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

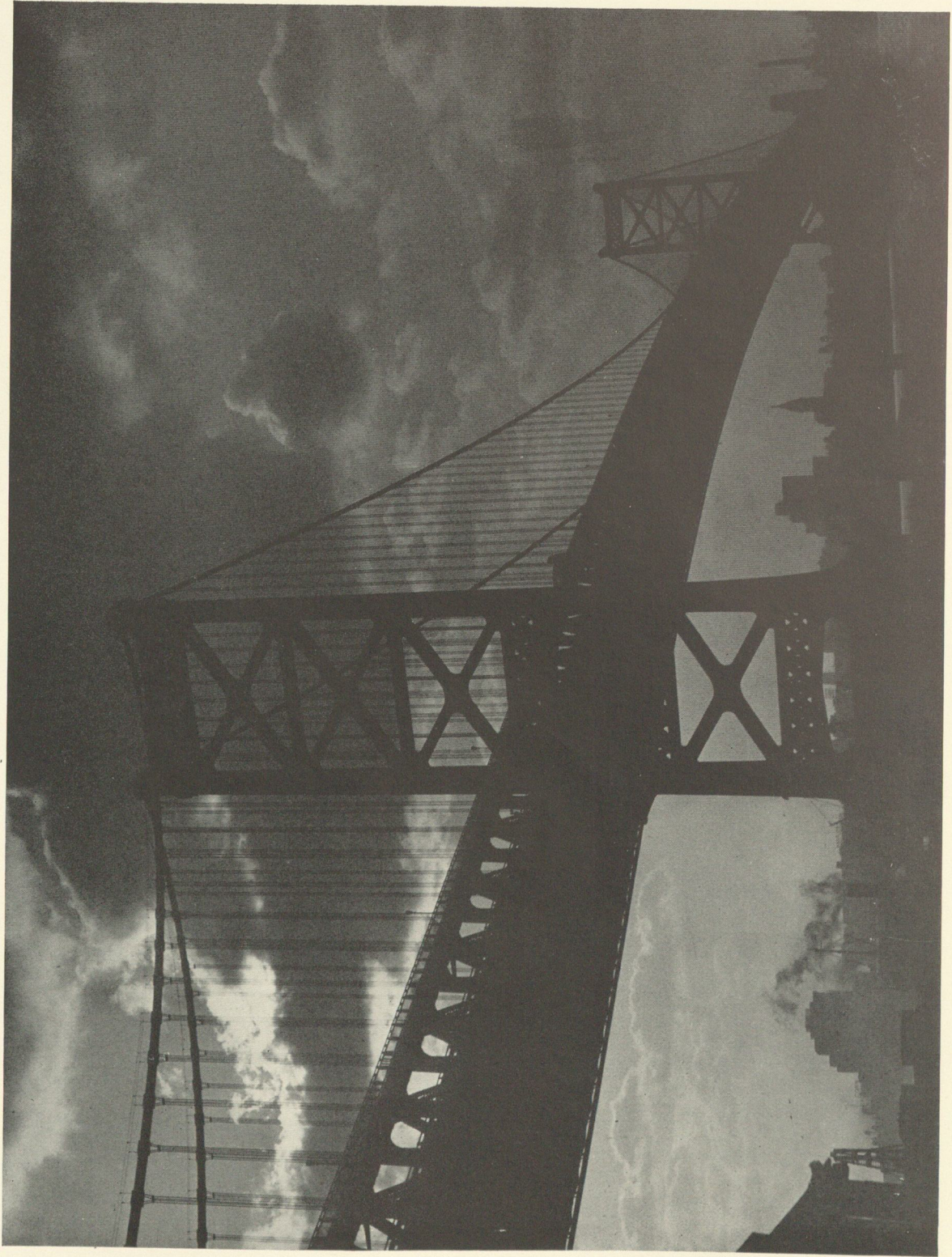


1932

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THE DELAWARE RIVER BRIDGE

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  
1932

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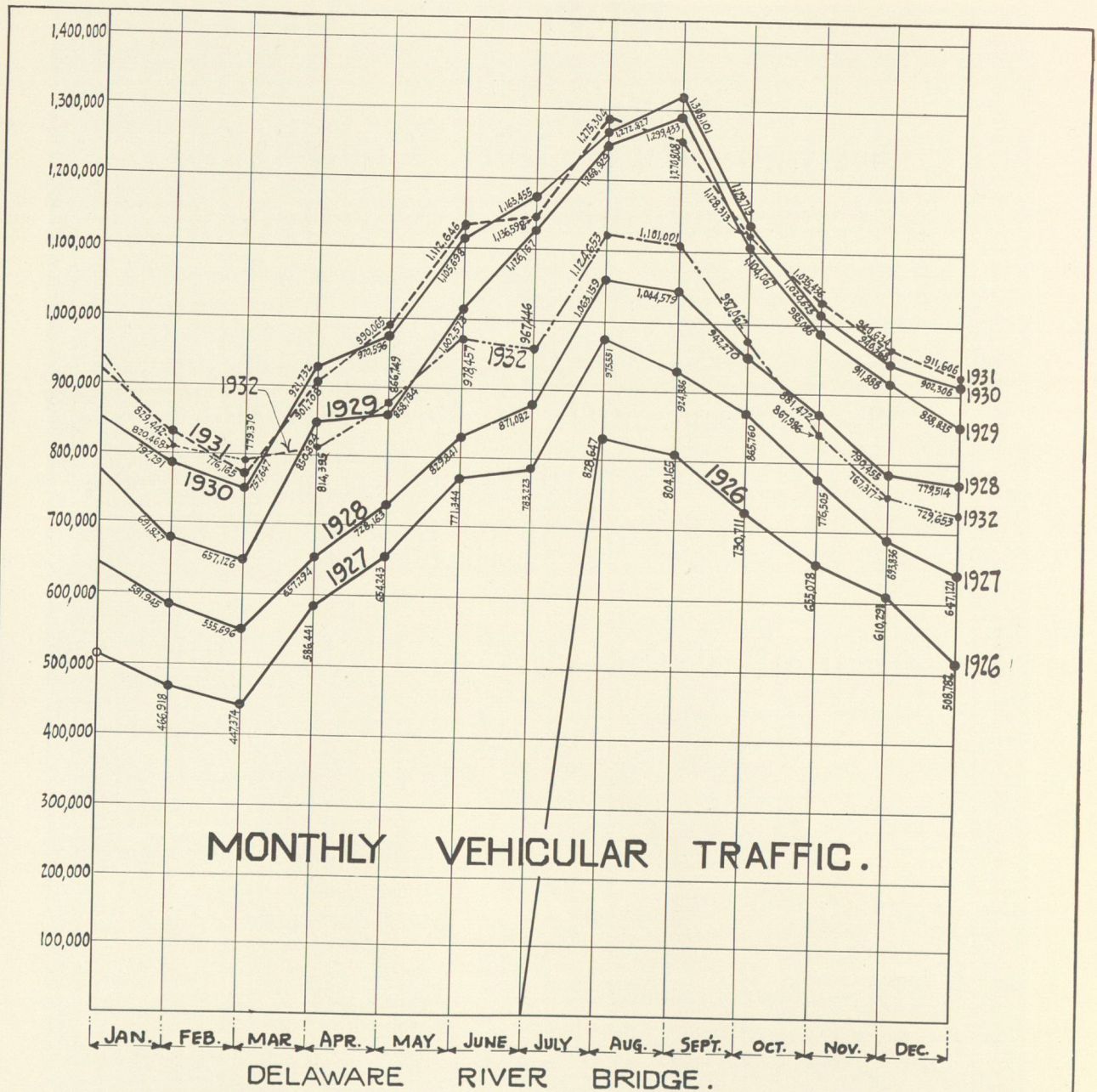
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COUNSEL

