

MAR 17 1954

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



**1945**

974.90  
D54  
1945  
copy 2

974.901  
D54  
1945  
copy 1

~~10.51~~

~~Doc~~

~~A-0379.1~~



**DEPOSITORY COPY**

Do Not Remove From Library

# CLASSIFICATION OF VEHICLES CROSSING DELAWARE RIVER BRIDGE

IN 1945

PERIOD	AUTOMOBILES AND LIGHT TRUCKS						BUSES		TRUCKS		TRUCKS		Special Vehicles	Motor-cycles	Horse-drawn Etc.	Total Vehicles	% Change to Same Month 1944
	Total Autos & Light Trucks		20c Rate		15c Rate		50c and 75c		2 to 5 Tons		5 to 10 Tons						
	Vehicles (Autos)	% of Total	Vehicles	% of Autos	Vehicles	% of Autos	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total					
Grand Totals from Date of Opening to Dec. 31, 1944	184,981,901*	87.30	79,395,206	42.92	9,911,549	5.35	20,121,752	9.49	4,324,819	2.04	1,277,933	0.60	707,767	470,596	4,441	211,889,209	—
1945 Jan. . .	606,483	82.10	515,608	85.01	90,875	14.99	80,191	10.85	28,708	3.88	12,044	1.63	11,107	162	—	738,695	-11.97
Feb. . .	616,860	83.18	532,414	86.13	84,446	13.87	74,360	10.03	27,725	3.74	11,505	1.51	10,922	223	—	741,595	-5.71
Mar. . .	778,831	84.60	681,552	87.51	97,279	12.49	83,912	9.12	32,943	3.58	12,282	1.33	11,689	946	—	920,603	+9.37
Apr. . .	793,071	85.26	699,472	88.20	93,599	11.80	81,108	8.72	31,741	3.41	11,678	1.25	11,307	1,243	1	930,149	+5.88
May . .	839,512	85.47	741,013	88.27	98,499	11.73	83,547	8.51	34,090	3.47	12,170	1.24	11,490	1,401	1	982,211	+0.83
June . .	896,238	85.89	807,219	90.06	89,019	9.94	84,067	8.06	36,159	3.46	13,020	1.24	12,206	1,730	—	1,043,420	+6.80
July . .	1,070,442	87.42	989,051	92.39	81,391	7.61	88,456	7.22	37,721	3.08	12,892	1.05	13,029	1,909	—	1,224,449	+10.82
Aug. . .	1,244,485	88.74	1,163,879	93.52	80,606	6.48	90,571	6.45	39,391	2.81	12,955	0.92	12,817	2,166	—	1,402,385	+15.04
Sep. . .	1,105,674	88.20	1,031,597	93.30	74,077	6.70	84,145	6.71	36,759	2.85	13,303	1.06	11,773	1,876	—	1,253,530	+24.25
Oct. . .	1,044,043	87.26	946,614	90.66	97,429	9.34	84,125	7.03	39,743	3.32	13,738	1.15	13,192	1,580	—	1,196,421	+26.89
Nov. . .	1,001,297	87.49	907,673	90.64	93,624	9.36	80,522	7.03	36,572	3.19	13,200	1.15	11,568	1,281	—	1,144,440	+27.28
Dec. . .	922,317	86.87	933,492	90.36	88,825	9.64	81,012	7.63	34,142	3.21	12,938	1.21	10,869	435	—	1,061,713	+19.45
1945 Totals .	10,919,253	86.39	9,849,584	90.21	1,069,669	9.79	996,016	7.88	415,694	3.29	151,725	1.20	141,969	14,952	2	12,639,611	+11.25
Grand Totals from Opening to Dec. 31, 1945, Incl. . .	195,901,154*	87.24	89,244,790	45.55	10,981,218	5.61	21,117,768	5.40	4,740,513	2.11	1,429,658	0.63	849,736	485,548	4,443	224,528,820	—

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

RECEIPTS FOR 1945 YEARS

Gross . . . . . \$59,536,587.40  
Net . . . . . 49,667,835.01

## RESUME OF OPERATION

Year	TOTALS				PLEASURE CARS AND LIGHT TRUCKS						AVERAGES				HIGH SPEED LANE (opened June 6, 1936)				
	Vehicles	Receipts	Total	25c Rate	20c Rate (Feb. 1/37)	15c Commute (Mar. 1/37)	Buses	Trucks (Heavy)	Special Permits	Motor-cycles etc.	VEHICLES		RECEIPTS		Sunday & Holiday Traffic	Total Fares 2% c	AVERAGE		
											Month	Daily	Month	Daily			Month	Daily	
1936	10,614,475	3,067,967.87	9,176,045	100%	None	None	1,034,938	345,767	28,524	29,198	3	29,001	255,647.32	8,387.89	38,923	2,479,236	354,177	11,920	2,606,707.01
1937	12,288,129	2,969,425.52	10,901,116	619.864	9,287,896	1,013,356	1,005,322	328,951	29,368	28,372	0	33,679	247,451.96	8,135.40	43,667	4,743,310	395,276	12,995	2,516,613.49
1938	12,820,338	3,027,480.36	11,920,211	None	10,381,993	1,138,218	924,010	314,915	36,959	24,237	6	1,065,361	252,290.78	8,294.49	45,272	4,120,755	343,396	11,289	2,445,817.04
1939	13,378,285	3,155,259.05	12,021,179	None	10,782,058	1,220,121	917,042	389,410	47,720	25,879	5	1,114,852	262,038.25	8,644.54	46,176	4,310,095	361,675	11,890	2,698,712.32
1940	14,185,855	3,340,118.26	12,766,835	None	11,361,240	1,405,595	921,471	417,293	60,163	20,071	2	1,182,153	278,342.77	9,125.99	48,096	4,655,937	387,995	12,720	2,778,058.30
1941	15,638,687	3,653,611.09	14,113,852	None	12,475,623	1,638,229	956,438	460,154	85,501	22,742	0	1,305,223	304,467.58	10,009.89	53,708	5,102,414	425,201	13,979	3,000,209.98
1942	12,463,253	3,069,647.27	10,863,764	None	9,568,470	1,293,294	1,044,974	434,281	101,090	19,174	0	1,038,606	255,803.93	8,409.99	39,286	6,059,144	504,928	16,600	2,366,959.45
1943	9,659,333	2,625,829.28	8,014,431	None	6,932,418	1,082,013	1,040,077	448,314	120,580	15,828	103	809,277	218,819.10	7,194.05	23,669	8,169,992	680,892	22,383	1,994,404.70
1944	11,360,550	3,001,169.32	9,725,231	None	8,625,508	1,099,723	990,440	500,473	130,341	14,064	1	946,712	250,097.44	8,199.91	32,848	8,227,423	685,619	22,479	2,367,000.96
1945	12,639,611	3,266,269.61	10,919,253	None	9,349,584	1,069,669	996,016	567,419	141,969	14,952	2	1,055,300	272,191.03	8,948.76	36,812	8,538,517	711,543	23,393	2,632,375.63

**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**  
**1945**

---

EDWARD MARTIN, *Chairman*  
BERNARD SAMUEL  
RAMSEY S. BLACK  
G. HAROLD WAGNER  
EDWIN R. COX  
ALVIN A. SWENSON  
SOLON D. BAUSER

ARTHUR C. KING, *Vice-Chairman*  
I. NORWOOD GRISCOM  
ALFRED COOPER  
HUGH L. MEHORTER  
EDWARD C. MCAULIFFE  
ALLEN S. HATCHER  
CLARENCE B. MCCORMICK

