

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



1941

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CLASSIFICATION OF VEHICLES
CROSSING DELAWARE RIVER BRIDGE
IN 1941

PERIOD	AUTOMOBILES AND LIGHT TRUCKS						BUSES		TRUCKS		TRUCKS		Special Vehicles	Motor-cycles	Horse-drawn Etc.	Total	% Change Same Month 1940
	Total		20c Rate		Commuters 15c		(50c & 75c)		(2 to 5 Tons)		(5 to 10 Tons)						
	Vehicles	% 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, 1940	142,264,623*	87.39	41,793,187	29.37	4,796,290	3.37	16,089,823	9.88	2,949,700	1.81	809,830	0.49	270,255	398,788	4,337	162,787,356	
1941 Jan. . .	910,450	88.82	783,307	86.04	127,143	13.96	74,059	7.22	24,716	2.41	9,328	0.91	5,530	860	0	1,024,943	+ 9.74
Feb. . .	872,315	89.15	752,150	86.22	120,165	13.78	68,638	7.01	22,632	2.31	8,594	0.87	5,419	866	0	978,464	+ 11.51
Mar. . .	975,625	89.25	842,143	86.31	133,482	13.69	74,989	6.86	25,708	2.35	9,207	0.84	6,377	1,190	0	1,093,096	+ 3.49
Apr. . .	1,102,614	90.04	961,575	87.21	141,039	12.79	76,715	6.26	28,618	2.33	8,339	0.68	6,156	2,030	0	1,224,472	+ 17.70
May . .	1,244,440	90.57	1,099,374	88.34	145,066	11.66	79,917	5.81	31,313	2.27	9,079	0.50	6,978	2,276	0	1,374,003	+ 14.51
June . .	1,300,999	90.88	1,164,593	89.51	136,406	10.49	79,377	5.54	31,333	2.18	9,287	0.64	7,946	2,526	0	1,431,468	+ 8.55
July . .	1,457,456	91.24	1,327,641	91.09	129,815	8.91	88,257	5.52	31,503	1.97	9,645	0.60	7,953	2,554	0	1,597,368	+ 7.08
Aug. . .	1,509,188	91.41	1,385,187	91.78	124,001	8.22	89,403	5.41	31,600	1.91	9,805	0.59	8,047	2,790	0	1,650,833	+ 10.78
Sept. . .	1,266,945	90.41	1,133,976	89.51	132,969	10.49	80,502	5.75	31,811	2.27	9,441	0.67	8,309	2,573	0	1,399,581	+ 9.55
Oct. . .	1,175,386	89.79	1,018,917	86.69	156,469	13.31	80,576	6.15	32,799	2.50	10,124	0.77	8,139	1,998	0	1,309,022	+ 9.91
Nov. . .	1,153,202	90.44	1,011,482	87.71	141,720	12.29	77,179	6.05	27,173	2.13	8,868	0.69	6,839	1,720	0	1,274,981	+ 11.92
Dec. . .	1,145,232	89.43	995,278	86.90	149,954	13.10	86,826	6.78	29,984	3.12	9,247	0.72	7,808	1,359	0	1,280,456	+ 9.44
1941 Totals .	14,113,852	90.24	12,475,623	88.39	1,638,229	11.61	956,438	6.11	349,190	2.23	110,964	0.70	85,501	22,742	0	15,638,687	
Grand Totals from Date of Opening to Dec. 31, 1941	156,378,475*	87.64	54,268,810	34.70	6,434,519	4.11	17,046,261	9.55	3,298,890	1.84	920,794	0.51	355,756	421,530	4,337	178,426,043	

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

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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
1941

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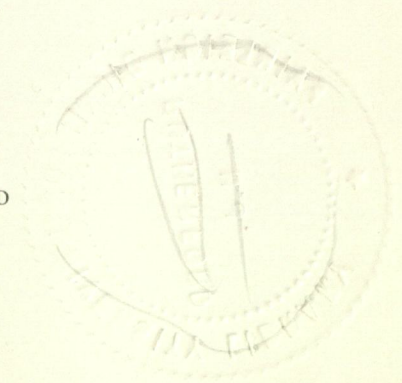
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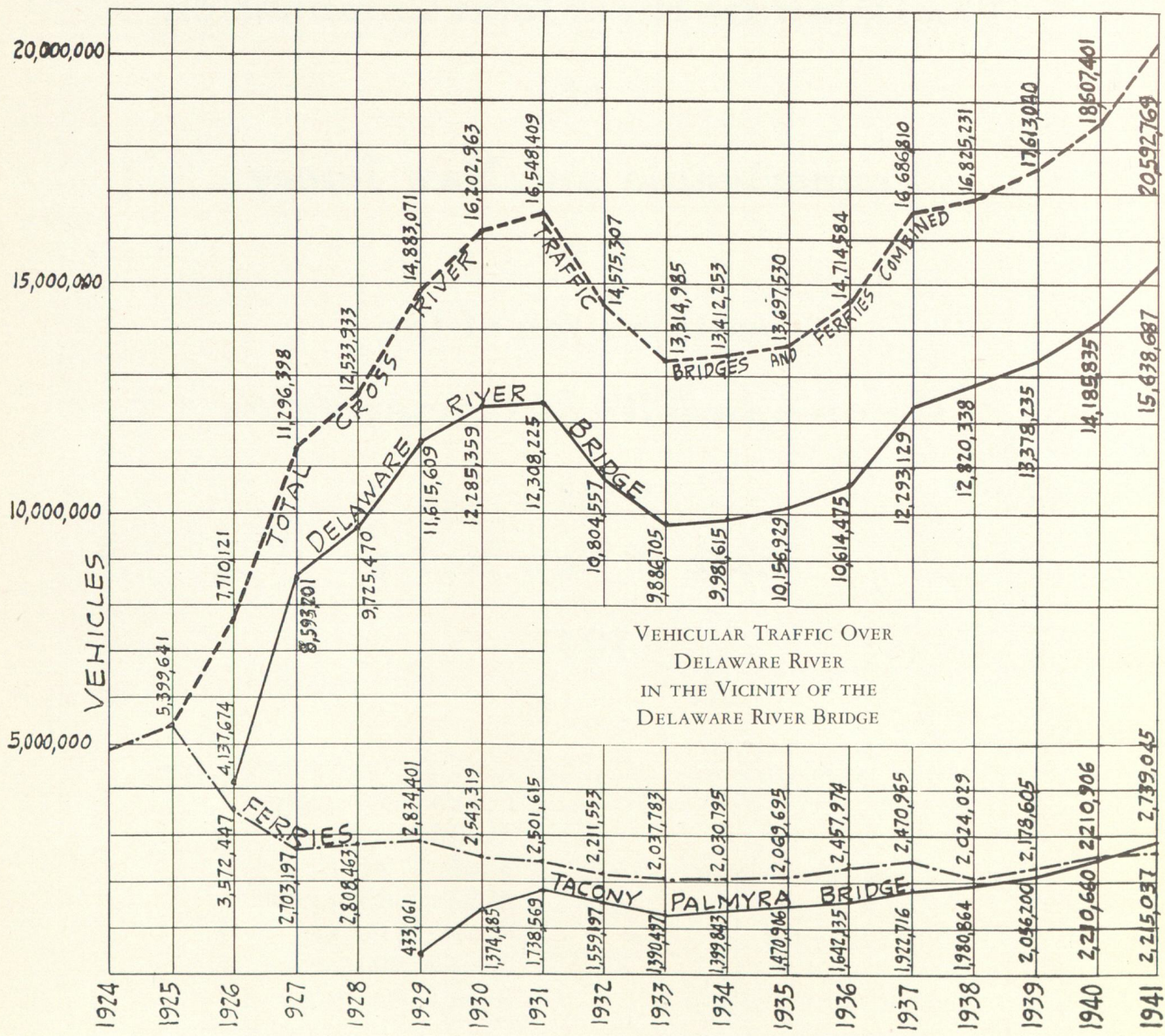
COUNSEL

