# REPORT

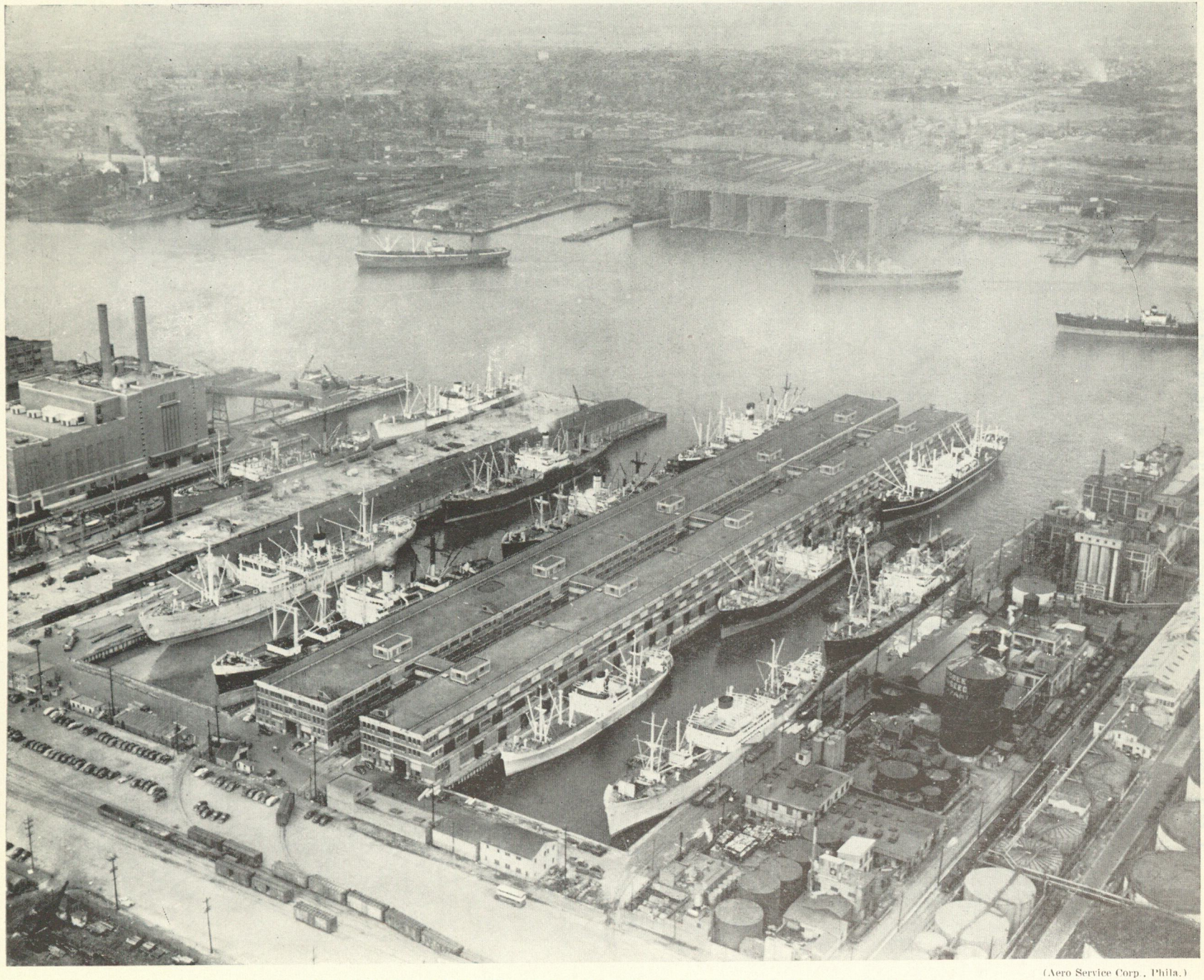
OF

# THE DELAWARE RIVER JOINT COMMISSION

OF

PENNSYLVANIA AND NEW JERSEY

1949



(Aero Service Corp., Phila.)

THE DELAWARE RIVER PORT IS THE GATEWAY TO THE WORLD.

# 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

# 1949

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# CLASSIFICATION OF VEHICLES

## Crossing Delaware River Bridge

## in 1949

| PERIOD | Total Vehicles | AUTOMOBILES AND LIGHT TRUCKS: Total Autos & Light Trucks: Vehicles (Autos) | % of Total | 20c Rate: Vehicles | % of Autos | Commuters 15c Rate: Vehicles | % of Autos | BUSES 50c and 75c: Vehicles | % of Total | TRUCKS 2 to 5 Tons 35c, 40c, 50c: Vehicles | % of Total | TRUCKS 5 to 10 Tons 65c, 75c: Vehicles | % of Total | Special Vehicles | Motor-cycles | Horse-drawn Etc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1949 Jan. ... | 1,500,042 | 1,313,749 | 87.56 | 1,168,398 | 88.95 | 145,351 | 11.05 | 80,783 | 5.38 | 61,859 | 4.12 | 24,415 | 1.62 | 18,422 | 814 | 0 |
| Feb. ... | 1,380,980 | 1,207,372 | 87.43 | 1,071,590 | 88.75 | 135,782 | 11.25 | 73,505 | 5.32 | 58,957 | 4.27 | 23,164 | 1.68 | 17,049 | 933 | 0 |
| Mar. ... | 1,590,555 | 1,388,724 | 87.31 | 1,230,204 | 88.59 | 158,520 | 11.41 | 82,757 | 5.20 | 69,440 | 4.37 | 27,483 | 1.73 | 20,615 | 1,536 | 0 |
| Apr. ... | 1,644,338 | 1,448,121 | 88.07 | 1,297,253 | 89.58 | 150,868 | 10.42 | 81,771 | 4.97 | 67,379 | 4.10 | 25,865 | 1.57 | 18,995 | 2,207 | 0 |
| May ... | 1,908,545 | 1,694,723 | 88.79 | 1,541,940 | 90.98 | 152,783 | 9.02 | 90,420 | 4.73 | 71,753 | 3.75 | 27,386 | 1.43 | 20,745 | 3,517 | 1 |
| Jun. ... | 1,874,089 | 1,650,107 | 88.05 | 1,503,499 | 91.11 | 146,608 | 8.89 | 88,428 | 4.71 | 79,309 | 4.23 | 29,940 | 1.59 | 22,569 | 3,736 | 0 |
| July ... | 2,040,820 | 1,815,966 | 88.98 | 1,694,753 | 93.33 | 121,213 | 6.67 | 94,202 | 4.62 | 79,543 | 3.90 | 26,247 | 1.29 | 20,867 | 3,995 | 0 |
| Aug. ... | 2,056,354 | 1,818,754 | 88.45 | 1,688,995 | 92.87 | 129,759 | 7.13 | 96,645 | 4.70 | 80,186 | 3.90 | 24,975 | 1.21 | 32,098 | 3,696 | 0 |
| Sept. ... | 1,833,421 | 1,616,988 | 88.20 | 1,480,362 | 91.55 | 136,626 | 8.45 | 85,901 | 4.69 | 72,802 | 3.97 | 21,142 | 1.15 | 34,071 | 2,517 | 0 |
| Oct. ... | 1,867,617 | 1,652,816 | 88.50 | 1,501,332 | 90.83 | 151,484 | 9.17 | 86,082 | 4.61 | 70,830 | 3.79 | 21,594 | 1.16 | 33,910 | 2,385 | 0 |
| Nov. ... | 1,687,374 | 1,485,049 | 88.01 | 1,331,913 | 89.68 | 153,136 | 10.32 | 79,182 | 4.69 | 65,965 | 3.91 | 22,112 | 1.31 | 33,538 | 1,528 | 0 |
| Dec. ... | 1,701,733 | 1,501,599 | 88.24 | 1,354,460 | 90.20 | 147,139 | 9.80 | 82,474 | 4.85 | 61,311 | 3.60 | 20,909 | 1.23 | 34,505 | 934 | 1 |
| 1949 Totals .. | 21,085,868 | 18,593,968 | 88.18 | 16,864,699 | 90.70 | 1,729,269 | 9.30 | 1,022,150 | 4.85 | 839,334 | 3,98 | 295,232 | 1.40 | 307,384 | 27,798 | 2 |
| Grand Totals from Opening to Dec. 31, 1949 ..... | 299,835,480 | *262,016,237 | 87.39 | 149,104,175 | 56.52 | 17,236,916 | 6.58 | 25,224,822 | 8.41 | 7,722,545 | 2.58 | 2,483,734 | 0.82 | 1,788,320 | 595,371 | 4,451 |

