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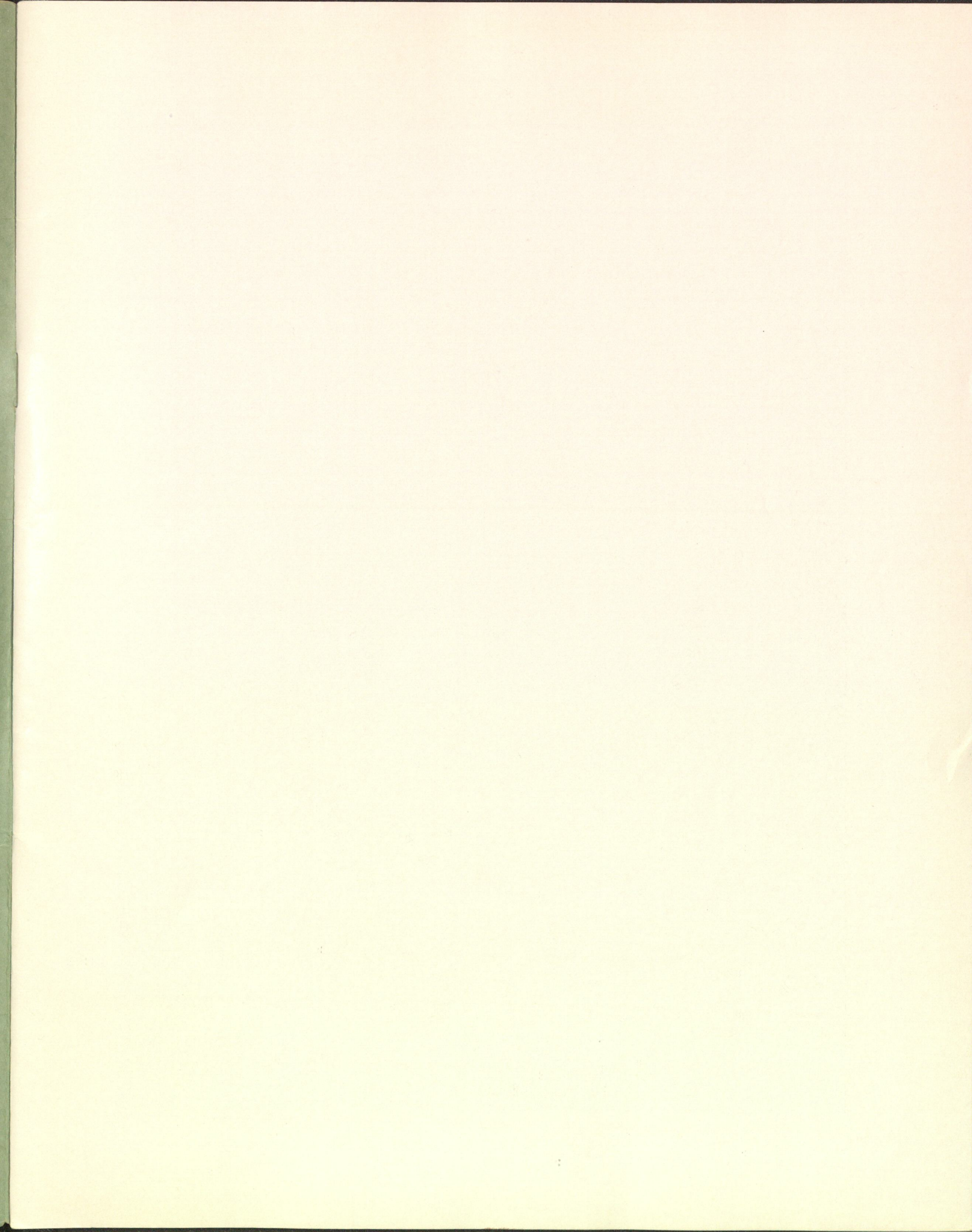
REPORT
OF THE
Delaware River Port Authority
OF
PENNSYLVANIA AND NEW JERSEY

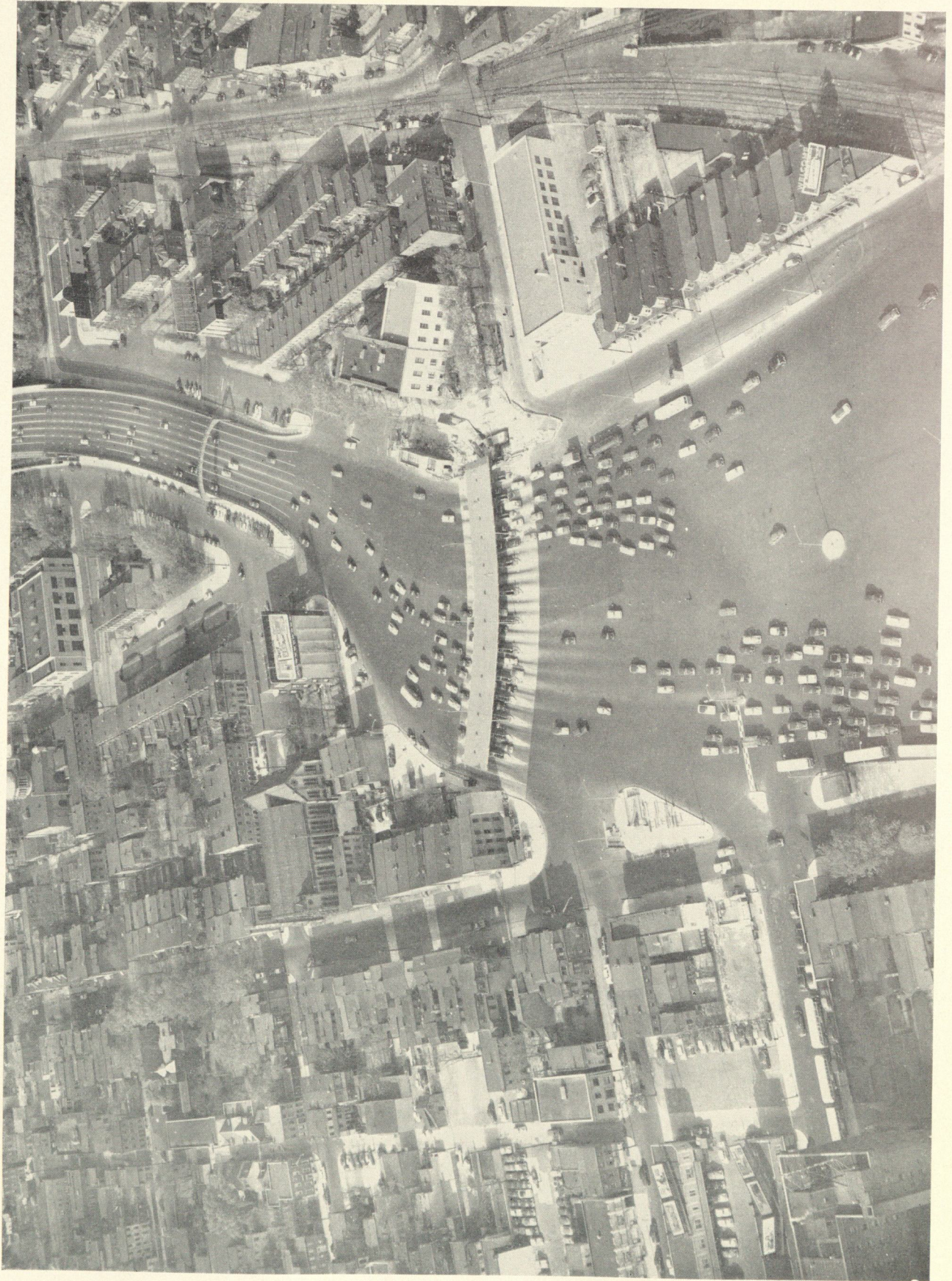


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CAMDEN PLAZA AND TOLL HOUSE IMPROVEMENTS

REPORT
OF THE
Delaware River Port Authority
TO THE
Governors and Legislatures of the
Commonwealth of Pennsylvania
and the
State of New Jersey
1952

PENNSYLVANIA

WELDON B. HEYBURN, *Vice-Chairman*
EDWIN R. COX
CHARLES R. BARBER
JAMES V. BANEY
GEORGE E. BARTOL, JR.
EDWARD G. BUDD, JR.
WALTER M. PHILLIPS
HARRY G. SCHAD

EXECUTIVE DIRECTOR

JOSEPH K. COSTELLO

PENNSYLVANIA COUNSEL

DUANE, MORRIS AND HECKSCHER

CHIEF ENGINEER

DANIEL M. KRAMER

BRIDGE SUPERINTENDENT

FRANK L. SUPLEE, JR.

NEW JERSEY

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

TREASURER

HORACE J. STRADLEY

NEW JERSEY COUNSEL

BRUCE A. WALLACE

**PORT PROMOTION
DEPARTMENT EXECUTIVE**

J. ALEX. CROTHERS

PUBLIC RELATIONS AIDE

WILLIAM A. GAFFNEY

ADMINISTRATION BUILDING
BRIDGE PLAZA, CAMDEN 2, NEW JERSEY

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**CLASSIFICATION OF VEHICLES
CROSSING DELAWARE RIVER BRIDGE
IN 1952**

Period	AUTOMOBILES AND LIGHT TRUCKS						BUSES				TRUCKS, TRACTORS AND TRAILERS						Motor-cycles 10c 15c 20c 30c 40c	
	Total Autos & Light Trucks		20c Rate		Commuters 15c Rate		50c		7,000 to 18,000 Pounds 35c, 40c and 50c		18,001 to 26,000 Pounds 65c and 75c		26,001 to 60,000 Pounds 80c to \$1.30		Up to 150,000 Pounds			
	Vehicles	% of Total	Vehicles	% of Autos	Vehicles	% of Autos	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total		Specials \$1.50/Tks. Incl.
Jan.....	1,967,668	89.14	1,557,877	88.82	196,120	11.18	80,783	4.11	62,425	3.17	20,770	1.06	48,560	2.47	157	976	0	
Feb.....	1,942,515	89.52	1,548,933	89.08	189,949	10.92	76,502	3.94	59,989	3.09	19,967	1.03	46,127	2.37	187	861	0	
Mar.....	2,066,400	89.26	1,652,254	89.27	198,567	10.73	81,381	3.93	64,508	3.12	19,762	0.95	48,562	2.35	214	1,152	0	
Apr.....	2,182,417	89.33	1,744,070	89.45	205,668	10.55	82,361	3.77	71,408	3.27	25,056	1.14	51,652	2.37	289	1,898	15	
May.....	2,483,109	90.02	2,033,192	90.96	202,146	9.04	93,109	3.74	74,681	3.01	25,420	1.02	51,592	2.07	276	2,683	10	
June.....	2,492,570	90.12	2,059,843	91.70	186,351	8.30	89,463	3.51	79,180	3.18	24,176	0.97	50,240	2.02	271	3,044	2	
July.....	2,674,649	90.05	2,236,295	92.84	172,434	7.16	98,617	3.68	86,339	3.22	27,035	1.01	49,999	1.86	363	3,560	7	
Aug.....	2,707,621	90.16	2,272,668	93.09	168,680	6.91	99,909	3.68	85,196	3.14	25,630	0.95	51,698	1.90	415	3,418	7	
Sept.....	2,459,862	89.66	2,012,870	91.27	192,458	8.73	87,170	3.54	82,255	3.34	25,273	1.03	56,499	2.30	382	2,943	12	
Oct.....	2,470,052	89.38	1,982,437	89.79	225,421	10.21	89,847	3.63	82,688	3.34	26,225	1.06	60,361	2.44	534	2,528	11	
Nov.....	2,250,642	90.16	1,826,585	90.02	202,529	9.98	80,481	3.58	66,729	2.96	21,781	0.97	50,034	2.22	510	1,976	17	
Dec.....	2,222,581	89.33	1,781,241	89.71	204,229	10.29	86,834	3.91	71,593	3.22	22,667	1.01	54,227	2.44	463	1,314	13	
1952 Totals...	27,920,086	89.73	22,708,265	90.64	2,344,552	9.36	1,046,457	3.75	886,991	3.18	283,762	1.02	619,551	2.22	4,061	26,353	94	
Grand Totals From Opening to 12/31/52...	376,493,820	87.78	211,136,794	63.88	23,686,094	7.17	28,255,558	7.50	10,294,652	2.73	3,298,646	0.88	2,610,727	0.60	862,205	669,450	4,548	

