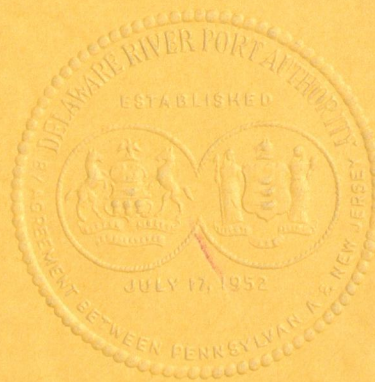


977901  
D55  
C.3

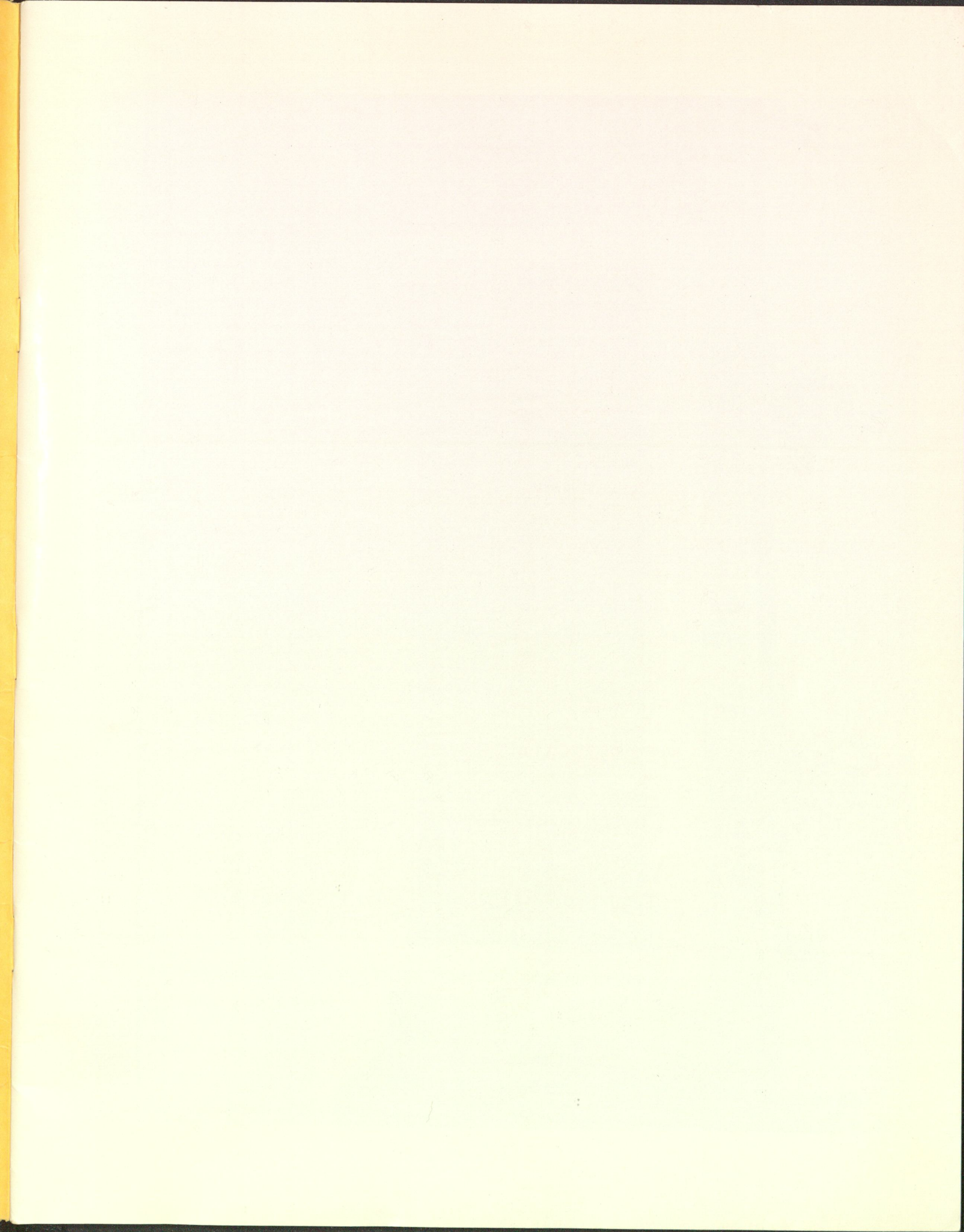
**REPORT**  
**OF THE**  
**Delaware River Port Authority**  
**OF**  
**PENNSYLVANIA AND NEW JERSEY**



PROPERTY OF  
RECEIVED  
APR 6 1959  
Division of State  
Archives and History  
TRENTON

1958







**REPORT**  
**OF THE**  
**Delaware River Port Authority**  
**TO THE**  
**Governors and Legislatures of the**  
**Commonwealth of Pennsylvania**  
**and the**  
**State of New Jersey**  
**1958**

**PENNSYLVANIA**

JAMES V. BANEY, *Vice-Chairman*  
TED SCHLANGER  
FRANK M. STEINBERG  
ROBERT F. KENT  
CHARLES C. SMITH  
THEODORE L. BLUMBERG  
J. GRIFFITH BOARDMAN  
JAMES H. J. TATE

**EXECUTIVE DIRECTOR**

JOSEPH K. COSTELLO

**PENNSYLVANIA COUNSEL**

DUANE, MORRIS AND HECKSCHER

**CHIEF ENGINEER**

DANIEL M. KRAMER

**PORT DEVELOPMENT  
DEPARTMENT DIRECTOR**

J. ALEX CROTHERS

**PUBLIC RELATIONS DIRECTOR**

WILLIAM A. GAFFNEY

**NEW JERSEY**

J. WILLIAM MARKEIM, *Chairman*  
EDWARD C. MCAULIFFE  
ERWIN S. CUNARD  
JAMES P. JOHNSON  
RALPH CORNELL  
EARL B. HOWE  
JOSEPH M. HITZEL, JR.  
(Vacancy)

**SECRETARY**

JOHN M. McCULLOUGH

**NEW JERSEY COUNSEL**

BRUCE A. WALLACE

**TREASURER**

C. H. McWILLIAMS

**BRIDGE SUPERINTENDENT**

FRANK L. SUPLEE, JR.

**CHIEF CLERK**

ROBERT L. STECK

**ADMINISTRATION BUILDING**  
**BENJAMIN FRANKLIN BRIDGE PLAZA**  
P. O. Box 817, Camden 1, N. J.

**CLASSIFICATION OF VEHICLES — 1958**  
**BENJAMIN FRANKLIN BRIDGE**

Year 1958	AUTOMOBILES AND LIGHT TRUCKS										BUSES				TRUCKS, TRACTORS AND TRAILERS				Horse-drawn, and Trailers, etc.
	Total Vehicles	Total Autos & Light Trucks		Straight Toll Rate—25¢		Commutation Rate—18½¢		BUSES 50c		Trucks 7,001 to 40,000 Pounds 50c to \$2.50		Tractor & Trailers \$1.00 to \$2.00		Special Permits up to 150,000 Pounds	Motor-cycles 15c				
		Vehicles	% of Total	Vehicles	% of Autos	Vehicles	% of Autos	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total						
January	1,827,474	1,652,421	90.3	1,490,126	90.2	162,295	9.8	75,159	4.1	69,613	3.8	29,179	1.6	10	423	669			
February	1,444,184	1,291,713	89.4	1,156,198	89.5	135,515	10.5	67,353	4.6	58,664	4.1	25,603	1.7	4	322	525			
March	1,870,966	1,700,666	90.9	1,543,432	90.8	157,234	9.2	74,692	3.9	66,815	3.6	27,333	1.5	5	627	828			
April	1,967,412	1,788,326	91.0	1,627,728	91.0	160,598	9.0	84,989	3.8	71,772	3.6	28,980	1.5	14	1,121	1,186			
May	2,207,739	2,016,190	91.3	1,854,967	92.0	161,223	8.0	83,376	3.9	72,843	3.4	30,292	1.4	10	1,356	1,574			
June	2,105,475	1,915,113	90.9	1,771,953	92.5	143,160	7.5	92,649	4.2	81,055	3.7	30,672	1.4	19	1,873	1,869			
July	2,164,580	1,956,443	90.4	1,827,351	93.4	129,092	6.6	92,080	4.1	79,644	3.5	30,641	1.3	23	1,823	2,000			
August	2,223,677	2,017,466	90.7	1,886,439	93.5	131,027	6.5	82,586	3.9	79,156	3.8	32,840	1.6	10	1,608	1,853			
September	2,079,395	1,881,342	90.5	1,730,373	92.0	150,969	8.0	83,945	3.9	80,647	3.7	34,586	1.6	7	975	1,244			
October	2,155,491	1,954,087	90.7	1,780,141	91.1	173,946	8.9	75,991	3.8	70,300	3.5	29,248	1.5	5	738	966			
November	1,985,759	1,808,511	91.2	1,650,703	91.2	157,808	8.8	81,308	4.0	73,580	3.6	31,341	1.5	8	362	802			
December	1,997,366	1,809,965	90.6	1,652,772	91.3	157,193	8.7	970,141	4.0	878,144	3.6	360,280	1.4	120	12,947	15,643			
Totals	24,029,518	21,792,243	90.7	19,972,183	91.6	1,820,060	8.4	34,315,790	6.2	20,318,380	3.6	5,808,857	1.1	863,626	784,271	*154,535			
Grand Totals From July 1, 1926 to Dec. 31, 1958	552,795,104	490,549,645	88.7	452,005,403	92.2	38,544,242	7.8	29,855	0.15	483,618	2.4	438,604	2.1	352	12,634	28,207			

**WALT WHITMAN BRIDGE**

January	871,382	819,545	94.1	709,307	86.5	110,238	13.5	811	0.09	28,888	3.3	21,460	2.5	11	164	503
February	690,744	653,386	94.5	556,898	85.3	96,488	14.7	668	1.10	16,726	2.4	19,342	2.8	10	133	479
March	945,321	895,556	94.7	781,795	87.3	113,761	12.7	865	0.09	26,370	2.3	21,162	2.4	14	368	986
April	1,009,916	958,573	94.9	839,687	87.6	118,886	12.4	1,189	0.12	25,518	2.5	22,691	2.2	17	606	1,322
May	1,160,755	1,106,019	95.3	980,058	89.0	125,961	11.0	2,078	0.17	25,717	2.2	24,005	2.1	20	930	1,986
June	1,206,126	1,149,014	95.2	1,033,015	89.9	115,999	10.1	2,173	0.20	26,274	2.2	24,946	2.1	35	1,197	2,487
July	1,332,646	1,273,859	95.6	1,162,242	91.2	116,977	8.8	2,893	0.22	28,034	2.1	24,582	1.8	28	1,122	2,128
August	1,384,526	1,323,560	95.6	1,206,583	91.2	116,977	8.8	3,046	0.22	27,401	2.0	27,027	2.0	26	1,079	2,387
September	1,197,632	1,137,437	94.9	1,005,961	88.4	131,476	11.6	1,899	0.20	28,198	2.4	29,971	2.5	21	937	2,048
October	1,207,341	1,144,571	94.8	990,281	86.5	154,290	13.5	1,736	0.14	28,990	2.4	26,945	2.4	28	659	1,386
November	1,132,813	1,077,803	95.1	941,280	87.3	136,523	12.7	1,477	0.13	25,006	2.2	26,945	2.4	13	393	1,176
December	1,108,762	1,053,207	95.0	918,651	87.2	134,556	12.8	1,308	0.12	25,688	2.3	27,589	2.5	26	194	750
Totals	13,247,964	12,592,530	95.1	11,125,758	88.4	1,466,772	11.6	20,143	0.15	312,810	2.4	296,812	2.2	249	7,782	17,638
Grand Totals From May 16, 1957 to Dec. 31, 1958	20,497,874	19,504,604	95.2	17,353,251	89.0	2,151,353	11.0	29,855	0.15	483,618	2.4	438,604	2.1	352	12,634	28,207

\*INCLUDES 5,018 Horse-drawn Vehicles.

25¢ rate from July 1, 1926 to Jan. 31, 1937  
 20¢ rate from Feb. 1, 1937 to June 19, 1953  
 25¢ rate from June 20, 1953 to Dec. 31, 1957  
 15¢ rate from March 1, 1937 to June 19, 1953  
 18¼¢ rate from June 20, 1953 to Dec. 31, 1957

# CONTENTS

	PAGE
Commemorative Plaque .....	Frontispiece
Classification of Vehicles .....	4
Rail Transit Lines .....	6
Annual Report .....	7
World's Largest Tanker .....	8
Delaware River Port Import Chart .....	19
District of Philadelphia U. S. Customs and Collections Chart .....	20
New Marine Terminal .....	21
Snow Removal Equipment .....	24-25
Traffic Trends .....	28
Analysis of Traffic .....	29
Auditor's Certificate .....	33
Balance Sheet .....	34-35
Cash .....	36
Investments .....	37
Benjamin Franklin Bridge Costs .....	38
Walt Whitman Bridge Costs .....	39
Funded Debt .....	40
Revenues & Expenses .....	41
1958 Traffic Classification .....	42
Financial History .....	43
Summaries of Operations of Special Funds .....	44-45
Benjamin Franklin Bridge & Rail Transit Line Data .....	46
Walt Whitman Bridge Data .....	47
Rules and Regulations .....	48

**RAIL TRANSIT LINE  
BENJAMIN FRANKLIN BRIDGE**

Month	1954			1955			1956			1957			1958		
	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.....	695,797	22,445	\$17,394.93	609,629	19,665	\$15,240.73	560,945	18,095	\$14,023.63	549,469	17,725	\$13,736.73	483,046	15,582	\$12,076.15
February.....	607,965	21,713	15,199.13	561,008	20,053	14,025.20	526,342	18,150	13,158.55	478,343	17,084	11,958.58	443,687	15,845	*
March.....	688,030	22,195	17,200.65	631,636	20,360	15,790.90	571,218	18,426	14,280.45	524,831	16,930	13,120.78	445,274	14,364	*
April.....	658,248	21,941	16,456.20	577,618	19,254	14,440.45	526,326	17,544	13,158.15	512,348	17,078	12,808.70	451,110	15,037	*
May.....	622,582	20,083	15,564.55	576,214	18,588	14,405.35	555,394	17,916	13,884.60	527,565	17,018	13,189.13	449,760	14,508	*
June.....	625,788	20,860	15,644.70	574,782	19,159	14,369.55	529,196	17,640	13,229.90	466,410	15,547	11,660.25	422,904	14,096	*
July.....	582,814	18,800	14,570.35	485,228	15,652	12,130.70	478,223	15,427	11,955.58	438,719	14,152	10,967.98	399,554	12,888	*
August.....	646,770	20,864	16,169.25	568,652	18,344	14,216.30	536,951	17,321	13,423.78	472,841	15,253	11,821.03	411,662	13,279	*
September.....	636,523	21,217	15,913.08	552,512	18,417	13,812.80	526,606	17,553	13,165.15	439,953	14,665	10,998.83	428,295	14,276	*
October.....	639,302	20,623	15,982.55	575,618	18,568	14,390.45	573,199	18,490	14,329.98	503,003	16,225	12,575.08	470,192	15,167	*
November.....	660,394	22,013	16,509.35	579,424	19,314	14,485.60	545,731	18,191	13,643.28	472,754	15,758	11,818.85	415,573	13,852	*
December.....	732,409	23,626	18,310.23	632,133	20,391	15,803.33	552,110	17,810	13,802.75	531,287	17,135	13,282.18	480,439	15,498	*
Totals.....	7,796,622	21,361	\$194,915.47	6,924,454	18,971	\$173,111.36	6,482,231	17,711	\$162,055.80	5,917,523	16,212	\$147,938.12	5,301,496	14,524	\$12,076.15

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

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

# ANNUAL REPORT

## OF THE

### Delaware River Port Authority

### of Pennsylvania and New Jersey

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

The Delaware River Port Authority a few days ago entered upon the fortieth year of the public corporate activity which it inherited in unbroken, if expanded, succession from its predecessor agencies—the Delaware River Joint Commission and the Delaware River Bridge Joint Commission.

