

974.901  
A.R.  
D55  
1953

dup

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



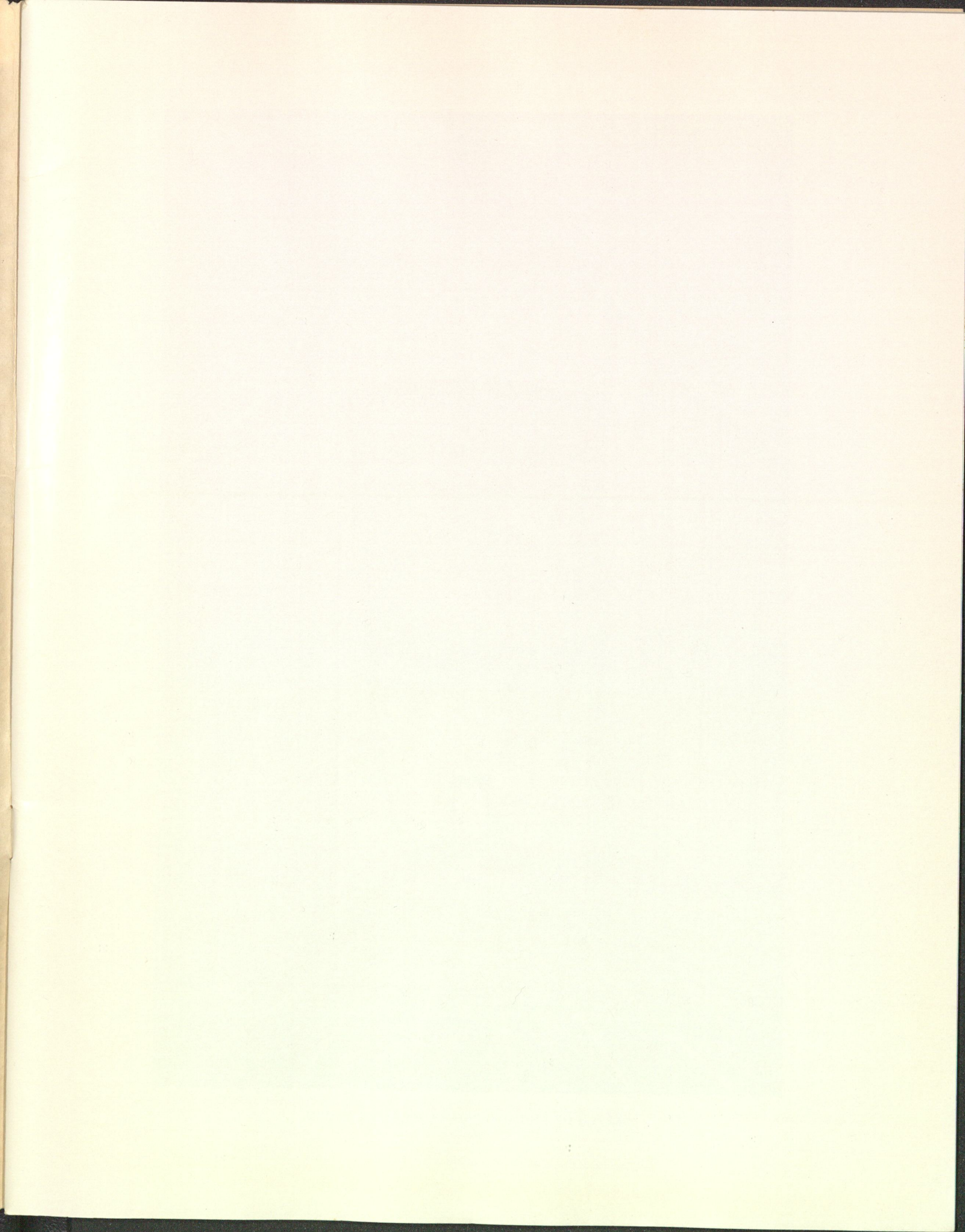
PROPERTY OF THE  
AUG 26 2009  
NJ STATE LIBRARY

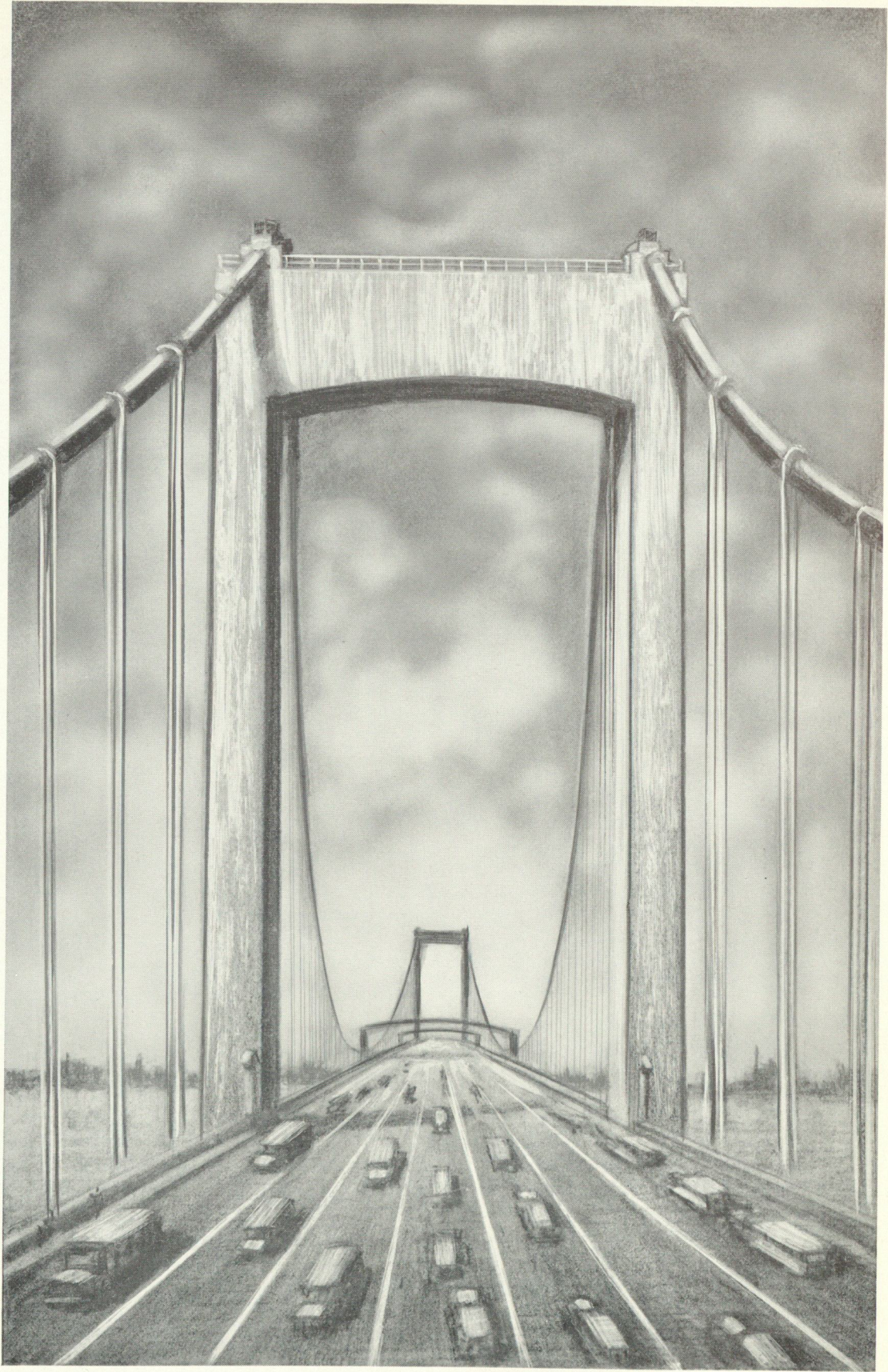
PROPERTY OF  
RECEIVED  
MAR 29 1954  
Division of State Library,  
Archives and History  
TREASURY

**1953**

974.9  
A.R.  
D







SKETCH OF PHILADELPHIA-GLOUCESTER BRIDGE

**REPORT**  
**OF THE**  
**Delaware River Port Authority**  
**TO THE**  
**Governors and Legislatures of the**  
**Commonwealth of Pennsylvania**  
**and the**  
**State of New Jersey**  
**1953**

**PENNSYLVANIA**

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

**EXECUTIVE DIRECTOR**

JOSEPH K. COSTELLO

**PENNSYLVANIA COUNSEL**

DUANE, MORRIS AND HECKSCHER

**CHIEF ENGINEER**

DANIEL M. KRAMER

**PORT DEVELOPMENT  
DEPARTMENT DIRECTOR**

J. ALEX CROTHERS

**NEW JERSEY**

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

**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

## TRAFFIC AND RECEIPTS—DELAWARE RIVER BRIDGE

Month	VEHICULAR TRAFFIC										RECEIPTS (Exclusive of interest on investments)				
	MONTHLY					CUMULATIVE					MONTHLY		CUMULATIVE		
	1952	1953	% Change	1952	1953	% Change	1952	1953	% Change	1952	1953	% Change	1952	1953	% Change
January . . . . .	1,967,668	2,090,952	+6.27	1,967,668	2,090,952	+6.27	\$509,749.97	\$522,966.03	+2.59	\$509,749.97	\$522,966.03	+2.59	\$509,749.97	\$522,966.03	+2.59
February . . . . .	1,942,515	1,998,498	+2.88	3,910,183	4,089,450	+4.58	476,871.63	491,388.10	+3.04	986,621.60	1,014,354.13	+2.81	986,621.60	1,014,354.13	+2.81
March . . . . .	2,066,400	2,285,024	+10.58	5,976,583	6,374,474	+6.66	533,754.00	582,345.60	+9.10	1,520,375.60	1,596,699.73	+5.02	1,520,375.60	1,596,699.73	+5.02
April . . . . .	2,182,417	2,361,993	+8.23	8,159,000	8,736,467	+7.08	540,719.38	602,729.70	+11.47	2,061,094.98	2,199,429.43	+6.71	2,061,094.98	2,199,429.43	+6.71
May . . . . .	2,483,109	2,678,032	+7.85	10,642,109	11,414,499	+7.25	624,458.90	635,855.15	+1.83	2,685,553.88	2,835,284.58	+5.57	2,685,553.88	2,835,284.58	+5.57
June . . . . .	2,492,570	2,613,432	+4.85	13,134,679	14,027,931	+6.80	598,344.71	*682,432.78	+14.05	3,283,898.59	3,517,717.36	+7.12	3,283,898.59	3,517,717.36	+7.12
July . . . . .	2,674,649	2,829,818	+5.80	15,809,328	16,857,749	+6.63	670,088.61	858,432.75	+28.11	3,953,987.20	4,376,150.11	+10.68	3,953,987.20	4,376,150.11	+10.68
August . . . . .	2,707,621	2,880,531	+6.39	18,516,949	19,738,280	+6.60	663,525.05	838,122.75	+26.31	4,617,512.25	5,214,272.86	+12.92	4,617,512.25	5,214,272.86	+12.92
September . . . . .	2,459,862	2,555,387	+3.88	20,976,811	22,293,667	+6.28	599,021.51	774,899.55	+29.36	5,216,533.76	5,989,172.41	+14.81	5,216,533.76	5,989,172.41	+14.81
October . . . . .	2,470,052	2,584,886	+4.65	23,446,863	24,878,553	+6.11	629,408.70	751,922.93	+19.46	5,845,942.46	6,741,095.34	+15.31	5,845,942.46	6,741,095.34	+15.31
November . . . . .	2,250,642	2,303,711	+2.36	25,697,505	27,182,264	+5.77	548,385.81	681,460.15	+24.27	6,394,328.27	7,422,555.49	+16.08	6,394,328.27	7,422,555.49	+16.08
December . . . . .	2,222,581	2,386,780	+7.38	27,920,086	29,569,044	+5.91	569,321.76	702,916.97	+23.47	6,963,650.03	8,125,472.46	+16.68	6,963,650.03	8,125,472.46	+16.68

(\*Toll Rate changed June 20, 1953)

## RESUMÉ OF OPERATION

Year	TOTALS				AUTOMOBILES AND LIGHT TRUCKS				TRUCKS				AVERAGES				HIGH SPEED LINE (opened 6/6/36)		Net Receipts (Operation)	
	Vehicles	Receipts	Total	Straight Fare	Commu-tation	Buses	7001 lbs. to 40,000 lbs. Gr. Wt.	Tractor-Trailers	Specials up to 150,000 lbs.	Motor-cycles	Horses	VEHICLES		RECEIPTS		Sunday and Holiday Traffic	Total Fares 2 1/2¢	AVERAGE		
												Month	Daily	Month	Daily			Month		Daily
1949	21,085,868	5,265,306.50	18,583,968	16,864,669	1,720,269	1,022,150	1,162,418	278,473	1,059	27,798	2	1,757,156	57,770	\$438,775.45	\$14,425.50	62,058	9,275,196	772,033	25,412	\$4,208,027.61
1950	23,348,550	5,845,856.47	20,733,580	18,797,230	1,936,350	986,665	1,149,153	453,124	1,054	24,972	2	1,945,712	63,968	487,154.70	16,016.04	68,646	8,877,115	739,759	24,320	4,618,862.65
1951	25,389,704	6,323,339.82	22,685,400	20,527,124	2,158,276	997,614	1,161,622	511,286	1,027	22,754	1	2,115,800	69,561	526,044.98	17,324.21	75,004	8,295,758	691,313	22,728	4,848,753.00
1952	27,920,086	6,993,650.03	25,052,817	22,708,265	2,344,552	1,046,457	1,292,200	561,847	318	26,553	94	2,326,674	76,284	580,304.17	19,026.86	80,343	8,884,757	740,396	24,275	5,498,851.00
1953	29,569,044	8,125,472.46	26,624,282	23,927,534	2,696,748	1,052,967	1,242,454	624,485	266	24,862	28	2,464,087	81,011	677,122.70	22,261.57	84,995	8,381,739	698,478	22,061	6,280,925.30

