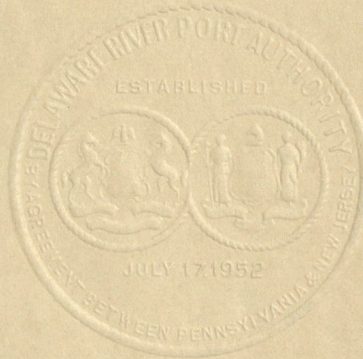


974.901  
D55  
C. Q. *New*

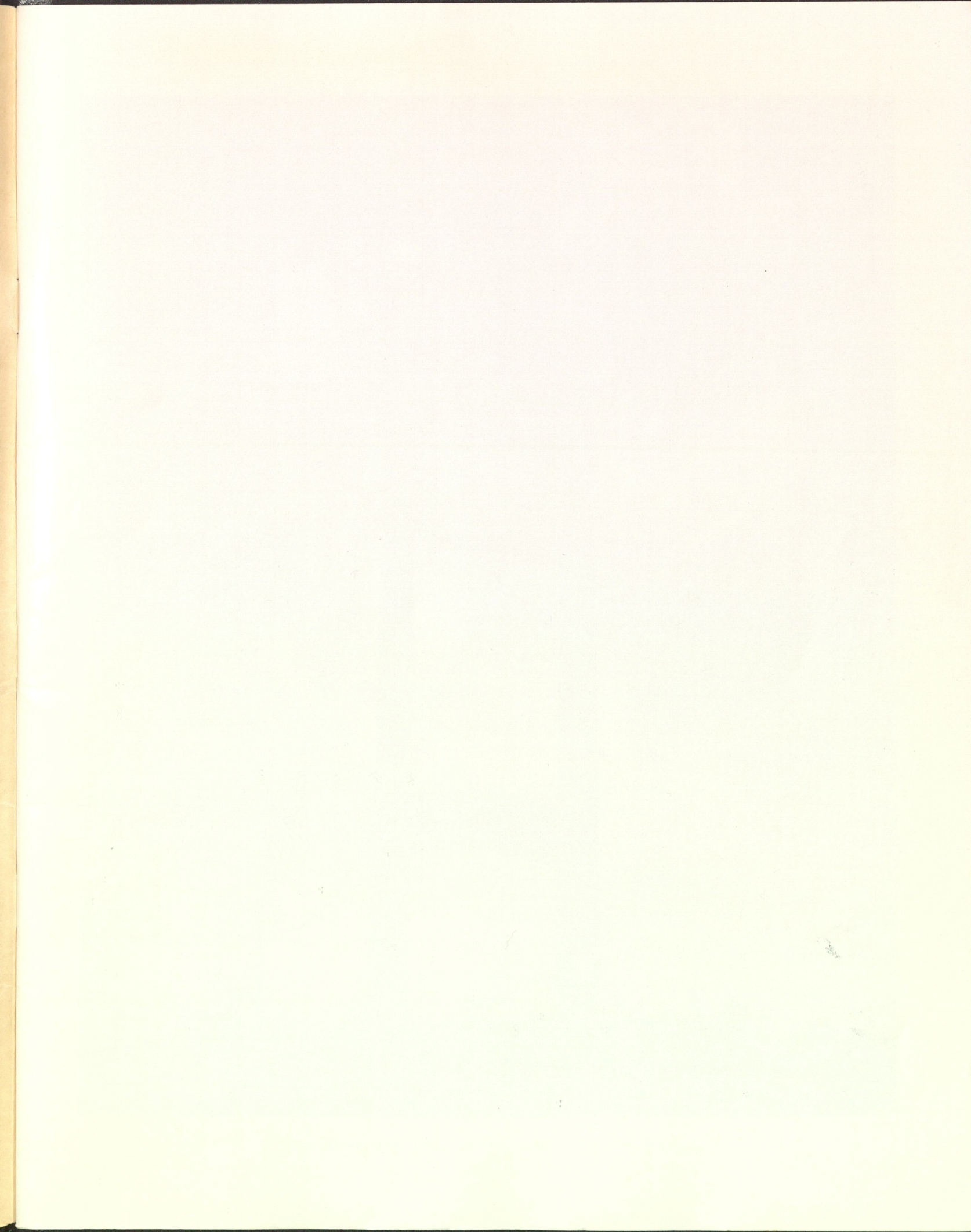
**REPORT**  
**OF THE**  
**Delaware River Port Authority**  
**OF**  
**PENNSYLVANIA AND NEW JERSEY**



**PROPERTY OF**  
**RECEIVED**  
FEB 10 1958  
Division of State Library  
Archives and History  
TRENTON

**1955**







WALT WHITMAN BRIDGE TOWERS AND CABLE FOOTWALKS

**REPORT**  
OF THE  
**Delaware River Port Authority**  
TO THE  
**Governors and Legislatures of the**  
**Commonwealth of Pennsylvania**  
and the  
**State of New Jersey**  
**1955**

**PENNSYLVANIA**

WELDON B. HEYBURN, *Chairman*  
EDWIN R. COX  
CHARLES R. BARBER  
JAMES V. BANAY  
EDWARD G. BUDD, JR.  
WALTER M. PHILLIPS  
HARRY G. SCHAD  
SAMUEL B. REGALBUTO

**EXECUTIVE DIRECTOR**

JOSEPH K. COSTELLO

**PENNSYLVANIA COUNSEL**

DUANE, MORRIS AND HECKSCHER

**CHIEF ENGINEER**

DANIEL M. KRAMER

**PORT DEVELOPMENT  
DEPARTMENT DIRECTOR**

J. ALEX CROTHERS

**NEW JERSEY**

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

**SECRETARY**

JOHN M. McCULLOUGH

**NEW JERSEY COUNSEL**

BRUCE A. WALLACE

**TREASURER**

HORACE J. STRADLEY

**BRIDGE SUPERINTENDENT**

FRANK L. SUPLEE, JR.

**PUBLIC RELATIONS AIDE**

WILLIAM A. GAFFNEY

**ADMINISTRATION BUILDING**

BRIDGE PLAZA, CAMDEN 2, NEW JERSEY

**CLASSIFICATION OF VEHICLES  
CROSSING BENJAMIN FRANKLIN BRIDGE IN 1955**

Period	AUTOMOBILES AND LIGHT TRUCKS										TRUCKS, TRACTORS AND TRAILERS																								
	Total Autos & Light Trucks					25c Rate					Commuters Rate—18½c					BUSES 50c					Trucks 7,001 to 40,000 Pounds 50c to \$2.50					Tractor & Trailers 2- to 5-Axles \$1.00 to \$2.00					Special Permits up to 150,000 Pounds				
	Vehicles		% of Total		Vehicles		% of Autos		Vehicles		% of Autos		Vehicles		% of Total		Vehicles		% of Total		Vehicles		% of Total		Vehicles		% of Total		Vehicles		% of Total				
	Vehicles	Total	Vehicles	% of Total	Vehicles	% of Autos	Vehicles	% of Autos	Vehicles	% of Total	Vehicles	% of Autos	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total					
January	2,396,782	2,176,430	90.7	1,937,604	8.89	238,826	11.1	78,969	3.29	91,665	3.82	47,436	1.98	27	0.11	47,436	1.98	955	0.04	47,436	1.98	27	0.11	47,436	1.98	955	0.04	47,436	1.98	27	0.11				
February	2,052,904	1,849,602	90.2	1,632,635	8.82	216,967	11.8	72,099	3.52	84,460	4.12	44,689	2.18	18	0.09	44,689	2.18	843	0.04	44,689	2.18	18	0.09	44,689	2.18	843	0.04	44,689	2.18	18	0.09				
March	2,523,354	2,282,888	90.6	2,024,942	8.88	257,946	11.2	81,392	3.23	102,856	4.08	52,905	2.10	33	0.13	52,905	2.10	1,331	0.05	52,905	2.10	33	0.13	52,905	2.10	1,331	0.05	52,905	2.10	33	0.13				
April	2,597,207	2,363,283	90.9	2,123,994	8.99	239,289	10.1	81,262	3.13	93,705	3.80	49,538	1.91	18	0.07	49,538	1.91	1,985	0.08	49,538	1.91	18	0.07	49,538	1.91	1,985	0.08	49,538	1.91	18	0.07				
May	2,968,650	2,716,405	91.5	2,471,938	9.10	244,467	9.0	89,599	3.02	104,793	3.53	51,446	1.73	25	0.09	51,446	1.73	2,829	0.10	51,446	1.73	25	0.09	51,446	1.73	2,829	0.10	51,446	1.73	25	0.09				
June	2,822,823	2,561,012	90.8	2,328,479	9.10	232,533	9.0	87,058	3.09	112,184	3.98	56,081	1.99	19	0.07	56,081	1.99	2,484	0.09	56,081	1.99	19	0.07	56,081	1.99	2,484	0.09	56,081	1.99	19	0.07				
July	3,078,703	2,818,565	91.5	2,629,409	9.33	189,156	6.7	96,798	3.15	108,899	3.54	47,581	1.54	21	0.07	47,581	1.54	2,912	0.10	47,581	1.54	21	0.07	47,581	1.54	2,912	0.10	47,581	1.54	21	0.07				
August	3,021,996	2,751,250	91.1	2,537,787	9.23	213,463	7.7	95,676	3.17	116,333	3.85	53,572	1.77	24	0.08	53,572	1.77	2,352	0.08	53,572	1.77	24	0.08	53,572	1.77	2,352	0.08	53,572	1.77	24	0.08				
September	2,763,020	2,513,137	91.1	2,292,337	9.13	220,800	8.7	85,997	3.12	107,763	3.90	50,891	1.84	23	0.08	50,891	1.84	2,049	0.07	50,891	1.84	23	0.08	50,891	1.84	2,049	0.07	50,891	1.84	23	0.08				
October	2,762,626	2,518,783	91.1	2,281,650	9.06	237,133	9.4	85,077	3.08	104,695	3.79	50,162	1.82	28	0.10	50,162	1.82	1,473	0.05	50,162	1.82	28	0.10	50,162	1.82	1,473	0.05	50,162	1.82	28	0.10				
November	2,556,718	2,325,029	90.8	2,094,453	89.9	230,576	10.1	79,926	3.12	100,824	3.94	48,009	1.88	27	0.10	48,009	1.88	1,059	0.04	48,009	1.88	27	0.10	48,009	1.88	1,059	0.04	48,009	1.88	27	0.10				
December	2,513,223	2,288,111	91.2	2,066,130	90.2	221,981	9.8	81,811	3.26	94,932	3.78	46,077	1.84	21	0.08	46,077	1.84	699	0.03	46,077	1.84	21	0.08	46,077	1.84	699	0.03	46,077	1.84	21	0.08				
Totals	32,058,006	29,164,495	90.8	26,421,358	90.5	2,743,137	9.5	1,015,664	3.16	1,228,109	3.83	598,337	1.86	289	0.10	598,337	1.86	29,955	0.10	598,337	1.86	289	0.10	598,337	1.86	29,955	0.10	598,337	1.86	289	0.10				
Grand Totals From July 1, 1926 to Dec. 31, 1955	469,035,900	414,303,717	88.3	382,463,824	92.4	431,839,893	7.6	31,348,552	6.68	17,245,522	3.68	4,442,567	0.91	863,093	0.20	4,442,567	0.91	739,329	0.17	4,442,567	0.91	863,093	0.20	4,442,567	0.91	739,329	0.17	4,442,567	0.91	863,093	0.20				

\*INCLUDES—95,675,146 at 25c from July 1, 1926, to Jan. 31, 1937.  
 \*INCLUDES—221,581,452 at 20c from Feb. 1, 1937, to June 19, 1953.  
 \*INCLUDES—13,482,876 at 25c from June 20, 1953, to Dec. 31, 1954.  
 †INCLUDES—24,933,700 at 13c from Mar. 1, 1937, to June 19, 1953.  
 †INCLUDES—4,161,056 at 18½c from June 20, 1953, to Dec. 31, 1954.

**FIVE-YEAR RESUMÉ OF OPERATION**

Year	TOTALS				AUTOMOBILES AND LIGHT TRUCKS				TRUCKS				AVERAGES				HIGH SPEED LINE (opened 6/6/36)					
	Vehicles	Receipts	Total	Straight Fare	Buses		7001 lbs. to 40,000 lbs. Gr. Wt.		Tractor-Trailers & Auto-Trailers		Specials up to 150,000 lbs.		Horse Drawn	VEHICLES		RECEIPTS		Sunday and Holiday Traffic	AVERAGE		Total Fares 2½c	Net Receipts (Operation)
					Receipts	Comm-tation	7001 lbs. to 40,000 lbs. Gr. Wt.	Tractor-Trailers & Auto-Trailers	Specials up to 150,000 lbs.	Month	Daily	Month		Daily	Month	Daily						
1951	25,389,704	\$6,323,339.82	22,695,400	20,527,124	2,188,276	987,614	1,161,622	511,286	1,027	22,754	1	2,115,809	69,561	\$526,944.98	\$17,324.21	75,004	8,295,758	691,313	22,728	\$4,915,437.25		
1952	27,920,086	6,903,650.03	25,062,817	22,708,265	2,344,552	1,046,457	1,232,200	561,847	318	26,353	94	2,326,674	76,284	580,304.17	19,026.36	80,343	8,884,757	740,396	24,275	5,529,895.41		
1953	29,569,044	8,125,472.46	26,624,282	23,927,534	2,696,748	1,052,997	1,242,454	624,485	266	24,562	28	2,464,087	81,011	677,122.70	22,261.57	84,995	8,381,730	698,478	22,064	6,415,084.81		
1954	30,915,080	9,135,615.49	28,016,906	25,302,992	2,713,914	1,024,393	1,210,714	698,172	232	24,361	282	2,576,253	84,699	761,301.29	25,029.09	90,051	7,796,622	649,719	21,361	7,323,646.80		
1955	32,058,006	9,375,638.26	29,164,495	26,421,358	2,743,137	1,015,664	1,228,109	628,344	289	20,956	149	2,671,500	87,830	781,303.18	25,686.68	91,472	6,924,454	577,037	18,971	7,696,112.73		

## CONTENTS

	PAGE
Walt Whitman Bridge Towers .....	Frontispiece
Classification of Vehicles .....	4
Five-Year Resumé of Operation .....	4
Rail Transit Line .....	6
Annual Report .....	7
Cable Spinning .....	10
New Jersey Approach Viaduct .....	12
Philadelphia Approach Retaining Wall .....	14
Locomotives for India .....	20
Waterborne Commerce Chart .....	21
Piers 96, 98 and 100 .....	22
Proposed Northeast Philadelphia Bridge .....	24-25
Distribution of Vehicular Traffic .....	29
Traffic Trends .....	30
Analysis of Traffic Since Opening .....	31
Auditor's Certificate .....	33
Balance Sheet .....	34-35
Bank Deposits .....	36
Investments .....	37
Walt Whitman Bridge Costs .....	38
Walt Whitman Bridge Approach Costs .....	39
Funded Debt .....	40-41
Benjamin Franklin Bridge Costs .....	42
Revenues and Expenses .....	43
Financial History .....	44-45
Summaries of Operations of Special Funds .....	46-47
Benjamin Franklin Bridge and Rail Transit Line Data .....	48

## RAIL TRANSIT LINE

Month	1951			1952			1953			1954			1955		
	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 . . . . .	757,085	24,442	\$18,927.13	694,945	22,417	\$17,373.63	††587,000	18,935	\$14,675.00	695,797	22,445	\$17,394.93	609,629	19,665	\$15,240.73
February . . . . .	659,122	23,540	16,478.05	642,903	22,169	16,072.58	**621,442	22,194	15,536.05	607,965	21,713	15,199.13	561,008	20,053	14,025.20
March . . . . .	724,082	23,357	18,102.05	†681,011	21,968	17,025.28	723,354	23,334	18,083.85	688,030	22,195	17,200.65	631,636	20,360	15,790.90
April . . . . .	682,040	22,735	17,051.00	742,952	24,765	18,573.80	704,894	23,496	17,622.35	658,248	21,941	16,456.20	577,618	19,254	14,440.45
May . . . . .	709,513	22,888	17,737.83	719,214	23,200	17,980.35	697,719	22,507	17,442.98	622,582	20,083	15,564.55	576,214	18,588	14,405.35
June . . . . .	618,224	21,607	16,205.60	725,140	24,171	18,128.50	693,274	23,109	17,331.85	625,788	20,860	15,644.70	574,782	19,159	14,369.55
July . . . . .	584,235	18,846	14,605.88	701,742	22,637	17,543.55	673,300	21,719	16,832.50	582,814	18,800	14,570.35	485,228	15,652	12,130.70
August . . . . .	691,299	22,300	17,282.48	737,721	23,797	18,443.03	719,196	23,200	17,979.90	646,770	20,864	16,169.25	568,652	18,344	14,216.30
September . . . . .	635,408	21,180	15,885.20	785,274	26,176	19,631.85	721,947	24,065	18,048.68	636,523	21,217	15,913.08	552,512	18,417	13,812.80
October . . . . .	712,273	22,976	17,806.83	828,997	26,742	20,724.93	725,172	23,393	18,129.30	639,302	20,623	15,982.55	575,618	18,568	14,390.45
November . . . . .	711,463	23,715	17,786.58	745,980	24,866	18,649.50	706,653	23,555	17,666.33	660,394	22,013	16,509.85	579,424	19,314	14,485.60
December . . . . .	781,014	25,194	19,525.35	878,878	28,351	21,971.95	807,788	26,057	20,194.70	732,409	23,626	18,310.23	632,133	20,391	15,803.33
Totals . . . . .	8,295,758	22,728	\$207,393.98	8,884,757	24,275	\$222,118.95	8,381,739	22,964	\$209,543.49	7,796,622	21,361	\$194,915.47	6,924,454	18,971	\$173,111.36

(†Camden Ferries Closed March 31st, 1952)

(††Four Day Transit Line Strike 1953)

(\*\*Locust St. Tube Extension to 16th St. Opened Sunday, February 15, 1953)

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

# ANNUAL REPORT

## OF THE

### Delaware River Port Authority of Pennsylvania and New Jersey

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

At the approximate mid-point of the fourth year of its existence as the public corporate successor to the Delaware River Joint Commission, the Delaware River Port Authority has the honor herein to render an accounting upon a twelve-month of intense and, we believe, constructive activity in the mutual interest of the people of the Commonwealth of Pennsylvania and the State of New Jersey.

