

# Delaware River Bridge Construction Photographs 1921 – 1926

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**Call No.: SC Photo 00007**

*2 Boxes; 208 Photographs  
1 linear foot*



## **Abstract:**

Delaware River Bridge (also known as the Benjamin Franklin Bridge from 1956) construction photographs (circa 1921-1926) contain 208 photographs and one fiscal report dated 1928. Each of these items relate to the Delaware River Bridge connecting Philadelphia, PA to Camden, N.J. The subjects of the photographs are various on site construction views, several artist's renderings of the proposed bridge and some neighborhood demolition views. An annual report of 21 pages by the Joint Commissioners of the project includes statistics as to vehicular use of the finished bridge and revenue generated ending December 31, 1928.

The collection was acquired by Lehigh University's Special Collections in April 2008.

## **Contact Information:**

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**Repository:**  
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**Creator:**  
Delaware River Bridge Joint Commission  
Edward Martin  
George A. Wonfor (Photographer)

**Title:**  
Delaware River Bridge Construction Photographs (Circa 1921-1926)

**Restrictions to Access:**  
This collection is open for research.

**Preferred Citation:**  
[Identification of item], Delaware River Bridge Construction Photographs, 1921 – 1926. Special Collections, Linderman Library, Lehigh University, Bethlehem PA

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**Historical Sketch:**  
In 1926, the time of its completion the Delaware River Bridge was considered “The World’s Greatest Suspension Bridge” (American Cable Company, Inc., 1926). The reasons for this appellation was that its main span between the towers was 1750 feet (533.4 meters), longest of its kind in the world at that time (the total length of the bridge is 9573 feet, 2,917.86 meters), and that there are only two main cables (each 30 inches in diameter) carrying the suspended structure, a feat that the cable manufacturer American Cable Company, Inc. noted as especially worthy of recognition. There were 25,100 miles of wire used in constructing the enormous cables. Previous suspension bridges such as the Manhattan (main cables 20 ½ inches in diameter) or Brooklyn (main cables 15 ¾ inches in diameter) bridges had four main cables carrying the suspended structure. The

towers are 385 feet tall. The width of the structure 128 feet (39.01 meters) was intended to accommodate two 10-foot sidewalks, a 57-foot roadway, two trolley tracks and two rapid transit tracks at the time of completion. There is a 135 foot (41.19 meter) clearance over the center channel of the river determined by the United States War Department for Navy ships to pass unobstructed into the port of Philadelphia. The final construction cost was \$24,574,024.

The bridge connected center city Philadelphia, PA with Camden, N.J. across the Delaware River. At present it carries highways U.S. Route 30 and I-676 on seven lanes for vehicular traffic separated by concrete “zipper” barriers (can be moved to configure flow of traffic), two tracks for the PATCO Speedline (the Port Authority Transit Corporation’s Lindenwold High-Speed Line) and two pedestrian walkways. The bridge is a toll bridge and has always been so designated. The bridge is owned and maintained by the Delaware River Port Authority of Pennsylvania and New Jersey which was created in 1951 to adapt the bridge to the interstate highway system. This bi-state commission oversaw the necessary interstate highway improvements to the Delaware River Bridge and in 1956 the bridge was renamed as it was dedicated to honor Benjamin Franklin as well as recognizing its beauty and magnificence as a span. The bridge is now universally known as the Benjamin (Ben) Franklin Bridge.

As early as 1818 a span across the Delaware River was proposed and interest continued through the 1840’s but it took introduction of automobiles to resurrect interest in a proposed Delaware River bridge. In 1913 the City of Philadelphia formed the Penn Memorial Bridge Commission to study a plan. A Joint Commission for the construction of a public bridge was first legally initiated in 1914 by the New Jersey Legislature. The effort culminated in 1919 in the passage by the legislatures of both New Jersey and Pennsylvania of uniform laws creating the Delaware River Bridge Joint Commission with full power and authority to proceed with the work. In September 1920, the Commission appointed the Board of Engineers composed of Ralph Modjeski, Chairman; George S. Webster and Laurence A. Ball. Modjeski was selected over many other engineers because he had been identified or in charge of many of the greatest bridges built in the United States. In 1921 the go ahead was given to build the bridge. An act of Congress was passed and approved by the President granting the Delaware River Bridge Joint Commission “the right to construct, maintain and operate a bridge and approaches thereto across the Delaware River at a point suitable to navigation at or near Green Street and South Street in Philadelphia, Pennsylvania and points approximately opposite in Camden, New Jersey.” (Carswell, p.7). Official start of physical construction began January 6, 1922 on the Philadelphia side.(Carswell, p.5). The completion date of the bridge was determined in 1921 and the recommendation date of July 4, 1926 the Sesqui-Centennial of the Declaration of Independence was established. Because the holiday fell on a weekend to