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

## RESUMÉ OF OPERATION

| Year | TOTALS: Vehicles | TOTALS: Receipts | PLEASURE CARS AND LIGHT TRUCKS: Total | 20c Rate (Feb. 1/37) | 15c Commute (Mar. 1/37) | Buses | Trucks (Heavy) | Special Permits | Motor-cycles | Miscl. Horses etc. | AVERAGES: VEHICLES: Month | VEHICLES: Daily | RECEIPTS: Month | RECEIPTS: Daily | Sunday & Holiday Traffic | HIGH SPEED LINE (opened June 6, 1936): Total Fares 2½c | AVERAGE: Month | AVERAGE: Daily | Net Receipts (Operation) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1940 | 14,185,835 | 3,340,113.26 | 12,766,835 | 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 | 15,638,687 | 3,653,611.09 | 14,113,852 | 12,475,623 | 1,638,229 | 956,438 | 460,154 | 85,501 | 22,742 | 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 | 9,568,470 | 1,295,294 | 1,044,974 | 434,281 | 101,090 | 19,174 | 0 | 1,038,606 | 34,145 | 255,803.93 | 8,409.99 | 39,236 | 6,059,144 | 504,928 | 16,600 | 2,366,959.45 |
| 1943 | 9,639,333 | 2,625,829.28 | 8,014,431 | 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 | 22,383 | 1,924,404.70 |
| 1944 | 11,360,550 | 3,001,169.32 | 9,725,231 | 8,625,508 | 1,099,723 | 990,440 | 500,473 | 130,341 | 14,064 | 1 | 946,712 | 31,039 | 250,097.44 | 8,199.91 | 32,848 | 8,227,423 | 685,619 | 22,479 | 2,367,000.96 |
| 1945 | 12,639,611 | 3,266,299.61 | 10,919,253 | 9,849,584 | 1,069,669 | 996,016 | 567,419 | 141,969 | 14,952 | 2 | 1,053,300 | 34,629 | 272,191.63 | 8,948.76 | 36,812 | 8,538,517 | 711,543 | 23,393 | 2,632,375.63 |
| 1946 | 16,886,413 | 4,235,142.23 | 14,849,447 | 13,513,518 | 1,335,929 | 1,034,780 | 795,042 | 179,758 | 27,386 | 0 | 1,407,201 | 46,264 | 352,928.51 | 11,603.12 | 49,931 | 9,558,844 | 796,570 | 26,188 | 3,392,450.89 |
| 1947 | 18,107,133 | 4,557,968.63 | 15,854,315 | 14,326,221 | 1,528,094 | 1,033,521 | 982,129 | 209,924 | 27,240 | 4 | 1,508,927 | 49,609 | 379,830.72 | 12,487.59 | 53,048 | 10,056,967 | 838,080 | 27,553 | 3,599,492.54 |
| 1948 | 19,227,246 | 4,856,157.84 | 16,817,353 | 15,154,947 | 1,662,406 | 1,016,603 | 1,124,371 | 241,518 | 27,399 | 2 | 1,602,271 | 52,533 | 404,679.82 | 13,268.19 | 55,456 | 10,209,502 | 850,792 | 27,895 | 3,614,024.54 |
| 1949 | 21,085,868 | 5,265,306.50 | 18,593,968 | 16,864,699 | 1,729,269 | 1,022,150 | 1,134,566 | 307,384 | 27,798 | 2 | 1,757,156 | 57,770 | 438,775.45 | 14,425.50 | 62,058 | 9,275,196 | 772,933 | 25,412 | 4,208,027.61 |

# CONTENTS

## RAIL TRANSIT LINE

| Month | 1945 | | | 1946 | | | 1947 | | | 1948 | | | 1949 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Passengers | | Receipts | Passengers | | Receipts | Passengers | | Receipts | Passengers | | Receipts | Passengers | | Receipts |
| | Total | Daily Average | | Total | Daily Average | | Total | Daily Average | | Total | Daily Average | | Total | Daily Average | |
| January ... | 743,711 | 23,990 | 18,592.78 | 792,094 | 25,551 | 19,802.35 | 871,316 | 28,107 | 21,782.90 | 878,044 | 28,324 | 21,951.10 | 871,434 | 28,111 | 21,785.85 |
| February .. | 674,079 | 24,074 | 16,851.98 | 631,357 | 22,548 | 15,783.93 | 768,072 | 27,431 | 19,201.80 | 803,088 | 27,693 | 20,077.20 | *500,187 | 17,864 | 12,504.68 |
| March .... | 764,363 | 24,657 | 19,109.08 | 782,816 | 25,252 | 19,570.40 | 833,345 | 26,882 | 20,833.63 | 891,582 | 28,763 | 22,289.55 | 828,000 | 26,709 | 20,700.00 |
| April ..... | 690,415 | 23,014 | 17,260.38 | 799,076 | 26,635 | 19,976.90 | 831,748 | 27,724 | 20,793.70 | 828,452 | 27,615 | 20,711.30 | 799,014 | 26,634 | 19,975.35 |
| May ..... | 721,284 | 23,267 | 18,032.10 | 786,149 | 25,359 | 19,653.73 | 839,977 | 27,096 | 20,999.43 | 810,393 | 26,142 | 20,259.83 | 781,202 | 25,200 | 19,530.05 |
| June ..... | 687,999 | 22,933 | 17,199.98 | 737,667 | 24,589 | 18,441.68 | 791,721 | 26,391 | 19,793.03 | 807,012 | 26,900 | 20,175.30 | 750,760 | 25,025 | 18,769.00 |
| July ..... | 670,128 | 21,617 | 16,753.20 | 718,187 | 23,167 | 17,954.68 | 742,297 | 23,945 | 18,557.43 | 706,164 | 22,779 | 17,654.10 | 662,144 | 21,359 | 16,553.60 |
| August .... | 712,648 | 22,988 | 17,816.20 | 792,135 | 25,552 | 19,803.38 | 769,123 | 24,810 | 19,228.08 | 789,570 | 25,470 | 19,739.25 | 810,380 | 26,141 | 20,259.50 |
| September . | 630,767 | 21,025 | 15,769.18 | 800,725 | 26,691 | 20,018.13 | 854,224 | 28,474 | 21,355.60 | 853,016 | 28,434 | 21,325.40 | 788,463 | 26,282 | 19,711.58 |
| October ... | 726,978 | 23,450 | 18,174.45 | 908,117 | 29,294 | 22,702.93 | 910,952 | 29,386 | 22,773.80 | 893,143 | 28,811 | 22,328.58 | 802,793 | 25,896 | 20,069.83 |
| November . | 731,746 | 24,391 | 18,293.65 | 873,017 | 29,101 | 21,825.43 | 861,583 | 28,719 | 21,539.58 | 905,600 | 30,187 | 22,640.00 | 798,661 | 26,662 | 19,966.53 |
| December . | 784,399 | 25,303 | 19,609.98 | 937,504 | 30,242 | 23,437.60 | 982,609 | 31,697 | 24,565.23 | 1,043,438 | 33,659 | 26,085.95 | 882,158 | 28,457 | 22,053.95 |
| Totals ..... | 8,538,517 | 23,393 | 213,462.96 | 9,558,844 | 26,188 | 238,971.14 | 10,056,967 | 27,553 | 251,424.21 | 10,209,502 | 27,895 | 255,237.56 | 9,275,196 | 25,412 | 231,879.92 |

(*Nine Day Transit Strike)

# ANNUAL REPORT

OF

## The Delaware River Joint Commission of Pennsylvania and New Jersey

## 1949

To the Honorable: The Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey.

During the year 21,085,868 vehicles crossed the Delaware River Bridge, the greatest annual traffic volume in the twenty-three years of operation. This was an increase of 1,858,622 over 1948 which, in turn, had set a new record. Weekday traffic averaged 56,959 against 51,983 last year, a gain of 9.57 per cent. The Sunday and holiday average was 62,058 compared with 55,456, a rise of 11.90 per cent, while daily traffic averaged 57,770 against 52,533, a 9.96 per cent increase.

Both gross and net toll receipts eclipsed previous returns. Gross operating income in 1949 was $5,265,306.50 representing a substantial increase over the 1948 total of $4,856,157.84. Net income, after providing for bond maturities of $1,700,000, interest and sinking fund reserve requirements, was $1,951,536.59 compared with $1,334,450.24 in 1948. Daily operating receipts were $14,425.49, an increase of 8.72 per cent over the 1948 average. By the end of 1949 a total of 299,835,480 had crossed the bridge since the opening, July 1, 1926.

All-time traffic highs were registered during the year. In the twenty-four hours of Sunday, July 24, 86,844 vehicles passed through the toll lanes, exceeding the previous record of 83,014 set in 1941. A weekday mark of 71,441 was established on Monday, August 15 and a monthly peak of 2,056,354 was reached in August. Most of the 1949 increase was shown in the passenger car and light truck division, the gain being 1,709,752 or 11.28 per cent. Buses numbered 1,022,148 against 1,016,572 in 1948 while the bridge rail transit line showed a decrease. Passengers numbered 9,275,196 in 1949, a daily average of 25,412 from which the Commission derived revenue of $231,879.92. In 1948 total patronage was 10,209,502; the daily average, 27,895 and the return to the Commission, $255,237.56. The rate of loss was 9.15 per cent.

Two factors contributed to the high-speed line passenger decrease. In February a strike of Philadelphia Transportation Company employees suspended operation for nine days resulting in a reduction for the month of 37.71 per cent and, on October 18, the operating company withdrew the privilege of free transfer from the line to the Market Street Subway at Eighth Street, Philadelphia. As a result passengers were thereafter compelled to pay a fare of 15⅚ cents to ride between the centers of Philadelphia and Camden. The bus fare for the same trip remained at ten cents. In November and December which registered decreases of 11.81 and 15.45 per cent respectively, it became evident that a considerable number of former passengers of the rail transit line were using private cars for transportation with inevitably increased congestion in the streets of the two cities.

### LOCUST STREET SUBWAY COMPLETION

This situation is likely to be continued and aggravated until the unused Locust Street Subway in Philadelphia is put into operation. The bridge line was built with the understanding that an uninterrupted journey could be made from Camden to the end of the Locust Street Subway at Eighteenth Street. If the City of Philadelphia which

owns the Locust Street Subway would install tracks, electric equipment and put the stations already built into use, bridge line passengers would be spared the necessity of transferring at Eighth and Market Streets and the cost of the trip would be but 12½ cents. The future of the rail transit line hinges largely upon completion of the Locust Street Subway. In view of the justifiable public demand, the Commission earnestly hopes this will be accomplished in 1950.

For the fiscal year ending June 30, 1949 the Philadelphia Transportation Company reported gross operating revenue from the line of $916,019.56 and a net profit of $18,025.48. Under the terms of the lease the Company is entitled to make up any operating loss by withholding the requisite amount from the rental paid the Commission at the rate of 2½ cents a passenger.

