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



1957

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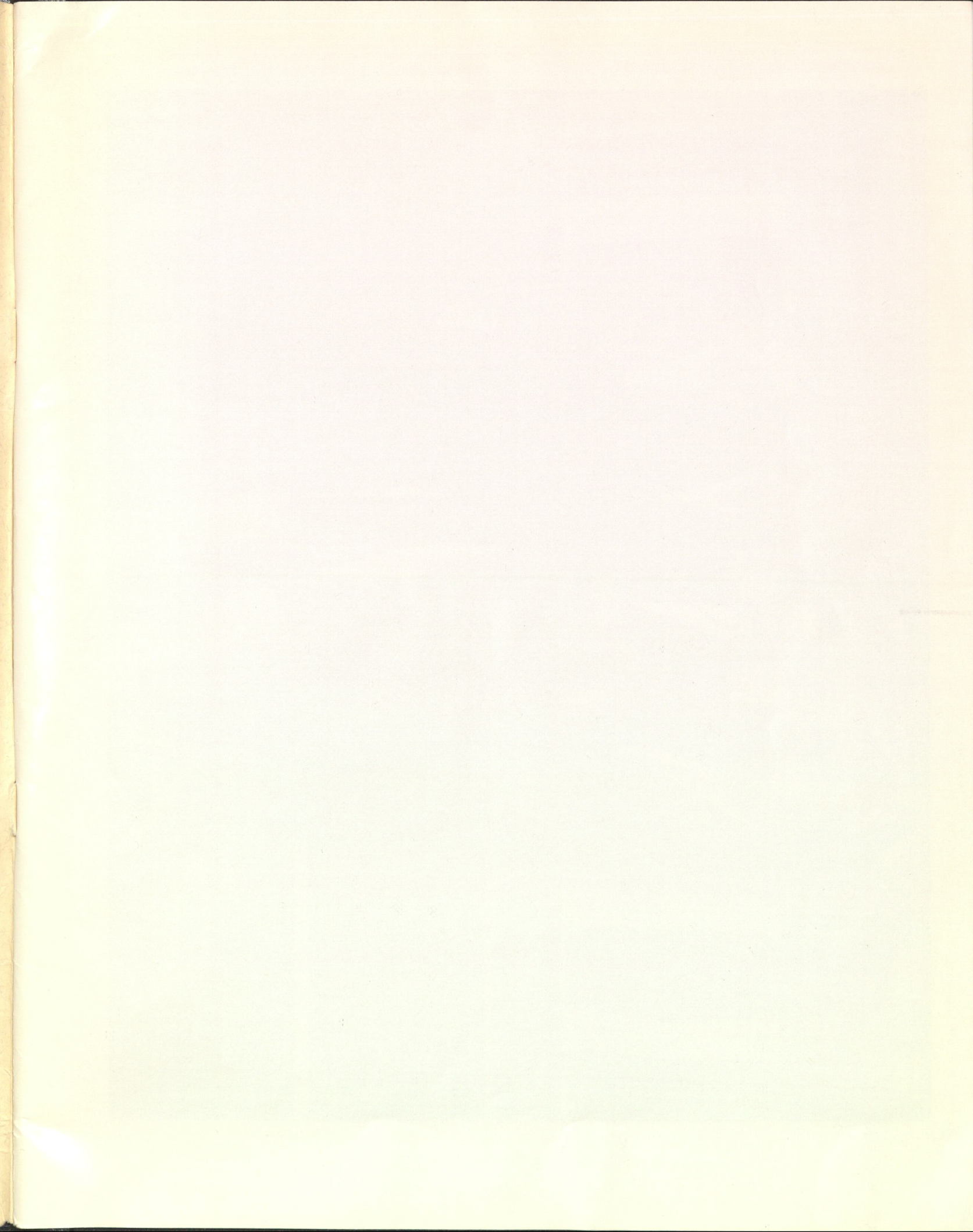
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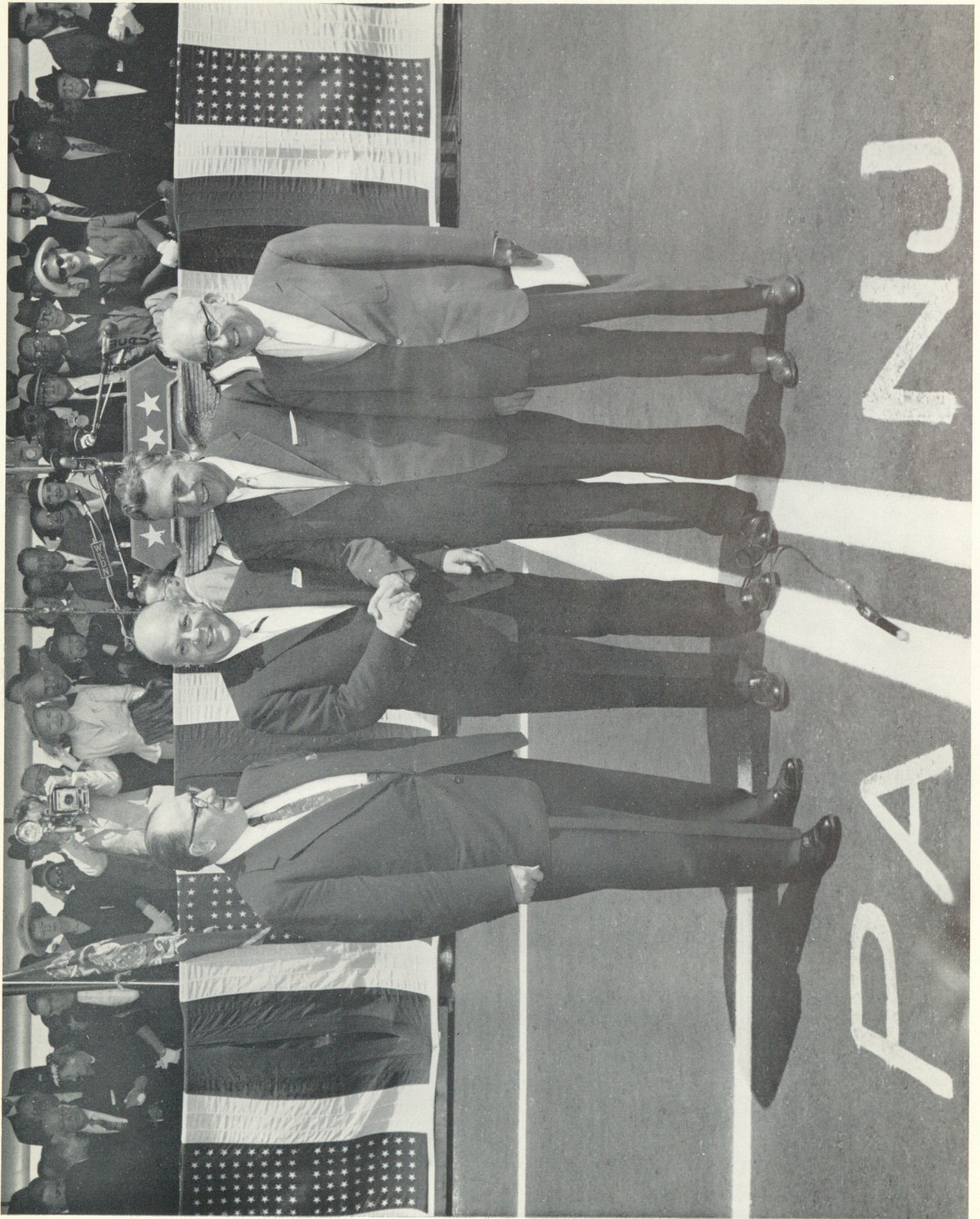
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DEDICATE WALT WHITMAN BRIDGE WITH HANDSHAKE

Governor Robert B. Meyner, of New Jersey, greets Pennsylvania Auditor General Charles C. Smith at center of span. Port Authority Chairman J. William Marklein, right, and Vice Chairman James V. Banev, look on.

Delaware River Port Authority

STANDING COMMITTEES

EXECUTIVE

EDWIN R. COX, *Chairman*
SAMUEL B. REGALBUTO
TED SCHLANGER
CHARLES C. SMITH
RALPH CORNELL
EARL B. HOWE
EDWARD C. MCAULIFFE
JOSEPH M. HITZEL, JR.
J. WILLIAM MARKEIM, *ex officio*

FINANCE

CHARLES C. SMITH, *Chairman*
JAMES V. BANEY
FRANK M. STEINBERG
ROBERT F. KENT
RALPH CORNELL
EARL B. HOWE
EDWARD C. MCAULIFFE
JOSEPH M. HITZEL, JR.
J. WILLIAM MARKEIM, *ex officio*

CONTINUITY OF EMPLOYMENT

JAMES V. BANEY, *Chairman*
EDWIN R. COX
ROBERT F. KENT
CHARLES C. SMITH
ERWIN S. CUNARD
RALPH CORNELL
EARL B. HOWE
JAMES P. JOHNSON
J. WILLIAM MARKEIM, *ex officio*

TRANSPORTATION

RALPH CORNELL, *Chairman*
ERWIN S. CUNARD
JAMES P. JOHNSON
EARL B. HOWE
JAMES V. BANEY
EDWARD G. BUDD, JR.
SAMUEL B. REGALBUTO
FRANK M. STEINBERG
J. WILLIAM MARKEIM, *ex officio*

PORT DEVELOPMENT

EDWARD C. MCAULIFFE, *Chairman*
ERWIN S. CUNARD
EARL B. HOWE
JAMES P. JOHNSON
EDWIN R. COX
SAMUEL B. REGALBUTO
FRANK M. STEINBERG
ROBERT F. KENT
J. WILLIAM MARKEIM, *ex officio*

INSURANCE AND PENSIONS

EARL B. HOWE, *Chairman*
JAMES P. JOHNSON
EDWARD C. MCAULIFFE
ERWIN S. CUNARD
EDWARD G. BUDD, JR.
SAMUEL B. REGALBUTO
TED SCHLANGER
FRANK M. STEINBERG
J. WILLIAM MARKEIM, *ex officio*

**RAIL TRANSIT LINE
BENJAMIN FRANKLIN BRIDGE**

Month	1953			1954			1955			1956			1957		
	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	*587,000	18,935	\$14,675.00	695,797	22,445	\$17,394.93	609,629	19,665	\$15,240.73	560,945	18,095	\$14,023.63	549,469	17,725	\$13,736.73
February	†621,442	22,194	15,536.05	607,965	21,713	15,199.13	561,008	20,053	14,025.20	526,342	18,150	13,158.55	478,343	17,084	11,958.58
March	723,354	23,334	18,083.85	688,030	22,195	17,200.65	631,636	20,360	15,790.90	571,218	18,426	14,280.45	524,831	16,930	13,120.78
April	704,894	23,496	17,622.35	658,248	21,941	16,456.20	577,618	19,254	14,440.45	526,326	17,544	13,158.15	512,348	17,078	12,808.70
May	697,719	22,507	17,442.98	622,582	20,083	15,564.55	576,214	18,588	14,405.35	555,384	17,916	13,884.60	527,565	17,018	13,189.13
June	693,274	23,109	17,331.85	625,788	20,860	15,644.70	574,782	19,159	14,369.55	529,196	17,640	13,229.90	466,410	15,547	11,660.25
July	673,300	21,719	16,832.50	582,814	18,800	14,570.35	485,228	15,652	12,130.70	478,223	15,427	11,955.58	438,719	14,152	10,967.98
August	719,196	23,200	17,979.90	646,770	20,864	16,169.25	568,652	18,344	14,216.30	536,951	17,321	13,423.78	472,841	15,253	11,821.03
September	721,947	24,065	18,048.68	636,523	21,217	15,913.08	552,512	18,417	13,812.80	526,606	17,553	13,165.15	439,953	14,665	10,998.83
October	725,172	23,393	18,129.30	639,302	20,623	15,982.55	575,618	18,568	14,390.45	573,199	18,490	14,329.98	503,003	16,225	12,575.08
November	706,653	23,555	17,666.33	660,394	22,013	16,509.35	579,424	19,314	14,485.60	545,731	18,191	13,643.28	472,754	15,758	11,818.85
December	807,788	26,057	20,194.70	732,409	23,626	18,310.23	632,133	20,391	15,803.33	552,110	17,810	13,802.75	531,287	17,135	13,282.18
Totals	8,381,739	22,964	\$209,543.49	7,796,622	21,361	\$194,915.47	6,924,454	18,971	\$173,111.36	6,482,231	17,711	\$162,055.80	5,917,523	16,212	\$147,938.12

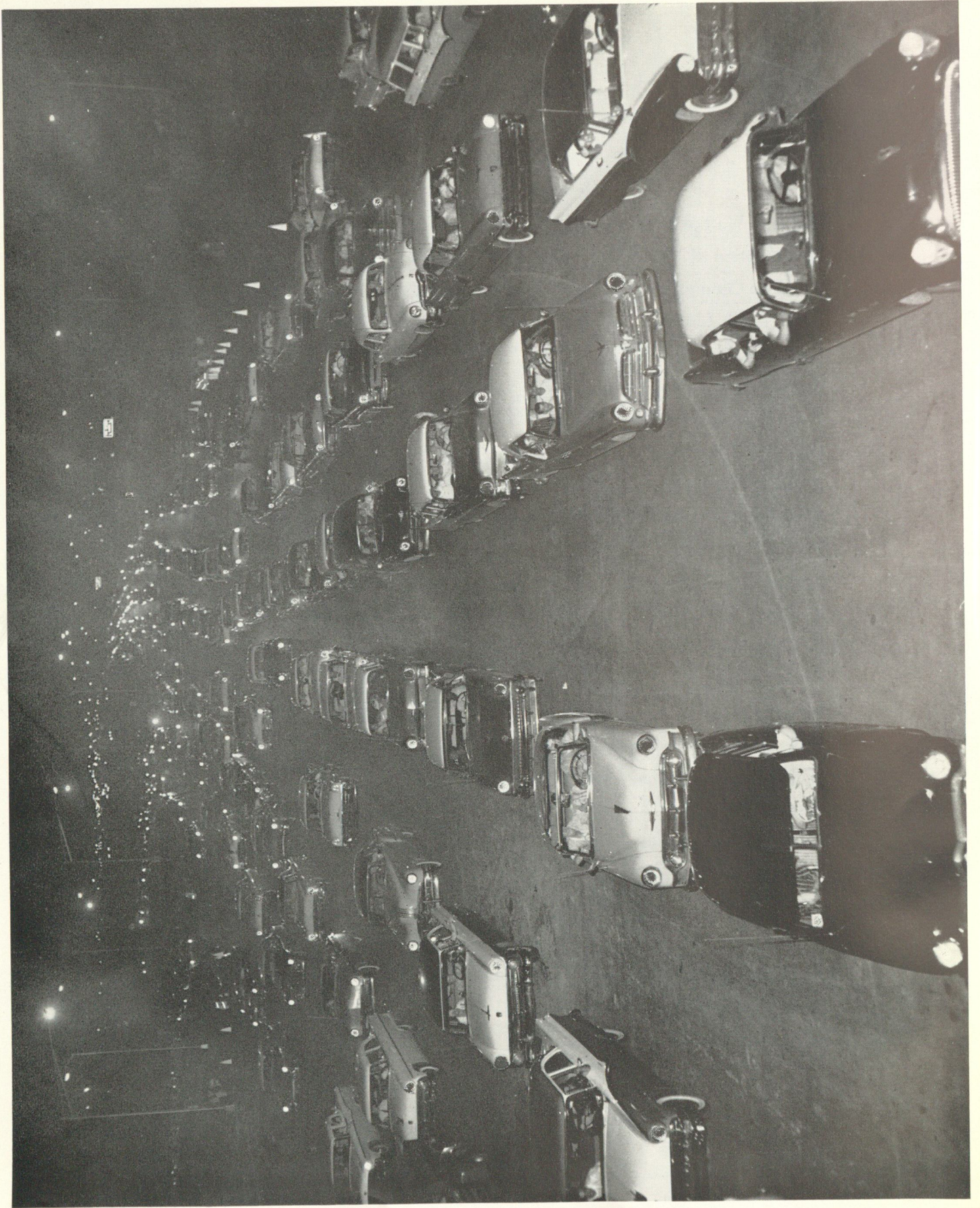
*Four Day Transit Line Strike.

