986 | 4.55 |

service of the Authority and its predecessor corporations, the Delaware River Joint Commission and the Delaware River Joint Bridge Commission. Both men were faithful and devoted Commissioners, and we here note their passing with affection and respect.

The vacancy created by the death of former Mayor Samuel was filled by Governor John S. Fine of Pennsylvania, with the appointment of Joseph W. Henderson, Esquire, of Philadelphia.

At the first meeting of the year, J. William Markeim, of Haddonfield, and Earl B. Howe, of Mount Holly, took their seats on the Commission, to fill the vacancies caused by the

resignations of Allen S. Hatcher and Clarence B. McCormick.

It was our pleasure to have had many of you as our guests on ceremonial occasions during the year just passed. We anticipate that there will be at least one major, official inspection of the rising bridge structure sometime during the late summer or early fall of the year upon which we are entering. We hope that it will be possible for you to favor us with your attendance at that time. The Commissioners of the Authority, its officers and personnel meanwhile cordially invite you to call upon us for our services or to inspect our facilities at any time. You may rest assured of a friendly welcome.

Respectfully submitted,

DELAWARE RIVER PORT AUTHORITY

PENNSYLVANIA

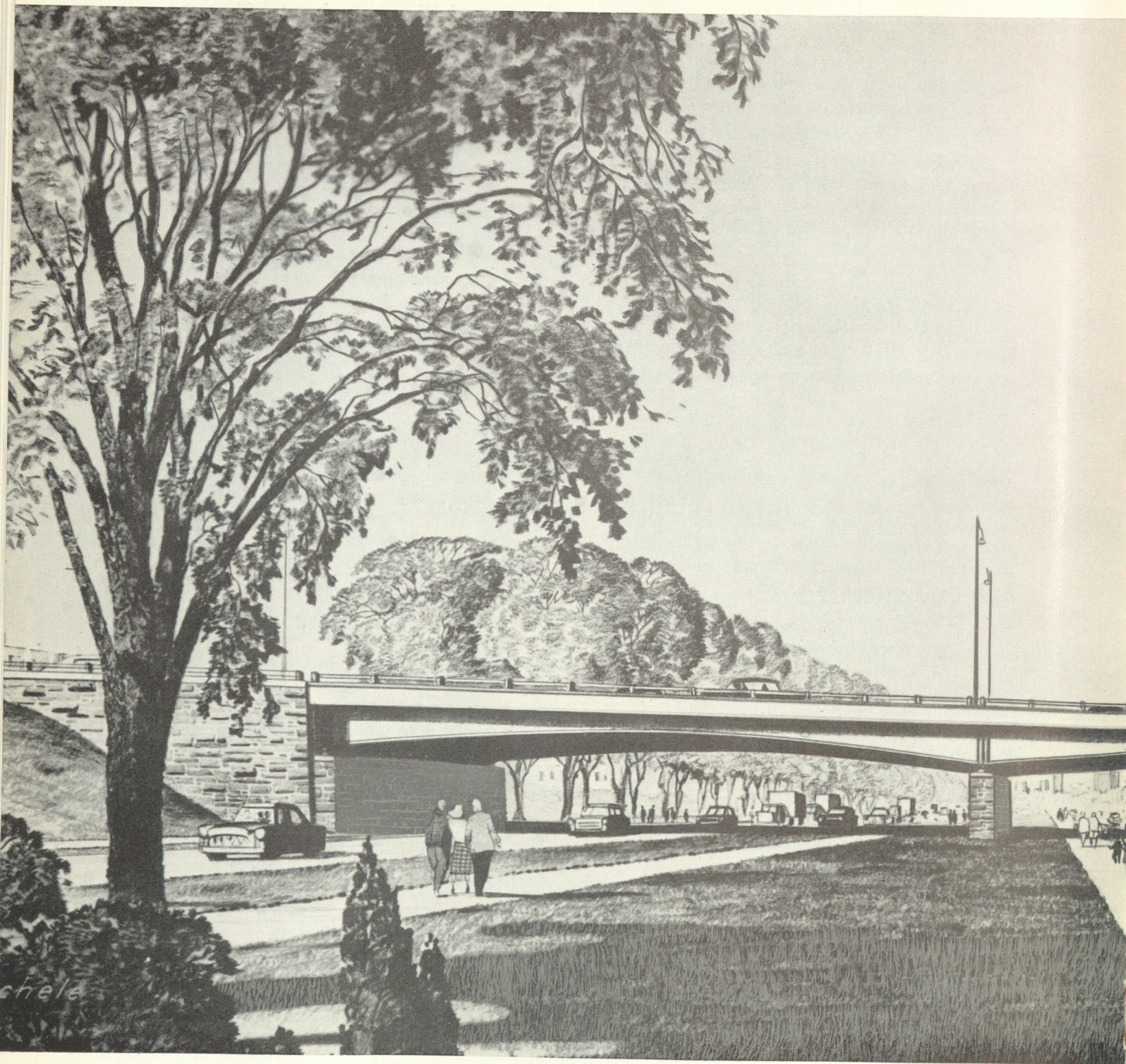
WELDON B. HEYBURN,
Vice-Chairman
EDWIN R. COX
CHARLES R. BARBER
JAMES V. BANEY
EDWARD G. BUDD, JR.
WALTER M. PHILLIPS
HARRY G. SCHAD
JOSEPH W. HENDERSON

NEW JERSEY

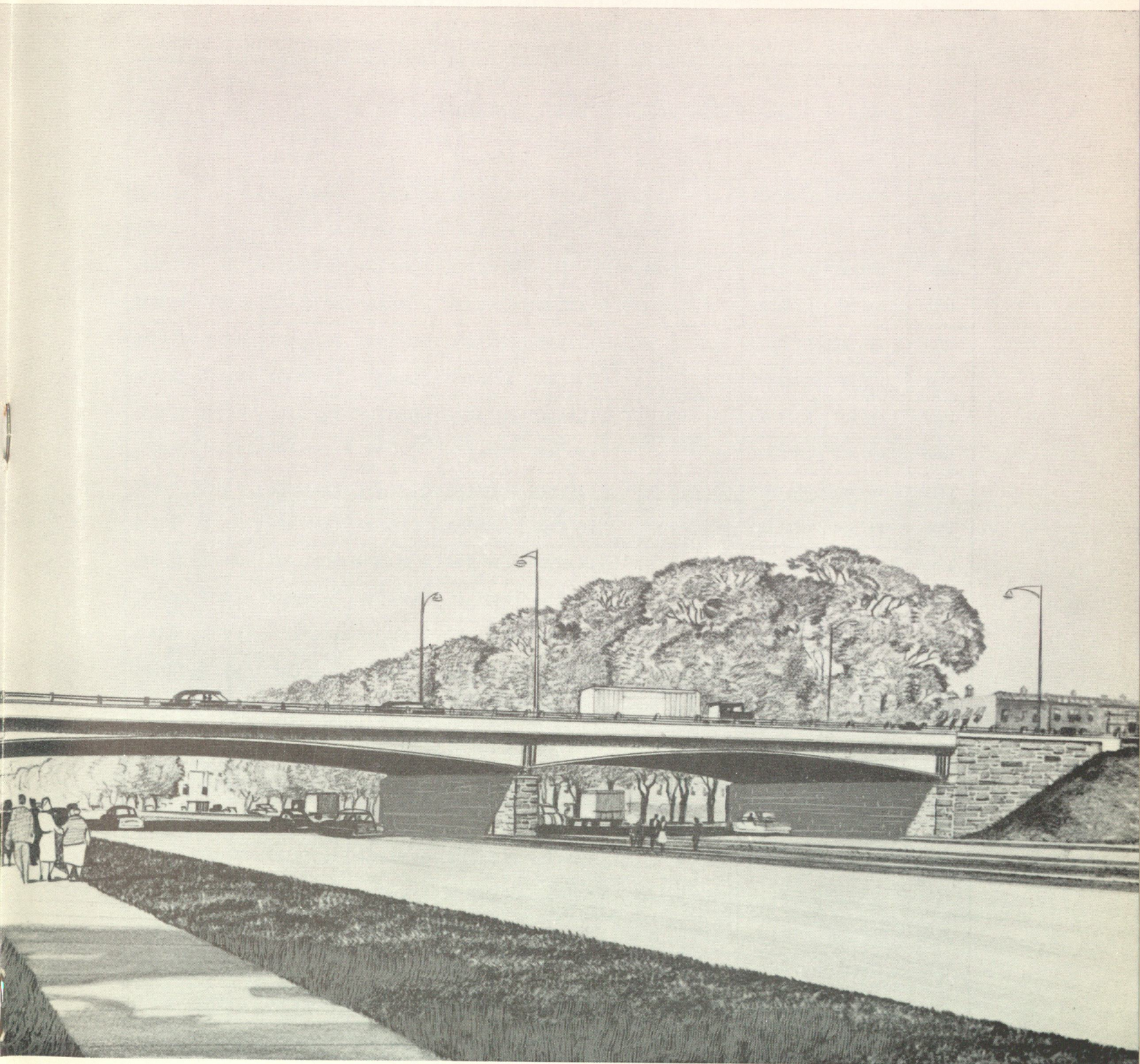
EDWARD C. MCAULIFFE,
Chairman
ARTHUR C. KING
ERWIN S. CUNARD
JAMES P. JOHNSON
RALPH CORNELL
EARL B. HOWE
J. WILLIAM MARKEIM
(Vacancy)

