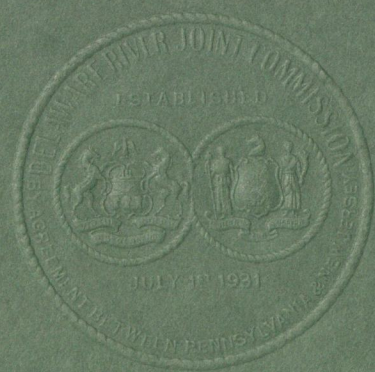


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~~UNIVERSITY OF PENNSYLVANIA~~

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



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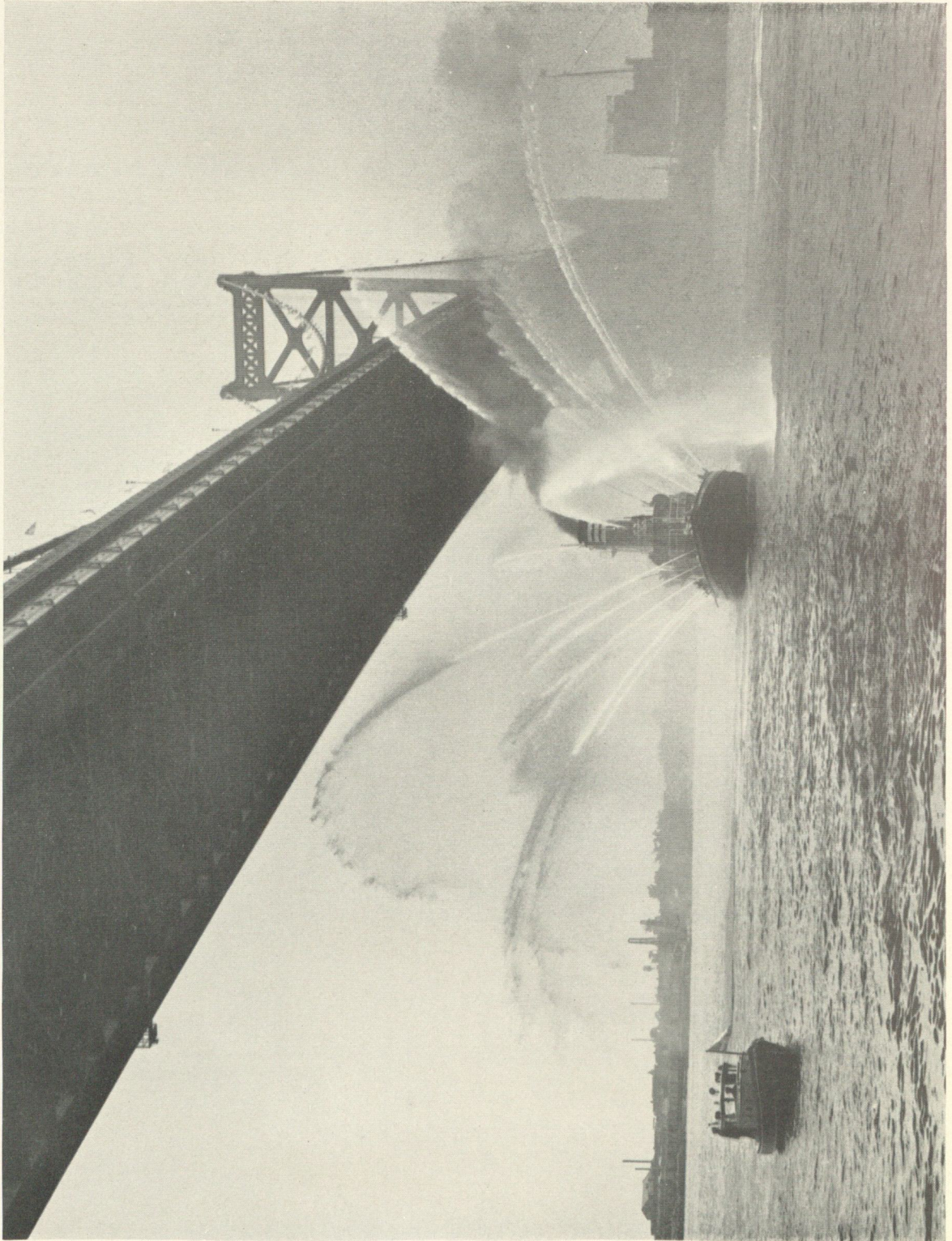


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FIREBOAT UNDER DELAWARE RIVER BRIDGE

REPORT  
OF  
The Delaware River Joint Commission  
of Pennsylvania and New Jersey  
TO THE  
Legislatures of the  
Commonwealth of Pennsylvania  
and the  
State of New Jersey  
and the  
Council of the City of Philadelphia  
1936

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GEORGE H. EARLE, *Chairman*  
S. DAVIS WILSON  
FRANK E. BALDWIN  
CHARLES A. WATERS  
JOHN B. KELLY  
JOHN A. MCCARTHY  
EDWARD BROWNING, JR.  
JAMES P. CLARK  
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RICHARD WEGLEIN

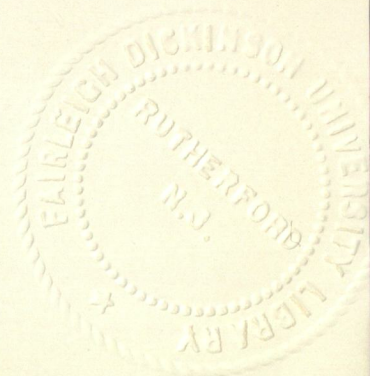
JOHN B. KATES, *Vice-Chairman*  
FRANK L. SUPLEE  
I. NORWOOD GRISCOM  
LUCIUS E. HIRES  
ARTHUR C. KING  
BARTON F. SHARP  
ALFRED COOPER  
A. MATLACK STACKHOUSE

