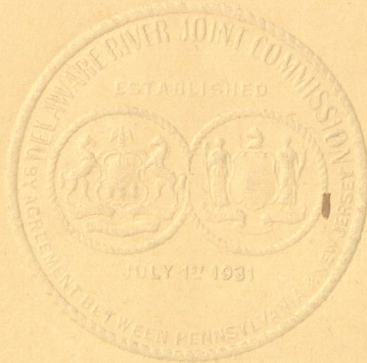


~~FAIRLEIGH DICKINSON UNIVERSITY~~

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

~~FAIRLEIGH DICKINSON UNIVERSITY~~



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REPORT  
OF  
The Delaware River Joint Commission  
of  
Pennsylvania and New Jersey  
TO THE  
Legislatures of the  
Commonwealth of Pennsylvania  
and the  
State of New Jersey  
1944

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EDWARD MARTIN, *Chairman*  
BERNARD SAMUEL  
F. CLAIR ROSS  
G. HAROLD WAGNER  
WILLIAM H. FOLWELL  
EDWIN R. COX  
ALVIN A. SWENSON  
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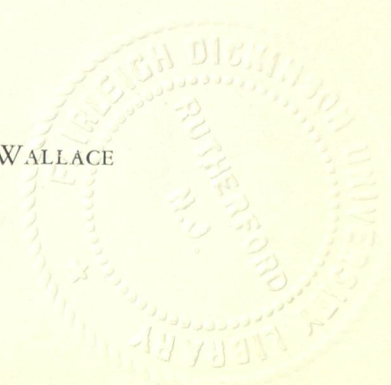
JOSEPH K. COSTELLO, *Secretary-General Manager*