JOSEPH K. COSTELLO, *Executive Director*

JOHN M. MCCULLOUGH, *Secretary*



BRIDGE APPROACH OVERPASSES B



ROAD STREET, PHILADELPHIA

**DISTRIBUTION OF VEHICULAR TRAFFIC
ACROSS THE DELAWARE RIVER
AMONG FERRIES AND BRIDGES WITHIN 10 MILES OF THE DELAWARE RIVER BRIDGE—YEARLY**

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

TRAFFIC TRENDS
(DECREASE OR INCREASE 1954 OVER 1953)

| 1954 | Phila. Port | | | | New York Port Authority | | | | Easton-Phillipsburg Bridge | Triborough Auth., N. Y. | | California Bridges | | Ferry | | | | |
|-----------------|-----------------------|--------|-----------------------|--------|---------------------------|---------|--------------------------|---------|----------------------------|-------------------------|------------|------------------------------------|-----------|------------|----------------------------------|-------------------------------|--------------------|----------------------------|
| | Delaware River Bridge | | Tacony-Palmira Bridge | | Burlington Bristol Bridge | | George Washington Bridge | | | Tunnels | | All Facilities 4 Bridges 2 Tunnels | | | Wilming-ton Del. Memorial Bridge | Oakland San Francisco Bay Br. | Golden Gate Bridge | Chester Ferry N. J.-Penna. |
| | | % | | % | | % | | % | | Holland | Lincoln | | | | | | | |
| JANUARY | 2,003,440 | - 4.19 | 573,896 | + 1.46 | 177,798 | + 1.51 | 1,993,757 | + 3.55 | 1,369,889 | 1,492,836 | 5,371,335 | 441,605 | 222,651 | 2,547,596 | 8,306,726 | 2,349,460 | 858,726 | 70,007 |
| FEBRUARY | 2,110,834 | + 5.62 | 609,451 | + 9.30 | 184,054 | + 3.41 | 2,141,196 | + 10.16 | 1,444,944 | 1,540,452 | 5,668,996 | 493,923 | 239,379 | 2,650,681 | 8,866,829 | 2,262,412 | 853,118 | 76,917 |
| MARCH | 2,390,045 | + 4.60 | 687,940 | + 7.77 | 207,872 | + 0.17 | 2,414,881 | + 9.04 | 1,618,992 | 1,696,458 | 6,331,204 | 529,600 | 265,104 | 3,030,888 | 10,000,868 | 2,499,576 | 912,553 | 87,341 |
| APRIL | 2,456,787 | + 4.01 | 745,372 | + 7.77 | 216,565 | + 1.02 | 2,664,434 | + 9.79 | 1,680,844 | 1,766,063 | 6,746,368 | 630,333 | 303,316 | 3,175,629 | 10,793,262 | 2,473,946 | 963,545 | 103,389 |
| MAY | 2,818,180 | + 5.23 | 911,513 | + 8.45 | 241,240 | + 1.56 | 2,893,271 | + 6.77 | 1,723,735 | 1,806,198 | 7,114,810 | 606,870 | 319,117 | 3,394,329 | 11,749,524 | 2,515,544 | 1,077,885 | 119,759 |
| JUNE | 2,734,944 | + 4.65 | 932,853 | + 5.46 | 242,916 | + 0.83 | 3,034,875 | + 5.56 | 1,713,394 | 1,805,043 | 7,269,667 | 710,047 | 337,737 | 3,471,115 | 12,481,521 | 2,540,655 | 1,095,780 | 134,497 |
| JULY | 2,950,848 | + 4.28 | 1,138,554 | + 6.91 | 270,902 | + 1.59 | 3,396,326 | + 5.94 | 1,742,812 | 1,799,823 | 7,748,652 | 885,543 | 405,796 | 3,389,320 | 13,567,684 | 2,605,557 | 1,237,209 | 176,310 |
| AUGUST | 2,989,563 | + 3.78 | 1,097,986 | + 1.57 | 261,410 | - 3.53 | 3,362,014 | + 3.96 | 1,800,065 | 1,867,362 | 7,804,766 | 875,162 | 403,718 | 3,315,215 | 12,815,907 | 2,649,380 | 1,239,719 | 181,159 |
| SEPTEMBER | 2,669,465 | + 4.47 | 880,352 | + 5.27 | 243,869 | - 1.92 | 2,910,506 | + 5.31 | 1,710,352 | 1,801,553 | 7,094,277 | 707,290 | 393,329 | 3,310,031 | 11,508,215 | 2,544,632 | 1,088,877 | 131,436 |
| OCTOBER | 2,736,161 | + 5.85 | 835,050 | + 7.86 | 241,517 | - 3.56 | 2,850,110 | + 7.24 | 1,724,920 | 1,832,435 | 7,071,749 | 615,252 | 380,569 | 3,405,690 | 11,513,067 | 2,616,005 | 1,038,915 | 108,808 |
| NOVEMBER | 2,509,230 | + 8.93 | 704,706 | + 7.11 | 236,826 | + 10.3 | 2,655,872 | + 9.83 | 1,674,241 | 1,763,023 | 6,702,422 | 571,977 | 351,154 | 3,182,425 | 10,606,081 | 2,539,791 | 951,957 | 93,716 |
| DECEMBER | 2,545,533 | + 6.65 | 706,082 | + 5.31 | 256,568 | + 19.88 | 2,644,689 | + 8.80 | 1,710,251 | 1,826,557 | 6,816,901 | 570,701 | 339,453 | 3,296,266 | 10,773,528 | 2,548,923 | 971,582 | 89,500 |
| Total 1954..... | 30,915,030 | | 9,823,755 | | 2,781,537 | | 32,961,931 | | 19,914,439 | 20,997,803 | 81,741,147 | 7,638,303 | 3,961,253 | 38,169,185 | 132,983,212 | 30,145,881 | 12,289,866 | 1,372,839 |
| Total 1953..... | 29,569,044 | | 9,263,433 | | 2,732,967 | | 30,805,252 | | 19,568,056 | 20,647,294 | 78,692,820 | 7,391,588 | 3,721,313 | 35,473,747 | 127,825,403 | 30,513,001 | 11,646,437 | 1,309,048 |
| % Change..... | + 4.55 | | + 6.05 | | + 1.34 | | + 7.00 | | + 1.77 | + 1.70 | + 3.87 | + 3.34 | + 6.45 | + 7.6 | - 1.20 | + 5.52 | + 4.87 | |

