REPORT

OF THE

DELAWARE RIVER BRIDGE JOINT COMMISSION

OF

PENNSYLVANIA AND NEW JERSEY

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Layout of Traffic Lanes on Suspended Structure

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REPORT

OF THE

Delaware River Bridge 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

PENNSYLVANIA

GIFFORD PINCHOT, *Chairman*
W. FREELAND KENDRICK
EDWARD MARTIN
SAMUEL S. LEWIS
THOMAS B. SMITH
RICHARD WEGLEIN
SAMUEL M. VAUCLAIN
SAMUEL D. LIT

NEW JERSEY

THEODORE BOETTGER
THOMAS J. S. BARLOW
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WELLER H. NOYES
ISAAC FERRIS, JR.
JOHN B. KATES
ROBERT S. SINCLAIR
FRANK L. SUPLEE

JOSEPH K. COSTELLO, *General Manager*

CHARLES R. BACON, *Assistant Secretary*

COUNSEL

DAVID J. SMYTH

T. HARRY ROWLAND

RALPH MODJESKI, *Chief Engineer*

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ANNUAL REPORT

OF THE

DELAWARE RIVER BRIDGE JOINT COMMISSION

OF

PENNSYLVANIA AND NEW JERSEY

To the Honorables, the Legislatures of the Commonwealth of Pennsylvania and of the State of New Jersey and the Council of the City of Philadelphia:

The Delaware River Bridge Joint Commission respectfully reports that during the last year the Delaware River Bridge between Philadelphia and Camden was opened to traffic and that the earnings from tolls derived during the first six months' operation have exceeded the expectations and estimates of its engineers.

More than four million vehicles crossed the bridge in the period from July 2nd to December 31st, 1926. Proceeds from the operation of the bridge amounted to $1,100,-058.40 as will be seen from the annual operating Balance Sheet of the Commission which is part of this Report. A distribution was made at the close of business December 31st and the net proceeds amounting to $946,682.83 were paid out. The State of New Jersey received 50 per cent. or $473,341.41 and the Commonwealth of Pennsylvania and the City of Philadelphia each 25 per cent. or $236,670.71.

The distribution was in accordance with the laws of Pennsylvania and New Jersey and the agreement between the Pennsylvania Commission and the New Jersey Interstate Bridge and Tunnel Commission, together constituting the Delaware River Bridge Joint Commission. This agreement for the collection and distribution of tolls is Appendix "A" of this report.

The bridge was opened with brief and appropriate ceremonies, July 1st, 1926. Exercises were held in Camden and in Philadelphia and then the bridge was turned over to the public for inspection. At midnight the first vehicles crossed.

The beginning of the year 1926 found bridge matters involved because of the question of collecting tolls. The Joint Commission was deadlocked on the subject and suit had been brought in the United States Supreme Court, by the Attorney General of Pennsylvania, to compel New Jersey to complete the bridge.

However a special session of the Pennsylvania Legislature was called by Governor Pinchot for January 3, 1926 and the entire subject of tolls was reviewed. As a result the No-Tolls Act of 1925 was repealed and the contracts necessary to complete the bridge were quickly prepared and awarded.

All energies were directed to opening the bridge on schedule time, the Fourth of July, but the Joint Commission realizing the tremendous interest of the public in having the use of the great improvement at the earliest date, advanced the time of

opening to July 1st. An immense amount of work had to be accomplished in the month of June but the bridge was ready for traffic.

The Joint Commission proceeded to the task of appointing a force to operate and maintain the bridge with great care. Believing that a public project could be conducted on a high plane of business efficiency, men were selected for the various bureaus with regard to ability and character. During the first six months of operation, it has been pleasant to note the comments of the public and the newspapers upon the courtesy and readiness of the employes.

Great crowds assembled July 1st at both the Camden and Philadelphia Plazas of the bridge to witness the ceremonies. Judge John B. Kates, of the New Jersey Interstate Bridge and Tunnel Commission, presided in Camden. Addresses were made by the Hon. A. Harry Moore, Governor of New Jersey, and the Hon. Walter E. Edge, United States Senator from New Jersey. The Rev. Edwin Forrest Hann, invoked the Divine Blessing and the Rev. Thomas J. Whelan delivered the Benediction.

Amplifiers carried the speakers' voices, not only over the Camden Plaza, but to the thousands who gathered on the Philadelphia Plaza, nearly two miles away.

The official party then crossed the bridge to the Philadelphia Plaza. With the Hon. Thomas B. Smith, of the Pennsylvania Commission, presiding, addresses were made by the Hon. Gifford Pinchot, Governor of Pennsylvania; the Hon. W. Freeland Kendrick, Mayor of Philadelphia, and Ralph Modjeski, Chief Engineer of the Bridge. The Invocation was by Rabbi W. H. Fineshriber and the Benediction by the Rt. Rev. Thomas J. Garland.

