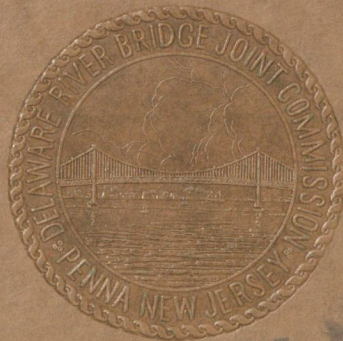


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REPORT
OF THE
DELAWARE RIVER BRIDGE
JOINT COMMISSION
OF
PENNSYLVANIA AND NEW JERSEY

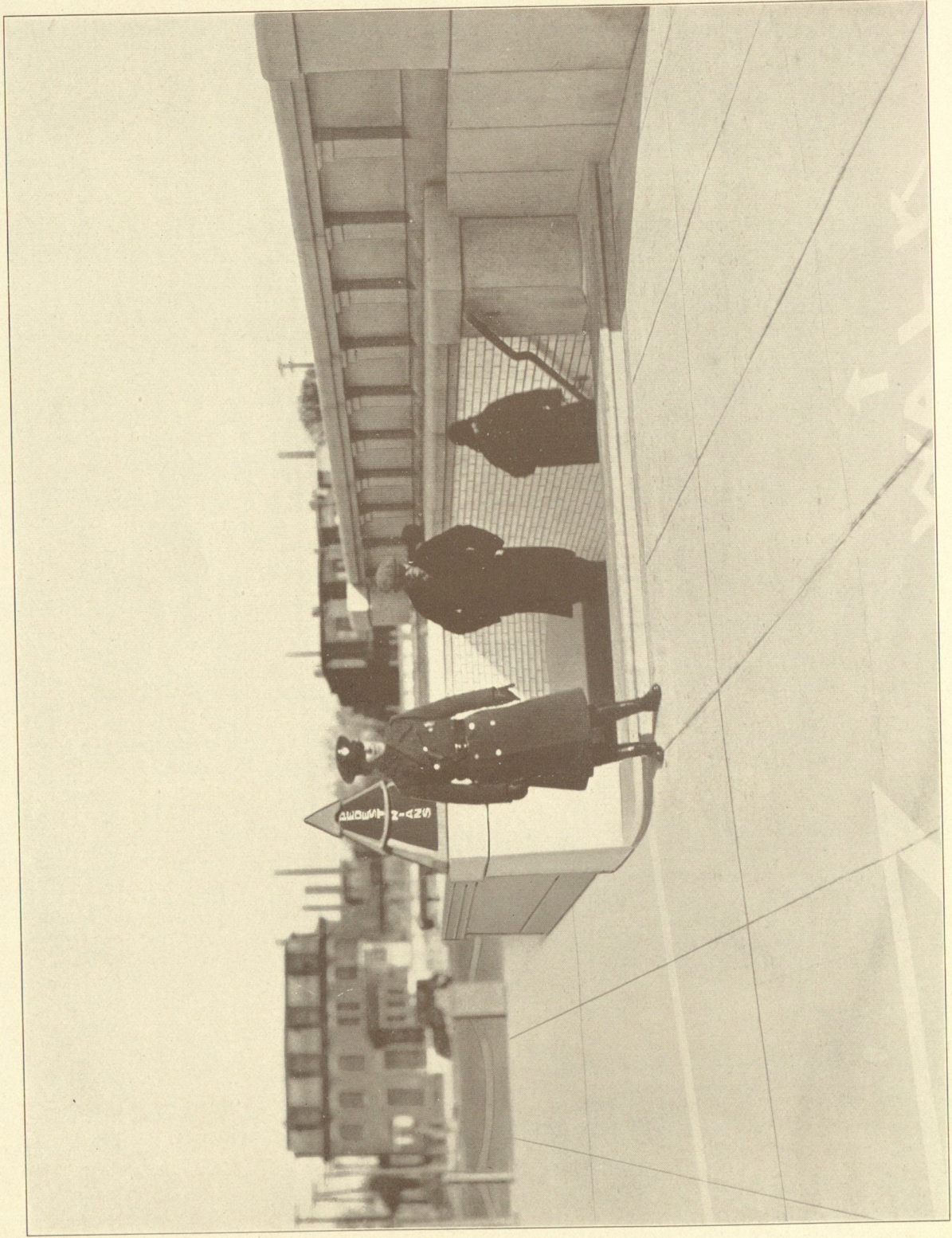


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PEDESTRIAN UNDERPASS, CAMDEN PLAZA, OPENED DECEMBER 24TH, 1930.

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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

JOHN S. FISHER, *Chairman*
HARRY A. MACKEY
EDWARD MARTIN
CHARLES A. WATERS
THOMAS B. SMITH
RICHARD WEGLEIN
WILLIAM H. FOLWELL
J. WILLISON SMITH

NEW JERSEY

JOHN B. KATES
THOMAS J. S. BARLOW
FRANK L. SUPLEE
I. NORWOOD GRISCOM
LUCIUS E. HIRES
ARTHUR C. KING
BARTON F. SHARP
ALFRED COOPER

JOSEPH K. COSTELLO, *General Manager*

WALTER S. ANDERSON, *Treasurer*

COUNSEL

DAVID J. SMYTH

T. HARRY ROWLAND

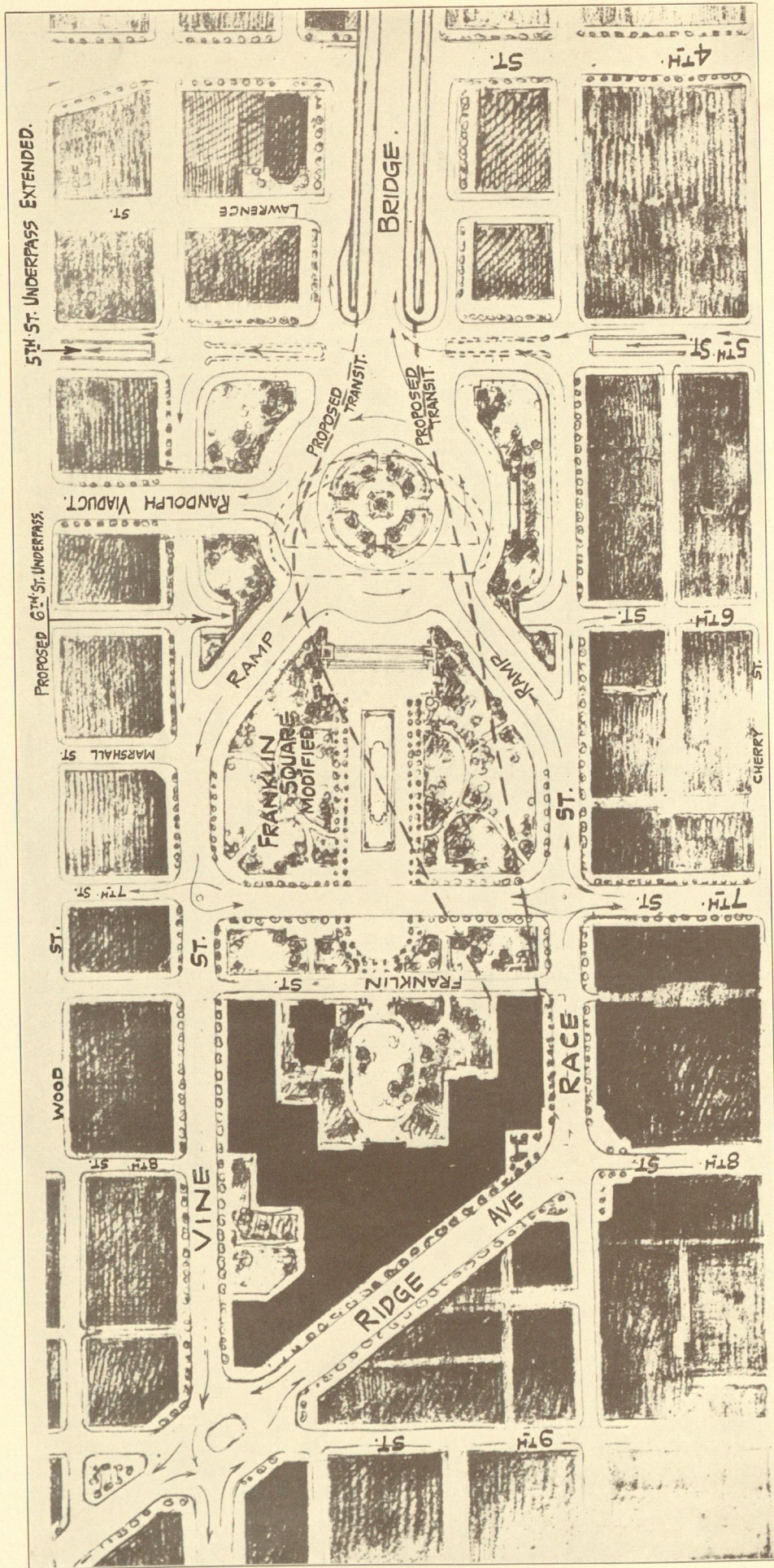
RALPH MODJESKI, *Chief Engineer*

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PROPOSED IMPROVEMENT OF PHILADELPHIA APPROACHES TO THE DELAWARE RIVER BRIDGE AS RECOMMENDED BY THE CITY PLANNING COMMISSION OF PHILADELPHIA
 AFTER A COMPREHENSIVE SURVEY OF THE INADEQUATE STREETS AROUND THE PLAZA. THE PROGRAM SKETCHED ABOVE WOULD DOVE-
 TAIL WITH THE PLAN FOR HIGH-SPEED TRANSIT ON RAILS ACROSS BRIDGE.

