

MAR 17 1964

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



**1947**

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# CLASSIFICATION OF VEHICLES CROSSING DELAWARE RIVER BRIDGE IN 1947

PERIOD	AUTOMOBILES AND LIGHT TRUCKS										Horse-drawn Etc.				
	Total Autos & Light Trucks		20c Rate		15c Rate		BUSES 50c and 75c		TRUCKS 2 to 5 Tons 35c, 40c, 50c			TRUCKS 5 to 10 Tons 65c, 75c			
	Total Vehicles	% of Total	Vehicles	% of Autos	Vehicles	% of Autos	Vehicles	% of Total	Vehicles	% of Total		Vehicles	% of Total		
1947 Jan. . .	1,288,463	86.75	1,117,857	88.65	126,872	11.35	84,111	6.52	51,943	4.03	18,223	1.41	15,401	928	—
Feb. . .	1,014,163	85.13	863,429	87.29	109,702	12.71	75,278	7.42	45,076	4.44	15,891	1.56	13,933	556	—
Mar. . .	1,348,953	87.18	1,176,078	89.32	125,660	10.68	83,481	6.18	53,897	3.99	18,012	1.33	16,305	1,180	—
Apr. . .	1,446,373	87.69	1,268,431	89.41	134,359	10.59	82,196	5.68	57,654	3.98	19,907	1.37	16,229	1,956	—
May . .	1,556,370	88.05	1,370,408	90.16	134,776	9.84	86,638	5.56	60,760	3.90	20,134	1.23	15,731	2,699	—
June . .	1,629,412	88.23	1,437,774	91.53	121,771	8.47	87,481	5.36	63,384	3.89	20,614	1.26	16,922	3,236	1
July . .	1,740,360	88.10	1,532,312	92.56	113,917	7.44	94,781	5.44	68,617	3.94	23,043	1.32	17,773	3,832	2
Aug. . .	1,833,693	88.43	1,621,582	93.01	113,275	6.99	98,394	5.36	69,037	3.76	21,775	1.18	18,883	4,021	1
Sept. . .	1,727,250	88.00	1,520,026	91.65	127,138	8.35	92,310	5.34	69,042	3.99	21,787	1.26	20,649	3,436	—
Oct. . .	1,614,834	87.33	1,410,208	89.39	149,672	10.61	86,044	5.33	69,190	4.28	24,567	1.52	21,830	2,995	—
Nov. . .	1,471,437	87.73	1,290,917	89.65	133,590	10.35	79,905	5.43	59,596	4.05	21,664	1.47	17,909	1,446	—
Dec. . .	1,435,825	86.73	1,245,293	88.97	137,362	11.03	82,902	5.77	64,069	4.46	24,247	1.67	18,359	955	—
1947 Totals . .	18,107,133	87.56	15,854,315	90.36	1,528,094	9.64	1,033,521	5.71	732,265	4.04	249,864	1.38	209,924	27,240	4
Grand Totals from Opening to Dec. 31, 1947, Incl. . .	259,522,366	87.31	226,604,916*	53.66	13,845,241	6.10	23,186,069	8.93	6,061,996	2.33	1,885,346	0.72	1,239,418	540,174	4,447

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

## RESUME OF OPERATION

Year	TOTALS				PLEASURE CARS AND LIGHT TRUCKS						AVERAGES				HIGH SPEED LINE (opened June 6, 1936)			
	Vehicles	Receipts	Total	20c Rate (Feb. 1/37)	Buses	Trucks (Heavy)	Special Permits	Motor-cycles	Misc. Horses etc.	VEHICLES		RECEIPTS		Sunday & Holiday Traffic	Total Fares 2½c	AVERAGE		Net Receipts (Operation)
										Month	Daily	Month	Daily			Month	Daily	
1938	12,820,338	3,027,489.36	11,520,211	10,381,993	924,010	314,915	36,959	24,237	6	1,068,861	35,124	252,290.78	8,291.49	45,272	4,120,755	343,396	11,289	2,445,817.04
1939	13,378,235	3,155,259.05	12,021,179	10,782,058	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	3,540,113.26	12,766,835	11,361,240	921,471	417,293	60,163	20,071	2	1,182,153	38,759	278,342.77	9,123.99	48,006	4,655,937	387,995	12,720	2,778,058.30
1941	15,638,687	3,653,611.09	14,113,852	12,475,623	956,438	460,154	85,501	22,742	0	1,305,223	42,845	304,467.58	10,000.89	53,708	5,102,414	425,201	13,979	3,000,209.98
1942	12,463,283	3,069,647.27	10,863,764	9,568,470	1,044,974	454,281	101,090	19,174	0	1,035,606	34,145	255,803.33	8,409.99	39,236	6,059,144	504,928	16,600	2,366,959.45
1943	9,639,333	2,625,829.28	8,014,431	6,932,418	1,040,077	448,314	120,580	15,828	103	805,277	26,409	218,819.10	7,194.05	23,669	8,169,992	680,832	22,383	1,924,404.70
1944	11,300,550	3,001,169.32	9,725,231	8,695,508	990,440	500,473	130,341	14,064	1	946,712	31,059	250,097.44	8,199.91	32,848	8,227,423	685,619	22,479	2,367,000.96
1945	12,639,611	3,266,299.61	10,919,253	9,849,584	996,016	567,419	141,969	14,952	2	1,053,300	34,629	272,191.63	8,948.76	36,812	8,538,517	711,543	23,393	2,632,375.63
1946	16,886,413	4,235,142.23	14,849,447	13,513,518	1,034,780	795,042	179,758	27,388	0	1,407,901	46,284	352,928.51	11,603.12	49,991	9,558,844	796,570	26,188	3,392,400.89
1947	18,107,133	4,557,968.63	15,854,315	14,326,221	1,033,521	982,129	209,924	27,240	4	1,508,927	49,609	379,830.72	12,487.69	53,048	10,056,967	838,080	27,553	3,599,462.54

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  
1947

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JAMES H. DUFF, *Chairman*  
BERNARD SAMUEL  
G. HAROLD WAGNER  
RAMSEY S. BLACK  
EDWIN R. COX  
ALVIN A. SWENSON  
CLARENCE TOLAN, JR.  
JAY COOKE

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

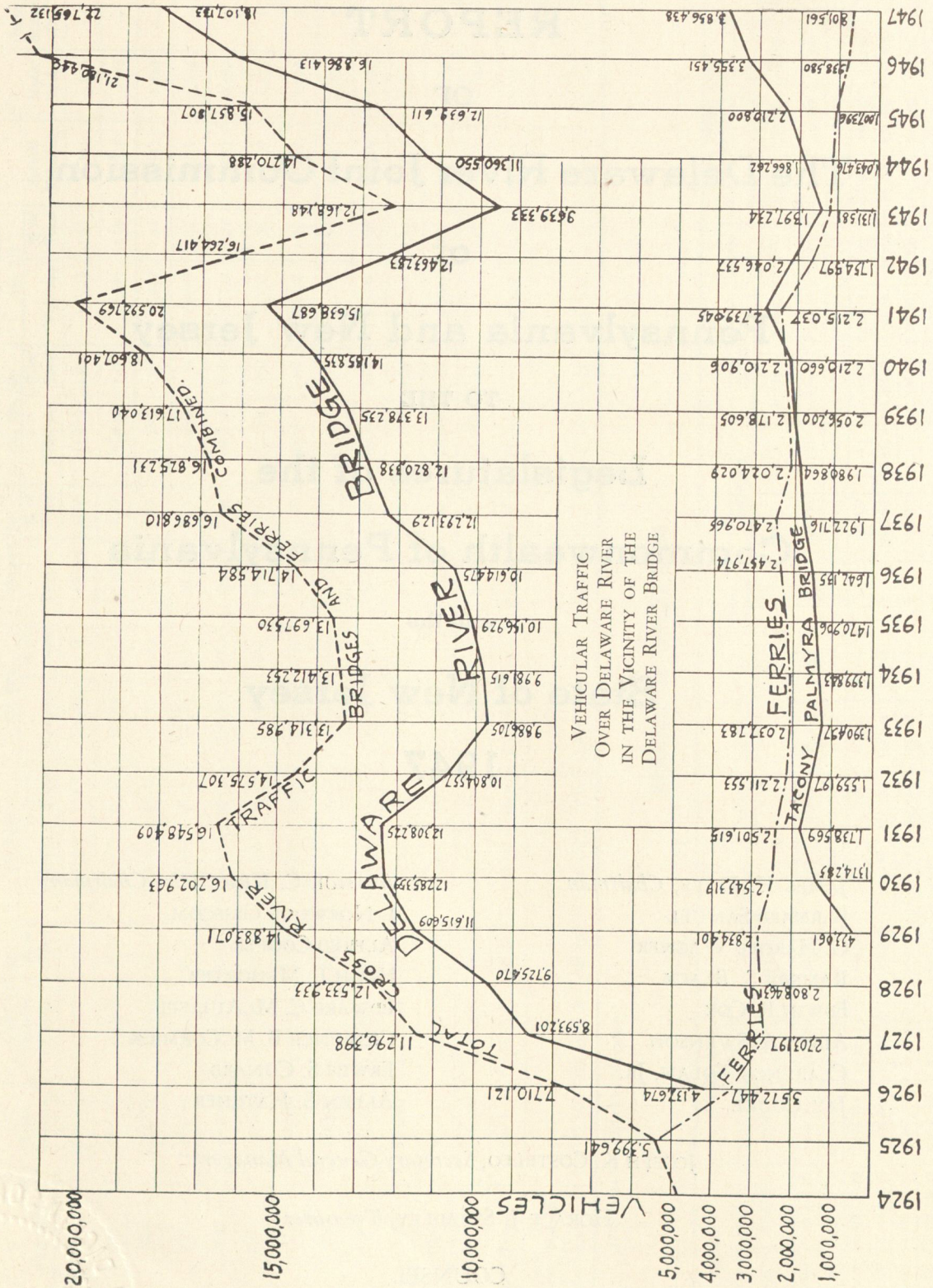
JOSEPH K. COSTELLO, *Secretary-General Manager*

