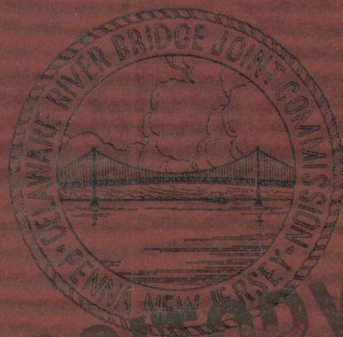


REPORT
OF THE
DELAWARE RIVER BRIDGE
JOINT COMMISSION
OF
PENNSYLVANIA AND NEW JERSEY

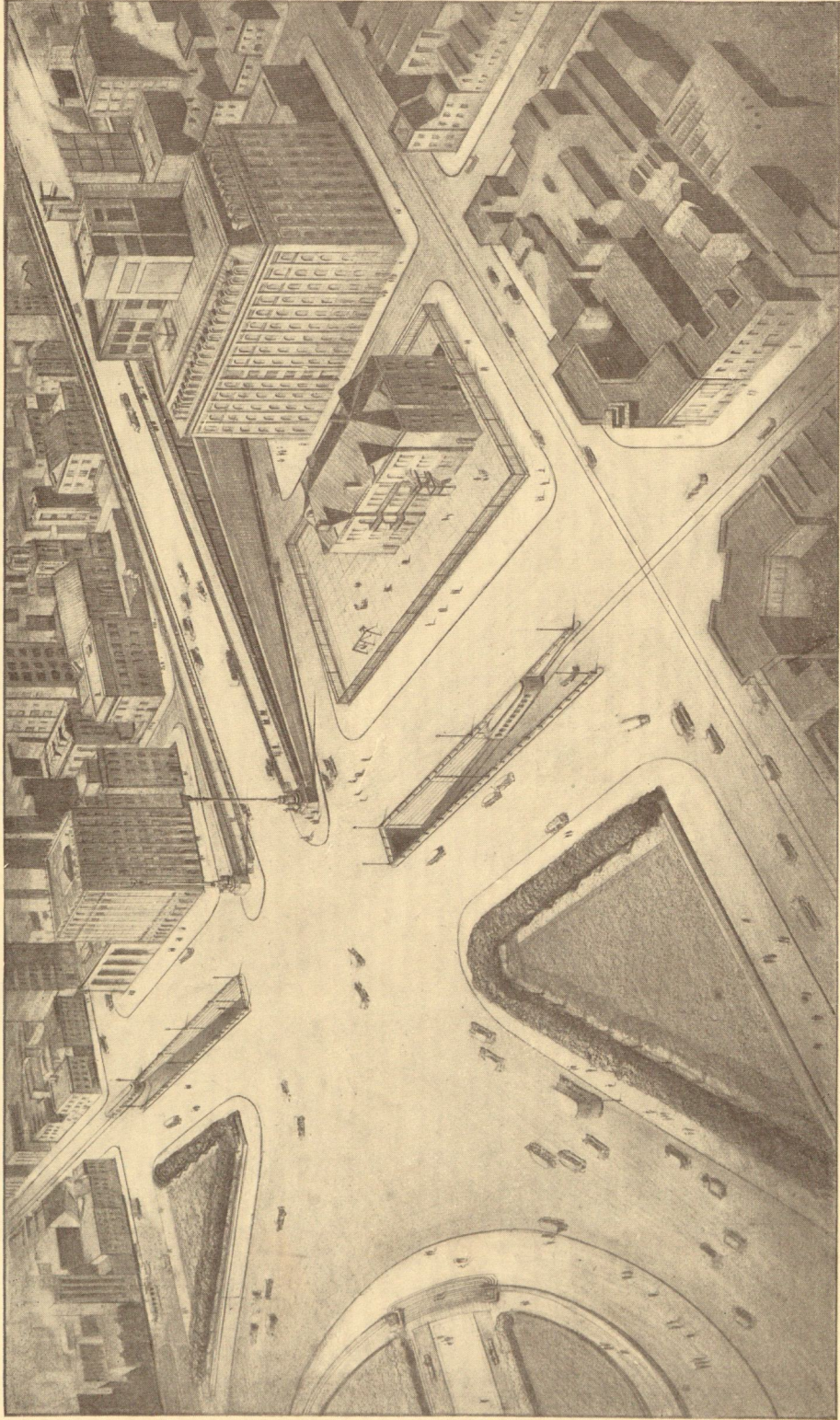


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VEHICULAR UNDERPASS AT PHILADELPHIA PLAZA

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REPORT

OF THE

Delaware River Bridge Joint Commission of Pennsylvania and New Jersey

TO THE

Legislatures of the Commonwealth of Pennsylvania

and the

State of New Jersey

and the

Council of the City of Philadelphia

PENNSYLVANIA

JOHN S. FISHER, *Chairman*
HARRY A. MACKAY
EDWARD MARTIN
CHARLES A. WATERS
THOMAS B. SMITH
RICHARD WEGLEIN
WILLIAM H. FOLWELL
J. WILLISON SMITH

NEW JERSEY

JOHN B. KATES
THOMAS J. S. BARLOW
FRANK L. SUPLEE
I. NORWOOD GRISCOM
LUCIUS E. HIRES
ARTHUR C. KING
BARTON F. SHARP
ALFRED COOPER