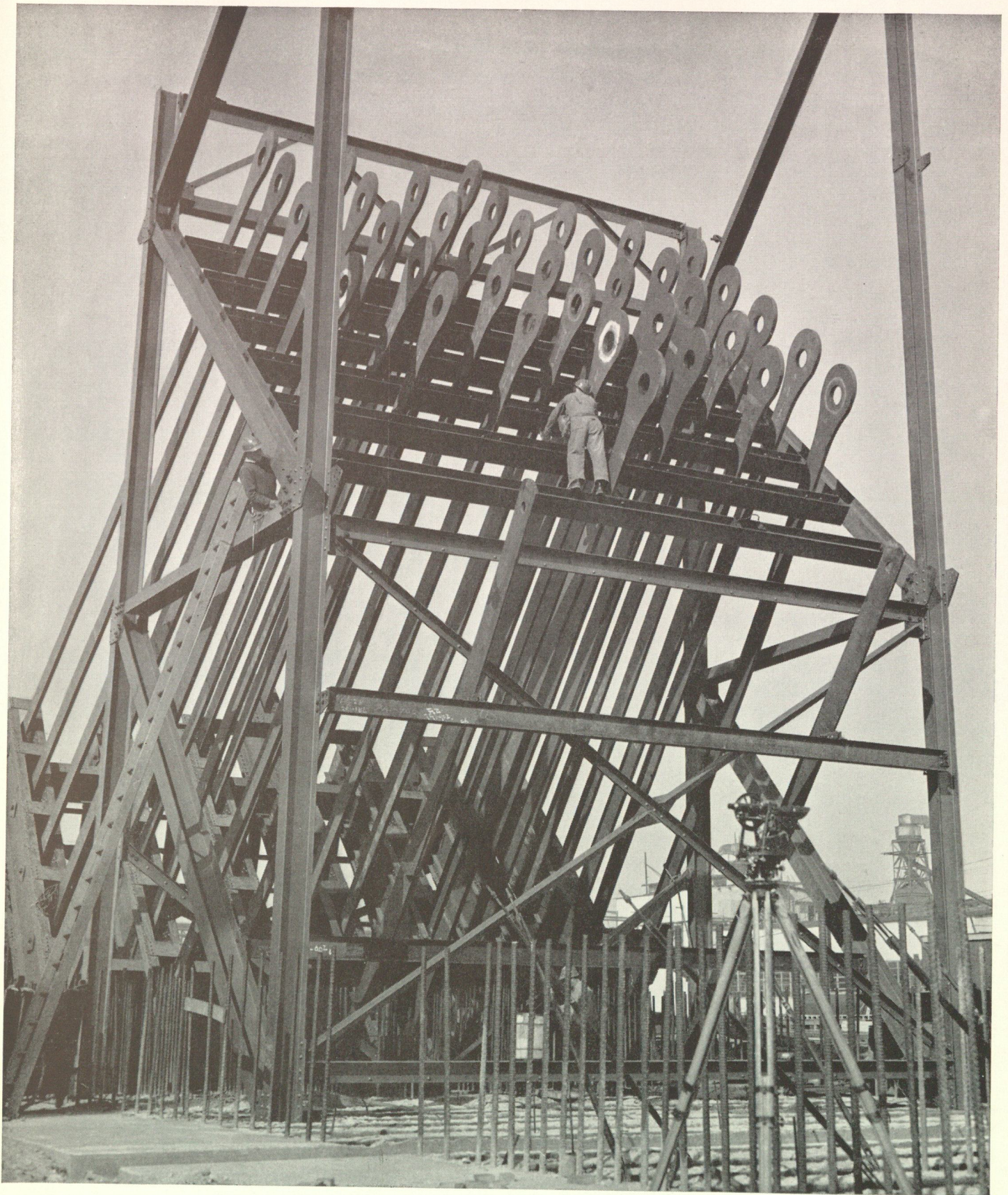
ANALYSIS OF TRAFFIC SINCE OPENING

| 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 (Revised Rates 1953) | | |
|---------------|--------------------------------|--|----------------------|---------------------------|----------------------------------|--------------------------------------|----------------------------------|----------------|------------------------------------|--|--------------------------------------|---------------------------------|--------------|--------------------------------------|---|-------------|--------------------|
| | | Total Autos and Light Trucks | 25c Rate | 20c Rate Started 2/1/1937 | 15c Commutation Started 3/1/1937 | 7000 lbs. Gr. Wt. Solid T 35c | 7001 to 18,000 lbs. Gross Weight | | 18,001 to 36,000 lbs. Gross Weight | 26,001 lbs. to 150,000 lbs. Tractors - Trailers & Specials | Single Deck 50c (95c, 40c to 7/1/27) | Double Deck 75c (40c to 7/1/27) | Auto Trailer | | | Motorcycles | |
| | | | | | | | Pneumatic 40c | Solid Tire 50c | | | | | | | | | Pneumatic .65-1.00 |
| 1926 | 4,137,674 | 3,644,022 | | | | 10,880 | 10,914 | 15,624 | 281 | 6,891 | 57 | 265,433 | 169,141 | 13,017 | 1,414 | | |
| 1927 | 8,593,201 | 7,270,703 | | | | 23,812 | 32,561 | 35,636 | 1,865 | 17,586 | 3,722 | 905,727 | 275,456 | 24,583 | 1,550 | | |
| 1928 | 9,725,470 | 8,246,002 | | | | 20,100 | 76,049 | 34,232 | 3,998 | 17,204 | 562 | 1,229,698 | 67,835 | 29,207 | 580 | | |
| 1929 | 11,615,609 | 10,096,414 | | | | 11,875 | 101,315 | 28,615 | 9,480 | 18,836 | 1,616 | 1,272,995 | 40,742 | 33,253 | 468 | | |
| 1930 | 12,285,359 | 10,578,206 | | | | 4,670 | 136,269 | 16,651 | 18,488 | 13,676 | 4,414 | 1,465,267 | 19,176 | 28,413 | 179 | | |
| 1931 | 12,308,225 | 10,770,393 | | | | 2,366 | 158,692 | 21,623 | 25,238 | 18,058 | 5,006 | 1,270,481 | 8,398 | 27,916 | 54 | | |
| 1932 | 10,804,557 | 9,355,885 | | | | 1,349 | 165,905 | 13,029 | 44,552 | 10,222 | 6,561 | 1,174,017 | 5,242 | 27,774 | 21 | | |
| 1933 | 9,886,705 | 8,569,299 | | | | 758 | 183,404 | 10,768 | 48,767 | 6,758 | 8,909 | 1,026,145 | 5,923 | 25,948 | 26 | | |
| 1934 | 9,981,615 | 8,613,090 | | | | 472 | 221,318 | 7,167 | 50,041 | 5,145 | 17,164 | 1,029,125 | 6,830 | 31,247 | 16 | | |
| 1935 | 10,156,929 | 8,735,223 | | | | 279 | 250,471 | 15,822 | 51,392 | 2,135 | 19,512 | 1,042,757 | 6,652 | 32,673 | 13 | | |
| 1936 | 10,614,475 | 9,176,045 | | | | 189 | 247,597 | 17,237 | 79,648 | 1,096 | 28,524 | 1,028,889 | 6,049 | 29,198 | 3 | | |
| 1937 | 12,293,129 | 10,901,116 | | | | 137 | 234,553 | 10,613 | 83,064 | 584 | 29,368 | 999,855 | 5,467 | 28,372 | 0 | | |
| 1938 | 12,820,338 | 11,520,211 | | | | 76 | 228,085 | 9,174 | 77,331 | 249 | 36,959 | 920,520 | 3,490 | 24,237 | 6 | | |
| 1939 | 13,378,235 | 12,021,179 | | | | 92 | 263,196 | 10,895 | 95,004 | 223 | 47,720 | 913,727 | 3,315 | 22,879 | 5 | | |
| 1940 | 14,185,835 | 12,766,835 | | | | 76 | 298,390 | 16,809 | 101,842 | 176 | 60,163 | 918,307 | 3,164 | 20,071 | 2 | | |
| 1941 | 15,638,687 | 14,113,852 | | | | 98 | 330,228 | 18,864 | 110,762 | 202 | 85,501 | 953,480 | 2,958 | 22,742 | 0 | | |
| 1942 | 12,463,283 | 10,863,764 | | | | 65 | 309,280 | 16,396 | 108,335 | 205 | 101,090 | 1,042,426 | 2,548 | 19,174 | 0 | | |
| 1943 | 9,639,333 | 8,014,431 | | | | 69 | 322,614 | 10,926 | 114,490 | 215 | 120,580 | 1,038,472 | 1,605 | 15,828 | 103 | | |
| 1944 | 11,360,550 | 9,725,231 | | | | 32 | 354,866 | 11,681 | 133,755 | 139 | 130,341 | 990,247 | 1,93 | 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 | 21,085,868 | 18,593,968 | | | | 8 | 827,818 | 11,508 | 295,052 | 180 | 307,384 | 1,022,148 | 2 | 27,798 | 2 | | |
| 1950 | 23,348,550 | 20,733,580 | | | | 39 | 840,609 | 3,147 | 305,266 | 92 | 454,178 | 986,665 | 0 | 24,972 | 2 | | |
| 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 | 10,034 | 25 | | |
| | | | Autos & Light Trucks | | Trucks 7001-40,000 Gr. Wt. | | Tractors-Trailers | | Special Permits | | Auto Trailer | | Motorcycles | | Horse Drawn | | |
| 1953 | 29,569,044 | 26,624,282 | 25c Rate | 18 3/4 Rate | 50c, 75c, \$1.00, \$1.50 | 2 & 5 Axles 1.20, 1.60, 2.00 | | 340,426 | | 266 | | 40c | | 15c | | 30c | |
| 1954 | 30,915,030 | 28,016,906 | 13,482,876 | 1,447,142 | 666,955 | 609,088 | | 609,088 | | 232 | | 29,084 | | 14,528 | | 282 | |
| | | | 25,302,992 | 2,713,914 | 1,210,714 | | | | | | | | | | | | |

Revised Schedule June 20, 1953

To June 19 Incl. →

Revised Schedule June 20, 1953



PLACING EYEBARS IN PHILADELPHIA ANCHORAGE SUPERSTRUCTURE

APPENDICES

WILLIAM R. MAIN, C.P.A.

1920-1947

FRED L. MAIN, C.P.A.

1917-1950

FRANK WILBUR MAIN, C.P.A.

M. C. CONICK, C.P.A.

A. LAWRENCE JACOBS, C.P.A.

J. S. COWING, C.P.A.

THOMAS L. KEANEY, C.P.A.

A. T. CONTIE, C.P.A.

C. A. REYNOLDS, 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.

AUSTELL H. MERCER

HENRY J. PROPERT

MAIN AND COMPANY

CERTIFIED PUBLIC ACCOUNTANTS

PHILADELPHIA 2, PA.