It is needless to note, other than by brief reference, the changes that almost two score years have wrought in the life and the economy of the Delaware River Port Area.

The distinguished citizens of the Commonwealth of Pennsylvania and the State of New Jersey who met in Philadelphia on December 12, 1919, and organized as the "Delaware River Bridge Joint Commission" for the purpose of constructing a bridge between Philadelphia and Camden over the Delaware River, could have sensed only vaguely the enormous growth in private and commercial motor vehicle traffic which the intervening years would witness. Nor, except through the gift of clairvoyance, could they have visualized the fantastic development of maritime commerce upon the Delaware River, pouring hundreds of millions of dollars in revenue annually into spendable income of the Port Area population.

We have commented from time to time in previous reports upon the emergence of these paralleling and inter-related phenomena as factors which have and, inevitably, must continue to influence formulation of Authority policy and planning.

A few comparisons will serve to accent the significance:

In 1927, the first full year of operation of the Delaware River Bridge (now the

Benjamin Franklin Bridge), motor vehicle registration in the United States was slightly in excess of 23,000,000. Today, the figure has tripled.

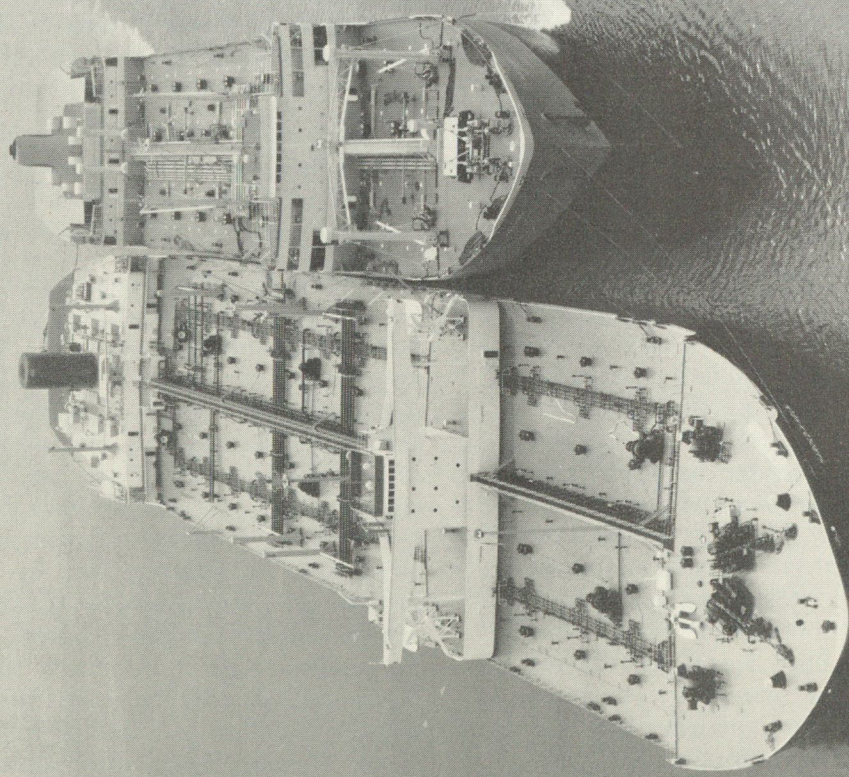
Philadelphia and Delaware counties in 1956 had almost one-half as many registered motor vehicles as did the entire Commonwealth of Pennsylvania in 1927, and a comparable increase is notable in the southern counties of New Jersey.

Between 1927 and 1956, the total motor vehicle mileage in the United States increased by almost four times to the astronomical figure of 628,381,000 miles.

The minutes of the regular monthly meeting of the Delaware River Bridge Joint Commission of November 21, 1924, note approval of a request by the Chief Engineer, the late Ralph Modjeski, to add grooves to the roadway expansion gratings of the Delaware River Bridge, then under construction, to "provide sure footing for horse-drawn vehicles". It was not an unwarranted expenditure for, in 1927, the bridge was traversed by 1,550 "horse-drawn vehicles and led horses". The last horse-drawn vehicle regularly to cross the bridge passed from the scene last year. The "Waffle Man", a familiar patron for many years, at last yielded to motorization. No horse has set foot upon the Walt Whitman Bridge, nor does it seem likely that one ever will, since our regulations prohibit horses and horse-drawn vehicles.

In fact, if a horse were to make his appearance upon either the Benjamin Franklin or the Walt Whitman Bridge, it would be a question as to which party would be the more startled—horse or motorist.

For the year 1920, total water-borne commerce through the Delaware River Port



WORLD'S LARGEST TANKER, THE S. S. HAROLD HELM, ON HER MAIDEN VOYAGE TO PHILADELPHIA.

was 25,589,000 tons. Despite the vast expansion of overseas traffic induced by World War I, nurture of the port's commerce in 1919 was the concern of a relatively small body of individuals and firms having a direct interest. Total cargo movement through the port in 1958 is estimated to have been 104,000,000 tons, representing a direct cash income to the port area substantially in excess of three-quarters of a billion dollars a year. It was not until mid-summer of 1947 that the Delaware River Joint Commission, the immediate corporate predecessor of this Authority, was directed by concurrent actions of the Pennsylvania and New Jersey Legislatures to "formulate a specific action program" for aggressive port promotion and development and to study the "need and advisability" of constructing additional bridges over or tunnels under the Delaware River between the two states. Within less than ten years after issuance of the concurrent legislative directive, the Walt Whitman Bridge had been constructed and opened to traffic at a cost of \$86,000,000 and a

Port Development Department had been in active operation for seven years.

These random notations give unique point to the major activities of the Port Authority in 1958:

1. Refinement of administrative and operational procedures and devices to establish the Benjamin Franklin and the Walt Whitman Bridges as equal if not superior to any other comparable structures in the United States in efficiency and safety of maintenance and operation.
2. A sustained high-level of activity in port promotion and development, with particular emphasis upon two critical areas: solicitation of commerce for the port and participation in litigation for its protection.

The intimate relationship between safe and efficient operation of our interstate bridges and healthful port commerce, upon which we have dwelt in several prior reports, requires no enlargement here. The criterion common to both is uninterrupted mobility of goods and services in interstate commerce, one of the realities of our economy of which, we are encouraged to believe, there is a steadily widening public recognition.

## THE DEPARTMENT OF BRIDGES

By any one of several measures, the first calendar year of operation of the \$86,000,000 Walt Whitman Bridge was gratifying.

Not the least interesting of the conclusions to be drawn from the year's operation is that, while the traffic pattern of the Walt Whitman Bridge still is in process of most vigorous growth, traffic over the Benjamin Franklin Bridge rapidly is finding its firm level.

This year, as last, it again is necessary to refrain from any dogmatic conclusions respecting the final share of interstate traffic which the Walt Whitman and Benjamin Franklin bridges respectively will bear. Some months still must elapse before either bridge may be said to have been fully integrated into the emerging highway nets of Pennsylvania and New Jersey, between which both bridges are essential links. It is confidently anticipated that the North-South Freeway, splendid limited access road constructed by the New Jersey Highway Department con-

necting the Walt Whitman Bridge over a 10-mile by-pass to the Black Horse Pike in the vicinity of Turnerville, will be opened over its entire length before the onset of summer resort traffic. Completion of the Schuylkill Expressway in Philadelphia and its associated improvements, the Hunting Park interchange, the Logan Circle underpass of Vine Street, the new Pennsylvania Boulevard Bridge and the gap between 30th Street and the western throat of the Whitman approach system at 28th Street and Vare Avenue, are less imminent. Until motor traffic is able to pursue the route of its choice directly connecting with the bridge of its choice, without obstruction or detour, traffic patterns necessarily will remain in flux.

Despite these unavoidable handicaps, the Walt Whitman Bridge this year was crossed by 13,247,964 vehicles and the Benjamin Franklin by 24,029,518. The total of 37,277,482 cars and trucks represents an increase of 2,496,852 or 7.17 percent over 1957, during

which the Whitman bridge was in operation only 7½ months.

Even without inquiring more deeply into statistics, those cited above are conclusive that the Walt Whitman Bridge is continuing to perform its planned functions: relief of congestion upon the Benjamin Franklin Bridge, more speedy interchange of traffic in interstate commerce and, as a corollary, relief of traffic congestion in the central business districts of Philadelphia and Camden.

To illustrate the latter point, during the year 3,501,202 fewer vehicles crossed the Benjamin Franklin Bridge between Philadelphia and Camden than in 1957. On an average daily basis, the decrease would approximate a solid lane of passenger cars 72.5 miles long. In more familiar terms, it would represent six lanes of traffic, bumper-to-bumper and curb-to-curb, filling Broad Street, Philadelphia, southward from County Line Road to the Philadelphia Naval Base. That is the measure of traffic relief which the Walt Whitman Bridge already has granted central Philadelphia, and, measurably, central Camden.

A completely factual yardstick for determining growth trends on both bridges is readily at hand: a comparison of total traffic for the first full year of operation of the two bridges—May 16, 1957—May 15, 1958—with the first calendar year of their operation.

The comparisons may be set in tabular form, thus:

#### WALT WHITMAN BRIDGE

<i>12-month Period</i>	<i>Total Traffic</i>	<i>Daily Average</i>	<i>Percent Increase (Decrease)</i>
May 16, 1957 -			
May 15, 1958	11,307,035	30,978	—
January 1 -			
Dec. 31, 1958	13,247,964	36,295	17.16

#### BENJAMIN FRANKLIN BRIDGE

May 16, 1957 -			
May 15, 1958	24,462,654	67,021	—
January 1 -			
Dec. 31, 1958	24,029,518	65,834	(1.77)

The figures above dramatically establish that, while traffic over Benjamin Franklin Bridge appears to be approaching a condition

of balance, that over the junior structure still is increasing.

An interesting sidelight of bridge operations is that it tends to confirm a rough "rule of thumb" which for some years unofficially has been used to predict total annual traffic over the Benjamin Franklin Bridge. The rule is that the average of the sum of the total traffic for the months of April and October approximates the monthly average for the year. The average so estimated for Whitman traffic was 1,108,628 per month or only .45 percent in excess of the actual average of 1,103,997. As applied to the Franklin Bridge, the two month average produced a figure of 2,061,451, as compared to an actual of 2,002,459, an excess of 2.84 percent.

The general traffic situation in the area was assisted by completion of one of our own projects and partial completion of two others by the New Jersey and Pennsylvania highway departments.

Shortly after the beginning of the year, on January 14, our so-called "Ramp M", carrying eastbound traffic to the approach system of the Walt Whitman Bridge directly from Penrose Avenue in the vicinity of 20th Street, was opened to traffic. Since the ramp is the direct access route for traffic originating to the south and west of Philadelphia utilizing the Industrial Highway and the Penrose Avenue Bridge, and also is the direct route from the Philadelphia International Airport to Central Philadelphia and Southern New Jersey, completion was a most welcome relief to the traveling public.

On October 1, the New Jersey highway department opened 7.6 miles of its fine North-South Freeway to the vicinity of Blenheim. Only three miles of this splendid by-pass of traffic-burdened Black Horse Pike communities remain to be completed. As noted heretofore, completion is expected in advance of the floodtide of summer traffic to the south shore.

Finally, in December, the Schuylkill Expressway was completed to give access to 30th Street Station and West Philadelphia points and over the new Vine Street Bridge into

Central Philadelphia. Resulting relief of congestion over the Spring Garden Street Bridge and the East River Drive materially facilitated traffic movement to and from Benjamin Franklin Bridge.

Final payment was made on 16 contracts having a total value of \$17,184,793.11 representing work which, in the main, either had been completed or was substantially complete prior to the opening of the Walt Whitman Bridge. At the year's end, it was possible to fix overall cost of the Walt Whitman project at approximately \$86,000,000. Contracts closed out during the year thus represented 20 percent of total cost.

### THE BRIDGES AND TRAFFIC SAFETY

Our toll-paying patrons last year enjoyed a degree of safety far exceeding the national highway experience. This record, continuing that of previous years, was not the result of good fortune or superior driver conduct. It was the product of ceaseless vigilance on the part of our police and operating forces, and continuous study of physical devices and administrative practices to maintain it.

There was one fatality during the year on the Benjamin Franklin Bridge, or a rate of 2.19 fatalities per 100,000,000 vehicle miles, slightly less than two-fifths (.37) of the national fatality rate of 5.9.

There have been no fatalities on the Walt Whitman Bridge and its approaches in the 19½ months of its operation, during which it has been traveled by almost twenty and one-half million vehicles.

The combined fatality rate on the two facilities for 1958 thus was 1.127 fatalities per 100,000,000 vehicle miles or less than one-fifth (.19) the national average.

We note again, for the record, that any accident involving moving vehicles, regardless of the estimated amount of the damage, is reported in writing by our police. Therefore, our accident totals have little resemblance to national highway accident ratios. There was one accident for every 140,046 vehicle miles on the Benjamin Franklin Bridge, and one for

every 360,132 vehicle miles on the Walt Whitman Bridge, or a combined ratio of one in every 199,351 vehicle miles. The higher rate for the senior structure is explained by the greater density of traffic in which accidents such as scraped fenders and minor rear end collisions are more likely to occur, particularly during peak periods and inclement weather.

On the other hand, enforcement of safe speeds and careful driver practices poses a much greater problem for our police on the Walt Whitman Bridge and its approaches. The bridge proper on the new facility comprises only about one-fifth of the total length of six and one-quarter miles. The balance, on both the Pennsylvania and the New Jersey sides, is a splendid multi-lane limited access highway, tempting indeed to the incautious or reckless driver.

A continuous effort at driver education was waged on both bridges during the year, with gratifying results. On the Walt Whitman Bridge, one driver out of every 2,483 received a warning, and one out of every 77,023 was placed under arrest. On the Benjamin Franklin Bridge, one driver in 5,100 was warned, and one in 138,100 arrested. Arrest cases are heard before magistrates sitting in Philadelphia, Camden or Gloucester City.

Each police patrol car carries, as standard equipment, a large white card bearing the numerals "35"—the legal speed limit on both bridges—in large black letters. Display of this sign to an offending driver usually is adequate. In flagrant cases, the vehicle is halted and the driver reprimanded and, if he proves recalcitrant, is placed under charges.

During the year, police patrol cars on the Walt Whitman Bridge were operated a total of 463,405 miles, or a daily average of one complete circuit of the 12.5 miles every 14.2 minutes. Total police patrol car mileage on the Benjamin Franklin Bridge was 474,932, or an average of a round trip every four minutes. Frequency of police patrol car rotation makes one available at the scene of any emergency within a few minutes, either day or night. It is our standard practice to replace each patrol car after 100,000 miles of operation.

