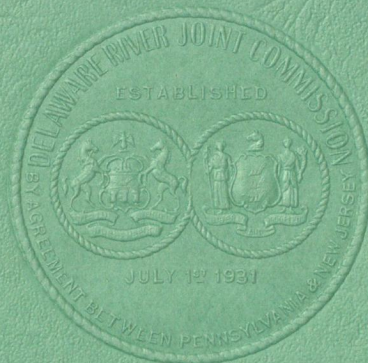


974.901
D54
1933

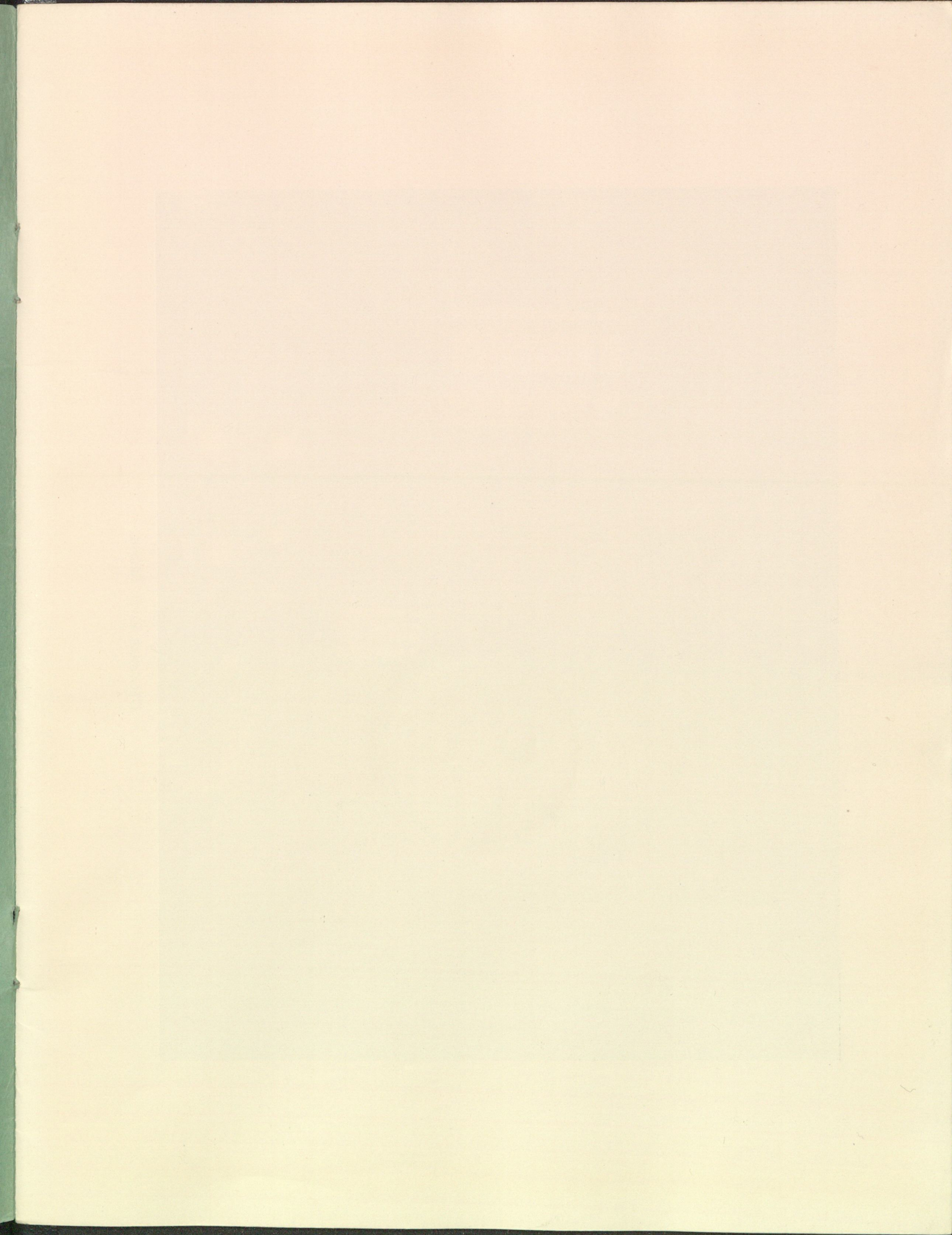
REPORT
OF THE
DELAWARE RIVER JOINT
COMMISSION
OF
PENNSYLVANIA AND NEW JERSEY



1933

PROPERTY OF THE
AUG 26 2009
NJ STATE LIBRARY







DELAWARE RIVER BRIDGE

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
and the
Council of the City of Philadelphia
1933

GIFFORD PINCHOT, *Chairman*
J. HAMPTON MOORE
FRANK E. BALDWIN
CHARLES A. WATERS
THOMAS B. SMITH
RICHARD WEGLEIN
WILLIAM H. FOLWELL
J. WILLISON SMITH

JOHN B. KATES, *Vice Chairman*
FRANK L. SUPLEE
I. NORWOOD GRISCOM
LUCIUS E. HIRES
ARTHUR C. KING
BARTON F. SHARP
ALFRED COOPER
A. MATLACK STACKHOUSE

JOSEPH K. COSTELLO, *General Manager*

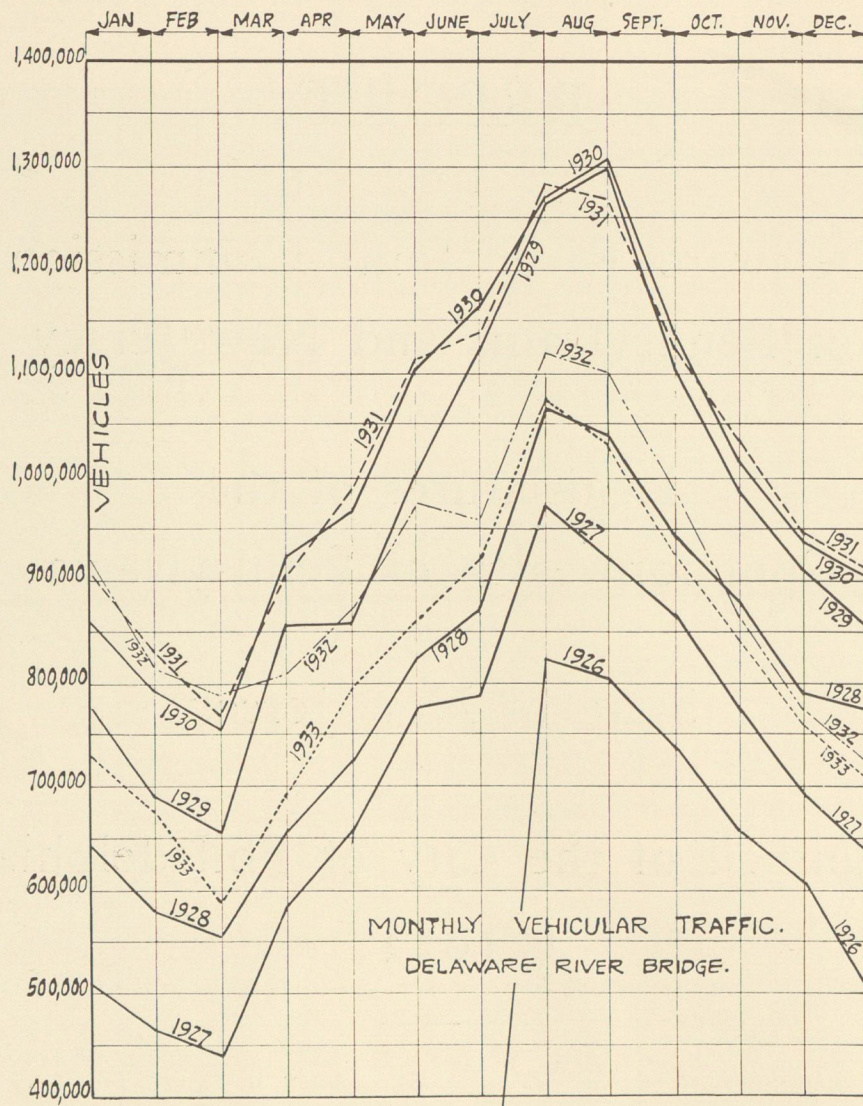
WALTER S. ANDERSON, *Treasurer*

COUNSEL

HAROLD D. SAYLOR

T. HARRY ROWLAND

RALPH MODJESKI, *Chief Engineer*



PERIOD	TOTAL VEHICLES	TOTAL RECEIPTS	PLEASURE CARS & LIGHT TRUCKS	BUSES	TRUCKS (HEAVY)	HORSE-DRAWN VEHICLES	HORSE & RIDER	LED ANIMALS	SPECIAL PERMITS	MOTOR CYCLES	AVERAGE VEHICLES		AVERAGE RECEIPTS		AVERAGE SUNDAY & HOLIDAY TRAFFIC	DISTRIBUTED FUNDS.			
											MONTHLY	DAILY	MONTHLY	DAILY		NEW JERSEY	PENNA.	PHILA.	TOTAL
1927	8,593,201	2,435,784 ^{.40}	7,270,703	1,181,163	111,460	369	102	79	3722	24,583	716,100	23,543	202,982 ^{.33}	6,673 ^{.38}	35,981	1,046,360 ^{.95}	533,480 ^{.47}	513,480 ^{.47}	2,093,921 ^{.89}
1928	9,725,470	2,827,786 ^{.83}	8,246,002	1,297,573	151,583	454	96	30	565	29,207	810,456	26,572	235,648 ^{.50}	7,736 ^{.49}	38,096	1,224,598 ^{.40}	612,299 ^{.21}	612,299 ^{.21}	2,449,196 ^{.81}
1929	11,615,609	3,331,754 ^{.46}	10,096,414	1,313,371	170,126	391	69	8	1611	33,353	967,967	31,824	277,648 ^{.43}	9,128 ^{.16}	45,194	1,466,679 ^{.14}	733,314 ^{.56}	733,314 ^{.56}	2,933,258 ^{.26}
1930	12,285,359	3,517,730 ^{.64}	10,578,206	1,484,443	189,704	115	59	5	4414	28,413	1,023,780	33,658	293,144 ^{.22}	9,637 ^{.62}	44,768	1,508,566 ^{.57}	754,283 ^{.27}	754,283 ^{.27}	3,017,133 ^{.11}
1931	12,308,225	3,479,337 ^{.93}	10,770,393	1,278,377	225,977	31	22	1	5006	27,916	1,025,685	33,721	289,986 ^{.48}	9,533 ^{.80}	44,226	1,524,470 ^{.61}	762,245 ^{.30}	762,245 ^{.30}	3,048,981 ^{.21}
1932	10,804,557	3,091,576 ^{.91}	9,355,885	1,179,259	235,057	13	8	0	6561	27,774	900,379	29,520	257,631 ^{.40}	8,446 ^{.93}	38,011	1,310,112 ^{.54}	655,056 ^{.27}	655,056 ^{.27}	2,620,225 ^{.08}
1933	9,886,705	2,820,018 ^{.71}	8,569,299	1,032,068	250,455	22	2	2	8909	25,448	823,892	27,087	235,001 ^{.56}	7,726 ^{.08}	35,598	346,968 ^{.46}	266,971 ^{.23}	271,236 ^{.57}	885,176 ^{.26}