# CONTENTS

	PAGE
Sketch of Philadelphia-Gloucester Bridge . . . . .	Frontispiece
Traffic and Receipts . . . . .	4
Resumé of Operation . . . . .	4
Rail Transit Line . . . . .	6
Annual Report . . . . .	7
First Lift of Concrete . . . . .	9
Delaware River Port . . . . .	15
New Jersey Connections . . . . .	20
Summary of Operation of Delaware River Bridge . . . . .	21
Philadelphia Approach . . . . .	22-23
Distribution of Vehicular Traffic . . . . .	24
Traffic Trends . . . . .	25
Analysis of Traffic Since Opening . . . . .	26
Auditor's Certificate . . . . .	29
Balance Sheet . . . . .	30-31
Bank Deposits . . . . .	32
Investments . . . . .	33
Costs of Philadelphia-Camden Bridge . . . . .	34
Costs of Philadelphia-Gloucester Bridge . . . . .	35
Funded Debt . . . . .	36-37
Revenues and Expenses . . . . .	38
Port Development Expenses . . . . .	39
Financial History . . . . .	40-41
Summaries of Operations of Special Funds . . . . .	42-43
Delaware River Bridge and Rail Transit Line Data . . . . .	44

## RAIL TRANSIT LINE

Month	1949			1950			1951			1952			1953		
	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 . . . . .	871,434	28,111	\$21,785.85	754,715	24,346	\$18,867.88	757,085	24,442	\$18,927.13	694,945	22,417	\$17,373.63	††587,000	18,935	\$14,675.00
February . . . . .	*500,187	17,864	12,504.68	672,424	24,015	16,810.60	659,122	23,540	16,478.05	642,903	22,169	16,072.58	**621,442	22,194	15,536.05
March . . . . .	828,000	26,709	20,700.00	771,938	24,901	19,298.45	724,082	23,357	18,102.05	†681,011	21,968	17,025.28	723,354	23,334	18,083.85
April . . . . .	799,014	26,634	19,975.35	701,581	23,386	17,539.53	682,040	22,735	17,051.00	742,952	24,765	18,573.80	704,894	23,496	17,622.35
May . . . . .	781,202	25,200	19,530.05	751,520	24,243	18,788.00	709,513	22,888	17,737.83	719,214	23,200	17,980.35	697,719	22,507	17,442.98
June . . . . .	750,760	25,025	18,769.00	708,691	23,623	17,717.28	648,224	21,607	16,205.60	725,140	24,171	18,128.50	693,274	23,109	17,331.85
July . . . . .	662,144	21,359	16,553.60	604,677	19,505	15,116.93	584,235	18,846	14,605.88	701,742	22,637	17,543.55	673,300	21,719	16,832.50
August . . . . .	810,380	26,141	20,259.50	745,333	24,043	18,633.33	691,299	22,300	17,282.48	737,721	23,797	18,443.03	719,196	23,200	17,979.90
September . . . . .	788,463	26,282	19,711.58	747,899	24,930	18,697.48	635,408	21,180	15,885.20	785,274	26,176	19,631.85	721,917	24,065	18,048.68
October . . . . .	802,793	25,896	20,069.83	788,651	25,440	19,716.28	712,273	22,976	17,806.83	828,997	26,742	20,724.93	725,172	23,393	18,129.30
November . . . . .	798,661	26,662	19,966.53	781,228	26,041	19,530.70	711,463	23,715	17,786.58	745,980	24,866	18,649.50	706,653	23,555	17,666.33
December . . . . .	882,158	28,457	22,053.95	848,458	27,370	21,211.45	781,014	25,194	19,525.35	878,878	28,351	21,971.95	807,788	26,057	20,194.70
Totals . . . . .	9,275,196	25,412	\$231,879.92	8,877,115	24,320	\$221,927.91	8,295,758	22,728	\$207,393.98	8,884,757	24,275	\$222,118.95	8,381,739	22,964	\$209,543.49

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

# ANNUAL REPORT

OF THE

## Delaware River Port Authority of Pennsylvania and New Jersey

### 1953

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

The Commissioners of the Delaware River Port Authority respectfully report in this outline of the performance of their functions in the calendar year 1953 the beginning of construction of another monumental suspension bridge across the Delaware River connecting South Philadelphia, Pa., with Gloucester, N. J.

As the year came to a close, the construction program was well under way and progressing satisfactorily. Four major contracts, involving expenditures of almost \$18,000,000 had been awarded and two others, Contract No. 3 "Anchorage Superstructures," and Contract No. 6, "Suspended Structure and Decks on Anchorages," are to be let early in 1954.

From the progress reports of construction engineers, Modjeski and Masters-Ammann and Whitney, the Authority has every expectation that the new structure will be opened to traffic in early 1957. The Bridge and its approaches, the latter to be among the most modern and efficient anywhere, will have a capacity sufficient for the estimated traffic, as determined by the traffic analysts, Coverdale and Colpitts, for the next 25 years.

#### THE PACKER AVENUE-GLOUCESTER BRIDGE

On February 26, 1953, the application for the Bridge permit was approved over the signatures of Lt. Gen. Lewis A. Pick, Chief of Engineers, U. S. Army, and Major Sherry B.

Myers, Chief, Legal Branch, Office of the U. S. Army, acting for Secretary Robert T. Stevens.

On March 6, 1953, the centerline of the Bridge was fixed by resolution of the Authority and on the same date, approval, in principle, was given by the New Jersey State Highway Department of the New Jersey approach connections. Plans for the approach highway in Pennsylvania were approved, in principle, on March 26, 1953, by E. L. Schmidt, Secretary of Highways for the Commonwealth of Pennsylvania.

The Authority awarded four contracts in its construction program during 1953.

Thus, at year's end — only slightly over ten months after certificate of approval to construct the Bridge was issued by the Chief of Engineers, Department of the Army, and a few days short of 18 months following Congressional consent to creation of the Authority — the sub-structures of the new Bridge are steadily progressing.

The Bridge design calls for seven traffic lanes, the innermost three of which may be reversed to provide as many as five lanes for the heavier flow of traffic. The roadway will have a width of 79 feet.

The main span will be 2,000 feet, 250 feet longer than the existing structure, which will make it the eighth longest suspension bridge main span yet built. The towers will rise to a height of 377 feet and it will have a clearance above the river at the center of the main span of 150 feet.

The length of each side span, from the tower to the cable bent at the anchorage will be 770

feet. The suspended roadway is to be carried by two cables, each 23 inches in diameter and composed of 37 strands of 308 wires and stiffened by two trusses 18 feet deep.

There will be approximately 10,000 tons of steel in the towers, 11,500 tons in the stiffening trusses and 5,000 tons in the cables. 265,000 square feet of filled 5-inch grid will be used in the Bridge floor. The river piers will contain about 68,000 cubic yards of concrete, 246 tons of reinforced steel and 5,200 cubic yards of granite masonry. In the anchorages there will be 162,300 cubic yards of concrete, 3,670 tons of reinforcing steel and 20,000 linear feet of 18-inch reinforced concrete piles.

The Philadelphia approach to the Bridge is to be built in a railroad cut just north of Packer Avenue which runs from Delaware Avenue to Twenty-fifth Street and separates the southern area of the city, including the Philadelphia Navy Yard, from the more densely built-up northern section with no connection except temporary and inadequate crossing over the railroad tracks at Seventh, Tenth and Broad Streets. It had long been contended that the railroad cut and a marshalling yard from the vicinity of Tenth Street eastward to Delaware Avenue has prevented development of the extreme southern section of the city. Use of the railroad cut for the Bridge approach will provide a direct route to the Bridge from the major highways and street system of Philadelphia with low property damage. Construction of an adequate number of underpasses will permit unrestricted traffic flow to and from the southern section of Philadelphia.

Connections to the Bridge approach will be made at Randolph Street, Sixth Street, Seventh Street, Broad Street, Penrose Avenue, Twenty-Fifth Street, Passyunk and Vare Avenues. Eventually, the approach will have a connection with the Schuylkill Expressway via a new University Avenue Bridge. A pedestrian under pass is to be provided in the vicinity of Eighteenth Street.

The Toll Plaza will be located on the Philadelphia side in the vicinity of Fourth Street

where there is adequate room for 20 toll collection lanes and for future roadway connection with Front Street and the proposed Delaware River Expressway as well as for the Administration Building and maintenance structures required for operation of the Bridge.

The New Jersey approach will connect with the North-South Freeway, the Gloucester City street system, Crescent Boulevard and Black Horse Pike. A large amount of silt will be removed and replaced with suitable material for construction of the approaches. The silt is to be deposited in other areas which are now swampland and eventually will be landscaped and beautified. The Authority is cooperating with the New Jersey Highway Department in the planning and construction of the New Jersey interchange and approaches.

From Vare Avenue, Philadelphia, to the Black Horse Pike, New Jersey, the overall distance of the Bridge and approaches is slightly more than six miles.

At the end of the year, the construction of a series of interconnected circular cells along the river edge of the "sand island" for the Philadelphia pier was completed and the balance of the sand was pumped into place. The circular cells form a steel wall which confines the sand, thus preventing it from sifting into the navigation channel. The cells were not necessary for confinement of the "sand island" on the Gloucester side where the site for the pier is actually a projection from the shoreline. The first lift of concrete was poured on the north and south thirds of the Gloucester caisson on December 22 to mark the first concrete placed on the project.

Work on Contract No. 2 was progressing satisfactorily as 1953 came to a close and the excavation within the cofferdam on the Philadelphia side was approximately 35 percent complete. The first tier of steel bracing has been installed inside the cofferdam.

On the Gloucester side, the right-of-way for the anchorage foundations is to be made available to the contractor by the New York Shipbuilding Corporation early in the new year.



FIRST LIFT OF CONCRETE—GLOUCESTER CAISSON

This is to be followed by completion of the installation of the pumping and observation wells around the cofferdam area and the beginning of excavation. Demolition of the Randall Corporation buildings has been completed with the exception of foundation walls and removal of rubble.

### FINANCING THE NEW BRIDGE

Because of the magnitude of the program of financing in connection with the \$100,000,000 Delaware River Port Authority First Series Revenue Bonds (Delaware River Bridges) dated May 15, 1953, the Authority considers it appropriate to include in this report the highlights of the chronology of that program.

In the early part of the year, considerable delay was experienced in the approval by the Department of the Army of the Authority's application for a permit to construct the Bridge. The application was filed on August 1, 1952, but by reason of protests by certain groups and individuals, the usual prompt action was not forthcoming.

While awaiting this approval, the Authority took whatever steps possible to effectuate and expedite its planning. These included discussions of potential terms and conditions for the new bond resolution and legal problems attendant to the acquisition of property for approach highways in New Jersey, and in Pennsylvania as they affected the railroads and the City of Philadelphia.

Numerous meetings were held with representatives of the banking syndicate which had evidenced interest in the sale and with bond counsel and Authority attorneys in quest of a definite financing plan. A field force of engineers was assigned the task of making detailed surveys, supervising borings at the site and

collecting information relative to utilities, properties and other matters necessary for construction plans.

A draft of the Bond Resolution was presented in mid-March and conferences followed with technicians representing the banking syndicates. It was ultimately decided that the Authority would insist upon including in the resolution an option to call the bonds in five years, or approximately one year after the new Bridge is producing revenue, so that it might make possible refinancing on advantageous terms.

At meetings of the Authority in May, resolutions were offered and adopted as follows:

1. Authorizing the issuance from time to time of Revenue Bonds for the new Delaware River crossing facility and for certain other purposes, called "General Bond Resolution."

2. First Supplemental Resolution covering issuance of \$100,000,000 First Series Revenue Bonds.

3. Official Statement.

4. Official Notice of Sale for May 20, 1953.

5. Advertisement of the Sale.

The advertisements were published on May 11 and May 14 in the following periodicals:

The Daily Bond Buyer, The New York Times, New York Herald-Tribune, Wall Street Journal, New York Journal of Commerce, The Philadelphia Inquirer, The Evening Bulletin, The Philadelphia Daily News, and The Camden Courier.

The advertisements called for bids on the \$100,000,000 issue to be received in the Authority Office on May 20, 1953, until 12 Noon, E.D.T., publicly opened and announced.

Despite the wide-spread advertising, the Finance Committee was presented with a single bid which was received and read as follows:

---



---

#### 1953 CONTRACTS FOR NEW BRIDGE CONSTRUCTION

<i>Contract No.</i>	<i>For</i>	<i>Name of Contractor</i>	<i>Date Awarded</i>	<i>Amount of Contract</i>
1	Two River Piers	Fehlhaber Corporation	6-24-53	\$3,219,620.00
2	Anchorage Foundations	Merritt-Chapman and Scott Corp.	7-13-53	3,400,410.00
4	Towers and Cable Anchorage Metalwork	Bethlehem Steel Company	10-14-53	6,610,070.00
5	Cables and Suspenders	American Bridge Div., U.S. Steel Corp.	11-18-53	4,768,293.25

---



---

**Proposal**  
**For the Purchase of \$100,000,000 First Series Revenue Bonds**  
**(Delaware River Bridges)**  
**of the Delaware River Port Authority**  
**Dated as of May 15, 1953**

**OFFICIAL FORM OF PROPOSAL**

May 20, 1953

Delaware River Port Authority  
Administration Building,  
Bridge Plaza,  
Camden 2, New Jersey.  
Gentlemen:

Subject to the provisions and in accordance with the terms of the annexed Official Notice of Sale, which is hereby made a part of this proposal, we offer to pay \$100,000,000, plus accrued interest to the date of payment of the purchase price, for \$100,000,000 First Series Revenue Bonds (Delaware River Bridges) of the Delaware River Port Authority, maturing and bearing interest as follows:

\$60,000,000 Term Bonds, maturing December 15, 1983, bearing interest at the rate of 3½% per annum.

\$40,000,000 Serial Bonds, maturing and bearing interest at rates per annum shown below.