AUGUSTUS F. DAIX, 3RD

T. HARRY ROWLAND



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RAIL TRANSIT LINE

Month	1936			1937			1938			1939			1940			1941		
	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers
January	382,624	9,565.60	12,343	419,887	10,497.18	13,544	364,050	9,101.25	11,743	373,204	9,350.10	12,038	422,211	10,355.28	13,619			
February	346,963	8,674.08	12,392	322,278	8,056.95	11,510	324,688	8,117.20	11,596	361,400	9,035.00	12,462	384,079	9,601.97	13,717			
March	403,001	10,075.02	13,001	338,587	8,464.67	10,922	381,908	9,547.70	12,319	387,569	9,689.23	12,502	426,961	10,674.03	13,773			
April	390,876	9,771.90	13,029	329,325	8,233.13	10,977	354,040	8,851.00	11,801	383,087	9,577.17	12,770	422,082	10,552.05	14,069			
May	383,345	9,583.63	12,366	323,689	8,092.22	10,441	362,088	9,050.95	11,678	391,069	9,776.73	12,615	417,242	10,431.05	13,459			
June	322,660	8,066.50	13,444	313,607	7,840.18	10,453	350,547	8,763.68	11,685	364,991	9,124.77	12,164	393,332	9,833.30	13,111			
July	340,282	8,507.05	10,977	287,451	7,186.27	9,272	312,118	7,802.95	10,068	354,288	8,857.20	11,428	387,167	5,679.17	12,489			
August	312,811	7,820.28	10,091	301,784	7,544.60	10,059	323,622	8,090.55	10,439	357,400	8,935.00	11,529	391,806	4,795.15	12,639			
September	313,496	7,837.40	10,449	312,867	7,821.68	10,429	333,477	8,336.92	11,115	358,934	8,973.35	11,964	417,019	5,425.48	13,901			
October	365,250	9,131.25	11,782	357,747	8,943.67	11,540	377,903	9,447.58	12,190	412,779	10,319.48	13,315	455,230	7,380.75	14,684			
November	360,814	9,020.35	12,027	362,178	9,054.45	12,073	394,302	9,857.55	13,143	409,435	10,285.87	13,647	443,814	8,095.35	14,793			
December	463,923	11,598.07	14,965	451,355	11,283.88	14,560	461,402	11,535.05	14,833	501,781	12,544.53	16,186	541,471	13,036.77	17,466			
Totals	2,479,236	61,980.90	11,920	4,120,755	103,018.88	11,289	4,340,095	108,502.38	11,890	4,655,937	116,398.43	12,721	5,102,414	106,060.35*	13,979			

* \$21,300 withheld by operating company in 1941 to insure against possible losses)

RESUMÉ OF OPERATION

Year	TOTALS			PLEASURE CARS AND LIGHT TRUCKS					AVERAGES					HIGH SPEED LINE (opened June 6, 1936)			Net Receipts		
	Vehicles	Receipts	Total	25c Rate	20c Rate (Feb. 1/37)	15c Commute (Mar. 1/37)	Buses	Trucks (Heavy)	Special Permits	Motor-cycles etc.	Misc. Horses etc.	VEHICLES	RECEIPTS	Sunday & Holiday Traffic	Total Fares 2½c	Month		Daily	AVERAGE
1936	10,614,475	3,067,867.87	9,176,234	100%	None	None	1,034,938	345,578	28,524	29,198	3	884,539	29,001	255,647.32	38,923	2,479,236	354,177	11,920	2,606,707.01
1937	12,295,129	2,969,423.52	10,901,116	619,864	9,267,896	1,013,356	1,005,322	328,951	29,368	28,372	0	1,024,428	33,679	247,451.96	43,667	4,743,310	395,276	12,995	2,516,613.49
1938	12,820,338	3,027,489.36	11,520,271	None	10,381,993	1,138,218	924,010	314,915	36,959	24,237	6	1,008,361	35,124	252,290.78	45,272	4,120,755	343,396	11,289	2,445,817.04
1939	13,378,255	3,155,359.05	12,021,179	None	10,782,968	1,239,121	917,042	369,410	47,729	22,879	5	1,114,852	36,652	262,998.25	46,176	4,340,095	361,675	11,890	2,628,712.32
1940	14,185,835	3,340,113.29	12,766,835	None	11,361,240	1,405,595	921,471	417,293	60,163	20,071	2	1,182,153	38,759	278,342.77	48,096	4,655,937	387,995	12,720	2,778,088.30
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	1,393,223	42,845	304,467.58	53,708	5,102,414	425,291	13,979	3,000,209.98

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.

Stimulated by national defense industries, traffic over the Delaware River Bridge reached a new peak in 1941 with the passage of 15,638,687 vehicles. Receipts of \$3,653,611.09 were the greatest in the history of the bridge, surpassing even those of 1930 when \$3,517,730.64 was collected at a toll rate of twenty-five cents instead of the present twenty-cent straight fare and fifteen-cent commutation rate. The heaviest month for traffic since the opening of the bridge was recorded in August with the crossing of 1,650,833 vehicles. A new 24-hour traffic mark was set on July 27 with 83,014.

With Government rationing of automobiles and tires, it is difficult to see how these figures will be attained during 1942.

The vital importance of the Delaware River Bridge as the chief military highway between Pennsylvania and New Jersey was recognized by the Commission even before the outbreak of hostilities in December and extraordinary precautions were ordered to protect the structure against sabotage. Additional patrolmen were appointed and radio communication between the Philadelphia and Camden ends of the bridge and our police automobiles was improved by the installation of an additional transmitting station at Fifth Street, Philadelphia. Two radio-equipped cars were added to the two already in service so that a 24-hour patrol could be maintained on the streets beneath the approaches on both sides of the river, supplementing the two cars and three motorcycles on the bridge itself. A constant guard was kept at the bases and tops of the anchorages which were further protected by the installation of floodlights as were the towers in the river.

Close cooperation was maintained with the Federal Bureau of Investigation, the Army and Navy Intelligence Services, Army Engineers, the police bureaus of Philadelphia and Camden and the New Jersey State Police. The area beneath the Camden Approach eastward from the river was enclosed by link and barbed wire fencing. A supplemental power line to illuminate the toll house area and Administration Building was installed. A duplicate feeder of power to the Camden Anchorage was put into service. These were precautions taken against an involuntary black-out.

Two additional electricians were appointed to inaugurate a 24-hour service in emergencies. Illumination beneath the Philadelphia and Camden Approaches was considerably improved. A supply of structural steel and heavy timber was obtained and stored in the event emergency repairs become necessary.

Insurance expiring April 15, 1943 is carried for indemnification against damage due to sabotage and malicious mischief but war risks are not included.

Since the beginning of 1933 when vehicles numbered 9,886,705, traffic has increased uninterruptedly. The statistics of bridge operation are as follows:

	<i>Traffic</i>	<i>Gross Receipts</i>	<i>Expenses</i>	<i>Net Receipts</i>
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

Excluded from the traffic count, are vehicles of the United States Army, Navy, Marine Corps, Coast Guard and Post Office which pass without payment of toll.