JOSEPH K. COSTELLO, *General Manager*

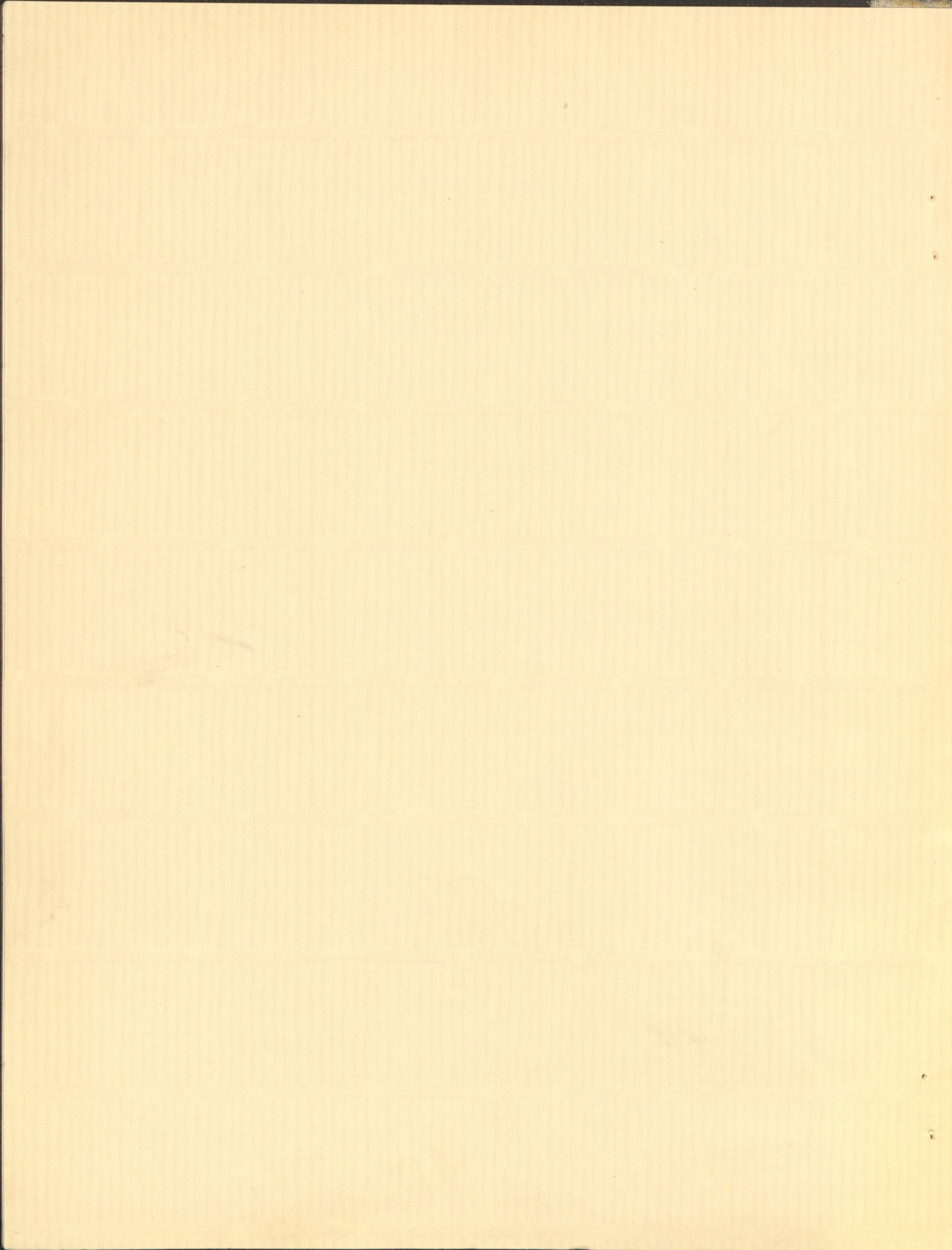
COUNSEL

DAVID J. SMYTH

T. HARRY ROWLAND

RALPH MODJESKI, *Chief Engineer*

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

TO THE HONORABLES, THE LEGISLATURES OF THE COMMONWEALTH OF PENNSYLVANIA AND OF THE STATE OF NEW JERSEY AND THE COUNCIL OF THE CITY OF PHILADELPHIA.

Business of the Delaware River Bridge between Philadelphia, Pennsylvania and Camden, New Jersey, showed an increase of 19 per cent in 1929 over the preceding year. This was about double the anticipated gain.

The bridge was opened to traffic July 1st, 1926. Following are the records for the three calendar years of operation:

<i>Year</i>	<i>Vehicles</i>	<i>Receipts</i>	<i>Daily Average Vehicles</i>	<i>Daily Average Receipts</i>
1929	11,615,609	\$3,331,781.26	31,824	\$9,128.16
1928	9,725,470	2,827,786.83	26,572	7,726.19
1927	8,593,201	2,435,784.40	23,543	6,673.38

Net receipts for the year amounting to \$2,933,258.26 were returned to the State of New Jersey, Commonwealth of Pennsylvania and City of Philadelphia, distribution being made June 30th and December 31st, 1929. New Jersey received \$1,466,629.14 while the shares of Pennsylvania and Philadelphia were \$733,314.56 each. In 1928 the total net receipts were \$2,449,196.82. Expenses in 1929 amounted to \$398,523.00 and in 1928 \$378,590.01. The increase in net receipts was 19.75 per cent while net expenses increased 5.27 per cent. Prior to the opening of the bridge it was estimated that the annual expenses would be \$400,000.

Appended to this report are detailed statements of receipts, expenses and distribution.

BRIDGE GETS LION'S SHARE OF TRAFFIC

During 1929 the bridge carried approximately 78 per cent of the total traffic crossing the Delaware River. The volume of bridge traffic was not affected by the opening of the new Tacony-Palmyra Bridge in August.

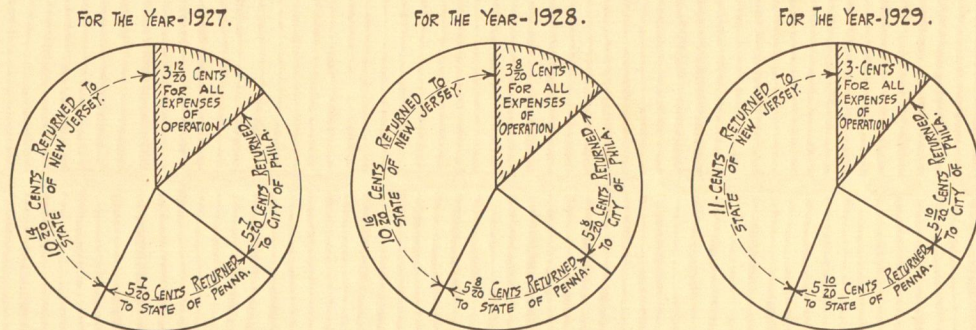
The Pennsylvania and Reading Railroads' ferries accommodated about 16 per cent of the total trans-river traffic. In June 1926, prior to the opening of the Delaware

River Bridge, 545,840 vehicles crossed the river on ferry boats. In June of 1929 this cross river traffic jumped to 1,410,359 of which 1,126,167 used the Delaware River Bridge.

Pleasure cars and light delivery trucks furnished as usual the great bulk of the Delaware River Bridge traffic. This class was represented by 10,096,414 vehicles. Next in numerical importance were 1,313,737 passenger buses. In 1928 the buses numbered 1,297,533 and in 1927, 1,181,183. The number of heavy trucks rose from 151,583 in 1928 to 170,126 in 1929. There was a further decrease in the number of horses crossing the bridge, only 468 appearing in 1929.