<i>Principal Amount</i>	<i>Maturity Date</i>	<i>Interest Rate</i>
\$ 600,000	December 15, 1957	4%
900,000	December 15, 1958	4%
1,200,000	December 15, 1959	3%
1,400,000	December 15, 1960	3%
1,600,000	December 15, 1961	3%
1,800,000	December 15, 1962	3%
2,000,000	December 15, 1963	3%
2,200,000	December 15, 1964	3¼%
2,400,000	December 15, 1965	3¼%
2,700,000	December 15, 1966	3¼%
2,900,000	December 15, 1967	3¼%
3,100,000	December 15, 1968	3¼%
3,300,000	December 15, 1969	3¼%
3,400,000	December 15, 1970	3¼%
3,500,000	December 15, 1971	3¼%
3,500,000	December 15, 1972	3¼%
3,500,000	December 15, 1973	3¼%

The Bonds are to be redeemable prior to maturity on the terms and at the redemption prices stated in said Official Notice of Sale.

We enclose herewith certified or cashier's check drawn upon an incorporated bank or

trust company payable to the order of Delaware River Port Authority for \$1,000,000, which check is to be applied in accordance with said Official Notice of Sale.

Smith, Barney & Co.  
Lehman Brothers  
Harriman Ripley & Co. Incorporated  
Drexel & Co.  
Halsey, Stuart & Co., Inc.  
and Associates as shown on the  
attached sheet.  
By: Smith, Barney & Co.

The following is our computation made in accordance with the said Official Notice of Sale of the cost of effecting the loan under the terms of our proposal:

Total Interest Cost	\$83,006,740.00
Less Premium	\$ None
Net Interest Cost	\$83,006,740.00

Per Cent Net Cost . . . . \$ 3.4350%  
(four decimals)

After due consideration of the proposal by the Authority's Finance Committee and following the Committee's recommendation, the Authority adopted a resolution making the award.

Prior to the adoption of the resolution, Mr. Edward C. McAuliffe, Chairman of the Delaware River Port Authority, and member, Ex-Officio of the Finance Committee made the following comment:

"Early in our negotiations we were convinced our bonds should run for thirty years. There were so many large issues coming up that the bankers said there would be one bid

only and that they would try to service the bonds at the best possible price for all concerned. We wanted to have competitive bidding. We called in the representatives of the life insurance companies and we were told they would not be interested in our issue unless we were ready to pay from 3-3/4 to 4 per cent. That was two months ago and the market has changed since then. We tried to exhaust every avenue available to us to get the best rate. We

discussed the issue with the Pennsylvania and New Jersey State Retirement Funds. I think the Finance Committee has tried to exhaust every possibility. I think it is the feeling of the members of the Authority that this is a fair bid. If we decline its acceptance, we will delay construction of the new facility considerably. Also if we re-advertise, there is a question whether we could get a bid as favorable as the one before us."

## The New Tolls Schedule

Under Section 711 of the General Bond Resolution the Authority covenanted to establish, from and after the tenth day after the date of the first authentication and delivery of the First Series Revenue Bonds, tolls for use of the Philadelphia-Camden Bridge and, after it is

open to traffic, the Philadelphia-Gloucester Bridge, and any other crossing of the Delaware River to be constructed by the Authority, according to a schedule set forth in Section 711 of the General Bond Resolution. The following resolution was thereupon finally and duly adopted:

RESOLVED: That the following schedule of tolls for passage of vehicles over the Delaware River Bridge be approved and become effective at such date as the Executive Director may fix not later than ten days after date of delivery of the \$100,000,000 Delaware River Port Authority First Series Revenue Bonds and effective on the Packer Avenue-Gloucester Bridge from date of opening:

<i>Classification</i>	<i>New Rate</i>
Passenger automobile .....	\$.25
40-Trip commutation ticket book .....	7.50
Good for one month, including date of purchase, for passenger cars and trucks to and including 7,000 pounds gross weight. Not transferable. Detached tickets will not be accepted. Unused tickets are not redeemable.	
Passenger automobile and trailer .....	.40
Truck: 7,000 pounds gross weight .....	.25
7,001 to 19,000 pounds gross weight .....	.50
19,001 to 30,000 pounds gross weight .....	.75
30,001 to 36,000 pounds gross weight .....	1.00
36,001 to 40,000 pounds gross weight .....	1.50

Trucks in excess of 40,000 pounds gross weight, when permitted, will be charged \$1.50 for the first 40,000 pounds plus \$.25 per 2,000 pounds, or fraction thereof, of such gross weight in excess of 40,000 pounds.

Tractor and trailer (to 60,000 pounds gross weight):	
2 axles .....	1.00
3 axles .....	1.20
4 axles .....	1.60
5 axles .....	2.00

Trucktractor or truck chassis:	
7,000 pounds vehicle weight .....	.25
7,001 to 19,000 pounds vehicle weight .....	.50
19,001 to 30,000 pounds vehicle weight .....	.75

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

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

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

**Explosives: Transportation of Explosives on Delaware River Bridge and Packer Avenue-Gloucester Bridge Is Prohibited.**

On June 11, 1953, sale of the \$100,000,000 bonds of the Delaware River Port Authority was concluded at the Bank of Manhattan Company, New York, and the bonds were delivered to the purchasers. The proceeds of the sale, including accrued interest from May 15, 1953, to the date of closing, were received and applied by the Authority as follows:

<i>Received by the Authority:</i>	
May 20, 1953 . . . . .	\$ 1,000,000.00
June 11, 1953 . . . . .	88,401,621.81
	<u>10,843,301.80</u>
	\$100,244,923.61
<i>Applied by the Authority:</i>	
Bond Service	
Fund . . . . .	\$ 244,923.61
Bond Reserve	
Fund . . . . .	3,391,250.00
1946 Bond Retirement Fund	10,843,301.80
Construction	
Fund . . . . .	85,765,448.20
	<u>100,244,923.61</u>

As a condition precedent to the authentication and delivery of the First Series Revenue Bonds, it was required that funds be set aside for the 1946 Bonds equal to the outstanding principal and interest thereon to maturity. The method prescribed required that (1) all of the 1946 Bond Sinking Fund be turned over to the Land Title Bank and Trust Company as Fiscal Agent under the 1946 Bond Resolution of the Authority to hold for the benefit of the 1946 Bonds; (2) all of the General Reserve Fund except \$5,000,000 be turned over to the Land Title Bank and Trust Company, as Trustee of the 1946 Bond Retirement Fund created under the General Bond Resolution plus an amount to be paid out of the proceeds of the First Series Revenue Bonds, which, when added to the amount in the 1946 Sinking Fund and the excess of the General Reserve Fund over \$5,000,000 would equal the principal and interest to maturity of all the outstanding 1946 Bridge Revenue Bonds.

Accordingly, on June 11, 1953, there was deposited with the Land Title Bank and Trust Company \$2,053,047.97 as Fiscal Agent under the 1946 Bond Resolution, and as 1946 Bond Retirement Trustee under the General Bond Resolution, \$1,818,360.23 from the Gen-

eral Reserve Fund plus \$10,843,301.80 from the proceeds of the First Series Revenue Bonds. The total then held by Land Title Bank and Trust Company, either as 1946 Bond Fiscal Agent or as 1946 Bond Retirement Trustee, was equal to the principal amount of the outstanding 1946 Bonds with interest thereon to maturity amounting to \$14,714,710.

#### TRAFFIC ON THE PRESENT BRIDGE

That the opening of the new span can not be delayed is attested by the records of the existing Delaware River Bridge between Philadelphia and Camden for 1953. Total traffic using the bridge was 29,569,044, a gain of 1,648,958 or 5.91 per cent over 1952. As has been the case every year since 1943, the traffic figure for 1953 established a new all-time record for the Bridge.

In the five-year period 1948 to 1953, the rate of gain was equal to 53.78 per cent; 29,569,044 in 1953 compared with 19,227,246 in 1948. Since the opening of the Delaware River Bridge on July 1, 1926, the structure has been crossed by 406,062,864 vehicles.

At the end of the year, the total outstanding debt of the Authority was \$109,190,000 made up of \$100,000,000 First Series Revenue Bonds; \$8,290,000 Term Bonds due June 1, 1966 and \$900,000 Serial Bonds due June 1, 1954.

Gross Receipts for 1953 were \$8,114,042.32, an increase of \$1,161,975.77 over 1952. Operating expenses totaled \$1,698,957.51, up \$276,791.37. Income on investments and bank balances was \$1,524,069.26, an increase of \$1,346,641.25 over 1952. Interest payments on 1946 Refunding Bridge Bonds and on the 1953 First Series Revenue Bonds totaled \$2,006,293.57. In 1952, interest payments on 1946 Bonds were \$178,665.73.

Port development expenses of \$145,589.65 left net revenue for the year, before non-operating adjustments, of \$5,787,270.85. Port development expenses in 1952 were \$102,632.29 and the net revenue for that year was \$5,426,030.40, reflecting an increase of \$361,240.45

in net revenue for 1953. The first maturities on the \$100,000,000 Bond Issue will become due December 15, 1957 in an amount of \$600,000 of four per cent bonds.

The uptrend in 1953 Bridge traffic was evidenced even though a new schedule of tolls was put into effect at 12.01 A. M., Saturday, June 20, 1953, restoring the original 25 cents for passenger cars and light trucks charged from 1926 until the 20-cent rate was introduced in 1937. The commutation fare for this type of vehicle of 15 cents, effective from 1937 to 1953, was fixed at 18- $\frac{3}{4}$  cents.

A painting contract covering the underside of roadway lanes 1 and 8 of the Delaware River Bridge was awarded during the summer months. The work, Contract No. 30-E, was done by David Salkind, of Philadelphia, for a contract price of \$40,600. Another contract, No. 4-A, "Reinforcement of the Bridge Floor of the Exterior Lanes of Roadway on the Suspended Spans," was 80 per cent complete at the end of the year. Newton A. K. Bugbee and Company of Trenton, New Jersey holds this contract on a bid price of \$129,886.

A decided improvement in the control of Bridge traffic on Penn and Linden Streets in Camden was brought about on December 15 with discontinuance of the Main Street Railroad spur. Daily operation of freight trains across these two Bridge approach streets had presented a serious impediment to the flow of Bridge traffic. The Authority cooperated in the program to relocate the spur by appropriating \$250,000 toward the cost of relocation.

Improved traffic conditions on Vine Street, the principal Philadelphia approach to the Bridge, also are in the making with the announcement by the Pennsylvania State Highway Department of plans for construction of a new Bridge over the Schuylkill River west of Vine Street and the widening of Vine Street west of Fifteenth Street. The announcement

stated that the project would be undertaken without delay.

Traffic trends on the High-Speed Rail Transit Line across the Delaware River Bridge have not paralleled the pattern of vehicular traffic during the post-World War II years. Despite short-lived stimuli received from closing of the Philadelphia-Camden Ferry on March 31, 1952, improvements to the Broadway Station of the Pennsylvania-Reading Seashore Lines and opening of the Locust Street Subway in Philadelphia on February 15, 1953, thereby providing an uninterrupted ride from Broadway, Camden, to Sixteenth and Locust Streets, Philadelphia, patronage of the line decreased each month of the year compared with the same month of the previous year except March which showed a gain. Total riders for 1953 on the speed line were 8,381,739, a decrease of 503,018 or 5.66 per cent below the 8,884,757 of 1952.

There was one traffic fatality on the Delaware River Bridge in 1953 and one suicide. Police cars operated a total of 441,532 miles patrolling Authority property. There were 668 minor accidents and 128 arrests were made. Thirty-seven fires were extinguished and 3,836 disabled vehicles removed without charge to the owners. New traffic records established during the year were: New weekend total, August 21, 22 and 23—301,145 vehicles; new holiday, July 4—89,752 vehicles; new daily high, Sunday, August 23—113,459 vehicles.

Full cooperation was given by the Bridge Police to local and state police in the adjoining states resulting in a number of important arrests. The span was closed on three occasions during Air-Raid Alert drills.

The Maintenance Bureau kept the Bridge and other Authority property under continual inspection and made necessary repair and adjustments to uphold at all times a consistently high standard of maintenance.

## YEARLY TRAFFIC BREAKDOWN

	<i>1953</i>	<i>1952</i>	<i>Increase Decrease*</i>	<i>Per Cent</i>
Automobiles and light trucks . . . . .	23,927,534	22,708,265	1,219,269	5.37
Commutation tickets . . . . .	2,696,748	2,344,552	352,196	15.05
Motor trucks . . . . .	1,227,136	1,232,200	5,064*	0.41*
Tractors and trailers . . . . .	624,485	561,847	62,638	11.15
Special permits . . . . .	266	318	52*	16.35*
Buses . . . . .	1,052,967	1,046,457	6,510	0.62
Motorcycles . . . . .	24,562	26,353	1,791*	6.78*
Horse-drawn vehicles . . . . .	28	94	66*	70.21*
Auto and trailer (new classification) . . . . .	15,318		15,318	
<b>TOTALS . . . . .</b>	<b>29,569,044</b>	<b>27,920,086</b>	<b>1,648,958</b>	<b>5.91</b>



DELAWARE RIVER PORT

## THE CAMDEN BRIDGE TOLLS CASE

The new schedule of tolls was the subject of two investigations during 1953, first by a Commission of the New Jersey Assembly at a public hearing on June 3, 1953, and then by Examiner Otis L. Mohundro, of the Interstate Commerce Commission, acting on behalf of Secretary of the Army Robert T. Stevens, at public hearings on August 18, 19 and 20.

On June 25, 1953, the New Jersey Assembly Commission filed a report which said in part:

"It is to be observed that no one denies the necessity of a new bridge nor has any concrete evidence been presented which indicates that the proposed increase is unreasonable or excessive."

The Commission recommended that a public meeting be held on any future toll increases and that the Legislature review the toll situation in 1957. It also commended the members of the Port Authority "for the prudent and forthright manner in which they have carried out their responsibilities."

On the final day of 1953, Examiner Mohundro made public his report and recommendations to Secretary Stevens.

