

974.901
D54
1940

REPORT
OF
THE DELAWARE RIVER JOINT
COMMISSION
OF
PENNSYLVANIA AND NEW JERSEY



1940

PROPERTY OF THE
AUG 26 2009
NJ STATE LIBRARY



DELAWARE RIVER BRIDGE

(DALLIN AERIAL SURVEYS, PHILA.)

REPORT
OF
The Delaware River Joint Commission
of
Pennsylvania and New Jersey
TO THE
Legislatures of the
Commonwealth of Pennsylvania
and the
State of New Jersey
1940

ARTHUR H. JAMES, *Chairman*
ROBERT E. LAMBERTON
WARREN R. ROBERTS
F. CLAIR ROSS
THOMAS B. SMITH
RICHARD WEGLEIN
J. WILLISON SMITH
WILLIAM H. FOLWELL

ARTHUR C. KING, *Vice-Chairman*
I. NORWOOD GRISCOM
ALFRED COOPER
BARTON F. SHARP
A. MATLACK STACKHOUSE
MARVIN H. COOMBS
ALBERT S. WOODRUFF
EDWARD L. STURGESS

JOSEPH K. COSTELLO, *Secretary-General Manager*

JOHN B. KATES, *Treasurer*

COUNSEL

AUGUSTUS F. DAIX, 3RD

T. HARRY ROWLAND

CLASSIFICATION OF VEHICLES
CROSSING DELAWARE RIVER BRIDGE
IN 1940

PERIOD	AUTOMOBILES AND LIGHT TRUCKS						BUSES		TRUCKS		TRUCKS		Motor-cycles	Horse-drawn Etc.	Total	% Change Same Month 1939	
	20c Rate			15c			(50c & 75c)		(2 to 5 Tons)		(5 to 10 Tons)						
	Vehicles	% of Total	% of Autos	Vehicles	% of Autos	Commuters	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total					
Grand Totals from Date of Opening to Dec 31, 1939	129,497,788*	87.14	30,431,947	23.49	3,390,695	2.61	15,168,352	10.20	2,634,425	1.77	707,812	0.47	210,092	378,717	4,335	148,601,521	†
1940 Jan.	822,536	88.07	709,415	86.24	113,121	13.76	73,075	7.82	23,104	2.47	9,079	0.97	5,152	1,007	0	933,453	+ 9.90
Feb.	774,175	88.22	667,696	86.25	106,479	13.75	68,508	7.80	21,357	2.43	7,791	0.88	4,773	898	0	877,502	+ 6.65
Mar.	944,509	89.42	830,605	87.95	113,904	12.05	73,454	6.95	24,073	2.27	8,318	0.78	4,793	1,099	0	1,056,246	+ 8.55
Apr.	929,372	89.33	808,591	87.01	120,781	12.99	72,452	6.96	24,518	2.35	7,926	0.76	4,557	1,444	0	1,040,269	+ 0.19
May	1,082,420	90.21	958,229	88.52	124,191	11.48	76,320	6.30	26,686	2.22	7,874	0.65	4,570	1,981	1	1,199,852	+ 3.98
June	1,199,186	90.94	1,087,763	90.39	111,423	9.61	76,107	5.77	27,599	2.09	8,047	0.61	5,096	2,626	1	1,318,662	+ 8.16
July	1,362,518	91.34	1,254,622	92.08	107,896	7.92	85,275	5.71	28,292	1.89	8,381	0.56	4,706	2,452	0	1,491,624	+ 2.66
Aug.	1,359,238	91.21	1,249,442	91.18	109,796	8.82	86,073	5.77	28,638	1.92	9,038	0.60	5,044	2,086	0	1,490,117	+ 4.52
Sept.	1,156,588	90.53	1,044,665	90.33	111,923	9.67	76,822	6.01	28,396	2.26	8,722	0.64	4,870	2,122	0	1,277,520	+ 5.66
Oct.	1,066,762	89.57	930,743	87.25	136,019	12.75	78,802	6.61	28,911	2.42	8,890	0.74	5,829	1,725	0	1,190,919	+ 7.96
Nov.	1,022,159	89.72	895,183	87.58	126,976	12.42	74,761	6.56	26,508	2.32	8,831	0.77	5,514	1,896	0	1,139,169	+ 7.91
Dec.	1,047,372	89.51	924,286	88.25	123,086	11.75	79,822	6.82	27,193	2.32	9,121	0.77	5,259	1,235	0	1,170,002	+ 8.82
1940 Totals	12,766,835	89.99	11,361,240	88.99	1,405,595	11.01	921,471	6.19	315,275	2.22	102,018	0.71	60,163	20,071	2	14,185,835	
Grand Totals from Date of Opening to Dec. 31, 1940	142,264,623*	87.39	41,793,187	29.37	4,796,290	3.37	16,089,823	9.88	2,949,700	1.81	809,830	0.49	270,255	398,788	4,337	162,787,356	

(* includes 95,675,146 at 25c rate.)

RECEIPTS FOR 14½ YEARS

Gross \$43,920,030.83
Net 37,376,884.29

CONTENTS

	PAGE
Delaware River Bridge	Frontispiece
Classification of Vehicles	4
Rail Transit Line Patronage	6
Resumé of Operations	6
Annual Report	7
Cross River Traffic Chart	9
Suggested Improvement of Philadelphia Approach	12-13
Distribution of Vehicular Traffic	14
Commission Shops and Equipment	16-19
Balance Sheet	20
Financial Statement of Operation	21
Application of Funds	22
Schedule of Toll Rates	23

RAIL TRANSIT LINE

Month	1936			1937			1938			1939			1940		
	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers
January ..			382,624	9,565.60	12,343	419,887	10,497.18	13,544	364,050	9,101.25	11,743	373,204	9,330.10	12,038	
February ..			346,963	8,674.08	12,392	322,278	8,056.95	11,510	324,688	8,117.20	11,596	361,400	9,035.00	12,462	
March			403,001	10,075.02	13,001	338,587	8,464.67	10,922	381,908	9,547.70	12,319	387,569	9,689.23	12,502	
April			390,876	9,771.90	13,029	329,325	8,233.13	10,977	354,040	8,851.00	11,801	383,087	9,577.17	12,770	
May			383,345	9,583.63	12,366	323,689	8,092.22	10,441	362,038	9,050.95	11,678	391,069	9,776.73	12,615	
June			322,660	8,066.50	13,444	379,799	7,840.18	10,453	350,547	8,763.68	11,685	364,991	9,124.77	12,164	
July			340,282	8,507.05	10,977	365,141	7,186.27	9,272	312,118	7,802.95	10,068	354,288	8,857.20	11,428	
August ...			312,811	7,820.28	10,091	361,423	7,544.60	10,059	323,622	8,090.55	10,439	357,400	8,935.00	11,529	
September .			313,496	7,837.40	10,449	386,126	7,821.68	10,429	333,477	8,336.92	11,115	358,934	8,973.35	11,964	
October ...			365,250	9,131.25	11,782	425,410	8,943.67	11,540	377,903	9,447.58	12,190	412,779	10,319.48	13,315	
November .			360,814	9,020.35	12,027	426,113	9,054.45	12,073	394,302	9,857.55	13,143	409,435	10,235.87	13,647	
December .			463,923	11,598.07	14,965	492,489	11,283.88	14,560	461,402	11,535.05	14,833	501,781	12,544.53	16,186	
Totals	2,479,236	61,980.90	11,920	4,743,310	118,582.75	12,995	4,120,755	103,018.38	11,289	4,340,095	108,502.38	11,890	4,655,937	116,398.43	12,721