†Locust St. Tube Extension to 16th St. Opened Sunday, February 15, 1953.

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

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CARS LINE UP AWAITING WHITMAN BRIDGE OPENING AT 12:01 A.M., MAY 16, 1957.

ANNUAL REPORT

OF THE

Delaware River Port Authority of Pennsylvania and New Jersey

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

Two events of first-rank significance are deemed to be worthy of particular comment in this report to you upon the activities of the Delaware River Port Authority for the calendar year 1957.

First: The Walt Whitman Bridge over the Delaware River connecting Packer Avenue, Philadelphia, Pennsylvania, and Camden County, New Jersey, was opened to traffic at one second after midnight, Daylight Saving Time, Thursday, May 16, 1957, and has now taken its place among the great working structures of the world.

Second: The Delaware River Port, for the first time in history, handled during the calendar year water-borne commerce in excess of 100,000,000 tons and, for the fourth consecutive year, remained the Nation's "First Port" in import tonnage.

This gratifying expansion in port activity was coincident with a new level of activity on the part of the Authority in assuming leadership in legal defense of the port's interests. A detailed discussion of intervention in cases before the Interstate Commerce Commission, the Federal Maritime Board and other regulatory agencies of government will be found in its appropriate place in this report.

It is not a misuse of words to describe either of these events as significant. On the contrary, it is highly important that their relationship to the economic well-being not only of the people of Pennsylvania and New Jersey but of a much wider area be fully understood.

Design, construction and opening to traffic of the seven-lane, vehicular Walt Whitman Bridge in a minimum of time represent a most vital improvement to the port for which

the Commissioners of the Port Authority assume full responsibility as mandated by law.

The sustained rate of growth of the port's commerce is a condition in which many agencies in both states, public and private, may rejoice, and for which each may properly claim a share of credit. In the vital areas of port promotion, solicitation of port business and legal defense of the port's legitimate interests, our firm policy has been and will continue to be one of aggressive concern and watchful vigilance.

There are those who dispute and others who remain unmoved by the suggestion that operation of two great interstate bridges and a role in the promotion of port commerce have any basic or even consequential economic relationship. Developments of the past seven and one-half months should cast such doubts into confusion.

Completion and opening to traffic of the Walt Whitman Bridge has given port commerce a new, speedy and economical gateway to the zone of concentrated activity in the Port of Philadelphia, just as the Benjamin Franklin Bridge on the north provides access to the central port area. At the same time that completion of the new bridge removed obstacles to the flow of land-borne commerce to and from the port, our activities in the field of rate-case litigation have wiped out some and are seeking to remove other unnatural restrictions which place or threaten to place the Delaware River Ports at a competitive disadvantage.

Far from being unrelated or mutually exclusive, bridge operation and port commerce promotion are intimately related. Their functioning, under prudent and well-advised management, contribute directly and mightily to the economic well-being of our bi-state Port District.

THE WALT WHITMAN BRIDGE

Since our annual report for the year 1952, each successive report has traced a stage in the progressive development of planning, financing, design and construction of the Walt Whitman Bridge. At year's end, after seven and one-half months of operation, the great span had been crossed by 7,249,910 vehicles.

As of December 31, 1957, the Walt Whitman Bridge represented a total commitment of public funds amounting to \$85,324,634.50, or 5.2 percent less than the engineers' estimate of bridge costs.

The first payment in reduction of the \$100,000,000 debt was made on December 15, 1957, with retirement of \$600,000 of the \$40,000,000 of serial bonds. These bonds will be retired annually on December 15, the last maturity of \$3,500,000 taking place December 15, 1973. The balance of the issue comprising \$60,000,000 of term bonds will mature on December 15, 1983.

The bonds are callable at the option of the Authority as a whole at any time, or in part on any interest payment date in inverse order of maturity, commencing June 15, 1958 at 104 percent of the principal amount, and graduating down to par after December 15, 1977.

Detailed analysis of the financial history of both bridges will be found in the appendices.

The early months of 1957 embraced days of feverish activity on the part of our contractors, an activity which reached its maximum in the 55 days following March 20—the date on which the Authority officially fixed May 15 for the opening.

It was the fixed policy of the Authority that this event should not be delayed until all contracts had been completed but should take place with no greater fanfare than such an event properly warranted as soon as the span and its system of approach roads were safely and conveniently ready to receive traffic.

By late March, it had become certain that all of the bridge approaches in New Jersey, with their major linkage to the Black Horse Pike and the still uncompleted North-South

Freeway, would be ready by the middle of May. On the Philadelphia side, it would be possible to open the approach system as far west as Broad Street.

Omitting the time-worn ceremony of ribbon-cutting, the Walt Whitman Bridge was formally opened just before noon of May 15 by Governor Robert B. Meyner, of New Jersey, and Auditor-General Charles C. Smith, of Pennsylvania, representing Governor George M. Leader. A hearty hand-clasp over a white line at the exact mid-point of the bridge just prior to noon signaled the effective end of the arduous years of planning and construction, in the presence of hundreds of invited guests and thousands of the public of both Pennsylvania and New Jersey who crowded the flag-hung span.

The Authority's purpose, to relieve the pressure of traffic upon the Benjamin Franklin Bridge as well as to convert the Walt Whitman Bridge from a revenue-consuming to a revenue-producing facility with the least permissible lapse of time, left one important feature of the dedication incomplete at the time of opening.

A bronze commemorative tablet will be erected on granite monuments at two commanding positions on the New Jersey and Philadelphia approaches: the New Jersey tablet on a plot west of the emergency police building, the Pennsylvania tablet at the eastern end of the Administration Building.

Each tablet will bear this superscription:

WALT WHITMAN BRIDGE

THE COMMISSIONERS OF THE DELAWARE RIVER
PORT AUTHORITY DEDICATE THIS BRIDGE TO
THE BENEFIT AND WELFARE OF ALL FREE MEN

Beneath it will be these lines from
Whitman's "Passage to India":

"Lo, soul, seest thou not God's purpose from the first?
The earth to be spann'd, connected by network,
The races, neighbors, to marry and be given in marriage,
The oceans to be cross'd, the distant brought near,
The lands to be welded together . . ."

Speeches at the dedicatory ceremonies were made by J. William Markeim, Chairman of the Authority, who presided; Governor Meyner and Auditor-General Smith; Frank M. Masters, senior partner in the firm of Mod-

jeski and Masters, and Othmar H. Ammann, senior partner in the firm of Ammann and Whitney, Consulting Engineers in the design and construction of the Walt Whitman Bridge, and Joseph K. Costello, Executive Director of the Port Authority. James V. Baney, Vice-Chairman of the Authority, presided at a luncheon following the dedication.

From noon until 6 P.M., the bridge was opened to pedestrian traffic only. It was a never to be forgotten sight when, at exactly one second after midnight, a whistle blast by Mr. Costello unleashed impatient tides of east and westbound traffic which had been waiting at the Pennsylvania and New Jersey barricades.

The midnight hour was chosen deliberately in order that the expected thousands of motorists who wished to seize the opportunity of being among the first to traverse the span would not interfere with normal and heavy week-day traffic.

The first rush of traffic on both sides was held to a moderate speed by pace-setting Authority vehicles so that the manifest impatience on the part of motorists to be the first to claim the distinction of crossing the new bridge would not result in recklessness and possibly tragedy. These measures were so successful that not so much as a scarred fender marred the occasion.

Months of detailed planning preceded lifting of the barriers. At the March meeting of the Authority, a new Department of Bridges was created. Frank L. Suplee, Jr., who theretofore had been superintendent of the Benjamin Franklin Bridge, was promoted to the position of departmental superintendent. Ephraim B. Sharp, Jr., veteran Captain of the Toll Bureau of the Benjamin Franklin Bridge, was promoted to Assistant Superintendent, Department of Bridges, and assigned to superintend operation of the Walt Whitman Bridge.

By early April, veteran employes of the Benjamin Franklin Bridge had been promoted to supervisory positions in the toll, police, maintenance, highway and electrical bureaus of the new bridge. The twenty-six men who became the officers and foremen had a total of

533 years of service, an average in excess of 20 years. In their years of service, they had met and dealt with every conceivable emergency that might arise, in fair weather and foul. Each had been trained to accept the public safety and convenience as the first obligation, superior to all others.

With the assignment of these men, recruitment of 112 new men to act as police officers and toll collectors was begun. As soon as they were qualified, they were distributed equally among the personnel of the two bridges and intensive in-service training begun immediately. Recruitment of the specialized skills necessary to man the maintenance, electrical and highway operations began at the same time.

Even before the active grouping of personnel had begun, the Authority, profiting from long experience, had authorized almost \$100,000 worth of purchases of equipment and supplies, ranging from light and heavy duty tow trucks to coin-counting machines. By the year's end, total purchases of such material to the account of the Walt Whitman Bridge totaled almost \$170,000.

The press of the area announced with gleeful amusement an action by the Authority at the regular monthly meeting in June, an unseasonably warm day, authorizing the purchase of five front-end loading trucks for snow-removal. This purchase, made in good season, paid off rich dividends in comfort, safety and convenience for bridge patrons when the heavy snows of December came.

The mad rush of sight-seer traffic over the bridge was reminiscent of the opening of new lands in an earlier age of our national history and, in fact, it was the opening of a "new land"—a new and promising era in the history of the Delaware Valley.

After only seven and one-half months of operation, it still is manifestly premature to arrive at any firm conclusions as to the ultimate traffic pattern which will be established for the Walt Whitman Bridge and for its older and heavier companion, the Benjamin Franklin Bridge.

At midnight, December 31, 1957, the two bridges had been crossed by a total of 34,-

780,630 vehicles—27,530,720 on the Franklin, 7,249,910 on the Whitman. This compared with total 1956 traffic on Benjamin Franklin alone of 32,198,966, an increase of slightly over 8 percent.

An analysis of these figures, incomplete though they are, provides full justification, however, for the conclusion that the new bridge already has begun to play its intended role in reducing traffic congestion and in attracting new traffic to speed the transfer of goods and services between our two states and their contiguous trade and marketing areas.

Summarily dealt with, once and for all, is the prediction occasionally heard that the Walt Whitman Bridge would be a "vacation bridge" only—that is, that it would serve primarily as a link between Pennsylvania and the world famous shore resorts of Southern New Jersey and that the major portion of its traffic would be accumulated during the vacation months.

The average monthly traffic on the Benjamin Franklin Bridge for the period June—August, inclusive, was 2,284,263 and, for the period September — December inclusive, 2,051,575. The loss during the latter period was, therefore, 11.8 percent, a shrinkage

which generally follows long-time experience. Using the same basis of comparison, the traffic shrinkage for Walt Whitman was 13.4 percent, a highly acceptable figure when all factors are taken into consideration.

An even more striking comparison may be found in the statistics for truck and tractor-trailer patronage of the two bridges from May 16 to the end of the year. On the Walt Whitman Bridge, 6.7 percent of all traffic was in this category; on the Benjamin Franklin Bridge, 6.2 percent.

Finally, the volume of commutation ticket sales is highly indicative of the Authority's own initial assumption: namely, that opening of the Walt Whitman Bridge would generate a very large patronage of regular daily interstate travelers. Whereas 4.5 percent of all traffic crossing the Benjamin Franklin Bridge from May 16 to year's end was in the commuter category, 12.1 percent of traffic on the Walt Whitman Bridge availed itself of the low-cost ticket privilege.

The full usefulness of both bridges will not be developed until major highway construction in both Pennsylvania and New Jersey has been completed and the motor-borne public has learned to avail itself of the new arrange-

YEARLY TRAFFIC BREAKDOWN

	1957	1956	Increase Decrease*	Per Cent
Automobiles and light trucks.....	29,035,060	26,761,834	2,273,226	8.49
Commutation tickets.....	2,918,222	2,650,643	267,579	10.09
Motor trucks.....	1,186,621	1,178,901	7,720	0.65
Tractors and trailers.....	589,946	557,856	32,090	5.75
Special permits.....	252	259	7*	2.70*
Buses.....	1,001,545	1,005,264	3,719*	0.37*
Motorcycles.....	19,354	17,493	1,861	10.64
Horse-drawn vehicles.....	3	4	1*	25.00*
Auto and trailer.....	29,627	26,712	2,915	10.91
TOTALS.....	34,780,630	32,198,966	2,581,664	8.02

Walt Whitman opened May 16, 1957.
1957 Benjamin Franklin and Walt Whitman Bridges.
1956 Benjamin Franklin Bridge only.

ments. But it may be said with full confidence that the Walt Whitman Bridge already has developed a hard core of regular patronage completely independent of seasonal shore resort traffic. Thus, after less than a year's operation, it has passed its sternest earnings test with flying colors.

Prior to opening of the bridge to traffic, it was predicted that one of its important uses would be the speeding up of traffic between points in Southern New Jersey and the Philadelphia International Airport. The prediction has been fully realized. The Authority has received numerous indications, direct and indirect, that the Walt Whitman Bridge link to the airport, by way of Penrose avenue and the Industrial Highway, has proven a boon not only to residents of South Jersey, but to travelers attending off-season conventions in the resort area.

In New Jersey, the new North-South Freeway by which Walt Whitman Bridge traffic will by-pass the congested Black Horse Pike to Turnerville is expected to be completed to the vicinity of Blackwood by the late summer or early fall of 1958. Not only will shorebound traffic be expedited by completion of the controlled access freeway but Black Horse Pike communities constricted by bumper-to-

bumper motor vehicles will find their local traffic problems greatly eased.

In Pennsylvania, the Schuylkill Expressway link from 30th Street to a connection with the Walt Whitman Bridge approach system at 28th Street and Vare Avenue is making steady progress, with all work now under contract and some of the construction well advanced.

When the Schuylkill Expressway finally is completed, hopefully sometime in 1959, traffic entering it from the Pennsylvania Turnpike at King of Prussia will have a limited access highway, unobstructed by traffic signals, to Turnerville, deep in Southern New Jersey. Shorebound vacationers and commercial traffic alike will vault the entire breadth of the City of Philadelphia in a matter of minutes, thereby enormously relieving traffic problems in both Philadelphia and Camden and their close-knit suburbs.

In sharp reversal of the trend during the years of major construction, only four contracts were placed during 1957 for a total of \$446,420.30, while twenty contracts totaling \$43,777,151.62 were completed and final settlement made. At year's end, eighteen contracts were in process of completion and the bulk of these awaited early settlement.

DISTRIBUTION OF VEHICULAR TRAFFIC ACROSS THE DELAWARE RIVER

Year	Benjamin Franklin Bridge	Walt Whitman Bridge	Total of Delaware River Port Authority Facilities	Tacony-Palmyra Bridge	Burlington-Bristol Bridge	Delaware Memorial Bridge	Total Cross River Traffic	Delaware River Port Authority Share of Traffic—%
1953	29,569,044	Not in Operation	29,569,044	9,263,433	2,732,967	7,391,588	48,957,032	60.40%
1954	30,915,030	"	30,915,030	9,823,755	2,781,537	7,638,303	51,158,625	60.43%
1955	32,058,006	"	32,058,006	10,598,274	3,847,665	8,252,920	54,756,865	58.73%
1956	32,198,966	"	32,198,966	12,778,090	4,125,924	8,830,831	57,933,811	55.56%
1957	27,530,720	7,249,910	34,780,630	14,016,131	4,117,796	8,823,029	61,737,586	56.34%

THE BENJAMIN FRANKLIN BRIDGE

Total traffic carried by the Benjamin Franklin Bridge in 1957 was 4,668,246 less than the total for 1956—a “loss” of almost 14.5 percent—yet that loss represents one of the most spectacular measures for the relief of traffic congestion in Philadelphia and Camden ever accomplished.