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 between Philadelphia, Pa. and Camden, N. J. in 1930, its fourth calendar year of operation, was crossed by 12,285,359 vehicles and after the payment of all operating expenses \$3,017,133.11 was returned to the States of New Jersey and Pennsylvania and the City of Philadelphia.

The following comparison illustrates the growing use that has been made of this structure:

<i>Year</i>	<i>Vehicles</i>	<i>Receipts</i>	<i>Daily Average Vehicles</i>	<i>Daily Average Receipts</i>
1930	12,285,359	\$3,517,730.64	33,658	\$9,637.62
1929	11,615,609	3,331,781.26	31,824	9,128.16
1928	9,725,470	2,827,786.83	26,572	7,726.19
1927	8,593,201	2,435,784.40	23,543	6,673.38

Of the year's receipts New Jersey received \$1,508,566.57 and Pennsylvania and Philadelphia each \$754,283.27. This return was considerably in excess of the interest and sinking fund charges upon the bonds issued by New Jersey and Philadelphia. Inasmuch as Pennsylvania issued no bonds but made its contribution toward the building of the bridge out of current revenues, the State's share of the year's return went into its general fund. Philadelphia, a year ago, by court action was permitted to remove from its bonded debt limitation the sum invested in the bridge and the Court decreed that the annual interest and sinking fund charges amounted to \$562,084.04. The City's share for the year provided a surplus of \$192,199.23 over the amount required. The suggestion has been made that this surplus might be capitalized by the City to yield approximately \$3,000,000 and thus meet its share of any contemplated bridge improvements without affecting its debt limit.

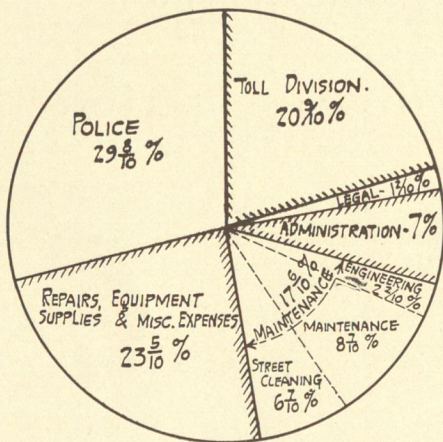
WEEK-DAY TRAFFIC SHOWS INCREASE

The increase of 669,750 vehicles in 1930 over the preceding year was registered upon weekdays. The Sunday traffic did not equal that of 1929 and the high mark of the year on August 3rd of 63,299 vehicles fell short of the previous record of 64,667 made on July 28th of the year before. Economic conditions of the country generally probably caused this curtailment of pleasure riding but the loss was more than made up by the increase in the weekday travel of necessity.

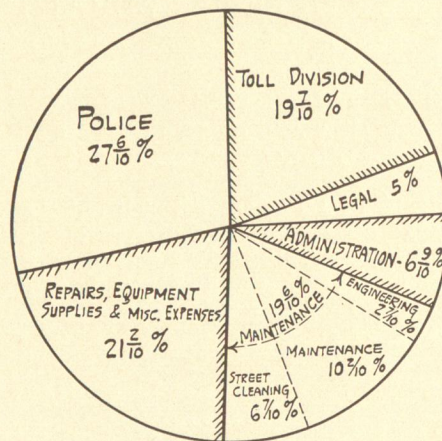
The greatest gain was registered in the passenger car division which in 1930 rose to 10,578,206. The number of buses crossing the bridge climbed from 1,313,737 in 1929 to 1,484,443 in 1930. The heavy truck business also improved. The total of horse drawn vehicles continued to diminish, reaching the bottom figure of 115 for the year as compared with 391 in 1929 and 1369 in 1927. Reduction of the slow-moving horse-drawn traffic has been beneficial to the millions of motorists using the bridge.

**DIVISION OF OPERATING COSTS.
DELAWARE RIVER BRIDGE.**

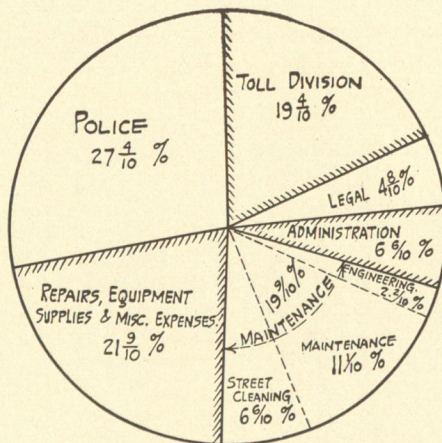
FOR THE YEAR. 1927.



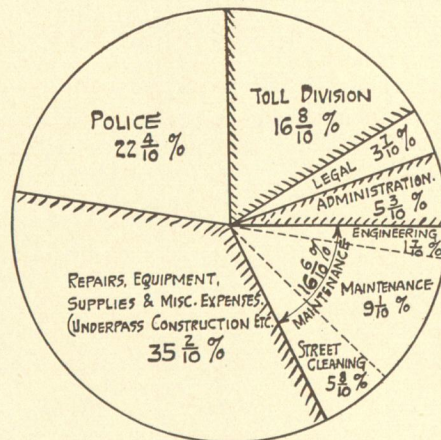
FOR THE YEAR. 1928.



FOR THE YEAR 1929.



FOR THE YEAR. 1930.

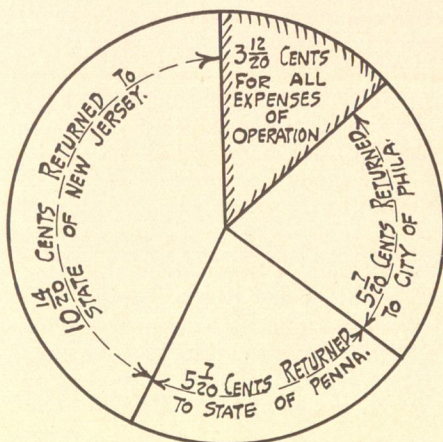


In the preliminary estimates made prior to the opening of the bridge it was anticipated that the net revenue would not exceed \$3,000,000 before 1936. It is gratifying to note that this mark was reached six years earlier than expected. Operation of the bridge since the opening including monthly figures of traffic and receipts and distribution of net returns are shown in the charts included in this report.

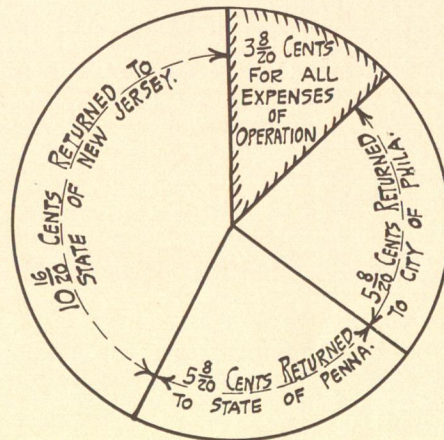
More money was spent upon the bridge in 1930 than in preceding years. The expenses increased from \$398,523.00 in 1929 to \$500,597.53 in 1930. The rise, however, was due in a large measure to the construction of a much needed pedestrian underpass at the Camden Plaza, the cost of which was met out of bridge receipts. In addition a large part of the bridge was repainted for the first time since 1926.

DELAWARE RIVER BRIDGE. WHERE THE BRIDGE QUARTER GOES.

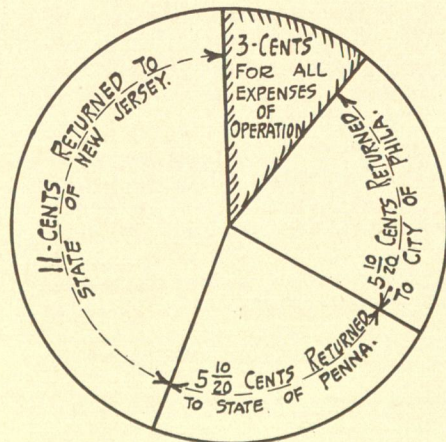
FOR THE YEAR-1927.



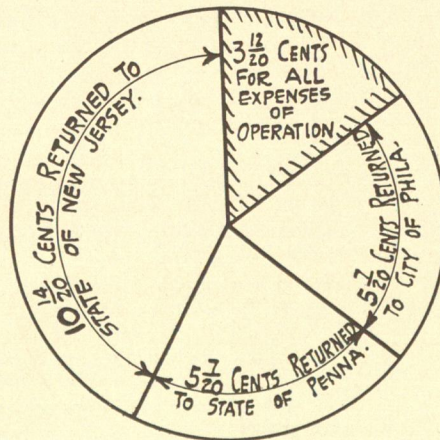
FOR THE YEAR-1928.