Several times during the summer new records were set for the collection of tolls in 24 hour periods. The high water mark of the year was reached on Sunday, July 28th, 1929 when 64,667 vehicles crossed. This was hailed as a new record for toll bridges or tunnels. Four lanes of traffic were run west and two east on Sunday nights during the summer. A count showed that the four westbound lanes were carrying 5,340 vehicles an hour during the traffic peak. The daily average travel during 1929 was 31,824 as compared with 26,572 in 1928 and 23,543 in 1927. The average Sunday and holiday traffic for the entire year was 45,194 compared with 38,096 for 1928.

DELAWARE RIVER BRIDGE.
WHERE THE BRIDGE QUARTER GOES.



It is felt that the volume of traffic will steadily increase and the total of 100,000 may be reached in three or four years. This latter figure is regarded as the maximum which the present six lanes of roadway of the bridge can comfortably accommodate. When the mark of 100,000 cars in a single day is approached there can reasonably be expected to arise a public demand for the construction of either another bridge or tunnel or the utilization of the present unused trolley and high speed spaces for the accommodation of vehicular traffic. It may be that before the time for a decision arises some practical plan may be devised for the extension of high speed service on rails over the bridge. Toward the close of the year there was considerable discussion of methods for utilizing the unused space. A preliminary report had been made to the Commission by its Chief Engineer that the space could be paved for vehicular traffic at a cost of \$1,500,000. This cost was contrasted with the estimate of \$40,000,000 for the building of another bridge or a vehicular tunnel.

THE QUESTION OF TRANSIT ON RAILS

The Joint Commission has always approved the principle of high speed transit crossing the bridge and has faced with much regret the fact that the transportation companies of Pennsylvania and New Jersey have failed to take advantage of the situation. The position of the Joint Commission in this matter was defined in a letter addressed by former Judge John B. Kates, Chairman of the New Jersey Interstate Bridge Commission which is the New Jersey half of the Delaware River Bridge Joint Commission, to Mr. J. V. Moran, President of the South Jersey Transit Commission. Judge Kates said in part:

"As I explained last Friday the Bridge Commission has jurisdiction over the bridge only and its jurisdiction ends in Camden south of Penn Street or east of Seventh Street or in Philadelphia south of Race Street or west of Sixth Street, and it would be unwise for it to suggest any plan not embraced within the limits of its jurisdiction.

"In the planning of the bridge the Commission directed that ample provision be made for trolley and high speed lines. The trouble has been, to speak frankly, to find a customer for this valuable unused space. Many conferences have been held with officials of the Pennsylvania Railroad and the Reading Railroad and representatives of these potential patrons went over the bridge very carefully on a number of occasions but reluctantly reported that the cost of uniting their tracks in Philadelphia and Camden by way of the bridge and changing their electric train equipment to climb the bridge grade was entirely prohibitive. It would be interesting to know if you have found any change in this decision when you conferred with the railroad officials, as I assume of course you have done.

"The only offer to operate cars on tracks across the bridge came from the Philadelphia Rapid Transit Company in agreement with the Public Service Railway of New Jersey. A surface and trolley loop was to be built from Fifth and Mickle Streets, Camden, to the bridge. Trolleys were to be operated across the bridge terminating at Sixth and Race Streets, Philadelphia. The P. R. T. Company hoped later to run the trolleys into a subway that would connect with the Chestnut Street subway which was then being planned. The Chestnut Street subway was never built and in fact the thought of building a subway in that street has been abandoned. Then it was proposed that the trolleys from the bridge be run into a subway in Locust Street which the City of Philadelphia planned to build to West Philadelphia. The Locust Street subway was not built. There has been some discussion in Philadelphia that the Locust Street subway should be constructed for high speed trains which of course would bar its use by trolley cars. This offer of the Rapid Transit Company was rejected on several grounds, but mainly on account of the demand contained in the offer that they enjoy the exclusive use of the spaces to be used.

SHUTTLE SERVICE UNATTRACTIVE

"In all discussions of rail transit over the bridge the important problems do not arise until conditions in Camden and Philadelphia are considered. The laying of rails upon the bridge is the simplest part as you undoubtedly realize. Some time ago a suggestion was made that trains be run from the bridge onto the Frankford Elevated tracks on Front Street and then into the Market Street subway. This, however, was found to be impracticable by the Philadelphia Rapid Transit Company, operating the Market Street subway, on the ground that the subway was carrying a capacity load at the rush hours and could not be further taxed. On April 21st, 1927, Mr. William K. Myers, at that time president of the Philadelphia Rapid Transit Company, advised the Commission that no rail connection could be made with the Frankford Elevated line. This view was reiterated by the Company last week.

"The suggestion of a shuttle service across the bridge with its terminus at Sixth and Race Streets, Philadelphia, hardly seemed attractive as it meant dropping the riders at a point too far removed from the business and shopping district. No great speed can reasonably be expected of any trolley line on the bridge because the grade on both sides necessitates cautious operation. The proposed shuttle service was strongly opposed by the Mayor of Merchantville, N. J. representing a committee of heads of New Jersey municipalities, at a public hearing held by the Commission May 4th, 1928 and the request was made that the Bridge Commission take no action.

"In Camden the suggestions have ranged from the operation of trolley cars on the surface of the street to the construction of a subway and the building of an elevated road at a cost of \$16,000,000. Each has had its vigorous advocates and its no less vigorous opponents. The Delaware River Bridge Joint Commission, of course, has no



POINTING THE WAY TO THE BRIDGE

authority to make plans for this part of the project but would hail as a most progressive step the solution by the South Jersey Transit Commission or the City Commissioners of Camden of the vexing details of the route in Camden and the method by which this is to be paid for. This, of course, comes within the province of your Commission and the Bridge Commission would not encroach upon your body in any way, either by way of suggestion or criticism.

"In Philadelphia the same questions must be met, I presume, by the City Council and the Director of City Transit. I am sure you will find every willingness to cooperate there. The connecting link by way of the bridge is ready for the laying of tracks. It would, of course, be folly to lay tracks even were the money immediately available until the Bridge Commission knew the rail gauge that would be required. The Broad Street subway has the standard gauge of 4' 8½" while the Market Street subway and the trolley lines in Philadelphia have a gauge of 5' 2¼" and the trolley lines in Camden a gauge of 5' 0". It is idle to talk of laying rails until the character of service is determined which would establish the gauge.