It came about with such serenity that even now the reason for the swift pace of traffic on Vine Street, east of Broad Street in Philadelphia and Admiral Wilson Boulevard in Camden since the middle of May is not fully appreciated.

For the 230 days of 1957 during which the Walt Whitman Bridge was open to traffic, the average daily decrease in traffic over the Benjamin Franklin Bridge was 20,964.

In order to visualize more fully what that meant in terms of relief of traffic congestion in the business heart of the Delaware's twin cities, it represents a single line of bumper-to-bumper traffic approximately forty miles long erased every day.

The relief, particularly in Philadelphia, would have been even more noticeable had it not been for the chronic obstruction created by work on the Vine Street connection with the Schuylkill Expressway.

For the period from the opening of the Walt Whitman Bridge to December 31, 1957, the Benjamin Franklin Bridge carried 69.2 percent of the total combined traffic. There are sound reasons why this may not be regarded as its fixed share of the bridge-crossing total. Some have been noted in discussion of the Walt Whitman Bridge, but there are others.

When the Vine Street underpass, which will carry traffic under Logan Circle to and from the Vine Street Bridge connecting with the Schuylkill Expressway, a new and expeditious route for traffic now finding the Franklin Bridge the crossing of preference or convenience will be realized.

The arduous and time-consuming system of park drives and narrow city streets over which traffic heretofore threaded its way to

Vine Street will be replaced by a magnificent approach system, limited in access and largely without the impediment of traffic signals.

As of this writing, the Benjamin Franklin Bridge still is the heavy duty bridge, carrying the major portion of interstate traffic between Southeastern Pennsylvania and South Jersey counties.

Whatever the eventual firm pattern of traffic as between the two bridges may be, they have already accelerated the movement of people and goods between the thriving business communities of the Port Area and beyond. Thousands of man-hours, and tens of thousands of hours of vehicle per-hour operating costs have been saved this year alone.

Furthermore, the heart of Philadelphia's port district—the long reach of Delaware Avenue from Vine Street to Packer Avenue—now has two direct avenues of approach for interstate traffic. Value of the Walt Whitman Bridge to the port is amply demonstrated by the higher-than-estimated use of ramps leading to and from its southern end.

It is with regret that we must report that funds for construction of an East-West Freeway from the Camden Plaza of the Benjamin Franklin Bridge to a juncture with projected Route 60 have not been made available as yet by Congress from the Federal Highway program. This regret, we are confident, is shared by the Governor of the State of New Jersey and by the New Jersey State Highway Department.

On December 19, 1956, the Authority adopted a resolution obligating itself to pay ten percent of the cost of such a Freeway, provided that the improvement could be authorized and funds allocated under the “90-10” formula provided in the Federal Highway program. In other words, the Delaware River Port Authority agreed to pay the share of the State of New Jersey for this improvement. The sum of \$2,000,000 of Authority funds was allocated and is being carried on our balance sheet, as shown in the appendix attached to this report.

The improvement, which would carry through traffic westbound to and eastbound from the bridge over a limited access freeway, by-passing congested Admiral Wilson Boulevard and the Airport Circle underpass-overpass thus would complement the Vine Street improvements on the western approach to the bridge under construction by the Pennsylvania Department of Highways.

The Authority of course cannot predict what course the project will take in the forthcoming year, but it is prepared instantly to commit its funds in 1958 should the Federal grant become available.

Coincident with opening of the Walt Whitman Bridge to traffic, the Port Authority began distribution of "Delaware River Bridges," a multicolor map brochure showing main highway connections in Pennsylvania and New Jersey to the Walt Whitman and Benjamin Franklin Bridges. Convenient insets illustrate local connections to the bridges. An initial distribution of 40,000 of the maps was made to Benjamin Franklin Bridge patrons several days before the Walt Whitman Bridge was opened. In intervening months, in excess of 225,000 of the folders have been distributed to bridges' patrons. They continue to be in heavy demand and undoubtedly have contributed in major degree to the orientation of the traveling public as to which of the two bridges best serve their respective convenience.

FINANCES

The total outstanding debt of the Authority at year's end was \$100,918,000, made up of \$99,400,000 1953 First Series Revenue bonds and \$1,518,000 1946 Refunding Bridge bonds. Retired during the year were \$600,000 of the former and \$1,638,000 of the latter.

Gross operating revenues for 1957 were \$10,044,463.49, an increase of \$654,315.10 over 1956. Operating expenses totaled \$2,387,229.55, or an increase of \$616,898.54 over the preceding year. Net operating revenues for 1957 increased \$37,416.56 over 1956. Income on investments and bank balances was \$1,055,750.16, a reduction of \$376,143.73 from last year's amount, reflecting dwindling income from invested construc-

tion funds as those funds were absorbed by Walt Whitman Bridge construction costs. Interest payments on the 1946 (1966) Refunding Bridge bonds and the 1953 First Series Revenue bonds totaled \$3,407,512.73.

Port Development expenses of \$230,837.63, as compared with \$239,803.91 for 1956, left net revenue for the year, before \$138,132.15 adjustments, of \$5,074,633.74. Net revenue before adjustments for 1956 was \$5,356,413.53, reflecting a decrease of \$281,779.79.

THE BRIDGES AND TRAFFIC SAFETY

As the result of round-the-clock patrol of the Benjamin Franklin and the Walt Whitman Bridges by our police patrol cars, speedy assistance to stranded motorists and a continuous campaign of safety education, the Authority's record for safety to its patrons continued in 1957 the high level of preceding years.

Police cars averaged one complete circuit of the Benjamin Franklin Bridge, a distance of 3.6 miles, every 3.4 minutes around the clock throughout 1957. On the Walt Whitman Bridge, one complete circuit of the 12.5 miles was completed every 6.75 minutes around the clock.

There were two fatalities on the Benjamin Franklin Bridge resulting directly from collision between moving vehicles, or an average of 3.008 fatalities per 100,000,000 vehicle miles. This compares to the national average of 6.4 per 100,000,000 miles in 1956. Thus, the fatality rate on the Benjamin Franklin Bridge was 47 percent of the over-all national average.

There were no fatalities on the Walt Whitman Bridge.

Any accident on either of the bridges is made the subject of a police report, even if involving no more than a scraped fender. Therefore, an accident listed as reportable in Authority police records bears little relation to the "reportable accident" as defined by the National Safety Council. Bearing this distinction in mind is significant in considering the fact that there was one police-reported accident on the Benjamin Franklin Bridge for each 124,510 vehicle miles. On the Walt

Whitman Bridge, the accident occurrence rate was one in every 547,493 vehicle miles.

The safe and speedy removal of disabled vehicles from the bridges—a service which is performed free of charge—is of the utmost importance in avoiding accidents, particularly during periods of heavy traffic flow. On the Benjamin Franklin Bridge, 4,672 cars, or one out of every 5871, was assisted to a safety area, by being pushed, towed or lifted. On the Walt Whitman Bridge, one car in every 1804 was assisted, a total of 4,018.

A continuous program of safety education was maintained on both bridges. Drivers operating in a reckless manner or in excess of the posted speed limit of 35 miles per hour were warned by police patrol personnel. One driver in every 3276 on the Benjamin Franklin Bridge received warning; one in every 3725 on the Walt Whitman Bridge.

“THE GREENBELT”

The main and side spans of the Walt Whitman Bridge and its approach roads in Pennsylvania and New Jersey were designed as working structures—primarily, to relieve the pressure of traffic upon the Benjamin Franklin Bridge and, secondarily, to provide a limited access linkage between the Pennsylvania Turnpike via the Schuylkill Expressway and Southern New Jersey over the North-South Freeway and the Black Horse Pike.

In the nature of events, however, the project has implicit in it an aesthetic aspect. On the Pennsylvania side of the river, from Broad Street east to the toll plaza, the approach covers what was once one of Philadelphia's eyesores, a region of trash dumps, smoking rubbish heaps and wasteland. On the New Jersey approach, the roadway spans the once desolate Newton Creek tidal flat.

Millions of cubic yards of sand and gravel from the bed of the Delaware River were utilized as hydraulic fill to establish firm foundations for the roadway and its supporting structures.

The final step in exploiting elimination of the once desolate surroundings of the bridge and its approaches was taken at the October meeting of the Authority, with the awarding

of a contract for \$138,686.30 for landscaping of approximately 60 acres of Authority-owned land extending from 28th Street and Vare Avenue in Philadelphia to the Black Horse Pike in New Jersey.

Under the contract, 1200 trees and 11,000 shrubs will be planted in a more or less continuous “Greenbelt.” The hundreds of varieties of trees and shrubs were chosen with the advice and upon the recommendation of Wheelwright, Stevenson and Langran, landscape architects retained by the Authority as consultants.

When the lawns are planted and the trees begin to mature, approaches on both sides of the river will be suggestive of a parkland setting, a suggestion which time is certain to enhance. Among the plantings, many of which already are in place, are fruit-bearing varieties which will provide both food and nesting-places for wild birds indigenous to Philadelphia and Southern New Jersey.

Thus, there is being developed in what once was a most unprepossessing area a token at least of Penn's dream of a “greene countrie towne.”

MASS TRANSPORTATION

Our report for the year 1956 discussed in exhaustive detail a report on a “Southern New Jersey Mass Transportation Survey,” prepared for the Authority by Parsons, Brinckerhoff, Hall and Macdonald, and our recommendations based thereon.

For the sake of this record, a brief review of the background of the report appears desirable. The study, by long odds the most intensive and professional study of mass transportation ever undertaken in the Port District, was authorized on August 18, 1954, at a cost of \$325,000. It was released to the public on March 22, 1956 and, on July 18, 1956, the report and recommendations of the Authority were submitted, as required by our compact, to the Governors and the Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey.

In intervening months, our report and the supporting engineering study have been exhaustively studied and actively discussed by

many institutions and agencies of the Port District. But, in candor, we are required to advise that, as of the date of issuance of this report, there is no consensus of governmental, public and engineering opinion.

There does appear to be at least partial crystallization of thinking upon two aspects of the mass transportation problem. First, the solution must be regional in scope, transcending State boundaries as well as those of their political sub-divisions; second, some and probably a very substantial subsidy must be derived to absorb the heavy construction and equipment costs in the first instance and then to maintain what appears to be long term if not perpetual deficit operation.

This inconclusive status of public thinking is by no means unique within the Delaware River Port Area. On the contrary, it is the hallmark of mass transportation discussion throughout the United States. No urban community in the nation, so far as this Authority is aware, has yet devised a program of mass transportation which is an acceptable alternative to mounting traffic strangulation.

Even the New York-Northern New Jersey community, with concentrated resources of population, engineering ingenuity and private and public funds, has been no happier than this neighboring bi-state area in arriving at decisive conclusions. Though far more severely taxed by the inexorable pressure of traffic congestion, the vast complex of communities of which New York is the center has not found it feasible, as yet, to accept the \$498,500,000 New York-New Jersey coordinated "Loop Plan" strongly recommended for study by the Metropolitan Transit Commission.

No plan yet devised can claim the capability of reasonable success in luring private motorists from their vehicles to mass transportation within the crowded urban-suburban community. This fundamental is clearly reflected in statistics chosen from the experience of the Delaware River Port Authority and its corporate predecessor, the Delaware River Joint Commission.

The Delaware River Bridge High-Speed Transit Line was constructed by the Delaware River Joint Commission and placed in operation on June 7, 1936. It connected Broadway

and Carman Streets, Camden, abutting the Camden station of the Pennsylvania-Reading Seashore Lines, with 8th and Market Streets, Philadelphia, by way of the Delaware River Bridge (now the Benjamin Franklin Bridge). On February 15, 1953, the Philadelphia terminus of the line was extended over the city-built Locust Street Subway to 16th and Locust Streets, with station stops at 9th, 11th, 13th and 15th Streets.

By any reasonable standards, the line is not inconvenient. It connects the business and transportation heart of Camden with central Philadelphia. Philadelphia stations on the line afford ready access to the theatre, hotel, retail and business districts. There are convenient connections to subway and surface transportation and to the principal rail terminals.

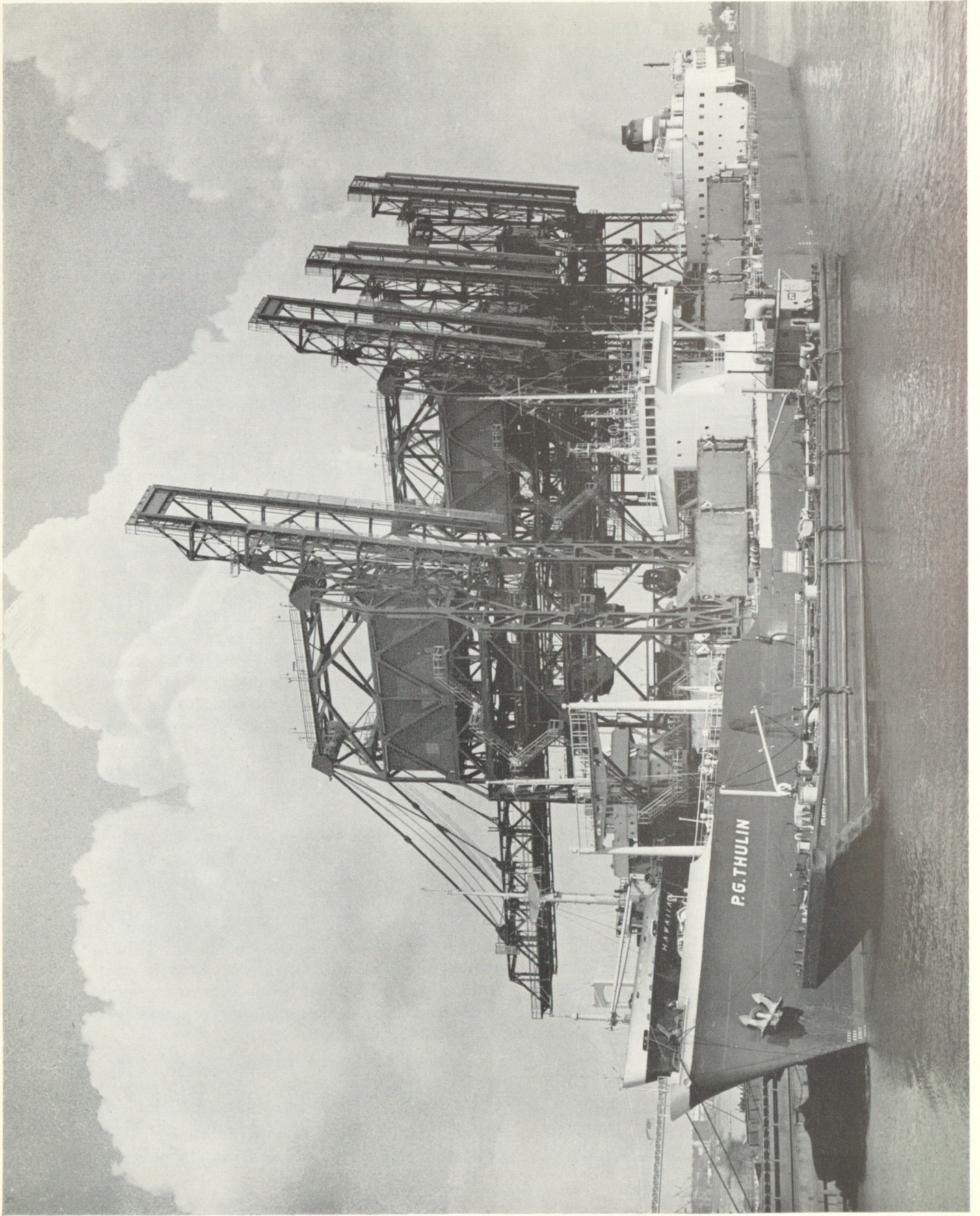
The statistics referred to above span one decade—a relatively normal, peace-time (the Korean War excepted) ten year period encompassing 1948-57, inclusive.

In 1948, the bridge transit line enjoyed its largest patronage, when it was used by a total of 10,209,502 people. In that year, 16,817,353 automobiles and light trucks crossed the Delaware River Bridge, and 1,106,603 interstate passenger buses were toll-payers.

