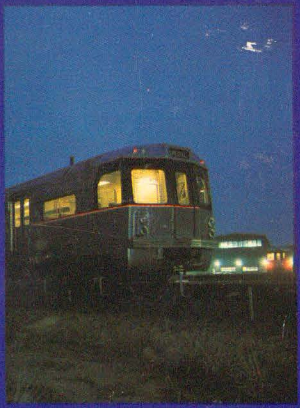
DELAWARE RIVER
PORT AUTHORITY



1968 ANNUAL REPORT

DELAWARE RIVER PORT AUTHORITY

of Pennsylvania and New Jersey

REPORT OF COMMISSIONERS

For the Year Ended December 31, 1968

Monthly Meeting

Port Authority Commissioners meet the third Wednesday of each month in the board room of the Administration Building, Benjamin Franklin Bridge Plaza, Camden, N.J.

Cover

DRPA transit car leaves Lindenwold maintenance shop for night tests on the line.

Inside front cover

Bustling Packer Avenue Marine Terminal is port's newest facility.

Commissioners

Pennsylvania

David M. Walker
Chairman
John P. Crisconi
Thomas Z. Minehart
Grace M. Sloan
R. Stewart Rauch, Jr.
Kevy K. Kaiserman
Geoffrey S. Smith
Harrison F. Dunning

New Jersey

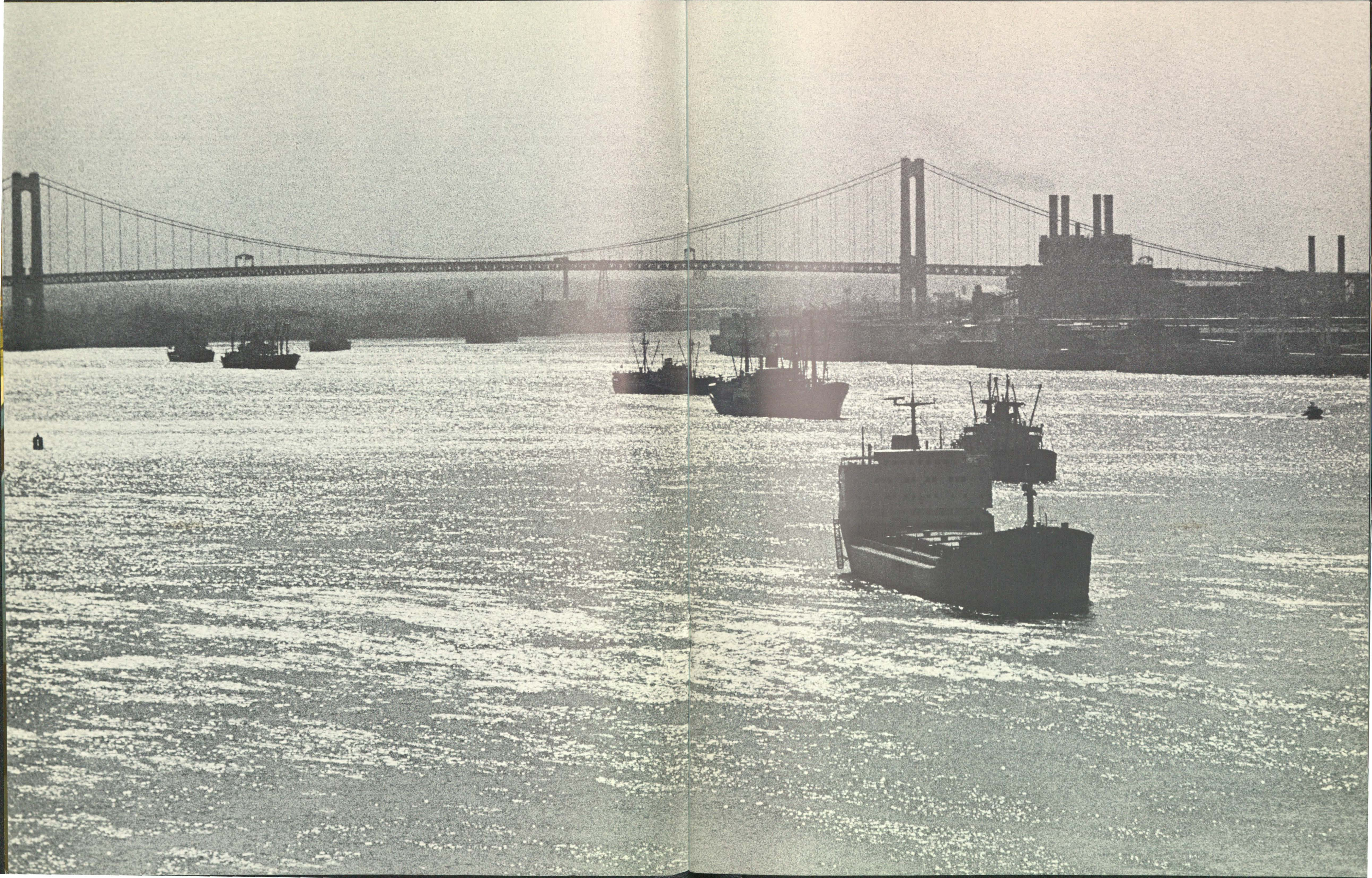
Alfred R. Pierce
Vice-Chairman
Ralph Cornell
Joseph M. Hitzel, Jr.
Bartholomew A. Sheehan
Arthur P. Schalick
James Kerney, Jr.
John A. Kervick
John A. Waddington

Officers

Thomas H. Lipscomb
Executive Director
C. H. McWilliams
Secretary/Deputy Executive Director
Thomas J. Auchter
Treasurer

Legal Staff

Morris Duane
Pennsylvania Counsel
E. Stevenson Fluharty
New Jersey Counsel
Charles V. Stoelker, Jr.
Special Counsel
Thomas F. Connery, Jr.
Special Counsel



ANNUAL REPORT 1968

The Honorable:
The Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey.

Nineteen sixty-eight was a twelvemonth unmatched in Delaware River Port Authority experience.

Never before, for instance, did it have three major construction projects in progress at the same time . . . the rapid transit line between Lindenwold, N.J., and midcity Philadelphia, a bridge between Chester, Pa., and Bridgeport, N.J., and a bridge between northeast Philadelphia and Pennsauken, N.J.

Their progress was accompanied by planning for financing them. Developments in that area included the selection of Drexel Harriman Ripley Inc. and Elkins, Morris, Stroud & Co. as financial advisors and the naming of a group of nine principal underwriters, headed by Smith Barney & Co., Inc.

At year-end it appeared that there would be no deviation from an earlier decision to finance the three as a single package and to retire outstanding indebtedness. This, of course, was still a flexi-

Honorable Raymond P. Shafer
Governor of the Commonwealth of Pennsylvania

Honorable Richard J. Hughes
Governor of the State of New Jersey

ble matter since bond market conditions at the time of offering would have to be taken into account.

It has been estimated that the Chester span will cost nearly $84 million, that the Pennsauken Bridge will have a $79 million cost and that the Lindenwold Line will represent an outlay of $92.5 million . . . a total of $255.5 million.

That figure greatly exceeds earlier estimates and is largely a reflection of the inflationary forces at work in the construction industry.

The upward spiral became a matter of deepening concern to the Authority during the previous year and Commissioners were advised that DRPA revenues were inconsistent with the new financial needs.

Tolls Revised

A study of the situation produced findings that tolls, the principal source of Authority income, must be adjusted if its commitment was to be met. The alternative was to defer one of the projects and that was adjudged to be unrealistic in view of the need for all three.

Several toll schedules were developed by transportation engineers for consideration by the Authority. Commissioners studied them in the light of which would be the least burdensome for regular bridge users.

The one which met that criteria was placed in effect on February 1. It entails a 50¢ single-crossing charge for passenger cars and a choice of two types of commutation books, one at $10 and good for 40 crossings in a two-month period, the other at $7.00 permitting 20 crossings in a three-month period.

The former single-crossing rate for passenger cars was 25¢ and there was but one commutation privilege, a $7.50 book allowing 40 crossings in a two-month period.

Only about 16 per cent of the eligible vehicles using DRPA bridges were taking advantage of the 6¼¢ per-trip saving under the old schedule. However, when the revision was instituted, with savings of either 25¢ or 15¢ possible, commutation book usage jumped to around 44 per cent, the highest ever.

Introduction of the new charges evoked some protest and there was an outcry in the press for a public hearing. The U.S. Department of Transportation became interested and its auditors conducted a six-week investigation of DRPA's books. This was followed by five days of sparsely-attended hearings in Philadelphia.

The Federal Examiner found that the new tolls were just and reasonable, but called for a modification in bus and truck charges. Accordingly buses were reduced 25¢ to 75¢ and trucks over 10,000 pounds are permitted to buy scrip representing a 10 per cent discount.

The net result of the revision in the toll structure was an appreciable climb in income, strengthening the Authority's credit structure for the day when it must borrow more money in the open market than it has ever sought before. The higher monetary intake was accomplished even though combined traffic on the Walt Whitman and Benjamin Franklin Bridges dropped for the first time, though slightly.

Transit Ready

Construction of the $92.5 million Lindenwold-Philadelphia rapid transit facility was 98 per cent completed on December 31. Plans were made for a January 4 commencement of revenue service over the 10.5-mile Camden-Lindenwold portion of the line and a February 1, 1969 target date set for full-scale operation to 16th and Locust Streets, Philadelphia, via the Benjamin Franklin Bridge.

Nine additional equipment and construction contracts were begun, raising the total to 44 prime contractors. The latest covered completion of drainage systems, parking lot paving and lighting, rehabilitation of the City Hall and Broadway Stations in Camden, automatic fare collection and a closed circuit TV surveillance system.

Delivery of the stainless steel cars from The Budd Company began in late March and testing operations on the new track system started in early April. Seventy-one of the 75 cars were readied during the year and were subjected to tests and adjustments.

The old high-speed line across the Benjamin Franklin Bridge was discontinued on December 28 to permit the changeover to the new system. It had been planned to offer temporary bus service, but existing lines said they could handle the increased business and it worked out well.