JOHN B. KATES, *Treasurer*

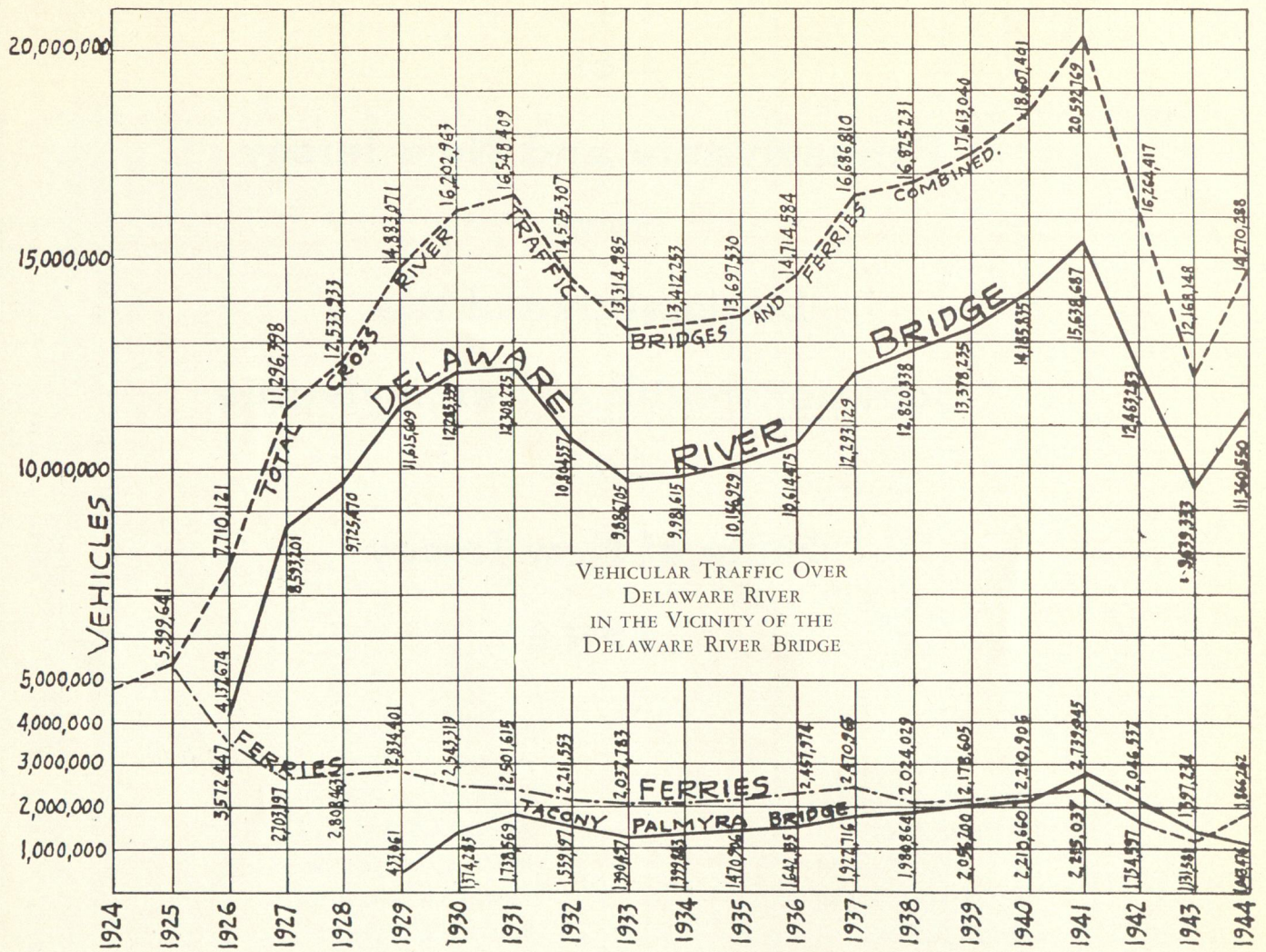
COUNSEL

AUGUSTUS F. DAIX, 3RD

BRUCE A. WALLACE



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RAIL TRANSIT LINE

Month	1941						1942						1943						1944					
	Passengers			Receipts			Passengers			Receipts			Passengers			Receipts			Passengers			Receipts		
	Total	Daily Average	Withheld	Received	Withheld	Withheld	Total	Daily Average	Withheld	Received	Withheld	Total	Daily Average	Withheld	Received	Withheld	Total	Daily Average	Withheld	Received	Withheld			
January . . .	422,211	13,619	—	10,555.28	—	—	459,754	14,808	6,493.85	5,000.00	5,000.00	656,186	21,167	14,904.65	1,500.00	1,500.00	666,301	21,493	16,657.53	—	—			
February ..	384,079	13,717	—	9,601.97	—	—	421,792	15,064	5,044.80	5,500.00	5,500.00	633,982	22,642	15,349.55	500.00	500.00	637,602	21,986	15,940.05	—	—			
March . . . .	426,961	13,773	—	10,674.03	—	—	472,497	15,294	7,812.43	4,000.00	4,000.00	682,357	22,011	16,558.93	500.00	500.00	718,025	23,162	17,950.62	—	—			
April . . . . .	422,082	14,069	—	10,552.05	—	—	480,773	16,025	7,019.32	5,000.00	5,000.00	662,987	22,099	16,574.67	—	—	672,763	22,425	16,819.08	—	—			
May . . . . .	417,242	13,459	—	10,431.05	—	—	483,394	15,593	4,584.85	7,500.00	7,500.00	665,620	21,471	16,640.50	—	—	696,491	22,467	17,412.28	—	—			
June . . . . .	393,332	13,111	—	9,833.30	—	—	483,467	16,115	9,085.27	3,001.41	3,001.41	702,690	23,423	17,567.25 2,659.04*	—	—	676,687	22,556	16,917.18	—	—			
July . . . . .	387,167	12,489	4,000.00	5,679.17	4,000.00	4,000.00	486,373	15,690	8,659.32	3,500.00	3,500.00	701,321	22,623	17,533.03	—	—	659,499	21,274	16,487.48	—	—			
August . . . .	391,806	12,639	5,000.00	4,795.15	5,000.00	5,000.00	513,754	16,572	8,843.85	4,000.00	4,000.00	711,154	22,940	17,778.85	—	—	587,891	18,964	14,697.28	—	—			
September . .	417,019	13,901	5,000.00	5,425.48	5,000.00	5,000.00	509,791	16,993	10,244.78	2,500.00	2,500.00	667,747	22,258	16,693.67	—	—	669,109	22,303	16,727.73	—	—			
October . . .	455,230	14,684	4,000.00	7,380.75	4,000.00	4,000.00	536,729	17,313	11,118.22	2,300.00	2,300.00	676,484	21,822	16,912.10	—	—	720,369	23,237	18,009.23	—	—			
November . .	443,814	14,793	3,000.00	8,095.35	3,000.00	3,000.00	518,534	17,284	10,263.35	2,700.00	2,700.00	695,212	23,173	17,380.30	—	—	732,257	24,408	18,306.43	—	—			
December . .	541,471	17,466	500.00	13,036.77	500.00	500.00	692,286	22,331	17,307.15	—	—	714,252	23,040	17,856.30	—	—	790,429	25,497	19,760.73	—	—			
Totals . . . . .	5,102,414	13,979	21,500.00	106,060.35	21,500.00	21,500.00	6,059,144	16,600	106,477.19	45,001.41	45,001.41	8,169,992	22,383	204,408.84	2,500.00 2,659.04* 159.04**	—	8,227,423	22,479	205,685.62	—	—			

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.

In 1944 11,360,550 vehicles crossed the Delaware River Bridge, an increase of 1,721,217 or almost 18 per cent over the 1943 total. The gain was made despite the country's shrinking automobile registration which, in the vicinity of this bridge, amounted to 9 per cent. Although traffic and receipts have been greater in some former years, the 1944 operation may be regarded as satisfactory inasmuch as it developed an excess of \$256,700.12 over all expenses, interest and bond maturity requirements. This was a decided improvement over 1943 as the following summarized comparison shows:

	1944	1943
Gross operating income .....	\$3,001,169.32	\$2,625,829.28
Operating expenses .....	634,168.36	701,424.58
<b>NET OPERATING INCOME</b> .....	<b>2,367,000.96</b>	<b>1,924,404.70</b>
Income from fund investments .....	142,666.92	132,906.93
<b>NET INCOME BEFORE INTEREST</b> .....	<b>2,509,667.88</b>	<b>2,057,311.63</b>
Interest on debt .....	999,000.00	1,425,060.00
<b>NET INCOME AFTER INTEREST</b> .....	<b>1,510,667.88</b>	<b>632,251.63</b>
Premium paid on bonds purchased for fund investments .....	20,634.40	876.58
<b>NET INCOME AFTER ALL CHARGES</b> .....	<b>1,490,033.48</b>	<b>631,375.05</b>
Bond maturity requirements .....	1,233,333.36	785,138.90
<b>NET INCOME OVER BOND MATURITY REQUIREMENTS</b> .....	<b>\$256,700.12</b>	<b>\$153,763.85*</b>

\* Deficit

At the end of 1943 the Commission had cash and government bonds of \$8,231,647.37 while, in one year, these increased to \$9,661,367.91. Outstanding were \$37,000,000 Refunding Bridge Bonds bearing 2.7 per cent interest due August 1, 1973 but callable August 1, 1946 at 105. Over the period of years since the bridge opened, July 1, 1926, the following tabulation shows the fluctuation of traffic, receipts and expenses:

	<i>Traffic</i>	<i>Gross Receipts</i>	<i>Expenses</i>	<i>Net Receipts</i>
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 (1/2 year) .....	4,137,674	1,110,108.38	158,109.47	946,682.83

The rail transit line which is an extension of the Philadelphia subway system into Camden contributed \$203,781.19 to Commission receipts. In 1943 this return was \$203,859.69 while, in 1942, it amounted to but \$102,206.81. Scarcity of gasoline and tires resulted in a switchover from the use of private automobiles to the rail transit line. Daily average passengers on the line numbered 22,479 in 1944, a slight increase over the 22,383 average of 1943.