HORACE J. STRADLEY, *Treasurer*

COUNSEL

AUGUSTUS F. DAIX, 3RD

BRUCE A. WALLACE



VEHICULAR TRAFFIC  
OVER DELAWARE RIVER  
IN THE VICINITY OF THE  
DELAWARE RIVER BRIDGE

FERRIES  
PALMYRA BRIDGE  
TACONY

DELTAWARRIVER  
BRIDGES  
AND FERRIES  
COMBINED

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RAIL TRANSIT LINE

Month	1944				1945				1946				1947			
	Passengers		Receipts		Passengers		Receipts		Passengers		Receipts		Passengers		Receipts	
	Total	Daily Average	Received	Withheld	Total	Daily Average	Received	Withheld	Total	Daily Average	Received	Withheld	Total	Daily Average	Received	Withheld
January ...	666,301	21,493	16,657.53	—	743,711	23,990	18,592.78	—	792,094	25,551	19,802.35	—	871,316	28,107	21,782.90	—
February ..	637,602	21,986	15,940.05	—	674,079	24,074	16,851.98	—	631,357	22,548	15,783.93	—	768,072	27,431	19,201.80	—
March ....	718,025	23,162	17,950.62	—	764,363	24,657	19,109.08	—	782,816	25,252	19,570.40	—	833,345	26,882	20,833.63	—
April .....	672,763	22,425	16,819.08	—	690,415	23,014	17,260.38	—	799,076	26,635	19,976.90	—	831,748	27,724	20,793.70	—
May .....	696,491	22,467	17,412.28	—	721,284	23,267	18,032.10	—	786,149	25,359	19,653.73	—	839,977	27,096	20,999.43	—
June .....	676,687	22,556	16,917.18	—	687,999	22,933	17,199.98	—	737,667	24,589	18,441.68	—	791,721	26,391	19,793.03	—
July .....	659,499	21,274	16,487.48	—	670,128	21,617	16,753.20	—	718,187	23,167	17,954.68	—	742,297	23,945	18,557.43	—
August ....	587,891	18,964	14,697.28	—	712,648	22,988	17,816.20	—	792,135	25,552	19,803.38	—	769,123	24,810	19,228.08	—
September .	669,109	22,303	16,727.73	—	630,767	21,025	15,769.18	—	800,725	26,691	20,018.13	—	854,224	28,474	21,355.60	—
October ...	720,369	23,237	18,009.23	—	726,978	23,450	18,174.45	—	908,117	29,294	22,702.93	—	910,952	29,386	22,773.80	—
November .	732,257	24,408	18,306.43	—	731,746	24,391	18,293.65	—	873,017	29,101	21,825.43	—	861,583	28,719	21,539.58	—
December .	790,429	25,497	19,760.73	—	784,399	25,303	19,609.98	—	937,504	30,242	23,437.60	—	982,609	31,697	24,565.23	—
Totals .....	8,227,423	22,479	205,685.62	—	8,538,517	23,393	213,462.96	—	9,558,844	26,188	238,971.14	—	10,056,967	27,553	251,424.21	—

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

\* Refund  
\*\* Net Refund

# ANNUAL REPORT

OF

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

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

Traffic and receipts of the Delaware River Bridge in 1947 were the greatest in the history of the structure. Vehicles numbering 18,107,133 crossed the span eclipsing the record of 16,886,413 established in 1946, a gain of 1,220,720 or 7.23 per cent. Gross receipts were \$4,557,968.63 compared with \$4,235,142.23 the preceding year. Despite the increased cost of labor and all materials required for bridge operation, net receipts were \$3,599,492.54, an increase of \$207,041.65 over the return for 1946. Unlike almost every other factor in the present-day high cost of living, the automobile toll rate on the Delaware River Bridge is considerably less than it was twenty years ago. It is the lowest charged on any of the great toll bridges of the country.

Net income of the Commission, after payment of all expenses and meeting bond maturity and sinking fund reserve requirements, was \$1,229,798.23 against \$1,025,836.79 in 1946. In accordance with the bond indenture, \$400,000 government bonds were acquired for the sinking fund reserve. The outstanding debt was decreased by the maturing of \$1,700,000 bonds in 1947 and the Commission repurchased \$551,000 of its own bonds at considerable discount for the general reserve fund leaving a net indebtedness to the investing public of \$26,899,000 at the end of the year. The bonds are callable on or after June 1, 1951 at 102.

At the close of the year the Commission held government and refunding bridge bonds with a par value of \$5,136,000 and cash in banks and on hand of \$494,619.71. Treasury bonds totaling \$3,000,000 were segregated from the general reserve fund to defray the cost of widening the bridge roadway from six to eight lanes. Contracts for this improvement to be awarded in 1948 will include additional toll houses and increase the hourly traffic capacity from 8,000 to 11,000. In October the Commission engaged the engineering firm of Modjeski and Masters to prepare a project report covering this expansion.

With the manufacture of new automobiles proceeding apace, there is every reason to believe that bridge traffic will continue to mount. Not only is the number of car-owners increasing, as shown by motor registrations, but there is evidence that the average driver is using his car more than before the war. Nearly 2,500,000 additional cars crossed the bridge in 1947 compared with our best pre-war year, 1941. Notwithstanding the automobile output in 1947, many vehicles on the roads are over-age and in a dilapidated condition as shown by the towing of 2,717 disabled cars and trucks from this bridge during the year.

One of the striking features of the year was the decline in Saturday traffic due to the prevailing five-day week. In July and August, Friday traffic exceeded Saturday by at least 5,000. Average Sunday and holiday traffic of 1947 of 53,408 compares well with that of 1941 which was 53,708 but there was no such concentration on a single Sunday as was recorded in 1941. In that year the all-time daily high was established on Sunday, July 27 with the passage of 83,014 vehicles while the busiest Sunday in 1947 produced but 70,571. However, a new weekday record was set on Friday, August 29 with a total of 66,504.

