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~~FAIRLEIGH DICKINSON UNIVERSITY~~

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



1943

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CLASSIFICATION OF VEHICLES CROSSING DELAWARE RIVER BRIDGE

IN 1943

PERIOD	AUTOMOBILES AND LIGHT TRUCKS						TRUCKS (2 to 5 Tons)		TRUCKS (5 to 10 Tons)		Special Vehicles	Motor-cycles	Horse-drawn Etc.	Total Vehicles	% Change Same Month 1942	Remarks					
	Total			20c Rate			Commuters 15c			BUSES (50c & 75c)							TRUCKS (35c, 40c, 50c)		TRUCKS (65c, 75c)		
	Vehicles	% of Total	% of Autos	Vehicles	% of Autos	% of Total	Vehicles	% of Autos	% of Total	Vehicles							% of Total	Vehicles	% of Total	Vehicles	% of Total
1943 Jan. . .	503,276	79.78	83.92	80,904	16.08	14.02	88,490	14.02	3.56	7,456	1.18	454	0	630,823	- 43.7	Ban on Pleasure Driving Jan. 7					
Feb. . .	465,091	79.55	83.51	76,717	16.49	14.03	82,235	14.03	3.71	7,889	1.34	575	0	585,800	- 41.6						
Mar. . .	670,816	83.12	85.93	94,371	14.07	11.20	90,388	11.20	3.18	9,315	1.15	866	0	807,012	- 28.5						
Apr. . .	735,455	84.47	87.31	93,402	12.69	10.32	89,917	10.32	2.92	8,655	0.99	1,163	0	870,659	- 22.9						
May . .	667,714	83.04	86.01	93,397	13.99	11.20	90,839	11.20	3.21	8,877	1.10	1,455	0	804,040	- 24.3	Enforced Ban on Pleasure Driving May 16-43.					
June . .	520,743	79.19	82.61	90,565	17.39	12.94	85,105	12.94	4.44	10,350	1.57	1,857	4	657,589	- 35.10						
July . .	577,931	80.03	85.07	86,311	14.93	12.46	89,970	12.46	4.32	9,982	1.38	2,298	81	722,064	- 36.50	Race Track Opened July 7.					
Aug. . .	722,188	83.30	87.93	87,138	12.07	10.05	87,196	10.05	3.84	10,692	1.23	2,388	16	866,901	- 21.41						
Sep. . .	842,802	85.76	89.03	92,462	10.97	8.51	83,701	8.51	3.25	10,920	1.11	1,860	—	982,650	- 3.27	Enforced Ban on Pleasure Driving Lifted Sept. 1.					
Oct. . .	787,412	85.15	87.44	98,561	12.56	9.18	84,956	9.18	3.25	10,123	1.09	1,322	—	924,642	- 4.76						
Nov. . .	763,620	85.09	87.47	95,639	12.53	9.27	83,244	9.27	3.21	10,368	1.15	986	2	897,367	- 2.89						
Dec. . .	757,383	85.11	87.78	92,546	12.22	9.44	84,056	9.44	3.11	10,078	1.13	604	—	889,786	+ 4.25						
1943 Totals .	8,014,431	83.14	86.49	1,082,013	13.51	10.78	1,040,077	10.78	3.46	114,705	1.18	15,828	103	9,639,333	- 22.65						
Grand Totals from Date of Opening to Dec. 31, 1943	175,256,670*	87.39	40.38	8,811,826	5.02	19,131,312	9.54	3,958,240	1.97	1,144,039	0.57	577,426	4,440	200,528,659	—						

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

RECEIPTS FOR 17½ YEARS
Gross\$53,269,118.47
Net 44,668,458.42

RESUME OF OPERATION

Year	TOTALS		PLEASURE CARS AND LIGHT TRUCKS						TRUCKS				AVERAGES				HIGH SPEED LINE (opened June 6, 1936)			
	Vehicles	Receipts	Total	25c Rate	30c Rate (Feb. 1/37)	15c Commute (Mar. 1/37)	Buses	Trucks (Heavy)	Special Permits	Motor-cycles	Misc. Horses etc.	VEHICLES		RECEIPTS		Sunday & Holiday Traffic	Total Fares %c	AVERAGE		
												Month	Daily	Month	Daily			Month	Daily	Month	Daily
1936	10,614,475	5,067,967.87	9,176,045	100%	None	None	1,034,938	345,767	28,524	29,198	3	884,539	29,001	255,647.32	8,387.89	38,925	2,479,296	354.177	11,920	2,606,707.01
1937	12,293,129	2,969,425.52	10,901,116	619.864	9,267,896	1,013,356	1,005,322	328,951	29,368	28,372	0	1,024,428	33,679	247,451.96	8,135.40	49,667	4,743,310	395.276	12,995	2,516,613.49
1938	12,820,338	3,027,489.36	11,520,211	None	10,381,993	1,138,218	924,010	314,915	36,959	24,237	6	1,068,561	35,124	252,290.78	8,294.49	45,272	4,120,755	343.396	11,289	2,445,817.04
1939	13,378,235	3,155,259.05	12,021,179	None	10,782,058	1,239,121	917,042	369,410	47,720	22,879	5	1,114,852	36,692	262,988.25	8,644.54	46,176	4,340,095	361.675	11,890	2,628,712.32
1940	14,185,835	3,340,113.26	12,766,865	None	11,361,240	1,405,595	921,471	417,293	60,163	20,071	2	1,182,153	38,759	278,342.77	9,125.99	48,096	4,655,937	387.995	12,720	2,778,058.30
1941	15,658,687	3,655,611.09	14,113,852	None	12,475,623	1,638,229	956,458	460,154	85,501	42,742	0	1,303,223	42,845	304,467.58	10,009.89	53,708	5,102,414	425.201	13,979	3,000,209.98
1942	12,463,283	3,069,647.27	10,863,764	None	9,568,470	1,295,294	1,044,974	434,281	101,090	19,174	0	1,038,606	34,145	255,803.63	8,409.69	39,236	6,059,144	504.928	16,600	2,366,959.45
1943	9,659,333	2,625,829.28	8,014,431	None	6,932,418	1,082,013	1,040,077	448,314	120,580	15,828	103	803,277	26,409	218,819.10	7,194.05	23,669	8,169,992	680.832	22,283	1,924,404.70