A three-year lease was signed with the City of Philadelphia for DRPA trains to continue using its Locust Street Subway. Three of the latter's stations were

David M. Walker
Chairman

Alfred R. Pierce
Vice-Chairman

THE AUTHORITY

The Delaware River Port Authority is a public corporate instrumentality of the Commonwealth of Pennsylvania and the State of New Jersey.

Under a Compact between the States—and consented to by the U.S. Congress—it was created in 1931 as the Delaware River Joint Commission.

The Compact has been amended twice in keeping with the broadening responsibilities laid upon the Authority by its parent states.

It is empowered to build and operate bridges or tunnels across or under the Delaware River, to engage in projects for the improvement and development for port purposes in a "district" comprising Philadelphia and Delaware Counties in Pennsylvania and the eight southernmost counties of New Jersey (Burlington, Camden, Gloucester, Salem, Cumberland, Cape May, Atlantic and Ocean) and to build and operate a rapid transit system within a 35-mile radius of Camden and points within Philadelphia.

The Authority consists of 16 Commissioners, eight from each State. Six of the Pennsylvanians are appointed by the Governor with the advice and consent of the Senate for five-year terms. The other two, the Auditor General and State Treasurer, are ex-officio members. All eight New Jersey Commissioners are appointed by the Governor with the advice and consent of the Senate for five-year terms.

refurbished by the Port Authority in preparation for its new service and there was financial participation by it in the City's extensive rehabilitation of the 8th and Market complex where three subway lines converge under a busy intersection which has major department stores on three of its four corners. This unusual concentration of large retail establishments is expected to generate off-peak traffic for the Lindenwold Line.

An agreement was reached with SEPTA (which took over Philadelphia Transportation Company) so that Port Authority Transit Corporation passengers could transfer to other lines in Philadelphia. The operation is subsidized by DRPA in the interest of making it possible for PATCO passengers to get anywhere in Philadelphia without having to pay a second full fare. The transfers cost the passengers 25¢ for a round trip.

Interest in the line heightened as construction progressed. As a result, there were visits from many professional groups. One of the previews involved 400 participants in the Rail Transit Group Conference of American Transit Association-Institute of Rapid Transit.

Bus Grant Advised

A feeder bus study by Praeger-Kavanagh-Waterbury was completed in September. It recommended the establishment of new bus routes and modification of old. Also, a cost analysis was presented.

Advocated, too, was the initiation of action to obtain legislation authorizing DRPA to act as the regional transportation agency for the Camden-South Jersey region, the acquisition of private bus companies, New Jersey Department of Transportation participation in financing and an application for a demonstration grant to the Urban Mass Transportation Administration.

Planning of the two new bridges moved substantially ahead during the past 12 months. Design of the Chester-Bridgeport span advanced to 61 per cent of completion and on the Philadelphia-Pennsauken bridge it rose to 59 per cent. In addition, the first major construction contract on each—covering the main river piers—is nearly ready for advertising. Also property acquisition is about to begin.

One of the important prerequisites of construction is the approval of both states on the alignment of the two bridge centerlines between the Delaware River high water mark and the ultimate connections to the highway systems. These were received from the Pennsylvania Secretary of Highways and the New Jersey Commissioner of Transportation. Their receipt permits development of the final design and construction plans for the toll plaza, approach highways, interchanges and related elements of the total bridge projects.

HUD Criteria Set

The Authority will employ property acquisition procedures which generally conform with those set forth in the new eminent domain codes of the Commonwealth of Pennsylvania, the State of New Jersey and the Federal Government.

There is a cooperative agreement with the Chester Redevelopment Authority by which that agency will provide the services necessary to relocate affected residents, in accordance with HUD relocation criteria accepted by the Port Authority. It is anticipated that a similar arrangement will be developed in relation to properties in the Delair section of Pennsauken Township.

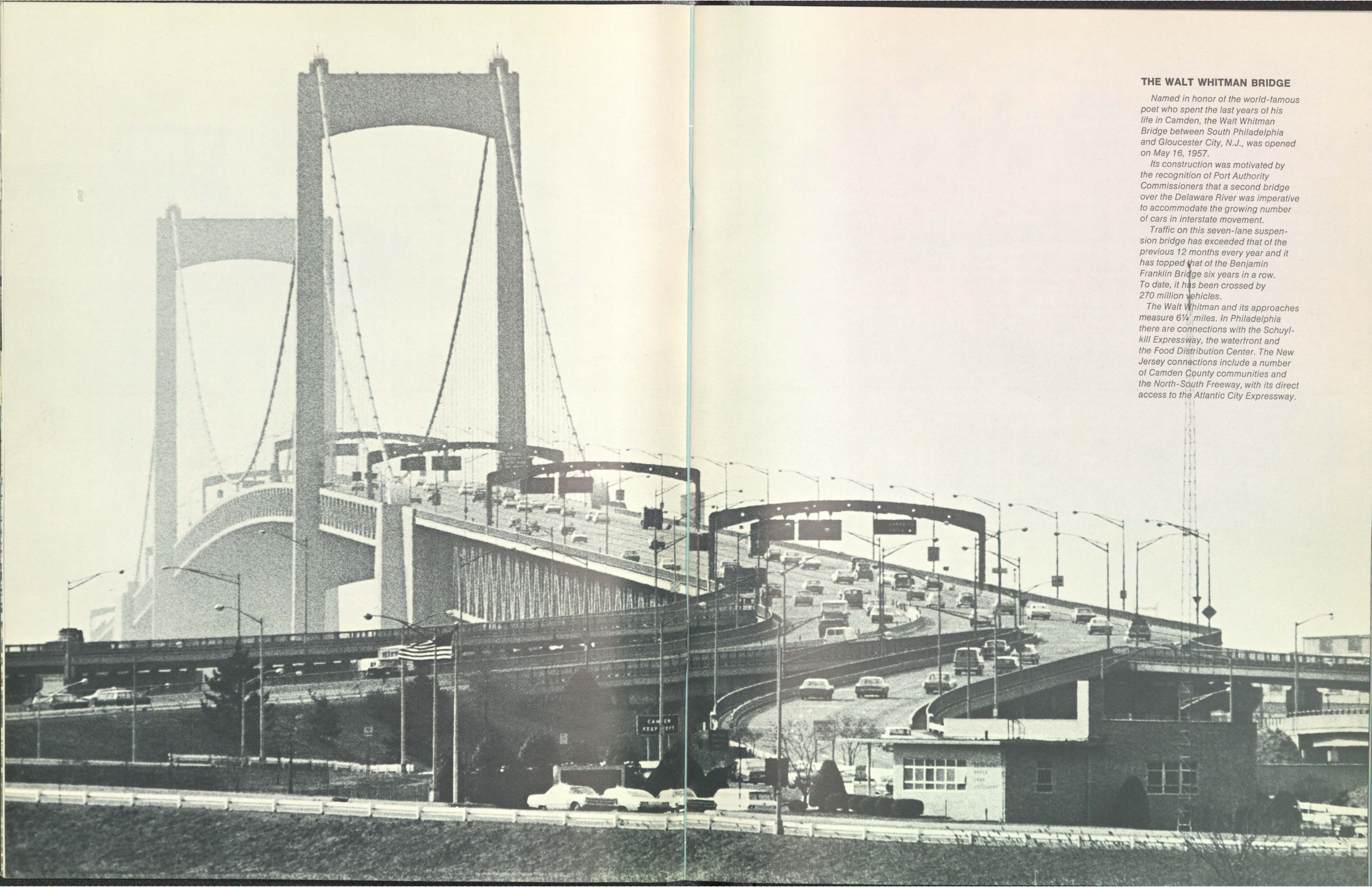
Meridian Engineering, Inc. has been engaged to develop a management information system based on critical path scheduling to assist with the bridge projects. That same firm is also developing an integrated management-maintenance program for our facilities.

When a routine inspection of the Walt Whitman Bridge revealed a number of fine cracks in the stringer beams supporting the pavement, a detailed study was undertaken and the designers of the bridge (Modjeski and Masters and Ammann & Whitney) and the steel fabricator and erector (Bethlehem Steel Corp.) were consulted.

Meanwhile, Dr. John W. Fisher of Fisher, Fang & Associates and a member of the Lehigh University staff, was retained to make an independent evaluation of the problem.

In summary, his report confirmed early assurances that the bridge was in no danger of structural failure. The cracks were identified as fatigue cracks, and that, once formed, their growth would cease. It also recommended additional maintenance procedures designed to remove all vertical movement in the stringer beams and suggested test panels be set


COMMUTATION TICKETS
SALES & INFORMATION
ADAMS & ELLIS TIRE Co



THE WALT WHITMAN BRIDGE

Named in honor of the world-famous poet who spent the last years of his life in Camden, the Walt Whitman Bridge between South Philadelphia and Gloucester City, N.J., was opened on May 16, 1957.

Its construction was motivated by the recognition of Port Authority Commissioners that a second bridge over the Delaware River was imperative to accommodate the growing number of cars in interstate movement.

Traffic on this seven-lane suspension bridge has exceeded that of the previous 12 months every year and it has topped that of the Benjamin Franklin Bridge six years in a row. To date, it has been crossed by 270 million vehicles.

The Walt Whitman and its approaches measure 6¼ miles. In Philadelphia there are connections with the Schuylkill Expressway, the waterfront and the Food Distribution Center. The New Jersey connections include a number of Camden County communities and the North-South Freeway, with its direct access to the Atlantic City Expressway.

BENJAMIN FRANKLIN BRIDGE

Nearly 800 million vehicles have crossed the Port Authority's Benjamin Franklin Bridge between Philadelphia and Camden since it opened on July 1, 1926.

It was the first major bridge across the Delaware River and, at the time of the opening, was the largest single-span structure in the world.

Its eight lanes annually accommodate more traffic than most other toll bridges. Much of that vehicular movement represents commuter travel, but it is appreciably supplemented by summer weekend traffic to New Jersey seashore resorts.

Construction of this suspension bridge forged an important link in interstate roads, utilizing local street systems in Philadelphia (Race and Vine Streets) and Camden (Penn and Linden Streets). To the west there are connections with the Benjamin Franklin Parkway and with the Schuylkill Expressway, which connects with the Pennsylvania Turnpike. On the east Admiral Wilson Boulevard has direct connections with principal highways, with accesses to I-295 and the New Jersey Turnpike approximately nine miles from the Bridge Plaza.