The present upward swing of bridge traffic and the fluctuation over the years since the opening on July 1, 1926 are reflected in the following tabulation:

	<i>Traffic</i>	<i>Gross Receipts</i>	<i>Expenses</i>	<i>Net Receipts</i>
1947	18,107,133	\$4,557,968.63	\$958,476.09	\$3,599,492.54
1946	16,886,413	4,235,142.23	842,691.34	3,392,450.89
1945	12,639,611	3,266,299.61	633,923.98	2,632,375.63
1944	11,360,550	3,001,169.32	634,168.36	2,367,000.96
1943	9,639,333	2,625,829.28	701,424.58	1,924,404.70
1942	12,463,283	3,069,647.27	702,687.82	2,366,959.45
1941	15,638,687	3,653,611.09	653,401.11	3,000,209.98
1940	14,185,835	3,340,113.26	562,054.96	2,778,058.30
1939	13,378,235	3,155,259.05	526,546.73	2,628,712.32
1938	12,820,338	3,027,489.36	581,672.32	2,445,817.04
1937	12,293,129	2,969,423.52	452,810.03	2,516,613.49
1936	10,614,475	3,067,967.87	461,260.86	2,606,707.01
1935	10,156,929	2,899,563.25	441,146.59	2,458,416.66
1934	9,981,615	2,846,116.26	429,412.63	2,416,703.63
1933	9,886,705	2,820,018.71	418,516.46	2,401,502.25
1932	10,804,557	3,091,576.91	456,397.44	2,635,179.47
1931	12,308,225	3,479,337.93	430,856.72	3,048,981.21
1930	12,285,359	3,517,730.64	500,597.53	3,017,133.11
1929	11,615,609	3,331,754.46	398,496.20	2,933,258.26
1928	9,725,470	2,827,786.83	378,590.01	2,449,196.82
1927	8,593,201	2,435,784.40	346,678.59	2,093,921.89
1926 (½ year)	4,137,674	1,110,108.38	158,109.47	946,682.83

Bridge traffic of this year and last was made up of the following classifications:

	1947	1946	Increase *Decrease	Per Cent
Commutation tickets	1,528,094	1,335,929	192,165	14.38
Pleasure cars and light trucks	14,326,221	13,513,518	812,703	6.01
Solid rubber-tired trucks (7,000 pounds or less)	56	56	....	....
All other trucks	982,073	794,986	187,087	23.53
Double-deck buses	198	202	4*	1.98*
Single-deck buses	1,033,323	1,034,578	1,255*	.12*
Horsedrawn vehicles	1	....	....	....
Motorcycles and bicycles	27,240	27,386	146*	.53*
Special rates	209,924	179,758	30,166	16.78
Led animals	3	....	....	....
<b>TOTAL</b>	<b>18,107,133</b>	<b>16,886,413</b>	<b>1,220,720</b>	<b>7.23</b>

Automobiles and light trucks contributed 72.16 per cent of toll receipts during 1947; buses, 12.05 per cent; heavy trucks, 15.71 per cent and motorcycles, .08 per cent. The average toll per vehicle was 23.68 cents.

The rail transit line from Eighth and Market Streets, Philadelphia to Broadway Station, Camden carried 10,056,967 passengers during 1947, an increase of 498,123 or 5.21 per cent over 1946. Revenue to the Commission amounted to \$251,424.21 against \$238,971.14 the preceding year. This was the all-time high for both passengers and receipts. No move was made during the year toward completion of the Locust Street Subway, Philadelphia; consequently, bridge rail line cars still terminate at Eighth and Market Streets. The subway was built in Locust Street prior to the opening of the bridge line in 1936 with the expectation that passengers from Camden would be delivered without change at Broad Street. During the year there was a renewal of interest in the possible extension of rail line service from the Broadway, Camden terminus to various localities in South Jersey.

The legislatures of Pennsylvania and New Jersey, by reciprocal acts approved June 13, 1947, directed the Commission to formulate a specific action program for promotion of the Delaware River Port (Appendix A). The Commission was also authorized to make an investigation as to the need for additional crossings of the Delaware River by bridge or tunnel. This will be done when results of a traffic survey carried on during 1947 by the Federal Government, Pennsylvania, New Jersey and the City of Philadelphia are compiled. The survey was the most extensive ever undertaken in the country, at a

cost of \$220,000. The light it will throw upon riding habits of the public should be of inestimable value in determining the need and location of any new cross-river facility.

Immediately upon passage of the port development legislation, the Commission appointed a special committee to chart a course of action. Because of the vital importance of the port development problem and the widespread interest manifested, the report of this committee to the Commission is appended to and made part of this report (Appendix B). At the Commission meeting of October 22, Major-General Harry B. Vaughan, Jr. was engaged as Port Survey Engineer. General Vaughan had formerly been in charge of the United States Army Engineers' Office in this district. At the same meeting the Commission retained the Knappen Engineering Company of New York to make a preliminary study and report to develop the problem in accordance with the lines laid down by the special committee. The survey and report were nearing completion by the end of the year. The Commission is required by the acts of 1947 to report to the Governor of Pennsylvania and the Legislature of New Jersey upon the specific action program at the earliest possible date but not later than February 1, 1949. This obligation will be carried out with care and thoroughness by the Commission in accordance with the acts which specify that this be done in cooperation with the Interstate Commission on the Delaware River Basin.

At a special Commission meeting on May 20, an agreement was authorized with the State Highway Department of New Jersey to bring about the improvement of Penn and Linden Streets, Camden as arteries of bridge traffic. It provides that the Commission pay a sum not exceeding \$200,000 toward the repaving of these streets from the bridge plaza to the Admiral Wilson Boulevard and the installation of modern traffic signals thereon. The Highway Department took over the streets from the City of Camden and charged itself with the maintenance thereof and guaranteed the Commission that it would take every step possible to prevent the parking of vehicles which, in the past, has so greatly impeded movement of traffic to and from the bridge. Bids for the repaving were opened in August but rejected by the Highway Department on the ground of excessive cost. However, a contract in the amount of \$35,343 was awarded for the traffic signals. This installation and the no-parking ban have materially improved the situation. The Department plans to call for new bids for repaving early in 1948. On October 10 the Commission was represented by a committee in a conference in the office of the Highway Department relative to removal of railroad tracks crossing Penn and Linden Streets in the vicinity of the Camden Plaza. Other conferees were representatives of the Public Utility Commission of New Jersey, Camden County Board of Freeholders, Camden City Commission and the railroad. A committee of engineers from all interests involved was appointed to work out a program to bring about relocation of the tracks.

The Commission also agreed to pay \$200,000 towards the cost of widening Vine Street, Philadelphia as a bridge access road. Work on this improvement was started in 1947 with the demolition of property to provide space for the new boulevard. This program, undertaken jointly by the Commonwealth of Pennsylvania and the City of Philadelphia at an estimated cost of \$13,000,000, suffered some delay when the Federal Court in Philadelphia enjoined the Commonwealth from evicting residents of properties heretofore acquired.

The contract for removal of some 780 pilings at the site of old Pier No. 11½ beneath the bridge on the Philadelphia side was completed May 15 by the Merritt-Chapman and Scott Corporation of New York City seven weeks ahead of schedule at a cost of \$111,702. On April 23 the Commission awarded to J. I. Hass Company, Incorporated of Jersey City, New Jersey, a contract for repainting the bridge in the amount of \$247,380. The structure had last been painted in 1938. The contract completion date was November 7 but at the end of the year some minor details were yet to be finished.

The efficiency of the police bureau was increased by the substitution of the frequency modulation system of radio transmission in the cars patrolling the bridge for the old equipment installed in 1940 which proved to be outmoded. Approval of the Federal Communications Commission for this change was received.

To speed movement of trucks and buses, the Commission authorized installation

of new toll-recording registers in lanes Nos. 2 and 11 at the toll houses. Delay in the manufacture of the equipment made it impossible to substitute this method during 1947. The change-over will probably be made within the next few months.

At its January meeting, the Commission elected Governor James H. Duff Chairman, succeeding Governor Edward Martin. On July 8, Governor Duff announced the re-appointment of Messrs. Edwin R. Cox and Alvin A. Swenson as members of the Commission and the appointment of Colonel Jay Cooke and Mr. Clarence Tolan, Jr., the latter two succeeding Messrs. Samuel S. Lewis and Frank J. Fell, Jr.

The Commission records with deep regret the death on April 30 of Judge John B. Kates, Treasurer for the last ten years and Commission-member from 1922 to 1937. The Commission promoted Mr. Horace J. Stradley, Chief Teller and Statistician and an employee since 1921 to the treasurership.

Four deaths in accidents occurred on the bridge in 1947; three men committed suicide by leaping from the span; a total of 235 arrests were made and 55 fires extinguished.

