

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



1937

974.901
D54
1937
copy 2

974.901
D54
1937
copy 2

~~CONFIDENTIAL~~



NEW JERSEY STATE LIBRARY

DEPOSITORY COPY
Do Not Remove From Library



TOLL HOUSES UNDER CONSTRUCTION

REPORT
OF
The Delaware River Joint Commission
of Pennsylvania and New Jersey
TO THE
Legislatures of the
Commonwealth of Pennsylvania
and the
State of New Jersey
and the
Council of the City of Philadelphia
1937

GEORGE H. EARLE, *Chairman*
S. DAVIS WILSON
F. CLAIR ROSS
WARREN R. ROBERTS
JOHN B. KELLY
JAMES P. CLARK
JOHN A. MCCARTHY
GEORGE GORDON MEADE

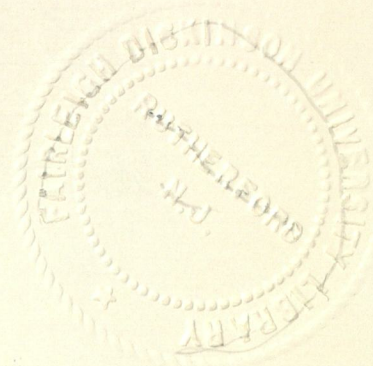
ARTHUR C. KING, *Vice Chairman*
FRANK L. SUPLEE
I. NORWOOD GRISCOM
BARTON F. SHARP
ALFRED COOPER
A. MATLACK STACKHOUSE

JOSEPH K. COSTELLO, *General Manager*

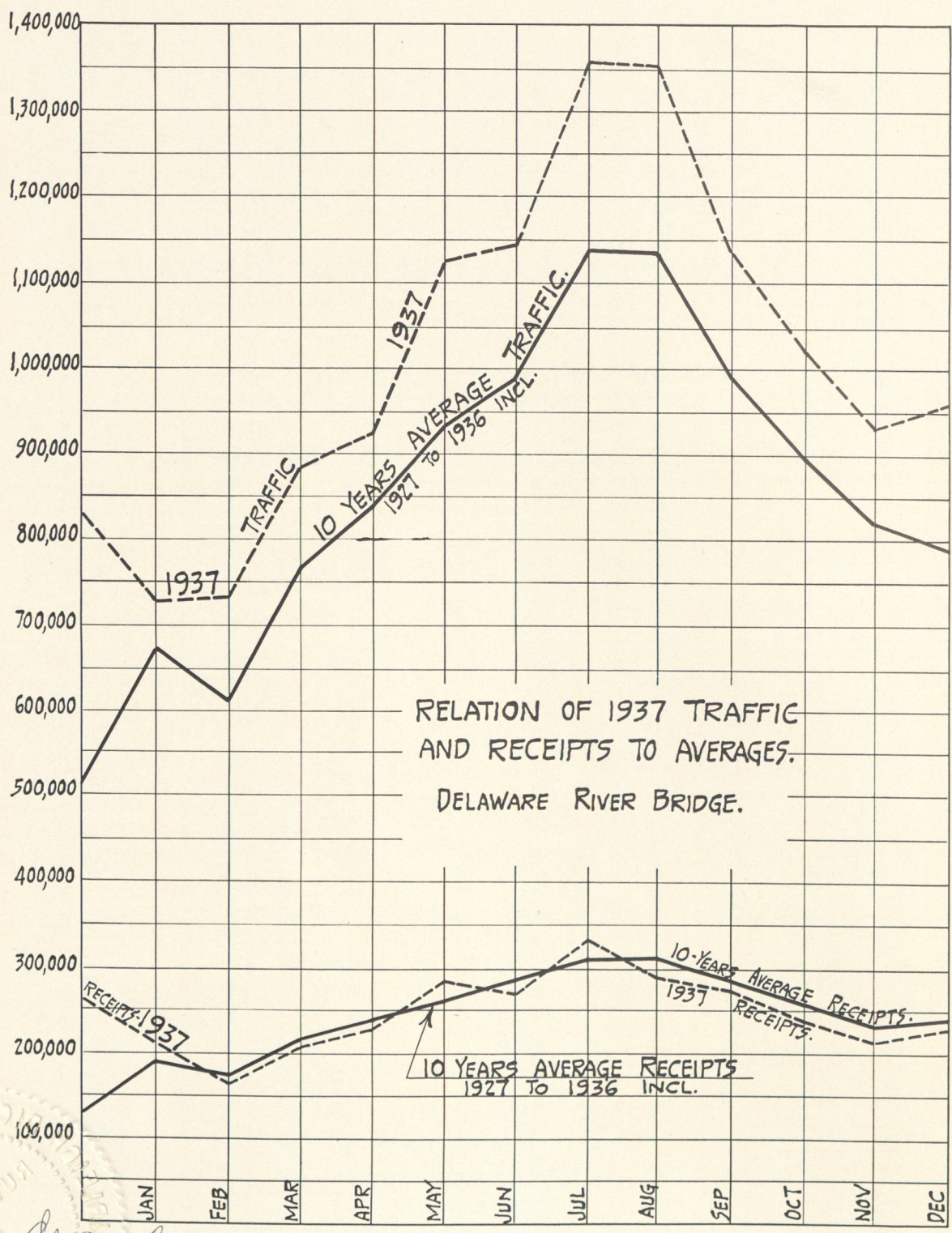
JOHN B. KATES, *Treasurer*

COUNSEL

T. HARRY ROWLAND
ADRIAN BONNELLY



~~MS~~
~~90~~
~~A-9373.1~~



decarp
7#299
cmh



CONTENTS

	PAGE
NEW TOLL HOUSES	Frontispiece
1937 TRAFFIC AND RECEIPTS WITH TEN YEARS' AVERAGE	4
TRAFFIC, RECEIPTS AND EXPENSES	6
SUGGESTED IMPROVEMENT OF PHILADELPHIA APPROACH	12-13
RAIL TRANSIT LINE PASSENGERS AND RECEIPTS	14
AVERAGE VEHICLES AND RECEIPTS	14
CLASSIFICATION OF VEHICLES	15
RESUMÉ OF OPERATION	15
COMPARISON—1937 AND 1936 TRAFFIC AND RECEIPTS	16
ESTIMATED AND ACTUAL RESULTS	18
DISTRIBUTION OF VEHICULAR TRAFFIC	18
BALANCE SHEET	19-20
FINANCIAL STATEMENT OF OPERATIONS	21-22-23

