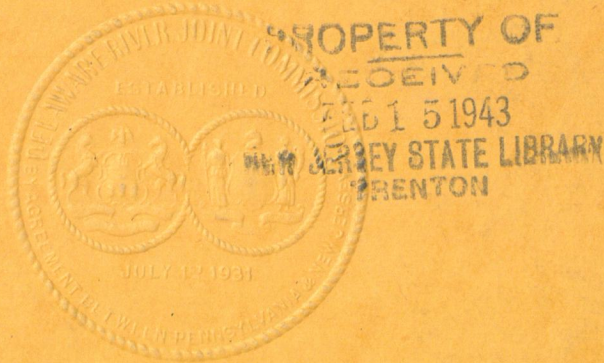


~~FAIRFIELD DICKINSON UNIVERSITY~~

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



1942

974.901
D54
1942
copy 2

974.901
D54
1942
copy 2



DEPOSITORY COPY

Do Not Remove From Library

**CLASSIFICATION OF VEHICLES
CROSSING DELAWARE RIVER BRIDGE
IN 1942**

PERIOD	AUTOMOBILES AND LIGHT TRUCKS										TRUCKS (2 to 5 Tons)		TRUCKS (5 to 10 Tons)		Horse-drawn Etc.	Motor-cycles	Special Vehicles	Total Vehicles	% Change Same Month 1941		
	Total					20c Rate					BUSES (50c & 75c)		TRUCKS (35c, 40c, 50c)								
	Vehicles	% of Total	Vehicles	% of Autos	Vehicles	% of Commuters 15c	Vehicles	% of Autos	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total						Vehicles	% of Total
1942 Jan. . .	994,919	88.79	854,916	85.92	140,003	14.08	81,119	7.23	26,322	2.34	9,621	0.85	7,626	902	0	1,120,509	+ 9.32				
Feb. . .	887,938	88.49	760,452	85.64	127,486	14.36	73,797	7.35	24,421	2.43	8,666	0.86	7,546	1,012	0	1,003,380	+ 2.55				
Mar. . .	1,003,215	88.82	869,947	86.71	133,268	13.29	80,085	7.09	27,280	2.41	9,767	0.86	7,607	1,493	0	1,129,447	+ 3.32				
Apr. . .	999,608	88.53	875,098	87.54	124,510	12.46	83,882	7.42	26,943	2.38	9,112	0.80	7,577	1,994	0	1,129,116	- 7.78				
May . .	928,541	87.36	819,767	88.28	108,774	11.72	87,373	8.21	26,994	2.53	9,715	0.91	8,106	2,089	0	1,062,818	- 22.64				
June . .	879,748	86.82	776,784	88.29	102,964	11.71	86,270	8.51	27,221	2.68	9,485	0.93	8,444	2,080	0	1,013,248	- 29.21				
July . .	992,273	87.25	899,093	90.59	93,180	9.41	94,875	8.34	29,296	2.57	9,667	0.85	8,762	2,336	0	1,137,209	- 28.80				
Aug. . .	959,380	86.96	871,918	90.88	87,462	9.12	96,205	8.72	28,304	2.56	8,697	0.78	8,512	2,024	0	1,103,122	- 33.17				
Sept. . .	875,258	86.15	782,432	89.39	92,826	10.61	91,658	9.02	29,461	2.89	8,776	0.86	8,745	2,059	0	1,015,957	- 27.40				
Oct. . .	831,935	85.69	732,204	88.01	99,731	11.99	90,366	9.30	28,670	2.95	8,582	0.88	9,764	1,547	0	970,864	- 25.83				
Nov. . .	793,050	85.82	698,815	88.11	94,235	11.89	87,503	9.46	25,158	2.72	8,098	0.87	9,181	1,094	0	924,084	- 27.52				
Dec. . .	717,899	84.10	627,044	87.34	90,855	12.66	91,841	10.76	25,671	3.00	8,354	0.97	9,220	544	0	853,529	- 33.34				
1942 Totals . .	10,863,764	87.16	9,568,470	88.07	1,295,294	11.93	1,044,974	8.38	325,741	2.61	108,540	0.87	101,090	19,174	0	12,463,283	- 20.31				
Grand Totals from Date of Opening to Dec. 31, 1942	167,242,239*	87.61	144,837,280	88.17	17,729,813	4.62	18,091,235	9.47	3,624,631	1.89	1,029,334	0.53	456,846	440,704	4,337	190,889,326	-				

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

RECEIPTS FOR 16 1/2 YEARS

Gross \$50,643,289.19
Net 42,744,033.72

RESUME OF OPERATION

Year	PLEASURE CARS AND LIGHT TRUCKS										AVERAGES										HIGH SPEED LINE (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	Misc. Horses etc.	VEHICLES			RECEIPTS			Sunday & Holiday Traffic	AVERAGE		Net Receipts (Operation)		
												Month	Daily	Monthly	Month	Daily	Monthly		Month	Daily			
1936	10,614,475	3,067,967.87	9,176,045	100%	None	None	1,094,638	345,767	28,594	29,198	3	884,539	29,001	255,647.32	8,887.89	38,923	2,479,236	354,177	11,920	2,606,707.01			
1937	12,293,129	2,969,433.52	10,901,116	619,864	9,267,896	1,013,356	1,005,322	328,051	29,368	28,372	0	1,024,428	33,679	247,451.96	8,135.40	43,607	4,743,310	395,276	12,995	2,516,613.49			
1938	12,820,338	3,027,489.36	11,520,211	None	10,381,893	1,138,218	924,010	314,915	36,959	24,237	6	1,068,361	35,124	252,290.78	8,294.49	45,272	4,120,755	343,396	11,289	2,445,817.04			
1939	13,378,225	3,155,259.05	12,021,179	None	10,782,058	1,239,121	917,042	369,410	47,720	22,879	5	1,114,852	36,652	262,938.25	8,644.54	46,176	4,340,095	361,675	11,800	2,628,712.32			
1940	14,185,835	3,340,113.26	12,766,835	None	11,361,240	1,405,595	921,471	417,293	60,163	20,071	2	1,182,153	38,759	278,342.77	9,125.99	48,096	4,655,937	387,995	12,720	2,778,058.30			
1941	15,638,687	3,655,611.09	14,113,852	None	12,475,623	1,638,229	956,458	460,154	85,501	22,742	0	1,305,223	42,845	304,467.58	10,009.89	53,708	5,102,414	425,201	13,979	3,000,209.98			
1942	12,463,283	3,069,647.27	10,863,764	None	9,568,470	1,295,294	1,044,974	434,281	101,090	19,174	0	1,038,606	34,145	255,803.33	8,409.99	39,236	6,059,144	504,328	16,600	2,366,959.45			