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
1943

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

ARTHUR C. KING, *Vice-Chairman*
I. NORWOOD GRISCOM
ALFRED COOPER
BARTON F. SHARP
A. MATLACK STACKHOUSE
MARVIN H. COOMBS
HUGH L. MEHORTER
EDWARD C. MCAULIFFE

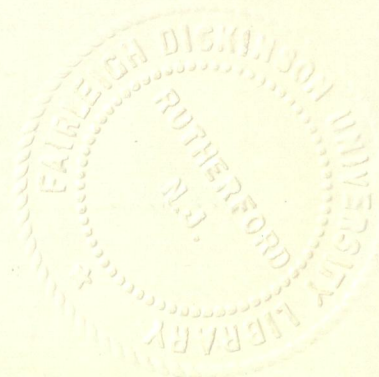
JOSEPH K. COSTELLO, *Secretary-General Manager*

JOHN B. KATES, *Treasurer*

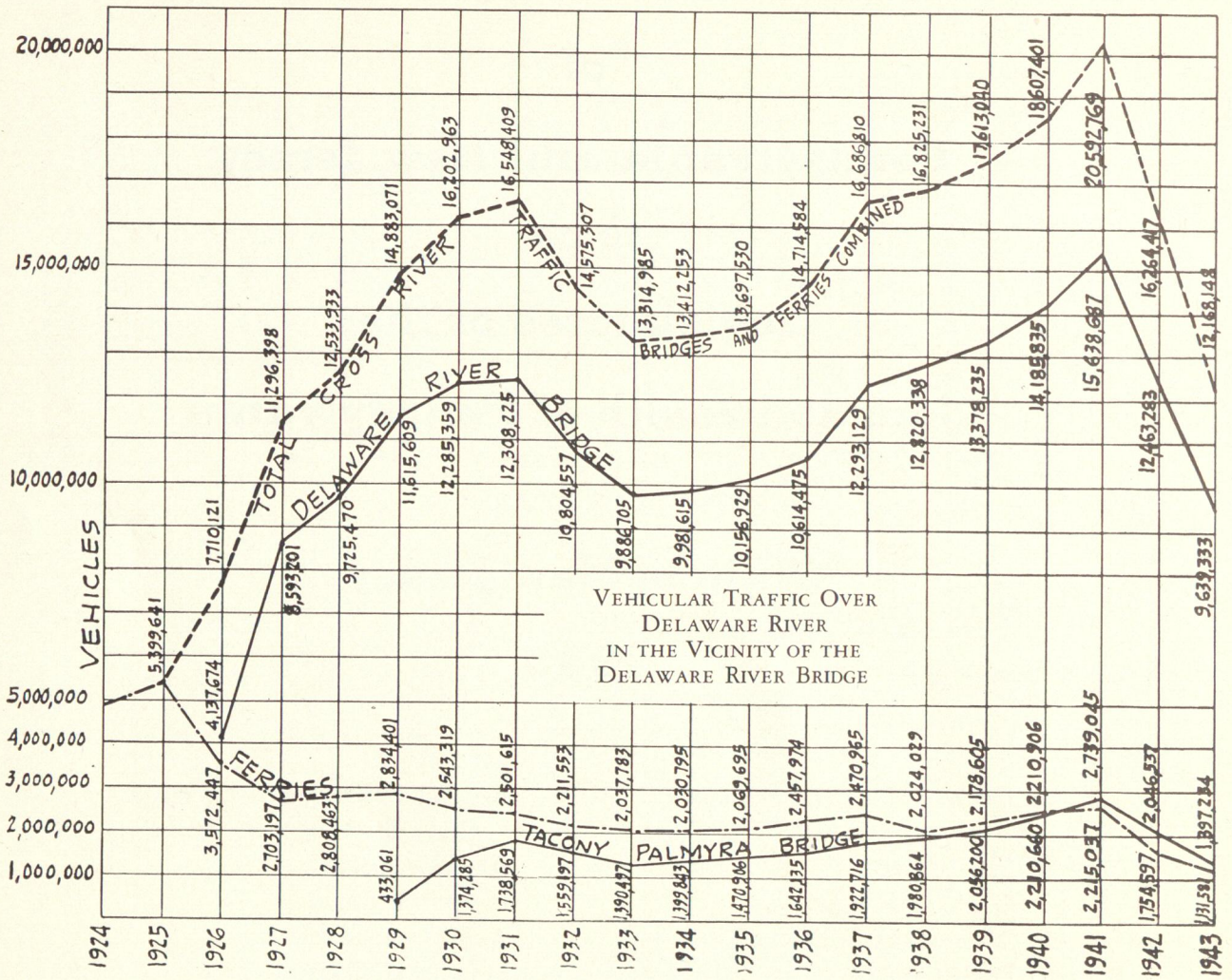
COUNSEL

AUGUSTUS F. DAIX, 3RD

BRUCE A. WALLACE



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RAIL TRANSIT LINE

Month	1936			1937			1938			1939			1940		
	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers	Passengers	Receipts	Daily Average Passengers
January ..				382,624	9,565.60	12,343	419,887	10,497.18	13,544	364,050	9,101.25	11,743	373,204	9,330.10	12,038
February ..				346,963	8,674.08	12,392	322,278	8,056.95	11,510	324,688	8,117.20	11,596	361,400	9,035.00	12,462
March				403,001	10,075.02	13,001	338,587	8,464.67	10,922	381,908	9,547.70	12,319	387,569	9,689.23	12,502
April				390,876	9,771.90	13,029	329,325	8,233.13	10,977	354,040	8,851.00	11,801	383,087	9,577.17	12,770
May				383,345	9,583.63	12,366	323,689	8,092.22	10,441	362,038	9,050.95	11,678	391,069	9,776.73	12,615
June	322,660	8,066.50	13,444	379,799	9,494.97	12,660	313,607	7,840.18	10,453	350,547	8,763.68	11,685	364,991	9,124.77	12,164
July	340,282	8,507.05	10,977	365,141	9,128.53	11,714	287,451	7,186.27	9,272	312,118	7,802.95	10,068	354,288	8,857.20	11,428
August ...	312,811	7,820.28	10,091	361,423	9,035.57	11,658	301,784	7,544.60	10,059	323,622	8,090.55	10,439	357,400	8,935.00	11,529
September .	313,496	7,837.40	10,449	386,126	9,653.15	12,871	312,867	7,821.68	10,429	333,477	8,336.92	11,115	358,934	8,973.35	11,964
October ...	365,250	9,131.25	11,782	425,410	10,635.25	13,723	357,747	8,943.67	11,540	377,903	9,447.58	12,190	412,779	10,319.48	13,315
November .	360,814	9,020.35	12,027	426,113	10,652.83	14,204	362,178	9,054.45	12,073	394,302	9,857.55	13,143	409,435	10,235.87	13,647
December .	463,923	11,598.07	14,965	492,489	12,312.22	15,887	451,355	11,283.88	14,560	461,402	11,535.05	14,883	501,781	12,544.53	16,186
Totals	2,479,236	61,980.90	11,920	4,743,310	118,582.75	12,995	4,120,755	103,018.88	11,289	4,340,095	108,502.38	11,890	4,655,937	116,398.43	12,721