JOSEPH K. COSTELLO, *General Manager*  
WALTER S. ANDERSON, *Treasurer*

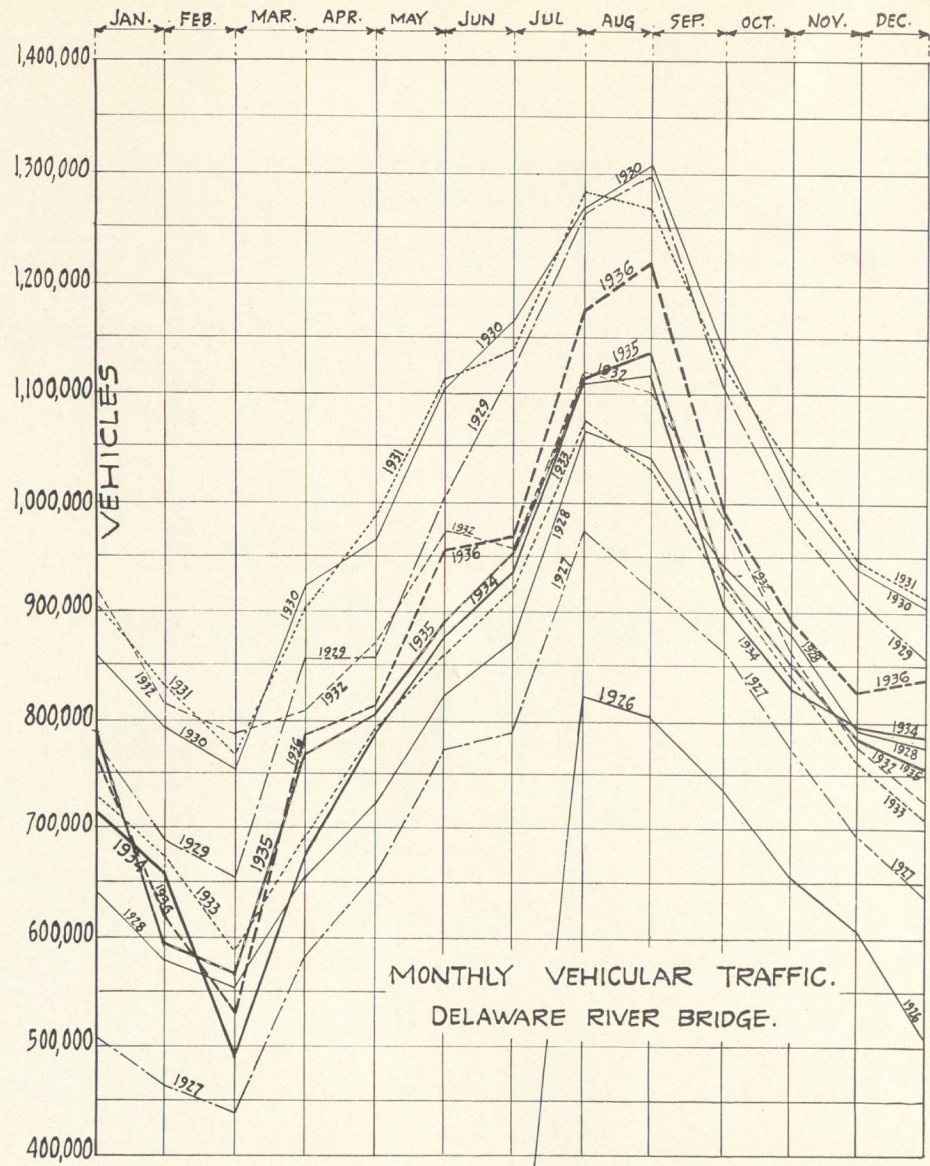
COUNSEL

JAMES C. CRUMLISH

T. HARRY ROWLAND



#8  
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 A-0373.1



PERIOD	TOTAL VEHICLES	TOTAL RECEIPTS	PLEASURE CARS & LIGHT TRUCKS.	BUSES	TRUCKS (HEAVY)	HORSE DRAWN VEHICLES	HORSE & RIDER	LED ANIMALS	SPECIAL PERMITS	MOTOR CYCLES	AVERAGE VEHICLES		AVERAGE RECEIPTS		AVERAGE SUNDAY HOLIDAY TRAFFIC
											MONTHLY	DAILY	MONTHLY	DAILY	
1927	8,593,201	2,435,784. <sup>40</sup>	7,270,703	1,181,183	111,460	1369	102	79	3722	24,583	716,100	23,543	202,982. <sup>23</sup>	6,673. <sup>38</sup>	33,981
1928	9,725,470	2,827,786. <sup>83</sup>	8,246,002	1,297,555	151,583	454	96	30	565	29,207	810,456	26,572	235,648. <sup>50</sup>	7,726. <sup>19</sup>	38,096
1929	11,615,609	3,331,754. <sup>46</sup>	10,096,414	1,313,737	170,126	391	69	8	1611	33,253	967,967	31,824	277,648. <sup>43</sup>	9,128. <sup>16</sup>	45,194
1930	12,285,359	3,517,730. <sup>64</sup>	10,578,206	1,484,453	189,704	115	59	5	4414	28,413	1,023,780	33,658	297,144. <sup>22</sup>	9,637. <sup>62</sup>	44,768
1931	12,308,225	3,479,337. <sup>93</sup>	10,770,337	1,278,797	225,977	31	22	1	5006	27,916	1,025,685	33,721	289,986. <sup>48</sup>	9,533. <sup>80</sup>	44,216
1932	10,804,557	3,091,576. <sup>91</sup>	9,355,885	1,179,259	235,057	13	8	0	6561	27,774	900,379	29,520	257,631. <sup>40</sup>	8,446. <sup>93</sup>	38,011
1933	9,886,705	2,820,018. <sup>71</sup>	8,569,299	1,032,068	250,455	22	2	2	8909	25,448	823,892	27,087	235,001. <sup>56</sup>	7,726. <sup>08</sup>	35,598
1934	9,981,615	2,846,116. <sup>26</sup>	8,613,090	1,035,955	284,143	16	0	0	17164	31,249	831,801	27,347	237,176. <sup>36</sup>	7797. <sup>58</sup>	35,604
1935	10,156,929	2,899,563. <sup>25</sup>	8,735,223	1,049,409	320,099	11	2	0	19,512	32,673	846,410	27,824	241,630. <sup>27</sup>	7944. <sup>00</sup>	36,452
1936	10,614,475	3,067,967. <sup>87</sup>	9,176,234	1,034,918	345,578	3	0	0	28,524	29,198	884,539	29,001	255,647. <sup>32</sup>	8387. <sup>89</sup>	38,923

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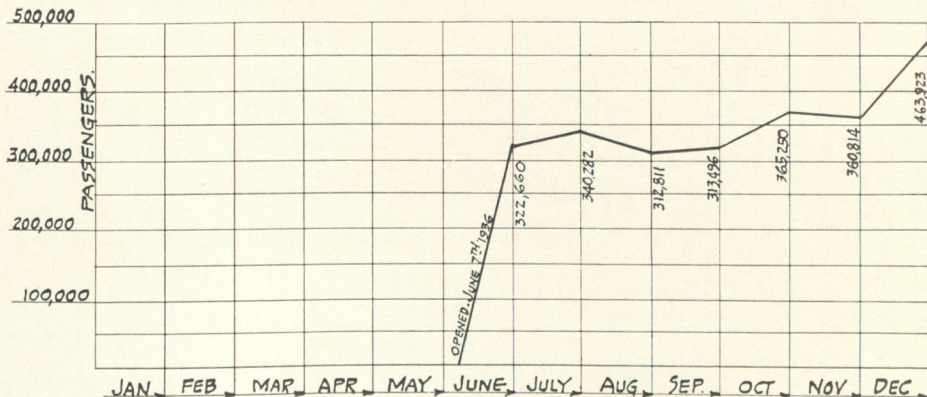
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## TRAFFIC RECEIPTS AND EXPENSES

MONTH	1926			1927			1928			1929			1930		
	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES
JAN.				466,918	148,165. <sup>38</sup>	27,223. <sup>07</sup>	681,945	178,184. <sup>17</sup>	31,076. <sup>14</sup>	691,827	207,812. <sup>83</sup>	31,538. <sup>35</sup>	792,291	229,672. <sup>90</sup>	32,272. <sup>59</sup>
FEB.				447,374	109,100. <sup>34</sup>	30,238. <sup>57</sup>	595,676	170,286. <sup>61</sup>	14,370. <sup>68</sup>	657,126	191,785. <sup>23</sup>	29,052. <sup>90</sup>	757,647	221,585. <sup>92</sup>	33,531. <sup>88</sup>
MAR.				586,441	155,743. <sup>32</sup>	28,929. <sup>78</sup>	657,294	195,838. <sup>42</sup>	31,428. <sup>82</sup>	850,894	237,825. <sup>89</sup>	37,629. <sup>98</sup>	921,732	282,816. <sup>72</sup>	40,255. <sup>69</sup>
APR.				654,243	173,315. <sup>38</sup>	27,449. <sup>44</sup>	728,163	215,041. <sup>37</sup>	29,751. <sup>49</sup>	858,784	247,119. <sup>89</sup>	33,308. <sup>07</sup>	970,596	283,194. <sup>72</sup>	40,117. <sup>85</sup>
MAY				771,744	210,816. <sup>96</sup>	25,818. <sup>29</sup>	829,841	235,846. <sup>43</sup>	32,406. <sup>28</sup>	1,002,573	281,480. <sup>01</sup>	33,979. <sup>55</sup>	1,105,698	319,006. <sup>59</sup>	41,563. <sup>36</sup>
JUN				783,213	222,513. <sup>82</sup>	14,849. <sup>19</sup>	871,082	257,264. <sup>59</sup>	28,623. <sup>81</sup>	1,126,167	328,222. <sup>53</sup>	31,052. <sup>08</sup>	1,163,455	320,237. <sup>06</sup>	36,309. <sup>72</sup>
JUL	828,647	226,532. <sup>97</sup>	18,988. <sup>70</sup>	975,551	264,948. <sup>49</sup>	26,878. <sup>44</sup>	1,063,159	294,327. <sup>21</sup>	33,639. <sup>08</sup>	1,268,929	353,982. <sup>76</sup>	37,290. <sup>47</sup>	1,272,872	370,521. <sup>67</sup>	48,450. <sup>44</sup>
AUG.	804,165	219,729. <sup>09</sup>	28,567. <sup>85</sup>	924,886	263,357. <sup>32</sup>	28,633. <sup>61</sup>	1,044,579	299,711. <sup>61</sup>	32,947. <sup>86</sup>	1,293,433	355,751. <sup>66</sup>	38,795. <sup>61</sup>	1,308,101	358,519. <sup>43</sup>	44,659. <sup>67</sup>
SEPT.	730,711	178,512. <sup>94</sup>	21,689. <sup>89</sup>	865,760	248,796. <sup>87</sup>	39,549. <sup>02</sup>	942,270	260,823. <sup>69</sup>	29,568. <sup>11</sup>	1,104,067	306,127. <sup>55</sup>	30,292. <sup>52</sup>	1,129,713	310,753. <sup>63</sup>	39,941. <sup>53</sup>
OCT.	655,078	184,233. <sup>31</sup>	30,524. <sup>96</sup>	776,505	227,107. <sup>63</sup>	25,987. <sup>09</sup>	881,472	257,770. <sup>39</sup>	29,079. <sup>68</sup>	985,086	280,401. <sup>18</sup>	30,762. <sup>16</sup>	1,020,625	287,963. <sup>15</sup>	42,919. <sup>13</sup>
NOV.	610,291	172,266. <sup>75</sup>	27,092. <sup>46</sup>	693,836	210,995. <sup>76</sup>	29,566. <sup>04</sup>	790,455	228,438. <sup>98</sup>	30,247. <sup>49</sup>	911,888	261,221. <sup>55</sup>	32,445. <sup>76</sup>	940,368	266,670. <sup>84</sup>	49,818. <sup>23</sup>
DEC.	508,782	128,833. <sup>32</sup>	31,245. <sup>61</sup>	647,120	198,864. <sup>45</sup>	41,854. <sup>79</sup>	779,514	234,653. <sup>60</sup>	35,456. <sup>67</sup>	858,835	279,017. <sup>45</sup>	32,354. <sup>99</sup>	902,306	266,846. <sup>60</sup>	50,757. <sup>64</sup>
TOTALS	4,137,674	1,110,108. <sup>38</sup>	158,109. <sup>47</sup>	8,593,201	2,435,784. <sup>40</sup>	346,678. <sup>59</sup>	9,725,470	2,827,786. <sup>83</sup>	378,590. <sup>01</sup>	11,615,609	3,331,754. <sup>94</sup>	398,436. <sup>09</sup>	12,285,359	3,517,700. <sup>64</sup>	500,597. <sup>83</sup>
NET RECEIPTS		946,682. <sup>83</sup>		2,093,921. <sup>89</sup>			2,449,196. <sup>82</sup>			2,933,258. <sup>26</sup>			3,017,133. <sup>11</sup>		