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

RESUME OF OPERATION

Year	TOTALS		AUTOMOBILES AND LIGHT TRUCKS				TRUCKS			AVERAGES				HIGH SPEED LINE (opened 6/6/56)		Net Receipts (Operation)				
	Vehicles	Receipts	Total	20c Rate 2/1/37	15c Com- muni- tation 3/1/37	Buses	7001 lbs. to 36,000 lbs. Gr. Wt.	Tractor- Trailers 28,001 to 60,000 lbs. Gr. Wt.	Motor- cycles up to 150,000 lbs.	Horses	VEHICLES		RECEIPTS		Sunday and Holiday Traffic		Total Fares 2 1/2c	AVERAGE		
											Month	Daily	Month	Daily				Month	Daily	
1948	19,227,246	4,856,157.84	16,817,353	15,154,947	1,662,406	1,016,603	1,143,773	221,025	1,091	27,399	2	1,602,271	52,533	404,679.82	13,268.19	55,456	10,209,502	850,792	27,895	3,614,024.54
1949	21,085,868	5,295,306.50	18,593,968	16,864,699	1,729,269	1,022,150	1,162,418	278,473	1,059	27,798	2	1,757,156	57,770	438,775.45	14,425.50	62,058	9,275,196	772,933	25,412	4,208,027.61
1950	23,348,550	5,845,556.47	20,733,580	18,797,230	1,936,350	986,665	1,149,153	453,124	1,054	24,972	2	1,945,712	63,968	487,154.70	16,016.04	68,646	8,877,115	739,759	24,320	4,618,862.65
1951	25,389,704	6,323,330.82	22,695,400	20,527,124	2,168,276	997,614	1,161,622	511,286	1,027	22,754	1	2,115,809	69,561	526,944.98	17,324.21	75,004	8,295,758	691,313	22,728	4,848,753.00
1952	27,920,086	6,963,650.03	25,052,817	22,708,265	2,344,552	1,046,457	1,232,200	561,847	318	26,353	94	2,326,674	76,284	580,304.17	19,026.36	80,343	8,884,757	740,396	24,275	5,488,851.60

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RAIL TRANSIT LINE

Month	1948			1949			1950			1951			1952		
	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	878,044	28,324	21,951.10	871,434	28,111	21,785.85	754,715	24,346	18,867.88	757,085	24,442	18,927.13	694,945	22,417	17,373.63
February	803,088	27,693	20,077.20	*500,187	17,864	12,504.68	672,424	24,015	16,810.60	659,122	23,540	16,478.05	642,903	22,169	16,072.58
March	891,582	28,761	22,289.55	828,000	26,709	20,700.00	771,938	24,901	19,298.45	724,082	23,357	18,102.05	†681,011	21,968	17,025.28
April	828,452	27,615	20,711.30	799,014	26,634	19,975.35	701,581	23,386	17,539.53	682,040	22,735	17,051.00	742,952	24,765	18,573.80
May	810,393	26,142	20,259.83	781,202	25,200	19,530.05	751,520	24,243	18,788.00	709,513	22,888	17,737.83	719,214	23,200	17,980.35
June	807,012	26,900	20,175.30	750,760	25,025	18,769.00	708,691	23,623	17,717.28	648,224	21,607	16,205.60	725,140	24,171	18,128.50
July	706,164	22,779	17,654.10	662,144	21,359	16,553.60	604,677	19,505	15,116.93	584,235	18,846	14,605.88	701,742	22,637	17,543.55
August	789,570	25,470	19,739.25	810,380	26,141	20,259.50	745,333	24,043	18,633.33	691,299	22,300	17,282.48	737,721	23,797	18,443.03
September	853,016	28,434	21,325.40	788,463	26,282	19,711.58	747,899	24,930	18,697.48	635,408	21,180	15,885.20	785,274	26,176	19,631.85
October	893,143	28,811	22,328.58	802,793	25,896	20,069.83	788,651	25,440	19,716.28	712,273	22,976	17,806.83	828,997	26,742	20,724.93
November	905,600	30,187	22,640.00	798,661	26,662	19,966.53	781,228	26,041	19,530.70	711,463	23,715	17,786.58	745,980	24,866	18,649.50
December	1,043,438	33,659	26,085.95	882,158	28,457	22,053.95	848,458	27,370	21,211.45	781,014	25,194	19,525.35	878,878	28,351	21,971.95
Totals	10,209,502	27,895	255,237.56	9,275,196	25,412	231,879.92	8,877,115	24,320	221,927.91	8,295,758	22,728	207,393.98	8,884,757	24,275	222,118.95

(*Nine Day Transit Strike)
 (†Camden Ferries Closed March 31st, 1952)

ANNUAL REPORT
OF THE
Delaware River Port Authority
of Pennsylvania and New Jersey
1952

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

The Delaware River Port Authority herewith respectfully submits its first annual report in which is outlined for the calendar year 1952 the performance of functions for the mutual benefit of the Commonwealth of Pennsylvania and the State of New Jersey as specified in the legislation creating it.

During the year Congress approved compacts between the Commonwealth of Pennsylvania and the State of New Jersey creating the Delaware River Port Authority as the successor to The Delaware River Joint Commission and authorizing construction of a new vehicular crossing of the Delaware River from South Philadelphia to a point in New Jersey directly across the stream. The latter compact left the decision as to whether the crossing would be a bridge or a tunnel to the Governors of the States.

The Governors, acting in accordance with the recommendation of The Delaware River Joint Commission, based upon investigation by engineers and traffic analysts, determined that a bridge should be built from Packer Avenue, Philadelphia to Gloucester City, New Jersey.

By the end of 1952 the essential preliminaries, including test borings and analyses of soil underlying the site specified were well under way. Problems incident to the design and

construction of the bridge were under intensive study by the joint firm of Modjeski and Masters-Ammann and Whitney, outstanding engineers retained by the Commission.

Beginning of actual construction work awaits approval by the Secretary of the Army of an application for a permit filed with the District Engineer, United States Army Corps of Engineers August 1, 1952. It is hoped that this approval will be forthcoming early in 1953 so that the bridge may be opened to the traveling public in 1956.

The passing of The Delaware River Joint Commission, created in 1931, like that of its predecessor, the "Delaware River Bridge Joint Commission" which built the existing bridge should be recorded as a tribute to the men who served so honorably and capably upon these Commissions.

The Delaware River Port Authority succeeded The Delaware River Joint Commission on July 17, 1952, upon signature by President Truman of H.R. 8315 (Public Law 573-82nd Congress, Chapter 921-2nd Session) and H.R. 8316 (Public Law 574-82nd Congress, Chapter 922-2nd Session), the latter of which authorized the additional river crossing.

The Port District includes the counties of Philadelphia and Delaware, in Pennsylvania, and the counties of Camden, Burlington, Gloucester, Salem, Cumberland, Cape May, Atlantic and Ocean, in New Jersey.

The eight commissioners from New Jersey automatically were continued in office until

the expiration of their terms in 1954. The Auditor-General and the State Treasurer of Pennsylvania continue to serve upon the Port Authority as ex-officio members but the terms of the other Pennsylvania members of the Authority expired as of the appointment of their successors. The commissioners serve without compensation.

On November 24th, Governor Fine announced the appointment of the following members:

Edwin R. Cox (re-appointment), Philadelphia County; Edward G. Budd, Jr., Philadelphia County; George E. Bartol, Jr., Montgomery County; Harry G. Schad, Montgomery County; James V. Baney, Delaware County, and Walter M. Phillips, Philadelphia County. Retiring as members were Governor John S. Fine and Mayor Joseph S. Clark, Jr., Alvin A. Swenson, Clarence Tolan, Jr., and Jay Cooke.

In the period between the signing by the President of the bill passed unanimously by the House and Senate approving the compact creating the Authority and the naming of the Pennsylvania members by Governor Fine, there was no interruption of the orderly conduct of the affairs of the Authority since the original Pennsylvania members of the Commission continued to serve. Joseph K. Costello, general manager and secretary of the Commission, was named Executive Director of the Authority on September 24 and renamed secretary on November 26.

On December 12, 1952 the Port Authority, sitting as a committee of the whole, met for the purpose of organization and unanimously elected Edward C. McAuliffe, New Jersey member as Chairman. On this same date, the law firm of Duane, Morris and Heckscher, Philadelphia was retained as Pennsylvania Counsel to the Port Authority, succeeding Augustus F. Daix, III who died suddenly on October 19, 1952 after 13 years of loyal and faithful service to the Commission.

On December 19, 1952 the Authority elected Weldon B. Heyburn, Auditor General

of the Commonwealth of Pennsylvania, as Vice-Chairman of the Authority, thereby completing the organization of the Authority.

The re-organized Authority immediately set to work on pending problems. The most im-



PORT AUTHORITY OFFICERS
EDWARD C. McAULIFFE (right), *Chairman*
WELDON B. HEYBURN, *Vice-Chairman*

portant of these to the traveling public was the construction of the second bridge, which will divert in 1956 it is hoped, 11,000,000 vehicles from the present structure. In 1952, an unprecedented total of 27,920,086 vehicles crossed the Delaware River Bridge, an increase of 2,530,382 over count for 1951. Detailed statements of bridge traffic and of the current financial status of the Authority appear in this report.

The Authority began the conduct of its affairs with a realization that its sole present asset is the Delaware River Bridge owned by the two States. Revenues are within the control of the Authority subject only to such limitations as are imposed by its bond indenture. At the end of the year, the outstanding debt was \$16,376,000 of which \$900,000 will be

paid on June 1, 1953. Authority holdings in United States Government bonds totalled \$9,500,000 par value.

Gross receipts for 1952 were \$6,963,650.03 a gain of \$640,310.21 or 10.12 percent over receipts of 1951. Net income after bond maturity and sinking fund reserve requirements was \$3,626,030.40. Bridge improvements including widening the roadway from six to eight lanes and increasing the number of toll houses to twenty are practically completed. The \$6,200,000 cost of these improvements was defrayed from current receipts. The present bridge therefore may be regarded, both physically and financially, as being in satisfactory condition.

At year's end, the engineers were engaged in making a detailed cost estimate for a seven-lane vehicular bridge and while final figures had not been reached, it is assumed that the cost, including allocation of \$7,000,000 in Pennsylvania and a like sum in New Jersey for access roads, will be in the neighborhood of \$90,000,000.