Originally called the Delaware River Bridge, the span has undergone two major changes in its character. The Philadelphia-Camden transit line was added in 1936 and the roadway was expanded from six lanes in 1950 by utilizing space which had been reserved for trolley cars.

The name was changed to honor Benjamin Franklin on January 17, 1956, the 250th Anniversary of Poor Richard's birth. His grave is just one block south of the Philadelphia terminus of the bridge.

up to observe changes in the pattern of crack in the next few years. That is on the agenda for 1969.

In addition to its bridge responsibilities the Engineering Division supervises the operation of the Chester-Bridgeport Ferry on which there is financial help from DRPA's parent states. The ferry carried 915,504 vehicles in 1968, less than one per cent higher than the 908,000 of 1967. A 17-day strike prevented a larger gain.

Bridges Among Busiest

The decline in combined Walt Whitman-Benjamin Franklin traffic amounted to only 2.3 per cent, with the 1968 total of 55,313,129 vehicles comparing with 56,631,641 the previous year.

It occurred even though the Walt Whitman continued its uninterrupted posting of annual new highs. However, the gain of 51,002 was the smallest to date and it was offset by the drop of 1,369,514 vehicles at the Benjamin Franklin.

Meanwhile, each DRPA span retains its identity as one of the busiest toll bridges in the world (see box, p. 15) and together they accommodated 54.1 per cent of the vehicles crossing major Delaware River toll bridges during 1968.

In addition to the fresh annual peak, the Walt Whitman set two other marks. The 112,922 vehicles which crossed it on Sunday, July 21, was the highest of any single day and the 3,104,758 traffic flow of August was the best month ever.

The latter surpasses the Benjamin Franklin's 3,078,703 monthly record of July 1955. It is further interesting that the Walt Whitman topped the Benjamin Franklin in every month of 1968 and that it was the sixth consecutive year in which its traffic topped that of the older span.

Announcement of the toll rate adjustment provoked the busiest commutation book sale in history. January witnessed the sale of 53,798 books as vs. 20,391 in January 1967.

The post Army-Navy game period, 4-5 P.M. on November 30 was again the most demanding for our toll collectors. 6807 vehicles moved through the Walt Whitman lanes in that one hour.

The Bridge Division was also engaged in an extensive deck roadway repair program on the Benjamin Franklin which has special significance. It marked the beginning of the centralized maintenance concept, ending separate crew identification at each span.

Safety records at each bridge were somewhat remarkable when compared with the national average of deaths per mile. Nevertheless, there was one fatality at each bridge. Each of these was a one-car accident.

It is worthy of note that bridge patrol cars traveled over 1.2 million miles during the year, during which 1013 arrests were made and 66 fires extinguished. Another impressive statistic is that nearly 7100 vehicles were assisted from the bridges.

Port Business Up

The Ports of Philadelphia remained the nation's second-busiest seaport, experiencing gains in international trade, in general cargo and in total commerce.

U.S. Department of Commerce figures show that 53.8 million tons of foreign trade—10.8 per cent of the total for the whole country—was handled locally in 1968, an increase of 9.4 percent from 1967. Imports of 50.7 million tons (up 10.2 per cent) offset a 1.7 per cent dip in exports to 3.1 million tons.

For purposes of comparison, New York's import/export total was 63.7 million tons, a gain of 6.3 per cent, Baltimore's was 25.2 million tons, up 10.1 per cent and Hampton Roads gained 0.4 per cent to 42.7 million tons.

DRPA's annual survey of nonindustrial terminals disclosed that these facilities handled 4.5 million tons of general cargo, a gain of 7.4 per cent. The indication is that this improvement was shared by other terminals.

General cargo receives special emphasis since its economic impact per ton is much greater than that of bulk. The extent of that disparity in terms of latest inflationary influences is the subject of a new study by DRPA statisticians. It is expected that the information will be ready by August.

Another measure of local maritime activity is the number of man-hours worked by longshoremen and it is noted that the 1968 total of 5,941,185 man-hours was the highest since 1956. In 1967 the figure was 5,687,037.

DRPA was a joint sponsor of two comprehensive port studies during 1968.

In one of these, Tippetts-Abbett-McCarthy-Stratton measured forecasts of general cargo vs. present and anticipated loading capacity. The TAMS conclusion


XG 8681


DELAWARE
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CLEARANCE 12' 6"
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CLEARANCE 12' 6"
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3

RAPID TRANSIT

The world's most modern rapid transit facility has been constructed by the Delaware River Port Authority and is ready to offer fast, convenient, comfortable, economical service between Lindenwold, N.J. and midcity Philadelphia, a distance of 14.5 miles.

Modern technology is the dominant feature of this line. Innovations include an automatic train operating system. After the attendant on each train pushes two buttons—one to close the doors, the other to start the train—signals in the track govern the speed on each segment of the line (up to 75 mph) and bring it to a stop at the next station.

The cars are stainless steel with climate control, tinted glass, contoured seats and good lighting. Their maintenance record is on computer.

Fare collection centers around plastic tickets which are magnetically encoded to open automatic gates. Tickets are purchased from vending machines which require exact change, obtainable from another machine.

On 10-trip tickets, the code is revised to deduct one ride at a time and the machine will swallow the ticket when all rides are used. The tickets can be recoded and reused by DRPA.

Another modernity is closed circuit television surveillance of stations.

There are six new stations and six older. The latter have undergone rehabilitation. They are located along the route of the former bridge line, four in Philadelphia, two in Camden.

New air-conditioned stations have been constructed at Lindenwold, Ashland, Haddonfield, Westmont, Collingswood and Ferry Avenue in Camden. They have been built in a 10.5-mile corridor once occupied by Pennsylvania-Reading Seashore Line.

was that no new terminals, other than those under construction, would be needed until 1980, when Camden Marine Terminal might be expanded. It was recommended, however, that the Packer Avenue Terminal, opened with three berths this year, be extended. That project is under way. So is the previously-planned Tioga Marine Terminal.

The other analysis, by McKinsey & Co., Inc., was directed at the threat of containerization. The firm's conclusion was that our position as a major general cargo port was imperiled by the failure to compete in the container race. Advocated was an immediate program of counteraction. McKinsey suggestions included a consortium of private operators to improve facilities management, a stronger marketing approach and the development of a tristate port agency, adding Delaware.

The recommendations of these impartial firms was in mind as the Authority re-examined its whole effort in behalf of the port and there were changes. The Division of Port Development gave way to the World Trade Division, a more meaningful title in light of the limited role of the Authority in Port Development and the need for a stronger marketing approach.

Another significant development was the decision to request a number of agencies to submit proposals for an advertising program which would have greater impact. The decision was to engage Gray & Rogers and their efforts under an initial budget of $185,000 attracted considerable attention.

In weighing possible avenues of new business it was decided to investigate the situations pertaining to a wide range of commodities. The results have been encouraging, with tea, steel, machinery and chemical tonnage added.

The London office provided valuable information which, with the help of other regional offices, led a large rubber company to divert its shipments to the Ports of Philadelphia and that laid a foundation for what promises to be a substantial improvement in rubber shipments via local terminals.

A disturbing development has been a cutback of liner service on North Atlantic trade routes. DRPA men in Europe have devoted themselves to this problem and a measure of success can be reported in that a new service has been initiated in the Hamburg-Antwerp range and indications are good that 1969 will mark the commencement of sailings from Dublin and Manchester.

It should be noted, though, that all North Atlantic ports experienced a decline in ship traffic during 1968, attributable in part to the steady increase in the size of the ships.

The port-related industrial development program gained momentum during the year as DRPA representatives held demonstrations in Europe and the Far East. The advantages of having the one-year-old office in Tokyo was particularly noted in trade mission activity.

Perhaps one of the less glamorous aspects of World Trade Division activity is its constant alertness to tariff situations threatening loss of business. Cases before the Interstate Commerce Commission and the Federal Maritime Commission have involved a variety of litigations. They are detailed elsewhere in this report.

Income Higher

Operating revenues for 1968 amounted to $24,535,979, an increase of 48.6 per cent over the preceding year. Direct and General Administration expenses totaled $6,585,807 which resulted in a net operating revenue of $17,950,172, or an increase of 68.9 per cent over 1967. Interest on our Funded Debt increased $981,721 to $4,652,319 as a result of refunding and increasing our short term borrowing on March 1.

World Trade Division expenses increased from $936,882 to $1,136,945, or 21.4 per cent.

Net income for the year amounted to $16,639,065 an increase of 60.7 per cent over the previous year. As in previous years, all investments of Port Authority funds were direct and general obligations of the United States Government in accordance with our 1953 Bond Resolution and the 1968 Note Resolution.

As a result of the changing yield structure in the investment market, the Commissioners requested that our banks of deposit increase the rate paid on our 90-Day Notice Time Deposit Accounts to 4⅞% effective September 1. All of our banks of deposit have agreed to this new rate with the result that these funds of the Authority continue to provide an attractive rate of return. As has been the practice of the Port Authority, all of its bank deposits are secured by direct obligations of either the United States Government, the Commonwealth of Pennsylvania or the State of New Jersey pledged with the Federal Reserve Bank of Philadelphia or other suitable custodians.

In order to provide the balance of the funds needed to complete construction of the Rapid Transit System, our short term borrowing was recast on March 1, 1968. The original short term loan of $37,500,000 was paid off and a new loan negotiated with substantially the same financial institutions for $60,000,000. This short term loan is due on January 1, 1970 and bears interest at the rate of 4¼%. It is the intention of the Port Authority to repay this loan through the issuance of long term debt during 1969.

As of December 31, total outstanding debt amounted to $125,054,000. This was comprised of $17,200,000 3¼ per cent Serial Bonds to 1973; $47,854,000 3½ per cent Term Bonds due December 15, 1983 and $60,000,000 4¼% Notes Payable due January 1, 1970—with the Port Authority having the option to redeem the Notes as a whole on July 1, 1969 at a redemption price equal to the principal amount of the Notes plus accrued and unpaid interest.

Needy Students Aided

A summer employment program for needy students was introduced and it brought credit to the Authority. Designed to provide the financial assistance disadvantaged boys and girls require to pursue higher education, it provided 99 with opportunity.