FOR THE YEAR-1929.



FOR THE YEAR-1930.



Increasing traffic had made the crossing by pedestrians of the Camden mouth of the bridge a very hazardous undertaking and on September 19, 1930 the Joint Commission directed that an underpass be built on the east line of Sixth Street to afford relief. The work was begun on September 22nd and the underpass was opened on December 24th. The underpass is approximately 300 feet long, 12 feet wide and has a clearance of 8 feet. The structure is of reinforced concrete design and the walls are

of white enameled brick and the ceiling rubbed concrete painted white. The steps of reinforced concrete with a rubbed finish were covered with safety treads of approved design.

The underpass was built at a cost of \$34,158.23 by the engineering and maintenance departments of the bridge. Additional labor was engaged as required. In connection with the improvement it was decided to enlarge the Camden Plaza by setting back the sidewalk on the north side by 8 feet and the opening at Broadway was greatly enlarged to facilitate the handling of traffic. The traffic tower which heretofore bisected and to some extent interfered with the movement of vehicles at Sixth Street was removed to one side and an improved system of traffic lights upon the five corners at the junction of Sixth Street and the Bridge was substituted. The improvements in the plaza and the paving of Linden Street cost \$14,673.21 and were paid for out of toll receipts.

On the Philadelphia side the Fifth Street Vehicular underpass was completed on June 7th, 1930. The contract for this improvement was awarded on November 21, 1929 to the Acchione Contracting Company. The underpass was opened to trolley traffic on May 21st, and to all vehicular traffic on May 25th. Construction of the underpass removed the dangerous intersection with bridge traffic which had been a handicap for nearly four years. Need of relief at this point was acute and the usefulness of the structure was endangered practically forcing the Commission to build an underpass which meets present demands, but which will be greatly extended and enlarged whenever rail transit is installed upon the span.

The subject of improving the Philadelphia approaches to the bridge was debated at great length during the year and the Philadelphia City Council appropriated \$1,000,000 for the first step. This was to take the form of the construction of a wide street leading directly from the bridge plaza to Spring Garden Street. The new street would have been carried over the railroad tracks at Willow Street thereby removing a dangerous grade crossing. However, no definite steps were taken in 1930 to carry out this plan.

TO IMPROVE PHILADELPHIA APPROACHES

On November 12th the City Planning Commission appointed by the Honorable Harry A. Mackey, Mayor of the City of Philadelphia, published the results of an eight months' study of the present and future needs of the municipality and among the recommendations advised the improving and development of Delaware River Bridge approaches. The Committee's recommendations were as follows:

"A rotary intersection at Franklin Square, on the axis of the proposed Randolph viaduct north. This would feed west on Vine Street, east on Race Street, and north and south on Randolph viaduct.

"An underpass in Sixth Street, with connections to and from the bridge by way of Race and Vine Streets.

"Relocation of Fifth Street underpass to provide for future high-speed transit connections between Eighth Street-Ridge Avenue Locust Street subway and New Jersey by way of the Delaware River Bridge.

"Street widening at bridgehead to provide adequate turning for vehicles approaching from and moving toward Third and Fourth Streets.

"Widening of Race and Vine Streets from the proposed rotary intersection west to Ridge Avenue.

"The widening of Vine Street on the south side for two-way traffic, from Ridge Avenue westward to Logan Square.

"Franklin Square and the Delaware River Bridge approaches are problems that have been given most serious consideration by a former commission, and by various civic and business groups. More than a score of different solutions have been presented, many with considerable merit. Official agencies have been intensively studying this problem for the past year. Their findings have been of substantial aid in the solution presented by the Commission upon the recommendation of its Technical Committee and M. Greber, Commission consultant.

"Construction of the rotary intersection would fit in with existing physical improvements at the bridgehead. This method of distributing and expediting traffic flow is employed elsewhere with substantial success.

"The rotary itself would be at higher level than Race and Vine Streets, and would connect with those highways by an arrangement of ramps. It would connect with Randolph viaduct at grade, thus overpassing Vine Street.

"The ramps to Race and Vine Streets would not mar the appearance of Franklin Square, and would not affect present use or area to any appreciable extent. A slight cut-off at the northeast and southeast corner of the square would be the only alteration required.

"The Commission believes the Randolph Boulevard, which actually would be a viaduct, would prove of great value and relief of traffic to the north and northeast. It also would provide ready access to Spring Garden Street, which is the first broad east and west Street north of Franklin Square, and bridge traffic bound west and northwest would thus have increased accommodation.

"Randolph viaduct would adequately serve as a connection for the proposed extension of Aramingo Avenue leading to the northeast. This Avenue has long been on the city plan and has been in large part constructed. The land where the Avenue has not yet been opened is virtually all acquired or about to be paid for by the City. The urgency of utilizing to the full a highway on which vast sums have been expended is generally conceded.

"The underpassing of Sixth Street as well as Fifth Street to serve heavy north and south city through traffic is essential. Connections at the bridgehead to and from Sixth Street by way of Vine and Race Streets could readily be provided.

"In order to make the proper connections with the Ridge Avenue Eighth Street subway for the high-speed transit line proposed across the bridge into New Jersey, it would be necessary to extend the north and south extremities of the present Fifth Street underpass. This would have to be done to allow the proposed transit extension to clear the Fifth Street underpass.

"Slight widening of streets immediately north and south of the bridge would make possible right-hand, 180 degree turns, to and from the bridge, leading particularly to Fourth Street for southbound traffic, Third Street for northbound traffic, and Delaware Avenue for two-way commercial traffic. The Commission is convinced that the congestion at the bridgehead would thus be materially remedied at a distinct minimum of cost.

"The advantage of diverting part of the bridge traffic to and from the east is that Fourth Street, and streets east of that highway underpass the bridge. This operation would tend to relieve traffic to or from the bridge, headed either north or south."

The plans of the Commission are most comprehensive and if carried out undoubtedly would be immediately reflected in bridge traffic and earnings. It is to be regretted that no improvement has been made in the approaches on the Philadelphia side since the opening of the bridge. This is one of the most serious problems constantly confronting the efficient operation of the structure.

RAIL TRANSIT NEEDS STUDIED

During the year the maintenance forces of the bridge were employed consistently in keeping the plant in condition. On March 26th the work of painting a considerable portion of the span was begun. Thirty additional men were employed until weather conditions brought the painting to a close on November 7th, 1930. The total amount expended for repainting was \$42,093.32. Care was taken to see that all rust was removed by wire brushes and 3,543 gallons of paint were applied.

During the year the painted traffic lines on the bridge were renewed ten times. To prevent skidding and accidents during sleet storms in the opening months of the year 475 cubic yards of cinders were spread upon the roadway and a large self-loading cinder hopper was installed under the bridge in Camden in order that trucks might be filled more swiftly. Many minor repairs were made to the roadway and a careful inspection was maintained at all times. The bridge at the end of the year was in excellent condition.

The question of utilizing the vacant track spaces upon the bridge was debated at great length by citizens and the newspapers during the final months of the year. This

resulted in the Honorable Morgan F. Larson, Governor of New Jersey, calling a General Conference of representatives of the States of New Jersey and Pennsylvania, the Cities of Philadelphia and Camden, the Delaware River Bridge Joint Commission, the South Jersey Transit Commission and transportation companies in the Administration Building of the Joint Commission. A sub-committee headed by United States Senator David Baird, Jr. went carefully into the subject and offered the following recommendations:

"1—That the powers of the Delaware River Bridge Joint Commission be extended by the Legislatures of Pennsylvania and New Jersey to cover the construction and operation of a high speed rail transit line beginning approximately at Haddon Avenue and Carman Street, Camden, crossing the Delaware River Bridge on the outer track sections and joining the subway system of the City of Philadelphia at Eighth and Race Streets.

"2—That the Joint Commission be empowered to make an engineering study at once of a tunnel linking the railroad systems of Pennsylvania and New Jersey.

"3—That authority be given to the Joint Commission for the construction of additional bridges across the Delaware River or tunnels beneath the River.

"4—Joint operation of the Pennsylvania and Reading Railroads by construction of a physical connection and a Union Station in Camden."

The general conference approved the report on December 18th, 1930. At the present time only the six lanes for vehicular traffic in the roadway are in use. The bridge was designed with a view to carrying trolley cars and high speed electric trains. Four lanes were provided for this purpose. Because of the importance of the subject to the citizens of Philadelphia and Camden particularly, the report of the Committee appears in the appendix.

REGULATIONS FOR BRIDGE BUSES

Complaints of dangerous driving on the part of operators of buses crossing the bridge increased during 1930 until the Joint Commission at the meeting of September 19th, 1930 formulated rules which have since been strictly enforced. The rules which became effective October 1st were as follows:

"1—No bus shall be operated at a faster rate of speed than twenty-five (25) miles per hour; provided, however, that when the bridge structure is wet the maximum rate of speed shall be eighteen (18) miles per hour, and provided further, that during periods of snow or sleet the maximum rate of speed shall be ten (10) miles per hour.