The bridge was thrown open to the public when Justine F. Lewis and Miriam F. Lewis, the young daughter of the Hon. Samuel S. Lewis, State Treasurer of Pennsylvania and member of the Pennsylvania Commission, drew aside a silken barrier on the steps of the Philadelphia Plaza. The march up the steps was led by little Ann Egner, the four-year old grand-daughter of John F. Boyle, of Jersey City, member of the Bridge and Tunnel Commission. Newspapers of the day announced that more than 100,000 persons walked across the span before 7 P. M., when the bridge was cleared in order that final preparations might be made for the vehicular traffic at midnight.

Promptly at 12 o'clock the machines began to cross. The first hour numbered 3850. The rush continued for several hours. The days following were extremely busy and on July 4th and 5th, 125,000 machines passed. Tolls collected during the first week amounted to $58,475.78. This did not include $25,000 advance payment for bus tickets by the Pennjersey Rapid Transit Company, a subsidiary of the Philadelphia Rapid Transit Company and the Public Service Corporation of New Jersey.

The Joint Commission had entered into a one-year agreement with the Pennjersey Rapid Transit Company whereby the latter guaranteed a minimum payment of $100,000 for the operation of buses across the bridge and in return was permitted to buy tickets good for the passage of a single-deck bus at the rate of 25 cents and for double deck buses at 40 cents. Buses of other companies who did not guarantee $100,000 worth of business per annum were charged the regular rate of 40 cents for a single-deck bus. No independent double-deck buses have crossed the bridge.

To date the facilities provided for trolley-cars and high speed lines on the bridge have not been put in use by the transportation companies. In view of the constantly increasing number of passengers crossing the bridge daily, it is reasonable to assume that the transportation companies will consider the facilities carefully.

Bridge traffic for the first six months is analyzed in a chart which is part of this report. It is interesting to note the increase in actual traffic over the estimates made prior to the opening of the bridge. We also present a chart showing the weekly cash toll receipts.

Following is a statement of the distribution of toll receipts as of December 31st, 1926, showing the depositories of the Joint Commission.

STATEMENT OF TOLL RECEIPTS DISTRIBUTION AS OF DECEMBER 31, 1926

Bank	*Bank Balances Dec. 31, 1926*			*Distributed to*		
	Total	*Deposits*	*Interest*	*City of Phila.*	*State of Penna.*	*State of New Jersey*
Broadway Merchants Trust Company, Camden, N. J.	$234,505.05	$232,941.55	$1,563.50	.....	$ 29,878.41	$204,626.64
Glassboro Title & Trust Company, Glassboro, N. J.	31,651.22	31,250.00	401.22	.....	.....	31,651.22
First National Bank of Glassboro, Glassboro, N. J.	75,462.90	75,000.00	462.90	.....	.....	75,462.90
Camden National Bank, Camden, N. J.	100,993.29	100,000.00	993.29	.....	.....	100,993.29
First National State Bank of Camden, Camden, N. J.	60,607.36	60,500.00	107.36	.....	.....	60,607.36
Corn Exchange National Bank, Philadelphia, Pa.	100,857.84	100,000.00	857.84	.....	100,857.84	
Jefferson Title & Trust Company, Philadelphia, Pa.	65,805.06	65,000.00	805.06	47,742.67	18,062.39	
Quaker City National Bank, Philadelphia, Pa.	101,061.34	100,000.00	1,061.34	101,061.34		
Northern Trust Company, Philadelphia, Pa.	87,872.07	87,500.00	372.07	.....	87,872.07	
Franklin Trust Company, Philadelphia, Pa.	87,866.70	87,500.00	366.70	87,866.70		
Totals	$946,682.83	$939,691.55	$6,991.28	$236,670.71	$236,670.71	$473,341.41

Gross Tolls July 2nd, 1926 to December 31, 1926 ..... $1,100,058.40

Less:

Expenses		$158,413.24	
Active Account balance	$1,514.26		
Less Interest	60.65		
		1,453.61	
Petty Cash Account		500.00	
			160,366.85
			$939,691.55
Interest on Bank Balances July 2nd, 1926 to December 31, 1926			6,991.28
			$946,682.83

(NOTE: The Joint Commission required each depository to furnish a surety bond covering the amount of the deposit. By resolution the deposit is limited to 25 per cent of the combined capital and surplus of the bank and in no instance may exceed $300,000.)



Visit of President Coolidge, July 5th, 1926

At the close of 1926 comparatively little construction of the bridge was still under way. The details of building the bridge will be given to your Honorable Bodies in the Final Report of our Board of Engineers now in course of preparation.

The most important operation yet uncompleted is the construction of the Administration Building in Camden, which will be ready for occupancy in the Spring.

A detailed balance sheet of the construction account as of December 31st, 1926 will be found in Appendix "B".