"Under the laws of both New Jersey and Pennsylvania it is mandatory that tolls be collected upon the bridge but I assure you that any plan that will bring about the utilization of all facilities of the bridge will be received by the Commission with sympathetic consideration."

Some solution for the problem of rail transit may be found in 1930.

FIFTH STREET GRADE CROSSING GOES

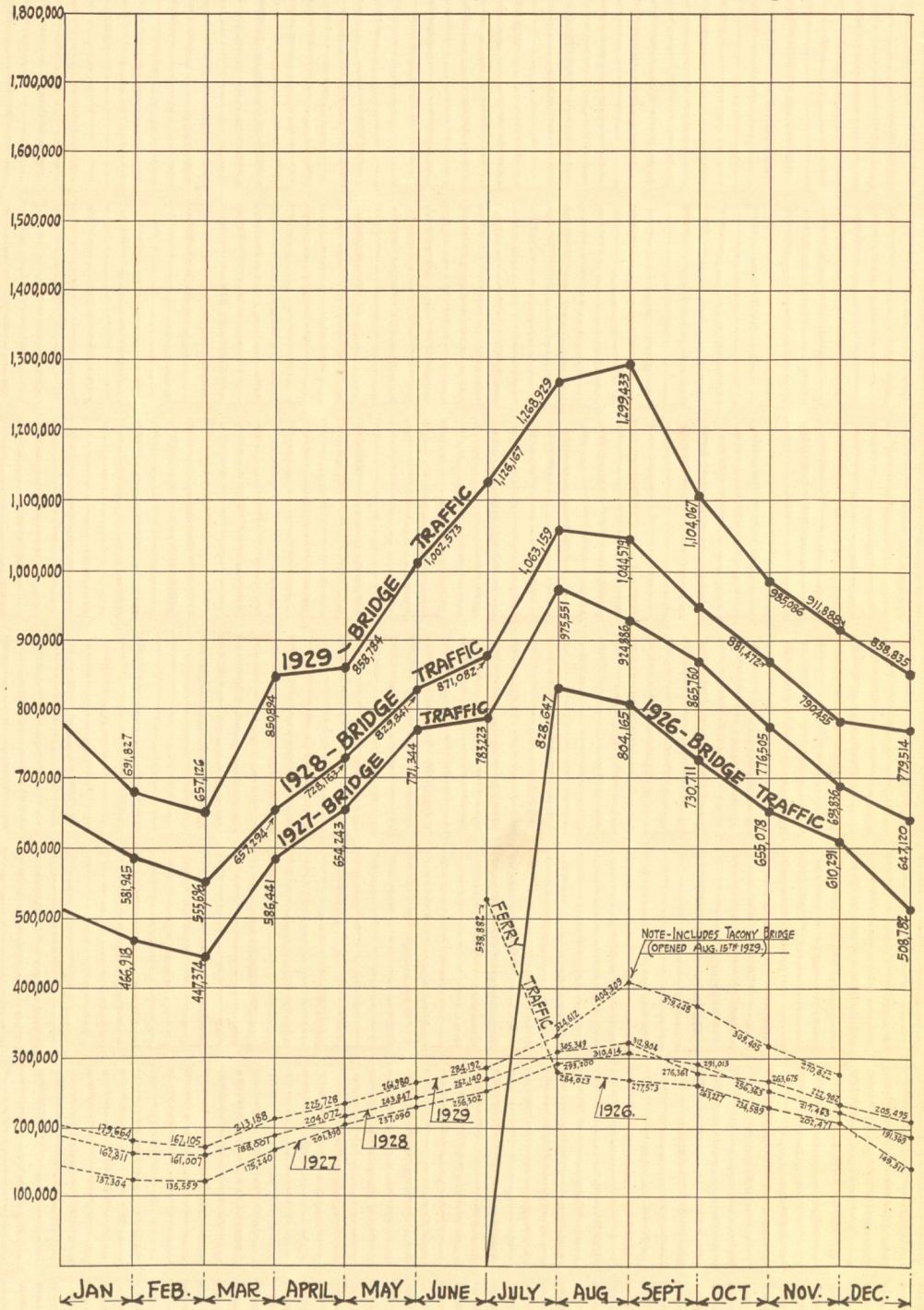
Before the summer rush of travel was fairly under way in 1929 it was seen that the grade intersection of Fifth Street, Philadelphia, and the bridge was causing considerable delay and inconvenience. The Commission directed that plans be prepared and then awarded a contract for the construction of a pedestrian underpass at Fifth Street which was put into operation November 21st, 1929. This underpass has proved most popular.

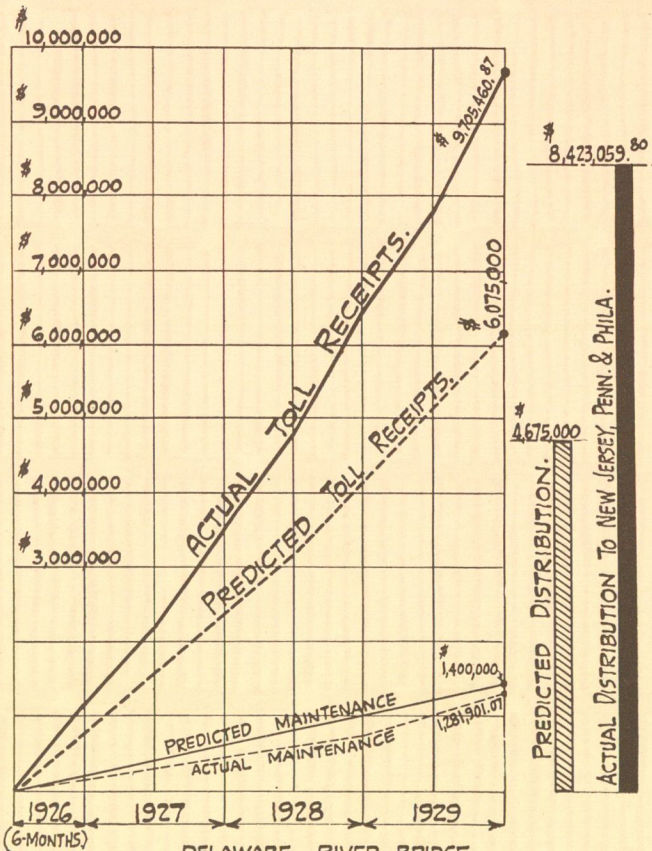
A greater problem, however, was afforded by the intersection of the lines of travel on the bridge and on Fifth Street. It became necessary on Sunday nights to procure the aid of the Philadelphia police in diverting all travel except trolley cars from Fifth Street. It was not possible to detour the trolley cars but the necessity for stopping travel upon the bridge at rush hours was considerably minimized. It became evident, however, that this was a make-shift arrangement which could not go on indefinitely. After examining the situation in detail the Commission directed the preparation of plans for an underpass extending from Race to Vine Streets at the Philadelphia Plaza which would take care of both trolley and vehicular travel in Fifth Street.