"2—No bus shall pass any other vehicle proceeding in the same direction, except under the authority and direction of a member of the bridge police force; provided, however, this is not to apply in any case where a vehicle has come to a stop upon the bridge structure; in which event the standing vehicle may be passed, but only after the operator of said moving bus has ascertained that it is safe to do so.

"3—Other than in an emergency, operators of buses shall not stop their vehicles upon the bridge structure, except upon order of a member of the bridge police force.

"4—No bus shall be permitted upon the bridge structure if any of the passengers therein are standing, or are seated in the aisles of said bus, or are seated in such manner as to obstruct easy exit.

"5—All buses shall be lighted upon the inside thereof when passing along the toll lanes and such lights shall be of sufficient brilliancy to permit inspection from the outside."

The number of accidents has been materially reduced since the regulations went into effect.

Commutation of the present rate of toll upon the bridge was discussed several times at meetings of the Joint Commission. At the meeting of October 17th, a resolution providing for the sale of a commutation ticket for private passenger automobiles at the rate of \$7.50 for sixty trips was offered. The Commission was advised by David J. Smyth, Special Deputy Attorney General of Pennsylvania and Counsel for the Commission, that the present toll rates could not be lowered while the agreement

of 1926 between the Pennsylvania Commission and the New Jersey Interstate Bridge and Tunnel Commission providing for the collection of tolls was in effect. Mr. Smyth held:

"The Act itself authorizes the Commission to enter into 'A contract.' This has been done and to modify the agreement enabling passenger vehicles to travel the bridge at less than the present toll rate can only be by legislation authorizing the scrapping of the present agreement and the execution of a new one."

Upon a roll call the resolution failed of passage.

The bridge police made 207 arrests in 1930 and extinguished 30 fires in automobiles. A new towing car capable of raising the heaviest bus on the bridge was placed into service and 120 disabled automobiles were lifted and removed and 542 cars were towed from the bridge. Ninety-five accidents occurred and one most unfortunately resulted in the death of three persons. The driver of the car responsible for this accident was arrested and is now undergoing imprisonment. Lieutenant Clarence J. Borden of the Toll Bureau of the Delaware River Bridge, while on duty on April 13th, 1930 at the toll houses was run down and killed.

At the close of the year the usual independent audit was made of the accounts of the bridge, covering all details of receipts and disbursements. The auditors found all financial details in order.

In conclusion the Joint Commission most cordially invites the members of the Legislatures of Pennsylvania and New Jersey and the Council of the City of Philadelphia to inspect the bridge at any time and to inquire into any detail of operation.

Respectfully submitted,

PENNSYLVANIA COMMISSION

JOHN S. FISHER
HARRY A. MACKEY
EDWARD MARTIN
CHARLES A. WATERS
THOMAS B. SMITH
RICHARD WEGLEIN
WILLIAM H. FOLWELL
J. WILLISON SMITH

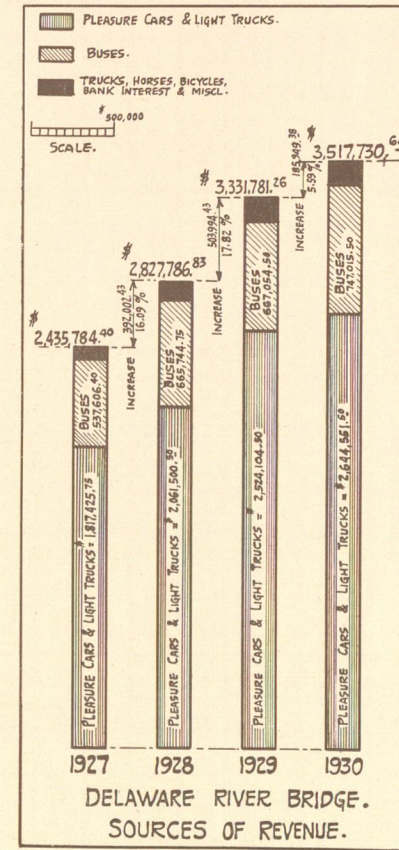
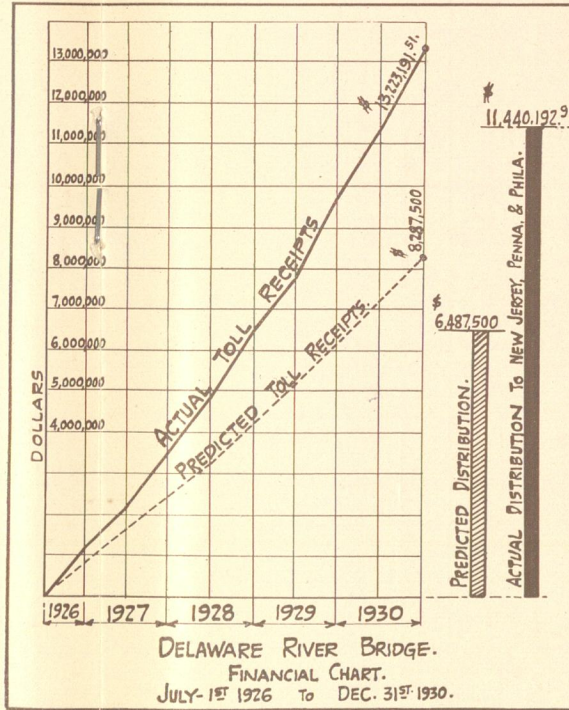
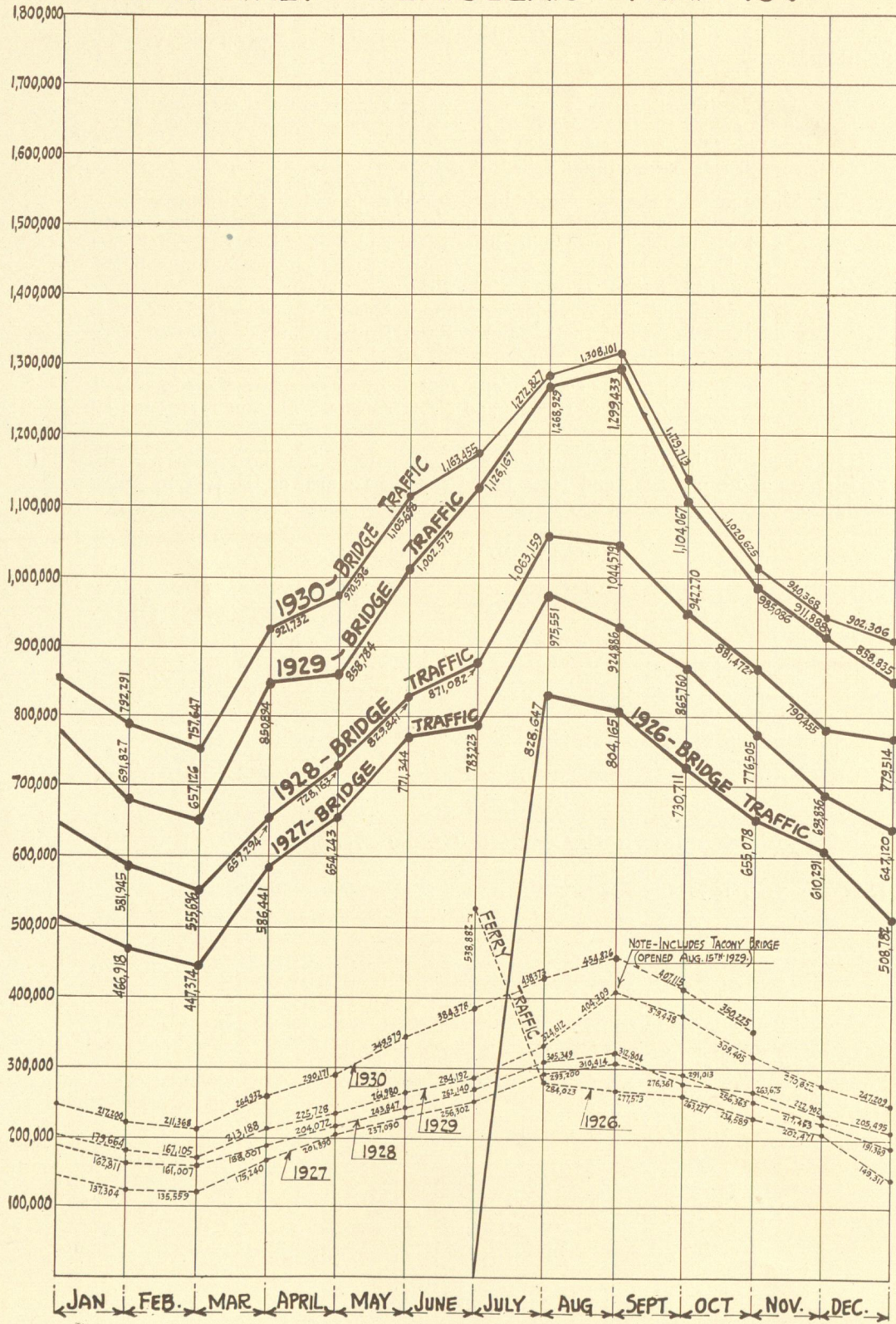
NEW JERSEY INTERSTATE
BRIDGE COMMISSION

JOHN B. KATES
THOMAS J. S. BARLOW
FRANK L. SUPLEE
I. NORWOOD GRISCOM
LUCIUS E. HIRES
ARTHUR C. KING
BARTON F. SHARP
ALFRED COOPER

JOSEPH K. COSTELLO, *General Manager*

December 31st, 1930

MONTHLY VEHICULAR TRAFFIC.