All but eight of these temporary employees were assigned to the Bridge Division, where they substituted for vacationing operating personnel and engaged in seasonal maintenance programs. Sixty-seven were from minority groups and one of them, a journalism major, wrote several good stories for DRPA LOG as part of his on-job training.

The large number of applicants for the summer positions, together with the effectuation of the provisions of the personnel evaluation report, contributed to the busiest year ever in the Administrative Services Division.

Seventy-eight new employees were added to the payroll during the year as the Authority broadened its scope of activity.

Five Year Traffic Statistics

	Benjamin Franklin Bridge	Walt Whitman Bridge	Total
1964	24,130,090	26,078,115	50,208,205
1965	25,150,365	27,699,701	52,850,066
1966	25,982,752	29,500,590	55,483,342
1967	25,972,923	30,658,718	56,631,641
1968	24,603,409	30,709,720	55,313,129

Cumulative Figures

Benjamin Franklin Bridge—7-1-26 to 12-31-68	799,203,839
Walt Whitman Bridge—5-16-57 to 12-31-68	270,270,238
COMBINED	1,069,474,077

1968 Traffic Count on Leading Bridges

GEORGE WASHINGTON (N.Y.)	66,954,142
SAN FRANCISCO-OAKLAND BAY (CALIF.)	55,683,491
TRIBOROUGH (N.Y.)	55,582,534
SYDNEY HARBOUR (AUSTRALIA)	41,640,051
THROGS NECK (N.Y.)	31,780,648
WALT WHITMAN	30,709,720
GOLDEN GATE (CALIF.)	30,252,189
BRONX-WHITESTONE (N.Y.)	28,437,272
VERRAZANO-NARROWS (N.Y.)	27,938,779
BENJAMIN FRANKLIN	24,603,409

THE DOLLAR—1968

INCOME

Operating Revenues—**84.1¢**

Interest and Other—**15.9¢**

EXPENSES

Direct Operating—**41.5¢**

Administrative—**11.0¢**

Interest—**37.1¢**

Port Development—**9.1¢**

Chester-Bridgeport Ferry—**1.3¢**

THE PORT

One of the Delaware River Port Authority's areas of responsibility is the promotion of the Delaware River as an avenue of commerce.

Its effort to increase passenger and cargo business includes the publication of promotional literature and various studies.

This is supplemented by the maintenance of regional offices in Philadelphia, New York, Chicago, Washington, D.C., Pittsburgh, London, Brussels and Tokyo.

Port involvement also covers advice on traffic matters and participation in litigation involving rates, preferences, rebates and other actions vital to the interest of the Port District.

It may also perform such other functions as may be of mutual benefit to Pennsylvania and New Jersey insofar as they concern the promotion and development of the Port District for port purposes and the use of its facilities by commercial vessels.

World Trade Division expenditures have shown an upward trend in recent years as its scope of activity expanded. For the past five years, they were as follows: $1,137,000 in 1968; $937,000 in 1967; $797,000 in 1966; $746,000 in 1965 and $672,000 in 1964.

The addition of the 78 offset the 49 resignations, retirements, etc. The number of persons on the payroll rose to 596.

There was continued emphasis upon purchases from vendors in the two-state area because of its stimulative value to the local economy. A year-end analysis of the 5400 purchase orders involving an expenditure of over $1 million for goods and services shows that 96 per cent of the business was placed locally.

An educational refund program was initiated for employees with at least six months of satisfactory service. It provides reimbursement for all tuition, books, laboratory and registration fees upon successful completion of courses of instruction which have been approved as helpful in improving an employee's skills and value to the Authority.

Another undertaking was a program of better communication with employees and an in-house newspaper was begun in December as part of that effort.

LOG Stories Reprinted

The special "Port of Tomorrow" report in the May 1968 DRPA LOG attracted attention around the world. Permission was granted for it to be reprinted in a variety of publications and it was translated into several foreign languages. Our own reprint of it enjoyed strong demand initially and requests are still being received.

The cover of that same World Trade Issue of the magazine, a color shot of the new Packer Avenue Terminal, was also popular. Prints of it were supplied for a number of exhibits and one Philadelphia shipping firm reproduced it on its Christmas card.

As expected, the public relations staff was involved with every aspect of Port Authority operation and some of these entailed considerable extra effort.

Advancement of the transit project heightened the interest of the press and preview rides were arranged for various publications, photographs supplied and interviews arranged.

There was also an educational program in which community police and school officials cooperated in warning the public, particularly children, that the transit line was being energized, that the high voltage and operation of test trains made trespassing even more dangerous.

New Executive Director

The Port Authority's most eventful year included an exhaustive study of its operation by two management consulting firms. Their findings triggered a large-scale reorganization.

One's assignment included the screening of candidates for the position of Executive Director, a vacancy created by Mr. Paul MacMurray's request that he be relieved of that administrative responsibility so that he could return to full-time engineering.

It resulted in the appointment of Major General Thomas H. Lipscomb, a West Point graduate who was retiring from a career in the Army Corps of Engineers.

The same firm made an analysis of other DRPA executives and departmental functions and made both short-term and long-range recommendations.

The second consultant undertook a salary evaluation and organization analysis encompassing every aspect of Authority operation. Comparisons were made with comparable agencies, nearby municipal governments and area industry.

Salaries were adjusted and a seven-increment scale offering a 34 per cent spread between top and bottom as against the 21 per cent spread in the former five-step plan was recommended.

Commissioners approved the reorganization on September 18 and the changes were made effective November 4.

There were 32 transfers and promotions, including that of one division director, Edward F. Cotter, Administrative Services.

Commissioner Named

A development of unusual significance was the establishment of a better rapport with other agencies, local governments, labor and business. It was reflected in the invitations to both unions and waterfront employees to presentations on the McKinsey and TAMS reports, in the discussion of our advertising approach with shipping men, in involvement with planners, and in various get-togethers with opinion makers.

Commissioners welcomed John A. Waddington to their midst early in the year. He was appointed by Governor Richard J. Hughes as the successor to Edward C. McAuliffe, who served the Authority longer than any Commissioner.

The only other new face in the board room at Commission meetings was that of E. Stevenson Fluharty, who was named New Jersey Counsel. ■

Proceedings Before the Federal Maritime Commission

Docket 872 Investigation of Agreement 8200 between steamship lines of Far East Conference and Pacific Westbound Conference.

FMC instituted an investigation to determine whether Agreement 8200 between member lines is a true and complete agreement and whether it is being carried out in a manner which makes it unjustly discriminatory or unfair as between carriers, shippers, exporters or ports. The Traffic Board of the North Atlantic Ports Association, in which DRPA is represented, participated as a unit because the matter concerned all North Atlantic Ports equally. DRPA did not enter a separate appearance.

Status Agreement found justified but supplement covering overland rates constitutes an unapproved agreement. Carriers had to cease and desist until supplemental agreement was filed and approved by FMC. Appealed to courts for review and enforcement. Pending.

Docket 65-31 Investigation by FMC of Overland Common Points and Overland Rates maintained between Far East and U. S. Pacific Coast Ports. This case is an outgrowth of Docket 872. Traffic Board, North Atlantic Ports Association, petitioned FMC to investigate Overland Rates and Overland Common Points. DRPA did not enter separate appearance for same reason as Docket 872.

Status Oral agreement scheduled in early 1969.

Docket 66-61 Complaint of Board of Commissioners of the Port of New Orleans against the Pacific Coast Australasian Tariff Bureau.

This is an outgrowth of Docket 65-31. Joint participation by Traffic Board, NAPA.

Status See Docket 65-31. Both proceedings being heard on joint record.

Docket 1153 Investigation of Truck Loading and Lighter Loading and Unloading Practices at New York Harbor.

Since this matter concerned practices at New York Harbor, the Philadelphia Maritime Industry felt the DRPA should not enter an appearance. However, we have followed the case very closely.

Status FMC has proposed a rate and requested New York Terminal Conference to show cause why it shouldn't be adopted.

Docket 65-46 Investigation into the lawfulness of the 17 per cent surcharge on truck loading and unloading at New York Harbor.

As in Docket 1153, the Philadelphia Marine Terminal Association felt that participation in this proceeding could place Philadelphia in a difficult position. However, we have attended some of the hearings and followed the case closely.

Status Further hearings pending.

Docket 68-9 FMC considering rule to establish free time on export cargo at Ports of Philadelphia and New York.

DRPA has participated in this proceeding in support of the Philadelphia Marine Terminal Association.

Status Exceptions to examiner's report have been filed and replies to exceptions are being prepared. Pending.

Docket 68-45 & 68-46 Complaints of Massachusetts Port Authority and Delaware River Port Authority against ocean conferences and steamship line absorption of inland transportation costs.

DRPA is a moving party in this case. Injunctive relief was secured in Federal Court until FMC had an opportunity to review case.

Status Negotiations are underway in an attempt to reach an amicable settlement.

Docket 68-49 FMC investigation of steamship conference agreement to make limited absorption of inland transportation charges.

This case is an outgrowth of Dockets 68-45 & 68-46. DRPA intervened in this matter to protect Port of Philadelphia.

Status Same as 68-45 and 68-46.

Proceedings Before the Interstate Commerce Commission

Docket Finance 23832 & 23833 Merger of N&W-C&O and inclusion of 5 Eastern Railroads into the system.

DRPA has intervened in support of the Reading Company—one of the 5 Eastern Railroads.

Status Awaiting examiner's report.

Docket 34522 & I&S 8230 Railroad proposal to reduce free time on export traffic held in cars from 7 days to 5 days at all U.S. Ports.

DRPA took an active part in these proceedings.

Status ICC issued final order in 1967 but appeals to federal courts delayed effective date until 1968. Concluded.

Docket 34894 Complaint of South Florida Ports to establish same level of rates as in effect to and from Gulf and South Atlantic Ports.

DRPA intervened in the proceeding to protect Port of Philadelphia, when rates from the midwest to North Atlantic Ports were brought into the litigation.

Status Brief to be filed in January 1969.

Docket I&S M-22528 & M-22755 Motor carrier conferences published charges for handling of non-motor carrier-owned trailers carrying export and import cargo.

DRPA did not participate because at present time we do not have full container-ship service.