While fewer motorists were able to drive to shore resorts, summer bridge traffic was augmented by patronage attracted by the racetrack near Camden which opened a fifty-day meet July 5. Approximately 2,500 additional cars crossed the bridge daily during the meet.

Satisfactory service was maintained by all departments in the operation and maintenance of the bridge despite the absence of employees in the armed forces of the United States. At the end of the year the honor roll in the corridor of the Administration Building bore thirty-seven names, five of whom, honorably discharged, returned to their positions on the bridge, while one has been killed. The Commission adopted the policy of appointing as few temporary employees as absolutely necessary in order to keep places open for the re-employment of its veterans. The shortage of manpower caused the Commission in March, 1944 to raise the maximum age limit of temporary employees from thirty-five to forty-five years.

On August 18, 1944 Counsel for the Commission brought suit in the United States District Court for the District of New Jersey against the Collector of Internal Revenue to recover the sum of \$10,497.16 paid under protest by the Commission in October, 1943 as taxes, including penalties and interest, on a portion of the bonds issued by the Commission in 1933. The case had not been tried up to the end of the year.

A number of changes in Commission membership occurred during 1944. On April 10 the New Jersey Legislature, by concurrent resolution, elected the following as members of the Commission for five-year terms effective July 1, 1944: Atlantic County, Doctor I. Norwood Griscom; Burlington County, Harold T. Parker; Camden County, Edward C. McAuliffe; Cape May County, Alfred Cooper; Cumberland County, Clarence B. McCormick; Gloucester County, Hugh L. Mehorter; Ocean County, Arthur C. King; Salem County, Erwin S. Cunard. At the June meeting the Commission warmly commended the retiring members, Messrs. Barton F. Sharp, Marvin H. Coombs and A. Matlack Stackhouse, upon their active participation in the stewardship of the bridge. On May 8, 1944 Mr. Solon D. Bausher of Reading, Pennsylvania was appointed a commissioner by Governor Martin to fill the vacancy caused by the resignation of Mr. Thomas B. Smith in May, 1943.

During the year intensive study was given the problem of improvement of bridge approaches in Camden without definite results. In Philadelphia the Commonwealth of Pennsylvania was active in acquiring all needed property along the south side of Vine Street to provide a handsome post-war boulevard for bridge traffic extending to the Parkway, a distance of more than one mile. On March 24 the Commission approved plans submitted by the Department of Public Works of the City of Philadelphia calling for the incorporation of Commission-owned property to round out this project. In Camden, however, no definite step has been taken to improve the inadequate bridge approaches although the Department of Highways of the State of New Jersey has shown

interest and concern. The imperative need for providing these approaches will be demonstrated by the augmented bridge traffic at the end of the war.

The bridge and appurtenant property were in excellent condition at the end of the year; minor repairs were made wherever necessary. The asphalt paving on the suspended spans will probably have to be replaced in 1945. Under ordinary conditions the bridge would have been completely re-painted in 1944 but this must be deferred until the end of the war. In the meantime, special attention is being given spot-painting and removal of rust by our maintenance force.

The Commission continued to carry multi-risk insurance on the suspended spans, from anchorage to anchorage, in the amount of \$10,000,000. A separate policy of \$32,000,000 war risk insurance was extended for one year from July 1, 1944 by the War Damage Corporation without payment of additional premium. Use and Occupancy insurance covering a year's total receipts was still in force.

During 1944 sixteen accidents occurred on the bridge; eighty-seven arrests were made; two thousand twenty-five disabled cars towed and forty-one fires extinguished.

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

Respectfully submitted,

THE DELAWARE RIVER JOINT COMMISSION

EDWARD MARTIN, *Chairman*  
BERNARD SAMUEL  
F. CLAIR ROSS  
G. HAROLD WAGNER  
WILLIAM H. FOLWELL  
EDWIN R. COX  
ALVIN A. SWENSON  
SOLON D. BAUSHER

ARTHUR C. KING, *Vice-Chairman*  
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EDWARD C. MCAULIFFE  
HAROLD T. PARKER  
CLARENCE B. MCCORMICK  
ERWIN S. CUNARD