RESUMÉ OF OPERATION

Year	TOTALS			PLEASURE CARS AND LIGHT TRUCKS					Buses	Trucks (Heavy)	Special Permits	Motor-cycles	Misc. Horses etc.	AVERAGES				Net Receipts
	Vehicles	Receipts	Total	25c Rate	20c Rate (Feb. 1/37)	15c Comm's (Mar. 1/37)	Trucks (Heavy)	Motor-cycles						Misc. Horses etc.	VEHICLES	RECEIPTS	Sunday & Holiday Traffic		Total Fares 2½c	AVERAGE	Month	Daily
1936	10,614,475	3,067,967.87	9,176,274	100%	None	None	1,034,938	345,578	28,524	29,138	3	884,539	29,001	255,647.32	8,387.80	354,177	11,920	2,606,707.01
1937	12,293,129	2,969,423.52	10,901,116	619.864	9,267,896	1,013,356	1,005,322	328,951	29,368	28,372	0	1,024,428	33,679	247,451.96	8,135.40	395,276	12,995	2,516,613.49
1938	12,820,338	3,027,480.36	11,520,211	None	10,381,993	1,138,218	924,010	314,915	36,959	24,237	6	1,068,361	35,124	252,290.78	8,294.49	343,396	11,289	2,445,817.04
1939	13,378,285	3,155,259.05	12,021,179	None	10,782,058	1,239,121	917,042	369,410	47,720	22,879	5	1,114,852	36,652	262,988.25	8,644.54	361,675	11,890	2,628,712.32
1940	14,185,885	3,340,113.26	12,766,835	None	11,361,240	1,405,595	921,471	417,293	60,163	20,071	2	1,182,153	38,759	278,342.77	9,125.99	387,995	12,720	2,778,058.30

ANNUAL REPORT

OF

The Delaware River Joint Commission

OF

Pennsylvania and New Jersey

TO THE HONORABLE: THE LEGISLATURES OF THE COMMONWEALTH OF PENNSYLVANIA
AND THE STATE OF NEW JERSEY.

The Delaware River Joint Commission respectfully reports that 1940 was the busiest in the fourteen-year history of the Delaware River Bridge.

A new record of 14,185,835 vehicles was set, a gain of 807,600 or 6.03 per cent over the total in 1939. Gross receipts were \$3,340,113.26 and expenses, \$562,054.96 leaving a net of \$2,778,058.30. The bulk of the business was passenger automobiles and light trucks. Of these, 11,361,240 paid the straight twenty-cent toll and 1,405,595 commutation tickets on a fifteen-cent basis were collected. Compared with 1939 figures, the use of commutation ticket books increased by 13.43 per cent against 5.37 per cent for those paying the twenty-cent toll. The number of trucks using the bridge showed a gratifying gain. The rise in the number of buses was less than one-half per cent.

The rail transit line across the bridge was patronized by 4,655,937 passengers compared with 4,340,095 in 1939. This increase was 7.28 per cent.

Total cross-river traffic in the vicinity of Philadelphia divided among the Delaware River Bridge, the Tacony-Palmyra Bridge and the ferries at Market and South Streets, Philadelphia increased by 5.65 per cent. Of the total traffic, the Tacony-Palmyra Bridge received 11.88 per cent and the Delaware River Bridge, 76.23 per cent. One of the ferries showed a 2.35 per cent increase and the other, .94 per cent.

The traffic gain in 1940 again brought forcibly and painfully to the motoring public an acute consciousness of the inadequacy of the bridge approaches in both Philadelphia and Camden. During the year, a number of conferences were held for the purpose of trying to get some relief from the congestion. In the first full year of bridge operation, 1927, total bridge traffic was 8,593,201. Although this annual total has risen to more than 14,000,000 cars, facilities for distribution of traffic have not been improved with the exception of cutting off a portion of the sidewalk at Seventh and Penn Streets, Camden in June, 1940.

A resumé of bridge operation since the opening on July 1, 1926 is as follows:

	<i>Traffic</i>	<i>Gross Receipts</i>	<i>Expenses</i>	<i>Net Receipts</i>
1940	14,185,835	\$3,340,113.26	\$562,054.96	\$2,778,058.30
1939	13,378,235	3,155,259.05	526,546.73	2,628,712.32
1938	12,820,338	3,027,489.36	581,672.32	2,445,817.04
1937	12,293,129	2,969,423.52	452,810.03	2,516,613.49
1936	10,614,475	3,067,967.87	461,260.86	2,606,707.01
1935	10,156,929	2,899,563.25	441,146.59	2,458,416.66
1934	9,981,615	2,846,116.26	429,412.63	2,416,703.63
1933	9,886,705	2,820,018.71	418,516.46	2,401,502.25
1932	10,804,557	3,091,576.91	456,397.44	2,635,179.47
1931	12,308,225	3,479,337.93	430,856.72	3,048,981.21
1930	12,285,359	3,517,730.64	500,597.53	3,017,133.11
1929	11,615,609	3,331,754.46	398,496.20	2,933,258.26
1928	9,725,470	2,827,786.83	378,590.01	2,449,196.82
1927	8,593,201	2,435,784.40	346,678.59	2,093,921.89
1926 (1/2 year)	4,137,674	1,110,108.38	158,109.47	946,682.83

Despite the fact that 76,401 vehicles crossed on Sunday, July 21 creating a new record for 24-hour travel, the capacity of the bridge has not been seriously threatened. The Commission has plans to add two lanes to the roadway by paving the spaces originally set apart for trolleys but this improvement is not deemed necessary at this time. When access to the bridge in both Philadelphia and Camden is made easier, the widening of the bridge itself will be undertaken.

One of the problems which confronted the Commission at the end of 1940 was the continued operation of the rail transit line. Opening on June 6, 1936, this operates between Haddon Avenue and Carman Street, Camden and Eighth and Market Streets, Philadelphia. While the line was being built, the public expected that the subway from Eighth and Market Streets to Eighteenth and Locust Streets, Philadelphia would be immediately completed so that passengers from New Jersey might reach the business center of Philadelphia without interchange of cars. This has not yet been done. The public, so far, has shown an unmistakable preference to travel across the bridge by bus. Completion of the Locust Street subway, undoubtedly, would make the rail transit line more attractive.