CONTENTS

	PAGE
THE DELAWARE RIVER BRIDGE.....	Frontispiece
MONTHLY VEHICULAR TRAFFIC AND RESUME OF OPERATION.....	4
TRAFFIC, RECEIPTS AND EXPENSES.....	6
ANNUAL REPORT OF DELAWARE RIVER JOINT COMMISSION.....	7
DIVISION OF OPERATING COSTS.....	9
MONTHLY TRAFFIC PEAKS.....	11
DISTRIBUTION OF VEHICULAR TRAFFIC AND COMPARISON OF ESTIMATED AND ACTUAL RESULTS	16
FINANCIAL SUMMARY 1933.....	18
LEGISLATION OF PENNSYLVANIA AND NEW JERSEY ACCEPTING BRIDGE BONDS..	21
AGREEMENTS WITH PHILADELPHIA AND CAMDEN UPON HIGH-SPEED LINE..	24

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

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

The sharp curve of decreasing traffic of the Delaware River Bridge which marked the first half of 1933 showed a decided tapering-off in the last six months with the result that the net traffic loss was 8.49 per cent. This was common to vehicular bridges and tunnels throughout the country, undoubtedly due to depressed business conditions and consequent restricted spending.

Yet in 1933 when pleasure riding was curtailed for economic reasons and when the number of passenger buses was reduced, the Delaware River Bridge did more business than in 1927 or 1928. The 1933 total was exceeded in all of the preceding four years, but even the long depression has not grievously affected the steady week-day travel that forms the back-log of the bridge business.

This is borne out by the statistics since the opening of the bridge on July 1, 1926:

<i>Year</i>	<i>Traffic</i>	<i>Gross Receipts</i>	<i>Expenses</i>	<i>Net Receipts</i>
1933	9,886,705	\$2,820,018.71	\$418,516.46	\$2,401,502.25
1932	10,804,557	3,091,576.91	471,351.83	2,620,225.08
1931	12,308,225	3,479,337.93	430,856.72	3,048,981.21
1930	12,285,359	3,517,730.64	500,597.53	3,017,133.11
1929	11,615,609	3,331,754.46	398,496.20	2,933,258.26
1928	9,725,470	2,827,786.83	378,590.01	2,449,196.82
1927	8,593,201	2,435,784.40	346,678.59	2,093,921.89
1926 (½ year)	4,137,674	1,110,108.38	158,109.47	946,682.83

Included in the expenses for 1933, were \$20,802.47 covering the legal and printing costs of a bond issue of \$41,000,000 authorized by the Commission to repay to the Commonwealth of Pennsylvania, the State of New Jersey and the City of Philadelphia the amount owing upon their investment in the bridge enterprise, fixed as of September 1, 1933 at \$30,962,000, and to provide an additional \$10,000,000 of bonds to be sold to the United States Government to defray the expenses of building a high-speed rail transit line across the bridge with extensions in Philadelphia and Camden.

As in other years, the bulk of the traffic was made up by private-passenger automobiles and light delivery trucks numbering, in all, 8,569,299. Bus traffic fell to a new low level of 1,032,068. This was even considerably less than the bus business of 1927 with a figure of 1,181,183 out of total vehicular travel of 8,593,201. The high-water mark for the buses was recorded in 1930 when they numbered 1,484,443. Of all classes of vehicles in 1933, the heavy truck division alone showed an increase, the number being 250,455 compared with 235,057 in the preceding year and 111,460

in 1927. The horse was almost completely eliminated as a factor in bridge traffic in 1933 with a total of 26. In 1927, 1,550 horses crossed the bridge.

Prior to the opening of the bridge, engineers predicted that at the end of 1933 traffic would number 65,700,000 vehicles with net receipts of \$13,425,000. It is gratifying to note that this anticipation has been exceeded with a total of 79,356,800 vehicles and actual net receipts of \$19,510,901.45.

The average Sunday and holiday traffic in 1933 was 35,598 as compared with 38,011 in the preceding year. In 1929, the average was 45,194—a striking commentary upon the public's lack of funds for enjoyment.

The average toll, per vehicle, for the year was 28.52 cents. Each vehicle was charged with maintenance and operating expenses of 4.23 cents and current interest of 13.2 cents. Net income, with interest deducted, was 11.09 cents. The return on the present investment for the year, before assuming interest charges, was 7.2 per cent and, after interest charges, 3.3 per cent. Interest charges for the year were \$1,304,765.27.

Much of the activity of the Commission was centered about the financing and engineering of the high-speed rail transit line which had been actively discussed since 1930.

TRANSIT LINE ADVANCED

Preliminary engineering plans were prepared by Mr. Ralph Modjeski, Chief Engineer of the Commission. These plans and various substitutes offered by interested citizens were considered at length by the Commission. On January 20, 1933, the Commission approved a report by its Transportation Committee which recommended:

- A—That the Commission formally adopt the revised plans made by Mr. Modjeski.
- B—That the Commission, upon adoption of the plans, apply to the Reconstruction Finance Corporation for a loan sufficient to build the transit line.
- C—That the plans be submitted to the Mayor and Council of the City of Philadelphia and the City Commissioners of Camden, in order that the necessary formal approval may be obtained.
- D—That the Commission obtain from the civic authorities of Philadelphia an easement permitting the connection of the bridge line with the Eighth Street-Locust Street subway and the securing of trackage rights in this subway which will insure the delivery of passengers of the bridge line into the retail commercial center of Philadelphia.
- E—That the Commission proceed without delay with the extension of the Eighth Street-Locust Street subway into the business center of Camden by the construction of the transit line from the vicinity of Eighth and Race Streets, Philadelphia, to the vicinity of Haddon Avenue and Carman Street, Camden.

The Transportation Committee reviewed the objections made to the plan proposed and reported:

The Committee considered not only Mr. Modjeski's recommendations but also various suggestions for elevated and subway lines in Camden. It was unable to find that any of the alternatives offered advantages equal to those indicated in Mr. Modjeski's report.

Early in the deliberations, it became apparent that a terminal should be built in Camden where bus passengers could interchange to the high-speed line. It was suggested that such a terminal could be erected in the plot bounded by Seventh and Eighth Streets, Penn and Linden Streets, but this would entail the destruction of much valuable property.

The Committee was aware that a plot of ground more centrally located was available to the west of the new Camden City Hall. Upon this, the buildings had been demolished and ownership of the plot rested with the City of Camden.

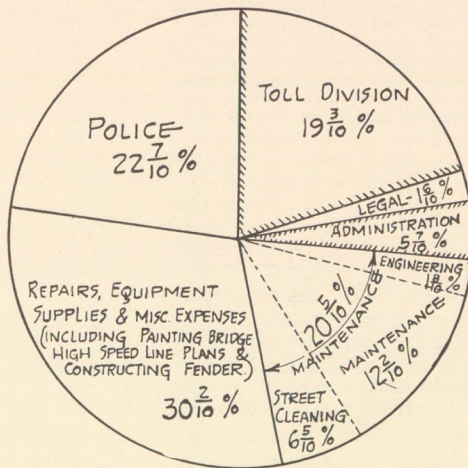
Under the Acts creating the Joint Commission, it is clearly set forth that the consent of municipal authorities in both Philadelphia and Camden must be obtained before any property belonging to either can be used for purposes of the Joint Com-

mission. In other words, the duly constituted authorities of Camden must be in favor of any plan submitted before any street in Camden is torn up or any easement taken over or below any property belonging to the City. The situation is exactly similar in Philadelphia.

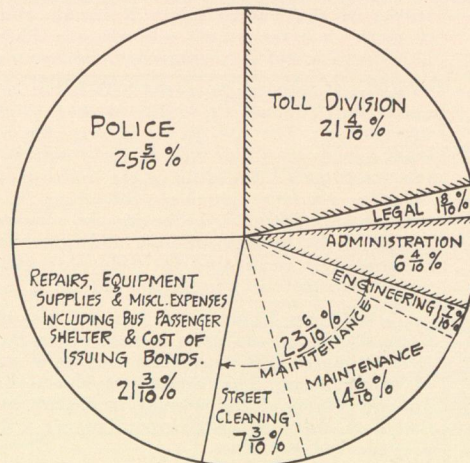
The Transportation Committee met with the City Commissioners of Camden and found that no approval would be given to any elevated structure in the City. Inasmuch as the authority of the City is supreme in this respect, unless a special Act of the Legislature of New Jersey were obtained to overrule the desires of the City Commission of Camden, the Committee realized that the building of an elevated structure would be out of the question. Furthermore, there was no desire on the part of the Transportation Committee to run counter to the wishes of the authorities of Camden because the Committee recognized that the City Commissioners had a genuine and natural concern that nothing should be built that might interfere with the growth and prosperity of their city.

DELAWARE RIVER BRIDGE.