Month	1941				1942				1943			
	Passengers		Receipts		Passengers		Receipts		Passengers		Receipts	
	Total	Daily Average	Received	Withheld	Total	Daily Average	Received	Withheld	Total	Daily Average	Received	Withheld
January ...	422,211	13,619	10,555.28	—	459,754	14,808	6,493.85	5,000.00	656,186	21,167	14,904.65	1,500.00
February ..	384,079	13,717	9,601.97	—	421,792	15,064	5,044.80	5,500.00	633,982	22,642	15,349.55	500.00
March	426,961	13,773	10,674.03	—	472,497	15,294	7,812.43	4,000.00	682,357	22,011	16,558.93	500.00
April	422,082	14,069	10,552.05	—	480,773	16,025	7,019.32	5,000.00	662,987	22,099	16,574.67	—
May	417,242	13,459	10,431.05	—	483,394	15,593	4,584.85	7,500.00	665,620	21,471	16,640.50	—
June	393,332	13,111	9,833.30	—	483,467	16,115	9,085.27	3,001.41	702,690	23,423	17,567.25 2,659.04*	—
July	387,167	12,489	5,679.17	4,000.00	486,373	15,690	8,659.32	3,500.00	701,321	22,623	17,533.03	—
August	391,806	12,639	4,795.15	5,000.00	513,754	16,572	8,843.85	4,000.00	711,154	22,940	17,778.85	—
September .	417,019	13,901	5,425.48	5,000.00	509,791	16,993	10,244.78	2,500.00	667,747	22,258	16,693.67	—
October ...	455,230	14,684	7,380.75	4,000.00	536,729	17,313	11,118.22	2,300.00	676,484	21,822	16,912.10	—
November .	443,814	14,793	8,095.35	3,000.00	518,534	17,284	10,263.35	2,700.00	695,212	23,173	17,380.30	—
December .	541,471	17,466	13,036.77	500.00	692,286	22,331	17,307.15	—	714,252	23,040	17,856.30	—
Totals	5,102,414	13,979	106,060.35	21,500.00	6,059,144	16,600	106,477.19	45,001.41	8,169,992	22,383	204,408.84	2,500.00 2,659.04* 159.04**

NOTE:—Receipts 1941, 1942, 1943. Show amounts withheld by operating Company in accordance with amended lease dated May 28, 1941.

* 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 1943, the second war year, Delaware River Bridge traffic was cut by 22.65 per cent and receipts by 14.45 per cent compared with results of the preceding year. Restrictions on pleasure driving and scarcity of gasoline and tires brought about a marked reduction in the number of passenger cars using the bridge. Against this may be balanced the virtual doubling of receipts from the bridge rail transit line and the refinancing, in July, 1943, of outstanding Commission bonds which lowered the interest rate from 4 1/4 to 2-7/10 per cent.

The total of 9,639,333 vehicles in 1943, compared with 12,463,283 in 1942, showed a decrease of 2,823,950. Receipts diminished from \$3,069,647.27 to \$2,625,829.28, a loss of \$443,817.99. Hit especially hard was the Sunday and holiday traffic. During the first eight months, Government agents were stationed at the bridge to question travelers. On Memorial Day vehicles numbered only 10,421 against 29,774 in 1942 and 59,654 in 1941. On July 4 the figure was 10,377 against 37,430 in 1942 and 48,834 in 1941. The following tabulation reflects the fluctuation of traffic and toll receipts since the opening of the bridge, July 1, 1926:

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

In the traffic statistics for the year, vehicles carrying troops, mails and munitions of war were not counted; 120,000 passed over the bridge without charge. Had the regular tolls been assessed, our receipts would have increased by approximately \$50,000. The Delaware River Bridge is one of the few large toll structures which still accords free passage to Army, Navy and Post Office Department vehicles.

Until September 1 when the rigid ban on driving was relaxed, comparison of our monthly traffic with that of the preceding year was discouraging. In January the decrease was more than 43 per cent. In February the result was almost as bad. The June loss was 35 per cent; July, 36 per cent. In August this dropped to 21 per cent while September, October and November showed a combined reduction of less than 4 per cent. In December the tide turned with an increase of 4 per cent, the first comparative gain recorded in twenty-two months.

Travel on the rail transit line gained more than one-third over the preceding year. The Commission received payment from the operator, the Philadelphia Trans-

portation Company, of \$203,859.69 compared with \$102,206.81 in 1942. Under the terms of the present lease of the line the Company is guaranteed against an operating loss. Any deficit is made up by withholding from the two and one-half cents per passenger return to the Commission.

Net income for 1943 was \$631,375.05 against \$958,753.99 in 1942. Expenses were \$701,424.58 against \$702,687.82 last year but, included in the former figure, were large expenditures incurred in refinancing. On July 14 the Commission sold publicly \$37,000,000 refunding bridge bonds for \$37,037,000 with a coupon rate of 2-7/10 per cent. Outstanding Commission 4 1/4 per cent bonds amounting to \$35,238,000 were called September 1 at 105 in accordance with the bond indenture. These bonds were issued in 1933 when money rates were considerably higher than today. They became callable upon expiration of the minimum ten-year period. The new bonds were dated August 1, 1943, maturing August 1, 1973. Term bonds were decided upon to replace serial bonds as experience has shown that toll bridges are particularly susceptible to wide variations in traffic and receipts. The new bonds are callable August 1, 1946 at 105 and at a reduced figure in later periods. They were sold with the opinion of Commission Counsel and Wood, Hoffman, King and Dawson, Special Bond Counsel as exempt, under the present laws, from Federal taxation excepting estate, inheritance and gift taxes unless the states of Pennsylvania and New Jersey consent to such taxation. As a result of refinancing, interest to be paid in 1944 will amount to \$999,000 whereas, upon the old issue, it would have been \$1,497,615.