ERWIN S. CUNARD

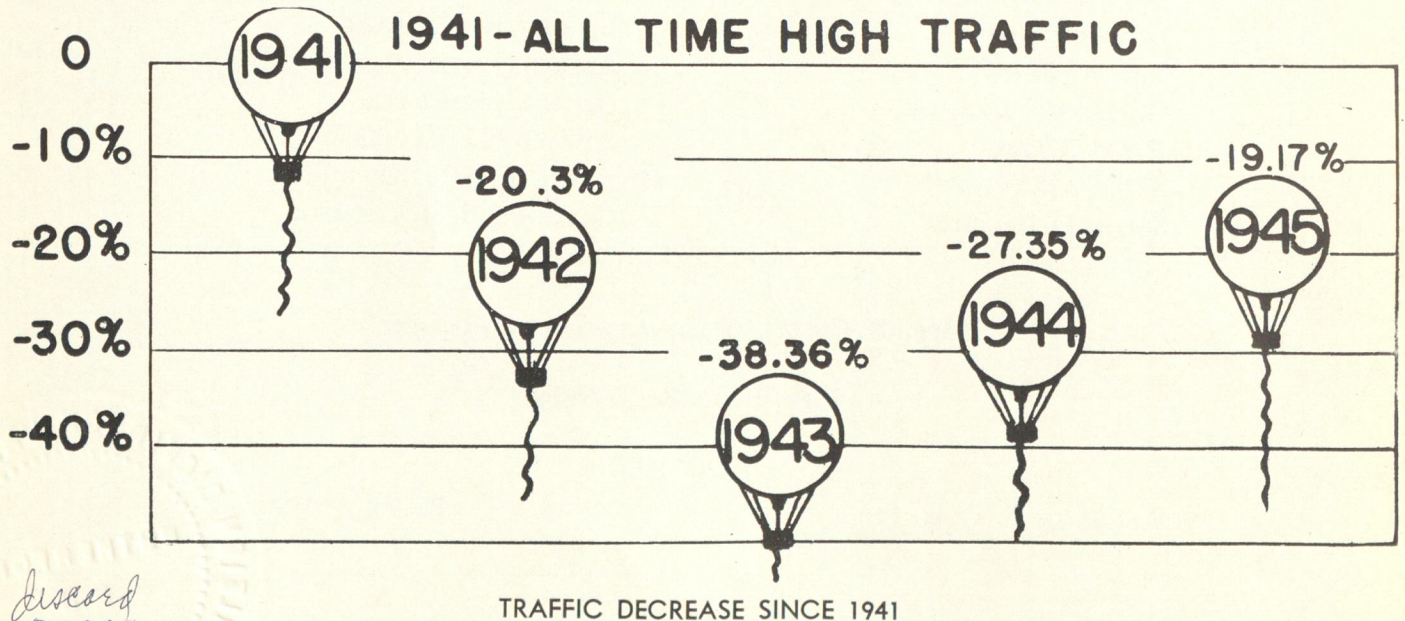
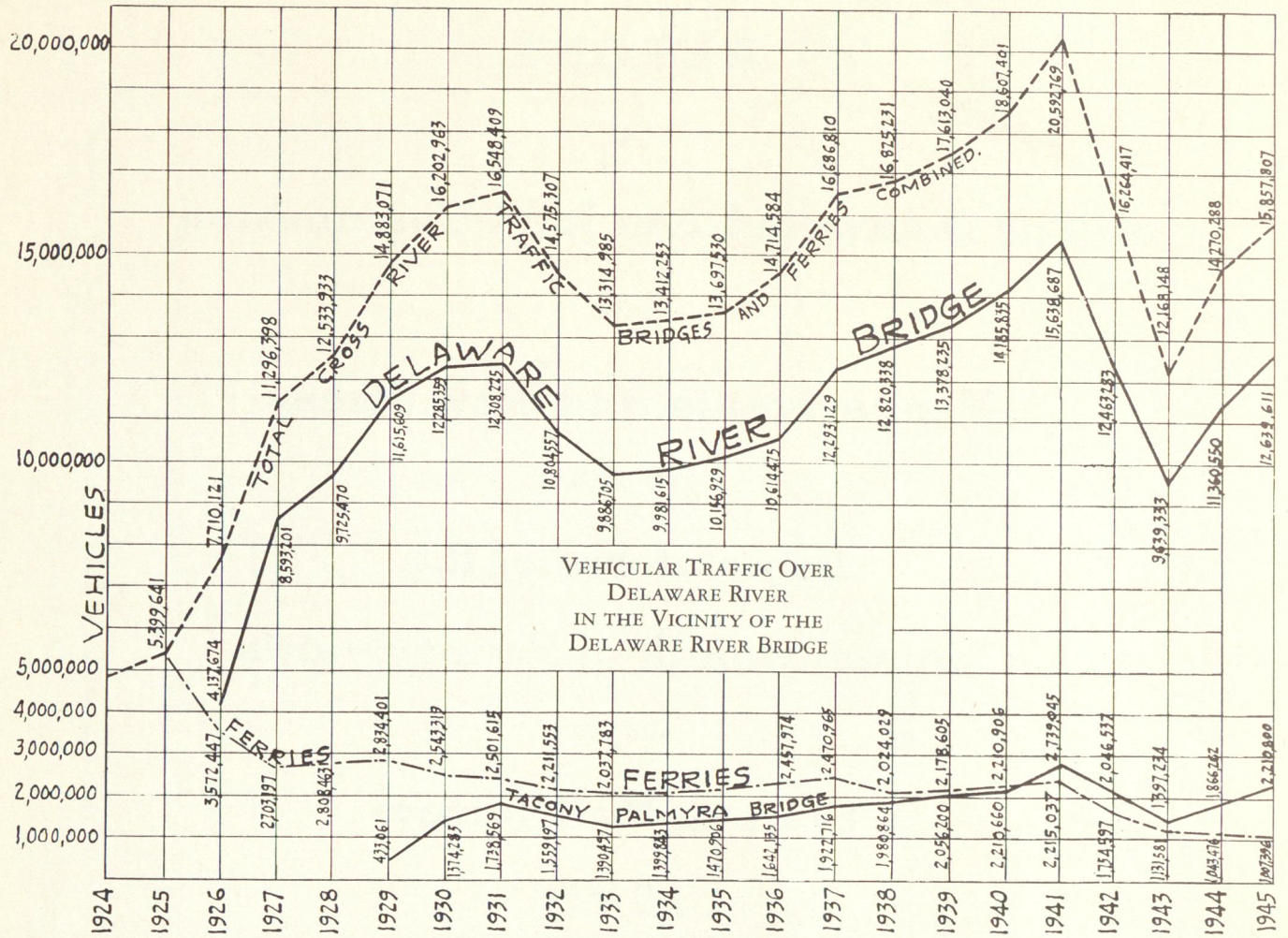
JOSEPH K. COSTELLO, *Secretary-General Manager*

JOHN B. KATES, *Treasurer*

COUNSEL

AUGUSTUS F. DAIX, 3RD

BRUCE A. WALLACE



*Discard  
82835  
cmb*

TRAFFIC DECREASE SINCE 1941

# CONTENTS

	PAGE
Classification of Vehicles.....	Frontispiece
Resumé of Operation.....	Frontispiece
Cross River Traffic Chart.....	4
Traffic Decrease Since 1941.....	4
Rail Transit Line Patronage.....	6
Annual Report.....	7
Distribution of Vehicular Traffic.....	10-11
Chart of Daily Averages.....	12
Traffic Analysis—1945.....	13
Yearly Comparison of Traffic and Receipts.....	14
Traffic Comparison—1941-2-3-4 & 5.....	15
Analysis of Traffic Since 1926.....	16
Balance Sheet.....	18
Bank Deposits.....	19
Statement of Income and Expenses.....	20
Financial History.....	21
Schedule of Toll Rates and Bridge Data.....	22