TRAFFIC RECEIPTS AND EXPENSES

MONTH	1926			1927			1928			1929			1930		
	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES
JAN.				466,918	148,165 ^{.38}	27,225 ^{.07}	581,945	178,184 ^{.17}	31,076 ^{.10}	691,827	207,812 ^{.83}	31,538 ^{.33}	792,291	229,672 ^{.50}	32,272 ^{.39}
FEB.				447,374	109,100 ^{.34}	30,238 ^{.57}	555,696	170,286 ^{.61}	34,370 ^{.68}	657,126	191,785 ^{.23}	29,651 ^{.90}	757,647	221,585 ^{.92}	33,591 ^{.88}
MAR.				584,441	155,743 ^{.31}	28,929 ^{.78}	657,294	195,838 ^{.42}	31,428 ^{.52}	850,834	237,825 ^{.60}	37,629 ^{.58}	921,732	282,816 ^{.79}	40,255 ^{.69}
APR.				654,243	173,375 ^{.38}	27,149 ^{.44}	728,163	215,041 ^{.37}	29,751 ^{.49}	858,784	247,119 ^{.89}	33,208 ^{.07}	970,596	283,134 ^{.72}	40,117 ^{.86}
MAY				771,344	210,816 ^{.96}	25,818 ^{.29}	829,841	235,846 ^{.43}	32,406 ^{.28}	1,007,573	281,480 ^{.01}	33,979 ^{.39}	1,105,698	319,006 ^{.56}	41,563 ^{.36}
JUN				783,223	222,513 ^{.82}	14,849 ^{.19}	871,082	257,264 ^{.55}	28,613 ^{.81}	1,126,167	328,222 ^{.53}	31,052 ^{.08}	1,163,455	320,237 ^{.04}	36,721 ^{.72}
JUL	828,647	226,512 ^{.97}	18,988 ^{.70}	975,551	264,948 ^{.49}	26,878 ^{.44}	1,063,159	294,327 ^{.21}	33,653 ^{.08}	1,268,929	353,982 ^{.89}	37,250 ^{.47}	1,272,827	370,521 ^{.67}	48,450 ^{.44}
AUG.	804,165	219,729 ^{.09}	28,567 ^{.85}	924,886	265,357 ^{.32}	28,633 ^{.61}	1,044,579	299,711 ^{.61}	32,947 ^{.86}	1,294,437	355,751 ^{.66}	38,795 ^{.91}	1,308,101	358,519 ^{.43}	44,659 ^{.67}
SEPT.	730,711	178,512 ^{.94}	21,489 ^{.89}	865,760	248,796 ^{.96}	39,549 ^{.87}	942,270	260,823 ^{.69}	29,568 ^{.11}	1,104,067	306,127 ^{.35}	30,292 ^{.82}	1,129,713	310,795 ^{.63}	39,941 ^{.59}
OCT.	655,078	184,233 ^{.31}	30,514 ^{.96}	776,505	227,107 ^{.03}	25,987 ^{.63}	881,474	257,370 ^{.39}	29,079 ^{.68}	985,086	280,407 ^{.18}	30,167 ^{.16}	1,020,625	287,763 ^{.13}	42,919 ^{.19}
NOV.	610,191	172,266 ^{.75}	27,092 ^{.46}	693,836	210,995 ^{.04}	29,566 ^{.76}	790,455	228,438 ^{.98}	30,247 ^{.69}	911,888	262,221 ^{.55}	32,445 ^{.26}	940,368	266,670 ^{.84}	49,818 ^{.23}
DEC.	508,782	128,833 ^{.32}	31,245 ^{.61}	647,120	198,864 ^{.45}	41,854 ^{.79}	779,514	234,653 ^{.40}	35,456 ^{.67}	858,835	278,071 ^{.45}	32,354 ^{.39}	902,306	266,846 ^{.60}	50,757 ^{.64}
TOTALS	4,137,674	1,110,108 ^{.38}	158,109 ^{.47}	8,592,201	2,435,784 ^{.40}	346,678 ^{.59}	9,725,470	2,827,786 ^{.83}	378,590 ^{.01}	11,615,609	3,331,754 ^{.36}	398,436 ^{.30}	12,285,359	3,517,730 ^{.63}	500,597 ^{.63}
NET RECEIPTS		946,682 ^{.83}		2,093,921 ^{.89}			2,449,196 ^{.82}			2,933,258 ^{.26}			3,017,133 ^{.11}		

MONTH	1931			1932			1933			1934			1935		
	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES
JAN.	829,442	237,708 ^{.20}	42,951 ^{.90}	820,468	250,486 ^{.00}	34,244 ^{.08}	688,372	188,938 ^{.59}	34,950 ^{.88}	662,380	186,220 ^{.60}	33,508 ^{.17}	593,650	169,865 ^{.25}	46,115 ^{.28}
FEB.	776,165	226,331 ^{.86}	33,936 ^{.75}	779,370	214,084 ^{.61}	31,123 ^{.64}	589,811	164,238 ^{.98}	32,386 ^{.53}	487,606	142,425 ^{.85}	31,940 ^{.77}	563,194	161,285 ^{.58}	35,047 ^{.91}
MAR.	901,208	265,696 ^{.60}	40,195 ^{.00}	814,395	249,608 ^{.74}	34,287 ^{.71}	690,043	215,762 ^{.65}	34,754 ^{.09}	669,341	185,054 ^{.10}	39,639 ^{.48}	763,757	208,870 ^{.88}	35,624 ^{.52}
APR.	990,065	262,422 ^{.18}	33,728 ^{.00}	866,749	234,520 ^{.85}	33,583 ^{.10}	798,465	215,625 ^{.00}	34,704 ^{.98}	790,844	241,834 ^{.09}	40,767 ^{.65}	806,000	247,899 ^{.16}	34,012 ^{.79}
MAY	1,112,646	321,942 ^{.37}	33,911 ^{.78}	978,457	268,284 ^{.21}	36,473 ^{.21}	859,472	258,649 ^{.75}	32,740 ^{.80}	867,626	236,545 ^{.80}	38,620 ^{.74}	682,227	240,888 ^{.20}	35,011 ^{.07}
JUN	1,116,598	339,727 ^{.46}	33,170 ^{.30}	967,446	294,010 ^{.81}	33,386 ^{.08}	924,630	260,706 ^{.74}	31,867 ^{.37}	932,743	284,546 ^{.37}	36,250 ^{.60}	960,277	260,525 ^{.67}	34,987 ^{.14}
JUL	1,275,304	335,980 ^{.72}	35,864 ^{.41}	1,124,653	297,976 ^{.45}	48,622 ^{.12}	1,066,431	288,077 ^{.01}	35,946 ^{.06}	1,116,016	299,246 ^{.68}	33,539 ^{.33}	1,117,485	350,143 ^{.50}	37,931 ^{.64}
AUG.	1,270,808	364,670 ^{.00}	40,802 ^{.97}	1,101,001	301,033 ^{.15}	46,143 ^{.81}	1,042,336	280,430 ^{.75}	37,691 ^{.60}	1,116,991	300,255 ^{.12}	42,919 ^{.29}	1,122,430	305,000 ^{.35}	36,181 ^{.98}
SEPT.	1,128,313	301,962 ^{.45}	31,795 ^{.34}	987,062	296,377 ^{.72}	50,726 ^{.01}	928,938	278,567 ^{.75}	29,723 ^{.43}	913,476	248,340 ^{.14}	32,723 ^{.64}	941,261	257,544 ^{.50}	38,017 ^{.52}
OCT.	1,035,476	305,104 ^{.54}	39,533 ^{.03}	867,986	238,197 ^{.05}	32,570 ^{.64}	841,983	237,151 ^{.46}	40,525 ^{.60}	839,029	258,935 ^{.70}	33,573 ^{.13}	853,227	240,129 ^{.20}	40,358 ^{.25}
NOV.	940,634	259,053 ^{.13}	37,224 ^{.28}	767,317	239,476 ^{.41}	36,679 ^{.12}	758,983	207,899 ^{.73}	40,518 ^{.55}	797,395	220,915 ^{.80}	37,432 ^{.71}	786,152	218,650 ^{.30}	36,899 ^{.10}
DEC.	911,606	258,738 ^{.13}	34,222 ^{.28}	729,653	206,920 ^{.41}	32,548 ^{.12}	703,581	229,034 ^{.73}	33,906 ^{.55}	786,168	242,096 ^{.80}	39,997 ^{.71}	797,159	238,760 ^{.30}	34,989 ^{.29}
TOTALS	12,308,245	3,479,337 ^{.31}	430,856 ^{.72}	10,804,557	3,091,576 ^{.91}	456,397 ^{.44}	9,886,705	2,820,018 ^{.71}	378,516 ^{.40}	9,981,615	2,846,116 ^{.75}	429,412 ^{.63}	10,156,923	2,899,663 ^{.28}	441,146 ^{.59}
NET RECEIPTS		\$ 3,048,981 ^{.21}		\$ 2,635,179 ^{.47}			\$ 2,401,502 ^{.25}			\$ 2,416,703 ^{.63}			\$ 2,458,416 ^{.66}		