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
1942

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

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

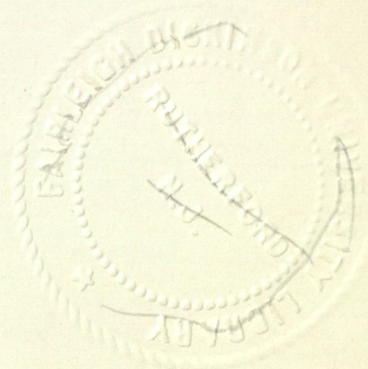
JOSEPH K. COSTELLO, *Secretary-General Manager*

JOHN B. KATES, *Treasurer*

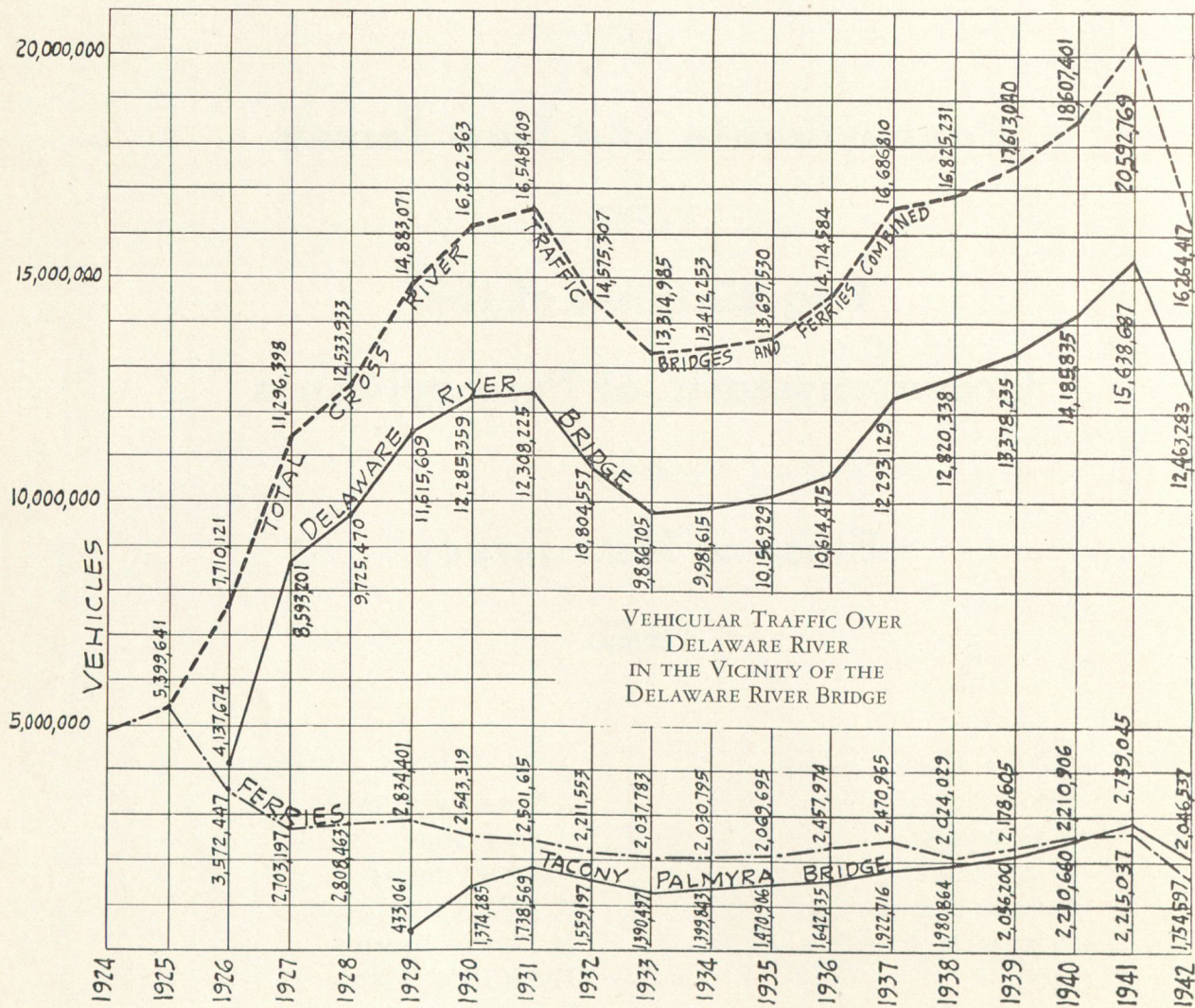
COUNSEL

AUGUSTUS F. DAIX, 3RD

BRUCE A. WALLACE



7
~~1933~~ 1



discontinued
 94301
 cmb

CONTENTS

	PAGE
Classification of Vehicles.....	Frontispiece
Resumé of Operation.....	Frontispiece
Cross River Traffic Chart.....	4
Rail Transit Line Patronage.....	6
Annual Report.....	7
Distribution of Vehicular Traffic.....	11
Chart of Daily Averages.....	12
Chart of Monthly Traffic.....	13
Analysis of Traffic from date of Bridge opening.....	14
Balance Sheet.....	16
Financial Statement of Operation.....	17-18
Financial History.....	19
Cross River Traffic from date of Bridge opening.....	20
Snow-Fighting Equipment.....	21
Schedule of Toll Rates.....	22