The four-year lease of the line by the Philadelphia Transportation Company expires June 30, 1941. The Company reports a loss from operation and a decision not to renew the lease upon the present terms. The attitude of the Company was set forth on October 15, 1940 in the following letter:

PHILADELPHIA TRANSPORTATION COMPANY
Broad and Locust Streets
Philadelphia

October 15, 1940

Delaware River Joint Commission,
Administration Building,
Camden, New Jersey.

Dear Sirs:

I am sending you this letter at the direction of the Board of Directors of Philadelphia Transportation Company in order that there may be taken up for consideration, in ample time, the various aspects of the problem of continuing the operation of the high speed electric rail transit line across the Delaware River Bridge after the expiration, on June 30, 1941, of the current term of the Bridge Line Lease entered into under date of February 15, 1935.

The operation as conducted under that lease involves the running of trains from the eastern terminus of this line at Carman Street and Haddon Avenue, Camden, across the bridge to a connection at 8th and Race Streets with the Broad Street Subway System of the City of Philadelphia, of which this Company is operating lessee, and thence over that system to a final station at 8th and Market Streets and an actual western terminus of operation at 8th and Ranstead Streets. We have more than four full years of experience of this operation as above described and in the course of this experience have incurred, after paying to your Commission $2\frac{1}{2}$ ¢ per passenger carried, a loss averaging \$144,790 per annum. While the most careful economies have been put into effect, the loss is currently running at a rate close to \$100,000 per annum. The current four-year term of the present lease runs to June 30, 1941, and prior to the end of February 1941 it will be necessary for our Company to give the four months' notice of election to terminate operations under the present agreement at the end of the current term.

We are satisfied, as we are sure your Commission is, that the continued operation of the through line as at present constructed and under the terms of the present lease would entail continued money loss to our Company. We are conscious that the service afforded by the line is a convenience to those passengers who make use of it. However, those passengers represent less than 1% of the total passengers of our system.

With the industrial revival in Philadelphia incident to the progress of the defense program, we are facing presently and in the future a period of need for additional service on our system generally, which unfortunately coincides with a period of increasing costs of material and supplies. The \$100,000 per year which we are losing in operating the Bridge Line for the benefit of the 1% of our passengers who use it could furnish upwards of 300,000 car miles of additional service for the 99% of our passengers using the balance of our system. If the problem be viewed from a capital rather than from an operating standpoint, the aggregate loss which we have thus far sustained in our operation of the Bridge Line, amounting as it does to nearly \$600,000, would, if the money had been differently applied, have made possible the purchase for our system generally of thirty additional modern trolley cars or sixty full-

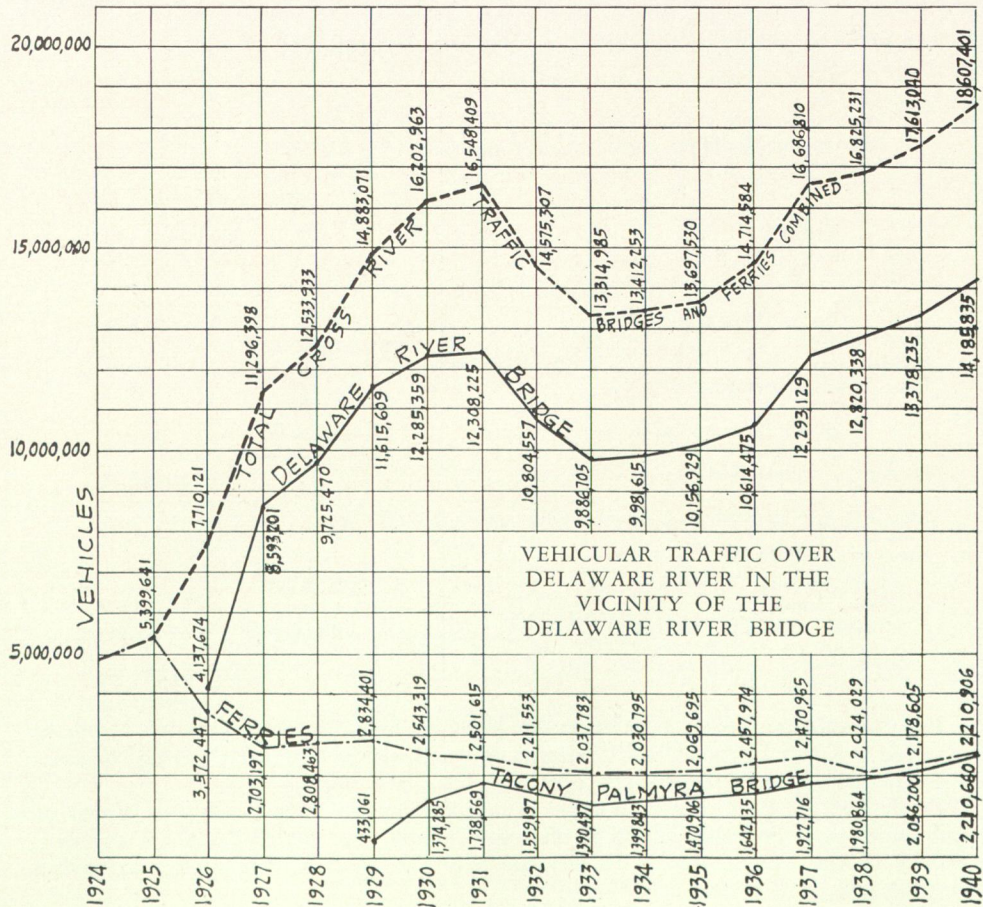
sized modern buses and thus would have augmented to a marked degree the progress of our modernization program which is so essential for the welfare of the entire community which we serve.

There have been in past years unofficial discussions and independent studies of methods which might be adopted to make the Bridge Line pay, all of which, however, involve as essential components additional expenditures for increased facilities not only at the New Jersey end of the line but also for the completion and equipping by the City of Philadelphia of the Locust Street Subway at least as far west as 16th and Locust Streets. It is the conviction of our Company that these studies should be given a formal status and should be diligently pursued through joint action of all parties in interest, but it is obvious that the task of completing an agreed plan, the finding of public funds necessary to provide the additional facilities, and of thereafter completing the necessary construction work will require considerable time even with the utmost expedition and the fullest cooperation. Our Company would like to join in such studies and is ready and willing to lend its full cooperation to the final consummation of such a program. However, separate and apart from this obvious necessity for all interested parties to work toward a permanent solution of this problem, the Board of Directors of our Company is willing to try to find some way, even if only on a temporary basis, to preserve the operation of the Bridge Line as at present operated if such can be done without financial loss to our Company. Furthermore, it seems to us that this immediately pressing problem is one for which, if solution can be found, it will be found primarily through negotiations between your Commission and this Company, the parties to the present lease.