RAIL TRANSIT LINE

Month	1942						1943						1944						1945					
	Passengers			Receipts			Passengers			Receipts			Passengers			Receipts			Passengers			Receipts		
	Total	Daily Average	Withheld	Received	Withheld	Daily Average	Total	Daily Average	Withheld	Received	Withheld	Total	Daily Average	Withheld	Received	Withheld	Total	Daily Average	Withheld	Received	Withheld	Total	Daily Average	Withheld
January ...	459,754	14,808	5,000.00	6,493.85	5,000.00	21,167	656,186	21,167	14,904.65	1,500.00	666,301	21,493	—	16,657.53	—	743,711	23,990	—	18,592.78	—	743,711	23,990	—	18,592.78
February ..	421,792	15,064	5,500.00	5,044.80	5,500.00	22,642	633,982	22,642	15,349.55	500.00	637,602	21,986	—	15,940.05	—	674,079	24,074	—	16,851.98	—	674,079	24,074	—	16,851.98
March ....	472,497	15,294	4,000.00	7,812.43	4,000.00	22,011	682,357	22,011	16,558.93	500.00	718,025	23,162	—	17,950.62	—	764,363	24,657	—	19,109.08	—	764,363	24,657	—	19,109.08
April .....	480,773	16,025	5,000.00	7,019.32	5,000.00	22,099	662,987	22,099	16,574.67	—	672,763	22,425	—	16,819.08	—	690,415	23,014	—	17,260.38	—	690,415	23,014	—	17,260.38
May .....	483,394	15,593	7,500.00	4,584.85	7,500.00	21,471	665,620	21,471	16,640.50	—	696,491	22,467	—	17,412.28	—	721,284	23,267	—	18,032.10	—	721,284	23,267	—	18,032.10
June .....	483,467	16,115	3,001.41	9,085.27	3,001.41	23,423	702,690	23,423	17,567.25	—	676,687	22,556	—	16,917.18	—	687,999	22,933	—	17,199.98	—	687,999	22,933	—	17,199.98
July .....	486,373	15,690	3,500.00	8,659.32	3,500.00	22,623	701,321	22,623	17,533.03	—	659,499	21,274	—	16,487.48	—	670,128	21,617	—	16,753.20	—	670,128	21,617	—	16,753.20
August ....	513,754	16,372	4,000.00	8,843.85	4,000.00	22,940	711,154	22,940	17,778.85	—	587,891	18,964	—	14,697.28	—	712,648	22,988	—	17,816.20	—	712,648	22,988	—	17,816.20
September .	509,791	16,993	2,500.00	10,244.78	2,500.00	22,258	667,747	22,258	16,693.67	—	669,109	22,303	—	16,727.73	—	630,767	21,025	—	15,769.18	—	630,767	21,025	—	15,769.18
October ...	536,729	17,313	2,300.00	11,118.22	2,300.00	21,822	676,484	21,822	16,912.10	—	720,369	23,237	—	18,009.23	—	726,978	23,450	—	18,174.45	—	726,978	23,450	—	18,174.45
November .	518,534	17,284	2,700.00	10,263.35	2,700.00	23,173	695,212	23,173	17,380.30	—	732,237	24,408	—	18,306.43	—	731,746	24,391	—	18,293.65	—	731,746	24,391	—	18,293.65
December .	692,286	22,331	—	17,307.15	—	23,040	714,252	23,040	17,856.30	—	790,429	25,497	—	19,760.73	—	784,399	25,303	—	19,609.98	—	784,399	25,303	—	19,609.98
Totals .....	6,059,144	16,600	45,001.41	106,477.19	45,001.41	22,383	8,169,992	22,383	204,408.84	2,500.00 2,659.04*	8,227,423	22,479	—	205,685.62	—	8,538,517	23,393	—	213,462.96	—	8,538,517	23,393	—	213,462.96

NOTE:—Receipts show amounts withheld by P. T. Co. in accordance with amended lease dated May 28, 1941, to accrue fund for losses if they occur.

\* Refund  
\*\* Net Refund

# ANNUAL REPORT

OF

## The Delaware River Joint Commission of Pennsylvania and New Jersey

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

Delaware River Bridge traffic in 1945, with the passage of 12,639,611 vehicles, showed an increase of 11.25 per cent over 1944. Net income of \$1,774,312.90 was the greatest in the 19½ years of bridge operation, surpassing the banner traffic year of 1941, due principally to the reduction in interest charge upon outstanding bonds of The Delaware River Joint Commission. Interest paid during 1945 was \$999,000 against \$1,552,917 in 1941.

During the first five months of 1945 traffic was about even with that of the corresponding period of 1944. From June 1 on, business improved very rapidly. The end of the war with Japan and the immediate lifting of restrictions on the use of gasoline were dramatically reflected in the swift growth of business. Automobiles which had been stored for the duration appeared again on the highways and the custom of riding for pleasure was resumed. The increase in traffic for the year amounted to 1,279,061 vehicles. In 1941, 15,638,687 cars passed through the toll lanes.

Gross operating income for 1945 was \$3,266,299.61 against \$3,653,611.09 in 1941 and \$3,001,169.32 in 1944. Results of operation during 1945 and 1944 were as follows:

	1945	1944
Gross operating income .....	\$3,266,299.61	\$3,001,169.32
Operating expenses .....	633,923.98	634,168.36
<b>NET OPERATING INCOME</b> .....	<b>2,632,375.63</b>	<b>2,367,000.96</b>
Income from fund investments .....	170,452.15	142,666.92
<b>NET INCOME BEFORE INTEREST</b> .....	<b>2,802,827.78</b>	<b>2,509,667.88</b>
Interest on debt .....	999,000.00	999,000.00
<b>NET INCOME AFTER INTEREST</b> .....	<b>1,803,827.78</b>	<b>1,510,667.88</b>
Premium paid on bonds purchased for fund investments .....	29,514.88	20,634.40
<b>NET INCOME AFTER ALL CHARGES</b> .....	<b>1,774,312.90</b>	<b>1,490,033.48</b>
Bond maturity requirements .....	1,233,333.36	1,233,333.36
<b>NET INCOME OVER BOND MATURITY REQUIREMENTS</b> .....	<b>\$540,979.54</b>	<b>\$256,700.12</b>

The rail transit line carried 8,538,517 passengers during the year compared with 8,227,423 in 1944. The return to the Commission was \$213,462.96 against \$205,685.62. The daily average in 1945 was 23,393 against 22,479 the preceding year, an increase of 4.06 per cent. Under the agreement with the Philadelphia Transportation Company, lessee of the line, the Commission receives 2½ cents per passenger. No funds have been withheld by the Company since 1942 under the clause which guarantees it against an operating loss.

At no time during the year was the capacity of the bridge tested. The busiest single day was Labor Day, September 3 when 55,578 vehicles crossed. Four years ago on Sunday, July 27, the count was 83,014. When new automobiles become available, this record undoubtedly will be eclipsed. The present six lanes of the bridge highway, theoretically, could suffice for one hundred thousand cars in twenty-four hours but this would cause needless crowding which can be avoided by increasing the roadway width to eight lanes. Conversion of the space set aside on the bridge originally for trolleys which has never been used into the two additional lanes can be accomplished at an expense well within the means of the Commission. This is a matter to be considered by the Commission in the not too distant future.

The widening of the bridge will fit neatly into the plans now being discussed on both sides of the river for improvement of the approaches to the bridge. The Commonwealth of Pennsylvania has acquired nearly all the property on the south side of Vine Street from Franklin to Eighteenth in Philadelphia and has agreed to widen the street on the surface for the adequate accommodation of traffic. During the year a proposal was advanced for the construction of a depressed highway in Vine Street but the plan for the connection of this project with the bridge could not be approved by the Commission because of the dangerous confusion that would have been caused at the Philadelphia Plaza. At the October meeting the Commission formally requested the Secretary of the Department of Highways of the Commonwealth of Pennsylvania, the Mayor and Council of the City of Philadelphia and the Philadelphia City Planning Commission for an opportunity to examine all plans for revision of the lines and grades of the Philadelphia Plaza before they are finally approved. This request was assented to by all parties involved.