In conclusion the Joint Commission desires to express its sincere appreciation of the constant support and co-operation of the Legislatures of Pennsylvania and New Jersey and the Council of the City of Philadelphia which alone have made possible the construction of the Delaware River Bridge within the time appointed.

Respectfully submitted,

PENNSYLVANIA COMMISSION

GIFFORD PINCHOT,
Governor
EDWARD MARTIN,
Auditor General
SAMUEL S. LEWIS,
State Treasurer
W. FREELAND KENDRICK,
Mayor of Phila.
THOMAS B. SMITH
RICHARD WEGLEIN
SAMUEL M. VAUCLAIN
SAMUEL D. LIT

NEW JERSEY INTERSTATE BRIDGE AND TUNNEL COMMISSION

THEODORE BOETTGER
THOMAS J. S. BARLOW
ROBERT S. SINCLAIR
WELLER H. NOYES
JOHN F. BOYLE
ISAAC FERRIS
JOHN B. KATES
FRANK L. SUPLEE

December 31, 1926

APPENDIX A

Agreement between the Pennsylvania Commission and the New Jersey Interstate Bridge and Tunnel Commission for the Collection of Tolls upon the Delaware River Bridge.

THIS AGREEMENT, made this fourth day of June, 1926, between the PENNSYLVANIA COMMISSION, of the Commonwealth of Pennsylvania, created by and existing under the Pennsylvania Act of July 9, 1919, P. L. 814, its Amendments and Supplements, of the one part, and the NEW JERSEY INTER-STATE BRIDGE AND TUNNEL COMMISSION of the State of New Jersey, of the other part, WITNESSETH THAT

WHEREAS, said parties have been duly empowered by the laws of their respective states to enter into a contract for charging tolls for the use by vehicles of the Bridge across the Delaware River between the cities of Philadelphia and Camden now being constructed by said parties acting jointly as the Delaware River Bridge Joint Commission hereinafter referred to as "Joint Commission"

NOW THEREFORE, it is agreed that

1. Tolls shall be charged and collected for the use of said Bridge by vehicles at the rates specified in "Schedule A" which is hereto attached and made a part hereof, unless said rates shall hereafter be increased or decreased as hereinafter provided;

2. No tolls shall be charged upon vehicles owned by the United States Government and actually engaged in the service of the said Government;

3. Tolls shall continue to be charged and collected hereunder until such time as the Commonwealth of Pennsylvania, the State of New Jersey and the city of Philadelphia shall each have been fully reimbursed for all moneys expended by them respectively to pay the cost of said bridge and the approaches thereto as hereinafter defined, out of the proceeds of said tolls and of any other revenue derived from the operation of said Bridge including revenue received under leases or contracts with public service corporations, companies, firms or individuals for the operation of buses over said Bridge, or the installation, maintenance, use and operation of railways, railroads or other transportation facilities, or telegraph, telephone, electric light or power or other public service facilities over the said Bridge, or revenue derived from leases or contracts for the use by individuals, co-partnerships or corporations of such parts of said Bridge and the property appurtenant thereto as may not be required for the accommodation of traffic;

4. The "cost of said bridge and the approaches thereto" shall for the purpose of this agreement include:

(a) All payments made through and by the Joint Commission for constructing the super-structure and sub-structures of said Bridge and the approaches thereto, acquiring ground for the site of said Bridge and the approaches thereto including any franchises, easements, rights or damages incident thereto or consequent upon the taking thereof;

(b) Interest at the rate of four percent per annum upon such portion of said payments as shall have been made out of or by the use of funds provided by the Commonwealth of Pennsylvania and not repaid to the said Commonwealth, such interest to be computed from the dates on which installments of said funds were paid to the Joint Commission by the said Commonwealth of Pennsylvania as shown by the records of its State Treasurer;

(c) Interest heretofore actually paid by the State of New Jersey and the City of Philadelphia upon bonds issued by said State and said City to borrow money to pay in whole or in part the respective shares of said State and said City of the cost of constructing the super-structure and sub-structures of said Bridge and the approaches thereto, acquiring ground for the site of said Bridge and approaches thereto including any franchises, easements, rights or damages incident thereto and consequent upon the taking thereof; and

(d) Interest which shall hereafter be paid by said State and said City on such amount of said bonds as shall be represented by the difference between the original amount or par value of said bonds and all payments made to said State and said City on account of Clause (a) of this paragraph.