JOSEPH K. COSTELLO, *Secretary-General Manager*

December 31, 1944

## DISTRIBUTION OF VEHICULAR TRAFFIC

ACROSS THE DELAWARE RIVER

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

1944

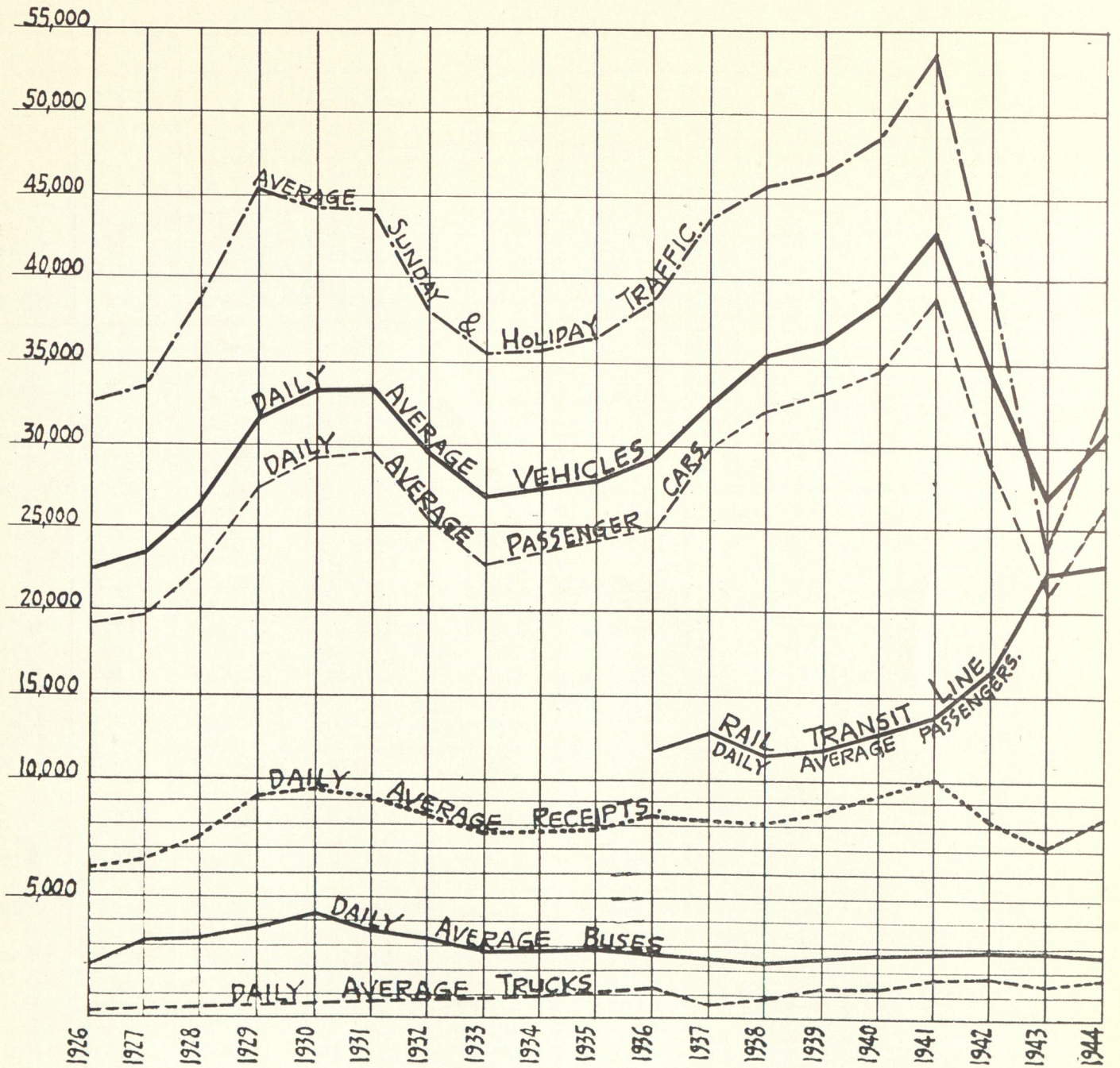
Month	Ferry Vehicles		Tacony-Palmyra Bridge	Total Vehicles Other Than the Delaware River Bridge	Delaware River Bridge	Total Cross River Traffic	Tacony-Palmyra Bridge Share of Traffic	Delaware River Bridge Share of Traffic
	Penn. R. R.	South St. Kaighn Ave.						
January .....	63,515	12,703	112,906	189,124	839,142	1,028,266	10.98%	81.61%
February .....	64,070	9,682	102,568	176,320	786,549	962,869	10.65%	81.68%
March .....	69,527	10,448	114,163	194,138	841,771	1,035,909	11.02%	81.25%
April .....	70,821	10,899	132,159	213,879	878,495	1,092,374	12.09%	80.42%
May .....	79,864	12,119	160,576	252,559	974,118	1,226,677	13.09%	79.41%
June .....	78,868	15,098	169,315	263,281	976,974	1,240,255	13.65%	78.77%
July .....	88,327	12,963	232,734	334,024	1,104,841	1,438,865	16.17%	76.78%
August .....	94,986	16,714	254,652	366,352	1,218,951	1,585,303	16.06%	76.88%
September .....	77,916	15,168	193,940	287,024	1,008,891	1,295,915	14.97%	77.85%
October .....	71,571	14,874	146,352	232,797	942,887	1,175,684	12.44%	80.11%
November .....	65,168	13,733	127,670	206,571	899,141	1,105,712	11.54%	81.31%
December .....	62,088	12,354	119,227	193,669	888,790	1,082,459	11.01%	82.10%
TOTALS 1944.	886,721	156,755	1,866,262	2,909,738	11,360,550	14,270,288	13.07%	79.61%
TOTALS 1943.	872,496	259,085	1,397,234	2,528,815	9,639,333	12,168,148	11.48%	79.21%
% CHANGE..	+1.63	-39.49	+33.56	+15.10	+17.85	+17.27	-	-