1 ST SIX MONTHS OPERATION JULY - 1 ST 1926. DEC. 31 ST 1926.	
RECEIPTS	EXPENSES
JULY 226,532. ⁹⁷	18,988. ⁷⁰
AUG. 219,729. ⁹⁴	28,567. ⁸⁵
SEPT. 178,512. ⁹⁴	21,689. ⁸⁹
OCT. 184,733. ³¹	30,524. ⁹⁶
NOV. 172,766. ⁷⁵	27,092. ⁴⁶
DEC. 128,833. ³²	31,245. ⁶¹
TOTAL 1,110,108. ¹⁸	150,109. ¹⁷
TOTAL VEHICLES - 4,137,674 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. 946,682. ⁸³	

2 ND SIX MONTH OPERATION JAN. - 1 ST 1927. JUNE - 30 TH 1927.	
RECEIPTS	EXPENSES
JAN. 149,165. ³⁸	27,223. ²⁷
FEB. 109,100. ³⁴	30,238. ²⁷
MAR. 156,443. ³²	28,929. ⁷⁸
APR. 172,775. ²⁸	27,149. ⁴⁴
MAY 210,816. ⁹²	25,818. ²⁹
JUN. 222,513. ⁸⁴	14,849. ¹⁹
TOTAL 1,019,715. ²⁸	154,208. ³⁴
TOTAL VEHICLES - 3,709,543 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. 863,996. ⁰⁴	

3 RD SIX MONTH OPERATION JULY - 1 ST 1927. DEC. 31 ST 1927.	
RECEIPTS	EXPENSES
JULY 264,948. ⁴²	26,878. ⁴⁴
AUG. 265,357. ³²	28,635. ⁶¹
SEPT. 248,796. ⁸⁷	39,540. ⁰²
OCT. 227,107. ⁰⁸	25,987. ⁶⁹
NOV. 210,995. ⁰¹	28,566. ⁷⁶
DEC. 198,864. ⁴⁵	41,854. ⁷⁹
TOTAL 1,416,069. ²⁹	192,470. ²⁵
TOTAL VEHICLES - 4,883,658 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. 1,229,925. ⁸⁵	

4 TH SIX MONTH OPERATION JAN. - 1 ST 1928. JUNE - 30 TH 1928.	
RECEIPTS	EXPENSES
JAN. 178,184. ¹⁷	31,076. ¹⁴
FEB. 170,286. ⁶¹	34,370. ⁶⁸
MAR. 195,838. ⁴²	31,428. ⁵²
APR. 215,041. ³⁷	29,751. ⁴⁹
MAY 235,846. ⁴³	32,406. ²⁸
JUN. 257,264. ⁸⁵	28,623. ⁸¹
TOTAL 1,252,461. ²⁶	187,656. ⁹²
TOTAL VEHICLES - 4,224,021 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. 1,064,804. ⁰³	

5 TH SIX MONTH OPERATION JULY - 1 ST 1928. DEC. 31 ST 1928.	
RECEIPTS	EXPENSES
JULY 294,327. ²¹	33,633. ⁰⁸
AUG. 299,711. ⁴¹	32,947. ⁸⁶
SEPT. 260,823. ⁵³	29,568. ¹¹
OCT. 257,370. ¹⁹	29,079. ⁶⁸
NOV. 228,438. ⁹⁸	30,247. ⁵⁹
DEC. 234,653. ⁴⁰	35,456. ⁶⁷
TOTAL 1,575,325. ⁰⁹	190,933. ⁰⁹
TOTAL VEHICLES - 5,501,449 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. 1,384,392. ¹⁹	

6 TH SIX MONTH OPERATION JAN. - 1 ST 1929. JUNE - 30 TH 1929.	
RECEIPTS	EXPENSES
JAN. 207,812. ⁸³	31,538. ³⁵
FEB. 191,785. ⁵³	29,052. ²⁰
MAR. 237,825. ⁶⁶	37,629. ⁹⁸
APR. 247,119. ⁸⁹	33,303. ⁰⁷
MAY 281,480. ⁰¹	33,979. ³³
JUN. 328,222. ⁵³	31,052. ⁰⁸
TOTAL 1,494,246. ⁰⁹	196,555. ²⁷
TOTAL VEHICLES - 5,187,371 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. 1,297,690. ³²	

7 TH SIX MONTH OPERATION JULY - 1 ST 1929. DEC. 31 ST 1929.	
RECEIPTS	EXPENSES
JULY 353,982. ²⁹	37,290. ⁴⁷
AUG. 355,751. ⁶⁶	38,795. ⁰¹
SEPT. 306,127. ⁵²	30,292. ⁵²
OCT. 280,407. ³⁸	30,762. ¹⁶
NOV. 262,221. ⁵⁵	32,445. ²⁸
DEC. 279,044. ²⁵	32,381. ⁷⁹
TOTAL 1,837,535. ¹⁷	201,967. ²³
TOTAL VEHICLES - 6,428,238 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. 1,635,567. ⁹⁴	

8 TH SIX MONTH OPERATION JAN. - 1 ST 1930. JUNE - 30 TH 1930.	
RECEIPTS	EXPENSES
JAN. 229,672. ²⁰	32,272. ³³
FEB. 221,585. ²⁹	33,591. ⁰⁸
MAR. 282,816. ²⁹	40,255. ⁶⁹
APR. 283,154. ⁷²	40,117. ⁸⁵
MAY 319,006. ⁵⁹	41,563. ²⁶
JUNE 520,237. ⁰⁶	36,309. ⁷²
TOTAL 1,656,453. ¹⁵	224,050. ⁸⁹
TOTAL VEHICLES - 5,711,419 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. 1,432,402. ⁴⁵	

9 TH SIX MONTHS OPERATION JULY - 1 ST 1930. DEC. 31 ST 1930.	
RECEIPTS	EXPENSES
JULY 370,521. ⁴⁷	48,450. ⁴⁴
AUG. 358,519. ⁸³	44,689. ⁸⁷
SEPT. 310,755. ⁰³	39,941. ⁵³
OCT. 287,963. ³³	42,919. ¹³
NOV. 266,670. ⁸⁴	49,818. ²³
DEC. 266,846. ⁶⁰	50,757. ⁵⁴
TOTAL 1,861,277. ⁰⁷	276,546. ⁶⁴
TOTAL VEHICLES - 6,573,940 DISTRIBUTED TO NEW JERSEY, PENN. & PHILA. 1,584,730. ⁶⁶	

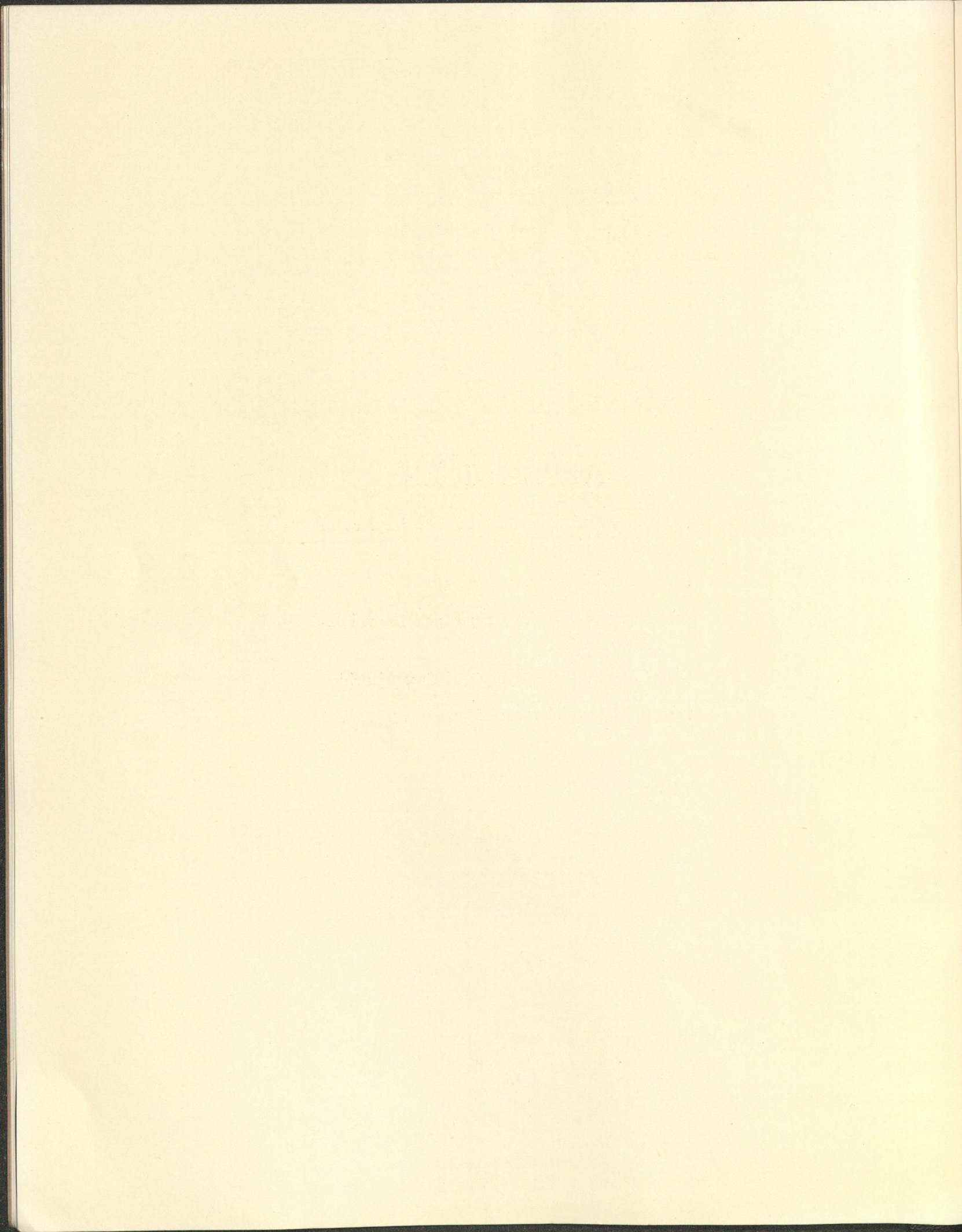
COMPUTED BY TELLERS.