5. The rates of tolls set forth in Schedule "A" hereto attached may be increased under, and only under, the following conditions:

Attached hereto, marked "Schedule B" and made a part hereof, is an estimate made by the Board of Engineers of the Joint Commission of the net revenue to be derived during each period of twelve months (from July first to June thirtieth) from the tolls collected at the rates established in "Schedule A". Whenever in any twelve months' period the net revenue actually derived from the collection of tolls at said rates shall have been less than the estimated revenue therefrom as set forth in "Schedule B", the Pennsylvania Commission acting in conjunction with such agency as may be authorized by the State of New Jersey to co-operate with the Pennsylvania Commission for the purposes of maintaining, repairing and operating said Bridge may in the month of July following the expiration of such period, increase the rates of tolls to such amounts and for such period of time as the said Pennsylvania Commission and said agency of the State of New Jersey may seem advisable. Thereafter the rates of tolls may be reduced by said Pennsylvania Commission and said agency of the State of New Jersey if and when they shall deem reductions advisable, but said rates shall never be less than those set forth in "Schedule A" hereto attached, except as provided in Paragraph 6 of this agreement.

"Net revenue" as used in this paragraph shall mean the total revenue derived from tolls less the requirements for maintaining, operating and repairing said Bridge.

6. The rates of tolls set forth in "Schedule A" hereto attached may from time to time be decreased by the unanimous action of all of the members of the Pennsylvania Commission and of such agency as may be designated by the State of New Jersey to co-operate with the Pennsylvania Commission for the purposes of maintaining, repairing and operating the said Bridge, except that the rates of tolls for passenger vehicles not operated as common carriers shall never be less than those set forth in "Schedule A" hereto attached.

7. Immediately upon the completion of the said Bridge and the payment by the Joint Commission of all amounts due on account of the cost of said Bridge and the approaches thereto (exclusive of interest to the Commonwealth of Pennsylvania, the State of New Jersey and the City of Philadelphia), the parties hereto shall execute a supplement to this agreement setting forth the total amount (excluding interest not yet accrued to the Commonwealth of Pennsylvania or not yet paid by the State of New Jersey and the City of Philadelphia), which the Commonwealth of Pennsylvania, the State of New Jersey and the City of Philadelphia will be entitled to receive to reimburse them respectively as provided in this agreement. Said Supplement shall be known as "Schedule C".

8. All income derived from the operation of said Bridge shall be deposited in such depositories as may be designated by the Pennsylvania Commission acting in conjunction with such agency as may be authorized by the State of New Jersey to co-operate with the Pennsylvania Commission for the purposes of maintaining, repairing and operating said Bridge, all such deposits to carry interest which shall be credited to the principal sum on deposit.

9. The Pennsylvania Commission acting in conjunction with such agency as may be authorized by the State of New Jersey to co-operate with the Pennsylvania Commission for the purposes of maintaining, repairing and operating the said Bridge shall pay out of the income derived from the operation of said Bridge all expenses which they shall deem necessary for the proper maintenance, repair and operation of said Bridge.

10. The Pennsylvania Commission acting in conjunction with such agency as may be authorized by the State of New Jersey to co-operate with the Pennsylvania


21 KINDS
Campbell's SOUPS

Commission for the purposes of maintaining, repairing and operating said Bridge shall as often as they deem it advisable but at least semi-annually make distribution of all revenue derived from the operation of said Bridge in excess of the requirements for maintenance, repairs and operation in the following manner:

(a) One-half thereof be paid to the State of New Jersey, said payment being made into such funds or to such persons as the Legislature of New Jersey may designate or has designated; one-fourth thereof shall be paid into the general fund of the State Treasury of the Commonwealth of Pennsylvania, or into such other fund or funds as the General Assembly of the Commonwealth of Pennsylvania shall from time to time direct; one-fourth thereof shall be paid to the City of Philadelphia, said payment being made into such funds or to such persons as the Council of Philadelphia shall designate.

(b) Said payments shall continue until such time as either the State of New Jersey, the Commonwealth of Pennsylvania or the City of Philadelphia shall have been fully reimbursed for the amount due to said State, said Commonwealth or said City under "Schedule C" plus interest accruing to said Commonwealth or paid by said State or said City subsequent to the date of "Schedule C" as provided in this agreement;

(c) Thereafter, said payments shall be equally divided between the two remaining participants until one of them shall have been so reimbursed and thereafter the remaining participant shall receive all of said payments until it shall have been so reimbursed.

11. All payments made to the Commonwealth of Pennsylvania, the State of New Jersey and the City of Philadelphia shall be applied as follows:

(a) To interest accrued to the Commonwealth of Pennsylvania or paid by the State of New Jersey or the City of Philadelphia subsequent to the date of "Schedule C"; and

(b) After all such interest shall have been paid or reimbursed, any excess shall be applied to the amounts due to said Commonwealth, said State and said City under "Schedule C".

12. As soon as the State of New Jersey, the Commonwealth of Pennsylvania and the City of Philadelphia shall each have been reimbursed in full for the amounts due to them under "Schedule C" and all further interest to which each of said parties shall be entitled under the terms of this agreement, the use of said Bridge shall become and shall thereafter remain free to private vehicles.