# DISTRIBUTION OF VEHICULAR TRAFFIC

ACROSS THE DELAWARE RIVER

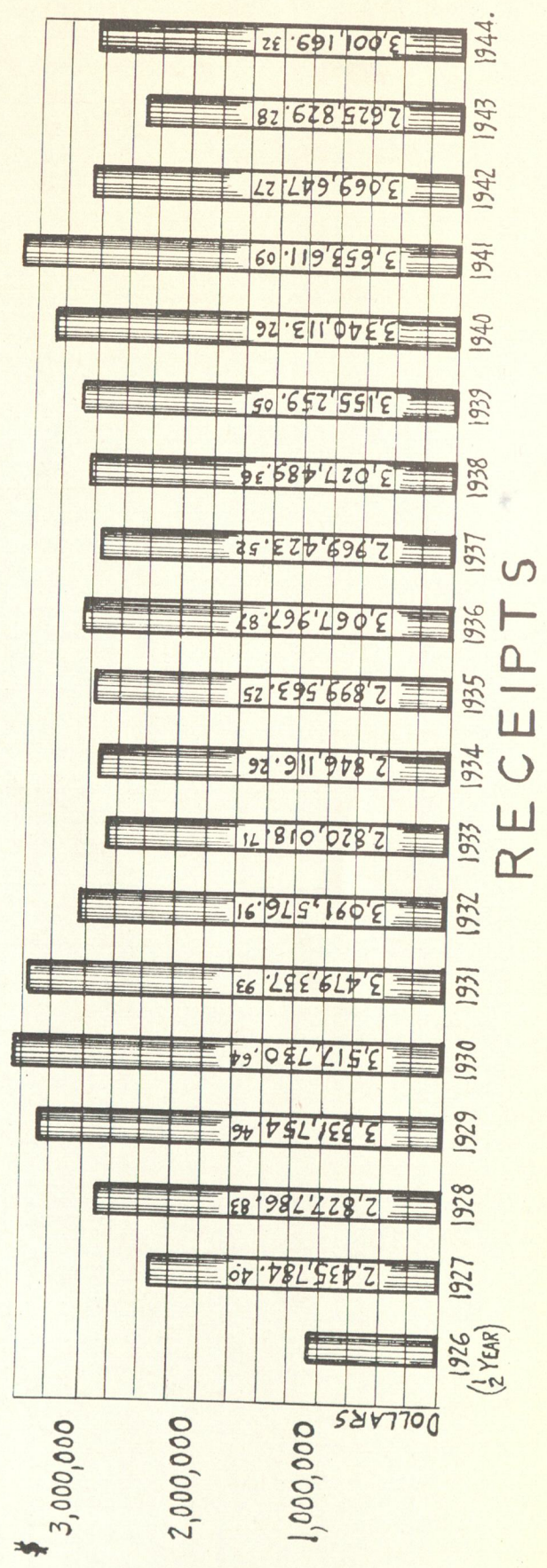
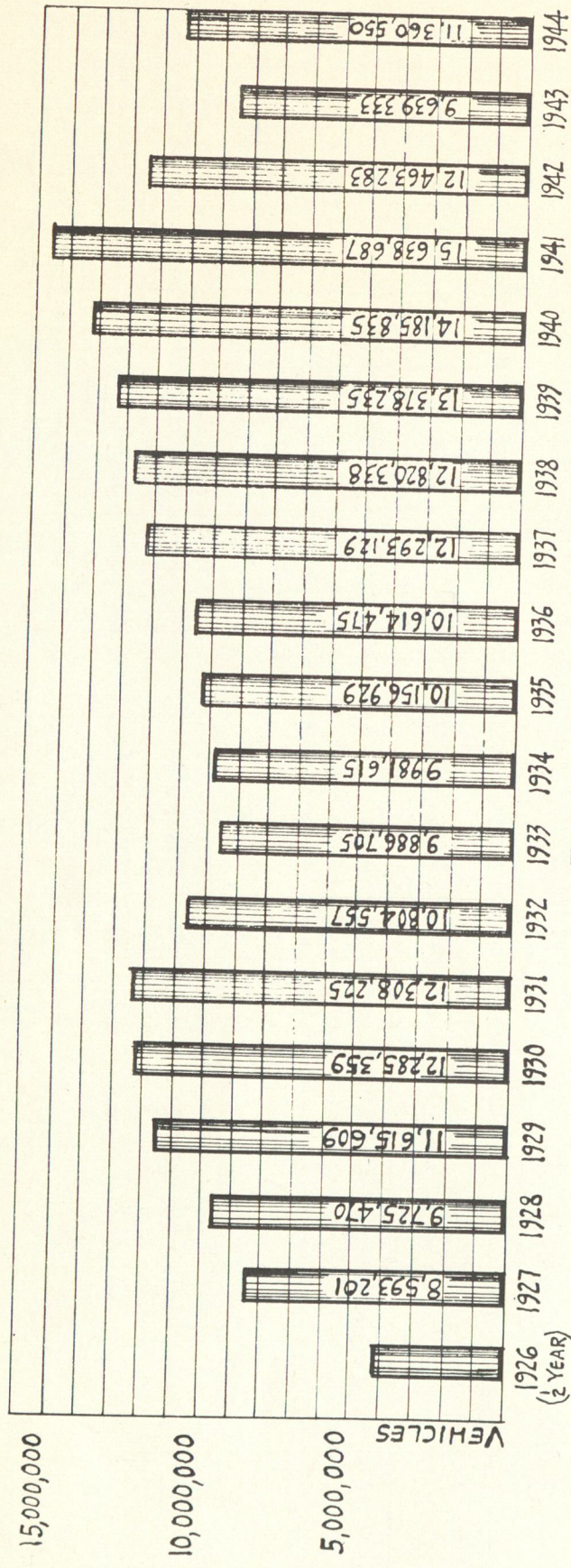
AMONG FERRIES AND BRIDGES WITHIN 10 MILES OF THE DELAWARE RIVER BRIDGE  
YEARLY