The report proposed that "the Secretary of the Army should find:

- "1. The Delaware River Port Authority acted within its statutory powers in effecting the increase here in question in the toll charges for the bridge crossing between Philadelphia, Pennsylvania, and Camden, New Jersey.
- "2. That the assailed increased rates of toll do not exceed the level of 'reasonable and just' tolls as contemplated by Section 503 of the General Bridge Act of 1946, as amended.
- "3. That the findings here made are based solely on evidence of record in the public hearings held in Camden, New Jersey, August 18, 19, and 20, 1953.
- "4. That the proceeding is discontinued. The level of tolls should be re-examined at or about the time of opening to traffic of the so-called new bridge now under construction between Philadelphia, Pennsylvania, and Gloucester, New Jersey."

The Examiner directed that exceptions to his report should be filed by January 25, 1954, and replies to the exceptions by February 10, 1954. Following the latter date, the Secretary will decide whether or not oral arguments should be held, after which he will announce his decision. His decision, in turn, may be appealed to the Federal Courts.

Although final judgment in the case thus is not yet entered, the report of Mr. Mohundro is significant in a number of respects.

In the first instance, Mr. Mohundro upheld all but one of the principal points of argument raised by Counsel for the Authority during the three-day hearing in August. That point is that the record of the case "does not contain probative evidence to warrant the Secretary of the Army giving any consideration to the factors of 'valuation' or the 'rate of return' as those elements are sometimes considered in the rate-making process. The main issue in this proceeding is not affected materially by a failure of proof on these factors."

This finding was made the sole exception by Counsel for the Authority, in order to protect the Authority's position on this important question at any subsequent development in the proceeding.

Aside from its favorable outcome for the Authority, this "Camden Bridge Tolls Case" was historic, as the Examiner himself pointed out, because it was "the first proceeding arising under the General Bridge Act to be handled by the Secretary of the Army pursuant to the Administrative Procedure Act."

It further was important because it was the first full-scale hearing of argument, pro and con, upon the powers vested in the Authority by Congress by way of specific exemptions from the General Bridge Act of 1946. The exceptions, written into the compact between New Jersey and Pennsylvania, were approved by Congress on July 17, 1952.

Among Mr. Mohundro's significant findings were these:

- 1—The Delaware River Port Authority "is authorized to combine its bridges, and tolls collected therefrom, with other 'projects' and 'facilities' in its port development undertakings within the terms of the statutes."
- 2—"This record warrants the conclusion that the management of the Port Authority have acted prudently and within their proper authority in arranging for financing the new (Packer Avenue-Gloucester) bridge."
- 3—"It properly cannot be found that the present rates of toll are more than maximum rates of charge for services rendered."

The Examiner's proposal to the Secretary of the Army that "the level of tolls should be re-examined at or about the time of opening to traffic of the so-called new bridge" was anticipated by the Delaware River Port Authority. The General Bond Resolution adopted May 8, 1953, which became effective May 20, 1953, provides for such re-examination "in any calendar year after 1956."

#### **PORT DEVELOPMENT DEPARTMENT**

The year 1953 was one of organization and increased activity for the Authority's Port Development Department. A Traffic Bureau within the department was activated on April 16 with the appointment of a Traffic Manager. The Statistical and Research Section was greatly strengthened with the appointment of C. Nelson Bean as Economist and Analyst, effective on the same date.

During the year, the Authority established field offices in New York, Chicago and Pittsburgh for the solicitation of traffic for the Port. James H. Flynn was appointed Port Representative in the New York office; Walter H. Swanson, Port Representative in the Chicago area, and Calvin H. Dingler, Port Representative in the Pittsburgh area. The New York office is located at 42 Broadway; the Chicago office at 224 South Michigan Avenue, and the Pittsburgh office at The Park Building, Fifth and Smithfield Streets. John H. Frazier was appointed Coordinator for the three offices, effective October 15.

The Port Development Department, through its director, J. Alex Crothers, presented to the Authority and to the public in general, the results of a survey begun more than two years ago to ascertain the direct dollar income contributed to the Delaware River Port Area by the movement of traffic through the Port. The survey shows that the direct dollar income from port operations was more than \$400,000,000. This is income which would not circulate in the area were it not for the area's greatest single asset, the Port.

Reviews of the survey were published in numerous trade journals in the United States and abroad. Numerous speakers have utilized some of the facts contained therein. Requests for copies have been received from port-interested organizations locally and throughout the world. Many port-connected firms and organizations cooperated in making the survey possible.

The proceedings involving the equalization of rates with Baltimore on imported iron ore moving through the Port of Philadelphia to 17 points west of Pittsburgh, was heard before the Interstate Commerce Commission's Examiner C. W. Griffin in Washington in March. In September, the Examiner presented his proposed report recommending the equalization of rates from Philadelphia. Exceptions have been filed and oral arguments made. The case now awaits final determination by the Interstate Commerce Commission.

The Board of Engineers for Rivers and Harbors, Department of the Army, submitted a report to the Chief of Engineers on January 21, 1953, recommending that the existing projects in the Delaware River be modified to provide for deepening the channel to 42 feet in rock and 40 feet in other material and a width generally of 400 feet from the Philadelphia Naval Base to Newbold Island, and for a depth of 35 feet from that point to Newbold Island. The estimated cost of the work was fixed at \$91,738,000.

The Chief of Engineers subsequently recommended to the Secretary of the Army that

recommendations of the Board of Engineers be followed but made subject to the condition that responsible local interests shall give assurance they will contribute one-half of the actual additional cost of the 40-foot channel in excess of the cost of a 35-foot channel. He further recommended that if the local contribution, estimated at \$18,000,000, is not forthcoming when Federal funds are available, the project between Philadelphia and Newbold Island be limited to 37 feet in rock and 35 feet otherwise.

The Port Authority on December 16, 1953, adopted a resolution recording its opposition to the recommendation of the Chief of Engineers concerning the contribution by local interests for the reason that the project is economically justified in the public interest. Other maritime and civic organizations also objected.

Production of the Authority's new Kodachrome sound motion picture depicting the relation of the Port to the industry of the area has almost been completed and only review of the script remains. The new film will supplement the Authority's present film, "Short Cut to World Markets," which in three years has been seen by audiences totaling 1,096,558 persons.

The direct mail advertising program was continued during 1953. Among the material sent out were reprints of the Philadelphia Electric Company's advertisements on the Port of Philadelphia and 5,000 copies of the Philadelphia Inquirer's special supplement, "Delaware Valley, U. S. A." for 1953. Approximately 12,000 copies of a small descriptive folder, "Facts About America's Fastest Growing Port" also were distributed. Port advertisements were placed in foreign and domestic trade publications with total reader contacts of 12,978,910.

The Port Development Department continued throughout the year to cooperate with Federal, State and Municipal agencies and with civic and business organizations actively engaged in promotion of commerce and the further development and expansion of the Delaware River Valley. Prominent visitors

from the United States and abroad were taken on tours of inspection of the Port Area in cooperation with other interested groups.

Waterborne commerce for the Delaware River Ports for the calendar year 1952 totaled 70,798,619 short tons compared with 74,222,543 net tons in 1951. While the 1952 tonnage figure (the latest available from the U. S. Army Corps of Engineers) was 3,423,924 tons below 1951, it was still higher than any other previous year. Most of the decrease was attributed to a 50.1 percent drop in shipments of coal exports and a 37.5 percent drop in grain exports.

#### **OTHER ACTIVITIES OF THE AUTHORITY**

One change in the membership of the Authority occurred during the year as Bernard Samuel was sworn in as a Pennsylvania member on September 11, replacing George E. Bartol, Jr. Mr. Samuel served as a member of The Delaware River Joint Commission from 1941 to 1952 in an ex-officio capacity in his position as Mayor of Philadelphia. John M. McCullough, of Philadelphia, was appointed Secretary of the Authority, effective October 1.

The By-Laws of the Authority were amended at its February 18 meeting to provide for the election of a Chairman and Vice-Chairman from different States for terms of two years and for observation of the principle of rotation between New Jersey and Pennsylvania in the election of successors to the Chairman and Vice-Chairman. A revision also provides for the election of officers for the full term of two years at a biennial meeting to be held on the third Wednesday of January.

At a meeting of the Authority on May 27, 1953, a resolution was adopted authorizing the Transportation Committee to retain engineering counsel to make a comprehensive survey of the proposed extension into South Jersey of the high-speed line upon which the Authority might base a report to the Pennsylvania and New Jersey Governors and Legislatures in compliance with provisions included in the

compact creating the Authority. Action on this resolution had to be deferred pending the outcome of the protests against the Authority's new schedule of tolls.

On April 15, 1953, a resolution was adopted by the Authority calling the attention of the Governor and Legislature of Pennsylvania to the need for the making of studies and detailed plans for the construction of the proposed Delaware River Expressway from the northern extremity of the Port Area at Tullytown, Penna.,

to the neighborhood of Packer Avenue, in Philadelphia. It urged that the necessary action be taken to authorize and direct such studies and plans for improved highway approaches to the Port District and especially the Delaware River waterfront.

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

Respectfully submitted,

#### DELAWARE RIVER PORT AUTHORITY

##### *PENNSYLVANIA*

WELDON B. HEYBURN,  
*Vice-Chairman*

EDWIN R. COX

CHARLES R. BARBER

JAMES V. BANEY

BERNARD SAMUEL

EDWARD G. BUDD, JR.