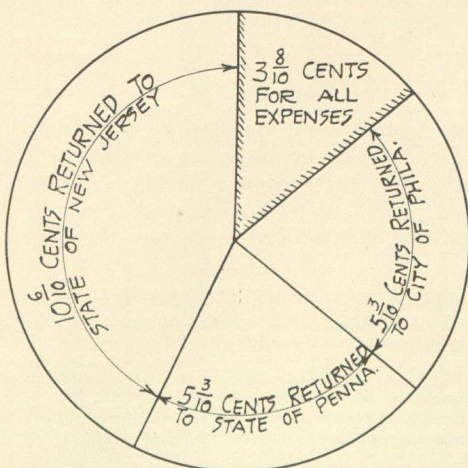
DIVISION OF OPERATING COSTS.



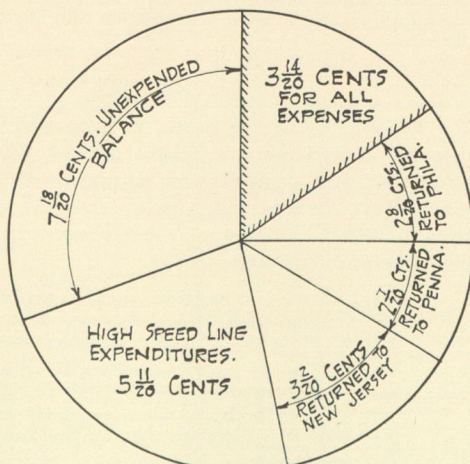
FOR YEAR-1932



FOR YEAR-1933



FOR YEAR-1932



FOR YEAR-1933

WHERE THE BRIDGE QUARTER GOES.

In anticipation of the building of the bridge subway line in Fifth Street, the City Commissioners had made preparation for the construction of a bus terminal at the City Hall. The City Commissioners believed that this was the proper location for the terminal and, with this, Mr. Modjeski and the Transportation Committee are in hearty accord. It may be that the Joint Commission may desire to lease this ground from the City of Camden and build the bus terminal itself as suggested in the letter of the City Commissioners of Camden to the Joint Commission dated January 17, 1933.

The attitude of the City Commissioners is clearly defined in the communication referred to. After considering all suggestions, the Commissioners concluded that the plan prepared by Mr. Modjeski best serves the interests of Camden and the other counties of South Jersey. The Camden Commissioners request that this plan be fulfilled promptly.

The Transportation Committee was convinced that any transit line to merit consideration must be capable of extension beyond the bus terminal to the railroads so that rapid and convenient interchange of passengers might be effected. The Committee took the position that not only must the City of Camden be benefited but that the plan to be adopted by the Joint Commission must provide for extension to the communities lying beyond Camden. It found that many persons believed that the plan under discussion provided for a dead end at the Broadway Station. In this, the objectors to the Modjeski plan erred because the transit line is to be situated directly adjacent to the tracks of the Pennsylvania Railroad and service can be extended beyond Camden through an arrangement whereby the Philadelphia Rapid Transit Company, the probable operators of the bridge line, can secure traffic rights over the railroad right-of-way.

The Committee is of the belief that construction of the high-speed line as outlined above will enhance the value of the bridge property and that it is a most worthwhile investment. Ten million dollars of the original cost of the bridge was put into the track spaces on either side of the roadway and no return has ever been received from this investment. Building of the high-speed line upon the outer tracks will make available for roadway purposes the inner track spaces originally designed for a trolley line which will never be built. At comparatively small cost, when the traffic increase warrants the investment, two additional lanes may be added to the roadway, thereby tremendously increasing the vehicular capacity of the bridge and obviating for many years to come the necessity of building a duplicate of the present structure.

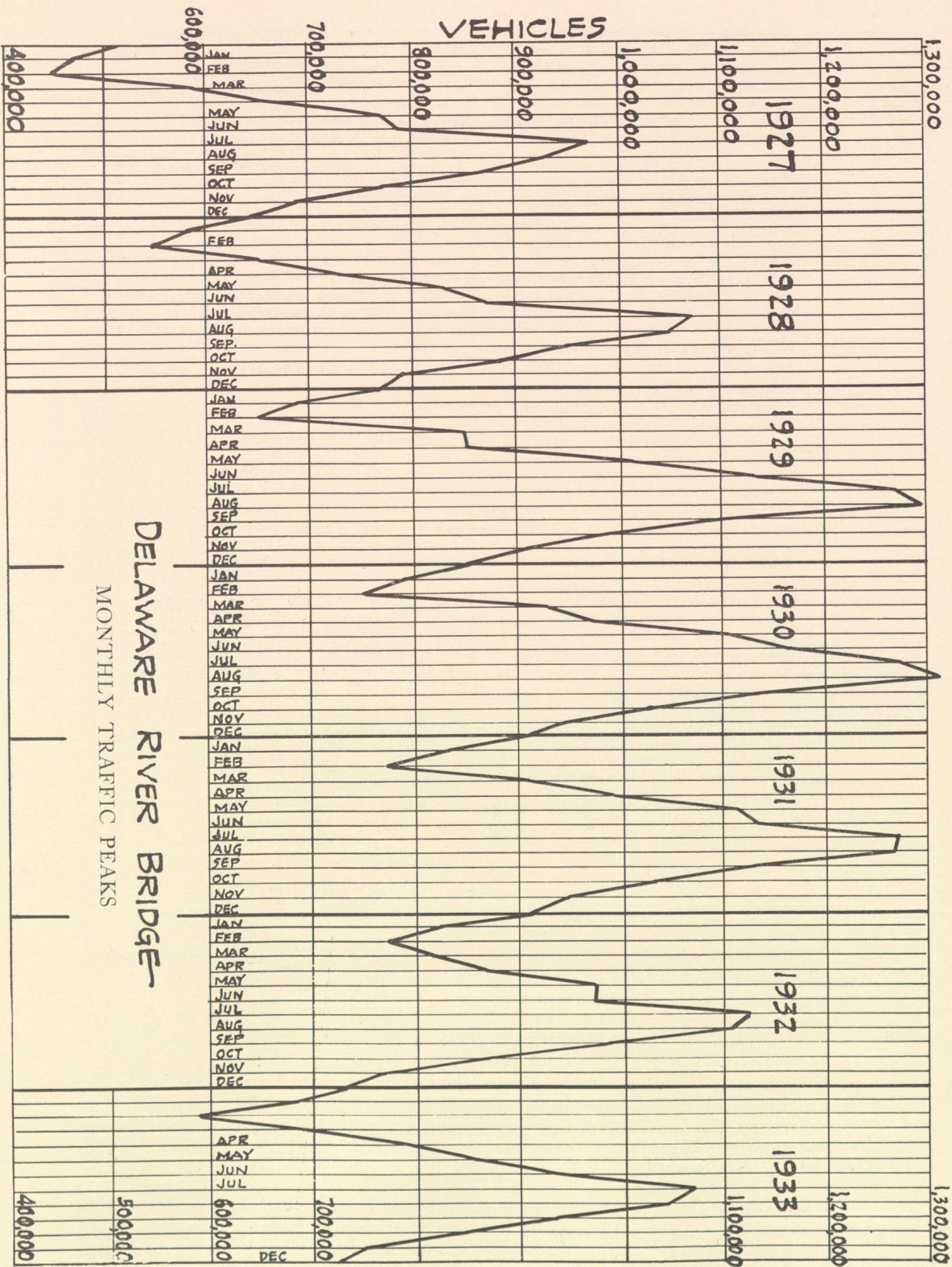
The Joint Commission has on file an offer by the Philadelphia Rapid Transit Company to operate upon a basis of paying to the Commission 2½ cents per passenger. It is estimated that 22,500,000 persons a year will take advantage of this speedy means of conveyance. The Committee avers that this will appreciably increase the value and usefulness of the subway in Eighth Street owned by the City of Philadelphia and that both sides of the Delaware River will share in the benefits to be derived by improved transportation.

In conclusion, it may be said that the line we recommend building was originally agreed upon at the conferences held two years ago at which were present the representatives of Pennsylvania and New Jersey, the Pennsylvania Railroad, the Philadelphia Rapid Transit Company, the Public Service Coordinated Transport Company, the South Jersey Transit Commission and the Department of City Transit of Philadelphia.

INDEPENDENT INQUIRY MADE

Opponents of the plans, as approved by the Commission, appealed to the Honorable A. Harry Moore, Governor of New Jersey, who appointed a committee of competent and disinterested engineers of New Jersey to study the situation. Their conclusions, as reported to Governor Moore on April 20, 1933, confirmed the judgment of the Commission. After analyzing all the points of controversy, the Governor's committee reported:

- 1—That, in the last analysis, there is no real conflict of interest due to the fact that we are dealing with two different matters, local transportation, which we have referred to above as "rapid transit," and long distance standard railroad operation.
- 2—That the plans as proposed by the Joint Bridge Commission, authority for which has been granted by the Legislatures of New Jersey and Pennsylvania, provide the best solution both for Camden itself and for the prompt and regular delivery of suburban passengers to the subway and thence to their destinations in Philadelphia.
- 3—That the location of the subway in accordance with the plans of the Joint Bridge Commission in no way interferes with the further extension of the subway over any or all of the eight existing railroad lines which can all be reached from this point of divergence a short distance east of the Broadway station.



- 4—That under the conditions proposed, which include the termination of the majority of the bus lines at the so-called Bus Terminal, and also in accordance with the terms of the proposition submitted by the President of the Philadelphia Rapid Transit Company as to the rates to be charged for transportation, the construction of the subway as proposed will result in net revenues of such magnitude as will make the project entirely self-supporting, and under the definition of the Reconstruction Finance Corporation, self-liquidating over a proper period of years.
- 5—That the matter of long distance heavy railroad operation cannot be solved by the operation of heavy trains over the Bridge, but by the eventual construction of a tunnel under the River by which trains from Southern and Eastern New Jersey will pass under the River through a tunnel and subway connecting with the Pennsylvania and Reading Railroad Stations in Philadelphia.
- 6—After full consideration, the Committee agrees with the opinions expressed by several individuals to the effect that from a standpoint of the anticipated earnings and the needs of the traveling public, this work should be inaugurated and pushed to completion at the earliest possible date consistent with economic and safe construction, the rapid transit trains occupying the spaces provided for such service on the outside of the bridge structure.
- 7—That the spaces provided for street car operations on the bridge be arranged for vehicular use if and when the traffic on the bridge requires the addition of the two extra traffic lanes which will thus be provided.