Plans for betterment of the approaches in Camden were being studied by the New Jersey Department of Highways at the end of the year. These plans, presented by the Mayor of Camden, call for construction of an underpass from the Plaza to Eleventh Street thereby avoiding the dangerous and inconvenient crossing at grade of the Pennsylvania Railroad tracks which has been the cause of innumerable delays to bridge traffic. The building of a new highway to supplement the present Admiral Wilson Boulevard is also included in the plans.

At the end of 1945 the Commission had \$10,710,000 United States Government bonds in its Operating and Sinking Funds, the market value of which was \$10,887,384. At their face value, these bonds and cash brought the assets of the Commission to \$11,453,079.72 compared with \$9,661,367.91 at the end of the preceding year. The outstanding \$37,000,000 Commission bonds bearing interest at the rate of 2.7 per cent are callable August 1, 1946 at 105. The Commission has been assured that a considerably lower coupon rate can now be obtained by refunding.

The impact of war and the accompanying necessity of restrictions on the use of automobiles is illustrated in the following comparison of selected days:

	1941	1942	1943	1944	1945
Memorial Day .....	59,654	29,774	10,421	31,079	33,304
3rd Sunday of June .....	75,481	42,542	11,765	40,786	45,015
4th Sunday of June .....	70,888	38,580	12,240	37,286	45,386
July 4 .....	48,834	37,430	10,377	30,043	33,476
4th Sunday of July .....	83,014	40,896	17,548	40,277	46,397
2nd Sunday of August .....	79,609	37,324	23,192	49,389	48,372
Labor Day .....	55,938	46,784	41,055	41,585	55,578
V-J Day, August 15 .....	.....	.....	.....	.....	52,024
V-J Day, August 16 .....	.....	.....	.....	.....	55,384

Over a span of nearly twenty years, traffic, receipts and expenses have been as follows:

	<i>Traffic</i>	<i>Gross Receipts</i>	<i>Expenses</i>	<i>Net Receipts</i>
1945 .....	12,639,611	\$3,266,299.61	\$633,923.98	\$2,632,375.63
1944 .....	11,360,550	3,001,169.32	634,168.36	2,367,000.96
1943 .....	9,639,333	2,625,829.28	701,424.58	1,924,404.70
1942 .....	12,463,283	3,069,647.27	702,687.82	2,366,959.45
1941 .....	15,638,687	3,653,611.09	653,401.11	3,000,209.98
1940 .....	14,185,835	3,340,113.26	562,054.96	2,778,058.30
1939 .....	13,378,235	3,155,259.05	526,546.73	2,628,712.32
1938 .....	12,820,338	3,027,489.36	581,672.32	2,445,817.04
1937 .....	12,293,129	2,969,423.52	452,810.03	2,516,613.49
1936 .....	10,614,475	3,067,967.87	461,260.86	2,606,707.01
1935 .....	10,156,929	2,899,563.25	441,146.59	2,458,416.66
1934 .....	9,981,615	2,846,116.26	429,412.63	2,416,703.63
1933 .....	9,886,705	2,820,018.71	418,516.46	2,401,502.25
1932 .....	10,804,557	3,091,576.91	456,397.44	2,635,179.47
1931 .....	12,308,225	3,479,337.93	430,856.72	3,048,981.21
1930 .....	12,285,359	3,517,730.64	500,597.53	3,017,133.11
1929 .....	11,615,609	3,331,754.46	398,496.20	2,933,258.26
1928 .....	9,725,470	2,827,786.83	378,590.01	2,449,196.82
1927 .....	8,593,201	2,435,784.40	346,678.59	2,093,921.89
1926 (1/2 year) .....	4,137,674	1,110,108.38	158,109.47	946,682.83

Two developments of importance to present and prospective holders of Commission bonds occurred during 1945. On January 2 the Supreme Court of the United States refused to review the decision of the New York Circuit Court holding that the interest on bonds issued by The Port of New York and Triborough Bridge Authorities was exempt from federal taxation. This ruling applies to bonds of this Commission. The long, drawn-out controversy over the imposition of a documentary stamp tax upon Commission bonds ended with the return by the Treasury Department of the United States of the amount paid under protest October 23, 1943. On December 29, 1945 the Treasury Department paid to the Commission \$11,786.15 representing the \$7,411.60 stamp taxes; penalties of \$370.58; accrued interest of \$2,706.98 and lien fees of \$8.00 totaling \$10,497.16 with interest thereon at six per cent from date of payment. In return the Commission directed its counsel to discontinue the suit against the Treasury Department for the refund of this amount.

The roadway of the suspended spans of the bridge was repaved with asphalt in May, 1945 at a cost of \$43,589.92. Beneath the Camden Approach, a concrete block wall was erected around the area bounded by Second, Third, Pearl and Birch Streets occupied by the cinder hoppers and piles. Because men and material are not available, repainting of the entire bridge could not be done in 1945 but spot-painting was carried on steadily by our own forces. If the critical shortages are relieved, it would be well to paint the bridge in 1946. On the approach roadways, 602 square yards of granite paving were relaid by our Maintenance Bureau. Other necessary minor repairs were made to keep the structure in excellent condition.

The Commission maintained the policy of promptly putting back to work all employees discharged from the armed forces. Forty-two men had left the Commission and, by the end of the year, fourteen returned. In addition a number have notified the Commission that they expect discharges early in 1946. Returning employees were credited with time spent in service as though they had remained on the bridge without interruption.

Multi-risk insurance on the suspended spans from anchorage to anchorage in the amount of \$10,000,000 and use and occupancy insurance covering a year's total receipts were maintained.

During the year a number of changes occurred in Commission membership. Mr. Ted A. Rosenberg served from January until April by virtue of his office as Auditor-General of Pennsylvania. In May, Mr. G. Harold Wagner who, as State Treasurer, was a member of the Commission, became Auditor-General of Pennsylvania and Mr. Ramsey S. Black succeeded him as State Treasurer. On November 12, Mr. William H. Folwell of Philadelphia who was appointed to the Commission in 1927 died. The vacancy thus caused had not been filled at the end of the year. Mr. Allen S. Hatcher of Burlington County, New Jersey succeeded Mr. Harold T. Parker on April 10. Mr. Parker resigned to become Prosecuting Attorney of Burlington County.

Fourteen accidents occurred on the bridge during the year; sixty-four arrests were made; forty-one fires extinguished and 1,406 disabled cars towed off the structure by our Police Bureau.

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

Respectfully submitted,

THE DELAWARE RIVER JOINT COMMISSION

EDWARD MARTIN, *Chairman*  
BERNARD SAMUEL  
G. HAROLD WAGNER  
RAMSEY S. BLACK  
EDWIN R. COX  
ALVIN A. SWENSON  
SOLON D. BAUSER

ARTHUR C. KING, *Vice-Chairman*  
I. NORWOOD GRISCOM  
ALFRED COOPER  
HUGH L. MEHORTER  
EDWARD C. MCAULIFFE  
CLARENCE B. MCCORMICK  
ERWIN S. CUNARD  
ALLEN S. HATCHER