MONTH	1936			1937		
	VEHICLES	RECEIPTS	EXPENSES	VEHICLES	RECEIPTS	EXPENSES
JAN.	622,320	176,196 ^{.45}	38,301 ^{.86}	792,245	218,622 ^{.23}	35,383 ^{.65}
FEB.	541,103	156,802 ^{.60}	38,494 ^{.76}	733,554	185,117 ^{.11}	33,230 ^{.71}
MAR.	765,275	238,116 ^{.95}	37,712 ^{.84}	886,566	210,004 ^{.40}	40,141 ^{.46}
APR.	808,685	224,239 ^{.21}	40,943 ^{.60}	924,758	227,386 ^{.10}	34,255 ^{.34}
MAY	952,598	254,971 ^{.54}	60,605 ^{.09}	1,114,167	278,736 ^{.56}	39,822 ^{.15}
JUN	969,732	287,272 ^{.32}	35,989 ^{.72}	1,148,918	269,226 ^{.14}	35,098 ^{.46}
JUL	1,186,494	318,403 ^{.53}	35,692 ^{.60}	1,354,899	329,767 ^{.82}	39,507 ^{.69}
AUG.	1,220,337	337,945 ^{.25}	40,164 ^{.16}	1,350,204	296,162 ^{.47}	40,941 ^{.04}
SEP.	930,714	313,002 ^{.81}	34,936 ^{.30}	1,119,480	270,105 ^{.09}	37,299 ^{.59}
OCT.	892,682	253,715 ^{.27}	33,581 ^{.63}	1,021,832	240,006 ^{.15}	36,624 ^{.83}
NOV.	829,253	241,285 ^{.11}	33,350 ^{.14}	939,509	213,680 ^{.18}	38,278 ^{.40}
DEC.	814,782	266,016 ^{.33}	27,502 ^{.72}	937,697	230,909 ^{.01}	42,566 ^{.46}
TOTALS	10,614,475	3,047,967 ^{.27}	441,260 ^{.46}	12,293,129	2,969,429 ^{.22}	452,810 ^{.03}
NET RECEIPTS		\$ 2,606,707 ^{.01}		\$ 2,516,613 ^{.49}		

ANNUAL REPORT
OF
The Delaware River Joint Commission
OF
Pennsylvania and New Jersey

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

During 1937, 12,293,129 vehicles crossed the Delaware River Bridge. Gross receipts from bridge operation, including the return from the rail transit line, amounted to \$2,969,423.52. The cost of operating and maintaining the bridge for the year was \$452,810.03. After provisions for interest requirements on the bonded indebtedness, the net income for 1937 amounted to \$999,027.85. Of this amount, the Commission expended \$200,000 for the redemption of bonds maturing September 1. Bonds now outstanding amount to \$37,520,000. As of December 31, the Sinking Fund amounted to \$910,133.30 and the Surplus Fund to \$2,893,411.86. The Commission has cash totaling \$908,001.07.

The year was the second best in the history of the bridge as regards traffic. Only in 1931 when 12,308,225 vehicles used the structure was this year's traffic mark exceeded. Compared with 1936, the increase was 15.81 per cent. Receipts, however, were 3.21 per cent less than those of 1936 due to the fact that, on February 1, the Commission reduced the rate for passenger cars and light trucks from twenty-five cents to twenty cents and, on March 1, inaugurated the sale of commutation tickets at the rate of forty for \$6.00. In January, the Commission ordered the reductions to be tried out for an experimental period expiring August 31, 1937. As it became evident that all obligations could be met with the reduced rates, the Commission, in August, directed that these be continued indefinitely. These are the lowest toll charges of any bridge of comparable size in the country.

In December, the daily average of commuters was 2,981. Commutation tickets are sold in books and are good for use within thirty days from the date of purchase. A book is sold for the passage of a particular vehicle as identified by the license number. No refund is given for unused tickets.

In 1937, the Delaware River Bridge received 73.67 per cent of the total cross-river traffic in the vicinity of Philadelphia. The balance was distributed among the ferries and the Tacony-Palmyra Bridge. In 1936, the Delaware River Bridge's share was 72.13 per cent. Total cross-river traffic in 1937 was 16,686,810; in 1936, 14,714,584. While cross-river traffic increased by 13.4 per cent, the bridge participation was swelled by 15.81 per cent.

Simultaneously with toll reductions on this bridge, a corresponding cut was made by the Tacony-Palmyra Bridge and the Pennsylvania Ferries.

Since the opening of the bridge on July 1, 1926, traffic, receipts and expenses were:

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

A gratifying feature of 1937 traffic was the breaking of the all-time record for twenty-four hour travel over the Delaware River Bridge. On August 15, 70,175 vehicles crossed. On July 18, the record was set at 68,143 vehicles which figure was exceeded a week later with the passage of 68,515.

MAY WIDEN ROADWAY

The Commission feels, when the number exceeds 90,000 in one day, that consideration must be given to widening the bridge roadway to eight lanes. This can be done by taking over the unoccupied space originally set apart for the use of trolleys. It has been estimate that the improvement could be made for less than \$1,000,000. It would, however, be of little advantage to widen the roadway unless streets in both Philadelphia and Camden are also improved.

On January 8, construction of the Maintenance Building at Fourth and Linden Streets, Camden, to house the workshops and motor equipment was begun. On July 21, the building was completed. Prior to that time, the maintenance departments were located in unsuitable quarters under the bridge in Philadelphia. The new Maintenance Building cost \$130,604.88 of which the Federal Emergency Administration of Public Works furnished \$57,230.71 as a grant.

Bids for construction of new toll houses at the Camden end of the bridge were opened October 22 and the following contracts awarded:

No. 29-AXA	H. John Homan Company 213 Haddon Avenue, Collingswood, New Jersey	\$104,500
No. 29-AYA	Philadelphia Piping and Equipment Company 1605 Rockland Street, Philadelphia, Pa.	12,992
No. 29-AZA	Morris Newmark and Brother 1814 Ludlow Street, Philadelphia, Pa.	14,865
TOTAL		\$132,357

The contractors begun work on November 1 and, aided by especially good weather, made rapid progress. At the end of the year, there was every reason to believe that the toll houses could be put into use around February 1. This improvement consists of two end houses, each two stories high, of brick and masonry connected by a copper-covered roof extending across the toll area and affording protection to motorists and collectors over twelve lanes. Two toll collectors can be used upon each lane thereby affording facilities vastly superior to those formerly available. Even with the necessity of making change, the volume of traffic will be handled more expeditiously than when the flat quarter rate prevailed.