RAIL TRANSIT LINE

Month	1936			1937			1938			1939		
	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
February ..	Opened June 6th, 1936 ↓			346,963	8,674.08	12,392	322,278	8,056.95	11,510	324,688	8,117.20	11,596
March				403,001	10,075.02	13,001	338,587	8,464.67	10,922	381,908	9,547.70	12,319
April				390,876	9,771.90	13,029	329,325	8,233.13	10,977	354,040	8,851.00	11,801
May				383,345	9,583.63	12,366	323,689	8,092.22	10,441	362,038	9,050.95	11,678
June		322,660	8,066.50	13,444	379,799	9,494.97	12,660	313,607	7,840.18	10,453	350,547	8,763.68
July	340,282	8,507.05	10,977	365,141	9,128.53	11,714	287,451	7,186.27	9,272	312,118	7,802.95	10,068
August ...	312,811	7,820.28	10,091	361,423	9,035.57	11,658	301,784	7,544.60	10,059	323,622	8,090.55	10,439
September .	313,496	7,837.40	10,449	386,126	9,653.15	12,871	312,867	7,821.68	10,429	333,477	8,336.92	11,115
October ...	365,250	9,131.25	11,782	425,410	10,635.25	13,723	357,747	8,943.67	11,540	377,903	9,447.58	12,190
November .	360,814	9,020.35	12,027	426,113	10,652.83	14,204	362,178	9,054.45	12,073	394,302	9,857.55	13,143
December .	463,923	11,598.07	14,965	492,489	12,312.22	15,887	451,355	11,283.88	14,560	461,402	11,535.05	14,883
Totals	2,479,236	61,980.90	11,920	4,743,310	118,582.75	12,995	4,120,755	103,018.88	11,289	4,340,095	108,502.38	11,890

Month	1940			1941			1942		
	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers
January ...	373,204	9,330.10	12,038	422,211	10,555.28	13,619	459,754	6,493.85	14,808
February ..	361,400	9,035.00	12,462	384,079	9,601.97	13,717	421,792	5,044.80	15,064
March	387,569	9,689.23	12,502	426,961	10,674.03	13,773	472,497	7,812.43	15,294
April	383,087	9,577.17	12,770	422,082	10,552.05	14,069	480,773	7,019.32	16,025
May	391,069	9,776.73	12,615	417,242	10,431.05	13,459	483,394	4,584.85	15,593
June	364,991	9,124.77	12,164	393,332	9,833.30	13,111	483,467	9,085.27	16,115
July	354,288	8,857.20	11,428	387,167	5,679.17	12,489	486,373	8,659.32	15,690
August ...	357,400	8,935.00	11,529	391,806	4,795.15	12,639	513,754	8,843.85	16,572
September .	358,934	8,973.35	11,964	417,019	5,425.48	13,901	509,791	10,244.78	16,993
October ...	412,779	10,319.48	13,315	455,230	7,380.75	14,684	536,729	11,118.22	17,313
November .	409,435	10,235.87	13,647	443,814	8,095.35	14,793	518,534	10,263.35	17,284
December .	501,781	12,544.53	16,186	541,471	13,036.77	17,466	692,286	17,307.15	22,331
Totals	4,655,937	116,398.43	12,721	5,102,414	106,060.35*	13,979	6,059,144	106,477.19†	16,600

(* \$21,500 withheld by operating company in 1941 to insure against possible losses)
(† \$45,001.41 withheld by operating company in 1942 to insure against possible losses)

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.

Necessary wartime restrictions of gasoline and tires laid a heavy hand on vehicular traffic in the East during 1942 and, as a result, Delaware River Bridge traffic dropped 20.31 per cent from its all-time peak in 1941. The first quarter showed an upswing but, in April, the official warnings regarding scarcity of gasoline were reflected in a traffic decrease. This was accelerated in May when gasoline was rationed. Our December loss was particularly heavy representing a curtailment of one-third the figure reached in the same month of 1941.

Toll receipts diminished and expenses increased. Gross operating receipts were \$3,069,647.27 and our Sinking and Surplus Funds earned \$143,142.52. Maintenance costs were \$702,687.82 and accrued interest on Commission bonds, \$1,527,220.48. Net income from the year's operation was \$982,881.49 compared with \$1,576,075.50 for 1941.

In common with all other industries, the cost of everything required for operation and maintenance of the structure advanced in 1942 but a burden particular to strategically important bridges was laid by the necessity of protecting the Delaware River Bridge against damage by enemy agents.

In addition to the All Risk insurance carried since 1934, the Commission, on June 29, took out \$32,000,000 War Risk insurance with the War Damage Corporation for a period of one year at a cost of \$38,400. This provides indemnification against damage caused by the enemy or from our own armed forces while resisting attack. The policy covers the entire bridge, the subways in Philadelphia and Camden built by the Commission, rail transit line cars, vehicular underpasses in both cities and all Commission-owned buildings.

As gasoline became scarcer, travel shifted from privately-owned cars to buses and the rail transit line. The passenger car and light division, paying the twenty-cent straight toll or fifteen-cent commutation rate, suffered a loss of 23.02 per cent; buses increased 9.25 per cent and patronage on the rail transit line grew by 18.75 per cent.