Two additional steps to enhance safety within our jurisdiction were taken during the year. The traffic lane marker arches, with their familiar red and green lights, were supplemented on both bridges with visual "Lanes Open" signs.

The signs, two for each flow of traffic, inform the motorist of the number of lanes open toward his destination in large, illuminated numerals. Powerful neon tubes make the signs visible even in a heavy fog. It is hoped that these signs will further safeguard the unwary motorist from wandering into an opposing traffic lane, and will give our operating forces additional control over the chronic "lane weaver", the cause of most head-on collisions.

The numerals "35" in letters 17 feet high were painted at strategic points on the roadways of the Benjamin Franklin and Walt Whitman Bridges as a further reminder to patrons of the speed limit.

A stalled or disabled vehicle on a bridge is a hazard at any time, both to its own occupants and to other patrons. Prompt and decisive emergency action must be taken when disablement occurs during periods of heavy traffic or poor visibility. A cardinal rule of police action on both bridges is that the police officer on the scene shall direct removal of a disabled vehicle in the manner involving, in his judgment, the least hazard to life and property.

A letter occasionally is received from a motorist complaining that he was directed to drive his car with a flat tire off a bridge to a safe area, resulting in damage which he felt

it was unnecessary for him to sustain. Invariably, investigation has established that traffic density or some other emergency condition made resort to other more leisurely methods of removal either impracticable or hazardous. The average motorist possibly does not realize the difficulty and hazard in maneuvering an emergency truck into position through heavy, moving traffic, particularly since even our own vehicles are prohibited from making U-turns.

Vehicles may be removed by the following methods: under the vehicle's own power, if only a flat tire is involved; by use of a "rolaway", an ingenious device resembling an oversize roller skate which supports the crippled tire without damage; lifting and towing, towing or pushing.

In the year just ended, a total of 8,595 cars, trucks, tractor-trailers and buses were removed from the bridge for a variety of causes. Of the total, 20.7 percent were removed by use of the "rolaway", 2.9 percent were lifted, and 69 percent were towed or pushed. Trucks towed were 7.7 percent, and buses towed, .53 percent.

Two paralyzing storms late in the winter, in mid-February and mid-March, conclusively demonstrated that the snow-fighting forces on the six and one-fourth mile length of the Walt Whitman Bridge needed to be reinforced. On both occasions, however, the entire length of the facility was open to unimpeded and safe passage while other communities still were struggling to extricate themselves from the snow. It was done by splendid work on the part of our highway forces, who drove

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

Year	Benjamin Franklin Bridge	Walt Whitman Bridge	Total of Delaware River Port Authority Facilities	Tacony-Palmyra Bridge	Burlington-Bristol Bridge	Delaware Memorial Bridge	Total Cross River Traffic	Delaware River Port Authority Share of Traffic—%
1954	30,915,030	Not in Operation	30,915,030	9,823,755	2,781,537	7,638,303	51,158,625	60.43%
1955	32,058,006	"	32,058,006	10,598,274	3,847,665	8,252,920	54,756,865	58.73%
1956	32,198,966	"	32,198,966	12,778,090	4,125,924	8,830,831	57,933,811	55.56%
1957	27,530,720	7,249,910	34,780,630	14,016,131	4,117,796	8,323,029	61,737,586	56.34%
1958	24,029,518	13,247,964	37,277,482	14,398,867	4,856,836	8,933,612	65,466,797	56.94%

themselves and their equipment to the limit of their respective capabilities.

As a result, in balmy May, the members of the Authority exposed themselves to the expected friendly hilarity of editorial writers and news commentators by ordering \$46,945 worth of equipment to increase our snow removal capability to a level of clearing the roadways under our jurisdiction in the absolute minimum of time. It was fully equipped to conform to exacting Port Authority specifications and personnel were trained to operate it before the onset of the winter.

### GOOD NEIGHBORS

In the day-to-day operations of the Port Authority—in the field of bridge operation as well as in the conduct of our port promotion and development activities—there are innumerable instances where cordial relationships with our neighboring municipalities and communities are important. It is a pleasure to report that these cooperative attitudes exist and that we employ every proper occasion to reciprocate.

Except in the unusual instance, any single one of these relationships may appear trivial but in sum they represent a good neighborliness of value to the people of both our states.

The fire departments of the cities of Camden and Philadelphia long have held themselves in readiness to assist us in the event

of fire upon the Benjamin Franklin Bridge taxing our own competent fire-fighting force. The same situation now exists between the Philadelphia and the Gloucester City fire departments. Both bridges are equipped with a dry standpipe system which can be activated in a few minutes by one of Philadelphia's fleet of fireboats coupling in at the river level. Periodic tests of these systems are made with the cooperation of the three departments under the supervision of the Middle Department Association of Fire Underwriters.

Late last December, our Walt Whitman personnel had occasion to make a small repayment for this service to the Philadelphia Fire Department. A threatening grass fire broke out on Front Street north of the bridge. The distance to the nearest hydrant was such that the use of our 2,000-gallon flusher truck was requested. The big truck pulled abreast of a Philadelphia fire truck which fed its lines from our apparatus.

When plans were being laid for opening of the Schuylkill Expressway to 30th Street, the Department of Streets of Philadelphia selected the locations and erected "trail blazer" signs to the Benjamin Franklin Bridge supplied by us. City Police cooperated with our maintenance personnel in placing a saturation of Walt Whitman Bridge trail blazers on city streets in the vicinity of the Stadium to aid motorists leaving the Army-Navy game and

### TOTAL YEARLY TRAFFIC BREAKDOWN

	1958	1957	Increase Decrease*	Per Cent
Automobiles and Light Trucks.....	31,097,941	29,035,060	2,062,881	7.10
Commutation Tickets.....	3,286,832	2,918,222	368,610	12.63
(A) Total Automobiles and Light Trucks.....	34,384,773	31,953,282	2,431,491	7.62
Motor Trucks.....	1,190,954	1,186,621	4,333	0.36
Tractors and Trailers.....	657,092	589,946	67,146	11.38
Special Permits.....	369	252	117	46.42
(B) Total Heavy Trucks.....	1,848,415	1,776,819	71,596	4.03
Motorcycles.....	20,729	19,354	1,375	7.10
Horse Drawn Vehicles.....	1	3	2*	66.66*
Autos and Trailers.....	33,280	29,627	3,653	12.32
(C) Total Miscellaneous Vehicles.....	54,010	48,984	5,026	10.26
(D) Total Buses.....	990,284	1,001,545	11,261*	1.12*
Grand Totals (A, B, C, D).....	37,277,482	34,780,630	2,496,852	7.17

desiring to return to the Walt Whitman Bridge.

Our emergency equipment frequently has been placed at the disposal of Philadelphia police for the transport of severely injured persons to hospitals when city equipment was not immediately available or fully committed, and for lifting wrecked vehicles for the speedy removal of injured persons.

Mutually satisfactory arrangements for removal of snow from ramps on the New Jersey side of the Walt Whitman Bridge have been established with the New Jersey Highway Department, thereby avoiding duplication of effort in combined service to motorists.

Police officers of both bridges attended a total of 22 civil defense meetings held under the auspices of the City of Camden Civil Defense organization, thus maintaining an intimate understanding of plans affecting the Camden metropolitan area.

Many other instances of interstate and intercommunity cooperation might be cited. Our mention of these typical instances here is not merely to establish that such cooperation is a continuous relationship, but to extend to the many hundreds of public employees on both sides of the Delaware our thanks and appreciation.

### "A BRIDGE IS BORN"

In the first phase of active planning for construction of the Walt Whitman Bridge, almost six years ago, it was decided to undertake the long term production of a color film documentary of the project from its first planning to its final opening to traffic.

The film, titled "A Bridge is Born", was given its premiere on November 19 before an audience of distinguished guests among whom were representatives of most of the secondary schools, colleges and universities of the Port area.

Contracted for with News Reel Laboratory, of Philadelphia, at a cost of \$25,000, the film as it exists today represents a final condensation into 1100 feet of literally thousands of feet of film which probed every phase of

the construction. It is supplemented with a number of animated graphic illustrations of engineering principles and techniques involved in construction of a monumental suspension bridge.

As the project developed and was viewed through an almost endless series of interim editings, a strongly appealing thought occurred to the members. It was conceivable that the film, in addition to its obvious interest as a filmed biography of the bridge, might have its place in the audio-visual curricula of schools and colleges of the area, both inviting students in secondary schools to consider seriously pursuit of a technical education, which has become a kind of national crusade, and dramatizing to those already matriculated in technical schools the physical reality of their sometimes undramatic studies.

The response to the Authority's invitation to the schools to make use of the film has, as the year ends, exceeded any possible anticipation. Of sixty prints of the film which were procured, more than two-thirds already are on loan to schools, technical societies, industrial organizations, civic and cultural groups. Many thousands of persons composing literally a nation-wide audience have seen the film and it has evoked general acclaim.

### THE MOST BEAUTIFUL

We were happy to be advised during the year that the Walt Whitman Bridge had been chosen as the most beautiful monumental bridge opened to traffic in the United States during the year 1957. The award was voted by a distinguished jury of award, chaired by the president of the American Institute of Architects, and was presented in the name of the American Institute of Steel Construction. Members of the Authority not only were gratified because of their responsibility for the great structure, but because of the new honors the award conferred upon Modjeski and Masters and Ammann and Whitney, the two engineering firms which designed it and supervised the construction, and upon Harbeson, Hough, Livingston and Larson, Philadelphia architects who were responsible

for the architectural treatment. By coincidence, all of the senior members of the latter firm as young men participated in design of the present Benjamin Franklin Bridge.

### THE WALT WHITMAN PLANTATIONS

Designation of the bridge as the most beautiful opened to traffic in 1957 came as pleasing confirmation of a purpose well advanced during the year to provide a verdant setting for the great structure and its gleaming approach roads and ramps.

The landscaping program, contracted for at a cost of \$174,536.27 to achieve this purpose, we touched upon briefly in our report for 1957.

As the bridge and its approaches neared completion, it was obvious that the main approach roads and access ramps would be embroidered by unsightly scars, the inevitable consequence of a vast construction project. The sandy gravel nature of these irregular areas, of the surprising total of 135 acres, if

left to its own natural growth recovery, would have produced only weeds and scrub growth. The most familiar flora of the region, prior to construction, were giant sunflowers, noxious ragweed and goldenrod.

The basic purposes to which our consulting landscape architects addressed themselves in their planting selections were to provide an attractive, park-like setting for the bridge and its approaches, a verdant background to relieve glare reflected from the roadway and structures, and to encourage similar efforts at beautification in the general area by both public and private owners.

The project has resulted in the planting and favorable growth of 1,173 trees, 6,846 shrubs and 5,961 vines and ground cover plants. The planting plan will become apparent as the areas mature. Essentially, it is to reflect, as appropriately as soil conditions and topography allow, the characteristics of the original forests which covered Southeastern Pennsylvania and Southern New Jersey. Typical of



## American Institute of Steel Construction

This is to CERTIFY that the

### Walt Whitman Bridge Over Delaware River between Philadelphia, Pa. and Gloucester, N. J.

Owner: Delaware River Port Authority  
of the Commonwealth of Pennsylvania  
and the State of New Jersey

Received the AWARD

In Class I in the Annual Bridge Award Competition  
for the Most Beautiful Bridges built during 1957

*W P Hays*  
PRESIDENT

*E J Siegel*  
CHAIRMAN, COMMITTEE ON AWARDS

JURY OF AWARD

*John Richards*  
*Alonso J. Harriman*  
*Clavin S. Hathaway*  
*Lee Hendrix*  
*W. Sumner*

the large trees are several varieties of oak and maple, tuliptree, sweetgum and honeylocust. Among the smaller trees, used for their variety of color and blossom, are shadbush, flowering dogwood, hawthorn, magnolia and flowering crabapple. Among the shrubs are viburnum, aronia and shining sumac.

The arrangement of trees in rigid geometric rows is confined to those areas where no alternate arrangement seemed practical. In general, trees and shrubs are arranged in groves, groups or masses. Each group or "plantation" contains a dominant genus in order to unify the whole and avoid an appearance of spottiness or incongruity.

Clipped lawn areas are confined to the immediate area of buildings. All other grassed areas are planted in meadow grass, which will require a minimum of maintenance. Equipment adequate for proper care and maintenance of the plantations was obtained this year and personnel were trained in its operation during the growing season. Fifty-six tons of fertilizer were applied in the fall to sustain the rooting of grass, trees and shrubs which the summer's heavy rainfall fortunately advanced.

A further contribution to the aesthetics of the Philadelphia approach is being made by the Fairmount Park Art Association, in the form of a bronze statue of Walt Whitman executed by the famous American sculptor, Jo Davidson. The Art Association requested us to make a site available for erection of the statue and suggested one at the southwest corner of Broad Street and Packer Avenue in the bend of the ramp which gives eastbound traffic access to Broad Street and southbound Broad Street traffic access to the bridge. This permission was granted and plans for erection of the statue and appropriate landscaping of its environment are in progress. No date for unveiling of the statue has been fixed.

## MASS TRANSPORTATION

The many-faceted problem of mass transportation, a concern of this Authority since its establishment, continued to command active discussion but to elude effective and accept-

able solutions wherever the subject had current interest.

Preservation of long established urban centers with their ramified congeries of commercial, industrial, financial and professional activity, while at the same time minimizing stagnation of urban highways with the motor vehicle traffic which such activities attract and promote, remained the general objective of all mass transportation discussions, whatever their geographical location.

The year produced no new evidence that the lure yet has been contrived to draw people, in the numbers desired, from their current marked preference for the private passenger car to the public mass carrier.

The Authority's involvement in the mass transportation problem lay within two marked and strangely contrasting areas.

In September, a summary report titled "Study of Proposals for Improving Mass Transit between Philadelphia and South Jersey Suburbs" was submitted to the Urban Traffic and Transportation Board of the City of Philadelphia by Louis T. Klauder and Associates, a Philadelphia firm of consulting engineers retained by the Board.

Although the Authority had not participated in this study, either as to its initiation or its development, the Urban Traffic and Transportation Board courteously submitted it to us for our study and comments.

In brief, the engineers recommended expenditure of \$25,000,000 for construction of a single-track electrified transit line from Broadway Station, Camden, over the existing right-of-way of the Pennsylvania-Reading Seashore Lines to a terminus at Kirkwood, New Jersey, a distance of approximately 11 miles. From Camden westward, it was proposed that the system would operate over existing trackage of the Benjamin Franklin Bridge Rail Transit Line to connection with the Philadelphia subway-elevated system at 8th and Market Streets, and thence over the existing Locust Street Subway to 16th and Locust Streets.

It was estimated that operation of the line

would result in an annual net operating surplus, exclusive of debt service, of \$115,000 or .46 percent a year on the invested capital.

The Transportation Committee of the Authority, after lengthy and careful analysis of the proposal, reached the conclusion that it was unacceptable for two principal reasons, a view in which the members concurred unanimously.

The reasons were:

1. Single line operation, with "turnouts" as substitutes for double-tracking, imposed real and potential operating handicaps which were inconsistent with uninterrupted and competitive high-speed commuter travel.

2. Lack of provision for grade separation of the right-of-way over busy arterial highways which would intersect it between Camden and Kirkwood, not only threatened increased traffic congestion in already burdened White Horse Pike communities, but created a threat to the public highway safety which the Authority felt that it could not condone.