Without publicizing figures, the Commission is gratified to report that the bridge was of material service to our armed forces on numerous occasions. Even the largest convoys did not interfere with ordinary patronage and the manner in which our men expedited their passage brought commendation from ranking Army officers. It may be remarked that tolls have never been charged on this bridge for Government vehicles carrying troops, mails or munitions of war. The passage of explosives which might wreak havoc on the users of the bridge and the structure itself is rigidly excluded.

As an aid in defense preparation, the Commission, on March 28, increased the permissible load of pneumatic-tired trailers from 80,000 to 150,000 pounds. This was brought about by the substitution of pneumatics for solid tires on trailers carrying machinery and other heavy loads. Subject to the limitations necessarily imposed in the interest of safety, the weight of 150,000 pounds is not excessive.

At the beginning of the year, the Commission was confronted with the problem created by the notice of the Philadelphia Transportation Company that it elected not to renew the rail transit line lease expiring June 30. The Commission received the following letter giving formal notice that it would terminate the lease:

February 5, 1941

The Delaware River Joint Commission,
Administration Building,
Bridge Plaza,
Camden, New Jersey.

Dear Sirs:

Pursuant to the provisions of paragraph 2 (a) of the agreement of lease entered into on February 15, 1935 by and between you and Philadelphia Rapid Transit Company, to which this company is now the party as lessee, as successor of Philadelphia Rapid Transit Company, we hereby give you notice of our election to terminate the said lease upon the expiration on June 30, 1941 of the current term thereof. The said lease shall therefore terminate on June 30, 1941.

Please acknowledge receipt of this notice of termination.

Yours very truly,

PHILADELPHIA TRANSPORTATION COMPANY,
By: R. T. SENTER,
President.

The matter was referred to the Transportation Committee which held a number of conferences with representatives of the Company. The latter took the position that operation of the line had incurred continued losses. The Commission felt the line must be kept in service for the benefit of the public and the investment of nearly \$10,000,000 in the system protected. As a result of the conferences, the Commission and the Company entered into an amended lease for a period of four years which appears in full in the Appendices to this report.

The line showed a gratifying increase in patronage during 1941 when 5,102,414 were carried against 4,655,937 in 1940. The increase was particularly heavy in the closing months of the year.

In February, the City of Camden sent tax bills to the Commission based upon an assessment of the bridge, the Administration Building, Maintenance Building and a small property adjacent to the Broadway Station of the rail transit line. The Commission directed counsel and the secretary to take all necessary steps to have the assessment declared invalid. The position of the Commission was set forth in the following letter addressed to the Director of the Department of Revenue and Finance:

February 28, 1941

The Honorable George E. Brunner, Director,
Department of Revenue and Finance,
City Hall,
Camden, New Jersey.

Dear Sir:

The Delaware River Joint Commission is in receipt of tax bills from the City of Camden for the year 1941 aggregating \$367,155.81 on property acquired for the building of the Delaware River Bridge and the rail transit line thereon.

One of these bills is for \$355,200 on property described in the bill as:

Plan: 1-2 Delaware River Bridge from
Block: A 6th Street to N. J.-Pa. State Bdy.
Lot: A Land, Booths and Bridge Structure.

Title to this property is held by the State of New Jersey.

Another bill for \$8,036.40 is the tax on property described as:

Plan: 2 N. W. Linden and 6th Streets.
Block: 133
Lot: 61 48.34' x 130' Irregular. SB.

This property, likewise, is owned by the State of New Jersey.

The Revised Statutes of the State of New Jersey provide that "the property of the State of New Jersey * * * shall be exempt from taxation." (R.S. 54:4-3.3).

The third bill for \$3,669.66 is the tax on property described as:

Plan: 1 N. W. 4th and Linden Streets.
Block: 129
Lot: 105 150' x 77.44'. BB.

Title to this property is held by The Delaware River Joint Commission, the public corporate instrumentality of the State of New Jersey and the Commonwealth of Pennsylvania.

The fourth bill for \$249.75 is the tax on property described as:

Plan: 9 E. S. Broadway.
Block: 245 41'11" S. of Carman Street.
Lot: 25 11'3" x 91'11½" Tri. Lot.

Title to this property is held by The Delaware River Joint Commission, again acting as the public corporate instrumentality of the State of New Jersey and the Commonwealth of Pennsylvania.

Your attention is respectfully called to Chapter No. 391 of the Laws of New Jersey, 1931. This, with Act No. 200, Pennsylvania, 1931, constitutes a compact between the State of New Jersey and the Commonwealth of Pennsylvania duly ratified by the Congress of the United States. Article XI of both these laws is as follows:

"The effectuation of its authorized purposes by the Commission is and will be in all respects for the benefit of the people of the Commonwealth of Pennsylvania and the State of New Jersey, for the increase of their commerce and prosperity and for the improvement of their health and living conditions; and since the Commission will be performing essential governmental functions in effectuating said purposes, the Commission shall not be required to pay any taxes or assessments upon any property acquired or used by it for such purposes, and the bonds or other securities or obligations issued by the Commission, their transfer and the income therefrom (including any profits made on the sale thereof) shall at all times be free from taxation within the Commonwealth of Pennsylvania and the State of New Jersey."

The Delaware River Joint Commission now formally protests that the assessments upon the four parcels of real estate are arbitrarily made without warrant of law and asks that they be declared invalid inasmuch as the laws of New Jersey specifically state that no taxes can be collected upon property owned by the State of New Jersey or by its agency, The Delaware River Joint Commission. Title to these parcels is clearly set forth in the records of the office of the Camden County Register of Deeds.

The Commission, in meeting today, directed Counsel and the Secretary to take any and all necessary steps to have the assessment of the properties in question by the City of Camden declared invalid.

Yours very truly,

JOSEPH K. COSTELLO,

Secretary.

The Commission instituted certiorari proceedings in the Supreme Court of New Jersey which were still pending at the end of the year. A bill permitting taxation of property owned by the Commission was passed by the New Jersey Legislature but the necessary concurrent legislation was not adopted in Pennsylvania.

The debt of the Commission totaling \$36,745,000 on January 1, 1941 was reduced \$471,000 during the year by the maturity of \$281,000 bonds and the acquisition of \$190,000 bonds in the open market. All of its own bond purchases, as well as maturities, were canceled and destroyed without delay in furtherance of the Commission policy of reducing its debt as rapidly as possible. The total in bonds acquired to date is \$1,846,000. The outstanding debt of the Commission at the end of 1941 was \$36,274,000. The

five-year controversy with the Federal Emergency Administration of Public Works was concluded by the payment to the Commission of \$30,475.24 as part of the Federal grant to the building of the rail transit line. The total grant received by the Commission thereby became \$2,302,975.13. Appropriations of income and the last grant payment received on account of the high-speed line were made to the Sinking and Surplus Funds which increased the total security behind the bonds in accordance with the bond indenture and Public Works Administration contract.