Two factors helped to stem the tide of diminishing traffic. Most important was the defense worker living on one side of the river and employed on the other. Both Philadelphia and Camden have been converted largely to arsenals and employment in heavy industries has risen to an all-time high. Throughout the day and night, men and women traveling to their places of employment created opposing tides in the rush hours while, at other times, the bridge was sparsely used. The other factor in stimulating traffic was the forty-nine day meet at the Garden State Racetrack, five miles from our Camden Plaza. This opened July 18 and closed September 12. We estimate that the bridge was crossed by 135,000 racebound cars in this period. At the close of the year, it was problematical whether restrictions on pleasure driving would permit resumption of the meet in 1943.

For the first time since its opening in 1936, the bridge rail transit line became an important transportation artery. During the year it was patronized by 6,059,144 compared with 5,102,414 in 1941; yet this figure is but one-third of the estimated capacity of the system.

In the final months of 1942, there were reports from Washington that Philadelphia bound buses might be forced to curtail their runs at Camden and transfer passengers to the rail line. However, no definite action had been taken by the end of the year.

On that date, the Sinking and Surplus Funds of the Commission amounted to \$6,733,749.74 invested as follows:

SINKING FUND:

United States Treasury 3 $\frac{1}{4}$ % bonds due 1945-43	\$ 125,000	
Home Owners Loan Corporation 3% bonds due 1952-44	280,000	
United States Treasury 1% notes due 9/15/43	100,000	
Reconstruction Finance Corporation 1 $\frac{1}{8}$ % notes due 7/15/43	100,000	
Commonwealth of Pennsylvania 1 $\frac{1}{2}$ % notes due 4/30/43	100,000	
		705,000.00
Cash in bank		58,556.39
Accrued interest		3,179.66
		\$ 766,736.05

SURPLUS FUND:

United States Treasury 3 $\frac{1}{4}$ % bonds due 1945/43	\$ 560,000	
United States Treasury 2 $\frac{7}{8}$ % bonds due 1960-55	450,000	
Home Owners Loan Corporation 3% bonds due 1952-44	2,000,000	
United States Treasury 1 $\frac{1}{8}$ % notes due 6/15/43	200,000	
United States Treasury 1% notes due 9/15/43	650,000	
Reconstruction Finance Corporation 1 $\frac{1}{8}$ % notes due 7/15/43	1,500,000	
Commonwealth of Pennsylvania 1 $\frac{1}{2}$ % notes due 4/30/43	450,000	
		5,810,000.00
Cash in bank		129,146.87
Accrued interest		27,866.82
		\$5,967,013.69

These funds provide a reserve to cushion the shock which may come as a result of further restrictions on motor transportation. The Commission is investigating the possibility of reducing its heavy interest burden by re-financing the outstanding indebtedness now amounting to \$35,703,000. Bridge bonds become callable September 1, 1943, at 105. They now bear a four and one-quarter per cent interest coupon. A substantial reduction in interest charges is the goal toward which the Commission is striving.

Intensive precautions approved by the War Department, Federal Bureau of Investigation and Office of Civilian Defense were taken by our police against sabotage. A link fence topped with barbed wire was erected around the area under the Camden Approach. A large siren for warning against air raids was placed on the roof of the Administration Building, Camden Plaza. An air raid shelter was improvised beneath the Philadelphia Plaza where, during practice alerts and blackouts, passengers were escorted from cars and buses halted at the Plaza. A similar procedure was followed in Camden where the Sixth Street pedestrian underpass was pressed into use. Our bridge personnel cooperated with Civilian Defense authorities in both Philadelphia and Camden whenever an alert or blackout was ordered in either city. Traffic was not permitted to enter upon the bridge during such periods, it being essential that the roadway be clear for the passage of emergency vehicles of the Army and Navy and fire-engines.

A thirty-five miles an hour speed limit was placed on cars crossing the bridge in October and warning signs were erected. A number of our men qualified as instructors in American Red Cross First Aid to train our other employees in regular classes.

To help in the war effort, the Commission, on February 27, rescinded its fifteen-year-old prohibition against the carrying of standees in buses crossing the bridge. The bus companies showed that they were unable to obtain new vehicles or tires. No accidents arising from this innovation were reported up to the end of the year.

Acting upon representations made by the Commission to Washington against the danger of transporting high explosives over the structure, a practice which has always been strictly forbidden here, the War Department issued in May an order prohibiting this procedure except in cases of extreme emergency. During the year, more than 103,000 Army and Navy trucks and guns passed over the bridge. No tolls were charged—in fact, since the opening of the bridge in 1926, the Commission has always permitted the free passage of United States Government-owned vehicles carrying troops, mails or munitions of war. Even though the courts have held in recent years that these are not exempt from the payment of toll, the Commission feels that free passage is but a small contribution to the war effort.

The falling-off of traffic in 1942 was the second experienced in Delaware River Bridge history. In 1927, our first full year of operation, traffic totaled 8,593,201. This rose to 12,308,225 in 1931 but, in 1932, the backwash of the depression cut off 1,500,000 vehicles. The following year, an additional million was lost but, from then to the end of 1941, traffic was on the upswing. It would be unreasonable to suppose that traffic in war years will exceed the 1941 figure but it seems logical to expect that, following the war, traffic records on this bridge will again be eclipsed. The following table shows the rise and fall of traffic and toll receipts:

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

Throughout the year, the bridge was maintained in first-class condition. Periodic inspections were made together with numerous minor repairs. Twenty-six accidents occurred on the bridge; eighty-seven arrests were made; twenty-one fires extinguished and no suicides or attempted suicides occurred. The last may be attributed to the closing of the footwalks at the outbreak of war, no pedestrians being permitted to cross during the year.

Certiorari proceedings against the attempt of the City of Camden to tax bridge property in 1941 were still pending in the New Jersey Supreme Court at the close of the year. The City submitted no tax bills in 1942.