A report summarizing this view was adopted and transmitted to the Urban Traffic and Transportation Board. It was suggested that the Board, at its convenience, might consider what revisions of the proposal could be effected to meet these basic objections. The Authority subsequently was advised that revision of the plans would be undertaken, that the most critical grade separations could be provided "with a minimum additional expenditure", and that a second track could be added "at a relatively modest outlay".

At year's end, detailed revision of the proposal had not been received.

The other aspect of mass transportation to which the Authority directed its attention was of a very different order.

The Benjamin Franklin Bridge Rail Transit Line was constructed by the Delaware River Joint Commission, corporate predecessor of this Authority, and opened to traffic on June 7, 1936. Cost of the line of which no part of its funded debt has been recovered from rail line operation, is \$11,163,524.11. It cur-

rently is operated by the Philadelphia Transportation Company under a lease initially negotiated with the Philadelphia Rapid Transit Company in February, 1935, and amended in May, 1941. The lease, lacking written notice by either party four months in advance of any expiration date, is automatically renewable for a period of four years. The present four-year term expires June 30, 1961.

In April, the Philadelphia Transportation Company advised that, due to an estimated operating loss for the 12-month period July 1, 1957—June 30, 1958, no further rentals would be paid to the Authority following that of January, 1958. Rentals totaling \$83,540.10 had been paid for the preceding seven months of the operating year. The same communication advised that, by a new and unilateral interpretation of a provision of the operating lease, there was an actual cumulative loss for the 6-year period 1952-57 of \$403,550.76. Subsequent rentals would be withheld not only to liquidate the estimated losses for the balance of the year, but to recoup the alleged accumulated deficit.

The Company's new interpretation of the lease was to the effect that it could and therefore was proceeding to charge as an operating cost the 4.8 cents rental paid to the City of Philadelphia for each passenger carried on the Bridge line. As the Executive Director pointed out in his communication on the subject, "since 1942, the Company, in its calculations, has followed the wording of Paragraph 8 (C) of the lease, which specifies that the 2 cents per passenger paid to the City of Philadelphia shall be charged to Bridge Line operation. Not until this month (April, 1958) was it ever alleged by the Company that it was entitled to charge the actual amount paid the City of Philadelphia, 4.8 cents per passenger, as part of the cost of line operation."

A subsequent communication from the Company in mid-April, reviewing the steadily dwindling patronage of the Bridge line, noted that exactly one-half as many passengers were being transported over the bridge daily by the rail line as compared with interstate buses, and inquired whether the Port Authority, as lessee, should not "examine carefully at this

time whether or not there is justification for continued operation of the Franklin Bridge rail line.”

The Authority’s reply to these communications was to disavow any legal obligation to sustain the cumulative losses claimed by the Company covering the period 1952-57, inclusive, and to put the Company on notice that the Authority would “expect said Company to discharge its obligations in strict accordance with the lease of May 28, 1941.”

Under terms of the lease, the Authority could enter no claim against the Company for any due but unpaid balance on rentals for the operating year ending June 30 until the annual report of operations was received. In order, however, to protect the Authority’s interest, the members authorized employment of independent auditors to make an audit of the Company’s books for the year in question, also provided for under terms of the lease.

The annual operations report confirmed the Company’s predictions of an operating deficit for 1957-58, and predicted one for the year 1958-59 of \$122,700.

The practical effect of this series of communications was that the Authority might expect no further return upon its investment from January 31, 1958, to the end of the term of the operating lease in 1961.

Meanwhile, however, the Authority’s auditors after examination of the Company’s books—an operation in which the Company fully cooperated—reported the opinion that, instead of a deficit for the operating year, there actually was due the Authority the sum of \$1,223.63, over and above the seven months rental of \$83,540.10 previously paid.

The bulk of the difference between the Company’s estimate of \$145,000 operating deficit in 1957-58 and the estimate of the Authority’s auditors that the operation should have returned a rental of \$84,763.73 is explained by the Company’s insistence that the total of rental paid to the City of Philadelphia, at the rate of 4.8 cents per passenger, could and should be charged as an operating cost.

At the last meeting of the year, the Au-

thority again officially registered its disagreement with the new basis for determining rentals, and directed its Executive Director and Counsel to “take the necessary steps to recover from PTC any amounts now due and to protect the rights of the Authority in payments which may be due hereafter.”

There the matter rested as the year ended. However, this detailed discussion of the rail transit line is merely a reflection, upon a twelve-month screen, of a trend which is irrefutably and clearly reflected in our own statistics:

	1948*	1958**	Percent Increase or (Decrease)
Passenger cars and light trucks	16,817,353	31,097,941	84.9
Bridge Rail transit line	10,209,502	5,301,496	(48.7)
Interstate buses	1,016,603	990,284	(2.6)
Commutation tickets (Automobiles and light trucks)	1,662,406	3,286,832	97.7

\* Delaware River Bridge (now the Benjamin Franklin Bridge).

\*\* Benjamin Franklin (formerly the Delaware River Bridge) and Walt Whitman Bridge.

The statistics reveal a sharp and unbroken eleven-year trend toward the private passenger vehicle as the preferred mode of transportation in interstate travel, at severe expense to rail transit and measurable expense to interstate bus travel.

The significance of such figures may be carried one step further in analysis. Out of the total of private passenger cars operating over our two bridges, one group may be identified clearly as potential mass transit patrons. These are the holders of commutation tickets.

A book of 40 tickets, valid for one month, may be purchased for the sum of \$7.50. Such a book is of economic benefit, obviously, only to the bridge patron who intends to use more than 30 of the 40 tickets within a one month period. Advantage of the full commuted toll of 18 $\frac{3}{4}$  cents is obtained by the vehicle operator who crosses the bridge twice a day, five days a week, for the entire month.

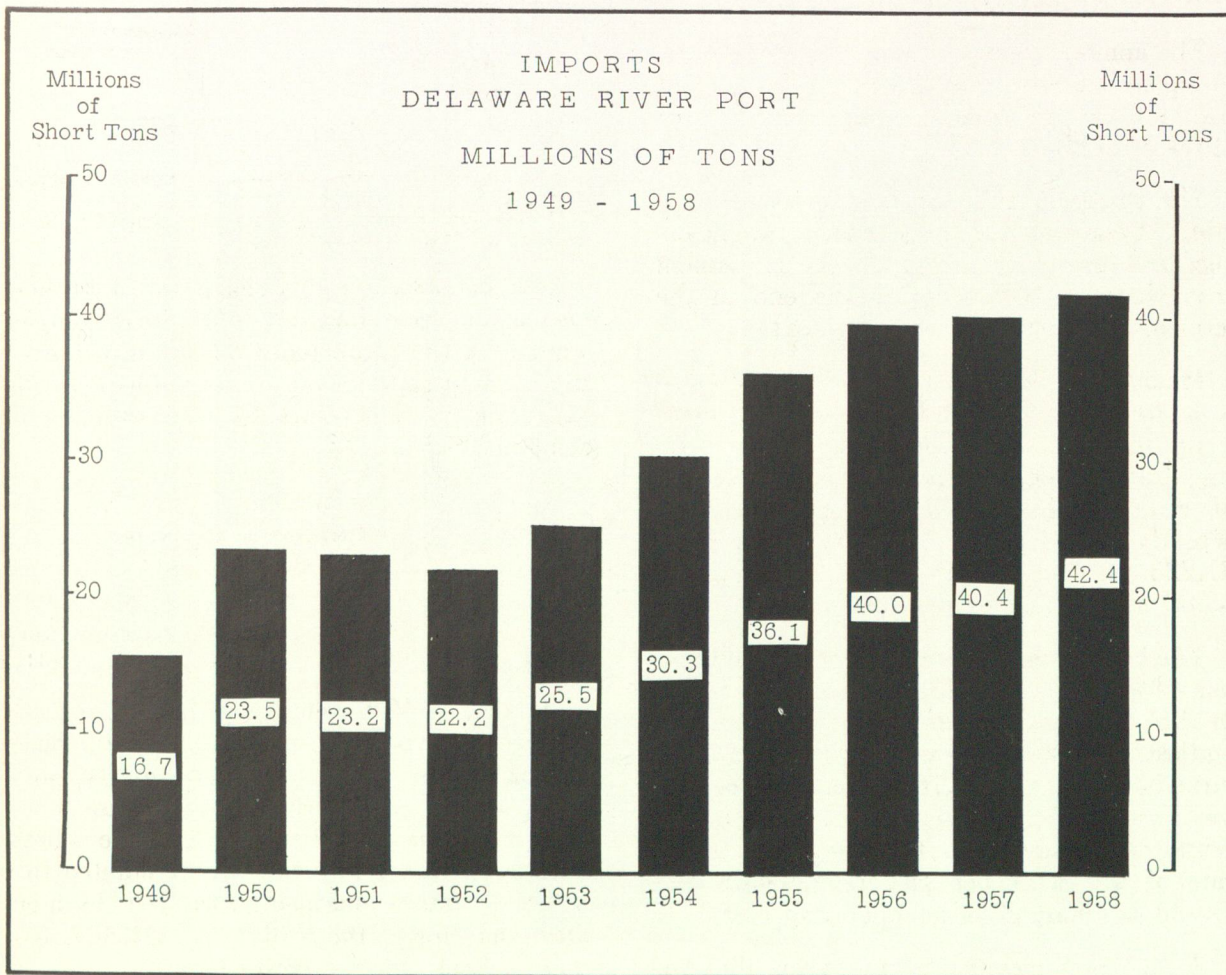
Assuming an average occupancy of 1.5 persons for each car crossing either bridge on a commutation ticket, commuters in 1948 over the Delaware River Bridge represented 2,292,141 persons or almost exactly 22.5 percent of the total bridge transit line patronage. If the same occupancy is applied to the 3,286,832 commutation tickets collected on both bridges this year, the commuter patronage was 4,930,248 or 93 percent of the bridge line patronage.

Further belaboring of the statistics is unnecessary. Over an eleven-year period, the sole upward trend in interstate travel over the facilities operated by this Authority has been in motor vehicle travel.

## THE PORT DEVELOPMENT DEPARTMENT AND PORT ACTIVITIES

The Delaware River Ports comprise one of the world's great maritime entities. The flow of cargo over the docks in export, import and intercoastal traffic, determines to a dominant degree the economic health of the port area and its hinterland. In terms of total purchasing power, the story of the Port may be written in billions of dollars annually.

The Delaware River Port Authority is empowered by the specific language of our interstate compact to promote and develop the Delaware River as a highway of commerce. To that end, we are authorized to cooperate



with other agencies of the Port Area, to prepare and distribute literature and, after due notice to the Attorneys-General of our two states, to intervene in any litigation in which the port interest is involved. Any other specific activity, such as the acquisition or construction of a port facility, must be consented to by the Legislatures of Pennsylvania and New Jersey after submission of detailed plans and a financing program.

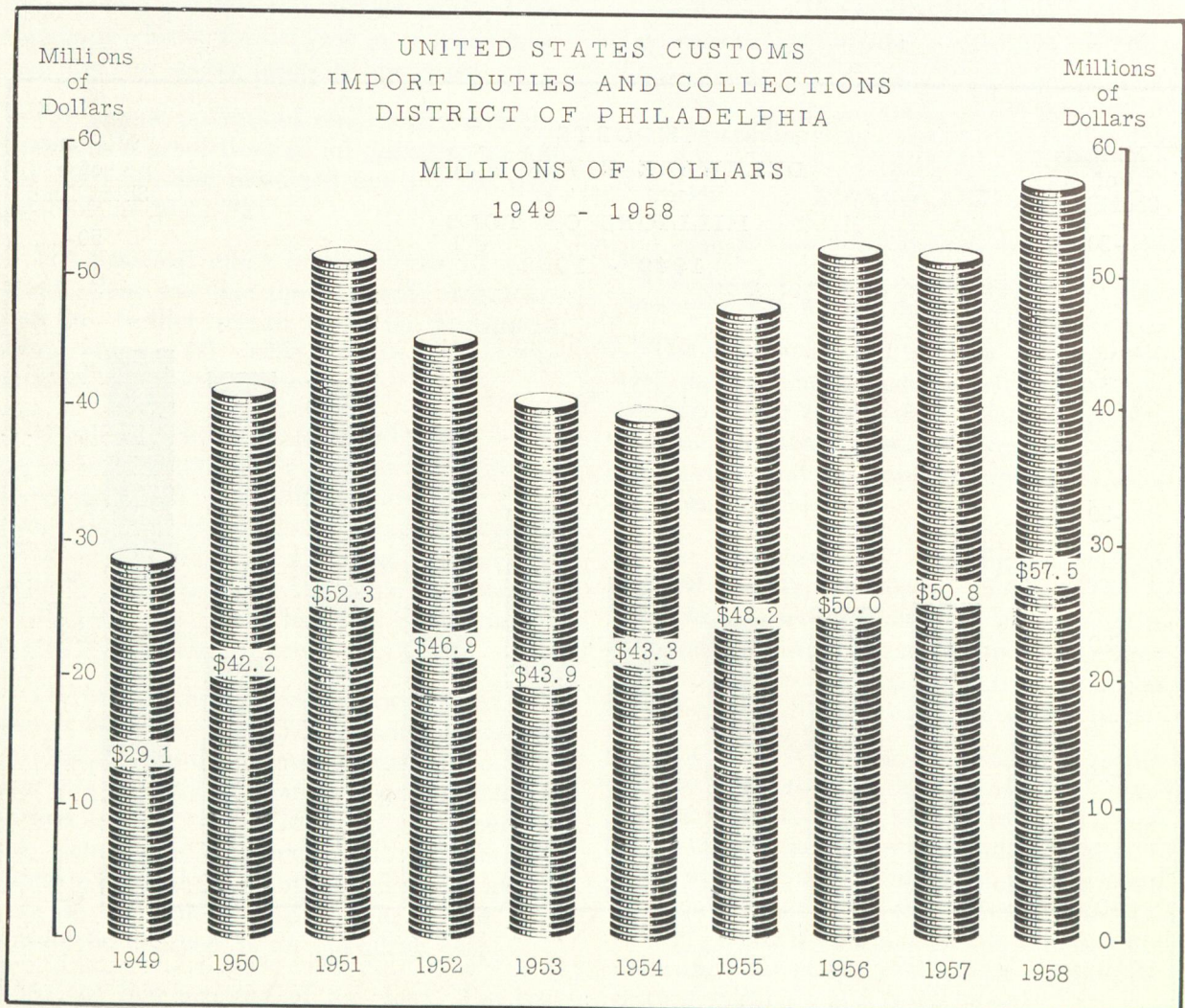
The Port Development Department was created just ten years ago as the specialized agency of the Authority to discharge the Port responsibilities for which no further legislative approval is required.

We have sound reasons for believing that progressive annual increases in port tonnage, a growing awareness of the significance of

the port, and a constant vigilance with respect to port litigation are due in some measure to the diligence of our port activity.

After annual large increases, tonnage into and out of the Delaware River Ports merely inched forward in 1958 over 1957. Final figures are not available, but our Research and Promotion section, which heretofore has been responsibly conservative in its predictions, estimated that the increase for 1958 over 1957 was 400,000 tons, or .38 percent to a total of 104,000,000 short tons. The less than annual increase is due wholly to a sharp drop in export of such bulk items as coal, grain and petroleum products, which fell 38.7 percent from 6,200,000 tons in 1957 to 3,800,000 tons this year.

However, estimated import tonnage was up





NEW NORTHERN METAL COMPANY MARINE TERMINAL IN NORTHEAST PHILADELPHIA.