JOSEPH K. COSTELLO, *Secretary-General Manager*

December 31, 1945

## DISTRIBUTION OF VEHICULAR TRAFFIC

ACROSS THE DELAWARE RIVER

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

1945

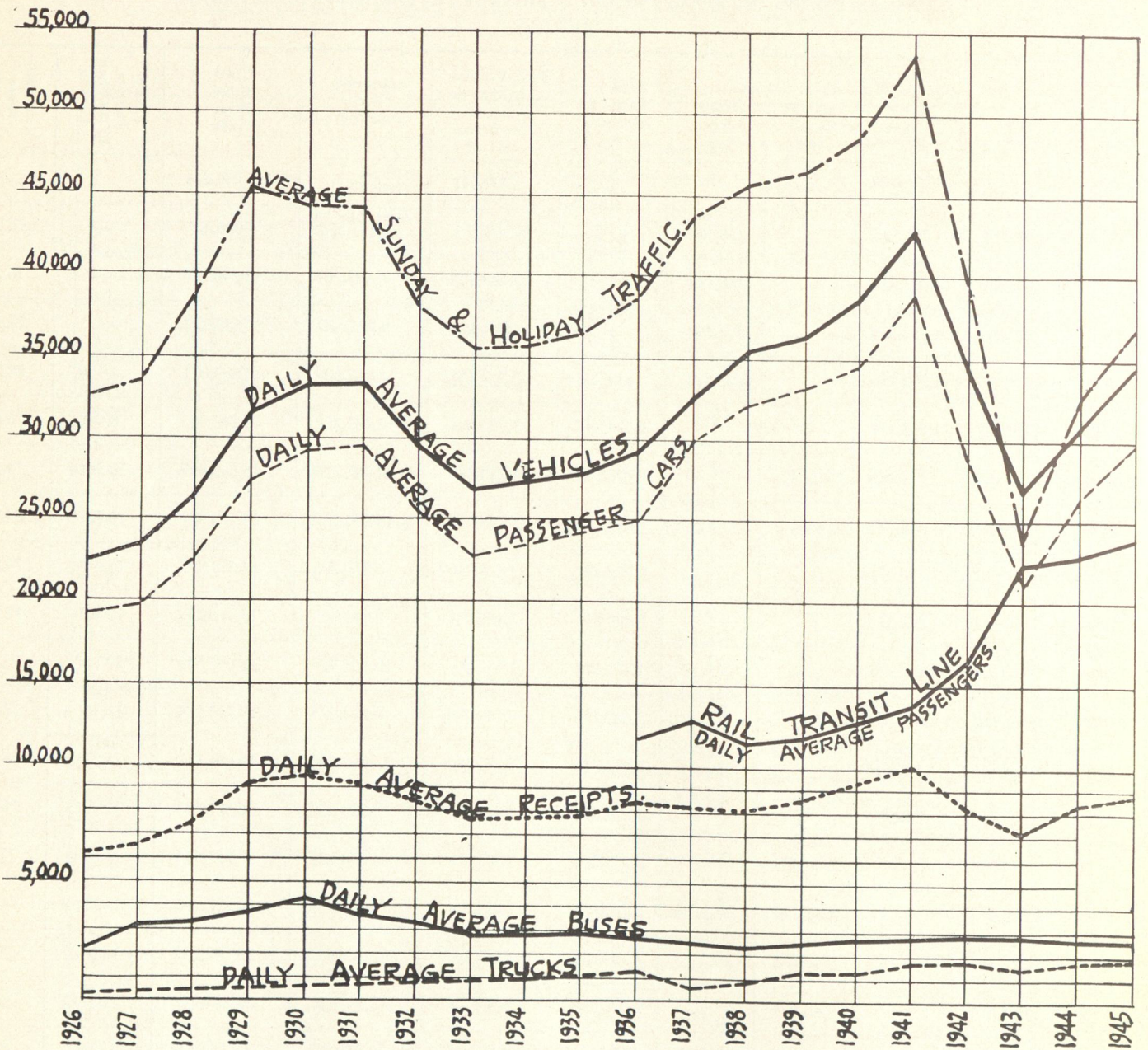
Month	Ferry Vehicles		Tacony-Palmyra Bridge	Total Vehicles Other Than the Delaware River Bridge	Delaware River Bridge	Total Cross River Traffic	Tacony-Palmyra Bridge Share of Traffic	Delaware River Bridge Share of Traffic
	Penn. R. R.	South St. Kaighn Ave.						
January .....	54,695	10,414	92,429	157,538	738,695	892,233	10.31%	82.42%
February .....	53,556	9,885	99,553	162,994	741,595	904,589	11.01%	81.98%
March .....	66,712	14,652	139,348	220,712	920,603	1,141,315	12.21%	80.66%
April .....	64,771	14,227	151,752	230,750	930,149	1,160,899	13.07%	80.12%
May .....	71,888	15,641	161,181	248,710	982,211	1,230,921	13.09%	79.79%
June .....	73,503	15,831	194,852	284,186	1,043,420	1,327,606	14.67%	79.59%
July .....	81,792	17,008	268,003	366,803	1,224,449	1,591,252	16.84%	76.94%
August .....	86,098	17,517	326,906	430,521	1,402,385	1,832,906	17.83%	76.51%
September .....	77,022	16,974	264,205	358,201	1,253,530	1,611,731	16.39%	77.77%
October .....	76,978	14,832	190,301	282,111	1,196,421	1,478,532	12.87%	80.91%
November .....	70,543	12,731	170,941	254,215	1,144,440	1,398,655	12.22%	81.82%
December .....	60,171	9,955	151,329	221,455	1,061,713	1,283,168	11.70%	82.74%
TOTALS 1945.	837,729	169,667	2,210,800	3,218,196	12,639,611	15,857,807	13.94%	79.70%
TOTALS 1944.	886,721	156,755	1,866,262	2,909,738	11,360,550	14,270,288	13.07%	79.61%
% CHANGE..	-5.52	+8.23	+18.46	+10.60	+11.25	+11.12	-	-