We will be glad to take this matter up with your Board at any convenient time and place you may indicate.

Very truly yours,

R. T. SENTER,
President.



The subject has been given serious consideration by the Transportation Committee of the Commission. At the close of the year, negotiations between the Company and the Transportation Committee were still in progress.

Operation of the bridge in 1940 was facilitated by the installation of two-way radio communication between the bridge police cars and the Administration Building. Motorcycles of the bridge police were equipped to receive messages. In addition, a receiving set was placed at the Philadelphia end of the bridge. The Federal Communications Commission approved our application and assigned a radio wave frequency of 35,900 kilocycles. The station is known as WAOM. In obtaining this radio system, the Commission is indebted to Colonel Mark O. Kimberling, Superintendent of the New Jersey State Police, for his invaluable cooperation. The Delaware River Bridge is the first in the country to be equipped with two-way radio service. One of the features of installation is the placing of antennae on the top of the Camden Tower, 384 feet above the Delaware River.

During the year, the bridge was kept under careful daily inspection. Numerous minor repairs were made by our Maintenance Bureau. The structure is in excellent condition.

Forty-six accidents on the bridge were reported in 1940; sixty-seven arrests were made; twenty-nine fires in vehicles were extinguished and two persons committed suicide by jumping from the structure.

At the end of 1940, Commission bonds outstanding totaled \$36,745,000 callable on September 1, 1943 at 105 at which time refinancing at a lower coupon rate than the 4 $\frac{1}{4}$ per cent now prevailing should be obtainable. On April 15, 1940, the Commission renewed \$10,000,000 All Risk and \$500,000 Use and Occupancy insurance for a three-year period.

The financial history of the bridge is summarized as follows:

Cost of Bridge including Land and Approaches		\$37,085,100.71
Expended for:		
High-Speed Rail Transit Line (net)	\$ 8,209,487.90	
Maintenance Building (net)	73,331.15	
Improvements to Toll Houses	138,953.75	
		<u>8,421,772.80</u>
TOTAL		\$45,506,873.51
Total Interest Paid		22,440,905.30
Total Expenses Paid		<u>6,870,544.49</u>
TOTAL COSTS PAID		\$74,818,323.30
Total Receipts	\$44,376,446.28	
Bonds issued	\$38,120,000.00	
Less: Bonds redeemed	1,375,000.00	
		<u>36,745,000.00</u>
BONDS OUTSTANDING		
Receipts and Borrowed Capital		<u>81,121,446.28</u>
RECEIPTS AND BORROWED CAPITAL IN EXCESS OF TOTAL COSTS		<u>\$ 6,303,122.98</u>
INVESTED AS FOLLOW:		
Cash on hand	\$ 750,283.18	
Bond funds	5,524,203.28	
Prepaid insurance unexpired	28,636.52	
		<u>\$ 6,303,122.98</u>

The Commission reports with regret the death, on June 26, 1940, of Ralph Modjeski who served as Chief Engineer and Chairman of the Board of Engineers during construction of the Delaware River Bridge.

On January 1, 1940, the Honorable Robert E. Lamberton took office as Mayor of Philadelphia succeeding the Honorable George Connell and thereby became a member, ex officio, of the Commission. This was the only change in Commission membership during the year.

A cordial invitation is extended the members of the Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey to inspect the Delaware River Bridge at any time convenient to them.

Respectfully submitted,

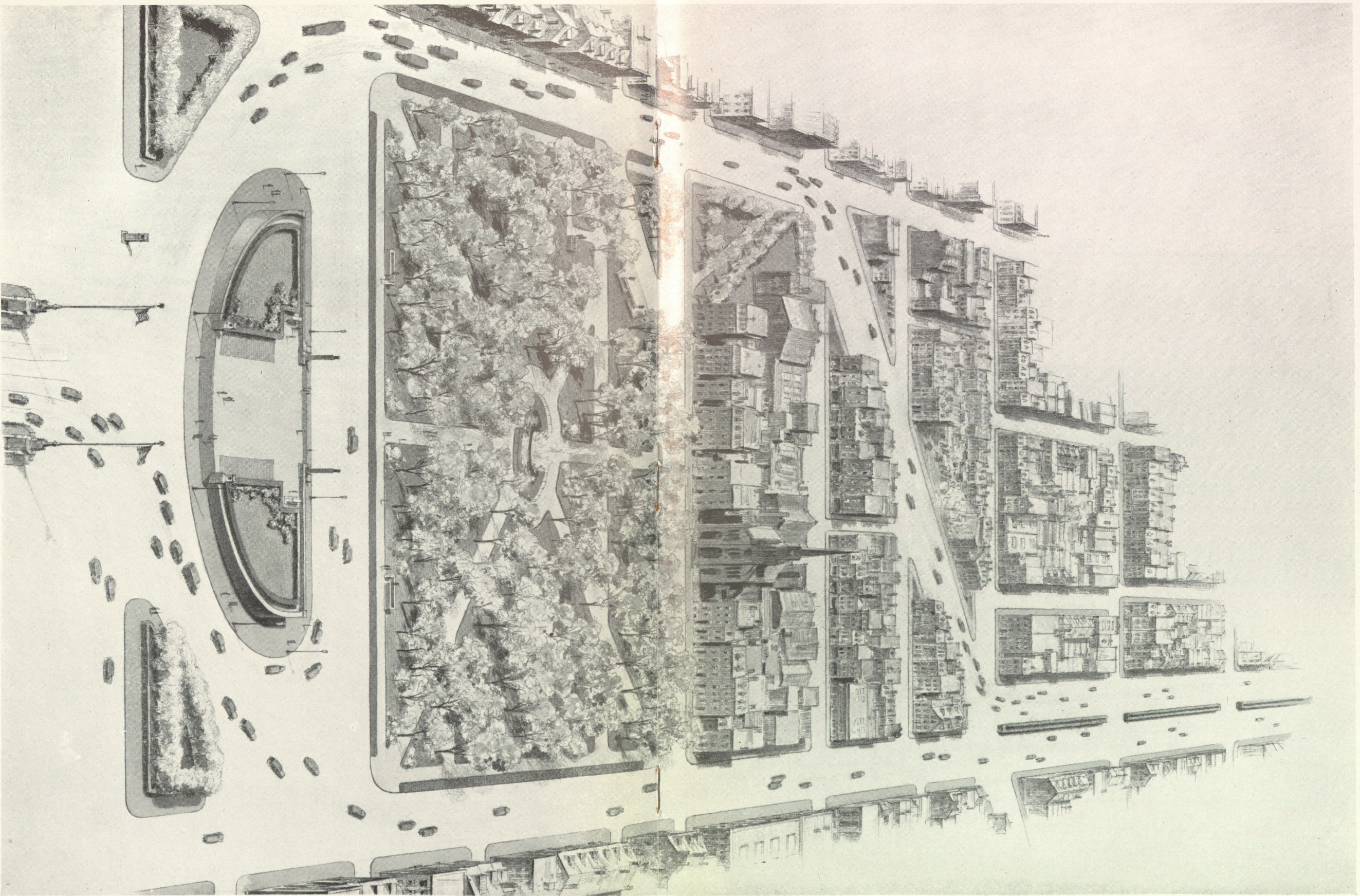
THE DELAWARE RIVER JOINT COMMISSION

ARTHUR H. JAMES, *Chairman*
ROBERT E. LAMBERTON
WARREN R. ROBERTS
F. CLAIR ROSS
THOMAS B. SMITH
RICHARD WEGLEIN
J. WILLISON SMITH
WILLIAM H. FOLWELL