At the end of 1943 the Commission had cash and Government bonds amounting to \$8,231,647.37. The Sinking Fund totaled \$7,283,042.24 and the Operating Reserve Fund, \$815,028.88. Included, are \$7,375,000 par value United States Treasury 13/4 per cent bonds maturing June 15, 1948.

Special emphasis was laid by our police on protection of the bridge against sabotage. The increased patrols and special precautions taken at the outbreak of the war were maintained throughout the year. The Army designated the bridge and plazas as a restricted zone. Warning signs to this effect were accordingly posted on all parts of the property.

On March 29 the Supreme Court of New Jersey decided that property owned or controlled by the Commission was not subject to taxation by the City of Camden. Two years earlier, the City had attempted to tax such property and the Commission was compelled to institute certiorari proceedings in the Supreme Court. The order of the Court was as follows:

NEW JERSEY SUPREME COURT
No. 212 January Term, 1943

THE DELAWARE RIVER JOINT COMMISSION,

Prosecutor

vs.

CITY OF CAMDEN, et als.,

Defendants.

Submitted January Term, 1943
Decided March 29, 1943

On certiorari

Before Justices Case, Donges and Colie

For the prosecutor, Bruce A. Wallace (Herbert A. Richardson, of counsel).

For the defendants, Gene R. Mariano

PER CURIAM.

This writ of certiorari brings up an assessment for taxes by the City of Camden against properties of the prosecutor acquired by it for the construction of the Delaware River Bridge and the approaches thereto and for the construction of a rail transit line for the effectuation of the Commission's authorized purposes.

Prosecutor was created by Compact between the Commonwealth of Pennsylvania and the State of New Jersey. R. S. 32:3-1 et seq. Article XI of the Compact provides that "the commission shall not be required to pay any taxes or assessments upon any property acquired or used by it for such purposes ***". Those purposes are enumerated in R. S. 32:3-2 and the property sought to be taxed was in fact within the enumerated purposes and it is so stipulated between the parties hereto. No reason is advanced by the defendants in support of the assessment under review, nor do we perceive how any valid reason could be advanced.

Comparable situations have been before the courts in *Port of New York Authority v. City of Union City*, 19 N. J. Mis. R. 421 and *Bush Terminal Co. v. Port of New York Authority*, 282 N. Y. 306.

Finding no basis upon which the assessment can be sustained, it will be cancelled with costs.

A true copy
JAMES J. GAVIN, Clerk

NEW JERSEY SUPREME COURT
No. 212 January Term, 1943

THE DELAWARE RIVER JOINT COMMISSION,
Prosecutor

vs.

CITY OF CAMDEN, NEW JERSEY, DEPARTMENT
OF REVENUE AND FINANCE OF THE CITY OF
CAMDEN, and S. RAYMOND DOBBS, HARRY C.
LANGENBEIN, and MAURICE H. CLYMAN,
BOARD OF COMMISSIONERS OF ASSESSMENT OF
THE CITY OF CAMDEN,

Defendants.

On Certiorari
ORDER

This cause having been duly submitted at the January Term, 1943, of this Court, and the Court having inspected the transcript and proceedings returned with the certiorari in this cause, the reasons for setting aside the assessments and taxes upon the parcels of property here involved, and having duly considered the same,

IT IS ORDERED that the challenged assessments and taxes upon the parcels of property here involved be and the same are hereby set aside, made void, and for nothing holden, as being illegal; that the said properties be and they are hereby adjudged exempt and immune from taxation by the defendants; and that the said defendants be and they are ordered to strike them from the tax rolls as exempted property for so long as they are owned by the State of New Jersey, by The Delaware River Joint Commission, or by either of them.

AND IT IS FURTHER ORDERED that the prosecutor shall be entitled to costs to be taxed.

Dated: April 6, 1943

Entered: April 6, 1943

On motion of:

BRUCE A. WALLACE
Attorney of Prosecutor

A true copy
JAMES J. GAVIN, Clerk

In an unprecedented action, the Collector of Internal Revenue, on August 18, demanded payment from the Commission of \$10,412.97 for documentary stamp tax, including interest and penalties, on bonds issued by this Commission in 1933. As Counsel had advised the Commission that this action was without basis in law, the Commission declined to pay and the Collector thereupon attached Commission funds

in a Camden bank. On October 23, the Commission paid the assessment under protest and immediately filed a petition for the return of the sum with interest. At the end of the year, this petition had not been acted upon. If the action is adverse or the Collector does not announce his decision within six months from the date of filing the petition for refund, the Commission will bring suit in the Federal court. This attempt to tax bonds issued by the Commission which is the public corporate instrumentality of the Commonwealth of Pennsylvania and the State of New Jersey excited intense interest throughout the country. If the Government is successful in maintaining the validity of this assessment, it is feared that the effect upon all state and municipal bonds will be decidedly unfavorable.

On April 15, the Commission renewed the All Risk insurance on the bridge, between anchorages, in the amount of \$10,000,000, the policy running for three years. In July, the Use and Occupancy insurance covering one year's receipts was renewed for a three-year term. At the same time War Risk insurance of \$32,000,000 on Commission property was renewed for one year.

Particular attention was devoted this year to the problem of post-war planning of means designed to take care of the greatly augmented traffic to be expected upon termination of hostilities. The bridge itself can be enlarged by the installation of two additional traffic lanes in the space originally provided for trolley car service. The Commonwealth of Pennsylvania has moved vigorously to acquire properties on the south side of Vine Street from Franklin to Eighteenth. The City of Philadelphia has prepared plans for a boulevard along Vine Street as thus enlarged to relieve the present bottleneck. On the New Jersey side the State Highway Department and the authorities of the County and City of Camden have studied a number of plans to facilitate traffic. On both sides it is conceded that great improvements are to be made.