2.7 percent for the year—from 41,300,000 tons in 1957 to 42,400,000 tons—and the Delaware River Port maintained its unchallenged position as the “No. 1 import port of the Nation”.

A notable measure of maritime activity was the report of Frederick C. Peters, Collector of Customs for the Philadelphia District. During 1958, total customs collections amounted to \$57,529,009, the highest dollar figure in the port’s history, and an increase of 13.2 percent over collections of \$50,835,523 in 1957.

Also pleasing is the fact that the number of scheduled sailings of general cargo ships during the year climbed 10.2 percent over 1957, to a total of 2,954.

Such statistics are sufficient justification, in our judgment, for Port Development Department budget expenditures of \$275,783.88. This sum was expended in four major areas, other than general administration: port solicitation, traffic (including some but not all of the expense of prosecuting port litigation cases), research and promotion and advertising.

Six years ago, the Port Solicitation Bureau was established, with headquarters in Camden, and with field offices located in New York, Pittsburgh and Chicago. The port representatives in these offices actively solicit business for the Delaware River Ports and, in so doing, work closely with the railroads and other transportation agencies serving the port. They have earned and hold the respect of shippers in their respective areas by their courtesy, eagerness to serve, and wide knowledge of shipping rates and practices. We have dramatic evidence that their efforts have borne fruit in generating new traffic for transit through the ports of the Delaware.

The volume of the solicitation effort in the New York office became so great that William H. Brawley, of Buffalo, was appointed an assistant representative last February, thereby increasing our effort in one of the most sharply contested competitive areas in the world.

The Authority’s role of watch-dog of the port interest through active participation in rate cases before the Interstate Commerce

Commission and the Federal Maritime Board by general and special counsel continued unabated through the year. Vigilance in such matters, involving many millions of dollars in port income, and the vigor of innumerable port-connected and port-related enterprises, is a major line of defense. It is being defended aggressively.

Five cases were active during the year. Some, due to their perennial appearance on these pages, need be touched upon hardly more than by title:

#### I. & S. 6074—IRON ORE. EASTERN PORTS TO C. F. A. TERRITORY

This case, initiated in 1952 and commonly known as the “Import Iron Ore Rate Case”, involves the rates on import ore moving through Philadelphia to 17 inland destinations in the Pittsburgh-Wheeling-Youngstown-Steubenville area. The docket was precipitated when rates on iron ore moving through Philadelphia were published at the same level as the rates through Baltimore. Baltimore railroads and port interests aggressively opposed this move by publishing reduced rates from Baltimore. Railroads serving New York and Boston promptly published rates through those ports on the same level as Baltimore. Further hearings will be held before the Interstate Commerce Commission on questions asked by the United States Supreme Court when it remanded the proceeding. Equality of rates as between Philadelphia and Baltimore remain in effect.

#### I. & S. 6615—EQUALIZATION OF RATES AT NORTH ATLANTIC PORTS

Popularly known as the “Port Differentials Case”, this highly important matter involves an attempt by New York and Boston railroads and the respective port interests to place their rail rates applicable on export and import freight to and from the Middle West on the same level as the rates applying to and from the Port of Baltimore, to the grave disadvantage of port business. Numerous hearings in this matter were held during the year, and briefs by the parties will be filed sometime next month.

EX PARTE 212—INCREASED FREIGHT RATES  
1958

Late in 1957, railroads of the country requested permission to impose an additional tariff of 6 cents per 100 pounds on import, export and intercoastal freight, with certain exceptions, and to reduce the so-called "free time" on export freight from 7 and 5 days, respectively, to 4 days. The Port Authority intervened. A November decision by the Interstate Commerce Commission granted the increased tariff, but refused to allow changes in existing free time. The case still is active as railroads continue to make competitive adjustments.

FEDERAL MARITIME BOARD 816—*Investigation of General Practices, Charges, Services, Definitions and Agreements of Terminal Operators at Atlantic and Gulf Ports*

This proceeding has as its purpose uniformity of definitions applicable to terminal services which, because of lack of uniformity, have operated to the detriment of one or more ports. A pre-hearing conference in June before the Federal Maritime Board effected little or no agreement. Our position as an intervenor is, and will continue to be, active.

FEDERAL MARITIME BOARD 836—*Maryland Port Authority vs. Swedish American Line, et al.*

The Authority intervened to protect the interests of the Delaware River Port against the complaint that, due to elimination of top wharfage at most marine terminals in the Port of Philadelphia, railroads and steamship lines are preferring the Delaware River Ports to the Port of Baltimore. A pre-hearing conference is scheduled for early next year.

In the broad area of advertising and promotion, including such activities as newspaper and magazine advertising, direct mailings, showing of the Port Development Department's films, port tours and participation in a variety of national and regional meetings and conferences of maritime organizations, the Department maintained a high level of activity.

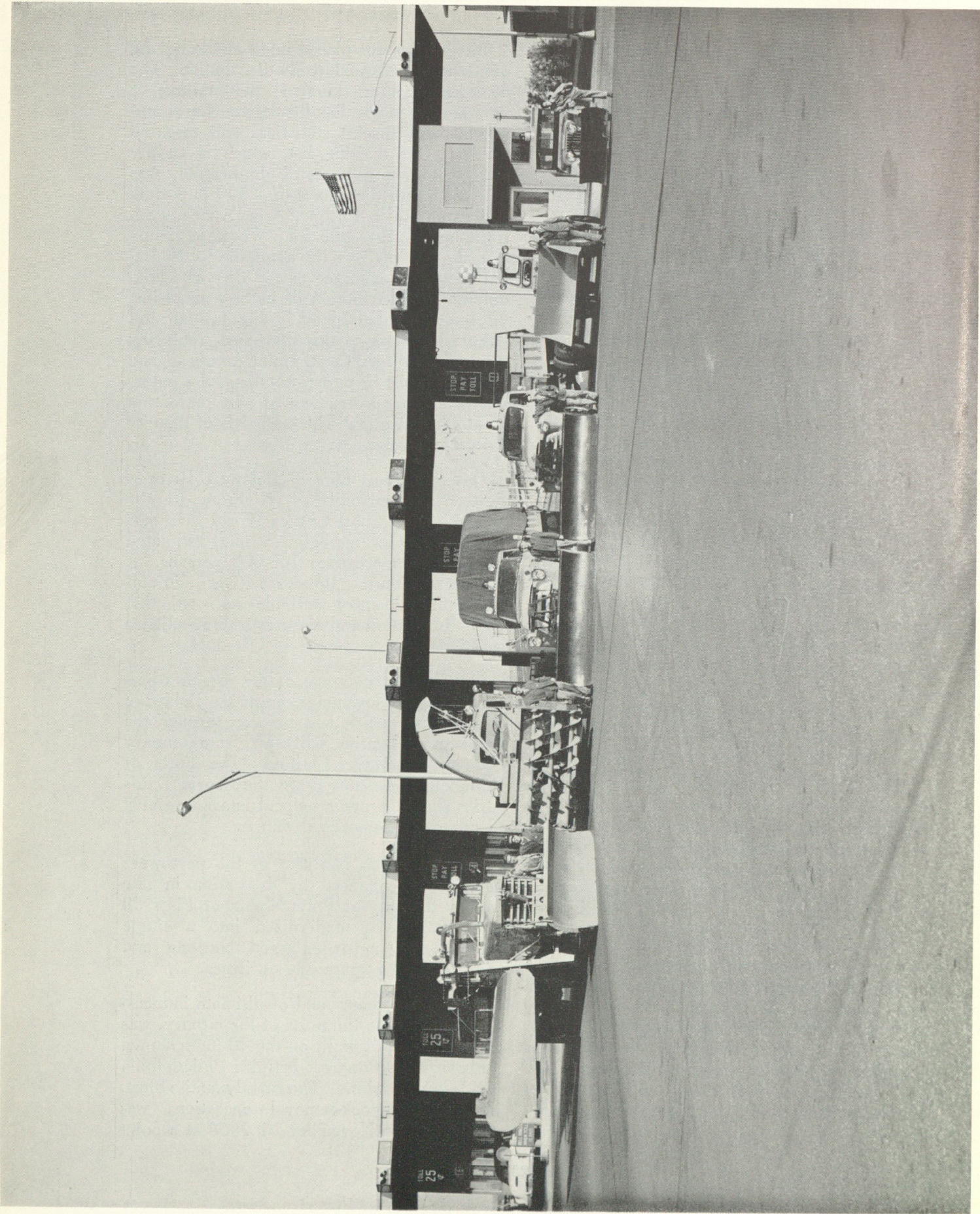
Advertising was placed in 49 media having nation-wide and world-wide distribution. The direct mail effort involved the mailing of thousands of maps, handbooks, brochures and regular and special statistical and research studies. Our mailing list, which is rigidly policed to avoid wasteful duplication, was increased with the names of 2,500 importers and exporters in Europe, Asia, Africa, Australia and Latin America. We were happy to make our mailing list available to the Department of Commerce of the City of Philadelphia for distribution of its new magazine, "Ports of Philadelphia". The format and editorial content of this magazine, replacing the long-familiar "Commercial America" is a major advance in port journalism. Its potential as another instrument of port promotion is very great, a fact which officials of the city fully appreciate.

Our three port films—"Delaware River—Port of Opportunity", "Highway to the World", and "Short Cuts to World Markets" had 1,700 showings before a total estimated audience of more than 100,000 persons. A revised version of "Delaware River—Port of Opportunity" is now available and is enjoying wide distribution and most favorable audience reaction.

The Authority is one of the organizations sponsoring a television series on the Delaware River Ports, which will be seen through the facilities of Station WFIL-TV from January through mid-May. Entitled "The Ports of Philadelphia—Gateway to the World", this series should prove a helpful interim adjunct to our own promotional efforts.

General cargo facilities of the port were measurably enhanced by dedication in late fall by the City of Philadelphia of Piers 38 and 40, South, modernized into a single facility with much enlarged berthing and cargo handling space and facilities.

Broader in scope, and of ultimate immeasurable benefit to the ports of the estuary, was the beginning of work on the 40-foot channel authorized by Congress between Philadelphia and Newbold Island. The first dynamite blast, inaugurating rock-removal operations was touched off on November 26, 1958 at a point



TYPICAL EQUIPMENT AVAILABLE FOR SNOW REMOVAL.



SNOW PLOWS SHOWN IN ACTION DURING SEVERE 1958 STORM.

4½ miles above Tacony-Palmyra Bridge. The vast project, long and actively supported by this Authority, will proceed next year under an adequate \$13,000,000 appropriation, according to the U. S. District Engineer.

### PERSONNEL

Personnel for the year 1958 increased by one position over the preceding year to a total of 417.

The total of personnel separations for all causes was 4.79 percent as compared with 6.25 percent for 1957. Separations by type, and the comparable ratios for 1957 (in brackets) are:

Deceased .....	0.71 - (0.96)
Retirement .....	1.20 - (0.48)
Military leave .....	0.24 - (0.00)
Resignation .....	2.40 - (4.30)
Service Termination .....	0.24 - (0.48)

The average length of service of employees who retired on pension in 1958 was 29.1 years, and the average age 69.4 years.

It is a pleasure to note that, with integration of Federal Social Security Benefits with payments from the Pennsylvania State Employee Retirement System, achieved through negotiation of a contract between the Authority and the United States Secretary of Health, Education and Welfare on December 9, 1957, our employees who retire on superannuation do so without undue financial worries. As of the year's end, 63.5 percent of our personnel were covered by the integrated Social Security State Retirement plan. All employees are automatically members of the State Retirement System; all entering Authority employment subsequent to December 9, 1957, become members of the integrated plan.

Mr. C. H. McWilliams, of Pitman, New Jersey, was appointed Treasurer of the Delaware River Port Authority, effective March 17, 1958. His appointment filled the vacancy created by the resignation of Horace J. Stradley, as of January 1, 1958, to retire on pension. Mr. William H. Brawley, of Buffalo, New York, was appointed Assistant Port Representative in the New York office in Febru-

ary. Enlargement of the New York Port Solicitation staff was commented upon in discussion of the Port Development Department.

Members of the Authority noted with regret the sudden death of Harold W. Platt, Assistant Chief Engineer, on October 18, 1958.

Total cost of full-time personnel services for the year was 20.95 percent of gross operating revenues and 29.47 percent of net operating revenues. The ratio to gross was slightly higher than in 1957, while that to net was almost 6 percent lower. The ratios may be expected to pass through subsequent variations until the earning capacity of the Walt Whitman Bridge establishes its firm pattern.

### FINANCES

The total outstanding debt of the Authority on December 31, 1958, was \$99,162,000, made up of \$98,280,000—1953 First Series Revenue bonds and \$882,000—1946 Refunding Bridge bonds. Retired during the year were \$1,120,000 of the former and \$636,000 of the latter.

Gross operating revenues for 1958 were \$10,631,048.09, an increase of \$586,584.60 over 1957. Operating expenses totaled \$3,071,205.75, an increase of \$683,976.20 over the preceding year. Net operating revenues for 1958 decreased \$97,391.60 as compared with 1957. Income on investments and bank balances was \$1,111,137.77, an increase of \$55,387.61 over last year's amount. This increase, reversing last year's position, was due to higher yields on our investment portfolio, particularly during the latter part of the year, and modest withdrawals from the Walt Whitman Bridge Construction Fund, thus maintaining the return on that fund at a relatively stable level. Interest payments on the 1966 Refunding Bridge bonds and the 1953 First Series Revenue bonds totaled \$3,378,093.54.

Port Development expenses of \$275,783.88, as compared with \$230,837.63 for 1957, left net revenue for the year, before \$58,205 adjustments, of \$5,017,102.69. Net revenue before adjustments for 1957 was \$5,074,633.74, reflecting a decrease of \$57,531.05.

## THE AUTHORITY

There were three changes in the membership of the Pennsylvania delegation during the year.

Mr. Theodore L. Blumberg, Philadelphia was appointed by Governor George M. Leader on March 13, 1958, to fill the vacancy created by the expiration of the term of Edwin R. Cox.

Mr. J. Griffith Boardman, Philadelphia was

appointed May 27, 1958, to fill the vacancy created by the resignation on April 3 of Mr. Edward G. Budd, Jr.

Mr. James H. J. Tate, President of City Council of the City of Philadelphia, was appointed August 19, 1958, to fill the vacancy caused by the sudden death on May 4 of Mr. Samuel B. Regalbuto, Commissioner of Public Property of the City of Philadelphia.

## IN CONCLUSION

In the foreword to this report, we touch briefly upon the changes which almost two score years have wrought in the powers and responsibilities of this bi-state public corporation. We are no more capable of predicting with certainty how coming years further will shift the emphases of our public responsibilities than were our predecessors in 1919. One

fact only is certain: change there will be. This Authority is the creation and the servant of the Governors and the Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey. We invite your assistance, guidance and wise counsel, jointly and severally, in effecting the adjustments which change, in good season, will entail.