Respectfully submitted,

PHILANDER BETTS
 LOUIS FOCHT
 CHARLES F. BEDWELL

Governor Moore thereupon wrote to the Secretary of the Commission as follows:

STATE OF NEW JERSEY
 EXECUTIVE DEPARTMENT
 May 4,
 1933

My dear Mr. Costello:

The committee of engineers appointed by me to examine into the controversy concerning the proper use of the facilities of the Camden-Philadelphia Bridge has made a report to me approving the stand taken by your Commission.

The members of this committee made an unbiased investigation, and I accept their report as the final determination in the matter, so far as I am concerned.

Very truly yours,

A. HARRY MOORE,
Governor.

The Commission is grateful to Governor Moore and his engineering committee for the thoroughness of the inquiry.

GOVERNMENT FUNDS PROVIDED

As detailed in its last annual report, the Commission tried vainly to finance the cost of this much-needed improvement through private bankers. All efforts failing in this direction, the Commission discussed the project with the Reconstruction Finance Corporation but immediately transferred its activities to the Federal Emergency Administration of Public Works as soon as the latter body was created.

On July 21, 1933, the Commission authorized a bond issue of \$41,000,000. This was designed to compensate Pennsylvania, New Jersey and Philadelphia for the amount due to each and to provide funds for the transit line. The bonds, issued in \$1,000

denomination as "The Delaware River Joint Commission Philadelphia-Camden Bridge Bonds," are negotiable general obligation securities with coupons attached.

These bonds will mature in varying amounts annually from 1935 to 1973 as shown below:

1935	1	to	200	1954	11,001	to	12,000
1936	201	"	400	1955	12,001	"	13,000
1937	401	"	600	1956	13,001	"	14,000
1938	601	"	850	1957	14,001	"	15,000
1939	851	"	1,100	1958	15,001	"	16,000
1940	1,101	"	1,350	1959	16,001	"	17,500
1941	1,351	"	1,650	1960	17,501	"	19,000
1942	1,651	"	2,000	1961	19,001	"	20,500
1943	2,001	"	2,500	1962	20,501	"	22,000
1944	2,501	"	3,000	1963	22,001	"	23,500
1945	3,001	"	3,600	1964	23,501	"	25,000
1946	3,601	"	4,300	1965	25,001	"	26,500
1947	4,301	"	5,100	1966	26,501	"	28,000
1948	5,101	"	6,000	1967	28,001	"	29,500
1949	6,001	"	7,000	1968	29,501	"	31,000
1950	7,001	"	8,000	1969	31,001	"	33,000
1951	8,001	"	9,000	1970	33,001	"	35,000
1952	9,001	"	10,000	1971	35,001	"	37,000
1953	10,001	"	11,000	1972	37,001	"	39,000
				1973	39,001	"	41,000

All bonds are dated September 1, 1933 with interest payable semi-annually at $4\frac{1}{4}$ per cent. The bonds are callable at the option of the Commission on or after September 1, 1943 at 105 per cent. The entire revenues of the Delaware River Bridge, including the high-speed line, are pledged, after deduction of operation and maintenance expenses, to the payment of the bonds.

The issue was passed upon and approved by counsel for the Commission and by Thomson, Wood and Hoffman, Esquires, New York City.

On November 29, 1933, the Federal Emergency Administration of Public Works approved a loan of \$10,000,000, with a grant of thirty per cent of the cost of labor and material, to the Commission for the purpose of building the line. The amount of the grant was fixed at \$1,900,000. The Government agreed to buy a \$10,000,000 portion of the \$41,000,000 bond issue and to rebate one-quarter of one per cent to the Commission so that the cost of the financing was 4 per cent. The free grant of \$1,900,000 further very materially reduced the financing expense to the Commission.

In anticipation of the approval of the loan and grant, the Commission built up a staff of engineers to prepare plans and specifications for the transit line.

Messrs. Ralph Modjeski, Frank M. Masters and Clement E. Chase, of the firm of Modjeski, Masters and Chase, were engaged as engineers. The Commission records, with deep regret, that Mr. Chase was killed September 18, 1933 by falling from the bridge while engaged in an inspection of the high-speed rail section. Mr. M. B. Case, who was the Commission's Resident Engineer in charge of the construction of the bridge, succeeded Mr. Chase.

On July 21, 1933, the Commission accepted an offer by the Philadelphia Rapid Transit Company to operate the line, the company to pay to the Commission $2\frac{1}{2}$ cents for each passenger carried. It is estimated that 22,500,000 passengers will be carried annually.

CITIES APPROVE PLANS

Agreements were negotiated with the City of Philadelphia and the City of Camden approving the construction of the line. These agreements are appended to this report. On December 22, 1933, the Commission paid to the City of Philadelphia \$582,300.08 representing the cost to the City of the building several years ago of a

spur in the Eighth Street subway to be used by the bridge trains providing access to the shopping center of Philadelphia. It is planned to open the line to traffic by January 1, 1936.

A section of subway is to be built in Camden from alongside the Broadway station of the combined Pennsylvania and Reading Railroads to the bridge and, in Philadelphia, from the bridge to Eighth and Race Streets where connection is to be made with the present Eighth Street-Locust Street subway. The latter line is now in operation as an off-shoot from the Broad Street subway only as far as Eighth and Market Streets, but the subway has been constructed to Eighteenth and Locust Streets and now awaits only electrification and completion of stations. The Commission anticipates that the City of Philadelphia will have the Locust Street line in operation to Eighteenth Street by January 1, 1936.

The Commission originally estimated that the project would cost, including the acquisition of the necessary real estate, \$10,000,000. During the conferences with the Federal Emergency Administration of Public Works, representatives of the latter suggested that advanced costs of labor and material might cause the figure set by the Commission to be exceeded and, upon their request, the Commission asked for a loan and grant totaling \$11,900,000. This figure is considered most ample.

Plans and specifications were advanced so rapidly by the engineers that the Commission was enabled, on December 20, 1933, to advertise for bids upon the Philadelphia section including the subway from the bridge to Eighth and Race Streets and a new vehicular underpass in Fifth Street from Cherry to Callowhill Streets. The underpass is required so that Fifth Street through traffic shall not cross the high-speed line at grade.

Legislation was enacted in 1933 by the Commonwealth of Pennsylvania and the State of New Jersey providing that the two states and the City of Philadelphia might accept bonds of the Delaware River Joint Commission in payment of the latter's indebtedness. The Acts are appended to this report. Both states took advantage of this legislation and a balance was struck by the Commission with the three contributing partners on September 1, 1933. Bonds aggregating \$12,199,000 were delivered to the State of New Jersey on October 2, 1933 and Pennsylvania received \$9,208,000 in bonds of the same issue on the following day. Pennsylvania sold by far the greater part of its allotment and New Jersey used its share to wipe out its indebtedness to the Teachers' Pension and Annuity Fund and to strengthen the State's Sinking Fund.

The City of Philadelphia expressed a preference to be paid in cash instead of in bonds; consequently its share was placed by the Commission in the hands of the Commission's fiscal agent, The Real Estate-Land Title and Trust Company of Philadelphia. When market conditions warrant, these bonds will be sold and the City of Philadelphia repaid in full. Meanwhile, the City will receive semi-annual interest of 4¼ per cent on its share, aggregating \$9,555,000, of bonds and its proportion of bond maturities. The first block of the bond issue amounting to \$200,000 matures September 1, 1935.

BRIDGE INVESTMENT PROFITABLE

It is interesting to note that the original cash investment of the three partners was as follows:

Commonwealth of Pennsylvania.....	\$10,575,478.54
State of New Jersey.....	15,900,235.33
City of Philadelphia.....	10,601,765.10
	\$37,077,478.97

In addition to the bonds, as detailed above, Pennsylvania has received cash aggregating \$4,544,321.02; New Jersey, \$8,901,668.08, and Philadelphia, \$4,548,586.36.

The latter figure is exclusive of the \$582,300.08 paid to Philadelphia as reimbursement of the cost of the Eighth Street subway spur.

The bridge was maintained in excellent condition during the year, all needed repairs being promptly made. A bus shelter was erected by the Commission's Maintenance Bureau on the north side of the Camden Plaza at a cost of \$1,215.37.

In the year, twenty-four accidents upon the bridge were reported. Sixty-seven arrests were made. Four persons committed suicide by leaping from the footwalk. Twenty fires were extinguished and six hundred and eight disabled cars towed from the bridge by our apparatus.

The financial operation of the bridge during the year is set forth in detail in the appendix and complete analysis of bridge traffic appears in the charts in this report.

The Delaware River Joint Commission takes this opportunity of inviting the Legislatures of Pennsylvania and New Jersey and the Council of the City of Philadelphia to inspect the bridge and to go into the details of operation at any time.