Status Motor carrier conference in I&S M-22528 withdrew schedule. Proceedings discontinued. I&S M-22755 set for hearing.

Docket Ex Parte 259 Railroads filed for increase in rates.

Traffic Board, NAPA, represented all North Atlantic Ports in proceeding.

Status ICC granted increase in rates effective November 28, 1968.

FINANCIAL SUMMARY

PEAT, MARWICK, MITCHELL & CO.
CERTIFIED PUBLIC ACCOUNTANTS
1500 WALNUT STREET
PHILADELPHIA, PA. 19102

Delaware River Port Authority
Camden, New Jersey:

We have examined the balance sheet of Delaware River Port Authority as of December 31, 1968 and the related statements of revenues and expenses and changes in fund equities for the year then ended. 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. The financial statements for 1967, included for comparative purposes, were examined by other certified public accountants.

In our opinion, the accompanying financial statements present fairly the financial position of Delaware River Port Authority at December 31, 1968, the revenues and expenses resulting from its operations and the changes in fund equities for the year then ended, in conformity with generally accepted accounting principles and as set forth in note 1 to financial statements, applied on a basis consistent with that of the preceding year. The current year's supplementary data included in Schedules 1 through 5 have been subjected to the same auditing procedures and, in our opinion, are stated fairly in all material respects when considered in conjunction with the basic financial statements taken as a whole.

Peat, Marwick, Mitchell & Co.

January 24, 1969

Delaware River Port Authority

Statement of Revenues and Expenses—Year ended December 31, 1968 with comparative figures for 1967

	1967	1968
Operating revenues (note 2):		
Bridge tolls	$16,501,734	$24,523,209
Other	9,117	12,770
Total operating revenues	16,510,851	24,535,979
Operating expenses (note 1)	4,950,055	5,201,943
Net operating revenues from toll bridges	11,560,796	19,334,036
General administration expenses:		
Salaries	667,311	855,033
Other	265,460	528,831
	932,771	1,383,864
	10,628,025	17,950,172
Interest income—Investments and time deposits	4,523,114	4,420,609
	15,151,139	22,370,781
Interest on funded debt:		
1953 First Series Revenue Bonds	2,489,348	2,330,442
Notes payable, banks	1,181,250	2,321,877
Total interest on funded debt	3,670,598	4,652,319
	11,480,541	17,718,462
Other deductions, net:		
World Trade development expenses:		
Salaries	441,785	517,285
Other	495,097	619,660
	936,882	1,136,945
Net loss, Chester-Bridgeport Ferry (note 3)	276,814	172,553
Gain on sale of land	—	(230,101)
Net gain on 1953 bonds retired	(87,278)	—
Total other deductions	1,126,418	1,079,397
Net income	$10,354,123	$16,639,065

See accompanying notes to financial statements.

Delaware River Port Authority
Balance Sheet—December 31, 1968 with comparative figures for 1967

Assets	Total 1967	Total 1968	Capital fund	Revenue fund	Project operating fund
Cash (note 2)	$ 1,923,090	$ 2,575,746	$ —	$ 17,821	$ 18,550
Investments, at amortized cost (note 2)	73,458,442	78,876,874	—	7,820,218	2,382,818
Accrued interest receivable	704,860	596,214	—	—	—
Accounts receivable	84,686	122,171	—	150	2,895
Prepaid expenses	164,494	98,528	—	—	92,602
Investment in facilities, at cost (note 1):					
Benjamin Franklin Bridge	41,799,461	41,957,380	41,834,580	—	—
Benjamin Franklin Bridge high-speed line	11,163,524	8,865,405	8,865,405	—	—
Walt Whitman Bridge	86,515,177	86,502,349	86,502,349	—	—
Southern New Jersey Rapid Transit System	46,868,186	77,851,886	778,851	—	—
Chester-Bridgeport Ferry (note 3)	703,855	604,434	154,954	—	—
Future Delaware River crossings	1,819,835	4,091,790	1,088,751	—	—
Total investment in facilities	188,870,038	219,873,244	139,224,890	—	—
Port facilities studies, at cost	40,658	120,120	40,658	—	—
	$265,246,268	$302,262,897	$139,265,548	$7,838,189	$2,496,865

Liabilities and Fund Equities	Total 1967	Total 1968	Capital fund	Revenue fund	Project operating fund
Accounts payable:					
Contracts payable	$ 32,583	$ 1,926,732	$ —	$ —	$ 8,600
Retained amounts on contracts	2,285,238	2,377,915	—	—	—
Other	124,330	364,414	—	35,160	95,101
	2,442,151	4,669,061	—	35,160	103,701
Accrued liabilities:					
Interest	687,901	1,166,204	—	—	—
Pension	208,187	246,148	—	—	206,563
Sick leave benefits	452,598	554,065	—	—	517,671
	1,348,686	1,966,417	—	—	724,234
Deferred income on truck tickets	—	205,942	—	205,942	—
Reserve for replacements and painting	1,431,454	1,656,554	—	—	1,656,554
Funded debt (note 2):					
1953 First Series Revenue Bonds	68,154,000	65,054,000	65,054,000	—	—
Notes payable, banks	37,500,000	60,000,000	—	—	—
	105,654,000	125,054,000	65,054,000	—	—
Fund equities	154,369,977	168,710,923	74,211,548	7,597,087	12,376
	$265,246,268	$302,262,897	$139,265,548	$7,838,189	$2,496,865

See accompanying notes to financial statements.

Bond service fund	Bond reserve fund	Walt Whitman Bridge construction fund	Note revenue fund	Note service fund	Note reserve fund	System construction fund	General fund
$1,386,963	$ 798	$ 485	$ 1,660	$1,073,223	$ 368	$ 47,417	$ 28,461
—	6,926,380	2,413,713	38,987,314	—	2,670,664	13,509,527	4,166,240
—	104,551	—	405,834	—	—	70,935	14,894
—	—	—	114,299	—	—	150	4,677
—	—	—	—	—	—	—	5,926
—	—	—	122,800	—	—	—	—
—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
—	—	—	—	—	—	77,073,035	—
—	—	—	449,480	—	—	—	—
—	—	—	3,003,039	—	—	—	—
—	—	—	3,575,319	—	—	77,073,035	—
—	—	—	79,462	—	—	—	—
$1,386,963	$7,031,729	$2,414,198	$43,163,888	$1,073,223	$2,671,032	$90,701,064	$4,220,198

$ —	$ —	$ —	$ —	$ —	$ —	$ 1,918,132	$ —
—	—	—	209,283	—	—	2,168,632	—
—	—	—	—	—	—	231,797	2,356
—	—	—	209,283	—	—	4,318,561	2,356
93,079	—	—	—	1,073,125	—	—	—
—	—	—	—	—	—	16,016	23,569
—	—	—	—	—	—	—	36,394
93,079	—	—	—	1,073,125	—	16,016	59,963
—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
—	—	—	—	—	2,550,000	57,450,000	—
—	—	—	—	—	2,550,000	57,450,000	—
1,293,884	7,031,729	2,414,198	42,954,605	98	121,032	28,916,487	4,157,879
$1,386,963	$7,031,729	$2,414,198	$43,163,888	$1,073,223	$2,671,032	$90,701,064	$4,220,198

Delaware River Port Authority
Statement of Changes in Fund Equities—Year ended December 31, 1968

	Total	Capital fund	Revenue fund	Project operating fund	Bond service fund
Balance at beginning of year	$154,369,977	$73,108,270	$ 2,009,517	$ 11,287	$1,766,022
Revenues and expenses:					
Operating revenues	24,535,979	—	24,535,979	—	—
Operating and general administration expenses	(6,585,807)	—	—	(6,585,807)	—
Interest income	4,420,609	—	151,128	123,583	169,886
Interest on funded debt	(4,652,319)	—	—	—	(2,330,442)
Other income (deductions), net	(1,079,397)	—	230,101	—	—
	16,639,065	—	24,917,208	(6,462,224)	(2,160,556)
Cost of high-speed line facilities retired	(2,298,119)	(2,298,119)	—	—	—
Interfund transfers:					
Operating expenses	—	—	(6,463,313)	6,463,313	—
Bond service fund requirement	—	—	(4,788,418)	—	4,788,418
Note service requirements	—	—	(577,566)	—	—
Funds free of lien or pledge prior to the effective date of the 1968 Note Resolution	—	—	(1,065,609)	—	—
Free and other funds pledged on the effective date of 1968 Note Resolution	—	—	—	—	—
Funds pledged after the effective date of the 1968 Note Resolution	—	—	(7,180,457)	—	—
Funds in excess of bond reserve requirement	—	—	719,963	—	—
Cost of land sold	—	(25,762)	25,762	—	—
Matured 1953 First Series Revenue Bonds	—	3,100,000	—	—	(3,100,000)
Completed capital additions	—	327,159	—	—	—
Balance at end of year	$168,710,923	$74,211,548	$ 7,597,087	$ 12,376	$1,293,884

See accompanying notes to financial statements.

Bond reserve fund	Walt Whitman Bridge construction fund	Note revenue fund	Note service fund	Note service fund (1964)	Note reserve fund	Note reserve fund (1964)	System construction fund	General fund
$7,443,066	$2,285,575	$ —	$ —	$ 248	$ —	$1,264,516	$27,649,579	$38,831,897
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
308,626	128,623	1,580,023	42,424	3,457	121,032	8,197	1,266,908	516,722
—	—	—	(2,125,002)	(196,875)	—	—	—	—
—	—	(172,553)	—	—	—	—	—	(1,136,945)
308,626	128,623	1,407,470	(2,082,578)	(193,418)	121,032	8,197	1,266,908	(620,223)
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	(2,082,676)	2,082,676	577,566	—	—	—	—
—	—	—	—	—	—	—	—	1,065,609
—	—	36,492,839	—	(384,396)	—	(1,272,713)	—	(34,835,730)
—	—	7,180,457	—	—	—	—	—	—
(719,963)	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	(43,485)	—	—	—	—	—	(283,674)
$7,031,729	$2,414,198	$42,954,605	$ 98	$ —	$121,032	$ —	$28,916,487	$ 4,157,879

Delaware River Port Authority
Notes to Financial Statements—December 31, 1968

(1) Accounting Principles

The accounts are maintained in accordance with generally accepted accounting principles and principles set forth hereunder, which are based on the provisions of the Bond and Note Resolutions and on the Authority's interpretation of these resolutions.

a. Investment in facilities is stated at cost, which generally includes expenses in connection with the offering, selling and issuance of the bonds, administrative and legal expenses during the construction period, and interest paid during construction of the Benjamin Franklin Bridge high-speed line. Investment in facilities also includes cost of improvements, enlargements and betterments to the original facility.

b. Depreciation of facilities is not included as an operating expense or otherwise provided, except for the Chester-Bridgeport Ferry (note 3). The cost of maintenance, repairs and replacements deemed necessary to maintain such facilities in good operating condition is charged to operations.

c. Certain of the Authority's operations are carried out by subsidiary legal entities, the accounts of which are included herein.