Five years previously the Commission had studied a plan for a vehicular underpass running from Cherry Street to Callowhill Street along the line of Fifth Street. This was estimated to cost \$2,000,000 and funds were not available at the time. On November 15th, 1929 the Commission awarded to the Acchione Contracting Company of Philadelphia, a contract for the construction of a vehicular underpass at a price of \$172,388.55. Work was begun by the maintenance force of the bridge a month before the contract was awarded so that all preliminaries were completed including the detouring of trolley tracks while the Commission was still advertising for bids for the underpass. Immediately after the award the contractor was thereby enabled to begin work so that no time was lost. At the close of the year work had progressed at such a rate as to make reasonably sure that the contract would be completed upon schedule time and the underpass opened to travel by Memorial Day, 1930.

Removal of the interruption of traffic at Fifth Street will enable the bridge to pass many more vehicles per hour. Actual counts during the rush hours of the summer of 1929 showed a maximum of 1,335 cars per hour on each lane. In 1930 this should reach 1,600 vehicles per hour on each of the six lanes as the hold-up at Fifth Street will be gone. Great congestion at Sixth and Vine Streets at the end of the Philadelphia Plaza must now be anticipated on Sunday nights, however, as the "Neck of the Bottle" has been removed one block westward.

MONTHLY VEHICULAR TRAFFIC.





DELAWARE RIVER BRIDGE.
FINANCIAL CHART.
JULY-1ST 1926 TO DEC. 31ST 1929.

1ST SIX MONTHS OPERATION JULY-1ST 1926- DEC. 31ST 1926.		2ND SIX MONTH OPERATION JAN.-1ST 1927- JUNE-30TH 1927.		3RD SIX MONTH OPERATION JULY-1ST 1927- DEC. 31ST 1927.		4TH SIX MONTH OPERATION JAN.-1ST 1928- JUNE-30TH 1928.		5TH SIX MONTH OPERATION JULY-1ST 1928- DEC. 31ST 1928.		6TH SIX MONTH OPERATION JAN.-1ST 1929- JUNE-30TH 1929.		7TH SIX MONTH OPERATION JULY-1ST 1929- DEC. 31ST 1929.	
RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES
JULY 226,532. ⁹⁷	18,988. ²⁹	JAN 148,165. ³⁸	27,223. ⁰⁷	JULY 264,948. ⁴⁹	26,878. ⁴⁴	JAN 178,184. ¹⁷	31,076. ¹⁴	JULY 294,327. ²¹	33,633. ⁰⁸	JAN 207,812. ⁸³	31,538. ³⁵	JULY 353,982. ⁷⁸	37,290. ⁴⁷
AUG 219,729. ⁰⁹	28,567. ⁸⁵	FEB 109,100. ³⁴	30,138. ⁵⁷	AUG 265,357. ³²	28,639. ⁶¹	FEB 170,286. ⁶¹	34,370. ⁶³	AUG 299,711. ⁶¹	32,947. ⁸⁶	FEB 191,785. ²³	29,052. ⁹⁰	AUG 355,751. ⁶⁶	38,795. ⁰¹
SEPT. 178,512. ⁸⁴	21,889. ⁸⁹	MAR 155,743. ³²	28,929. ⁷⁸	SEPT. 248,796. ⁸⁷	39,549. ⁰²	MAR 195,838. ⁴²	31,428. ⁵²	SEPT. 260,823. ⁰⁹	29,568. ¹¹	MAR 237,825. ⁰⁰	37,629. ⁹⁸	SEPT. 306,127. ⁵⁵	30,292. ⁵²
OCT. 184,733. ³¹	30,524. ²⁶	APR 173,375. ³²	27,149. ⁴⁴	OCT. 227,107. ⁰⁵	25,987. ⁶³	APR 215,041. ³⁷	29,751. ⁴⁹	OCT. 257,370. ³⁹	29,079. ⁶⁸	APR 247,119. ⁸⁹	33,303. ⁰⁷	OCT. 280,407. ³⁸	30,762. ¹⁶
NOV. 172,266. ⁷⁵	27,092. ⁴⁶	MAY 210,816. ⁹⁶	25,818. ²⁹	NOV. 210,995. ⁰⁴	29,566. ⁷⁶	MAY 235,846. ⁴³	32,406. ²⁸	NOV. 228,498. ³⁸	30,247. ⁶⁹	MAY 281,480. ⁰¹	33,979. ³⁹	NOV. 262,221. ⁵⁵	32,445. ²⁸
DEC. 128,833. ³²	31,245. ⁶¹	JUN. 222,513. ⁸²	14,849. ¹⁹	DEC. 198,864. ⁴⁵	41,854. ⁷⁹	JUN. 257,264. ⁵⁸	28,623. ⁸¹	DEC. 294,653. ⁴⁰	35,456. ⁶⁷	JUN. 328,222. ⁵³	31,052. ⁰⁸	DEC. 279,044. ²⁵	32,381. ²⁹
TOTAL 1,110,108. ¹⁸	158,109. ⁴⁷	TOTAL 1,019,715. ²⁰	154,208. ³⁴	TOTAL 1,416,069. ⁰⁸	192,470. ²⁵	TOTAL 1,252,461. ³⁸	187,656. ²²	TOTAL 1,575,325. ²⁹	190,933. ²⁹	TOTAL 1,494,246. ⁰⁵	196,555. ²⁷	TOTAL 1,837,535. ¹¹	201,967. ²³
TOTAL VEHICLES-4,137,674 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. ² 946,682. ⁸³		TOTAL VEHICLES-3,709,549 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. ² 863,936. ²⁴		TOTAL VEHICLES-4,883,658 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. ² 1,229,925. ⁸⁵		TOTAL VEHICLES-4,224,021 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. ² 1,064,804. ⁴³		TOTAL VEHICLES-5,501,449 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. ² 1,384,392. ¹⁹		TOTAL VEHICLES-5,187,371 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. ² 1,297,690. ³²		TOTAL VEHICLES-6,428,238 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. ² 1,635,567. ²⁴	

The Commission reports with considerable regret that the Fifth Street underpass was the only improvement to the bridge approaches inaugurated in Philadelphia during the year. The streets around the Philadelphia Plaza are becoming more and more congested. It is expected that a start upon the problem of bettering the approaches will be made in 1930 as the City of Philadelphia now has the sum of \$1,000,000 for this purpose which was made available through the bond issue submitted to the voters last fall. It is generally recognized that only a start may be made with this sum but even this would afford some relief during the coming summer.