In connection with the building of the toll houses, the opportunity to revise the grades of the toll area to provide better drainage of surface waters was taken. The old toll houses were built just before the bridge opened in 1926. Inasmuch as no roof extended above them, both motorist and collector suffered in bad weather.

The most important problem now facing the Commission is to find some means of improving bridge approaches in Philadelphia. This subject has been discussed at length since building of the structure began in 1922 but, to date, the only betterment has been the widening of Race and Vine Streets for but a short distance from the Philadelphia Plaza. At the December meeting, the Commission requested the new Philadelphia Housing Authority to locate one of its slum-clearance projects along Vine Street to wipe out a most unsavory neighborhood and to permit the widening of the street to accommodate bridge traffic. The Commission will request the Legislature of Pennsylvania to widen Vine Street as far west as the Parkway at the expense of the Commonwealth. If this improvement can be brought about, the relief to the motoring public would be great.

The Commission plans to submit to the Legislature the suggestion of widening Vine Street to fifty feet between curbs from Franklin to Ninth Street, thence to the Parkway providing a dual highway with separate fifty-foot roadways to accommodate east and westbound traffic. A sketch of this suggested improvement is contained in this report.

RAIL TRANSIT PATRONAGE INCREASES

The rail transit line which was put into operation June 7, 1936 carried 4,743,310 passengers in 1937. The Commission's share of the receipts at two and one-half cents per passenger was \$118,582.76. Monthly business of the line showed an increase during the year. The line has not attracted the volume of business anticipated prior to the opening. Part of this may be due to the fact that passengers are compelled to transfer at Eighth and Market Streets, Philadelphia to the Market Street subway. This transfer would not be required if the Eight Street-Locust Street subway were completed by the City of Philadelphia. When this improvement is made, passengers from Camden will be able to reach Broad Street, Philadelphia without change of trains.

The total cost of the rail transit line, without making allowance for the claims of three contractors against the Commission, was \$10,726,992.72. Of this amount, the Federal Emergency Administration of Public Works furnished \$2,272,499.89 as a free grant. The Commission is claiming an additional sum of \$67,032.45, which the Government disputes.

The lease of the rail transit line from the Commission to the Philadelphia Rapid Transit Company was automatically extended for a period of four years from June 30, 1937. This lease provides that four-months' notice of desire to terminate must be given in writing by either party before the expiration date. No notice was received within the time provided but, on May 26, Trustees of the Company petitioned the Federal Court in Philadelphia to reject the lease on the ground that the Company has suffered sizable losses. The Commission directed counsel to take all necessary legal measures to oppose the petition. This suit has not been brought to trial and the Company has continued to operate the line under the terms of the lease.

At the close of the year, the three suits brought by contractors on issues arising out of construction of the line had not yet been tried. The plaintiffs are Builders, Incorporated, contractor for the Philadelphia section of subway; The Marcus Contracting Company, Incorporated, builders of part of the Camden subway and E. R. Morehouse Company, Incorporated which laid the rails and ties throughout the line. These contractors claim they were forced to pay excessive wages and were subjected to undue delays.

The contract for re-painting the entire bridge will be awarded in 1938. This will be the largest single item of expense to be met by the Commission during the year.

On March 25, the Commission authorized renewal of the All Risk and Use and Occupancy insurance in the respective amounts of \$10,000,000 and \$500,000 for a period of three years beginning April 15, 1937 at a total cost of \$43,000. This was a reduction of \$8,000 from the previous cost of similar insurance.

LOSS OF COMMISSIONER HIRES

The Commission records with deep regret the death on October 14 of Mr. Lucius E. Hires of Salem, New Jersey who had been a member of the body since July 1, 1929. Mr. Hires was most faithful and painstaking in the discharge of his duties and his loss is keenly felt by his associates.

On April 30, Mr. Walter S. Anderson, Treasurer of the Commission since April 1, 1930, died. He was succeeded by former Judge John B. Kates who resigned as a commissioner after serving for fifteen years.

Up to the end of the year, no appointments have been made to the Commission to replace Mr. Hires and Judge Kates. At the May meeting, Mr. Arthur C. King of Toms River, New Jersey was elected Vice-Chairman in Judge Kates' stead.

The terms of office of the Pennsylvania State Treasurer, Charles A. Waters and Auditor-General, Frank E. Baldwin expired in May. Their places were taken upon the Commission by Mr. F. Clair Ross, State Treasurer and Mr. Warren R. Roberts, Auditor-General.

By authority of a certified concurrent resolution of the Senate and House of Representatives of the Commonwealth of Pennsylvania dated January 11, 1937, Messrs. Edward Browning, Jr. and James P. Clark were formally accepted as members of the Commission in lieu of Messrs. Thomas B. Smith and Richard Weglein.

The suit of Mr. Smith and Mr. Weglein challenging their removal from the Commission was not tried up to the end of the year.

On May 13, Mr. James C. Crumlish, Pennsylvania counsel for the Commission, resigned upon his appointment to the Common Pleas bench, Philadelphia County, by Governor Earle. Mr. Adrian Bonnelly, Philadelphia, was appointed his successor.

On August 5, Mr. Edward Browning, Jr. resigned from the Commission and Governor Earle appointed to his place Mr. George Gordon Meade effective October 1.

On October 21, the Commission was forced to lodge a formal protest with officials of the Bureau of Internal Revenue, Washington against the attempt of the Federal Government to tax Commission bonds. This same issue has been raised against bodies similar to this commission in other parts of the country. A formal ruling has been given in other cases that bonds issued by such bodies are exempt from tax. Counsel for the Commission have prepared and submitted briefs to the Government upon this subject.

On May 18, Governor Earle signed the bill making Commission employees eligible for membership in the Pennsylvania State Employees' Retirement System. The Commission subsequently entered into an agreement with the Pennsylvania State Employees' Retirement Board to carry out the provisions of the Act. All employees of the Commission, irrespective of residence in either Pennsylvania or New Jersey, were enrolled.

At the December meeting, the Commission adopted a resolution providing that employees shall not be dismissed from service except upon written charges to be passed upon by the Commission. The Commission feels that these two actions have greatly aided the morale of its staff.

During 1937, accidents upon the bridge totaled 47; 69 arrests were made; 707 disabled cars removed; 14 fires extinguished; one suicide and one death by leaping from the bridge occurred on the high-speed line.

The bridge was maintained in excellent condition throughout the year. Various minor repairs and adjustments were made by the maintenance force of the Commission.

The Commission cordially invites the Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey and the Council of the City of Philadelphia to inspect the structure at any time.