(2) Funded Debt

a. Bonds dated May 15, 1953 and outstanding at December 31, 1968 are as follows:

Maturity date	Description	Principal amount
December 15, 1969	3¼% Serial Bonds	$ 3,300,000
December 15, 1970	3¼% Serial Bonds	3,400,000
December 15, 1971	3¼% Serial Bonds	3,500,000
December 15, 1972	3¼% Serial Bonds	3,500,000
December 15, 1973	3¼% Serial Bonds	3,500,000
December 15, 1983	3½% Term Bonds	47,854,000
		$65,054,000

Interest is payable semi-annually on June 15 and December 15 of each year. The bonds are redeemable as a whole at any time or in part on any interest payment date in inverse order of maturity at 102% to and including December 15, 1972, at 101% to and including December 15, 1977, and thereafter at 100% plus accrued interest in each case.

b. As of March 1, 1968, the Authority issued notes payable to banks in the principal amount of $60,000,000, bearing interest at 4¼% per annum, due January 1, 1970. The proceeds were used for refunding of the notes payable to banks issued in 1964 and for extension and construction of the Southern New Jersey Rapid Transit System. Interest is payable semi-annually on January 1 and July 1 of each year. The notes are redeemable as a whole on July 1, 1969 at a redemption price equal to the principal amount plus accrued interest.

c. All revenues and cash and securities are pledged under the Bond Resolution or the Note Resolution except those of the General and Capital Funds.

(3) Chester-Bridgeport Ferry

The Chester-Bridgeport Ferry is operated by an independent company under an agreement dated May 1, 1966 with the Authority's subsidiary, Port Authority Ferry Corporation. Terms of the agreement require the Port Authority Ferry Corporation to reimburse the company for losses sustained in the operation of the ferry. The Authority, in turn, receives maximum annual reimbursements of $75,000 from the Commonwealth of Pennsylvania and its subsidiary receives like reimbursement from the State of New Jersey. The operating loss of the ferry was $322,553 for 1968, before these reimbursements.

The Authority plans to operate the ferry until a Chester-Bridgeport bridge is constructed and opened to traffic; therefore, the remaining cost ($604,434) of these facilities, exclusive of land, is being depreciated over the expected period until completion of the bridge.

(4) Commitments

As of December 31, 1968, the Authority had contractual commitments as follows:

	Project Operating Fund	Note Revenue Fund	System Construction Fund	General Fund	Total
Benjamin Franklin Bridge	$ 85,044	$ 52,413	$ —	$1,500	$ 138,957
Walt Whitman Bridge	78,585	—	—	—	78,585
Southern New Jersey Rapid Transit System	—	—	11,904,327	—	11,904,327
Future Delaware River crossings	—	4,893,045	—	—	4,893,045
	$163,629	$4,945,458	$11,904,327	$1,500	$17,014,914

The Authority has also agreed to contribute $3,000,000 to the State of New Jersey for highway construction leading to certain of its facilities.

Delaware River Port Authority
Cash—December 31, 1968

	Interest rate		
Revenue fund:			
Camden Trust Company—Camden, N.J.—Regular		$12,360	
Camden Trust Company—Camden, N.J.—Payroll		1,000	
The First Pennsylvania Banking and Trust Company—Philadelphia, Pa.		4,461	$ 17,821
Project operating fund:			
Cash on hand		$17,550	
Camden Trust Company—Camden, N.J.—Regular		1,000	18,550
Bond service fund:			
The Boardwalk National Bank of Atlantic City, N.J.	4⅞%	$39,852	
Burlington County Trust Company—Moorestown, N.J.	4⅞%	39,117	
Camden Trust Company, Camden, N.J.	4⅞%	39,799	
Cape May County National Bank—Ocean City, N.J.	4⅞%	39,823	
Central-Penn National Bank of Philadelphia, Pa.	4⅞%	61,410	
The Citizens Bank—Philadelphia, Pa.	4⅞%	60,184	
Clayton National Bank—Clayton, N.J.	4⅞%	39,807	
Colonial National Bank—Haddonfield, N.J.	4⅞%	39,808	
Continental Bank and Trust Company—Norristown, Pa.	4⅞%	61,366	
Delaware Valley National Bank—Cherry Hill, N.J.	4⅞%	39,853	
The Farmers and Merchants National Bank of Bridgeton, N.J.	4⅞%	39,743	
The Fidelity Bank—Philadelphia, Pa.	4⅞%	61,433	
First Camden National Bank and Trust Company—Camden, N.J.	4⅞%	39,808	
First National Bank of Moorestown, N.J.	4⅞%	39,853	
The First National Bank of Pedricktown, N.J.	4⅞%	39,794	
The First National Bank of Stone Harbor, N.J.	4⅞%	39,791	
The First National Bank of Toms River, N.J.	4⅞%	40,009	
The First Pennsylvania Banking and Trust Company—Philadelphia, Pa.	4⅞%	61,506	
Frankford Trust Company—Philadelphia, Pa.	4⅞%	61,398	
Girard Trust Bank—Philadelphia, Pa.	4⅞%	61,489	
Industrial Valley Bank and Trust Company—Jenkintown, Pa.	4⅞%	61,408	
Lincoln National Bank—Philadelphia, Pa.	4⅞%	61,410	
The Pennsauken Bank—Pennsauken, N.J.	4⅞%	36,922	
The Penns Grove National Bank and Trust Company—Penns Grove, N.J.	4⅞%	39,107	
Peoples Bank of South Jersey—Penns Grove, N.J.	4⅞%	39,799	
Peoples National Bank of Camden County—Westmont, N.J.	4⅞%	39,852	
The Philadelphia National Bank—Philadelphia, Pa.	4⅞%	61,411	
Provident National Bank—Philadelphia, Pa.	4⅞%	61,407	
The Third National Bank and Trust Company of Camden, N.J.	4⅞%	39,804	1,386,963
Carried forward			1,423,334

Delaware River Port Authority
Cash, Continued

Brought forward		$1,423,334
Bond reserve fund:		
The First Pennsylvania Banking and Trust Company—Philadelphia, Pa.		798
Walt Whitman Bridge construction fund:		
The First Pennsylvania Banking and Trust Company—Philadelphia, Pa.		485
Note revenue fund:		
Camden Trust Company—Camden, N.J.		1,660
Note service fund:		
Camden Trust Company—Camden, N.J.		1,073,223
Note reserve fund:		
Girard Trust Bank—Philadelphia, Pa.		368
System construction fund:		
Cash on hand and change funds	$24,200	
Camden Trust Company—Camden, N.J.—Regular	21,475	
Camden Trust Company—Camden, N.J.—Payroll	1,000	
Girard Trust Bank—Philadelphia, Pa.—Regular	742	47,417
General fund:		
Bank de Bruxelles—Brussels, Belgium	$ 8,063	
Barclays Bank Limited—London, United Kingdom	5,780	
Camden Trust Company—Camden, N.J.—Regular	366	
The First National Bank of Chicago, Ill.	2,000	
Manufacturers Hanover Trust Company—New York, N.Y.	2,000	
Mitsubishi Bank, Limited—Tokyo, Japan	4,152	
National Savings and Trust Company—Washington, D.C.	1,500	
Pittsburgh National Bank—Pittsburgh, Pa.	2,000	
Provident National Bank—Philadelphia, Pa.	2,600	28,461
Total cash		$2,575,746

Delaware River Port Authority
Investments—December 31, 1968

	Par value	Amortized cost	Market value
Revenue fund:			
U. S. Treasury discount bills due 1/31/69	$ 293,000	$ 291,740	$ 291,632
U. S. Treasury discount bills due 3/20/69	1,769,000	1,748,023	1,745,914
U. S. Treasury 2½% Bonds due 6/15/69	424,000	423,491	416,977
U. S. Treasury discount bills due 6/30/69	1,860,000	1,810,327	1,802,061
U. S. Treasury discount bills due 9/30/69	2,877,000	2,761,553	2,739,767
U. S. Treasury discount bills due 11/30/69	833,000	785,084	784,903
	8,056,000	7,820,218	7,781,254
Project operating fund:			
U. S. Treasury discount bills due 5/31/69	2,375,000	2,315,627	2,313,298
U. S. Treasury discount bills due 9/30/69	70,000	67,191	66,661
	2,445,000	2,382,818	2,379,959
Bond reserve fund:			
U. S. Treasury 4% bonds due 2/15/70	6,198,000	6,186,890	6,050,797
U. S. Treasury 4% bonds due 8/15/72	741,000	739,490	691,909
	6,939,000	6,926,380	6,742,706
Walt Whitman Bridge construction fund:			
U.S. Treasury discount bills due 3/27/69	2,450,000	2,413,713	2,415,210
Note revenue fund:			
U. S. Treasury discount bills due 1/16/69	2,246,000	2,240,714	2,241,126
U. S. Treasury discount bills due 2/20/69	2,927,000	2,904,610	2,902,794
U. S. Treasury discount bills due 3/20/69	650,000	641,470	641,518
U. S. Treasury discount bills due 11/30/69	204,000	192,266	192,221
F.N.M.A.—P.C.—4¾% due 4/7/69	9,505,000	9,505,000	9,421,831
Export-Import—P.C.—5% due 2/20/71	10,230,000	10,229,924	9,820,800
F.N.M.A.—P.C.—5% due 1/19/72	5,235,000	5,243,330	4,973,250
F.N.M.A.—P.C.—5½% due 6/29/72	8,030,000	8,030,000	7,688,725
	39,027,000	38,987,314	37,882,265
Note reserve fund:			
U. S. Treasury discount bills due 2/28/69	2,694,000	2,670,664	2,668,030
System construction fund:			
U. S. Treasury discount bills due 1/9/69	1,791,000	1,788,711	1,789,137
U. S. Treasury discount bills due 1/16/69	7,009,000	6,992,761	6,993,791
U. S. Treasury 4% bonds due 2/15/69	4,729,000	4,728,055	4,712,744
	13,529,000	13,509,527	13,495,672
General fund:			
U. S. Treasury discount bills due 3/20/69	193,000	190,781	190,481
F.N.M.A.—P.C.—4¾% due 4/7/69	1,360,000	1,360,000	1,348,100
U. S. Treasury discount bills due 9/30/69	2,737,000	2,615,459	2,606,445
	4,290,000	4,166,240	4,145,026
Total investments	$79,430,000	$78,876,874	$77,510,122