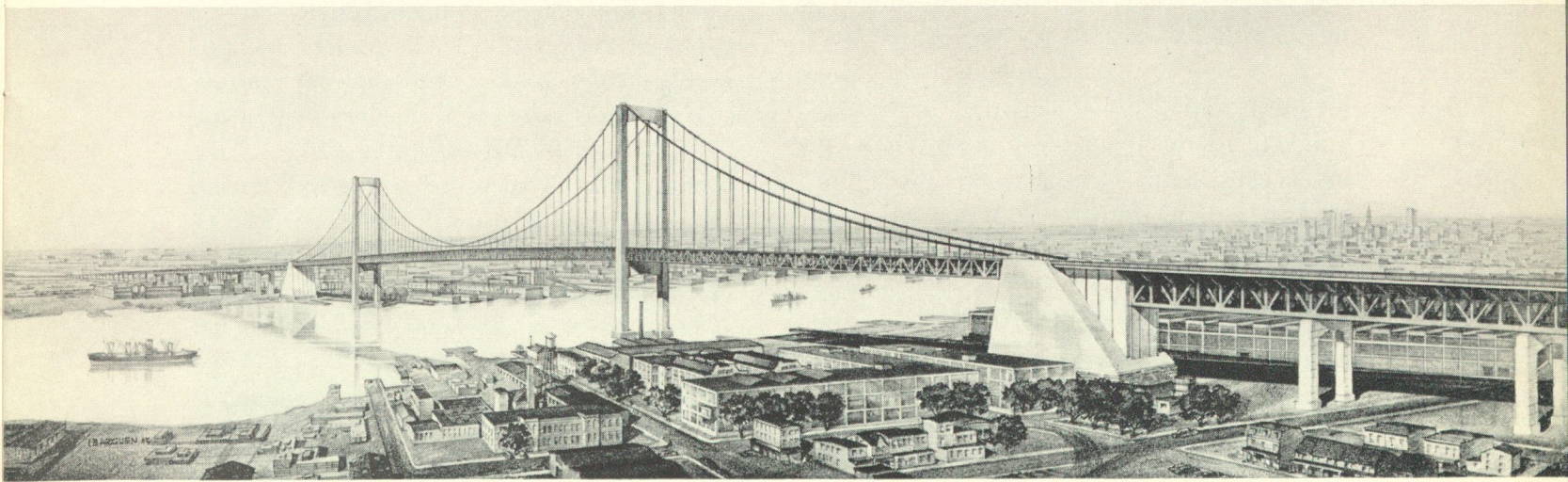
So that construction of approach highways on both sides of the river may proceed simultaneously with the building of the new crossing, the Authority has entered into agreements with the Highway Departments of the two States which provide that the departments will

undertake preparation of the preliminary survey and reports with cost estimates and will transmit all information obtained to the Authority.

The Authority will thereby know how far the \$7,000,000 highway allocation in each State will go towards the overall project and also how much must be contributed by other participants toward realizing the enterprise in its entirety. The agreements provide that the Authority make payments not to exceed \$50,000 in each State to defray the cost of making the preliminary survey and report for the bridge approaches and connecting roads.

These agreements with the Highway Departments were felt necessary to eliminate any possibility of working at cross-purposes since the laws provide that the Highway Department Secretaries are the final arbiters on the approach roads. The Pennsylvania Highway Department appointed the firm of Modjeski and Masters to study the approach roads to the new bridge on the Pennsylvania side and the firm of Ammann and Whitney was retained by the New Jersey Highway Department for the same purpose on the New Jersey side of the River.

It is extremely doubtful that the new bridge alone could be financed without being backlogged by surplus earnings of the old span. A forecast of the combined earnings of both



PROPOSED BRIDGE, PACKER AVENUE, PHILADELPHIA, PA.—GLOUCESTER CITY, N. J.

bridges was begun late in 1952 by Coverdale and Colpitts, traffic analysts, and is expected to be presented to the Authority early in the new year. This study is a requisite for interesting investment bankers to the extent of approximately \$90,000,000.

The decision that the new crossing be a vehicular bridge was made by Governors Fine and Driscoll on July 31, 1952. The following day the Authority made formal application for a permit to build a structure with main span length of 2,000 feet and a vertical clearance of 150 feet. A public hearing was held on the application on September 4, 1952 and it was thereafter forwarded to the Division Engineer, New York, and thence to the Office of the Corps of Engineers in Washington.

While the latter half of 1952 marked the transformation of The Delaware River Joint Commission into the Delaware River Port Authority, the earlier months were devoted to securing of Congressional approval of the compacts establishing the Port Authority and authorizing the second crossing. The Bureau of the Budget and the Bureau of Public Roads at Washington in mid-March had drafted amendments to the bills which, if enacted, would have entirely destroyed the concept of a Port Authority. The people of Pennsylvania and New Jersey, acting through their Governors and Legislatures, had hoped to derive long-needed benefits through the medium of an Authority, which, by use of surplus revenues of the Delaware River Bridge could promote and develop the Port District.

Under the amendments drafted by the Washington Bureaus, the surplus revenues could not be used for port improvement purposes as set forth in the 1951 acts of the two States.

Through the close cooperation of many including the Governors of Pennsylvania and New Jersey, the United States Senators from the two States, the Mayors of Philadelphia and Camden, labor leaders, civic organizations and the press, a unified case was presented to the Public Works Committees of both the Sen-

ate and the House with the result that the following amendment was finally approved by the Committees and sent to Congress:

“PROVIDED, That, as a specific exemption from the provisions of Section 506 of the General Bridge Act of 1946, as amended, the collection of tolls for the use of any bridge hereafter constructed or acquired by the commission, in excess of amounts reasonably required for the operation and maintenance thereof under economical management, shall cease at the expiration of fifty years from the date of the opening to traffic by the commission of the bridge latest constructed or acquired by said commission after the effective date of this Act, and the rate of such tolls shall be subject to the provisions of Section 503 of the General Bridge Act of 1946, as amended.”

The law thereby gives the Authority the power to use surplus revenues of this bridge and any other that is built or acquired to forward the interests of this area in the manner set forth by the Legislatures of Pennsylvania and New Jersey.

Following the designation by Governors Fine and Driscoll that the new crossing should be a bridge, the Authority was requested by several groups and individuals to give consideration to the advisability of constructing a double-decked bridge, with an upper level of eight vehicular lanes and a lower level capable of accommodating at least four tracks for interstate high-speed electric transit and adaptable to conversion for vehicular traffic.

The Transportation Committee of the Authority met on October 8th to consider the results of a thorough exploration by its engineers of the merits of the suggested project. The Committee reported to the Authority that the cost of a double-decked bridge would be at least \$115,000,000 from end to end plus \$14,000,000 for access roads in Pennsylvania and New Jersey. To this would have to be added the huge expense of providing railway and high-speed transit connections and compensation for property damages.

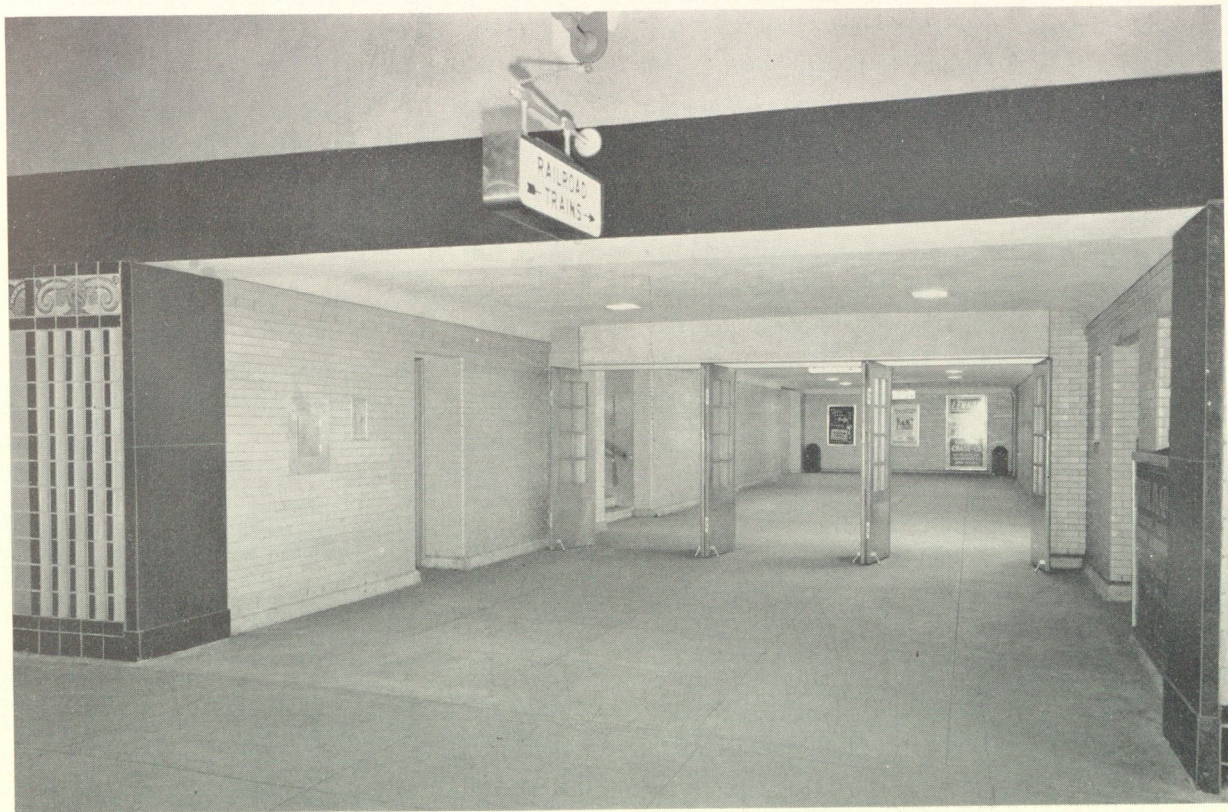
It was pointed out by the Committee that the overall cost could not be sustained by a 25-cent

toll for automobiles. The Committee found that the existing Delaware River Bridge is decidedly superior to the new structure as to feasibility of rapid-transit line extension into South Jersey.

One of the most convincing points for rejection of the proposal was the fact that the present bridge rail line is already in operation between Eighth and Market Streets, Philadelphia and the Broadway Station of the Pennsylvania-Reading Seashore Lines, Camden. Early in 1953 the Locust Street Subway is to be ready for operation thereby affording bridge rail line passengers through service to the heart of Philadelphia. The main line of the Pennsylvania-Reading Company immediately adjoins the bridge line in Camden and a connection between the two is an engineering possibility. The main railroad line fans out to serve the principal communities of the surrounding Camden area. The report of the Transportation Committee was approved by the Authority.

The Authority plans to consider the rail-transit line extension problem in detail after the second bridge project has been successfully launched. Authority records show that the bridge line, like all others throughout the country, has suffered by reason of private-automobile competition. In 1947, passengers carried on the line totaled 10,056,967 and, in 1952, the total was 8,884,757. The 1952 figure was 588,999 more than the 1951 total of 8,295,758 but the increase was attributed to discontinuance of the Market Street Ferry on March 31, 1952. The peak of 10,209,502 was reached in 1948 and the decline since that year was steady until 1952 when patronage increased.

In conjunction with closing of the ferry, the Authority entered into a program of improvements with The Pennsylvania Railroad at the Broadway train terminal to facilitate transfer of passengers to and from the high-speed line trains and railroad cars. These improvements consisted of construction of a concourse and



CONCOURSE, BROADWAY STATION



ESCALATOR, BROADWAY STATION

moving-stairway by the Authority and a new ticket office and platform by the Railroad. The work was completed and the enlarged facilities made available to the public on March 31, 1952, the day of the ferry closing. The Authority's share of the work amounted to \$177,379.08.

On July 14, 1952, a communication was received from R. F. Tyson, Executive Vice-President of the Philadelphia Transportation Company, regarding the lease between his company and The Delaware River Joint Commission for operation of the bridge rail-transit line. The communication urged that, in anticipation of the opening of the Locust Street Subway into which the bridge line cars will operate, the Bridge Commission take immediate steps to place an order for at least 18 new cars under provisions of the section of the lease providing: "The Commission agrees to furnish 26 cars for initial operation and such additional cars as shall be required by the growth of Bridge Line service, the number thereof to be mutually agreed upon between the Commission and the Company."

The Company request was discussed at the July 23rd meeting of the Authority and it was voted to defer action pending a detailed study of the results to be obtained by opening the Locust Street Subway. The Authority was informed by its Executive Director that purchase of 18 additional cars would involve an expenditure of approximately \$1,800,000 and that

subway cars of the type requested would not be suitable for operation of the high-speed line if it is extended throughout South Jersey.