By the end of the year, twenty-one employees were in the armed services. The number of employees was reduced from one hundred eighty-one on January 1 to one hundred sixty-three December 31. Vacancies were not filled in accordance with the Commission policy that men employed prior to February 15, 1941 who were drafted would be assured of the availability of their positions upon their return.

On January 22, Governor Edward Martin of Pennsylvania was elected Chairman of the Commission succeeding Governor Arthur H. James. Mr. Thomas B. Smith, a member of the Commission since 1919, resigned in May. This vacancy has not yet been filled. There were no other changes in Commission membership during the year.

Accidents totaled nine during the year with one fatality; sixty arrests were made; one thousand two hundred sixty-nine disabled cars towed and thirty-eight fires extinguished.

A cordial invitation is extended to all members of the Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey to inspect the Delaware River Bridge at any time.

Respectfully submitted,

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

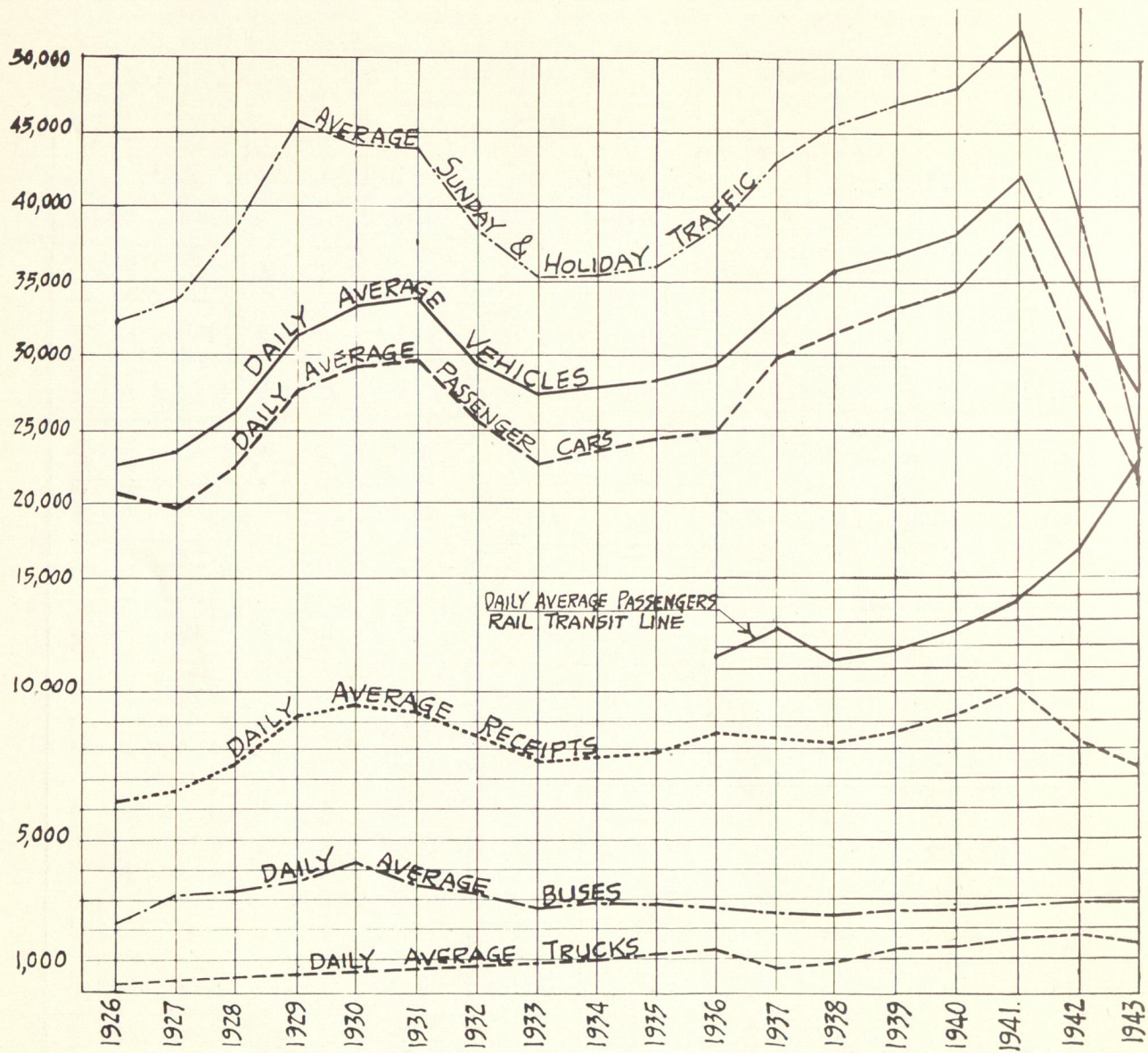
ARTHUR C. KING, *Vice-Chairman*
I. NORWOOD GRISCOM
ALFRED COOPER
BARTON F. SHARP
A. MATLACK STACKHOUSE
MARVIN H. COOMBS
HUGH L. MEHORTER
EDWARD C. MCAULIFFE

JOSEPH K. COSTELLO, *Secretary-General Manager*

December 31, 1943

DISTRIBUTION OF VEHICULAR TRAFFIC
ACROSS THE DELAWARE RIVER
AMONG FERRIES & BRIDGES WITHIN 10 MILES OF THE DELAWARE RIVER BRIDGE
YEAR 1943

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	59,642	25,747	79,945	165,334	630,823	796,157	10.04%	79.23%
February	56,257	20,791	70,650	147,698	585,800	733,498	9.63%	79.86%
March	74,140	24,350	105,536	204,026	807,012	1,011,038	10.43%	79.82%
April	73,432	22,873	127,128	223,433	870,659	1,094,092	11.61%	79.57%
May	71,821	23,534	114,996	210,351	804,040	1,014,391	11.33%	79.26%
June	73,364	20,202	91,737	185,303	657,589	842,892	10.88%	78.01%
July	81,318	23,395	110,425	215,138	722,064	937,202	11.78%	77.04%
August	90,183	24,864	152,482	267,529	866,901	1,134,430	13.44%	76.42%
September	82,465	21,121	172,363	275,949	982,650	1,258,599	13.69%	78.07%
October	73,696	18,852	132,267	224,815	924,642	1,149,457	11.50%	80.44%
November	70,877	17,325	122,089	210,291	897,367	1,107,658	11.02%	81.01%
December	65,301	16,031	117,616	198,948	889,786	1,088,734	10.80%	81.72%
TOTALS 1943.	872,496	259,085	1,397,234	2,528,815	9,639,333	12,168,148	11.48%	79.21%
TOTALS 1942.	1,072,476	682,121	2,046,537	3,801,134	12,463,283	16,264,417	12.58%	76.62%
% CHANGE..	-18.64	-62.02	-31.72	-33.47	-22.65	-25.18		