HAROLD D. SAYLOR

T. HARRY ROWLAND

RALPH MODJESKI, *Chief Engineer*

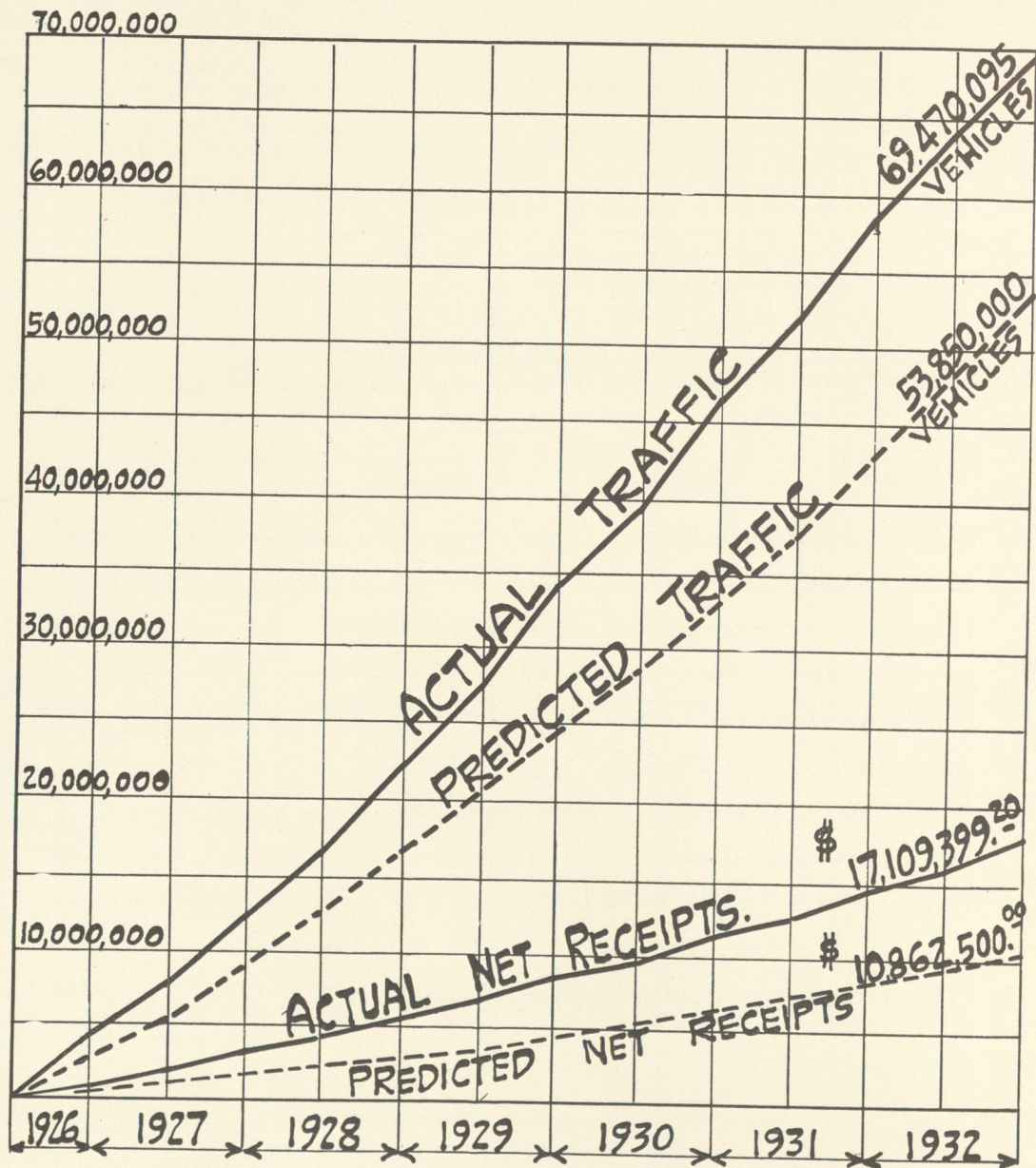


YEAR	JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE		JULY		AUGUST		SEPTEMBER		OCTOBER		NOVEMBER		DECEMBER		TOTALS		NET RECEIPTS.	
	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES	RECEIPTS	EXPENSES		
1926																												
1927	148,165. <sup>18</sup>	27,223. <sup>07</sup>	109,100. <sup>34</sup>	30,238. <sup>57</sup>	155,743. <sup>32</sup>	28,929. <sup>78</sup>	173,375. <sup>18</sup>	27,149. <sup>44</sup>	214,816. <sup>56</sup>	25,818. <sup>23</sup>	222,513. <sup>81</sup>	14,849. <sup>88</sup>	264,948. <sup>89</sup>	26,878. <sup>74</sup>	265,357. <sup>24</sup>	28,637. <sup>81</sup>	248,796. <sup>79</sup>	39,549. <sup>02</sup>	227,107. <sup>37</sup>	25,987. <sup>63</sup>	210,925. <sup>04</sup>	29,566. <sup>36</sup>	198,864. <sup>46</sup>	41,854. <sup>79</sup>	2,435,784. <sup>40</sup>	346,678. <sup>59</sup>	2,093,921. <sup>89</sup>	
1928	178,84. <sup>19</sup>	31,076. <sup>14</sup>	170,286. <sup>61</sup>	34,370. <sup>68</sup>	198,838. <sup>41</sup>	31,428. <sup>52</sup>	215,041. <sup>09</sup>	29,751. <sup>89</sup>	235,845. <sup>41</sup>	31,406. <sup>28</sup>	257,264. <sup>59</sup>	18,623. <sup>81</sup>	304,327. <sup>79</sup>	33,633. <sup>58</sup>	297,714. <sup>81</sup>	32,947. <sup>81</sup>	260,823. <sup>69</sup>	29,568. <sup>11</sup>	257,378. <sup>08</sup>	29,079. <sup>48</sup>	228,438. <sup>08</sup>	30,247. <sup>69</sup>	198,864. <sup>46</sup>	41,854. <sup>79</sup>	2,827,786. <sup>67</sup>	378,590. <sup>91</sup>	2,449,196. <sup>82</sup>	
1929	207,812. <sup>83</sup>	31,538. <sup>38</sup>	191,785. <sup>23</sup>	29,052. <sup>90</sup>	237,815. <sup>60</sup>	37,629. <sup>08</sup>	247,119. <sup>89</sup>	33,303. <sup>09</sup>	281,480. <sup>01</sup>	33,979. <sup>39</sup>	328,222. <sup>53</sup>	31,052. <sup>08</sup>	353,382. <sup>79</sup>	37,290. <sup>44</sup>	355,751. <sup>66</sup>	39,795. <sup>59</sup>	306,127. <sup>58</sup>	30,292. <sup>52</sup>	289,467. <sup>13</sup>	30,762. <sup>16</sup>	262,221. <sup>53</sup>	32,445. <sup>28</sup>	219,017. <sup>45</sup>	32,354. <sup>99</sup>	3,331,754. <sup>46</sup>	398,496. <sup>20</sup>	2,933,258. <sup>26</sup>	
1930	229,672. <sup>50</sup>	32,272. <sup>39</sup>	221,585. <sup>92</sup>	33,531. <sup>88</sup>	287,216. <sup>73</sup>	40,255. <sup>85</sup>	283,124. <sup>72</sup>	40,117. <sup>85</sup>	319,806. <sup>59</sup>	41,563. <sup>36</sup>	324,237. <sup>06</sup>	36,309. <sup>72</sup>	370,521. <sup>67</sup>	48,450. <sup>44</sup>	398,519. <sup>40</sup>	44,639. <sup>67</sup>	310,755. <sup>68</sup>	30,941. <sup>11</sup>	287,963. <sup>13</sup>	42,919. <sup>13</sup>	266,670. <sup>84</sup>	49,818. <sup>28</sup>	266,846. <sup>66</sup>	50,757. <sup>64</sup>	3,517,730. <sup>64</sup>	500,597. <sup>53</sup>	3,017,133. <sup>11</sup>	
1931	237,708. <sup>20</sup>	42,931. <sup>76</sup>	226,331. <sup>88</sup>	33,936. <sup>55</sup>	266,696. <sup>42</sup>	40,195. <sup>85</sup>	262,422. <sup>78</sup>	33,728. <sup>85</sup>	321,942. <sup>87</sup>	33,911. <sup>98</sup>	340,227. <sup>46</sup>	53,178. <sup>39</sup>	335,930. <sup>41</sup>	35,864. <sup>41</sup>	364,670. <sup>04</sup>	46,207. <sup>26</sup>	310,962. <sup>46</sup>	31,795. <sup>72</sup>	305,104. <sup>54</sup>	33,053. <sup>03</sup>	259,053. <sup>84</sup>	37,224. <sup>24</sup>	258,738. <sup>13</sup>	34,222. <sup>23</sup>	3,479,837. <sup>24</sup>	430,856. <sup>72</sup>	3,048,981. <sup>21</sup>	
1932	250,486. <sup>36</sup>	34,244. <sup>68</sup>	214,084. <sup>31</sup>	31,113. <sup>81</sup>	249,608. <sup>88</sup>	34,287. <sup>11</sup>	234,320. <sup>85</sup>	33,583. <sup>10</sup>	268,284. <sup>72</sup>	36,473. <sup>29</sup>	294,010. <sup>81</sup>	39,386. <sup>09</sup>	297,976. <sup>15</sup>	48,622. <sup>19</sup>	301,033. <sup>15</sup>	48,119. <sup>61</sup>	296,277. <sup>72</sup>	31,795. <sup>72</sup>	238,797. <sup>09</sup>	34,882. <sup>40</sup>	199,476. <sup>84</sup>	42,994. <sup>79</sup>	206,928. <sup>41</sup>	33,526. <sup>30</sup>	3,091,576. <sup>91</sup>	471,351. <sup>83</sup>	2,620,225. <sup>08</sup>	

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DELAWARE RIVER BRIDGE.  
 COMPARISON OF ESTIMATED & ACTUAL RESULTS.  
 JULY-1<sup>ST</sup> 1926 TO DEC. 31<sup>ST</sup> 1932.  
 (CUMULATIVE)

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

TO THE HONORABLES, THE LEGISLATURES OF THE COMMONWEALTH OF PENNSYLVANIA AND THE STATE OF NEW JERSEY AND THE COUNCIL OF THE CITY OF PHILADELPHIA.