RITTENHOUSE 6-9640



February 2, 1955

NEW YORK
ONE WALL STREET
PITTSBURGH, PA.
FIRST NATIONAL BANK BUILDING
PHILADELPHIA, PA.
PACKARD BUILDING
HARRISBURG, PA.
COMMERCE BUILDING
HOUSTON, TEXAS
COMMERCE BUILDING
EL PASO, TEXAS
MARTIN BUILDING
SAN FRANCISCO, CALIF.
KOHL BUILDING

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

We have examined the balance sheet of Delaware River Port Authority as of December 31, 1954, 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, 1954 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—

PHILADELPHIA-CAMDEN BRIDGE FUNDS

| ASSETS | <i>TOTAL</i> | <i>Capital</i> | <i>Operating</i> | <i>1946 Bond Sinking Fund*</i> | <i>1946 Bond Retirement Fund* (Trustee Account)</i> |
|--|-------------------------|------------------------|---------------------|------------------------------------|---|
| Cash (Schedule A-1) | \$ 755,974.57 | | \$ 48,336.77 | | \$ 3,187.89 |
| Investments (Schedule A-2) | 96,042,293.32 | | 399,364.18 | \$2,098,254.45 | 6,790,355.69 |
| Accrued interest receivable | 597,149.84 | | | 7,511.93 | 22,592.47 |
| Unexpired insurance | 20,934.96 | | 20,711.76 | | |
| Unexpended appropriations (contra) : | | | | | |
| Philadelphia-Gloucester City Bridge (Schedule A-3) | | | | | |
| Bridge | \$24,583,159.44 | | | | |
| Approaches | 16,639,071.69 | | | | |
| | <u>\$41,222,231.13</u> | | | | |
| Port Development .. | \$ 247,704.90 | | | | |
| Survey of a mass transportation system for Southern New Jersey | 299,747.47 | | | | |
| Camden Railroad track removal .. | 11,165.57 | | | | |
| Total unexpended appropriations.. | 41,780,849.07 | | | | |
| Investment in facilities: | | | | | |
| Philadelphia-Camden Bridge, bridge buildings and improvements (Schedule A-5) | 40,304,158.35 | \$40,304,158.35 | | | |
| Philadelphia-Camden Bridge subway system (Schedule A-5) | 11,162,762.61 | 11,162,762.61 | | | |
| Philadelphia-Gloucester Bridge (Schedule A-3) | 18,377,251.78 | 692,957.29 | | | |
| Survey re: New Jersey transportation system—expenditures to date | 25,252.53 | 25,252.53 | | | |
| TOTALS | <u>\$209,056,627.03</u> | <u>\$52,185,130.78</u> | <u>\$468,412.71</u> | <u>\$2,105,766.38</u> | <u>\$6,816,136.05</u> |
| LIABILITIES | | | | | |
| Accrued interest payable, due June 1, 1955 | \$ 6,483.34 | | | \$6,483.34 | |
| Accrued interest payable, due June 15, 1955 | 141,302.08 | | | | |
| Accrued pension payable | 39,841.05 | | \$36,373.98 | | |
| Retained amount on contracts | 1,071,076.14 | | | | |
| Reserve for replacements and repairs.. | 350,615.33 | | 350,615.33 | | |
| Commitments (contra) | 41,780,849.07 | | | | |
| Funded debt (Schedule A-4) : | | | | | |
| 1946 Refunding bonds | 7,780,000.00 | | | | \$7,780,000.00 |
| 1953 First series revenue bonds | 100,000,000.00 | \$10,843,301.80 | | | |
| Equity (Schedule B) | 57,896,460.02 | 41,341,828.98 | 81,423.40 | 2,099,283.04 | (963,863.95) |
| TOTALS | <u>\$209,066,627.03</u> | <u>\$52,185,130.78</u> | <u>\$468,412.71</u> | <u>\$2,105,766.38</u> | <u>\$6,816,136.05</u> |

* Companion funds, the combined net equity of which (excess of net assets over the principal of the 1946 bonds) amounts to \$1,135,419.09.

PHILADELPHIA-GLOUCESTER BRIDGE FUNDS

| <i>General Reserve Fund</i> | <i>Revenue Fund</i> | <i>Bond Service Fund</i> | <i>Bond Reserve Fund</i> | <i>Construction Fund Bridge</i> | <i>Approaches</i> |
|-------------------------------------|-----------------------------|------------------------------|------------------------------|-------------------------------------|------------------------|
| \$ 26,723.82 | | \$546,953.04 | \$ 1,459.89 | \$ 129,313.16 | |
| 9,597,729.89 | | | 5,664,124.51 | 52,550,985.40 | \$18,941,479.20 |
| 24,278.01 | | | 6,827.10 | 535,940.33 | |
| 223.20 | | | | | |
| | | | | 24,583,159.44 | 16,639,071.69 |
| 247,704.90 | | | | | |
| 299,747.47 | | | | | |
| 11,165.57 | | | | | |
| | | | | 14,285,938.04 | 3,398,356.45 |
| <u>\$10,207,572.86</u> | <u> </u> | <u>\$546,953.04</u> | <u>\$5,672,411.50</u> | <u>\$92,085,336.37</u> | <u>\$38,978,907.34</u> |
| | | \$141,302.08 | | | |
| \$ 3,467.07 | | | | \$731,240.49 | \$ 339,835.65 |
| 558,617.94 | | | | 24,583,159.44 | 16,639,071.69 |
| 9,645,487.85 | | 405,650.96 | \$3,391,250.00 | 63,765,448.20 | 22,000,000.00 |
| | | | 2,281.161.50 | 3,005,488.24 | |
| <u>\$10,207,572.86</u> | <u> </u> | <u>\$546,953.04</u> | <u>\$5,672,411.50</u> | <u>\$92,085,336.37</u> | <u>\$38,978,907.34</u> |

BANK DEPOSITS—December 31, 1954

SCHEDULE A1

| | | |
|---|------------|--------------|
| BOND SERVICE FUND | | |
| Berlin National Bank | (Inactive) | \$ 1,234.78 |
| Boardwalk National Bank—Atlantic City | " | 18,628.42 |
| Bridgeton National Bank | " | 9,466.72 |
| Broad Street Trust Company—Philadelphia | " | 34,334.05 |
| Burlington County Trust—Moorestown | " | 8,254.90 |
| Central-Penn National Bank—Philadelphia | " | 28,679.72 |
| Egg Harbor City Trust Company | " | 3,460.40 |
| Farmers & Merchants National Bank—Bridgeton | " | 28,767.76 |
| Fidelity-Philadelphia Trust Company | " | 28,648.32 |
| First Camden National Bank & Trust Company | " | 14,688.95 |
| The First National Bank—Cape May Court House | " | 3,461.82 |
| " " " " —Glassboro | " | 3,468.40 |
| " " " " —Mays Landing | " | 3,459.74 |
| " " " " —Minotola | " | 3,461.37 |
| " " " " —Newfield | " | 3,468.79 |
| " " " " —Riverside | " | 7,448.90 |
| " " " " —Toms River | " | 39,320.47 |
| " " " " & Trust Company—Woodbury | " | 3,460.62 |
| Girard Trust Corn Exchange Bank—Philadelphia | " | 28,439.68 |
| Haddonfield National Bank | " | 14,708.78 |
| Laurel Springs National Bank | " | 1,375.36 |
| Liberty Real Estate Bank & Trust Company—Philadelphia | " | 9,777.85 |
| Mainland National Bank—Pleasantville | " | 9,900.69 |
| Marine National Bank—Wildwood | " | 35,194.21 |
| Market Street National Bank—Philadelphia | " | 28,688.91 |
| The National Bank of Mantua | " | 3,418.00 |
| Oaklyn National Bank | " | 1,239.77 |
| Pennsauken Township National Bank—Merchantville | " | 6,040.49 |
| The Pennsylvania Company—Philadelphia | " | 28,685.17 |
| The Philadelphia National Bank | " | 28,680.60 |
| Pitman National Bank & Trust Company | " | 24,608.67 |
| Provident Trust Company—Philadelphia | " | 28,691.83 |
| Riverside Trust Company | " | 7,476.36 |
| Tradesmens Land Title Bank & Trust Company—Philadelphia | " | 28,707.49 |
| Trenton Trust Company | " | 1,468.09 |
| Union National Bank & Trust Company—Mt. Holly | " | 16,090.03 |
| The Pennsylvania Company—Philadelphia | (Active) | 46.93 |
| | | <hr/> |
| | | \$546,953.04 |
| 1946 BOND RETIREMENT FUND | | |
| Tradesmens Land Title Bank & Trust Company | (Active) | 3,187.89 |
| GENERAL RESERVE FUND | | |
| Camden Trust Company | (Active) | \$25,223.82 |
| Manufacturer's Trust Company—New York | " | 500.00 |
| Fidelity Trust Company of Pittsburgh | " | 500.00 |
| First National Bank of Chicago .. | " | 500.00 |
| | | <hr/> |
| | | 26,723.82 |
| BOND RESERVE FUND—The Pennsylvania Company (Active) | | 1,459.89 |
| OPERATING FUND—Camden Trust Company (Active) | | \$ 41,236.77 |
| Cash on Hand | | 7,100.00 |
| | | <hr/> |
| | | 48,336.77 |
| CONSTRUCTION FUND—The Pennsylvania Company (Active) | | \$116,745.72 |
| Camden Trust Company | " | 12,567.44 |
| | | <hr/> |
| | | 129,313.16 |
| TOTAL | | <hr/> <hr/> |
| | | \$755,974.57 |