The year 1955 was one of undertakings carried forward and of new projects initiated within the scope of obligations and responsibilities to which we were committed by the interstate compact legislation of 1951.

While we, as the Commissioners of the Port Authority, believe that the decisions taken in the year 1955 were marked by prudent and responsible action, they were inseparably related and in large measure dictated by two facts of preeminent importance.

The first is the multitude of difficult problems arising out of the increasing concentration of population and the demand for the swift and efficient transport of that population, its goods and services in an expanding metropolitan area such as comprises the Port District.

The search for feasible solutions of these problems was carried forward during the year diligently and, in some instances, even desperately, at every level of Government, local, State and Federal. We have sought to make useful contribution to the planning and development of projects appropriate to the sobering challenge, within the perimeter of our statutory authority and responsibility.

The other of the two facts, too frequently either overlooked, misunderstood or minimized, is the critical need not only to maintain, but to develop and improve the opportunities

and facilities of the Delaware River Port. The very phrase "port activity" is unfortunately but unavoidably vague because it reflects inter-related economic functions and needs of extraordinary complexity and sensitiveness. The movement of bulk and general cargo upon the Delaware and across the hundreds of piers lining it from Trenton to Wilmington and the relationship of that commerce to every conceivable level of our system of free enterprise may not easily be comprehended.

During the past year, the research and statistical section of our Port Development Department made a significant contribution to that public awareness. A revision of a unique study published several years ago disclosed that the direct dollar income to the Port Area contributed by port activities for the year 1954 was \$613,648,750.45, an increase in only four years of 52.4 percent.

To quote the language of the report:

"The sum is direct revenue. It is money which would not circulate in the area were it not for Philadelphia's greatest single asset, the port."

What is said of Philadelphia may be said equally not only of the other ports flanking the great estuary of the Delaware—Trenton, Burlington, Bordentown, Bristol, Morrisville, Camden, Paulsboro, Gloucester, Chester, Marcus Hook and Wilmington—but of their extensive industrial, commercial, agricultural and residential hinterland.

Thus, the Port in 1954 was directly responsible for the production of more than \$1,500,000,000 in purchasing power within the Port District, applying the normal factor of two and one-half times for the turnover of income. The protection and enlargement of an activity producing so great a sum is of consequence to every person living within the area of its direct influence, be his economic status great or small. While others, both public and private, share the obligation to protect and en-

hance the Port's business, it is ours by unmistakable direction of the interstate compact legislation.

We respectfully suggest that the two facts enumerated above, the problems associated with metropolitan growth and traffic congestion, and those related to the protection and development of the Port's business, be borne steadily in mind with respect to the balance of this report. Basically, each of the activities discussed more particularly in subsequent pages and in the appendices represents a concern with one or the other and, in one particular instance, with both.

By way of summary:

Steady progress on schedule in construction of the Walt Whitman Bridge (heretofore referred to as the Packer Avenue-Gloucester City Bridge), application to and approval of by the Governor and the Legislature of the Commonwealth of Pennsylvania for authorization to construct a new high-level bridge connecting Northeast Philadelphia and New Jersey and imminent receipt of a survey and report on a Southern New Jersey Mass Transportation System relate to the challenge of metropolitan growth and expansion.

The Authority's unswerving championship of a deeper channel in the Delaware between the Philadelphia Naval Base and Trenton, its aggressive prosecution before the Interstate Commerce Commission of a variety of rate cases affecting commerce within and through the Port District, and in particular its determined policy to protect the best interests of the Port District in connection with the publicly-announced intention of the ports of New York and Boston to attack the existing differen-

tials in railroad rates for water-borne commerce, reflect concern for the integrity of our maritime interest.

Application of the Authority, supported by an engineers' preliminary report and survey, for consent from the Governors and Legislatures of the two states to construct a new high-level bridge connecting Philadelphia's teeming, traffic-ridden Northeast with neighboring New Jersey attests how, in a major instance, the two concerns are joined. A new high-level structure with planned, limited-access approaches will enable both local and interstate traffic to vault time-consuming traffic congestion. At the same time, replacement of the low-level, lift-type Tacony-Palmyra Bridge will remove a serious obstruction to the swiftly mounting commerce of the port.

A recognition of our obligation to the public interest, on the one hand, and its translation into projects and activities upon the other, are brought to focus upon one responsibility which is basic to all others. The Delaware River Port Authority receives no financial support of any kind from the Commonwealth of Pennsylvania or the State of New Jersey. It may neither rely upon nor have recourse to the credit of either state or of any of its municipalities. Therefore, the ability of the Authority to expand the scope of its activities in the public interest rests unconditionally upon the management of the funds which it receives in toll charges in such fashion that its credit is maintained at the highest. This is the clear mandate of the interstate compact legislation, and it is specifically affirmed in the concurrent resolutions of Congress by specific exceptions to the General Bridge Act of 1946.

#### YEARLY TRAFFIC BREAKDOWN

	1955	1954	Increase Decrease*	Per Cent
Automobiles and light trucks . . .	26,421,358	25,302,992	1,118,366	4.42
Commutation tickets . . . . .	2,743,137	2,713,914	29,223	1.08
Motor trucks . . . . .	1,228,100	1,210,714	17,386	1.44
Tractors and trailers . . . . .	598,396	609,088	10,692*	1.75*
Special permits . . . . .	289	232	57	24.57
Buses . . . . .	1,015,664	1,024,363	8,699*	0.85*
Motorcycles . . . . .	20,956	24,361	3,405*	13.95*
Horse-drawn vehicles . . . . .	149	282	133*	47.16*
Auto and trailer . . . . .	29,957	29,084	873	3.00
<b>TOTALS . . . . .</b>	<b>32,058,006</b>	<b>30,915,030</b>	<b>1,142,976</b>	<b>3.70</b>

## THE WALT WHITMAN BRIDGE

Two years and three months and \$61,026,079.54 of contractual commitments after the first contract was awarded for "the bridge over the Delaware River connecting Packer Avenue, Philadelphia, Pennsylvania, and Gloucester City, New Jersey," the first physical connection between the two states became a reality.

During the forenoon of Thursday, September 29, 1955, as members of the Authority, its staff and engineers looked on from the deck of a tugboat, the first of the six  $2\frac{1}{4}$  inch steel cables to support the suspended working platforms or "catwalks" for the spinning of the main cables was hoisted into place in a graceful loop over the river between the Gloucester and Philadelphia towers.

On the last day of the year, 26 of the 74 strands of wire which will comprise the finished cables had been strung in place, representing slightly over 35 percent of the total cable-spinning work. There will be 37 strands in each cable, each strand is made up of 308 steel wires, and there will be 11,396 wires in each cable. When finally compacted into cylindrical form, each cable will have a diameter of  $23\frac{1}{8}$  inches, as compared with the 30-inch diameter of the main cables of Benjamin Franklin Bridge, which contain 18,666 wires each. At the present rate of progress, there is sound basis for confidence that the cable-spinning operation will be completed in March 1956. Traffic will flow across the structure in 1957.

The new span, variously known in preceding months of its planning, design and construction as the "Packer Avenue-Gloucester City Bridge" and "DRB (Delaware River Bridge) #2," by action of the Authority on July 20, 1955, officially became known as the "Walt Whitman Bridge."

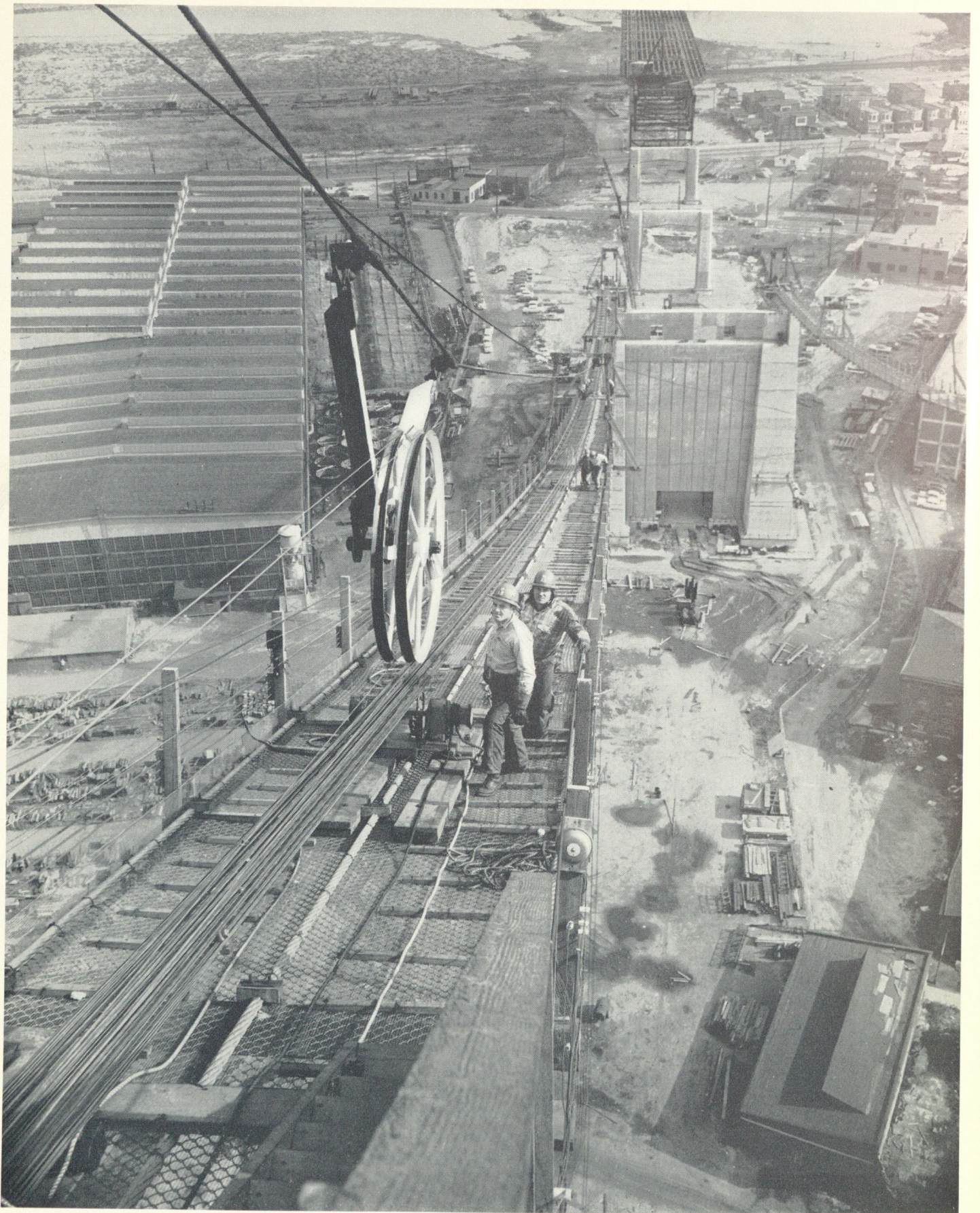
A Special Committee on Bridge Names appointed on November 17, 1954, gave careful

consideration to the subject of renaming both the Delaware River Bridge connecting Philadelphia and Camden and the new Packer Avenue-Gloucester City Bridge. The report of the Special Committee, relating in detail its thinking and conclusions, was reprinted in a special brochure of which more than 7,000 copies have been distributed to date.

In brief, the Committee recommended that the Philadelphia-Camden Bridge be renamed in honor of Benjamin Franklin and dedicated on the occasion of Franklin's 250th anniversary, January 17, 1956. Special bronze tablets to be placed on the Camden and Philadelphia Plazas memorializing the event will be unveiled on that date with appropriate ceremonies. A special Benjamin Franklin medalion also has been ordered struck by the Authority, in limited quantity, and these will be presented to all active and former members of the Commission and to a few individuals representing organizations and institutions which Franklin founded or with which he actively was affiliated during his life-time.

The Committee likewise recommended that the name of Walt Whitman be bestowed upon the new bridge, in honor of the distinguished American poet who spent the last twenty years of his life as a resident of Camden. His home on Mickle Street is maintained as a museum by the State of New Jersey.

During the year, \$12,987,862.28 of contracts were awarded for the Walt Whitman Bridge as compared with the total contract commitment of \$48,038,217.26 which we reported to you as of December 31, 1954. In August, the last construction contract provided for in the initial design of the bridges and its  $5\frac{1}{2}$  miles of limited access approach roads—bridges over Crescent Boulevard and the Black Horse Pike in New Jersey—was let.



MAIN CABLE OF NEW BRIDGE BEING SPUN

One month later, the Authority took an action directly reflecting its recognition of the impact of metropolitan growth, emphasized in the preface of this report. Initially, it had been decided that "Ramp M," an "on" ramp connecting Penrose Avenue with the bridge approach at a point about midway between 19th and 20th Streets need not be constructed immediately. Upon recommendation of the consulting engineers, the property upon which the ramp ultimately would be constructed was acquired, but the actual construction deferred. In its place, a temporary stub-ramp, rising from about the intersection of Penrose and Packer Avenues, and connecting with the main approach east of Uber Street was authorized.

In the interim of only a few years, however, it was realized that the pace of residential, industrial and business development in Delaware County and the volume of traffic likely to be induced, principally over the Penrose Avenue Bridge over the Schuylkill River, was such that construction of the permanent ramp entrance to accommodate this traffic should not be deferred. Its construction, at an estimated cost in excess of \$600,000, was therefore authorized in September. Contracts for its construction are expected to be awarded early in the coming year.

With this single and logical exception, therefore, every major construction contract for the eighth largest suspension bridge in the world has been awarded. Remaining to be awarded are contracts for roadway paving, drainage and lighting, administration and maintenance buildings and the toll houses and their equipment. The final contracts—for landscaping, fencing and clean-up—are scheduled to be awarded at mid-summer.

One year ago, the line of the right-of-way of the bridge and its approaches was interrupted and discontinuous, even to the aerial observer, from the Black Horse Pike in New Jersey to 28th Street and Vare Avenue in Philadelphia. From one terminus to the other, the scene now is one either of completed structures or other structures rising swiftly to impart a new topography to the once lonely and swamp-like reaches of the Newton Creek swamps and South Philadelphia's "Meadows."