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 ned 1929	3,948,751	Open July 1st 4,137,674	8,086,425	—	51.16%
1927	779,320	1,567,724		356,153	↑ 15 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	1939		1,559,197	3,770,750	10,804,557	14,575,307	10.70%	74.13%
1933	699,312	1,338,471	24,		1,390,497	3,428,280	9,886,705	13,314,985	10.44%	74.25%
1934	769,423	1,261,372	Jan.	1929	1,399,843	3,430,638	9,981,615	13,412,253	10.43%	74.42%
1935	817,208	1,252,487	Open ned	15,	1,470,906	3,540,601	10,156,929	13,697,530	10.73%	74.15%
1936	1,211,280	1,246,694	Open ned	Aug.	1,642,135	4,100,109	10,614,475	14,714,584	11.16%	72.13%
1937	1,322,741	1,148,224		Ser vice	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	↓	Ser vice	1,980,864	4,004,893	12,820,338	16,825,231	11.77%	76.19%
1939	1,348,325	—	830,623	of	2,056,200	4,235,148	13,378,235	17,613,383	11.67%	75.95%
1940	1,360,686	—	850,220	Out	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%

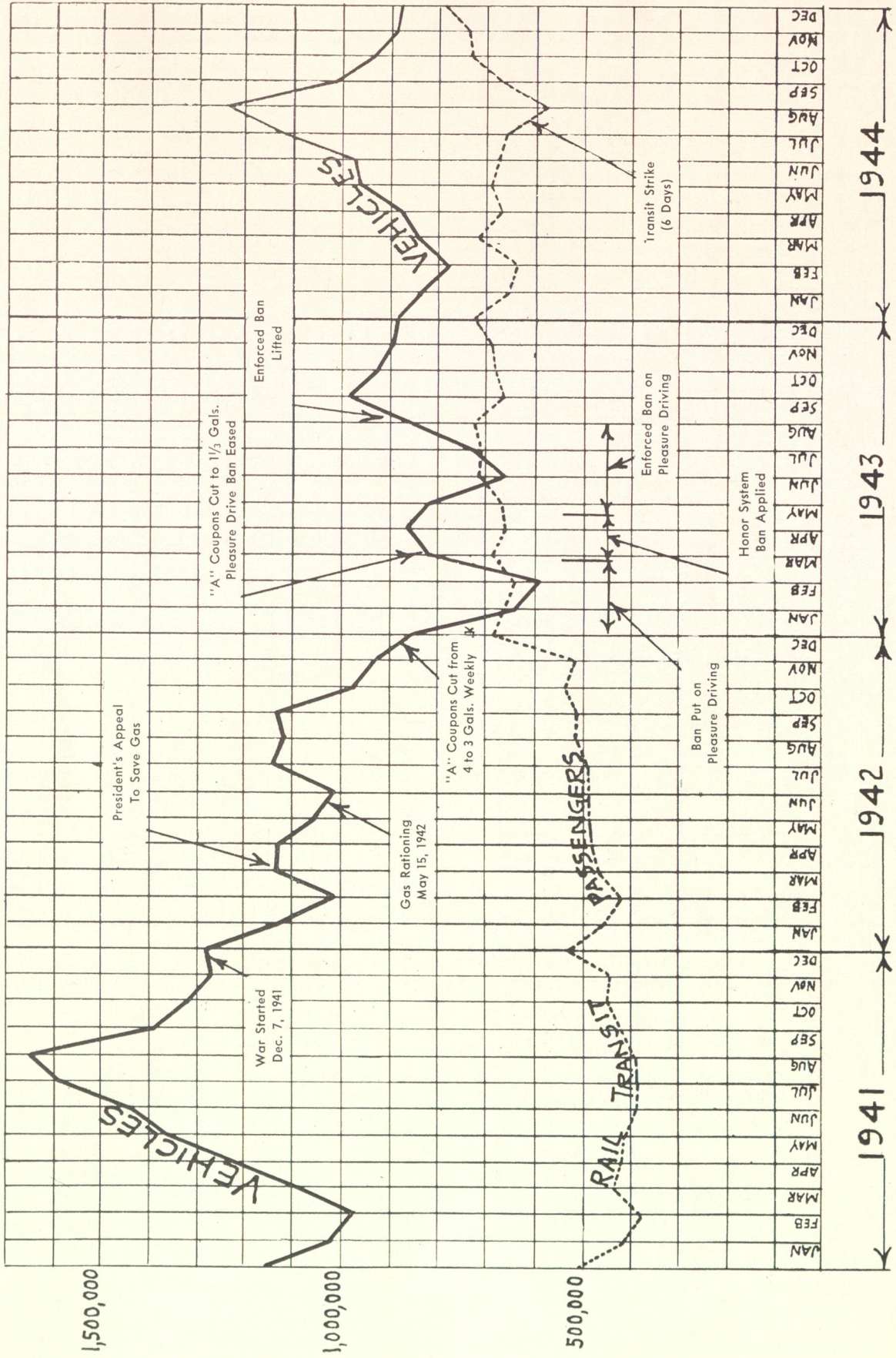


TRAFFIC ANALYSIS — DELAWARE RIVER BRIDGE  
1944

Month	Total Vehicles	Total Automobiles & Light Trucks	Automobiles & Light Trucks		Trucks						Buses		Motorcycles 10c	Misc. Horses, etc.	Transit Line Passengers
			20c Rate	Commuters Rate 15c	35c	40c	50c	65c	75c	Specials	Single Deck 50c	Double Deck 75c			
January .....	839,142	712,882	623,614	89,268	1	24,443	966	9,256	10	9,568	81,572	13	431	—	666,301
February .....	786,549	664,514	573,053	91,461	—	24,392	851	9,405	13	9,421	77,579	8	366	—	637,602
March .....	841,771	708,808	613,010	95,798	1	27,513	790	10,425	14	10,183	83,461	7	569	—	718,025
April .....	878,495	749,760	659,106	90,654	1	25,703	663	10,005	12	9,719	81,714	7	911	—	672,763
May .....	974,118	833,617	736,948	96,669	3	29,688	1,040	11,986	14	10,884	85,158	14	1,714	—	696,491
June .....	976,974	835,245	741,544	93,701	2	32,706	992	11,563	12	11,860	82,709	12	1,873	—	676,687
July .....	1,104,841	959,591	877,216	82,375	10	32,230	1,114	11,648	7	11,168	86,812	12	2,248	1	659,499
August .....	1,218,951	1,067,251	979,234	88,017	6	36,413	1,022	13,042	15	12,735	86,322	12	2,133	—	587,891
September .....	1,008,891	869,954	783,274	86,680	3	32,431	1,183	11,861	8	11,159	80,838	41	1,413	—	669,109
October .....	942,887	802,222	704,813	97,409	1	31,622	1,077	12,381	10	12,612	81,772	32	1,158	—	720,369
November .....	899,141	764,673	668,867	95,806	—	29,529	1,055	11,469	18	10,663	80,840	18	876	—	732,257
December .....	888,790	756,714	664,829	91,885	4	28,196	928	10,714	6	10,369	81,470	17	372	—	790,429
TOTALS 1944.	11,360,550	9,725,231	8,625,508	1,099,723	32	354,866	11,681	133,755	139	130,341	990,247	193	14,064	1	8,227,423