During the year, some progress was made in solving the vital problem presented by the inadequacy of Philadelphia streets leading to and from the bridge. On July 10, Governor James of Pennsylvania approved an Act of Assembly providing funds to defray the cost of improving Philadelphia approaches. Mayor Lamberton appointed a committee, on which this Commission was represented, to advise him as to the method of bettering traffic conditions in the City. The Committee recommended the widening of Vine Street by taking the south side from Franklin Street to the Parkway, the cost of the improvement estimated at \$8,000,000 to be borne by the Commonwealth of Pennsylvania. Numerous alternative plans including the building of an elevated highway from the bridge plaza were discussed by the Committee. On November 1, the Department of Public Works of the City of Philadelphia submitted an analysis of all plans suggested with the conclusion that the widening of Vine Street was the most desirable. The proposed improvement is thus described in the report:

Between the bridge and a point west of 15th street a highway having a maximum width of nearly 160 feet is proposed, which will be so subdivided as to provide two main or traffic roadways in the center, supplemented by paralleling service and local roadways on the side. From a point west of 15th street to the Parkway a minimum width of 100 feet will be established and subdivided into a dual roadway system in which each roadway will have sufficient width to accommodate both through and local travel. This wide thoroughfare will serve as:

- (a) A collector of travel to the bridge which will pass eastward to Ridge Avenue and thence southward to Race Street and again eastward to the bridge;
- (b) A distributor of travel from the bridge which will flow directly westward on Vine Street;
- (c) A highly efficient addition to the crosstown highway system in providing ample facilities for normal daily traffic and business, with minimum confliction with bridge traffic flows.

The cross section adopted for the section of Vine street from the bridge to west of 15th street will provide, in addition to two footways, two parking lanes and at least eight moving traffic lanes distributed in four roadways. The cross section adopted for Vine street, from a point west of 15th street to the Parkway, will provide the customary two footways combined with one parking lane and five moving traffic lanes. The roadways in these two cross sections will be separated for two-way flows by carefully planned divisors, designed to effectively channelize traffic and afford safe pedestrian crossings.

Both cross sections will be designed to accommodate future elevated structures between the bridge and 11th street, and between 12th and 15th streets, if and when such additional traffic facilities are shown to be essential, or warrant the additional costs. The Vine street project for improving the bridge approaches comprises four principal elements. These are:

1. (a) The widening and improvement of Vine street from Franklin Square to the Parkway.
 - (b) The reconstruction of the Philadelphia and Reading Railway bridge overpassing the widened Vine street.
 - (c) The improvement of the Ridge avenue and Race street connections between 9th and Vine streets and the bridge.
 - (d) The improvement of such intersections as may be necessary to satisfactorily complete the project.
2. The construction of an underpass at 6th street in conjunction with ramp connections from the Bridge Plaza to Race and Vine streets through Franklin Square (see 4).
3. (a) The construction of a suitable grade separation at 20th street and Benjamin Franklin Parkway to permit east-bound Parkway-Bridge traffic or local traffic to turn left into the Vine street bridge approach through the underpassing of the west-bound Parkway and 20th street traffic.
 - (b) The construction of a direct connection between the intersection of 18th street and Vine street and Logan Circle to accommodate traffic to the bridge which must pass around the said Circle.

4. The future construction of certain sections of an elevated highway for through traffic, if required. It may be desirable to incorporate the 6th street underpass in this step.

The widening of Vine street and the reconstruction of the Philadelphia and Reading Railroad bridge can be undertaken and completed as the first stage of the project. This portion of the improvement could be placed in service to the advantage of normal daily and peak load traffic, without interfering with the objectives of the more comprehensive project. The remaining elements, i. e., the auxiliary facilities at Logan Circle and Franklin Square, can be programmed at will or indefinitely delayed without seriously interfering with the usefulness of the completed step."

Fulfillment of this plan would be of great benefit to Delaware River Bridge Traffic.

Almost equally necessary, is improvement of the approaches to the bridge on the New Jersey side. The obstacles presented by the circle at the Camden Airport and the intersection of Baird Boulevard with Admiral Wilson Boulevard may be removed if plans now contemplated by the State Highway Department of New Jersey are carried out. In addition, some way should be found to expedite traffic along Penn and Linden Streets in the vicinity of the bridge plaza.

Accidents during the year on the bridge totaled thirty-six; seventy-eight arrests were made; eight hundred and twenty-nine disabled cars towed; twenty-seven fires extinguished and four persons committed suicide by jumping from the structure.

A number of changes occurred in the Commission during 1941. The vacancy caused by the resignation of Commissioner Albert S. Woodruff of Camden County was filled by the appointment of Mr. Bruce A. Wallace, Camden County. Commissioner Edward L. Sturgess of Gloucester County died January 27 and was succeeded by Mr. Hugh L. Mehorter of Woodbury. Mr. Richard Weglein died April 30 and was succeeded by Mr. Edwin R. Cox, Philadelphia, whose appointment was confirmed by the Pennsylvania Senate May 26. Mr. G. Harold Wagner, State Treasurer of Pennsylvania, became a member of the Commission when he was inducted into office in May. Mayor Robert E. Lamberton of Philadelphia died August 22 and was succeeded on the Commission by Acting-Mayor Bernard Samuel. The appointment of Commissioners J. Willison Smith and William H. Folwell by Governor James were confirmed by the Senate of Pennsylvania and Governor James re-appointed Mr. Thomas B. Smith ad interim.

The members of the Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey are cordially invited to inspect the Delaware River Bridge at any time.

Respectfully submitted,

THE DELAWARE RIVER JOINT COMMISSION

ARTHUR H. JAMES, *Chairman*
BERNARD SAMUEL
F. CLAIR ROSS
G. HAROLD WAGNER
THOMAS B. SMITH
J. WILLISON SMITH
WILLIAM H. FOLWELL
EDWIN R. COX

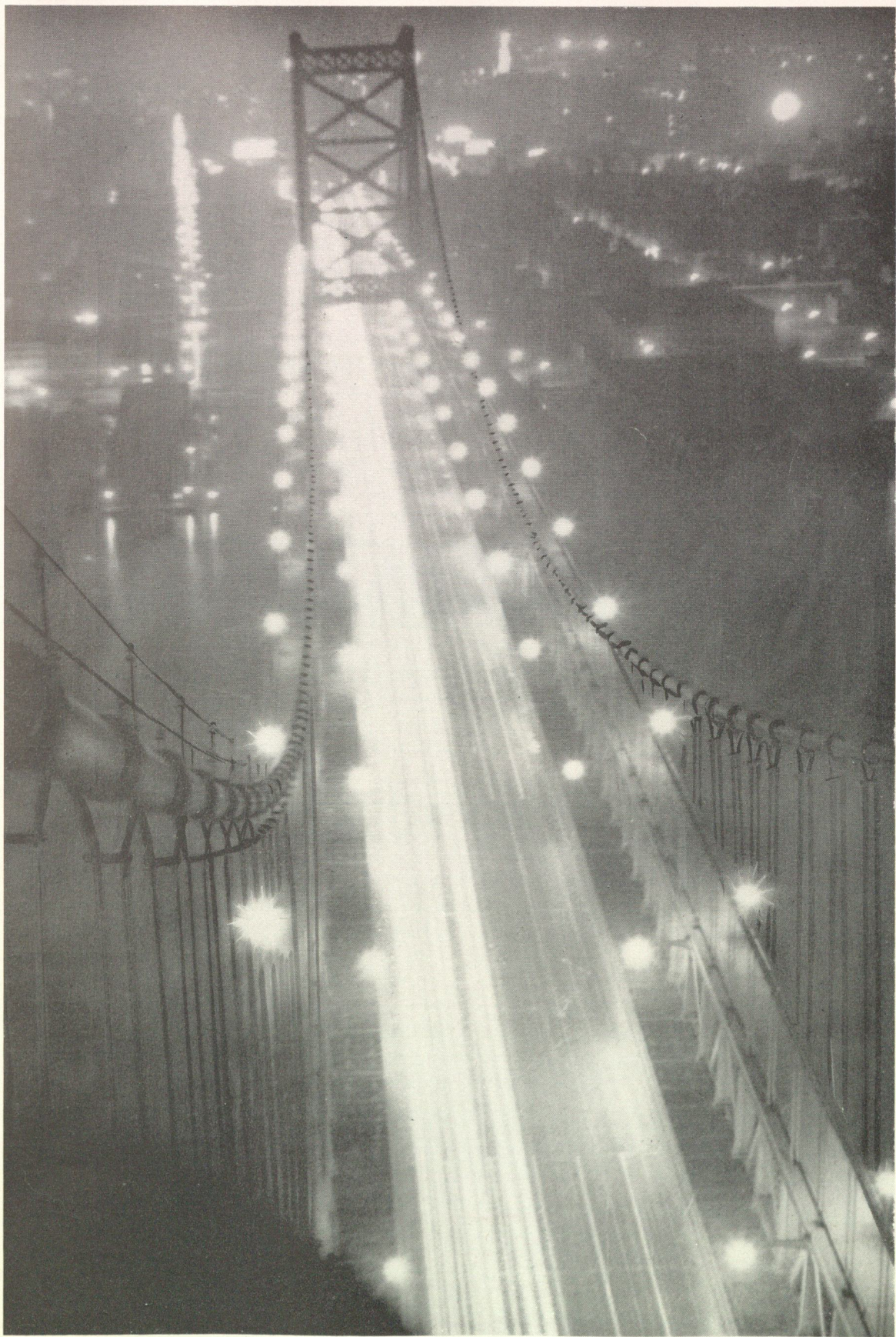
ARTHUR C. KING, *Vice-Chairman*
I. NORWOOD GRISCOM
ALFRED COOPER
BARTON F. SHARP
A. MATLACK STACKHOUSE
MARVIN H. COOMBS
BRUCE A. WALLACE
HUGH L. MEHORTER