Respectfully submitted,

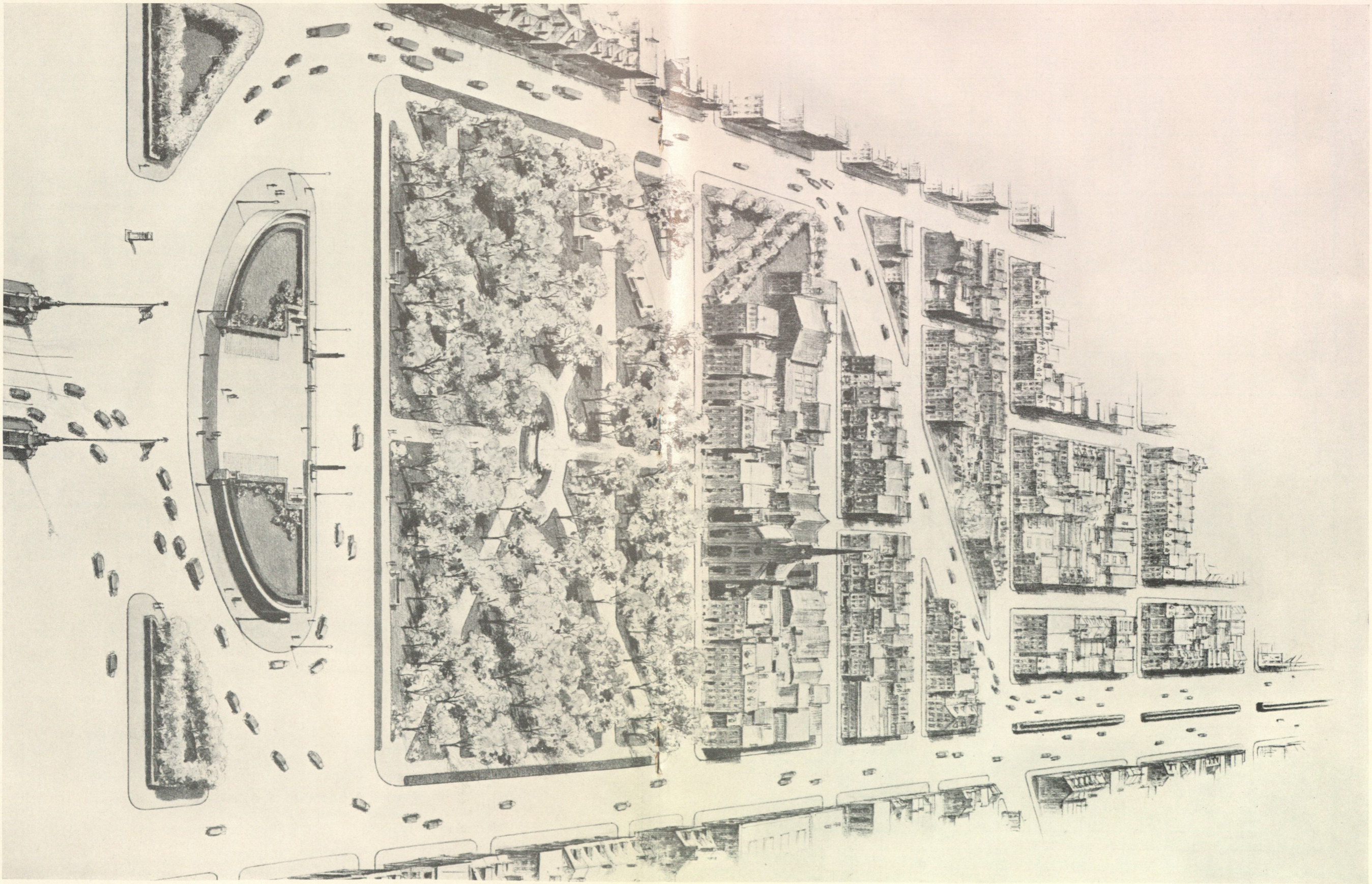
THE DELAWARE RIVER JOINT COMMISSION

GEORGE H. EARLE, *Chairman*
S. DAVIS WILSON
F. CLAIR ROSS
WARREN R. ROBERTS
JOHN B. KELLY
JAMES P. CLARK
JOHN A. MCCARTHY
GEORGE GORDON MEADE

ARTHUR C. KING, *Vice-Chairman*
FRANK L. SUPLEE
I. NORWOOD GRISCOM
BARTON F. SHARP
ALFRED COOPER
A. MATLACK STACKHOUSE

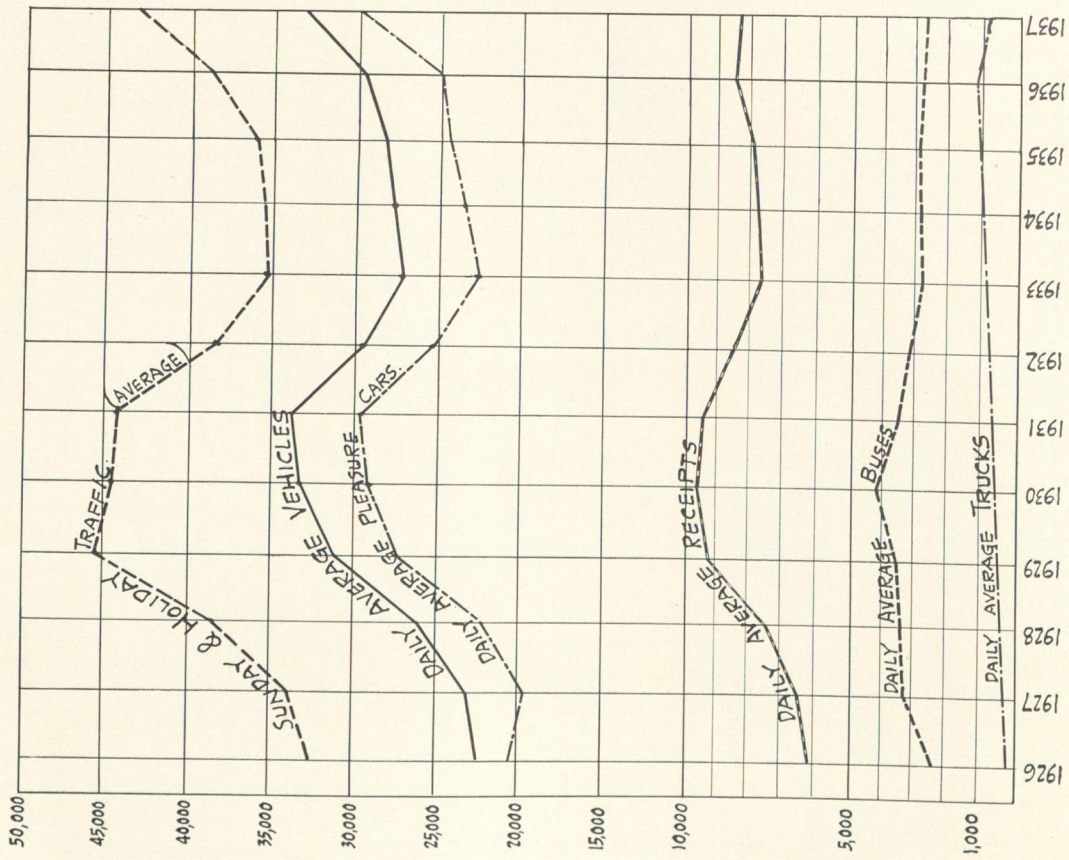
JOSEPH K. COSTELLO, *Secretary - General Manager*

December 31, 1937.