13. At all times the schedules or rates of tolls shall be the same at all entrances to the said Bridge and there shall be no rebate in the tolls agreed upon in any manner whatsoever directly or indirectly without the consent of a majority of the members of the Pennsylvania Commission and of such agency as may be authorized by the State of New Jersey to co-operate with the Pennsylvania Commission for the purpose of maintaining, repairing and operating the said Bridge.

14. If at any time the rates of tolls set forth in "Schedule A" or hereafter adopted by the Pennsylvania Commission acting in conjunction with such agency as may be authorized by the State of New Jersey to co-operate with the Pennsylvania Commission for the purpose of maintaining, repairing and operating the said Bridge shall be disapproved by the Secretary of War of the United States, the Pennsylvania Commission acting in conjunction with said agency of the State of New Jersey shall adopt such revision of said rates of tolls as shall meet with the approval of the said Secretary of War.

15. Nothing in this agreement shall be construed to be an exercise of the powers by law granted to the Joint Commission to enter into leases or contracts with public service corporations, companies, firms or individuals for the operation of buses over the said Bridge or the installation, maintenance, use or operation of railways, railroads or other transportation facilities, or telegraph, telephone, electric light or power or other

public service facilities over said Bridge; and it is hereby expressly agreed that the word "vehicles" as used in this agreement shall not include any conveyances of any kind or description operated on rails over said Bridge.

16. The two Commissions, parties hereto, agree that the Pennsylvania Commission, acting in conjunction with such agency as may be authorized by the State of New Jersey to co-operate with the Pennsylvania Commission for the purposes of maintaining, repairing or operating the said Bridge shall adopt all and any Joint Resolutions not inconsistent with the laws of the Commonwealth of Pennsylvania and the State of New Jersey which may be necessary to carry into effect the provisions of this agreement.

IN WITNESS THEREOF the parties hereto have hereunto set their respective hands the day and year first above written.

PENNSYLVANIA COMMISSION

GIFFORD PINCHOT,
Governor
EDWARD MARTIN,
Auditor General
SAMUEL S. LEWIS,
State Treasurer
W. FREELAND KENDRICK,
Mayor of Phila.
THOMAS B. SMITH
RICHARD WEGLEIN
SAMUEL M. VAUCLAIN
SAMUEL D. LIT

NEW JERSEY INTERSTATE BRIDGE AND TUNNEL COMMISSION

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ISAAC FERRIS
JOHN B. KATES
FRANK L. SUPLEE

SCHEDULE "A"

Private Passenger Automobile or Taxicab		25c
Motor Truck:		
7000 pounds Gross Weight and under	(Pneumatic Tires)	25c
	(Solid Rubber Tires)	35c
7001 pounds to 18,000 pounds gross weight	(Pneumatic Tires)	40c
	(Solid Rubber Tires)	50c
18,001 pounds to 26,000 pounds gross weight	(Pneumatic Tires)	65c
	(Solid Tires)	75c
Passenger Bus	(Pneumatic Tires)	40c
	(Solid Tires)	50c
Horse-drawn Vehicles	(1 or 2 horses)	30c
	(3 or more horses)	40c
Horse and Rider		15c
Led Horse, Mule, Cow, Hog or Sheep		20c
Motorcycle or Bicycle		10c