Traffic and receipts of the Delaware River Bridge in 1932 reflected by their decrease the depressed condition of business prevailing throughout the country. With less money to spend, due to unemployment, patrons of the bridge made fewer trips and used their automobiles more rarely than in 1931, when the traffic figures of the bridge reached their peak to date.

The business history of the bridge is shown in the following table since the opening on July 1st, 1926:

<i>Year</i>	<i>Traffic</i>	<i>Gross Receipts</i>	<i>Expenses</i>	<i>Net Receipts</i>
1932	10,804,557	\$3,091,576.91	\$471,351.83	\$2,620,225.08
1931	12,308,225	3,479,837.93	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

As shown above, expenses of operating and maintaining the bridge increased in 1932 but included in the total of \$471,351.83 were several items of extraordinary expense. For example, the Delaware River Joint Commission built a permanent wooden fender around the Philadelphia pier in the Delaware River in order to protect passing shipping from damage through possible collision with the stonework. This cost \$13,488.00. Again, the Commission let a contract in the amount of \$37,450.00 for repainting the entire under side of the bridge. This particular expense should not occur again for five years. The Commission also expended \$14,951.00 for the preparation of preliminary plans for the proposed high speed rail transit line across the bridge. All of these expenses were met out of toll receipts.

Reduction of receipts first became apparent in February and as compared with the corresponding months of 1931 continued throughout the year. While the net receipts fell to \$2,620,225.08 and were therefore less than those of the preceding three years, the amount available for distribution to the State of New Jersey, the Commonwealth of Pennsylvania and the City of Philadelphia was nevertheless greater than the return for 1928 and 1927. There was less pleasure riding in 1932 than in the three prior years and this was particularly apparent in our Sunday and holiday traffic. Back in 1929 the bridge averaged 45,194 vehicles on Sundays and holidays throughout the year. In 1931 this was reduced to 44,226 and in 1932 fell further to 38,011.

#### COMMISSION REDUCES DEBT

The bus business, from which a considerable portion of the revenues of the bridge is derived, was similarly affected. Fewer people rode to and fro between their homes and places of business in southern New Jersey and Philadelphia. In 1930, 1,484,443 buses crossed the bridge and in 1932, 1,179,259. However, more heavy trucks used this span last year than in any preceding year. These numbered in 1932 235,057 as compared with 225,977 in 1931 and only 111,460 in 1927.

The daily average traffic in 1932 was 29,520 with daily receipts of \$8,446.93.

The policy of returning the entire net receipts to the two states and city was maintained in 1932. The Joint Commission directed that distribution be made in the amount of \$1,310,112.54 to New Jersey, \$655,056.27 to Pennsylvania and a similar sum to Philadelphia. Inasmuch as the interest upon the indebtedness of the Joint Commission amounted to approximately \$1,300,000, it was possible by this distribution to reduce the Commission's obligation to \$30,963,556.81. This reduction of course will be reflected in a lessening of the interest charge for 1933.

The Commission has always been mindful that under the Acts of Pennsylvania and New Jersey creating the body, it is required to repay as quickly as practicable the indebtedness incurred when the revenues and the maintenance of the structure were entrusted to it on July 1st, 1931. Despite repeated efforts to sell bonds which would enable the Commission to discharge its debt in its entirety and to meet the cost of building the proposed transit line, the investment bankers representing the largest financial institutions in the country steadfastly maintained that the bond markets in 1932 were not in a condition to absorb the issue. The Commission declined to consider any proposal which would entail the mortgaging of the earnings of the bridge for a period of thirty or fifty years at a rate of interest entirely out of proportion to the value of the security it could offer.

#### CONGRESS RATIFIES COMPACT

Early in the year the Commission was advised by the bankers that the bonds would be more attractive if the Congress of the United States ratified the agreement between New Jersey and Pennsylvania creating the Joint Commission. They raised the point that a constitutional question might be involved if this ratification were not procured. Accordingly the Commission took up with both branches of Congress the necessity of securing ratification and the following resolution was adopted by Congress and approved by the President.

Public Resolution—No. 26  
72d Congress  
(S. J. Res. 41)

#### JOINT RESOLUTION

Granting consent of Congress to a compact or agreement between the Commonwealth of Pennsylvania and the State of New Jersey creating the Delaware River Joint Commission and specifying the powers and duties thereof.

WHEREAS, pursuant to act numbered 200 of the Commonwealth of Pennsylvania, approved June 12, 1931, and chapter 391 of the Laws of New Jersey, approved June 30, 1931, the Commonwealth of Pennsylvania and the State of New Jersey have entered into a certain compact or agreement, which said compact or agreement has been duly executed and delivered by the Governor of the Commonwealth of Pennsylvania on behalf of said Commonwealth, and by the New Jersey Interstate Bridge Commission on behalf of said State; and

WHEREAS the aforesaid agreement or compact is in substantially the following form, that is to say:

(Agreement printed in full in 1931 report of Joint Commission.)

NOW, THEREFORE, BE IT

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby given to the aforesaid compact or agreement, and to each and every term and provision thereof: Provided, That nothing herein contained shall be construed to affect, impair, or diminish

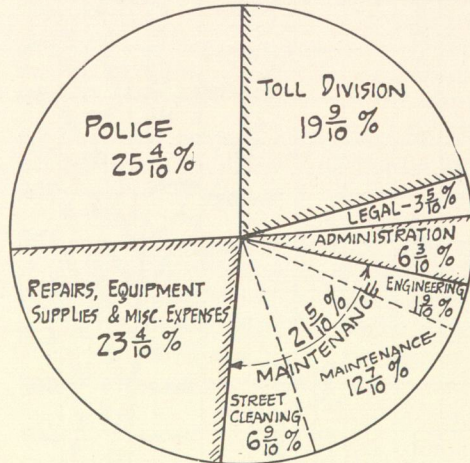
any right, power, or jurisdiction of the United States or of any court, department, board, bureau, officer, or official of the United States, over or in regard to any navigable waters, or any commerce between the States or with foreign countries, or any bridge, railroad highway, pier, wharf, or other facility or improvement, or any other person, matter, or thing, forming the subject matter of the aforesaid compact or agreement or otherwise affected by the terms thereof; And provided further, That the right to alter, amend, or repeal this resolution or any part thereof is hereby expressly reserved.

Approved, June 14, 1932.

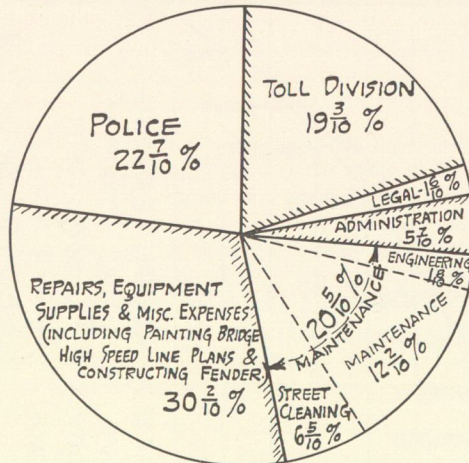
Immediately after the ratification by Congress was noted, the Commission directed its Finance Committee to confer in the Administration Building with the two syndicates which together took in the most prominent banking houses in the country, in order that the bonds might be sold without delay. The Commission's intention was to advertise for competitive bids. The conference was held on June 23rd, 1932.

### DELAWARE RIVER BRIDGE.

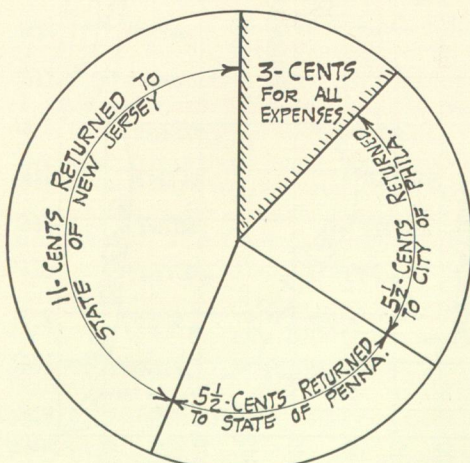
#### DIVISION OF OPERATING COSTS.