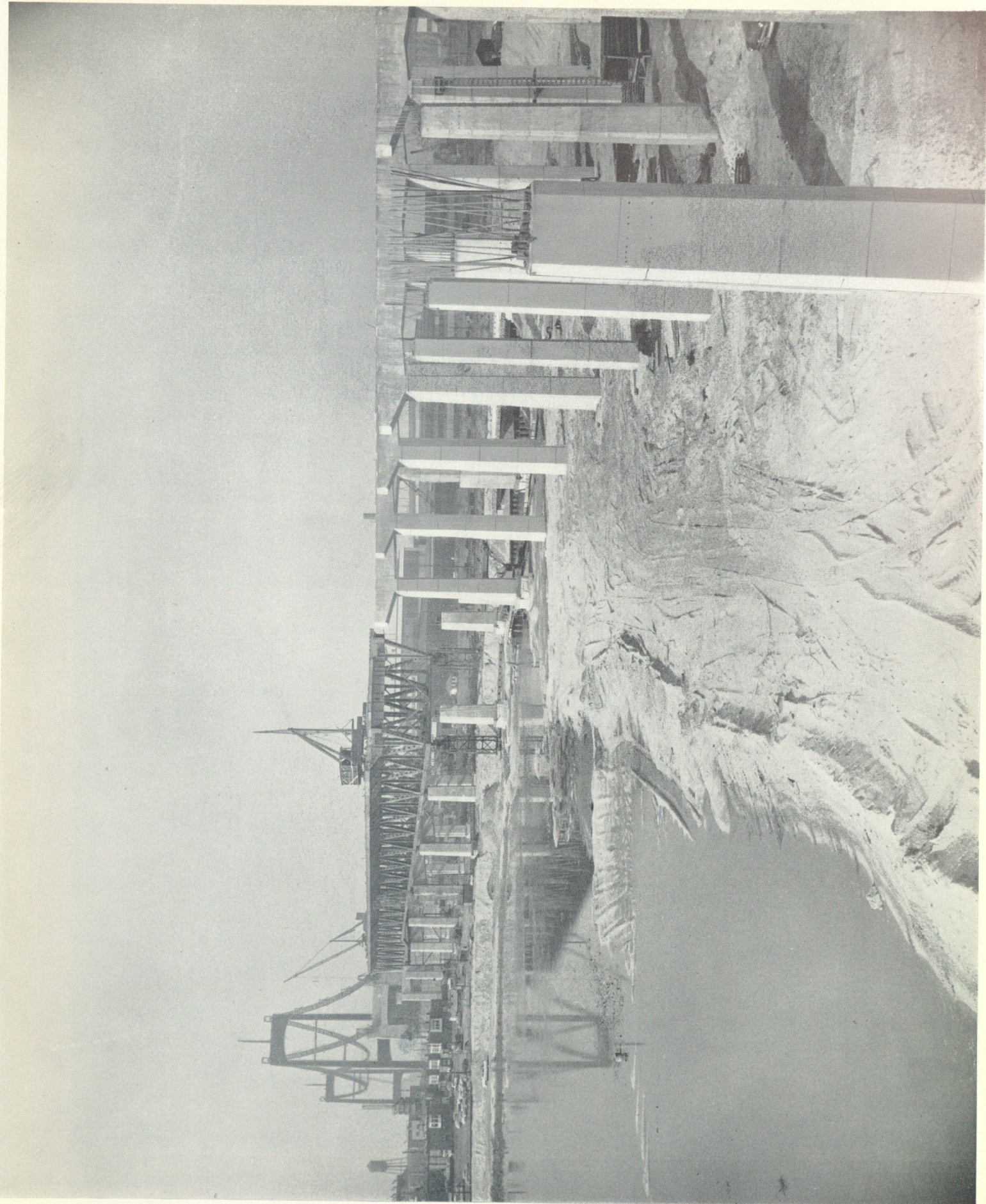
The members of the Authority fully appreciate the financial positions of the Commonwealth of Pennsylvania and of the City of Philadelphia, realizing that every dollar of available revenue is being competed for by many and vital government demands. We nonetheless feel obliged to again note, with regret, that the full usefulness of the Walt Whitman Bridge and its approaches will not and cannot be realized for at least two years after its opening to traffic unless in the meanwhile a major Federal highway construction program provides funds for completion of the Schuylkill Expressway.

In our 1954 report to you, we invited your sympathetic attention to the fact that the vital link in the expressway, extending from 30th and Arch Streets in Philadelphia along the west bank of the Schuylkill, over a new bridge in the vicinity of University Avenue and thence by way of a limited access highway to our end of construction at 28th Street and Vare Avenue, would not be completed by the date of the opening of the bridge to traffic. Last May, we were advised officially that, unless large Federal funds are made available to Pennsylvania, this link cannot be completed before 1959 at the earliest.

This unfortunate situation compels us to advise that not only will the full and planned usefulness of the bridge and its approaches not be realized, but a very severe burden of increased traffic congestion is almost certain to be inflicted upon already over-burdened central Philadelphia streets by the deflection of bridge traffic over 7th and Broad Streets.

We most respectfully urge action to expedite the completion of this essential link in the highway system at the earliest opportune moment.

In a conclusion to this report upon progress in construction of the Walt Whitman Bridge, we are pleased to advise that as early as last September, we were able to state that the total cost of the new bridge, including land acquisition, will be slightly less than the \$90,000,000 estimated almost five years ago. No further financing of any kind will be necessary.



NEW JERSEY APPROACH VIADUCT OVER NEWTON CREEK

## THE NORTHEAST PHILADELPHIA — NEW JERSEY BRIDGE PROJECT

On December 13, 1955, Governor George M. Leader, of Pennsylvania, signed into law a measure "authorizing and empowering" the Delaware River Port Authority to construct a high-level toll bridge for vehicular traffic connecting Northeast Philadelphia and New Jersey.

The following portion of the title of the act is self-explanatory:

"An Act authorizing and empowering the Delaware River Port Authority to finance, construct, operate, maintain and own a new toll bridge for vehicular traffic across the Delaware River between Philadelphia County, Pennsylvania, and Burlington County or Camden County, New Jersey, at a location to be selected by the said Delaware River Port Authority between a point or points within a three-mile radius of the intersection of State Road and Levick Street in the City of Philadelphia, Pennsylvania, and a point or points within a three-mile radius of the intersection of New Jersey State Route No. 73, Market Street and Temple Boulevard in Palmyra, County of Burlington, New Jersey . . ."

Enactment of identical legislation by the Legislature of New Jersey and approval by the Governor will be necessary before the Port Authority may proceed with the next step in the process of bridge construction — that is, application for a permit to the Philadelphia District Engineer of the Corps of Engineers, United States Army.

The history of this project dates back to the interstate compact legislation of 1951. In Article XII of the compact, provision was made for acquisition by the Port Authority of "all right, title and interest in and to the Tacony-Palmyra Bridge" by purchase or condemnation. The right of acquisition, however, could not be exercised "unless and until the Governor of the State of New Jersey and the Governor of the Commonwealth of Pennsylvania have filed with the Commission their written consent to such acquisition."

This consent was exercised and, therefore, exhausted under the law, by Governor John S. Fine, of Pennsylvania, on August 18, 1953, and by Governor Alfred E. Driscoll, of New Jersey, on November 4, 1953. The consent documents are on file with the Secretary of the State of New Jersey and the Secretary of the

Commonwealth of Pennsylvania, and with this Authority.

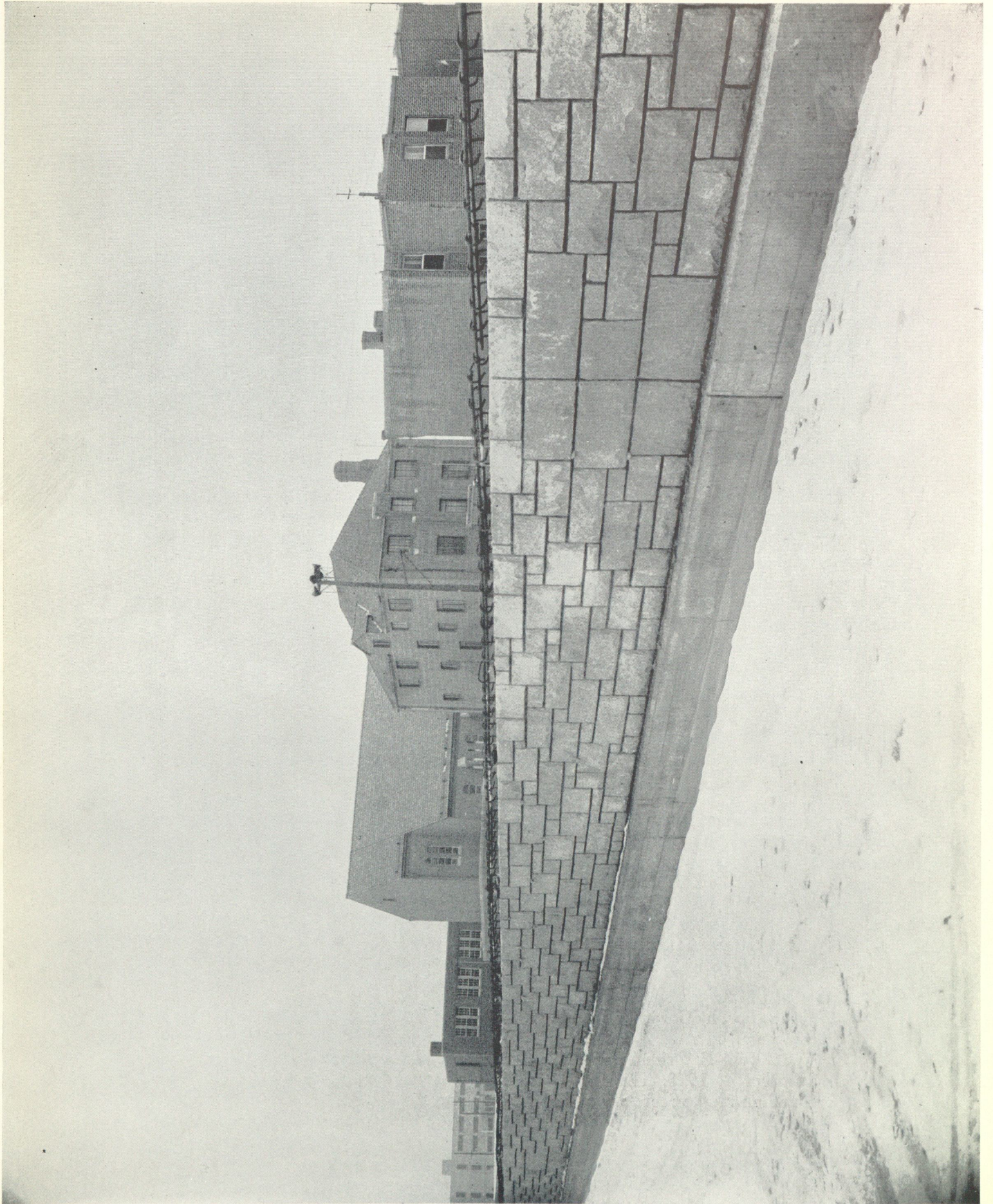
The eventual need for a high-level bridge with limited-access approach highways to expedite the flow of interstate traffic between Northeast Philadelphia and an opposite point in New Jersey long had been appreciated both by this Authority and its corporate predecessor, the Delaware River Joint Commission. The crystallization of the need came, however, more speedily than had been anticipated.

Contrary to a rather wide impression, industrial and business expansion and their accompanying acceleration of residential building, on both banks of the river had been in evidence before the United States Steel Company constructed and placed in operation in 1952, its gigantic integrated steel plant, the Fairless Works, in lower Bucks County, Pennsylvania. Establishment of the Fairless Works, however, was the factor which focused attention upon and brought sharply to public notice the expanding area now known around the world as "Delaware Valley, U.S.A." The steel plant literally was a trumpet-note, heralding the march of industry to tidewater in order to take advantage of transportation economies in the import of raw materials and the export of finished and semi-finished products.

The discovery, development and import into this country of high-grade iron ores from the Cerro Bolivar area of Venezuela and from Quebec-Labrador, caused the almost overnight rocketing of ore shipments on the Delaware to a total of 4,840,000 tons in 1954.

The growing procession of ore boats upon the river bound for the head of Newbold Island, and the certainty that a more diverse traffic northward of the Tacony-Palmyra Bridge soon would become a fact, confronted both maritime and interstate vehicular commerce and travel.

The necessity of opening the low-level bridge for the passage upstream and downstream of commercial vessels which, due to barely adequate channel depths, are measurably dependent upon the flood tides, was exaggerated by the severe congestion of traffic on the bridge



RETAINING WALL FOR PHILADELPHIA BRIDGE APPROACH

approaches, particularly in the heavily congested city streets of the Tacony area of Philadelphia. On occasion, it was necessary for the span to remain open for over half an hour, and the ensuing traffic congestion resulted in delays for motorists which were all but punitive in degree.

The matter came to a head on March 10, 1955 when, in consequence of a petition submitted to the Philadelphia District Engineer by the Burlington County Bridge Commission, formal request was made at public hearing by the latter for permission to keep the bridge closed to river traffic from 7 to 8:30 A.M., and from 4:30 to 6 P.M., Monday through Friday. The petition was vigorously opposed by maritime interests, who emphasized the severe penalties that would be imposed upon operators of shipping.

The decision of the Philadelphia District Engineer, though momentarily anticipated, had not been made public as the year ended.

One other prohibition upon the Authority's exercise of the right to construct a new high-level bridge over upper tidewater and to acquire the Tacony-Palmyra Bridge as an element thereof existed.

Outstanding bonds of the Burlington County Bridge Commission on the Tacony-Palmyra and Burlington-Bristol Bridges contained a guarantee that no other bridge would be constructed within ten miles of those structures during the life of the bonds. The exception, as provided in reciprocal legislation, is the bridge over the Delaware River at Edgely-Florence connecting the Pennsylvania and New Jersey Turnpikes. Furthermore, an opinion of the New Jersey State Supreme Court directed that neither bridge might be acquired, either by purchase or condemnation, until the bonds had been retired.

After lengthy discussion and upon advice of counsel, the Authority on April 20, 1955, decided to retain engineers to prepare a preliminary survey and report on a new high-level bridge, with estimates of cost and provisions for financing. This action was taken in the light of the situation presented at the hearing before the District Engineer, and of an announcement that the Burlington County Bridge Commission

would retire all of its outstanding bonds either in the late summer or the fall of the year. A further consideration was that if authorizing legislation were not enacted by the Legislature of Pennsylvania during the biennial session of 1955, no action could be anticipated until the session of 1957. In the meantime, it was felt, conditions affecting both river and interstate vehicular traffic might become so grave as to warrant the charge that the Authority had been remiss in its public duty.

The resolution of April directed the Executive Director and Counsel to proceed with the necessary steps to acquire Tacony-Palmyra Bridge by purchase or condemnation; authorized the Transportation Committee of the Authority to retain consulting engineers to prepare a preliminary survey and report, and directed counsel to prepare a draft of legislation to be submitted to the Legislatures of Pennsylvania and New Jersey.

At the next succeeding meeting, the engineering firms of Modjeski and Masters—Ammann and Whitney, designers and supervisors of construction of the Walt Whitman Bridge, were retained to prepare a preliminary survey and report, as required by the interstate compact.

On June 13, 1955, the draft of an act authorizing the Port Authority to construct a new high-level bridge was introduced with bi-partisan support in the Senate of the Commonwealth of Pennsylvania. The measure was reported out of committee and passed unanimously by the Senate of Pennsylvania on September 27, 1955.

On September 14, 1955, as a direct result of its planned retirement of all of its outstanding bonds on October 1, 1955, the Burlington County Bridge Commission reduced its toll rate to five cents on both the Tacony-Palmyra and Burlington-Bristol Bridges. The action was in conformity with the Act of Congress of January 25, 1927, authorizing construction of the Tacony-Palmyra Bridge, which provided that after the bridge was debt-free, the rates of toll thereafter should be "so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, repair, maintenance and operation of the bridge and its approaches."

The report of the consulting engineers, incorporated in the report of the Port Authority to the legislatures of the two states, is dated August 17, 1955. In brief, the engineers reported upon three sites: (1) between Pennypack Park, Philadelphia and the Pompess Creek area of New Jersey, approximately  $1\frac{3}{4}$  miles north of the present Tacony-Palmyra Bridge; (2) between Devereaux Street, Philadelphia, and the southern margin of the Borough of Palmyra, New Jersey, approximately one-fourth mile south of the Tacony-Palmyra Bridge, and (3) a point in Pennsylvania some 400 feet north of the Pennsylvania Railroad Bridge at Delair.

The sites and the relative advantages are discussed at length in the report of the engineers. At each site, provision is made for adequate limited access connections and approaches.

Cost of construction, including land acquisition, of a bridge and its approaches at the Devereaux-Palmyra site is estimated at \$44,990,300. The same all-inclusive cost of a structure, with approaches, at the Delair Bridge site is estimated at \$53,403,700. The northern site, in the engineers' view, is too remote to accommodate properly the bulk of the present traffic utilizing the Tacony-Palmyra Bridge.

At either site, the bridge would be of cantilever type with a main span of 1,000 feet and two side spans of  $423\frac{1}{2}$  feet. The roadway would be 79 feet wide between curbs, or slightly greater than that of the Benjamin Franklin Bridge. At the Devereaux-Palmyra site, the bridge, with approaches, would be 5.96 miles in length; at the Delair site, 3.73 miles.