JOSEPH K. COSTELLO, *Secretary-General Manager*

December 31, 1941.



DELAWARE RIVER BRIDGE BY DAY



DELAWARE RIVER BRIDGE BY NIGHT

DISTRIBUTION OF VEHICULAR TRAFFIC

ACROSS THE DELAWARE RIVER

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

1941

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	96,771	55,595	128,264	280,630	1,024,943	1,305,573	9.82%	78.50%
February	90,751	51,813	126,415	268,979	978,464	1,247,443	10.13%	78.43%
March	99,637	60,330	149,335	309,302	1,093,096	1,402,398	10.64%	77.94%
April	109,917	68,958	198,681	377,556	1,224,472	1,602,028	12.40%	76.43%
May	119,721	75,196	241,661	436,578	1,374,003	1,810,581	13.34%	75.88%
June	118,621	85,351	288,601	492,573	1,431,468	1,924,041	14.99%	74.39%
July	127,447	98,472	361,977	587,896	1,597,368	2,185,264	16.56%	73.09%
August	128,758	101,480	397,814	628,052	1,650,833	2,278,885	17.45%	72.44%
September	121,246	85,819	278,287	485,352	1,399,581	1,884,933	14.76%	74.25%
October	112,779	75,656	202,517	390,952	1,309,022	1,699,974	11.91%	77.00%
November	99,674	66,434	190,218	356,326	1,274,981	1,631,307	11.66%	78.15%
December	100,941	63,670	175,275	339,886	1,280,456	1,620,342	10.80%	79.02%
TOTALS 1941.	1,326,263	888,774	2,739,045	4,954,082	15,638,687	20,592,769	13.34%	75.94%
TOTALS 1940.	1,360,686	850,220	2,210,660	4,421,566	14,185,835	18,607,401	11.88%	76.23%
% CHANGE...	- 2.59	+ 3.35	+23.90	+12.04	+10.24	+10.13	....	....

APPENDICES

Lease of Rail Transit Line as Amended May 28, 1941

THIS INDENTURE made this 28th day of May, A. D. 1941, between The Delaware River Joint Commission, a public corporate instrumentality of the Commonwealth of Pennsylvania and of the State of New Jersey (hereinafter called "Commission"), of the first part, lessor, and Philadelphia Transportation Company (successor of Philadelphia Rapid Transit Company), a corporation organized and existing under the laws of the Commonwealth of Pennsylvania (hereinafter called "Company"), of the second part, lessee, *Witnesseth:*

WHEREAS, by Contract made February 15, 1935, between the Commission and Philadelphia Rapid Transit Company, the Company's predecessor, the Commission leased to Company's said predecessor its high speed electric rail transit line as therein defined, on the terms and conditions and for the term of years therein set forth; and

WHEREAS, Company, as the successor to said Philadelphia Rapid Transit Company, did succeed to all of its rights and obligations thereunder; and

WHEREAS, pursuant to the provisions of paragraph 2 (a) of said Contract of February 15, 1935, the Company has given to the Commission seasonable notice in writing of its election to terminate the same at the end of the current term thereof on June 30, 1941; and

WHEREAS, the parties now desire that the said Contract, with certain modifications, shall be reinstated and continued for a certain additional term or terms, all as agreed between the parties and set forth herein;

NOW THEREFORE, in consideration of the mutual covenants hereinafter contained, it is agreed between the parties hereto as follows:

1. Effective with the year beginning July 1, 1941, paragraph 8(b) of the aforesaid Contract of February 15, 1935, which now reads as follows:

"(b) The rental payable for the demised property shall be an amount equal to two and one-half (2½) cents for each fare-paying passenger who is carried by Company on the Bridge Line across the bridge."

is amended to read as follows:

"(b) The rental payable for the demised property shall be an amount equal to two and one-half (2½) cents for each fare-paying passenger who is carried by Company on the Bridge Line across the bridge, provided, however, that in case during any year (*i. e.* July 1 to June 30) of the extended term or terms hereof beginning with the year commencing July 1, 1941 it shall be determined in the manner hereinafter provided that the operation of 'Bridge Line Service' (*viz.*—the operation of trains or cars on the Bridge Line and in through service over said Bridge Line and such portions of the Eighth Street and Locust Street Subways of the City of Philadelphia to but not beyond the intersection of Locust and Eighteenth Streets as may from time to time be used in such through operation) shall have resulted in actual loss to the Company, then the Company shall be entitled to reimbursement for such actual loss but only out of the rental moneys arising from said two and one-half (2½) cents per passenger, and in such event the aggregate amount of the rental payable for the year in which such actual loss has been so determined to have occurred shall abate in the amount of such loss."

2. Effective with the year beginning July 1, 1941, paragraph 8(c) of the aforesaid Contract of February 15, 1935, which now reads as follows:

"(c) Payments of rental shall be made by Company to Commission monthly, on or before the last day of each month, and such payments shall respectively be in an amount equal to two and one-half (2½) cents for each fare-paying passenger who was carried by Company on the Bridge Line across the bridge during the preceding month."

is amended to read as follows:

"(c) Payments of rental shall be made by Company to Commission monthly, on or before the last day of each month, and such payments shall respectively be in an amount equal to two and one-half (2½) cents for each fare-paying passenger who was carried by Company on the Bridge Line across the bridge during the preceding month, provided, however, that from the rental payable for each month beginning with July 1941, the Company may withhold from current payments a portion appropriate to accrue a fund from which its anticipated actual losses shall, if later determined to have actually occurred, be reimbursed. The occurrence or non-occurrence of an actual loss to the Company from its operation of Bridge Line Service as above defined shall be determined in the following manner:

There shall be credited to the operation of Bridge Line Service as the gross receipts thereof all fares collected at Bridge Line and Eighth-Locust Street stations between Carmen Street and Haddon Avenue in Camden, New Jersey, and Eighteenth and Locust Streets in Philadelphia, from passengers using Bridge Line Service. Determination of the number of such passengers entering at stations (such as Eighth and Market Streets as now operated) which accommodate patrons of Bridge Line Service as well as riders not using such service shall be by periodic traffic counts. There shall also be included a reasonably proportionate share of the Company's receipts from station privileges and car card and poster advertising.