# DISTRIBUTION OF VEHICULAR TRAFFIC

## ACROSS THE DELAWARE RIVER

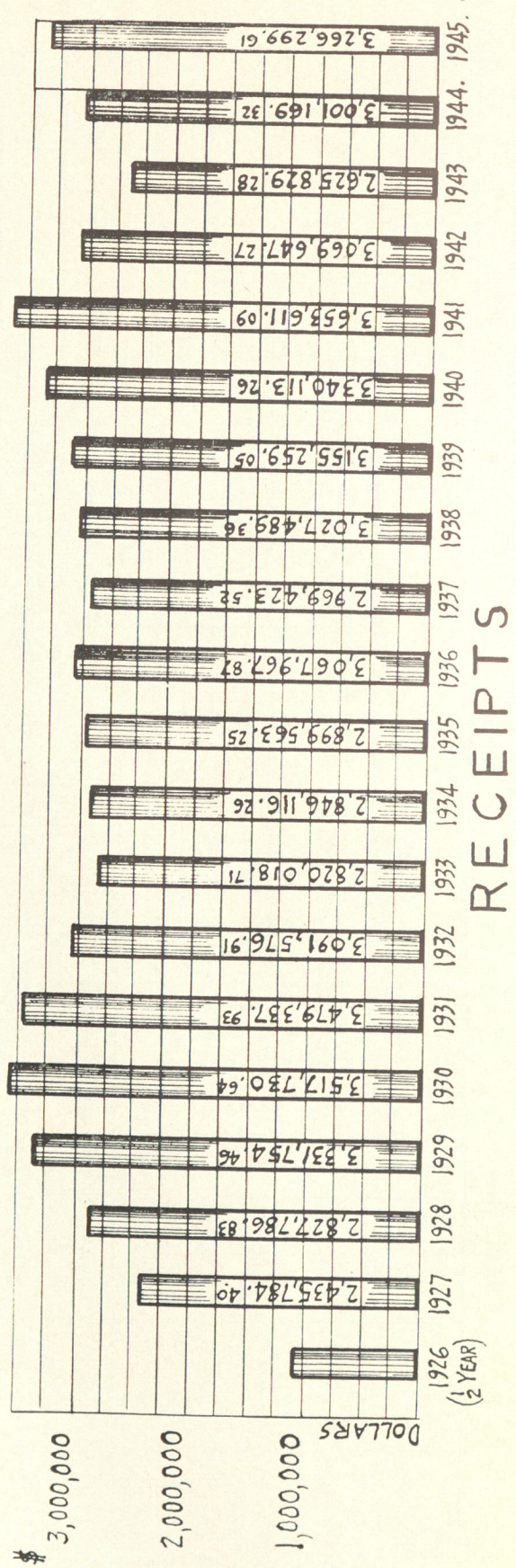
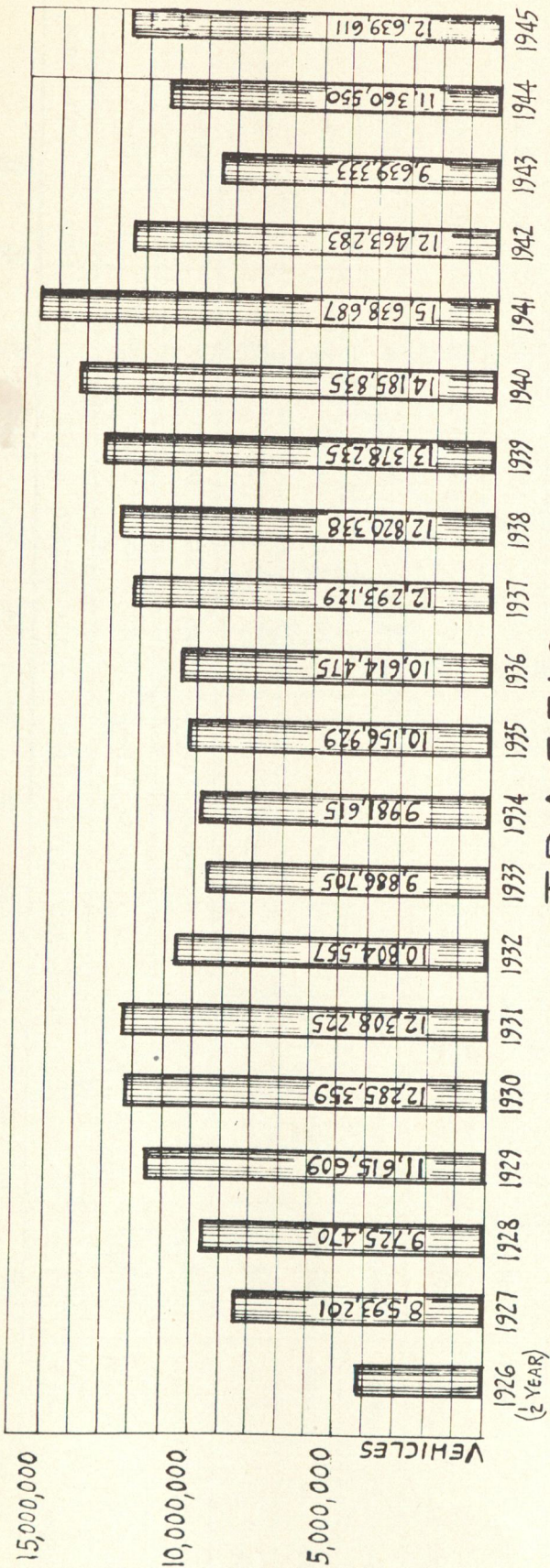
### AMONG FERRIES AND BRIDGES WITHIN 10 MILES OF THE DELAWARE RIVER BRIDGE YEARLY

Year	Ferries				Tacony-Palmyra Bridge	Total Vehicles Other Than the Delaware River Bridge	Delaware River Bridge	Total Cross River Traffic	Tacony-Palmyra Bridge Share of Traffic	Delaware River Bridge Share of Traffic
	Penna. R. R.	Phila. & Reading R. R.	South St. Kaighn Ave.	Tacony-Palmyra Ferry						
1925			↑		↑	5,399,641	—	5,399,641	—	—
1926	1,786,922	1,785,525		376,304	↑ Open 15 1929	3,948,751	Open July 1st 4,137,674	8,086,425	—	51.16%
1927	779,320	1,567,724		356,153	↓ Aug.	2,703,197	8,593,201	11,296,398	—	76.07%
1928	780,947	1,672,276		355,240		2,808,463	9,725,470	12,533,933	—	77.59%
1929	808,295	1,790,285		235,821	433,061	3,267,462	11,615,609	14,883,071	4.50%	78.05%
1930	789,987	1,753,332		↑	1,374,285	3,917,604	12,285,359	16,202,963	8.48%	75.82%
1931	779,129	1,722,486			1,738,569	4,240,184	12,308,225	16,548,409	10.50%	74.38%
1932	696,633	1,514,920	1939		1,559,197	3,770,750	10,804,557	14,575,307	10.70%	74.13%
1933	699,312	1,338,471	24,		1,390,497	3,428,280	9,886,705	13,314,985	10.44%	74.25%
1934	769,423	1,261,372	Jan.		1,399,843	3,430,638	9,981,615	13,412,253	10.43%	74.42%
1935	817,208	1,252,487	Open		1,470,906	3,540,601	10,156,929	13,697,530	10.73%	74.15%
1936	1,211,280	1,246,694	Aug.		1,642,135	4,100,109	10,614,475	14,714,584	11.16%	72.13%
1937	1,322,741	1,148,224			1,922,716	4,393,681	12,293,129	16,686,810	11.52%	73.67%
1938	1,753,746	Closed 4/30 270,283	↓		1,980,864	4,004,893	12,820,338	16,825,231	11.77%	76.19%
1939	1,348,325	—	830,623		2,056,200	4,235,148	13,378,235	17,613,383	11.67%	75.95%
1940	1,360,686	—	850,220		2,210,660	4,421,566	14,185,835	18,607,401	11.88%	76.23%
1941	1,326,263	—	888,774		2,739,045	4,954,082	15,638,687	20,592,769	13.34%	75.94%
1942	1,072,476	—	682,121		2,046,537	3,801,134	12,463,283	16,264,417	12.58%	76.62%
1943	872,496	—	259,085		1,397,234	2,528,815	9,639,333	12,168,148	11.48%	79.21%
1944	886,721	—	156,755		1,866,262	2,909,738	11,360,550	14,270,288	13.07%	79.61%
1945	837,729	—	169,667		2,210,800	3,218,196	12,639,611	15,857,807	13.94%	79.70%