Expenses of bridge operation in 1949 were $1,051,918.51 against $1,051,900.18 the previous year. However, in 1948 the Commission expended an additional $190,-233.12 for port purposes including cost of an extensive survey and the salary of a Port Survey Engineer. The port promotion outlay in 1949 was $5,360.38. Following is a tabulation of bridge traffic, receipts and expenses since date of opening, July 1, 1926:

| | *Traffic* | *Gross Receipts* | *Expenses* | *Net Receipts* |
|---|---|---|---|---|
| 1949 | 21,085,868 | $5,265,306.50 | $1,057,278.89 | $4,208,027.61 |
| 1948 | 19,227,246 | 4,856,157.84 | 1,242,133.30 | 3,614,024.54 |
| 1947 | 18,107,133 | 4,557,968.63 | 958,476.09 | 3,599,492.54 |
| 1946 | 16,886,413 | 4,235,142.23 | 842,691.34 | 3,392,450.89 |
| 1945 | 12,639,611 | 3,266,299.61 | 633,923.98 | 2,632,375.63 |
| 1944 | 11,360,550 | 3,001,169.32 | 634,168.36 | 2,367,000.96 |
| 1943 | 9,639,333 | 2,625,829.28 | 701,424.58 | 1,924,404.70 |
| 1942 | 12,463,283 | 3,069,647.27 | 702,687.82 | 2,366,959.45 |
| 1941 | 15,638,687 | 3,653,611.09 | 653,401.11 | 3,000,209.98 |
| 1940 | 14,185,835 | 3,340,113.26 | 562,054.96 | 2,778,058.30 |
| 1939 | 13,378,235 | 3,155,259.05 | 526,546.73 | 2,628,712.32 |
| 1938 | 12,820,338 | 3,027,489.36 | 581,672.32 | 2,445,817.04 |
| 1937 | 12,293,129 | 2,969,423.52 | 452,810.03 | 2,516,613.49 |
| 1936 | 10,614,475 | 3,067,967.87 | 461,260.86 | 2,606,707.01 |
| 1935 | 10,156,929 | 2,899,563.25 | 441,146.59 | 2,458,416.66 |
| 1934 | 9,981,615 | 2,846,116.26 | 429,412.63 | 2,416,703.63 |
| 1933 | 9,886,705 | 2,820,018.71 | 418,516.46 | 2,401,502.25 |
| 1932 | 10,804,557 | 3,091,576.91 | 456,397.44 | 2,635,179.47 |
| 1931 | 12,308,225 | 3,479,337.93 | 430,856.72 | 3,048,981.21 |
| 1930 | 12,285,359 | 3,517,730.64 | 500,597.53 | 3,017,133.11 |
| 1929 | 11,615,609 | 3,331,754.46 | 398,496.20 | 2,933,258.26 |
| 1928 | 9,725,470 | 2,827,786.83 | 378,590.01 | 2,449,196.82 |
| 1927 | 8,593,201 | 2,435,784.40 | 346,678.59 | 2,093,921.89 |
| 1926 (½ year) | 4,137,674 | 1,110,108.38 | 158,109.47 | 946,682.83 |

Classifications of 1949 and 1948 bridge traffic compare as follows:

| | *1949* | *1948* | *Increase Decrease** | *Per Cent* |
|---|---|---|---|---|
| Commutation tickets | 1,729,269 | 1,662,406 | 66,863 | 4.02 |
| Pleasure cars and light trucks | 16,864,699 | 15,154,947 | 1,709,752 | 11.28 |
| Solid rubber-tired trucks (7,000 pounds or less) | 8 | 33 | 25* | 75.75* |
| All other trucks | 1,134,558 | 1,124,338 | 10,220 | 9.00 |
| Double-deck buses | 2 | 31 | 29* | 93.55* |
| Single-deck buses | 1,022,148 | 1,016,572 | 5,576 | .55 |
| Horsedrawn vehicles | 2 | 2 | ..... | .... |
| Motorcycles | 27,798 | 27,399 | 399 | 1.46 |
| Special rates | 307,384 | 241,518 | 65,866 | 27.27 |
| TOTAL | 21,085,868 | 19,227,246 | 1,858,622 | 9.67 |

Commission revenues were augmented by the policy put into effect October 1 of charging the United States Government toll for passage of its vehicles. Sales of prepaid toll tickets to the Federal Government amounted to $10,232.50 by the end of the year.

## BRIDGE WIDENING PROJECT ADVANCED

In an endeavor to cope with mounting traffic, the Commission in the previous year authorized the widening of the bridge roadway from six to eight lanes and satisfactory

progress was made on the project during 1949. Contracts for the installation of eight traffic light bridges to indicate the directional movement on each of the eight lanes were awarded by the Commission in the total amount of $344,595. The system will become effective in 1950. By the end of the year the Commission had expended $1,928,415.64 on the widening program, an expense met entirely from current revenue. None of the $4,850,000 United States Treasury obligations in the bridge improvement fund were sold during the year although, in 1950, it will probably become necessary to do so to meet Commission commitments.

The Commission paid $50,000 in 1949 to the Commonwealth of Pennsylvania as the first instalment on the Commission's share of the cost of improving the Vine Street approach in Philadelphia. The first section of the boulevard from the bridge plaza to Ninth Street was opened to traffic on October 5. The Commission will pay the balance of $150,000 upon completion of the project in 1950. The Commission has set aside $250,000 to defray part of the cost of removing the freight railroad tracks which hamper traffic at the Camden plaza. The Public Utility Commission of New Jersey on October 17 ordered the relocation of the tracks so that this obstacle to the orderly flow of bridge traffic might be removed. The railroad has been given until April, 1950 to submit detailed plans to the Public Utility Commission.

To meet demands of traffic in the morning and evening rush hours, the Commission directed its engineers to prepare plans and specifications for enlargement of the toll house area to provide twenty lanes instead of the present twelve which are admittedly inadequate. The Commission also approved construction of a tunnel whereby traffic on Sixth Street, Camden, will be carried under the bridge flow at the plaza. The present intersection at grade is hazardous, inconvenient and a constant source of delay.

Construction of a building to house its Police Bureau and equipment at the Camden plaza was also approved by the Commission. At the November meeting the Commission adopted a resolution covering acquisition of forty-one properties to provide sites for the needed improvements. On the ground that this would necessitate demolition of property in Camden with resultant loss of ratables, the Board of Commissioners of the City of Camden adopted a resolution protesting this action. On December 28 a public hearing was held by this Commission at which the views of interested citizens were expressed. The speakers differed upon the tunnel question but several dwelt upon the loss of taxable property to the City of Camden. Following consideration of all factors involved, the Commission defined its position in the following statement:

> "The Commission has carefully considered the resolution of the Board of Commissioners of the City of Camden dated December 8, 1949 and the opinions expressed here today regarding the improvements contemplated at the Camden plaza.
>
> Before reaching a decision, it was necessary for the Commission to balance the natural reluctance of the City of Camden to lose ratables against the requirements that this Commission operate and maintain the Delaware River Bridge in the best interests of the public. Let it be said that The Delaware River Joint Commission is most sympathetic with the view held by the Board of Commissioners of the City of Camden. Probably the easiest way out of this dilemma would be for the Commission to shelve the improvement program but we, as commissioners, must face the facts and realities of the situation.
>
> We admit that the growing resentment of the traveling public against the congestion at the toll houses during rush hours is well founded. The amazing increase in bridge traffic which, this year, will total more than 21,000,000 vehicles, has proved our toll-collecting facilities inadequate at the busiest times. This year reflects an increase of 1,800,000 vehicles over the record-breaking total of 1948

and it is practically certain that this rate of increase will continue at least for some years.

We can not pass cars expeditiously through the toll houses with the present equipment of but twelve booths. The toll house area must be expanded to provide twenty toll lanes. It has been argued that relief might be found by installing toll booths on the Philadelphia plaza. This proposal was considered in 1926 prior to opening of the bridge and again gone into carefully but six months ago. Unfortunately, the Philadelphia plaza has a grade from Sixth to Fifth Streets slightly steeper than that of the bridge itself. It is not possible to collect tolls upon a grade as sharp as the one with which we are confronted on the Philadelphia plaza. Motorists stopping to pay tolls would be bound, in many cases, to release their brakes causing the car to roll backward into the vehicle immediately behind. Setting up toll houses on a sharp grade would mean the building of a trap that would cause danger, confusion and delay. Tolls must always be collected on a level plateau. Our only recourse is to expand the present toll-collecting facilities at the Camden plaza.

A new building must be constructed for the use of our Police Bureau. The present quarters in the Administration Building are most inadequate. Our police are now located in the basement of the Administration Building where, in one small room, are concentrated the sergeants' desks, as many lockers as can be crowded in and a lunchroom. It is into this congested quarter that persons arrested on the bridge are brought for examination. Inasmuch as this room must serve for many activities, it is particularly unsuitable as a charge room. The police garage under the Administration Building is not large enough to accommodate the number and type of vehicles required for daily use. The present police quarters, taken in conjunction with the planned Administration Building Annex, will be used by our Toll Bureau for locker space, lunchroom and lavatory requirements.

Building of the Sixth Street Tunnel will be a decided asset to the City of Camden as is the companion Fifth Street Tunnel on the Philadelphia side to the City of Philadelphia. It will provide a means of uninterrupted communication between the north and central parts of the City. At present it is necessary to interrupt the flow of bridge traffic continually to permit Sixth Street traffic to cross at grade.

The Sixth Street Tunnel should have been built at the time the Commission opened the bridge but funds were not available. Motorists unfamiliar with the bridge rarely realize that, before reaching the toll houses, they are faced with the hazard of right-angle collisions at Sixth Street. Utmost vigilance on the part of the police is required lest such accidents occur. The motorist sees the green lights at the toll houses designating the open lanes and often fails to see the traffic light at Sixth Street. This is a dangerous and awkward intersection which should be treated in the modern manner by construction of a tunnel.