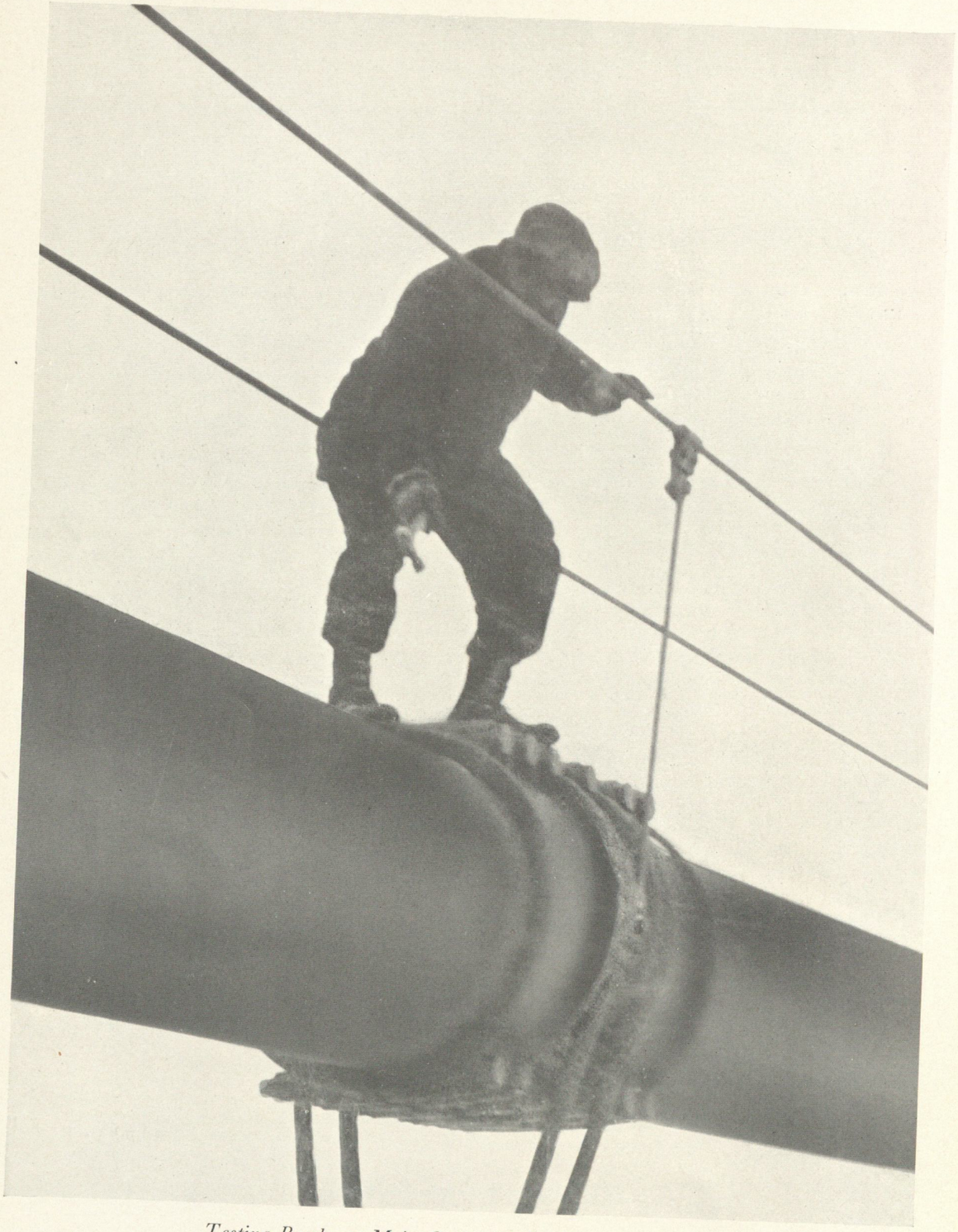
No vehicle weighing with load more than 26,000 pounds allowed except by special permit.

Loads in excess of 26,000 pounds, when permitted, shall be charged 25 cents per 2000 pounds or portion thereof, of such load in excess of 26,000 pounds in addition to the above tolls.

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

SCHEDULE "B"

July 1 – June 30		*Net Revenue*
1926	1927	$1,112,500
1927	1928	1,281,250
1928	1929	1,437,500
1929	1930	1,687,500
1930	1931	1,937,500
1931	1932	2,187,500
1932	1933	2,437,500
1933	1934	2,687,500
1934	1935	2,937,500
1935	1936	3,187,500
1936	1937	3,437,500
1937	1938	3,687,500
1938	1939	3,937,500
1939	1940	4,187,500
1940	1941	4,437,500
1941	1942	4,687,500
1942	1943	4,937,500