Respectfully submitted,

DELAWARE RIVER JOINT COMMISSION

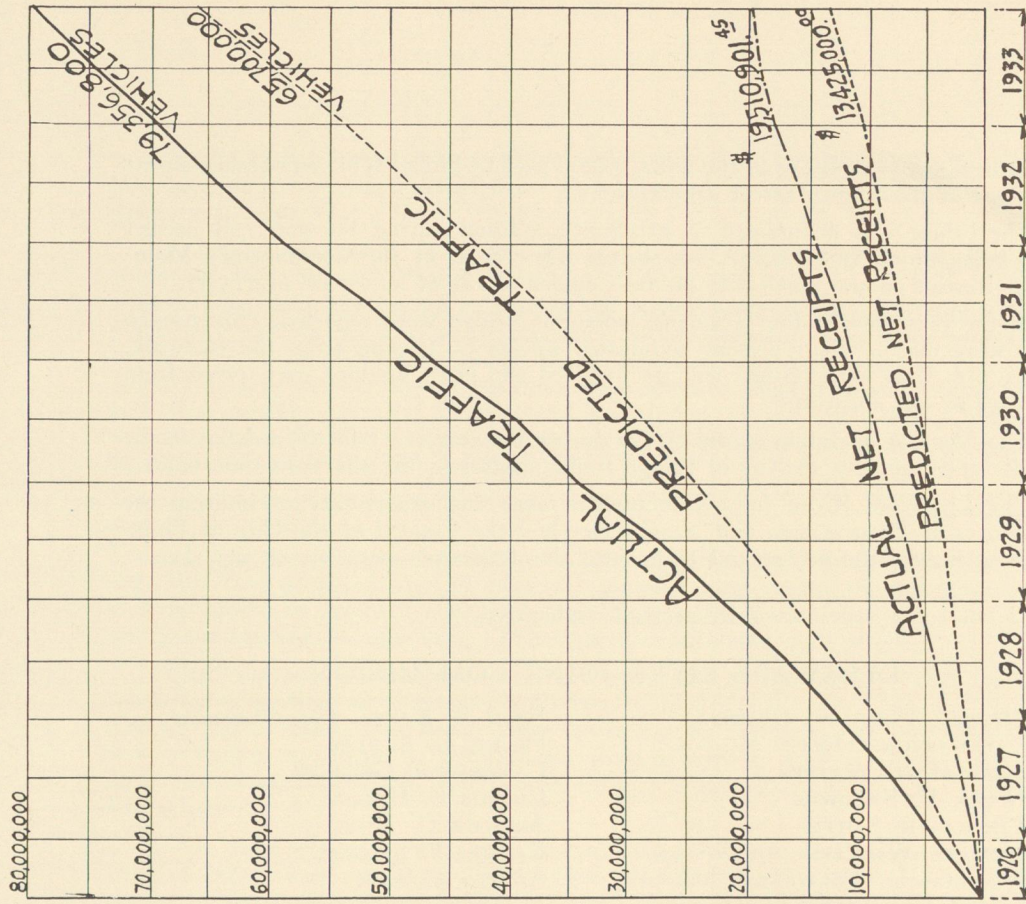
GIFFORD PINCHOT, *Chairman*
J. HAMPTON MOORE
CHARLES A. WATERS
FRANK E. BALDWIN
THOMAS B. SMITH
RICHARD WEGLEIN
WILLIAM H. FOLWELL
J. WILLISON SMITH

JOHN B. KATES, *Vice-Chairman*
FRANK L. SUPLEE
I. NORWOOD GRISCOM
LUCIUS E. HIRES
ARTHUR C. KING
BARTON F. SHARP
ALFRED COOPER
A. MATLACK STACKHOUSE

JOSEPH K. COSTELLO, *General Manager*

DISTRIBUTION OF VEHICULAR TRAFFIC. ACROSS THE DELAWARE RIVER (AMONG FERRIES & BRIDGES, WITHIN 10-MILES OF DELA. RIVER BRIDGE.)

YEAR	MONTH	FERRY VEHICLES				TACONY-PALMYRA BRIDGE	DEL. RIVER BRIDGE	TOTAL VEHICLES OTHER THAN ON THE DEL. RIVER BRIDGE	DELAWARE RIVER BRIDGE	TOTAL CROSS RIVER VEHICLES.	TACONY-PALMYRA BRIDGE SHARE OF TRAFFIC	DEL. RIV. BRIDGE SHARE OF TRAFFIC
		PENNA. R.R. FERRY	CHLA. & TREADING FERRY	TACONY-PALMYRA FERRY	TACONY-PALMYRA FERRY							
1927	-	779,201	1,567,724	356,153	-	2,603,197	8,593,201	11,196,398	3.15%	76.07%		
1928	-	780,947	1,672,216	355,240	-	2,808,463	9,725,470	12,533,933	2.84%	77.59%		
1929	-	808,295	1,790,285	235,821	-	433,061	11,615,609	14,883,071	4.50%	78.05%		
1930	-	789,987	1,753,332	-	-	1,374,285	12,285,359	16,202,963	8.48%	75.82%		
1931	-	779,129	1,722,486	-	-	1,738,569	12,308,225	16,548,409	10.50%	74.38%		
1932	-	696,632	1,514,920	-	-	1,559,197	10,804,551	14,515,307	10.70%	74.13%		
1933	JAN	43,897	86,955	-	-	81,463	212,315	68,572	897,687	9.08%	76.35%	
"	FEB.	42,044	77,045	-	-	64,519	183,608	589,811	773,419	8.34%	76.26%	
"	MAR.	46,318	90,415	-	-	74,184	210,917	690,043	900,960	8.23%	76.59%	
"	APRIL	50,942	104,956	-	-	110,497	266,325	798,465	1,064,860	10.37%	74.98%	
"	MAY	60,559	119,768	-	-	119,014	299,341	855,472	1,154,813	10.30%	74.08%	
"	JUNE	60,242	128,910	-	-	141,459	330,611	924,670	1,255,301	11.26%	73.66%	
"	JULY	70,193	152,422	-	-	198,169	470,784	1,066,431	1,487,215	13.32%	71.71%	
"	AUG.	77,957	157,484	-	-	187,303	417,744	1,042,936	1,460,680	12.82%	71.40%	
"	SEPT.	71,155	129,253	-	-	149,800	350,208	928,938	1,279,146	11.71%	72.62%	
"	OCT.	65,059	115,943	-	-	108,922	289,924	841,983	1,131,907	9.62%	74.38%	
"	NOV.	57,920	96,406	-	-	84,335	238,661	758,983	997,644	8.45%	76.07%	
"	DEC.	53,026	83,914	-	-	70,832	207,772	703,581	911,353	7.77%	77.20%	
TOTAL: 1933		699,932	1,338,471	-	-	1,390,497	3,428,280	2,886,705	13,314,985	10.44%	74.25%	



DELAWARE RIVER BRIDGE.
COMPARISON OF ESTIMATED & ACTUAL RESULTS
JULY-15 1926 TO DEC. 31 1933
(CUMULATIVE)

APPENDICES

- "A"—Financial Summary 1933.
- "B"—Deposit of Bridge Funds and Disposition 1933.
- "C"—Cost of the Delaware River Bridge; Indebtedness assumed by the Delaware River Joint Commission on July 1, 1931 and progress of repayment.
- "D"—Legislation of Pennsylvania and New Jersey accepting Bridge Bonds 1933.
- "E"—Agreements with Philadelphia and Camden upon High-Speed Line.

APPENDIX "A"

FINANCIAL SUMMARY 1933

Toll and Rental Receipts Jan. 1, 1933 to Dec. 31, 1933.....	\$2,807,062.05
Interest Received on Bank Balances.....	12,689.52
Miscellaneous	480.87
TOTAL	\$2,820,232.44
LESS:	
Counterfeit and Mutilated Coins.....	\$191.03
Ticket Refunds	21.30
Toll Refunds	1.40
	213.73
TOTAL GROSS INCOME	\$2,820,018.71
LESS:	
Expenses:—(Usual)	
Salaries	\$329,329.70
Equipment	6,102.80
Supplies	10,610.46
Repairs	10,551.47
Miscellaneous Expenses	39,904.19
	\$396,498.62
(Unusual)	
Bus Passenger Shelter—Camden.....	\$ 1,215.37
Issuing Bonds	20,802.47
	22,017.84
TOTAL EXPENSES	418,516.46
TOTAL INCOME	\$2,401,502.25
LESS:	
Other Deductions:	
Interest accrued on Debt Jan. 1, 1933 to Dec. 31, 1933.....	\$1,304,765.27
NET INCOME	\$1,096,736.98

APPENDIX "B"

DEPOSIT OF BRIDGE FUNDS AND DISPOSITION 1933

<i>Bank</i>	<i>Total Deposits</i>	<i>Interest Earned</i>	<i>Total Deposits and Interest</i>
Oaklyn National Bank	\$ 63,000.00	\$ 434.27	\$ 63,434.27
1st Camden Nat. Bank & Trust Company	111,650.00	691.00	112,341.00
1st National Bank—Haddon Heights...	24,000.00	166.16	24,166.16
Camden Safe Deposit & Tr. Company— (Cape May Branch).....	90,000.00	1,216.90	91,216.90
Merchantville Nat. Bank & Trust Com- pany	27,000.00	224.36	27,224.36
Ocean County Trust Company.....	16,400.00	135.29	16,535.29
1st National Bank—Toms River.....	449,000.00	3,246.82	452,246.82
West Jersey Trust Company.....	32,000.00	188.07	32,188.07
Camden Safe Deposit & Tr. Co.—Cam- den	126,750.00	891.56	127,641.56
Camden Safe Deposit & Tr. Co.—(Ac- tive Account)	294,931.03	79.36	295,010.39
Philadelphia National Bank	131,000.00	598.64	131,598.64
Market Street National Bank.....	131,500.00	567.00	132,067.00
Real Estate-Land Title & Trust Company	121,581.70	608.65	122,190.35
Corn Exchange National Bank & Trust Co.	137,000.00	627.52	137,627.52
Central-Penn National Bank	81,500.00	406.38	81,906.38
National Bank of Germantown & Tr. Co.	82,000.00	448.77	82,448.77
Pennsylvania Company, Etc.	130,500.00	569.85	131,069.85
Fidelity-Philadelphia Trust Company...	131,000.00	517.21	131,517.21
Integrity Trust Company	76,500.00	239.04	76,739.04
Northern Trust Company.....	131,500.00	832.67	132,332.67
	<hr/>	<hr/>	<hr/>
	\$2,388,812.73	\$12,689.52	\$2,401,502.25

DISPOSITION OF FUNDS

Distributed to:

City of Philadelphia.....	\$ 271,236.57
Commonwealth of Pennsylvania.....	266,971.23
State of New Jersey.....	346,968.46
	<hr/>
TOTAL DISTRIBUTED	\$ 885,176.26
High-Speed Line Expenditures.....	627,243.22
	<hr/>
TOTAL EXPENDED	\$1,512,419.48
Unexpended Balance	889,082.77
	<hr/>
TOTAL	\$2,401,502.25

APPENDIX "C"

COST OF THE DELAWARE RIVER BRIDGE; INDEBTEDNESS ASSUMED BY THE DELAWARE RIVER JOINT COMMISSION ON JULY 1, 1931 AND PROGRESS OF REPAYMENT

	Total	State of Pa.	State of N. J.	City of Phila.
Appropriations toward cost of bridge.....	\$37,077,478.97	\$10,575,478.54	\$15,900,235.33	\$10,601,765.10
Interest thereon to July 1, 1931.....	10,083,235.95	2,621,658.62	4,574,124.63	2,887,452.70
Total cost of bridge, including interest July 1, 1931.....	47,160,714.92	13,197,137.16	20,474,359.96	13,489,217.80
Deduct: Revenues derived from five years operation.....	12,876,627.67	3,219,156.91	6,438,313.85	3,219,156.91
Interest thereon to July 1, 1931.....	1,078,092.43	257,697.38	544,679.52	275,715.53
Total credits applied to July 1, 1931.....	13,954,720.10	3,476,854.29	6,982,993.37	3,494,872.44
Net Debt of Delaware River Joint Commission, July 1, 1931	33,205,994.82	9,720,282.87	13,491,366.59	9,994,345.36
Deduct: Payments on account of				
Principal—October 1931.....	500,000.00	125,000.00	250,000.00	125,000.00
December 1931.....	1,083,383.22	271,062.15	541,538.06	270,783.01
December 1932.....	640,370.51	96,724.13	500,498.47	43,147.91
October 1933 (as of 9/1/33).....	20,241.09	19,496.59	330.06	414.44
*Total Payments on Account of Principal to September 1, 1933....	2,243,994.82	512,282.87	1,292,366.59	439,345.36
Balance of Debt Refunded September 1, 1933.....	30,962,000.00	9,208,000.00	12,199,000.00	9,555,000.00

*Joint Commission paid in addition total interest accrued on debt from July 1, 1931 to September 1, 1933 amounting to \$2,873,952.97.