The Commission on October 18th, 1929 agreed to pay the cost of repaving Race and Vine Streets between Sixth Street and Franklin Street if the present roadway width of 26 feet were improved by the inclusion of 18 feet of the wide sidewalks around Franklin Square. The money for this improvement is available and the Commission is hopeful that this work will get under way in the immediate future.

BRIDGE FORCES TAKE "STITCH IN TIME"

The customary attention was given during the year to the details of keeping the structure in good condition. The maintenance forces were busily engaged on the removal of rust from the steel and the making of many minor repairs and adjustments. Portions of the steel towers and columns were repainted. Particular attention was given to the floor beams and box columns near the expansion joints through which water from the bridge ran down. Removal of two of the four islands on the Sixth Street side of the Philadelphia Plaza greatly improved traffic conditions. A further improvement would be the removal of the remaining two. Many expansion castings along the Philadelphia and Camden approaches were torn out and reset. The traffic tower at Fifth Street was raised and moved back to make room for the underpass.

Painted lines which mark traffic lanes upon the bridge were renewed six times. To prevent accidents during winter 350 cubic yards of cinders were spread, thereby insuring the safety of motorists.

Addition of a motor pick-up sweeper to the bridge equipment helped materially to maintain the appearance of the roadway and eliminated the necessity of sweeping by hand in the heavy traffic.

At the end of the year a careful inspection made of the bridge showed that the structure was in excellent condition.

The bridge police made 154 arrests during the year and reported 142 accidents which included the death of one man who stepped into the path of a bus. Twenty-five fires in vehicles on the bridge were extinguished. The bridge tow car removed 689 disabled cars, including 65 buses. One man committed suicide by jumping from the bridge and three were restrained by the police.

For the guidance of motorists the Commission has had manufactured 100 direction signs to be erected in Pennsylvania and New Jersey on roads leading to the bridge.

The signs are 36 inches long and 15 inches wide and made of heavy enameled iron. A rather striking design was adopted to insure a maximum of usefulness. Application will be made to the highway officers of Pennsylvania and New Jersey for permission to place the signs on state roads.

A change of very great importance was made in the Joint Commission July 1st, 1929 when the Act of the Legislature of New Jersey reorganizing the New Jersey Commission went into effect. Mr. Theodore Boettger, Chairman, Mr. John F. Boyle, Mr. Weller H. Noyes and Mr. Robert S. Sinclair, members from Northern New Jersey, during the construction and first three years of operation of the bridge retired from the Joint Commission. Mr. Isaac Ferris, Jr. had resigned as a member in 1928 and his place was not filled up to the time the reorganization went into effect. The places of the retiring members were taken by Dr. I. Norwood Griscom, Mr. Lucius E. Hires, Mr. Arthur C. King, Mr. Henry H. Ottens and Mr. Barton F. Sharp. At the organization meeting former Judge John B. Kates was elected Chairman of the New

Jersey Interstate Bridge Commission. In November 1929 Mr. Henry H. Ottens tendered his resignation to the Governor as a member of the New Jersey Interstate Bridge Commission. Mr. Alfred Cooper was appointed as his successor.

The Joint Commission desires to extend a most cordial invitation to the members of the Legislatures of Pennsylvania and New Jersey and the Council of the City of Philadelphia to inspect the bridge at any time.