The Authority now owns 26 cars originally costing \$52,500 each. They have been in service 16 years while some of the Market Street Subway cars have been in service continuously since 1907. Only 16 or 17 of the Authority-owned cars have been charged to bridge line service while the other 9 or 10, to the Ridge-Eighth Subway by the Philadelphia Transportation Company with no financial return to the Authority. Permission for such use was given in the amended lease of 1941 between the Commission and the Company.

The Executive Director advised the Authority that, inasmuch as all 26 cars are owned by the Authority, it will be necessary that all be reclaimed for exclusive use on the Bridge-Locust Street Line. He added that the Company was of the opinion the 26 cars will not be adequate for this service, estimating the opening of the Locust Street extension will add approximately 2,000,000 passengers to the bridge line.

Under the present operating schedules, a train proceeds from Broadway, Camden to Eighth and Market Streets, Philadelphia and, thence, to Broad Street and Girard Avenue—returning to Eighth and Market Streets and then to the Broadway terminus, a total distance of 23,200 feet. When the Locust Street Subway is in operation, the Authority cars will be routed directly from Broadway to Sixteenth and Locust Streets, a distance of 20,000 feet, eliminating the run to Broad Street and Girard Avenue.

The 1952 record of 27,920,086 vehicles on the Delaware River Bridge was a gain of 9,812,953 or 54 per cent in the last five years. The bridge has been crossed by 376,493,820 vehicles in 26½ years of operation. The average daily volume in 1952 was 76,284 compared with 69,561 in 1951. For the first time, traffic passed the 2,000,000 mark in ten months of the year, March to December inclusive. A new week-end record was set on the third week-end in August when 285,708 vehicles crossed.

The all-time daily high was on Sunday, June 29 when the count was 109,012. It is significant to note that the 1951 daily high, 100,416, was surpassed on nine occasions in 1952.

Automobiles and light trucks registered the highest percentage increase of 10.38 while large truck transactions showed a gain of 7.19 per cent; bus travel increased 4.89 per cent. Automobiles and light trucks contributed 73.34 per cent of 1952 toll receipts; buses, 7.84 per cent; large trucks, 18.76 per cent and motorcycles, .06 per cent. Average toll per vehicle was 23.89 cents and, per truck, 69.77 cents.

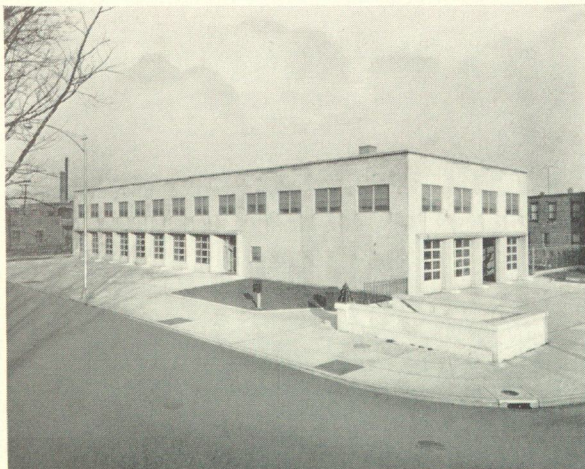
The yearly traffic breakdown was:

	1952	1951	Increase Decrease*	Per Cent
Automobiles and light trucks	22,708,265	20,527,124	2,181,141	10.63
Commutation tickets	2,344,552	2,168,276	176,276	8.13
Motor trucks	1,232,200	1,163,036	69,164	5.94
Tractors and trailers	561,847	509,872	51,975	10.19
Special permits	318	1,027	709*	69.03*
Buses	1,046,457	997,614	48,843	4.89
Motorcycles	26,353	22,754	3,599	15.82
Horsedrawn vehicles	94	1	93	
TOTAL	27,920,086	25,389,704	2,530,382	9.96

use of a combination of old, new and temporary toll booths. Thirteen existing toll booths were in use at the beginning of the year. The first five new booths, lanes 16 to 20, were placed into service on March 13. All new lanes, except No. 1, were in use by the end of the year. Construction is progressing on the north toll house and completion of contracts is expected early in 1953.

The overall building program of the Authority including the toll houses, police building and an annex for the Administration Building, all authorized as part of the Widening the Bridge Roadway and Allied Improvements

The record-breaking traffic on the bridge during 1952 was handled with the least possible inconvenience to motorists despite the building of new toll houses on the Camden plaza which continued throughout most of the year. Collection of toll was accomplished by



NEW POLICE BUILDING



ANNEX TO ADMINISTRATION BUILDING



LOWER DELAWARE RIVER PORT

Project involving expenditures of \$6,216,838.78, was completed at the end of the year except for remaining work amounting to \$226,142.58.

The Police Bureau held its first roll-call in the new building, October 29. Completion of the structure provides excellent facilities for roll-call and locker-rooms and ample space for police cars and emergency vehicles.

Two floors of the new Administration Building Annex were occupied during December and quarters for the toll collectors will be available early in the new year.

To provide improved movement of traffic proceeding to and from the bridge, City Council of Philadelphia introduced an ordinance to widen Race and Vine Streets between Seventh and Eighth Streets. On the New Jersey side of the bridge, the New Jersey State Highway Department installed a "cycle-selector" system of traffic lights on Penn and Linden Streets in order to utilize intersections along these two important arteries to the best advantage of both bridge traffic and north-south local traffic. The Port Authority shares in the cost of the work which Camden Traffic Police who patrol the approaches declared was an improvement over the previous lighting system. The need, however, for a limited-access express highway to feed traffic to and from the Camden Plaza becomes more acute with each passing year.

The Delaware River Bridge was closed on three occasions during 1952 in conjunction with Civil Defense Air-Raid alert drills as follows:

- | | |
|------------|---|
| April 29 | New Jersey alert — closed for 13 minutes during mid-morning. |
| May 27 | Philadelphia alert — closed for 10 minutes during mid-morning. |
| October 15 | Pennsylvania alert — closed for 6 minutes to westbound traffic; eastbound traffic leaving Philadelphia continued to move. |

During a visit of President Truman on October 21, the bridge was closed to westbound traffic while the President and his party were crossing to Philadelphia.

In cooperation with the Bureau of Animal Industry of the Commonwealth of Pennsylvania and the Division of Animal Industry of the State of New Jersey in the control of Vesicular Exanthema, an infectious disease of swine, bridge police, between August 16, 1952 and the end of the year, checked 505 vehicles hauling livestock across the structure in compliance with the requirements of the States for health certificates.

During the course of the year, the New Jersey Public Utility Commission and the Pennsylvania-Reading Seashore Lines completed negotiations and approved plans for removal of the Main Street freight line which crosses immediately in front of the Camden Bridge Plaza causing serious traffic congestion when trains traverse Penn and Linden Streets. Work on removal of the rails is expected to begin early in 1953 and to be completed before the end of the year. The Authority is on record with the Public Utility Commission for a commitment of \$250,000 as part of the cost of the rail-removal program, in order to expedite bridge traffic.

The Port Promotion Department of The Delaware River Joint Commission continued its activities upon the transformation of the Commission into the Port Authority and, during the latter months of the year, plans were being formulated for expansion of the work of the Department to advance the interests of the port area.

Reports made public during 1952 by the Corps of Engineers, Department of the Army, revealed that waterborne commerce of the Delaware River, Trenton to the sea, soared to a new, all-time record in 1951 of 74,222,543 net tons, compared with 69,080,525 net tons in 1950. Imports and exports in 1951 accounted for 27,875,175 net tons of total commerce. Foreign commerce during the first six months of 1952, as compiled from reports of the United States Department of Commerce, amounted to 13,258,837 net tons, a decrease of 567,099 net tons below a similar period in 1951.

The Authority joined other local interests during the year in pressing for the proposed improvement and deepening of the Delaware River channel between the Philadelphia Naval Base and Trenton, New Jersey. A statement urging approval of this project was made on behalf of the Authority at a public hearing held by the Board of Engineers for Rivers and Harbors, Department of the Army, in Washington, D. C., on February 11, 1952. The hearing was called after the District and Division Engineers had recommended improvement of the channel to 40 feet between the Naval Base and the upper end of Newbold Island, opposite the Fairless Works, U. S. Steel Corporation, Morrisville, Pa.

Restoration of the authorized 25-foot channel project in the Delaware River from Delair Railroad Bridge to the Fairless Works was begun in 1952 by Army Engineers with completion scheduled for early in 1953. The Board of Engineers for Rivers and Harbors recommended late in 1952 the further improvement of the Chesapeake and Delaware Canal to a depth of 35 feet. It also recommended replacement of the present railroad bridge and two highway bridges over the Canal. The estimated cost of the overall improvement is \$96,000,000.

The Port Promotion Department has continued to work with Federal, State and Municipal agencies and with civic and business organizations actively engaged in promotion of commerce and further development and expansion of the Delaware River Valley. Port cruises and harbor inspection tours were arranged in cooperation with other interested groups, both for visitors and persons living within the port area.

Continued showings of the Authority's motion-picture, "Short-Cut to World Markets" during the year have resulted in the film having reached a total audience estimated at more than one million persons. Six prints of the film were furnished to the Department of Com-

merce of the Commonwealth of Pennsylvania for use in programs during "Pennsylvania Week." Five special receptions and showings of the picture were conducted in Cleveland and Columbus, Ohio; Pittsburgh and Erie, Pennsylvania and Buffalo, New York. The script for a new motion-picture stressing industrial development in the Port Area has been discussed and the producer has been working on the details of the story and picture outline.

Port advertisements were placed in foreign and domestic trade magazines, domestic trade and local newspapers and miscellaneous special editions of newspapers and annual publications to the extent of approximately 12,295,000 reader contacts.

The Authority's "Map of the Delaware River Port Area" was completed during the year and approximately 10,000 copies were distributed to interested groups and individuals in all parts of this country and abroad. The Port Area has received a steadily-increasing share of recognition in the press and many feature articles have been published in out-of-town newspapers, nationally circulated magazines and trade publications. The Authority purchased 5,000 copies of "The Philadelphia Inquirer" supplement, "Delaware Valley, U.S.A.", and distributed them to a selected list outside the Philadelphia area.

As a result of its advertising, port promotion and publicity programs, the Authority, almost daily, receives requests from industrial firms, both within and outside the Port Area, for information concerning rates, facilities for handling cargo and port services. This information, together with quarterly reports on movement of waterborne commerce, has been supplied through the Statistical and Research Section of the Department.

The Authority was represented in opposition to the St. Lawrence Waterway Project at a hearing before the Foreign Relations Committee of the United States Senate in Washington on February 29, 1952. A statement was pre-

sented opposing the proposed waterway as being detrimental to progress of the Port of Philadelphia.

Under provisions of its new legislation, the Authority has interested itself in a pending rate case considered very important to the Port Area. This case involves rates on import iron ore for shipment to points west of Pittsburgh. Authorization to intervene in rate cases is given the Authority in the citation of its public purposes as follows:

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

Vessel movement in and out of the Philadelphia Port Area in 1952 totaled 17,913 with a gross registered tonnage of 99,898,201 com-

pared with 17,635 vessels and a gross registered tonnage of 98,591,225 for 1951. This was a gain of 278 vessels and a gross registered tonnage gain of 1,306,976. Customs collections in 1952 were \$46,928,238, a falling-off of \$5,418,656 below the 1951 figure of \$52,346,895.

No fatal traffic accidents occurred on the Delaware River Bridge during 1952 nor were any suicides reported. Police cars operated a total of 434,801 miles patrolling Authority property. There were 714 minor accidents and 144 arrests were made. Forty-nine fires were extinguished and 3,957 disabled vehicles removed from the bridge. Bridge police gave full cooperation to local and state police of the adjoining states resulting in a number of important arrests being made.

The bridge was under continual inspection during the year by our Maintenance Bureau and necessary repairs and adjustments were made to Authority property to uphold at all times a consistently high standard of maintenance.