DAILY AVERAGES

TRAFFIC ANALYSIS — DELAWARE RIVER BRIDGE

1943

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	630,823	503,276	422,372	80,904	1	21,159	1,340	7,444	12	8,647	88,263	227	454	0	656,186	
February	585,800	465,091	388,374	76,717	14	20,917	829	7,879	10	8,250	82,082	153	575	0	633,982	
March	807,012	670,816	576,445	94,371	4	24,766	954	9,289	26	9,903	89,937	451	866	0	682,357	
April	870,659	735,455	642,053	93,402	4	24,597	862	8,640	15	10,006	89,606	311	1,163	0	662,987	
May	804,040	667,714	574,317	93,397	6	25,047	778	8,862	15	9,324	90,583	256	1,455	0	665,620	
June	657,589	520,743	430,178	90,565	5	28,347	866	10,333	17	10,312	85,022	83	1,857	4	702,690	
July	722,064	577,931	491,620	86,311	10	30,426	787	9,965	17	10,579	89,950	20	2,298	81	701,321	
August	866,901	722,188	635,050	87,138	2	32,153	1,138	10,672	20	11,128	87,182	14	2,388	16	711,154	
September	982,650	842,802	750,340	92,462	4	31,085	919	10,899	21	11,359	83,686	15	1,860	—	667,747	
October	924,642	787,412	688,851	98,561	8	29,255	819	10,100	23	10,747	84,937	19	1,322	—	676,484	
November	897,367	763,620	667,981	95,639	7	27,970	818	10,346	22	10,372	83,203	21	986	2	695,212	
December	889,786	757,383	664,837	92,546	4	26,892	816	10,061	17	9,953	84,021	35	604	—	714,252	
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	
TOTALS 1942.	12,463,283	10,863,764	9,569,470	1,295,294	65	309,280	16,396	108,355	205	101,090	1,042,426	2,548	19,174	0	6,059,144	
% CHANGE	-22.65	-26.22	-27.54	-16.46	+6.15	+4.31	-33.36	+5.68	+4.87	+19.27	+0.37	-37.01	-17.45	—	+34.83	

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	Toll Collection (Includes Cash Value of Tickets Collected)		
		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 Pneumatic 40c Solid Tire 50c	18,001 to 26,000 lbs. Gross Weight Pneu't. 65c Solid T 75c	26,001 lbs. to 150,000 lbs. Special	Single Deck 50c (25c & 40c to July 1, 1927)	Double Deck 75c (40c to July 1, 1927)					
1926	4,137,674	3,644,022	↑	↑	↑	10,880	10,914	15,624	281	6,891	57	265,433	169,141	13,017	1,414	\$1,087,580.15
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	2,415,482.45
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	2,800,172.25
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	3,276,643.50
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	3,487,086.85
1931	12,308,225	10,770,393				2,366	158,692	21,623	25,238	18,058	5,006	1,270,481	8,398	27,916	54	3,448,405.25
1932	10,804,557	9,355,885				1,349	165,905	13,029	44,552	10,222	6,561	1,174,017	5,242	27,774	21	3,050,768.55
1933	9,886,705	8,569,299				758	183,404	10,768	48,767	6,758	8,909	1,026,145	5,923	25,948	26	2,788,040.70
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	2,824,544.70
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	2,878,510.95
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	3,006,219.40
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	2,850,916.15
1938	12,820,338	11,520,211				76	228,085	9,174	77,331	249	36,959	920,520	3,490	24,237	6	2,897,492.75
1939	13,378,235	12,021,179				92	263,196	10,895	95,004	223	47,720	913,727	3,315	22,879	5	3,025,897.65
1940	14,185,835	12,766,835				76	298,390	16,809	101,842	176	60,163	918,307	3,164	20,071	2	3,200,224.70
1941	15,638,687	14,113,852				98	330,228	18,864	110,762	202	85,501	953,480	2,958	22,742	0	3,519,981.75
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	2,937,823.25
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	2,403,378.30

APPENDICES

BALANCE SHEET

December 31, 1943

ASSETS

CURRENT ASSETS:

SPECIAL FUNDS:	<i>Operating</i>	<i>Sinking</i>	<i>Total</i>
Cash in banks	\$154,523.97	\$ 562,905.09	\$ 717,429.06
Investments in United States obligations at par (market—\$7,467,187)	660,000.00	6,715,000.00	7,375,000.00
Accrued interest receivable.....	504.91	5,137.15	5,642.06
	<u>815,028.88</u>	<u>\$ 7,283,042.24</u>	<u>\$ 8,098,071.12</u>

CASH WITH FISCAL AGENT:

For bond interest coupons not presented (see contra)	\$ 2,826.25	
For bonds called for redemption (see contra)	120,750.00	123,576.25

CASH ON HAND 10,000.00 \$ 8,231,647.37

OTHER ASSETS:

Unexpired insurance premiums 66,180.40

INVESTMENTS IN PHYSICAL PROPERTY:

Bridge and bridge buildings	\$ 33,490,857.52	
High-Speed Transit Line	10,985,383.53	44,476,241.05

\$ 52,774,068.82

LIABILITIES AND SURPLUS

CURRENT LIABILITIES:

Interest accrued on funded debt	\$ 416,250.00
Bond interest coupons not presented (see contra)	2,826.25
Bonds called for redemption (see contra)	120,750.00

\$ 539,826.25

Commonwealth of Pennsylvania 12,257.62

552,083.87

RESERVE FOR PAINTING THE BRIDGE 98,000.00

FUNDED DEBT: 30-Year refunding bridge bonds dated 8/1/43 37,000,000.00

SURPLUS 15,123,984.95

\$52,774,068.82

As of December 31, 1943, the Commission had cash on deposit as follows:

OPERATING RESERVE:

Burlington County Trust Company—Moorestown..... (Inactive)	\$ 24,946.47
Egg Harbor City Trust Company	4,551.67
First National Bank—Toms River	75,127.43
" " —Cape May Court House	4,659.92
" " —Glassboro	4,659.34
" " —Mays Landing	4,346.11
Riverside Trust Company	26,233.03
First National Bank—Absecon (Certificate of Deposit)	5,000.00
Ventnor City National Bank (Certificate of Deposit)	5,000.00

\$154,523.97

Cash on hand (nickels) 10,000.00

SINKING FUND RESERVE:

Camden Trust Company—Camden	(Active) \$128,529.53
Broad Street Trust Company	(Inactive) 56,905.04
Central-Penn National Bank	55,675.97
Citizens National Bank	13,400.00
Corn Exchange National Bank and Trust Company.....	49,504.67
Land Title Bank and Trust Company	49,546.26
Laurel Springs National Bank	13,971.14
Market Street National Bank	55,338.59
Northwestern National Bank	27,467.52

Pennsylvania Company	(Inactive)	61,053.21	
Berlin National Bank	"	4,784.94	
Bridgeton National Bank	"	4,660.15	
Farmers and Mechanics National Bank	"	4,763.28	
First National Bank—Minotola	"	4,662.61	
" " —Newfield	"	4,627.85	
First National Bank and Trust Company—Woodbury	"	4,663.38	
Mainland National Bank	"	4,661.08	
National Bank of Germantown and Trust Company	"	4,743.90	
Oaklyn National Bank	"	4,635.89	
Real Estate Trust Company	"	4,658.16	
Woodbury Trust Company	"	4,651.92	
			<u>\$562,905.09</u>
	TOTAL		<u>\$ 727,429.06</u>

NOTE: Exclusive of \$2,826.25 on deposit with Fiscal Agent for bond interest and \$120,750 for bond refunding.

STATEMENT OF INCOME AND EXPENSES CALENDAR YEAR, 1943

INCOME:

Bridge tolls	\$	2,412,364.80
High-Speed Line rentals	\$203,700.65	
Less: Retained by operator	159.04*	
Net High-Speed Line rentals		203,859.69
Other rentals		4,800.00
Interest on deposits		4,804.79
Gross Operating Income	\$	2,625,829.28
*Add		

OPERATING EXPENSES:

Salaries	\$463,064.02	
Equipment	3,256.58	
Supplies	8,529.92	
Repairs	43,434.47	
Miscellaneous (including Light and Heat)	127,971.85	
Insurance (All Risk, Income and War Damage)	55,167.74	
Total Expenses		<u>701,424.58</u>

Net Operating Income

1,924,404.70

INCOME FROM FUND INVESTMENTS

132,906.93

Net Income Before Interest

\$ 2,057,311.63

INTEREST ON DEBT

1,425,060.00

Net Income After Interest

\$ 632,251.63

Premium paid on bonds purchased for fund investments

876.58

NET INCOME AFTER ALL CHARGES

\$ 631,375.05

RECONCILIATION OF SURPLUS ACCOUNT

Surplus—December 31, 1942 (per Balance Sheet)

\$ 16,217,509.90

Add: Net Income, 1943 (above)

631,375.05

16,848,884.95

Charges to Surplus:

Premium on redemption of 35,238—4¼% bridge bonds

\$ 1,761,900

Less: Premium on 37,000—2.7% refunding bonds

37,000

1,724,900.00

SURPLUS—December 31, 1943 (per Balance Sheet)

\$ 15,123,984.95

FINANCIAL HISTORY

Costs, Income and Investments—December 31, 1943

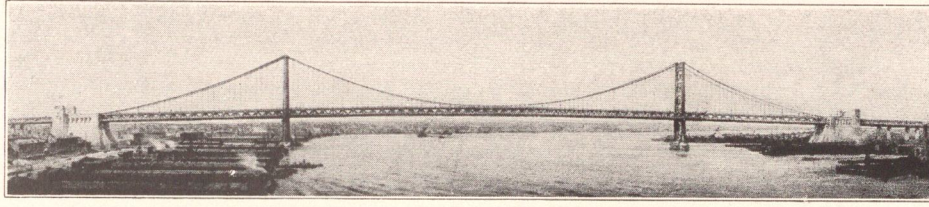
Cost of Bridge (including Land and Approaches)		\$37,085,100.71
Expended for:		
High-Speed Rail Transit Line (net)	\$8,238,688.91	
Maintenance Building (net)	73,331.15	
Improvements to Toll Houses	138,953.75	
Improvements to Administration Building	13,931.09	
	8,464,904.90	
TOTAL		\$45,550,005.61
Total Interest Paid	\$26,850,407.02	
Total Expenses Paid	8,829,925.23	
	\$35,680,332.25	
Total Premium Paid (debt called for redemption) ...	1,761,900.00	
	\$37,442,232.25	
TOTAL COSTS PAID		\$82,992,237.86
Total Receipts	\$54,129,489.38	
Total Premium Received (refunding bridge bonds) ..	37,000.00	
	\$54,166,489.38	
Bridge Bonds Issued	\$38,120,000	
Less: Bridge Bonds Retired	2,882,000	
	\$35,238,000	
Bridge Bonds Refunded	\$35,238,000	
Refunding Bridge Bonds Issued (Redemption Premium)	1,761,900	
Refunding Bridge Bonds Issued (to make even amount)	100	
	\$37,000,000.00	
REFUNDING BRIDGE BONDS OUTSTANDING ..		\$37,000,000.00
TOTAL RECEIPTS AND BORROWED CAPITAL		\$91,166,489.38
RECEIPTS AND BORROWED CAPITAL IN EXCESS OF TOTAL COSTS		\$8,174,251.52
INVESTED AS FOLLOWS:		
Special Funds	\$8,098,071.12	
Cash on Hand	10,000.00	
Prepaid Insurance Premium Unexpired	66,180.40	
	\$8,174,251.52	

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	↑	3,948,751	Open July 1st 4,137,674	8,086,425	—	51.16%
1927	779,320	1,567,724		356,153	↑	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	Ope 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	Ope 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		Service	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	↓	of	1,980,864	4,004,893	12,820,338	16,825,231	11.77%	76.19%
1939	1,348,325	—	830,623	Out	2,056,200	4,235,148	13,378,235	17,613,383	11.67%	75.95%
1940	1,360,686	—	850,220		2,210,660	4,421,566	14,185,835	18,607,401	11.88%	76.23%
1941	1,326,263	—	888,774		2,739,045	4,954,082	15,638,687	20,592,769	13.34%	75.94%
1942	1,072,476	—	682,121		2,046,537	3,801,134	12,463,283	16,264,417	12.58%	76.62%
1943	872,496	—	259,085		1,397,234	2,528,815	9,639,333	12,168,148	11.48%	79.21%



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
Totals	25,200	289,800	315,000

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
Total	61,700 tons

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
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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.