RESUME OF OPERATION—DELAWARE RIVER BRIDGE

	TOTAL VEHICLES	TOTAL RECEIPTS	PLEASURE CARS & LIGHT TRUCKS	BUSES	TRUCKS (HEAVY)	HORSE DRIVEN VEHICLES	HORSE RIDERS	LED ANIMALS	SPECIAL PERMITS	BICYCLES & MOTORCYCLE	AVERAGE VEHICLES		AVERAGE RECEIPTS		AVERAGE SUNDAY & HOLIDAY TRAFFIC	DISTRIBUTED FUNDS			
											MONTHLY	DAILY	MONTHLY	DAILY		NEW JERSEY	PENNA	PHILA	TOTAL
1ST SIX MONTHS OPERATION JULY 1ST 1926 - DEC. 31 1926	4,137,674	1,110,108 ³⁸	3,644,022	434,574	44,590	1,163	158	93	57	13,017	689,612	22,487	185,018 ⁰⁶	6,033 ¹⁹	32,726	473,341 ⁴²	236,670 ⁷¹	236,670 ⁷¹	946,682 ⁸³
2ND SIX MONTHS OPERATION JAN. 1ST 1927 - JUNE 30 1927	3,709,543	1,019,715 ²⁹	3,076,858	565,039	51,652	847	77	69	3,537	11,464	618,257	20,494	169,952 ⁵³	5,633 ⁷⁸	28,055	431,998 ⁰²	215,999 ⁰¹	215,999 ⁰¹	863,996 ⁰⁴
1ST YEAR OPERATION JULY 1ST 1926 - JUNE 30 1927	7,847,217	2,129,823 ⁵⁸	6,720,880	999,613	96,242	2,010	235	162	3,594	24,481	653,934	21,499	177,485 ²⁹	5,835 ¹³	30,471	905,339 ⁴⁴	451,669 ⁷²	451,669 ⁷²	1,810,678 ⁸⁷
3RD SIX MONTHS OPERATION JULY 1ST 1927 - DEC. 31 1927	4,883,658	1,416,069 ²⁰	4,193,845	616,144	59,808	522	25	10	185	13,119	813,943	26,542	236,011 ⁵³	7,696 ⁰²	39,703	614,962 ⁸³	307,481 ⁴⁶	307,481 ⁴⁶	1,229,925 ⁸⁵
4TH SIX MONTHS OPERATION JAN. 1ST 1928 - JUNE 30 1928	4,224,021	1,252,461 ⁵⁵	3,511,048	639,224	61,396	268	46	21	331	11,688	704,004	23,337	208,743 ⁵⁸	6,919 ⁶⁷	33,540	532,402 ³¹	266,201 ¹⁶	266,201 ¹⁶	1,064,804 ⁶³
2ND YEAR OPERATION JULY 1ST 1927 - JUNE 30 1928	9,107,679	2,668,530 ⁷⁵	7,704,893	1,255,368	121,203	1,369	102	79	3,722	24,583	716,100	23,543	202,982 ⁰³	6,673 ³⁸	36,731	1,147,365 ²⁴	573,682 ⁶²	573,682 ⁶²	2,294,730 ⁴⁶
1ST CALENDAR YEAR 1927	8,593,201	2,435,784 ⁴⁰	7,270,703	1,181,183	111,460	1,369	102	79	3,722	24,583	716,100	23,543	202,982 ⁰³	6,673 ³⁸	33,981	1,046,960 ⁹⁵	523,480 ⁴⁷	523,480 ⁴⁷	2,093,921 ⁸⁹
5TH SIX MONTHS OPERATION JULY 1ST 1928 - DEC. 31 1928	5,501,449	1,575,325 ²⁸	4,734,954	658,309	90,188	186	50	9	234	17,519	916,908	29,899	262,554 ²¹	8,561 ⁵⁵	42,197	692,196 ⁰⁹	346,098 ⁰⁵	346,098 ⁰⁵	1,384,392 ¹⁹
2ND CALENDAR YEAR 1928	9,725,470	2,827,786 ⁸³	8,246,002	1,297,533	151,583	454	96	30	565	29,207	810,456	26,572	235,648 ⁵⁰	7,726 ¹⁹	38,096	1,224,598 ⁴⁰	612,299 ²¹	612,299 ²¹	2,449,196 ⁸²
6TH SIX MONTHS OPERATION JAN. 1ST 1929 - JUNE 30 1929	5,187,371	1,494,246 ⁰⁹	4,463,715	632,073	76,903	278	38	7	334	15,023	864,562	28,659	249,041 ⁰¹	8,255 ⁵⁰	42,820	648,845 ¹⁶	324,422 ⁵⁸	324,422 ⁵⁸	1,297,690 ³²
3RD YEAR OPERATION JULY 1ST 1928 - JUNE 30 1929	10,688,820	3,069,571 ³⁷	9,197,669	1,290,382	167,091	464	88	16	568	32,542	890,735	29,284	255,797 ⁶¹	8,409 ⁷⁸	42,498	1,341,041 ²⁵	670,520 ⁶³	670,520 ⁶³	2,682,082 ⁵¹
7TH SIX MONTHS OPERATION JULY 1ST 1929 - DEC. 31 1929	6,428,238	1,875,535 ¹⁷	5,633,703	681,664	93,217	113	31	1	1,277	18,230	1,071,373	34,936	306,255 ⁸⁶	9,986 ⁶⁰	47,409	817,783 ²⁸	408,891 ⁹⁸	408,891 ⁹⁸	1,635,567 ⁹⁴
3RD CALENDAR YEAR 1929	11,615,609	3,351,781 ²⁶	10,096,414	1,313,737	170,126	391	69	8	1,611	33,253	967,967	31,824	277,648 ⁴³	9,128 ¹⁶	45,194	1,466,629 ⁴⁴	733,314 ⁵⁶	733,314 ⁵⁶	2,933,258 ²⁶
8TH SIX MONTHS OPERATION JAN. 1ST 1930 - JUNE 30 1930	5,711,419	1,656,453 ³⁴	4,844,798	761,363	89,197	84	35	4	2,342	13,596	951,903	31,554	276,075 ⁵⁵	9,151 ⁶⁷	42,987	716,201 ²³	358,100 ⁶¹	358,100 ⁶¹	1,432,402 ⁴⁵
4TH YEAR OPERATION JULY 1ST 1929 - JUNE 30 1930	12,139,657	3,493,988 ⁵¹	10,478,501	1,443,027	182,414	197	66	5	3,619	31,826	1,011,638	33,259	291,165 ⁷¹	9,572 ⁵⁷	45,913	1,533,985 ²¹	766,992 ⁵⁹	766,992 ⁵⁹	3,067,970 ³⁹
9TH SIX MONTHS OPERATION JULY 1ST 1930 - DEC. 31 1930	6,573,940	1,861,277 ³⁰	5,733,408	723,080	100,507	31	24	1	2,072	14,817	1,095,656	35,728	310,212 ⁴⁸	10,115 ⁶⁴	47,561	792,365 ³⁴	396,182 ⁶⁶	396,182 ⁶⁶	1,584,730 ⁶⁶
4TH CALENDAR YEAR 1930	12,285,359	3,517,730 ⁶⁴	10,578,206	1,484,443	189,704	115	59	5	4,414	28,413	1,023,780	33,658	293,144 ²²	9,637 ⁶²	44,768	1,508,566 ⁵⁷	754,283 ²⁷	754,283 ²⁷	3,017,153 ¹¹

APPENDICES

- (a) Construction Account Balance Sheet as of December 31, 1930
- (b) Financial Summary for 1930
- (c) Deposits of Bridge Funds and Earned Interest 1930
- (d) Progress of Repayment of Cost of Bridge
- (e) Report of Sub-committee on Interstate Rail Transit