A cordial invitation is extended 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,

JAMES H. DUFF, *Chairman*

ARTHUR C. KING, *Vice-Chairman*

BERNARD SAMUEL

I. NORWOOD GRISCOM

G. HAROLD WAGNER

ALFRED COOPER

RAMSEY S. BLACK

HUGH L. MEHORTER

EDWIN R. COX

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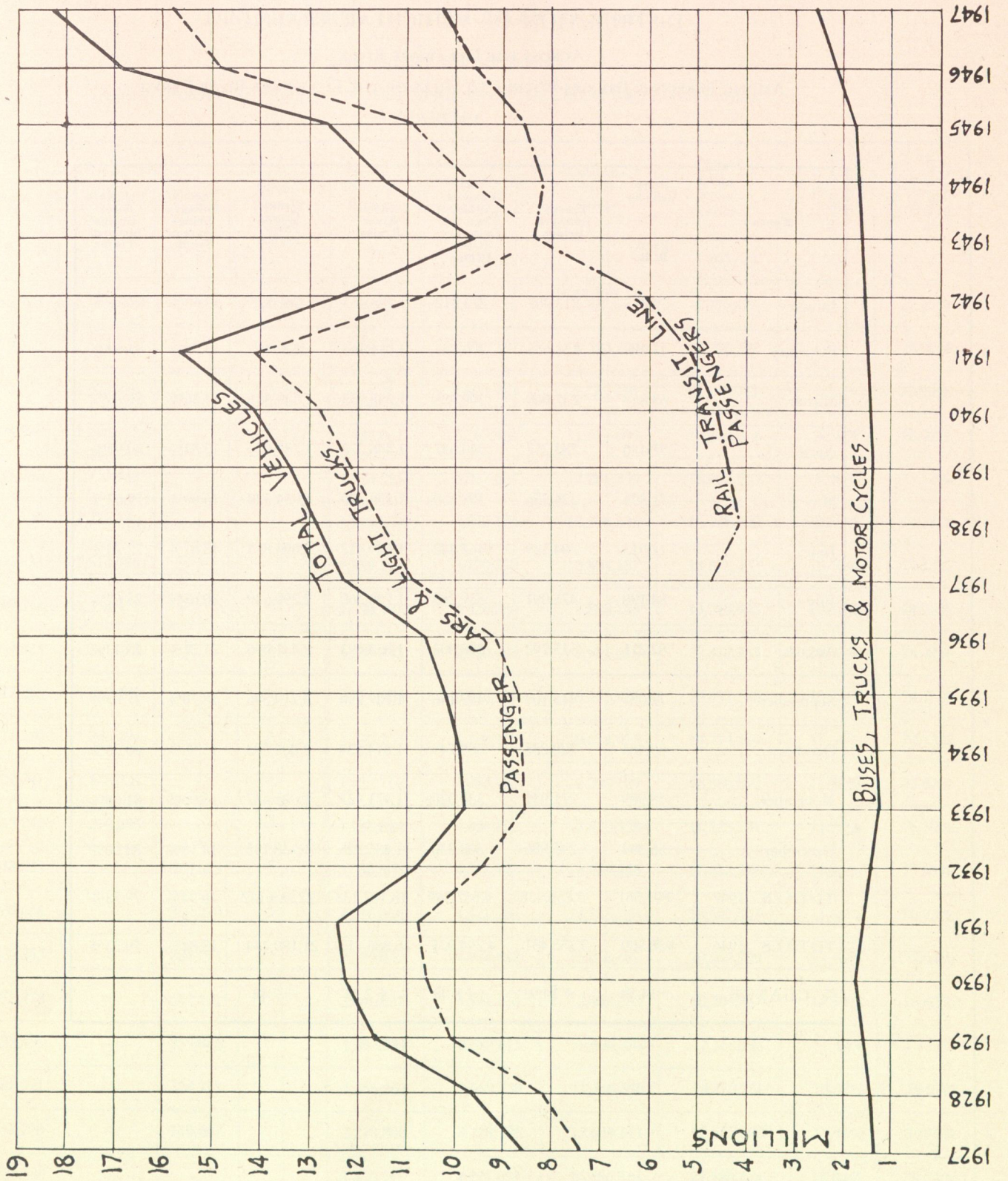
JAY COOKE

ALLEN S. HATCHER

JOSEPH K. COSTELLO, *Secretary-General Manager*

December 31, 1947

TWENTY YEARS OF  
DELAWARE RIVER BRIDGE TRAFFIC



## DISTRIBUTION OF VEHICULAR TRAFFIC

ACROSS THE DELAWARE RIVER

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

1947

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.						
January .....	59,715	213,397	273,112	1,288,463	1,561,575	13.66%	82.51%
February .....	47,498	158,685	206,183	1,014,163	1,220,346	13.00%	83.10%
March .....	63,868	237,060	300,928	1,348,953	1,649,881	14.36%	81.76%
April .....	57,430	283,217	340,647	1,446,373	1,787,020	15.84%	80.93%
May .....	71,894	326,256	398,150	1,556,370	1,954,520	16.69%	79.63%
June .....	72,913	394,529	467,442	1,629,412	2,096,854	18.81%	77.70%
July .....	84,198	475,091	559,289	1,740,360	2,299,649	20.65%	75.67%
August .....	82,211	515,792	598,003	1,833,693	2,431,696	21.21%	75.42%
September .....	77,037	415,109	492,146	1,727,250	2,219,396	18.70%	77.83%
October .....	69,464	320,285	389,749	1,614,834	2,004,583	15.98%	80.56%
November .....	58,989	271,031	330,020	1,471,437	1,801,457	15.05%	81.68%
December .....	56,344	245,986	302,330	1,435,825	1,738,155	14.15%	82.60%
TOTALS 1947	801,561	3,856,438	4,657,999	18,107,133	22,765,132	16.94%	79.53%
TOTALS 1946	938,580	3,355,451	4,294,031	16,886,413	21,180,444	15.84%	79.73%
% CHANGE..	-14.59	+14.93	+8.48	+7.23	+7.48	—	—

# DISTRIBUTION OF VEHICULAR TRAFFIC

ACROSS THE DELAWARE RIVER

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

Year	Ferries				Tacony-Palmyra Bridge	Total Vehicles Other Than the Delaware River Bridge	Delaware River Bridge	Total Cross River Traffic	Tacony-Palmyra Bridge Share of Traffic	Delaware River Bridge Share of Traffic
	Penna. R. R.	Phila. & Reading R. R.	South St. Kaighn Ave.	Tacony-Palmyra Ferry						
1925			↑		↑	5,399,641	—	5,399,641	—	—
1926	1,786,922	1,785,525		376,304	↑ Open 15 1929	3,948,751	Open July 1st 4,137,674	8,086,425	—	51.16%
1927	779,320	1,567,724		356,153	↓ Aug.	2,703,197	8,593,201	11,296,398	—	76.07%
1928	780,947	1,672,276		355,240		2,808,463	9,725,470	12,533,933	—	77.59%
1929	808,295	1,790,285		235,821	433,061	3,267,462	11,615,609	14,883,071	4.50%	78.05%
1930	789,987	1,753,332		↑	1,374,285	3,917,604	12,285,359	16,202,963	8.48%	75.82%
1931	779,129	1,722,486			1,738,569	4,240,184	12,308,225	16,548,409	10.50%	74.38%
1932	696,633	1,514,920	24, 1939		1,559,197	3,770,750	10,804,557	14,575,307	10.70%	74.13%
1933	699,312	1,338,471	24, 1939		1,390,497	3,428,280	9,886,705	13,314,985	10.44%	74.25%
1934	769,423	1,261,372	Jan.		1,399,843	3,430,638	9,981,615	13,412,253	10.43%	74.42%
1935	817,208	1,252,487	Open		1,470,906	3,540,601	10,156,929	13,697,530	10.73%	74.15%
1936	1,211,280	1,246,694	Open		1,642,135	4,100,109	10,614,475	14,714,584	11.16%	72.13%
1937	1,322,741	1,148,224			1,922,716	4,393,681	12,293,129	16,686,810	11.52%	73.67%
1938	1,753,746	Closed 4/30 270,283	↓		1,980,864	4,004,893	12,820,338	16,825,231	11.77%	76.19%
1939	1,348,325	—	830,623		2,056,200	4,235,148	13,378,235	17,613,383	11.67%	75.95%
1940	1,360,686	—	850,220		2,210,660	4,421,566	14,185,835	18,607,401	11.88%	76.23%
1941	1,326,263	—	888,774		2,739,045	4,954,082	15,638,687	20,592,769	13.34%	75.94%
1942	1,072,476	—	682,121		2,046,537	3,801,134	12,463,283	16,264,417	12.58%	76.62%
1943	872,496	—	259,085		1,397,234	2,528,815	9,639,333	12,168,148	11.48%	79.21%
1944	886,721	—	156,755		1,866,262	2,909,738	11,360,550	14,270,288	13.07%	79.61%
1945	837,729	—	169,667		2,210,800	3,218,196	12,639,611	15,857,807	13.94%	79.70%
1946	938,580	—	—		3,355,451	4,294,031	16,886,413	21,180,444	15.84%	79.73%
1947	801,561	—	—		3,856,438	4,657,999	18,107,133	22,765,132	16.94%	76.53%