The total taxable loss to the City of Camden by the taking of all property required is set at $13,000 annually. It should be recalled that this Commission paid $136,000 for the repaving and improved lighting of Penn and Linden Streets, Camden and appropriated $250,000 toward the cost of relocating the freight railroad tracks in North Camden. These two contributions would balance the loss to the City of Camden for the next thirty years.

The Commission is of the opinion that construction of the Sixth Street Tunnel, enlargement of the toll house area and erection of a police building are imperative. In the interest of the public, the Commission must proceed with the improvement program."

In response to a request from representatives of business interests in Philadelphia and Camden, the Commission directed its engineers to cooperate in a study of the pos-

sibilities of improving transportation facilities at the Broadway Station in Camden to provide a more attractive interchange by passengers on the railroad, bus and bridge lines. Associated in the study will be engineers of all the utilities involved and of the City and County of Camden.

## PORT PROMOTION DEPARTMENT CREATED

In accordance with the 1947 directives of the Legislatures of Pennsylvania and New Jersey, the Commission submitted a report on February 1 embodying a survey of the Delaware River Port in this vicinity. This study was made by the Knappen Tippetts Abbett Engineering Company of New York and was one of the most comprehensive ever made of any port. Included in the report were the results of an investigation of present facilities and recommendations for improvement as well as the inauguration of additional projects deemed necessary. Suggestions were made for promotion of commerce on the river and for granting of additional powers by the Legislatures to this Commission enabling it to function efficiently as The Delaware River Joint Commission Port Authority. A number of enterprises in which the Authority might engage were discussed in detail including the leasing of piers owned by the City of Philadelphia and the South Jersey Port Commission, development of the Belt Line Railroad in Philadelphia, construction of motor truck terminals and an additional bridge across the Delaware River. In its report accompanying the Knappen Company survey, this Commission recommended:

> "That the Commonwealth of Pennsylvania and the State of New Jersey modify the Interstate Compact of July 1, 1931, approved by the 72nd Congress June 14, 1932, appointing The Delaware River Joint Commission so as: (1) to change the name of the Commission to that of The Delaware River Joint Commission Port Authority; (2) to create a Port District to embrace the territorial limits of the five Pennsylvania Counties of Bucks, Philadelphia, Montgomery, Delaware and Chester; and the nine New Jersey Counties of Mercer, Burlington, Camden, Gloucester, Salem, Cumberland, Cape May, Ocean and Atlantic; (3) to give The Delaware River Joint Commission Port Authority jurisdiction over the district and to endow it with the powers to administer and coordinate its Port District activities; (4) to bestow on the Authority broad and extensive powers to engage in activities directly or indirectly connected with the Port which further the interests of the States."

Bills to activate this plan were introduced in the Legislatures of Pennsylvania and New Jersey. However, they were amended before passage to such a degree as to cause Governors Duff and Driscoll to veto them. No effective action for the creation of a port authority was therefore taken in 1949. This Commission appropriated $100,000 during the year from bridge revenues for the establishment of a Port Promotion Department and engaged Messrs. J. Alex. Crothers, formerly Director of the Port of Boston Authority, and Charles R. Boogher who was actively engaged in the import and export business to serve as Executive and Assistant Executive of the department. They assumed their duties December 1 to concentrate their efforts upon promotion of this port.

On February 7 the Pennsylvania Senate confirmed the following appointments to The Delaware River Joint Commission: Messrs. Edwin R. Cox, Alvin A. Swenson, Clarence Tolan, Jr. and Jay Cooke for a five-year period beginning July 8, 1947. On May 2 Messrs. Weldon B. Heyburn and Charles R. Barber succeeded Messrs. G. Harold Wagner and Ramsey S. Black as Auditor-General and State Treasurer of Pennsylvania and thereby became ex officio members of the Commission. On June 15 the New Jersey Senate confirmed the appointment, for five-year terms beginning July 1, 1949, of Messrs. Arthur C. King, I. Norwood Griscom, Hugh L. Mehorter, Edward C. McAuliffe, Clarence B. McCormick, Erwin S. Cunard, Allen S. Hatcher and James P. Johnson. Mr. Johnson succeeded Mr. Alfred Cooper who retired after twenty years of loyal and invaluable service.

Insurance upon the bridge was renewed for a three-year term in the amount of $10,000,000 covering all risks with an additional $250,000 debris removal coverage.

Use and occupancy insurance in the estimated amount of $4,800,000 was likewise renewed for a similar term.

One contractor's employee was killed by a fall from the bridge during the year, 98 arrests were made, 3,302 disabled cars removed and 47 fires extinguished.

A cordial invitation is extended to 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:

JAMES H. DUFF, *Chairman*
BERNARD SAMUEL
CHARLES R. BARBER
WELDON B. HEYBURN
EDWIN R. COX
ALVIN A. SWENSON
CLARENCE TOLAN, JR.
JAY COOKE

ARTHUR C. KING, *Vice-Chairman*
I. NORWOOD GRISCOM
HUGH L. MEHORTER
EDWARD C. MCAULIFFE
CLARENCE B. MCCORMICK
ERWIN S. CUNARD
ALLEN S. HATCHER
JAMES P. JOHNSON

JOSEPH K. COSTELLO, *Secretary-General Manager*

December 31, 1949

# DISTRIBUTION OF VEHICULAR TRAFFIC

## Across the Delaware River

## Among Ferries & Bridges Within 10 Miles of the Delaware River Bridge

## 1949

| 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. Co. | | | | | | |
| January ..... | 41,997 | 293,616 | 335,613 | 1,500,042 | 1,835,655 | 15.99% | 81.72% |
| February ..... | 40,885 | 276,914 | 317,799 | 1,380,980 | 1,698,779 | 16.30% | 81.29% |
| March ..... | 46,919 | 328,166 | 375,085 | 1,590,555 | 1,965,640 | 16.70% | 80.92% |
| April ..... | 47,503 | 382,242 | 429,745 | 1,644,338 | 2,074,083 | 18.43% | 79.28% |
| May ..... | 54,541 | 482,965 | 537,506 | 1,908,545 | 2,446,051 | 19.74% | 78.03% |
| June ..... | 56,311 | 496,321 | 552,632 | 1,874,089 | 2,426,721 | 20.45% | 77.23% |
| July ..... | 60,281 | 643,446 | 703,727 | 2,040,820 | 2,744,547 | 23.44% | 74.36% |
| August ..... | 62,950 | 621,919 | 684,869 | 2,056,354 | 2,741,223 | 22.68% | 75.02% |
| September .... | 55,490 | 493,731 | 549,221 | 1,833,421 | 2,382,642 | 20.72% | 76.85% |
| October ..... | 51,517 | 456,386 | 507,903 | 1,867,617 | 2,375,520 | 19.21% | 78.61% |
| November .... | 45,598 | 365,024 | 410,622 | 1,687,374 | 2,097,996 | 17.40% | 80.43% |
| December ..... | 46,204 | 362,418 | 408,622 | 1,701,733 | 2,110,355 | 17.17% | 80.63% |
| TOTALS 1949 | 610,196 | 5,203,148 | 5,813,344 | 21,085,868 | 26,899,212 | 19.34% | 78.38% |
| TOTALS 1948 | 709,629 | 4,318,121 | 5,027,750 | 19,227,246 | 24,254,996 | 17.80% | 79.27% |
| % CHANGE.. | —14.01 | +20.50 | +15.63 | +9.67 | +10.90 | — | — |

# DISTRIBUTION OF VEHICULAR TRAFFIC

## Across the Delaware River

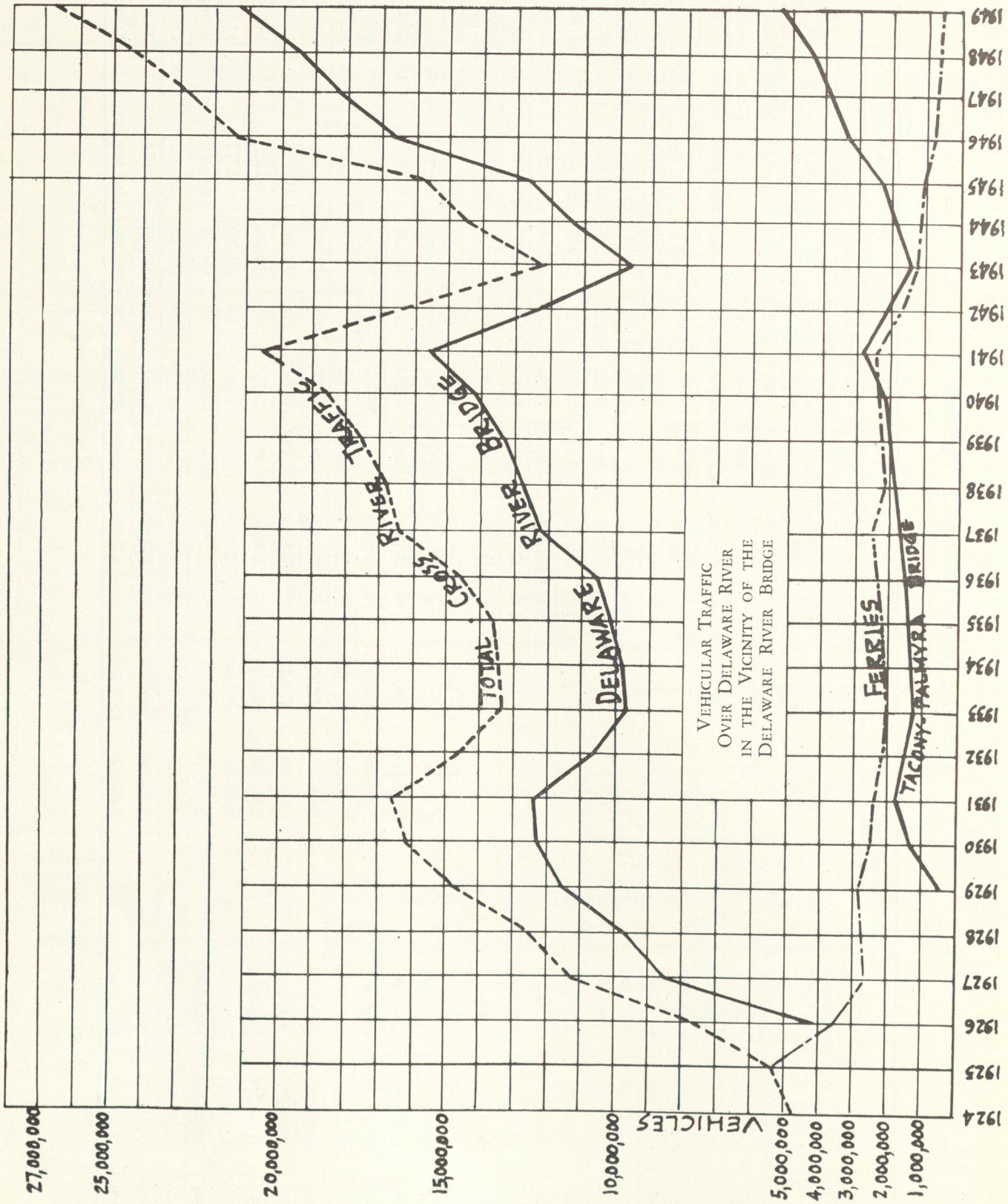
## Among Ferries and Bridges within 10 Miles of the Delaware River Bridge