IMPROVEMENT OF PHILADELPHIA APPROACH TO THE DELAWARE RIVER BRIDGE
AS SUGGESTED BY COMMISSION

DELAWARE RIVER BRIDGE



AVERAGE VEHICLES AND RECEIPTS

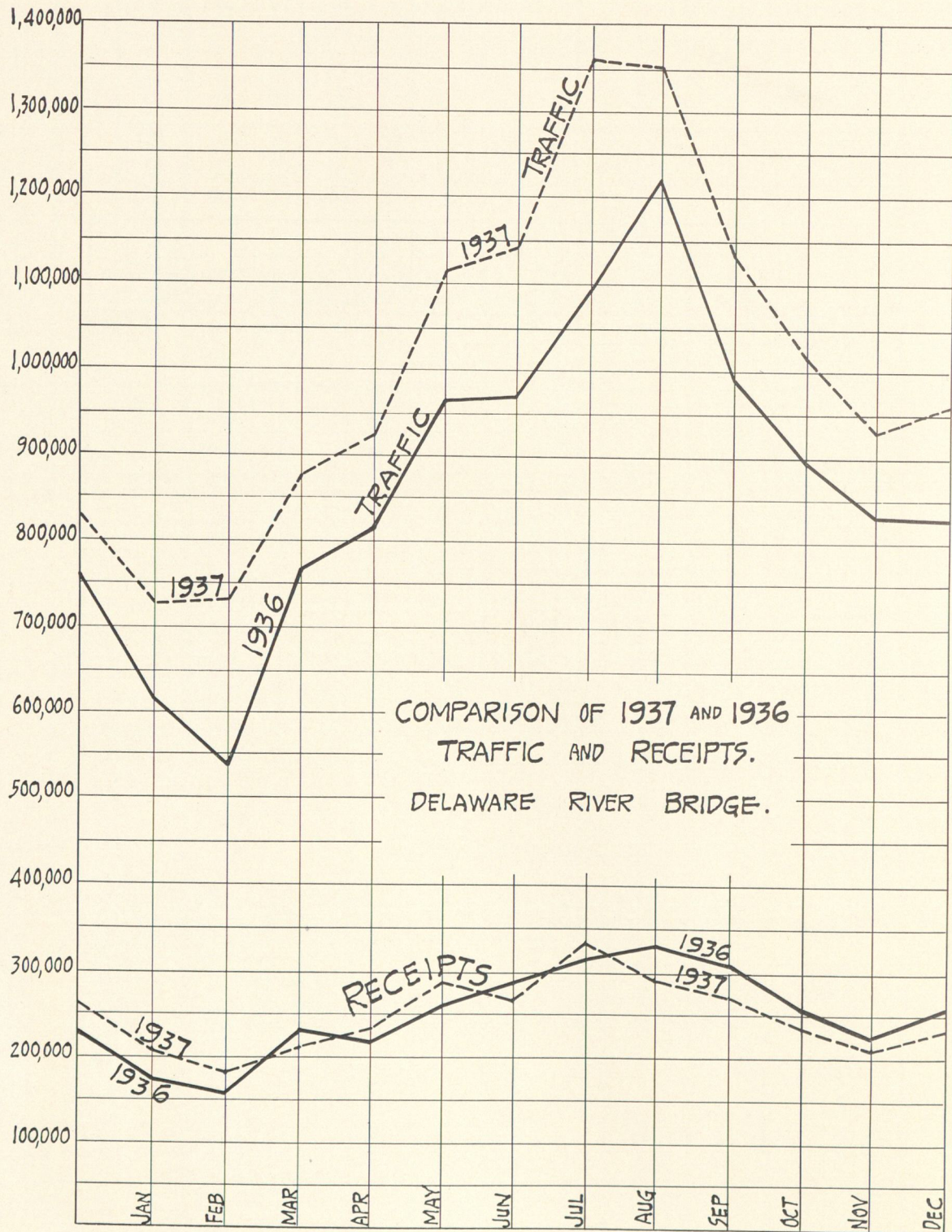
RAIL TRANSIT LINE

MONTH	1936			1937		
	PASSENGERS	RECEIPTS	DAILY AVERAGE PASSENGER	PASSENGERS	RECEIPTS	DAILY AVERAGE PASSENGERS
JAN				382,624	9565.60	12,343
FEB				346,963	8,674. ⁰⁸	12,392
MAR				403,001	10,075. ⁰²	13,001
APR				390,876	9,771. ⁹⁰	13,029
MAY				383,345	9,583. ⁶³	12,366
JUN	322,660	8,066. ⁵⁰	13,444	379,799	9,494. ⁹⁷	12,660
JUL	340,282	8,507. ⁰⁵	10,977	365,141	9,128. ⁵³	11,714
AUG	312,811	7,820. ²⁸	10,091	361,423	9,035. ⁵⁷	11,658
SEP	313,496	7,837. ⁴⁰	10,449	386,126	9,653. ¹⁵	12,871
OCT	365,250	9,131. ²⁰	11,782	425,410	10,635. ²⁵	13,723
NOV	360,814	9,020. ³⁵	12,027	426,113	10,652. ⁸³	14,204
DEC	463,923	11,598. ⁰⁷	14,965	492,489	12,312. ²³	15,887
TOTALS	2,479,236	61,980. ⁹⁰	11,920	4,743,310	118,587. ⁷⁶	12,995

PERIOD	CLASSIFICATION OF VEHICLES.														TOTAL	% CHANGE OF VEHICLES MONTH OF 1936	REMARKS	
	AUTOMOBILES & LIGHT TRUCKS						BUSES		TRUCKS		TRUCKS		SPECIAL VEHICLES	MOTOR CYCLES				HORSE DRAWN ETC.
	TOTAL		20¢ RATE		COMMUTERS IS		50¢ & 75¢		2 TO 5 TONS		5 TO 10 TONS							
	VEHICLES	% OF TOTAL	VEHICLES	% OF AUTOS	VEHICLES	% OF AUTOS	VEHICLES	% OF TOTAL	VEHICLES	% OF TOTAL	VEHICLES	% OF TOTAL						
GRAND TOTALS FROM OPENING TO DEC. 31 ST 1936	95,055,282	86.83	No	-	No	-	12,321,978	11.19	1,877,604	1.70	451,357	0.41	96,045	303,229	4324	110,109,819	6693 31,427,745.64 NET: 27,007,683.14	
1937 JAN	619,864	84.84	No	-	No	-	82,291	11.26	17,667	2.42	6808	0.93	2377	1538	0	730,545	+ 17.39	
FEB	631,205	86.44	631,205	100%	No	-	74,640	10.18	16,934	2.30	6837	0.93	2393	1545	0	733,554	+ 35.36	
MAR	745,249	86.31	647,355	84.59	117,894	15.41	88,876	10.02	20,436	2.60	7246	0.82	2688	2071	0	886,566	+ 15.84	
APR	809,590	87.54	696,024	85.98	113,566	14.02	83,488	9.03	20,405	2.20	6510	0.70	2484	2341	0	924,758	+ 14.35	
MAY	395,178	89.3	888,255	89.15	106,923	10.75	86,293	7.74	20,863	1.87	6415	0.58	2584	3081	0	1,114,167	+ 16.96	
JUNE	1,028,234	89.42	924,138	89.87	104,096	10.13	85,316	7.41	23,333	2.03	7387	0.64	2617	3031	0	1,143,918	+ 18.58	
JULY	1,215,729	90.46	1,132,027	92.16	93,702	7.64	91,776	6.03	23,515	1.73	7778	0.57	2613	3488	0	1,354,899	+ 14.20	
AUG	1,223,158	90.59	1,133,136	92.64	90,022	7.36	91,507	6.77	22,249	1.64	7720	0.57	2378	3192	0	1,350,204	+ 10.64	
SEP.	1,012,232	89.61	919,753	90.86	92,479	9.14	82,461	7.30	22,727	2.01	7129	0.63	2314	2617	0	1,129,480	+ 14.01	
OCT.	908,890	88.94	804,703	88.53	104,187	11.47	80,779	7.90	20,944	2.44	6415	0.62	2628	2176	0	1,021,832	+ 14.47	
NOV.	834,699	88.34	736,605	88.15	98,094	11.75	76,135	8.10	18,591	1.97	6253	0.66	2160	1671	0	939,509	+ 13.23	
DEC	847,395	88.46	754,942	89.19	92,453	10.91	81,760	8.54	17,639	1.84	7150	0.74	2132	1621	0	957,697	+ 14.73	
1937 TOTALS	10,901,116	88.67	9,267,896	85.02	1,013,356	9.19	1,005,322	8.17	245,303	2.00	83,648	0.68	29768	28372	0	12,293,129	+ 15.81	
GRAND TOTALS FROM OPENING TO DEC. 31 ST 1937	105,956,398	86.56	9,267,896		1,013,356		13,727,300	10.88	2,122,907	1.73	535,005	0.43	125,413	331,601	4324	122,402,948	- 6693 34,297,169.16 NET: 29,524,296.53	