TOTALS 1943.	9,639,333	8,014,431	6,932,418	1,082,013	69	322,614	10,926	114,490	215	120,580	1,038,472	1,605	15,828	103	8,169,992
% CHANGE ...	+ 17.85	+ 21.34	+ 24.42	+ 1.63	- 53.62	+ 9.99	+ 7.09	+ 16.82	- 35.34	+ 8.09	- 4.64	- 87.97	- 11.14	—	+ 0.70



BRIDGE AND RAIL LINE TRAFFIC  
MONTHLY — 1941 - 44



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. Solid T 35c	7001 to 18,000 lbs. Gross Weight		18,001 to 26,000 lbs. Gross Weight		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)			
							Pneumatic 40c	Solid Tire 50c	Pneut. 65c	Solid T 75c						
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	Rate	Rate	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	Rate	Rate	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	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	o		76	298,390	16,809	101,842	176	60,163	918,307	3,164	20,071	2		
1941	15,638,687	14,113,852	z		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	1,93	14,064	1		

## APPENDICES

BALANCE SHEET

December 31, 1944

ASSETS

CURRENT ASSETS:

SPECIAL FUNDS:

	<i>Operating</i>	<i>Sinking</i>	<i>Total</i>
Cash in banks ..	\$124,980.19	\$ 605,456.88	\$ 730,437.07
Investments in United States obligations at par (market \$9,021,375) .	702,000.00	8,208,000.00	8,910,000.00
Accrued Interest receivable ...	540.00	6,313.84	6,853.84
	<u>\$827,520.19</u>	<u>\$8,819,770.72</u>	<u>\$9,647,290.91</u>

CASH WITH FISCAL AGENT:

For bond interest coupons not presented (see contra) .....	\$ 4,077.00	
CASH ON HAND .....	10,000.00	9,661,367.91

OTHER ASSETS: Unexpired insurance premiums..... 27,142.96

INVESTMENTS IN PHYSICAL PROPERTY:

Bridge and bridge buildings .....	\$33,490,857.52	
High-Speed Transit Line .....	10,985,383.53	44,476,241.05
		<u>\$54,164,751.92</u>

LIABILITIES AND SURPLUS

CURRENT LIABILITIES:

Interest accrued on funded debt due February 1... \$	416,250.00	
Bond interest coupons not presented (see contra) ..	4,077.00	
	<u>\$ 420,327.00</u>	
Commonwealth of Pennsylvania .....	11,406.49	431,733.49
RESERVES .....		119,000.00
FUNDED DEBT: 30-Year refunding bridge bonds dated 8/1/43....		37,000,000.00
SURPLUS .....		16,614,018.43
		<u>\$54,164,751.92</u>

## BANK DEPOSITS

December 31, 1944

### OPERATING RESERVE:

Burlington County Trust Company—Moorestown.....	(Inactive)	\$ 25,200.71
Egg Harbor City Trust Company .....	"	4,597.30
The First National Bank—Toms River .....	"	75,882.01
"    "    "    "    —Cape May Court House .....	"	4,706.64
"    "    "    "    —Glassboro .....	"	4,706.17
"    "    "    "    —Mays Landing .....	"	4,390.40
Ventnor City National Bank (Certificate of deposit).....		5,000.00
Camden Trust Company—Camden .....	(Active)	496.96
		\$124,980.19
Cash on hand (nickels) .....		10,000.00