APPENDIX "A"
CONSTRUCTION ACCOUNT
BALANCE SHEET

Cash in Banks:—		
Corn Exchange Natl. Bank & Trust Co.....	\$34,021.04	
First Camden Natl. Bank & Trust Co.....	3,022.59	
	<u>\$37,043.63</u>	
Special—Rail Account Reserved—State of New Jersey:—		
Bankers Trust Co.....	\$47,569.81	
Broadway Merchants Trust Co.....	47,540.43	
Ocean County Trust Co.....	47,565.43	
Camden Safe Deposit & Trust Co. (Cape May Branch).....	47,448.28	
First Natl. Bank of Woodstown.....	23,708.51	
Salem County Trust Co.....	23,708.51	
Moorestown Trust Co.....	47,581.06	
Cumberland Trust Co.....	47,565.43	
Glassboro Title & Trust Co.....	47,571.15	
	<u>380,258.61</u>	
		417,302.24
Amount of Appropriations:		
City of Philadelphia.....	\$10,784,662.00	
State of Pennsylvania.....	10,784,662.00	
State of New Jersey.....	15,895,418.57	
State of New Jersey (Rail Account Reserved).....	375,000.00	
	<u>37,839,742.57</u>	
Disbursements To December 31st, 1930:		
Land:—		
For Pennsylvania	\$7,666,196.48	
For New Jersey	3,437,080.34	
	<u>\$11,103,276.82</u>	
Construction	\$23,809,419.48	
Engineering Expenses	1,650,266.53	
Administration Expenses	452,938.36	
	<u>25,912,624.37</u>	
		37,015,901.19
Bridge Investment:—		
City of Philadelphia.....	\$10,570,101.54	
State of Pennsylvania.....	10,570,101.47	
State of New Jersey.....	15,875,698.18	
	<u>\$37,015,901.19</u>	
Amount of Appropriation Unspent But Applied:		
For Condemnation and Purchase of Land.....	\$ 53,156.64	
For Rail Account (State of New Jersey).....	374,900.00	
	<u>428,056.64</u>	
Amount of Appropriations Unapplied:—		
City of Philadelphia.....	\$187,932.13	
State of Pennsylvania.....	187,932.21	
State of New Jersey.....	19,920.40	
	<u>395,784.74</u>	
		\$37,839,742.57
December 31, 1930.		

APPENDIX "B"

FINANCIAL SUMMARY FOR 1930

Toll and Rental Receipts—January 1st, 1930 to December 31st, 1930..	\$3,494,234.85
Interest Received on Bank Balances.....	23,695.09
	\$3,517,929.94
Less:—	
Counterfeit and Mutilated Coins.....	199.30
	\$3,517,730.64
Less:—	
Expenses:	
Salaries	\$325,166.66
Equipment	19,479.90
Supplies	19,489.54
Repairs	90,290.22
Miscellaneous Expenses	46,171.21
	500,597.53
Total Expenses	500,597.53
	\$3,017,133.11
Net Total for Distribution.....	\$3,017,133.11
Add:—	
Undistributed Balance carried over from December 31st, 1929 (Petty Cash).....	\$500.00
Less:—	
Undistributed Balance, December 31st, 1930 (Petty Cash)	\$500.00

DISTRIBUTION

City of Philadelphia.....	\$ 754,283.27
State of Pennsylvania.....	754,283.27
State of New Jersey.....	1,508,566.57
	3,017,133.11

APPENDIX "C"

DEPOSITS OF BRIDGE FUNDS AND EARNED INTEREST 1930

BANK	<i>Total Before Distribution</i>	<i>Total Deposits</i>	<i>Interest Earned</i>
Moorestown Trust Co.	\$ 64,771.09	\$ 64,250.00	\$ 521.09
Burlington County Trust Co.	45,305.21	45,000.00	305.21
First National Bank of Riverside.	28,606.12	28,375.00	231.12
Maple Shade National Bank.	19,257.21	19,075.00	182.21
Burlington City Loan & Trust Co.	11,343.54	11,250.00	93.54
Marine National Bank.	71,720.73	71,150.00	570.73
Ocean City National Bank.	76,140.96	75,475.00	665.96
Millville National Bank.	46,895.91	46,612.50	283.41
Bankers Trust Co.	69,562.43	69,000.00	562.43
Northside Trust Co.	9,067.50	9,000.00	67.50
Pleasantville National Bank.	57,377.10	56,950.00	427.10
Union National Bank.	35,275.87	35,000.00	275.87
Salem National Bank & Trust Co.	170,568.72	169,250.00	1,318.72
Ocean County Trust Co.	164,469.65	163,125.00	1,344.65
Cumberland Trust Co.	149,402.37	148,137.50	1,264.87
Glassboro Title & Trust Co.	65,736.52	65,137.50	599.02
First National Bank of Glassboro.	57,045.56	56,725.00	320.56
Pitman Title & Trust Co.	13,629.78	13,500.00	129.78
Woodbury Trust Co.	40,293.68	40,012.50	281.18
First Camden National Bank & Trust Co..	322.60		322.60
Commercial National Bank & Trust Co..	214,031.45	212,500.00	1,531.45
Franklin Trust Co.	170,134.42	168,900.00	1,234.42
Kensington Security Bank & Trust Co....	50,418.92	50,000.00	418.92
Northwestern Trust Co.	152,881.87	151,700.00	1,181.87
Jefferson Title & Trust Co.	267,597.93	265,000.00	2,597.93
Girard Avenue Title & Trust Co.	80,580.85	80,000.00	580.85
Real Estate-Land Title & Trust Co.	100,777.95	100,000.00	777.95
Corn Exchange National Bank & Trust Co.	214,395.89	212,750.00	1,645.89
Northern Trust Co.	122,779.21	121,900.00	879.21
Broadway Merchants Trust Co. (Active).	18,024.25	17,859.17	165.08
Broadway Merchants Trust Co. (Inactive)	428,717.82	425,803.85	2,913.97
	\$3,017,133.11	\$2,993,438.02	\$23,695.09

DISTRIBUTION

City of Philadelphia.	\$ 754,283.27
State of Pennsylvania.	754,283.27
State of New Jersey.	1,508,566.57
	\$3,017,133.11

APPENDIX "D"

PROGRESS OF REPAYMENT OF COST OF BRIDGE

INCLUDING SIMPLE INTEREST AT 4% PER ANNUM, DECEMBER 31, 1930

	Total	City of Phila.	State of Penna.	State of New Jersey
Actual Expenditures for Cost of Bridge.....	\$37,015,901.19	\$10,570,051.54	\$10,570,051.47	\$15,875,798.18
Estimated amount to be required to defray remaining unsettled Penna. Real Estate claims and partial cost of New Jersey's share of proposed Rail System.....	428,056.64	26,578.32	26,578.32	374,900.00
Total Cost of Bridge (Exclusive of interest).....	37,443,957.83	10,596,629.86	10,596,629.79	16,250,698.18
Interest @ 4% per annum from dates of contributions to Dec. 31st, 1930.....	8,716,371.52	2,419,993.84	2,423,538.50	3,872,839.18
Total Cost of Bridge, including Interest to December 31st, 1930...	46,160,329.35	13,016,623.70	13,020,168.29	20,123,537.36
Deduct: Interest on Bank Balances and other miscellaneous income received during the period of construction and not previously applied.....	49,637.68	9,611.81	14,468.90	25,556.97
Net Cost of Bridge, including Interest, December 31st, 1930.....	46,110,691.67	13,007,011.89	13,005,699.39	20,097,980.39
Deduct: Refunds through Bridge Operation between Dec. 31st, 1926 and December 31st, 1930, inclusive.....	11,440,192.91	2,860,048.22	2,860,048.22	5,720,096.47
Balance to be refunded (after distribution) December 31st, 1930...	34,670,498.76	10,146,963.67	10,145,651.17	14,377,883.92

APPENDIX "E"

REPORT OF SUB-COMMITTEE UPON INTERSTATE RAIL TRANSIT

Administration Building,
Bridge Plaza, Camden, N. J.
December 18th, 1930.

To His Excellency Governor Morgan F. Larson
and Members of General Conference Committee.

Gentlemen:

In accordance with instructions received from the General Conference called by Governor Larson on November 12th, 1930 your Committee has carefully studied the problem of providing high speed rail transit between Pennsylvania and New Jersey in the vicinity of Philadelphia and Camden.

Meetings were held by the Committee on November 17th, November 24th, December 2nd and December 9th. Reports analyzing all suggested routes in Philadelphia were submitted by Director Clarence E. Myers, of the Department of City Transit of Philadelphia and in Camden by Mr. Alexander H. Nelson, Engineer of the South Jersey Transit Commission. An analysis of the difficulties attending the operation of railroad trains across the Delaware River Bridge was made for the Committee by Mr. T. J. Skillman, Chief Engineer of the Pennsylvania Railroad and Mr. George I. Wright, Engineer of Electric Traction of the Reading Railroad.