## 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 | Opened Aug. 15 1929 | 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 | Opened Jan. 24, 1939 | | 1,559,197 | 3,770,750 | 10,804,557 | 14,575,307 | 10.70% | 74.13% |
| 1933 | 699,312 | 1,338,471 | | | 1,390,497 | 3,428,280 | 9,886,705 | 13,314,985 | 10.44% | 74.25% |
| 1934 | 769,423 | 1,261,372 | | | 1,399,843 | 3,430,638 | 9,981,615 | 13,412,253 | 10.43% | 74.42% |
| 1935 | 817,208 | 1,252,487 | | | 1,470,906 | 3,540,601 | 10,156,929 | 13,697,530 | 10.73% | 74.15% |
| 1936 | 1,211,280 | 1,246,694 | | | 1,642,135 | 4,100,109 | 10,614,475 | 14,714,584 | 11.16% | 72.13% |
| 1937 | 1,322,741 | 1,148,224 | | Out of Service Aug. 15, 1929 | 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 | | | 1,980,864 | 4,004,893 | 12,820,338 | 16,825,231 | 11.77% | 76.19% |
| 1939 | 1,348,325 | — | 830,623 | | 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% |
| 1944 | 886,721 | — | 156,755 | | 1,866,262 | 2,909,738 | 11,360,550 | 14,270,288 | 13.07% | 79.61% |
| 1945 | 837,729 | — | 169,667 | | 2,210,800 | 3,218,196 | 12,639,611 | 15,857,807 | 13.94% | 79.70% |
| 1946 | 938,580 | — | — | | 3,355,451 | 4,294,031 | 16,886,413 | 21,180,444 | 15.84% | 79.73% |
| 1947 | 801,561 | — | — | | 3,856,438 | 4,657,999 | 18,107,133 | 22,765,132 | 16.94% | 76.53% |
| 1948 | 709,629 | — | — | | 4,381,121 | 5,027,750 | 19,227,246 | 24,254,996 | 17.80% | 79.27% |
| 1949 | 610,196 | — | — | | 5,203,148 | 5,813,344 | 21,085,868 | 26,899,212 | 19.34% | 78.38% |

# ANALYSIS OF TRAFFIC SINCE OPENING

| Calendar Year | Total Vehicles (Opened 7/1/26) | Automobiles and Light Trucks | | | | Trucks | | | | | | Buses | | Motorcycles 10c | Horse Drawn, etc. 15c, 20c & 30c |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total Autos & Light Trucks | 25c Rate | 20c Rate Started 2/1/1937 | 15c Commutation Started 3/1/1937 | 7000 lbs. Gr. Wt. Solid T 35c | 7001 to 18,000 lbs. Gross Weight | | 18,001 to 26,000 lbs. Gross Weight | | 26,001 lbs. to 150,000 lbs. Special | Single Deck 50c (25c & 40c to July 1, 1927) | Double Deck 75c (40c to July 1, 1927) | | |
| | | | | | | | Pneumatic 40c | Solid Tire 50c | Pneu't. 65c | Solid T 75c | | | | | |
| 1926 | 4,137,674 | 3,644,022 | | | | 10,880 | 10,914 | 15,624 | 281 | 6,891 | 57 | 265,433 | 169,141 | 13,017 | 1,414 |
| 1927 | 8,593,201 | 7,270,703 | | | | 23,812 | 32,561 | 35,636 | 1,865 | 17,586 | 3,722 | 905,727 | 275,456 | 24,583 | 1,550 |
| 1928 | 9,725,470 | 8,246,002 | | | | 20,100 | 76,049 | 34,232 | 3,998 | 17,204 | 565 | 1,229,698 | 67,835 | 29,207 | 580 |
| 1929 | 11,615,609 | 10,096,414 | | | | 11,875 | 101,315 | 28,615 | 9,480 | 18,836 | 1,616 | 1,272,995 | 40,742 | 33,253 | 468 |
| 1930 | 12,285,359 | 10,578,206 | | | | 4,670 | 136,269 | 16,651 | 18,488 | 13,676 | 4,414 | 1,465,267 | 19,176 | 28,413 | 179 |
| 1931 | 12,308,225 | 10,770,393 | All 25c Rate | No | No | 2,366 | 158,692 | 21,623 | 25,238 | 18,058 | 5,006 | 1,270,481 | 8,398 | 27,916 | 54 |
| 1932 | 10,804,557 | 9,355,885 | | | | 1,349 | 165,905 | 13,029 | 44,552 | 10,222 | 6,561 | 1,174,017 | 5,242 | 27,774 | 21 |
| 1933 | 9,886,705 | 8,569,299 | | | | 758 | 183,404 | 10,768 | 48,767 | 6,758 | 8,909 | 1,026,145 | 5,923 | 25,948 | 26 |
| 1934 | 9,981,615 | 8,613,090 | | | | 472 | 221,318 | 7,167 | 50,041 | 5,145 | 17,164 | 1,029,125 | 6,830 | 31,247 | 16 |
| 1935 | 10,156,929 | 8,735,223 | | | | 279 | 250,471 | 15,822 | 51,392 | 2,135 | 19,512 | 1,042,757 | 6,652 | 32,673 | 13 |
| 1936 | 10,614,475 | 9,176,045 | | | | 189 | 247,597 | 17,237 | 79,648 | 1,096 | 28,524 | 1,028,889 | 6,049 | 29,198 | 3 |
| 1937 | 12,293,129 | 10,901,116 | (Jan. only) 619,864 | 9,267,896 | 1,013,356 | 137 | 234,553 | 10,613 | 83,064 | 584 | 29,368 | 999,855 | 5,467 | 28,372 | 0 |
| 1938 | 12,820,338 | 11,520,211 | | 10,381,993 | 1,138,218 | 76 | 228,085 | 9,174 | 77,331 | 249 | 36,959 | 920,520 | 3,490 | 24,237 | 6 |
| 1939 | 13,378,235 | 12,021,179 | | 10,782,058 | 1,239,121 | 92 | 263,196 | 10,895 | 95,004 | 223 | 47,720 | 913,727 | 3,315 | 22,879 | 5 |
| 1940 | 14,185,835 | 12,766,835 | No | 11,361,240 | 1,405,595 | 76 | 298,390 | 16,809 | 101,842 | 176 | 60,163 | 918,307 | 3,164 | 20,071 | 2 |
| 1941 | 15,638,687 | 14,113,852 | | 12,475,623 | 1,638,229 | 98 | 330,228 | 18,864 | 110,762 | 202 | 85,501 | 953,480 | 2,958 | 22,742 | 0 |
| 1942 | 12,463,283 | 10,863,764 | | 9,568,470 | 1,295,294 | 65 | 309,280 | 16,396 | 108,335 | 205 | 101,090 | 1,042,426 | 2,548 | 19,174 | 0 |
| 1943 | 9,639,333 | 8,014,431 | | 6,932,418 | 1,082,013 | 69 | 322,614 | 10,926 | 114,490 | 215 | 120,580 | 1,038,472 | 1,605 | 15,828 | 103 |
| 1944 | 11,360,550 | 9,725,231 | | 8,625,508 | 1,099,723 | 32 | 354,866 | 11,681 | 133,755 | 139 | 130,341 | 990,247 | 193 | 14,064 | 1 |
| 1945 | 12,639,611 | 10,919,253 | | 9,849.584 | 1,069,669 | 49 | 400,546 | 15,099 | 151,608 | 117 | 141,969 | 995,775 | 241 | 14,952 | 2 |
| 1946 | 16,886,413 | 14,849,447 | | 13,513,518 | 1,335,929 | 56 | 572,302 | 16,860 | 205 698 | 126 | 179,758 | 1,034,578 | 202 | 27,386 | 0 |
| 1947 | 18,107,133 | 15,854,315 | | 14,326,221 | 1,528,094 | 56 | 714,824 | 17,385 | 249,776 | 88 | 209,924 | 1,033,323 | 198 | 27,240 | 4 |
| 1948 | 19,227,246 | 16,817,353 | | 15,154,947 | 1,662,406 | 33 | 802,859 | 18,323 | 303,073 | 83 | 241,518 | 1,016,572 | 31 | 27,399 | 2 |
| 1949 | 21,085,868 | 18,593,968 | | 16,864,699 | 1,729,269 | 8 | 827,818 | 11,508 | 295,052 | 180 | 307,384 | 1,022,148 | 2 | 27,798 | 2 |