WALTER M. PHILLIPS

HARRY G. SCHAD

##### *NEW JERSEY*

EDWARD C. MCAULIFFE,  
*Chairman*

I. NORWOOD GRISCOM

ARTHUR C. KING

CLARENCE B. MCCORMICK

ERWIN S. CUNARD

ALLEN S. HATCHER

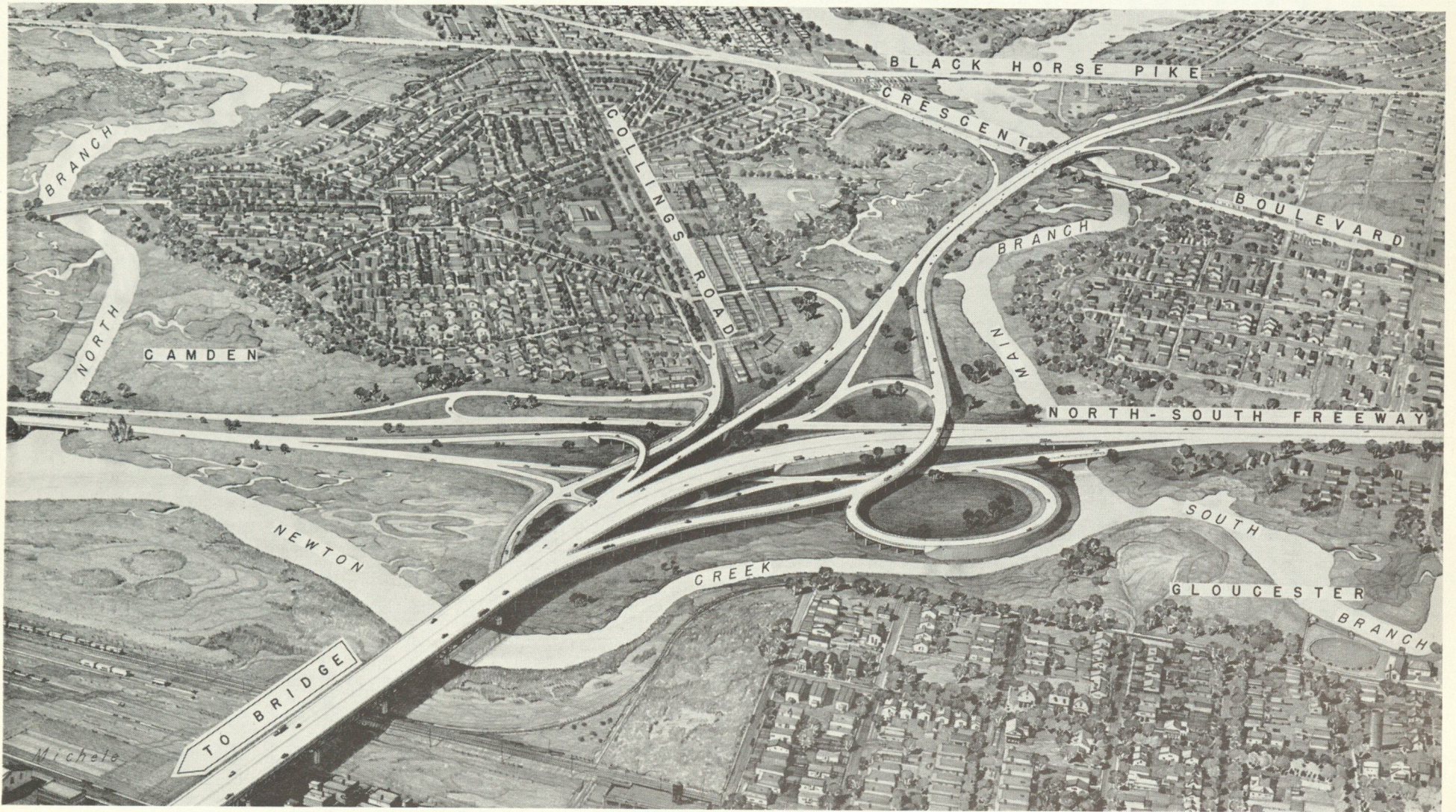
JAMES P. JOHNSON

RALPH CORNELL

JOSEPH K. COSTELLO, *Executive Director*

JOHN M. McCULLOUGH, *Secretary*

December 31, 1953

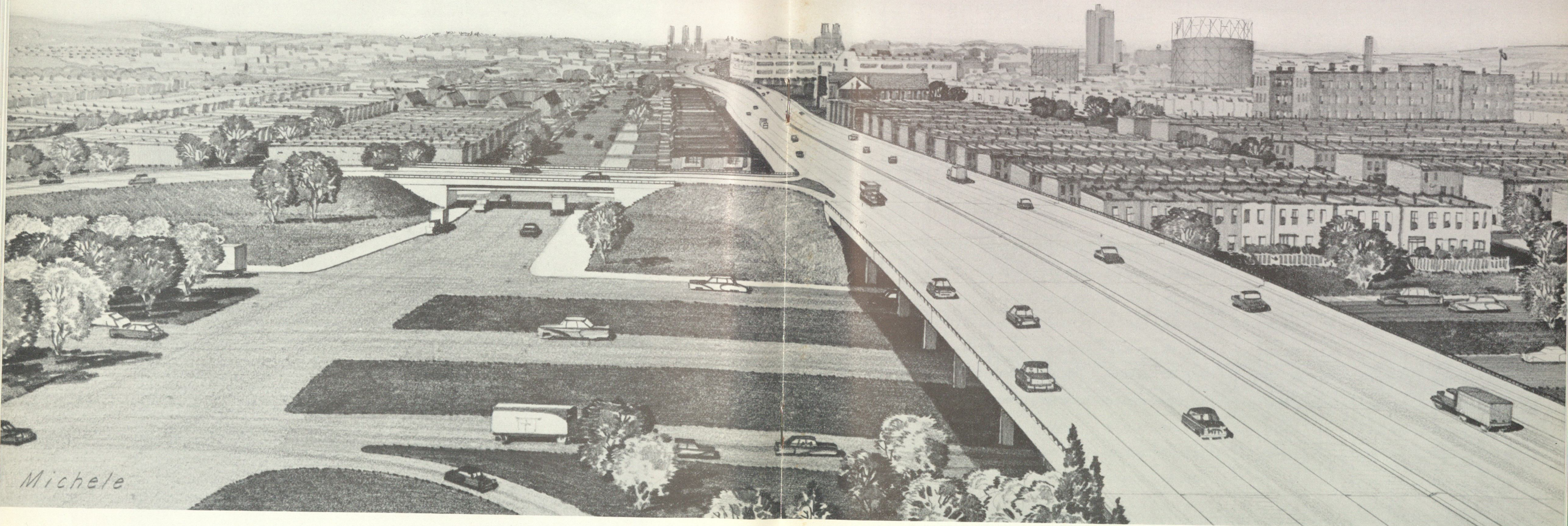


NEW JERSEY CONNECTIONS TO BE ON EXISTING SWAMPLAND

## SUMMARY OF OPERATION OF DELAWARE RIVER BRIDGE

	<i>Traffic</i>	<i>Gross Receipts*</i>	<i>Expenses</i>	<i>Net Receipts</i>
1953 .....	29,569,044	\$8,125,472.46	\$1,844,547.16	\$6,280,925.30
1952 .....	27,920,086	6,963,650.03	1,524,798.43	5,438,851.60
1951 .....	25,389,704	6,323,339.82	1,474,586.82	4,848,753.00
1950 .....	23,348,550	5,845,856.47	1,226,993.82	4,618,862.65
1949 .....	21,085,868	5,265,306.50	1,057,278.89	4,208,027.61
1948 .....	19,227,246	4,856,157.84	1,242,133.30	3,614,024.54
1947 .....	18,107,133	4,557,968.63	958,476.09	3,599,492.54
1946 .....	16,886,413	4,235,142.23	842,691.34	3,392,450.89
1945 .....	12,639,611	3,266,299.61	633,923.98	2,632,375.63
1944 .....	11,360,550	3,001,169.32	634,168.36	2,367,000.96
1943 .....	9,639,333	2,625,829.28	701,424.58	1,924,404.70
1942 .....	12,463,283	3,069,647.27	702,687.82	2,366,959.45
1941 .....	15,638,687	3,653,611.09	653,401.11	3,000,209.98
1940 .....	14,185,835	3,340,113.26	562,054.96	2,778,058.30
1939 .....	13,378,235	3,155,259.05	526,546.73	2,628,712.32
1938 .....	12,820,338	3,027,489.36	581,672.32	2,445,817.04
1937 .....	12,293,129	2,969,423.52	452,810.03	2,516,613.49
1936 .....	10,614,475	3,067,967.87	461,260.86	2,606,707.01
1935 .....	10,156,929	2,899,563.25	441,146.59	2,458,416.66
1934 .....	9,981,615	2,846,116.26	429,412.63	2,416,703.63
1933 .....	9,886,705	2,820,018.71	418,516.46	2,401,502.25
1932 .....	10,804,557	3,091,576.91	456,397.44	2,635,179.47
1931 .....	12,308,225	3,479,337.93	430,856.72	3,048,981.21
1930 .....	12,285,359	3,517,730.64	500,597.53	3,017,133.11
1929 .....	11,615,609	3,331,754.46	398,496.20	2,933,258.26
1928 .....	9,725,470	2,827,786.83	378,590.01	2,449,196.82
1927 .....	8,593,201	2,435,784.40	346,678.59	2,093,921.89
1926 (½ year) ..	4,137,674	1,110,108.38	158,109.47	946,682.83

(\*Exclusive of interest on investments)



*Michele*

PHILADELPHIA APPROACH TO NEW CROSSING, LOOKING WEST FROM BROAD STREET AND PACKER AVENUE

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

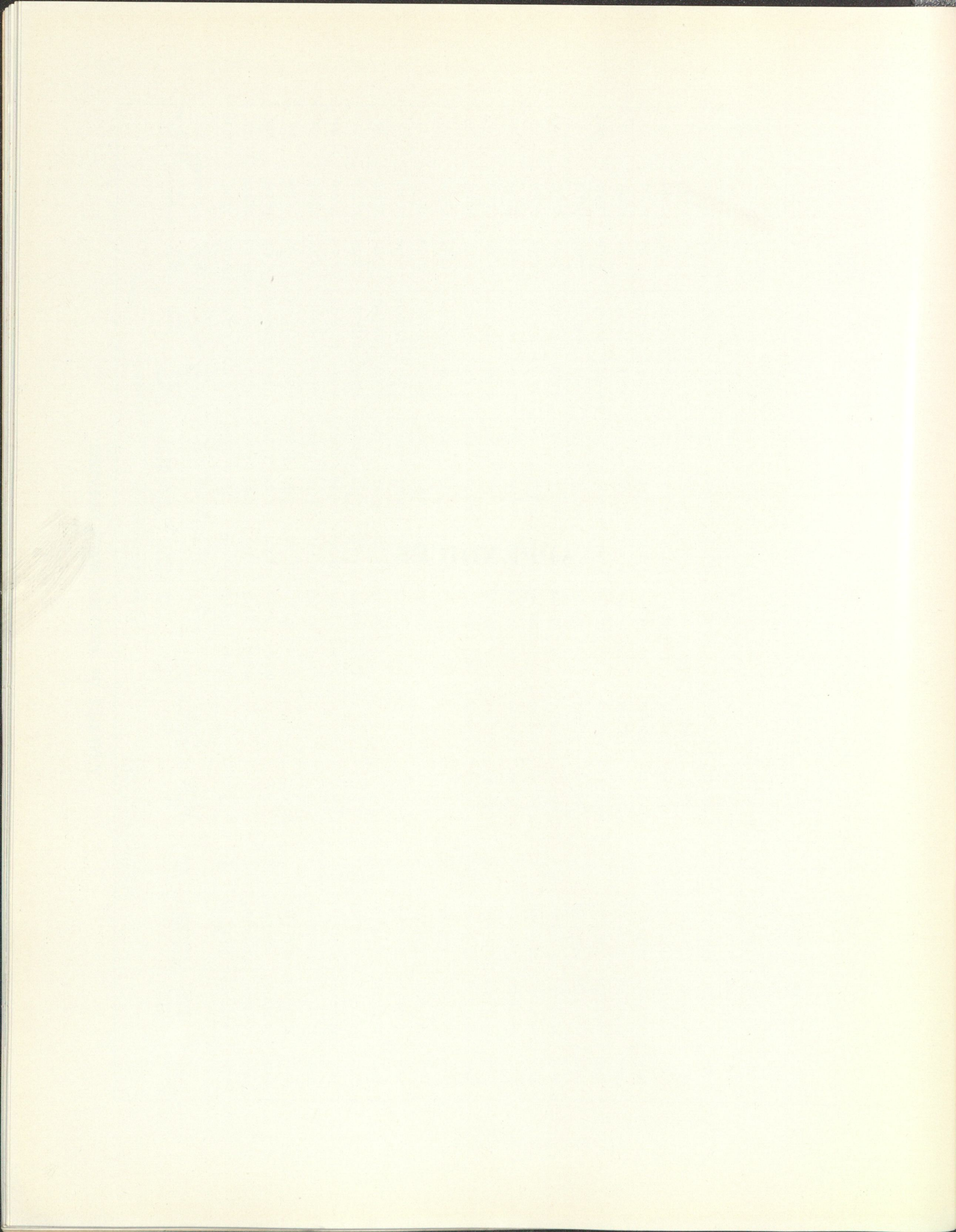
Year	Ferries				Tacony-Palmyra Bridge	Total Vehicles Other Than the Delaware River Bridge	Delaware River Bridge	Total Cross River Traffic	Tacony-Palmyra Bridge Share of Traffic	Delaware River Bridge Share of Traffic
	Penna. R. R.	Phila. & Reading R. R.	South St. Kaighn Ave.	Tacony-Palmyra Ferry						
1925	—	—	↑	—	↑	5,399,641	—	5,399,641	—	—
1926	1,786,922	1,785,525		376,304	Opened 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.	1929	1,399,843	3,430,638	9,981,615	13,412,253	10.43%	74.42%
1935	817,208	1,252,487	Opened	Aug. 15,	1,470,906	3,540,601	10,156,929	13,697,530	10.73%	74.15%
1936	1,211,280	1,246,694	Opened	Aug.	1,642,135	4,100,109	10,614,475	14,714,584	11.16%	72.13%
1937	1,322,741	1,148,224		Service	1,922,716	4,393,681	12,293,129	16,686,810	11.52%	73.67%
1938	1,753,746	Closed 4/30 270,283		of	1,980,864	4,004,893	12,820,338	16,825,231	11.77%	76.19%
1939	1,348,325	—	830,623	Out	2,056,200	4,235,148	13,378,235	17,613,383	11.67%	75.95%
1940	1,360,686	—	850,220		2,210,660	4,421,566	14,185,835	18,607,401	11.88%	76.23%
1941	1,326,263	—	888,774		2,739,045	4,954,082	15,638,687	20,592,769	13.34%	75.94%
1942	1,072,476	—	682,121		2,046,537	3,801,134	12,463,283	16,264,417	12.58%	76.62%
1943	872,496	—	259,085		1,397,234	2,528,815	9,639,333	12,168,148	11.48%	79.21%
1944	886,721	—	156,755		1,866,262	2,909,738	11,360,550	14,270,288	13.07%	79.61%
1945	837,729	—	169,667		2,210,800	3,218,196	12,639,611	15,857,807	13.94%	79.70%
1946	938,580	—	—		3,355,451	4,294,031	16,886,413	21,180,444	15.84%	79.73%
1947	801,561	—	—		3,856,438	4,657,999	18,107,133	22,765,132	16.94%	76.53%
1948	709,629	—	—		4,318,121	5,027,750	19,227,246	24,254,996	17.80%	79.27%
1949	610,196	—	—		5,203,148	5,813,344	21,085,868	26,899,212	19.34%	78.38%
1950	409,541	—	—		6,101,108	6,510,649	23,348,550	29,859,199	20.43%	78.19%
1951	311,600	—	—		7,099,857	7,411,457	25,389,704	32,801,161	21.65%	77.40%
1952	Closed 3/31 56,825	—	—		8,307,118	8,363,943	27,920,086	36,284,029	22.89%	76.95%
1953	Out of Service				9,263,433	9,263,433	29,569,044	38,832,477	23.85%	76.15%