Nine years later, the picture for the year just closed is startling. The bridge transit line was patronized by 5,917,523 passengers, a reduction in the ten year period of 42 percent. In 1957, 1,001,545 passenger buses utilized the Benjamin Franklin and the Walt Whitman Bridges, an actual decrease of 9.5 percent. But the volume of passenger automobiles and light trucks pouring over the bridges leaped to 31,953,282, or slightly in excess of 90 percent increase over 1948.

The closing of the Pennsylvania Railroad's Market Street ferry service in March, 1952, created the only slight recovery—and it was both slight and brief-lived—in the steady downward curve of transit line patronage since 1948.

No system of mass transportation for the Port District which cannot reverse the dominant trend revealed by these statistics in major degree could be any more effective than the instrumentalities already existing.



PENNSYLVANIA RAILROAD ORE PIER FACILITIES UNLOAD ONE VESSEL AND GET READY FOR ANOTHER.

THE NORTHEAST PHILADELPHIA-NEW JERSEY BRIDGE PROJECT

Our reports for the calendar years 1955 and 1956 dealt in considerable detail with the steps taken, consistent with the powers granted the Port Authority by the Interstate Compact, to secure the consent of the two Legislatures for construction of a high-level replacement for the Tacony-Palmyra Bridge.

It is unnecessary to review the facts recited in our prior reports, other than to note that permissive legislation was adopted by the General Assembly of the Commonwealth of

Pennsylvania and signed by Governor George M. Leader in December, 1955. Similar proposed legislation was submitted to the Legislature of New Jersey in the spring of 1956. No action upon it was taken in either of the legislative sessions that since have passed.

The Port Authority regards this as a currently pending project which will be pursued with celerity when the legislative consents prerequisite to its further progress are granted.

THE PORT DEVELOPMENT DEPARTMENT AND PORT ACTIVITIES

As noted in our preface, the fact of overriding significance in the twelve-month activity of the Delaware River Ports is that, for the first time in history, total waterborne commerce is estimated to have exceeded 100,000,000 tons.

The figure becomes significant when measured by the yardstick of the "Value of a Ton of Cargo" study prepared by the Port Development Department's Research and Statistics section more than five years ago, as annually revised. It is estimated that the movement of 100,000,000 tons of cargo through the Delaware River Port added no less than \$730,000,000 to the Port Area's income or an estimated \$1,825,000,000 in increased purchasing power.

Total estimated wages paid to more than half a million men and women workers engaged in the combined manufacturing industry of five counties in Pennsylvania and three in New Jersey during 1957 was approximately two and one-quarter billion dollars. What proportion of this industry owes all or a significant part of its existence to the proximity of the Delaware River, as port-connected or port-related activity, at this writing can be only a matter of speculation. An economic study which the Port Authority will launch actively in 1958 is expected to eliminate such speculation, so that the Port Area's business interests may relate the existence of the Port and its vast commerce directly to their own economic concerns.

A total of \$230,837.63 was expended during 1957 by the Port Development Department. Expenditures were divided as follows: general administration \$40,995.78; port solicitation, including expenses of the New York, Pittsburgh and Chicago offices, \$74,314.23; Traffic Bureau, \$35,251.02; Research and Statistics, \$18,317.91, and advertising, \$61,958.69.

If our total expenditures for port purposes were estimated to have generated only 1 percent of the total commerce of the port during the past year, the rate of return still would be in the order of 3300 percent. It is pointless, of course, to attempt to make any estimate of the direct contribution which our activity makes to the total port promotional effort, and no such attempt either is made here or is to be inferred. It is possible, in numerous specific instances, to relate the industry of our port solicitation offices directly to movements of cargo, and the record clearly reflects the importance of our efforts in rate case litigation to maintenance of a healthy and alert competitive posture. In totality, however, this Authority is quite content to be classed among all of the other activities and interests which make the port a great generator of economic progress for the citizens of our two states.

That the economic importance of rate case litigation often is not fully appreciated by the laymen, even by some businessmen whose concerns are port-related, is hardly surprising. The maze of tariffs and regulatory opin-

ions and rules which govern the Federal effort to maintain proper competitive balance in interstate commerce is a highly specialized and in many respects abstruse area of the economy. It is to this field, however, that the Authority, through general and special counsel, devoted increased attention and funds in 1957.

The maintenance of a healthful competitive position in the light of an increasingly sharp contest for maritime commerce is a policy to which every major port in the United States is committed. Such a position, in turn, depends for its effectiveness upon the vigor with which the interests of a port are protected in proceedings before the regulatory agencies of government having jurisdiction in the field.

All maritime commerce, naturally, whatever its nature and whether moving in foreign or domestic channels, is responsive to such regulation. While the growth of cargo tonnage among the great bulk items—petroleum products, grain and ore—has been most gratifying so far as the Delaware River Ports are concerned, as much may not be said of the increase in the movement of general commodity merchandise.

Several of the cases now pending in litigation, as will be apparent where they are discussed, bear directly and importantly upon this class of high-value, high-return cargo. The education of shippers as to rate structure and port services available through the Delaware River Ports is a constant theme in the operation of our field solicitation offices, our advertising, our films and our promotional effort generally.

It is gratifying to note that improvements in the estuary for which the Port Authority has had no responsibility—notably rapid progress in the joining of Piers 38 and 40, South, financed entirely by the City of Philadelphia, and improvements at the Northern Metal Company general cargo terminal—are efforts directed toward enhancing the growth of general commodity merchandise movements through the port. Continuance of operation of Piers 96, 98 and 100, South—the Army Supply Base piers erected to meet emergency shipping requirements in World War I—as a

public general cargo terminal is of the utmost importance. The Authority's position on this matter was set forth in detail in our 1956 report.

Rate case litigation is patient, exhaustive and time-consuming. Many months and frequently years may pass before they reach final adjudication. The classic example of this necessary time lapse, in Port Authority experience, is the so-called "Import Iron Ore Rate Case." Although counsel for the Authority filed their initial petition of intervention in this matter on February 3, 1953, it still is in litigation. However, as a result of the original proceeding, parity rates—equality of rates—on rail shipments of imported iron ore from Philadelphia and Baltimore to the Pittsburgh-Youngstown-Wheeling steel-producing area became effective February 19, 1954, and are effective today.

Current history of this case should be briefly related. The United States Supreme Court on December 9, 1957, handed down its decision, which went up to it on appeal from a decision of the Federal District Court of Baltimore. The Interstate Commerce Commission had sustained parity as between Philadelphia and Baltimore, but also ordered parity of rates as between Baltimore and New York for that portion of the Pittsburgh-Youngstown-Wheeling area served directly by New York railroads. The United States Supreme Court sent the case back once more to the Interstate Commerce Commission for determination of the proper relationship of rates on import iron ore moving through the ports of Baltimore, Philadelphia and New York, thus in effect reopening the case before the Commission. Our counsel are fully prepared to meet the issues which may arise in this new aspect of the proceeding.

Intimately related to the parent case is the Canadian import iron ore rate case, in which the Port Authority resolved on June 19, 1957 to intervene. Canadian and New York railroads in the spring of 1957 posted a reduced rate on iron ore moving from Labrador to the Youngstown area via Contrecoeur—St. Antoine, Canada. This involved a series of rate reductions and protests which resulted in a suspension of rates and investigation by the

Interstate Commerce Commission. In October, 1957, the Commission issued its decision in which it granted a reduction per ton via the Canadian route of 26 cents and at the same time denied a similar reduction via the Philadelphia route. Petitions for reconsideration of this decision, filed by the Port Authority and others, now are pending.

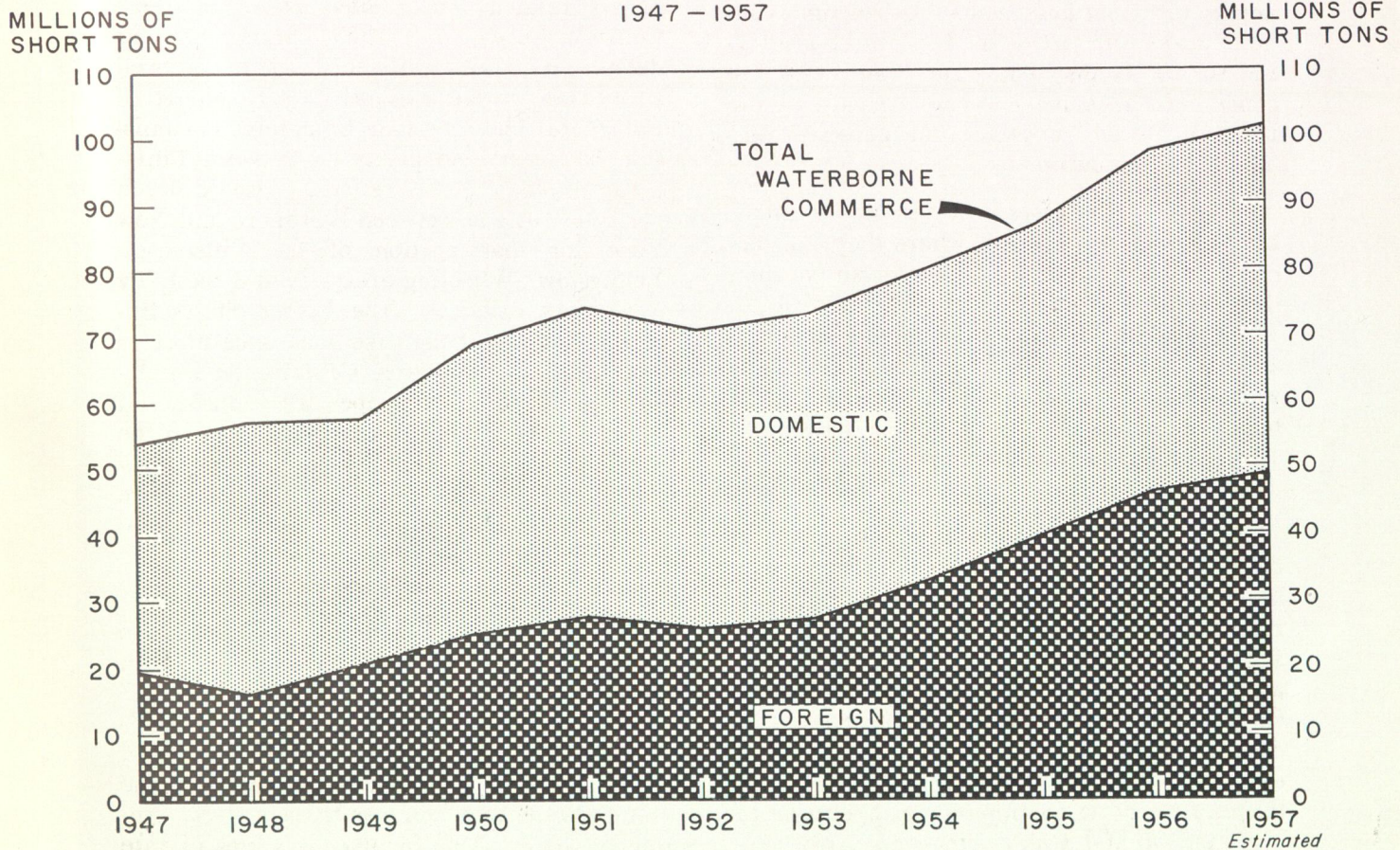
Significant though the iron ore import rate cases are to a healthful maritime activity in the Port District, another case working its way tortuously through Interstate Commerce Commission review may ultimately dwarf it in significance. This is the so-called "Port Differential Case," in which the Port Authority initially intervened in 1956, and upon which we reported in brief last year.

For seventy-five years, the pattern of general commodity rail rates between eastern seaboard ports and the important Middle West has been that the lowest and cheapest rate applies from Norfolk and Baltimore; the most expensive from Boston and New York. Philadelphia is in the middle between the two extremes, one cent per hundred pounds above Baltimore, but two cents per hundred pounds under New York and Boston. New York and Boston now are moving that these rates be equalized.

The Interstate Commerce Commission originally scheduled the case for hearing early in 1957, but the immense complexity of the case, involving analyses of both line-haul and terminal charge costs, has forced succes-

DELAWARE RIVER PORT TONNAGE

1947 - 1957



Source: Corps of Engineers, Dept. of the Army



READING COMPANY'S MILE-LONG INTEGRATED PORT RICHMOND TERMINAL, PHILADELPHIA.

sive postponements. The Port Authority filed its testimony and exhibits at the same time as the Baltimore and Hampton Roads railroads and port interests on October 18, 1957. Hearing now is scheduled for February, 1958.

Implications of the Port Differential Case to the Delaware River Port Area should be obvious.

While the import iron ore and port differential cases generally relate to the competitive situation vis-a-vis ports of the North Atlantic, a Federal Maritime Board investigation in which the Port Authority intervened in March, 1957 has a broader scope. It is an investigation of terminal rules, practices and charges of all Atlantic and Gulf ports. The Delaware River Port Authority, among others, requested investigation by the Federal Maritime Board because of long-standing lack of uniformity in this area and between this port and other competitive ports. Answers to a questionnaire sent by the Board to all terminal operators of the area affected are returnable early in 1958. Our active participation in this case in defense of the best interest of the Delaware River Port Area is assured.

In our report for the calendar year 1956, we discussed in some detail the "Pier Arbitraries Case." In 1956, motor carriers sought to revise their entire rate structure. One element was the extra or "arbitrary" charge imposed by motor carriers on freight delivered to piers in the Port Area from adjacent states over and above the charges for domestic deliveries. The Port Authority protested and, in August, 1956, the Interstate Commerce Commission ordered the charges removed. The effective date of the order was postponed to August, 1957. From that date, pier arbitrary charges have been removed from motor carriers' tariff applicable at Philadelphia, thus placing Philadelphia on a parity with Baltimore in this respect for the first time in 19 years.

Activity of the port commerce field solicitation offices in New York, Pittsburgh and Chicago, coordinated through our Camden headquarters, has continued to be an invaluable tool in the inter-port competition for cargo.

In New York, the contact is direct with many of the nation's large and small firms and industries with export departments, with subsidiary foreign trade companies and with the world's steamship lines and general agencies. In Pittsburgh, contact is had with the heavy industrialized area of Western Pennsylvania, West Virginia, Western New York and East and Central Ohio. In Chicago, a substantial amount of the nation's foreign trade is accessible to direct solicitation. There, the ceaseless competitive pull among the Great Lakes and Gulf ports is strongly felt.

Our field offices have established a merited reputation for fast, accurate and courteous information on sailings and port services and the effect is being felt increasingly in cargo movements.

In addition to the work of promoting the port through the Solicitation Bureau, promotion was carried out during the year through the newly-created Research and Promotion Bureau. Its promotional activity covered a very wide range, including programs of newspaper, periodical and direct mail advertising, publication of literature, display of port exhibits, distribution of the Port Authority's three color motion pictures and port tours for numerous foreign and domestic guests.

Advertising designed to acquaint shippers and receivers with the advantages of using the Delaware River ports was published in 57 different media throughout the world, including 14 foreign magazines and 8 international newspapers.

More than 12,000 copies of a new brochure—"Delaware River—Port of Opportunity"—published in October, 1957, were distributed. The 16-page brochure describes the various public terminals on the Delaware and provides other useful information on the port's facilities and services.

An example of the Authority's activity in foreign trade promotion was preparation of an exhibit which was displayed at the Italian National Advertising Congress in Trieste in September. The Italian version of our color film, "Delaware River—Port of Opportunity," was shown at the Congress.



WALT WHITMAN BRIDGE (FOREGROUND) BENJAMIN FRANKLIN BRIDGE (BACKGROUND) DOMINATING PHILADELPHIA-CAMDEN PORT.



WALT WHITMAN BRIDGE (FOREGROUND) BENJAMIN FRANKLIN BRIDGE (BACKGROUND)



BRIDGE (BACKGROUND) DOMINATING PHILADELPHIA-CAMDEN PORT.