INVESTMENTS—December 31, 1954

SCHEDULE A2

| | <i>Par Value</i> | <i>Book Value</i> | <i>Market Value</i> |
|---|---------------------|------------------------|------------------------|
| BRIDGE OPERATING FUND: | | | |
| U. S. Tr. Discount Bills due 1/13/55 | \$ 100,000 | \$ 99,965.78 | \$ 99,965.70 |
| U. S. Tr. Discount Bills due 1/27/55 | 100,000 | 99,924.56 | 99,926.50 |
| U. S. Tr. Discount Bills due 3/17/55 | 200,000 | 199,473.84 | 199,569.34 |
| | <u>\$ 400,000</u> | <u>\$ 399,364.18</u> | <u>\$ 399,461.54</u> |
| 1946 BOND SINKING FUND: | | | |
| U. S. Tr. Discount Bills due 3/24/55 | \$ 20,000 | \$ 19,938.52 | \$ 19,952.97 |
| U. S. Tr. 1½% "A" Notes due 3/15/55 | 800,000 | 798,364.13 | 801,500.00 |
| U. S. Tr. 2¼% Bonds due 11/15/60 | 70,000 | 70,000.00 | 69,759.38 |
| U. S. Tr. 2½% Bonds due 11/15/61 | 1,000,000 | 1,000,000.00 | 1,006,562.50 |
| U. S. Tr. 2¼% Bonds due 6/15/62-59 | 10,000 | 9,951.80 | 9,950.00 |
| U. S. Tr. 2½% Bonds due 8/15/63 | 200,000 | 200,000.00 | 200,500.00 |
| | <u>\$ 2,100,000</u> | <u>\$ 2,098,254.45</u> | <u>\$ 2,108,224.85</u> |
| 1946 BOND RETIREMENT FUND: | | | |
| (Tradesmens Land Title Bank & Trust Co., Trustee) | | | |
| U. S. Tr. 2¾% Bonds due 6/15/58 | \$ 120,000 | \$ 120,029.77 | \$ 121,650.00 |
| U. S. Tr. 2¼% Bonds due 9/15/59-56 | 50,000 | 49,935.81 | 50,406.25 |
| U. S. Tr. 2¾% Bonds due 9/15/61 | 300,000 | 300,000.00 | 306,937.50 |
| U. S. Tr. 2½% Bonds due 11/15/61 | 6,200,000 | 6,320,390.11 | 6,240,687.50 |
| | <u>\$ 6,670,000</u> | <u>\$ 6,790,355.69</u> | <u>\$ 6,719,681.25</u> |
| GENERAL RESERVE FUND: | | | |
| U. S. Tr. 1⅝% "A" Certificates due 2/15/55 | \$ 65,000 | \$ 65,000.00 | \$ 65,101.56 |
| U. S. Tr. 1½% "A" Notes due 3/15/55 | 700,000 | 698,567.07 | 701,312.50 |
| U. S. Tr. 1¾% "B" Notes due 12/15/55 | 100,000 | 99,197.90 | 100,531.25 |
| U. S. Tr. 2¾% Bonds due 6/15/58 | 230,000 | 230,053.01 | 233,162.50 |
| U. S. Tr. 2¼% Bonds due 9/15/59-56 | 1,530,000 | 1,524,983.25 | 1,542,431.25 |
| U. S. Tr. 2¾% Bonds due 9/15/61 | 300,000 | 300,000.00 | 306,937.50 |
| U. S. Tr. 2¼% Bonds due 6/15/62-59 | 505,000 | 507,342.16 | 502,475.00 |
| U. S. Tr. 2½% Bonds due 8/15/63 | 2,350,000 | 2,350,000.00 | 2,355,875.00 |
| U. S. Tr. 2½% Bonds due 12/15/69-64 | 3,800,000 | 3,812,586.50 | 3,759,625.00 |
| Ventnor City National Bank 2% Certificate of Deposit payable 1/18/55 | 10,000 | 10,000.00 | 10,000.00 |
| | <u>\$ 9,590,000</u> | <u>\$ 9,597,729.89</u> | <u>\$ 9,577,451.56</u> |
| BOND RESERVE FUND: | | | |
| U. S. Tr. 2¾% Bonds due 6/15/58 | \$ 40,000 | \$ 39,525.57 | \$ 40,550.00 |
| U. S. Tr. 2½% Bonds due 11/15/61 | 300,000 | 305,381.08 | 301,968.75 |
| U. S. Tr. 2¼% Bonds due 6/15/62-59 | 16,000 | 15,300.89 | 15,920.00 |
| U. S. Tr. 2½% Bonds due 12/15/69-64 | 5,293,000 | 5,303,916.97 | 5,236,761.88 |
| | <u>\$ 5,649,000</u> | <u>\$ 5,664,124.51</u> | <u>\$ 5,595,200.63</u> |
| CONSTRUCTION FUND: | | | |
| U. S. Tr. Discount Bills due 1/20/55 | \$ 2,000,000 | \$ 1,998,777.78 | \$ 1,998,933.34 |
| U. S. Tr. 1⅝% "A" Certificates due 2/15/55 | 2,000,000 | 2,000,000.00 | 2,003,125.00 |
| U. S. Tr. 1½% "A" Notes due 3/15/55 | 1,180,000* | 1,177,849.19 | 1,182,212.50 |
| U. S. Tr. 1½% "A" Notes due 3/15/55 | 13,560,000 | 13,534,998.80 | 13,585,425.00 |
| U. S. Tr. 1⅞% "B" Certificates due 5/17/55 | 1,000,000* | 1,000,000.00 | 1,000,625.00 |
| U. S. Tr. 1⅞% "B" Certificates due 5/17/55 | 8,800,000 | 8,800,000.00 | 8,805,500.00 |
| U. S. Tr. "B" Savings Notes due 6/15/55 | 6,000,000 | 6,000,000.00 | 6,000,000.00 |
| U. S. Tr. 1⅞% "D" Certificates due 8/15/55 | 10,000,000 | 10,017,093.50 | 10,006,250.00 |
| U. S. Tr. 1¾% "B" Notes due 12/15/55 | 1,000,000* | 992,410.31 | 1,005,312.50 |
| U. S. Tr. 1¾% "B" Notes due 12/15/55 | 12,000,000 | 11,908,921.01 | 12,063,750.00 |
| U. S. Tr. 2⅞% "A" Notes due 3/15/57 | 8,750,000 | 8,857,400.26 | 8,976,953.13 |
| U. S. Tr. 1⅝% "B" Notes due 5/15/57 | 2,500,000 | 2,500,000.00 | 2,498,437.50 |
| U. S. Tr. 1½% "EO" Notes due 10/1/57 | 2,700,000 | 2,705,013.75 | 2,691,562.50 |
| | <u>\$71,490,000</u> | <u>\$71,492,464.60</u> | <u>\$71,818,086.47</u> |
| TOTAL INVESTMENTS | <u>\$95,899,000</u> | <u>\$96,042,293.32</u> | <u>\$96,218,106.30</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.