APPENDIX "D"

LAWS OF PENNSYLVANIA AND NEW JERSEY 1933 AUTHORIZING ACCEPTANCE OF DELAWARE RIVER JOINT COMMISSION BONDS

No. 156—LAWS OF PENNSYLVANIA 1933

A N A C T

Authorizing the Commonwealth the City of Philadelphia and the State of New Jersey to accept from the Delaware River Joint Commission bonds or other obligations in lieu of moneys for the repayment of the amounts due for moneys advanced in the construction of the Delaware River Bridge and its approaches and in the acquisition of property in connection therewith providing for the disposition of such bonds delivered to the Commonwealth and the City of Philadelphia authorizing the purchase thereof by custodial funds of the Commonwealth and providing that this act shall become effective upon the adoption of reciprocal legislation by the State of New Jersey

SECTION 1 Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met and it is hereby enacted by the authority of the same That in lieu of the moneys provided for to be paid to the Commonwealth of Pennsylvania and the City of Philadelphia from the sale of bonds or other obligations by the Delaware River Joint Commission in accordance with the provisions of the act approved the twelfth day of June one thousand nine hundred and thirty-one (Pamphlet Laws five hundred seventy-five) entitled "An act providing for joint action by Pennsylvania and New Jersey in the development of the ports on the lower Delaware River and the improvement of the facilities for transportation across the river authorizing the Governor for these purposes to enter into an agreement with New Jersey creating The Delaware River Joint Commission and specifying the powers and duties thereof including the power to finance projects by the issuance of revenue bonds transferring to the new commission all the powers of the Delaware River Bridge Joint Commission and making an appropriation" and the similar act of the State of New Jersey by which the said states have heretofore entered into an agreement the Governor Auditor General and State Treasurer acting on behalf of the Commonwealth of Pennsylvania the mayor city controller and city treasurer of the City of Philadelphia acting on behalf of the said city and the proper officers designated by reciprocal legislation of the State of New Jersey acting on behalf of said state are hereby authorized to accept from the Delaware River Joint Commission which commission is hereby authorized to issue and deliver to said states and city bonds or other obligations of a par value equal to the amount determined by said commission to be due respectively the Commonwealth of Pennsylvania the City of Philadelphia and the State of New Jersey for moneys contributed towards the cost of acquiring property for and constructing the bridge over the Delaware River between the cities of Philadelphia and Camden and the approaches thereto as provided in said acts Said bonds shall bear interest at a rate to be fixed by said commission but not less than four per centum (4%) and shall be issued in accordance with and under the authority of said act approved the twelfth day of June one thousand nine hundred and thirty-one (Pamphlet Laws five hundred seventy-five) and similar legislation of the State of New Jersey.

SECTION 2 The bonds or obligations so delivered to the Commonwealth of Pennsylvania shall be deposited with the State Treasurer and those delivered to the City of Philadelphia with the city treasurer for safe keeping until sold or disposed of as hereinafter provided Those delivered to the State of New Jersey shall be deposited with such officer or tribunal as may be provided by reciprocal legislation of the State of New Jersey The Commonwealth of Pennsylvania the City of Philadelphia and the State of New Jersey through their respective treasurers or officer or tribunal receiving such bonds shall issue their receipts to the Delaware River Joint Commission acknowledging the receipt of the full amounts due from said commission as provided for in said act approved the twelfth day of June one thousand nine hundred and thirty-one (Pamphlet Laws five hundred seventy-five) and similar legislation of the State of New Jersey and absolving said commission from further liability for reimbursement on account of the moneys advanced towards the construction of said bridge and its approaches and the acquisition of property in connection therewith

SECTION 3 The Governor Auditor General and State Treasurer acting on behalf of the Commonwealth of Pennsylvania and the mayor city controller and city treasurer acting on behalf of the City of Philadelphia are hereby authorized from time to time to sell such bonds or other obligations after advertisement or without advertisement at not less than par and accrued interest Such bonds may also be used by the City of Philadelphia for sinking fund purposes The respective boards of the Commonwealth charged by law with the investment of the moneys held in and received by custodial funds are hereby authorized to purchase any

of said bonds from the Commonwealth or the City of Philadelphia. Such boards are also authorized to sell or transfer bonds or other securities now in the possession of the State Treasurer and held for the benefit of such funds in order that additional moneys may be made available for the purchase of such bonds or other obligations issued by said commission and acquired as aforesaid. The bonds or obligations delivered to the State of New Jersey shall be sold or used for such purposes as may be provided by the reciprocal legislation of said states.

SECTION 4. This act shall become effective immediately upon the adoption of reciprocal legislation by the State of New Jersey.

Approved—The 22nd Day of May A. D. 1933.

.....GIFFORD PINCHOT.....

CHAPTER 282—LAWS OF NEW JERSEY 1933

AN ACT authorizing the Commonwealth of Pennsylvania, the city of Philadelphia, and the State of New Jersey, to accept from the Delaware River Joint Commission bonds or other obligations, in lieu of moneys, for the repayment of the amounts due for moneys advanced in the construction of the Delaware river bridge, between the cities of Camden, New Jersey, and Philadelphia, Pennsylvania, and its approaches, and in the acquisition of property in connection therewith; providing for the disposition of such bonds, if delivered; authorizing the purchase thereof by custodial funds of the Commonwealth of Pennsylvania, and by various boards, agencies, and commissions of the said city of Philadelphia and the State of New Jersey; and providing that this act shall become effective upon the adoption of reciprocal legislation by the Commonwealth of Pennsylvania.

BE IT ENACTED by the Senate and General Assembly of the State of New Jersey:

1. That in lieu of moneys provided for to be paid to the Commonwealth of Pennsylvania and the city of Philadelphia, and the State of New Jersey, from the sale of bonds or other obligations by the Delaware River Joint Commission, in accordance with the provisions of an act of the Commonwealth of Pennsylvania, approved the twelfth day of June, one thousand nine hundred and thirty-one (Pamphlet Laws five hundred seventy-five), entitled "An act providing for joint action by Pennsylvania and New Jersey in the development of the ports on the lower Delaware river and the improvement of facilities for transportation across the river; authorizing the Governor for these purposes to enter into an agreement with New Jersey creating the Delaware River Joint Commission and specifying the powers and duties thereof, including the power to finance projects by the issuance of revenue bonds; transferring to the new commission all the powers of the Delaware River Bridge Joint Commission, and making an appropriation," and in accordance with the provisions of a similar act of the State of New Jersey, approved the thirtieth day of June, one thousand nine hundred and thirty-one, being chapter three hundred ninety-one of the New Jersey Session Laws of one thousand nine hundred and thirty-one, and entitled "An act providing for joint action by Pennsylvania and New Jersey in the development of the ports on the lower Delaware river and the improvement of the facilities for transportation across the said river; authorizing the New Jersey Interstate Bridge Commission on behalf of the State of New Jersey for these purposes to enter into an agreement with the Commonwealth of Pennsylvania creating the Delaware River Joint Commission and specifying the powers and duties thereof, including the power to finance projects by the issuance of revenue bonds; transferring to the new commission all the powers of the Delaware River Bridge Joint Commission and making an appropriation," and by virtue of which said legislation, said Commonwealth of Pennsylvania and said State of New Jersey have heretofore entered into an agreement; the Governor, Auditor General, and State Treasurer, acting on behalf of the Commonwealth of Pennsylvania, the mayor, city controller and city treasurer of the city of Philadelphia, acting on behalf of the said city, and the Governor, State Treasurer, and State Comptroller, acting on behalf of the said State of New Jersey, are hereby authorized to accept from the Delaware River Joint Commission, and said commission is hereby authorized to issue and deliver to said States and said city, bonds or other obligations of a par value equal to or on account of the amount determined by said commission to be due respectively the Commonwealth of Pennsylvania, the city of Philadelphia, and the State of New Jersey, for moneys contributed toward the cost of acquiring property for and constructing the bridge over the Delaware river, between the cities of Philadelphia, Pennsylvania, and Camden, New Jersey, and the approaches thereto, as provided in said acts. Said bonds shall bear interest at a rate to be fixed by said commission. Bonds delivered to and accepted by said Commonwealth of Pennsylvania shall bear interest at a rate not less than four per centum (4%). Bonds issued to and accepted by said city of Philadelphia and said State of New Jersey shall bear interest at a rate not less than four and one-quarter per centum ($4\frac{1}{4}\%$). Said bonds shall be issued in accordance with, and under the authority of, said legislative enactments and said agreement hereinbefore referred to.