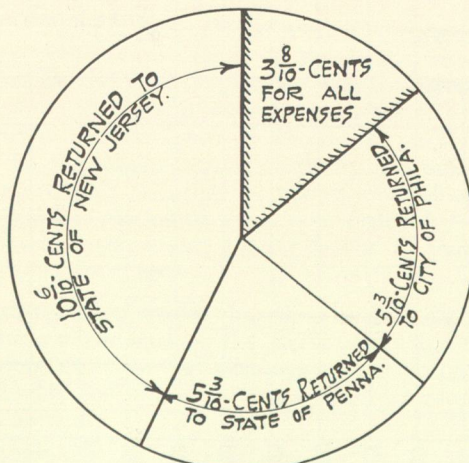
FOR YEAR 1931



FOR YEAR 1932

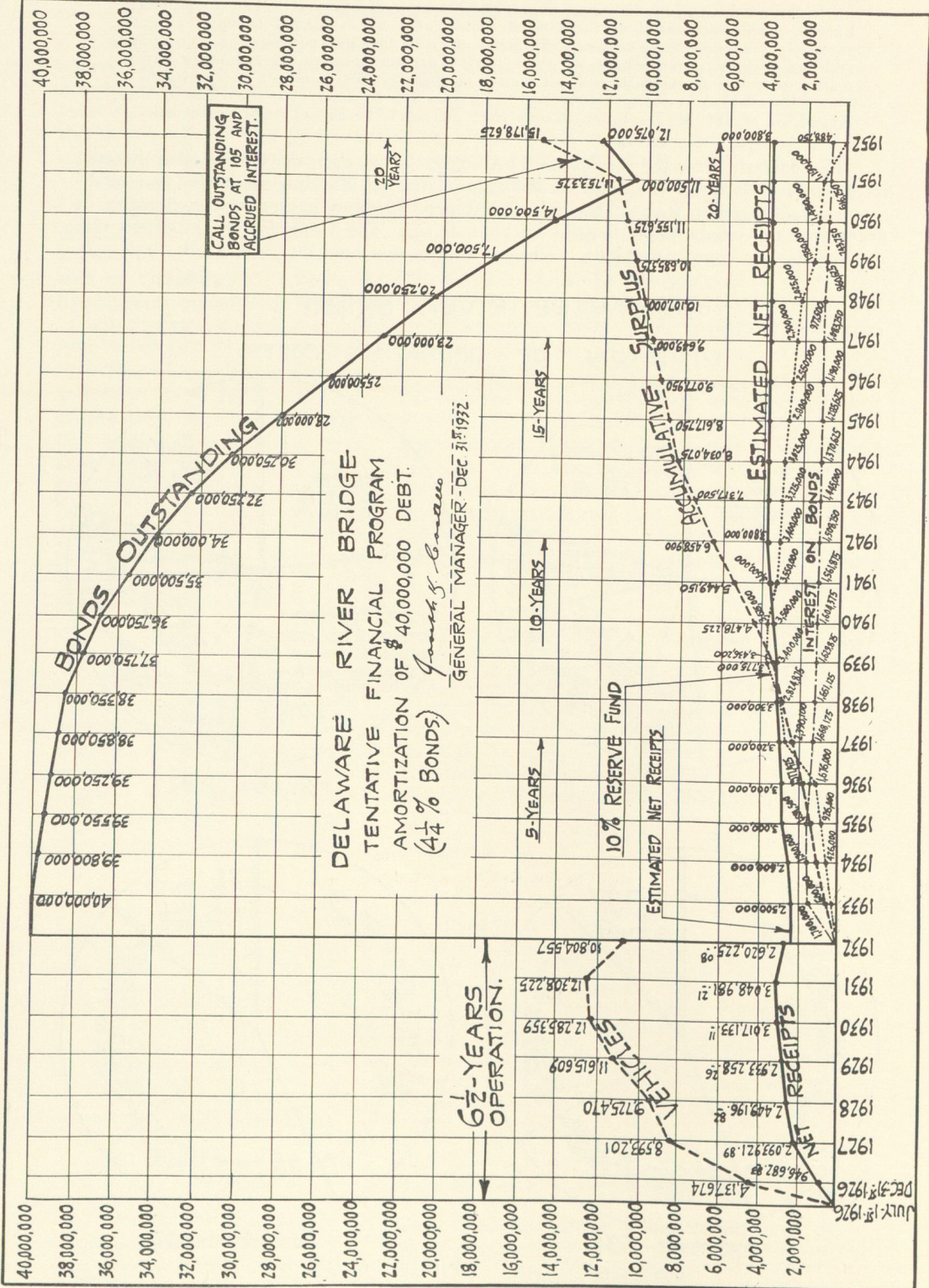


FOR YEAR-1931



FOR YEAR-1932

WHERE THE BRIDGE QUARTER GOES.



### BANKERS ADVISE DELAY

The spokesman for one group, representing largely New York bankers, advised against any attempt on the part of the Commission to float a bond issue of either \$32,000,000 or \$40,000,000 at the time. In response to a question he said definitely that his syndicate would not offer a bid for the bonds in the event they were then advertised. He pointed out that the Delaware River Bridge bonds would probably be compared by investors with the George Washington Bridge bonds issued by the Port of New York Authority which were selling at the time in small quantities on a  $5\frac{1}{2}$  to  $5\frac{3}{4}$  per cent basis. Another member of the syndicate said that he was quite sure that the Joint Commission would be unable to sell a 5 per cent bond at par.

All spoke in strong terms against any attempt to pledge the revenues of the bridge for thirty or forty years upon a high rate of interest. They declared that some improvement was being noted in the market for the highest grade of tax exempt municipal and state bonds. This improvement, they thought, might fairly be expected to continue so that market conditions for the proposed Joint Commission's bonds might be favorable later in the year. At the time they held out no hope that the issue could be floated. They expressed themselves as well satisfied with the financial showing of the bridge during the year of depression and reiterated that their present attitude was not to be construed as doubt of the ultimate worth of the bridge bonds.

The other syndicate, headed by the leading banking house of Philadelphia, strongly urged the Committee not to attempt to advertise the bonds at the time. The representative present said that in his opinion the market could not absorb either the \$32,000,000 issue that would provide repayment to Pennsylvania, New Jersey and Philadelphia or the \$40,000,000 issue that would combine repayment with the cost of building the proposed high speed rail transit line. He said that when conditions improved it would probably be easier to float the \$32,000,000 issue and that it was possible the syndicate might require a commitment from the Joint Commission that it would not attempt to finance the high speed line until the bridge earnings had reached a substantially higher level and had maintained themselves for several years.

### PARTIAL OFFER MADE

On September 16th, 1932 the New York syndicate again conferred with the Finance Committee in the Administration Building.

The leader of the group announced that the syndicate would be willing to recommend to its associates the purchase of \$15,000,000 Delaware River Bridge bonds with an option of 90 days upon the remaining \$17,000,000 portion of an issue of \$32,000,000. The Commission would be required to sell the bonds to the syndicate at 97 with an interest coupon of 5%. In the event the syndicate were able to dispose of the \$15,000,000 worth of bonds the option for the remaining portion of the issue would be exercised but the syndicate would not commit itself definitely to taking more than \$15,000,000 worth until the reaction of the securities market to the issue was definitely ascertained. The Commission could fix a lower interest rate than 5% but in that event the discount from par must be proportionately larger.

The bankers would require a pledge from the Commission that the proposed high speed line over the structure either be definitely abandoned or the Commission agree that no attempt be made to finance this project until the net earnings of the bridge improved to a point where they would be double the interest charges upon an issue of \$40,000,000 or approximately \$4,000,000 annually.

The proposal was discussed at considerable length by the Committee. The members pointed out that at the present time the Commission was paying 4% interest to the Commonwealth of Pennsylvania and  $4\frac{1}{4}$ % to the State of New Jersey and the City of Philadelphia. The bankers' proposal meant that the refinancing would be

done on approximately a 5¼% basis or an addition of \$310,000 annually to the expense of bridge operation.

The Committee reported to the Joint Commission the terms of the proposal. The Commission formally decided acceptance of the offer would be against the best interests of the public.

#### TURN TO R. F. C.

At the September meeting of the Commission the Finance Committee was authorized to confer with officials of the Reconstruction Finance Corporation at Washington regarding the possibility of obtaining a loan sufficient to repay the states and city and to build the high speed line. The Committee visited Washington and was told definitely that the Reconstruction Finance Corporation could not lend funds for the refinancing but that it might be possible to obtain \$8,000,000 to be used exclusively for construction of the transit line.

On October 21st, 1932 the Finance Committee recommended to the Joint Commission adoption of the following resolution relative to borrowing funds for the transit project:

RESOLVED: That the Joint Commission apply to the Reconstruction Finance Corporation for a loan not to exceed \$8,000,000 to be used to construct a high speed transit line from the vicinity of Eighth and Race Streets, Philadelphia, to the vicinity of Haddon Avenue and Carman Street, Camden, upon terms substantially as follows:

1. The Commission to give a note for the maximum amount to be borrowed; which note shall provide that interest and installments of principal due thereon shall be paid out of the general net income of the Commission only after payment of interest on existing indebtedness of the Commission to the Commonwealth of Pennsylvania, the State of New Jersey and the City of Philadelphia.
2. In the event such existing indebtedness can be refunded at a later date the obligation to the Reconstruction Finance Corporation shall not prevent such refunding and shall be then evidenced by bonds of the Commission subordinate to the bonds issued to pay the two States and the City.
3. In the event the Commission is enabled by refinancing to secure sufficient cash from the sale of its bonds to pay its obligations to the two States and the City, it will then give subordinate bonds in payment of its obligation to the Reconstruction Finance Corporation, the Commission reserving the right at any time to discharge its indebtedness or any part thereof to the Reconstruction Finance Corporation by the payment of principal remaining due together with interest to the date of payment.
4. The Commission shall not be obligated to accept the loan, either in whole or in part, until consent to connect the high speed line with the Eighth Street-Locust Street subway, has been given by the City of Philadelphia.
5. The exact terms and conditions upon which the Reconstruction Finance Corporation is willing to make the loan shall be laid before the Commission before final commitment is made.