**TRAFFIC TRENDS**  
**(DECREASE OR INCREASE 1953 OVER 1952)**

1953	Phila. Port				New York Port Authority				Triborough Auth., N. Y.		California Bridges		Ferry
	Delaware River Bridge	Tacony-Palmyra Bridge	Burlington Bristol Bridge	George Washington Bridge	Tunnels		All Facilities 4 Bridges 2 Tunnels	Easton-Phillipsburg Bridge	Triborough Bridge (Only)	All Facilities 5 Bridges 2 Parking Lots	Oakland San Francisco Bay Br.	Golden Gate Bridge	Chester Ferry N. J. - Penna.
					Holland	Lincoln							
JANUARY	2,090,952	565,618	175,151	1,925,358	1,459,924	1,570,447	5,470,253	443,353	2,620,994	8,539,622	2,347,663	811,139	72,988
%	+ 6.27	+ 14.57	+ 39.0	+ 11.3	- 2.5	+ 7.8	+ 5.9	+ 19.4	- 1.9	+ 2.8	+ 3.3	+ 12.8	+ 1.74
FEBRUARY	1,998,498	557,611	177,984	1,943,662	1,423,863	1,501,513	5,370,484	462,534	2,472,150	8,299,095	2,234,795	817,492	73,141
%	+ 2.88	+ 8.20	+ 38.55	+ 8.5	+ 1.7	+ 2.6	+ 4.8	+ 6.8	- 2.7	+ 2.4	- 1.5	+ 8.8	- 0.5
MARCH	2,285,024	638,325	207,511	2,214,754	1,603,713	1,685,811	6,075,292	509,492	2,796,713	9,464,710	2,526,025	916,550	84,804
%	+ 10.58	+ 17.42	+ 50.97	+ 15.0	+ 8.4	+ 8.3	+ 11.4	+ 15.9	+ 1.3	+ 8.0	+ 1.5	- 12.5	+ 8.9
APRIL	2,361,993	691,614	218,800	2,426,644	1,624,500	1,720,257	6,368,899	605,035	2,886,604	10,098,085	2,434,917	893,954	93,471
%	+ 8.23	+ 13.61	+ 47.34	+ 11.36	+ 4.9	+ 5.28	+ 7.99	+ 12.86	- 2.7	+ 4.3	- 2.7	- 6.1	+ 7.0
MAY	2,678,032	840,525	237,539	2,709,656	1,699,134	1,763,473	6,836,441	606,870	3,148,636	11,208,702	2,540,383	1,019,517	112,320
%	+ 7.85	+ 13.45	+ 36.82	+ 10.9	+ 6.6	+ 5.7	+ 8.5	+ 12.5	- 1.9	+ 4.8	- 0.14	- 2.4	+ 12.5
JUNE	2,613,432	884,544	241,991	2,875,103	1,686,467	1,763,150	7,030,755	710,047	3,175,255	12,083,501	2,495,509	1,842,176	129,109
%	+ 4.85	+ 8.26	+ 30.62	+ 8.03	+ 7.4	+ 5.6	+ 7.34	+ 9.7	- 3.6	+ 3.0	+ 0.2	- 3.3	+ 9.2
JULY	2,829,818	1,065,284	275,276	3,206,177	1,717,064	1,777,518	7,499,056	836,177	3,089,247	12,901,648	2,643,479	1,155,781	173,301
%	+ 5.80	+ 9.86	+ 34.70	+ 10.5	+ 9.1	+ 8.4	+ 9.4	+ 14.9	- 2.9	+ 2.7	+ 3.2	+ 4.9	+ 16.2
AUGUST	2,880,531	1,081,067	270,974	3,234,166	1,707,997	1,882,693	7,613,227	872,378	3,030,499	12,711,972	2,848,563	1,185,597	173,044
%	+ 6.39	+ 13.59	+ 28.62	+ 8.5	+ 1.95	+ 8.4	+ 7.3	+ 7.6	- 2.8	+ 6.4	+ 7.7	+ 2.8	+ 10.28
SEPTEMBER	2,555,387	836,255	248,676	2,763,831	1,614,458	1,790,248	6,845,985	678,217	3,030,050	11,172,918	2,798,958	1,019,302	124,952
%	+ 3.88	+ 9.90	+ 30.18	+ 10.5	+ 0.3	+ 6.1	+ 6.7	+ 10.1	+ 1.5	+ 6.6	+ 11.2	+ 4.6	+ 11.38
OCTOBER	2,584,886	774,210	250,444	2,657,378	1,654,094	1,841,241	6,800,316	598,099	3,154,294	10,971,646	2,715,621	957,691	106,209
%	+ 4.65	+ 11.21	+ 29.70	+ 9.55	- 0.56	+ 5.9	+ 5.9	+ 7.5	+ 3.9	+ 6.0	+ 6.9	+ 6.2	+ 12.72
NOVEMBER	2,363,711	657,927	214,608	2,417,772	1,588,648	1,687,131	6,284,257	524,221	2,957,894	10,036,979	2,408,797	889,690	81,941
%	+ 2.36	+ 6.62	+ 23.75	+ 6.73	+ 0.4	+ 1.93	+ 3.7	+ 2.0	+ 2.5	+ 2.7	- 2.7	+ 1.7	+ .01
DECEMBER	2,386,780	670,453	214,013	2,430,751	1,788,194	1,663,812	5,497,855	545,165	3,111,411	10,336,525	2,518,291	937,548	83,768
%	+ 7.38	+ 13.95	+ 19.77	+ 11.90	+ 12.7	- 0.8	+ 8.3	+ 10.0	+ 9.1	+ 9.2	+ 3.0	+ 9.5	+ 8.57
Total 1953.....	29,569,044	9,263,433	2,732,967	30,805,252	19,568,056	20,647,294	78,692,820	7,391,588	35,473,747	127,825,403	30,513,001	11,646,437	1,309,048
Total 1952.....	27,920,086	8,307,118	2,050,930	27,979,213	18,782,343	19,577,039	73,344,791	6,686,938	35,504,274	121,866,421	29,755,363	11,264,329	1,200,865
% Change.....	+ 5.91	+ 10.31	+ 34.98	+ 10.10	+ 4.18	+ 5.47	+ 7.29	+ 10.54	- 0.1	+ 4.9	+ 2.55	+ 3.40	+ 9.01



## APPENDICES



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

FRANK WILBUR MAIN, C.P.A.  
M. C. CONICK, C.P.A.  
A. LAWRENCE JACOBS, C.P.A.  
J. S. COWING, C.P.A.  
THOMAS L. KEANEY, C.P.A.  
A. T. CONTIE, C.P.A.  
C. A. REYNOLDS, C.P.A.  
RUSSEL S. HUNSBERGER, C.P.A.  
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

# MAIN AND COMPANY

CERTIFIED PUBLIC ACCOUNTANTS

PHILADELPHIA 2, PA.

RITTENHOUSE 6-9640



February 18, 1954

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

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

We have examined the balance sheet of Delaware River Port Authority as of December 31, 1953, 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, 1953 and the results of operations for the twelve months then ended, in conformity with acceptable accounting principles consistently applied.

*Main and Company*

CERTIFIED PUBLIC ACCOUNTANTS

BALANCE SHEET —

PHILADELPHIA-CAMDEN BRIDGE FUNDS

ASSETS	TOTAL	Capital	Operating	1946 Bond Sinking Fund*	1946 Bond Retirement Fund* (Trustee Account)
Cash (Schedule A1) .....	\$ 51,901.21		\$148,906.01	\$ 1,952.88	\$ 2,669.78
Investments (Schedule A2) .....	105,579,142.82		399,265.47	2,073,859.43	8,290,611.35
Accrued interest receivable .....	795,175.00		2,315.07	5,301.56	20,650.21
Unexpired insurance .....	61,887.47		61,786.67		
Unexpended appropriations (contra):					
Philadelphia-Gloucester Bridge (Schedule A4):					
Contracts #1, 2, 4, & 5 and N. J. ap- proaches .....	\$22,522,774.25				
Engineering and testing .....	3,045,853.40				
Real estate & land .....	220,200.00				
Finance .....	1,427.25				
Total .....	\$25,790,254.90				
Railroad track removal .....	\$ 250,000.00		250,000.00		
Reinforcing the bridge .....	80,719.32		80,719.32		
Port development .....	262,707.32				
Total unexpended appropriations .....	26,383,681.54				
Investment in facilities:					
Philadelphia-Camden Bridge, bridge buildings and improvements (Schedule A3) .....	40,064,632.90	\$40,064,632.90			
Philadelphia-Camden Bridge subway system (Schedule A3) .....	11,162,762.61	11,162,762.61			
Philadelphia - Gloucester Bridge (Schedule A4) .....	3,398,480.22	692,957.29			
TOTALS .....	<u>\$187,497,663.77</u>	<u>\$51,920,352.80</u>	<u>\$942,992.54</u>	<u>\$2,081,113.87</u>	<u>\$8,313,931.34</u>
<b>LIABILITIES</b>					
Accrued interest payable, due June 1, 1954 .....	\$ 7,658.34			\$ 7,658.34	
Accrued interest payable, due June 15, 1954 .....	141,302.08				
Accrued pension payable .....	37,262.00		\$ 35,184.56		
Retained amount on contracts .....	208,566.97		4,916.67		
Reserve for replacements and repairs .....	259,993.72		259,993.72		
Commitments (contra) .....	26,383,681.54		330,719.32		
Funded debt (Schedule A5):					
1946 Refunding bonds .....	9,190,000.00				\$9,190,000.00
1953 First series revenue bonds .....	100,000,000.00	\$10,843,301.80			
Equity (Schedule B) .....	51,269,199.12	41,077,051.00	312,178.27	2,073,455.53	(876,068.66)
TOTALS .....	<u>\$187,497,663.77</u>	<u>\$51,920,352.80</u>	<u>\$942,992.54</u>	<u>\$2,081,113.87</u>	<u>\$8,313,931.34</u>

\*Companion funds, the combined net equity of which (excess of net assets over the principal of the 1946 bonds) amounts to \$1,197,386.87.

December 31, 1953

SCHEDULE A

PHILADELPHIA-GLOUCESTER BRIDGE FUNDS

GENERAL  
RESERVE FUND

	<i>Revenue Fund</i>	<i>Bond Service Fund</i>	<i>Bond Reserve Fund</i>	<i>Construction Fund</i>
\$ 91,756.40	(\$234,178.02)	\$ 32,679.73	\$ 664.59	\$ 7,449.84
7,173,591.44	299,406.09	249,313.06	3,422,628.32	83,670,467.66
33,806.50	1,219.27		23,334.50	708,547.89
100.80				
				22,522,774.25
				3,045,853.40
				220,200.00
				1,427.25
262,707.32				
				2,705,522.93
<u>\$7,561,962.46</u>	<u>\$ 66,447.34</u>	<u>\$281,992.79</u>	<u>\$3,446,627.41</u>	<u>\$112,882,243.22</u>
		\$141,302.08		
\$ 2,077.44				\$ 203,650.30
262,707.32				25,790,254.90
			\$3,391,250.00	85,765,448.20
7,297,177.70	\$ 66,447.34	140,690.71	55,377.41	1,122,889.82
<u>\$7,561,962.46</u>	<u>\$ 66,447.34</u>	<u>\$281,992.79</u>	<u>\$3,446,627.41</u>	<u>\$112,882,243.22</u>

**BANK DEPOSITS — December 31, 1953**

SCHEDULE A1

BOND SERVICE FUND

Berlin National Bank .....	(Inactive)	\$ 126.92
Bridgeton National Bank .....	"	145.10
Broad Street Trust Company—Philadelphia .....	"	407.84
Burlington County Trust Company—Moorestown .....	"	1,133.59
Central-Penn National Bank .....	"	1,310.06
Egg Harbor City Trust Company .....	"	143.10
Farmers & Merchants National Bank—Bridgeton .....	"	267.17
Fidelity-Philadelphia Trust Company .....	"	960.26
First Camden National Bank & Trust Company .....	"	1,269.02
The First National Bank—Cape May Court House .....	"	139.68
"    "    "    "    —Glassboro .....	"	142.21
"    "    "    "    —Mays Landing .....	"	142.67
"    "    "    "    —Minotola .....	"	141.96
"    "    "    "    —Newfield .....	"	142.79
"    "    "    "    —Riverside .....	"	627.27
"    "    "    "    —Toms River .....	"	910.39
"    "    "    "    & Trust Company—Woodbury .....	"	140.08
Girard Trust Corn Exchange Bank—Philadelphia .....	"	1,463.00
Haddonfield National Bank .....	"	1,347.17
Laurel Springs National Bank .....	"	1,096.62
Liberty Real Estate Bank & Trust Company .....	"	194.30
Mainland National Bank—Pleasantville .....	"	9,702.94
Marine National Bank—Wildwood .....	"	1,409.42
Market Street National Bank—Philadelphia .....	"	1,309.30
The National Bank of Mantua .....	"	100.00
Northwestern National Bank .....	"	395.64
Oaklyn National Bank .....	"	123.44
Pennsauken Township National Bank—Merchantville .....	"	1,319.12
The Pennsylvania Company .....	"	856.82
The Philadelphia National Bank .....	"	1,309.61
Pitman National Bank & Trust Company .....	"	298.51
Provident Trust Company—Philadelphia .....	"	1,331.40
Riverside Trust Company .....	"	1,138.88
Tradesmens Land Title Bank & Trust Company .....	"	963.30
Trenton Trust Company .....	"	127.45
Camden Trust Company .....	(Active)	42.70

\$32,679.73

1946 BOND SINKING FUND

Tradesmens Land Title Bank & Trust Co. ....	(Active)	1,952.88
---	----------	----------

1946 BOND RETIREMENT FUND

Tradesmens Land Title Bank & Trust Co. ....	"	2,669.78
---	---	----------

GENERAL RESERVE FUND

Camden Trust Company .....	(Active)	\$ 90,256.40
Manufacturer's Trust Company—New York .....	"	500.00
Fidelity Trust Company of Pittsburgh .....	"	500.00
First National Bank of Chicago .....	"	500.00

91,756.40

BOND RESERVE FUND—The Pennsylvania Company (Active) .....	664.59
---	--------

REVENUE FUND—Camden Trust Company (Active) .....	(234,178.02)
--	--------------

OPERATING FUND—Camden Trust Company (Active) .....	\$142,806.01
(On Hand) .....	6.100.00

148,906.01  
7,449.84

CONSTRUCTION FUND—The Pennsylvania Company (Active) .....	7,449.84
---	----------

TOTAL .....