ARTHUR C. KING, *Vice-Chairman*
I. NORWOOD GRISCOM
ALFRED COOPER
BARTON F. SHARP
A. MATLACK STACKHOUSE
MARVIN H. COOMBS
ALBERT H. WOODRUFF
EDWARD L. STURGESS

JOSEPH K. COSTELLO, *Secretary-General Manager*

December 31, 1940.



PROPOSED WIDENING OF VINE STREET
From Bridge to Parkway
As Philadelphia Approach to Delaware River Bridge

DISTRIBUTION OF VEHICULAR TRAFFIC

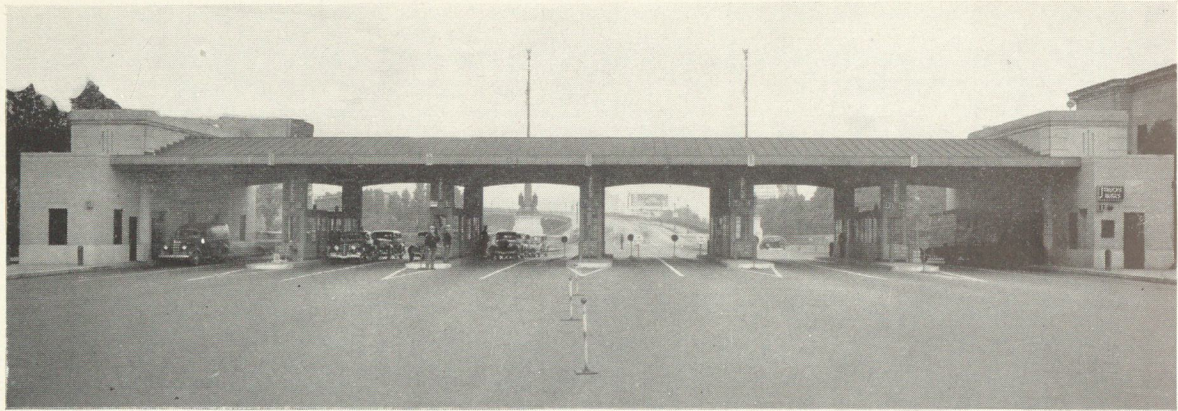
ACROSS THE DELAWARE RIVER

AMONG FERRIES & BRIDGES WITHIN 10 MILES OF THE DELAWARE RIVER BRIDGE

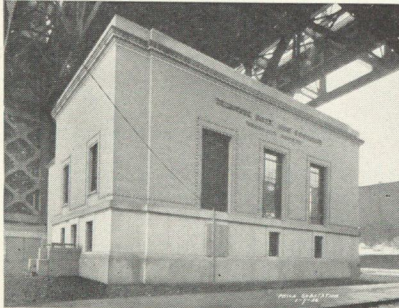
YEAR 1940

Month	Ferry Vehicles		Taony-Palmyra Bridge	Total Vehicles Other Than the Delaware River Bridge	Delaware River Bridge	Total Cross River Traffic	Taony-Palmyra Bridge Share of Traffic	Delaware River Bridge Share of Traffic
	Penn. R. R.	South St. Kaighn Ave.						
January	101,736	40,334	98,680	240,750	933,953	1,174,703	8.40%	79.50%
February	92,805	42,724	98,044	233,573	877,502	1,111,075	8.82%	78.97%
March	103,652	52,960	132,306	288,918	1,056,246	1,345,164	9.83%	78.52%
April	104,575	54,286	136,319	295,180	1,040,269	1,335,449	10.20%	77.89%
May	115,270	74,838	185,826	375,934	1,199,852	1,575,786	11.79%	76.14%
June	117,586	86,142	244,129	447,857	1,318,662	1,766,519	13.82%	74.64%
July	131,044	99,926	314,402	545,372	1,491,624	2,036,996	15.43%	73.22%
August	136,752	99,230	305,397	541,379	1,490,117	2,031,496	15.03%	73.35%
September ...	123,090	89,324	232,326	444,740	1,277,520	1,722,260	13.48%	74.17%
October	120,098	80,115	165,824	366,037	1,190,919	1,556,956	10.65%	76.49%
November	107,615	65,907	146,617	320,139	1,139,169	1,459,308	10.04%	78.06%
December	106,463	64,434	150,790	321,687	1,170,002	1,491,689	10.10%	78.43%
TOTALS 1940.	1,360,686	850,220	2,210,660	4,421,566	14,185,835	18,607,401	11.88%	76.23%
TOTALS 1939.	1,347,982	830,623	2,056,200	4,234,805	13,378,235	17,613,040	11.67%	75.95%
% CHANGE ..	+ 0.94	+ 2.35	+ 7.51	+ 4.41	+ 6.03	+ 5.65	....	....

APPENDICES



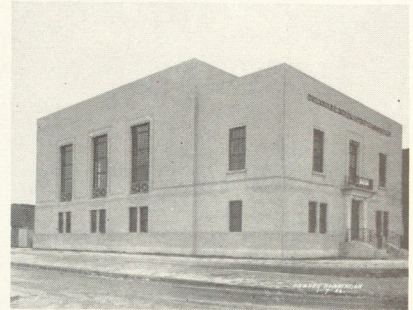
TOLL HOUSES



TRANSIT LINE
SUB-STATION
PHILA.