Inasmuch as the preliminary plans for the transit line were then in course of preparation by Mr. Ralph Modjeski, Chief Engineer, the Commission voted to defer making formal application to the Reconstruction Finance Corporation until the plans were completed. By the close of the year the plans were in the hands of the Transportation Committee, which intended to report to the Commission in January 1933.

#### TRANSIT PLANS COMPLETED

The Transportation Committee had been busy from the beginning of the year endeavoring to work out a solution to the rather complicated problem of bettering communication between Philadelphia and the southern part of New Jersey. The Committee met on January 15th, 1932 with the City Commissioners of Camden. On the part of the general public there was pronounced opposition to the admittedly inadequate transportation service furnished by the many bus lines crossing the bridge. These buses found it difficult to negotiate the narrow crowded streets in Philadelphia leading from the plaza and in particular congested Market Street to such a degree

that traffic could proceed only at snails-pace. The passengers bound for outlying New Jersey communities were forced to wait upon street corners unreasonably long. It may be stated that this condition still prevailed at the close of the year and that no improvement can be expected until provision is made for transporting the public on rails through an extension of the Philadelphia subway system across the bridge to a centrally located bus terminal and a railroad station.

#### CAMDEN OFFICIALS APPROVE

At the conference with the Camden City Commissioners the subject of constructing a high speed rapid transit line across the Delaware River Bridge was discussed in detail. It was pointed out that the Joint Commission had been given authority by the Legislatures of Pennsylvania and New Jersey to build this improvement from the vicinity of Eighth and Race Streets, Philadelphia to the vicinity of Haddon Avenue and Carman Street in Camden. The route of the line in Camden as appearing in the 1930 report of the Delaware River Bridge Joint Commission was approved by the Camden City Commissioners. They expressed themselves individually and collectively as favoring a subway in Fifth Street with a station in front of the new Camden City Hall and a terminus adjacent to the Broadway Station of the Pennsylvania Railroad. It was agreed that the Joint Commission would be called upon to defray the expenses of building the line underground and on the bridge. The proposed bus terminal at the Camden City Hall would be built by the City of Camden.

The Joint Commission would build the station platforms of the subway at this point but the overhead structure and the facilities for the operation of the bus lines would be paid for by the City of Camden. After going into the entire situation the Camden City Commissioners expressed their desire to have the Joint Commission build the proposed line as speedily as possible, connecting in Philadelphia with the Eighth Street-Locust Street subway.

The Camden Commissioners agreed to study their problem of financing and erecting the bus terminal and to aid the high speed project in every particular by the granting of any ordinances and permits that might be requested by the Commission.

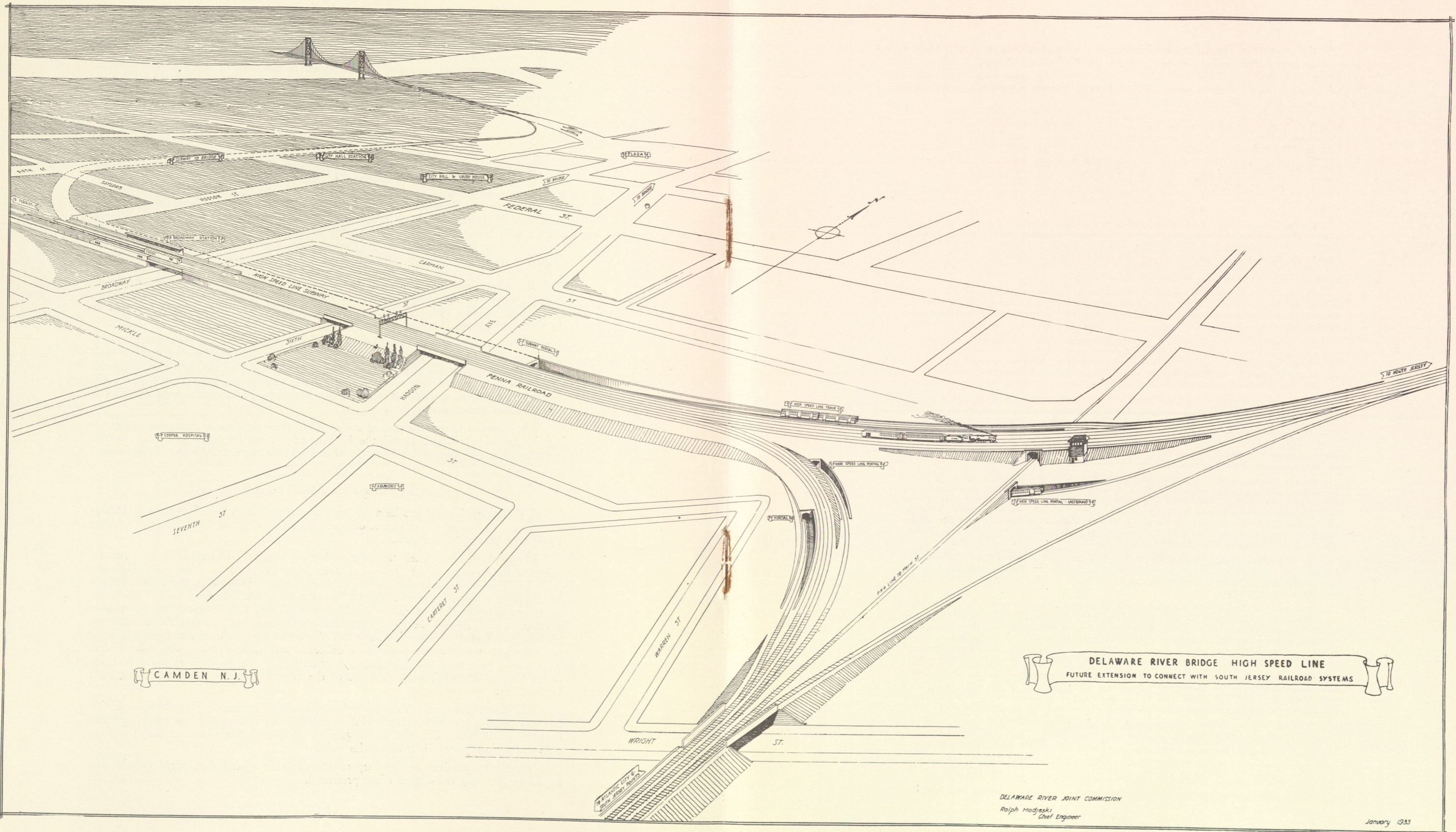
#### PHILADELPHIA ASKED TO AID

A similar conference was held on June 22nd, 1932 with the Honorable J. Hampton Moore, Mayor of Philadelphia, officials of City Council and the Director of City Transit in Mayor Moore's office.

Mayor Moore explained that the conference was called in response to a request voiced at the meeting of the Delaware River Joint Commission, June 17th, when the point had been made that the consent of City Council to connect the proposed high speed bridge transit line to the Eighth Street subway was necessary before bonds for the construction of the line could be sold. A frank and full discussion of the relative position of Council and the Joint Commission followed. It was pointed out that the Philadelphia Rapid Transit Company had offered to pay to the Commission  $2\frac{1}{2}$  cents per passenger out of each 10-cent fare collected for transportation across the bridge. This would still leave the Company  $7\frac{1}{2}$  cents out of which payment could be made to the City of Philadelphia for the use of the Eighth Street subway now being built by the City.

The Chairman of the Transportation Committee explained that the Commission felt that 25,000,000 passengers would be transported annually across the bridge and that this great influx of traffic would give to the Eighth Street-Locust Street subway a financial stability which it otherwise lacks.

The representatives of the City of Philadelphia agreed that plans for the line would be carefully considered when presented.



VIEW OF POSSIBLE EXTENSION OF HIGH SPEED LINE

At the meeting of the Joint Commission on August 19th, 1932, a resolution was adopted directing that application be made for permission to construct a subway from the plaza to Eighth and Race Streets and at that point to make connection with the Eighth Street-Locust Street subway. The following formal application was then sent to the Mayor and the President of City Council:

Hon. Edwin R. Cox, President,  
Philadelphia City Council,  
City Hall, Philadelphia, Pa.

Hon. J. Hampton Moore,  
Mayor, City of Philadelphia,  
City Hall, Philadelphia, Pa.

Dear Sir:

The Delaware River Joint Commission respectfully requests the consent of the City of Philadelphia to the construction of a subway beneath a portion of the bed of Sixth Street, Franklin Street, Eighth Street and Race Street and under part of Franklin Square and the additional consent of the City to the connection of this section of subway with the Eighth Street-Locust Street subway built and owned by the City of Philadelphia at a point at or near Eighth and Race Streets.