VEHICULAR TRAFFIC
OVER DELAWARE RIVER
IN THE VICINITY OF THE
DELAWARE RIVER BRIDGE
VEHICLES
27,000,000
25,000,000
20,000,000
15,000,000
10,000,000
5,000,000
4,000,000
3,000,000
2,000,000
1,000,000
1924
1925
1926
1927
1928
1929
1930
1931
1932
1933
1934
1935
1936
1937
1938
1939
1940
1941
1942
1943
1944
1945
1946
1947
1948
1949
TOTAL
CARS
RIVER
TRAFFIC
DELAWARE
RIVER
BRIDGE
FERRIES
TACONY-PALMYRA
BRIDGE

# APPENDICES

## BALANCE SHEET

ASSETS — December 31, 1949

| | Investments | Accrued Interest Receivable | Cash | TOTAL |
|---|---|---|---|---|
| CURRENT ASSETS: | | | | |
| SPECIAL FUNDS: | | | | |
| Sinking Fund | | | $254,039.20 | $ 254,039.20 |
| Sinking Fund Reserve: | | | | |
| U. S. Treasury 2's—52/50 | $ 400,000 | | | |
| " " " —54/52 | 1,200,000 | $ 3,419.59 | 28,000.00 | 1,631,419.59 |
| General Reserve: | | | | |
| D.R.J.C. 1's—66/51 | 660,000 | 16,683.24 | 39,583.30 | 716,266.54 |
| Bridge Improvement: | | | | |
| U. S. Treasury 1⅛'s—50 | 1,450,000 | | | |
| " " 1⅜'s—50 | 3,100,000 | | | |
| " " 2's—52/50 | 200,000 | | | |
| " " 1½'s—50 | 100,000 | | 148,179.36 | 4,998,179.36 |
| TOTAL SPECIAL FUNDS | $ 7,110,000 | $ 20,102.83 | $469,801.86 | $ 7,599,904.69 |
| Cash in bank and on hand | | | 65,220.39 | 65,220.39 |
| TOTAL CASH IN BANK AND ON HAND | | | $535,022.25 | |
| Cash with Fiscal Agent: | | | | |
| For bond interest coupons not presented (see contra) | | | | 1,945.00 |
| | | | | $ 7,667,070.08 |
| Prepaid insurance premiums | | | 57,064.69 | |
| Deferred charge to Income for Port Promotion in 1950 | | | 100,000.00 | |
| | | | | 157,064.69 |
| INVESTMENT IN PHYSICAL PROPERTY: | | | | |
| Bridge and improvements | | | $ 36,254,779.23 | |
| High-speed transit line | | | 10,985,383.53 | 47,240,162.76 |
| TOTAL ASSETS | | | | $ 55,064,297.53 |

LIABILITIES AND SURPLUS

| | | | |
|---|---|---|---|
| CURRENT LIABILITIES: | | | |
| Bond principal, due 6/1/50 | $850,000.00 | | |
| Bond interest accrued, due 6/1/50 | 20,041.66 | | |
| Bond interest coupons, past due (see contra) | 1,945.00 | | |
| | | $871,986.66 | |
| Retained amount due engineers and contractors | | 138,080.23 | |
| Commonwealth of Pennsylvania (Vine Street Project) | | 150,000.00 | |
| " " " (Pension Fund) | | 20,958.92 | |
| State of New Jersey (railroad track removal) | | 250,000.00 | |
| Port Promotion allotment for 1950 | | 100,000.00 | |
| | | | 1,531,025.81 |
| RESERVES | | | 148,189.64 |
| FUNDED DEBT—REFUNDING BRIDGE BONDS dated 6/1/46: | | | |
| 3's due 12/1/46—12/1/48 @ $850,000 semi-annually | | 4,250,000 | |
| Less: Bonds matured and retired | | 4,250,000 | |
| | | —0— | |
| 1's due 6/1/49—6/1/50 @ $850,000 semi-annually | | $ 2,550,000 | |
| Less: Bonds matured and retired | 1,700,000 | | |
| 1's due 6/1/50 included in Current Liabilities (above) | 850,000 | | |
| | | 2,550,000 | |
| | | —0— | |
| 1's due 12/1/50—6/1/54 @ $900,000 semi-annually | | 7,200,000 | |
| 1's " 6/1/66—Outstanding with public | $15,340,000 | | |
| 1's " " —Held in General Reserve | 660,000 | 16,000,000 | 23,200,000.00 |
| (The $21,400,000 bonds maturing on or after 12/1/51 are subject to redemption on any interest payment date on or after 6/1/51 at 2% premium.) | | | |
| SURPLUS | | | 30,185,082.08 |
| TOTAL LIABILITIES AND SURPLUS | | | $ 55,064,297.53 |

## STATEMENT OF INCOME AND EXPENSES
## CALENDAR YEAR 1949

| | | |
|---|---|---|
| INCOME: | | |
| Bridge tolls | | $ 5,020,150.50 |
| High-speed line rentals | | 235,911.92 |
| Other rentals | | 4,800.00 |
| Interest on deposits | | 4,444.08 |
| Gross Operating Income | | $ 5,265,306.50 |
| OPERATING EXPENSES: | | |
| Salaries | $ 789,623.89 | |
| Equipment | 10,899.79 | |
| Supplies | 18,263.91 | |
| Repairs | 91,305.27 | |
| Miscellaneous (including $23,324 light and heat) | 116,953.04 | |
| Insurance (All Risk and Income) | 24,872.61 | |
| | $1,051,918.51 | |
| PORT DEVELOPMENT EXPENSES | 5,360.38 | |
| TOTAL EXPENSES | | 1,057,278.89 |
| NET OPERATING INCOME (less Port Development Expenses) | | $ 4,208,027.61 |
| INCOME FROM FUND INVESTMENTS | $ 101,913.90 | |
| Less premium paid on United States Government bonds purchased for fund investments | 6,571.59 | |
| | | 95,342.31 |
| NET INCOME BEFORE INTEREST | | $ 4,303,369.92 |
| INTEREST ON DEBT | | 251,833.33 |
| NET INCOME AFTER ALL CHARGES | | $ 4,051,536.59 |
| Bond maturity requirements | $1,700,000 | |
| Sinking fund reserve requirements | 400,000 | |
| | | 2,100,000.00 |
| NET INCOME OVER BOND MATURITY AND SINKING FUND RESERVE REQUIREMENTS | | $ 1,951,536.59 |

### RECONCILIATION OF SURPLUS ACCOUNT

| | |
|---|---|
| Surplus—December 31, 1948 (per Balance Sheet) | $ 26,133,545.49 |
| Add: Net Income after all charges—Calendar Year, 1948 (above) | 4,051,536.59 |
| SURPLUS—December 31, 1949 (per Balance Sheet) | $ 30,185,082.08 |

## BRIDGE ROADWAY WIDENING & ALLIED IMPROVEMENTS—CONSTRUCTION ACCOUNT—DECEMBER 31, 1949

| *CONTRACT* | *Preliminary Estimated Cost* | *Amount of Contract* | *Amount Earned* | *Amount Paid* | *Amount Payable* | *10% Retained* | *Amount Unearned* |
|---|---|---|---|---|---|---|---|
| 1 Electrical—W. V. Pangborne & Co., Inc... * | $ 361,850.00 | $ 338,500.00 | $ 338,500.00 | $ 338,500.00 | | (Completed) | |
| 2A Roadway Lighting—Pangborne & Co., Inc. * | 202,300.00 | 197,500.00 | 134,300.00 | 120,870.00 | | $ 13,430.00 | $ 63,200.00 |
| New Lanes—Kaufman Constr. Co., Inc. .... | | | | | | | |
| 3 4th St. to 5th St., Philadelphia ..... * | 138,300.00 | 148,108.00 | 143,355.72 | 143,355.72 | | (Completed) | 4,752.28 |
| 4 4th St., Phila. to 4th St., Camden .....** | 1,623,000.00 | 2,012,430.40 | 1,129,312.28 | 1,016,381.05 | | 112,931.23 | 883,118.12 |
| 5 4th St. to end of bridge, Camden ..... * | 115,000.00 | 98,443.00 | 100,982.23 | 100,982.23 | | (Completed) | (2,539.23) |
| 6 Steel to rebuild approach expansion dams —American Bridge Co. ..... ** | 391,000.00 | 44,950.50 | | | | | 44,950.50 |
| 7 Rebuilding of approach expansion dams and repaving bridge ..... ** | | | | | | | |
| 8 Traffic lane signal system and miscl. electrical work—W. V. Pangborne & Co., Inc. * | 247,500.00 | 217,840.00 | | | | | 217,840.00 |
| 9 Traffic lane marker structures—Pittsburgh-Des Moines Steel Co. ..... * | 144,100.00 | 126,755.00 | | | | | 126,755.00 |
| Police building and Administration building annex .....** | 582,000.00 | | | | | | |
| 6th Street Camden Tunnel and rearrangement of Camden Plaza and Toll House Area .....** | 2,500,000.00 | | | | | | |
| TOTAL ..... | $6,305,050.00 | $3,184,526.90 | $1,846,450.23 | $1,720,089.00 | | $126,361.23 | $1,338,076.67 |
| Engineering (see analysis on next page).. | 354,233.00 | 354,233.00 | 205,771.08 | 193,772.34 | 279.74 | 11,719.00 | 148,461.92 |
| Inspection and Miscellaneous (see analysis on next page) ..... | 20,000.00 | 20,000.00 | 14,554.30 | 14,554.30 | | | 5,445.70 |
| TOTAL ..... | $6,679,283.00 | $3,558,759.90 | $2,066,775.61 | $1,928,415.64 | 279.74 | $138,080.23 | $1,491,984.29 |
| Bridge Improvement Fund ..... | | | | 6,926,595.00 | | | |
| Balance available (per Balance Sheet) | | | | $4,998,179.36 | | | |

*Estimated from final contract plans. **Preliminary report estimate.