MONTH	1931			1932			1933			1934			1935		
	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES
JAN.	829,442	237,708. <sup>20</sup>	42,951. <sup>90</sup>	820,468	250,486. <sup>00</sup>	34,244. <sup>08</sup>	685,372	188,978. <sup>59</sup>	34,950. <sup>88</sup>	662,380	186,220. <sup>60</sup>	33,508. <sup>17</sup>	593,650	169,865. <sup>25</sup>	46,115. <sup>28</sup>
FEB.	776,165	226,331. <sup>88</sup>	33,936. <sup>75</sup>	779,370	214,084. <sup>41</sup>	31,123. <sup>64</sup>	589,811	164,238. <sup>98</sup>	32,786. <sup>53</sup>	487,606	142,425. <sup>85</sup>	31,940. <sup>77</sup>	563,194	161,285. <sup>56</sup>	35,047. <sup>91</sup>
MAR.	901,208	265,676. <sup>60</sup>	40,195. <sup>00</sup>	814,395	249,608. <sup>74</sup>	34,287. <sup>71</sup>	690,043	215,762. <sup>65</sup>	34,754. <sup>00</sup>	669,341	185,054. <sup>19</sup>	39,639. <sup>48</sup>	763,757	208,870. <sup>88</sup>	35,624. <sup>52</sup>
APR.	990,065	262,422. <sup>18</sup>	33,728. <sup>00</sup>	866,749	234,520. <sup>85</sup>	33,583. <sup>10</sup>	798,465	215,625. <sup>00</sup>	34,704. <sup>98</sup>	790,844	241,834. <sup>09</sup>	40,767. <sup>05</sup>	806,000	247,899. <sup>14</sup>	34,012. <sup>79</sup>
MAY	1,112,646	321,942. <sup>37</sup>	33,911. <sup>98</sup>	978,457	268,284. <sup>28</sup>	36,473. <sup>21</sup>	855,472	258,649. <sup>75</sup>	32,740. <sup>80</sup>	869,626	246,545. <sup>80</sup>	38,020. <sup>74</sup>	882,327	240,888. <sup>10</sup>	35,011. <sup>07</sup>
JUN	1,176,598	339,727. <sup>46</sup>	33,170. <sup>30</sup>	967,446	294,010. <sup>81</sup>	33,386. <sup>08</sup>	924,630	260,706. <sup>74</sup>	31,867. <sup>37</sup>	932,743	284,546. <sup>37</sup>	36,250. <sup>60</sup>	960,277	260,515. <sup>67</sup>	34,957. <sup>14</sup>
JUL	1,275,304	335,980. <sup>72</sup>	35,864. <sup>41</sup>	1,124,653	297,976. <sup>45</sup>	48,622. <sup>12</sup>	1,066,431	288,077. <sup>01</sup>	35,346. <sup>00</sup>	1,116,016	299,246. <sup>68</sup>	33,539. <sup>93</sup>	1,117,485	330,143. <sup>80</sup>	33,931. <sup>04</sup>
AUG.	1,270,808	364,670. <sup>00</sup>	40,802. <sup>97</sup>	1,101,001	301,033. <sup>15</sup>	46,143. <sup>81</sup>	1,042,936	280,430. <sup>75</sup>	37,691. <sup>60</sup>	1,116,991	300,955. <sup>12</sup>	42,019. <sup>29</sup>	1,132,430	305,000. <sup>33</sup>	36,181. <sup>98</sup>
SEPT.	1,128,313	301,962. <sup>45</sup>	31,795. <sup>34</sup>	987,062	296,377. <sup>71</sup>	50,736. <sup>01</sup>	928,978	278,563. <sup>75</sup>	29,723. <sup>43</sup>	913,476	248,340. <sup>10</sup>	32,723. <sup>08</sup>	941,261	257,545. <sup>58</sup>	38,017. <sup>51</sup>
OCT.	1,035,436	305,104. <sup>54</sup>	33,053. <sup>03</sup>	867,986	238,797. <sup>05</sup>	32,570. <sup>64</sup>	841,983	232,151. <sup>60</sup>	40,525. <sup>60</sup>	839,019	258,375. <sup>70</sup>	33,573. <sup>13</sup>	853,237	260,129. <sup>20</sup>	40,358. <sup>75</sup>
NOV.	940,634	259,053. <sup>00</sup>	37,224. <sup>76</sup>	767,317	239,476. <sup>64</sup>	36,629. <sup>41</sup>	758,983	207,839. <sup>30</sup>	40,518. <sup>60</sup>	797,395	220,515. <sup>65</sup>	33,432. <sup>58</sup>	786,152	218,650. <sup>74</sup>	36,899. <sup>10</sup>
DEC.	911,606	258,738. <sup>13</sup>	34,222. <sup>28</sup>	729,653	206,920. <sup>41</sup>	32,548. <sup>12</sup>	703,581	229,034. <sup>73</sup>	33,306. <sup>55</sup>	786,168	242,096. <sup>80</sup>	39,997. <sup>71</sup>	797,159	238,760. <sup>30</sup>	34,989. <sup>99</sup>
TOTALS	12,308,225	3,479,337. <sup>93</sup>	430,856. <sup>72</sup>	10,804,557	3,091,516. <sup>91</sup>	456,397. <sup>44</sup>	9,886,705	2,820,018. <sup>71</sup>	418,516. <sup>40</sup>	9,981,615	2,846,116. <sup>75</sup>	429,412. <sup>63</sup>	10,156,929	2,899,563. <sup>25</sup>	441,146. <sup>59</sup>
NET RECEIPTS		\$ 3,048,981. <sup>21</sup>		\$ 2,635,179. <sup>47</sup>			\$ 2,401,502. <sup>25</sup>			\$ 2,416,703. <sup>63</sup>			\$ 2,458,416. <sup>66</sup>		

MONTH	1936		
	VEHICLES	RECEIPTS	EXPENSES
JAN.	622,320	176,196. <sup>45</sup>	38,301. <sup>86</sup>
FEB.	541,103	156,802. <sup>60</sup>	38,494. <sup>76</sup>
MAR.	765,275	238,116. <sup>95</sup>	37,712. <sup>84</sup>
APR.	808,685	224,239. <sup>21</sup>	40,943. <sup>69</sup>
MAY	952,598	254,971. <sup>54</sup>	60,605. <sup>09</sup>
JUN	969,732	287,272. <sup>72</sup>	35,909. <sup>72</sup>
JUL.	1,186,454	318,403. <sup>03</sup>	35,692. <sup>09</sup>
AUG.	1,220,337	337,945. <sup>35</sup>	40,184. <sup>16</sup>
SEP.	930,714	313,002. <sup>81</sup>	34,996. <sup>30</sup>
OCT.	892,682	253,715. <sup>87</sup>	35,581. <sup>43</sup>
NOV.	829,353	241,285. <sup>11</sup>	33,350. <sup>16</sup>
DEC.	814,782	266,016. <sup>39</sup>	27,501. <sup>72</sup>
TOTALS	10,614,415	3,067,967. <sup>37</sup>	441,260. <sup>86</sup>
NET RECEIPTS		\$ 2,606,707. <sup>01</sup>	



PASSENGERS ON RAIL TRANSIT LINE

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 AND THE COUNCIL OF THE CITY OF PHILADELPHIA.

A new twenty-four hour record for traffic over the Delaware River Bridge was set on Sunday, July 19, 1936 with the crossing of 67,331 vehicles. This exceeded the previous record of 64,667 established on July 28, 1929. Vehicular traffic of 10,614,475 in 1936 surpassed that of 1935 by 457,546, or 4.50 per cent.

Receipts, swelled by \$61,980.89 from operation of the rail transit line since June 7, 1936, showed an increase from \$2,899,563.25 in 1935 to \$3,067,967.87 in 1936, or 5.80 per cent. The year was the best in receipts since 1932. Traffic, receipts and expenses since the opening of the bridge on July 1, 1926 are as follows:

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

Included in the 1936 expenses are \$20,707.11, cost of repaving the suspended spans for the first time since the opening of the bridge; and \$6,220.63 covering installation of a passenger elevator in the Administration Building.

Passenger automobiles increased by 5.04 per cent and trucks, by 10.21 per cent. A falling-off of 1.38 per cent in buses and 10.63 per cent in motorcycles was noted. Traffic was made up of 86.33 per cent passenger automobiles; 11.19 per cent buses; 2.11 per cent large trucks and .37 per cent motorcycles and miscellaneous including the three horse-drawn vehicles which passed over the bridge.