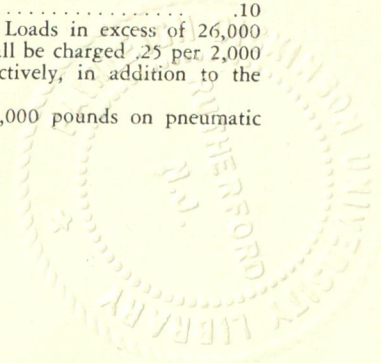
SCHEDULE OF TOLL RATES

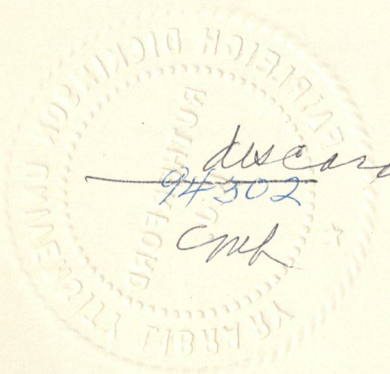
Passenger Automobile .....	.20
Motor Truck—7,000 pounds gross weight (pneumatic tires) .....	.20
(Commutation toll books containing 40 tickets for the passage of passenger automobiles and trucks of 7,000 pounds gross weight are sold for \$6.00 for use within 30 days after purchase. Unused tickets will 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.

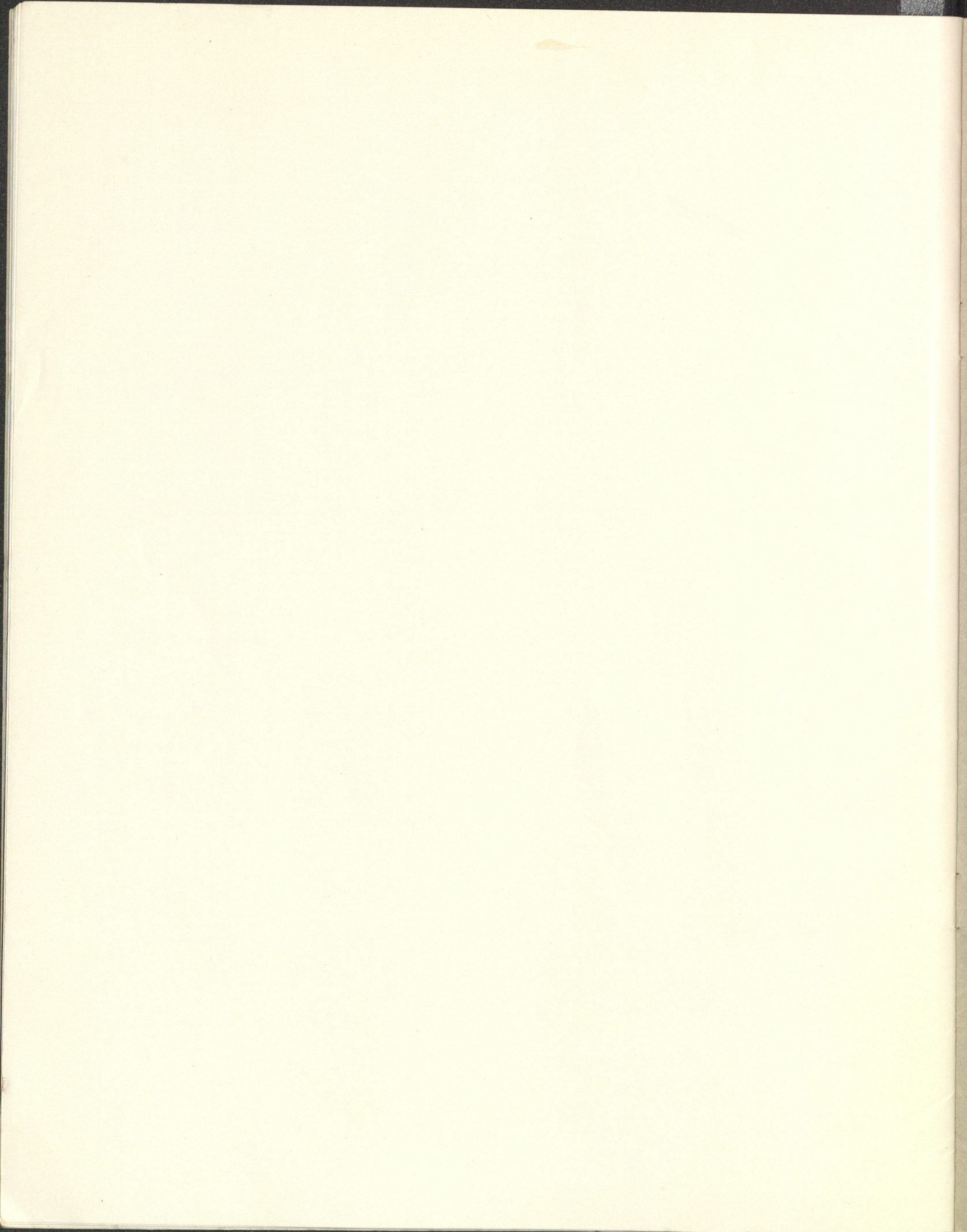
No vehicle and load of a combined weight exceeding 80,000 pounds on solid tires or 150,000 pounds on pneumatic tires permitted to cross the bridge.

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









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