RESUME OF OPERATION

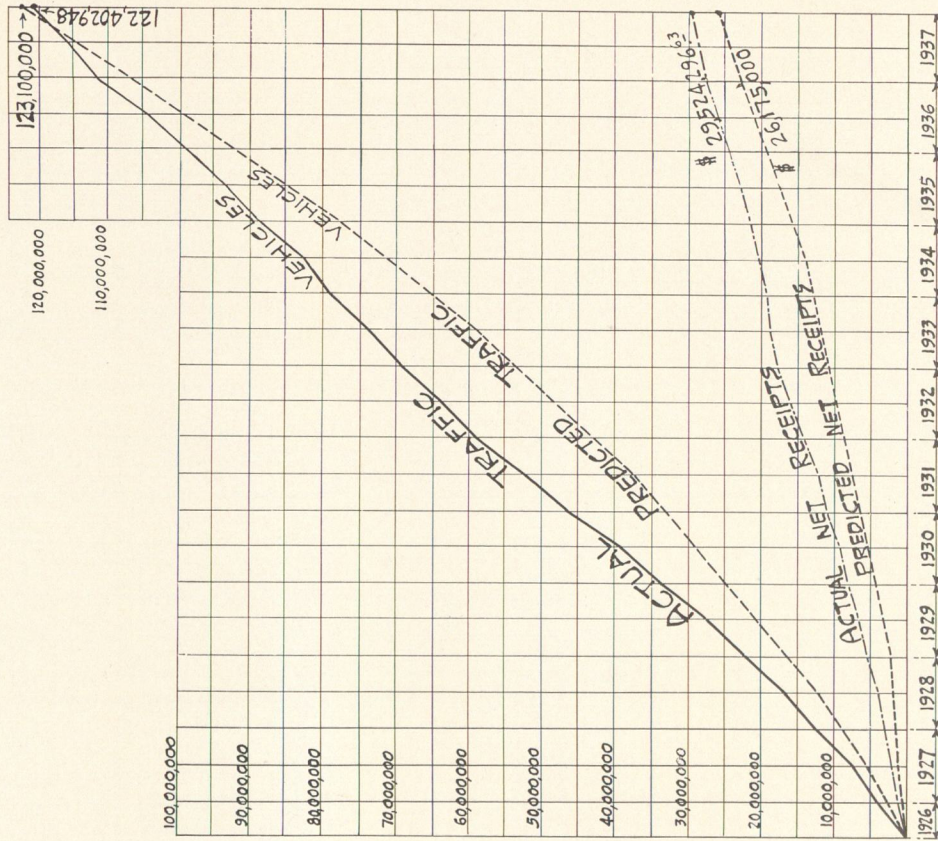
YEAR	TOTALS		PLEASURE CARS & LIGHT TRUCKS.						BUSES	TRUCKS (HEAVY)	SPECIAL PERMITS	MOTOR CYCLES	MISCL. HARVESTERS	AVERAGES				HIGH SPEED LINE (OPENED JUNE 7 TH 1936)		NET RECEIPTS
	VEHICLES	RECEIPTS	TOTAL	25¢ RATE	20¢ RATE	15¢ RATE	10¢ RATE	5¢ RATE						VEHICLES	RECEIPTS	VEHICLES	RECEIPTS	VEHICLES	RECEIPTS	
1936	10,614,475	3,067,967. ⁸⁷	9,716,234	100%	No	No	No	108,358	18,524	29,138	3	884,599	29,001	255,647.	38,923	38,923	354,177	11,920	2,606,707. ⁰¹	
1937	12,293,129	2,969,423. ⁵²	10,801,116	86.98	9,267,896	100%	1,013,356	108,358	18,524	29,138	0	1,024,428	33,679	247,451.	43,667	43,667	355,276	12,995	2,516,613. ⁴⁹	



APPENDICES

**DISTRIBUTION OF VEHICULAR TRAFFIC.
ACROSS THE DELAWARE RIVER.
(AMONG FERRIES & BRIDGES WITHIN 10 MILES OF THE DELA. RIVER BRIDGE)
FOR YEAR 1937.**

MONTH	FERRY VEHICLES		TACONY PALMYRA BRIDGE	TOTAL VEHICLES OTHER THAN THE DELA. RIVER BRIDGE	DELAWARE RIVER BRIDGE	TOTAL CROSS RIVER TRAFFIC	TACONY PALMYRA BRIDGE - SHARE OF TRAFFIC.	DELAWARE RIVER BRIDGE - SHARE OF TRAFFIC.
	PENN R.R.	PHILA & READING						
JAN	92,039	75,999	84,790	252,828	730,545	983,373	8.62%	74.29%
FEB	81,754	67,342	84,702	233,798	733,554	967,352	8.75	75.83
MAR	103,929	81,295	95,649	280,873	886,566	1,167,439	8.19	75.94
APR	106,034	88,482	123,705	318,221	924,758	1,242,979	9.95	74.40
MAY	112,060	106,758	190,998	409,816	1,114,167	1,523,983	12.53	73.10
JUN	121,542	109,801	202,987	434,330	1,149,918	1,584,248	12.81	72.59
JUL	135,514	72,846	284,730	553,090	1,354,899	1,907,989	14.33	71.01
AUG	135,983	127,037	297,014	550,034	1,350,204	1,900,238	15.11	71.05
SEP	124,601	106,293	199,410	430,604	1,129,480	1,560,084	12.78	72.39
OCT	111,773	93,037	132,030	344,640	1,021,832	1,366,472	10.23	74.78
NOV	101,718	80,787	115,775	298,280	939,509	1,237,789	9.35	75.90
DEC	98,620	78,247	113,126	289,993	957,697	1,247,690	9.07	76.76
TOTALS 1937	1,322,741	1,148,724	1,922,716	4,393,691	12,293,129	16,686,810	11.52	73.67
TOTALS 1936	1,211,280	1,246,694	1,642,135	4,100,109	10,614,475	14,714,584	11.16	72.13
% CHANGE	+9.20	-7.90	+17.09	+7.16	+15.81	+13.40	-	-