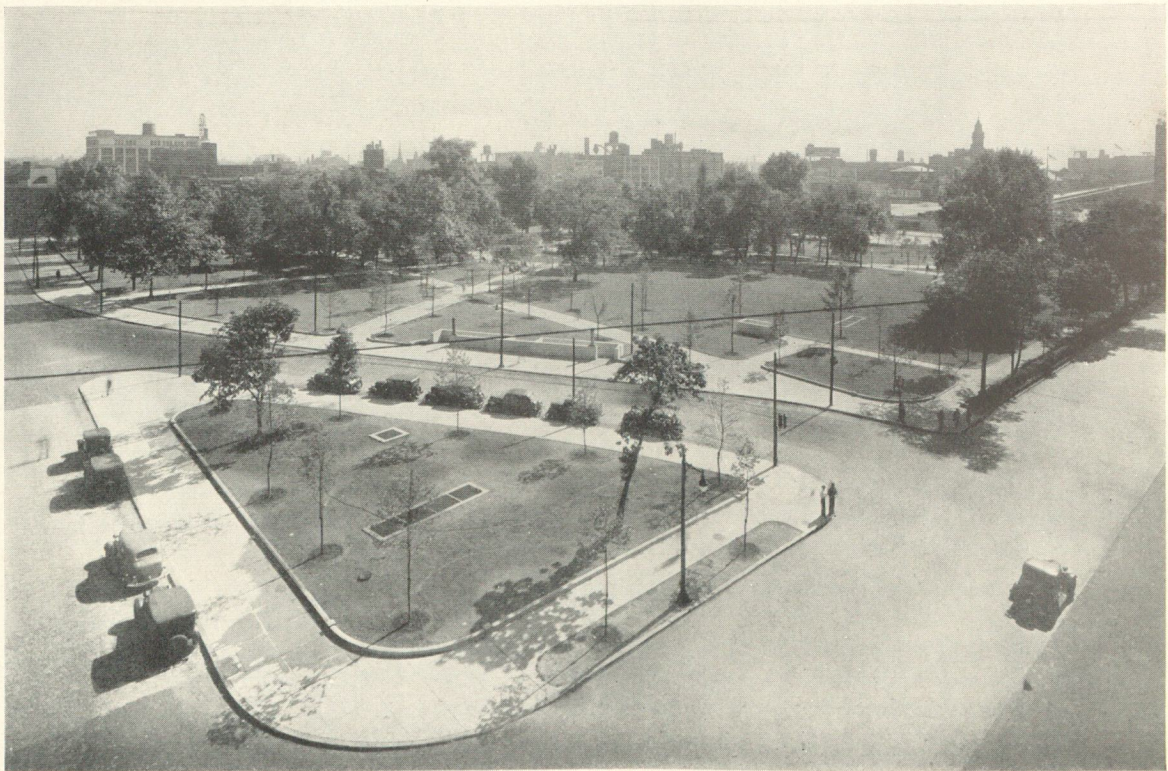
Monthly average receipts were \$255,647.32 and daily average receipts, \$8,387.89. Monthly average traffic was 884,539; daily average traffic, 29,001. August was the peak month with 1,220,337 and February, the low with 541,103.

### RAIL TRANSIT LINE OPENS

The rail transit line across the bridge extending the subway system of Philadelphia into Camden was completed and opened to traffic on June 7, 1936. The line was formally dedicated with appropriate ceremonies the preceding day. The cost of the rail transit line, at the end of 1936, was \$10,697,244.80. The Federal Emergency Administration of Public Works paid as grant \$1,879,433.40 and there is still due to the Commission from this source an additional \$460,098.94. Government grant payments during 1936 totaled \$1,535,613.76.

Construction of the rail transit project was begun February 23, 1934 with the breaking of ground on the Philadelphia side. Cost of the project included building of a subway in Philadelphia from Eighth and Race Streets to the bridge, laying of rails on the bridge and building a subway in Camden to a point adjacent to the Broadway Station of the Pennsylvania-Reading Seashore Lines, together with constructing stations at Franklin Square in Philadelphia; City Hall and Broadway stations in Camden.

The first test train crossed the bridge on April 10, 1936. The line carried 23,360 passengers on the opening day, June 7th. This record was not exceeded during the remainder of the year although 22,435 passengers crossed on Thursday, June 25th when the Mardi Gras of the Democratic Convention was held in Philadelphia. The patronage averaged 354,177 monthly and 11,920 daily. In December, the daily average was 14,965. This fell far below estimates made prior to the opening of the line when it



FRANKLIN SQUARE, PHILADELPHIA—SHOWING REALIGNMENT OF SEVENTH STREET

was believed bus business of the bridge would be cut down by seventy-five per cent and bus riders transfer to the rail transit line. The number of buses was reduced but slightly after the line went into operation. The Commission had estimated that revenue from bus tolls would be lessened by \$375,000 but the traveling public evidenced a desire to continue with the buses.

One objection raised to the rail line is the necessity of transferring at Eighth and Market Streets, Philadelphia to the Market Street subway in order to reach the central part of the city. This objection will be largely overcome with completion of the Locust Street subway which is expected in 1937.

In connection with the building of the transit line, the Commission widened Race Street, between Franklin and Eighth, for the use of vehicular traffic and extended Seventh Street through Franklin Square to obviate the necessity of turning Seventh Street traffic west into Race Street. This removed a particularly dangerous source of congestion.

Contracts for construction of the transit line, all of which have been completed, were as follows:

<i>Number</i>	<i>Contractor</i>	<i>For</i>	<i>Amount Earned</i>
1	Builders, Incorporated	Philadelphia section of subway	\$1,027,551.44
2	The Marcus Contracting Co., Inc.	First Camden section of subway	1,382,081.22
3	Triest Contracting Corporation	Second Camden section of subway	1,045,821.12
4	Turner Construction Company	Concrete deck for trackways on bridge	73,941.44
5	Allis-Chalmers Manufacturing Co.	Furnishing and erecting mercury-arc power rectifier equipment, transformers and switch gear in Philadelphia and Camden sub-stations	374,141.84
6	E. R. Morehouse Company, Inc.	Trackwork and contact rail	716,024.00
7A	Turner Construction Company	Philadelphia sub-station building	76,499.05
7C	Turner Construction Company	Camden sub-station building	66,406.15
8	The J. G. Brill Company	Construction of twenty-six steel passenger cars	1,365,798.62
9	W. V. Pangborne and Company, Inc.	Sub-station control equipment and power distribution system	319,932.70
10A	Union Switch and Signal Company	Installation of block signaling and interlocking equipment	593,207.60
11	Ralph S. Herzog	Subway finish and control equipment	184,828.97
12	Riggs Distler and Company	Subway lighting	58,140.30
13	W. M. Anderson	Pumps, plumbing, sewage ejectors and heating	20,533.78
14	Westinghouse Electric Elevator Company	Moving stairway for Broadway Station	26,950.00
15	Kaufman Construction Company	Miscellaneous equipment and work	54,574.69
16	Union Paving Company	Repaving in Philadelphia and Camden	44,999.78
TOTAL			\$7,431,432.70

Suits were brought by Builders, Incorporated, The Marcus Contracting Company, Incorporated and E. R. Morehouse Company, Incorporated for amounts over and beyond contract provisions. These were still in litigation at the end of the year.

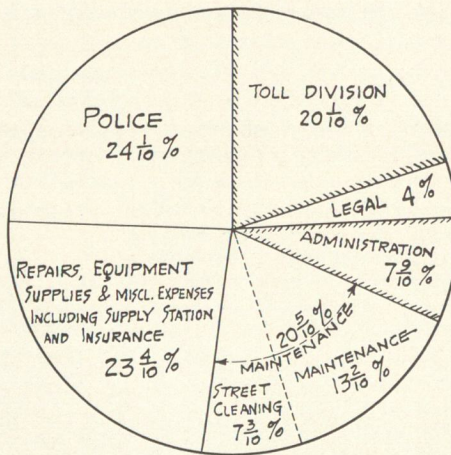
A number of property owners in Camden brought suit jointly against the Commission and The Marcus Contracting Company, Incorporated for alleged damage to buildings along the line of the subway. In the three cases tried, non-suits were granted by the court to the Commission. Similar suits have been instituted by owners against the Commission and the Triest Contracting Corporation jointly but none was brought to trial during the year.

The New Jersey Supreme Court, in March, upheld the Commission's contention that the building of a subway in Camden was for the benefit of the public and that owners of abutting properties could not collect damages from the Commission by reason of occupation of the street. The Court's decision was affirmed by the New Jersey Court of Errors and Appeals in October.

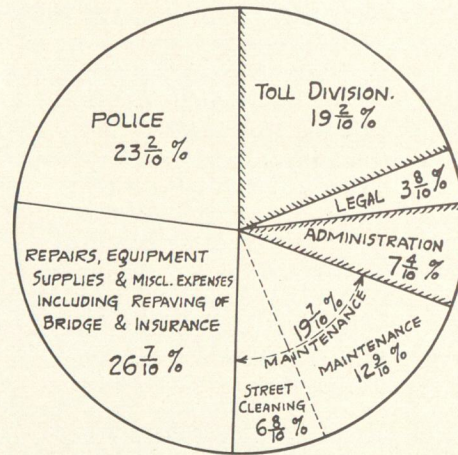
LEASE RUNS TO JUNE

The lease of the rail transit line to the Philadelphia Rapid Transit Company expires June 30, 1937 but extends for a successive period of four years unless terminated by either party four months prior to that date. The lease further provides that either

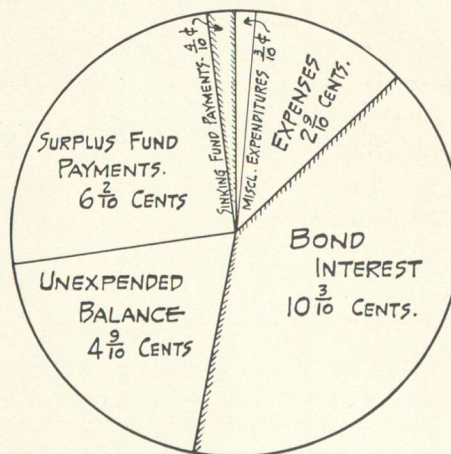
DELAWARE RIVER BRIDGE.  
DIVISION OF OPERATING COSTS.