DELAWARE RIVER BRIDGE FROM TOP OF TOWER



TRANSIT LINE
SUB-STATION
CAMDEN



ADMINISTRATION BUILDING



MAINTENANCE BUILDING



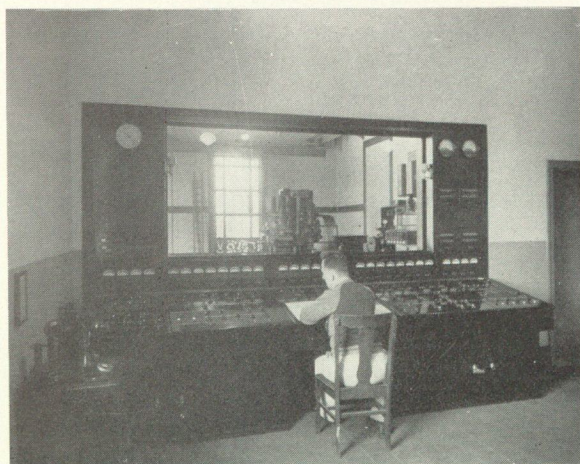
TRANSIT LINE CAR



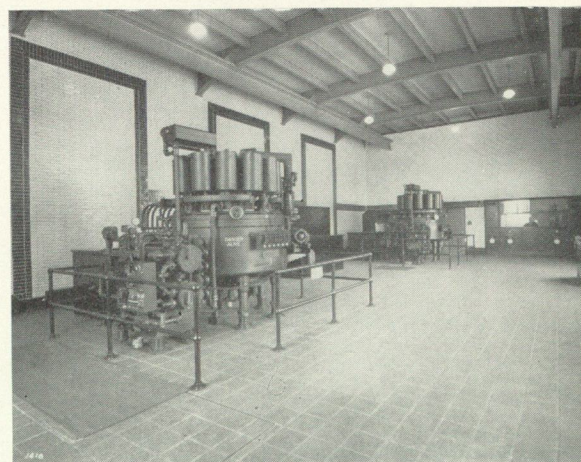
CAR STORAGE YARD



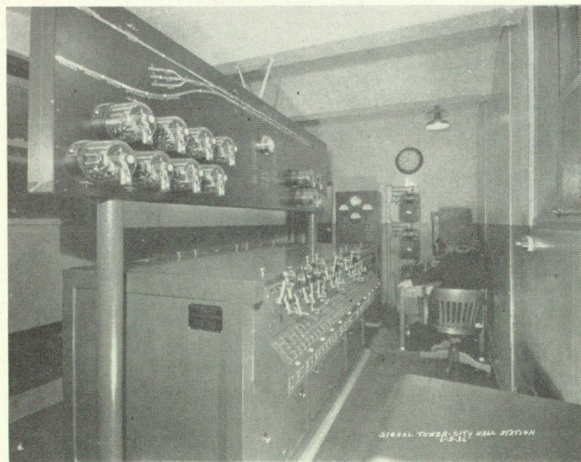
TRANSIT LINE ON BRIDGE



CONTROL BOARD TRANSIT LINE



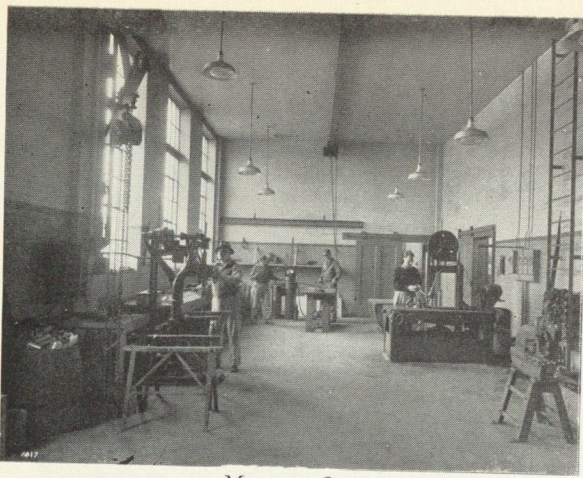
RECTIFIERS OF TRANSIT LINE



SIGNAL TOWER TRANSIT LINE



ESCALATOR IN BROADWAY STATION



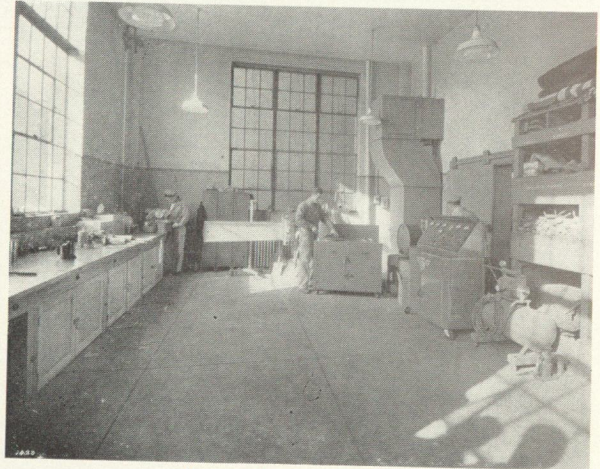
MACHINE SHOP



CARPENTER SHOP



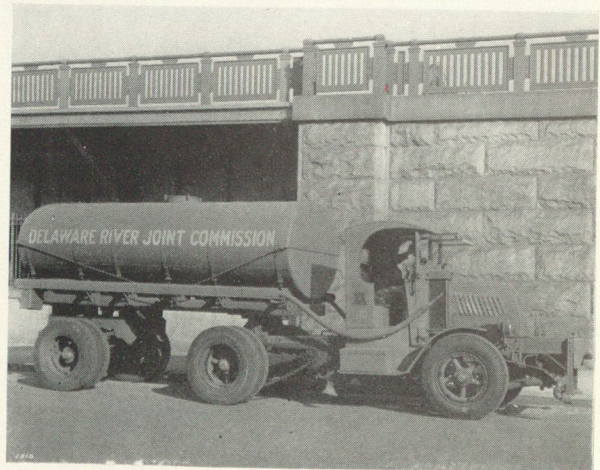
BLACKSMITH SHOP