\$51,901.21

**INVESTMENTS—December 31, 1953**

*SCHEDULE A2*

OPERATING FUND:	<i>Par Value</i>	<i>Book Value</i>	<i>Market Value</i>
U. S. Tr. Discount Bills due 3/25/54 .....	\$ 200,000	\$ 199,204.29	\$ 199,346.60
U. S. Tr. 2½% "C" Certificates due 3/22/54 .....	200,000	200,061.18	200,437.50
	<u>\$ 400,000</u>	<u>\$ 399,265.47</u>	<u>\$ 399,784.10</u>
<b>1946 BOND SINKING FUND:</b>			
U. S. Tr. Discount Bills due 3/11/54 .....	\$ 12,000	\$ 11,962.66	\$ 11,967.80
U. S. Tr. 2% Bonds due 6/15/54-52 .....	1,000,000	997,621.85	1,003,437.50
U. S. Tr. 2⅝% "D" Certificates due 8/15/54 .....	70,000	70,117.20	70,525.00
U. S. Tr. 2% Bonds due 12/15/54-52 .....	200,000	198,934.02	200,562.50
U. S. Tr. 1½% "A" Notes due 3/15/55 .....	800,000	790,295.41	797,750.00
U. S. Tr. 2¼% Bonds due 6/15/62-59 .....	5,000	4,928.29	4,943.75
	<u>\$ 2,087,000</u>	<u>\$ 2,073,859.43</u>	<u>\$ 2,089,186.55</u>
<b>1946 BOND RETIREMENT FUND:</b>			
(Tradersmens Land Title Bank & Trust Co., Trustee)			
U. S. Tr. 2½% "C" Certificates due 3/22/54 .....	\$ 900,000	\$ 900,578.76	\$ 901,968.75
U. S. Tr. 2⅜% Bonds due 6/15/58 .....	3,120,000	3,054,310.78	3,143,400.00
U. S. Tr. 2½% Bonds due 12/15/58 .....	3,702,000	3,650,917.56	3,750,588.75
U. S. Tr. 2¼% Bonds due 9/15/59-56 .....	80,000	79,875.96	80,100.00
U. S. Tr. 2⅜% Bonds due 9/15/61 .....	600,000	600,000.00	616,500.00
U. S. Tr. 2¼% Bonds due 6/15/62-59 .....	5,000	4,928.29	4,943.75
	<u>\$ 8,407,000</u>	<u>\$ 8,290,611.35</u>	<u>\$ 8,497,501.25</u>
<b>GENERAL RESERVE FUND:</b>			
U. S. Tr. 2½% "C" Certificates due 3/22/54 .....	\$ 500,000	\$ 500,192.67	\$ 501,093.75
U. S. Tr. 2⅝% "D" Certificates due 8/15/54 .....	1,000,000	1,000,000.00	1,007,500.00
U. S. Tr. 2⅝% "E" Certificates due 9/15/54 .....	250,000	251,026.14	252,109.38
U. S. Tr. 2% Bonds due 12/15/54-52 .....	2,350,000	2,337,473.76	2,356,609.38
U. S. Tr. 1½% "A" Notes due 3/15/55 .....	700,000	691,507.97	698,031.25
U. S. Tr. 1¾% "B" Notes due 12/15/55 .....	100,000	98,358.40	99,875.00
U. S. Tr. 2⅜% Bonds due 6/15/58 .....	230,000	230,068.33	231,725.00
U. S. Tr. 2½% Bonds due 12/15/58 .....	561,000	561,000.00	568,363.12
U. S. Tr. 2¼% Bonds due 9/15/59-56 .....	1,500,000	1,493,964.17	1,501,875.00
Ventnor City National Bank 2% Certificate of Deposit payable 1/17/54 .....	10,000	10,000.00	10,000.00
	<u>\$ 7,201,000</u>	<u>\$ 7,173,591.44</u>	<u>\$ 7,227,181.88</u>
<b>REVENUE FUND:</b>			
U. S. Tr. 1⅜% "A" Notes due 3/15/54 .....	\$ 300,000	\$ 299,406.09	\$ 300,656.25
<b>BOND SERVICE FUND:</b>			
U. S. Tr. Discount Bills due 3/4/54 .....	\$ 250,000	\$ 249,313.06	\$ 249,387.50
<b>BOND RESERVE FUND:</b>			
U. S. Tr. 2⅜% Bonds due 6/15/58 .....	\$ 40,000	\$ 39,389.80	\$ 40,300.00
U. S. Tr. 2¼% Bonds due 9/15/59-56 .....	3,500,000	3,368,031.47	3,504,375.00
U. S. Tr. 2¼% Bonds due 6/15/62-59 .....	16,000	15,207.05	15,820.00
	<u>\$ 3,556,000</u>	<u>\$ 3,422,628.32</u>	<u>\$ 3,560,495.00</u>
<b>CONSTRUCTION FUND:</b>			
U. S. Tr. Discount Bills due 1/21/54 .....	\$ 600,000	\$ 599,480.25	\$ 599,580.00
U. S. Tr. 2¼% "A" Certificates due 2/15/54 .....	5,000,000	4,999,372.95	5,020,312.50
U. S. Tr. 2½% "C" Certificates due 3/22/54 .....	8,000,000	8,001,069.92	8,017,500.00
U. S. Tr. 2⅝% "B" Certificates due 6/1/54 .....	1,000,000*	1,000,638.40	1,005,312.50
U. S. Tr. 2⅝% "B" Certificates due 6/1/54 .....	19,000,000	19,010,345.79	19,100,937.50
U. S. Tr. 2% Bonds due 12/15/54-52 .....	1,000,000*	994,871.87	1,002,812.50
U. S. Tr. 2% Bonds due 12/15/54-52 .....	4,000,000	3,979,501.49	4,011,250.00
U. S. Tr. 1½% "A" Notes due 3/15/55 .....	1,000,000*	989,191.82	997,187.50
U. S. Tr. 1½% "A" Notes due 3/15/55 .....	17,000,000	16,813,076.96	16,952,187.50
U. S. Tr. 2¼% Bonds due 6/15/55-52 .....	1,500,000*	1,494,073.53	1,508,437.50
U. S. Tr. 2¼% Bonds due 6/15/55-52 .....	2,000,000	1,990,702.50	2,011,250.00
U. S. Tr. "B" Savings Notes due 6/15/55 .....	6,000,000	6,000,000.00	6,000,000.00
U. S. Tr. 1¾% "B" Notes due 12/15/55 .....	1,000,000*	984,472.64	1,081,979.16
U. S. Tr. 1¾% "B" Notes due 12/15/55 .....	12,000,000	11,813,669.54	11,901,770.84
U. S. Tr. 2⅞% "A" Notes due 3/15/57 .....	5,000,000	5,000,000.00	5,128,125.00
	<u>\$ 84,100,000</u>	<u>\$ 83,670,467.66</u>	<u>\$ 84,338,642.50</u>
<b>TOTAL INVESTMENTS</b> .....	<u>\$106,301,000</u>	<u>\$105,579,142.82</u>	<u>\$106,662,835.03</u>

\*To be 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.

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

SCHEDULE A3

PHILADELPHIA-CAMDEN BRIDGE, BRIDGE BUILDINGS AND IMPROVEMENTS:

Original cost of bridge, approaches and administration building contributed by the Commonwealth of Pennsylvania, the State of New Jersey and the City of Philadelphia . . . . .	\$37,078,894.97
Less: Refunds of principal and interest, net of interest credits, to July 1, 1931 . . . . .	3,871,484.15
Adjusted book value of Bridge at July 1, 1931 . . . . .	<u>\$33,207,410.82</u>
Subsequent Improvements:	
Maintenance building (\$57,230.71 of this cost was received from United States Grants) \$	130,561.86
New air conditioning system in the Administration Building . . . . .	13,931.09
Removal of piling and cribbing, dredging and building bulkhead under the west end of Bridge . . . . .	111,948.08
Dry stand-pipes on Bridge and two dolphins in the river for fire protection . . . . .	7,711.20
Participation in the cost of improvements to streets leading to the Bridge . . . . .	357,040.31

BRIDGE ROADWAY WIDENING AND ALLIED IMPROVEMENTS:

Contracts #1 to 17 completed and paid . . . . .	\$5,718,561.09
Less: #7—Repaving six interior lanes of bridge roadway transferred to operating expense . . . . .	221,317.87
	<u>\$5,497,243.22</u>
Real estate (land) for Police Building and Toll House area . . . . .	279,065.12
Total contracts and real estate . . . . .	<u>\$5,776,308.34</u>

Engineering and Architecture:

Modjeski and Masters, General Engineers . . . . .	\$167,588.00
Louis T. Klauder and Associates, Mechanical and Electrical Engineers . . . . .	101,690.00
Harbeson, Hough, Livingston and Larson, Architects . . . . .	65,861.48
	<u>335,139.48</u>

Inspection, Supervision and Miscellaneous:

Salaries and pension of staff engineers engaged for the project . . . . .	\$ 74,732.48
Contract printing and advertising . . . . .	3,879.91
Testing materials . . . . .	6,913.45
Inspecting materials . . . . .	6,348.60
Test borings . . . . .	514.00
Miscellaneous contract expense . . . . .	1,157.17
Field equipment and supplies . . . . .	2,409.79
Office equipment and supplies . . . . .	3,234.06
Blue prints and photographs . . . . .	6,878.45
Traveling expense . . . . .	390.44
Insurance (workmen's compensation, group and automobile) . . . . .	995.83
Electronic traffic counter . . . . .	997.56
Philadelphia Transit Co. High-speed line watchmen . . . . .	13,716.95
Miscellaneous unclassified . . . . .	2,413.03
	<u>124,581.72</u>

Total cost of Philadelphia-Camden Bridge, bridge buildings and improvements . . . . . \$40,064,632.90

PHILADELPHIA-CAMDEN BRIDGE SUBWAY SYSTEM:

Proceeds of \$7,158,000 bridge bonds sold . . . . .	\$7,655,170.32
Interest on deposits of bond proceeds . . . . .	5,425.42
United States Government grants . . . . .	\$2,302,975.13
Less: Appropriated to sinking fund . . . . .	402,975.13
	<u>1,900,000.00</u>
Toll funds used:	
Original construction . . . . .	\$1,424,787.79
Participation in improvements to Broadway station, Camden . . . . .	177,379.08
	<u>1,602,166.87</u>

Total cost of Philadelphia-Camden Bridge subway system . . . . . 11,162,762.61

Total cost of Philadelphia-Camden Bridge, bridge buildings, improvements and subway system \$51,227,395.51

**COSTS OF PHILADELPHIA-GLOUCESTER BRIDGE TO DECEMBER 31, 1953**

SCHEDULE A4

	TOTAL	Amount Earned	Amount Paid	Amount Retained	Amount Unearned
<b>SURVEYS:</b>					
General .....	\$ 111,560.09	\$ 111,560.09	\$ 111,560.09		
Approach Roads .....	107,500.00	57,767.60	57,767.60		\$ 49,732.40
	<u>\$ 219,060.09</u>				
<b>ENGINEERING:</b>					
Design, Supervision and Consulting—5½% of estimated \$72,000,000 construction costs .....	3,960,000.00	1,060,884.00	954,795.60	\$106,088.40	2,899,116.00
Test borings and other engi- neering .....	\$251,801.29	225,401.29	225,401.29		26,400.00
Inspection and testing .....	70,605.00				70,605.00
	<u>322,406.29</u>				
	4,282,406.29				
<b>FINANCIAL, LEGAL AND ADMINISTRATIVE.</b>	178,741.32	177,314.07	177,314.07		1,427.25
<b>REAL ESTATE</b> .....	1,010,134.17	789,934.17	789,934.17		220,200.00
<b>CONTRACTS LET FOR CONSTRUCTION:</b>					
#1 Fehlhaber Corporation, 2 river piers .....	3,219,620.00	504,380.00	453,942.00	50,438.00	2,715,240.00
#2 Merritt-Chapman and Scott Corporation, Anchorage foundations .....	3,400,410.00				2,929,171.00
#4 Bethlehem Steel Company, Towers and cable anchorage metalwork .....	6,610,070.00				6,610,070.00
#5 American Bridge Division, United States Steel Company, Cables and suspenders .....	4,768,293.25				4,768,293.25
<b>CONTRACTS TO BE LET FOR CONSTRUCTION:</b>					
New Jersey approach roads (bids scheduled for February and after) .....	5,500,000.00				5,500,000.00
	<u>23,498,393.25</u>				
<b>TOTALS</b> .....	<u>\$29,188,735.12</u>	<u>\$3,398,480.22</u>	<u>\$3,194,829.92*</u>	<u>\$203,650.30</u>	<u>\$25,790,254.90</u>

\*\$692,957.29 paid from Bridge Tolls.

FUNDED DEBT TO DECEMBER 31, 1953

SCHEDULE A5

Refunding Bonds

	PREMIUM AND DISCOUNT		
	PREMIUM	DISCOUNT	
	Received on Sales	Paid on Redemptions	Paid on Purchases
PRINCIPAL			Received on Purchases
4 1/4 % Bridge bonds of Sept. 1, 1933 due Sept. 1, 1935 to 1973, callable on or after Sept. 1, 1943 @ 105:			
Issued Sept. 1, 1933 to liquidate balance of debt to Commonwealth of Pennsylvania .....			
Issued Sept. 1, 1933 to liquidate balance of debt to State of New Jersey ..	\$ 9,208,000		
Issued Feb. 6 to May 24, 1934 to liquidate balance of debt to City of Philadelphia .....	12,199,000		
(\$31,000,000 authorized less \$38,000 unissued and cancelled) .....	9,555,000		
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) .....	\$30,962,000		
Total issued (\$41,000,000 authorized less \$2,880,000 unissued and cancelled) .....	7,158,000	\$497,170.32	
Less: Scheduled maturities 1935 to 1943 .....	\$38,120,000		
Purchased in the market Nov. 4, 1940 to Feb. 9, 1942 .....	2,882,000		\$58,876.25
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	37,000.00	
Called and paid from the sinking fund Aug. 1, 1946 at 105 { Premium ..	7,000,000		1,850,000.00
Refunded June 1, 1946 { @ 1 % .....	30,000,000		9,900.00
{ @ 3 % .....			
(net interest cost of 1.0335%) .....			
3% Refunding Bridge bonds of June 1, 1946 due Dec. 1, 1946			
to Dec. 1, 1948 @ \$850,000 semi-annually .....			\$ 4,250,000
1% Refunding Bridge bonds of June 1, 1946 due June 1, 1949			
to June 1, 1950 @ \$850,000 semi-annually .....			2,550,000

1% Refunding Bridge bonds of June 1, 1946 due Dec. 1, 1950 to June 1, 1954 @ \$900,000 semi-annually .....	7,200,000
Total Serial bonds .....	<u>\$14,000,000</u>
1% Refunding Bridge bonds of June 1, 1946 due June 1, 1966	16,000,000
Total Term bonds .....	<u>\$30,000,000</u>

The \$21,400,000 bonds maturing on or after Dec. 1, 1951 are subject to redemption on any interest payment date on or after June 1, 1951 @ 2% premium.

3's due Dec. 1, 1946 to Dec. 1, 1948 matured and retired .....	\$ 4,250,000
1's due June 1, 1949 to Dec. 1, 1953 matured and retired .....	8,850,000
1's due June 1, 1966 redeemed October 24, 1947 to December 31, 1953 (through open market purchases) and cancelled .....	<u>7,710,000</u>

20,810,000

Outstanding:

Due June 1, 1954 .....	\$ 900,000
Due June 1, 1966 .....	<u>8,290,000</u>

Total Premium and Discount .....	\$544,070.32	\$3,611,900.00	\$58,876.25	\$724,782.50
----------------------------------	--------------	----------------	-------------	--------------

First Series Revenue Bonds—

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

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

1957 .....	4%	\$ 600,000	1967 .....	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.