## BRIDGE ROADWAY WIDENING & ALLIED IMPROVEMENTS — ENGINEERING & INSPECTION ACCOUNT — DEC. 31, 1949

| | Modjeski & Masters General Engineers | Louis T. Klauder & Assocs. Mechanical and Electrical Engineers | Harbeson, Hough, Livingston & Larson Architects | Preliminary Estimated Engineering Budget | Amount Earned | 10% Retained | Pension Payable | Amount Paid | Amount Unearned |
|---|---|---|---|---|---|---|---|---|---|
| Project report covering expansion of bridge roadway from 6 to 8 traffic lanes (contracts #1 to 7 incl.) | $ 14,000 | $ 4,000 | $ 5,000 | $ 23,000 | $ 22,108.96 | | | $ 22,108.96 | $ 891.04 |
| Preparation of detailed plans and specifications, checking contractor's drawings and general supervision (contracts #1 to 7 incl.) | 85,000 | 32,200 | 7,000 | 124,200 | 120,698.20 | 8,754.00 | | 111,944.20 | 3,501.80 |
| Preparation of detailed plans and specifications, checking etc., traffic light bridges (contracts #8 and 9) | 10,300 | 16,800 | | 27,100 | 17,000.00 | 1,700.00 | | 15,300.00 | 10,100.00 |
| Project report covering erection of new Police building and Administration building annex | | | 7,500 | 7,500 | 7,061.32 | | | 7,061.32 | 438.68 |
| Preparation of detailed plans and specifications, checking etc., new Police building and Administration building annex | | 7,150 | 28,283 | 35,433 | 650.00 | 65.00 | | 585.00 | 34,783.00 |
| Project report covering construction of Tunnel in 6th Street, Camden and Enlargement of Toll House area | 12,000 | 5,000 | 4,500 | 21,500 | 21,500.00 | 1,200.00 | | 20,300.00 | |
| Preparation of detailed plans and specifications, checking etc., 6th St., Camden Tunnel and Enlargement of Toll House area | 40,500 | 27,800 | 8,000 | 76,300 | | | | | 76,300.00 |
| Total Engineering and Architectural Consultants' Fees | $ 161,800 | $ 92,950 | $ 60,283 | $ 315.033 | $189,018.48 | $ 11,719.00 | | $177,299.48 | $126,014.52 |
| Estimated salaries of staff engineers engaged for project | | | | 39,200 | 16,338.43 | | | 16,338.43 | 22,447.40 |
| Estimated pension of staff engineers engaged for project | | | | | 414.17 | | 279.74 | 134.43 | |
| Total Engineering | | | | $ 354,233 | $205,771.08 | $ 11,719.00 | $ 279.74 | $193,772.34 | $148,461.92 |
| Inspection and Miscellaneous: | | | | 20,000 | | | | | |
| Advertising for bids on contracts | $ 1,757.78 | | | | | | | | |
| Testing materials | 718.99 | | | | | | | | |
| Inspecting materials | 2,250.32 | | | | | | | | |
| Test borings | 514.00 | | | | | | | | |
| Miscl. contract expense | 340.21 | | | | | | | | |
| Field equipment & supplies | 2,091.06 | | | | | | | | |
| Office equipment & supplies | 2,751.34 | | | | | | | | |
| Blue prints & photographs | 3,386.32 | | | | | | | | |
| Traveling expense | 279.66 | | | | | | | | |
| Insurance (workmen's compensation, group & auto) | 184.69 | | | | | | | | |
| Miscellaneous unclassified | 279.93 | | | | | | | | |
| Total inspection and miscl. | $ 14,554.30 | | | | 14,554.30 | | | 14,554.30 | 5,445.70 |
| Total Engineering and Inspection (per Construction account above) | | | | $ 374,233 | $220,325.38 | $ 11,719.00 | $ 279.74 | $208,326.64 | $153,907.62 |

## FINANCIAL HISTORY

## COSTS, INCOME AND INVESTMENTS—DECEMBER 31, 1949

| | *State of New Jersey* | *Commonwealth of Pennsylvania* | *City of Philadelphia* | *Total* | *Interest* | *Principal* |
|---|---|---|---|---|---|---|
| Cost of Bridge (including land and approaches) | $15,900,235.33 | $10,601,764.99 | $10,601,765.10 | $37,103,765.42 | | $37,103,765.42 |
| Interest charged to July 1, 1931 | 4,574,124.63 | 2,615,452.88 | 2,887,452.70 | 10,077,030.21 | $ 8,998,937.78 | |
| Interest allowed to July 1, 1931 | (544,679.52) | (257,697.38) | (275,715.53) | (1,078,092.43) | | |
| Debt established July 1, 1931 | $19,929,680.44 | $12,959,520.49 | $13,213,502.27 | $46,102,703.20 | | |
| Subsequent charges and adjustments | | 18,684.28<br>1,416.00<br>(38,764.99) | | (18,664.71) | | (18,664.71) |
| Total cost of Bridge (adjusted) | $19,929,680.44 | $12,940,855.78 | $13,213,502.27 | $46,084,038.49 | $ 8,998,937.78 | $37,085,100.71 |
| Interest on debt, July 1, 1931 to Sept. 1, 1933 | 1,170,987.64 | 812,881.24 | 890,084.09 | 2,873,952.97 | 2,873,952.97 | |
| Total cost of Bridge and interest to Sept. 1, 1933 | $21,100,668.08 | $13,753,737.02 | $14,103,586.36 | $48,957,991.46 | $11,872,890.75 | $37,085,100.71 |
| Cash payments—July 1, 1926 to Sept. 1, 1933 | (8,901,668.08) | (4,545,737.02) | (4,548,586.36) | (17,995,991.46) | | |
| Balance of debt—Sept. 1, 1933 | $12,199,000.00 | 9,208,000.00 | $ 9,555,000.00 | $30,962,000.00 | | |
| Bonds issued to liquidate balance of debt | (12,199,000.00) | (9,208,000.00) | (9,555,000.00) | (30,962,000.00) | | |

EXPENDED FOR ADDITIONS AND IMPROVEMENTS:

| | | | |
|---|---|---|---|
| High-Speed Transit Line (Net) | | $ 8,238,688.91 | |
| Maintenance Building (Net) | $ 73,331.15 | | |
| Toll Houses | 138,953.75 | | |
| Administration Building | 13,931.09 | | |
| Pier 11½ North, Philadelphia | | 226,215.99 | |
| Bridge Roadway Widening (6 to 8 lanes) and allied improvements | | 111,948.08 | |
| Street Approaches to the Bridge (Camden) | | 1,928,415.64 | |
| Street Approaches to the Bridge (Philadelphia) | | 135,140.04 | |
| Dry Standpipes on the Bridge for fire protection | | 50,000.00 | |
| | | 57.98 | |
| | | | 10,690,466.64 |
| | | | $47,775,567.35 |

| | | | | |
|---|---|---|---|---|
| Interest paid on funded debt | | | $19,036,030.16 | |
| Total interest paid | | | 30,908,920.91 | |
| Total Operating Expenses paid | | $13,934,722.07 | | |
| Total Port Development Expenses paid | | 205,263.92 | | |
| Total expenses paid | | | 14,139,985.99 | |
| | | | 45,048,906.90 | |
| Total Premium paid on debt called for redemption | | | 3,611,900.00 | |
| | | | | 48,660,806.90 |
| TOTAL COSTS PAID | | | | $96,436,374.25 |
| Total Receipts | | | $80,108,564.02 | |
| Total Refunding Bridge bonds outstanding | | | 24,050,000.00 | |
| TOTAL RECEIPTS AND BORROWED CAPITAL | | | | 104,158,564.02 |
| RECEIPTS AND BORROWED CAPITAL IN EXCESS OF TOTAL COSTS PAID | | | | $ 7,722,189.77 |
| INVESTED AS FOLLOWS: | | | | |
| Special Funds: | | | | |
| Cash and accrued interest receivable | $ 489,904.69 | | | |
| Investments in U. S. Treasury obligations (par) | 6,450,000.00 | | | |
| Investments in Delaware River Joint Commission 1's (par) | 660,000.00 | | | |
| | | 7,599,904.69 | | |
| General cash balance in banks and on hand | | 65,220.39 | | |
| | | | 7,665,125.08 | |
| Prepaid All-risk and Income insurance premium unexpired | | | 57,064.69 | |
| | | | | $ 7,722,189.77 |