The Authority's three motion pictures—the others being "Highway to the World" and "Short Cut to World Markets"—were shown a total of 1700 times during the year to audiences, both in this country and in many foreign lands, totaling in excess of 126,000. Numerous prints of these films have been made available on a long-term loan basis to school systems and other public institutions.

Our most recent film—"Delaware River—Port of Opportunity"—which has won widespread acclaim, was successfully shown in its various foreign-language commentaries in Ecuador, Brazil, Cuba, Puerto Rico, England, France and Italy. Funds have been approved in the budget of the Port Development Department for 1958 which will permit revision of the film in the light of port developments since its initial production.

Compilation and analysis of foreign commerce tonnage statistics continued through the year. Several basic changes in the method of reporting basic data from the Bureau of the Census made it possible to furnish more detail more rapidly than has been the practice in the past. There was a gratifying build-up in our mailing list receiving the semi-annual "Foreign Commerce, Delaware River Port," a publication of the Bureau of Research and Promotion.

Probably one of the most important projects in process of development during the year was preliminary work on a proposed new research project to further define the impact of the Delaware River Port upon the economy of the tri-state area which it embraces. This project grew naturally out of the great usefulness of the "Value of a Ton of Cargo" study, to which reference has been made elsewhere in this report.

It is the Authority's expectation that a statement of the scope of the survey, now in process of preparation by an independent consultant, will pave the way for a basic study. The material so developed then may be employed by various agencies and interests of the Port District both for promotional purposes and, perhaps even more valuably, for elaboration of company and institutional port policy.

To strengthen the ability of the Port Development Department to meet the steady challenge of inter-port competition and to increase its ability to serve the needs of the area, several organizational changes were carried out during the year. John H. Frazier was named Assistant Director of the Department, in addition to his duties as Coordinator of the Port Solicitation Bureau. C. Nelson Bean became manager of the Research and Promotion Bureau, and Henry A. Watson was appointed economist to succeed Mr. Bean. During the year, Clyde W. Hannes became Pittsburgh Port Representative, succeeding Calvin E. Dingler.

PERSONNEL

Personnel of the Delaware River Port Authority increased from 264, as of December 31, 1956, to 416 as of the same date, 1957, an increase of 57.5 percent.

Approximately 95 percent of the new personnel were assigned to the operating bureaus of the Department of Bridges, the Police, Toll, Maintenance, Electrical and Highway bureaus of the Walt Whitman and Benjamin Franklin bridges. As noted elsewhere in this report, new employes were intermingled with veteran supervisory and operating personnel in order to ensure a high degree of experience on both structures.

There were 26 separations from Port Authority employment in 1957, for an overall ratio of .0625 to total employment, divided as follows: deaths, 4 (.0096); retirement, 2 (.0048); resignations, 18 (.043); service terminations, 2 (.0048).

Total cost of full-time personnel services for the year was in the ratio of .1855 to gross receipts, and .3540 to net receipts after all charges including debt service. This compared with a ratio of payroll to gross receipts and net receipts of .1486 and .2424, respectively, in 1956. The disproportion between the two years is accounted for, in the main, by the fact that it reflects receipts from only seven and one-half months of Walt Whitman Bridge operation. Ratios approximating those of 1956 should be realized when the full earning potential of the new bridge is attained.

Two major policy decisions were taken with respect to our personnel during the year just ended.

The first was inoculation against the Asiatic influenza virus of all personnel voluntarily electing it. The Port Authority recognized that spread of the disease to epidemic proportion among our bridges' operating forces would have been a serious threat to the public safety and convenience. During October and November, 348 men and women, or 83.6 percent of our total roster, received inoculation. A number of others took the precautionary treatment at their own expense. Absence due to illness was no higher than the seasonal expectation during the fall and winter months.

The other step involving personnel was negotiation of a contract between the Port Authority and the United States Department of Health, Education and Welfare on December 9, 1957, extending Social Security coverage to all employes electing it in a special written-ballot referendum held December 5 and 6, 1957.

Although the 1956 amendments to the Social Security Act liberalized coverage opportunities, inclusion of Port Authority employes was obstructed except under conditions which would have violated the pension rights of our employes in the Pennsylvania State Employes' Retirement System. Prior to August, 1957, the law required that, if a majority of our employes voted to be included under Social Security, coverage would be compulsory with the entire group. The plan for integration of Social Security with the State Employes' Retirement System, enacted by the General Assembly of the Commonwealth of Pennsylvania, gave to all employes of the Commonwealth a free choice of election between the integrated plan and contribution to the latter alone. This right was denied Port Authority employes due to the technical fact of our being an interstate agency.

Through the kind intervention of the Senators and members of Congress of our two states, legislation initiated by Port Authority's counsel was enacted by the Congress and signed by President Eisenhower in August, 1957, liberalizing the coverage requirements for all interstate agencies.

Port Authority employes voted 256-157, or in the ratio of 62:38 in favor of the integrated plan. Coverage for those voting affirmatively became effective on December 9, 1957. All persons employed subsequent to that date automatically become members of the integrated retirement system.

THE AUTHORITY

We record with deep regret the death on September 11, 1957, of Arthur C. King, of Toms River, New Jersey, who had the longest continuous tenure of service of any member of the Authority. Mr. King first was appointed to the Delaware River Bridge Joint Commission by Governor Morgan Larson, of New Jersey, in January, 1929, served as a member of its successor, the Delaware River Joint Commission from July 7, 1931 through July 17, 1952, and then as a Commissioner of the Delaware River Port Authority until his death.

His record of faithful service was extraordinary. He had not been absent from any meeting of the Authority or its predecessor commissions or of any committee of which he was a member for more than 28 years. During a large part of his tenure, he was Vice-Chairman and, in fact, Acting Chairman, of the Delaware River Joint Commission. Despite failing health, he took a deep interest in construction of the Walt Whitman Bridge, served as chairman of the special committee which acted upon acquisition of property for the structure and, to the pleasure of his friends and associates, was able to be present at what he regarded as the cap-sheaf of his career of public service, the dedicatory ceremonies of the bridge itself on May 15, 1957. At the time of his death, he was chairman of the Committee on Insurance and Pensions, and an active member of the Executive, Finance and Transportation committees. His conscientious attention to his duties and his wise counsel will be profoundly missed.

On April 29, Governor Robert B. Meyner, of New Jersey, appointed Joseph M. Hitzel, Jr., of Atlantic City, a Commissioner to serve to July 1, 1959, for the balance of the unexpired term of the late Dr. I. Norwood Griscom, who died July 29, 1954.

In accordance with the by-laws, the regular biennial election was held on January 16, 1957. J. William Markeim, of Camden, New Jersey, was unanimously elected Chairman to succeed Weldon B. Heyburn, of Concordville, Delaware County, Pennsylvania. James V. Baney, of Upper Darby Township, Delaware County, Pennsylvania, was unanimously elected Vice-Chairman to succeed Mr. Markeim.

Commissioners Heyburn and Charles R. Barber, Treasurer and Auditor-General respectively of the Commonwealth of Pennsylvania, ex-officio members, retired as of the April meeting, and were succeeded by Auditor-General Charles C. Smith, of Philadelphia, and State Treasurer Robert F. Kent, of Meadville, Pennsylvania.

IN CONCLUSION

The preceding pages and the following appendices incorporate, in as great detail as the circumstances and the public interest would appear to warrant, the record of the activity of this Authority during the calendar year 1957.

It was a year in which one of the great projects committed to our care and responsibility was completed and within which we celebrated the fifth anniversary of our incorporation.

With all due humility, we submit that these pages are an impressive record of progressive achievement in the interests of the citizens of

our two states. But we are conscious, also, that much remains to be done if this Authority is to continue to be a dynamic force in the life of the Delaware River Valley and its tributary hinterland. This Authority can no more be static in discharge of its mandated obligations than can the communities which comprise its Port Area. Subject to the special limitations upon our powers and our resources which the Legislatures of our two states in their wisdom imposed, and which Congress approved, we invite your suggestions, your criticisms and your prudent counsel.

Respectfully submitted,

DELAWARE RIVER PORT AUTHORITY

PENNSYLVANIA

JAMES V. BANEY,
Vice-Chairman

EDWIN R. COX
EDWARD G. BUDD, JR.
SAMUEL B. REGALBUTO
TED SCHLANGER
FRANK M. STEINBERG
ROBERT F. KENT
CHARLES C. SMITH

NEW JERSEY

J. WILLIAM MARKEIM,
Chairman

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

JOSEPH K. COSTELLO, *Executive Director*

JOHN M. McCULLOUGH, *Secretary*

December 31, 1957

APPENDICES

MAIN AND COMPANY

CERTIFIED PUBLIC ACCOUNTANTS

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

CORRESPONDENTS IN
OTHER COUNTRIES

PACKARD BUILDING
PHILADELPHIA 2, PA.
RITTENHOUSE 6-9640

January 27, 1958

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

We have examined the balance sheet of the DELAWARE RIVER PORT AUTHORITY as of December 31, 1957, the statement of revenues and expenses for the year then ended and related supporting statements. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

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

Subject to the preceding paragraph, it is our opinion, that the accompanying balance sheet, statement of revenues and expenses and supporting related statements fairly present the financial position of the Delaware River Port Authority at December 31, 1957, 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

**DELAWARE RIVER
BALANCE SHEET-**

ASSETS	<i>TOTAL</i>	<i>Capital</i>	<i>Benjamin Franklin Bridge Operating Fund</i>
Cash (Schedule A-1).....	\$ 440,977.62		\$ 6,669.82
Investments (Schedule A-2).....	39,720,926.72		229,831.72
Accrued interest receivable.....	249,822.44		2,394.61
Accounts receivable, employees.....	19,743.85		11,173.04
Accounts receivable, State Employees' Retirement Board.....	23,764.66		13,596.02
Unexpired insurance.....	152,391.87		51,262.49
Unexpended appropriations (contra):			
Walt Whitman Bridge (Schedule A-4)..... \$ 335,693.94			
Port Development..... 27,491.42			
Limited access highway extending 6 miles east- ward from Benjamin Franklin Bridge (10% of estimated cost)..... 2,000,000.00	2,363,185.36		
Investment in facilities:			
Benjamin Franklin Bridge, bridge buildings and improvements (Schedule A-3).....	40,315,323.92	\$40,315,323.92	
Benjamin Franklin Bridge subway system (Schedule A-3)....	11,163,524.11	11,163,524.11	
Walt Whitman Bridge (Schedule A-4).....	84,988,940.56	692,957.29	
Surveys:			
Mass transit system for Southern New Jersey.....	329,316.31	329,316.31	
Proposed Northeast Philadelphia-New Jersey Bridge.....	17,648.60	17,648.60	
TOTALS	\$179,785,566.02	\$52,518,770.23	\$314,927.70

LIABILITIES			
Accrued interest payable, due June 1, 1958.....	\$ 1,265.00		
Accrued interest payable, due June 15, 1958.....	140,302.08		
Accrued pension payable.....	64,082.33		\$ 37,786.85
Federal Old Age Benefits payable.....	65,009.80		37,054.66
Retained amount on contracts (Schedule A-4).....	1,096,982.22		
Reserve for replacements and repairs.....	230,023.89		190,023.89
Deferred income re: advance ticket sales.....	65,000.00		50,062.30
Commitments (contra).....	2,363,185.36		
Funded Debt: (Schedule A-5)			
1946 Refunding bonds.....	1,518,000.00	\$ 1,518,000.00	
1953 First series revenue bonds.....	99,400,000.00	10,243,301.80	
Equity (Schedule B).....	74,841,715.34	40,757,468.43	
TOTALS	\$179,785,566.02	\$52,518,770.33	\$314,927.70

NOTE: (A) 1946 Bond Sinking Fund.....	\$5,156,419.99
1946 Bond Retirement Fund (Trustee Account).....	414,861.48
TOTAL	\$5,571,281.47

PORT AUTHORITY

December 31, 1957

SCHEDULE A

<i>1946 Bond Sinking and Retirement Funds (A)</i>	<i>Revenue Fund</i>	<i>Project Operating Fund</i>	<i>Bond Service Fund</i>	<i>Bond Reserve Fund</i>	<i>Walt Whitman Bridge Construction Fund</i>	<i>General Reserve Fund</i>
\$ 1,184.28	\$ 15,950.26	\$ 13,010.84	\$384,333.27	\$ 1,382.96	\$ 11,728.80	\$ 6,717.39
5,540,083.97	2,647,345.74	59,729.24	337,232.40	10,324,992.35	7,679,860.93	12,901,850.37
30,013.22	21,854.04	386.61	2,494.66	15,646.37	113,972.61	63,060.32
		7,423.40				1,147.41
		8,804.98				1,363.66
		100,925.38				204.00
					335,693.94	
						27,491.42
						2,000,000.00
					84,295,983.27	
<u>\$5,571,281.47</u>	<u>\$2,685,150.04</u>	<u>\$190,280.45</u>	<u>\$724,060.33</u>	<u>\$10,342,021.68</u>	<u>\$92,437,239.55</u>	<u>\$15,001,834.57</u>
\$ 1,265.00			\$140,302.08			\$ 3,577.54
		\$ 22,717.94				3,695.48
		24,259.66			\$1,096,982.22	
		40,000.00				
	\$ 14,937.70				335,693.94	2,027,491.42
				\$ 3,391,250.00	85,765,448.20	
				6,950,771.68	5,239,115.19	12,967,070.13
<u>5,570,016.47</u>	<u>2,670,212.34</u>	<u>103,302.85</u>	<u>583,758.25</u>	<u>\$ 3,391,250.00</u>	<u>85,765,448.20</u>	<u>12,967,070.13</u>
<u>\$5,571,281.47</u>	<u>\$2,685,150.04</u>	<u>\$190,280.45</u>	<u>\$724,060.33</u>	<u>\$10,342,021.68</u>	<u>\$92,437,239.55</u>	<u>\$15,001,834.57</u>