A step of vital importance to future bridge traffic was taken during 1942 when the Commonwealth of Pennsylvania and the City of Philadelphia agreed upon plans for the

widening of Vine Street from Franklin Street to the Parkway. The Commonwealth provided the funds necessary to meet the cost of this improvement. Late in the year, notices were served by the City Solicitor of Philadelphia upon owners and tenants of properties on the south side of Vine Street condemning the whole in the name of the Commonwealth. Because of the impossibility of obtaining materials to build the widened roadway, demolition of the properties was held up until the end of the war. Inasmuch as the properties will then be all publicly-owned, the improvement should proceed without further delay.

The Commission records with deep regret the loss of its fellow member, Mr. J. Willison Smith who died Mar 10. In April, Mr. Alvin A. Swenson of Philadelphia was appointed by Governor James to fill the vacancy. Senator Bruce A. Wallace, Commissioner from Camden County, resigned in April and was elected New Jersey Counsel for the Commission. The vacancy thus caused was filled in May by the appointment of Mr. Edward C. McAuliffe, Camden County, by the New Jersey Legislature.

The Commission extends a cordial invitation to all 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

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

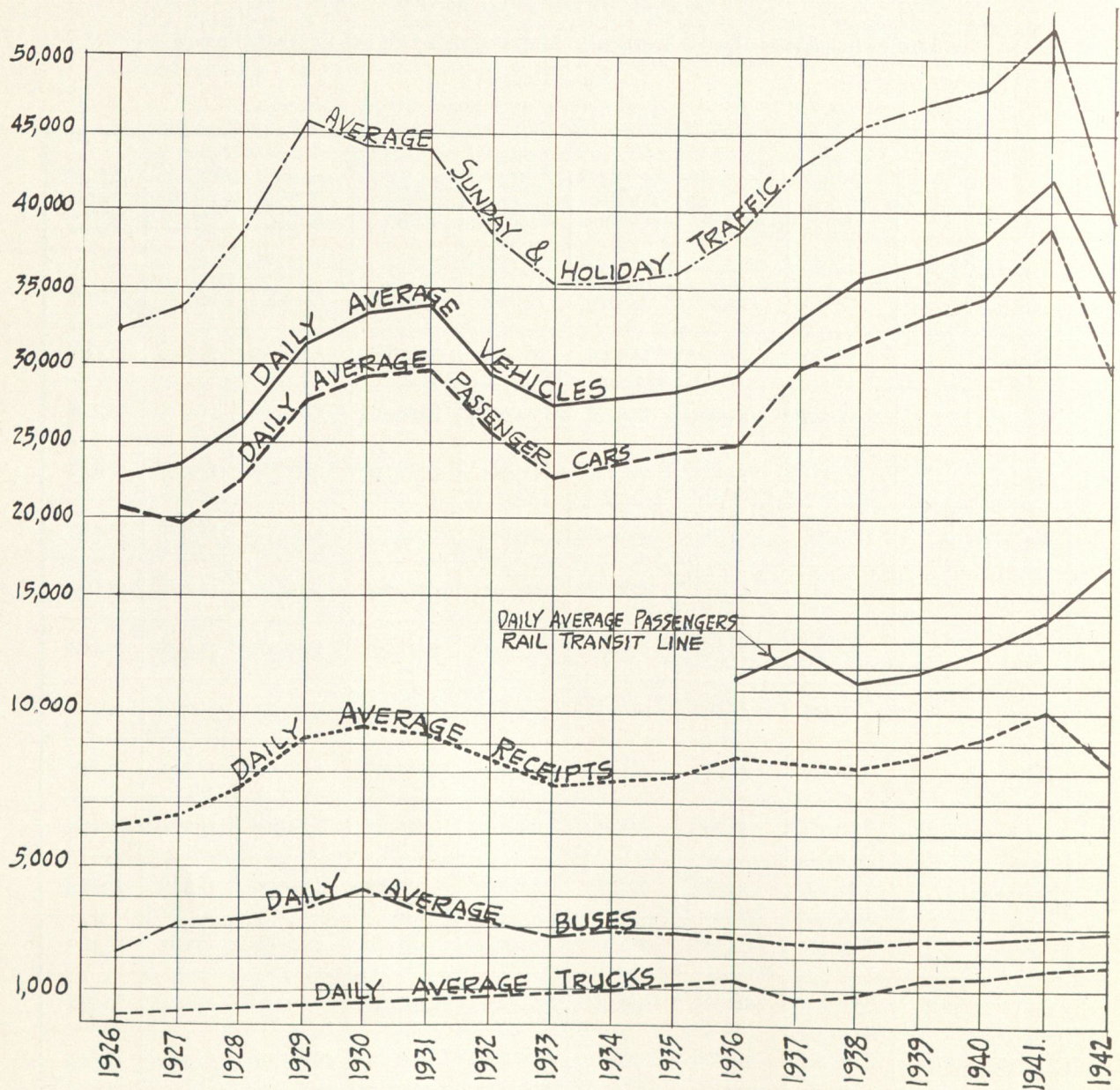
ARTHUR C. KING, *Vice-Chairman*
I. NORWOOD GRISCOM
ALFRED COOPER
BARTON F. SHARP
A. MATLACK STACKHOUSE
MARVIN H. COOMBS
HUGH L. MEHORTER
EDWARD C. MCAULIFFE