accommodate holiday traffic the bridge opened July 1, 1926 to vehicular traffic. President Calvin Coolidge officiated at the opening.

The bridge is a wire-cable steel suspension bridge and employs with the Manhattan Bridge (another Modjeski bridge) the practical application of the “deflection theory” in its design. Ralph Modjeski (1861-1940) was chief engineer, Leon Moisseiff was design engineer and Paul Philippe Cret was the architect. The construction was by American Bridge Co. (deck and approaches), Bethlehem Steel Co. (towers), Keystone State Construction Co. (piers, anchorages and installation of cables) and American Cable Co. (manufactured the wire for the cables). This bridge spawned an era of long-span suspension bridges that lasted into the late 1930’s. The Benjamin Franklin Bridge (Delaware River Bridge) was the first of four primary bridges to eventually cross the Delaware River from the City of Philadelphia to Camden and southern New Jersey.

*References:*

**American Cable Company, Inc. The World’s Greatest Suspension Bridge Philadelphia to Camden The Part Played in its Construction.** New York: American Cable Co., Inc., 1926.

**Carswell, Charles. The Building of the Delaware River Bridge.** Burlington, N.J.: Enterprise Publishing Co., 1926.

**Janberg, Nicolas. Nicolas Janberg’s Structurae – International Database and Gallery of Structures** <<http://www.structurae.de>> Accessed Aug. 27, 2008

**Eastern Roads. Benjamin Franklin Bridge: Historic Overview.** <<http://www.phillyroads.com/crossings/benjamin-franklin/>> Accessed Aug. 27, 2008

**Wikipedia. Benjamin Franklin Bridge.** <[http://en.wikipedia.org/wiki/Benjamin\\_Franklin\\_Bridge](http://en.wikipedia.org/wiki/Benjamin_Franklin_Bridge)> Accessed Apr.7, 2008

**Scope and Content Note:**

Delaware River Bridge Construction Photographs (circa 1921-1926) contain 208 photographs and one fiscal report dated 1928. Each of these items relate to the Delaware River Bridge connecting Philadelphia, PA to Camden, N.J. The subjects of the photographs are various on site construction views, several artist’s renderings of the proposed bridge and some neighborhood demolition views. An annual report of 21 pages by the Joint Commissioners of the project includes statistics as to vehicular use of the finished bridge and revenue generated ending December 31, 1928.

**Online Catalog Terms:**

Delaware River Bridge  
Benjamin Franklin Bridge (Philadelphia, Pa.)  
American Bridge Company  
American Cable Company, Inc.  
Bethlehem Steel Company  
New York Shipbuilding Corporation  
Keystone State Construction Company  
Bridges--Delaware River (N.Y.-Del. and N.J.)  
Bridges--Pennsylvania--Philadelphia.  
Bridges--New Jersey--Camden.  
Bridges – Design and construction.  
Bridges – Iron and steel.  
Suspension bridges.  
Caisons.

**Organization of the Content:**

The collection is divided into two series. The photographs (Series I) are individually filed in mylar sleeves held together in two three-ring binder boxes labeled Album 1 and Album 2 along with the black bound 21 page report (Series II).

**Related Material:***In Lehigh Libraries:*

Pennsylvania. Delaware River Bridge and Tunnel Commission. Report of the Delaware River Bridge and Tunnel Commission to the governor and General Assembly of the Commonwealth of Pennsylvania. [Harrisburg, 1919]

Carswell, Charles. The Building of the Delaware River Bridge, Connecting Philadelphia, Pa. and Camden, N.J. Burlington, N. J.: Enterprise Publishing Co., 1926.