The Delaware River Port Authority extends a cordial invitation to the Governors and Legislatures of Pennsylvania and New Jersey to inspect the Delaware River Bridge at any time.

Respectfully submitted,

DELAWARE RIVER PORT AUTHORITY

PENNSYLVANIA

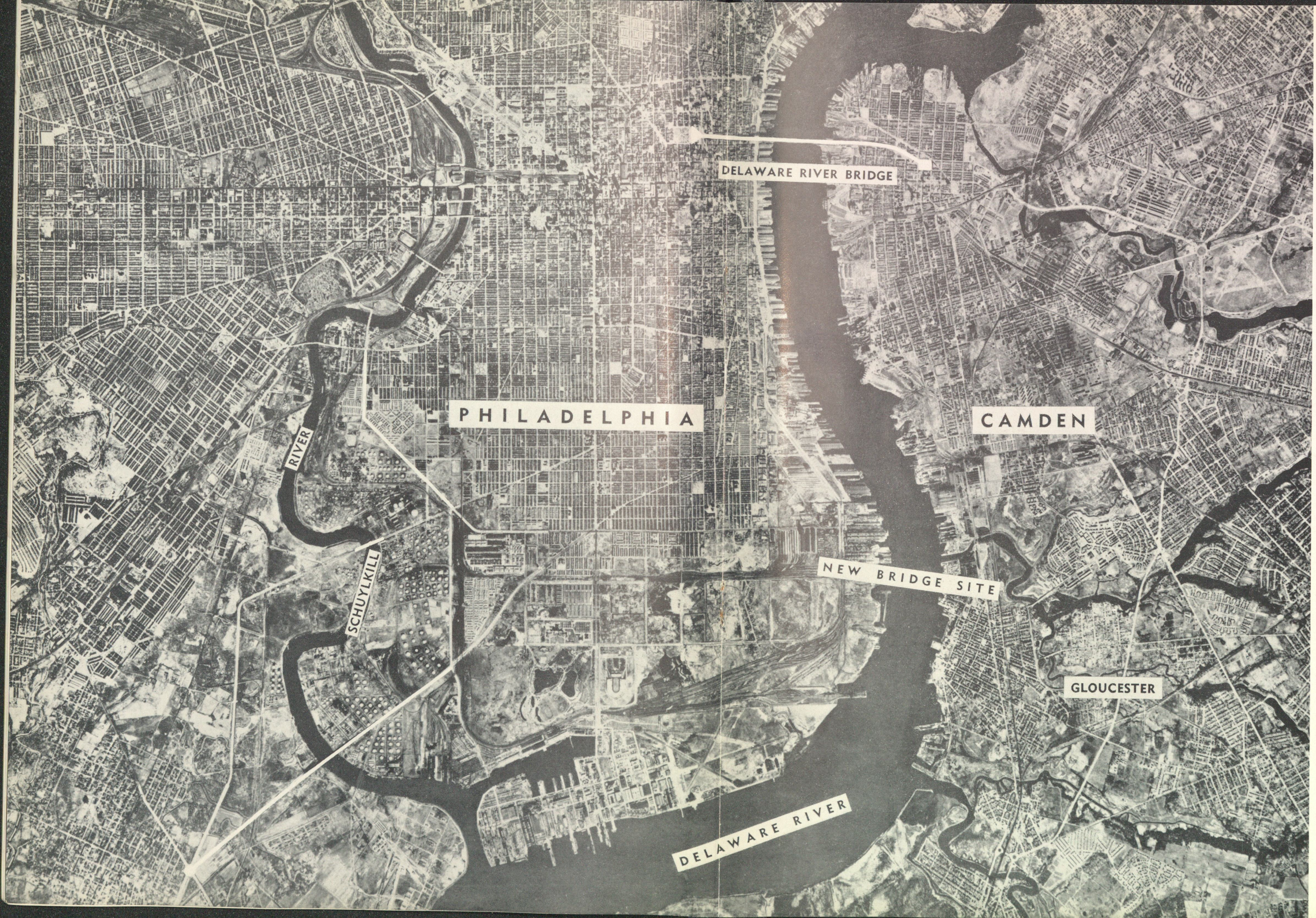
WELDON B. HEYBURN,
Vice-Chairman
EDWIN R. COX
CHARLES R. BARBER
JAMES V. BANEY
GEORGE E. BARTOL, JR.
EDWARD G. BUDD, JR.
WALTER M. PHILLIPS
HARRY G. SCHAD

NEW JERSEY

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

JOSEPH K. COSTELLO, *Executive Director-Secretary*

December 31, 1952.



Philadelphia
Camden
Harbor

SUMMARY OF OPERATION OF DELAWARE RIVER BRIDGE

	<i>Traffic</i>	<i>Gross Receipts</i>	<i>Expenses</i>	<i>Net Receipts</i>
1952	27,920,086	\$6,963,650.03	\$1,524,798.43	\$5,438,851.60
1951	25,389,704	6,323,339.82	1,474,586.82	4,848,753.00
1950	23,348,550	5,845,856.47	1,226,993.82	4,618,862.65
1949	21,085,868	5,265,306.50	1,057,278.89	4,208,027.61
1948	19,227,246	4,856,157.84	1,242,133.30	3,614,024.54
1947	18,107,133	4,557,968.63	958,476.09	3,599,492.54
1946	16,886,413	4,235,142.23	842,691.34	3,392,450.89
1945	12,639,611	3,266,299.61	633,923.98	2,632,375.63
1944	11,360,550	3,001,169.32	634,168.36	2,367,000.96
1943	9,639,333	2,625,829.28	701,424.58	1,924,404.70
1942	12,463,283	3,069,647.27	702,687.82	2,366,959.45
1941	15,638,687	3,653,611.09	653,401.11	3,000,209.98
1940	14,185,835	3,340,113.26	562,054.96	2,778,058.30
1939	13,378,235	3,155,259.05	526,546.73	2,628,712.32
1938	12,820,338	3,027,489.36	581,672.32	2,445,817.04
1937	12,293,129	2,969,423.52	452,810.03	2,516,613.49
1936	10,614,475	3,067,967.87	461,260.86	2,606,707.01
1935	10,156,929	2,899,563.25	441,146.59	2,458,416.66
1934	9,981,615	2,846,116.26	429,412.63	2,416,703.63
1933	9,886,705	2,820,018.71	418,516.46	2,401,502.25
1932	10,804,557	3,091,576.91	456,397.44	2,635,179.47
1931	12,308,225	3,479,337.93	430,856.72	3,048,981.21
1930	12,285,359	3,517,730.64	500,597.53	3,017,133.11
1929	11,615,609	3,331,754.46	398,496.20	2,933,258.26
1928	9,725,470	2,827,786.83	378,590.01	2,449,196.82
1927	8,593,201	2,435,784.40	346,678.59	2,093,921.89
1926 (½ year) ..	4,137.674	1,110,108.38	158,109.47	946,682.83

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

Year	Ferries				Taony-Palmyra Bridge	Total Vehicles Other Than the Delaware River Bridge	Delaware River Bridge	Total Cross River Traffic	Taony-Palmyra Bridge Share of Traffic	Delaware River Bridge Share of Traffic
	Penna. R. R.	Phila. & Reading R. R.	South St. Kaighn Ave.	Taony-Palmyra Ferry						
1925	—	—	↑	—	↑	5,399,641	—	5,399,641	—	—
1926	1,786,922	1,785,525		376,304	Opened 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	Aug.	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			1,980,864	4,004,893	12,820,338	16,825,231	11.77%	76.19%
1939	1,348,325	—	830,623	of	2,056,200	4,235,148	13,378,235	17,613,383	11.67%	75.95%
1940	1,360,686	—	850,220	Out	2,210,660	4,421,566	14,185,835	18,607,401	11.88%	76.23%
1941	1,326,263	—	888,774		2,739,045	4,954,082	15,638,687	20,592,769	13.34%	75.94%
1942	1,072,476	—	682,121		2,046,537	3,801,134	12,463,283	16,264,417	12.58%	76.62%
1943	872,496	—	259,085		1,397,234	2,528,815	9,639,333	12,168,148	11.48%	79.21%
1944	886,721	—	156,755		1,866,262	2,909,738	11,360,550	14,270,288	13.07%	79.61%
1945	837,729	—	169,667		2,210,800	3,218,196	12,639,611	15,857,807	13.94%	79.70%
1946	938,580	—	—		3,355,451	4,294,031	16,886,413	21,180,444	15.84%	79.73%
1947	801,561	—	—		3,856,438	4,657,999	18,107,133	22,765,132	16.94%	76.53%
1948	709,629	—	—		4,318,121	5,027,750	19,227,246	24,254,996	17.80%	79.27%
1949	610,196	—	—		5,203,148	5,813,344	21,085,868	26,899,212	19.34%	78.38%
1950	409,541	—	—		6,101,108	6,510,649	23,348,550	29,859,199	20.43%	78.19%
1951	311,600	—	—		7,099,857	7,411,457	25,389,704	32,801,161	21.65%	77.40%
1952	Closed 3/31 56,825	—	—		8,307,118	8,363,943	27,920,086	36,284,029	22.89%	76.95%

TRAFFIC TRENDS
(DECREASE OR INCREASE 1952 OVER 1951)