BANK DEPOSITS—December 31, 1957

SCHEDULE A-1

	Interest Rate	Withdrawal Notice	
BOND SERVICE FUND			
Boardwalk National Bank—Atlantic City, N. J.....	2½% ₀	90 days	\$ 33,906.68
Bridgeton National Bank—Bridgeton, N. J.....	2% ₀	30 "	485.97
Broad Street Trust Company—Philadelphia, Pa.....	2½% ₀	90 "	23,953.65
Burlington County Trust Company—Moorestown, N. J.....	2% ₀	30 "	2,762.88
Central-Penn National Bank—Philadelphia, Pa.....	2½% ₀	90 "	23,953.65
Farmers & Mechanics National Bank—Woodbury, N. J.....	2½% ₀	90 "	16,953.34
Farmers & Merchants National Bank—Bridgeton, N. J.....	2% ₀	30 "	1,785.97
Fidelity-Philadelphia Trust Company—Philadelphia, Pa.....	2½% ₀	90 "	23,953.65
The First National Bank—Cape May Court House, N. J.....	2% ₀	90 "	469.29
" " " " —Glassboro, N. J.....	2% ₀	30 "	18.42
" " " " —Pedricktown, N. J.....	2% ₀	90 "	1,284.33
" " " " —Toms River, N. J.....	2½% ₀	90 "	33,906.68
" " " " & Trust Co.—Woodbury, New Jersey	2½% ₀	90 "	16,953.34
The First Pennsylvania Banking & Trust Company—Philadelphia, Pa.....	2½% ₀	90 "	23,953.65
Girard Trust Corn Exchange Bank—Philadelphia, Pa.....	2½% ₀	91 "	23,953.67
Haddonfield National Bank—Haddonfield, N. J.....	2½% ₀	90 "	33,906.71
Industrial Trust Company—Philadelphia, Pa.....	2½% ₀	91 "	23,953.65
Liberty Real Estate Bank & Trust Company—Philadelphia, Pa.....	2½% ₀	90 "	23,953.65
The National Bank of Mantua—Mantua, N. J.....	2½% ₀	90 "	1,117.00
The Penn's Grove National Bank & Trust Co.—Penn's Grove, N. J.....	2½% ₀	90 "	33,906.68
Peoples National Bank—Laurel Springs, N. J.....	2½% ₀	90 "	1,880.18
Pitman National Bank & Trust Company—Pitman, N. J.....	2% ₀	30 "	431.83
Provident Tradesmens Bank and Trust Company—Philadelphia, Pa.....	2½% ₀	90 "	23,953.65
Riverside Trust Company—Riverside, N. J.....	2½% ₀	90 "	1,859.92
Union National Bank & Trust Company—Mt. Holly, N. J.....	2½% ₀	90 "	10,000.00
The First Pennsylvania Banking & Trust Company—Philadelphia, Pa.....		(Active)	1,074.83
			<u>\$384,333.27</u>
BENJAMIN FRANKLIN BRIDGE OPERATING FUND			
Camden Trust Company—Camden, N. J.....		(Active)	\$ 3,969.82
Cash on hand.....			<u>2,700.00</u>
			6,669.82
1946 BOND SINKING FUND			
Provident Tradesmens Bank and Trust Company.....		(Active)	938.59
1946 BOND RETIREMENT FUND			
Provident Tradesmens Bank and Trust Company.....		(Active)	245.69
REVENUE FUND			
Camden Trust Company.....		(Active)	\$ 4,025.91
The First Pennsylvania Banking & Trust Company.....		(Active)	<u>11,924.35</u>
			15,950.26
PROJECT OPERATING FUND			
Camden Trust Company.....		(Active)	\$10,510.84
Cash on hand.....			<u>2,500.00</u>
			13,010.84
BOND RESERVE FUND			
The First Pennsylvania Banking & Trust Company.....		(Active)	1,382.96
CONSTRUCTION FUND			
The First Pennsylvania Banking & Trust Company.....		(Active)	\$ 8,945.02
Camden Trust Company.....		(Active)	<u>2,783.78</u>
			11,728.80
GENERAL RESERVE FUND			
Camden Trust Company.....		(Active)	\$ 4,317.39
Manufacturers Trust Company—New York, N. Y.....		(Active)	700.00
Fidelity Trust Company—Pittsburgh, Pa.....		(Active)	700.00
First National Bank of Chicago—Chicago, Ill.....		(Active)	<u>1,000.00</u>
			6,717.39
TOTAL.....			<u>\$440,977.62</u>

INVESTMENTS—December 31, 1957

SCHEDULE A-2

BENJAMIN FRANKLIN BRIDGE OPERATING FUND:	Par Value	Book Value	Market Value
U. S. Tr. Discount Bills due 4/15/58.....	\$ 25,000	\$ 24,767.76	\$ 24,803.00
U. S. Tr. 27/8% "A" Notes due 6/15/58.....	65,000	65,000.00	64,979.69
U. S. Tr. 4% "C" Certificates due 8/1/58.....	140,000	140,063.96	140,875.00
	<u>\$ 230,000</u>	<u>\$ 229,831.72</u>	<u>\$ 230,657.69</u>
1946 BOND SINKING FUND:			
U. S. Tr. Discount Bills due 4/15/58.....	\$ 39,000	\$ 38,734.55	\$ 38,692.68
U. S. Tr. 21/8% Bonds due 11/15/60.....	70,000	70,000.00	68,731.25
U. S. Tr. 21/2% Bonds due 11/15/61.....	2,927,000	2,959,302.82	2,888,583.13
U. S. Tr. 21/4% Bonds due 6/15/62-59.....	10,000	9,969.18	9,781.25
U. S. Tr. 21/2% Bonds due 8/15/63.....	2,050,000	2,048,761.13	2,012,843.75
	<u>\$ 5,096,000</u>	<u>\$ 5,126,767.68</u>	<u>\$ 5,018,632.06</u>
1946 BOND RETIREMENT FUND:			
(Provident Tradesmens Bank and Trust Company, Trustee) U. S. Tr. 21/2% Bonds due 11/15/61.....	\$ 409,000	\$ 413,316.29	\$ 403,631.88
	<u>\$ 409,000</u>	<u>\$ 413,316.29</u>	<u>\$ 403,631.88</u>
REVENUE FUND:			
U. S. Tr. Discount Bills due 1/23/58.....	\$ 10,000	\$ 9,981.12	\$ 9,985.00
U. S. Tr. Discount Bills due 4/15/58.....	800,000	790,474.78	793,696.00
U. S. Tr. 33/8% "A" Certificates due 2/14/58.....	250,000	249,986.56	250,390.63
U. S. Tr. 31/2% "B" Certificates due 4/15/58.....	200,000	200,186.28	200,375.00
U. S. Tr. 27/8% "A" Notes due 6/15/58.....	245,000	245,000.00	244,923.44
U. S. Tr. 4% "C" Certificates due 8/1/58.....	1,150,000	1,151,717.00	1,157,187.50
	<u>\$ 2,655,000</u>	<u>\$ 2,647,345.74</u>	<u>\$ 2,656,557.57</u>
PROJECT OPERATING FUND:			
U. S. Tr. Discount Bills due 4/15/58.....	\$ 20,000	\$ 19,750.63	\$ 19,842.40
U. S. Tr. 31/2% "B" Certificates due 4/15/58.....	30,000	29,973.82	30,056.25
U. S. Tr. 4% "C" Certificates due 8/1/58.....	10,000	10,004.79	10,062.50
	<u>\$ 60,000</u>	<u>\$ 59,729.24</u>	<u>\$ 59,961.15</u>
BOND SERVICE FUND:			
U. S. Tr. 27/8% "A" Notes due 6/15/58.....	\$ 178,000	\$ 177,232.40	\$ 177,944.38
U. S. Tr. 4% "C" Certificates due 8/1/58.....	100,000	100,000.00	100,625.00
Egg Harbor City Trust Company 21/2% Certificates of Deposit 6/11/58.....	10,000	10,000.00	10,000.00
Boardwalk National Bank 21/2% Certificate of Deposit 1/6/58.....	50,000	50,000.00	50,000.00
	<u>\$ 338,000</u>	<u>\$ 337,232.40</u>	<u>\$ 338,569.38</u>
BOND RESERVE FUND:			
U. S. Tr. 31/2% "B" Certificates due 4/15/58.....	\$ 42,000	\$ 42,015.24	\$ 42,078.75
U. S. Tr. 23/8% Bonds due 6/15/58.....	130,000	129,207.83	129,675.00
U. S. Tr. 27/8% "A" Notes due 6/15/58.....	1,258,000	1,257,164.03	1,257,606.88
U. S. Tr. 21/2% Bonds due 11/15/61.....	1,811,000	1,785,252.20	1,787,230.63
U. S. Tr. 21/2% Bonds due 6/15/69-64.....	400,000	387,990.08	378,250.00
U. S. Tr. 21/2% Bonds due 12/15/69-64.....	6,750,000	6,723,362.97	6,374,531.25
	<u>\$10,391,000</u>	<u>\$10,324,992.35</u>	<u>\$ 9,969,372.51</u>
CONSTRUCTION FUND:			
U. S. Tr. Discount Bills due 1/16/58.....	\$ 15,000	\$ 14,981.82	\$ 14,985.45
U. S. Tr. Discount Bills due 1/23/58.....	35,000	34,879.11	34,947.50
U. S. Tr. 33/4% "D" Certificates due 12/1/58.....	900,000	900,000.00	907,031.25
U. S. Tr. 4% "C" Certificates due 8/1/58.....	6,730,000	6,730,000.00	6,772,062.50
	<u>\$ 7,680,000</u>	<u>\$ 7,679,860.93</u>	<u>\$ 7,729,026.70</u>
GENERAL RESERVE FUND:			
U. S. Tr. Discount Bills due 1/23/58.....	\$ 30,000	\$ 29,934.63	\$ 29,955.00
U. S. Tr. Discount Bills due 2/20/58.....	120,000	119,452.23	119,554.80
U. S. Tr. 27/8% "A" Notes due 6/15/58.....	240,000	239,509.69	239,925.00
U. S. Tr. 21/2% Bonds due 11/15/61.....	2,870,000	2,901,018.88	2,832,331.25
U. S. Tr. 21/4% Bonds due 6/15/62-59.....	600,000	599,018.48	586,875.00
U. S. Tr. 21/2% Bonds due 8/15/63.....	5,200,000	5,192,854.66	5,105,750.00
U. S. Tr. 21/2% Bonds due 12/15/69-64.....	3,800,000	3,810,061.80	3,588,625.00
Ventnor City National Bank 21/2% Certificate of Deposit 1/19/58.....	10,000	10,000.00	10,000.00
	<u>\$12,870,000</u>	<u>\$12,901,850.37</u>	<u>\$12,513,016.05</u>
TOTAL INVESTMENTS.....	<u>\$39,729,000</u>	<u>\$39,720,926.72</u>	<u>\$38,919,424.99</u>

**COSTS OF BENJAMIN FRANKLIN BRIDGE,
BRIDGE BUILDINGS AND IMPROVEMENTS
TO DECEMBER 31, 1957**

SCHEDULE A-3

	<i>Cost</i>	<i>Book Value</i>
Original cost of Bridge, land, approaches and administration building contributed by the Commonwealth of Pennsylvania, the State of New Jersey and the City of Philadelphia.....	\$37,078,894.97	\$37,078,894.97
Less: Refunds of principal and interest, net of interest credits, to July 1, 1931.....		3,871,484.15
Totals to July 1, 1931.....	\$37,078,894.97	\$33,207,410.82
Subsequent Improvements.....	7,107,913.10	7,107,913.10
Total Benjamin Franklin Bridge, bridge buildings and improvements..	\$44,186,808.07	\$40,315,323.92
HIGH-SPEED TRANSIT SYSTEM:		
Proceeds of \$7,158,000 principal amount of Bridge bonds sold.....	\$7,655,170.32	
Interest received on deposits of bond proceeds.....	5,425.42	
United States Government grants... \$2,302,975.13		
Less: Appropriated to Sinking Fund.. 402,975.13	1,900,000.00	
Toll funds used.....	1,602,928.37	11,163,524.11
Total cost of Benjamin Franklin Bridge, bridge buildings, improvements and High-Speed Transit System.....	<u>\$55,350,332.18</u>	<u>\$51,478,848.03</u>

COSTS OF WALT WHITMAN BRIDGE—TO DECEMBER 31, 1957

SCHEDULE A-4

Name of Contractor	Description of Work	Total Commitments	Amount Completed	Amount Paid	Amount Retained	Amount Incomplete
Completed contracts		\$54,209,432.78	\$54,209,432.78	\$54,209,432.78		
Incomplete contracts:						
W. V. Pangborne & Co., Inc. #7	Lighting and electrical work	1,256,286.95	1,233,127.25	1,171,027.25	\$ 62,100.00	\$ 23,159.70
Counties Contracting and Construction Company #11	Highway signs	177,677.58	177,677.58	168,551.04	9,126.54	
David M. Hunt Construction Co. #12	Bronze commemorative tablets	23,650.00	12,150.00	10,935.00	1,215.00	11,500.00
Henkels & McCoy American Dredging Co. #13	Landscaping	138,686.70	18,821.00	15,164.80	3,656.20	119,865.70
#P-1	Grading, etc., from Delaware Ave. to 7th St., Phila.	1,468,215.88	1,456,430.76	1,383,295.01	73,135.75	11,785.12
#P-6	Grading, etc., from Moyamensing Ave. to 7th St., Phila.	3,748,683.93	3,748,683.93	3,562,118.10	186,565.83	
#P-8	Roadway lighting and electrical work, Philadelphia approaches	167,410.90	157,136.43	148,881.06	8,255.37	10,274.47
#P-9	Roadway paving and drainage, Vare Ave. to Front St., Phila.	2,706,560.99	2,706,560.99	2,581,976.49	124,584.50	
#P-10a	General construction, administration, maintenance and toll buildings	1,429,706.98	1,429,387.98	1,357,918.58	71,469.40	319.00
#P-10c	Plumbing work, administration, maintenance and toll buildings	257,223.62	251,751.70	239,164.12	12,587.58	5,471.92
#P-10d	Electrical work, administration, maintenance and toll buildings	791,728.50	767,922.00	728,622.00	39,300.00	23,806.50
#P-11	Fencing, miscellaneous paving and cleanup	328,313.22	328,313.22	314,043.13	14,270.09	
#P-12	Ramp M structure over Parker Ave. and 20th St., Phila.	639,711.00	590,585.15	558,621.30	31,963.85	49,125.85
#P-14	Cinder bin facilities	99,132.00	95,450.00	90,677.50	4,772.50	3,682.00
#G-4	Stringer spans superstructure from Newton Creek to North-South Freeway, N. J.	3,743,207.18	3,743,207.18	3,555,281.50	187,925.68	
#G-5	Bridges over Crescent Boulevard and Black Horse Pike, N. J.	551,493.82	547,397.08	547,397.08		4,096.74
#G-6	Paving, grading, etc., from North-South Freeway to Black Horse Pike, N. J.	996,432.74	993,532.18	940,798.23	52,733.95	2,900.56
#G-8	Roadway lighting and electrical work, New Jersey approaches	111,095.82	234,422.95	234,422.95		(123,327.13)
	Total incomplete contracts	\$18,635,217.81	\$18,492,557.38	\$17,608,895.14	\$ 883,662.24	\$142,660.43
Engineering and Miscellaneous		\$ 5,070,122.52	\$ 5,014,784.36	\$ 4,801,464.38	\$ 213,319.98	\$ 55,338.16
Administration		\$ 229,828.40	\$ 229,828.40	\$ 229,828.40		
Real Estate		\$ 7,180,032.99	\$ 7,042,337.64	\$ 7,042,337.64		\$137,695.35
TOTAL		\$85,324,634.50	\$84,988,940.56	\$83,891,958.34*	\$1,096,982.22	\$335,693.94

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

Refunding Bonds, Dated June 1, 1946

Original issue.....		\$ 30,000,000
Less: Serial Bonds matured and retired 6/1/46 to 6/1/54.....	\$14,000,000	
Term bonds due 6/1/66 purchased and retired.....	14,482,000	28,482,000
		<hr/>
Bonds outstanding (Maturing June 1, 1966).....		\$ 1,518,000

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

First Series Revenue Bonds, Dated May 15, 1953

Original issue.....	\$100,000,000
Less: Serial bonds matured and retired 12/15/57.....	600,000
	<hr/>
Bonds outstanding (detail follows).....	\$ 99,400,000

<i>Principal Amount</i>	<i>Maturity Date</i>	<i>Interest Rate</i>
\$ 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%
60,000,000	December 15, 1983	3½%
<hr/>		
\$99,400,000		

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

REVENUES AND EXPENSES

SCHEDULE B

1957

	<i>Benjamin Franklin Bridge (12 months)</i>	<i>Walt Whitman Bridge (Opened 5/16/57— 7½ months)</i>	<i>Total</i>
OPERATING REVENUES			
Bridge tolls (Schedule B-1).....	\$7,877,709.15	\$2,010,569.65	\$ 9,888,278.80
Rail transit line rental.....	148,458.69		148,458.69
Other rentals and miscellaneous.....	7,725.00	1.00	7,726.00
Total operating revenues.....	<u>\$8,033,892.84</u>	<u>\$2,010,570.65</u>	<u>\$10,044,463.49</u>
DIRECT OPERATING EXPENSES			
Salaries.....	\$1,047,144.99	\$ 457,300.83	\$ 1,504,445.82
Equipment and supplies.....	78,814.61	27,617.91	106,432.52
Repairs.....	117,568.03	51,856.93	169,424.96
Insurance.....	47,489.67	26,923.79	74,413.46
Miscellaneous.....	176,459.33	71,515.52	247,974.85
Total direct operating expenses.....	<u>\$1,467,476.63</u>	<u>\$ 635,214.98</u>	<u>\$ 2,102,691.61</u>
	<u>\$6,566,416.21</u>	<u>\$1,375,355.67</u>	<u>\$ 7,941,771.88</u>
GENERAL ADMINISTRATION EXPENSES			
Salaries.....		\$ 201,954.45	
Miscellaneous.....		82,583.49	284,537.94
Net operating revenues.....			<u>\$ 7,657,233.94</u>
INTEREST INCOME			
Interest on investments.....		\$1,024,754.53	
Interest on bank balances.....		30,995.63	1,055,750.16
Net revenues before interest on debt, port development expenses and adjustments.....			<u>\$ 8,712,984.10</u>
INTEREST ON FUNDED DEBT			
1946 Refunding bonds.....		\$ 17,262.73	
1953 First series revenue bonds.....		3,390,250.00	3,407,512.73
Net revenues before port development expenses and adjustments.....			<u>\$ 5,305,471.37</u>
PORT DEVELOPMENT EXPENSES.....			230,837.63
Net revenues before adjustments.....			<u>\$ 5,074,633.74</u>
ADJUSTMENTS			
Discounts on purchase of 1946 refunding bonds.....		\$ 177,950.00	
Advance ticket sales adjustment.....		(39,817.85)	138,132.15
Balance of net revenues.....			<u>\$ 5,212,765.89</u>
EQUITY			
Balance at beginning of year.....			69,628,949.45
Balance at end of year.....			<u>\$74,841,715.34</u>