There shall be charged to the operation of Bridge Line Service as the operating costs thereof all costs and expenses incurred in connection with operation, maintenance and renewals and all taxes incident to the operation of Bridge Line Service as hereinbefore defined (including two (2) cents per passenger, except those transferring to the Bridge Line from the City-owned subway system, as required to be paid by the Company to the City of Philadelphia pursuant to the Lease of said City-owned subway system dated June 28, 1934 and amended June 12, 1939). The amounts of the expenses so charged shall be determined upon accepted principles of accounting and by the use, where necessary, of appropriate bases of allocation; but there shall not be charged as operating costs of Bridge Line Service any part of rental or expenses of general offices, general corporation or income taxes, interest charges or any like items of a purely corporate or system-wide character and not directly incident to the operation of Bridge Line Service, or any part of salaries of general officers, executive and supervisory officers and employes, or clerks in general offices, departmental offices or storerooms, (not including, however, in the categories just mentioned, service supervisors, clerks in depots or in the collection department or paymasters); provided, however, that if any person in the foregoing categories shall, during any year of any term hereof, spend, in the course of his regular duties, fifty per cent or more of his time in the said Bridge Line Service, an appropriate allocation of his salary shall be made to said cost of operation.

Traffic counts hereinbefore referred to shall be made at least once each year by Company at its own expense, in such manner, at such reasonable times and for such reasonable period, as is necessary to secure a fair and significant record of the normal current distribution of traffic. The proportion of each of the respective traffic movements using the Bridge Line as determined by such traffic counts shall be applied to the current pertinent traffic records of the Company to determine the respective number of passengers using the Bridge Line for any period following such traffic count until a succeeding traffic count is made and approved in accordance herewith. Traffic counts shall be subject to check and approval by the General Manager of the Commission, including checking by independent traffic counts by the Commission at its own expense if ordered by its General Manager."

Within sixty (60) days after the close on June 30th of any year (commencing with the year ending June 30, 1942) during which this Contract is in effect, the Company shall present to the Commission a certificate, showing (1) gross receipts from the operation of Bridge Line Service for such year as above defined, and (2) the operating costs of Bridge Line Service for such year as above defined and (3) the amount, if any, by which such costs exceed such receipts. Company shall have the right to deduct and retain from the gross rental moneys a sum equal to the amount, if any, by which such costs exceed such receipts. The Company shall remit to the Commission the balance, if any, of the moneys retained for the year, or in case such costs do not exceed such receipts, the entire sum so retained.

The Company will permit the Commission, under reasonable regulations of the Company, to have access to its books and accounts relating to Bridge Line Service for the purpose of verifying the aforesaid certificates of gross receipts and operating costs of said Bridge Line Service.

3. Effective July 1, 1941, paragraph 11 of the aforesaid Contract of February 15, 1935, which now reads as follows:

"11. Commission shall furnish forty-four (44) cars for initial operation. Commission agrees to furnish such additional cars as shall be required by the growth of Bridge Line traffic, the number thereof to be mutually agreed upon between Commission and Company. Commission agrees that cars owned by the City of Philadelphia may, as emergencies of operation may require, be operated by Company on the Bridge Line; the operation thereof shall, however, be without any liability whatever on the part of the City of Philadelphia on account of such operation or any result thereof. Commission agrees that Commission's cars may be operated by Company in through service to Eighteenth and Locust Streets, Philadelphia, on the Bridge Line Connecting Spur, the Eighth Street Subway and the Locust Street Subway; and that Commission's cars may be operated by Company on any other subway lines owned by the City of Philadelphia to such extent as emergencies of operation require."

is amended to read as follows:

"11. Commission shall furnish twenty-six (26) cars for initial operation. Commission agrees to furnish such additional cars as shall be required by the growth of Bridge Line Service, the number thereof to be mutually agreed upon between Commission and Company. Commission agrees that cars owned by the City of Philadelphia may, as emergencies of operation may require, be operated by Company on the Bridge Line; the operation thereof shall, however, be without any liability whatever on the part of the City of Philadelphia on account of such operation or any result thereof. Commission agrees that Commission's cars may be operated by Company in through service to Eighteenth and Locust Streets, Philadelphia, on the Bridge Line Connecting Spur, the Eighth Street Subway and the Locust Street Subway; and that such of the Commission's cars as are not from time to time needed for operation in Bridge Line Service may be operated by Company on the Ridge Avenue-Eighth Street Subway. The Commission shall as promptly as possible cause at least sixteen (16) of its cars to be equipped with such braking devices and other equipment as will permit them safely to be operated in single car operation as distinguished from multi-car train operation."

4. Effective July 1, 1941, paragraph 2 (a) of the aforesaid Contract of February 15, 1935, which now reads as follows:

"2. (a) The Term of the letting and demising under this Indenture shall commence with the first day of Company's operation of the Bridge Line in passenger service on which Company collects fares and shall end on June 30, 1937, and shall extend for additional successive periods of four years, unless and until terminated by either party giving to the other party notice in writing four (4) months prior to June 30, 1937 or four (4) months prior to June 30 of any fourth year following the year 1937; unless the said Term is sooner terminated in accordance with the provisions of this Indenture, and if so terminated the said Term shall end on the date of such termination."

is amended to read as follows:

"2. (a) The term of the letting and demising under this Indenture of February 15, 1935 as amended, effective July 1, 1941, shall commence with July 1, 1941 and extend for a period of four years to and including June 30, 1945, and shall extend for additional successive periods of four years unless and until terminated by either party giving to the other party notice in writing four (4) months prior to June 30, 1945 or four (4) months prior to June 30th of any fourth year following the year 1945; provided, however, that if during the four (4) year term commencing July 1, 1941 or during any subsequent four year term during which this Contract may be in effect, there shall be provided an adequate bus terminal at or near the New Jersey end of the Bridge Line and effective arrangements are made for the transfer there, to and from the Bridge Line, of bus passengers on buses operating locally in Camden and its nearby vicinity, and if during the same period the Eighth-Locust Subway of the City of Philadelphia is equipped for operation to Eighteenth and Locust Streets, and if an adequate number of cars is supplied to the Company for the through operation of the Bridge Line and the Eighth-Locust Subway of the City of Philadelphia thus extended, then the Commission shall have the right to elect to extend the term of this Contract, as amended, beyond the termination of the then current four (4) year term to July 1, 1957, the exercise of the said election by the Commission to be evidenced by the delivery to the Company of written notice of such election on or before February 28th of the last year of any such four year term; and further provided that in any event this Contract shall be subject, during any term thereof, to termination by either the Commission or the Company as provided in paragraph 2(b)."

5. As herein modified, the aforesaid Contract of February 15, 1935 is reinstated and shall be and continue in full force and effect from July 1, 1941 and during and throughout the additional term or terms as herein provided.

6. It is understood and agreed that this Indenture shall, before becoming effective, be approved by an ordinance of Council of the City of Philadelphia.