The Authority found, on the basis of the preliminary engineering and traffic survey, that financing construction of the bridge should present no particular problem. Informal assurance to this effect has been obtained from investment bankers.

Between the dates of the submission of the report to the Legislature of Pennsylvania and enactment of the enabling legislation, another development of significant importance took place. On November 4, 1955, the Philadelphia District Engineer's Office awarded a contract

for design of the rehabilitation of the Pennsylvania Railroad Bridge at Delair to the engineering firm of Hardesty and Hanover. At the March hearing on application of the Burlington County Bridge Commission, strong emphasis was laid in testimony by representatives of port interests that widening of the space between piers of the Delair Bridge was of vital importance to the free passage of rivercraft—in effect, one of two bottlenecks of which Tacony-Palmyra Bridge was the other.

Thus, within the space of slightly over one month, official steps were taken to clear the way on the upper reach of tidewater for water- and land-borne commerce.

### THE BENJAMIN FRANKLIN BRIDGE

Twenty-nine years and twenty days after the date of its opening to traffic, the bridge over the Delaware River connecting Philadelphia and Camden was renamed the "Benjamin Franklin Bridge."

The great bridge, which has witnessed the ebb and flow of three of the momentous decades in human history, commemorated its own renaming by accommodating an all-time record of 32,058,006 vehicles.

The tremendous flow of traffic, representing an increase over 1954 of 1,142,976 or 3.7 percent, was almost twice that of only nine years ago, the first full post-war year.

Selection of the name of the great American writer, statesman, diplomat and scientist by the Special Committee on Bridge Names on July 20, whose report has been discussed in a preceding section, was literally dictated by the circumstances of geography and history.

Benjamin Franklin's renowned "kite experiment" took place within a stone's throw of the Philadelphia Anchorage. His grave is located only one square to the south of the Bridge Plaza. Only three blocks to the south is Independence Hall, where he toiled in the councils of independence and national unity. The Philadelphia Plaza immediately adjoins Franklin Square. Franklin Street is only a half block removed. The main approach streets to the bridge in Philadelphia intersect the Benjamin Franklin Parkway literally at the main entrance of Franklin Institute and Museum.

Finally, the bridge will be officially dedicated on January 17, 1956, the 250th anniversary of Franklin's birth, which will be officially commemorated by more than two score countries and by countless learned societies, institutions and agencies of which the great Franklin was either the actual or spiritual patron.

Despite hurricanes, high tides and a reduction to five cents in mid-September of tolls upon the Tacony-Palmyra Bridge, seven miles upstream, all of which had their demonstrable influence, the final traffic figures for the year were close to the estimates made by traffic engineers in 1952 as a part of necessary pre-planning for financing of the new Walt Whitman Bridge. Their estimate for traffic on Benjamin Franklin Bridge for this year was exceeded by 301,006 vehicles, or 0.94 percent.

Wind and weather not only affected the volume and speed of travel upon the bridge, but gave even more pointed emphasis to the pressing need for modernization of the Camden approaches, a fact of which the Authority took repeated cognizance in the latter months of the year.

If the Eastern seaboard continues to lie within the path of tropical disturbances originating in the Caribbean area, bridge traffic is almost certain to be affected fractionally. The Hurricanes "Connie" and "Diane" of last August caused a loss during the period August 10-14 of a net of 56,728 vehicles as compared with the same period of 1954.

It was neither of these storms, however, but wind and heavy rainfall in the Delaware's upstate drainage basin during October which, by causing high river tides, backed up storm sewers with water from the Cooper River and either completely blocked or seriously restricted bridge traffic on the Admiral Wilson Boulevard approaches. The resulting congestion of traffic was felt repeatedly from Central Philadelphia deep into Camden County.

The seriousness of the situation, accentuated as a public problem by the devastating damage and casualties inflicted by Hurricane "Diane's" torrential rains, prompted the Authority to renew conversations on the subject of modern approaches with Governor Robert B. Meyner of New Jersey and New Jersey State

Highway Commissioner Dwight R. G. Palmer. Governor Meyner and Commissioner Palmer on a previous occasion had concurred fully in recognition of the need for modernizing the pathetically inadequate Penn-Linden Street approach system, but had pointed to the obvious fact that State highway funds were not adequate to finance the ideal solution, that is, a limited access approach highway, paralleling heavily congested and commercialized Admiral Wilson Boulevard and entering a depressed or elevated multi-lane roadway in the vicinity of 11th Street, Camden.

Renewed discussion of the matter, prompted by the October interruptions to traffic, resulted in tentative agreement that new approaches could well be included in any expanded State highway program resulting from enactment by the Congress of a major arterial highway measure. The Authority indicated its readiness to assume whatever share of the costs might lie within its legal area of responsibility and freedom of action.

Despite these various factors adversely affecting traffic flow, however, the totals in all categories for the year 1955 made one fact clear—the steady, day-in-day-out mounting traffic pressure whose relief only the opening of the Walt Whitman Bridge to traffic a year and a few months hence will effectively serve.

We are pleased to advise that, in the face of an unprecedented volume of traffic, the record of Benjamin Franklin Bridge as a "safe" highway of travel remained constant. There was only one accident for every 88,671 vehicle miles of travel. As in previous years, this safety record was due largely to incessant patrol of the structure from plaza to plaza by our two-way radio-equipped vehicles and the instant readiness for action of emergency equipment. Police vehicles traveled a total of 465,460 miles in every condition of temperature and weather, twenty-four hours a day, seven days a week. The statistics prove beyond question that this constant vigilance paid overwhelming dividends.

A number of changes were made in equipment and toll bureau procedures during the year to effect a more efficient toll collection and verification system, including revision of the ticket-counting method and time-and-date

stamping of tickets. Mirrors placed on each toll island facilitated the work of the toll collecting personnel in identifying the weight classification code letter which appears on the license plate of trucks operating under Pennsylvania registration.

Measures such as these were, of course, routine administrative and operational innovations, the result of unremitting study of how to improve bridge operation. Also routine was the steady, undramatic operation of the maintenance, electrical and highway personnel in maintaining the bridge and its appurtenant structures in safe, orderly and presentable condition.

There were several improvements of bridge property which did catch the public eye, however. One was the replacement of the old title, "Delaware River Joint Commission" with the new "Delaware River Port Authority," on the maintenance building and the high-speed line sub-stations and on the facade of the Administration Building. Another was the planting of a number of "Franklin Trees" on the triangular plot abutting the Camden Toll Plaza on the south.

The Franklin tree, discovered in a Georgia swamp late in the 18th century by John Bartram, great Philadelphia botanist and horticulturist and named in honor of his friend and patron, Benjamin Franklin, blooms profusely from mid-summer to first frost. It should prove a welcome addition to the decorative planting and uniquely appropriate to the bridge's newly acquired name.

As in former years, the Authority cooperated in all civil defense and security exercises to the limit of requests from properly constituted authorities. On Wednesday, April 20, the Camden Plaza was occupied by one tank and an anti-aircraft crew during "Operation Minuteman" conducted by the National Guard Bureau, Department of the Army. The bridge was not closed to traffic on that occasion, but traffic was halted on June 15 for ten minutes during the nation-wide civil defense exercise "Operation Alert," and again for the same duration on Thursday, October 27, for "Operation Muster" ordered by New Jersey's Civil Defense and Disaster Control agency.

It is gratifying to report that, following a periodic "Defense Production Security Survey" by an officer assigned from headquarters of the First Army, Governor's Island, the security officer's report, as it related to Benjamin Franklin Bridge, read:

"Management is definitely interested in maintaining an adequate state of preparedness to meet both peacetime and wartime emergencies. It is believed that all security measures necessary are being taken at the present time. No further recommendations are made."

On December 31, 1955, total authorized personnel of the Delaware River Port Authority was 265, an increase of 5 employees over the preceding year.

The low rate of personnel turnover continued through 1955. There were 13 personnel separations during the year, resulting in the extraordinarily low rate of 4.9 percent.

At the end of the year, the total outstanding debt of the Authority was \$107,158,000, made up of \$100,000,000 First Series Revenue bonds and \$7,158,000 Refunding Bridge bonds due June 1, 1966.

Gross receipts for 1955 were \$9,362,241.34, an increase of \$238,495.66 over 1954. Operating expenses totaled \$1,679,525.53, a reduction of \$120,573.35 from 1954. Income on investments and bank balances was \$1,914,925.05, a decrease of \$1,040,790.44. Interest payments on the 1946 Refunding Bridge bonds and on the 1953 First Series Revenue bonds totaled \$3,466,968.02.

Port development expenses of \$216,996.94 left net revenue for the year before \$62,200 non-operating adjustments of \$5,913,675.90. Port expenses in 1954 were \$227,734.19, and the net revenue for that year was \$6,627,260.90, reflecting a decrease of \$651,385. The first maturity of \$600,000 on the \$100,000,000 First Series Revenue bonds will become due on December 15, 1957, to be followed on December 15, 1958, with a maturity of \$900,000.

## THE SOUTHERN NEW JERSEY MASS TRANSPORTATION SURVEY

It is a source of regret to the Authority that the Southern New Jersey Mass Transportation Survey and Report, which initially was to have been delivered by Parsons, Brinckerhoff, Hall and Macdonald, the consulting engineers retained to make the survey, on October 19, 1955, will not now be received until the latter part of January, 1956.

While the members of the Authority were reluctant to accede to two requests for extension of time, two considerations dictated the advisability of such action. The first is that extension of time for delivery of the report by approximately three and one-half months will be without cost to the Authority over and above the original terms of the cost plus fixed fee contract, with a ceiling of \$325,000. The second is that the Authority felt that the original conditions laid down should be adhered to rigidly. Foremost among these conditions is that, after the survey and report had been compiled, it should be submitted to a qualified investment banking house for feasibility anal-

ysis, and that a copy of this analysis should be appended to the report.

Walter S. Douglas, partner in the firm of Parsons, Brinckerhoff, Hall and Macdonald, indicated the firm's disinclination to present an incomplete report solely in the interest of time. In accepting that point of view, the Authority took the position that the large sum which is being expended and the concern of the residents of the Southern New Jersey area to whom mass transportation is a matter of acute interest compelled insistence upon a report which was final, complete and comprehensive.

Following receipt of the report next month, there necessarily will be a lapse of a few weeks within which its contents can be digested and an appropriate recommendation prepared for submission to the Governors and the Legislatures of Pennsylvania and New Jersey.

The lapse of time will be no greater than necessary for intelligent consideration and action by the Authority.

## THE PORT DEVELOPMENT DEPARTMENT AND PORT ACTIVITIES

The total water-borne commerce of the Delaware River Ports in 1955 achieved an all-time high of over 85,000,000 short tons of cargo.

While this and other statistics upon the ports' activity are preliminary and not official, there can be no question that the year was one of very rapid and, in some respects, even phenomenal growth. There also can be no room for doubt that only Philadelphia, of all the major ports of the Atlantic Coast, made such rapid progress.

The record of the Port Authority, its Port Development Department and the department's bureaus through the year was one written by alert, vigilant and aggressive concern for the health and welfare of the port.

It may be recalled that, in the preface to this report, it was noted that statistical analysis of the port's tonnage figures for 1954 indicated new revenue in the sum of over \$613,000,000 was derived directly and exclusively in that year from activities of the port. It may now be said that, on the basis of 1955's water-borne

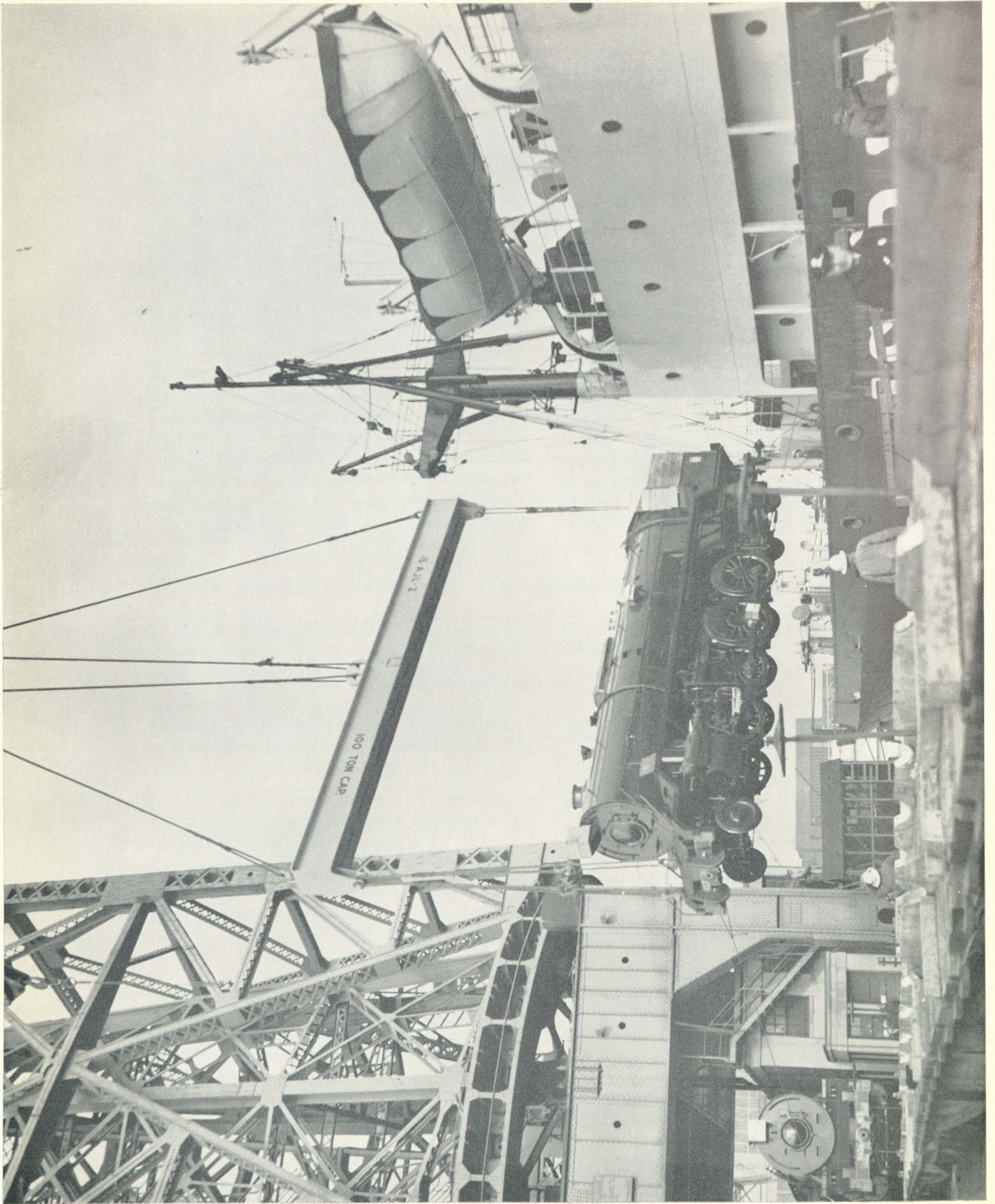
commerce, the cash income was in excess of \$650,000,000.

The significance of the rapid increase in the port's business in the post-World War II period is stated in a memorandum to the Director of the Port Development Department from the statistical and research section thus:

"Over the past five years, the increase in port business alone has been worth, on the average, an additional direct income of \$50,000,000 a year to businessmen and workers in the Delaware River Port Area."

An even more startling comparison supplied by the statistical and research section is this:

The total commerce of the major North Atlantic ports exclusive of the Delaware River Ports — Boston, New York, Baltimore and Hampton Roads — actually decreased a half million tons or two-tenths of one percent, between 1948 and 1954. The official figures are 231,936,796 short tons (1948) and 231,468,620 short tons (1954).



PHILADELPHIA NAVAL SHIPYARD 350-TON CRANE LIFTS LOCOMOTIVE FOR EXPORT TO INDIA

In the same period, water-borne commerce of the Delaware River Ports increased from 57,000,000 tons in 1948 to 79,500,000 tons in 1954, or 39.5 percent. Inclusive of the estimated tonnage figures for last year, the increase since 1948 has been 49.1 percent.

It is worthy of note that just seven years ago next month—on January 26, 1949—the Delaware River Joint Commission delivered its master Port Improvement Plan report, with recommendations, to the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey; and on May 25, 1949, pursuant to that report, made an initial allocation of \$100,000 for the establishment and maintenance of a “Port Promotion Bureau,” now the Port Development Department.