ANALYSIS OF TRAFFIC SINCE OPENING

Calendar Year	Total Vehicles (Opened 7/1/26)	Automobiles and Light Trucks				Trucks				Buses		Motorcycles	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. 35c Solid T. Pneumatic 40c	7001 to 18,000 lbs. Gross Weight Solid Tire 50c	18,001 to 26,000 lbs. Gross Weight Pneut. 65c	26,001 lbs. to 150,000 lbs. Special	Single Deck 50c (25c & 40c to July 1, 1927)	Double Deck 75c (40c to July 1, 1927)				
1926	4,137,674	3,644,022	↑	↑	↑	10,880	10,914	15,624	281	6,891	57	265,433	169,141	13,017	1,414
1927	8,593,201	7,270,703				23,812	32,561	35,636	1,865	17,586	3,722	905,727	275,456	24,583	1,550
1928	9,725,470	8,246,002				20,100	76,049	34,232	3,998	17,204	565	1,229,698	67,835	29,207	580
1929	11,615,609	10,096,414				11,875	101,315	28,615	9,480	18,836	1,616	1,272,995	40,742	33,253	468
1930	12,285,359	10,578,206				4,670	136,269	16,651	18,488	13,676	4,414	1,465,267	19,176	28,413	179
1931	12,308,225	10,770,393			↔	2,366	158,692	21,623	25,238	18,058	5,006	1,270,481	8,398	27,916	54
1932	10,804,557	9,355,885			↔	1,349	165,905	13,029	44,552	10,222	6,561	1,174,017	5,242	27,774	21
1933	9,886,705	8,569,299			All	758	183,404	10,768	48,767	6,758	8,909	1,026,145	5,923	25,948	26
1934	9,981,615	8,613,090				472	221,318	7,167	50,041	5,145	17,164	1,029,125	6,830	31,247	16
1935	10,156,929	8,735,223				279	250,471	15,822	51,392	2,135	19,512	1,042,757	6,652	32,673	13
1936	10,614,475	9,176,045			↓	189	247,597	17,237	79,648	1,096	28,524	1,028,889	6,049	29,198	3
1937	12,293,129	10,901,116			(Jan. only) 619,864	137	234,553	10,613	83,064	584	29,368	999,855	5,467	28,372	0
1938	12,820,338	11,520,211			↑	76	228,085	9,174	77,331	249	36,959	920,520	3,490	24,237	6
1939	13,378,235	12,021,179				92	263,196	10,895	95,004	223	47,720	913,727	3,315	22,879	5
1940	14,185,835	12,766,835			0	76	298,390	16,809	101,842	176	60,163	918,307	3,164	20,071	2
1941	15,638,687	14,113,852			↔	98	330,228	18,864	110,762	202	85,501	953,480	2,958	22,742	0
1942	12,463,283	10,863,764				65	309,280	16,396	108,335	205	101,090	1,042,426	2,548	19,174	0
1943	9,639,333	8,014,431				69	322,614	10,926	114,490	215	120,580	1,038,472	1,605	15,828	103
1944	11,360,550	9,725,231				32	354,866	11,681	133,755	139	130,341	990,247	193	14,064	1
1945	12,639,611	10,919,253				49	400,546	15,099	151,608	117	141,969	995,775	241	14,952	2
1946	16,886,413	14,849,447				56	572,302	16,860	205,698	126	179,758	1,034,578	202	27,386	0
1947	18,107,133	15,854,315				56	714,824	17,385	249,776	88	209,924	1,033,323	198	27,240	4

## APPENDICES

(Appendix A)

ACT No. 257—THE GENERAL ASSEMBLY OF PENNSYLVANIA

AN ACT authorizing and directing The Delaware River Joint Commission to undertake immediately an aggressive campaign to promote increased commerce on the Delaware River both freight and passenger as authorized by the compact with the State of New Jersey under which said commission operates and to undertake the formulation of a specific action program for the promotion of the navigable section of the Delaware river and bay extending from Trenton, New Jersey and Morrisville, Pennsylvania to the Atlantic Ocean as a highway of commerce, the investigation of the necessity for additional means of communication between the Ports of Philadelphia and Camden and the sea and to conduct an investigation for the purpose of formulating a specific plan and report relative to the need for and advisability of constructing additional tunnels or bridges across that section of the Delaware River extending from Trenton, New Jersey and Morrisville, Pennsylvania to the Delaware Bay and making an appropriation.

THE GENERAL ASSEMBLY OF THE COMMONWEALTH OF PENNSYLVANIA HEREBY ENACTS AS FOLLOWS:

*Section 1.* The Delaware River Joint Commission created under the authority of the act approved the twelfth day of June, one thousand nine hundred thirty-one (Pamphlet Laws 575) entitled "An act providing for joint action by Pennsylvania and New Jersey in the development of the ports on the lower Delaware River and the improvement of the facilities for transportation across the river authorizing the Governor for these purposes to enter into an agreement with New Jersey creating The Delaware River Joint Commission and specifying the powers and duties thereof including the power to finance projects by the issuance of revenue bonds transferring to the new commission all the powers of the Delaware River Bridge Joint Commission and making an appropriation" and a similar act of the State of New Jersey is hereby directed to exercise its function in effectuating the purpose of Article 1, paragraph (g) of the compact authorized by the aforesaid act which reads as follows "(g) The promotion of increased commerce on the Delaware River both freight and passenger and for this purpose the publication of such literature and adoption of such means as may be deemed appropriate" and in addition thereto to formulate a specific action program for the following purposes:

- (a) The promotion of the navigable section of the Delaware River and Bay extending from Trenton, New Jersey and Morrisville, Pennsylvania to the Atlantic Ocean as a highway of commerce;
- (b) The making of recommendations to the proper authorities for the improvement of terminal lighterage, wharfage, warehouse and other facilities necessary for the promotion of commerce on the Delaware River;
- (c) The making of a report on any other factors which may be of mutual benefit to the Commonwealth of Pennsylvania and the State of New Jersey insofar as concerns the promotion of the development of ports along the Delaware River and the use by commercial vessels of their facilities;
- (d) The investigation of the necessity for additional means of communication between the Ports of Philadelphia and Camden and the sea and making of such studies, surveys and estimates as may be necessary to determine the feasibility and cost of any such additional means of communication;
- (e) The conducting of an investigation for the purpose of formulating a specific plan and report relative to the need for and advisability of constructing additional tunnels or bridges across that section of the Delaware River extending from Trenton, New Jersey and Morrisville, Pennsylvania to the Delaware Bay;
- (f) The exercising of any or all other lawful functions delegated to the Commission by the compact under which it operates pertaining to the development of port and transportation facilities.

*Section 2.* The said Delaware River Joint Commission shall proceed without delay to study these problems in their entirety in cooperation with the Interstate Commission on the Delaware River Basin, also an agency of the Commonwealth of Pennsylvania and the State of New Jersey and of the States of New

York and Delaware and shall submit a comprehensive report thereon to the Governor at the earliest practicable date and in no case later than the first day of February, one thousand nine hundred forty-nine as well as such interim reports either upon individual items of the program or the program as a whole as may be advisable and appropriate.

*Section 3.* For the purpose of carrying out the surveys provided for in this act, the sum of Sixty-five Thousand Dollars (\$65,000) is hereby appropriated to The Delaware River Joint Commission which sum only shall become available and be used in the event of the unavailability of other funds of the Commission and provided the State of New Jersey has made a like appropriation to the Commission for the same purpose.