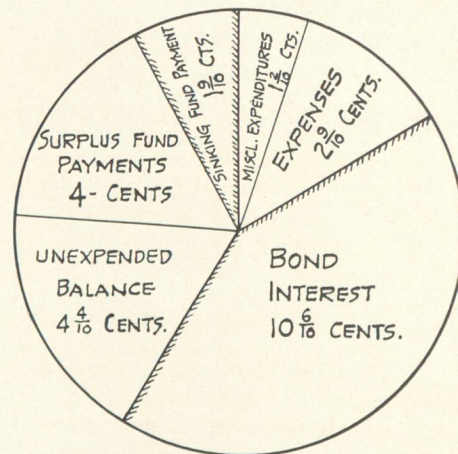
FOR YEAR 1935.



FOR YEAR 1936.



FOR YEAR 1935.



FOR YEAR 1936.

WHERE THE BRIDGE QUARTER GOES.

the Commission or the Company shall have the right to end the lease forthwith if the Company ceases to operate the Broad Street subway and the Ridge Avenue-Eighth Street subway with which the bridge line connects. The lease of the Broad Street and Ridge Avenue-Eighth Street subways by the City of Philadelphia to the Company also expires June 30, 1937. The City gave notice late in 1936 that the lease would not be renewed on the existing terms.

To obtain additional funds for the building of the line, the Commission, on April 17, 1936, sold \$500,000 bridge bonds at 113.816 and accrued interest to a syndicate. At the end of the year, \$37,720,000 Commission bonds were outstanding. In the two preceding years, the Commission redeemed \$400,000 bonds and found no necessity to issue the \$2,880,000 balance of the authorized \$41,000,000 issue of 1933. Under agreement with the Government for the financing of the transit line, \$2,842,000 of the unissued bonds must be cancelled. During 1936, the Commission paid interest amounting to \$1,477,842.59.

On May 15, 1936, the Commission awarded Contract No. 16 to the Union Paving Company for the repaving of streets in Philadelphia and Camden above the subway in the amount of \$52,578.25.

On January 17, 1936, Contract No. BA-2 was awarded to the Otis Elevator Company for installation of a passenger elevator in the Administration Building. The contract amount was \$3,744 but auxiliary work performed by the Commission's own forces brought the total cost to \$6,220.63.

On April 17, 1936, the Union Paving Company was awarded Contract No. 21-C for repaving the suspended spans and certain parts of the Camden Plaza at a total cost of \$20,707.11. This work was performed without interruption of traffic.

On October 26, 1936, the Federal Emergency Administration of Public Works allotted \$64,395 to the Commission representing forty-five per cent of the cost of erecting a Maintenance Building, including workshop and garage, at Fourth and Linden Streets, Camden. This offer was accepted by the Commission on November 27th and bids for construction of the building were immediately advertised. On December 18, 1936, the following contracts were awarded by the Commission:

<i>Number</i>	<i>Contractor</i>	<i>For</i>	<i>Amount</i>
BA-6	Henry E. Baton, Incorporated....	Building .....	\$99,200
BA-7	Harry Knecht Company.....	Plumbing, Heating and Ventilating.....	13,524
BA-8	Strang Electric Company, Inc.....	Electrical work .....	5,099

The contractors were ordered to begin work December 31, 1936. The building will house all the Commission's maintenance equipment and workshops.

On October 2nd and 3rd, the Commission was represented at a conference of the Interstate Commission on the Delaware River Basin at Shawnee-on-the-Delaware called to consider the problem of removing pollution of the Delaware River. The cooperation of this Commission was pledged.

#### CHANGES IN COMMISSION

On December 5, 1936, Commissioners J. Willison Smith who served since April 19, 1929 and William H. Folwell, serving since September 16, 1927, resigned. Governor Earle appointed in their places Messrs. John B. Kelly and John A. McCarthy. On December 11, 1936, Governor Earle announced that he had removed from office Commissioners Thomas B. Smith and Richard Weglein, who have served from December 12, 1919 and June 9, 1921 respectively, and appointed in their places Messrs. James

P. Clark and Edward Browning, Jr. Mr. Smith and Mr. Weglein challenged the legal authority of the Governor to remove them contending that they were appointed by the Legislature.

The subject of changing toll rates for passenger cars and light trucks was deliberated upon. On December 29, 1936, a special committee appointed by the Commission on December 18, 1936 to study the subject recommended that the twenty-five cent rate for these classifications be reduced to twenty cents. A special meeting of the Commission was set for January 15, 1937 to take final action.

During 1936, thirty-seven minor accidents were reported on the bridge; forty-eight arrests were made; nine fires were extinguished without serious damage; one suicide occurred and disabled cars totaling five hundred nine were removed.

The Delaware River Joint Commission invites the Legislatures of Pennsylvania and New Jersey and the Council of the City of Philadelphia to inspect the bridge at any time.

Respectfully submitted,

THE DELAWARE RIVER JOINT COMMISSION

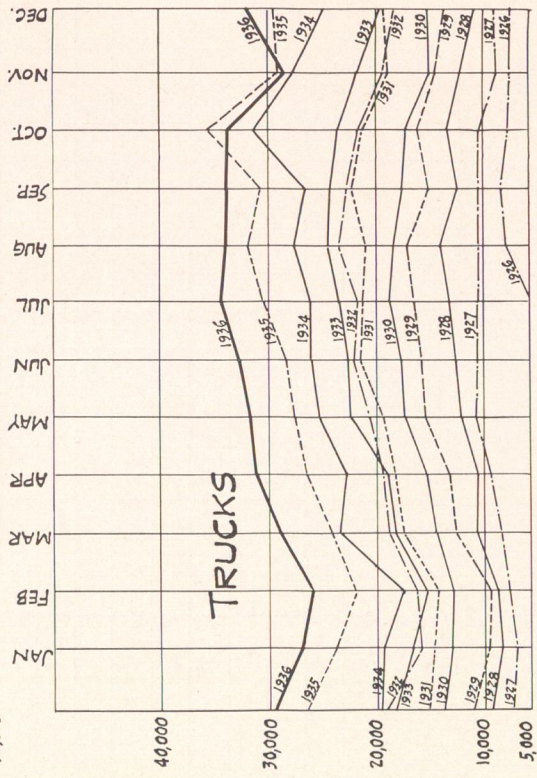
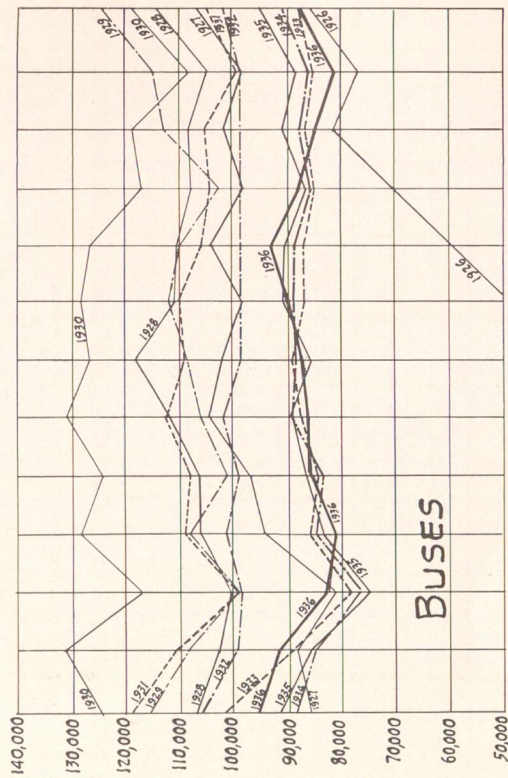
GEORGE H. EARLE, *Chairman*  
S. DAVIS WILSON  
FRANK E. BALDWIN  
CHARLES A. WATERS  
JOHN B. KELLY  
JOHN A. MCCARTHY  
EDWARD BROWNING, JR.  
JAMES P. CLARK  
THOMAS B. SMITH  
RICHARD WEGLEIN