Before entering upon a more detailed recital of the improvement and development of the Delaware River Port Area, it may be of interest to cite here some additional preliminary statistics on last year’s port business.

In 1955, foreign water-borne commerce is estimated at 38,000,000 short tons — an increase of 15.5 percent over 1954, and of 129.2 percent over 1948;

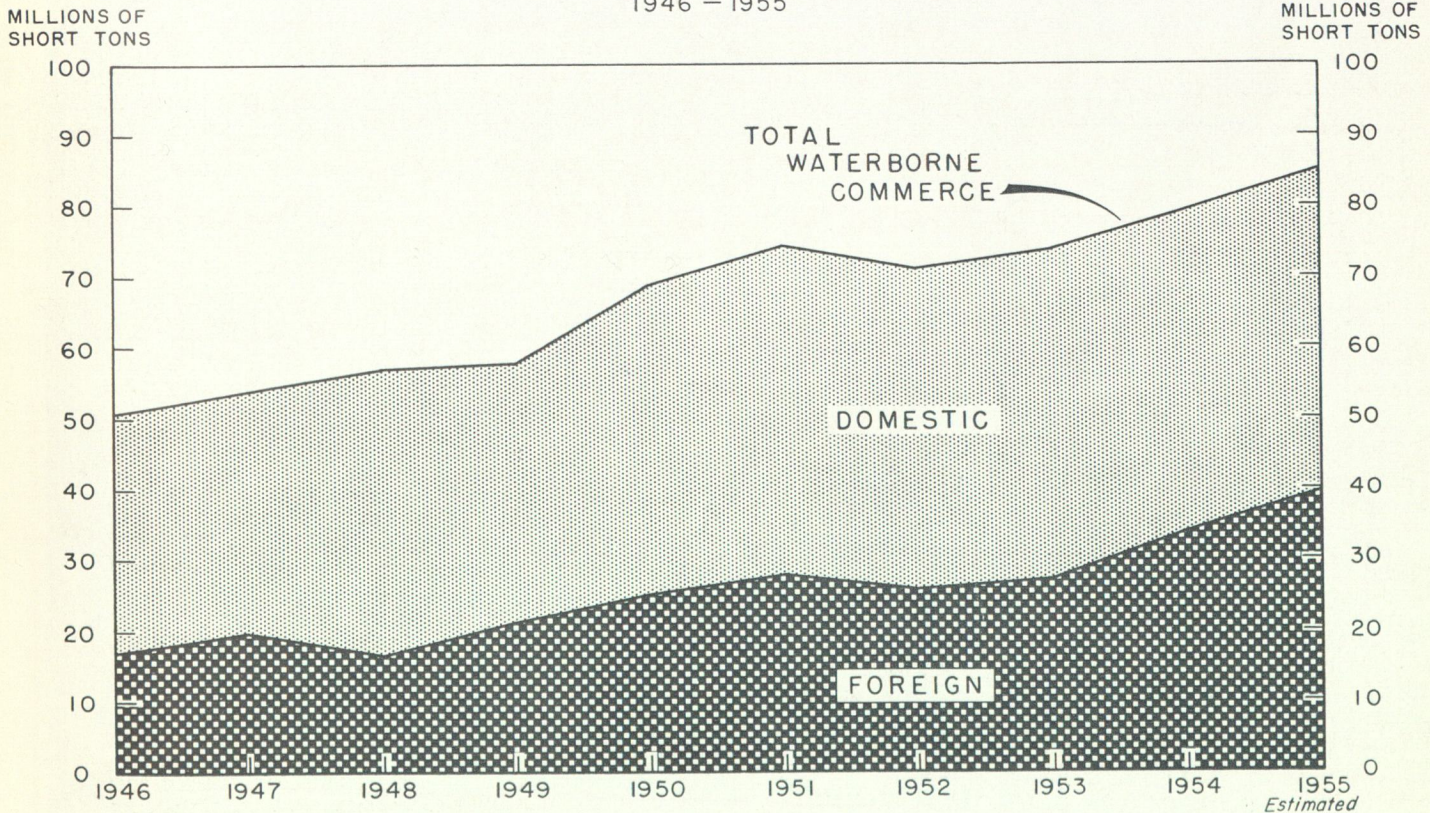
The Delaware River Port maintained its position as the No. 1 import port of the United States last year, increasing its tonnage by 14 percent over 1954, and handling almost one-fourth of all of the incoming foreign cargo of the United States in 1955;

The great increase in 1955 import tonnage was in iron ore, up 62.4 percent over 1954 with a total of 7,860,000 short tons; but increases were recorded in general cargo (10 percent) and crude petroleum (6 percent);

Total exports for 1955 increased an estimated 31 percent over 1954 to 3,400,000 short tons, and the commodity list generally shared in this advance, including coal and grain ranging from 15 to 25 percent increases, and general cargo, 10 percent.

## DELAWARE RIVER PORT TONNAGE

1946 - 1955



Source: Corps of Engineers, Dept. of the Army



PHILADELPHIA PIERS 96, 98 AND 100, SOUTH

Such statistics speak for themselves, and it would unduly inflate this record to enter into a detailed exposition of the Port Department's activities under the unflagging support of the commissioners of this Authority. Much of this work—in the office of the Traffic Manager, in statistical and research activities, in the Port Solicitation Bureau operating through our offices in New York, Pittsburgh and Chicago and in promotion—is and properly should be regarded as routine. This routine, nonetheless, was marked by initiative and vigilance in the port's interest and by an intimate coordination with the policy-forming activities of the Authority itself.

Broadly speaking, major activities in pursuance of the directive of the interstate compact legislation—i.e., "the promotion as a highway of commerce of the Delaware River"—fell into five principal groupings: They were:

1. Active prosecution of rate cases in the interest of commerce of the Delaware River Port Area, including continued, successful prosecution of two—the so-called "Iron Ore Rate Case" and "Pier Arbitraries", vitally affecting motor carriers.

2. An actively-pursued campaign to prevent the Philadelphia Tidewater Terminal—Piers 96, 98 and 100, South—from being diverted to a non-port use as a result of its disposal as surplus to the needs of the Department of the Army.

3. Continued support, consistently maintained for the past five years, of the project for deepening the channel of the Delaware River from the Philadelphia Naval Base to the upper end of Newbold Island.

4. Solicitation of business for the Delaware River Ports through activity of the Port Solicitation Bureau, in which operation of the three field offices is coordinated through headquarters in Camden.

5. A promotional and advertising campaign, marked during the year just ended by highly-successful employment of English, Spanish and Italian versions of the most recent port promotion color film, "Delaware River—Port of Opportunity."

The so-called "Iron Ore Rate Case"—I. & S. 6074 on the docket of the Interstate Commerce Commission—is a hardy perennial in this record. The Port Authority formally notified the Attorneys General of Pennsylvania and New

Jersey of its intention to intervene in this very important matter in February, 1953, and at year's end, almost two years later, our intervention had all but won triumphant final consummation. Essentially, the Authority's position has been that there should be a parity in rail freight rates on iron ore imported through the ports of Philadelphia and Baltimore and destined for steel producers in Central Freight Association territory—that is, Wheeling, West Virginia, and Steubenville and Youngstown, Ohio. The now existing rates, which became effective on February 19, 1954, in part at least as a result of active representations made by Port Authority counsel, provide a rate parity between Philadelphia and Baltimore to points in the Wheeling, W. Va., and Steubenville and Youngstown, Ohio, steel producing areas. No rates were prescribed for New York and Boston because among other things neither presently has facilities for the discharge of ore to rail from ship-side.

In July, after a further hearing which resulted from petitions of the Baltimore, New York and Boston interests, the proposed report of an I.C.C. Examiner held that the parity rates to Philadelphia are "just and reasonable." The report also proposed rates from New York and Boston to the Youngstown area 30 cents per gross ton higher than the rates from Baltimore and Philadelphia. On October 3, port interests in Baltimore, New York and Boston filed vigorous exceptions to the Examiner's proposed report to which the Port Authority replied on November 10, and there the matter rests, at the moment. We shall exercise the utmost vigilance to protect the interest of our port.

The so-called "Pier Arbitraries Case"—MC-C-1646 on the I.C.C. docket—had reached an equally satisfactory status as the year closed. The Port Authority, upon the recommendation of the Director of the Port Development Department and its Traffic Bureau, presented testimony last March 15 before the I.C.C. urging removal of presently applicable charges on motor traffic moving via the piers to and from points outside the Commonwealth of Pennsylvania and the State of New Jersey.

On October 4, an examiner's proposed report found that these charges, commonly known as "pier arbitraries," are not just and reasonable and should be cancelled. Action by the full commission on the report is pending.



PROPOSED NORTHEAST PHILADELPHIA-NEW JERSEY BRIDGE

The action with the most significant and long-range implications was taken by the Authority at its last meeting of the year on December 21, when it directed that the Attorneys General of the two states be notified (in accordance with Article I (i) of the interstate compact legislation) of intention to intervene in what for the purposes of this report may be called the "Port Differential Case."

About the middle of December, there were published reports of the intention of the ports of New York and Boston to fight for the removal of the differential in railroad rates for water-borne commerce which has given recognition to the geographical advantage of the Delaware River Port for many years. There could be little doubt, as a study made by the Port Development Department quickly established, that this move to secure equalization of rail rates was in part at least prompted, particularly on the part of New York port interests, by concern over the phenomenal growth of this port area.

The analysis disclosed that from 1952 through November, 1955, Philadelphia's share of export of carloads of freight moving through Atlantic ports increased from 18,208 cars, or 5.9 percent, to 27,783 cars, or 10.1 percent of the total. In the same period, New York's share decreased from 69.9 percent of the total to exactly 60 percent. The exports in each instance exclude coal and grain.

It may be that the action of Boston and New York will detonate a long expected showdown battle before the Interstate Commerce Commission not only upon the question of the port differential rates per se, but also upon a question which maritime interests of the Delaware Valley long have felt needed scrutiny—namely, the question of free lighterage in the Port of New York.

At this juncture, the ultimate course of the litigation cannot be forecast, nor the avenues which it may pursue. The one completely predictable fact is that this Port Authority will defend the interest of the Port Area.

An example of the type of activity below the level of active intervention by formal action was demonstrated in the late spring in a matter involving the rail freight rates on manufactured iron and steel articles from Fairless, Pennsylvania, to Philadelphia and Camden. The Port Development Department learned that it was the announced intention of the rail-

roads involved to charge a differential over and above the ten cents per one hundred pounds charged for such freight to Fairless from Philadelphia for any shipments to Camden. This was a matter of important concern to shippers and pier operators in New Jersey, particularly to the South Jersey Port Commission. Although the Authority promptly authorized intervention on the pending rate publication before the Inter-State Commerce Commission, a series of conferences conducted by the Port Development Department with the parties at interest resulted in establishment of parity rates for Philadelphia and Camden not only from Fairless, Pennsylvania, but also from all local producing points on both sides of the Delaware River including points as far away as Winchester, Va., and Williamsport, Pa. This amicable adjustment of a matter of substantial concern to the economy of South Jersey won expressions of gratitude from the Camden County Chamber of Commerce and the South Jersey Port Commission.

One month later, another subject of critical importance to the port came before the Authority for consideration. It was announcement that Piers 96, 98 and 100, South, known either as the Army Supply Base piers or the "Philadelphia Tidewater Terminal," had been declared surplus to the needs of the Department of the Army, and that the Armed Services Committees of the Congress would be requested to permit their disposal at public sale. On its face, the announcement was completely routine, representing no more than a proper desire of the Federal Government to divest itself of surplus properties. It was promptly recognized, however, that sale of the three piers, under certain circumstances, would be highly adverse to the general maritime interest. They are capable of berthing twelve ships at one time, and are being used by fifty steamship lines. An impressive share of the general cargo commerce of the port has moved over them. If the piers were to be disposed of at public sale to a purchaser intending to utilize them for non-port purposes, such as warehousing or for industrial uses, accommodations for receipt and dispatch of general cargo commerce within the Port of Philadelphia would be most seriously reduced.

This Authority promptly placed itself on record as opposing disposal of the properties for such purposes and authorized its appro-

priate officers to press the request before the Armed Services Committees of the Congress. Communications were addressed to the chairmen of the committees, and to members of the Pennsylvania and New Jersey delegations representing the Port District. Unequivocal notice has been served upon all of the Federal agencies having connection with this matter of the Authority's concern.

It was further argued that the Army piers, presently under lease for general port activity, not only were constructed to meet the critical war shipping needs of the nation in 1917-18, but again played the same essential role during the emergency of 1941-45. It was argued that the terminal might well serve the interests of the national security in some future emergency, and that therefore extreme care should be exercised in proceeding with its disposal.

In company with some of the rate cases cited above, the matter has not reached final determination. It is high upon the list of those subjects which this Authority will hold under close scrutiny.

The history of the proposal for the deepening of the channel of the Delaware River from the Philadelphia Naval Base to Newbold Island had its ups and downs in the course of the year, ending finally with the failure of Congress to appropriate any funds. It is eloquent testimony to the vitality of the project that the all but unanimous support of the maritime, financial, commercial, political and civic interests of the Port Area was just as vigorous at the year's end as it had been in February, when Governor George M. Leader, of Pennsylvania, and Governor Robert B. Meyner, of New Jersey held breakfast conferences in Washington to discuss ways and means of expediting the project. Despite a last minute stamp of approval from the White House for a "token" \$6,000,000 appropriation, the channel project was stricken from the bill by the House Appropriations Committee.

Every successive increase in the commerce of the Delaware River Port has confirmed the confidence of channel proponents that its eventual approval by the Congress may be anticipated, not merely as a matter of Congressional discretion but as a matter of blunt national necessity. A port which for two successive years has accommodated approximately one-fourth of all of the foreign water-borne commerce entering the United States now does and

will continue to bespeak not only its own but the national interest in terms of its legitimate needs for expansion.

The three field offices of the Port Development Department's Port Solicitation Bureau were under steadily increasing pressure throughout the year to meet requests for information on traffic, port costs and availability of facilities. The number of instances when one office or the other was able to adjust difficulties for shippers, supply needed information, and provide useful services, literally were too numerous to mention other than by reference here. The day-by-day intimate coordination of activity and exchange of information between these offices and Camden headquarters often made it possible to serve a client of the Delaware River Port within a single business day.

The field offices, as well as the home area, made highly effective use of copies of the Authority's latest color film, "Delaware River—Port of Opportunity," while copies for foreign showings including the Spanish and Italian versions, enjoyed an almost phenomenal success. The Italian version was reviewed in Rome and exhibited throughout Italy, including the Milan trade fair. Copies of the Spanish version were supplied to the television section of the "Voice of America." Still other copies were supplied to the United States Information Agency and to the United States Department of Commerce. A Spanish print was loaned to the Government of Chile, and an English print to the U.S.I.A. for translation of its narrative into Hindi for use by the Calcutta Port Authority.

Through its advertising and publicity in the local and national press and in maritime and trade publications, the Port Authority during the year made the Delaware River Port a familiar and attractive region to the commercial and maritime interests literally of the entire civilized world.

In our report to you one year ago, we observed that "the interest and cooperation which has been manifested by the principal agencies and organizations interested in port promotional and development activities in the past year is a heartening augury of the future." The records of port commerce realized during the past year fully justify that confidence, and warrant its reiteration here. The Delaware River is, indeed, the "Port of Opportunity."

## IN CONCLUSION

In April, Governor George M. Leader, of Pennsylvania, appointed Samuel B. Regalbuto, of Philadelphia, as a member of the Delaware River Port Authority for a term of five years, succeeding Joseph W. Henderson, Esquire, of Philadelphia. Mr. Regalbuto's nomination was confirmed unanimously by the Senate of Pennsylvania on May 2, 1955.

As we stated in our preface, the year 1955 in the history of this Authority was one of monumental projects carried forward and of new ones launched. Our report has essayed to enumerate these activities with some suggestion as to their relative significance and the measure of their benefit to the people of the Delaware Valley. The necessarily brief, at times, seemingly cursory, references herein contained will be found amplified in detail in the appendices.

But if these pages are to have any importance beyond a mere nominal compliance with our basic law that we report upon and account for our actions, they must point to one overriding conclusion.

This area, by whatever title it is identified—the Port District, the Delaware River Port Area, Delaware Valley or any other that is

applicable—is in the grip of dynamic forces of growth and expansion. Some of these forces are well understood and time-tested measures for dealing with them already are in play. Others are new. They have both their challenges and their frustrations. Their solution will be achieved, in our judgment, by the exertion of no single agency of government or private enterprise, no matter how knowledgeable or resourceful. Solutions will depend upon the interplay of many interests, the application of bold and imaginative thinking, and prudent and responsible action at every level of our social and business economy.