JOSEPH K. COSTELLO, *Secretary-General Manager*

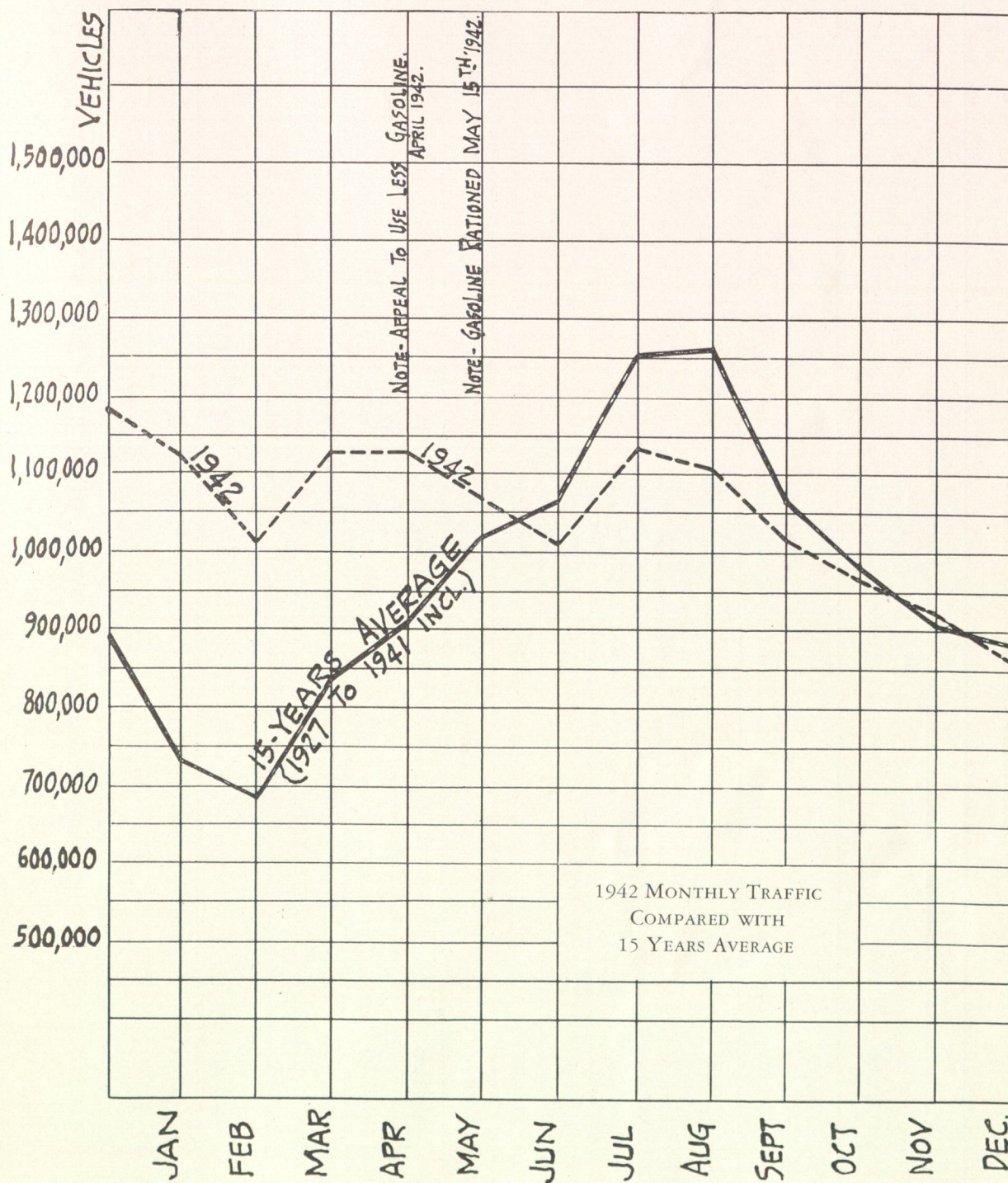
December 31, 1942.

DISTRIBUTION OF VEHICULAR TRAFFIC
ACROSS THE DELAWARE RIVER
AMONG FERRIES & BRIDGES WITHIN 10 MILES OF THE DELAWARE RIVER BRIDGE
YEAR 1942

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	87,973	55,693	150,376	294,042	1,120,509	1,414,551	10.63%	79.21%
February	78,230	48,693	137,495	264,418	1,003,380	1,267,798	10.84%	79.14%
March	90,863	57,974	165,775	314,612	1,129,447	1,444,059	11.47%	78.21%
April	91,125	57,107	188,156	336,388	1,129,116	1,465,504	12.83%	77.05%
May	93,307	64,544	188,167	346,018	1,062,818	1,408,836	13.35%	75.43%
June	93,837	63,811	177,257	334,905	1,013,248	1,348,153	13.22%	75.15%
July	100,885	74,796	242,081	417,762	1,137,209	1,554,971	15.56%	73.13%
August	97,136	71,896	223,771	392,803	1,103,122	1,495,925	14.95%	73.71%
September	93,429	61,900	184,335	339,664	1,015,957	1,355,621	13.59%	74.94%
October	90,071	54,724	143,380	288,175	970,864	1,259,039	11.38%	77.11%
November	80,656	36,480	133,575	250,711	924,084	1,174,795	11.37%	78.65%
December	74,964	34,503	112,169	221,636	853,529	1,075,165	10.43%	79.38%
TOTALS 1942.	1,072,476	682,121	2,046,537	3,801,134	12,463,283	16,264,417	12.58%	76.62%
TOTALS 1941.	1,326,263	888,774	2,739,045	4,954,082	15,638,687	20,592,769	13.34%	75.94%
% CHANGE..	-19.13	-23.25	-25.28	-23.27	-20.31	-21.01		