**REVENUES AND EXPENSES**  
**1953**

SCHEDULE B

OPERATING REVENUES:

Bridge tolls .....	\$ 7,897,720.58
High-speed line rentals .....	211,320.74
Other rentals .....	5,001.00
	\$ 8,114,042.32

OPERATING EXPENSES:

Salaries .....	\$1,149,596.50
Equipment .....	62,312.28
Supplies .....	30,122.18
Repairs .....	236,826.32
Miscellaneous (including \$30,252.16 light and heat) .....	175,823.20
Insurance (all-risk and income) .....	44,277.03
	1,698,957.51
Total operating expenses .....	1,698,957.51
Net operating revenues .....	\$ 6,415,084.81

INTEREST INCOME:

Interest on investments .....	\$1,512,639.12
Interest on bank balances .....	11,430.14
	1,524,069.26
Net revenues before interest on debt, port development expenses and non-operating adjustments .....	\$ 7,939,154.07

INTEREST ON FUNDED DEBT:

1946 Refunding bonds .....	\$ 131,440.10
1953 First series revenue bonds .....	1,874,853.47
	2,006,293.57
Net revenues before port development expenses and non-operating adjustments .....	\$ 5,932,860.50

PORT DEVELOPMENT EXPENSES (Schedule B1) .....

145,589.65

Net revenues before non-operating adjustments .....

\$ 5,787,270.85

NON-OPERATING ADJUSTMENTS:

Discount on purchase of refunding bonds .....	\$ 538,600.00
Adjustment of valuation of investments at June 10, 1953 .....	(58,242.12)
	480,357.88
Balance of net revenues .....	\$ 6,267,628.73

EQUITY:

Balance at beginning of year .....	45,001,570.39
Balance at end of year .....	\$51,269,199.12

**PORT DEVELOPMENT EXPENSES**

*SCHEDULE B1*

	<i>To Dec. 31, 1952</i>	<i>Year 1953</i>	<i>To Dec. 31, 1953</i>
Preliminary port survey .....	\$ 25,000.00	}	\$181,122.20
Preliminary port survey (extra copies) .....	1,100.00		
Final report .....	154,500.00		
Printing extra page and 1,500 programs .....	342.90		
1,000 cartons and postage for final report .....	179.30		
Salaries .....	132,152.70	\$ 54,055.65	186,208.35
Subscriptions, supplies, telephone and telegraph and miscellaneous .....	11,298.63	15,362.48	26,661.11
Advertising and publicity (and Port area map) .....	116,237.53	43,963.99	160,201.52
Conferences, traveling and special events .....	21,677.45	10,552.51	32,229.96
Membership dues .....	2,120.08	1,002.75	3,122.83
Motion pictures .....	22,807.71	4,879.30	27,687.01
Insurance and pension .....	6,043.23	2,834.56	8,877.79
Branch offices .....		12,938.41	12,938.41
Totals .....	<u>\$493,459.53</u>	<u>\$145,589.65</u>	<u>\$639,049.18</u>

**FINANCIAL HISTORY TO DECEMBER 31, 1953**

SCHEDULE C

	<i>State of New Jersey</i>	<i>Commonwealth of Pennsylvania</i>	<i>City of Philadelphia</i>	<i>Total</i>	<i>Interest</i>	<i>Principal</i>
Cost of Bridge (including land and approaches) .....	\$15,900,235.33	\$10,601,764.99	\$10,601,765.10	\$37,103,765.42		\$37,103,765.42
Interest charged to July 1, 1931 .....	4,574,124.63	2,615,452.88	2,887,452.70	10,077,030.21		
Interest allowed to July 1, 1931 .....	(544,679.52)	(257,697.38)	(275,715.53)	(1,078,092.43)	\$ 8,998,937.78	
Debt established July 1, 1931 .....	\$19,929,680.44	\$12,959,520.49	\$13,213,502.27	\$46,102,703.20		
Subsequent charges and adjustments .....		18,684.28		(18,664.71)	6,205.74	(24,870.45)
		1,416.00				
		(38,764.99)				
Total cost of Bridge (adjusted) .....	\$19,929,680.44	\$12,940,855.78	\$13,213,502.27	\$46,084,038.49	\$ 9,005,143.52	\$37,078,894.97
Interest on debt, July 1, 1931 to Sept. 1, 1933 .....	1,170,987.64	812,881.24	890,084.09	2,873,952.97	2,873,952.97	
Total cost of Bridge and interest to Sept. 1, 1933 .....	\$21,100,668.08	\$13,753,737.02	\$14,103,586.36	\$48,957,991.46		
Cash payments—July 1, 1926 to Sept. 1, 1933 .....	(8,901,668.08)	(4,545,737.02)	(4,548,586.36)	(17,995,991.46)		
Balance of debt—Sept. 1, 1933 .....	\$12,199,000.00	\$ 9,208,000.00	\$ 9,555,000.00	\$30,962,000.00		
Bonds issued to liquidate balance of debt .....	(12,199,000.00)	(9,208,000.00)	(9,555,000.00)	(30,962,000.00)		
Expended for additions and improvements:						
High-Speed Transit Line (Net of U. S. grants of \$1,900,000) .....				\$ 9,262,762.61		
Maintenance Building (Net of U. S. grants of \$57,230.71) .....			\$ 73,331.15			
Administration Building .....			13,931.09			
Pier 11½ North, Philadelphia .....				87,262.24		
Bridge Roadway Widening (6 to 8 lanes) and allied improvements .....				111,948.08		
Street Approaches to the Bridge (Camden) .....				6,236,029.54		
Street Approaches to the Bridge (Philadelphia) .....				157,040.31		
Fire-Fighting Installation on Bridge .....				200,000.00		
				7,711.20		
Philadelphia-Gloucester Bridge .....						16,062,753.98
Total Cost of Facilities to Date .....						\$53,141,648.95
						3,398,480.22
						\$56,540,129.17

Interest on funded debt .....		\$21,664,012.18	
Total interest .....		<u>\$33,543,108.67</u>	
Total premium paid on debt called for redemption .....		\$ 3,611,900.00	
Less:			
Discount received on \$7,710,000—1% Bridge bonds redeemed .....	\$	724,782.50	
Premium received on \$37,000,000—2.7% Bridge bonds sold .....		37,000.00	
Premium received on \$30,000,000—3% and 1% Bridge bonds sold .....		9,900.00	
Premium received on \$7,158,000—4 1/4% Bridge bonds sold (net) .....		438,294.07	
Net income received from investments .....		3,407,239.33	
U. S. grant appropriated to sinking fund .....		402,975.13	
		<u>5,020,191.03</u>	
Net interest and financing costs .....	(1,408,291.03)		
		<u>\$32,134,817.64</u>	
Total operating expenses .....	\$19,740,731.86		
Total port promotion expenses .....	639,049.18		
Total expenses .....	<u>20,379,781.04</u>		
Total expenses, interest and net financing costs .....		\$52,514,598.68	
Total expenditures .....		<u>\$109,054,727.85</u>	
Less: Gross receipts since opening (July 1, 1926) .....		105,698,051.24	
Excess of total expenditures over total receipts .....		<u>\$3,356,676.61</u>	
Accounted for by:			
Debt on outstanding bonds .....	\$109,190,000.00		
Accrued interest payable .....	148,960.42		
Accrued pensions payable .....	37,262.00		
Retained on contract .....	208,566.97		
Reserve for replacements and repairs .....	259,993.72		
	<u>\$109,844,783.11</u>		
Less: Cash, accrued interest receivable and prepaid insurance .....	\$ 908,963.68		
Investments in U. S. Treasury obligations .....	<u>105,579,142.82</u>		
		106,488,106.50	
		<u>\$3,356,676.61</u>	

NOTE—Certain figures in this statement were formerly reported on the cash basis but are here reported on the accrual basis.

**SUMMARIES OF OPERATIONS OF SPECIAL FUNDS  
AND BALANCES AT DECEMBER 31, 1953**

1946 BOND SINKING FUND

Balance, December 31, 1952 .....		\$ 2,799,559.82
Received from:		
Operations and adjustments .....	\$ 1,158,014.76	
Interest accrued on investments .....	47,321.05	1,205,335.81
		<u>\$ 4,004,895.63</u>
Disbursed to:		
1946 Refunding Bond maturities .....	\$ 1,800,000.00	
Interest accrued on 1946 Refunding Bonds .....	131,440.10	1,931,440.10
		<u>\$ 2,073,455.53</u>
Balance, December 31, 1953 .....		<u>\$ 2,073,455.53</u>
Balance represented by:		
Cash .....	\$ 1,952.88	
Investments .....	2,073,859.43	
Accrued interest receivable .....	5,301.56	
		<u>\$ 2,081,113.87</u>
Less: Accrued interest payable		
Re: 1946 Refunding Bonds .....	7,658.34	\$ 2,073,455.53
		<u>\$ 2,073,455.53</u>

1946 BOND RETIREMENT FUND

Received from:		
Proceeds of sale of 1953 First Series Revenue Bonds (in compliance with Section 402 of First Supplemental Resolution) .....	\$10,843,301.80	
General Reserve Fund (in compliance with Section 402 of First Supplemental Resolution) .....	1,818,360.23	
Interest accrued on investments .....	128,871.68	12,790,533.71
		<u>4,476,602.37</u>
Disbursed to:		
Revenue Fund .....		4,476,602.37
Balance, December 31, 1953 .....		<u>\$ 8,313,931.34</u>
Balance represented by:		
Cash .....	\$ 2,669.78	
Investments .....	8,290,611.35	
Accrued interest receivable .....	20,650.21	\$ 8,313,931.34
		<u>\$ 8,313,931.34</u>

REVENUE FUND

Received from:		
Unappropriated cash balance at June 10, 1953 .....	\$ 100,136.37	
General Reserve Fund .....	2,817,284.51	
1946 Bond Retirement Fund .....	4,476,602.37	
Interest accrued on investments .....	8,304.90	7,402,328.15
		<u>7,402,328.15</u>

SCHEDULE D

**SUMMARIES OF OPERATIONS OF SPECIAL FUNDS  
AND BALANCES AT DECEMBER 31, 1953—Continued**

Disbursed to:		
Bond Service Fund .....	\$ 2,009,074.79	
General Reserve Fund (by specific resolutions of the Authority) .....	5,326,806.02	7,335,880.81
Balance, December 31, 1953 .....		\$ 66,447.34
Balance represented by:		
Cash (temporary deficit) .....	(\$234,178.02)	
Investments .....	299,406.09	
Accrued interest receivable .....	1,219.27	\$ 66,447.34

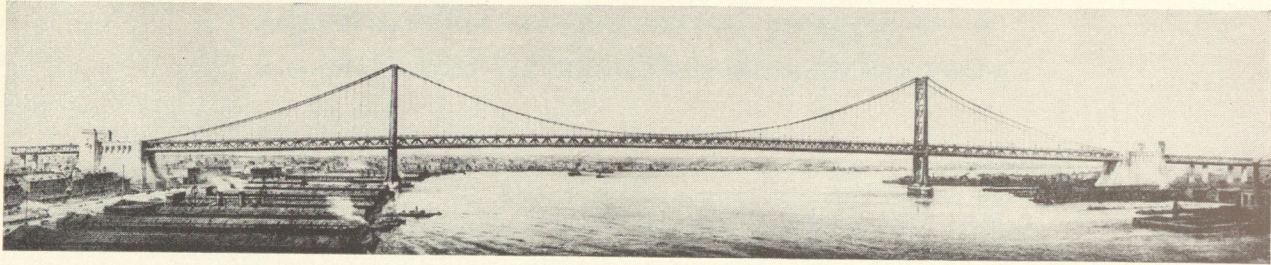
**BOND SERVICE FUND**

Received from:		
Proceeds of sale of 1953 First Series Revenue Bonds (interest accrued from May 15, 1953 to June 10, 1953) .....	\$ 244,923.61	
Revenue Fund .....	2,009,074.79	
Interest accrued on investments .....	6,469.39	\$ 2,260,467.79
Disbursed to:		
Interest accrued on 1953 First Series Revenue Bonds .....		2,119,777.08
Balance, December 31, 1953 .....		\$ 140,690.71
Balance represented by:		
Cash .....	\$ 32,679.73	
Investments .....	249,313.06	
Less: Accrued interest payable re: 1953 First Series Revenue Bonds .....	\$ 281,992.79	
		\$ 140,690.71

**BOND RESERVE FUND**

Received from:		
Proceeds of sale of First Series Revenue Bonds (the equivalent of one year's interest on the Bonds) .....	\$ 3,391,250.00	
Interest accrued on investments .....	55,377.41	
Balance, December 31, 1953 .....		\$ 3,446,627.41
Balance represented by:		
Cash .....	\$ 664.59	
Investments .....	3,422,628.32	
Accrued interest receivable .....	23,334.50	\$ 3,446,627.41

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



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

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

Construction contracts	\$23,870,096.01
Real Estate Pennsylvania	\$7,668,847.01
New Jersey	3,420,177.12
	11,089,024.13
Engineering	1,650,266.53
Administration	494,378.75
Cost of Bridge	37,103,765.42
Bridge Improvements (Including Rail Transit Line and Bridge Widening)	16,037,883.53
	\$53,141,648.95

**CABLES**

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

**TOWERS**

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

**ANCHORAGES**

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

**PAVED AREA**

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

**PRINCIPAL DIMENSIONS AND QUANTITIES**

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

**STRUCTURAL METALWORK**

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

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

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

**MASONRY**

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

TOTAL STRUCTURAL METALWORK AND MASONRY	763,491
--	---------

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

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

The line carried 4,743,310 passengers in 1937 and 8,381,739 in 1953. The record year was 1948 when there were 10,209,502 passengers. It is operated for the Authority by the Philadelphia Transportation Company under lease which provides for compensation to the Authority of 2 1/2c per passenger.



RAIL TRANSIT LINE