*Section 4.* It is the legislative intent of this act that authorized programs shall be initiated at the earliest practicable time and prosecuted with the utmost dispatch.

*Section 5.* The provisions of this act shall become effective immediately upon final enactment.

APPROVED—The 13th day of June, A. D., 1947.

/s/ JAMES H. DUFF, *Governor*

#### CHAPTER 281, P. L. 1947—STATE OF NEW JERSEY

AN ACT directing The Delaware River Joint Commission, an agency of the Commonwealth of Pennsylvania and the State of New Jersey created by compact adopted by those States, in one thousand nine hundred and thirty-one and approved by Congress in one thousand nine hundred and thirty-two, to formulate a specific action program for the promotion of the navigable section of the Delaware river and bay extending from Trenton, New Jersey, and Morrisville, Pennsylvania, to the Atlantic Ocean as a highway of commerce, and to make a study for the purpose of formulating a specific plan and report relative to the need for and advisability of constructing additional tunnels or bridges across that section of the Delaware River extending from Trenton, New Jersey, and Morrisville, Pennsylvania, to the Delaware Bay.

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

1. The Delaware River Joint Commission is hereby directed to formulate a specific action program for the following purposes:
  - (a) The promotion of the navigable section of the Delaware River and Bay extending from Trenton, New Jersey, and Morrisville, Pennsylvania, to the Atlantic Ocean as a highway of commerce;
  - (b) The promotion of increased commerce on the Delaware River, both freight and passenger;
  - (c) The making of recommendations to the proper authorities for the improvement of terminal, lighterage, wharfage, warehouse, and other facilities necessary for the promotion of commerce on the Delaware River;
  - (d) The making of a report on any other factors which may be of mutual benefit to the Commonwealth of Pennsylvania and the State of New Jersey insofar as concerns the promotion of the development of ports along the Delaware River and the use by commercial vessels of their facilities.
2. The Delaware River Joint Commission also is hereby directed to make an investigation for the purpose of formulating a specific plan and report relative to the need for and advisability of constructing additional tunnels or bridges across that section of the Delaware River extending from Trenton, New Jersey, and Morrisville, Pennsylvania, to the Delaware Bay.
3. The said Delaware River Joint Commission shall proceed without delay to study these two problems in their entirety in cooperation with the Interstate Commission on the Delaware River Basin, also an agency of the Commonwealth of Pennsylvania and the State of New Jersey, and of the States of New York and Delaware as well, and shall make a report to the Legislature not later than the first day of February, one thousand nine hundred and forty-nine.
4. For the purpose of carrying out the provisions of this act the sum of sixty-five thousand dollars (\$65,000) is hereby appropriated, the same to be available when the Commonwealth of Pennsylvania has made a like appropriation to said Delaware River Joint Commission.
5. This act shall take effect immediately.

APPROVED June 13, 1947

/s/ ALFRED E. DRISCOLL, *Governor*

(Appendix B)

REPORT OF SPECIAL COMMITTEE ON PORT DEVELOPMENT

THE DELAWARE RIVER JOINT COMMISSION,  
Administration Building,  
Camden, New Jersey.

August 27, 1947

Gentlemen:

The Special Committee of The Delaware River Joint Commission upon development of the Delaware River Port, appointed at the meeting of July 9, 1947, has made a preliminary investigation of the means to be determined to carry out the duties and responsibilities assigned to the Commission by the Legislatures of Pennsylvania and New Jersey. The Committee herewith submits its initial report in the belief that the Commission should be advised from the beginning of every step taken by it.

The Commission is familiar with the Acts of Pennsylvania and New Jersey approved June 13, 1947 directing the Commission to formulate a specific action program for the promotion of the Delaware River Port. The Commission is also charged with conducting an investigation as to the need for and advisability of constructing additional crossings over or under the Delaware River. Counsel has advised that Commission funds may be expended for these purposes.

The Committee looks upon this as an opportunity to accomplish a public service that will be of great value to all communities along and adjacent to the Delaware River from Trenton, New Jersey and Morrisville, Pennsylvania to the Atlantic Ocean. The importance of increasing commerce in this vicinity is self-evident. In the past, ports have risen to greatness and then decayed, a fate the Delaware River Port must not suffer.

The regeneration of the Port cannot be accomplished in a few weeks or months, nor can it be done without the expenditure of money and effort.

Above all, it will require the aggressive, whole-hearted help of all who have a stake in this enterprise.

As a basic premise the Committee believes that funds of The Delaware River Joint Commission should be used only during the early stages of the development, principally for the purpose of obtaining engineering and economic surveys. Any subsequent expenses for advertising, traffic solicitation, et cetera should be borne primarily by the business interests of the area.

A business committee should be established immediately headed by a prominent citizen, who is vitally interested in development of the Port and has the time and prestige to set up such a committee, drawing upon the personnel of the hundreds of firms who would benefit by increased activity of the Port.

A number of business engineering firms of national reputation should be contacted at once, and their ideas obtained as to the scope of the surveys necessary and their cost. In this connection the survey or study should undoubtedly cover the following points:

1. Present and potential traffic;
  2. Present and future facilities and services;
  3. Present and future governmental and institutional framework.
1. Study of traffic, present and potential:
    - A. Past and present trends in traffic with particular emphasis on the breakdown of bulk and general cargo traffic; the extent of use of piers in different locations and operated by different types of agency. The Philadelphia Planning Commission staff has broken down Army Engineers' statistics in various combinations. The work is generally complete and should be adequate for the purpose.
    - B. Total volume of Port traffic that may be generated in both non-competitive and competitive zones of the Port hinterland which include a considerable portion of the United States.
    - C. Freight rate structures and other factors which affect the relative comparative position of Delaware River and other ports serving a potential traffic capacity of the hinterland.

The Second Major Division, a study of facilities existing and needed, is divided into two parts;

2.
  - A. A detailed investigation of the physical condition and adequacy of all existing Port facilities in relation to the most modern existing and possible future methods of handling cargoes.
  - B. A determination of the amount and kind of additional facilities required to handle the anticipated future traffic by means of the most modern methods now in use in other ports or which may be expected to come into use.

The result of this should be a quantitative and qualitative estimate of the facilities required. It will depend partly upon policy as to control of efficiency of the use of facilities; for example, if modern pier facilities are leased to carriers who make only partial use of their capacity.

3.
  - A. Consideration of the numerous public and private interests and organizations presently functioning in the development and operation of the Port, the nature of their operations and possible conflicts and inefficiencies resulting from duplications or overlapping functions. Present confused pattern of rail service to piers is an example.
  - B. Study of the forms of Port organization elsewhere with evaluation of the advantages and disadvantages of each type.

The survey, in the opinion of the Committee, should be divided into two phases. The first would include the contacting of all groups and organizations in the Delaware River Port area which are particularly interested in the Port and possess information and statistics already compiled by them. This information should be collected and evaluated after which phase two would begin: the undertaking of additional surveys and studies found to be needed. Herewith is a partial list of such groups and organizations which it is believed should be contacted, the Committee realizing

that there are many others which can contribute materially to the success of the program, but which may have been omitted inadvertently:

Navigation Commission for the Delaware River and its Navigable Tributaries	Philadelphia Marine Trade Association
The Interstate Commission on the Delaware River Basin	Philadelphia Maritime Exchange
Philadelphia Department of Wharves, Docks and Ferries	Foreign Traders Association
Philadelphia City Planning Commission	Commercial Traffic Managers of Philadelphia
South Jersey Port Commission	Traffic Club of Philadelphia
Camden City Planning Commission	Traffic Club of Camden
United States Army Engineers	Mayors' Association of Camden County
United States Maritime Commission	Women's Traffic Club and Transportation and Traffic Club
United States Department of Commerce	Port of Philadelphia Maritime Society
Interstate Commerce Commission	Joint Executive Committee for the Improvement and Development of the Philadelphia Port Area
United States Treasury Department	Atlantic Deeper Waterways Association
United States Department of Agriculture	Commercial Exchange of Philadelphia
Federal Security Agency	Grocers and Importers Exchange
United States Coast Guard	Lumbermen's Exchange of Philadelphia
United States Department of Justice, Immigration and Naturalization Service	Drug Exchange
Delaware Water Front Commission	Philadelphia Bourse
Wilmington Board of Harbor Commissioners	Vessel Owners and Captains Association
Philadelphia Commercial Museum	Pilots Association for the Bay and Delaware River
Pennsylvania Department of Commerce	Custom House Brokers Association
New Jersey Department of Economic Development	Pennsylvania Manufacturers Association
New Jersey Department of Conservation—Navigation Council	Railroads
Pennsylvania State Chamber of Commerce	Foreign Departments of Banks
New Jersey State Chamber of Commerce	Insurance Companies
Philadelphia Chamber of Commerce and Board of Trade	Ship Operators Admiralty Lawyers
Philadelphia Junior Chamber of Commerce	Ship Agents
Camden Chamber of Commerce	Ship Chandlers, victualers, stevedores, warehousemen, oil companies, foreign freight forwarders and various trade unions—AFL, CIO and independent. Of these, the United Harbor Workers (AFL) has its own Port Development Committee.
Trenton Chamber of Commerce	
Wilmington Chamber of Commerce	
Chester Chamber of Commerce	
Chester Port Committee	

It is believed that all these groups should be contacted in person if possible.