PHILADELPHIA-GLOUCESTER CITY BRIDGE—COST TO DECEMBER 31, 1954

SCHEDULE A-3

| | Total Commitments | Amount Earned (&/or billed) | Amount Paid | Amount Retained | Amount Unearned (&/or not billed) |
|---|----------------------|--------------------------------|------------------|-----------------|--------------------------------------|
| ENGINEERING: | | | | | |
| Design, supervision and consulting (5½% of estimated \$71,133,160.20 construction costs) | \$ 3,912,323.81 | \$ 2,063,258.33 | \$ 1,867,642.14 | \$ 195,616.19 | \$ 1,849,065.48 |
| Test borings and other engineering | 456,191.95 | 405,407.45 | 405,407.45 | | 50,784.50 |
| Inspection and testing | 70,605.00 | 8,885.92 | 8,885.92 | | 61,719.08 |
| Motion pictures of construction | 25,000.00 | 10,000.00 | 10,000.00 | | 15,000.00 |
| | \$ 4,464,120.76 | \$ 2,487,551.70 | \$ 2,291,935.51 | \$ 195,616.19 | \$ 1,976,569.06 |
| FINANCIAL, LEGAL AND ADMINISTRATIVE | \$ 200,237.24 | \$ 200,237.24 | \$ 200,237.24 | | |
| REAL ESTATE (Land): | | | | | |
| New Jersey | 1,083,182.87 | 1,083,182.87 | 1,083,182.87 | | |
| Pennsylvania | 4,561,521.34 | 2,967,715.34 | 2,967,715.34 | | 1,593,806.00 |
| | \$ 5,644,704.21 | \$ 4,050,898.21 | \$ 4,050,898.21 | | \$ 1,593,806.00 |
| CONTRACTS LET FOR CONSTRUCTION: | | | | | |
| #1 Fehlhaber Corp., 2 River Piers and change order #1 (fender beams), \$25,000 | \$ 3,244,620.00 | \$ 2,836,531.00 | \$ 2,675,550.00 | \$ 160,981.00 | \$ 408,089.00 |
| #2 Merritt, Chapman & Scott Corp., Anchorage Foundations, \$3,400,410, change order #1 — founding, elevation at —59.3' instead of —70', \$83,739.59 ... | 3,316,670.41 | 3,310,344.16 | 3,145,034.16 | 165,310.00 | 6,326.25 |
| #3 Booth & Flinn Company, Anchorage Superstructures | 3,647,075.00 | 167,784.00 | 151,005.60 | 16,778.40 | 3,479,291.00 |
| #4 Bethlehem Steel Company, Towers and Cable Anchorage Metalwork | 6,610,070.00 | 1,925,549.02 | 1,732,994.12 | 192,554.90 | 4,684,520.98 |
| #5 American Bridge Division, United States Steel Corp., Cables and Suspenders ... | 4,768,293.25 | | | | 4,768,293.25 |
| #6 Bethlehem Steel Company Suspended Structure and Decks on Anchorage ... | 7,666,263.90 | | | | 7,666,263.90 |
| Total bridge contracts let for construction including change orders | \$29,252,992.56 | \$ 8,240,208.18 | \$ 7,704,583.88 | \$ 535,624.30 | \$21,012,784.38 |
| Total engineering, financial, administrative, real estate and construction | \$39,562,054.77 | \$14,978,895.33 | \$14,247,654.84 | \$ 731,240.49 | \$24,583,159.44 |
| Total approaches construction (Schedule A-3a) .. | 20,037,428.14 | 3,398,356.45 | 3,058,520.80 | 339,835.65 | 16,639,071.69 |
| Grand totals—December 31, 1954 | \$59,599,482.91 | \$18,377,251.78 | \$17,306,175.64* | \$ 1,071,076.14 | \$41,222,231.13 |

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

PHILADELPHIA-GLOUCESTER CITY BRIDGE APPROACHES—COST TO DECEMBER 31, 1954

SCHEDULE A-3a

CONTRACTS LET FOR CONSTRUCTION:

| | | | | | |
|---|--|--|--|--|-----------|
| #P-1 American Dredging Co., Grading, etc., from Delaware Avenue to 7th Street, Philadelphia | | | | | |
| #P-2 Conduit and Foundation Corp., Viaduct Substructure from Philadelphia Anchorage to 2nd Street..... | | | | | |
| #P-3 Bethlehem Steel Co., Viaduct Superstructure from Philadelphia Anchorage to 2nd Street | | | | | |
| #P-4 Perry J. Goldman Construction Co., Retaining Wall supporting Baltimore and Ohio Railroad tracks and change order #1 (water stops) for \$2,095.54 | | | | | |
| #G-1 H. J. Elkin, Inc. and Van Wyk Construction Co., Truss Spans Substructure from Gloucester Anchorage to Newton Creek | | | | | |
| #G-2 Bethlehem Steel Co., Truss Spans Superstructure from Gloucester Anchorage to Newton Creek | | | | | |
| New Jersey Approach Roads contracts let by New Jersey Highway Department to George M. Brewster & Son, Inc., for \$7,804,829.95 of which the Port Authority's share is | | | | | |
| Change order #2 for | | | | | \$ 558.59 |
| Change order #3 for | | | | | 50,000.00 |

Total approach contracts let for construction including change orders

APPROACHES CONSTRUCTION (Not on Contract) :

| | | | | | |
|--|--|--|--|--|----------------|
| New Jersey approach roads: | | | | | |
| Port Authority's estimated share..... | | | | | \$5,500,000.00 |
| Contracts let (above) .. | | | | | \$4,325,006.97 |
| Change orders #2 & 3..... | | | | | 50,558.59 |
| Balance reserved for future contracts..... | | | | | 4,375,565.56 |
| Relocate Pennsylvania Railroad Company's signal lines and 6" water main in Delaware Avenue, Philadelphia | | | | | |
| Relocate Pollock Street trolley tracks, 10th to Broad Street and adjacent facilities | | | | | |

Total approaches construction (not on contract) .

Total approaches construction

| Total Commitments | Amount Earned (\$/or billed) | Amount Paid | Amount Retained | Amount Unearned (\$/or not billed) |
|-------------------|---------------------------------|----------------|-----------------|---------------------------------------|
| \$ 1,346,310.20 | \$ 328,724.23 | \$ 295,851.81 | \$ 32,872.42 | \$ 1,017,585.97 |
| 1,964,678.00 | 369,277.00 | 332,349.30 | 36,927.70 | 1,595,401.00 |
| 6,977,681.00 | | | | 6,977,681.00 |
| 123,483.44 | 114,070.96 | 102,663.86 | 11,407.10 | 9,412.48 |
| 650,161.70 | | | | 650,161.70 |
| 3,347,344.80 | | | | 3,347,344.80 |
| 4,325,006.97 | 2,586,284.26 | 2,327,655.83 | 258,628.43 | 1,738,722.71 |
| 50,558.59 | | | | 50,558.59 |
| \$18,785,224.70 | \$3,398,356.45 | \$3,058,520.80 | \$339,835.65 | \$15,386,868.25 |
| \$ 1,124,434.44 | | | | \$1,124,434.44 |
| 34,266.00 | | | | 34,266.00 |
| 93,503.00 | | | | 93,503.00 |
| \$ 1,252,203.44 | | | | \$1,252,203.44 |
| \$20,037,428.14 | \$3,398,356.45 | \$3,058,520.80 | \$339,835.65 | \$16,639,071.69 |

| | |
|--|--------------|
| 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 | \$14,000,000 |
| 1% Refunding Bridge bonds of June 1, 1946 due June 1, 1966 | 16,000,000 |
| Total term bonds | \$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 @ 2% premium.

| | |
|--|--------------|
| 3's due Dec. 1, 1946 to Dec. 1, 1948 matured and retired..... | \$ 4,250,000 |
| 1's due June 1, 1949 to June 1, 1954 matured and retired..... | 9,750,000 |
| 1's due June 1, 1966 redeemed October 24, 1947 to December 31, 1954 (through open market purchases) and cancelled. | 8,220,000 |

Outstanding:

| | |
|------------------------------------|-------------|
| Due June 1, 1966 | 22,220,000 |
| Total premiums and discounts | \$7,780,000 |

\$775,782.50

| | | | | |
|--|--------------|----------------|-------------|--------------|
| | \$544,070.32 | \$3,611,900.00 | \$58,876.25 | \$775,782.50 |
|--|--------------|----------------|-------------|--------------|

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.....31/4%..... | 2,900,000 |
| 1958.....4%..... | 900,000 | 1968.....31/4%..... | 3,100,000 |
| 1959.....3%..... | 1,200,000 | 1969.....31/4%..... | 3,300,000 |
| 1960.....3%..... | 1,400,000 | 1970.....31/4%..... | 3,400,000 |
| 1961.....3%..... | 1,600,000 | 1971.....31/4%..... | 3,500,000 |
| 1962.....3%..... | 1,800,000 | 1972.....31/4%..... | 3,500,000 |
| 1963.....3%..... | 2,000,000 | 1973.....31/4%..... | 3,500,000 |
| 1964.....31/4%..... | 2,200,000 | 1983.....31/2%..... | 60,000,000 |
| 1965.....31/4%..... | 2,400,000 | Outstanding..... | \$100,000,000 |
| 1966.....31/4%..... | 2,700,000 | | |

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.