The members of this Authority willingly and eagerly pledge their best and most reflective effort to that end. We most respectfully solicit from your honorable bodies, jointly and severally, any suggestions which may assist us in the effectuation of our fundamental obligation, so clearly stated in the compact, that our actions, in all respects, shall be “for the benefit of the people of the Commonwealth of Pennsylvania and the State of New Jersey, for the increase of their commerce and prosperity and for the improvement of their health and living conditions.”

Respectfully submitted,

### DELAWARE RIVER PORT AUTHORITY

December 31, 1955

#### PENNSYLVANIA

WELDON B. HEYBURN,  
*Chairman*

EDWIN R. COX  
CHARLES R. BARBER  
JAMES V. BANEY  
EDWARD G. BUDD, JR.  
WALTER M. PHILLIPS  
HARRY G. SCHAD  
SAMUEL B. REGALBUTO

#### NEW JERSEY

J. WILLIAM MARKEIM,  
*Vice-Chairman*

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

JOSEPH K. COSTELLO, *Executive Director*

JOHN M. McCULLOUGH, *Secretary*

## DISTRIBUTION OF VEHICULAR TRAFFIC

### ACROSS THE DELAWARE RIVER

AMONG FERRIES AND BRIDGES WITHIN 10 MILES OF THE BENJAMIN FRANKLIN BRIDGE—YEARLY

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

**TRAFFIC TRENDS**  
**(DECREASE OR INCREASE 1955 OVER 1954)**

1955	Phila. Port						New York Port Authority						Triborough Auth., N. Y.		California Bridges	
	Benjamin Franklin Bridge	Tacony-Palmyra Bridge	Burlington Bristol Bridge	George Washington Bridge	Tunnels		All Facilities 4 Bridges 2 Tunnels	Wilming-ton Del. Memorial Bridge	Easton Phillips-burg Bridge	Triborough Bridge (Only)	All Facilities 5 Bridges 2 Tunnels 2 Parking Lots	Oakland San Francisco Bay Br.	Golden Gate Bridge			
					Holland	Lincoln										
JANUARY	2,396,782	663,449	239,897	2,470,416	1,582,900	1,692,060	6,331,004	541,187	291,798	3,061,003	9,867,455	2,383,487	927,502			
FEBRUARY	+ 19,63	+ 15.6	+ 34.93	+ 23.9	+ 15.55	+ 13.34	+ 17.87	+ 22.53	+ 31.06	+ 20.2	+ 18.8	+ 1.45	+ 8.00			
MARCH	2,052,904	567,229	207,637	2,165,076	1,404,319	1,487,944	5,575,009	461,391	259,713	2,674,224	8,651,921	2,272,336	928,540			
APRIL	- 2.74	- 6.93	+ 12.81	+ 1.11	- 2.81	- 3.41	- 1.66	- 6.58	+ 8.49	+ 0.9	- 2.4	+ 0.44	+ 8.83			
MAY	2,523,354	713,244	257,810	2,592,474	1,685,351	1,764,371	6,060,724	564,694	325,017	3,193,521	10,356,913	2,644,360	1,042,392			
JUNE	+ 5.58	+ 3.68	+ 24.00	+ 7.37	+ 4.10	+ 4.01	+ 5.21	+ 6.62	+ 22.60	+ 5.4	+ 3.6	+ 5.79	+ 14.22			
JULY	2,597,207	784,125	283,613	2,880,142	1,736,316	1,816,361	7,092,215	689,430	372,381	3,438,199	11,312,241	2,600,404	1,038,385			
AUGUST	+ 5.71	+ 5.20	+ 30.96	+ 8.10	+ 3.31	+ 2.84	+ 5.12	+ 9.38	+ 22.77	+ 8.3	+ 4.8	+ 5.11	+ 7.77			
SEPTEMBER	2,968,650	949,664	324,528	3,187,940	1,776,461	1,863,484	7,567,794	697,158	405,320	4,015,772	12,770,091	2,640,796	1,173,285			
OCTOBER	+ 5.34	+ 4.19	+ 34.52	+ 10.20	+ 3.06	+ 3.17	+ 6.37	+ 14.87	+ 27.01	+ 18.3	+ 8.7	+ 4.97	+ 8.84			
NOVEMBER	2,822,823	937,720	342,277	3,269,345	1,664,121	1,901,610	7,585,518	758,641	405,844	4,020,708	13,184,612	2,609,477	1,188,583			
DECEMBER	+ 3.21	+ 0.52	+ 40.90	+ 7.73	- 2.88	+ 5.36	+ 4.35	+ 6.84	+ 20.17	+ 15.8	+ 5.6	+ 2.71	+ 8.47			
Total 1955	3,078,703	1,171,003	403,159	3,682,654	1,715,850	1,786,260	8,037,951	956,919	481,789	3,938,786	14,486,157	2,704,604	1,376,209			
% Change	+ 4.33	+ 2.85	+ 48.82	+ 8.42	- 1.55	- 0.75	+ 3.74	+ 8.06	+ 18.75	+ 16.2	+ 6.8	+ 3.79	+ 11.24			
Total 1954	3,021,996	1,086,055	354,083	3,575,685	1,745,319	1,826,009	7,952,685	874,981	698,961	3,874,974	13,676,204	2,789,191	1,366,621			
% Change	+ 1.08	- 1.09	+ 35.50	+ 6.36	- 3.04	- 2.21	+ 1.90	- 0.02	+ 73.13	+ 16.9	+ 6.7	+ 5.28	+ 10.23			
Total 1954	2,763,020	963,543	371,769	3,219,795	1,757,922	1,800,292	7,504,408	767,667	1,102,714	3,902,616	12,462,076	2,666,432	1,216,470			
% Change	+ 3.51	+ 9.45	+ 52.45	+ 10.63	+ 2.78	- 0.07	+ 5.78	+ 8.54	+ 180.35	+ 17.9	+ 8.3	+ 4.80	+ 11.71			
Total 1954	2,762,626	999,483	376,414	3,071,066	1,760,921	1,823,917	7,354,100	671,408	1,102,057	4,004,453	12,257,245	2,740,452	1,177,971			
% Change	+ 0.97	+ 19.69	+ 55.85	+ 7.75	+ 2.09	- 0.46	+ 3.99	+ 9.13	+ 189.58	+ 17.6	+ 6.5	+ 4.75	+ 13.37			
Total 1954	2,556,718	888,433	344,072	2,915,056	1,704,003	1,780,204	7,064,949	636,339	1,035,635	3,806,884	11,771,552	2,602,521	1,087,323			
% Change	+ 1.89	+ 26.05	+ 45.25	+ 9.74	+ 1.78	+ 0.98	+ 5.41	+ 11.25	+ 194.92	+ 19.6	+ 11.0	+ 2.47	+ 14.22			
Total 1954	2,513,223	874,326	342,406	2,745,059	1,704,050	1,798,430	6,907,473	633,105	1,033,046	3,804,983	11,662,939	2,587,409	1,061,836			
% Change	- 1.27	+ 23.83	+ 33.46	+ 3.80	- 0.36	- 1.54	+ 1.33	+ 10.93	+ 204.33	+ 15.4	+ 8.3	+ 1.51	+ 9.07			
Total 1954	32,058,006	10,598,274	3,847,665	35,774,708	20,237,533	21,341,142	85,633,830	8,252,920	7,514,275	43,736,123	142,459,406	31,241,469	13,585,117			
Total 1954	30,915,030	9,823,755	2,781,537	32,961,931	19,914,439	20,997,803	81,741,147	7,638,303	3,961,253	38,169,185	132,983,212	30,145,881	12,289,866			
% Change	+ 3.70	+ 7.88	+ 38.35	+ 8.52	+ 1.62	+ 1.63	+ 4.76	+ 8.05	+ 89.69	+ 14.6	+ 7.1	+ 3.63	+ 10.33			

ANALYSIS OF TRAFFIC SINCE OPENING

Calendar Year	Total Vehicles (Opened 7/1/26)	Automobiles and Light Trucks (Revised Rates June 20, 1953)				Trucks (Revised Rates June 20, 1953)				26,001 lbs. to 150,000 lbs. Tractors - Trailers & Specials	Buses		Motorcycles 10c (Revised Rates 1953)	Horse Drawn, 15c, 20c, 30c (Revised Rates 1953)	
		Total Autos and Light Trucks	25c Rate	20c Rate Started 2/1/1937	15c Commutation Started 3/1/1937	7000 lbs. Gr. Wt. Solid Tires 35c	7001 to 18,000 lbs. Gross Weight		18,001 to 36,000 lbs. Gross Weight		Single Deck 50c (25c, 40c to 7/1/27)	Double Deck 75c (40c to 7/1/27)			
							Pneumatic 40c	Solid Tire 50c	Pneumatic .65-1.00						Solid Tire 75c
1926	4,137,674	3,614,022	▲	▲	▲	10,880	10,914	15,624	281	6,891	265,433	169,141	13,017	1,414	
1927	8,593,201	7,270,703				23,812	32,561	35,636	1,865	17,586	905,727	275,456	24,583	1,550	
1928	9,725,470	8,246,002				20,100	76,049	34,232	3,998	17,204	1,229,698	67,835	29,207	580	
1929	11,615,609	10,096,414				11,875	101,315	28,615	9,480	18,836	1,272,995	40,742	33,253	468	
1930	12,285,359	10,578,206				4,670	136,269	16,651	18,488	13,676	1,465,267	19,176	28,413	179	
1931	12,308,225	10,770,393				2,366	158,692	21,623	25,238	18,058	1,270,481	8,398	27,916	54	
1932	10,804,557	9,355,885	▲	▲		1,349	165,905	13,029	44,552	10,222	1,174,017	5,242	27,774	21	
1933	9,886,705	8,569,299	▲	▲		758	183,404	10,768	48,767	6,758	1,026,145	5,923	25,948	26	
1934	9,981,615	8,613,090				472	221,318	7,167	50,041	5,145	1,029,125	6,830	31,247	16	
1935	10,156,929	8,735,223				279	250,471	15,822	51,392	2,135	1,042,757	6,652	32,673	13	
1936	10,614,475	9,176,045	▼	▼		189	247,597	17,237	79,648	1,096	1,028,889	6,049	29,198	3	
1937	12,293,129	10,901,116	(Jan. only) 619,864	▲	▲	137	234,553	10,613	83,064	584	999,855	5,467	28,372	0	
1938	12,820,338	11,520,211				76	228,085	9,174	77,331	249	920,520	3,490	24,237	6	
1939	13,378,235	12,021,179				92	263,196	10,895	95,004	223	913,727	3,315	22,879	5	
1940	14,185,835	12,766,835	○	○		76	298,390	16,809	101,842	176	918,307	3,164	20,071	2	
1941	15,638,687	14,113,852	○	○		98	330,228	18,864	110,762	202	953,480	2,958	22,742	0	
1942	12,463,283	10,863,761	○	○		65	309,280	16,396	108,335	205	1,042,426	2,548	19,174	0	
1943	9,639,333	8,014,431				69	322,614	10,926	114,490	215	1,038,472	1,605	15,828	103	
1944	11,360,550	9,725,231				32	354,866	11,681	133,755	139	990,247	1,93	14,064	1	
1945	12,639,611	10,919,253				49	400,546	15,099	151,608	117	995,775	241	14,952	2	
1946	16,886,413	14,849,417				56	572,302	16,860	205,698	126	1,034,578	202	27,386	0	
1947	18,107,133	15,854,315				56	714,824	17,385	249,776	88	1,033,323	198	27,240	4	
1948	19,227,246	16,817,353				33	802,859	18,323	303,073	83	1,016,572	31	27,399	2	
1949	21,085,868	18,593,968				8	827,818	11,508	295,052	180	1,022,148	2	27,798	2	
1950	23,348,570	20,733,580				39	840,609	3,147	305,266	92	986,665	0	24,972	2	
1951	25,389,704	22,695,400				46	841,156	844	319,333	243	997,614	0	22,754	1	
1952	27,920,086	25,052,817				35	886,831	92	341,399	53	1,046,457	0	26,353	94	
			▼	▼		0	403,354	16	125,825	0		0	10,034	25	
			Autos & Light Trucks				Trucks 7001-40,000 Gr. Wt.				Special Permits		Auto Trailer	Motorcycles	Horse Drawn
1953	29,569,044	26,624,282	25c Rate	18 3/4 Rate		Tractors-Trailers				1,052,967		40c	15c	30c	
			13,482,876	1,447,142		2 to 5 Axles				266					
						50c, 75c, \$1.00, \$1.50, \$2.50				232					
1954	30,915,030	28,016,906				1,00, 1.20, 1.60, 2.00				1,024,363					
						666,955				266					
						1,210,714				232					
1955	32,058,006	29,164,495				1,228,100				289					
						598,396				1,015,664					

APPENDICES

WILLIAM R. MAIN, C.P.A.  
1920-1947  
FRED L. MAIN, C.P.A.  
1917-1950

# MAIN AND COMPANY

CERTIFIED PUBLIC ACCOUNTANTS

PHILADELPHIA 2, PA.

RITTENHOUSE 6-9640



FRANK WILBUR MAIN, C.P.A.  
M. C. CONICK, C.P.A.  
A. LAWRENCE JACOBS, C.P.A.  
J. S. COWING, C.P.A.  
THOMAS L. KEANEY, C.P.A.  
A. T. CONTIE, C.P.A.  
C. A. REYNOLDS, C.P.A.  
RUSSEL S. HUNSBERGER, C.P.A.  
LEROY LAYTON, JR., C.P.A.  
CHARLES F. TOEWE, C.P.A.  
ROSS S. TIPPIN, C.P.A.  
JOSEPH C. HUDSON, C.P.A.

AUSTELL H. MERCER  
HENRY J. PROPERT

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

February 2, 1956

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

We have examined the balance sheet of Delaware River Port Authority as of December 31, 1955, the statement of revenues and expenses for the year then ended and related supporting statements. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

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

Subject to the preceding paragraph, it is our opinion, that the accompanying balance sheet, statement of revenues and expenses and supporting related statements fairly present the financial position of the Delaware River Port Authority at December 31, 1955 and the results of operations for the twelve months then ended, in conformity with acceptable accounting principles consistently applied.

*Main and Company*

CERTIFIED PUBLIC ACCOUNTANTS



December 31, 1955

SCHEDULE A

WALT WHITMAN BRIDGE FUNDS

<i>General Reserve Fund</i>	<i>Bond Service Fund</i>	<i>Bond Reserve Fund</i>	<i>Construction Fund</i>	
			<i>Bridge</i>	<i>Approaches</i>
\$ 29,237.56	\$603,299.96	\$ 976.26	\$ 26,701.11	\$ 41,174.30
11,506,553.97		8,094,037.91	43,962,304.11	6,864,581.48
63,011.11		10,973.55	378,576.86	
224.40				
			14,861,164.50	15,426,562.82
35,707.96				
2,147.30				
			24,446,597.61	16,479,445.43
<u>\$11,636,882.30</u>	<u>\$603,299.96</u>	<u>\$8,105,987.72</u>	<u>\$83,675,344.19</u>	<u>\$38,811,764.03</u>
	\$141,302.08			
\$ 3,565.36				\$ 37,957.91
			\$ 795,164.60	1,347,243.30
37,855.26			14,861,164.50	15,426,562.82
11,595,461.68	461,997.88	3,391,250.00	63,765,448.20	22,000,000.00
<u>\$11,636,882.30</u>	<u>\$603,299.96</u>	<u>4,714,737.72</u>	<u>4,253,566.89</u>	<u>\$38,811,764.03</u>
		<u>\$8,105,987.72</u>	<u>\$83,675,344.19</u>	