Testing Bands on Main Cables During First Snowstorm

APPENDIX B

Balance Sheet Construction Account

as of December 31, 1926

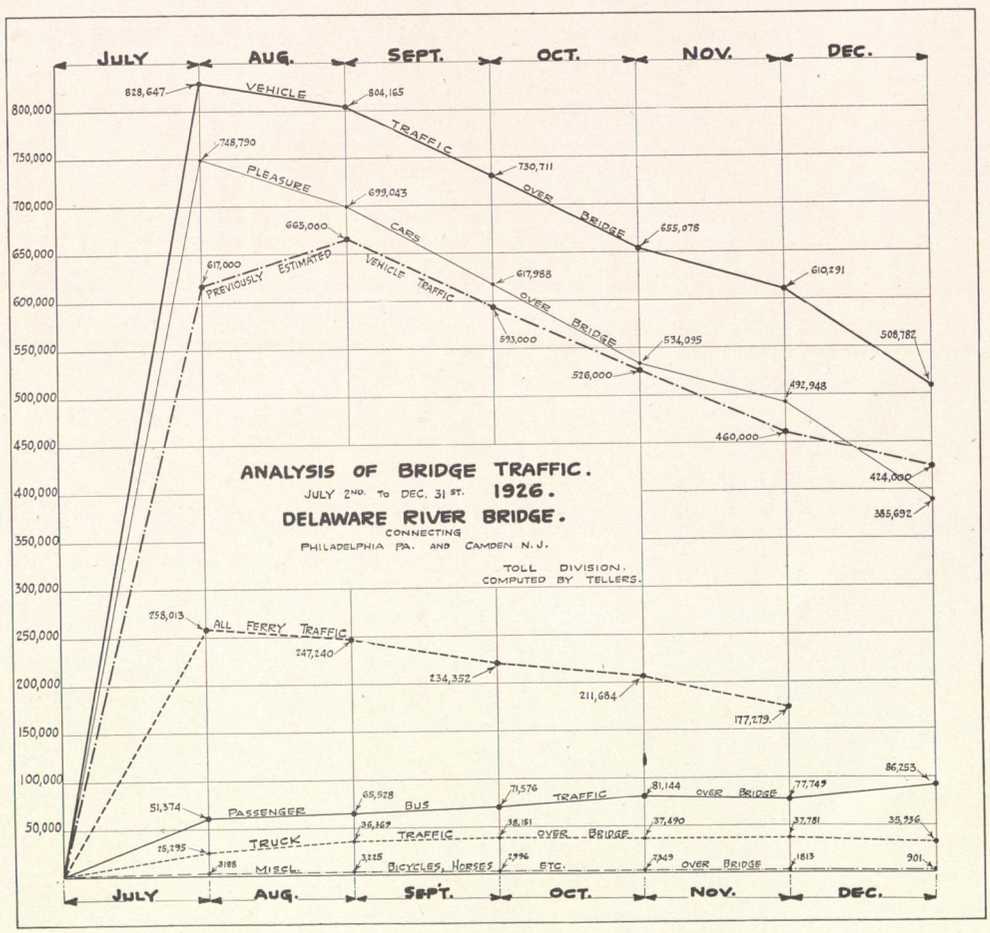
CONSTRUCTION ACCOUNT
BALANCE SHEET

December 31, 1926

Cash in Banks:			
Commonwealth Title Ins. & Trust Co.		$ 887.47	
National State Bank of Camden		2,741.04	
Corn Exchange National Bank		87,858.75	
Petty Cash		1,215.90	
Miscellaneous Income		6,125.14	
			$ 98,828.30
Amount of Appropriations:			
City of Philadelphia	$10,784,662.00		
State of Pennsylvania	10,784,662.00		
State of New Jersey	15,727,647.51		
			37,296,971.51
Disbursements to December 31, 1926:			
Land:			
For Pennsylvania	$6,542,034.65		
For New Jersey	3,356,319.56		
		$ 9,898,354.21	
Construction		23,344,321.83	
Engineering Expenses		1,596,559.25	
Administration Expenses		409,168.49	
			35,248,403.78
Bridge Investment:			
City of Philadelphia	$ 9,816,223.89		
State of Pennsylvania	9,816,223.88		
State of New Jersey	15,615,956.01		
	$35,248,403.78		
Amount of Appropriation Unspent but Applied:			
For Engineering and Administration Budget		$ 77,212.11	
For Contracts Including No. 31		164,391.76	
For Condemnation and Purchase of Land		330,881.26	
			572,485.13
Amount of Appropriation Unapplied:			
City of Philadelphia		$ 738,041.12	
State of Pennsylvania		738,041.48	
State of New Jersey		.....	
			1,476,082.60
			$37,296,971.51

APPENDIX C

Charts of Weekly Toll Receipts and
Analysis of Bridge Traffic


JULY
AUG.
SEPT.
OCT.
NOV.
DEC.
800,000
750,000
700,000
650,000
600,000
550,000
500,000
450,000
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
828,647
VEHICLE
804,165
TRAFFIC
748,790
730,711
PLEASURE
699,043
OVER
BRIDGE
665,000
655,078
CARS
617,000
PREVIOUSLY ESTIMATED
VEHICLE TRAFFIC
617,988
610,291
OVER
BRIDGE
593,000
534,095
508,782
526,000
492,948
460,000
424,000
385,692
ANALYSIS OF BRIDGE TRAFFIC.
JULY 2ND. TO DEC. 31ST. 1926.
DELAWARE RIVER BRIDGE.
CONNECTING
PHILADELPHIA PA. AND CAMDEN N.J.
TOLL DIVISION.
COMPUTED BY TELLERS.
258,013
ALL FERRY TRAFFIC
247,240
234,352
211,684
177,279
86,253
81,144
OVER BRIDGE
77,749
71,576
TRAFFIC
65,528
BUS
51,374
PASSENGER
37,490
37,781
36,936
36,369
38,151
OVER BRIDGE
TRUCK
TRAFFIC
15,295
3188
MISCL.
3215
BICYCLES, HORSES
2996
ETC.
2749
OVER BRIDGE
1813
901
JULY
AUG.
SEPT.
OCT.
NOV.
DEC.

CASH WEEKLY TOLL RECEIPTS.