SCHEDULE B-1

1957 TRAFFIC CLASSIFICATION AND REVENUE

CLASSIFICATION	BENJAMIN FRANKLIN BRIDGE (12 Months)		WALT WHITMAN BRIDGE opened 5/16/57 (7½ Months)		TOTALS	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Passenger autos and light trucks...	22,807,567	\$5,701,891.75	6,227,493	\$1,556,873.25	29,035,060	\$7,258,765.00
Commutation tickets.....	2,233,641	418,807.70	684,581	128,358.95	2,918,222	547,166.65
Buses.....	991,833	495,916.50	9,712	4,856.00	1,001,545	500,772.50
Motor trucks.....	599,506	299,753.00	78,955	39,477.50	678,461	339,230.50
Motor trucks.....	382,857	287,142.75	85,150	63,862.50	468,007	351,005.25
Motor trucks.....	25,113	25,113.00	4,101	4,101.00	29,214	29,214.00
Motor trucks.....	5,253	7,879.50	930	1,395.00	6,183	9,274.50
Motor trucks.....	3,084	7,710.00	1,672	4,180.00	4,756	11,890.00
Tractors and trailers.....	241,575	289,890.00	65,966	79,159.20	307,541	369,049.20
Tractors and trailers.....	204,667	327,467.20	75,118	120,188.80	279,785	447,656.00
Tractors and trailers.....	1,912	3,824.00	708	1,416.00	2,620	5,240.00
Autos and trailers.....	19,058	7,623.20	10,569	4,227.60	29,627	11,850.80
Special permits.....	149	2,514.35	103	1,746.05	252	4,260.40
Motorcycles.....	14,502	2,175.30	4,852	727.80	19,354	2,903.10
Horse-drawn vehicles.....	3	.90	3	.90	3	.90
TOTALS.....	27,530,720	\$7,877,709.15	7,249,910	\$2,010,569.65	34,780,630	\$9,888,278.80

FINANCIAL HISTORY TO DECEMBER 31, 1957

SCHEDULE C

	State of New Jersey	Commonwealth of Pennsylvania	City of Philadelphia	Interest	Principal
Original cost of Benjamin Franklin Bridge, land and buildings (Schedule A-3).....	\$15,900,235.33	\$10,576,894.54	\$10,601,765.10		\$ 37,078,894.97
Interest to September 1, 1933, net.....	5,200,432.75	3,176,842.48	3,501,821.26	\$ 11,879,096.49	
Total cost of Benjamin Franklin Bridge and interest to September 1, 1933.....	\$21,100,668.08	\$13,753,737.02	\$14,103,586.36		
Less: Cash refunds to September 1, 1933.....	8,901,668.08	4,545,737.02	4,548,586.36		
Balance of debt, September 1, 1933, funded by issuance of 4 $\frac{1}{4}$ % bonds.....	\$12,199,000.00	\$ 9,208,000.00	\$ 9,555,000.00		18,271,437.21
Subsequent improvements (Schedule A-3).....					\$ 55,350,332.18
Total cost of Benjamin Franklin Bridge and improvements (Schedule A-3).....					84,988,940.56
Expenditures to date re: Walt Whitman Bridge (Schedule A-4).....					\$140,339,272.74
Total cost to date of all facilities.....				\$ 35,469,487.63	
Interest on funded debt.....				1,710,573.43	
Premiums paid, net of premiums and discounts received, on funded debt.....				\$ 49,059,157.55	
Less: Interest on investments (\$10,765,657.59), plus U.S. grants (\$402,975.13) appropriated to Sinking Fund.....				11,168,632.72	37,890,524.83
Total operating expenses.....					27,377,916.83
Total port development expenses.....					1,554,421.85
Total expenditures to date.....					\$207,162,136.25
Less: Gross receipts (including \$1,957,230.71 of U.S. grants).....					145,536,063.00
Excess of total expenditures over total receipts.....					\$ 61,626,073.25
Accounted for by Balance Sheet items (Schedule A)				\$100,918,000.00	
Outstanding bonds.....				1,662,665.32	
Other liabilities and reserves.....				\$102,580,665.32	
Less: Cash and investments.....			\$40,161,904.34		
Other Assets.....			792,687.73	40,954,592.07	\$ 61,626,073.25

SUMMARIES OF OPERATIONS OF SPECIAL FUNDS SCHEDULE D
AND BALANCES AT DECEMBER 31, 1957

1946 BOND SINKING FUND

Balance, December 31, 1956.....		\$ 3,642,368.75
Received from:		
Interest on investments.....	\$ 107,754.48	
1946 Bond Retirement Fund.....	1,517,349.68	
General Reserve Fund.....	1,844.81	1,626,948.97
		\$ 5,269,317.72
Disbursed to:		
Purchase of 1946 Refunding Bonds.....	\$ 96,900.00	
Interest on 1946 Refunding Bonds.....	17,262.73	114,162.73
		\$ 5,155,154.99
Balance, December 31, 1957.....		
Balance represented by:		
Cash.....	\$ 938.59	
Investments.....	5,126,767.68	
Accrued interest receivable.....	28,713.72	
		\$ 5,156,419.99
Less: Accrued interest payable re:	\$ 5,156,419.99	
1946 Refunding Bonds.....	1,265.00	\$ 5,155,154.99

1946 BOND RETIREMENT FUND

Balance, December 31, 1956.....		\$ 1,911,466.31
Received from:		
Interest on investments, etc.....		20,744.85
		\$ 1,932,211.16
Disbursed to:		
1946 Bond Sinking Fund.....		1,517,349.68
		\$ 414,861.48
Balance, December 31, 1957.....		
Balance represented by:		
Cash.....	\$ 245.69	
Investments.....	413,316.29	
Accrued interest receivable.....	1,299.50	\$ 414,861.48

REVENUE FUND

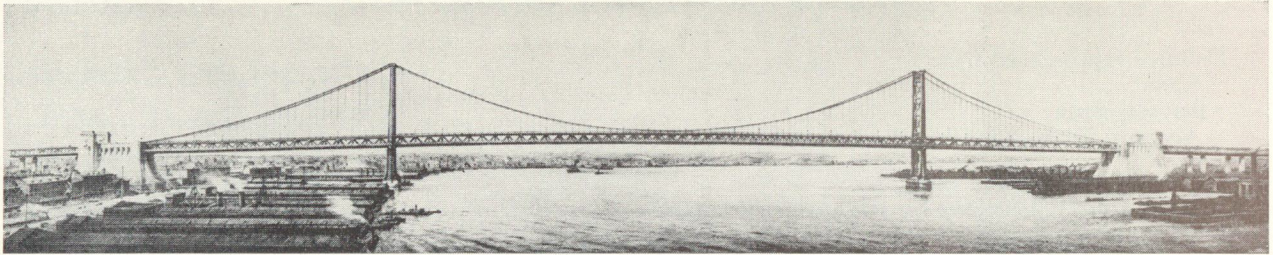
Balance, December 31, 1956.....		—0—
Received from:		
Operating revenue, Walt Whitman Bridge.....	\$ 2,010,570.65	
Interest on investments.....	35,872.26	
General Reserve Fund.....	5,439,274.66	
Project Operating Fund.....	633,721.13	\$ 8,119,438.70
		\$ 8,119,438.70
Disbursed to:		
Project Operating Fund.....	\$ 1,368,500.00	
Bond Service Fund.....	4,040,908.51	
Adjustment re: advance ticket sales.....	39,817.85	5,449,226.36
		\$ 2,670,212.34
Balance, December 31, 1957.....		
		\$ 2,670,212.34

**SUMMARIES OF OPERATIONS OF SPECIAL FUNDS
AND BALANCES AT DECEMBER 31, 1957—**

SCHEDULE D
Continued

Balance represented by:		
Cash.....	\$ 15,950.26	
Investments.....	2,647,345.74	
Accrued interest receivable.....	21,854.04	
	\$ 2,685,150.04	
Less: Deferred income re: advance ticket sales.....	14,937.70	\$ 2,670,212.34
 PROJECT OPERATING FUND		
Balance, December 31, 1956.....		—0—
Received from:		
Interest on investments.....	\$ 3,738.96	
Revenue Fund.....	1,368,500.00	\$ 1,372,238.96
Disbursed to:		
Walt Whitman Bridge operating expenses.....	\$ 635,214.98	
Revenue Fund.....	633,721.13	1,268,936.11
Balance, December 31, 1957.....		\$ 103,302.85
Balance represented by:		
Cash.....	\$ 13,010.84	
Investments.....	59,729.24	
Accrued interest receivable.....	386.61	
Prepaid insurance premiums and other assets.....	117,153.76	
	\$ 190,280.45	
Less: Accrued Pensions and old age benefits payable..	\$46,977.60	
Reserve for replacements and repairs.....	40,000.00	\$ 103,302.85
	86,977.60	
 BOND SERVICE FUND		
Balance, December 31, 1956.....		\$ 417,023.65
Received from:		
Interest on investments.....	\$ 51,076.09	
Revenue Fund.....	4,040,908.51	
General Reserve Fund.....	65,000.00	4,156,984.60
		\$ 4,574,008.25
Disbursed to:		
Interest on 1953 First Series Revenue Bonds.....	\$ 3,390,250.00	
Retirement of 1953 First Series Revenue Bonds.....	600,000.00	3,990,250.00
Balance, December 31, 1957.....		\$ 583,758.25
Balance represented by:		
Cash.....	\$ 384,333.27	
Investments.....	337,232.40	
Accrued interest receivable.....	2,494.66	
	\$ 724,060.33	
Less: Accrued interest payable re: 1953 First Series Revenue Bonds	140,302.08	\$ 583,758.25
	140,302.08	
 BOND RESERVE FUND		
Balance, December 31, 1956.....		\$10,069,652.81
Received from:		
Interest on investments.....		272,368.87
Balance, December 31, 1957.....		\$10,342,021.68
Balance represented by:		
Cash.....	\$ 1,382.96	
Investments.....	10,324,992.35	
Accrued interest receivable.....	15,646.37	\$10,342,021.68
	15,646.37	

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



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

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

Construction contracts	\$23,870,096.01
Real Estate Pennsylvania.....	\$7,668,847.01
Real Estate New Jersey.....	3,420,177.12
<hr/>	
Engineering	1,650,266.53
Administration	469,508.30
<hr/>	
Cost of Bridge	\$37,078,894.97
Bridge improvements (including rail transit line and bridge widening) \$1,957,230.71 of which was received as United States grants.....	18,271,437.21
<hr/>	
	\$55,350,332.18

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) diameter192 inch
Total length of wire used	25,100 miles
Distance center to center of cables....	89 feet
Weight of cables	6,780 tons
Weight of suspender ropes	422 tons
Diameter of suspender ropes.....	2¼ inches
Cable structural steel	610 tons

TOWERS

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

ANCHORAGES

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

PAVED AREA

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

PRINCIPAL DIMENSIONS AND QUANTITIES

Length of bridge and approaches (portal to portal)	8,291 feet
Total length including plazas.....	9,620 feet
Length of main span	1,750 feet
Width of bridge	128 feet, 6¼ inches
Width of roadway between curbs.....	77 feet, 10 inches
Height of towers above mean high water	382 feet, 8 inches
Clearance above mean high water in center	135 feet
Weight of main span per linear foot....	26,000 pounds
Live load capacity per linear foot....	12,000 pounds
Deepest foundation below mean high water	108 feet
Total weight of bridge (portal to portal)	763,491 tons

STRUCTURAL METALWORK

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

TOTAL STRUCTURAL METALWORK—ORIGINAL

BRIDGE (1926)	70,851
Additional steel due to alterations	6,532

TOTAL STRUCTURAL METALWORK—AFTER

ALTERATIONS (1951)	77,383
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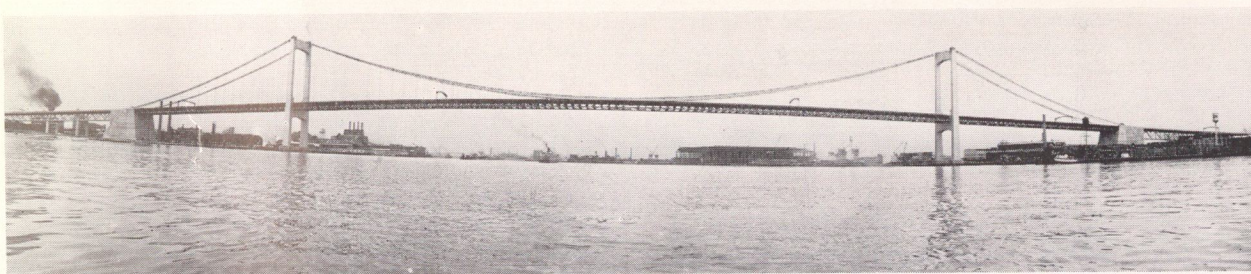
MASONRY

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

TOTAL STRUCTURAL METALWORK

AND MASONRY	763,491
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THE WALT WHITMAN BRIDGE CONNECTING SOUTH PHILADELPHIA AND CAMDEN COUNTY, N. J.