2. The bonds or obligations so delivered to the Commonwealth of Pennsylvania shall be deposited with the State Treasurer, and those delivered to the city of Philadelphia with the city treasurer, and those delivered to the State of New Jersey, with the State Treasurer, for

safekeeping until sold or disposed of, as hereinafter provided. The Commonwealth of Pennsylvania, the city of Philadelphia, and the State of New Jersey, through their respective treasurers or other officer receiving such bonds, shall issue their receipts to the Delaware River Joint Commission, acknowledging the receipt of the full amount or the amount on account of the moneys due from said commission, as provided for in said legislative enactments and agreement. Said commission shall be absolved from further liability if payment is thus made in full for reimbursement on account of the moneys advanced toward the construction of said bridge, and its approaches, and the acquisition of property in connection therewith.

3. The Governor, Auditor General, and State Treasurer, acting on behalf of the Commonwealth of Pennsylvania, the mayor, city controller and city treasurer, acting on behalf of the city of Philadelphia, and the Governor, Comptroller and State Treasurer, acting on behalf of the State of New Jersey, are hereby authorized from time to time to sell such bonds or other obligations, after advertisement or without advertisement, at not less than par and accrued interest. Such bonds may also be used by the city of Philadelphia for sinking fund purposes. The respective boards of the Commonwealth of Pennsylvania charged by law with the investment of moneys held in and received by custodial funds are hereby authorized to purchase any of said bonds from said Commonwealth or city of Philadelphia. The various boards, agencies, commissions of the State of New Jersey, charged by law with the investment of the moneys, are hereby authorized to purchase any of said bonds from the said State of New Jersey. Such boards, agencies, commissions, are hereby authorized to sell or transfer bonds, or other securities now in possession of the respective State Treasurers, or other State financial officers, and held for the benefit of such funds, in order that additional moneys may be made available for the purchase of such bonds or obligations issued by said Joint Commission and acquired as aforesaid.

4. This act shall become effective immediately upon the adoption of reciprocal legislation by the Commonwealth of Pennsylvania.

(Approved June 26, 1933)

A. HARRY MOORE.

APPENDIX "E"

AGREEMENTS WITH CITIES OF PHILADELPHIA AND CAMDEN ON HIGH-SPEED RAIL TRANSIT PROJECT

AGREEMENT WITH CITY OF PHILADELPHIA

WHEREAS, under and by virtue of a certain agreement dated July 1, 1931, entered into between the Commonwealth of Pennsylvania and the State of New Jersey duly authorized by the Act of Assembly of the Commonwealth of Pennsylvania of June 12, 1931 (P.L. 575), and by the Act of the State of New Jersey (Chapter 391 Laws of New Jersey 1931) approved June 30, 1931, the Delaware River Joint Commission was created to constitute the public corporate instrumentality of the Commonwealth of Pennsylvania and the State of New Jersey for the purposes, *inter alia*, of

The operation and maintenance of the bridge owned jointly by the two States and the City of Philadelphia, as its interests may appear, across the Delaware River between the City of Philadelphia in the Commonwealth of Pennsylvania and the City of Camden, in the State of New Jersey, including its approaches, and the making of additions and improvements thereto;

The effectuation, establishment, construction, operation and maintenance of railroad or other facilities for the transportation of passengers across the said bridge, including extensions thereof to the vicinity of Race Street and Eighth Street in the City of Philadelphia and to the vicinity of Carman Street and Haddon Avenue in the City of Camden;

The procurement from the Government of the United States of any consents which may be requisite to enable any project within its powers to be carried forward; and

WHEREAS, by a Joint Resolution of the Senate and House of Representatives of the Congress of the United States, approved June 14, 1932, the consent of the Federal Government to said agreement was duly procured; and

WHEREAS, under the terms of said agreement there was vested in the said Commission the power, *inter alia*, to exercise the right of eminent domain with the provision, however, respecting said power that no property then or thereafter vested in or held by any county, city, borough, village, township or other municipality or port district shall be taken by the Commission without the consent of such municipality or port district unless expressly authorized so to do by the Commonwealth or State in which such municipality or port district is located; and

WHEREAS, the said Commission proposes to construct, operate and maintain a high-speed electric rail transit line across the said bridge including extensions thereof to Race and Eighth Streets in the City of Philadelphia and to the vicinity of Carman Street and Haddon Avenue in the City of Camden, and has requested the consent of the City of Philadelphia to the construction, operation and maintenance thereof upon, through and under, *inter alia*, approaches to said bridge, public highways and property of the said City of Philadelphia from the Philadelphia portal of the said bridge to Eighth and Race Streets; and

WHEREAS, it is deemed desirable that the consent of the said City of Philadelphia be granted to the Commission in the premises; and

WHEREAS, the Philadelphia Rapid Transit Company, the lessee of the subway in Eighth Street owned by the said City of Philadelphia has indicated its willingness to operate said transit line as lessee of the Commission in connection with its operation of the City-owned subways.

SECTION I. The Delaware River Joint Commission hereby authorizes the Chairman and the Secretary to enter into an agreement on behalf of the Joint Commission with the City of Philadelphia in substantially the following form, that is to say—

AGREEMENT, Made and entered into this 22nd day of December, one thousand nine hundred and thirty-three (1933) between the CITY OF PHILADELPHIA of the one part (hereinafter called the City) and THE DELAWARE RIVER JOINT COMMISSION of the other part (hereinafter called the Commission) WITNESSETH;

1. The Commission shall and it is hereby authorized to build, construct and equip without any cost, expense, responsibility or liability therefor, or arising therefrom on the part of the said City, and shall operate a high-speed electric rail transit line for the transportation of passengers across the said Delaware River Bridge including extensions thereof to Eighth and Race Streets in the City of Philadelphia, State of Pennsylvania, and to the vicinity of Carman Street and Haddon Avenue in the City of Camden, State of New Jersey. Said con-

struction shall include a new underpass at Fifth Street in said City of Philadelphia as appearing upon Drawing No. 2 and Drawing No. 11-A contained in the report bearing date January 20, 1933 issued by the Commission entitled—"Proposed High-Speed Rail Transit Line Across the Delaware River Bridge." Said line in Philadelphia and said underpass shall be built and constructed in accordance with plans and specifications which, prior to becoming effective, shall be approved and accepted as to engineering and design by the Department of City Transit and the Department of Public Works of the said City of Philadelphia.

2. The Commission agrees that the City by its duly constituted agents, officers and employees, shall have the right at all times, during the course of said construction in Philadelphia and thereafter to examine and inspect the work performed and the materials employed therein.

3. Within sixty (60) days from the date of the execution of this agreement by the parties hereto the Commission shall pay to the City the sum of Five hundred eighty-two thousand three hundred dollars (\$582,300) in cash as consideration for the right to the Commission to physically connect the rails of said transit line with the tracks of the subway in Eighth Street through a spur constructed and existing therein extending between Race and Filbert Streets in order that transportation facilities can be provided between said high-speed transit line and the said Subway in Eighth Street; said sum of Five hundred eighty-two thousand three hundred dollars (\$582,300) being the cost to the said City of the construction of said spur. Provided, however, and it is expressly agreed and understood, that when the Commission, either directly or through some operator who is not the operator of the City's Subway in Eighth Street shall desire the use of said spur and/or the use jointly with the City and/or its lessees or assigns of the subway in Eighth Street or of any part or portion thereof for the purpose of the operation of said transit line, permission for such use shall be granted by the City upon such terms and conditions as may be mutually agreed upon between the parties and their respective lessees or assigns as their interests may appear.

4. The Commission agrees that at or before the completion of the work contemplated hereunder it will proceed under and by virtue of the powers vested in it, to widen Race Street between Franklin and Eighth Streets as appearing upon Drawing No. 2 aforesaid as an approach to said bridge at its sole cost and expense, and without cost or expense to the City or any liability by the City for damages by reason of such widening. Thereupon the widened portion or portions of said street shall be improved by the Commission in a manner satisfactory to the Department of Public Works of the City, and shall be opened as and for a public highway of the City of Philadelphia forever thereafter.

5. The Commission shall extend and pave Seventh Street between Race and Franklin Streets as appearing upon Drawing No. 2 aforesaid and shall restore Franklin Square. Provided that all of the work involved therein shall be performed in a manner satisfactory to and shall be approved by the Department of City Transit and the Department of Public Works of the City.

6. The Commission shall relocate and/or replace and/or temporarily maintain at its sole cost and expense and without cost, expense, liability or responsibility on the part of the City any and all sub-surface structures owned or maintained by the City, in, upon or under any of the streets, highways and approaches to said bridge, involved in the construction of the said high-speed electric rail transit line, including water mains, sewers, gas mains or any instrumentality of the City either of a governmental or proprietary nature which may be interfered with in any manner in the course of the aforesaid construction. Provided, however, and it is expressly agreed and understood that the City shall and does hereby reserve the right at any and all times to construct or install at its own expense any additional or different sub-surface structures in the streets occupied by the transit line of the Commission, or adjacent thereto, or approaches to said bridge, of such nature, kind and number as the authorized officials of the City may from time to time determine as proper and necessary. In such case the Commission agrees to accommodate its facilities to such change in the City's structures and make such adjustment thereof as may be necessary at its own cost and expense.

7. The Commission covenants and agrees that it will indemnify, defend and save the City harmless from any and all claim or claims, loss or losses by reason of any injuries to person or persons or damage to property resulting from the construction and/or operation or maintenance by the Commission or its assigns of the said high-speed electric rail transit line and its appurtenant transportation facilities.

8. The Commission covenants and agrees to assume all liability and responsibility for any and all claims for damages to property or injuries to person or persons resulting from any break, overflow or leakage in any of the City's mains, pipes, conduits or other sub-surface structures replaced, relocated or maintained by the Commission in the course of the construction and/or operation of its said electric rail transit line, resulting within five years from the completion of such replacement, relocation or maintenance, and hereby agrees to indemnify and save harmless the City from any such loss or claim.

9. The Commission shall and it is hereby authorized to install all necessary tracks and equipment in the present unused spur of the subway in Eighth Street extending between Race and Filbert Streets and also all track connections, switches and other facilities necessary for

the connection of said transit line with the subway in Eighth Street and enabling operation therewith at its sole cost and expense and without any cost, expense, liability or responsibility of the City or its lessee or assignee with respect thereto. All of said tracks and equipment shall be of the type and character, and be interchangeable with, those at present installed and maintained in the subway in Eighth Street, subject to the approval of the Department of City Transit of the City.