Respectfully submitted,

DELAWARE RIVER PORT AUTHORITY

### PENNSYLVANIA

JAMES V. BANEY,  
*Vice-Chairman*

TED SCHLANGER  
FRANK M. STEINBERG  
ROBERT F. KENT  
CHARLES C. SMITH  
THEODORE L. BLUMBERG  
J. GRIFFITH BOARDMAN  
JAMES H. J. TATE

### NEW JERSEY

J. WILLIAM MARKEIM,  
*Chairman*

EDWARD C. MCAULIFFE  
ERWIN S. CUNARD  
RALPH CORNELL  
JAMES P. JOHNSON  
EARL B. HOWE  
JOSEPH M. HITZEL, JR.  
(Vacancy)

JOSEPH K. COSTELLO, *Executive Director*

JOHN M. McCULLOUGH, *Secretary*

December 31, 1958

**TRAFFIC TRENDS**  
(DECREASE OR INCREASE 1958 OVER 1957)

1958	Delaware River Port Authority				New York Port Authority				Triborough Auth., N. Y.				California Bridges		
	Benjamin Franklin Bridge	Walt Whitman Bridge	All Facilities 2 Bridges	George Washington Bridge	Holland Tunnel	Lincoln Tunnel	All Facilities 4 Bridges 2 Tunnels	Triborough Bridge (Only)	All Facilities 5 Bridges 2 Parking Lots	Oakland San Francisco Bay Bridge	Golden Gate Bridge				
JANUARY	1,827,474	871,382	2,698,856	2,480,336	1,552,047	1,854,230	6,464,092	3,479,456	10,742,803	2,658,631	1,191,083				
FEBRUARY	1,444,184	690,744	2,134,928	2,106,963	1,281,362	1,542,884	5,409,998	2,859,324	8,900,783	2,498,668	1,079,112				
MARCH	1,870,966	945,321	2,816,287	2,625,945	1,630,362	1,935,158	6,799,419	3,601,292	11,425,419	2,864,071	1,257,442				
APRIL	1,967,412	1,009,916	2,977,328	2,930,322	1,703,652	2,094,748	7,376,424	3,858,498	12,569,528	2,871,772	1,284,359				
MAY	2,207,739	1,160,755	3,368,494	3,059,717	1,756,098	2,155,578	7,664,246	4,050,638	13,228,975	3,029,861	1,435,400				
JUNE	2,105,475	1,206,126	3,311,601	3,238,046	1,774,038	2,187,099	7,929,941	4,102,898	13,972,082	3,042,005	1,495,101				
JULY	2,164,580	1,332,646	3,497,226	3,373,433	1,767,951	2,168,663	8,096,866	4,080,654	14,694,809	3,048,340	1,583,998				
AUGUST	2,223,677	1,384,526	3,608,203	3,556,735	1,868,519	2,286,623	8,531,933	4,198,792	15,073,024	3,169,571	1,658,641				
SEPTEMBER	2,079,395	1,197,632	3,277,027	3,111,541	1,736,513	2,139,481	7,695,745	3,931,622	12,924,707	2,992,238	1,437,101				
OCTOBER	2,155,491	1,207,341	3,362,832	3,132,810	1,782,716	2,220,353	7,823,838	4,082,863	12,850,590	3,086,657	1,376,445				
NOVEMBER	1,985,759	1,132,813	3,118,572	3,021,128	1,714,650	2,135,588	7,534,613	3,933,439	12,357,392	3,009,746	1,335,807				
DECEMBER	1,997,366	1,108,762	3,106,128	2,927,160	1,722,171	2,164,418	7,473,229	3,797,589	11,871,733	3,041,385	1,356,270				
Total 1958 .....	24,029,518	13,247,964	37,277,482	35,564,136	20,290,079	24,884,823	88,800,364	45,977,065	150,611,845	35,312,945	16,490,759				
Total 1957	27,530,720	7,249,910	34,780,630	35,810,014	20,732,391	23,254,674	88,051,454	47,213,570	152,822,036	33,186,073	15,596,742				
% Change	- 12.71	+ 82.73	+ 7.17	+ 0.68	+ 2.13	+ 7.00	+ 0.85	- 2.6	- 1.4	+ 6.48	+ 5.73				

\* Opened May 16, 1957.

**ANALYSIS OF TRAFFIC SINCE OPENING  
BENJAMIN FRANKLIN BRIDGE**

Calendar Year	Total Vehicles (Opened 7/1/26)	Automobiles and Light Trucks (Revised Rates June 20, 1953)				Trucks (Revised Rates June 20, 1953)				26,000 lbs. to 150,000 lbs. Tractors & Specials	Buses		Motor-cycles 10c (Revised Rates 7/1/27)	Horse Drawn, 15c, 20c, 30c (Revised Rates 1953)		
		Total Autos and Light Trucks	25c Rate	20c Rate Started 2/1/1937	15c Com-mutation Started 3/1/1937	7,000 lbs. Gr. Wt. Solid T 35c	7,000 to 13,000 lbs. Gross Weight	13,000 to 36,000 lbs. Gross Weight	7000 lbs. Gr. Wt. Solid T 35c		Pneumatic 40c	Solid Tire 50c			Pneumatic .65-1.00	Solid Tire 75c
1926-1930	46,357,313	39,635,347	↕			71,337	357,108	130,708	34,112	74,193	10,374	5,139,120	572,350	128,473	4,191	
1931-1935	53,138,031	46,043,890	↕			5,224	979,790	68,409	219,990	42,318	57,152	5,542,525	33,045	145,558	130	
1936-1940	63,292,012	56,385,386	9,176,045	41,793,187	4,796,290	570	1,271,821	64,728	436,889	2,328	202,734	4,781,298	21,485	124,757	16	
1941-1945	61,741,464	53,636,531	619,864	47,451,603	6,184,928	313	1,717,534	72,966	618,950	878	579,481	5,020,400	7,545	86,760	106	
1946-1950	98,655,210	86,848,663		78,656,615	8,192,048	192	3,758,412	67,223	1,358,865	569	1,392,762	5,093,286	433	134,795	10	
1951	25,389,704	22,695,400		20,527,124	2,168,276	46	841,156	844	319,333	243	512,313	997,614	0	22,754	1	
1952	27,920,086	25,052,817		22,708,265	2,344,552	35	886,834	92	341,399	53	565,952	1,046,457	0	26,353	94	
			↕	10,444,658	1,249,606	0	403,354	16	125,825	0	315,045		0	10,034	25	
			Autos & Light Trucks		Trucks 7001-40,000 Gr. Wt.		Tractors-Trailers		Special Permits				Auto Trailer 40c	Motor-cycles 15c	Horse-drawn	
			25c Rate	18 3/4 Rate	15c Com-mutation Started 3/1/1937	7000 lbs. Gr. Wt. Solid T 35c	7,000 to 13,000 lbs. Gross Weight	13,000 to 36,000 lbs. Gross Weight	7000 lbs. Gr. Wt. Solid T 35c	7,000 to 13,000 lbs. Gross Weight	13,000 to 36,000 lbs. Gross Weight	26,000 lbs. to 150,000 lbs. Tractors & Specials	Single Deck 30c (25c, 40c to 7/1/27)	Double Deck 75c (40c to 7/1/27)	Motor-cycles 10c (Revised Rates 7/1/27)	Horse Drawn, 15c, 20c, 30c (Revised Rates 1953)
1953	29,569,044	26,624,282	13,482,876	1,447,142			666,955		340,426		266	1,052,967	15,318	14,528	3	
1954	30,915,030	28,016,906	25,302,992	2,713,914			1,210,714		609,088		232	1,024,363	29,084	24,361	282	
1955	32,058,006	29,164,495	26,421,358	2,743,137			1,228,100		598,396		289	1,015,664	29,957	20,956	149	
1956	32,198,966	29,412,477	26,761,834	2,650,643			1,178,901		557,856		259	1,005,264	26,712	17,493	4	
1957	*34,780,630	31,953,282	29,035,060	2,918,222			1,186,621		589,946		252	1,001,545	29,627	19,354	3	
1958	*37,277,482	34,384,773	31,097,941	3,286,832			1,190,954		657,092		369	990,284	33,280	20,729	1	

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

To June 19 Incl. }  
Revised Schedule }  
June 20, 1953 }



## APPENDICES



**MAIN AND COMPANY**  
**CERTIFIED PUBLIC ACCOUNTANTS**

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

CORRESPONDENTS IN  
OTHER COUNTRIES

PACKARD BUILDING  
PHILADELPHIA 2, Pa.  
RITTENHOUSE 6-9640

February 2, 1959

Delaware River Port Authority  
Administration Building  
Camden, New Jersey

We have examined the balance sheet of the DELAWARE RIVER PORT AUTHORITY as of December 31, 1958, 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 rentals and operating expenses are maintained on the cash basis, the accompanying statements do not reflect 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, 1958, and the results of operations for the twelve months then ended, in conformity with accepted accounting principles consistently applied.

*Main & Company*  
CERTIFIED PUBLIC ACCOUNTANTS

DELAWARE RIVER  
BALANCE SHEET —

PORT AUTHORITY  
December 31, 1958

SCHEDULE A

ASSETS	TOTAL	Capital	Benjamin Franklin Bridge Operating Fund	1946 Bond Sinking Fund	Revenue Fund	Project Operating Fund	Bond Service Fund	Bond Reserve Fund	Walt Whitman Bridge Construction Fund	General Reserve Fund	General Fund
Cash (Schedule A-1) .....	\$ 1,307,078.73		\$ 5,687.82	\$ 1,156.08	\$ 7,625.00	\$ 5,551.94	\$1,272,622.87		\$ 7,400.11	\$ 4,085.75	\$ 2,949.16
Investment (Schedule A-2) .....	41,228,133.89		242,228.70	6,721,683.18	706,307.21	123,589.03	480,008.93	\$10,121,782.24	6,869,671.42	12,118,459.63	3,844,403.55
Accrued interest receivable .....	209,133.68			39,171.94	1,763.75		5,398.23		45,171.36	57,285.02	29,827.52
Accounts receivable, employes .....	9,601.45		5,674.96			3,408.49				518.00	
Unexpired insurance .....	172,445.54		98,341.34			73,855.43		30,515.86		248.77	
Unexpended appropriations (contra):											
Walt Whitman Bridge .....	423,025.68					2,996.00			420,029.68*		
Benjamin Franklin Bridge .....	22,950.00									22,950.00	
Port Development .....	56,358.54									56,358.54	
Limited access highway extending 6 miles east- ward from Benjamin Franklin Bridge (10% of estimated cost) .....	2,000,000.00										2,000,000.00
Investment in facilities:											
Benjamin Franklin Bridge, bridge buildings and improvements (Schedule A-3) .....	40,337,262.70	\$40,337,262.70									
Benjamin Franklin Bridge subway system (Schedule A-3) .....	11,163,524.11	11,163,524.11									
Walt Whitman Bridge .....	85,173,413.61*	692,957.29									
Surveys:									84,480,456.32*		
Mass transit system for Southern New Jersey .....	329,316.31	329,316.31									
Proposed Northeast Philadelphia-New Jersey Bridge .....	17,648.60	17,648.60									
<b>TOTALS</b> .....	<u>\$182,449,892.84</u>	<u>\$52,540,709.01</u>	<u>\$351,932.82</u>	<u>\$6,762,011.20</u>	<u>\$715,695.96</u>	<u>\$209,400.89</u>	<u>\$1,758,030.03</u>	<u>\$10,152,298.10</u>	<u>\$91,822,728.89</u>	<u>\$14,259,905.71</u>	<u>\$3,877,180.23</u>
<b>LIABILITIES</b>											
Accrued interest payable, due June 1, 1959 .....	\$ 735.00			\$ 735.00							
Accrued interest payable, due June 15, 1959 .....	138,484.13										
Accrued pension payable .....	69,152.05		\$ 38,948.39				\$ 138,484.13				
Federal Old Age Benefits payable .....	7,152.14		4,291.77			\$ 26,241.18				\$ 3,962.48	
Deferred income re: ticket sales .....	89,288.78		60,631.88		\$ 28,656.90	2,695.78				164.59	
Retained amount on contracts .....	176,262.74		1,313.92			2,202.04					
Reserve for replacements and repainting .....	387,460.75		246,746.86			140,713.89			\$ 171,778.58*	968.20	
Commitments (contra) .....	2,502,334.22					2,996.00			420,029.68*	2,079,308.54	
Funded Debt: (Schedule A-5)											
1946 Refunding bonds .....	882,000.00	\$ 882,000.00									
1953 First series revenue bonds .....	98,280,000.00	9,123,301.80									
Equity (Schedule B) .....	79,917,023.03	42,535,407.21		6,761,276.20	687,039.06	34,552.00	1,619,545.90	\$ 3,391,250.00	85,765,448.20	12,175,501.90	\$3,877,180.23
<b>TOTALS</b> .....	<u>\$182,449,892.84</u>	<u>\$52,540,709.01</u>	<u>\$351,932.82</u>	<u>\$6,762,011.20</u>	<u>\$715,695.96</u>	<u>\$209,400.89</u>	<u>\$1,758,030.03</u>	<u>\$10,152,298.10</u>	<u>\$91,822,728.89</u>	<u>\$14,259,905.71</u>	<u>\$3,877,180.23</u>

\* See Schedule A-4 for further detail.

CASH — December 31, 1958

SCHEDULE A-1

	<i>Interest Rate</i>	
<b>BOND SERVICE FUND</b>		
The Boardwalk National Bank—Atlantic City, N. J. ....	2½%	\$ 289,651.02
Broad Street Trust Company—Philadelphia, Pa. ....	2½%	37,921.63
Central-Penn National Bank of Philadelphia, Pa. ....	2½%	1,698.95
Fidelity-Philadelphia Trust Company—Philadelphia, Pa. ....	2½%	1,984.72
The First National Bank of Pedricktown, N. J. ....	2½%	40,354.00
The First National Bank of Stone Harbor, N. J. ....	2½%	37,687.93
The First National Bank of Toms River, N. J. ....	2½%	185,597.06
The First National Bank & Trust Co.—Woodbury, N. J. ....	2½%	24,659.12
Haddonfield National Bank—Haddonfield, N. J. ....	2½%	160,171.53
Industrial Trust Company—Philadelphia, Pa. ....	2½%	61,704.43
Mechanics National Bank of Burlington, N. J. ....	2½%	40,256.59
The Merchants National Bank—Cape May, N. J. ....	2½%	54,848.42
The National Bank of Mantua, N. J. ....	2½%	37,442.78
The Penns Grove National Bank and Trust Company— Penns Grove, N. J. ....	2½%	37,956.23
Peoples Bank and Trust Company—Hammonton, N. J. ....	2½%	25,107.64
Peoples National Bank of Laurel Springs, N. J. ....	3%	146,300.00
The Peoples National Bank and Trust Company— Pemberton, N. J. ....	2½%	75,471.95
Riverside Trust Company—Riverside, N. J. ....	2½%	13,808.87
		<hr/>
		\$1,272,622.87
<b>BENJAMIN FRANKLIN BRIDGE OPERATING FUND</b>		
Cash on hand .....		\$3,700.00
Camden Trust Company—Camden, N. J. .... (Active)		1,987.82
		<hr/>
<b>1946 BOND SINKING FUND</b>		
Provident Trademens Bank and Trust Company— Philadelphia, Pa. ....	(Active)	1,156.08
<b>REVENUE FUND</b>		
Cash on hand .....		\$3,500.00
Camden Trust Company .... (Active)		1,321.81
The First Pennsylvania Banking and Trust Company— Philadelphia, Pa. .... (Active)		2,803.19
		<hr/>
<b>PROJECT OPERATING FUND</b>		
Camden Trust Company .....	(Active)	5,551.94
<b>WALT WHITMAN BRIDGE CONSTRUCTION FUND</b>		
The First Pennsylvania Banking and Trust Company .....	(Active)	7,400.11
<b>GENERAL RESERVE FUND</b>		
Camden Trust Company .....	(Active)	\$1,385.75
Fidelity Trust Company—Pittsburgh, Pa. .... (Active)		700.00
The First National Bank of Chicago, Ill. .... (Active)		1,000.00
Manufacturers Trust Company—New York, N. Y. .... (Active)		1,000.00
		<hr/>
<b>GENERAL FUND</b>		
Camden Trust Company .....	(Active)	2,949.16
		<hr/>
<b>TOTAL CASH</b> .....		<b>\$1,307,078.73</b>
		<hr/> <hr/>