Respectfully submitted,

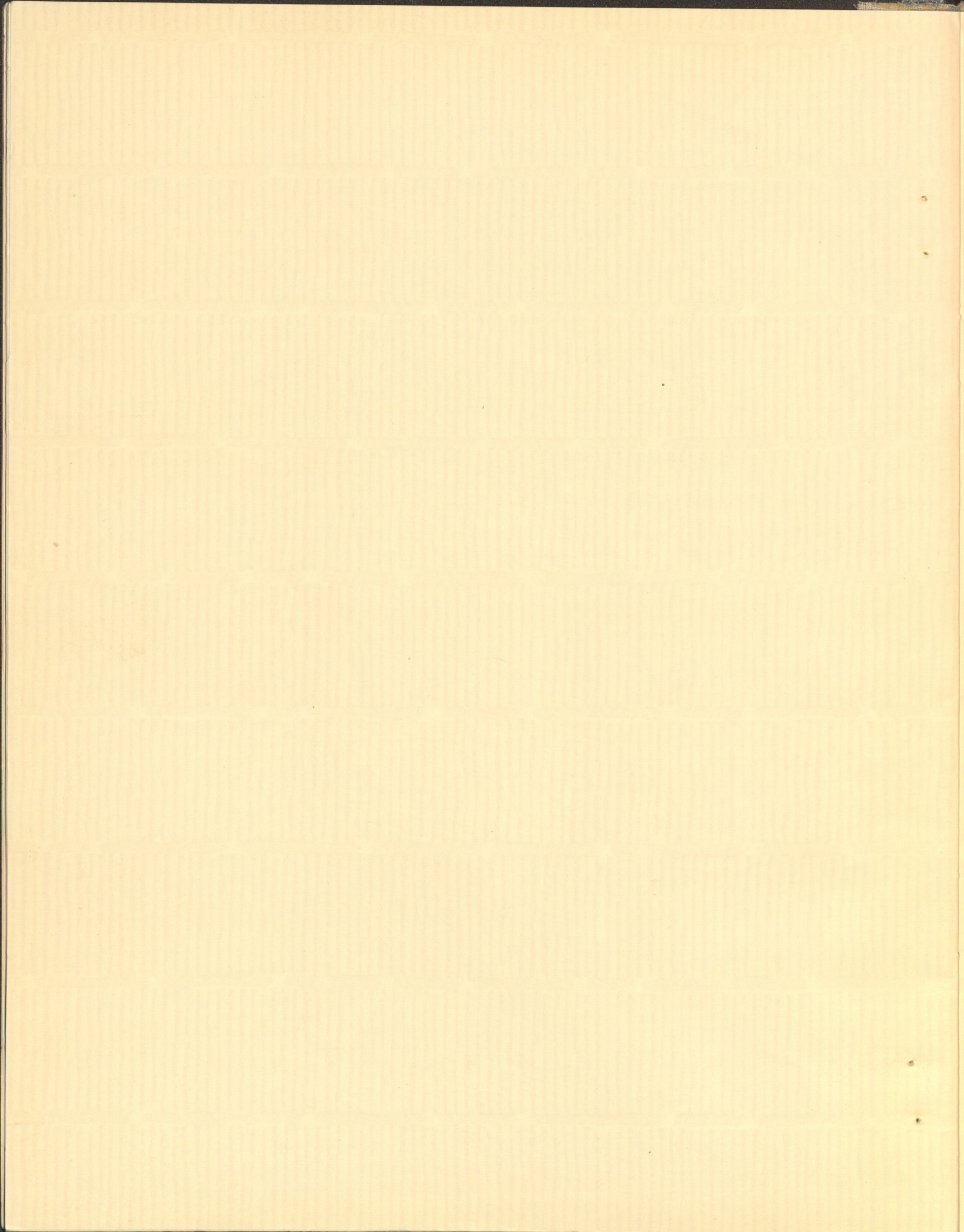
PENNSYLVANIA COMMISSION

JOHN S. FISHER
HARRY A. MACKEY
EDWARD MARTIN
CHARLES A. WATERS
THOMAS B. SMITH
RICHARD WEGLEIN
WILLIAM H. FOLWELL
J. WILLISON SMITH

NEW JERSEY INTERSTATE
BRIDGE COMMISSION

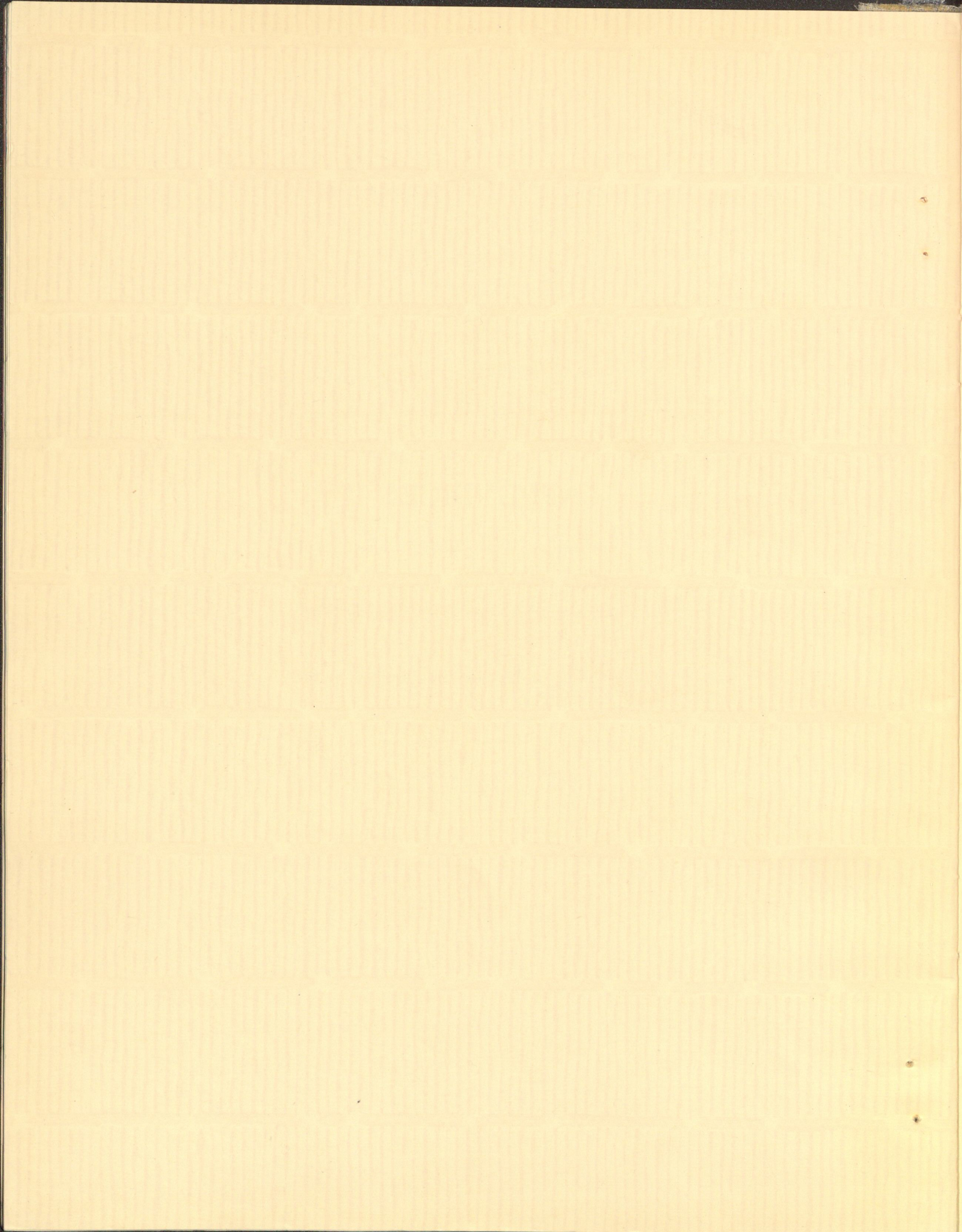
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FRANK L. SUPLEE
I. NORWOOD GRISCOM
LUCIUS E. HIRES
ARTHUR C. KING
BARTON F. SHARP
ALFRED COOPER

December 31st, 1929.