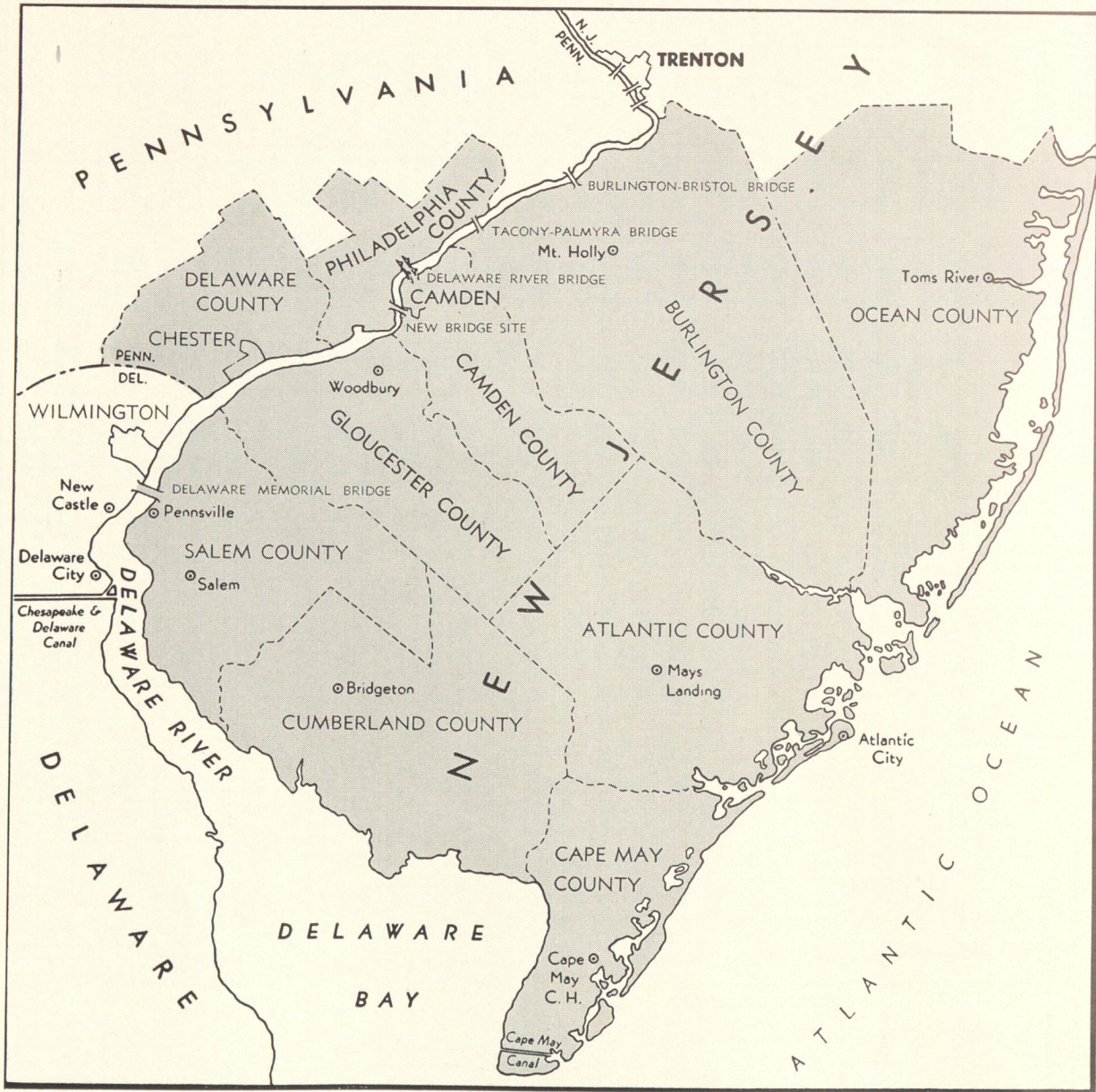
1952	Phila. Port Area				New York Port Authority				Easton, Pa. Phillipsburg Bridge N. J.	Charter Oak Br. Conn.	Peace Bridge N. Y.	Triborough Br. Auth.		California Bridges		Ferries	
	Delaware River Bridge	Tacony-Palmira Bridge	Burlington Bristol Bridge	George Washington Bridge	Tunnels	All Facilities 4 Bridges 2 Tunnels	Lincoln	Holland				Winnington Del. Memorial Bridge 8/10/51	Triborough Bridge (Only)	All Facilities 5 Bridges 2 Tunnels 2 Parking Lots	Oakland San Francisco Bay Br.	Golden Gate Bridge	Penn. R. R. Market St. Phila.
JANUARY	1,967,698	493,700	126,010	1,729,727	1,496,696	1,456,591	5,166,590	371,179	202,251	1,147,804	120,196	2,672,845	8,309,124	2,273,788	719,217	19,080	71,741
	+ 8.77	+ 17.44	+ 51.19	+ 16.78	+ 4.33	+ 12.15	+ 10.42	—	+ 0.15	+ 23.0	+ 3.73	+ 24.9	+ 14.7	—	+ 2.29	+ 18.5	+ 29.20
FEBRUARY	1,942,515	515,350	128,466	1,791,157	1,399,294	1,463,524	5,125,380	433,081	206,144	1,161,915	131,396	2,540,142	8,105,223	2,268,199	751,221	18,526	73,487
	+ 17.24	+ 30.09	+ 62.57	+ 28.68	+ 4.25	+ 20.79	+ 17.19	—	+ 9.10	+ 32.3	+ 28.6	+ 30.58	+ 19.42	+ 6.14	+ 11.5	+ 13.24	+ 23.10
MARCH	2,066,400	545,617	137,456	1,827,517	1,480,060	1,556,423	5,455,931	439,484	226,224	1,301,104	155,720	2,761,219	8,759,855	2,489,548	928,156	19,219	77,870
	+ 5.05	+ 10.81	+ 39.73	+ 15.69	+ 7.64	+ 8.49	+ 4.73	—	+ 8.21	+ 25.0	+ 3.60	+ 18.91	+ 8.15	+ 1.78	+ 12.38	+ 26.23	+ 36.61
APRIL	2,182,417	608,764	148,504	2,179,146	1,548,663	1,633,948	5,897,432	536,083	260,505	1,404,291	201,905	2,966,599	9,679,560	2,503,499	952,636	—	87,344
	+ 8.33	+ 11.41	+ 39.06	+ 17.82	+ 0.39	+ 12.88	+ 8.14	—	+ 4.61	+ 25.5	+ 18.50	+ 18.2	+ 9.4	+ 7.71	+ 18.81	—	+ 33.56
MAY	2,483,109	740,865	173,620	2,442,456	1,594,365	1,667,972	6,300,773	539,426	280,401	1,472,735	277,049	3,210,459	10,694,867	2,543,954	1,044,702	—	99,867
	+ 10.77	+ 15.9	+ 40.97	+ 19.47	+ 3.44	+ 10.06	+ 8.6	—	+ 3.03	+ 24.8	+ 5.0	+ 6.0	+ 7.3	+ 4.13	+ 18.12	—	+ 30.43
JUNE	2,492,570	817,028	185,264	2,661,469	1,570,020	1,669,235	6,550,281	647,224	290,949	1,538,565	431,641	3,294,383	11,734,905	2,490,399	1,009,027	—	119,063
	+ 12.07	+ 21.35	+ 47.35	+ 19.2	+ 8.24	+ 10.4	+ 6.6	—	+ 2.4	+ 22.0	+ 6.4	+ 7.2	+ 9.1	+ 1.4	+ 6.44	—	+ 34.42
JULY	2,674,649	969,635	204,098	2,902,619	1,574,228	1,640,435	6,855,089	727,745	325,330	1,502,443	685,338	3,180,956	12,558,194	2,561,745	1,101,689	—	149,201
	+ 7.23	+ 13.15	+ 39.99	+ 16.5	+ 8.8	+ 8.6	+ 5.21	—	+ 7.95	+ 19.4	+ 1.8	+ 7.7	+ 6.9	+ 1.89	+ 3.3	—	+ 30.55
AUGUST	2,707,621	951,721	210,679	2,980,787	1,675,316	1,730,264	7,093,572	811,173	328,584	1,611,379	615,276	3,116,738	11,945,663	2,645,664	1,153,918	—	156,913
	+ 6.76	+ 12.07	+ 36.6	+ 18.3	+ 4.79	+ 11.50	+ 6.50	—	+ 6.89	+ 13.6	+ 1.38	+ 5.6	+ 2.8	+ 2.61	+ 8.89	—	+ 15.60
SEPTEMBER	2,459,862	760,891	191,024	2,501,331	1,610,161	1,686,940	6,414,720	615,812	314,900	1,518,512	317,033	2,985,110	10,484,664	2,517,361	974,385	—	112,181
	+ 9.93	+ 14.93	+ 38.75	+ 12.2	+ 9.1	+ 11.8	+ 4.10	+ 23.54	+ 1.9	+ 8.1	+ 5.72	+ 0.8	+ 1.7	+ 2.3	+ 4.25	—	+ 5.59
OCTOBER	2,470,052	696,150	193,098	2,425,660	1,663,429	1,738,545	6,422,818	556,407	310,377	1,514,377	221,141	3,036,865	10,354,838	2,540,452	898,600	—	94,220
	+ 10.25	+ 19.52	+ 42.1	+ 19.56	+ 3.5	+ 14.3	+ 9.7	+ 41.5	+ 10.1	+ 9.9	+ 0.6	+ 1.6	+ 7.2	+ 0.35	+ 3.9	—	+ 6.78
NOVEMBER	2,250,642	617,102	173,417	2,265,200	1,582,950	1,655,129	6,059,429	513,767	286,499	1,408,712	177,412	2,886,013	9,773,859	2,475,202	874,654	—	81,829
	+ 11.70	+ 24.67	+ 46.36	+ 21.54	+ 4.3	+ 12.2	+ 9.5	+ 31.18	+ 15.6	+ 8.1	+ 18.7	+ 1.5	+ 7.2	+ 0.41	+ 8.7	—	+ 2.45
DECEMBER	2,222,581	592,295	178,694	2,172,144	1,587,161	1,678,033	6,002,176	495,547	283,647	1,386,154	150,480	2,832,745	9,465,669	2,445,552	856,124	—	77,149
	+ 13.14	+ 21.31	+ 55.22	+ 24.25	+ 0.7	+ 15.9	+ 13.1	+ 31.2	+ 24.7	+ 15.8	+ 11.6	+ 1.1	+ 6.7	+ 1.4	+ 9.4	—	+ 8.1
Total 1952.....	27,920,086	8,307,118	2,050,930	27,979,213	18,782,343	19,577,039	73,344,791	6,686,638	3,315,761	17,057,991	3,484,587	35,504,074	121,866,421	29,755,363	11,264,329	56,825	1,200,865
Total 1951.....	25,389,704	7,099,857	1,423,361	25,548,332	19,633,947	17,462,312	67,702,252	*2,007,089	3,228,947	14,448,967	3,357,400	32,587,435	113,046,087	29,106,167	10,349,644	311,600	1,548,368
% Change.....	+ 9.96	+ 17.0	+ 44.1	+ 18.82	+ 4.33	+ 12.11	+ 8.33	*	+ 2.68	+ 18.05	+ 3.64	+ 9.0	+ 7.8	+ 2.23	+ 8.83	—	+ 22.4

(* 4½ Months—1951.)

ANALYSIS OF TRAFFIC SINCE OPENING

Calendar Year	Total Vehicles (Opened 7/1/26)	Automobiles and Light Trucks				Trucks				Buses		Motorcycles 10c	Horse Drawn 15c, 20c, 30c		
		Total Autos and Light Trucks	25c Rate	20c Rate Started 2/1/1937	15c Commutation Started 3/1/1937	7000 lbs. Gr. Wt. Solid T. 35c	7001 to 18,000 lbs. Gross Weight	18,001 to 36,000 lbs. Gross Weight	26,001 lbs. to 150,000 lbs. Tractors - Trailers & Specials	Single Deck 50c (25c, 40c to 7/1/27)	Double Deck 75c (40c to 7/1/27)				
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	(Jan. only) 619,861			137	234,553	10,613	83,064	584	29,368	999,855	5,467	28,372	0
1938	12,820,338	11,520,211	▲			76	228,085	9,174	77,331	249	36,959	920,520	3,490	24,237	6
1939	13,378,235	12,021,179				92	263,196	10,895	95,004	223	47,720	913,727	3,315	22,879	5
1940	14,185,835	12,766,835				76	298,390	16,809	101,842	176	60,163	918,307	3,164	20,071	2
1941	15,638,687	14,113,852				98	330,228	18,864	110,762	202	85,501	953,480	2,958	22,742	0
1942	12,463,283	10,863,764				65	309,280	16,396	108,335	205	101,090	1,042,426	2,548	19,174	0
1943	9,639,333	8,014,431				69	322,614	10,926	114,490	215	120,580	1,038,472	1,605	15,828	103
1944	11,360,550	9,725,231				32	354,866	11,681	133,755	139	130,341	990,247	193	14,064	1
1945	12,639,611	10,919,253				49	400,546	15,099	151,608	117	141,969	995,775	241	14,952	2
1946	16,886,413	14,849,447				56	572,302	16,860	205,698	126	179,758	1,034,578	202	27,386	0
1947	18,107,133	15,854,315				56	714,824	17,385	249,776	88	209,924	1,033,323	198	27,240	4
1948	19,227,246	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