DAILY AVERAGES



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	18,001 to 26,000 lbs. Gross Weight Pneut.c. 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	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	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	565	1,229,698	67,835	29,207	580
1929	11,615,609	10,096,414				11,875	101,315	28,615	9,480	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	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	5,006	1,270,481	8,398	27,916	54
1932	10,804,557	9,355,885			∞	1,349	165,905	13,029	44,552	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	8,909	1,026,145	5,923	25,948	26
1934	9,981,615	8,613,090				472	221,318	7,167	50,041	17,164	1,029,125	6,830	31,247	16
1935	10,156,929	8,735,223				279	250,471	15,822	51,392	19,512	1,042,757	6,652	32,673	13
1936	10,614,475	9,176,045			↓	189	247,597	17,237	79,648	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	29,368	999,855	5,467	28,372	0
1938	12,820,338	11,520,211	↑			76	228,085	9,174	77,331	36,959	920,520	3,490	24,237	6
1939	13,378,235	12,021,179				92	263,196	10,895	95,004	47,720	913,727	3,315	22,879	5
1940	14,185,835	12,766,835			∞	76	298,390	16,809	101,842	60,163	918,307	3,164	20,071	2
1941	15,638,687	14,113,852			∞	98	330,228	18,864	110,762	85,501	953,480	2,958	22,742	0
1942	12,463,283	10,863,764				65	309,280	16,396	108,335	101,090	1,042,426	2,548	19,174	0

APPENDICES

BALANCE SHEET

December 31, 1942

ASSETS

Operating cash in bank and on hand.....	\$	624,660.41
Cash on deposit with Paying Agent for bond interest.....		653,803.75
Prepaid insurance premium.....		22,748.58

SINKING AND SURPLUS FUNDS:

	<i>Sinking</i>	<i>Surplus</i>	<i>Together</i>
Cash in bank.....	\$ 58,556.39	\$ 129,146.87	\$ 187,703.26
Investments (at par) in United States and Pennsylv- ania obligations (cost \$6,656,481.18)	705,000.00	5,810,000.00	6,515,000.00
Interest accrued	3,179.66	27,866.82	31,046.48
	<u>\$766,736.05</u>	<u>\$ 5,967,013.69</u>	<u>6,733,749.74</u>

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>
TOTAL ASSETS	\$52,511,203.53

LIABILITIES AND SURPLUS

BONDED DEBT:

4 1/4% Serial Bonds Dated 9/1/33 Maturing 1935/73:	
Total Authorized	\$41,000,000
Cancellation of Unissued Bonds	2,880,000
	<u>TOTAL ISSUED</u>
	\$ 38,120,000.00
Redeemed through the Sinking Fund	2,417,000.00
	<u>TOTAL OUTSTANDING</u>
	35,703,000.00
9/1/43 Maturity included in Current Liabilities.....	465,000.00
	<u>35,238,000.00</u>

CURRENT LIABILITIES:

Interest on Bonded Debt Accrued (due 3/1/43).....	505,792.50
Bond Interest Coupons—Not Presented (past due).....	3,803.75
Bonds Maturing 9/1/43	465,000.00
Commonwealth of Pennsylvania	13,097.38
	<u>987,693.63</u>

RESERVES	68,000.00
----------------	-----------

SURPLUS:

NON-OPERATING	2,803,925.33
OPERATING:	
Accumulated in Operations 7/1/31 to 12/31/42.....	13,413,584.57
	<u>16,217,509.90</u>
TOTAL LIABILITIES	\$ 52,511,203.53

STATEMENT OF OPERATIONS FOR THE CALENDAR YEAR 1942

RECEIPTS:

Tolls and Rentals	\$ 2,962,887.45	
High-Speed Line Fares	102,206.81	
Interest Received on Toll Funds	4,553.01	
	<hr/>	
GROSS OPERATING RECEIPTS		\$ 3,069,647.27

EXPENSES:

Salaries	\$ 475,613.43	
Equipment	28,383.28	
Supplies	12,201.04	
Repairs	53,834.55	
Miscellaneous (including Light and Heat)	100,945.86	
Insurance (All Risk, Income and War Damage)	31,709.66	
	<hr/>	
TOTAL EXPENSES		702,687.82

GROSS OPERATING INCOME \$ 2,366,959.45

INTEREST ON BONDS ACCRUED 1,527,220.48

NET OPERATING INCOME \$ 839,738.97

NET NON-OPERATING INCOME:

Sinking Fund	\$ 16,526.90	
Surplus Fund	126,615.62	
	<hr/>	
		143,142.52

NET INCOME \$ 982,881.49

FUNDS PROVIDED AND APPLIED DURING THE CALENDAR YEAR 1942

FUNDS WERE PROVIDED FROM THE FOLLOWING SOURCES:

Net Income for the year (per operating statement)..... \$ 982,881.49

ELIMINATION OF ACCRUALS:

Add:

Decrease in Bond Surplus Fund accrual 12/31/42..	\$	2,531.25	
Increase in Expense accruals 12/31/42.....		62,136.66	
			<u>64,667.91</u>

Deduct:

Decrease in debt interest accrued:			
December 31, 1941.....	\$	513,881.67	
December 31, 1942.....		505,792.50	
			<u>8,089.17</u>
			56,578.74

TOTAL FUNDS PROVIDED..... \$1,039,460.23

FUNDS WERE APPLIED AND ACCOUNTED FOR AS FOLLOWS:

Funded Debt:

Bonds matured (per schedule).....	\$	327,000.00	
Bonds purchased (at market).....		268,127.50	
			<u>\$595,127.50</u>
Bond Surplus Fund: Investments redeemed.....		225,000.00*	
Interest on debt due March 1, 1943.....		650,000.00	
			<u>650,000.00</u>

TOTAL BONDED DEBT EXPENDITURES.....	\$	1,020,127.50	
War Damage insurance prepaid for 1 year to 6/30/43		38,400.00	
			<u>38,400.00</u>

TOTAL FUNDS APPLIED..... 1,058,527.50

Excess of cash disbursements over receipts.....		19,067.27	
Cash at beginning of year.....		831,430.94	
			<u>831,430.94</u>

CASH AT END OF YEAR..... \$ 812,363.67

Composed of:

Operating Fund	\$	624,660.41	
Sinking Fund		58,556.39	
Bond Surplus Fund		129,146.87	
			<u>129,146.87</u>

\$ 812,363.67

*Deduct

FINANCIAL HISTORY
Costs, Income and Investments—December 31, 1942

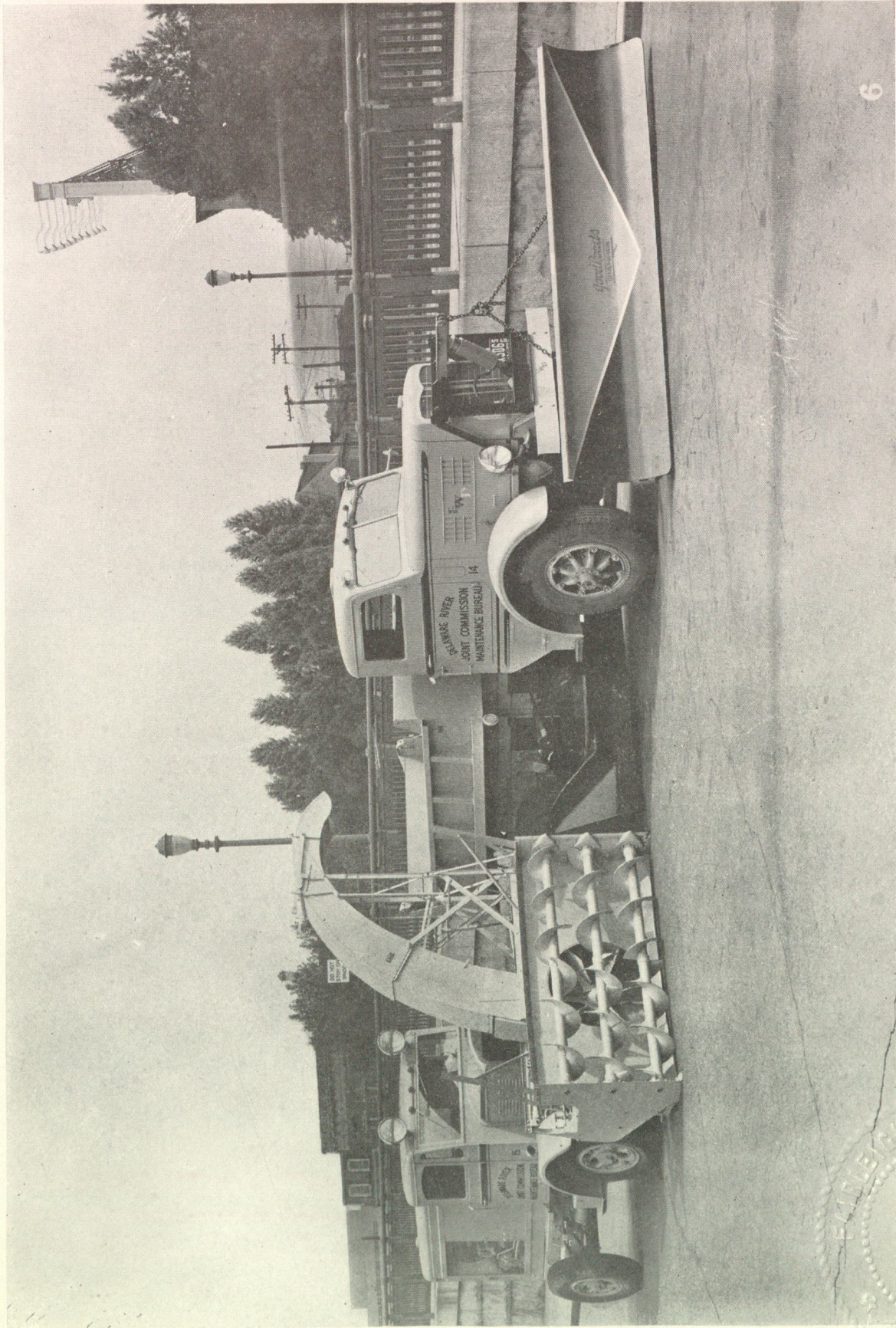
Cost of Bridge (including Land and Approaches).....	\$37,085,100.71
Expended for:	
High-Speed Rail Transit Line (net).....	\$8,238,688.91
Maintenance Building (net)	73,331.15
Improvements to Toll Houses	138,953.75
Improvements to Administration Building	13,931.09
	8,464,904.90
TOTAL	\$45,550,005.61
Total Interest Paid	\$25,985,804.52
Total Expenses Paid	8,157,660.89
	34,143,465.41
TOTAL COSTS PAID	\$79,693,471.02
Total Receipts	\$51,371,629.75
Bonds Issued	\$38,120,000
Less: Bonds Retired	2,417,000
	35,703,000.00
BONDS OUTSTANDING	35,703,000.00
TOTAL RECEIPTS AND BORROWED CAPITAL.....	87,074,629.75
	87,074,629.75
RECEIPTS AND BORROWED CAPITAL IN EXCESS OF TOTAL COST.....	\$ 7,381,158.73
INVESTED AS FOLLOWS:	
Operating Fund with Bank and on Hand.....	\$ 624,660.41
Bond Funds with Bank and Fiscal Agent.....	6,733,749.74
Prepaid Insurance Premium Unexpired.....	22,748.58
	\$ 7,381,158.73

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	↑	3,948,751	Open July 1st 4,137,674	8,086,425	—	51.16%
1927	779,320	1,567,724		356,153	↑	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	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.	1929	1,399,843	3,430,638	9,981,615	13,412,253	10.43%	74.42%
1935	817,208	1,252,487	↑	15,	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%



6

SNOW-FIGHTING EQUIPMENT ACQUIRED IN 1942