IN WITNESS WHEREOF, each of the parties hereto has caused these presents to be duly executed and its corporate seal to be hereto affixed and duly attested, as of the day and year first above written.

Sealed and Delivered in
the presence of:
JOHN B. KATES
ROBERT W. FAY
JOHN JACOB
CLARA H. EISENBAUM

THE DELAWARE RIVER JOINT COMMISSION, (Seal)
By ARTHUR C. KING, *Vice-Chairman*.
Attest: JOSEPH K. COSTELLO, *Secretary*.
PHILADELPHIA TRANSPORTATION COMPANY, (Seal)
By R. T. SENTER, *President*.
Attest: F. B. ELLIS, *Secretary*.

BALANCE SHEET

December 31, 1941

ASSETS

CASH IN BANKS:

Operating funds	\$	770,788.95	
Operating funds on deposit with fiscal agent for bond interest coupons (per contra)		2,613.75	
			\$ 773,402.70

OPERATING FUNDS ON HAND:

Toll Bureau			10,000.00
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SINKING AND SURPLUS FUNDS:

	<i>Sinking</i>	<i>Surplus</i>	<i>Together</i>
Cash in banks	\$ 50,641.99		\$ 50,641.99
Investments (at par) in U. S. Government obligations (cost \$6,891,754) ..	705,000.00	\$ 6,035,000.00	6,740,000.00
Interest accrued on investments	3,179.66	30,398.07	33,577.73
	<u>\$758,821.65</u>	<u>\$ 6,065,398.07</u>	<u>6,824,219.72</u>

PREPAID INSURANCE PREMIUMS			16,058.24
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INVESTMENTS IN PHYSICAL PROPERTY:

Bridge	\$	33,221,341.91	
High-Speed Transit Project		10,985,383.53	
Maintenance Building and Toll Houses		269,515.61	
			<u>44,476,241.05</u>
			<u>\$ 52,099,921.71</u>

LIABILITIES AND SURPLUS

BONDED DEBT:

4¼% Serial Bonds Maturing 1935/73:

Authorized:

\$41,000,000 (less \$2,880,000 canceled)	\$	38,120,000.00	
Redeemed through Sinking Fund		1,846,000.00	
			\$ 36,274,000.00

INTEREST ON FUNDED DEBT:

Accrued—not due	\$	513,881.67	
Coupons—not presented (per contra)		2,613.75	
			516,495.42

OTHER LIABILITIES:

Payable to Commonwealth of Pennsylvania			12,670.38
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RESERVES			38,000.00
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SURPLUS:

NON-OPERATING	\$	2,828,052.83	
OPERATING:			
Balance of surplus accumulated in operations from 7/1/31 to 12/31/41		12,430,703.08	
			<u>15,258,755.91</u>
			<u>\$ 52,099,921.71</u>

STATEMENT OF OPERATIONS FOR THE CALENDAR YEAR OF 1941

RECEIPTS:

Tolls and Rentals	\$ 3,542,945.05	
High-Speed Line Fares	105,568.11	
Interest Received on Toll Funds	5,097.93	
	<hr/>	
GROSS OPERATING RECEIPTS		\$ 3,653,611.09

EXPENSES (*Operating*):

Salaries	\$ 423,964.55	
Equipment	20,226.84	
Supplies	9,966.83	
Repairs	75,053.66	
Miscellaneous (including Light and Heat)	111,610.95	
Insurance (All Risk and Income)	12,578.28	
	<hr/>	
TOTAL EXPENSES		653,401.11

GROSS OPERATING INCOME \$ 3,000,209.98

INTEREST ON BONDS ACCRUED 1,552,917.07
\$ 1,447,292.91

NON-OPERATING NET INCOME:

Sinking Fund—less net premium paid of \$ 2,410.49	\$ 29,335.56	
Surplus Fund—less net premium paid of 22,474.56	99,447.03	
	<hr/>	
TOTAL NON-OPERATING NET INCOME		128,782.59

NET INCOME \$ 1,576,075.50

SOURCE OF FUNDS PROVIDED AND THEIR APPLICATION DURING
THE CALENDAR YEAR 1941

FUNDS WERE PROVIDED FROM THE FOLLOWING SOURCES:

Net income for the year per the operating statement..... \$ 1,576,075.50

ELIMINATION OF ACCRUALS:

Add:

Decrease in Sinking Fund income accrued.....	\$	3,758.49
Adjustment of Expense Accruals.....		51,123.81
		54,882.30

\$ 1,630,957.80

Deduct:

Increase in Surplus Fund Income Accrued.....		1,548.72
Interest on Funded Debt Accrued		
12/31/40	\$520,554.17	
Interest on Funded Debt Accrued		
12/31/41	513,881.67	
		6,672.50
Premium on Own Bonds Purchased..	34,748.75	

Less:

Increase in Capital Surplus (P.W.A. Grant Received)		30,475.24
		4,273.51

12,494.73

TOTAL FUNDS PROVIDED \$ 1,618,463.07

APPLIED AND ACCOUNTED FOR AS FOLLOWS:

Funded Debt: Bonds Redeemed \$ 471,000.00

Sinking Fund:

Investments Redeemed	\$	325,000.00
Investments Acquired		200,000.00
		125,000.00

NET SINKING FUND \$ 346,000.00

Bond Surplus Fund:

Investments Acquired	\$	2,000,000.00
Investments Redeemed		525,000.00

NET BOND SURPLUS FUND 1,475,000.00

\$ 1,821,000.00

Interest on Debt (due 3/1/41 paid prior to 1/1/41) 200,000.00

TOTAL BONDED DEBT EXPENDITURES AND
ADJUSTMENTS \$ 1,621,000.00

Increased Investment in Physical Property 14,731.09

TOTAL FUNDS APPLIED 1,635,731.09

Excess of Cash Disbursements Over Receipts 17,268.02

Cash at the Beginning of the Year 848,698.96

CASH AT THE END OF THE YEAR \$ 831,430.94

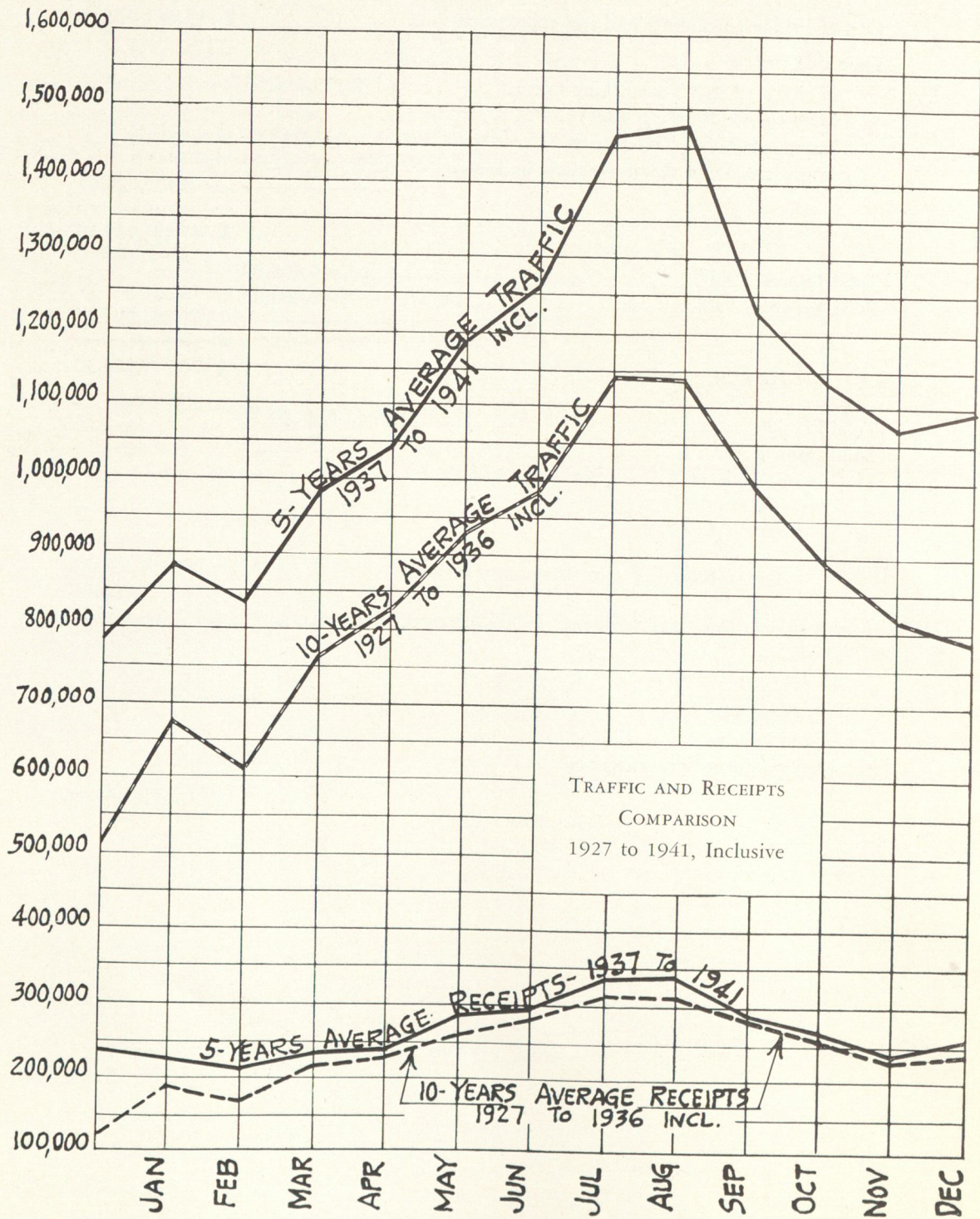
Composed of:

Operating Funds	\$	780,788.95
Sinking Fund		50,641.99

\$ 831,430.94

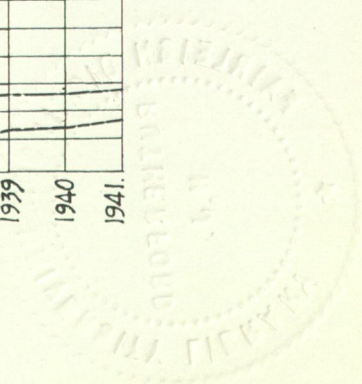
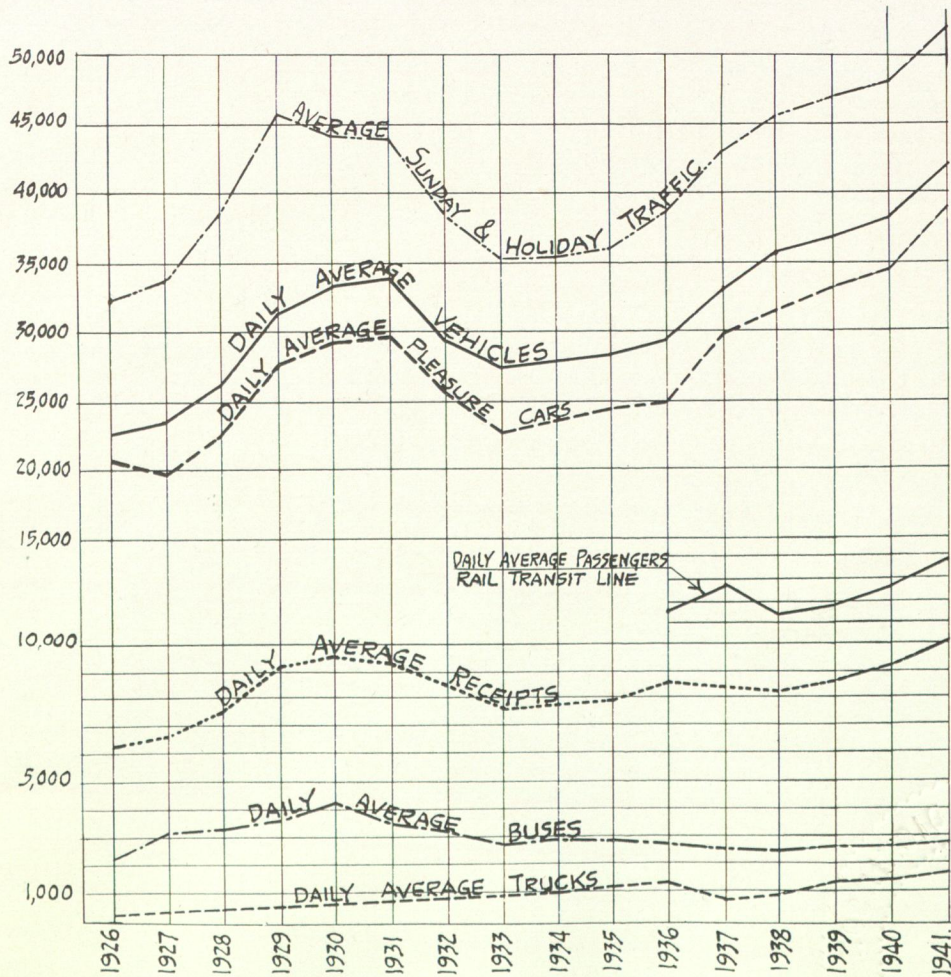
FINANCIAL HISTORY

Cost of Bridge (including land and approaches)	\$ 37,085,100.71
Expended for:	
High-Speed Rail Transit Line (net)	\$ 8,179,812.66
Maintenance Building (net)	73,331.15
Improvements to Toll Houses	138,953.75
Improvements to Administration Building	13,931.09
	8,406,028.65
TOTAL	\$ 45,491,129.36
Total Interest Paid	\$ 23,800,494.87
Total Expenses Paid	7,485,400.07
	31,285,894.94
TOTAL COSTS PAID	\$ 76,777,024.30
Total Receipts	\$ 48,124,091.21
Bonds Issued	\$ 38,120,000.00
Less: Bonds Redeemed	1,846,000.00
	36,274,000.00
TOTAL RECEIPTS AND BORROWED CAPITAL	84,398,091.21
RECEIPTS AND BORROWED CAPITAL IN EXCESS OF TOTAL COSTS	\$ 7,621,066.91
INVESTED AS FOLLOWS:	
Cash on Hand	\$ 780,788.95
Bond Funds	6,824,219.72
Prepaid Insurance Unexpired	16,058.24
	\$ 7,621,066.91





NEW COMBINATION FIRE AND TOW TRUCK



SCHEDULE OF TOLL RATES

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

"Gross Weight" is the combined weight of the vehicle and its maximum allowable load. Loads in excess of 26,000 pounds (gross weight) on solid tires and 36,000 pounds on pneumatic tires when permitted, shall be charged \$0.25 per 2,000 pounds, or portion thereof, of such load in excess of 26,000 pounds or 36,000 pounds, respectively, in addition to the above tolls.

No vehicle and load of a combined weight exceeding 80,000 pounds on solid tires or 150,000 pounds on pneumatic tires permitted to cross the bridge.

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