PORT DISTRICT
DELAWARE RIVER PORT AUTHORITY



APPENDICES

BALANCE SHEET

ASSETS

December 31, 1952

	<i>Investments</i>	<i>Accrued Interest Receivable</i>	<i>Cash</i>	<i>TOTAL</i>
SPECIAL FUNDS:				
Sinking Fund			\$792,605.09	\$ 792,605.09
Sinking Fund Reserve:				
U. S. Tr. 1½'s—3/15/55	\$ 800,000			
" " 2's—54/52	1,200,000	\$ 4,601.40	16,000.00	2,020,601.40
	<u>\$2,000,000</u>			
General Reserve:				
U. S. Tr. 1½'s—3/15/55	\$ 700,000			
" " 1¾'s—12/15/55	100,000			
" " 1¾'s—3/15/54	300,000			
" " 2's—54/52	2,050,000			
" " 2's—9/15/53-52	100,000	23,122.58	17,637.89	7,240,760.47
" " 2's—8/15/53	1,000,000			
" " 2½'s—12/1/53	1,650,000			
" " 91 day bills due 1/2, 8, 15, 2/5, 2/19, 3/12 & 19	1,300,000			
	<u>\$7,200,000</u>			
Bridge Improvement:				
U. S. Tr. 2's—54/52	\$ 300,000	263.73	120,398.27	420,662.00
TOTAL SPECIAL FUNDS	<u>\$9,500,000</u>	<u>\$27,987.71</u>	<u>\$946,641.25</u>	<u>\$10,474,628.96</u>
Cash in bank and on hand			17,808.73	17,808.73
TOTAL CASH IN BANK AND ON HAND			<u>\$964,449.98</u>	
Cash with Fiscal Agent for bond interest coupons not presented (contra)				\$10,492,437.69
Prepaid insurance premiums unexpired				955.00
Deferred charge to Income for Port Promotion (contra)				100,641.67
Uncompleted construction under commitments (contra)			\$ 13,408.56	
Schedule A (Bridge roadway widening and allied improvements)			226,142.58	
Railroad Track Removal, Camden			250,000.00	
Camden Traffic Lights improvement (Penn and Linden Streets)			22,500.00	512,051.14
INVESTMENT IN PHYSICAL PROPERTY:				
Bridge and Improvements			\$39,797,489.26	
High-Speed Transit Line			11,162,762.61	50,960,251.87
				<u>\$62,066,337.37</u>
DELAWARE RIVER BRIDGE No. 2:				
Expenditures for Surveys and Preliminary Costs			\$ 249,696.25	
Unexpended appropriations (contra)			219,166.30	468,862.55
				<u>\$62,535,199.92</u>
LIABILITIES AND EQUITY				
Bond principal, due 6/1/53		\$900,000.00		
Bond interest accrued, due 6/1/53		13,646.67		
Bond interest coupons, past due (contra)		955.00	914,601.67	
Commonwealth of Pennsylvania (Pension Fund)			29,572.12	
Retained amount on contracts			194,267.10	1,138,440.89
Commitments (contra)				512,051.14
Reserve for repairs and replacements				176,423.40
FUNDED DEBT—\$30,000,000 Refunding Bridge Bonds dated 6/1/46:				
Outstanding (due 6/1/53 to 6/1/66). (See statement)			\$16,376,000.00	
Less: 6/1/53 maturity included in liabilities (above)			900,000.00	15,476,000.00
EQUITY—\$45,001,570.39 less \$238,148.45 advanced to D. R. Crossing No. 2 below				44,763,421.94
				<u>\$62,066,337.37</u>
DELAWARE RIVER BRIDGE No. 2:				
Commitments for Test Borings and Surveys (contra)			\$ 219,166.30	
Retained amount on Engineering Contract			11,547.80	
Equity applied to surveys and preliminary costs			238,148.45	468,862.55
				<u>\$62,535,199.92</u>

STATEMENT OF INCOME AND EXPENSES

1952

INCOME:

Bridge Tolls	\$ 6,727,394.20
High-speed line rentals	219,672.35
Other rentals	5,000.00
Interest on deposits	11,583.48
	\$ 6,963,650.03

OPERATING EXPENSES:

Salaries	\$ 972,117.36
Equipment	13,629.05
Supplies	29,716.83
Repairs	215,420.71
Miscellaneous (including \$24,847. light and heat)	153,038.71
Insurance (All Risk and Income)	38,243.48
	\$1,422,166.14

PORT PROMOTION EXPENSES

102,632.29

TOTAL EXPENSES

1,524,798.43

NET OPERATING INCOME (less Port Promotion Expenses)

\$ 5,438,851.60

INCOME FROM FUND INVESTMENTS

165,844.53

NET INCOME BEFORE INTEREST

\$ 5,604,696.13

INTEREST ON DEBT

178,665.73

NET INCOME AFTER ALL CHARGES

\$ 5,426,030.40

Bond maturity requirements

\$1,800,000.00

Sinking Fund Reserve requirements

—0—

1,800,000.00

NET INCOME OVER BOND MATURITY AND SINKING FUND RESERVE REQUIREMENTS

\$ 3,626,030.40

RECONCILIATION OF EQUITY ACCOUNT

(Equity consists of accumulated earnings and United States Government grants applied to the reduction of debt, improvements to the bridge and facilities and advances to crossing No. 2.)

EQUITY—December 31, 1951 (per Balance Sheet)	\$39,542,349.99
Add: Net Income after all charges—Calendar year, 1952 (above) ..	5,426,030.40
Discount on own bonds purchased	33,190.00
	\$45,001,570.39

BRIDGE ROADWAY WIDENING AND ALLIED IMPROVEMENTS—CONSTRUCTION ACCOUNT—DECEMBER 31, 1952 (Schedule A)

		Amount of Contract	Amount Earned	Amount Paid	Pension Payable	Amount Retained	Amount Unearned
TOTAL CONTRACTS LET AND COMPLETED: #1 to #10-E & #12 excluding #7 for Repaving Six Interior Lanes of Bridge Roadway @ \$221,317.87 transferred to operating expense		\$3,560,532.66	\$3,560,532.66	\$3,560,532.66			
#11	Administration Bldg. Annex						
(A)	General Constr. Work	189,000.00	187,110.00	168,399.00		\$ 18,711.00	\$ 1,890.00
(B)	Struc. Steel & Iron Work	15,649.00	14,000.00	12,600.00		1,400.00	1,649.00
(C)	Plumbing	29,500.00	24,485.00	22,036.50		2,448.50	5,015.00
(D)	Heating	53,072.00	49,887.68	44,898.91		4,988.77	3,184.32
(E)	Electrical Work	27,844.00	22,275.20	20,047.68		2,227.52	5,568.80
#12A	Demolition 529-31 Penn St. Allan N. Lashner	8,670.00					8,670.00
#13	Rearrange Camden Plaza Kaufman Constr. Co.	537,600.00	527,338.70	474,604.83		52,733.87	10,261.30
#14	Toll Houses	185,359.00	173,220.00	155,898.00		17,322.00	12,139.00
#15	Elec. Work Plaza & Toll Hs. W. V. Pangborne Co.	789,900.00	646,628.88	558,591.79		88,037.09	143,271.12
#16	Htg. & Vent. Toll Houses Williard Sales	38,793.00	28,474.06	25,626.65		2,847.41	10,318.94
#17	Plumb. Work—Toll Houses Modern Htg. & Vent.	33,208.00	26,970.65	24,273.58		2,697.07	6,237.35
TOTAL CONTRACTS LET		\$5,469,127.66	\$5,260,922.83	\$5,067,509.60		\$193,413.23	\$208,204.83
Real Estate for Police Building and Toll House Area		279,065.12	279,065.12	279,065.12			
TOTAL CONTRACTS and REAL ESTATE		\$5,748,192.78	\$5,539,987.95	\$5,346,574.72		\$193,413.23	\$208,204.83
Engineering, Inspection and Miscellaneous, including completed contracts			450,708.25	449,602.06	\$252.32	853.87	17,937.75
GRAND TOTAL		\$6,216,838.78	\$5,990,696.20	\$5,796,176.78	\$252.32	\$194,267.10	\$226,142.58
BRIDGE IMPROVEMENT FUND			6,216,838.78	6,216,838.78			
BALANCE AVAILABLE FOR UNEARNED COMMITMENTS			\$ 226,142.58				
BALANCE AVAILABLE FOR UNPAID COMMITMENTS				\$ 420,662.00			

BRIDGE ROADWAY WIDENING AND ALLIED IMPROVEMENTS—ENGINEERING & INSPECTION—DECEMBER 31, 1952

ENGINEERING

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

Project report covering:

Erection of new Police building and Administration building annex
 Enlarging Toll House area
 Camden 6th Street Tunnel
 Broadway Underpass
 Preparation of detailed plans and specifications, checking contractor's drawings and general supervision of: Police and Administration building annex

Enlarging Toll House area
 Consulting and Advisory services on Engineering work remaining to be done

Total Engineering and Architectural Consultants' Fees

INSPECTION & MISCELLANEOUS

Salaries & Pension of staff engineers engaged for the project \$ 72,142.43
 Contract printing & advertising

Testing materials
 Inspecting materials
 Test borings

Misc. contract expense
 Field equipment & supplies
 Office equipment & supplies
 Blue prints & photographs
 Traveling expense

Insurance (workmen's compensation, group & auto)
 Electronic traffic counter
 Phila. Transit Co., High-speed line watchmen

Miscellaneous unclassified
 Total inspection & misc.

Total Engineering, Inspection and Misc. (per Schedule A above)

	Modjeski & Masters General Engineers	Louis T. Klauder & Assoc. Mechanical and Electrical Engineers	Harbeson, Hough, Livingston & Larson Architects	Total	Amount Earned	Amount Paid	Pension Payable	Amount Retained	Amount Unearned
Widening the bridge roadway from 6 to 8 traffic lanes and 8 traffic lane marker structures with signal system and miscellaneous electrical work (contracts #1 to 9 inclusive)	\$107,100	\$ 53,000	\$ 8,767.16	\$168,867.16	\$168,867.16	\$168,867.16			
Project report covering:									
Erection of new Police building and Administration building annex	12,000	5,000	7,061.32	7,061.32	7,061.32	7,061.32			
Enlarging Toll House area	1,278		4,500.00	21,500.00	21,500.00	21,500.00			
Camden 6th Street Tunnel	5,685			1,278.00	1,278.00	1,278.00			
Broadway Underpass				5,685.00	5,685.00	5,685.00			
Preparation of detailed plans and specifications, checking contractor's drawings and general supervision of: Police and Administration building annex	30,375	8,690	37,971.68	46,661.68	46,344.25	45,724.38	\$619.87	\$ 317.43	740.00
Enlarging Toll House area		27,800	8,000.00	66,175.00	65,435.00	65,201.00	234.00		
Consulting and Advisory services on Engineering work remaining to be done	9,600	7,200		16,800.00	14,000.00	14,000.00			2,800.00
Total Engineering and Architectural Consultants' Fees	\$166,038	\$101,690	\$66,300.16	\$334,028.16	\$330,170.73	\$329,316.86	\$853.87	\$ 3,857.43	
INSPECTION & MISCELLANEOUS				134,617.84					
Salaries & Pension of staff engineers engaged for the project									
Contract printing & advertising									
Testing materials									
Inspecting materials									
Test borings									
Misc. contract expense									
Field equipment & supplies									
Office equipment & supplies									
Blue prints & photographs									
Traveling expense									
Insurance (workmen's compensation, group & auto)									
Electronic traffic counter									
Phila. Transit Co., High-speed line watchmen									
Miscellaneous unclassified									
Total inspection & misc.					120,537.52	120,285.20	252.32		14,080.32
Total Engineering, Inspection and Misc. (per Schedule A above)				\$468,646.00	\$450,708.25	\$449,602.06	\$252.32	\$853.87	\$17,937.75

FINANCIAL HISTORY
COSTS, INCOME AND INVESTMENTS — DECEMBER 31, 1952

	<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				(18,664.71)
		1,416.00				
		(38,764.99)				
Total cost of Bridge (adjusted)	\$19,929,680.44	\$12,940,855.78	\$13,213,502.27	\$46,084,038.49	\$ 8,998,937.78	\$37,085,100.71
Interest on debt, July 1, 1931 to Sept. 1, 1933	1,170,987.64	812,881.24	890,084.09	2,873,952.97	2,873,952.97	
Total cost of Bridge and interest to Sept. 1, 1933	\$21,100,668.08	\$13,753,737.02	\$14,103,586.36	\$48,957,991.46	\$11,872,890.75	\$37,085,100.71
Cash payments—July 1, 1926 to Sept. 1, 1933	(8,901,668.08)	(4,545,737.02)	(4,548,586.36)	(17,995,991.46)		
Balance of debt—Sept. 1, 1933	\$12,199,000.00	\$ 9,208,000.00	\$ 9,555,000.00	\$30,962,000.00		
Bonds issued to liquidate balance of debt	(12,199,000.00)	(9,208,000.00)	(9,555,000.00)	(30,962,000.00)		

EXPENDED FOR ADDITIONS AND IMPROVEMENTS:

High-Speed Transit Line (Net)	\$ 8,416,067.99
Maintenance Building (Net)	
Administration Building	
Pier 11½ North, Philadelphia	87,262.24
Bridge Roadway Widening (6 to 8 lanes) and allied improvements	111,948.08
Street Approaches to the Bridge (Camden)	5,796,176.78
Street Approaches to the Bridge (Philadelphia)	135,230.01
Fire-Fighting Installation on Bridge	200,000.00
	7,711.20

NEW DELAWARE RIVER CROSSING—Philadelphia to New Jersey.