INVESTMENTS — December 31, 1958

SCHEDULE A-2

	<i>Par Value</i>	<i>Book Value</i>	<i>Market Value</i>
<b>BENJAMIN FRANKLIN BRIDGE OPERATING FUND</b>			
U. S. Tr. Discount Bills due 1/29/59	\$ 5,000	\$ 4,989.60	\$ 4,992.00
U. S. Tr. Discount Bills due 5/15/59	210,000	207,637.50	207,801.30
U. S. Tr. Discount Bills due 6/11/59	30,000	29,601.60	29,627.10
	<u>\$ 245,000</u>	<u>\$ 242,228.70</u>	<u>\$ 242,420.40</u>
<b>1946 BOND SINKING FUND</b>			
U. S. Tr. Discount Bills due 1/29/59	\$ 34,000	\$ 33,931.90	\$ 33,945.60
U. S. Tr. 2 1/8% Bonds due 11/15/60	70,000	70,000.00	68,731.25
U. S. Tr. 2 1/2% Bonds due 11/15/61	3,715,000	3,745,214.28	3,589,618.75
U. S. Tr. 2 1/4% Bonds due 6/15/62-59	20,000	19,800.66	19,062.50
U. S. Tr. 2 1/2% Bonds due 8/15/63	2,650,000	2,644,941.42	2,502,593.75
U. S. Tr. 3% Bonds due 2/15/64	206,000	207,794.92	197,631.25
	<u>\$ 6,695,000</u>	<u>\$ 6,721,683.18</u>	<u>\$ 6,411,583.10</u>
<b>REVENUE FUND</b>			
U. S. Tr. Discount Bills due 1/22/59	\$ 250,000	\$ 249,616.52	\$ 249,717.50
U. S. Tr. 2 1/2% "A" Certificates due 2/14/59	50,000	50,000.00	49,984.38
U. S. Tr. 1 7/8% Notes Series "A" due 2/15/59	50,000	49,945.50	49,937.50
U. S. Tr. Discount Bills due 6/11/59	220,000	217,068.46	217,265.40
U. S. Tr. 1 5/8% "C" Certificates due 8/1/59	140,000	139,676.73	139,125.00
	<u>\$ 710,000</u>	<u>\$ 706,307.21</u>	<u>\$ 706,029.78</u>
<b>PROJECT OPERATING FUND</b>			
U. S. Tr. Discount Bills due 5/15/59	\$ 125,000	\$ 123,589.03	\$ 123,691.25
<b>BOND SERVICE FUND</b>			
Egg Harbor City Trust Company 3% Certificate of Deposit due 1/18/59	\$ 100,000	\$ 100,000.00	\$ 100,000.00
Farmers & Mechanics National Bank—Woodbury 3% Certificate of Deposit due 2/1/59	270,000	270,000.00	270,000.00
U. S. Tr. 1 5/8% "C" Certificates due 8/1/59	100,000	100,000.00	99,375.00
U. S. Tr. 3 3/8% "E" Certificates due 11/15/59	10,000	10,008.93	10,025.00
	<u>\$ 480,000</u>	<u>\$ 480,008.93</u>	<u>\$ 479,400.00</u>
<b>BOND RESERVE FUND</b>			
U. S. Tr. 2 1/2% Bonds due 11/15/61	\$ 1,811,000	\$ 1,791,886.71	\$ 1,749,878.75
U. S. Tr. 3% Bonds due 2/15/64	42,000	42,000.00	40,293.75
U. S. Tr. 2 5/8% Bonds due 2/15/65	1,150,000	1,150,000.00	1,065,187.50
U. S. Tr. 2 1/2% Bonds due 6/15/69-64	424,000	412,310.91	369,940.00
U. S. Tr. 2 1/2% Bonds due 12/15/69-64	6,750,000	6,725,584.62	5,880,937.50
	<u>\$10,177,000</u>	<u>\$10,121,782.24</u>	<u>\$ 9,106,237.50</u>
<b>WALT WHITMAN BRIDGE CONSTRUCTION FUND</b>			
U. S. Tr. Discount Bills due 1/15/59	\$ 70,000	\$ 69,930.10	\$ 69,955.20
U. S. Tr. Discount Bills due 2/19/59	70,000	69,741.32	69,765.50
U. S. Tr. 1 5/8% "C" Certificates due 8/1/59	6,730,000	6,730,000.00	6,687,937.50
	<u>\$ 6,870,000</u>	<u>\$ 6,869,671.42</u>	<u>\$ 6,827,658.20</u>
<b>GENERAL RESERVE FUND</b>			
U. S. Tr. Discount Bills due 1/29/59	\$ 121,000	\$ 120,836.04	\$ 120,806.40
U. S. Tr. Discount Bills due 2/26/59	115,000	114,511.64	114,554.95
U. S. Tr. 1 1/4% "B" Certificates due 5/15/59	200,000	200,000.00	198,812.50
U. S. Tr. 2 1/2% Bonds due 11/15/61	2,561,000	2,578,763.09	2,474,566.25
U. S. Tr. 2 1/4% Bonds due 6/15/62-59	600,000	599,238.56	571,875.00
U. S. Tr. 2 1/2% Bonds due 8/15/63	4,700,000	4,695,889.30	4,438,562.50
U. S. Tr. 2 1/2% Bonds due 12/15/69-64	3,800,000	3,809,221.00	3,310,750.00
	<u>\$12,097,000</u>	<u>\$12,118,459.63</u>	<u>\$11,229,927.60</u>
<b>GENERAL FUND</b>			
U. S. Tr. 2 1/2% "A" Certificates due 2/14/59	\$ 1,248,000	\$ 1,248,045.21	\$ 1,247,610.00
U. S. Tr. 1 7/8% "A" Notes due 2/15/59	490,000	489,466.63	489,387.50
U. S. Tr. 1 5/8% "C" Certificates due 8/1/59	1,160,000	1,159,939.72	1,152,750.00
U. S. Tr. 3 3/4% "C" Notes due 11/15/62	495,000	497,073.79	495,928.13
U. S. Tr. 2 1/2% Bonds due 8/15/63	475,000	449,878.20	448,578.13
	<u>\$ 3,868,000</u>	<u>\$ 3,844,403.55</u>	<u>\$ 3,834,253.76</u>
<b>TOTAL INVESTMENTS</b>	<u>\$41,267,000</u>	<u>\$41,228,133.89</u>	<u>\$38,961,201.59</u>

COSTS OF BENJAMIN FRANKLIN BRIDGE,  
BRIDGE BUILDINGS AND IMPROVEMENTS  
TO DECEMBER 31, 1958

SCHEDULE A-3

	<i>Cost</i>	<i>Book Value</i>
Original cost of Bridge, land, approaches and administration building contributed by the Commonwealth of Pennsylvania, the State of New Jersey and the City of Philadelphia.....	\$37,078,894.97	\$37,078,894.97
Less: Refunds of principal and interest, net of interest credits, to July 1, 1931.....		3,871,484.15
	<u>\$37,078,894.97</u>	<u>\$33,207,410.82</u>
Subsequent improvements (from toll funds except \$57,207.31 of United States grants).....	7,129,851.88	7,129,851.88
Total Benjamin Franklin Bridge, land, bridge buildings and improvements .....	<u>\$44,208,746.85</u>	<u>\$40,337,262.70</u>
 <b>HIGH-SPEED TRANSIT SYSTEM:</b>		
Proceeds of \$7,158,000 principal amount of Bridge bonds sold.....	\$7,655,170.32	
Interest received on deposits of bond proceeds .....	5,425.42	
United States Government grants.....	\$2,302,975.13	
Less: Appropriated to Sinking Fund	402,975.13	1,900,000.00
	<u>1,602,928.37</u>	
Toll funds used.....	11,163,524.11	11,163,524.11
 Total cost of Benjamin Franklin Bridge, land, bridge buildings, improvements and High-Speed Transit System.....	 <u><u>\$55,372,270.96</u></u>	 <u><u>\$51,500,786.81</u></u>

## COSTS OF WALT WHITMAN BRIDGE — TO DECEMBER 31, 1958

SCHEDULE A-4

Name of Contractor	Description of Work	Total Commitments	Amount Completed	Amount Paid	Amount Retained	Amount Incomplete
Completed contracts		\$70,803,067.35	\$70,803,067.35	\$70,803,067.35		
Incomplete contracts:						
Henkels and McCoy	#13 Landscaping	\$174,536.27	\$174,536.27	\$153,164.72	\$ 21,371.55	
Taller and Cooper, Inc.	#101 Traffic lanes open signs	20,615.75	9,682.00	8,713.80	968.20	\$ 10,933.75
Union Paving Company	#102 Miscellaneous paving	55,959.15	46,863.22	42,176.90	4,686.32	9,095.93
Public Constructors, Inc.	#G-6 Paving, grading, etc., from North-South Freeway to Black Horse Pike, New Jersey	986,177.45	986,177.45	924,170.26	62,007.19	
Total incomplete contracts		\$ 1,237,288.62	\$ 1,217,258.94	\$ 1,128,225.68	\$ 89,033.26	\$ 20,029.68
Total construction contracts		\$72,040,355.97	\$72,020,326.29	\$71,931,293.03	\$ 89,033.26	\$ 20,029.68
Appropriation to complete painting		400,000.00				400,000.00
Engineering and Miscellaneous		5,684,517.36	5,684,517.36	5,601,772.04	82,745.32	
Administration		254,628.44	254,628.44	254,628.44		
Real Estate		7,213,941.52	7,213,941.52	7,213,941.52		
TOTALS		\$85,593,443.29	\$85,173,413.61*	\$85,001,635.03*	\$171,778.58	\$420,029.68

(\*\$692,957.29 paid from Benjamin Franklin Bridge tolls)

FUNDED DEBT — DECEMBER 31, 1958

SCHEDULE A-5

Refunding Bonds, Dated June 1, 1946

Original issue .....		\$ 30,000,000
Less: Serial bonds matured and retired 6/1/46 to 6/1/54 .....	\$14,000,000	
Term bonds due 6/1/66 purchased and retired .....	15,118,000	29,118,000
		<hr/>
Bonds outstanding (Maturing June 1, 1966) .....		\$ 882,000
		<hr/> <hr/>

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

First Series Revenue Bonds, Dated May 15, 1953

Original issue .....		\$100,000,000
Less: Serial bonds matured and retired 12/15/57 and 12/15/58 .....	\$ 1,500,000	
Term bonds due 12/15/83 purchased or called and retired .....	220,000	1,720,000
		<hr/>
Bonds outstanding (detail follows) .....		\$ 98,280,000
		<hr/> <hr/>

<i>Principal Amount</i>	<i>Maturity Date</i>	<i>Interest Rate</i>
\$ 1,200,000	December 15, 1959	3%
1,400,000	December 15, 1960	3%
1,600,000	December 15, 1961	3%
1,800,000	December 15, 1962	3%
2,000,000	December 15, 1963	3%
2,200,000	December 15, 1964	3¼%
2,400,000	December 15, 1965	3¼%
2,700,000	December 15, 1966	3¼%
2,900,000	December 15, 1967	3¼%
3,100,000	December 15, 1968	3¼%
3,300,000	December 15, 1969	3¼%
3,400,000	December 15, 1970	3¼%
3,500,000	December 15, 1971	3¼%
3,500,000	December 15, 1972	3¼%
3,500,000	December 15, 1973	3¼%
59,780,000	December 15, 1983	3½%
		<hr/>
\$98,280,000		<hr/> <hr/>

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

REVENUES AND EXPENSES

SCHEDULE B

1958

	<i>Benjamin Franklin Bridge</i>	<i>Walt Whitman Bridge</i>	<i>Total</i>
<b>OPERATING REVENUES</b>			
Bridge tolls (Schedule B-1) .....	\$6,885,573.39	\$3,712,716.37	\$10,598,289.76
Rail transit line rental .....	25,358.33*		25,358.33*
Other rentals .....	7,100.00	300.00	7,400.00
	<hr/>	<hr/>	<hr/>
Total operating revenues .....	\$6,918,031.72	\$3,713,016.37	\$10,631,048.09
	<hr/>	<hr/>	<hr/>
<b>DIRECT OPERATING EXPENSES</b>			
Salaries .....	\$1,046,938.83	\$ 841,935.30	\$ 1,888,874.13
Equipment and supplies .....	41,106.27	58,755.30	99,861.57
Repairs .....	118,966.51	171,431.08	290,397.59
Insurance .....	48,962.21	48,671.19	97,633.40
Miscellaneous .....	195,840.35	205,098.07	400,938.42
	<hr/>	<hr/>	<hr/>
Total direct operating expenses .....	\$1,451,814.17	\$1,325,890.94	\$ 2,777,705.11
	<hr/>	<hr/>	<hr/>
	<u>\$5,466,217.55</u>	<u>\$2,387,125.43</u>	<u>\$ 7,853,342.98</u>
<b>GENERAL ADMINISTRATION EXPENSES</b>			
Salaries .....		\$ 211,826.23	
Miscellaneous .....		81,674.41	293,500.64
		<hr/>	<hr/>
Net operating revenues .....			\$ 7,559,842.34
<b>INTEREST INCOME</b>			
Interest on investments .....		\$1,046,283.45	
Interest on bank balances .....		64,854.32	1,111,137.77
		<hr/>	<hr/>
Net income before interest on debt, port development expenses and adjustments .....			\$ 8,670,980.11
<b>INTEREST ON FUNDED DEBT</b>			
1946 Refunding bonds .....		\$ 13,306.76	
1953 First series revenue bonds .....		3,364,786.78	3,378,093.54
		<hr/>	<hr/>
Net income before port development expenses and adjustments .....			\$ 5,292,886.57
<b>PORT DEVELOPMENT EXPENSES</b>			
			275,783.88
			<hr/>
Net income before adjustments .....			\$ 5,017,102.69
<b>ADJUSTMENTS</b>			
Discounts on purchases of 1946 refunding bonds .....		\$ 66,000.00	
Premiums on purchase and redemption of 1953 First Series revenue bonds .....		(7,795.00)	58,205.00
		<hr/>	<hr/>
Balance of net income after adjustments .....			\$ 5,075,307.69
<b>EQUITY</b>			
Balance at beginning of year .....			74,841,715.34
			<hr/>
Balance at end of year .....			\$79,917,023.03
			<hr/> <hr/>

\* Represents two months collections; ten months rentals withheld by operating lessee because of alleged operating losses.