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

JOSEPH K. COSTELLO, *General Manager*

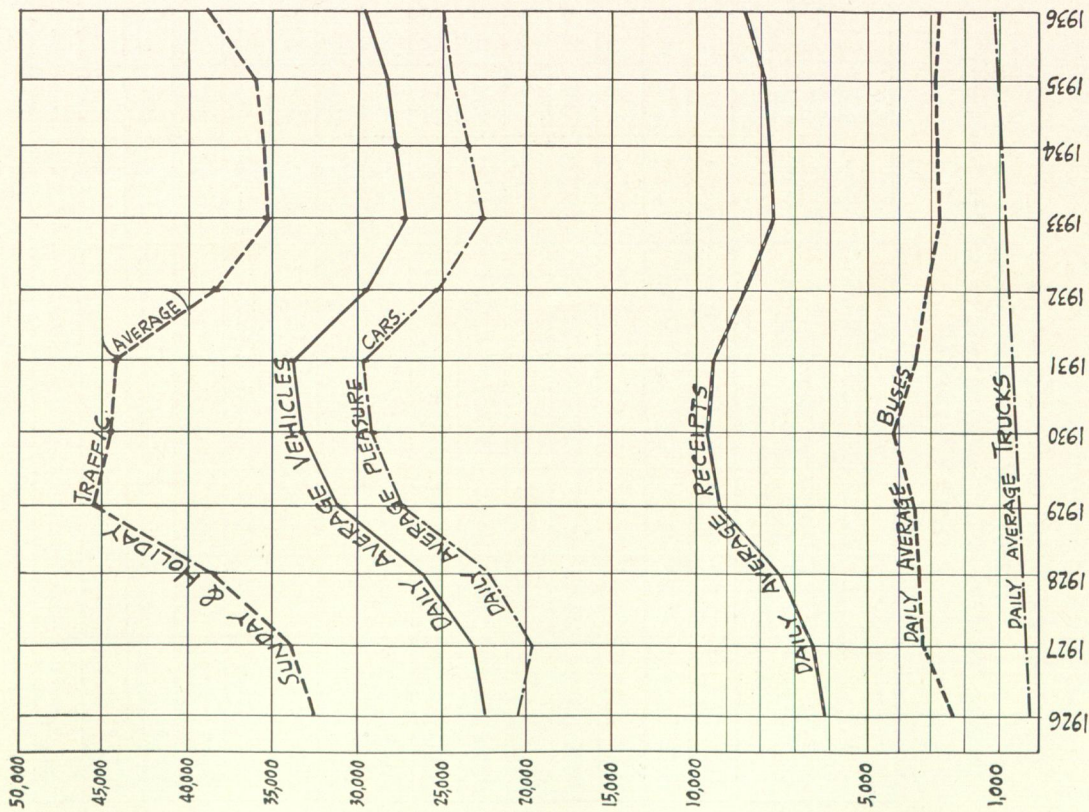
December 31, 1936.

DELAWARE RIVER BRIDGE  
COMPARATIVE TRAFFIC.  
BUSES & TRUCKS.



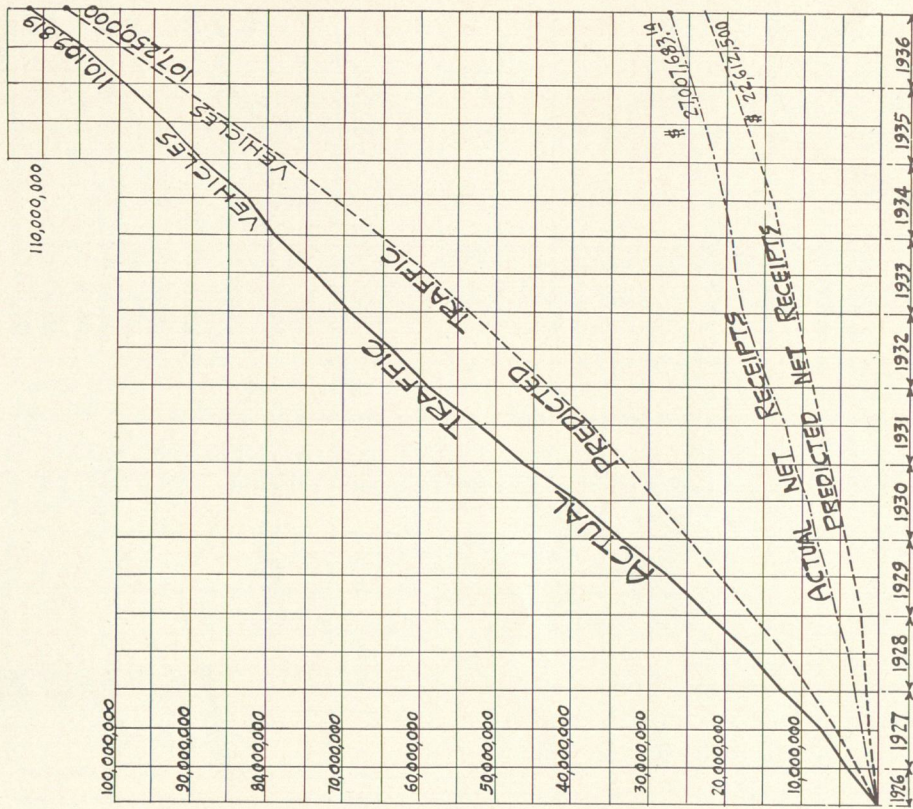
MONTHLY VEHICLES

DELAWARE RIVER BRIDGE.



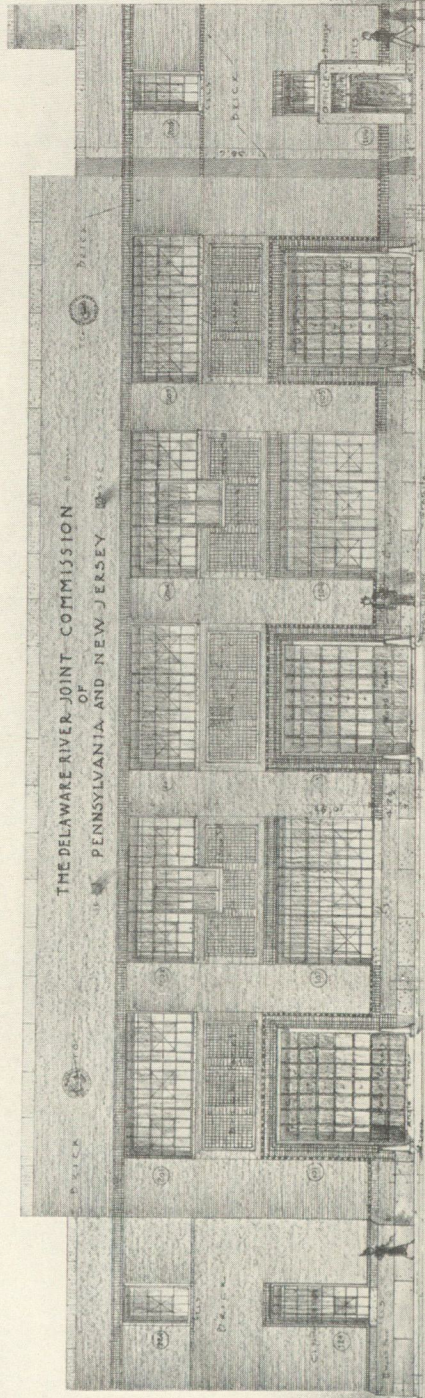
DISTRIBUTION OF VEHICULAR TRAFFIC.  
ACROSS THE DELAWARE RIVER.  
(AMONG FERRIES & BRIDGES WITHIN 10 MILES OF THE DELA. RIVER BRIDGE.)  
FOR YEAR 1936.

MONTH	FERRY VEHICLES		TACONY PALMYRA BRIDGE	TOTAL VEHICLES OTHER THAN THE DELA. RIVER BRIDGE	DELAWARE RIVER BRIDGE	TOTAL CROSS RIVER TRAFFIC	TACONY-PALMYRA BRIDGE SHARE OF TRAFFIC.	DELAWARE RIVER BRIDGE SHARE OF TRAFFIC.
	PENN. R.R.	PHILA & READING						
JAN.	67,563	73,207	62,983	203,753	622,320	826,073	7.62%	75.33%
FEB.	64,330	65,505	48,336	178,171	541,103	719,274	6.72%	75.12%
MAR.	78,604	84,643	95,649	258,896	765,275	1,024,171	9.34%	74.72%
APR.	87,292	92,792	104,305	284,389	808,685	1,093,074	9.54%	73.98%
MAY	99,164	110,548	157,855	367,567	952,598	1,320,165	11.95%	72.15%
JUNE	104,884	114,859	161,914	381,657	969,732	1,351,589	11.98%	71.76%
JULY	121,280	142,962	242,451	506,693	1,186,494	1,693,187	14.32%	70.08%
AUG.	133,165	147,469	263,521	544,155	1,220,337	1,764,492	14.93%	69.16%
SEP.	127,747	122,198	177,177	427,122	990,714	1,417,836	12.50%	69.88%
OCT.	119,857	109,166	122,207	351,230	892,682	1,243,912	9.82%	71.77%
NOV.	103,635	92,490	106,110	302,235	829,753	1,131,988	9.37%	73.30%
DEC.	103,759	90,855	99,627	294,241	834,782	1,129,023	8.82%	73.94%
TOTALS 1936	1,211,280	1,246,694	1,642,135	4,100,109	10,614,475	14,714,584	11.16%	72.13%
TOTALS 1935	817,208	1,152,487	1,470,906	3,540,601	10,156,929	13,697,530	10.73%	74.15%
% CHANGE	+43.32%	-0.47%	+11.64%	+15.80%	+4.50%	+7.42%	-	-



DELAWARE RIVER BRIDGE.  
COMPARISON OF ESTIMATED & ACTUAL RESULTS.  
JULY-1<sup>ST</sup> 1926 TO DEC. 31<sup>ST</sup> 1936 (CUMULATIVE)