The Committee suggests that a qualified engineering consultant be retained by the Commission for the purpose of general supervision of the entire survey program.

In reference to the investigation of the need of additional bridges or tunnels, the Committee is informed that Pennsylvania, Philadelphia and the Federal Government are now engaged in a \$220,000. survey of motor traffic, between the two states in this vicinity. The findings will be made available to this Commission. For the Commission to duplicate this survey would be an inexcusable extravagance. The reports now being collected by stopping motorists on all highways around Philadelphia and Camden will provide the Commission with most essential data as to traveling habits. The Committee recommends that the Commission make an interim report, to the Governor of Pennsylvania and the Legislature of New Jersey calling attention to this survey now in progress.

The Committee, however, calls your attention to the impressive increase of traffic on the Delaware River Bridge. In the year ending June 30, 1947, 17,465,090 vehicles crossed the structure compared with 14,987,995 in the previous twelve months. This growth is expected to continue as new automobiles and trucks are manufactured.

Fortunately, the carrying capacity of the bridge can be expanded by widening the highway from the present six lanes to eight. The estimated cost of this improvement is \$3,000,000, which the Commission has available in its General Reserve Fund, a relatively small sum in comparison with the cost of a new bridge or tunnel.

Your Committee believes that construction of two additional lanes is amply justified and recommends that the Commission set aside the sum of \$3,000,000 for this purpose.

The Committee will welcome any advice or suggestions other members of the Commission may offer in order that all phases of this important assignment may be explored.

Respectfully submitted,  
SPECIAL COMMITTEE ON DEVELOPMENT  
OF THE DELAWARE RIVER PORT:

EDWIN R. COX, *Chairman*  
JAY COOKE  
HUGH L. MEHORTER  
EDWARD C. MCAULIFFE  
JOSEPH K. COSTELLO, *Secretary*

**BALANCE SHEET**

December 31, 1947

		ASSETS			
CURRENT ASSETS:		<i>Investments</i>	<i>Accrued Interest Receivable</i>	<i>Cash</i>	<i>TOTAL</i>
SPECIAL FUNDS:					
Sinking				\$391,660.74	\$ 391,660.74
Sinking Fund Reserve:					
U. S. Treasury 2's—52/50	\$ 200,000				
" " —54/52	400,000	\$ 1,525.55	4,000.00		605,525.55
General Reserve:					
U. S. Treasury 2 1/2's—72/67	985,000				
D.R.J.C.—1's—66/51	551,000	4,814.37	68,169.49		1,608,983.86
Roadway Improvement:					
U. S. Treasury 2 1/2's—72/67	3,000,000				3,000,000.00
Total Special Funds	\$5,136,000	\$ 6,339.92	\$463,830.23	\$	5,606,170.15
Cash in bank and on hand				30,789.48	30,789.48
Total cash in bank and on hand				\$494,619.71	
Cash with Fiscal Agent:					
For bond interest coupons not presented (see contra)					2,085.00
					\$ 5,639,044.63
OTHER ASSETS: Prepaid insurance premiums					31,879.65
INVESTMENTS IN PHYSICAL PROPERTY:					
Bridge and bridge buildings			\$ 34,006,330.30		
High-speed transit line			10,985,383.53		44,991,713.83
					\$ 50,662,638.11
LIABILITIES AND SURPLUS					
CURRENT LIABILITIES:					
Bond principal, due 6/1/48		\$850,000.00			
Bond interest accrued, due 6/1/48		25,708.33			
Bond interest coupons past due (see contra)		2,085.00			
				\$877,793.33	
Retained amount due contractor (30-D)				21,769.44	
Commonwealth of Pennsylvania and State of New Jersey				417,742.35	
					\$ 1,317,305.12
RESERVES					60,057.74
FUNDED DEBT—REFUNDING BRIDGE BONDS dated 6/1/46:					
3's due 12/1/46—12/1/48 @ \$850,000 semi-annually			\$ 4,250,000		
Less: Bonds matured and retired		\$ 2,550,000			
Bonds due 6/1/48 included in					
Current Liabilities (above)		850,000	3,400,000		
				850,000	
3's due 12/1/48				2,550,000	
1's due 6/1/49-6/1/50 @ \$850,000 semi-annually				7,200,000	
1's due 12/1/50-6/1/54 @ \$900,000 semi-annually				\$10,600,000	
1's due 6/1/66 Outstanding with public	\$15,449,000				
1's due 6/1/66 Held in General Reserve	551,000		16,000,000		26,600,000.00
(The \$21,400,000 bonds maturing on or after 12/1/51 are subject to redemption on any interest payment date on or after 6/1/51 at 2% premium.)					
SURPLUS					22,685,275.25
					\$ 50,662,638.11

**BANK DEPOSITS**

December 31, 1947

**SINKING FUND:**

Berlin National Bank .....	(Inactive)	\$4,870.50
Bridgeton National Bank .....	"	4,825.66
Broad Street Trust Company—Philadelphia .....	"	30,104.31
Burlington County Trust Company—Moorestown .....	"	24,725.52
Central-Penn National Bank .....	"	25,106.99
Citizens National Bank—Collingswood .....	"	5,073.97
Corn Exchange National Bank and Trust Company .....	"	211.85
Egg Harbor City Trust Company .....	"	4,829.36
Farmers and Mechanics National Bank—Woodbury .....	"	4,827.78
Farmers and Merchants National Bank—Bridgeton .....	"	5,089.81
First Camden National Bank and Trust Company .....	"	5,112.67
The First National Bank—Mays Landing .....	"	4,848.72
" " " " —Minotola .....	"	4,847.19
" " " " —Newfield .....	"	4,872.47
" " " " —Riverside .....	"	27,720.70
" " " " —Toms River .....	"	16,202.82
The First National Bank and Trust Company—Woodbury .....	"	74.09
Land Title Bank and Trust Company—Philadelphia .....	"	30,140.03
Laurel Springs National Bank .....	"	13,910.44
Mainland National Bank—Pleasantville .....	"	4,845.01
Market Street National Bank—Philadelphia .....	"	25,122.23
National Bank of Germantown and Trust Company .....	"	4,909.91
The National Bank of Mantua .....	"	5,000.00
Northwestern National Bank .....	"	27,606.84
Oaklyn National Bank .....	"	4,902.67
Pennsauken Township National Bank—North Merchantville ..	"	16,191.98
The Pennsylvania Company .....	"	30,119.55
The Philadelphia National Bank .....	"	25,000.00
The Real Estate Trust Company .....	"	4,836.84
Riverside Trust Company .....	"	16,070.52
Trenton Trust Company .....	"	4,817.45
Woodbury Trust Company .....	"	4,820.21
Camden Trust Company .....	(Active)	22.65

**SINKING FUND RESERVE ACCOUNT:**

\$391,660.74

Camden Trust Company .....	(Active)	4,000.00
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**GENERAL RESERVE FUND:**

The First National Bank—Cape May Court House.. (Inactive)	\$4,849.62
" " " " —Glassboro .....	4,849.14
Ventnor City National Bank (Certificate of Deposit) .....	5,000.00
Land Title Bank and Trust Company .....	(Active) 2,978.23
Camden Trust Company .....	" 50,492.50
	<u>68,169.49</u>

**TOTAL.....\$463,830.23**

NOTE: Exclusive of \$30,789.48 undistributed toll funds in bank and on hand and \$2,085 on deposit with Fiscal Agent for bond interest coupons.