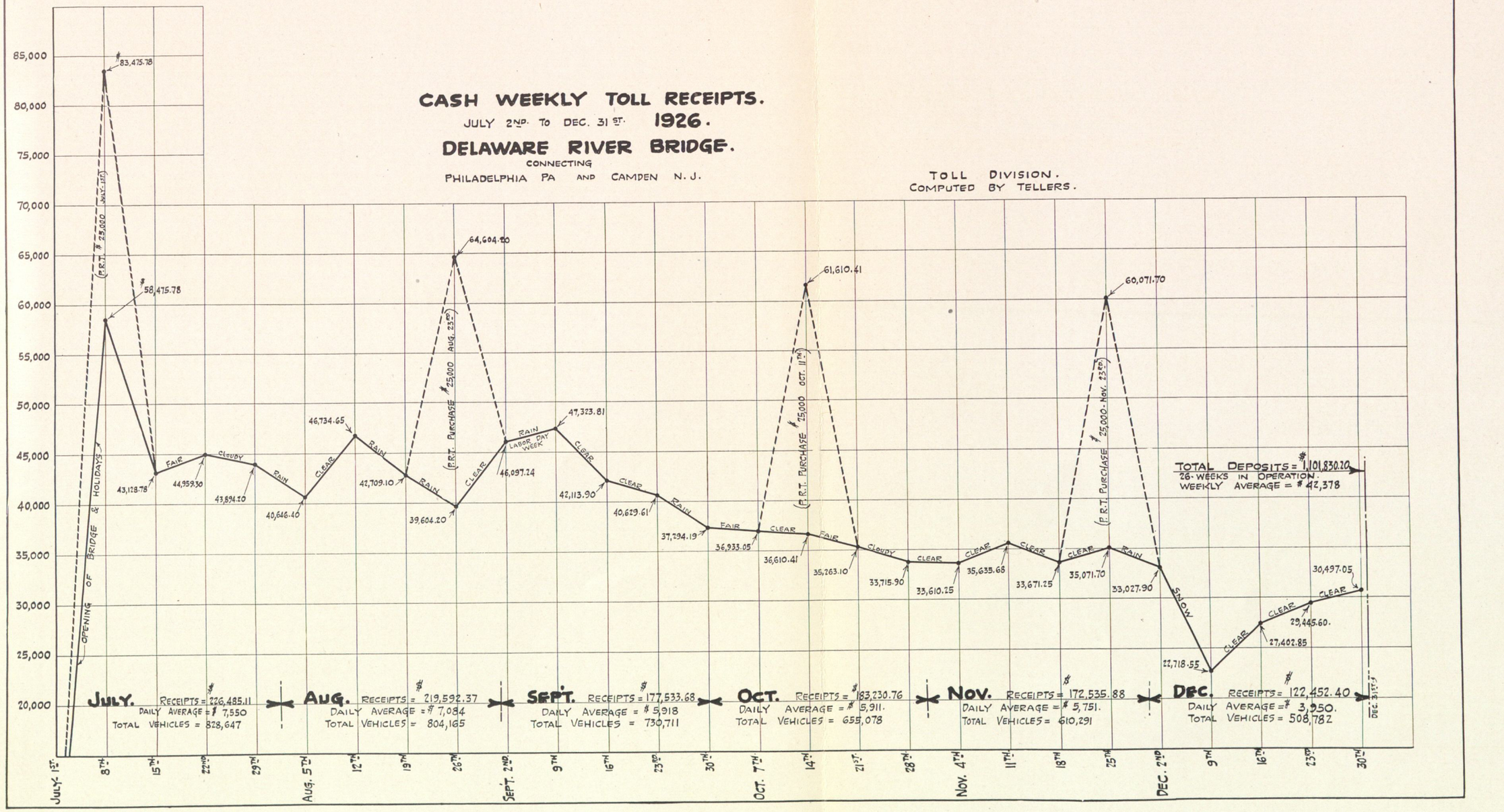
JULY 2ND. TO DEC. 31ST. 1926.

DELAWARE RIVER BRIDGE.

CONNECTING

PHILADELPHIA PA AND CAMDEN N. J.

TOLL DIVISION.
COMPUTED BY TELLERS.



JULY. RECEIPTS = $ 226,485.11
DAILY AVERAGE = $ 7,550
TOTAL VEHICLES = 828,647

AUG. RECEIPTS = $ 219,592.37
DAILY AVERAGE = $ 7,084
TOTAL VEHICLES = 804,165

SEPT. RECEIPTS = $ 177,533.68
DAILY AVERAGE = $ 5,918
TOTAL VEHICLES = 730,711

OCT. RECEIPTS = $ 183,230.76
DAILY AVERAGE = $ 5,911.
TOTAL VEHICLES = 655,078

NOV. RECEIPTS = $ 172,535.88
DAILY AVERAGE = $ 5,751.
TOTAL VEHICLES = 610,291

DEC. RECEIPTS = $ 122,452.40
DAILY AVERAGE = $ 3,950.
TOTAL VEHICLES = 508,782

TOTAL DEPOSITS = $ 1,101,830.20
26 WEEKS IN OPERATION.
WEEKLY AVERAGE = $ 42,378

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Burlington, New Jersey