## APPENDICES



· SKETCH OF MAINTENANCE BUILDING ·  
· FOURTH AND LINDEN STREETS ·  
· CAMDEN, N.J. ·

· CONTRACT AWARDED · DECEMBER 18<sup>TH</sup> 1936 ·



SUBWAY CARS CROSS DELAWARE RIVER BRIDGE

**BALANCE SHEET**

December 31, 1936

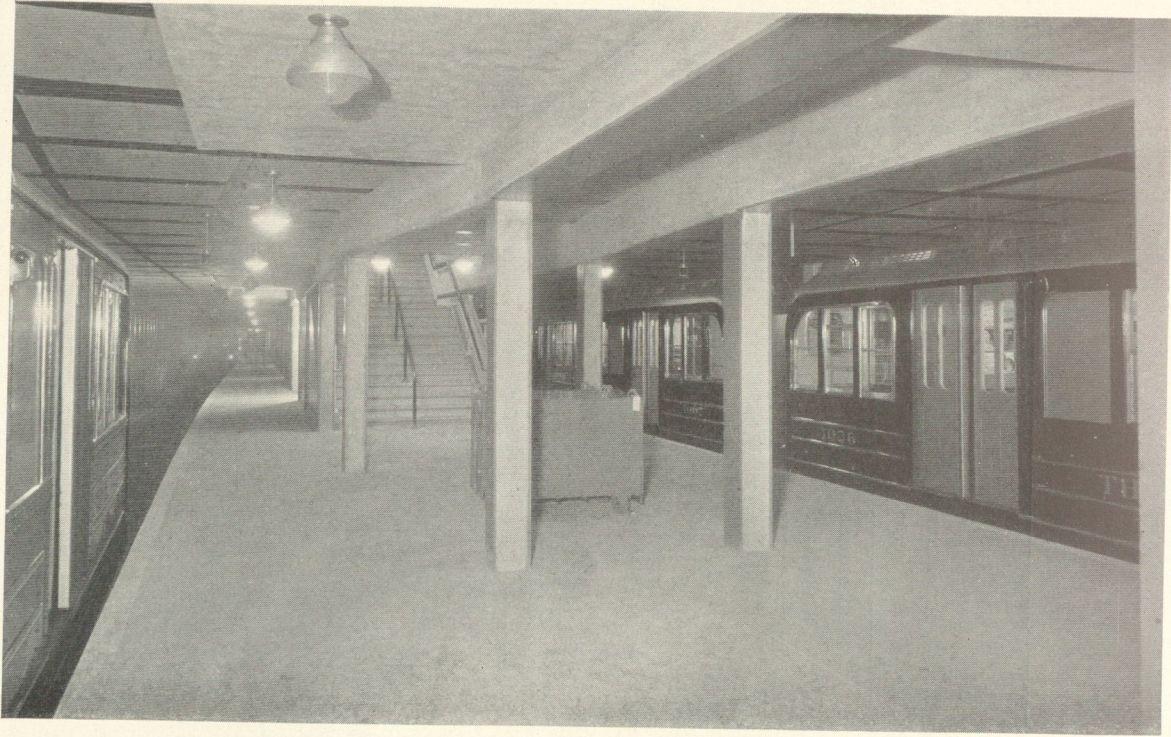
ASSETS		Totals	Bridge Operation	High-Speed Transit Project
Cash in Banks .....		\$ 814,163.35	\$ 672,187.50	\$ 141,975.85
Accounts Collectable .....		63.96	63.96	
Balance receivable on Grant Requisitions filed with the P. W. A. ....		\$ 460,098.94		460,098.94
<b>SINKING FUND:</b>				
Investments in The Delaware River Joint Commission, Philadelphia-Camden Bridge Bonds at Par: (cost) .....	\$ 317,000.00			
Investments in U. S. Government Obligations, at Par (cost \$287,828.75) .....	280,000.00			
Cash .....	49,219.70			
Interest on Investments Accrued .....	5,890.83			
		652,110.53	652,110.53	
<b>BOND SURPLUS FUND:</b>				
Investments in U. S. Government Obligations, at Par (cost \$2,122,247.84) .....	2,100,000.00			
Cash .....	54,755.28			
Interest on Investments Accrued .....	10,838.54			
Cash on deposit with the Fiscal Agent for Bond Interest Coupons, Per Contra .....		2,165,593.82	2,165,593.82	
Prepaid Insurance Premiums Unexpired .....		1,848.75	1,848.75	
		5,043.48	5,043.48	
<b>INVESTMENTS IN PHYSICAL PROPERTY:</b>				
Bridge .....				
Maintenance Building in Process .....	\$33,205,994.82			
Construction Fund .....				
Other Costs .....	\$ 77,781.22			
Toll Funds Expended .....	923.78			
	2,504.15			
		81,209.15		
				1,145,379.12
<b>COST TO DATE OF THE HIGH-SPEED TRANSIT PROJECT:</b>				
<b>TOLL FUNDS EXPENDED IN THE PROJECT:</b>				
P. W. A. ALLOTTED FUNDS EXPENDED IN THE PROJECT:				
Construction .....				
Philadelphia Land .....	\$7,435,351.45			
Camden Land .....	838,311.81			
Deposited with N. J. Supreme Court Re: Land Claim .....	524,741.99			
Office Engineering and Field Expense .....	7,000.00			
Miscellaneous Unclassified and Legal Expenses .....	740,731.69			
	5,728.74			
		43,984,448.77	34,432,583.09	9,551,865.68
		\$48,083,371.60	\$37,929,431.13	\$10,153,940.47

(Appropriations available for development—\$500,000)

**BALANCE SHEET—Concluded**

December 31, 1936

	Totals	Bridge Operation	High-Speed Transit Project
<b>LIABILITIES</b>			
FUNDED DEBT: ¼ per cent. Serial Bonds Maturing 1935-73: Total authorized....			\$41,000,000.00
Unissued (\$2,842,000 reserved for The High-Speed Transit Project)			2,880,000.00
Total Issued .....			\$38,120,000.00
Less: Redeemed .....			400,000.00
Interest on Funded Debt Accrued .....	\$37,720,000.00	\$30,562,000.00	\$ 7,158,000.00
Amount withheld from Contract Estimates payable .....	534,366.67	534,366.67	
Retained Amount due Contractors .....	152,046.78		152,046.78
Unpaid Bond Interest Coupons, Per Contra .....	1,765.61		1,765.61
	1,848.75	1,848.75	
<b>SINKING AND RESERVE FUNDS:</b>			
Reserve required to meet Bonded Debt at Maturity .....			\$ 433,000.00
Reserve for Bond Surplus Fund .....			2,113,315.46
	2,546,315.46	2,546,315.46	
<b>SURPLUS:</b>			
CAPITAL SURPLUS PROVIDED THROUGH CONSTRUCTION OF THE HIGH-SPEED TRANSIT PROJECT:			
U. S. Government Grant .....			\$2,339,532.34
Premium on Bonds Sold to Finance The High-Speed Transit Project			497,170.32
Interest Received on The High-Speed Transit Project Bank Balances			5,425.42
			2,842,128.08
BALANCE OF SURPLUS ACCUMULATED THROUGH BRIDGE OPERATION FROM JULY 1, 1931 TO DECEMBER 31, 1936 .....			
	7,127,028.33	4,284,900.25	2,842,128.08
	\$48,083,371.60	\$37,929,431.13	\$10,153,940.47



BROADWAY STATION, CAMDEN—RAIL TRANSIT LINE



ESCALATOR — BROADWAY STATION

STATEMENT OF OPERATIONS FOR CALENDAR YEAR ENDED  
DECEMBER 31, 1936

RECEIPTS:

Toll receipts .....	\$3,007,053.25
Rentals .....	54,762.83
Interest received on bank balances .....	5,925.72
Miscellaneous .....	384.37
	\$3,068,126.17
LESS: Federal Reserve Bank corrections of Camden Safe Deposit and Trust Company's cash .....	\$97.50
Ticket refunds .....	60.80
	158.30
GROSS OPERATING INCOME.....	\$3,067,967.87

EXPENSES: (*Operating*):

Salaries .....	\$338,069.70
Equipment .....	1,982.72
Supplies .....	11,458.10
Repairs .....	31,342.53
Miscellaneous (including light and heat) ..	52,371.03
Insurance (All Risk) .....	16,666.68
Insurance (Employees) .....	1,261.72
	\$453,152.48

*(Non-operating expenses paid from  
Operating Income):*

New construction and relocations.....	\$6,220.63
Port development .....	195.15
Use and Occupancy insurance.....	1,692.60
	8,108.38

TOTAL EXPENSES .....

461,260.86

Interest on bonds accrued 1/1/36 to 12/31/36.....	\$2,606,707.01
	1,477,842.59

NET OPERATING INCOME .....

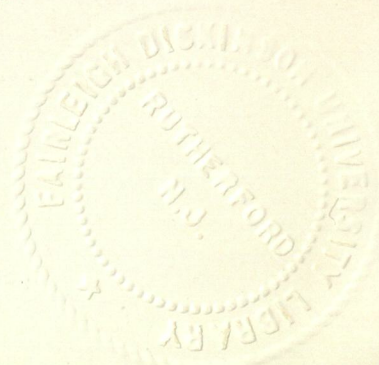
\$1,128,864.42

NON-OPERATING INCOME:

Sinking Fund—less net premium paid— \$7,031.25.....	14,323.44
Surplus Fund—less net premium paid— 16,406.26.....	37,202.14
	51,525.58

NET INCOME .....