BANK DEPOSITS—December 31, 1955

SCHEDULE A-1

BOND SERVICE FUND		
Boardwalk National Bank—Atlantic City	(Inactive)	\$ 13,794.05
Bridgeton National Bank	"	5,381.22
Broad Street Trust Company—Philadelphia	"	29,826.25
Burlington County Trust Company—Moorestown	"	5,899.49
Camden Trust Company (Oaklyn)	"	10,090.80
Central-Penn National Bank	"	29,803.03
Egg Harbor City Trust Company	"	5,378.56
Farmers & Merchants National Bank—Bridgeton	"	24,437.25
Fidelity-Philadelphia Trust Company	"	29,962.75
First Camden National Bank & Trust Company	"	51,196.63
The First National Bank—Cape May Court House	"	5,379.11
" " " " —Glassboro	"	5,379.87
" " " " —Mays Landing	"	5,380.72
" " " " —Minotola	"	5,379.84
" " " " —Newfield	"	5,379.58
" " " " —Pedricktown	"	30,190.03
" " " " —Riverside	"	5,885.42
" " " " —Toms River	"	85,472.19
" " " " & Trust Company—Woodbury	"	5,379.85
The First Pennsylvania Banking & Trust Company	"	29,793.50
Girard Trust Corn Exchange Bank—Philadelphia	"	29,813.20
Haddonfield National Bank	"	12,961.79
Laurel Springs National Bank	"	11,221.02
Liberty Real Estate Bank & Trust Company	"	9,875.35
Marine National Bank—Wildwood	"	24,186.24
Market Street National Bank—Philadelphia	"	3,803.88
The National Bank of Mantua	"	5,339.00
The Philadelphia National Bank	"	29,805.96
Pitman National Bank & Trust Company	"	8,111.29
Provident Trust Company—Philadelphia	"	29,813.35
Riverside Trust Company	"	5,886.62
Tradesmens Bank & Trust Company—Philadelphia	"	28,803.94
Trenton Trust Company	"	1,409.75
Union National Bank & Trust Company—Mt. Holly	"	12,753.67
The First Pennsylvania Banking & Trust Company—Philadelphia	(Active)	124.76
		<u>\$603,299.96</u>
1946 BOND SINKING FUND		
Tradesmens Bank & Trust Company	(Active)	\$ 387.50
1946 BOND RETIREMENT FUND		
Tradesmens Bank & Trust Company	(Active)	2,894.46
GENERAL RESERVE FUND		
Tradesmens Bank & Trust Company	(Active)	\$27,024.17
Camden Trust Company	"	713.39
Manufacturer's Trust Company—New York	"	500.00
Fidelity Trust Company of Pittsburgh	"	500.00
First National Bank of Chicago	"	500.00
		<u>29,237.56</u>
BOND RESERVE FUND—The First Pennsylvania Banking & Trust Company (Active)		
		976.26
OPERATING FUND—Camden Trust Company (Active)		
(On hand)		\$ 5,283.52
		7,100.00
		<u>12,383.52</u>
CONSTRUCTION FUND—The First Pennsylvania		
Banking & Trust Company (Active)		\$26,701.11
Camden Trust Company	"	41,174.30
		<u>67,875.41</u>
TOTAL		<u>\$717,054.67</u>

**INVESTMENTS—December 31, 1955**

SCHEDULE A-2

BRIDGE OPERATING FUND:	<i>Par Value</i>	<i>Book Value</i>	<i>Market Value</i>
U. S. Tr. Discount Bills due 1/12/56 .....	\$ 100,000	\$ 99,924.64	\$ 99,923.40
U. S. Tr. Discount Bills due 1/26/56 .....	100,000	99,839.00	99,826.70
U. S. Tr. Discount Bills due 3/23/56 .....	200,000	198,863.20	198,847.20
	<u>\$ 400,000</u>	<u>\$ 398,626.84</u>	<u>\$ 398,597.30</u>
 1946 BOND SINKING FUND:			
U. S. Tr. 2 $\frac{1}{8}$ % Bonds due 11/15/60 .....	\$ 70,000	\$ 70,000.00	\$ 67,812.50
U. S. Tr. 2 $\frac{1}{4}$ % Bonds due 6/15/62-59 .....	10,000	9,957.58	9,662.50
U. S. Tr. 2 $\frac{1}{2}$ % Bonds due 8/15/63 .....	2,000,000	1,998,352.16	1,941,875.00
	<u>\$ 2,080,000</u>	<u>\$ 2,078,309.74</u>	<u>\$ 2,019,350.00</u>
 1946 BOND RETIREMENT FUND:			
(Tradesmens Bank & Trust Co., Trustee)			
U. S. Tr. 2 $\frac{1}{2}$ % Bonds due 11/15/61 .....	\$ 6,000,000	\$ 6,099,477.77	\$ 5,857,500.00
U. S. Tr. 2 $\frac{1}{2}$ % Bonds due 8/15/63 .....	50,000	49,484.53	48,546.88
	<u>\$ 6,050,000</u>	<u>\$ 6,148,962.30</u>	<u>\$ 5,906,046.88</u>
 GENERAL RESERVE FUND:			
U. S. Tr. 2 $\frac{1}{4}$ % Certificates due 6/22/56 .....	\$ 800,000	\$ 799,921.28	\$ 798,500.00
U. S. Tr. 2 $\frac{3}{8}$ % Bonds due 6/15/58 .....	230,000	230,037.69	227,412.50
U. S. Tr. 2 $\frac{3}{4}$ % Bonds due 9/15/61 .....	460,000	460,000.00	456,837.50
U. S. Tr. 2 $\frac{1}{2}$ % Bonds due 11/15/61 .....	500,000	497,511.68	488,125.00
U. S. Tr. 2 $\frac{1}{4}$ % Bonds due 6/15/62-59 .....	505,000	507,028.27	487,956.25
U. S. Tr. 2 $\frac{1}{2}$ % Bonds due 8/15/63 .....	5,200,000	5,190,309.35	5,048,875.00
U. S. Tr. 2 $\frac{1}{2}$ % Bonds due 12/15/69-64 .....	3,800,000	3,811,745.70	3,620,687.50
Ventnor City National Bank 2% Certificate of Deposit payable 1/18/56 .....	10,000	10,000.00	10,000.00
	<u>\$11,505,000</u>	<u>\$11,506,553.97</u>	<u>\$11,138,393.75</u>
 BOND RESERVE FUND:			
U. S. Tr. 2 $\frac{1}{2}$ % Bonds due 11/15/61 .....	\$ 1,000,000	\$ 989,240.33	\$ 976,250.00
U. S. Tr. 2 $\frac{1}{2}$ % Bonds due 6/15/69-64 .....	400,000	385,891.88	381,375.00
U. S. Tr. 2 $\frac{1}{2}$ % Bonds due 12/15/69-64 .....	6,750,000	6,718,905.70	6,431,484.38
	<u>\$ 8,150,000</u>	<u>\$ 8,094,037.91</u>	<u>\$ 7,789,109.38</u>
 CONSTRUCTION FUND:			
U. S. Tr. Discount Bills due 1/19/56 .....	\$ 225,000*	\$ 224,726.07	\$ 224,721.00
U. S. Tr. Discount Bills due 1/19/56 .....	1,550,000	1,548,163.67	1,548,078.00
U. S. Tr. Discount Bills due 2/2/56 .....	2,000,000	1,996,241.77	1,995,490.00
U. S. Tr. Discount Bills due 2/16/56 .....	250,000*	249,203.61	249,190.50
U. S. Tr. Discount Bills due 3/15/56 .....	100,000*	99,475.00	99,479.00
U. S. Tr. Discount Bills due 3/23/56 .....	650,000	646,163.52	646,253.40
U. S. Tr. 1 $\frac{5}{8}$ % "A" Notes due 3/15/56 .....	4,700,000	4,700,840.88	4,691,187.50
U. S. Tr. 1 $\frac{5}{8}$ % "A" Notes due 3/15/56 .....	1,000,000*	1,000,178.93	998,125.00
U. S. Tr. 2 $\frac{1}{4}$ % Certificates due 6/22/56 .....	2,000,000	2,000,000.00	1,996,250.00
U. S. Tr. 2% "B" Notes due 8/15/56 .....	14,000,000	14,000,000.00	13,938,750.00
U. S. Tr. 2 $\frac{7}{8}$ % "A" Notes due 3/15/57 .....	8,750,000	8,808,703.39	8,760,937.50
U. S. Tr. 1 $\frac{5}{8}$ % "B" Notes due 5/15/57 .....	2,500,000	2,500,000.00	2,464,843.75
U. S. Tr. 2% "C" Notes due 8/15/57 .....	10,350,000	10,350,000.00	10,227,093.75
U. S. Tr. 1 $\frac{1}{2}$ % "E" Notes due 10/1/57 .....	2,700,000	2,703,188.75	2,647,687.50
	<u>\$50,775,000</u>	<u>\$50,826,885.59</u>	<u>\$50,488,086.90</u>
 TOTAL INVESTMENTS .....	 <u>\$78,960,000</u>	 <u>\$79,053,376.35</u>	 <u>\$77,739,584.21</u>

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

WALT WHITMAN BRIDGE—COST TO DECEMBER 31, 1955

SCHEDULE A-3

	Total Commitments	Amount Earned (&/or billed)	Amount Paid (P)	Amount Retained	Amount Unearned (&/or not billed)
<b>CONTRACTS LET FOR CONSTRUCTION:</b>					
<b>BRIDGE SECTION:</b>					
#1 Fehlhaber Corporation—2 River Piers —\$3,219,620.00 plus change orders and extra work \$144,775.56	\$ 3,364,395.56	\$ 3,364,395.56	\$ 3,364,395.56	(contract completed 3/28/55)	
#2 Merritt, Chapman and Scott Corporation—Anchorage Foundations— \$3,400,410.00 plus change orders \$16,260.41	3,416,670.41	3,416,670.41	3,416,670.41	(contract completed 12/3/54)	
#3 Booth and Flinn Company—Anchorage Superstructures	3,647,075.00	2,219,751.24	2,037,397.49	\$ 182,353.75	\$ 1,427,323.76
#4 Bethlehem Steel Company—Towers and Cable Anchorage Metalwork	6,610,070.00	6,266,998.16	5,936,494.66	330,503.50	343,071.84
#5 American Bridge Division—United States Steel Corporation—Cables and Suspensers	4,768,293.25	900,208.23	810,187.41	90,020.82	3,868,085.02
#6 Bethlehem Steel Company—Suspended Structure and Decks on Anchorages	7,666,263.90				7,666,263.90
Total Contracts Let for Construction of Bridge Section—including change orders and extra work orders	\$29,472,768.12	\$16,168,023.60	\$15,565,145.53	\$ 602,878.07	\$13,304,744.52
APPROACHES (Schedule A-3a)	31,906,008.25	16,479,445.43	15,094,244.22	1,347,243.30	15,426,562.82
			(P) 37,957.91		
Total Construction	\$61,378,776.37	\$32,647,469.03	\$30,697,347.66	\$ 1,950,121.37	\$28,731,307.34
<b>ENGINEERING:</b>					
Design, Supervision and Consulting: (5½% of estimated \$72,409,223.80 con- struction costs)	\$ 3,982,507.31	\$ 2,854,878.47	\$ 2,662,591.94	\$ 192,286.53	\$ 1,127,628.84
Test borings and other engineering	478,624.15	428,726.65	428,726.65		49,897.50
Inspection and testing	70,605.00	38,923.71	38,923.71		31,681.29
Motion picture of construction	25,000.00	15,000.00	15,000.00		10,000.00
Total engineering	\$ 4,556,736.46	\$ 3,337,528.83	\$ 3,145,242.30	\$ 192,286.53	\$ 1,219,207.63
ADMINISTRATIVE: (Including legal and financial)	\$ 209,615.17		\$ 209,615.17		
<b>REAL ESTATE (Land):</b>					
New Jersey	\$ 1,083,035.31	\$ 1,083,035.31	\$ 1,083,035.31		\$ 337,212.35
Pennsylvania	4,678,564.34	4,341,351.99	4,341,351.99		\$ 337,212.35
Total real estate	\$ 5,761,599.65	\$ 5,424,387.30	\$ 5,424,387.30		\$ 337,212.35
Grand Total—December 31, 1955	\$71,906,727.65	\$41,619,000.33*	\$39,476,592.43*	\$ 2,142,407.90	\$30,287,727.32

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

WALT WHITMAN BRIDGE APPROACHES—COST TO DECEMBER 31, 1955

SCHEDULE A-3a

CONTRACTS LET FOR CONSTRUCTION:

	Total Commitments	Amount Earned (&/or billed)	Amount Paid (P) to be paid	Amount Retained	Amount Uncarried (&/or not billed)
#P-1 American Dredging Company—Grading, etc., from Delaware Avenue to 7th Street, Philadelphia—\$1,346,310.20 plus change and extra work orders \$121,905.68	\$ 1,468,215.88	\$ 1,402,788.49	\$ 1,333,159.75	\$ 69,628.74	\$ 65,427.39
#P-2 Conduit & Foundation Corporation—Viaduct Superstructure from Philadelphia Anchorage to 2nd Street	1,964,678.00	1,948,664.98	1,850,431.08	98,233.90	16,013.02
#P-3 Bethlehem Steel Company—Viaduct Superstructure from Philadelphia Anchorage to 2nd Street	6,977,681.00	3,863,084.40	3,514,200.35	348,884.05	3,114,596.60
#P-4 Perry J. Goldman Construction Company—Retaining Wall Supporting Baltimore and Ohio Railroad tracks—\$121,387.90 plus change orders \$13,703.43	135,091.33	135,091.33	135,091.33	(contract completed 1/14/55)	
#P-5 Laub Construction Company—Pennsylvania Railroad Overpass at 25th Street, Philadelphia—\$534,854.00 plus extra work order \$19,491.00	554,345.00	260,406.27	234,365.64	26,040.63	293,938.73
#P-6 Kaufman Construction Company—Roadway grading, drainage, separation structures and City street changes, Moyamensing Ave. to 7th St., Phila.—\$3,494,424.00 plus extra work order \$5,546.00	3,499,970.00	891,423.10	802,280.79	89,142.31	2,608,546.90
#P-7 Kaufman Construction Company—Roadway grading and drainage, 28th Street and Vare Avenue to Moyamensing Avenue and Separation Structures and City street changes at Moyamensing and Passyunk Avenues	2,361,234.00	17,664.00	15,897.60	1,766.40	2,343,570.00
#G-1 H. J. Elkin, Incorporated and Van Wyk Construction Company—Truss Spans Superstructure from Gloucester Anchorage to Newton Creek—\$650,161.70 less change and extra work orders—\$17,046.98	633,114.72	593,139.73	561,483.99	31,655.74	39,974.99
#G-2 Bethlehem Steel Company—Truss Spans Superstructure from Gloucester Anchorage to Newton Creek	3,347,344.80	2,131,416.71	1,964,049.47	167,367.24	1,215,928.09
#G-3 Union Building and Construction Corporation—Stringer Spans Superstructure from Newton Creek to North-South Freeway—\$1,543,025.00 less estimated to be paid by New Jersey Highway Department \$152,870.00	1,390,155.00	695,050.00	625,545.00	69,505.00	695,105.00
#G-4 New York Shipbuilding Corporation—Stringer Spans Superstructure from Newton Creek to North-South Freeway—\$3,753,513.70 less estimated to be paid by New Jersey Highway Department \$204,645.83	3,553,867.87				3,553,867.87
#G-5 F. A. Canuso and Sons, Incorporated—Bridges over Crescent Boulevard and Black Horse Pike	525,184.50				525,184.50
New Jersey Approach Roads contracts let by New Jersey Highway Department to Geo. M. Brewster and Son, Incorporated for \$11,031,245.45 of which the Port Authority's share is \$5,059,099.58 plus change orders \$83,329.74	5,142,429.32	4,422,432.59	3,939,455.39 (P) 37,957.91	445,019.29	719,996.73
Total Contracts Let for Construction of Approaches, including change orders and extra work orders	\$31,553,311.42	\$16,361,161.60	\$15,013,918.30	\$1,347,243.30	\$15,192,149.82
Other Construction on Approaches Authorized	\$ 352,696.83	\$ 118,233.83	\$ 118,233.83	\$	\$ 234,413.00
Grand Total of Approaches Construction (Contracts and Miscellaneous)	\$31,906,008.25	\$16,479,445.43	\$15,132,202.13	\$1,347,243.30	\$15,426,562.82