The Act of the General Assembly of Pennsylvania approved June 12, 1931 P. L. 575 and of the Legislature of New Jersey approved June 30, 1931 charge the Delaware River Joint Commission with the following duty and responsibility: (Article I—Section b.)

“The effectuation, establishment, construction, operation and maintenance of railroad or other facilities for the transportation of passengers across the said bridge, including extensions thereof to the vicinity of Race Street and Eighth Street in the City of Philadelphia and to the vicinity of Carman Street and Haddon Avenue in the City of Camden.”

The Joint Commission earnestly hopes that Council and the Mayor will approve this request in order that a much needed public improvement may be built and the Delaware River Bridge of which the City of Philadelphia is a part owner be made of greater service than is now possible. The Bridge was opened to highway traffic on July 1, 1926. In the building of the structure provision was made for the great loads accompanying high speed rail service. Up to this time the rail spaces are unused and the full worth of the investment unrealized.

By the construction of a short length of subway in Philadelphia from the east house line of Sixth Street under Franklin Square to Eighth and Race Streets and by the building of another short stretch of subway in Camden the high speed rail system of Philadelphia, which as a property of the City is a most valuable asset, will be extended to the business center of Camden. All the expense of this construction will be borne by the Delaware River Joint Commission and no financial obligation of any kind will be laid upon the City of Philadelphia.

In anticipation that a physical connection will be made between the Eighth Street-Locust Street subway and the proposed bridge line the City of Philadelphia has already expended one-half million dollars in the building of a third track in Eighth Street for the bridge service.

It is respectfully pointed out that the Eighth Street-Locust Street subway will be more valuable by linking it up with the bridge line. Following a survey of passenger traffic between Philadelphia and Camden, it has been estimated that the bridge line will contribute 22,000,000 passengers a year to the city-owned Eighth Street-Locust Street subway. The benefits of this patronage not only to the subway but to the business men of Philadelphia at whose doors these passengers will be delivered are incalculable.

The Commission asks that under the provisions of Article V of the Act of Assembly the formal consent of the municipality be given to the building of the subway through and under city-owned property and to the construction of a physical connection with the Eighth Street-Locust Street subway.

Respectfully submitted,

DELAWARE RIVER JOINT COMMISSION  
By: JOSEPH K. COSTELLO,  
*Secretary,*

August 26, 1932.

## ANTICIPATE 22,500,000 PASSENGERS

Mr. Modjeski submitted his plans for the transit line to the Transportation Committee on November 16th, 1932. In his report he said:

The States of Pennsylvania and New Jersey and the City of Philadelphia made an investment of \$36,000,000 in the bridge, fully \$10,000,000 of which was for the purpose of providing better transit facilities between the two sides of the river. No return in money or service has yet been had from these four tracks. Progress and change in transportation indicates that the two spaces provided for trolley cars can better be utilized for a future widening of the vehicular roadway. The two outer tracks alone can carry twice the number of passengers that are now crossing the Delaware River by the bridge and ferries combined.

The City of Philadelphia has an additional investment of approximately \$500,000 in the Eighth Street-Locust Street subway, made solely to provide for the connection of the bridge line, and which can be put to no other use. The bridge will bring 11,250,000 passengers to Philadelphia in its first year of operation according to the most authoritative estimate. This will mean 22,500,000 more fares for the Eighth Street-Locust Street subway if it carries the bridge trains. The 66,000 people to travel daily over the line will include more shoppers and pleasure seekers than it will wage earners and business men. With the improvement in transportation facilities, that this line will provide, there will follow a noticeable stimulation in this inter-city movement to the mutual advantage of both communities.

There are two classes of passenger movement between central Philadelphia and Camden, just as between central Philadelphia and the sections or communities north, west and south of it. One is a matter of mass transportation within a radius of—say, thirty miles—and the other of carrying smaller groups to widely separated points outside the suburban and commuting zone. The quick movement of large numbers of people is best handled by the type of equipment that has been developed for rapid transit lines or by that adopted by the railroads for electrified suburban service.

The extension of the Philadelphia rapid transit system to Camden by the bridge line will supply a service and fill a need distinct from those possible through railroad operation. When the time comes that the interstate rail business will justify and support a tunnel under the river, that will be the step to take. But such a tunnel will not supplant nor lessen the usefulness of the bridge rapid transit line that will have prepared the way for it.

Carrying the railroad lines over the Philadelphia-Camden bridge is not a feasible alternative to the rapid transit line covered by this report.

Mr. T. J. Skillman, Chief Engineer of the Pennsylvania Railroad and Mr. George I. Wright, Engineer Electric Traction of the Reading Company, made the following joint statement December 2, 1930:

“Summing up the entire situation, the use of the Delaware River Bridge between Philadelphia and Camden for either Pennsylvania or Reading suburban service, for through service, is not economical or desirable, and could not possibly meet the service demands, either present or future, as adequately or satisfactorily as a tunnel in a proper location under the river, designed for high speed service and bearing in mind not only the needs of Camden and its immediate vicinity but the larger needs to meet the future development of South Jersey.”

The reasons given for this conclusion were the known fact that the bridge was not designed to carry electric locomotives such as would be required to pull through trains and that the grades of 4 percent and 5 percent could not be climbed by the type of multiple-unit cars in use on the railroad's electrified suburban service without such changes as would render them unsuited to their regular service.

In addition, estimates show that to bring the rail lines over the bridge would cost at least five times as much as to bring the Philadelphia subway trains to the heart of

Camden. Even if it were possible to find funds to meet this capital expenditure, the car-rider would not pay the seven or eight cents additional fare each way required to carry the interest on the investment.

The consolidation of the Pennsylvania and Reading lines in New Jersey would require a greater number of train movements across the river than two tracks could accommodate. Two tracks would be the limit that could be used on the bridge for railroad purposes because only trolley car loadings were assumed on the other two tracks in the original design.

The bridge rapid transit line connecting to the City of Philadelphia subway system is Step No. 1 in the recommendations of the South Jersey Transit Commission:

"A high speed connecting line from railroad terminals, or a union station in Camden, through a suitable bus terminal and crossing the Delaware River Bridge to a proper connection with the subway system in Philadelphia."

Step No. 2 of this same Commission's program will be feasible when the development of these communities will support it,—“a tunnel under the Delaware River to suitable terminals in Philadelphia for joint operation, or use, by the two railroad systems.”

The Transportation Committee held a number of conferences during the latter part of November and throughout December and considered in addition to Mr. Modjeski's report, a number of suggestions and designs submitted by others. Particular attention was devoted to the relative merits of building the line to Haddon Avenue and Carman Street or temporarily ending at the Camden Plaza.

#### SAFEGUARD COMMISSION FUNDS

A change in the manner of protecting deposits of Joint Commission funds was made during the year. The Commission agreed to accept from depositories, either corporate surety bonds or securities of the United States Government, the Commonwealth of Pennsylvania or the State of New Jersey. The Commission requires that such securities shall be in the amount of 110 per cent of the maximum deposit. It further provides that bonds, when issued by the Commission, shall be received in the amount of 100 per cent. At the end of the year, United States Government bonds aggregating \$534,000 had been deposited by the institutions with the First Camden National Bank and Trust Company, fiscal agent of the Commission. These bonds were submitted by seven institutions. All other depositories furnished corporate surety.

During the year repairs were made to the asphalt paving on the main and side spans of the bridge. A total of 2,831 square yards, which had been in use since the bridge opening, was removed and replaced in four days during April, with no interruption of traffic. Grass and shade trees were planted on plots of ground adjacent to the bridge and owned by the Joint Commission. The appearance of the Administration Building was improved by the planting of trees on the sidewalks surrounding it.

Numerous minor repairs and adjustments were made upon the bridge during the year. In the final inspection the bridge was found to be in excellent condition.

Forty accidents were reported upon the bridge during the year and one person was killed. Four committed suicide by jumping from the footwalk. Fifteen fires in automobiles were extinguished by the bridge police and 577 disabled cars towed from the structure.

At the beginning of the year David J. Smyth, Esq., Pennsylvania Counsel for the Commission during the construction of the bridge and for the first five and one-half years of operation, resigned to become City Solicitor of Philadelphia. The Attorney General of Pennsylvania, on January 5th, 1932, assigned Harold D. Saylor, Esq. as Pennsylvania Counsel.

The financial operation of the bridge during the year is set forth in detail in the appendix and complete analysis of bridge traffic appears in the charts in this report.

The Delaware River Joint Commission takes this opportunity of inviting the Legislatures of Pennsylvania and New Jersey and the Council of the City of Philadelphia to inspect the bridge and to go into the details of operation at any time.

Respectfully submitted,

DELAWARE RIVER JOINT COMMISSION

GIFFORD PINCHOT, *Chairman*  
J. HAMPTON MOORE  
EDWARD MARTIN  
CHARLES A. WATERS  
THOMAS B. SMITH  
RICHARD WEGLEIN  
WILLIAM H. FOLWELL  
J. WILLISON SMITH

JOHN B. KATES, *Vice Chairman*  
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, 1932.