	14,754,396.30
	\$51,839,497.01
	238,148.45
	\$52,077,645.46

Interest paid on funded debt.....				\$19,644,071.94
Total interest paid.....				<u>31,516,962.69</u>
Total premium paid on debt called for redemption.....		\$ 3,611,900.00		
Less:				
Discount received on \$2,324,000—1% Bridge bonds redeemed.....	\$ 186,182.50			
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 from fund investments.....	\$ 233,082.50			
	1,935,986.77			
	<u>2,169,069.27</u>			
Total interest and financing costs.....				1,442,830.73
Total operating expenses paid.....	\$17,837,198.10			<u>\$32,959,793.42</u>
Total port promotion expenses paid.....	492,292.58			
Total expenses paid.....				<u>18,329,490.68</u>
Total expenses, interest and net financing costs.....				51,289,284.10
TOTAL EXPENDITURES.....				<u>\$103,366,929.56</u>
Less: GROSS RECEIPTS since opening (July 1, 1926).....				<u>97,584,008.92</u>
DEFICIT.....				<u>\$ 5,782,920.64</u>
Accounted for by:				
DEBT ON OUTSTANDING BONDS.....				
Less: Total of Special Funds:				
Cash and accrued interest receivable.....	\$ 974,628.96			
Investments in U. S. Treasury obligations (par).....	9,500,000.00			
General cash balance in bank and on hand.....	\$10,474,628.96			
	17,808.73			
Prepaid insurance premium unexpired.....	\$10,492,437.69			
	100,641.67			
	<u>10,593,079.36</u>			
NET OUTSTANDING DEBT.....				<u>\$ 5,782,920.64</u>
(Net debt equals the difference between receipts and expenditures)				

FUNDED DEBT TO DECEMBER 31, 1952

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

3% Refunding Bridge bonds of 6/1/46 due Dec. 1, 1946 to Dec. 1, 1948 @ \$850,000 semi-annually.....	\$ 4,250,000
1% Refunding Bridge bonds of 6/1/46 due June 1, 1949 to June 1, 1950 @ \$850,000 semi-annually.....	2,550,000
1% Refunding Bridge bonds of 6/1/46 due Dec. 1, 1950 to June 1, 1954 @ \$900,000 semi-annually.....	7,200,000
Total Serial bonds	<u>\$14,000,000</u>
1% Refunding Bridge bonds of 6/1/46 due June 1, 1966—	
Total Term bonds	<u>16,000,000</u>
	<u>\$30,000,000</u>
The \$21,400,000 bonds maturing on or after Dec. 1, 1951 are subject to redemption on any interest payment date on or after June 1, 1951 @ 2% premium.	
3's due Dec. 1, 1946 to Dec. 1, 1948 matured and retired . .	\$ 4,250,000
1's due June 1, 1949 to Dec. 1, 1952 matured and retired . .	7,050,000
1's due June 1, 1966 redeemed October 24, 1947 to December 31, 1952 (through open market purchases) and cancelled December 31, 1952	<u>2,324,000</u>
	13,624,000
	<u>\$16,376,000</u>
FUNDED DEBT OUTSTANDING (per Balance Sheet)	<u>\$544,070.32</u>
Total Premium and Discount	<u>\$3,611,900.00</u>
	<u>\$58,876.25</u>
	<u>\$186,182.50</u>

PORT PROMOTION

<i>EXPENDITURES</i>	<i>To Dec. 31, 1951</i>	<i>Year 1952</i>	<i>To Dec. 31, 1952</i>
Preliminary port survey	\$ 25,000.00		
Preliminary port survey (extra copies) . . .	1,100.00		
Final report	154,500.00		\$181,122.20
Printing extra page and 1,500 programs . . .	342.90		
1,000 cartons and postage for final report . . .	179.30		
Salaries	93,096.63	\$ 39,056.07	132,152.70
Subscriptions, supplies, T & T and Miscl. . .	7,086.25	4,212.38	11,298.63
Advertising and Publicity (also port area map) . . .	72,625.48	43,612.05	116,237.53
Conferences, traveling and special events . . .	13,493.60	8,183.85	21,677.45
Membership dues	1,421.08	699.00	2,120.08
Motion pictures	17,967.32	4,840.39	22,807.71
Insurance (workmen's compensation and group) . . .	381.57	121.20	502.77
Pension	3,633.11	1,907.35	5,540.46
	<u>\$390,827.24</u>	<u>\$102,632.29</u>	<u>\$493,459.53</u>

NEW DELAWARE RIVER BRIDGE

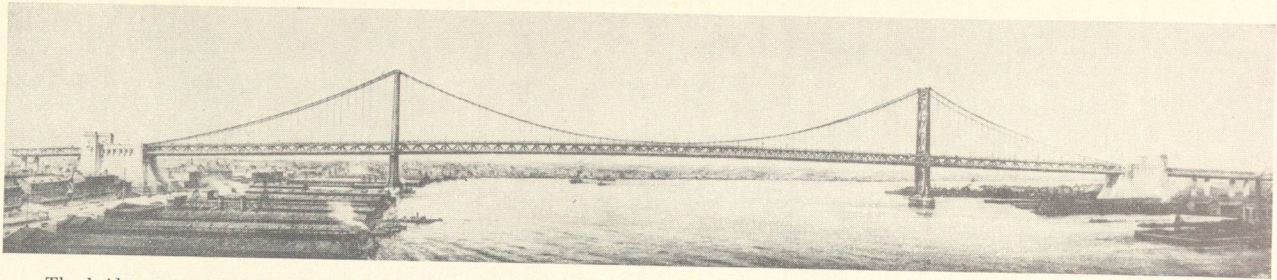
2 Area maps	\$ 486.43		\$ 486.43
Public hearing at Bellevue-Stratford, Sept. 13, 1950	391.16		391.16
Conferences	443.09	102.77	545.86
Blue prints and photos	2,696.41	323.67	3,020.08
Traveling	74.09		74.09
Printing, supplies and miscellaneous . . .	284.64	854.67	1,139.31
Printing 2,000 project reports	1,160.00		1,160.00
Board of Engineers:			
Rental of 402 No. 6th St., Camden . . .	(11.28)		(11.28)
Total survey fee	65,000.00		65,000.00
Design and supervision of construction		115,478.00	115,478.00
Test borings and laboratory testing	10,026.90	31,148.00	41,174.90
Traffic, income and financial survey	10,000.00	11,237.70	21,237.70
	<u>\$ 90,551.44</u>	<u>\$159,144.81</u>	<u>\$249,696.25</u>

BANK DEPOSITS

December 31, 1952

SINKING FUND		
Berlin National Bank	(Inactive)	\$ 470.35
Bridgeton National Bank	"	9,627.61
Broad Street Trust Company—Philadelphia	"	27,209.50
Burlington County Trust Company—Moorestown	"	19,192.28
Central-Penn National Bank—Philadelphia	"	32,260.63
Egg Harbor City Trust Company	"	8,573.20
Farmers & Merchants National Bank—Bridgeton	"	35,724.76
Fidelity-Philadelphia Trust Company—Philadelphia	"	39,303.12
First Camden National Bank & Trust Company	"	30,059.18
The First National Bank—Cape May Court House	"	5,093.62
“ “ “ “ —Glassboro	"	5,100.27
“ “ “ “ —Mays Landing	"	8,562.42
“ “ “ “ —Minotola	"	8,598.69
“ “ “ “ —Newfield	"	5,072.79
“ “ “ “ —Riverside	"	13,248.12
“ “ “ “ —Toms River	"	71,984.96
The First National Bank & Trust Company—Woodbury	"	5,110.36
Girard Trust Corn Exchange Bank —Philadelphia	"	32,245.42
Haddonfield National Bank	"	30,458.13
Land Title Bank & Trust Company—Philadelphia	"	32,211.22
Laurel Springs National Bank	"	5,361.05
Mainland National Bank—Pleasantville	"	9,950.63
Marine National Bank—Wildwood	"	66,976.78
Market Street National Bank—Philadelphia	"	50,405.60
National Bank of Germantown & Trust Company	"	31,249.84
The National Bank of Mantua	"	2,600.00
Northwestern National Bank—Philadelphia	"	24,734.25
Oaklyn National Bank	"	536.14
Pennsauken Township National Bank—Merchantville	"	5,350.74
The Pennsylvania Company—Philadelphia	"	32,274.10
The Philadelphia National Bank	"	50,426.91
Pitman National Bank & Trust Company	"	27,792.16
Provident Trust Company—Philadelphia	"	39,330.24
The Real Estate Trust Company—Philadelphia	"	9,580.80
Riverside Trust Company	"	13,181.58
Trenton Trust Company	"	2,607.29
Camden Trust Company	(active)	140.35
		<hr/>
		\$792,605.09
SINKING FUND RESERVE		
Camden Trust Company	(active)	16,000.00
GENERAL RESERVE FUND		
Ventnor City National Bank (Certificate of Deposit)	\$10,000.00	
Camden Trust Company (active)	7,637.89	
		<hr/>
		17,637.89
BRIDGE IMPROVEMENT FUND		
Camden Trust Company (active)		120,398.27
		<hr/>
TOTAL		\$946,641.25

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



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

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

Construction contracts	\$23,870,096.01
Real Estate Pennsylvania	\$7,668,847.01
New Jersey	3,420,177.12
	11,089,024.13

Engineering	1,650,266.53
Administration	494,378.75
Cost of Bridge	37,103,765.42
Bridge Improvements (Including Rail Transit Line and Bridge Widening)	14,735,731.59
	\$51,839,497.01

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 (Roadway expansion joints at each tower provide for 24 inches of motion due to temperature changes.)	145,000

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 1/2 inches
Width of roadway between curbs	77 feet, 10 inches
Height of towers above mean high water	382 feet, 8 inches
Clearance above mean high water in center	135 feet
Weight of main span per linear foot	26,000 pounds
Live load capacity per linear foot	12,000 pounds
Deepest foundation below mean high water	108 feet
Total weight of bridge (portal to portal)	763,491 tons

STRUCTURAL METALWORK

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

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

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

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

TOTAL STRUCTURAL METALWORK AND MASONRY	763,491
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The high-speed rail transit line between Philadelphia, Pa., and Camden, N. J., has been in operation over the Delaware River Bridge since June 7, 1936.

Total expenditures for construction of the line and subsequent improvements were \$11,162,762.61. Of this amount, \$1,900,000 was a free grant of the Federal Emergency Administration of Public Works. Also included is an expenditure of \$177,379.08 during 1952 as the Port Authority's share in the cost of improving the Broadway Station, Camden, made necessary with the closing of the Market Street Ferries.

The line carried 4,743,310 passengers in 1937 and 8,884,757 in 1952. The record year was 1948 when there were 10,209,502 passengers. It is operated for the Authority by the Philadelphia Transportation Company under lease which provides for compensation to the Authority of 2 1/2¢ per passenger.



RAIL TRANSIT LINE

Ascard
82898
Cmf