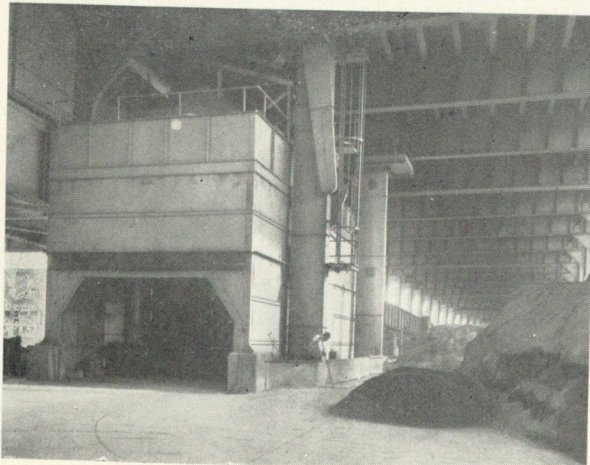
TRUCK REPAIR SHOP



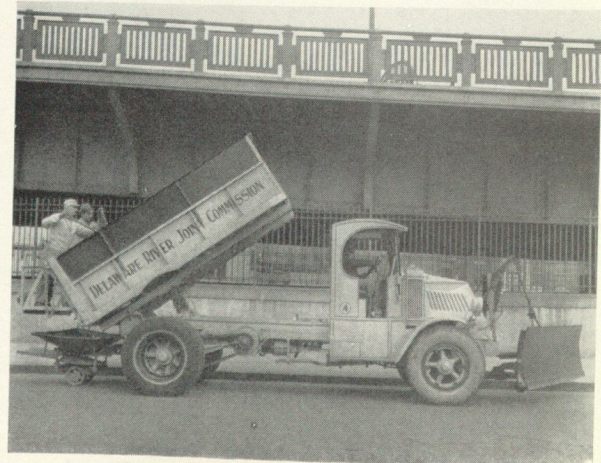
ELECTRICAL SHOP



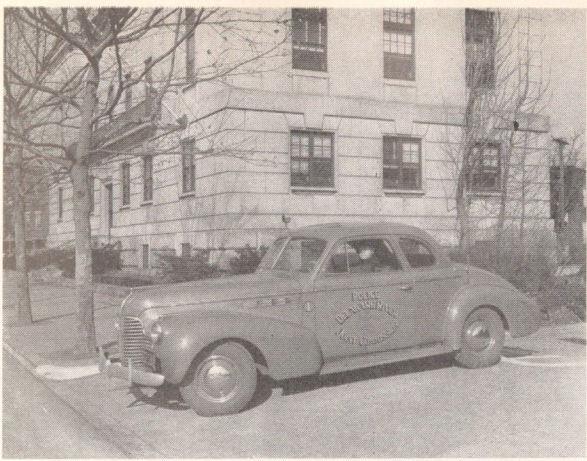
SPRINKLER



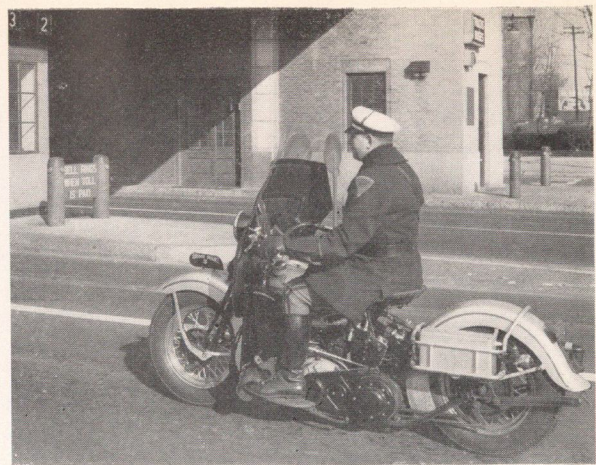
CINDER HOPPER



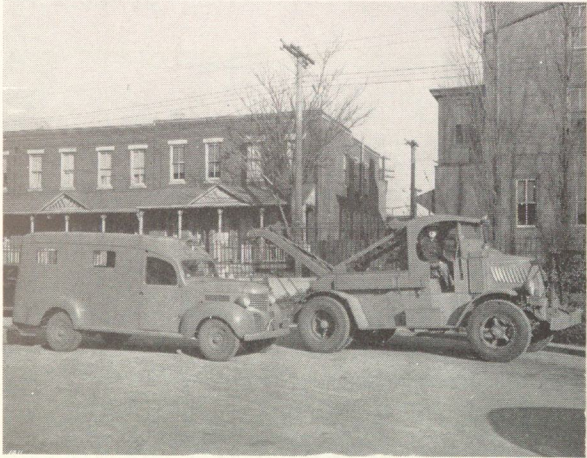
CINDER SPREADER AND SNOW PLOW



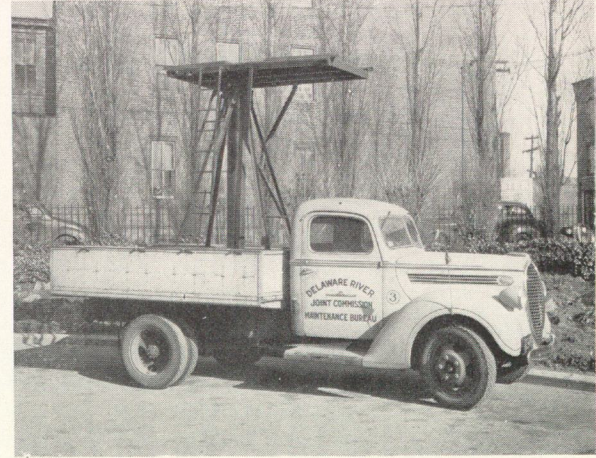
POLICE CAR



MOTOR CYCLE



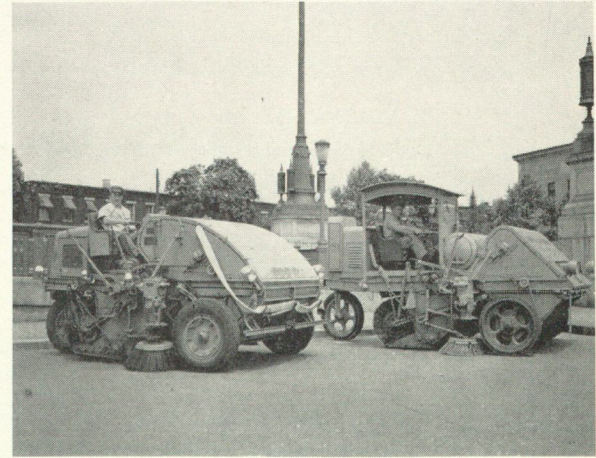
PATROL AND TOW CARS



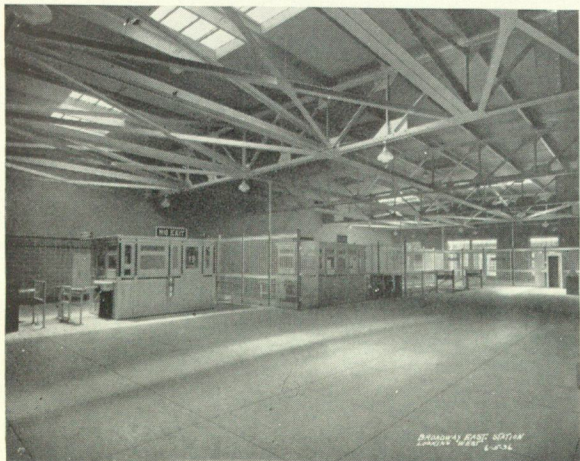
ELECTRICAL BUREAU TRUCK



TRANSIT CAR INTERIOR



SWEEPERS



TRANSIT STATION, CAMDEN



STATION—FRANKLIN SQUARE, PHILA.