RECOMMENDATIONS

1—That the powers of the Delaware River Bridge Joint Commission be extended by the Legislatures of Pennsylvania and New Jersey to cover the construction and operation of a high speed rail transit line beginning approximately at Haddon Avenue and Carman Street, Camden, crossing the Delaware River Bridge on the outer track sections and joining the subway system of the City of Philadelphia at Eighth and Race Streets.

2—That the Joint Commission be empowered to make an engineering study at once of a tunnel linking the railroad systems of Pennsylvania and New Jersey.

3—That authority be given to the Joint Commission for the construction of additional bridges across the Delaware River or tunnels beneath the river.

4—Joint operation of the Pennsylvania and Reading Railroads by construction of a physical connection and a Union Station in Camden.

The Committee is of the opinion that the recommended extension of the Philadelphia subway system into Camden is of immediate importance and offers quickest relief from present conditions. For future serious consideration are recommended the possibilities of a subway in Arch Street, Philadelphia and an extension of the proposed bridge high-speed line from Fifth and Federal Streets to the Reading Railroad Station in South Camden.

Preliminary estimates indicate that a two track connection from Eighth and Race Streets, Philadelphia, to Haddon Avenue and Carman Street, Camden, can be built at a cost not to exceed \$10,000,000.

Trains would be operated over the outer track sections of the Delaware River Bridge which originally were designed for high speed service and which have not been

utilized to date. There would still remain the two inner track sections which adjoin the present vehicular roadway and which might be paved and incorporated in the bridge highway whenever the demands of increasing traffic warrant.

The Committee recommends that the present terminus of the line be located at Haddon Avenue, paralleling the Broadway station of the Pennsylvania Railroad. The Transfer of railroad passengers to the subway would be at least as easy and comfortable as that occurring at the 69th Street Station of the Market Street subway around which centers a most remarkable development. Another station would be provided in the plaza around the Camden City Hall where it is proposed to build a bus terminal.

Provision would be made for at least one station in Philadelphia. At Eighth and Race Streets the tracks would connect with the subway now nearing completion. Bridge trains would run south under Eighth Street to Locust and west in Locust Street to the future terminus of the Locust Street line in south-west Philadelphia and return over the same route.

The contract to build the Locust Street subway as far as Eighteenth Street has already been awarded by the Department of City Transit of Philadelphia.

It is conservatively estimated that the proposed line would be patronized by 25,000,000 passengers annually. There is no doubt that there now exists sufficient demand to warrant immediate construction.

The Committee has kept in mind the problem of financing the improvement and believes that this can best be done through extension of the powers and duties of the Joint Commission. In this connection the Committee has been told that on the Pennsylvania side of the river the City of Philadelphia had appropriated \$10,784,662 for the construction of the bridge through a series of bond issues and the Commonwealth of Pennsylvania had appropriated a similar amount of general receipts. The State of New Jersey provided \$15,895,418.57 for the bridge through two bond issues aggregating \$36,000,000 which were used for the construction of the bridge and the Holland Tunnel between New York and Jersey City. Pennsylvania and Philadelphia each has an unexpended balance of \$187,932 and New Jersey \$19,920.40.

The City of Philadelphia went into Common Pleas Court No. 5 on June 24th, 1929 with a petition to have the amount invested in the bridge deducted from the City's borrowing capacity and the Court approved the petition when evidence was presented that the City's share of the net revenue from bridge tolls was in excess of the interest and sinking fund charges upon the \$10,784,662.

These charges the Court found amount to \$562,084.04 annually. During the fiscal year ending June 30th, 1930, the return to Philadelphia from operation of the bridge was \$766,992.59 or a surplus of \$204,908.55 over Sinking Fund charges.

It was suggested that the City might be able to capitalize this excess by issuing bonds without endangering the borrowing capacity in accordance with the provision of the amendment to the Constitution of Pennsylvania adopted November 2, 1920 which reads as follows:

"In ascertaining the borrowing capacity of the City of Philadelphia, at any time, there shall be deducted from such debt so much of the debt of said city as shall have been incurred, or is about to be incurred, and the proceeds thereof expended, or about to be expended, upon any public improvement, or in the construction, purchase, or condemnation of any public utility, or part thereof, or facility therefor, if such public improvement or public utility, or part thereof, whether separately or in connection with any other public improvement or public utility, or part thereof, may reasonably be expected to yield revenue in excess of operating expenses sufficient to pay the interest and sinking fund charges thereon."

By this means possibly \$3,000,000 could be provided by the City and probably a like appropriation might be had from Pennsylvania. These sums would be added

to the cost of the bridge to be repaid from tolls. Several plans were considered in regard to New Jersey's share of the cost.

Beyond indicating possible methods of meeting the cost of the improvement your Committee does not go, believing this to be a matter for further consideration by those charged with the responsibilities of State and Municipal financing.

It is respectfully pointed out however, that the Legislatures of both New Jersey and Pennsylvania will be in session next month and the requested legislation should be prepared without delay.

Of great importance to the travelling public and the progress of the states would be a physical connection between the Pennsylvania and Reading Railroads as recommended by this Committee. This has been stamped as feasible by the representatives of the railroads on this Committee and the cost is placed at \$5,000,000.

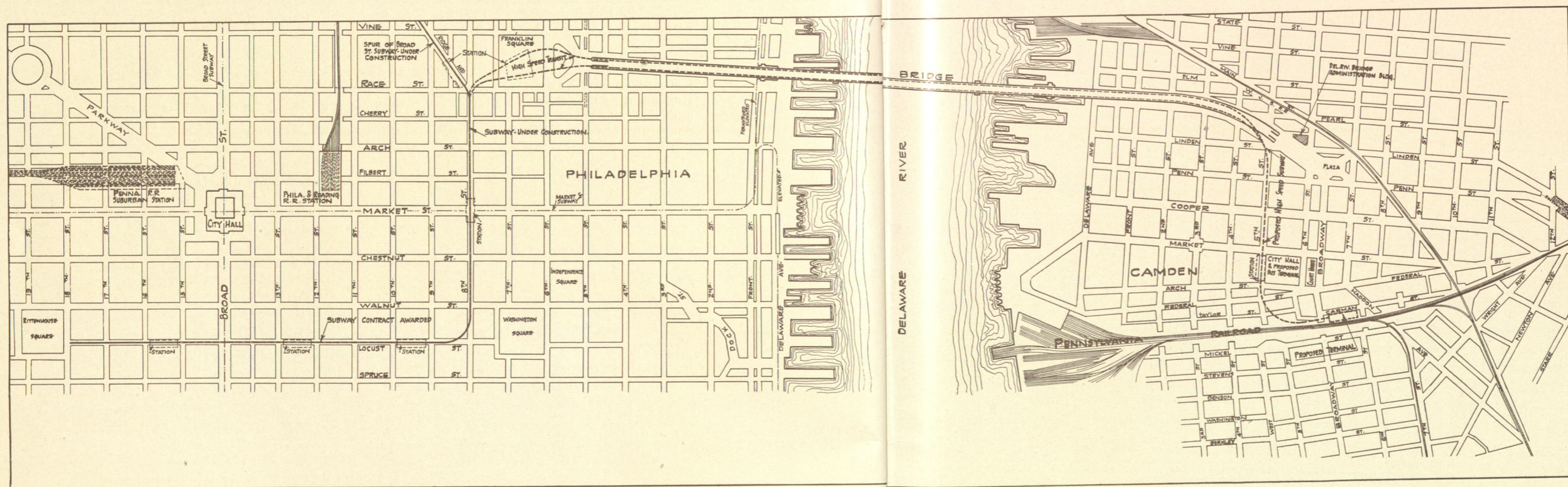
The Committee reports that the recommendations in this report are approved by all the members with the exception of Mr. George I. Wright, representing the Reading Company. Mr. Wright was compelled to record his dissent formally stating "The Reading feels that Recommendation No. 1 does not provide for the needs of its patrons and that the possibility of realizing Recommendation No. 4 at this time is very doubtful."

Respectfully submitted,

DAVID J. BAIRD, JR., *Chairman*
CLARENCE E. MYERS
WINFIELD S. PRICE
THOMAS J. DALEY
THOMAS B. SMITH
JOHN B. KATES
T. J. SKILLMAN
W. R. SCANLIN
MARTIN SCHREIBER
JAMES V. MORAN
ALEXANDER H. NELSON
GEORGE I. WRIGHT (Dissenting)

JOSEPH K. COSTELLO,
Secretary.

PROPOSED BRIDGE RAIL TRANSIT TO CONNECT PHILADELPHIA AND CAMDEN



PLAN approved by General Conference called by Governor Larson of New Jersey showing the suggested extension of the Philadelphia Subway System into Camden. The Conference recommended that authority be given to the Delaware River Bridge Joint Commission to construct sections of subway in Philadelphia from Eighth and Race Streets to the bridge and in Camden from the bridge to Haddon Avenue and Carman Street and to install rails upon the bridge.

THE total cost of the project is estimated at \$10,000,000 which under the plan suggested by the General Conference would be returned to New Jersey, Pennsylvania and Philadelphia out of the net revenues of the bridge, exactly as the original appropriations invested in the structure are now being repaid. Standard subway trains of high-speed design would be operated on the line.

ENTERPRISE
BURLINGTON