SCHEDULE B-1

1958 TRAFFIC CLASSIFICATION AND REVENUE

CLASSIFICATION

BENJAMIN FRANKLIN  
BRIDGE

WALT WHITMAN  
BRIDGE

COMBINED TOTALS

		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Passenger autos and light trucks	.25	19,972,183	\$4,993,045.75	11,125,758	\$2,781,439.50	31,097,941	\$ 7,774,485.25
Commutation tickets	.18 <sup>3</sup> / <sub>4</sub>	1,820,060	341,261.25	1,466,772	275,019.75	3,286,832	616,281.00
Buses	.50	970,141	485,070.50	20,143	10,071.50	990,284	495,142.00
Motor trucks	.50	512,762	256,381.00	153,734	76,867.00	666,496	333,248.00
Motor trucks	.75	336,871	252,653.25	144,016	108,012.00	480,887	360,665.25
Motor trucks	1.00	21,530	21,530.00	10,191	10,191.00	31,721	31,721.00
Motor trucks	1.50	5,113	7,669.50	2,885	4,327.50	7,998	11,997.00
Motor trucks	2.50	1,868	4,670.00	1,984	4,960.00	3,852	9,630.00
Tractors and trailers	1.20	166,258	199,509.60	120,618	144,741.60	286,876	344,251.20
Tractors and trailers	1.60	191,917	307,067.20	174,450	279,120.00	366,367	586,187.20
Tractors and trailers	2.00	2,105	4,210.00	1,744	3,488.00	3,849	7,698.00
Autos and trailers	.40	15,642	6,256.80	17,638	7,055.20	33,280	13,312.00
Special permits		120	2,071.00	249	4,382.35	369	6,453.35
Motorcycles	.15	12,947	1,942.05	7,782	1,167.30	20,729	3,109.35
Horse drawn vehicles	.30	1	.30	0	0	1	.30
<b>TOTALS</b>		<b>24,029,518</b>	<b>\$6,883,338.20</b>	<b>13,247,964</b>	<b>\$3,710,842.70</b>	<b>37,277,482</b>	<b>\$10,594,180.90</b>
Add: Differential			2,235.19		1,873.67		4,108.86
<b>TOTALS PER SCHEDULE B</b>			<b>\$6,885,573.39</b>		<b>\$3,712,716.37</b>		<b>\$10,598,289.76</b>

FINANCIAL HISTORY TO DECEMBER 31, 1958

SCHEDULE C

	State of New Jersey	Commonwealth of Pennsylvania	City of Philadelphia	Totals	
				Interest	Principal
Original cost of Benjamin Franklin Bridge, land and buildings (Schedule A-3) .....	\$15,900,235.33	\$10,576,894.54	\$10,601,765.10		\$ 37,078,894.97
Interest to September 1, 1933, net .....	5,200,432.75	3,176,842.48	3,501,821.26	\$ 11,879,096.49	
Total cost of Benjamin Franklin Bridge and interest to September 1, 1933 .....	\$21,100,668.08	\$13,753,737.02	\$14,103,586.36		
Less: Cash refunds to September 1, 1933 .....	8,901,668.08	4,545,737.02	4,548,586.36		
Balance of debt, September 1, 1933, funded by issuance of 4¼% bonds .....	\$12,199,000.00	\$ 9,208,000.00	\$ 9,555,000.00		
Subsequent improvements including High-Speed Transit System (Schedule A-3) .....					18,293,375.99
Total cost of Benjamin Franklin Bridge and improvements (Schedule A-3) .....					\$ 55,372,270.96
Expenditures to date re: Walt Whitman Bridge (Schedule A-4) .....					85,173,413.61
Total cost to date of all facilities .....				\$ 38,847,581.17	\$140,545,684.57
Interest on funded debt .....				1,652,368.43	
Premiums paid, net of premiums and discounts received, on funded debt .....				\$ 52,379,046.09	40,099,275.60
Less: Interest on investments (\$11,876,795.36), plus U. S. grants (\$402,975.13) appropriated to Sinking Fund .....				12,279,770.49	
Total operating expenses .....					30,449,122.58
Total port development expenses .....					1,830,205.73
Total expenditures to date .....					\$212,924,288.48
Less: Gross receipts (including \$1,957,230.71 of United States grants) .....					156,167,111.09
Excess of total expenditures over total receipts .....					\$ 56,757,177.39
Accounted for by Balance Sheet items (Schedule A)					
Outstanding bonds .....				\$ 99,162,000.00	
Other liabilities and reserves .....				868,535.59	
Less: Cash and investments .....			\$42,535,212.62	\$100,030,535.59	
Other assets .....			738,145.58	93,273,358.20	\$ 56,757,177.39

SUMMARIES OF OPERATIONS OF SPECIAL FUNDS  
AND BALANCES AT DECEMBER 31, 1958

SCHEDULE D

1946 BOND SINKING FUND

Balance, December 31, 1957.....		\$ 5,155,154.99
Received from:		
Interest on investments .....	\$ 130,021.78	
1946 Bond Retirement Fund .....	421,699.78	
General Reserve Fund .....	1,093,706.41	1,645,427.97
		\$ 6,800,582.96
Disbursed to:		
Purchase of 1946 Refunding Bonds .....	\$ 26,000.00	
Interest on 1946 Refunding Bonds .....	13,306.76	39,306.76
		\$ 6,761,276.20
Balance, December 31, 1958.....		\$ 6,761,276.20
Balance represented by:		
Cash .....	\$ 1,156.08	
Investments .....	6,721,683.18	
Accrued interest receivable .....	39,171.94	
		\$ 6,762,011.20
Less: Accrued interest payable re:		
1946 Refunding Bonds .....	735.00	\$ 6,761,276.20

1946 BOND RETIREMENT FUND

Balance, December 31, 1957.....		\$ 414,861.48
Received from: Interest on investments .....		6,838.30
		\$ 421,699.78
Disbursed to: 1946 Bond Sinking Fund .....		421,699.78
Balance, December 31, 1958.....		—0—

REVENUE FUND

Balance, December 31, 1957.....		\$ 2,670,212.34
Received from:		
Operating revenue, Walt Whitman Bridge .....	\$ 3,713,016.37	
Interest on investments .....	69,139.53	
General Reserve Fund .....	5,179,264.39	
Bond Reserve Fund .....	460,452.97	9,421,873.26
		\$12,092,085.60
Disbursed to:		
Project Operating Fund .....	\$ 1,255,000.00	
Bond Service Fund .....	5,286,970.84	
General Reserve Fund .....	1,000,000.00	
General Fund .....	3,863,075.70	11,405,046.54
		\$ 687,039.06
Balance, December 31, 1958.....		\$ 687,039.06
Balance represented by:		
Cash .....	\$ 7,625.00	
Investments .....	706,307.21	
Accrued interest receivable .....	1,763.75	
		\$ 715,695.96
Less: Deferred income re: ticket sales .....	28,656.90	\$ 687,039.06

SUMMARIES OF OPERATIONS OF SPECIAL FUNDS  
AND BALANCES AT DECEMBER 31, 1958

SCHEDULE D  
Continued

PROJECT OPERATING FUND

Balance, December 31, 1957.....			\$ 103,302.85
Received from:			
Interest on investments.....	\$ 2,140.09		
Revenue Fund.....	1,255,000.00		1,257,140.09
			\$ 1,360,442.94
Disbursed to: Walt Whitman Bridge operating expenses.....			1,325,890.94
Balance, December 31, 1958.....			\$ 34,552.00
Balance represented by:			
Cash.....	\$ 5,551.94		
Investments.....	123,589.03		
Prepaid insurance premiums and other assets.....	77,263.92		
			\$ 206,404.89
Less: Accrued pensions and old age benefits payable....	\$ 28,936.96		
Retained amount on contracts.....	2,202.04		
Reserved for replacements and repairs.....	140,713.89	171,852.89	\$ 34,552.00

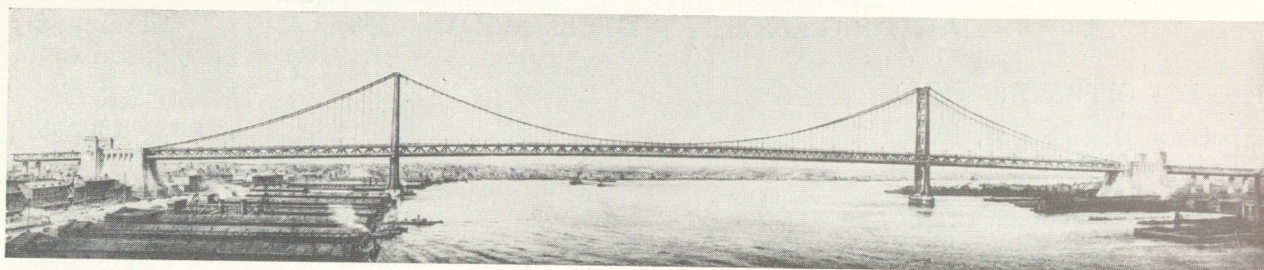
BOND SERVICE FUND

Balance, December 31, 1957.....			\$ 583,758.25
Received from:			
Interest on investments.....	\$ 75,963.86		
Revenue Fund.....	5,286,970.84		
General Reserve Fund.....	2,119.73		5,365,054.43
			\$ 5,948,812.68
Disbursed to:			
Interest on 1953 First Series Revenue Bonds.....	\$ 3,364,786.78		
Retirement of 1953 First Series Revenue Bonds.....	900,000.00		
Bond Redemption Fund (Trustees).....	64,480.00		4,329,266.78
Balance, December 31, 1958.....			\$ 1,619,545.90
Balance represented by:			
Cash.....	\$ 1,272,622.87		
Investments.....	480,008.93		
Accrued interest receivable.....	5,398.23		
			\$ 1,758,030.03
Less: Accrued interest payable re: 1953 First Series Revenue Bonds.....	138,484.13		\$ 1,619,545.90

BOND RESERVE FUND

Balance, December 31, 1957.....			\$10,342,021.68
Received from: Interest on investments.....			270,729.39
			\$10,612,751.07
Disbursed to: Revenue Fund.....			460,452.97
Balance, December 31, 1958.....			\$10,152,298.10
Balance represented by:			
Investments.....	\$10,121,782.24		
Accrued interest receivable.....	30,515.86		\$10,152,298.10

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



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

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

Construction contracts .....	\$23,870,096.01	
Real Estate Pennsylvania .....	\$7,668,847.01	
Real Estate New Jersey ..	3,420,177.12	11,089,024.13
Engineering .....	1,650,266.53	
Administration .....	469,508.30	
Cost of Bridge .....	\$37,078,894.97	
Bridge improvements (including rail transit line and bridge widening) \$1,957,230.71 of which was received as United States grants .....	18,293,375.99	
		\$55,372,270.96

**CABLES**

Number of cables .....	2
Diameter of cables .....	30 inches
Number of wires in each cable .....	18,666
Number of strands in each cable ..	61
Number of wires in each strand ....	306
Size of wire (No. 6) diameter .....	.192 inch
Total length of wire used .....	25,100 miles
Distance center to center of cables ..	89 feet
Weight of cables .....	6,780 tons
Weight of suspender ropes .....	422 tons
Diameter of suspender ropes .....	2¼ inches
Cable structural steel .....	610 tons

**TOWERS**

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

**ANCHORAGES**

Each anchorage occupies .....	¾ acre
Anchorage foundation depths below mean high water:	
Philadelphia .....	63 feet, 7 inches
Camden .....	108 feet

**PAVED AREA**

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

**PRINCIPAL DIMENSIONS AND QUANTITIES**

Length of bridge and approaches (portal to portal) .....	8,291 feet
Total length including plazas .....	9,620 feet
Length of main span .....	1,750 feet
Width of bridge .....	128 feet, 6¾ inches
Width of roadway between curbs ..	77 feet, 10 inches
Height of towers above mean high water .....	382 feet, 8 inches
Clearance above mean high water in center .....	135 feet
Weight of main span per linear foot	26,000 pounds
Live load capacity per linear foot....	12,000 pounds
Deepest foundation below mean high water .....	108 feet
Total weight of bridge (portal to portal) .....	763,491 tons

**STRUCTURAL METALWORK**

Main towers .....	Tons	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	

<b>TOTAL STRUCTURAL METALWORK—</b>	
ORIGINAL BRIDGE (1926) .....	70,851
Additional steel due to alterations .....	6,532

<b>TOTAL STRUCTURAL METALWORK—</b>	
AFTER ALTERATIONS (1951) .....	77,383

**MASONRY**

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

<b>TOTAL STRUCTURAL METALWORK AND MASONRY .....</b>	763,491
---	---------

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



The Walt Whitman Bridge was opened May 16, 1957, physical construction having been begun July 13, 1953. Certain construction was still in progress as of December 31, 1958.

Cost to December 31, 1957:

Construction .....	\$72,440,355.97
Real Estate Pennsylvania \$6,130,174.46	
Real Estate New Jersey .. 1,083,767.06	7,213,941.52
Engineering, Administration and other costs .....	5,939,145.80
	<u>\$85,593,443.29</u>

PRINCIPAL DIMENSIONS AND QUANTITIES

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

STRUCTURAL METALWORK

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

MASONRY

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

CABLES

Number of cables .....	2
Diameter of cables .....	23 3/8 inches
Number of wires in each cable .....	11,396
Number of strands in each cable ...	37
Number of wires in each strand .....	308
Size of wire (No. 6) diameter .....	.192 inch
Total length of wire used .....	17,000 miles
Distance center to center of cables	89 feet, 11 inches
Weight of cables .....	4,500 tons
Weight of suspender ropes .....	262 tons
Diameter of suspender ropes .....	2 1/4 inches
Cable structural steel .....	577 tons

TOWERS

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

ANCHORAGES

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

PAVED AREA

Roadway .....	115,550 square yards
---------------	----------------------

# RULES AND REGULATIONS

## Benjamin Franklin and Walt Whitman Bridges

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### SCHEDULE OF TOLL

#### *Benjamin Franklin and Walt Whitman Bridges*

Passenger Automobile.....	\$ .25
40-Trip Commutation Ticket Book.....	7.50
(Good for 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
Passenger Bus.....	.50
Motorcycle.....	.15
Horse or Horse-Drawn Vehicle.....	.30
(Benjamin Franklin Bridge only)	
Trucks: 7,000 pounds gross weight.....	.25
7,001 to 19,000 pounds gross weight.....	.50
19,001 to 30,000 pounds gross weight.....	.75
30,001 to 36,000 pounds gross weight.....	1.00
36,001 to 40,000 pounds gross weight.....	1.50
(Trucks in excess of 40,000 pounds gross weight, when permitted, will be charged \$1.50 for the first 40,000 pounds plus \$.25 per 2,000 pounds, or fraction thereof, of such gross weight in excess of 40,000 pounds.)	
Truck and Trailer of a combined gross weight not exceeding 19,000 pounds (regardless of axle count).....	.50
Tractor and Trailer (to 60,000 pounds gross weight)	
2 axles.....	1.00
3 axles.....	1.20
4 axles.....	1.60
5 axles.....	2.00
Trucktractor or Truck Chassis:	
7,000 pounds vehicle weight.....	.25
7,001 to 19,000 pounds vehicle weight.....	.50
19,001 to 30,000 pounds vehicle weight.....	.75

Special Permit: 60,001 pounds and upward—\$10 permit fee required, plus \$1.00 for the first 36,000 pounds and \$.25 for each 2,000 pounds, or fraction thereof, in excess of 36,000 pounds.

1. Horses and horse-drawn vehicles are not permitted on the Walt Whitman Bridge.
2. Truck, bus and commutation tickets sold at the Benjamin Franklin Bridge or Walt Whitman Bridge will be accepted interchangeably on either bridge.
3. Evasion or the attempted evasion by any person of the payment of tolls established by the Delaware River Port Authority is punishable according to law.