## FUNDED DEBT TO DECEMBER 31, 1949

| | | PREMIUM AND DISCOUNT | | | |
|---|---|---|---|---|---|
| | | PREMIUM | | | DISCOUNT |
| | PRINCIPAL | Received on Sales | Paid on Redemptions | Paid on Purchases | Received on Purchases |
| 4¼% Bridge bonds of Sept. 1, 1933 due Sept. 1, 1935 to 1973, callable on or after Sept. 1, 1943 @ 105: | | | | | |
| Issued Sept. 1, 1933 to liquidate balance of debt to Commonwealth of Pennsylvania | $ 9,208,000 | | | | |
| Issued Sept. 1, 1933 to liquidate balance of debt to State of New Jersey | 12,199,000 | | | | |
| Issued Feb. 6 to May 24, 1934 to liquidate balance of debt to City of Philadelphia | 9,555,000 | | | | |
| ($31,000,000 authorized less $38,000 unissued and cancelled) | $30,962,000 | | | | |
| Issued April 25, 1934 to April 24, 1936 to defray the cost of High-Speed Transit Project construction ($10,000,000 authorized less $2,842,000 unissued and cancelled) | 7,158,000 | $ 497,170.32 | | | |
| Total issued ($41,000,000 authorized less $2,880,000 unissued and cancelled) | $38,120,000 | | | | |
| Less: Scheduled maturities 1935 to 1943 ..... $ 2,372,000 | | | | | |
| Purchased in the market Nov. 4, 1940 to Feb. 9, 1942 ..... 510,000 | | | | $ 58,876.25 | |
| | 2,882,000 | | | | |
| Called as of Sept. 1, 1943 @ 105 and refunded Aug. 1, 1943 @ 2.70% | $35,238,000 | | | | |
| Redemption premium @ 5% refunded Aug. 1, 1943 @ 2.70% | 1,761,900 | | $1,761,900.00 | | |
| Amount added to equalize balance refunded Aug. 1, 1943 @ 2.70% | 100 | | | | |
| 2.70% Refunding Bridge bonds of Aug. 1, 1943 due Aug. 1, 1973 | | | | | |
| Callable on or after Aug. 1, 1946 @ 105 | $37,000,000 | 37,000.00 | | | |
| Called and paid from the sinking fund Aug. 1, 1946 at 105 | | | | | |
| Premium | | | 1,850,000.00 | | |
| Principal | 7,000,000 | | | | |
| Refunded June 1, 1946 @ 1% ..... $25,750,000; @ 3% ..... 4,250,000 (net interest cost of 1.0335%) | 30,000,000 | 9,900.00 | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 3% Refunding Bridge bonds of 6/1/46 due Dec. 1, 1946 to Dec. 1, 1948 @ $850,000 semi-annually.. | $ 4,250,000 | | | | | |
| 1% Refunding Bridge bonds of 6/1/46 due June 1, 1949 to June 1, 1950 @ $850,000 semi-annually.. | 2,550,000 | | | | | |
| 1% Refunding Bridge bonds of 6/1/46 due Dec. 1, 1950 to June 1, 1954 @ $900,000 semi-annually.. | 7,200,000 | | | | | |
| Total Serial bonds ..... | $14,000,000 | | | | | |
| 1% Refunding Bridge bonds of 6/1/46 due June 1, 1966—Total Term bonds ..... | 16,000,000 | | | | | |
| | $30,000,000 | | | | | |
| The $21,400,000 bonds maturing on or after Dec. 1, 1951 are subject to redemption on any interest payment date on or after June 1, 1951 @ 2% premium. | | | | | | |
| 3's due Dec. 1, 1946 to Dec. 1, 1948 matured and retired ..... | $ 4,250,000 | | | | | |
| 1's due June 1 and Dec. 1, 1949 matured and retired ..... | 1,700,000 | | | | | |
| | | 5,950,000 | | | | |
| FUNDED DEBT OUTSTANDING (per Balance Sheet) ..... | | $24,050,000 | | | | |
| 1's due June 1, 1966 Purchased and held in General Reserve ..... | $ 660,000 | | | | | $ 56,340.00 |
| 1's due June 1, 1950 to June 1, 1966 outstanding with the investing public ..... | 23,390,000 | | | | | |
| | $24,050,000 | | $ 544,070.32 | $3,611,900.00 | $ 58,876.25 | $ 56,340.00 |

## PORT PROMOTION

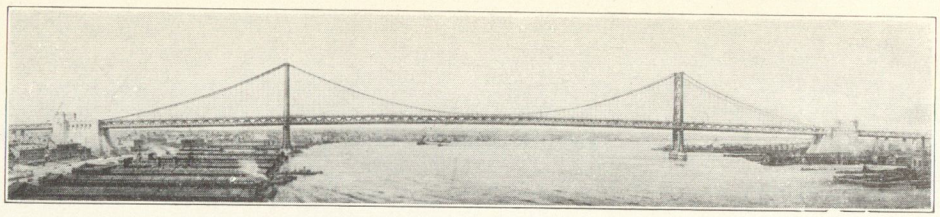
| *EXPENDITURES* | *To Dec. 31, 1948* | *Year 1949* | *To Dec. 31, 1949* |
|---|---|---|---|
| Preliminary port survey | $ 25,000.00 | | $ 25,000.00 |
| Preliminary port survey (extra copies) | 1,100.00 | | 1,100.00 |
| Final report | 154,500.00 | | 154,500.00 |
| Printing extra page and 1,500 programs | | 342.90 | 342.90 |
| 1,000 cartons and postage for final report | 178.09 | 1.21 | 179.30 |
| Salaries | 17,984.64 | 3,633.34 | 21,617.98 |
| Office equipment | 415.67 | 1,030.82 | 1,446.49 |
| Printing and office supplies | 90.44 | 80.59 | 171.03 |
| Conferences and traveling | 592.59 | 73.35 | 665.94 |
| Miscellaneous (unclassified) | 107.70 | 94.00 | 201.70 |
| Insurance (workmens' compensation & group) | 38.58 | | 38.58 |
| Pension | | 104.17 | 104.17 |
| | $200,007.71 | $5,360.38 | $205,368.09 |

## BANK DEPOSITS

December 31, 1949

SINKING FUND

| | | | |
|---|---|---|---|
| Berlin National Bank | (Inactive) | | $ 4,965.53 |
| Bridgeton National Bank | " | | 67.46 |
| Broad Street Trust Company, Philadelphia | " | | 10,173.48 |
| Burlington County Trust Company, Moorestown | " | | 25,015.04 |
| Central-Penn National Bank | " | | 35.05 |
| Citizens National Bank, Collingswood | " | | 80.91 |
| Corn Exchange National Bank and Trust Company | " | | 87.49 |
| Egg Harbor City Trust Company | " | | 4,925.31 |
| Farmers and Mechanics National Bank, Woodbury | " | | 69.24 |
| Farmers and Merchants National Bank, Bridgeton | " | | 111.86 |
| First Camden National Bank and Tru t Company | " | | 116.20 |
| The First National Bank—Mays Landing | " | | 91.02 |
| " " " " —Minotola | " | | 4,944.03 |
| " " " " —Newfield | " | | 14.12 |
| " " " " —Riverside | " | | 27,706.26 |
| " " " " —Toms River | " | | 320.75 |
| The First National Bank and Trust Company, Woodbury | " | | 74.09 |
| Land Title Bank and Trust Company, Philadelphia | " | | 5,186.81 |
| Laurel Springs National Bank | " | | 27,023.44 |
| Mainland National Bank, Pleasantville | " | | 4,940.90 |
| Market Street National Bank, Philadelphia | " | | 10,164.32 |
| National Bank of Germantown and Trust Company | " | | 54.82 |
| The National Bank of Mantua | " | | 5,000.00 |
| Northwestern National Bank | " | | 10,144.32 |
| Oaklyn National Bank | " | | 44.72 |
| Pennsauken Township National Bank, Merchantville | " | | 67,024.64 |
| The Pennsylvania Company | " | | 5,141.24 |
| The Philadelphia National Bank | " | | 10,190.29 |
| Pitman National Bank and Trust Company | " | | 107.23 |
| Provident Trust Company, Philadelphia | " | | 25,000.00 |
| The Real Estate Trust Company | " | | 4,932.55 |
| Riverside Trust Company | " | | 55.11 |
| Trenton Trust Company | " | | 57.67 |
| Woodbury Trust Company | " | | 61.34 |
| Camden Trust Company | (Active) | | 111.96 |
| | | | $254,039.20 |
| SINKING FUND RESERVE ACCOUNT: | | | |
| Camden Trust Company | (Active) | | 28,000.00 |
| GENERAL RESERVE FUND: | | | |
| The First National Bank, Cape May Court House | (Inactive) | $4,947.34 | |
| " " " " Glassboro | " | 4,946.99 | |
| Ventnor City National Bank (Certificate of Deposit) | | 5,000.00 | |
| Camden Trust Company | (Active) | 24,688.97 | |
| | | | 39,583.30 |
| BRIDGE IMPROVEMENT FUND: | | | |
| Camden Trust Company | (Active) | 98,179.36 | |
| The First National Bank, Toms River | (Inactive) | 25,000.00 | |
| Pitman National Bank and Trust Company | " | 25,000.00 | |
| | | | 148,179.36 |
| TOTAL | | | $469,801.86 |



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 |
| Anchorages | 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 | 2¼ inches |

### STRUCTURAL STEEL

| | |
|---|---|
| Main towers | 10,000 tons |
| Suspended structure | 18,600 tons |
| Anchorages | 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 ¾ acre

| | |
|---|---|
| Anchorage foundation depths below M.H.W.: | |
| Philadelphia | 63 feet |
| Camden | 105 feet |
| Weight of each anchorage | 200,000 tons |

### RAIL TRANSIT LINE

| | |
|---|---|
| Constructed at a cost of | $10,985,383.53 |
| Construction begun | February 23, 1934 |
| Started operation | June 6, 1936 |

The line is operated by the Philadelphia Transportation Company under a lease, the Bridge Commission receiving 2½ 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 |
| Tractors and Trailers (Combined): | |
| 26,001 pounds to 36,000 pounds (Pneumatic Tires) | .80 |
| 36,001 pounds to 48,000 pounds (Pneumatic Tires) | 1.05 |
| 48,001 pounds to 60,000 pounds (Pneumatic Tires) | 1.30 |

For gross weights in excess of 60,000 pounds a special inspection fee of $10.00 is charged, in addition to the charge of .25 for each 2,000 pounds above 60,000 pounds.

"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.

# REPORT

OF

# THE DELAWARE RIVER JOINT COMMISSION

OF

## PENNSYLVANIA AND NEW JERSEY


1950