**COSTS OF PHILADELPHIA-CAMDEN BRIDGE,
BRIDGE BUILDINGS AND IMPROVEMENTS**

SCHEDULE A-5

| | | |
|---|----------------|------------------------|
| PHILADELPHIA-CAMDEN BRIDGE, BRIDGE BUILDINGS AND IMPROVEMENTS: | | |
| Original cost of bridge, approaches and administration building contributed by the Commonwealth of Pennsylvania, the State of New Jersey and the City of Philadelphia | | \$37,078,894.97 |
| Less: Refunds of principal and interest, net of interest credits, to July 1, 1931 | | 3,871,484.15 |
| Adjusted book value of Bridge at July 1, 1931 | | <u>\$33,207,410.82</u> |
| Subsequent Improvements: | | |
| Maintenance building (\$57,230.71 of this cost was received from United States Grants) | \$ | 130,561.86 |
| New air conditioning system in the Administration Building | | 13,931.09 |
| Removal of piling and cribbing, dredging and building bulkhead under the west end of Bridge | | 111,948.08 |
| Dry stand-pipes on Bridge and two dolphins in the river for fire protection | | 7,711.20 |
| Participation in the cost of improvements to streets leading to the Bridge | | 357,040.31 |
| Participation in the cost of removal of railroad tracks | | 238,834.43 |
| BRIDGE ROADWAY WIDENING AND ALLIED IMPROVEMENTS: | | |
| Contracts Nos. 1 to 17 completed and paid | \$5,718,561.09 | |
| Less: No. 7—Repaving six interior lanes of bridge roadway transferred to operating expense | 221,317.87 | |
| | | <u>\$5,497,243.22</u> |
| Real estate (land) for Police Building and Toll House area | | 279,065.12 |
| Total contracts and real estate | | <u>\$5,776,308.34</u> |
| Engineering and Architecture: | | |
| Modjeski and Masters, General Engineers | \$167,588.00 | |
| Louis T. Klauder and Associates, Mechanical and Electric Engineers | 101,690.00 | |
| Harbeson, Hough, Livingston and Larson, Architects | 65,861.48 | |
| | | 335,139.48 |
| Inspection, Supervision and Miscellaneous: | | |
| Salaries and pension of staff engineers engaged for the project | \$ 74,732.48 | |
| Contract printing and advertising | 3,879.91 | |
| Testing materials | 6,913.45 | |
| Inspecting materials | 6,348.60 | |
| Test borings | 514.00 | |
| Miscellaneous contract expense | 1,157.17 | |
| Field equipment and supplies | 2,409.79 | |
| Office equipment and supplies | 3,234.06 | |
| Blue prints and photographs | 6,878.45 | |
| Traveling expense | 390.44 | |
| Insurance (workmen's compensation, group and automobile) | 995.83 | |
| Electronic traffic counter | 997.56 | |
| Philadelphia Transit Co. High-speed line watchmen | 13,716.95 | |
| Miscellaneous unclassified | 3,104.05 | |
| | | <u>125,272.74</u> |
| | | 6,236,720.56 |
| Total—Philadelphia-Camden Bridge, bridge buildings and improvements | | <u>\$40,304,158.35</u> |
| PHILADELPHIA-CAMDEN BRIDGE SUBWAY SYSTEM: | | |
| Proceeds of \$7,158,000 bridge bonds sold | \$7,655,170.32 | |
| Interest 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 improvements to Broadway station, Camden | 177,379.08 | |
| | | <u>1,602,166.87</u> |
| Total cost of Philadelphia-Camden Bridge subway system | | 11,162,762.61 |
| Total—Philadelphia-Camden Bridge, bridge buildings, improvements and subway system | | <u>\$51,466,920.96</u> |

REVENUES AND EXPENSES
1954

SCHEDULE B

OPERATING REVENUES:

| | | |
|---------------------------------|----|--------------|
| Bridge tolls | \$ | 8,921,944.74 |
| Rail transit line rentals | | 196,799.94 |
| Other rentals | | 5,001.00 |
| | | 9,123,745.68 |

OPERATING EXPENSES:

| | | |
|--|----|-----------------|
| Salaries | \$ | 1,217,326.24 |
| Equipment | | 58,981.03 |
| Supplies | | 38,724.68 |
| Repairs | | 240,506.73 |
| Miscellaneous (including \$31,429.52 light & heat) | | 196,546.00 |
| Insurance (all-risk and income) | | 48,014.20 |
| | | 1,800,098.88 |
| Net operating revenues | | \$ 7,323,646.80 |

INTEREST INCOME:

| | | |
|--|----|-----------------|
| Interest on investments | \$ | 2,943,979.35 |
| Interest on bank balances | | 11,869.81 |
| | | 2,955,849.16 |
| Net revenues before interest on debt, port development expenses and non-operating adjustments | | \$10,279,495.96 |

INTEREST ON FUNDED DEBT:

| | | |
|--|----|-----------------|
| 1946 Refunding bonds | \$ | 84,250.87 |
| 1953 First series revenue bonds | | 3,391,250.00 |
| | | 3,475,500.87 |
| Net revenues before port development expenses and non-operating adjustments | | \$ 6,803,995.09 |

PORT DEVELOPMENT EXPENSES

| | | |
|---|--|-----------------|
| | | 227,734.19 |
| Net revenues before non-operating adjustments | | \$ 6,576,260.90 |

NON-OPERATING ADJUSTMENTS:

| | | |
|--|--|-----------------|
| Discount on purchase of 1946 refunding bonds | | 51,000.00 |
| Balance of net revenues | | \$ 6,627,260.90 |

EQUITY:

| | | |
|------------------------------------|--|-----------------|
| Balance at beginning of year | | 51,269,199.12 |
| Balance at end of year | | \$57,896,460.02 |

FINANCIAL HISTORY TO DECEMBER 31, 1954

SCHEDULE C

| | <i>State of New Jersey</i> | <i>Commonwealth of Pennsylvania</i> | <i>City of Philadelphia</i> | <i>Total</i> | <i>Interest</i> | <i>Principal</i> |
|---|--------------------------------|---|---------------------------------|-----------------|-----------------|------------------|
| Cost of Bridge (including land and approaches) | \$15,900,235.33 | \$10,601,764.99 | \$10,601,765.10 | \$37,103,765.42 | | \$37,103,765.42 |
| Interest charged to July 1, 1931 | 4,574,124.63 | 2,615,452.88 | 2,887,452.70 | 10,077,030.21 | | |
| Interest allowed to July 1, 1931 | (544,679.52) | (257,697.38) | (275,715.53) | (1,078,092.43) | \$ 8,998,937.78 | |
| Debt established July 1, 1931 | \$19,929,680.44 | \$12,959,520.49 | \$13,213,502.27 | \$46,102,703.20 | | |
| Subsequent charges and adjustments..... | | 18,684.28 | | | | |
| | | 1,416.00 | | (18,664.71) | 6,205.74 | (24,870.45) |
| | | (38,764.99) | | | | |
| Total cost of Bridge (adjusted) | \$19,929,680.44 | \$12,940,855.78 | \$13,213,502.27 | \$46,084,038.49 | \$ 9,005,143.52 | \$37,078,894.97 |
| Interest on debt, July 1, 1931 to Sept. 1, 1933 | 1,170,987.64 | 812,881.24 | 890,084.09 | 2,873,952.97 | 2,873,952.97 | |
| Total cost of Bridge and interest to Sept. 1, 1933 | \$21,100,668.08 | \$13,753,737.02 | \$14,103,586.36 | \$48,957,991.46 | \$11,879,096.49 | \$37,078,894.97 |
| Cash payments—July 1, 1926 to Sept. 1, 1933 | (8,901,668.08) | (4,545,737.02) | (4,548,586.36) | (17,995,991.46) | | |
| Balance of debt—Sept. 1, 1933 | \$12,199,000.00 | \$ 9,208,000.00 | \$ 9,555,000.00 | \$30,962,000.00 | | |
| Bonds issued to liquidate balance of debt | (12,199,000.00) | (9,208,000.00) | (9,555,000.00) | (30,962,000.00) | | |
| Expended for additions and improvements: | | | | | | |
| High-Speed Transit Line (including U. S. grants of \$1,900,000) | | | | \$11,162,762.61 | | |
| Maintenance Building (including U. S. grants of \$57,230.71) | | | \$ 130,561.86 | | | |
| Administration Building | | | 13,931.09 | | | |
| Pier 11½ North, Philadelphia | | | | 144,492.95 | | |
| Bridge roadway widening (6 to 8 lanes) and allied improvements | | | | 111,948.08 | | |
| Street approaches to the Bridge (Camden) | | | | 6,236,720.56 | | |
| Street approaches to the Bridge (Philadelphia) | | | | 395,874.74 | | |
| Fire-fighting installation on Bridge | | | | 200,000.00 | | |
| | | | | 7,711.20 | | |
| Philadelphia-Gloucester Bridge | | | | | | 18,259,510.14 |
| Total cost of facilities to date | | | | | | \$55,338,405.11 |
| | | | | | | 18,377,251.78 |
| | | | | | | \$73,715,656.89 |