BALANCE SHEET

December 31, 1940

		ASSETS		
CASH IN BANKS:				
Operating funds			\$	740,283.18
Operating funds on deposit with Fiscal Agent for bond interest coupons (per contra)			203,910.00	\$ 944,193.18
				<hr/>
OPERATING FUNDS ON HAND:				
Toll Bureau				10,000.00
SINKING AND SURPLUS FUNDS:				
	<i>Sinking</i>	<i>Surplus</i>		
Cash in banks	\$ 50,909.53	\$ 47,506.25	\$	98,415.78
Investments (at par) in:				
U. S. Government obligations (cost \$5,571,776)	830,000.00	4,560,000.00	5,390,000.00	
Interest accrued on investments	6,938.15	28,849.35	35,787.50	5,524,203.28
	<hr/>	<hr/>		<hr/>
	\$887,847.68	\$4,636,355.60		
PREPAID INSURANCE PREMIUMS				28,636.52
INVESTMENTS IN PHYSICAL PROPERTY:				
Bridge			\$33,207,410.82	
High-Speed Transit Project			10,985,383.53	
Maintenance Building and Toll Houses			269,515.61	44,462,309.96
			<hr/>	<hr/>
				\$50,969,342.94
				<hr/>
				<hr/>
LIABILITIES AND SURPLUS				
BONDED DEBT:				
4 1/4% Serial bonds maturing 1935/73:				
Authorized:				
\$41,000,000 (less \$2,880,000 canceled)			\$38,120,000.00	
Redeemed through Sinking Fund			1,375,000.00	\$36,745,000.00
			<hr/>	<hr/>
INTEREST ON FUNDED DEBT:				
Accrued—not due			\$ 320,554.17	
Coupons—not presented (per contra)			203,910.00	524,464.17
			<hr/>	<hr/>
OTHER LIABILITIES:				
Unpaid balance of land claim			\$ 800.00	
Payable to Commonwealth of Pennsylvania			12,124.85	12,924.85
			<hr/>	<hr/>
SURPLUS:				
NON-OPERATING			\$ 2,832,326.34	
OPERATING:				
Balance of Surplus accumulated in operations from 7/1/31 to 12/31/40			10,854,627.58	
			<hr/>	<hr/>
TOTAL SURPLUS				13,686,953.92
				<hr/>
				\$50,969,342.94
				<hr/>

STATEMENT OF OPERATIONS FOR CALENDAR YEAR ENDED

DECEMBER 31, 1940

RECEIPTS:

Tolls and Rentals	\$3,220,976.87	
High-Speed Line Fares	115,388.95	
Interest received on bank balances	3,747.44	

GROSS OPERATING RECEIPTS \$3,340,113.26

EXPENSES (*Operating*):

Salaries	\$414,377.74	
Equipment	13,869.24	
Supplies	11,970.97	
Repairs	24,747.67	
Miscellaneous (including Light and Heat)	74,040.72	
Insurance (All Risk, Income and Group)	23,048.52	562,054.96

GROSS OPERATING INCOME \$2,778,058.30

INTEREST ON BONDS ACCRUED: (1/1 to 12/31/40) 1,571,100.76

NET OPERATING INCOME \$1,206,957.54

NON-OPERATING NET INCOME:

Sinking Fund—less net premium paid of \$12,385.63	\$ 13,483.71	
Surplus Fund—less net premium paid of \$12,957.03	108,072.49	121,556.20

NET INCOME \$1,328,513.74

SOURCES OF FUNDS PROVIDED AND THEIR APPLICATION DURING
CALENDAR YEAR ENDED DECEMBER 31, 1940

Funds were provided from the following sources:

Net Income for year (per operating schedule) \$1,328,513.74

ELIMINATION OF ACCRUALS:

<i>Add:</i>	Decrease in Income Accruals at 12/31/40:		
	Sinking Fund Income	\$	771.75
	Adjustment of Expense Accruals at 12/31/40		2,987.47
<i>Deduct:</i>	Increase in Income Accruals at 12/31/40:		
	Surplus Fund Income		1,736.07
	Bonded Debt Interest accrued at 12/31/39 (payable 3/1/40)	\$524,931.67	
	<i>Less:</i> Bonded Debt In- terest accrued at 12/31/40 (payable 3/1/41) ...	320,554.17	204,377.50
			202,354.35
	TOTAL FUNDS PROVIDED		\$1,126,159.39

WHICH WERE APPLIED AND ACCOUNTED FOR AS FOLLOWS:

Funded Debt: Bonds redeemed ..	\$309,000.00	
Sinking Fund: Investments Ac- quired (net)	25,000.00	
NET SINKING FUND	\$334,000.00	
Bond Surplus Fund: Investments Acquired	675,000.00	
TOTAL BONDED DEBT FUNDS	\$1,009,000.00	
All Risk and Income Insurance prepaid (net) ..	23,289.61	
TOTAL FUNDS APPLIED	\$1,032,289.61	
Excess of Cash Receipts over Disbursements ...	\$ 93,869.78	
Cash Balance—Beginning of Year (1/1/40) ..	754,829.18	
CASH BALANCE—End of Year (12/31/40) ...	\$ 848,698.96	
<i>Composed of:</i>		
	<i>Beginning</i>	<i>End</i>
Operating Funds .	\$710,831.39	\$750,283.18
Sinking Fund	43,997.79	50,909.53
Bond Surplus Fund .....	.....	47,506.25
	\$754,829.18	\$848,698.96

SCHEDULE OF TOLL RATES

Passenger Automobile	\$0.20
Motor Truck—7,000 pounds gross weight (pneumatic tires) .....	.20
(Commutation toll books containing 40 tickets for the passage of passenger automobiles and trucks of 7,000 pounds gross weight are sold for \$6.00 for use within 30 days after purchase. Unused tickets will not be redeemed. Use of tickets will be limited to the vehicle identified by the license number recorded on the book cover.)	
Motor Truck:	
7,000 pounds gross weight (solid rubber tires) .....	.35
7,001 to 18,000 pounds (pneumatic tires) .....	.40
(solid rubber tires) .....	.50
18,001 to 26,000 pounds (pneumatic tires) .....	.65
(solid rubber tires) .....	.75
26,001 to 28,000 pounds gross weight (pneumatic tires) .....	.90
(Solid rubber-tired vehicles in excess of 26,000 pounds by special permit only.)	
28,001 to 36,000 pounds gross weight (pneumatic tires)	1.00
Passenger Bus (single-deck) .....	.50
(double-deck) .....	.75
Horse-drawn vehicles (1 or 2 horses) .....	.30
(3 or more horses) .....	.40
Horse and Rider .....	.15
Led horse, mule, cow, hog or sheep .....	.20
Motorcycle .....	.10
One-wheel trailer .....	.10

"Gross Weight" is the combined weight of the vehicle and its maximum allowable load. Loads in excess of 26,000 pounds (gross weight) when permitted, shall be charged \$0.25 per 2,000 pounds, or portion thereof, of such load in excess of 26,000 pounds in addition to the above tolls with the exception of pneumatic-tired vehicles of 28,001 to 36,000 pounds upon which a toll of \$1.00 shall be charged.

No vehicle and load of a combined weight exceeding 80,000 pounds permitted to cross the bridge.

No motor truck or tractor with metal tires allowed on the bridge.