**DELAWARE RIVER BRIDGE.
COMPARISON OF ESTIMATED & ACTUAL RESULTS.
JULY-1st-1926 TO DEC-31st-1937 (CUMULATIVE)**

BALANCE SHEET

December 31, 1937

ASSETS

CASH IN BANKS:			
Operating Funds		\$ 730,283.10	
High-Speed Transit Project Construction Fund		95,059.04	
Operating Fund on deposit with Fiscal Agent for bond interest coupons, per contra		2,996.25	\$ 828,338.39
OPERATING FUNDS ON HAND:			
Toll Department		\$ 10,000.00	
Petty Cash		500.00	10,500.00
ACCOUNTS RECEIVABLE:			
Balance receivable on High-Speed Transit Project grant requisitions filed with P.W.A.		\$ 67,032.45	
Amount receivable from State of New Jersey for refund of gasoline tax		137.40	67,169.85
SINKING AND SURPLUS FUNDS:			
Cash in banks		\$ 72,158.93	
Investment (at par) in Delaware River Joint Commission 4 $\frac{1}{4}$'s—1938/40 (cost)		224,000.00	
Investment (at par) in U. S. Government obligations (cost \$3,562,732.84)		605,000.00	\$2,875,000.00
Interest on investments accrued		8,974.37	18,411.86
Prepaid insurance premiums			38,094.76
INVESTMENTS IN PHYSICAL PROPERTY:			
Bridge		\$33,205,994.82	
High-Speed Transit Project in process		10,726,992.72	
Maintenance Building in process		130,604.88	
Toll Houses improvements in process		40,511.28	44,104,103.70
			\$48,851,751.86

BALANCE SHEET — Concluded

December 31, 1937

LIABILITIES AND SURPLUS

BONDED DEBT:

4¼% Serial bonds maturing 1935/73—Total authorized	\$41,000,000.00
Less: Unissued (\$2,842,000 reserved for High-Speed Transit Project)	2,880,000.00
Total Issued	38,120,000.00
Less: Redeemed	600,000.00
	\$37,520,000.00

INTEREST ON FUNDED DEBT:

Accrued—not due	\$ 531,533.33
Coupons—not presented, per contra	2,996.25
	534,529.58

Withheld from High-Speed Transit Project contract estimates payable
Retained amount due High-Speed Transit Project contractor

\$ 108,813.92
1,765.61

110,579.53

SURPLUS:

Sinking and Reserve Funds:

Reserve required to meet Bonded Debt at maturity	\$ 466,000.00
Reserve for Bond Surplus Fund	2,727,241.86
	\$ 3,193,241.86

Capital surplus provided in construction of:

High-Speed Transit Project	\$2,827,622.70
Maintenance Building	57,230.71
	\$2,884,853.41

Balance of surplus accumulated in operations

7/1/31 to 12/31/37:

Appropriated to cover capital expenditures invested in Property Account, Constructions and Additions	\$1,273,518.29
Balance of Surplus	3,335,029.19
	\$4,608,547.48

TOTAL SURPLUS:

10,686,642.75

\$48,851,751.86

STATEMENT OF OPERATIONS FOR CALENDAR YEAR ENDED
DECEMBER 31, 1937

RECEIPTS:

Toll receipts		\$2,842,126.10
High-Speed Line fares to 11/30/37		117,868.60
Rentals		4,925.00
Interest received on bank balances		4,628.05
Miscellaneous		460.67
		2,970,008.42
LESS: Federal Reserve Bank corrections of Camden		
Safe Deposit and Trust Company's cash	\$129.10	
Ticket refunds	455.80	584.90
		2,969,423.52

EXPENSES (*Operating*):

Salaries		\$353,472.74
Equipment		6,327.53
Supplies		12,148.98
Repairs		15,859.71
Miscellaneous (including Light and Heat)		48,512.96
Insurance (All Risk, Use and Occupancy)		15,063.99
Insurance (Employees)		1,424.12
		452,810.03
		2,516,613.49
Interest on Bonded Debt (1/1 to 12/31/37) ..	\$1,580,124.49	
Miscellaneous	300.03	1,580,424.52
		936,188.97

NON-OPERATING INCOME:

Sinking Fund		\$21,621.73
Surplus Fund—		
less net premium paid—\$33,179.69	41,217.15	62,838.88
		\$999,027.85

SOURCES OF FUNDS PROVIDED AND THEIR DISPOSITION
DURING CALENDAR YEAR ENDED DECEMBER 31, 1937

Funds were provided from the following sources:

Net Income for year, per Operating Statement \$ 999,027.85

ELIMINATION OF ACCRUALS:

Deduct: Increase in Income Accruals at 12/31/37:

Sinking Fund Income \$3,083.54

Surplus Fund Income 7,573.32

Amount receivable from State of N. J. for
refund of gasoline tax 73.44

Adjustment of Expense Accruals at 12/31/37:

Prepaid insurance (paid in 1937) 33,051.28

Bonded debt interest accrued
12/31/36 (paid 3/1/37) 534,366.67

Deduct: Bonded debt interest
accrued 12/31/37 (payable
3/1/38) 531,533.33 2,833.34 46,614.92

NET CASH INCOME FROM OPERATIONS 952,412.93

OTHER RECEIPTS:

Cash received from P.W.A. under Grant
for High-Speed Transit Project 393,066.49

Cash received from P.W.A. under Grant
for construction of Maintenance
Building 57,230.71 450,297.20

TOTAL NET FUNDS PROVIDED DURING YEAR 1,402,710.13

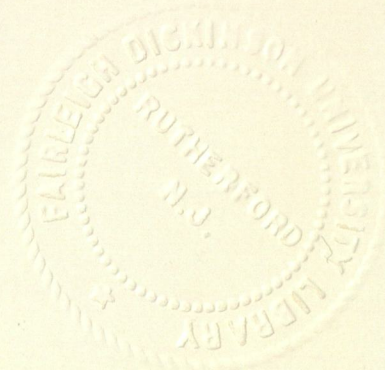
WHICH WERE APPLIED AND ACCOUNTED FOR AS FOLLOWS:

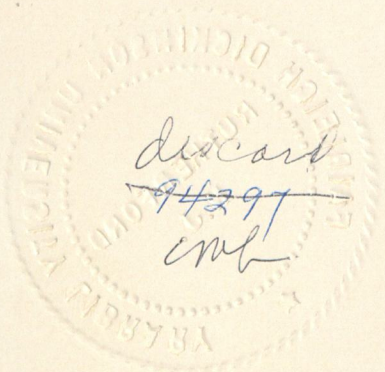
Funded Debt:
Bonds redeemed 200,000.00

Sinking Fund:
Investments acquired 232,000.00

Surplus Fund:
Investments acquired 775,000.00

Increase in Investments in Physical Property:	
Maintenance Building	49,395.73
Improvements to Toll Houses	40,511.28
High-Speed Transit Project	<u>29,747.92</u> 119,654.93
Reduction in High-Speed Transit Project estimates payable	
	43,232.86
Applied to Surplus:	
Bonded debt interest adjustment	18,545.58
Commission's assumption of employ- ees' share of Pension Fund due prior to 7/1/37	9,908.64
Net premium paid on Sinking fund investments acquired	<u>14,505.38</u>
TOTAL FUNDS APPLIED	<u>1,412,847.39</u>
Excess of Cash Disbursements over Receipts	10,137.26
Cash Balance—Beginning of year	918,138.33
Cash Balance—End of year	<u>\$908,001.07</u>
Composed as follows:	
Operating Funds	740,783.10
High-Speed Transit Project Construction Fund	95,059.04
Sinking Fund	<u>72,158.93</u>
	\$908,001.07





DATE DUE