APPENDICES

- (a) Construction Account Balance Sheet as of
December 31st, 1929
- (b) Statement of Operations for Calendar Year
1929
- (c) Statement of Net Income Distribution for
Calendar Year 1929
- (d) Progress of Repayment of Cost of Bridge



APPENDIX "A"

CONSTRUCTION ACCOUNT
BALANCE SHEET

	December 31st, 1929
Cash in Banks:	
First Camden Natl. Bank & Trust Co.....\$	2,873.96
Corn Exchange Natl. Bank & Trust Co.....	27,161.65
	\$ 30,035.61
Amount of Appropriations:	
City of Philadelphia.....\$	10,784,662.00
State of Pennsylvania.....	10,784,662.00
State of New Jersey.....	15,895,418.57
	37,464,742.57
Disbursements to December 31st, 1929:	
Land:	
For Pennsylvania.....\$	7,498,485.13
For New Jersey.....	3,437,080.34
	\$10,935,565.47
Construction	23,532,908.04
Engineering Expenses.....	1,650,266.53
Administration Expenses.....	452,938.36
	\$36,571,678.40
Bridge Investment:	
City of Philadelphia.....\$	10,350,121.39
State of Pennsylvania.....	10,350,121.33
State of New Jersey.....	15,871,435.68
	\$36,571,678.40
Amount of Appropriation Unspent but Applied:	
For Condemnation and Purchase of Land.....\$	299,732.88
For Contracts, including No. 22-C.....	164,943.75
	464,676.63
Amount of Appropriation Unapplied:	
City of Philadelphia.....\$	202,202.28
State of Pennsylvania.....	202,202.36
State of New Jersey.....	23,982.90
	428,387.54
	\$37,464,742.57

APPENDIX "B"

STATEMENT OF OPERATIONS FOR CALENDAR YEAR ENDED
DECEMBER 31st, 1929

Toll and Rental Receipts January 1st, 1929 to December 31st, 1929	...	\$3,310,305.17
Interest Received on Bank Balances	.....	21,787.07
		<u>\$3,332,092.24</u>
Less:—		
Counterfeit and Mutilated Coins	.....	310.98
		<u>Gross Receipts</u>
		\$3,331,781.26
Less:—		
Expenses:—		
Salaries	.....	\$312,314.45
Equipment	.....	16,024.94
Supplies	.....	17,453.13
Repairs	.....	11,809.37
Miscellaneous Expenses	.....	40,921.11
		<u>Total Expenses</u>
		398,523.00
		<u>Net Total for Distribution</u>
		\$2,933,258.26
Add:—		
Undistributed balance carried over from December 31st, 1928 (Petty Cash)	.....	\$500.00
Less:—		
Undistributed balance December 31st, 1929 (Petty Cash)	.....	500.00
		<u>500.00</u>

DISTRIBUTION

City of Philadelphia	.....	\$ 733,314.56
State of Pennsylvania	.....	733,314.56
State of New Jersey	.....	1,466,629.14
		<u>\$2,933,258.26</u>

APPENDIX "C"

STATEMENT OF NET INCOME DISTRIBUTION
CALENDAR YEAR ENDED DECEMBER 31st, 1929

BANK	Total Before Distribution	Total Deposits	Interest Earned
Bankers Trust Co.....	\$ 75,557.62	\$ 75,000.00	\$ 557.62
Burlington County Trust Co.....	76,986.97	76,500.00	486.97
The Cumberland Trust Co.....	75,558.30	75,000.00	558.30
First Camden Natl. Bank & Trust Co..	103,606.62	103,000.00	606.62
First Natl. Bank of Glassboro.....	90,644.50	90,000.00	644.50
First Natl. Bank of Riverside.....	42,815.48	42,500.00	315.48
Glassboro Title & Trust Co.....	69,600.03	68,750.00	850.03
Maple Shade National Bank.....	26,756.80	26,500.00	256.80
Merchantville Trust Co.....	32,237.86	32,000.00	237.86
Moorestown Trust Co.	83,645.85	83,000.00	645.85
Ocean City National Bank.....	50,439.59	50,000.00	439.59
Ocean County Trust Co.....	80,579.67	80,000.00	579.67
Pitman Title & Trust Co.....	70,190.90	70,000.00	190.90
Salem Natl. Bank & Trust Co.....	94,083.00	93,500.00	583.00
Commercial Natl. Bank & Trust Co....	206,455.81	205,000.00	1,455.81
Corn Exchange Natl. Bank & Trust Co.	251,518.49	250,000.00	1,518.49
Franklin Trust Co.....	181,260.49	180,000.00	1,260.49
Girard Avenue Title & Trust Co.....	100,714.66	100,000.00	714.66
Jefferson Title & Trust Co.	167,127.84	165,000.00	2,127.84
Kensington Trust Co.	50,502.64	50,000.00	502.64
Northern Trust Co.....	181,223.08	180,000.00	1,223.08
Northwestern Trust Co.....	151,190.82	150,000.00	1,190.82
Broadway Merchants Trust Co. (Active)	11,870.14	11,616.02	254.12
Broadway Merchants Trust Co. (Inactive)	658,691.10	654,105.17	4,585.93
TOTALS	\$2,933,258.26	\$2,911,471.19	\$21,787.07

DISTRIBUTION

City of Philadelphia.....	\$ 733,314.56
State of Pennsylvania.....	733,314.56
State of New Jersey.....	1,466,629.14
	<u>\$2,933,258.26</u>

APPENDIX "D"

PROGRESS OF REPAYMENT OF COST OF BRIDGE

INCLUDING SIMPLE INTEREST AT 4% PER ANNUM TO DECEMBER 31st, 1929

Description	Total	City of Phila.	State of Penna.	State of New Jersey
Actual Expenditures for Cost of Bridge to December 31st, 1929.....	\$36,571,678.40	\$10,350,121.39	\$10,350,121.33	\$15,871,435.68
Amount Estimated to be Required to Defray Remaining Unsettled Penna. Real Estate Claims, Etc. and Construction Work.....	464,676.63	232,338.31	232,338.32	
Total Cost of Bridge Exclusive of Interest.....	\$37,036,355.03	\$10,582,459.70	\$10,582,459.65	\$15,871,435.68
Int. at 4% per Annum from Dates of Contributions to December 31st, 1929	7,276,855.15	2,002,129.52	2,005,955.34	3,269,670.29
Total Cost of Bridge Including Int. to December 31st, 1929.....	\$44,313,210.18	\$12,584,589.22	\$12,587,514.99	\$19,141,105.97
DEDUCT:				
Int. & Misl. Income, not previously applied, received during period of Construction	43,943.30	9,510.24	14,367.33	20,065.73
Net Cost of Bridge Including Interest to December 31st, 1929.....	\$44,269,266.88	\$12,575,078.98	\$12,573,147.66	\$19,121,040.24
DEDUCT:				
Refunds Through Bridge Operation Between December 31st, 1926 and December 31st, 1929, inclusive.....	8,423,059.80	2,105,764.95	2,105,764.95	4,211,529.90
Balance to be Refunded as of December 31st, 1929.....	\$35,846,207.08	\$10,469,314.03	\$10,467,382.71	\$14,909,510.34