**RESUME OF OPERATION.  
DELAWARE RIVER BRIDGE.**

PERIOD	TOTAL VEHICLES	TOTAL RECEIPTS	PLEASURE CARS & LIGHT TRUCKS	BUSES	TRUCKS (HEAVY)	HORSE DRAGS	HORSE & HORSE RIGS	LED ANIMALS	SPECIAL PERMITS	MOTOR CYCLES	AVERAGE VEHICLES		AVERAGE RECEIPTS		AVERAGE SUNDAY & HOLIDAY TRAFFIC	DISTRIBUTED FUNDS.		
											MONTHLY	DAILY	MONTHLY	DAILY		NEW JERSEY	PENNA PHILA.	TOTAL
1927	8,593,201	2,435,784. <sup>46</sup>	7,270,703	1,181,183	111,460	1369	102	79	3722	24,583	716,100	23,543	202,982. <sup>08</sup>	6,673. <sup>38</sup>	33,981	1,045,960. <sup>55</sup>	523,480. <sup>47</sup>	2,093,921. <sup>89</sup>
1928	9,725,470	2,827,786. <sup>83</sup>	8,246,002	1,297,533	151,583	454	96	30	565	29,207	810,456	26,572	235,648. <sup>56</sup>	7,726. <sup>19</sup>	38,096	1,224,598. <sup>40</sup>	612,299. <sup>21</sup>	2,449,196. <sup>82</sup>
1929	11,615,609	3,331,754. <sup>46</sup>	10,096,414	1,313,737	170,126	391	69	8	1611	33,253	967,967	31,824	277,648. <sup>43</sup>	9,128. <sup>16</sup>	45,194	1,466,679. <sup>14</sup>	733,314. <sup>56</sup>	2,933,258. <sup>26</sup>
1930	12,285,359	3,517,730. <sup>64</sup>	10,578,706	1,484,443	189,704	115	59	5	4414	28,413	1,023,780	33,658	293,144. <sup>22</sup>	9,637. <sup>62</sup>	44,768	1,508,566. <sup>57</sup>	754,283. <sup>27</sup>	3,017,133. <sup>11</sup>
JAN.-1 <sup>st</sup> :1931 To JUNE-30 <sup>th</sup> :1931	5,746,124	1,654,328. <sup>69</sup>	4,982,572	645,868	103,429	19	12	NO.	2068	12,156	957,687	31,747	275,721. <sup>44</sup>	9,139. <sup>90</sup>	41,764	1,508,566. <sup>38</sup>	754,283. <sup>69</sup>	3,017,133. <sup>76</sup>
JULY-1 <sup>st</sup> :1931 To DEC.-31 <sup>st</sup> :1931	6,562,101	1,825,509. <sup>24</sup>	5,787,821	633,011	122,548	12	10	1	2938	15,760	1,093,683	35,664	304,251. <sup>54</sup>	9,921. <sup>25</sup>	46,199	806,273. <sup>23</sup>	359,108. <sup>61</sup>	1,436,434. <sup>45</sup>
1931	12,308,225	3,479,837. <sup>93</sup>	10,770,393	1,278,879	225,977	31	22	1	5,006	27,916	1,025,685	33,721	289,986. <sup>48</sup>	9,533. <sup>80</sup>	44,226	1,524,490. <sup>61</sup>	762,245. <sup>30</sup>	3,048,981. <sup>21</sup>
JAN.-1 <sup>st</sup> :1932 To JUNE-30 <sup>th</sup> :1932	5,226,885	1,510,995. <sup>49</sup>	4,506,717	593,682	110,607	6	5	0	3,162	12,706	871,148	28,719	251,832. <sup>58</sup>	8,302. <sup>10</sup>	36,388	532,378. <sup>71</sup>	367,144. <sup>06</sup>	1,301,898. <sup>15</sup>
JULY-1 <sup>st</sup> :1932 To DEC.-31 <sup>st</sup> :1932	5,577,672	1,580,581. <sup>42</sup>	4,849,168	585,577	124,450	7	3	0	3,399	15,068	929,612	30,313	263,430. <sup>23</sup>	8,590. <sup>11</sup>	39,841	777,733. <sup>83</sup>	287,912. <sup>21</sup>	1,318,376. <sup>92</sup>
1932	10,804,557	3,091,576. <sup>91</sup>	9,355,885	1,179,259	235,057	13	8	0	6,561	27,774	900,379	29,520	257,631. <sup>40</sup>	8,446. <sup>99</sup>	38,011	1,310,112. <sup>54</sup>	655,056. <sup>27</sup>	2,610,715. <sup>08</sup>

## APPENDICES

- (a) Financial Summary 1932.
- (b) Deposit of Bridge Funds and Distribution  
1932.
- (c) Joint Commission Indebtedness and  
Reduction Thereof.



## APPENDIX "A"

### FINANCIAL SUMMARY 1932

Toll and Rental Receipts Jan. 1st, 1932 to Dec. 31st, 1932.....		\$3,074,436.05
Interest Received on Bank Balances.....		17,070.07
Miscellaneous .....		279.06
	Total .....	\$3,091,785.18
Less:—		
Counterfeit and Mutilated Coins.....	\$180.67	
Ticket Refunds .....	27.60	
		208.27
	Total Gross Income.....	\$3,091,576.91
Less:—		
Expenses:—(Usual)		
Salaries .....	\$329,301.17	
Equipment .....	7,169.27	
Supplies .....	10,429.26	
Repairs .....	47,996.06	
Miscellaneous Expenses .....	47,088.27	
		\$441,984.03
(Unusual)		
Fender System—Philadelphia .....	\$14,049.95	
Rail System .....	14,954.39	
Miscellaneous .....	363.46	
		29,367.80
	Total Expenses .....	\$ 471,351.83
	Total Net Income.....	\$2,620,225.08

APPENDIX "B"

DEPOSIT OF BRIDGE FUNDS AND DISTRIBUTION 1932

<i>Bank</i>	<i>Total Deposits</i>	<i>Interest Earned</i>	<i>Total Deposits and Interest</i>
Oaklyn National Bank.....\$	46,250.00	\$ 385.13	\$ 46,635.13
1st Camden Nat. Bank & Trust Company	127,500.00	714.09	128,214.09
1st Nat. Bank—Haddon Heights.....	10,000.00	25.02	10,025.02
Camden Safe Dep. & Trust Co.—Cape May Branch .....	49,500.00	1,257.54	50,757.54
1st Nat. Bank—Merchantville.....	51,500.00	323.38	51,823.38
Ocean County Trust Co.....	54,300.00	694.76	54,994.76
1st Nat. Bank—Toms River.....	551,000.00	2,681.07	553,681.07
Swedesboro Trust Co.....	27,225.00	120.42	27,345.42
Camden Safe Dep. & Tr. Co.....	401,559.87	1,703.07	403,262.94
Camden Safe Dep. & Trust Co.—(Active Account) .....	15,118.16	62.99	15,181.15
Philadelphia Nat. Bank.....	159,000.00	1,103.10	160,103.10
Market St. Nat. Bank.....	164,500.00	1,234.14	165,734.14
Real Estate Land Title and Trust Co....	164,500.00	1,276.26	165,776.26
Corn Exchange Nat. Bank and Trust Co..	211,701.98	1,665.76	213,367.74
Central-Penn Nat. Bank.....	182,000.00	767.91	182,767.91
Northern Trust Co.....	157,000.00	1,150.85	158,150.85
Nat. Bank of Germantown and Trust Co.	73,500.00	804.22	74,304.22
Pennsylvania Co. Insur. on Lives & Grant- ing Annuities .....	157,000.00	1,100.36	158,100.36
	<u>\$2,603,155.01</u>	<u>\$17,070.07</u>	<u>\$2,620,225.08</u>