### SINKING FUND RESERVE:

Camden Trust Company—Camden .....	(Active)	\$105,693.60
Broad Street Trust Company—Philadelphia .....	(Inactive)	56,528.78
Central-Penn National Bank .....	"	56,285.51
Citizens National Bank—Collingswood .....	"	13,941.08
Corn Exchange National Bank and Trust Company ..	"	57,108.19
The First National Bank—Toms River .....	"	25,000.00
Land Title Bank and Trust Company .....	"	57,155.70
Laurel Springs National Bank .....	"	14,111.57
Market Street National Bank .....	"	56,476.65
Northwestern National Bank .....	"	26,755.56
The Pennsylvania Company .....	"	56,194.27
Riverside Trust Company .....	"	27,421.83
Berlin National Bank .....	"	4,832.70
Bridgeton National Bank .....	"	4,676.63
Farmers and Mechanics National Bank .....	"	4,778.64
First National Bank—Minotola .....	"	4,710.31
"    "    "    —Newfield .....	"	4,622.36
First National Bank and Trust Company—Woodbury ..	"	669.07
Mainland National Bank .....	"	4,708.58
National Bank of Germantown and Trust Company ..	"	4,759.44
National Bank of Mantua .....	"	5,000.00
Oaklyn National Bank .....	"	4,650.78
Real Estate Trust Company .....	"	4,704.81
Woodbury Trust Company .....	"	4,670.82
		605,456.88
TOTAL .....		\$740,437.07

STATEMENT OF INCOME AND EXPENSES  
CALENDAR YEAR, 1944

INCOME:

Bridge tolls .....	\$ 2,788,970.65
High-Speed Line rentals .....	203,781.19
Other rentals .....	4,800.00
Interest on deposits .....	3,617.48
Gross Operating Income .....	<u>\$ 3,001,169.32</u>

OPERATING EXPENSES:

Salaries .....	\$433,361.45
Equipment .....	2,941.27
Supplies .....	10,937.40
Repairs .....	43,620.78
Miscellaneous (including Light and Heat) .....	103,704.00
Insurance (All Risk, Income and War Damage) .....	39,603.46
Total Expenses .....	<u>634,168.36</u>

Net Operating Income .....	2,367,000.96
INCOME FROM FUND INVESTMENTS .....	<u>142,666.92</u>

Net Income before Interest .....	2,509,667.88
INTEREST ON DEBT .....	<u>999,000.00</u>

Net Income after Interest .....	1,510,667.88
PREMIUM PAID on bonds purchased for fund investments .....	20,634.40

NET INCOME AFTER ALL CHARGES .....	<u><u>\$ 1,490,033.48</u></u>
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RECONCILIATION OF SURPLUS ACCOUNT

Surplus—December 31, 1943 (per Balance Sheet) .....	\$ 15,123,984.95
Add Net Income—January 1, 1944 to December 31, 1944 (above) ...	1,490,033.48
SURPLUS—December 31, 1944 (per Balance Sheet) .....	<u><u>\$ 16,614,018.43</u></u>

## FINANCIAL HISTORY

### COSTS, INCOME AND INVESTMENTS—DECEMBER 31, 1944

Cost of Bridge (including Land and Approaches)..... \$37,085,100.71

Expended for:

High-Speed Rail Transit Line (net).....	\$ 8,238,688.91	
Maintenance Building (net) .....	73,331.15	
Improvements to Toll Houses .....	138,953.75	
Improvements to Administration Building .....	13,931.09	
	8,464,904.90	

TOTAL .....

	\$45,550,005.61
--	-----------------

Total Interest Paid .....

	\$27,849,407.02
--	-----------------

Total Expenses Paid .....

	9,443,944.72
--	--------------

\$37,293,351.74

Total Premium Paid (debt called for redemption)...

	1,761,900.00
--	--------------

\$39,055,251.74

TOTAL COSTS PAID .....

	\$84,605,257.35
--	-----------------

Total Receipts .....

	\$57,252,691.22
--	-----------------

Total Premium Received (refunding bridge bonds) ..

	37,000.00
--	-----------

\$57,289,691.22

Bridge bonds issued .....

	\$38,120,000
--	--------------

Less: Bridge bonds retired .....

	2,882,000
--	-----------

Bridge bonds refunded .....

	\$35,238,000
--	--------------

Refunding bridge bonds issued (re-  
demption premium) .....

	1,761,900
--	-----------

Refunding bridge bonds issued (to  
make even amount) .....

	100
--	-----

REFUNDING BRIDGE BONDS OUTSTANDING. \$37,000,000.00

TOTAL RECEIPTS AND BORROWED CAPITAL.....

	\$94,289,691.22
--	-----------------

RECEIPTS AND BORROWED CAPITAL IN EXCESS OF TOTAL COSTS.....

	\$ 9,684,433.87
--	-----------------

INVESTED AS FOLLOWS:

Special Funds .....

	\$ 9,647,290.91
--	-----------------

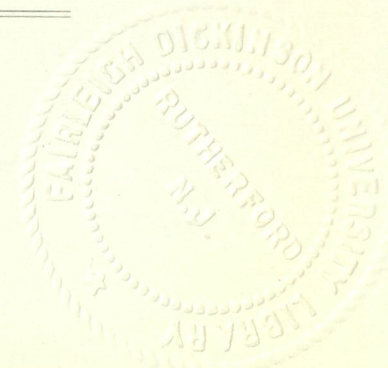
Cash on Hand .....

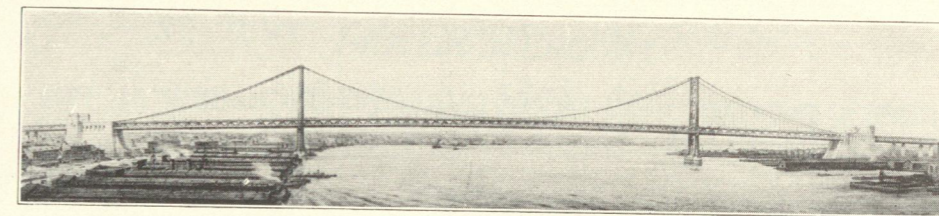
	10,000.00
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Prepaid Insurance Premium Unexpired .....

	27,142.96
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\$ 9,684,433.87





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

"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.

*Record*  
 94303  
*CMB*



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