| | | |
|---|-------------------------|------------------------|
| Interest on funded debt | | \$25,139,513.05 |
| Total interest | | <u>\$37,018,609.54</u> |
| Total premium paid on debt called for redemption | | \$3,611,900.00 |
| Less: | | |
| Discount received on \$7,710,000—1% Bridge bonds redeemed | \$ | 775,782.50 |
| Premium received on \$37,000,000—2.7% Bridge bonds sold | | 37,000.00 |
| Premium received on \$30,000,000—3% and 1% Bridge bonds sold | | 9,900.00 |
| Net income received on \$7,158,000—4 $\frac{1}{4}$ % Bridge bonds sold (net) | | 438,294.07 |
| U. S. grant appropriated to sinking fund | | 6,363,088.49 |
| | | <u>402,975.13</u> |
| | 8,027,040.19 | |
| Net interest and financing costs | (4,415,140.19) | |
| Total operating expenses | <u>\$32,603,469.35</u> | |
| Total port development expenses | 806,783.37 | |
| Total expenses | <u>22,407,614.11</u> | |
| Total expenses, interest and net financing costs | \$55,011,083.46 | |
| Total expenditures | <u>\$128,726,740.35</u> | |
| Less: Gross receipts since opening (including \$1,957,230.71 of United States grants) | 116,779,027.63 | |
| Excess of total expenditures over total receipts | <u>\$11,947,712.72</u> | |
| Accounted for by: | | |
| Debt on outstanding bonds | \$107,780,000.00 | |
| Accrued interest payable | 147,785.42 | |
| Accrued pensions payable | 39,841.05 | |
| Retained on contract | 1,071,076.14 | |
| Reserve for replacements and repairs | 350,615.33 | |
| | <u>\$109,389,317.94</u> | |
| Less: Cash, accrued interest receivable and prepaid insurance | \$ 1,374,059.37 | |
| Investments in U. S. Treasury obligations | 96,042,293.32 | |
| Survey re: New Jersey transportation system—expenditures to date | 25,252.53 | |
| | <u>97,441,605.22</u> | |
| Total accounted for | <u>\$11,947,712.72</u> | |

SUMMARIES OF OPERATIONS OF SPECIAL FUNDS *SCHEDULE D*
AND BALANCES AT DECEMBER 31, 1954

1946 BOND SINKING FUND

| | | |
|--|-----------------|-----------------|
| Balance, December 31, 1953 | | \$ 2,073,455.53 |
| Received from: | | |
| Bridge operations | \$ 34,899.92 | |
| Interest accrued on investments | 53,757.59 | |
| 1946 Bond Retirement Fund | 920,000.00 | |
| General Reserve Fund | 1,420.87 | 1,010,078.38 |
| | | \$ 3,083,533.91 |
| Disbursed to: | | |
| 1946 Refunding Bond maturities | 900,000.00 | |
| Interest accrued on 1946 Refunding Bonds ... | 84,250.87 | 984,250.87 |
| | | \$ 2,099,283.04 |
| Balance, December 31, 1954 | | \$ 2,099,283.04 |
| Balance represented by: | | |
| Investments | \$ 2,098,254.45 | |
| Accrued interest receivable | 7,511.93 | |
| | | \$ 2,105,766.38 |
| Less: Accrued interest payable | | |
| Re: 1946 Refunding Bonds | 6,483.34 | \$ 2,099,283.04 |
| | | \$ 2,099,283.04 |

1946 BOND RETIREMENT FUND

| | | |
|---------------------------------------|---------------|-----------------|
| Balance, December 31, 1953 | | \$ 8,313,931.34 |
| Received from: | | |
| Interest accrued on investments | | 464,097.81 |
| | | \$ 8,778,029.15 |
| Disbursed to: | | |
| 1946 Bond Sinking Fund | \$ 920,000.00 | |
| Revenue Fund | 1,041,893.10 | 1,961,893.10 |
| | | \$ 6,816,136.05 |
| Balance, December 31, 1954 | | \$ 6,816,136.05 |
| Balance represented by: | | |
| Cash | \$ 3,187.89 | |
| Investments | 6,790,355.69 | |
| Accrued interest receivable | 22,592.47 | \$ 6,816,136.05 |
| | | \$ 6,816,136.05 |

REVENUE FUND

| | | |
|---------------------------------------|--------------|-----------------|
| Balance, December 31, 1953 | | \$ 66,447.34 |
| Received from: | | |
| Interest accrued on investments | \$ 1,671.86 | |
| General Reserve Fund | 5,566,362.83 | |
| 1946 Bond Retirement Fund | 1,041,893.10 | 6,609,927.79 |
| | | \$ 6,676,375.13 |

SUMMARIES OF OPERATIONS OF SPECIAL FUNDS *SCHEDULE D*
AND BALANCES AT DECEMBER 31, 1954—Continued

Disbursed to:

| | | |
|--|-----------------|--------------|
| Bond Service Fund | \$ 3,642,985.00 | |
| Bond Reserve Fund | 1,923,377.83 | |
| General Reserve Fund (by specific resolutions of the Authority) | 1,110,012.30 | 6,676,375.13 |
| Balance, December 31, 1954 | | —0— |

BOND SERVICE FUND

Balance, December 31, 1953 \$ 140,690.71

Received from:

| | | |
|---------------------------------------|--------------|--------------|
| Interest accrued on investments | \$ 13,225.25 | |
| Revenue Fund | 3,642,985.00 | 3,656,210.25 |
| | | 3,796,900.96 |

Disbursed to:

| | | |
|---|---------------|--------------|
| Interest accrued on 1953 First Series Revenue Bonds | | 3,391,250.00 |
| Balance, December 31, 1954 | \$ 405,650.96 | |

Balance represented by:

| | | |
|---|---------------|---------------|
| Cash | \$ 546,953.04 | |
| Less: Accrued interest payable re: 1953 First Series Revenue Bonds | 141,302.08 | \$ 405,650.96 |

BOND RESERVE FUND

Balance, December 31, 1953 \$ 3,446,627.41

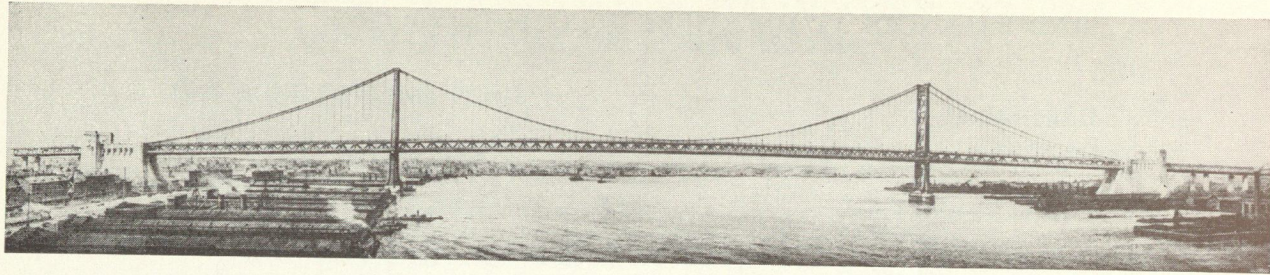
Received from:

| | | |
|----------------------------------|---------------|-----------------|
| Interest on investments | \$ 302,406.26 | |
| Revenue Fund | 1,923,377.83 | 2,225,784.09 |
| Balance, December 31, 1954 | | \$ 5,672,411.50 |

Balance represented by:

| | | |
|-----------------------------------|--------------|-----------------|
| Cash | \$ 1,459.89 | |
| Investments | 5,664,124.51 | |
| Accrued interest receivable | 6,827.10 | \$ 5,672,411.50 |

THE DELAWARE RIVER BRIDGE CONNECTING PHILADELPHIA, PA., AND CAMDEN, N. J.



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

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

| | | |
|--|-----------------|-----------------|
| Construction contracts | \$23,870,096.01 | |
| Real Estate Pennsylvania | \$7,668,847.01 | |
| Real Estate New Jersey | 3,420,177.12 | 11,089,024.13 |
| Engineering | 1,650,266.53 | |
| Administration | 469,508.30 | |
| Cost of Bridge | \$37,078,894.97 | |
| Bridge improvements (including rail transit line and bridge widening) \$1,957,230.71 of which was received as United States grants | 18,259,510.14 | |
| | | \$55,338,405.11 |

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 1/4 inches |
| Width of roadway between curbs | 77 feet, 10 inches |
| Height of towers above mean high water | 382 feet, 8 inches |
| Clearance above mean high water in center | 135 feet |
| Weight of main span per linear foot | 26,000 pounds |
| Live load capacity per linear foot | 12,000 pounds |
| Deepest foundation below mean high water | 108 feet |
| Total weight of bridge (portal to portal) | 763,491 tons |

STRUCTURAL METALWORK

| | Tons |
|--|---------------|
| Main towers | 9,860 |
| Suspended structure | 18,565 |
| Anchorage | 7,300 |
| Approaches | 25,975 |
| Structural steel for cables | 610 |
| Cables and suspenders | 7,202 |
| Structural steel in Philadelphia plaza | 1,339 |
| TOTAL STRUCTURAL METALWORK—ORIGINAL BRIDGE (1926) | 70,851 |
| Additional steel due to alterations | 6,532 |
| TOTAL STRUCTURAL METALWORK—AFTER ALTERATIONS (1951) | 77,383 |

MASONRY

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

SCHEDULE OF TOLL RATES

| | |
|--|--------|
| Passenger Automobile | \$.25 |
| 40-Trip Commutation Ticket Book | 7.50 |
| (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.) | |
| 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 Delaware River Bridge is PROHIBITED . | |

*87900
discarded
only*