10. Immediately prior to the commencement of the operation of said high-speed electric transit line the Commission shall provide at least twenty-six cars therefor; said number shall be increased by the Commission from time to time as conditions may warrant.

11. The Commission is hereby given permission to use the City's yard, shops, machinery, tools and sub-stations for the purpose of repair and other needs in the course of maintaining and operating its cars; said permission, however, shall always be subject to prior need and use thereof by the City or its lessee or assignee and with the consent of such lessee or assignee to the use thereof and access thereto in the exercise of which permission the Commission shall assume all liability and responsibility for any and all loss or damage to person or persons or property. The Commission is also hereby given permission to drain the said transit line into the drains of the subway in Eighth Street on condition however that the Commission shall install, maintain and operate an additional pumping unit of the same type and capacity as the existing pumps in the sump now at Eighth and Filbert Streets. Provided, however, and it is expressly agreed and understood that the permissions hereby given in this paragraph shall become and remain effective only during such time as the Commission or its lessee or assignee shall operate said transit line under an agreement acceptable to the City and the lessee or assignee of the subways owned by the City.

12. The Commission shall assume all costs for the maintenance, operation and policing, including lighting, cleaning, repairing, etc. of the said high-speed electric transit line between the middle of the Delaware River and Eighth and Race Streets, and shall indemnify and save harmless the City from any and all claim or claims for loss or damage to property or injury to person or persons arising from said maintenance, operation or policing. Provided, however, that the right and power of the City to exercise its own police authority and control in the prevention or suppression of crime, riot or disorder, and for the extinguishing or preventing of fire, or for any other lawful purpose, shall not be hereby superseded or abridged.

13. The Commission shall have no control or jurisdiction whatsoever over, in or about the operation or maintenance of the subway in Eighth Street or any part or portion thereof. It shall maintain its equipment and facilities in said spur and in the said subway in Eighth Street, and be primarily responsible at all times to all parties and persons for the manner in which its said equipment and facilities are maintained and/or operated therein; and the Commission hereby covenants and agrees to indemnify, defend and save harmless the City from any and all claim or claims which may arise, loss or losses which may result to persons or to property including City property by reason of the maintenance and/or operation of the Commission's transit line.

14. The Commission does hereby agree to indemnify, defend and save harmless the City from any and all claim or claims for or by reason of or resulting from the taking, damaging or destruction of any property in the course of the construction of the said transit line from the Philadelphia portal of the Delaware River Bridge to Eighth and Race Streets.

15. The Commission shall have the right to lease and/or to assign or otherwise delegate the operation of said transit line, subject, however, to such provisions and conditions as are and may be provided by State or Federal law with respect thereto.

16. This agreement shall be binding upon and inure to the benefit of the respective successors and/or assigns of the parties hereto.

17. This agreement is subject to the provisions of the Act of June 25, 1919, P.L. 581.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be duly sealed and delivered as of the day and year hereinabove mentioned.

CITY OF PHILADELPHIA

By: J. H. MOORE, *Mayor*

DELAWARE RIVER JOINT COMMISSION

By: JOHN B. KATES, *Vice Chairman*

Attest: JOSEPH K. COSTELLO, *Secretary*

Sealed and delivered in the presence of us:

M. L. YOCOM,
As to Mayor Moore

ROBERT W. FAY,
As to Joint Commission

AGREEMENT WITH CITY OF CAMDEN

WHEREAS, under and by virtue of a certain agreement dated July 1, 1931, entered into between the Commonwealth of Pennsylvania and the State of New Jersey duly authorized by the Act of Assembly of the Commonwealth of Pennsylvania of June 12, 1931 (P.L. 575), and by the Act of the State of New Jersey (Chapter 391 Laws of New Jersey 1931) approved June 30, 1931, the Delaware River Joint Commission was created to constitute the public corporate instrumentality of the Commonwealth of Pennsylvania and the State of New Jersey for the purposes, *inter alia*, of

The operation and maintenance of the bridge owned jointly by the two States and the City of Philadelphia, as its interests may appear, across the Delaware River between the City of Philadelphia in the Commonwealth of Pennsylvania and the City of Camden, in the State of New Jersey, including its approaches, and the making of additions and improvements thereto;

The effectuation, establishment, construction, operation and maintenance of railroad or other facilities for the transportation of passengers across the said bridge, including extensions thereof to the vicinity of Race Street and Eighth Street in the City of Philadelphia and to the vicinity of Carman Street and Haddon Avenue in the City of Camden;

The procurement from the Government of the United States of any consents which may be requisite to enable any project within its powers to be carried forward; and

WHEREAS, by a Joint Resolution of the Senate and House of Representatives of the Congress of the United States, approved June 14, 1932, the consent of the Federal Government to said agreement was duly procured; and

WHEREAS, under the terms of said agreement there was vested in the said Commission the power, *inter alia*, to exercise the right of eminent domain with the provision, however, respecting said power that no property then or thereafter vested in or held by any county, city, borough, village, township or other municipality or port district shall be taken by the Commission without the consent of such municipality or port district unless expressly authorized so to do by the Commonwealth or State in which such municipality or port district is located; and

WHEREAS, the said Commission proposes to construct, operate and maintain a high-speed electric rail transit line across the said bridge including extensions thereof to Race and Eighth Streets in the City of Philadelphia and to the vicinity of Carman Street and Haddon Avenue in the City of Camden, and has requested the consent of the City of Camden to the construction, operation and maintenance thereof upon, through and under, *inter alia*, approaches to said bridge, public high-ways and property of the said City of Camden from the Camden portal of the said bridge to the vicinity of Haddon Avenue and Carman Street;

WHEREAS, it is deemed desirable that the consent of the said City of Camden be granted to the Commission in the premises:

SECTION 1. The Delaware River Joint Commission hereby authorizes the Chairman and the Secretary to enter into an agreement on behalf of the Joint Commission with the City of Camden in substantially the following form, that is to say:

THIS AGREEMENT, made and entered into this 16th day of September, one thousand nine hundred and thirty-three (1933) between the CITY OF CAMDEN, a municipal corporation of the State of New Jersey, of the one part (hereinafter called the City) and THE DELAWARE RIVER JOINT COMMISSION, a body corporate and politic, organized pursuant to the laws of the Commonwealth of Pennsylvania and the State of New Jersey, of the other part (hereinafter called the Commission) WITNESSETH:

1. In consideration of the mutual promises and covenants hereinafter set forth, and in the interest of the traveling public, the said City does hereby authorize and permit the said Commission to build, construct, equip, and operate a high-speed electric rail transit line for the transportation of passengers across the said Delaware River Bridge, including extensions thereof, to the vicinity of Carman Street and Haddon Avenue in the said City of Camden, State aforesaid, and to the vicinity of Eighth and Race Streets, in the City of Philadelphia, State of Pennsylvania. Said construction and route shall be in accordance with the plans heretofore submitted to said City, and approved by the governing body thereof on January 17, 1933, and July 13, 1933; the Commission to have the right to change or alter said plans, if necessary, but said changes or alterations in said plans, prior to becoming effective, shall be approved by the Commissioner of Public Works of said City. Said plans are hereby made a part of this agreement.

2. The Commission is hereby expressly authorized and empowered to take all necessary steps to do and perform all necessary things in the completion of said work. The said work is to be done by the Commission without any cost, expense, responsibility, or liability therefor or arising therefrom, on the part of the said City.

3. The Commission agrees that the City by its duly constituted agents, officers and employees, shall have the right at all times, during the course of said construction in Camden, and thereafter to examine and inspect the work performed and the materials employed therein. If said work and/or materials is found not to be in accordance with the plans and specifications, the City shall have the right to condemn said work and/or materials, and to order said work and/or materials to be removed or replaced to meet the approval of the City.

4. The Commission shall relocate and/or replace and/or temporarily maintain at its sole cost and expense and without cost, expense, liability or responsibility on the part of the City any and all sub-surface structures owned or maintained by the City, in, upon or under any of the streets, highways and approaches to said bridge, involved in the construction of the said high-speed electric rail transit line, including water mains, sewers, gas mains or any instrumentality of the City either of a governmental or proprietary nature which may be interfered with in any manner in the course of the aforesaid construction.

5. The Commission covenants and agrees that it will indemnify, defend and save the City harmless from any and all claim or claims, loss or losses by reason of any injuries to person or persons or damage to property resulting from the construction and/or operation or maintenance by the Commission or its assigns of the said high-speed electric rail transit line and its appurtenant transportation facilities.

6. The Commission covenants and agrees to assume all liability and responsibility for any and all claims for damages to property or injuries to person or persons resulting from any break, overflow or leakage in any of the City's mains, pipes, conduits or other sub-surface structures replaced, relocated or maintained by the Commission in the course of the construction and/or operation of its said electric rail transit line, resulting within five years from the completion of such replacement, relocation or maintenance, and hereby agrees to indemnify and save harmless the City from any such loss or claim.

7. The Commission shall assume all costs for the maintenance, operation and policing, including lighting, cleaning, repairing, etc., of the said high-speed electric transit line between the middle of the Delaware River and Haddon Avenue and Carman Street, and shall indemnify and save harmless the City from any and all claim or claims for loss or damage to property or injury to person or persons arising from said maintenance, operation or policing. Provided, however, that the right and power of the City to exercise its own police authority and control in the prevention or suppression of crime, riot or disorder, and for the extinguishing or preventing of fire, or for any other lawful purpose shall not be hereby superseded or abridged.

8. The Commission does hereby agree to indemnify, defend and save harmless the City from any and all claim or claims for or by reason of or resulting from the taking, damaging or destruction of any property in said City, caused by the building of said transit line.

9. The Commission shall have the right to lease and/or to assign or otherwise delegate the operation of said transit line, subject, however, to such provisions and conditions as are and may be provided by State or Federal law with respect thereto.

10. This agreement shall be binding upon and inure to the benefit of the respective successors and/or assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be duly sealed and delivered as of the day and year hereinabove mentioned.

THE CITY OF CAMDEN

By R. R. STEWART, *Mayor*

Attest: F. S. ALBRIGHT, *City Clerk*

DELAWARE RIVER JOINT COMMISSION

By JOHN B. KATES, *Vice Chairman*

Attest: JOSEPH K. COSTELLO, *Secretary*