Delaware River Port Authority
Southern New Jersey Rapid Transit System—December 31, 1968

Construction:

Completed contracts

Incompleted contracts

Total construction

Equipment:

Incompleted contracts

Other

Total equipment

Engineering:

Consulting, design and supervision

Test borings, soil exploration and other engineering

Field surveys

Bus feeder study—HUD

Total engineering

Payment on account without prejudice

Administration and financial

Real estate (land)

Right-of-way

Public utility relocation (contingent)

Surveys

Less amount paid by New Jersey State Highway Department

Total

(a) Included in contracts payable.

(b) Included in other accounts payable.

Total commitment	Amount earned (and/or billed)	Amount paid or to be paid	Amount retained	Amount unearned (and/or not billed)
$ 6,759,950	$ 6,759,950	$ 6,759,950	$ —	$ —
33,209,487	30,893,327	29,710,930	1,182,397	2,316,160
39,969,437	37,653,277	36,470,880	1,182,397	2,316,160
30,994,960	22,886,130	20,190,283	798,298	8,108,830
		1,897,549(a)		
2,679	2,679	2,679	—	—
30,997,639	22,888,809	20,192,962	798,298	8,108,830
		1,897,549(a)		
5,511,905	5,457,943	5,251,067	186,293	53,962
		20,583(a)		
940,112	912,251	912,251	—	27,861
377,253	377,053	375,409	1,644	200
120,000	120,000	120,000	—	—
6,949,270	6,867,247	6,658,727	187,937	82,023
		20,583(a)		
218,876	218,876	218,876	—	—
1,855,262	1,457,254	1,301,713	—	398,008
		155,541 (b)		
4,315,724	4,310,904	4,310,904	—	4,820
6,169,105	5,384,105	5,384,105	—	785,000
817,624	608,138	608,138	—	209,486
463,276	463,276	463,276	—	—
91,756,213	79,851,886	77,683,254	2,168,632	11,904,327
(2,000,000)	(2,000,000)	(2,000,000)	—	—
$89,756,213	$77,851,886	$75,683,254	$2,168,632	$11,904,327

Delaware River Port Authority
Southern New Jersey Rapid Transit System
Incompleted Construction Contracts—December 31, 1968

Construction:

No. 2 Kaufman Construction Company, Incorporated, Broadway to Newton Avenue, Camden, N.J.;
paving, grading, drainage, retaining walls, subway and bridge structures
Less estimated amount to be paid by New Jersey State Highway Department

No. 3 Lenry, Inc. and William P. Bergan, Inc., City of Camden, N.J.;
track bed and bridge rehabilitation

No. 4-A Poirier & McLane Corporation, City of Camden and Borough of Collingswood, N.J.;
paving, grading, drainage, retaining walls and bridge structures

No. 4-B Rockland Construction Company, Borough of Collingswood, N.J.;
paving, grading, drainage, retaining walls, bridge and viaduct structures

No. 6 Poirier & McLane Corporation, Township of Haddon and Borough of Haddonfield, N.J.;
paving, grading, drainage, utilities, structures and track work
Less cash received from:
New Jersey Bell Telephone Company
Borough of Haddonfield
New Jersey Water Company
Public Service Electric and Gas Company

No. 7-A The Conduit and Foundation Corporation, Townships of Cherry Hill and Voorhees, N.J.;
paving, grading, drainage, utilities, structures and track work
Less cash received from Tavistock Country Club

No. 8-AB Wm. A. Smith Contracting Co., Inc.; ballast, ties, rails and track work

No. 12-A-1, 2, 3 & 4 Passenger Stations:
A-1 Thompson Construction Corp.; general construction
A-2 Industrial Engineering Works; structural steel and miscellaneous metal work
A-3 Marvin C. Smith, Inc.; plumbing work
A-4 Lightning Electric Co.; electrical work

No. 12-B John D. Lawrence, Inc.; traction substation buildings

No. 13-A, B, & C—Rehabilitation of Broadway and City Hall stations:
A John D. Lawrence, Inc.; general construction work
B Marvin C. Smith, Inc.; mechanical work
C Gerald Electric Construction Company, Inc.; electrical work

No. 14-A, B, C, D, & E—Lindenwold Shop:
A Emcee Construction Inc.; general construction work
B Pilgrim Steel Co.; structural steel and miscellaneous metal work
C Sieck Bros. Inc.; heating, ventilating and air-conditioning work
D Camden Heating Co.; plumbing work
E William E. Snell, Inc.; electrical work

Carried forward

Total commitment	Amount earned (and/or billed)	Amount paid	Amount retained	Amount unearned (and/or not billed)
$1,912,247	$ 1,860,409	$ 1,764,797	$ 95,612	$ 51,838
(227,000)	—	—	—	(227,000)
1,685,247	1,860,409	1,764,797	95,612	(175,162)
623,881	623,881	623,781	100	—
1,468,458	1,468,458	1,468,358	100	—
2,717,222	2,717,222	2,707,222	10,000	—
8,228,787	8,204,773	7,793,334	411,439	24,014
(18,130)	(18,130)	(18,130)	—	—
(2,060)	(2,060)	(2,060)	—	—
(528)	(528)	(528)	—	—
(2,908)	(2,908)	(2,908)	—	—
8,205,161	8,181,147	7,769,708	411,439	24,014
2,702,405	2,702,405	2,702,305	100	—
(8,100)	(8,100)	(8,100)	—	—
2,694,305	2,694,305	2,694,205	100	—
4,723,813	4,483,541	4,247,350	236,191	240,272
2,956,523	2,919,717	2,773,296	146,421	36,806
273,505	257,870	244,195	13,675	15,635
70,656	60,730	57,197	3,533	9,926
361,802	349,517	331,545	17,972	12,285
3,662,486	3,587,834	3,406,233	181,601	74,652
525,037	518,928	512,307	6,621	6,109
91,165	76,234	71,676	4,558	14,931
11,000	5,000	4,500	500	6,000
92,756	77,341	72,703	4,638	15,415
194,921	158,575	148,879	9,696	36,346
957,033	954,846	907,024	47,822	2,187
291,007	291,007	290,907	100	—
73,068	68,539	64,886	3,653	4,529
91,220	88,765	84,204	4,561	2,455
251,808	248,539	235,949	12,590	3,269
1,664,136	1,651,696	1,582,970	68,726	12,440
$28,164,667	$27,945,996	$26,925,310	$1,020,186	$ 218,671

Delaware River Port Authority
Southern New Jersey Rapid Transit System
Incompleted Construction Contracts—December 31, 1968, Continued

Construction (continued):

Brought forward

No. 15 John J. Dunn Construction Co.; station parking lots and drainage

No. 16 United States Steel Corporation; fencing

No. 17 John J. Dunn Construction Co.; topsoil, landscaping and planting

No. 19 Lightning Electric Co.; parking lot and tunnel lighting

No. 21-A Wm. A. Smith Contracting Co., Inc.; Benjamin Franklin Bridge track rehabilitation

No. 21-B Acchione & Canuso, Incorporated; Benjamin Franklin Bridge track rehabilitation, subway area

No. 25 Lane Company, Inc.; fare control entrance and exit areas, Philadelphia, Pa. stations

8th and Market Street terminal reconstruction

Estimated costs due New Jersey State Highway Department

John D. Lawrence, Inc.; cleaning stations and concourse areas of the Locust Street subway

Murphy, Inc.; painting stations and concourse areas of the Locust Street subway

Southeastern Pennsylvania Transportation Authority; temporary relocation of fare collection facilities—Camden, N.J. stations

Henry Siravo Construction Co.; resurfacing ballasted track; Benjamin Franklin Bridge—westbound

Total incompleted construction contracts

Delaware River Port Authority
Southern New Jersey Rapid Transit System
Incompleted Equipment Contracts—December 31, 1968

Equipment:

No. 10 W. V. Pangborne, Co., Inc.; electrification

No. 11 Union Switch and Signal Construction Company; supervisory control and communications systems

No. 11-A Union Switch and Signal Construction Company; signal and interlocking equipment

No. 18 The Budd Company; electric rapid transit cars

No. 20-B Montgomery Elevator Company; escalators

No. 20-D-3 Advance Data Systems Corporation; automatic fare collection system

No. 23 International Business Machines Corporation; IBM—1130 system

No. 23-A Datron System, Inc.; data collection system

No. 24 Harry F. Ortlip Company of Pennsylvania; closed circuit television system

Total incompleted equipment contracts

(a) Included in contracts payable.