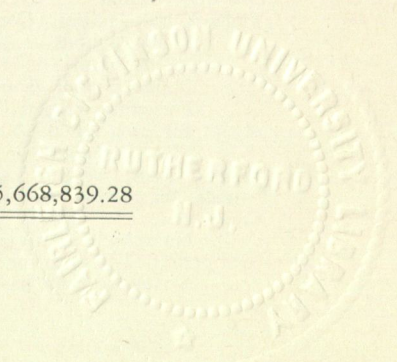
**STATEMENT OF INCOME AND EXPENSES**  
**CALENDAR YEAR, 1947**

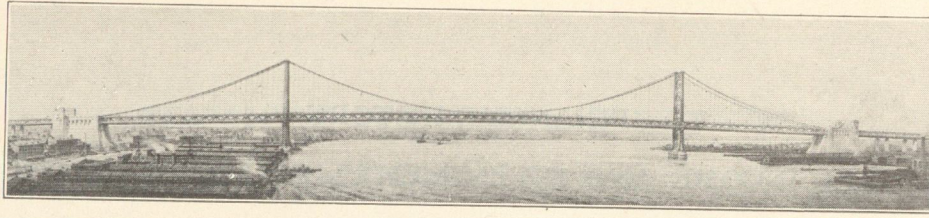
INCOME:	
Bridge tolls .....	\$ 4,299,482.35
High-speed line rentals .....	250,296.58
Other rentals .....	4,800.00
Interest on deposits .....	3,389.70
Gross Operating Income .....	<u>\$ 4,557,968.63</u>
OPERATING EXPENSES:	
Salaries .....	\$643,690.80
Equipment .....	19,054.75
Supplies .....	16,955.39
Repairs .....	129,046.58
Miscellaneous (including light and heat) .....	116,760.70
Insurance (All Risk and Income) .....	23,193.28
	<u>\$248,701.50</u>
Port Development .....	9,774.59
Total Expenses .....	<u>958,476.09</u>
Net Operating Income .....	\$ 3,599,492.54
INCOME FROM FUND INVESTMENTS .....	\$106,993.20
Less premium paid on United States Government bonds purchased for fund investments (net) .....	34,187.51
	<u>72,805.69</u>
Net Income Before Interest .....	\$ 3,672,298.23
INTEREST ON DEBT .....	342,500.00
Net Income After All Charges .....	<u>\$ 3,329,798.23</u>
Bond maturity requirements .....	\$ 1,700,000
Sinking fund reserve requirements .....	400,000
	<u>2,100,000.00</u>
NET INCOME OVER BOND MATURITY AND SINKING FUND RESERVE REQUIREMENTS .....	<u>\$ 1,229,798.23</u>
RECONCILIATION OF SURPLUS ACCOUNT	
Surplus—December 31, 1946 (per Balance Sheet) .....	\$19,312,957.02
Add: Net Income after all Charges—Calendar Year 1947 (above) ..	3,329,798.23
Discount on own bonds purchased .....	42,520.00
SURPLUS—December 31, 1947 (per Balance Sheet) .....	<u>\$22,685,275.25</u>

## FINANCIAL HISTORY

### COSTS, INCOME AND INVESTMENTS—DECEMBER 31, 1947

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
Administration Building .....	13,931.09
Pier 11½ north wharves, Philadelphia .....	111,948.08
Bridge roadway .....	3,524.70
	8,580,377.68
TOTAL .....	\$45,665,478.39
Total interest paid .....	\$30,359,920.91
Total expenses paid .....	11,909,873.09
	\$42,269,794.00
Total premium paid (debt called for redemption) ..	3,611,900.00
	45,881,694.00
TOTAL COSTS PAID .....	\$91,547,172.39
Total receipts .....	\$69,676,591.67
Total premium received (refunding bridge bonds) .....	\$46,900
Total discount on bridge bonds purchased .....	42,520
	89,420.00
	\$69,766,011.67
Bridge bonds issued .....	\$38,120,000
Less: Bridge bonds retired .....	12,432,000
	\$25,688,000
Refunding bridge bonds issued (for redemption premium) .....	1,761,900
Refunding bridge bonds issued (to make even amount) .....	100
	27,450,000.00
REFUNDING BRIDGE BONDS OUTSTANDING. ....	27,450,000.00
TOTAL RECEIPTS AND BORROWED CAPITAL .....	97,216,011.67
RECEIPTS AND BORROWED CAPITAL IN EXCESS OF TOTAL COSTS....	\$ 5,668,839.28
INVESTED AS FOLLOWS:	
Special funds (cash and bonds at par) .....	\$ 5,606,170.15
General cash in banks and on hand .....	30,789.48
	\$ 5,636,959.63
Prepaid insurance premium unexpired .....	31,879.65
	\$ 5,668,839.28





The Delaware River Bridge connecting Philadelphia, Pa., and Camden, N. J., opened July 1, 1926  
Construction was begun January 6, 1922.  
The cost of the Bridge including Real Estate was \$37,085,100.71.

**PRINCIPAL DIMENSIONS AND QUANTITIES**

Total length of bridge and approaches.....	9,570 feet
Length of main span .....	1,750 feet
Width of bridge .....	128 feet
Width of roadway between curbs .....	57 feet
Height of towers above mean high water .....	380 feet
Clearance above mean high water .....	135 feet
Weight of main span per linear foot .....	26,000 lbs.
Live load capacity per linear foot .....	12,000 lbs.
Deepest foundation below mean high water.....	105 feet
Total weight of bridge .....	720,000 tons

**MASONRY (Cubic Yards)**

	Granite	Concrete	Totals
Main Piers .....	6,600	52,400	59,000
Anchorage .....	14,000	202,000	216,000
Approaches .....	4,600	35,400	40,000
<b>Totals .....</b>	<b>25,200</b>	<b>289,800</b>	<b>315,000</b>

**PAVING**

Roadway .....	50,000 sq. yds.
Footwalks .....	20,000 sq. yds.

**CABLES**

Number of cables .....	2
Diameter of cables .....	30 inches
Number of wires in each cable .....	18,666
Number of strands in each cable .....	61
Number of wires in each strand .....	306
Size of wire (No. 6) diameter .....	0.195 inch
Total length of wire used .....	25,100 miles
Distance center to center of cables .....	89 feet
Weight of cables .....	7,000 tons
Diameter of suspender ropes .....	2 1/4 inches

**STRUCTURAL STEEL**

Main towers .....	10,000 tons
Suspended structure .....	18,600 tons
Anchorage .....	7,300 tons
Approaches .....	25,800 tons
<b>Total .....</b>	<b>61,700 tons</b>

**TOWERS**

Towers above mean high water .....	380 feet
Depth Phila. tower pier below M.H.W. ....	58 feet
Depth Camden tower pier below M.H.W. ....	82 feet
Weight of steel in two main towers .....	10,000 tons
Load on each tower from cables .....	35,000 tons
Field driven rivets in each tower .....	145,000
Roadway expansion joints at each tower provide for 24 inches of motion due to temperature changes.	

**ANCHORAGES**

Each anchorage occupies 3/4 acre	
Anchorage foundation depths below M.H.W.:	
Philadelphia .....	63 feet
Camden .....	105 feet
Weight of each anchorage .....	200,000 tons

**RAIL TRANSIT LINE**

Constructed at a cost of.....	\$10,985,383.53
Construction begun .....	February 23, 1934
Started operation .....	June 6, 1936
The line is operated by the Philadelphia Transportation Company under a lease, the Bridge Commission receiving 2 1/2 cents from each 10 cent fare.	
Trains run from 8th and Market Streets, Philadelphia, to Broadway Station, Camden.	

**SCHEDULE OF TOLL RATES**

Passenger Automobile .....	.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
Tractors and Trailers (Combined):	
26,001 pounds to 36,000 pounds (Pneumatic Tires) .....	.80
36,001 pounds to 48,000 pounds (Pneumatic Tires) .....	1.05
48,001 pounds to 60,000 pounds (Pneumatic Tires) .....	1.30
For gross weights in excess of 60,000 pounds a special inspection fee of \$10.00 is charged, in addition to the charge of .25 for each 2,000 pounds above 60,000 pounds.	

"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 .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.

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discard  
cmf