Refunding Bonds—

FUNDED DEBT TO DECEMBER 31, 1955

SCHEDULE A-4

	PREMIUMS AND DISCOUNTS			
	PREMIUMS		DISCOUNTS	
	Received on Sales	Paid on Redemptions	Paid on Purchases	Received on Purchases
	PRINCIPAL			
4 1/4% Bridge bonds of Sept. 1, 1933 due Sept. 1, 1935 to 1973, callable on or after Sept. 1, 1943 @ 105:				
Issued Sept. 1, 1933 to liquidate balance of debt to Commonwealth of Pennsylvania	\$ 9,208,000			
Issued Sept. 1, 1933 to liquidate balance of debt to State of New Jersey	12,199,000			
Issued Feb. 6 to May 24, 1934 to liquidate balance of debt to City of Philadelphia	9,555,000			
(\$31,000,000 authorized less \$38,000 unissued and cancelled)	\$30,962,000			
Issued April 25, 1934 to April 24, 1936 to defray the cost of High-Speed Transit Project construction (\$10,000,000 authorized less \$2,842,000 unissued and cancelled)	7,158,000			
Total issued (\$41,000,000 authorized less \$2,880,000 unissued and cancelled)	\$497,170.32			
Less: Scheduled maturities 1935 to 1943				\$ 2,372,000
Purchased in the market Nov. 4, 1940 to Feb. 9, 1942				510,000
	\$38,120,000			
	2,882,000			
Called as of Sept. 1, 1943 @ 105 and refunded Aug. 1, 1943 @ 2.70%	\$35,238,000			
Redemption premium @ 5% refunded Aug. 1, 1943 @ 2.70%	1,761,900	\$1,761,900.00		
Amount added to equalize balance refunded Aug. 1, 1943 @ 2.70%	100			
2.70% Refunding Bridge bonds of Aug. 1, 1943 due Aug. 1, 1973:				
Callable on or after Aug. 1, 1946 @ 105	\$37,000,000			
Called and paid from the sinking fund Aug. 1, 1946 at 105			1,850,000.00	
Refunded June 1, 1946				
@ 1%				\$25,750,000
@ 3%				4,250,000
(net interest cost of 1.0335%)				
3% Refunding Bridge bonds of June 1, 1946 due Dec. 1, 1946 to Dec. 1, 1948 @ \$850,000 semi-annually				\$ 4,250,000
1% Refunding Bridge bonds of June 1, 1946 due June 1, 1949 to June 1, 1950 @ \$850,000 semi-annually				2,550,000
1% Refunding Bridge bonds of June 1, 1946 due Dec. 1, 1950 to June 1, 1954 @ \$900,000 semi-annually				7,200,000
Total Serial bonds				\$14,000,000

1% Refunding Bridge bonds of June 1, 1946 due June 1, 1966	16,000,000
Total term bonds	<u>\$30,000,000</u>

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

3's due Dec. 1, 1946 to Dec. 1, 1948 matured and retired	\$ 4,250,000
1's due June 1, 1949 to June 1, 1954 matured and retired	9,750,000
1's due June 1, 1966 redeemed October 24, 1947 to December 31, 1955 (through open market purchases) and cancelled	8,842,000
Outstanding:	<u>22,842,000</u>
Due June 1, 1966	<u>\$ 7,158,000</u>

\$837,982.50

Total premiums and discounts	\$544,070.32	\$3,611,900.00	\$58,876.25	\$837,982.50
------------------------------	--------------	----------------	-------------	--------------

**First Series Revenue Bonds—**

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

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

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

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

**COSTS OF BENJAMIN FRANKLIN BRIDGE,  
BRIDGE BUILDINGS AND IMPROVEMENTS  
TO DECEMBER 31, 1955**

SCHEDULE A-5

	<i>Cost</i>	<i>Book Value</i>
Original cost of Bridge, land, approaches and administration building contributed by the Commonwealth of Pennsylvania, the State of New Jersey and the City of Philadelphia .....	\$37,078,894.97	\$37,078,894.97
Less: Refunds of principal and interest, net of interest credits, to July 1, 1931 .....		3,871,484.15
Totals to July 1, 1931 .....	<u>\$37,078,894.97</u>	<u>\$33,207,410.82</u>
Subsequent Improvements:		
Maintenance building (including U. S. Grants of \$57,230.71) .....	\$ 130,561.86	
Air conditioning system in administration building .....	13,931.09	
Pier 11½ North, Philadelphia .....	111,948.08	
Bridge roadway widening (6 to 8 lanes) and allied improvements .....	6,236,720.56	
Participation in cost of improvements to street approaches to bridge		
Philadelphia .....	200,000.00	
Camden .....	157,040.31	
Participation in cost of removal of railroad tracks, Camden .....	250,000.00	
Fire-fighting installation on Bridge .....	7,711.20	
	<u>7,107,913.10</u>	<u>7,107,913.10</u>
Total Benjamin Franklin Bridge, bridge buildings and improvements .....	<u>\$44,186,808.07</u>	<u>\$40,315,323.92</u>
BENJAMIN FRANKLIN BRIDGE HIGH-SPEED TRANSIT SYSTEM:		
Proceeds of \$7,158,000 principal amount of Bridge bonds sold .....	\$7,655,170.32	
Interest received on deposits of bond proceeds .....	5,425.42	
United States Government grants .....	\$2,302,975.13	
Less: Appropriated to Sinking Fund ..	402,975.13	1,900,000.00
	<u>1,602,754.16</u>	
Toll funds used:		
Original construction .....	\$1,424,787.79	
Participation in cost of improvements to Broadway Station, Camden .....	177,379.08	
Alterations, 5th and Market Streets, Camden .....	587.29	
	<u>1,602,754.16</u>	<u>11,163,349.90</u>
Total cost of Benjamin Franklin Bridge, bridge buildings, improvements and High-Speed Transit System .....	<u>\$55,350,157.97</u>	<u>\$51,478,673.82</u>

**REVENUES AND EXPENSES**  
**1955**

SCHEDULE B

OPERATING REVENUES:

Bridge tolls .....	\$	9,181,622.08
Rail transit line rentals .....		175,618.26
Other rentals .....		5,001.00
		9,362,241.34
Total operating revenues .....	\$	9,362,241.34

OPERATING EXPENSES:

Salaries .....	\$1,233,676.22	
Equipment .....	41,179.30	
Supplies .....	47,052.97	
Repairs .....	97,891.47	
Miscellaneous (including \$31,402.32 light & heat) .....	214,570.80	
Insurance (all-risk and income) .....	45,154.77	1,679,525.53
		7,682,715.81
Net operating revenues .....	\$	7,682,715.81

INTEREST INCOME:

Interest on investments .....	\$1,901,528.13	
Interest on bank balances .....	13,396.92	1,914,925.05
		1,914,925.05
Net revenues before interest on debt, port development expenses and non-operating adjustments .....		\$ 9,597,640.86

INTEREST ON FUNDED DEBT:

1946 Refunding bonds .....	\$ 75,718.02	
1953 First series revenue bonds .....	3,391,250.00	3,466,968.02
		3,466,968.02
Net revenues before port development expenses and non-operating adjustments .....		\$ 6,130,672.84

PORT DEVELOPMENT EXPENSES .....

216,996.94

Net revenues before non-operating adjustments .....	\$	5,913,675.90
---	----	--------------

NON-OPERATING ADJUSTMENTS:

Discount on purchase of 1946 refunding bonds .....		62,200.00
Balance of net revenues .....	\$	5,975,875.90

EQUITY:

Balance at beginning of year .....		57,896,460.02
Balance at end of year .....		\$63,872,335.92

FINANCIAL HISTORY TO DECEMBER 31, 1955

SCHEDULE C

	State of New Jersey	Commonwealth of Pennsylvania	City of Philadelphia	Total	Interest	Principal
Original cost of Bridge, land, approaches and administration building	\$15,900,235.33	\$10,601,764.99	\$10,601,765.10	\$37,103,765.42		\$ 37,103,765.42
Interest charges to July 1, 1931	4,574,124.63	2,615,452.88	2,887,452.70	10,077,030.21		
Interest allowed to July 1, 1931	(544,679.52)	(257,697.38)	(275,715.53)	(1,078,092.43)	\$ 8,998,937.78	
Debt established July 1, 1931	\$19,929,680.44	\$12,959,520.49	\$13,213,502.27	\$46,102,703.20		
Subsequent adjustments		(18,664.71)		(18,664.71)	6,205.74	(24,870.45)
Original cost and interest (adjusted)	\$19,929,680.44	\$12,940,855.78	\$13,213,502.27	\$46,084,038.49	\$ 9,005,143.52	\$ 37,078,894.97
Interest on debt, July 1, 1931 to September 1, 1933	1,170,987.64	812,881.24	890,084.09	2,873,952.97	2,873,952.97	
Total cost of Bridge and interest to September 1, 1933	\$21,100,668.08	\$13,753,737.02	\$14,103,586.36	\$48,957,991.46	\$ 11,879,096.49	\$ 37,078,894.97
Cash refunds, July 1, 1926 to September 1, 1933	(8,901,668.08)	(4,545,737.02)	(4,548,586.36)	(17,995,991.46)		
Balance of debt, September 1, 1933	\$12,199,000.00	\$ 9,208,000.00	\$ 9,555,000.00	\$30,962,000.00		
4 1/4 % bonds issued to fund debt	(12,199,000.00)	(9,208,000.00)	(9,555,000.00)	(30,962,000.00)		
Subsequent improvements:						
High-Speed Transit System per schedule A-5				\$11,163,349.90		18,271,263.00
Other improvements per schedule A-5				7,107,913.10		
Total cost of Benjamin Franklin Bridge and improvements						\$ 55,350,157.97
Expenditures to date re Walt Whitman Bridge						41,619,000.33
Total cost to date of all facilities						\$ 96,969,158.30
Interest on funded debt					23,606,481.07	
Premiums paid, net of premiums and discounts received on funded debt per schedule A-4				\$ 2,288,723.43		
Less: United States grant appropriated to sinking fund				402,975.13	1,885,748.30	
Less: Net income received on investments					\$ 42,371,325.86	
Net interest and financial costs					8,278,013.54	
						34,093,312.32

Total operating expenses .....	\$ 23,220,356.27	
Total port development expenses .....	1,083,780.31	
Total expenses .....		24,304,136.58
<hr/>		
Total expenditures to date .....		\$155,366,607.20
Less: Gross receipts since opening (including \$1,957,230.71 of United States grants) .....		126,141,268.97
Excess of total expenditures over total receipts .....		\$ 29,225,338.23
<hr/>		
Accounted for by:		
Debt re outstanding bonds .....	\$107,158,000.00	
Accrued interest payable .....	147,267.08	
Accrued pensions payable .....	41,629.60	
Retained on construction contracts .....	2,180,365.81	
Reserve for replacements and repairs .....	400,615.33	
		\$109,927,877.82
<hr/>		
Less: Cash, accrued interest receivable and prepaid insurance .....	\$ 1,306,950.53	
Investments in United States Treasury obligations .....	79,053,376.35	
Survey re New Jersey transportation system—expenditures to date .....	325,047.49	
Survey of cost of Delaware River Bridge #3 .....	17,165.22	
Total accounted for .....		\$ 29,225,338.23
<hr/>		

**SUMMARIES OF OPERATIONS OF SPECIAL FUNDS    SCHEDULE D**  
**AND BALANCES AT DECEMBER 31, 1955**

1946 BOND SINKING FUND

Balance, December 31, 1954 .....		\$2,099,283.04
Received from:		
Bridge operations .....	\$ 8,808.65	
Interest accrued on investments .....	57,975.03	
General Reserve Fund .....	1,331.36	68,115.04
		\$2,167,398.08
Disbursed to:		
Interest accrued on 1946 Refunding Bonds .....		75,718.02
Balance, December 31, 1955 .....		\$2,091,680.06
Balance represented by:		
Cash .....	\$ 387.50	
Investments .....	2,078,309.74	
Accrued interest receivable .....	18,947.82	
		\$2,097,645.06
Less: Accrued interest payable re:		
1946 Refunding Bonds .....	5,965.00	\$2,091,680.06

1946 BOND RETIREMENT FUND

Balance, December 31, 1954 .....		\$6,816,136.05
Received from:		
Interest accrued on investments .....		141,761.37
		\$6,957,897.42
Disbursed to:		
Revenue Fund .....		786,615.87
Balance, December 31, 1955 .....		\$6,171,281.55
Balance represented by:		
Cash .....	\$ 2,894.46	
Investments .....	6,148,962.30	
Accrued interest receivable .....	19,424.79	\$6,171,281.55

REVENUE FUND

Balance, December 31, 1954 .....		—0—
Received from:		
General Reserve Fund .....	\$5,690,809.93	
1946 Bond Retirement Fund .....	786,615.87	\$6,477,425.80

**SUMMARIES OF OPERATIONS OF SPECIAL FUNDS**    *SCHEDULE D*  
**AND BALANCES AT DECEMBER 31, 1955—Continued**

Disbursed to:		
Bond Service Fund .....	\$3,434,200.00	
Bond Reserve Fund .....	2,256,609.93	
General Reserve Fund (by specific resolutions of the Authority) .....	786,615.87	6,477,425.80
Balance, December 31, 1955 .....		—0—

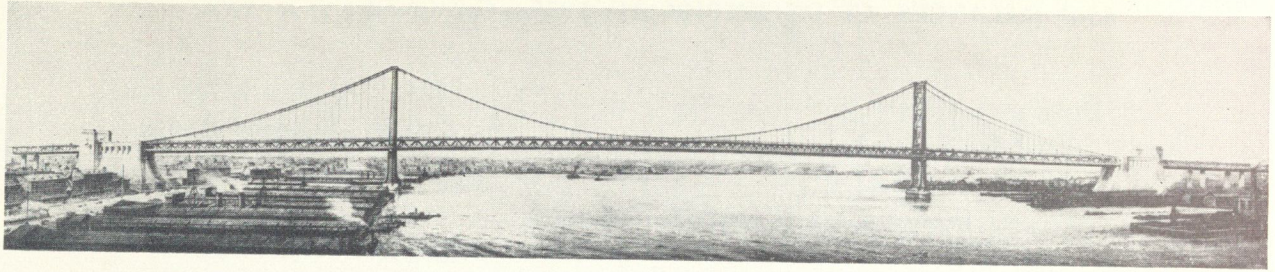
**BOND SERVICE FUND**

Balance, December 31, 1954 .....		\$ 405,650.96
Received from:		
Interest accrued on investments .....	\$ 13,396.92	
Revenue Fund .....	3,434,200.00	3,447,596.92
		\$3,853,247.88
Disbursed to:		
Interest accrued on 1953 First Series Revenue Bonds .....		3,391,250.00
Balance, December 31, 1955 .....		\$ 461,997.88
Balance represented by:		
Cash .....	\$ 603,299.96	
Less: Accrued interest payable re:		
1953 First Series Revenue Bonds .....	141,302.08	\$ 461,997.88

**BOND RESERVE FUND**

Balance, December 31, 1954 .....		\$5,672,411.50
Received from:		
Interest on investments .....	\$ 176,966.29	
Revenue Fund .....	2,256,609.93	2,433,576.22
Balance, December 31, 1955 .....		\$8,105,987.72
Balance represented by:		
Cash .....	\$ 976.26	
Investments .....	8,094,037.91	
Accrued interest receivable .....	10,973.55	\$8,105,987.72

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	
<b>Cost of Bridge .....</b>	<b>\$37,078,894.97</b>	
Bridge improvements (including rail transit line and bridge widening) \$1,957,230.71 of which was received as United States grants .....	18,271,263.00	
	<u>\$55,350,157.97</u>	

**CABLES**

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

**TOWERS**

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

**ANCHORAGES**

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

**PAVED AREA**

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

**PRINCIPAL DIMENSIONS AND QUANTITIES**

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

**STRUCTURAL METALWORK**

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

**MASONRY**

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

**SCHEDULE OF TOLL RATES**

Passenger Automobile .....	\$ .25
40-Trip Commutation Ticket Book (Good for one month, including date of purchase, for passenger cars and trucks to and including 7,000 pounds gross weight. Not transferable. Detached tickets will not be accepted. Unused tickets are not redeemable.) .....	7.50
Passenger Automobile and Trailer .....	.40
Truck:	
7,000 pounds gross weight .....	.25
7,001 to 19,000 pounds gross weight .....	.50
19,001 to 30,000 pounds gross weight .....	.75
30,001 to 36,000 pounds gross weight .....	1.00
36,001 to 40,000 pounds gross weight .....	1.50
(Trucks in excess of 40,000 pounds gross weight, when permitted, will be charged \$1.50 for the first 40,000 pounds plus \$.25 per 2,000 pounds, or fraction thereof, of such gross weight in excess of 40,000 pounds.)	
Tractor and Trailer (to 60,000 pounds gross weight):	
2 axles .....	1.00
3 axles .....	1.20
4 axles .....	1.60
5 axles .....	2.00
Trucktractor or Truck Chassis:	
7,000 pounds vehicle weight .....	.25
7,001 to 19,000 pounds vehicle weight .....	.50
19,001 to 30,000 pounds vehicle weight .....	.75
Special Permit: 60,001 pounds and upward—\$10 permit fee required, plus \$1.00 for the first 36,000 pounds and \$.25 for each 2,000 pounds, or fraction thereof, in excess of 36,000 pounds.	
<b>GROSS WEIGHT</b> is the combined weight of the vehicle and its maximum allowable load. No vehicle with metal tires allowed on the bridge. No vehicle and load of a combined weight exceeding 80,000 pounds on solid tires or 150,000 pounds on pneumatic tires permitted to cross the bridge.	
Passenger Bus .....	.50
Motorcycle .....	.15
Horse or horse-drawn vehicle .....	.30
<b>EXPLOSIVES:</b> Transportation of explosives on the Benjamin Franklin Bridge is <b>PROHIBITED.</b>	