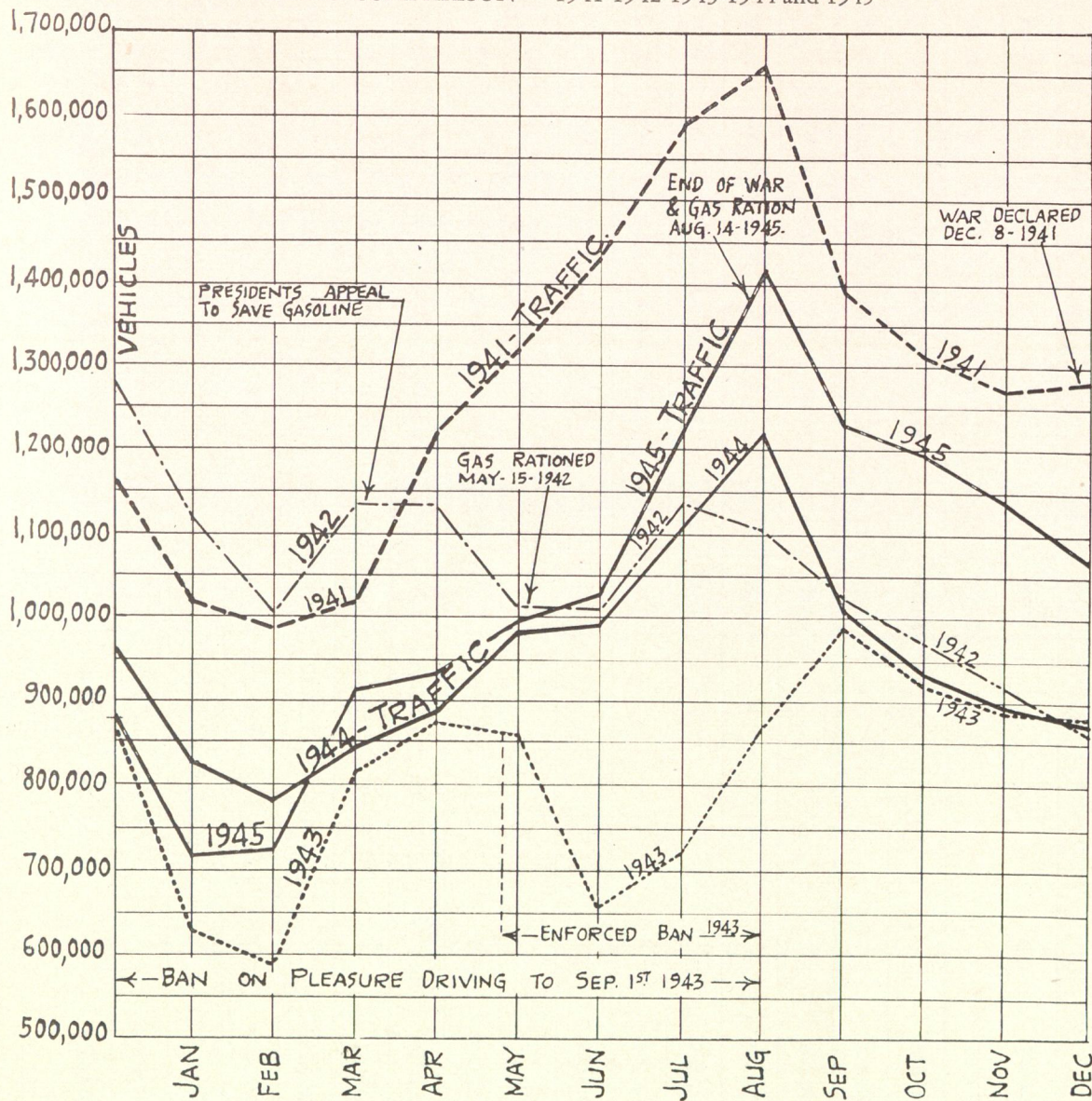


TRAFFIC ANALYSIS — DELAWARE RIVER BRIDGE  
1945

Month	Total Vehicles	Total Automobiles & Light Trucks	Automobiles & Light Trucks		Trucks						Buses		Motorcycles 10c	Misc. Horses, etc.	Transit Line Passengers
			20c Rate	Commuters Rate 15c	35c	40c	50c	65c	75c	Specials	Single Deck 50c	Double Deck 75c			
January	738,695	606,483	515,608	90,875	—	27,908	800	12,038	6	11,107	80,176	15	162	—	743,711
February	741,595	616,860	532,414	84,446	3	26,706	1,016	11,497	8	10,922	74,355	5	223	—	674,079
March	920,603	778,831	681,552	97,279	8	31,802	1,133	12,269	13	11,689	83,881	31	946	—	764,363
April	930,149	793,071	699,472	93,599	11	30,543	1,187	11,671	7	11,307	81,095	13	1,243	1	690,415
May	982,211	839,512	741,013	98,499	4	32,779	1,307	12,147	23	11,490	83,520	27	1,401	1	721,284
June	1,043,420	896,238	807,219	89,019	2	34,835	1,322	13,010	10	12,206	84,046	21	1,730	—	687,999
July	1,224,449	1,070,442	989,051	81,391	5	36,246	1,470	12,886	6	13,029	88,423	33	1,909	—	670,128
August	1,402,385	1,244,485	1,163,879	80,606	1	37,854	1,536	12,948	7	12,817	90,538	33	2,166	—	712,648
September	1,253,530	1,105,674	1,031,597	74,077	6	35,400	1,353	13,302	1	11,773	84,122	23	1,876	—	630,767
October	1,196,421	1,044,043	946,614	97,429	8	38,385	1,350	13,720	18	13,192	84,118	7	1,580	—	726,978
November	1,144,440	1,001,297	907,673	93,624	1	35,299	1,272	13,188	12	11,568	80,505	17	1,281	—	731,746
December	1,061,713	922,317	833,492	88,825	—	32,789	1,353	12,932	6	10,869	80,996	16	435	—	784,399
TOTALS 1945.	12,639,611	10,919,253	9,849,584	1,069,669	49	400,546	15,099	151,608	117	141,969	995,775	241	14,952	2	8,538,517
TOTALS 1944.	11,360,550	9,725,231	8,625,508	1,099,723	32	354,866	11,681	133,755	139	130,341	990,247	193	14,064	1	8,227,423
% CHANGE ..	+11.25	+12.28	+14.19	-2.73	+53.12	+12.87	+29.26	+13.34	-15.82	+8.92	+0.56	+30.05	+6.31	+100	+3.78



TRAFFIC COMPARISON — 1941-1942-1943-1944 and 1945



ANALYSIS OF TRAFFIC SINCE OPENING

Calendar Year	Total Vehicles (Opened 7/1/26)	Automobiles and Light Trucks					Trucks					Buses		Motorcycles 10c	Horse Drawn, etc. 15c, 20c & 30c
		Total Autos & Light Trucks	25c Rate	20c Rate Started 2/1/1937	15c Commutation Started 3/1/1937	7000 lbs. Gr. Wt. Solid T 35c	7001 to 18,000 lbs. Gross Weight Pneumatic 40c Solid Tire 50c	18,001 to 26,000 lbs. Gross Weight Pneut. 65c Solid T 75c	26,001 lbs. to 150,000 lbs. Special	Single Deck 50c (25c & 40c to July 1, 1927)	Double Deck 75c (40c to July 1, 1927)				
1926	4,137,674	3,644,022	↑	↑	↑	10,880	10,914	15,624	281	6,891	57	265,433	169,141	13,017	1,414
1927	8,593,201	7,270,703				23,812	32,561	35,636	1,865	17,586	3,722	905,727	275,456	24,583	1,550
1928	9,725,470	8,246,002				20,100	76,049	34,232	3,998	17,204	565	1,229,698	67,835	29,207	580
1929	11,615,609	10,096,414				11,875	101,315	28,615	9,480	18,836	1,616	1,272,995	40,742	33,253	468
1930	12,285,359	10,578,206				4,670	136,269	16,651	18,488	13,676	4,414	1,465,267	19,176	28,413	179
1931	12,308,225	10,770,393		⊘	⊘	2,366	158,692	21,623	25,238	18,058	5,006	1,270,481	8,398	27,916	54
1932	10,804,557	9,355,885	25c Rate			1,349	165,905	13,029	44,552	10,222	6,561	1,174,017	5,242	27,774	21
1933	9,886,705	8,569,299	All			758	183,404	10,768	48,767	6,758	8,909	1,026,145	5,923	25,948	26
1934	9,981,615	8,613,090				472	221,318	7,167	50,041	5,145	17,164	1,029,125	6,830	31,247	16
1935	10,156,929	8,735,223				279	250,471	15,822	51,392	2,135	19,512	1,042,757	6,652	32,673	13
1936	10,614,475	9,176,045		↓	↓	189	247,597	17,237	79,648	1,096	28,524	1,028,889	6,049	29,198	3
1937	12,293,129	10,901,116	(Jan. only) 619,864			137	234,553	10,613	83,064	584	29,368	999,855	5,467	28,372	0
1938	12,820,338	11,520,211	↑			76	228,085	9,174	77,331	249	36,959	920,520	3,490	24,237	6
1939	13,378,235	12,021,179				92	263,196	10,895	95,004	223	47,720	913,727	3,315	22,879	5
1940	14,185,835	12,766,835	⊘			76	298,390	16,809	101,842	176	60,163	918,307	3,164	20,071	2
1941	15,638,687	14,113,852	⊘			98	330,228	18,864	110,762	202	85,501	953,480	2,958	22,742	0
1942	12,463,283	10,863,764				65	309,280	16,396	108,335	205	101,090	1,042,426	2,548	19,174	0
1943	9,639,333	8,014,431				69	322,614	10,926	114,490	215	120,580	1,038,472	1,605	15,828	103
1944	11,360,550	9,725,231				32	354,866	11,681	133,755	139	130,341	990,247	193	14,064	1
1945	12,639,611	10,919,253				49	400,546	15,099	151,608	117	141,969	995,775	241	14,952	2