\$1,180,390.00



STATEMENT OF OPERATIONS FOR CALENDAR YEAR ENDED  
DECEMBER 31, 1936 — *Continued*

NET INCOME ..... \$1,180,390.00

DISPOSITION OF NET INCOME:

*Accruals Included in Operations—not yet paid:*

Interest on bonds accrued 9/1 to 12/31/36—to  
be paid 3/1/37 ..... \$534,366.67

All Risk and Income insurance accrued—paid in  
prior period ..... 18,359.28

552,725.95

*Less:* Sinking Fund Income accruals  
to 12/31/36 ..... \$5,890.83

Surplus Fund Income accruals  
to 12/31/36 ..... 10,838.54

16,729.37

535,996.58

TOTAL INCOME EXCLUDING ACCRUALS..... \$1,716,386.58

Sinking Fund appropriations ..... \$296,287.25

Surplus Fund appropriations ..... 622,130.28

Appropriations to aid in financing the High-Speed  
Transit Project ..... 235,343.79

Appropriations to aid in financing the Maintenance  
Building ..... 81,209.15

\$1,234,970.47

*Less:* Refunds of N. J. gasoline taxes paid..... 141.18

TOTAL OF INCOME EXPENDED..... 1,234,829.29

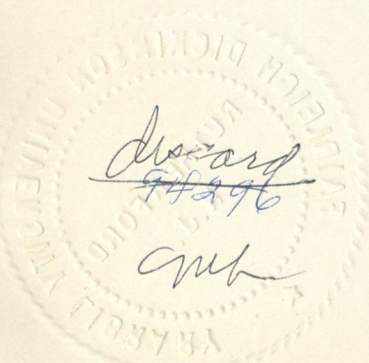
\$481,557.29

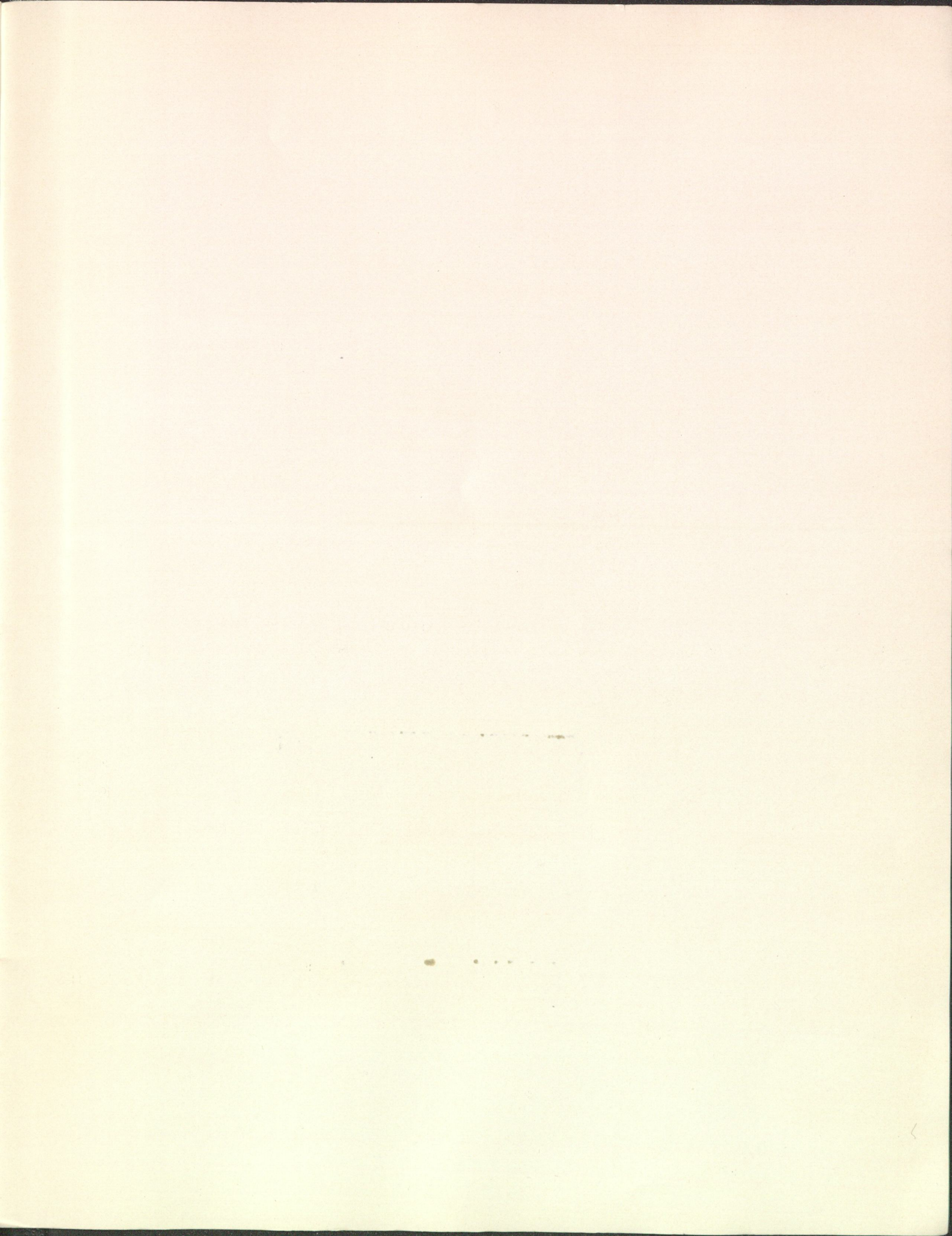
*Add:* Cash balance carried over from 12/31/35..... \$720,746.88

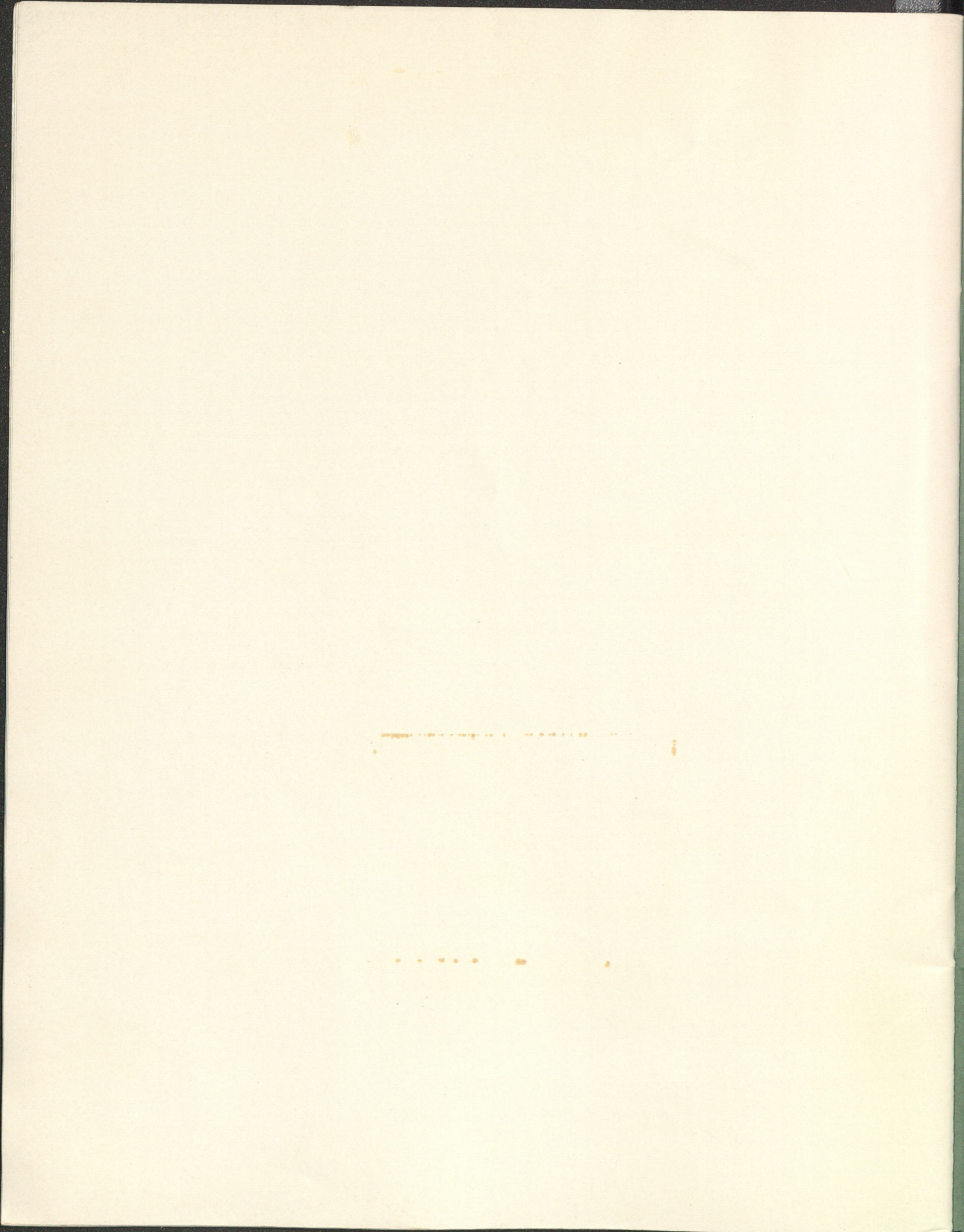
*Less:* Interest on bonds accrued 9/1 to 12/  
31/35—paid 3/1/36 ..... 530,116.67

190,630.21

UNEXPENDED CASH BALANCE—12/31/36... \$672,187.50







ATE DUE