DISTRIBUTION

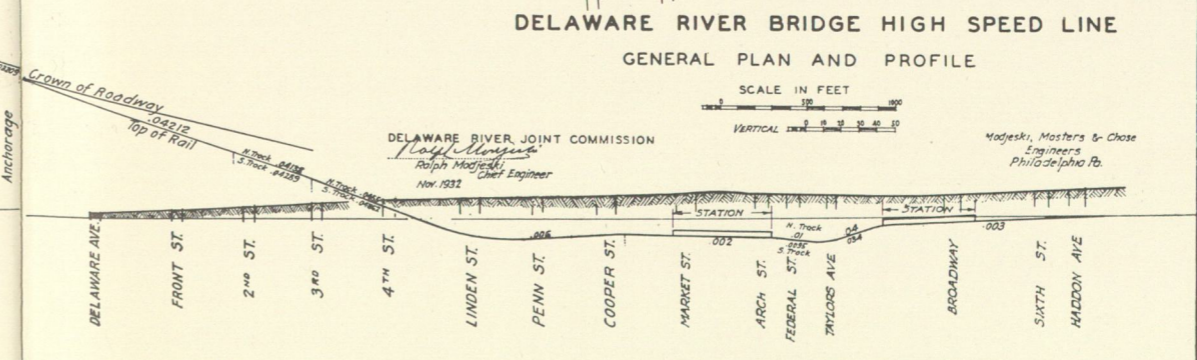
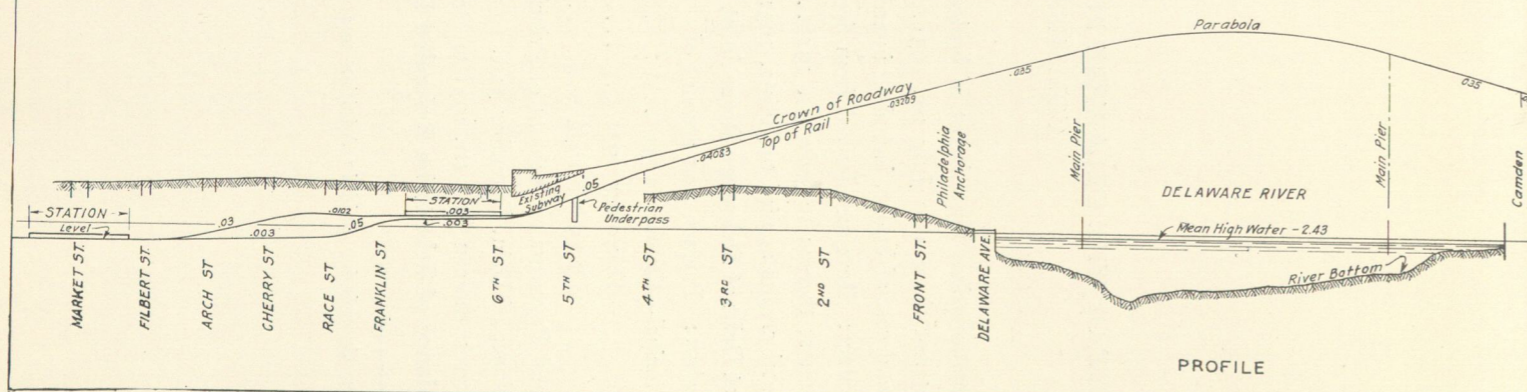
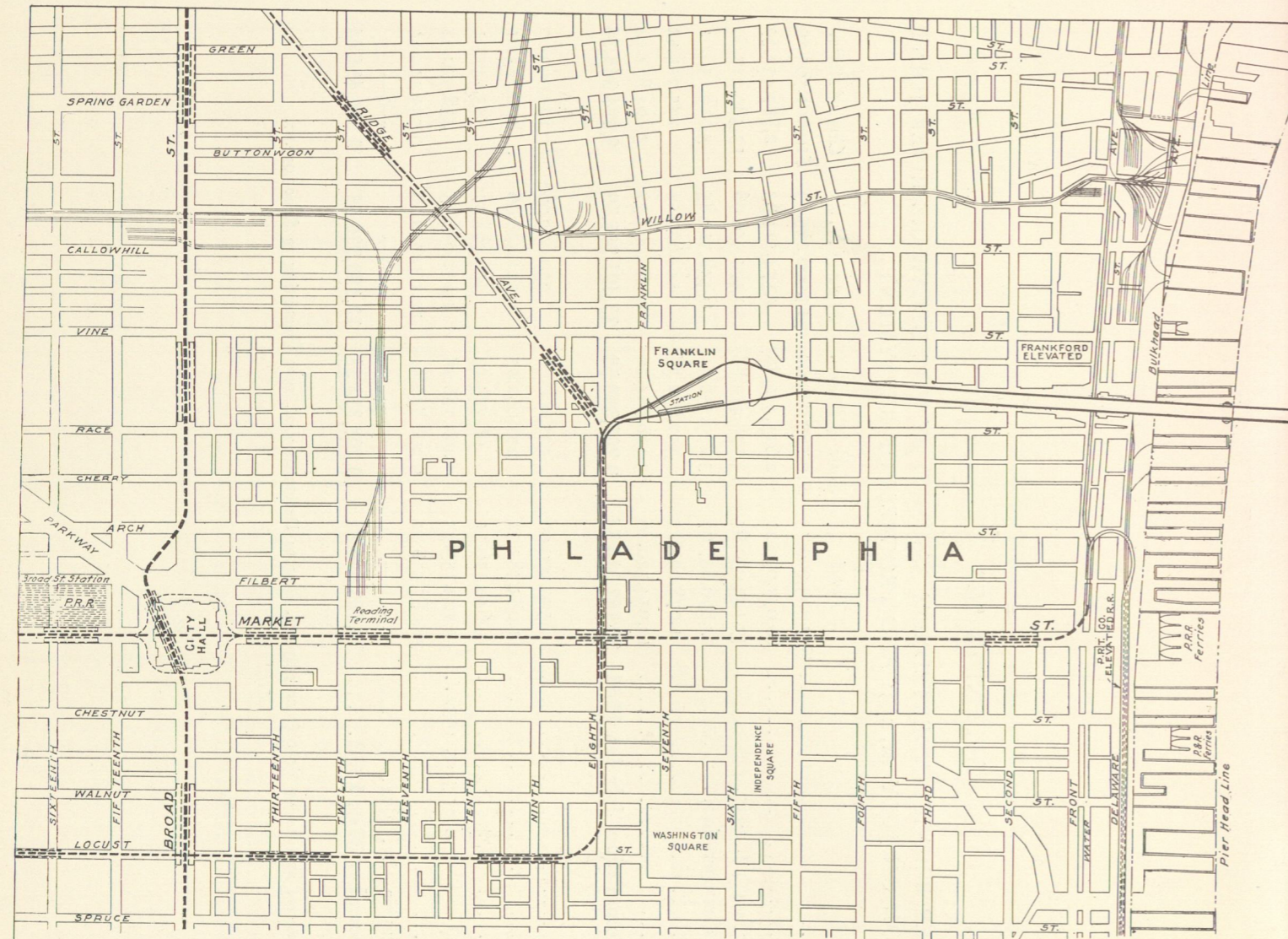
City of Philadelphia.....	\$ 655,056.27
State of Pennsylvania.....	655,056.27
State of New Jersey.....	1,310,112.54
<b>TOTAL .....</b>	<u><b>\$2,620,225.08</b></u>

APPENDIX "C"

COST OF THE DELAWARE RIVER BRIDGE; INDEBTEDNESS ASSUMED BY THE DELAWARE RIVER JOINT COMMISSION ON JULY 1st, 1931 AND PROGRESS OF REPAYMENT

	Total	State of Penna.	State of N. J.	City of Phila.
Appropriations toward cost of bridge.....	\$37,065,000.43	\$10,563,000.00	\$15,900,235.33	\$10,601,765.10
Interest thereon to July 1st, 1931.....	10,077,930.21	2,615,452.88	4,574,124.63	2,887,452.70
Total cost of bridge, including interest July 1st, 1931.....	47,142,930.64	13,178,452.88	20,474,359.96	13,489,217.80
Deduct: Revenues derived from five years operation.....	12,876,627.67	3,219,156.91	6,438,313.85	3,219,156.91
Interest thereon to July 1st, 1931.....	1,078,092.43	257,697.38	544,679.52	275,715.53
Total credits applied to July 1, 1931.....	13,954,720.10	3,476,854.29	6,982,993.37	3,494,872.44
<b>Net Debt of Delaware River Joint Commission, July 1st, 1931</b> .....	<b>33,187,310.54</b>	<b>9,701,598.59</b>	<b>13,491,366.59</b>	<b>9,994,345.36</b>
Deduct: Payments on account of				
Principal—October 1931 .....	500,000.00	125,000.00	250,000.00	125,000.00
December 1931 .....	1,083,383.22	271,062.15	541,538.06	270,783.01
December 1932 .....	640,370.51	96,724.13	500,498.47	43,147.91
*Total Payments on Account of Principal to December 31st, 1932..	2,223,753.73	492,786.28	1,292,036.53	438,930.92
Balance of Debt, December 31st, 1932.....	30,963,556.81	9,208,812.31	12,199,330.06	9,555,414.44
Interest thereon July 1st, 1931 to December 31st, 1932.....	—0—	—0—	—0—	—0—
<b>Balance of debt to be Refunded December 31st, 1932.....</b>	<b>30,963,556.81</b>	<b>9,208,812.31</b>	<b>12,199,330.06</b>	<b>9,555,414.44</b>

\*Joint Commission paid in Addition total interest accrued on debt from July 1st, 1931 to December 31st, 1932 amounting to \$2,009,017.80.



DELAWARE RIVER BRIDGE HIGH SPEED LINE  
GENERAL PLAN AND PROFILE

SCALE IN FEET  
VERTICAL 1" = 10'

DELAWARE RIVER JOINT COMMISSION  
*Ralph Modjeski*  
Ralph Modjeski, Chief Engineer  
Nov. 1932

Modjeski, Masters & Chase  
Engineers  
Philadelphia Pa.

PLAN OF HIGH SPEED LINE IN PHILADELPHIA AND CAMDEN