## APPENDICES

BALANCE SHEET

December 31, 1945

ASSETS

CURRENT ASSETS:

SPECIAL FUNDS:

	<i>Operating</i>	<i>Sinking</i>	<i>Total</i>
Cash .....	\$121,785.58	\$ 560,418.57	\$ 682,204.15
Investments in United States obligations at par (market \$10,887,384) .	718,000.00	9,992,000.00	10,710,000.00
Accrued Interest receivable ...	552.31	7,690.76	8,243.07
	<u>\$840,337.89</u>	<u>\$10,560,109.33</u>	<u>\$11,400,447.22</u>

CASH WITH FISCAL AGENT:

For bond interest due February 1.....	\$ 50,000.00	
For bond interest coupons not presented (see contra) .....	2,632.50	11,453,079.72

OTHER ASSETS: Unexpired insurance premiums..... 7,305.52

INVESTMENTS IN PHYSICAL PROPERTY:

Bridge and bridge buildings .....	\$33,490,857.52	
High-Speed Transit Line .....	10,985,383.53	44,476,241.05
		<u>\$55,936,626.29</u>

LIABILITIES AND SURPLUS

CURRENT LIABILITIES:

Interest accrued on funded debt due February 1... \$	416,250.00	
Bond interest coupons not presented (see contra) .	2,632.50	
	<u>\$ 418,882.50</u>	
Commonwealth of Pennsylvania .....	11,505.22	

430,387.72

117,907.24

RESERVES .....		
FUNDED DEBT: 30-Year 2.7% Refunding Bridge Bonds dated 8/1/43 .....		37,000,000.00
SURPLUS .....		18,388,331.33

\$55,936,626.29

**BANK DEPOSITS**

December 31, 1945

**OPERATING RESERVE:**

Burlington County Trust Company—Moorestown.....	(Inactive)	\$ 25,456.85
Egg Harbor City Trust Company.....	"	4,643.39
First National Bank—Toms River.....	"	76,644.32
"    "    "    —Cape May Court House .....	"	4,753.83
"    "    "    —Glassboro .....	"	4,753.35
Ventnor City National Bank (Certificate of Deposit).....		5,000.00
Camden Trust Company—Camden .....	(Active)	533.84
		<hr/>
		\$121,785.58

**SINKING FUND RESERVE:**

Berlin National Bank .....	(Inactive)	\$4,881.14
Bridgeton National Bank .....	"	4,691.19
Broad Street Trust Company—Philadelphia .....	"	42,637.31
Central-Penn National Bank— .....	"	42,387.24
Citizens National Bank—Collingswood .....	"	13,981.24
Corn Exchange National Bank and Trust Company..	"	42,205.08
Farmers and Mechanics National Bank—Woodbury.	"	4,793.64
Farmers and Merchants National Bank—Bridgeton	"	32,088.80
First National Bank—Mays Landing .....	"	4,811.33
"    "    "    —Minotola .....	"	4,758.35
"    "    "    —Newfield .....	"	4,637.70
"    "    "    —Toms River .....	"	25,253.20
First National Bank and Trust Company—Woodbury	"	672.41
Land Title Bank and Trust Company—Philadelphia.	"	42,257.79
Laurel Springs National Bank .....	"	14,253.10
Mainland National Bank—Pleasantville .....	"	4,756.43
Market Street National Bank .....	"	42,577.31
National Bank of Germantown and Trust Company	"	4,774.31
National Bank of Mantua .....	"	5,000.00
Northwestern National Bank .....	"	26,821.57
Oaklyn National Bank .....	"	4,665.93
Pennsylvania Company .....	"	42,294.98
Real Estate Trust Company .....	"	4,751.80
Riverside Trust Company .....	"	27,494.57
Woodbury Trust Company .....	"	4,685.31
Cash on hand (nickels) .....		10,000.00
Camden Trust Company—Camden .....	(Active)	98,286.84
		<hr/>
		560,418.57
		<hr/>
TOTAL.....		\$682,204.15
		<hr/> <hr/>

**STATEMENT OF INCOME AND EXPENSES**  
**CALENDAR YEAR, 1945**

**INCOME:**

Bridge tolls .....	\$ 3,043,927.95
High-speed line rentals .....	213,613.71
Other rentals .....	4,800.00
Interest on deposits .....	3,957.95
	<hr/>
Gross Operating Income .....	3,266,299.61

**OPERATING EXPENSES:**

Salaries .....	\$457,029.35
Equipment .....	626.63
Supplies .....	11,332.77
Repairs .....	66,168.14
Miscellaneous (including Light and Heat) .....	77,986.85
Insurance (All Risk and Income) .....	20,780.24
	<hr/>
Total Expenses .....	633,923.98

Net Operating Income .....	2,632,375.63
----------------------------	--------------

INCOME FROM FUND INVESTMENTS .....	170,452.15
	<hr/>

Net Income before Interest .....	2,802,827.78
----------------------------------	--------------

INTEREST ON DEBT .....	999,000.00
	<hr/>

Net Income after Interest .....	1,803,827.78
---------------------------------	--------------

PREMIUM PAID on bonds purchased for fund investments.....	29,514.88
	<hr/>

NET INCOME AFTER ALL CHARGES.....	\$ 1,774,312.90
	<hr/> <hr/>

**RECONCILIATION OF SURPLUS ACCOUNT**

Surplus—December 31, 1944 (per Balance Sheet) .....	\$ 16,614,018.43
Add Net Income—January 1, 1945 to December 31, 1945 (above)...	1,774,312.90
	<hr/>
SURPLUS—December 31, 1945 (per Balance Sheet) .....	\$ 18,388,331.33
	<hr/> <hr/>

## FINANCIAL HISTORY

### COSTS, INCOME AND INVESTMENTS—DECEMBER 31, 1945

Cost of Bridge (including Land and Approaches) . . . . . \$37,085,100.71

Expended for:

High-Speed Rail Transit Line (net) . . . . .	\$ 8,238,688.91	
Maintenance Building (net) . . . . .	73,331.15	
Improvements to Toll Houses . . . . .	138,953.75	
Improvements to Administration Building . . . . .	13,931.09	
		8,464,904.90
TOTAL . . . . .		\$45,550,005.61

Total Interest Paid . . . . .	\$28,898,407.02	
Total Expenses Paid . . . . .	10,078,862.73	
		\$38,977,269.75
Total Premium Paid (debt called for redemption) . .	1,761,900.00	
		40,739,169.75

TOTAL COSTS PAID . . . . . \$86,289,175.36

Total Receipts . . . . .	\$60,659,928.10
Total Premium Received (refunding bridge bonds) .	37,000.00
	\$60,696,928.10

Bridge bonds issued . . . . .	\$38,120,000
Less: Bridge bonds retired . . . . .	2,882,000
	\$35,238,000
Bridge bonds refunded . . . . .	\$35,238,000
Refunding bridge bonds issued (re- demption premium) . . . . .	1,761,900
Refunding bridge bonds issued (to make even amount) . . . . .	100

REFUNDING BRIDGE BONDS OUTSTANDING. \$37,000,000.00

TOTAL RECEIPTS AND BORROWED CAPITAL . . . . . \$97,696,928.10

RECEIPTS AND BORROWED CAPITAL IN EXCESS OF TOTAL COSTS . . . . . \$11,407,752.74

INVESTED AS FOLLOWS:

Special Funds (including \$10,000 cash on hand). . . . .	\$11,400,447.22	
Prepaid Insurance Premium Unexpired . . . . .	7,305.52	
		\$11,407,752.74