Total commitment	Amount earned (and/or billed)	Amount paid	Amount retained	Amount unearned (and/or not billed)
$28,164,667	$27,945,996	$26,925,810	$1,020,186	$ 218,671
1,034,023	827,995	776,294	51,701	206,028
299,179	277,985	263,139	14,846	21,194
604,497	602,352	572,127	30,225	2,145
145,579	144,128	136,889	7,239	1,451
847,586	736,797	696,943	39,854	110,789
385,168	358,074	339,728	18,346	27,094
141,338	—	—	—	141,338
750,000	—	—	—	750,000
766,000	—	—	—	766,000
17,366	—	—	—	17,366
36,229	—	—	—	36,229
7,200	—	—	—	7,200
10,655	—	—	—	10,655
$33,209,487	$30,893,327	$29,710,930	$1,182,397	$2,316,160

SCHEDULE 3B

Total commitment	Amount earned (and/or billed)	Amount paid or to be paid	Amount retained	Amount unearned (and/or not billed)
$11,045,379	$10,648,959	$10,096,690	$ 552,269	$ 396,420
1,119,284	896,419	840,454	55,965	222,865
2,482,598	2,235,380	2,111,250	124,130	247,218
13,753,231	8,139,789	6,188,502 1,897,549(a)	53,738	5,613,442
243,924	215,996	203,800	12,196	27,928
1,843,883	690,000	690,000	—	1,153,883
75,911	59,587	59,587	—	16,324
18,150	—	—	—	18,150
412,600	—	—	—	412,600
$30,994,960	$22,886,130	$20,190,283 $ 1,897,549(a)	$ 798,298	$ 8,108,830

Delaware River Port Authority
Future Delaware River Crossings—December 31, 1968

Philadelphia-Delair Bridge

Engineering:

Design and supervision of construction, 5.5% of $55,811,000 (estimated construction costs)

Test borings and other engineering

Traffic, toll and other studies

Administration and financial

Real estate (land)

Total Philadelphia-Delair Bridge

Chester-Bridgeport Bridge

Engineering:

Design and supervision of construction, 5.5% of $63,727,000 (estimated construction costs)

Test borings and other engineering

Traffic, toll and other studies

Administration and financial

Real estate (land)

Total Chester-Bridgeport Bridge

Total

Total commitment	Amount unearned (and/or billed)	Amount paid	Amount retained	Amount unearned (and/or not billed)
$3,069,605	$1,077,053	$ 979,384	$ 97,669	$1,992,552
226,908	211,058	211,058	—	15,850
282,995	281,487	281,441	46	1,508
250,000	—	—	—	250,000
879,803	823,003	823,003	—	56,800
4,709,311	2,392,601	2,294,886	97,715	2,316,710
3,504,985	1,290,957	1,179,435	111,522	2,214,028
207,482	193,983	193,983	—	13,499
215,757	214,249	214,203	46	1,508
250,000	—	—	—	250,000
97,300	—	—	—	97,300
4,275,524	1,699,189	1,587,621	111,568	2,576,335
$8,984,835	$4,091,790	$3,882,507	$209,283	$4,893,045

Delaware River Port Authority
Toll Bridge Traffic and Operations—Year ended December 31, 1968

Operating revenues:

Bridge tolls—at rates prior to February 1, 1968:
Passenger automobiles and light trucks
Commutation tickets
Buses
Motor trucks
Motor trucks
Motor trucks
Motor trucks
Motor trucks
Tractors and trailers
Tractors and trailers
Tractors and trailers
Passenger automobiles and trailers
Special permits
Motorcycles

Bridge tolls—at rates subsequent to January 31, 1968:
Passenger automobiles and light trucks
Commutation tickets
Commutation tickets
Buses (February 1, 1968 through September 30, 1968)
Buses (October 1, 1968 through December 31, 1968)
Commercial trucks
Commercial trucks
Commercial trucks
Commercial trucks
Commercial trucks
Passenger automobiles and trailers
Special permits
Motorcycles
Additional ticket revenues
Total traffic
Total bridge tolls
Other
Total operating revenue

Operating expenses:

Salaries
Equipment and supplies
Repairs
Insurance
Other
Total operating expenses
Net operating revenues from toll bridges

Toll	Total Traffic	Total Amount	Benjamin Franklin Bridge Traffic	Benjamin Franklin Bridge Amount	Walt Whitman Bridge Traffic	Walt Whitman Bridge Amount
$ .25	3,073,555	$ 768,389	1,493,662	$ 373,416	1,579,893	$ 394,973
.18¾	2,492,867	467,413	1,061,731	199,075	1,431,136	268,338
.50	77,421	38,711	67,079	33,540	10,342	5,171
.50	57,105	28,552	30,790	15,395	26,315	13,157
.75	53,449	40,087	26,955	20,216	26,494	19,871
1.00	7,067	7,067	3,035	3,035	4,032	4,032
1.50	2,668	4,002	1,011	1,517	1,657	2,485
1.75	175	306	76	133	99	173
1.20	13,080	15,696	4,089	4,907	8,991	10,789
1.60	52,958	84,733	17,167	27,467	35,791	57,266
2.00	47,123	94,246	10,988	21,976	36,135	72,270
.40	1,915	766	641	256	1,274	510
—	44	776	3	44	41	732
.15	695	104	394	59	301	45
.50	25,747,683	12,873,841	11,372,983	5,686,491	14,374,700	7,187,350
.25	19,252,983	4,813,246	8,314,456	2,078,614	10,938,527	2,734,632
.35	862,033	301,712	380,576	133,202	481,457	168,510
1.00	651,604	651,604	581,145	581,145	70,459	70,459
.75	220,544	165,408	202,386	151,790	18,158	13,618
1.00	1,281,504	1,281,504	646,180	646,180	635,324	635,324
1.50	203,511	305,266	63,205	94,807	140,306	210,459
2.00	568,690	1,137,380	182,815	365,630	385,875	771,750
2.50	534,667	1,336,667	105,671	264,177	428,996	1,072,490
3.00	1,176	3,528	276	828	900	2,700
.75	60,107	45,080	15,126	11,344	44,981	33,736
—	852	15,380	57	1,053	795	14,327
.25	47,653	11,913	20,912	5,228	26,741	6,685
	—	29,832	—	(3,779)	—	33,611
	55,313,129		24,603,409		30,709,720	
		24,523,209		10,717,746		13,805,463
		12,770		12,302		468
		24,535,979		10,730,048		13,805,931
		3,407,127		1,646,230		1,760,897
		179,212		92,439		86,773
		350,716		227,269		123,447
		308,393		151,063		157,330
		956,495		517,099		439,396
		5,201,943		2,634,100		2,567,843
		$19,334,036		$ 8,095,948		$11,238,088

DELAWARE RIVER PORT AUTHORITY

of Pennsylvania and New Jersey

Benjamin Franklin Bridge Plaza
Camden, New Jersey 08101

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Pittsburgh
Gulf Building

London
128 Mount Street

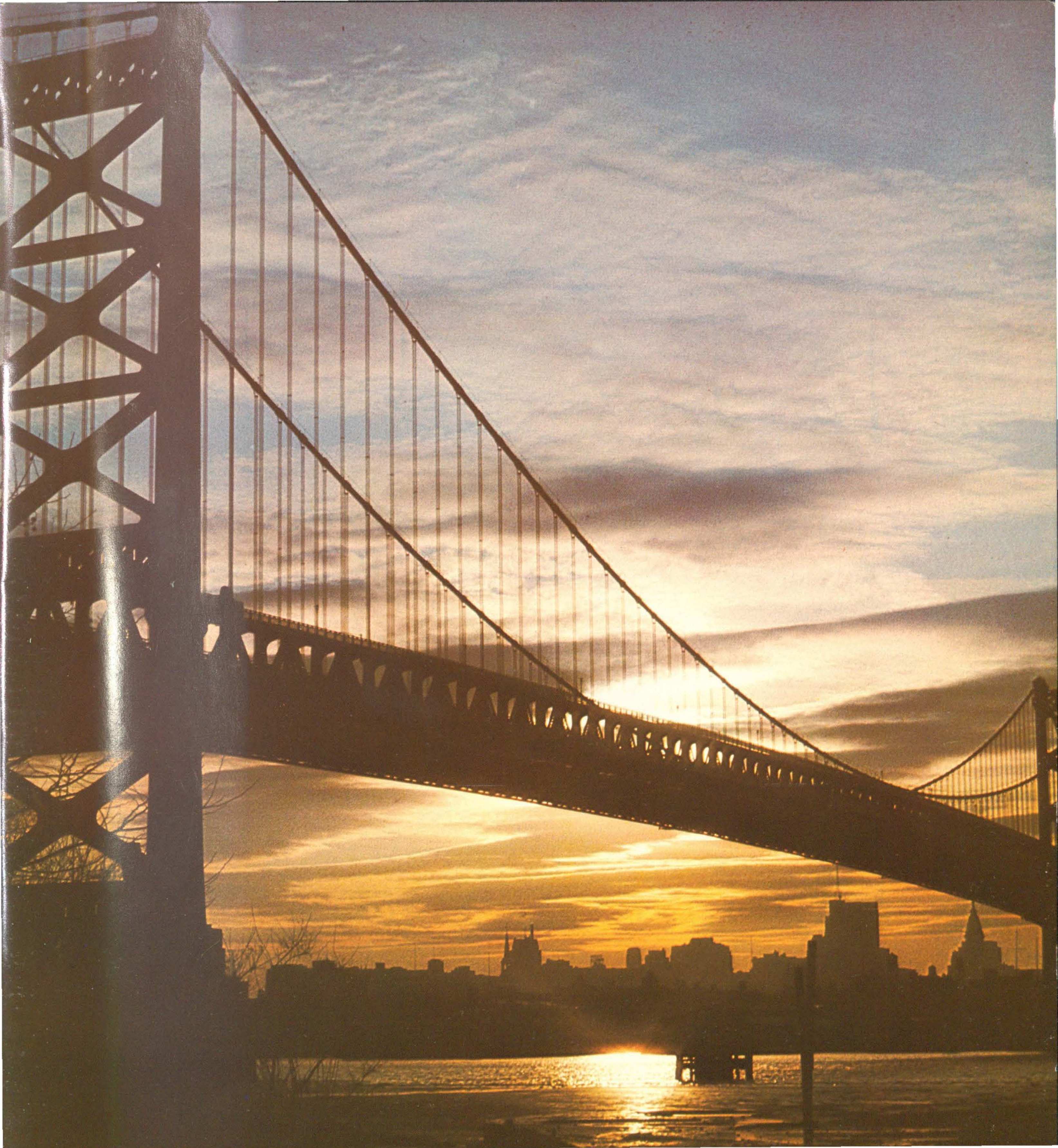
Brussels
536 Avenue Louise

Tokyo
Yurakucho Building

Inside back cover

Setting sun silhouettes Benjamin Franklin Bridge against Philadelphia skyline.

Design: Studio Three
Photography: C. Carlton Read




HANK YOU
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