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

Cost to December 31, 1957:			
Construction	\$72,844,650.59		
Real Estate Pennsylvania . . .	\$6,096,955.93		
Real Estate New Jersey	1,083,077.06	7,180,032.99	
Engineering, Administration and other costs		5,299,950.92	
			\$85,324,634.50

PRINCIPAL DIMENSIONS and QUANTITIES

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

STRUCTURAL METALWORK

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

MASONRY

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

CABLES

Number of cables	2
Diameter of cables	23 1/8 inches
Number of wires in each cable	11,396
Number of strands in each cable	37
Number of wires in each strand	308
Size of wire (No. 6) diameter192 inch
Total length of wire used	17,000 miles
Distance center to center of cables	89 feet, 11 inches
Weight of cables	4,500 tons
Weight of suspender ropes	262 tons
Diameter of suspender ropes	2 1/4 inches
Cable structural steel	577 tons

TOWERS

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

ANCHORAGES

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

PAVED AREA

Roadway	115,550 square yards
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RULES AND REGULATIONS

Benjamin Franklin and Walt Whitman Bridges

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SCHEDULE OF TOLL

Benjamin Franklin and Walt Whitman Bridges

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

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

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

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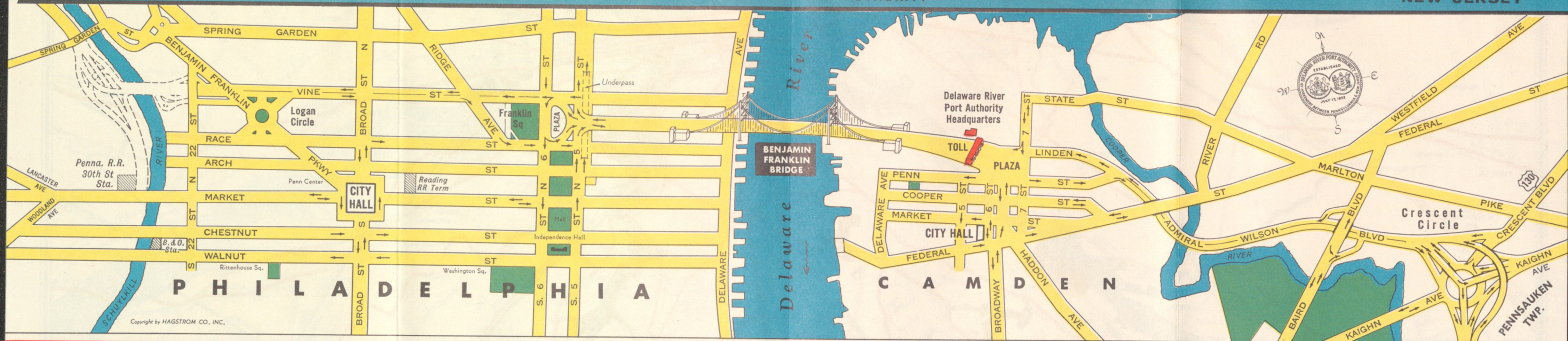
**DELAWARE RIVER BRIDGES
PHILADELPHIA - SOUTH JERSEY**

**BENJAMIN FRANKLIN
BRIDGE**

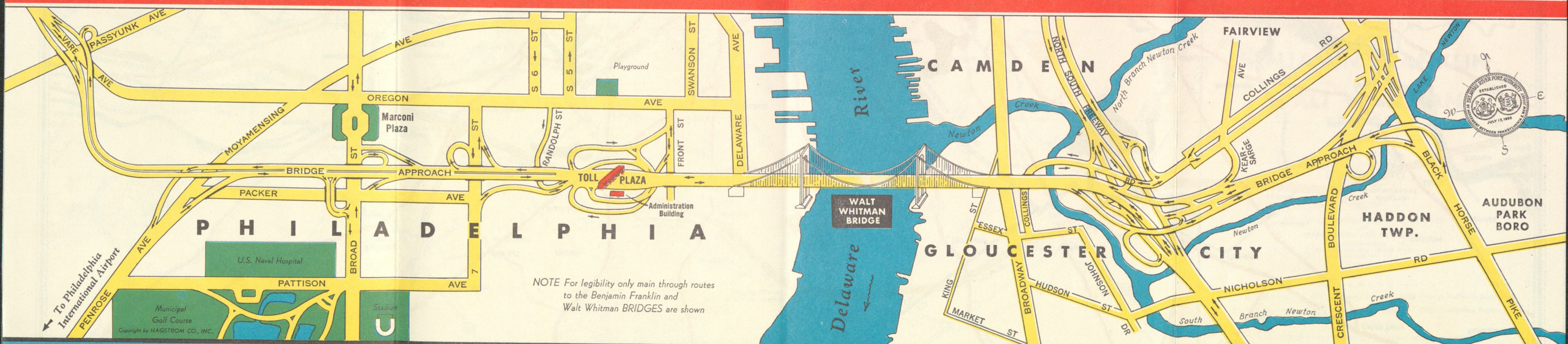


**WALT
WHITMAN
BRIDGE**

**DELAWARE RIVER PORT AUTHORITY
OF
PENNSYLVANIA AND NEW JERSEY**
HEADQUARTERS
BENJAMIN FRANKLIN BRIDGE PLAZA
BOX 69, CAMDEN 1, N. J.
Tel: WO 3-6420



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NOTE For legibility only main through routes to the Benjamin Franklin and Walt Whitman BRIDGES are shown

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BENJAMIN FRANKLIN BRIDGE

The Benjamin Franklin Bridge links Vine and Race Streets, Philadelphia, with Penn and Linden Streets, Camden, New Jersey. It was formerly known as the Delaware River Bridge and was opened to traffic on July 1, 1926. Originally it had six lanes for vehicular traffic but as private automobile usage continued to grow, it was decided in 1950 to add two more lanes in an area previously reserved for trolley cars. Immediately following the roadway widening, a companion project was undertaken to increase the toll collection facilities on the Camden Plaza by completely rebuilding these facilities to provide 20 lanes.

In Philadelphia, the bridge approach arteries connect with all north-south streets west from Fifth Street to Twentieth Street where they link with the Benjamin Franklin Parkway and a new arterial system connecting with the Schuylkill Expressway.

On the New Jersey side, the principal approach is the Admiral Wilson Boulevard which has a direct connection with the principal highways leading to Southern New Jersey seashore resorts, as well as those to North Jersey and New York. Interchange No. 3 of the New Jersey Turnpike is approximately eight miles from the Bridge Plaza and Interchange No. 4 is approximately nine miles distant.

WALT WHITMAN BRIDGE

The Walt Whitman Bridge was opened to traffic during 1957 after a construction period of three years and eight months. It crosses the Delaware River between South Philadelphia, Pennsylvania and Gloucester City, New Jersey, approximately three miles south of the Benjamin Franklin Bridge. Its approaches are among the most modern of any in the nation and extend six and one-quarter miles from Twenty-eighth Street and Vane Avenue, Philadelphia, to the principal highways in Southern New Jersey leading to seashore points.

In Philadelphia, there are connections at Seventh Street, Broad Street, Penrose Avenue before the approach there reaches Twenty-eighth Street. One of the principal feeder roadways near the toll plaza at Front Street has connections to serve the Delaware Avenue waterfront.

On the New Jersey side, the bridge approach has connections to serve Gloucester City, Fairview and other Camden County communities. The principal connecting roadway is the new North-South Freeway, built simultaneously with the bridge. Eastward of the freeway, there are interchanges at Crescent Boulevard and at Black Horse Pike.

The Walt Whitman Bridge has seven traffic lanes which permit a pattern of reversal to provide preference for the heavier flow of traffic. There is no divider in the roadway and vehicles are guided across by overhead traffic lights.

FACTS

	BENJAMIN FRANKLIN BRIDGE	WALT WHITMAN BRIDGE
Length of river span	1,750 ft.	2,000 ft.
Length of bridge between anchorages	3,183 ft., 4 in.	3,450 ft.
Length of bridge including plazas	9,620 ft.	
Length of bridge including approaches		6.25 miles
Width of bridge	128 ft., 6¾ in.	92 ft., 3 in.
Width of roadway	77 ft., 10 in.	79 ft., 2 in.
Height of towers	382 ft., 8 in.	378 ft.
Channel clearance of bridge at center	135 ft.	150 ft.
Diameter of cables	30 inches	23½ in.
Length of wire in main cables	25,100 miles	17,000 miles
Total steelwork in bridge	77,383 tons	69,396 tons
Cost of bridge and rail line	approx. \$55,000,000	
Cost of bridge and approaches		approx. \$85,000,000

THE FUNCTIONS AND PURPOSES OF THE DELAWARE RIVER PORT AUTHORITY

The Delaware River Port Authority is the corporate instrumentality of the Commonwealth of Pennsylvania and the State of New Jersey. Its establishment was by Congress on July 17, 1952 as the successor to The Delaware River Joint Commission which originally was created to operate and maintain the Benjamin Franklin Bridge between Philadelphia and Camden. Subsequent to 1947, the Joint Commission was actively engaged in the promotion and development of the Delaware River as a highway of commerce.

The Commission in 1948 authorized the making of an extensive survey of the entire Port Area by a nationally-known firm of engineers to present an integrated plan for developing the port facilities for the purpose of stimulating commerce through the Port and improving transportation in the Port Area and a systematic procedure for its accomplishment.

The Development Plan recommended expansion of the powers of the Commission to permit it to function as an effective central administrative agency for the Port. Plans were at once set in motion for the creation of a Port Authority. It was not until mid-1951 that the two states adopted the necessary legislation and Congressional approval required a year more.

In addition to operating and maintaining the Benjamin Franklin and the Walt Whitman Bridges, the Port Authority carries out other duties delegated to it by the Legislatures.

The Port Development Department of the Authority has been expanded and the job of promoting the commerce of the Port Area has moved steadily ahead. Promotional Field Offices have been set up in New York, Chicago and Pittsburgh and are managed by shipping experts whose activities cover a wide range of services to shippers.

The Port Authority program is based upon the realization that all its activities must be financed by the revenues collected at its toll crossings. It has no power to levy taxes nor does it have the right to pledge the credit of either state.

The 25-cent toll for passenger vehicles on the two bridges is among the lowest for any comparable facility anywhere in the United States.

The Authority is made up of a board of 16 Commissioners, eight from each state. They receive no compensation for their services.

COMMISSIONERS

PENNSYLVANIA

JAMES V. BANEY, *Vice-Chairman*
EDWIN R. COX
EDWARD G. BUDD, JR.
SAMUEL B. REGALBUTO
TED SCHLANGER
FRANK M. STEINBERG
ROBERT F. KENT
CHARLES C. SMITH

NEW JERSEY

J. WILLIAM MARKEIM, *Chairman*
ARTHUR C. KING
EDWARD C. McAULIFFE
ERWIN S. CUNARD
JAMES P. JOHNSON
RALPH CORNELL
EARL B. HOWE
JOSEPH M. HITZEL, Jr.

Executive Director, JOSEPH K. COSTELLO

DELAWARE RIVER PORT AUTHORITY OF PENNSYLVANIA AND NEW JERSEY

HEADQUARTERS

Benjamin Franklin Bridge Plaza
P.O. Box 69, Camden 1, N.J.

PITTSBURGH: THE PARK BUILDING, PITTSBURGH 22, PENNSYLVANIA
NEW YORK: ROOM 1934, 42 BROADWAY, NEW YORK 4, NEW YORK
CHICAGO: 224 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS

SCHEDULE OF TOLLS

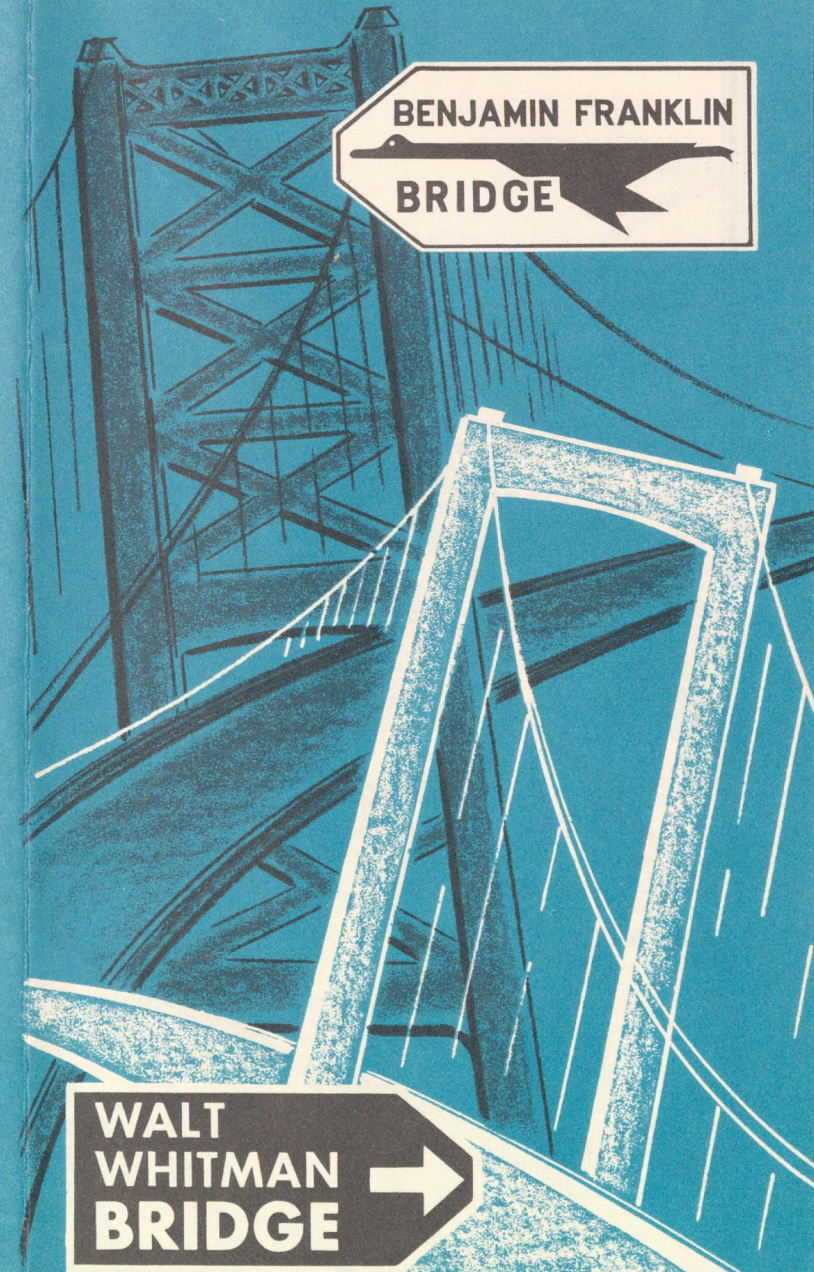
BENJAMIN FRANKLIN AND WALT WHITMAN BRIDGES

Passenger Automobile	\$.25
40-Trip Commutation Book	7.50
(Good for one month, including date of purchase, for passenger cars and trucks to and including 7,000 pounds gross weight. Not transferable. Detached tickets will not be accepted. Unused tickets are not redeemable.)	
Passenger Automobile and Trailer	.40
Passenger Bus	.50
Motorcycle	.15
Horse or Horse-Drawn Vehicle	.30
(Benjamin Franklin Bridge only)	
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, for the first 40,000 pounds	1.50
For each additional 2,000 pounds, or fraction thereof, of such gross weight in excess of 40,000 pounds	.25
Truck and Trailer:	
of a combined gross weight not exceeding 19,000 pounds, regardless of axle count	.50
Tractor and Trailer:	
to 60,000 pounds gross weight with:	
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):	
Permit fee required	10.00
In addition for the first 36,000 pounds	1.00
For each additional 2,000 pounds, or fraction thereof in excess of 36,000 pounds	.25

NOTES:

- Gross Weight is the combined weight of the vehicle and its maximum allowable load.
 - Truck, bus and commutation tickets sold at the Benjamin Franklin Bridge or Walt Whitman Bridge will be accepted interchangeably on either bridge.
 - It is unlawful for any person to evade or attempt to evade the payment of toll.
 - This Schedule of Tolls supersedes all previous Schedules of Tolls.
- EXPLOSIVES:** Transportation of explosives over Port Authority bridges, approaches or ramps is prohibited.

DELAWARE RIVER BRIDGES PHILADELPHIA - SOUTH JERSEY



BENJAMIN FRANKLIN
BRIDGE

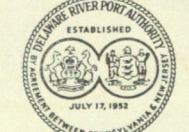
WALT
WHITMAN
BRIDGE

DELAWARE RIVER PORT AUTHORITY OF PENNSYLVANIA AND NEW JERSEY

HEADQUARTERS
BENJAMIN FRANKLIN BRIDGE PLAZA
BOX 69, CAMDEN 1, N. J.
Tel.: WO 3-6420

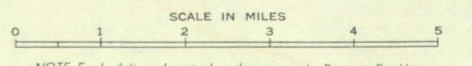


PHILADELPHIA - CAMDEN
AND SUBURBS
VIA
BENJAMIN FRANKLIN
and
WALT WHITMAN
BRIDGES



DELAWARE RIVER PORT AUTHORITY
OF
PENNSYLVANIA AND NEW JERSEY
HEADQUARTERS
BENJAMIN FRANKLIN BRIDGE PLAZA
BOX 69, CAMDEN 1, N. J.
TEL. WO 3-6420

- LEGEND
- ① U. S. Highways
 - ④ State Highways
 - ⑤ Secondary Routes
 - ⑥ Turnpikes
 - Through Routes to Bridges
 - Other Connecting Routes



NOTE: For legibility only main through routes to the Benjamin Franklin and Walt Whitman BRIDGES are shown.

FAIRLEIGH DICKINSON UNIVERSITY



FAIRLEIGH DICKINSON UNIVERSITY

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19,001
Special Perm