American Cable Company. The world's greatest suspension bridge, Philadelphia to Camden; the part played in its construction by the American Cable Company, Inc. New York City: [1926]

*Held elsewhere:*

Delaware River Bridge Joint Commission of the States of Pennsylvania and New Jersey. Report of the Delaware River Bridge Joint Commission of Pennsylvania and New Jersey to the legislatures of the Commonwealth of Pennsylvania and the State of New Jersey and the Council of the City of Philadelphia. [Burlington, N.J.]: The Commission, 1922-1930.

## **Detailed Description of Collection:**

### **Series I: Albums**

Two albums [208 photographs] originally collected in two 3-ring binders (gold stamped with the name Edward Martin) as well as a 21 page report. Each original binder is bound in black – Vol. I binder is approximately 8” x 10” and Vol. II is approximately 7” x 9” in size. Album 1 photographs (84) were received arranged chronological (1921-1924) . Album 2 photographs when acquired were a mixed chronology but have been cataloged for chronological reference as well as photographer’s negative number. About 76 photographs are 8” x 10” black and white format; about 132 photographs are 7” x 9” black and white format with about 28 photographs with a photographer’s name (George A. Wonfor, Photographer, 615 Market St., Camden, NJ) stamped on the back. Most photographs have a distinct caption between plate number and date (annotations regarding image content are enclosed in parentheses following the date).

### **ALBUM 1**

- 0007.01.01 No number, no date, (Photo of artist’s rendering of entire bridge, artist’s name illegible lower right corner)
- 0007.01.02 #42A 5-13-21 (Photo of artist rendering, lower left corner a tug boat going under steel tower) (Illustrations possibly furnished courtesy of R. McAllister, Camden, N.J., see reference Charles Carswell, p. 20 similar drawing style)
- 0007.01.03 #42B 5-13-21 (Photo of artist rendering showing anchorage and roadway span lower – charcoal or soft pencil, straight on view)
- 0007.01.04 #53, 6-1-21, (Photo of drawing of street pattern in relation to bridge crossing river, semicircle in middle right showing three streets leading out of semicircle (artist’s name lower right ??Firet?))
- 0007.01.05 # 54 6-1-21, (lower left corner on photo or drawing of elevated view of street pattern and truncated triangle in center with tiny vehicles around truncated triangle)
- 0007.01.06 #17791. Aeroplane view of site. Delaware River Bridge. 10-17-21, (Various sections of photographs pieced together to form overall display)

- 0007.01.07 #165 NW Cor. Delaware Ave. & Race Sts. – Anchorage Site 1-18-22, (horse drawn wagon, motor truck, *Almar Tea Co.* sign on building, *Rieger & Gretz* sign on adjacent building, *Havana Ribbon* sign, trolley tracks)
- 0007.01.08 #571 View from top 239 N. Front St. Looking SE showing demolition Progress 4-27-22, (river in far distance, foreground shows buildings in various stages of demolition with piles of debris)
- 0007.01.09 #573 Launching of Caisson “A” 4-24-22 (sign says – NEW YORK SHIPBUILDING CORP.)
- 0007.01.10 #20.A.P.22 579 Caisson A working chamber showing bulkhead – false Bottom and bracing 20.AP.22 (wood planks, bolts & washers, man in right corner)
- 0007.01.11 #589 Caisson “B” Roof 90% caulked – Launching ways nearing completion 4-27-22, (elevated view down onto work area)
- 0007.01.12 #598 Perspective of Caisson “A” from Pier 12 prior to sinking 5-9-22, (Depth numbers on corner of caisson & word “Shore...” below cranes)
- 0007.01.13 #599 Caisson “B” showing 3 ½ rows side timbers in place 5-9-22, (Elevated view point)
- 0007.01.14 #626 Sinking progress Caisson A view from Pier 10 look N. 5-25-22 (Cranes above, depth numbers 44-63)
- 0007.01.15 #664 Caisson “A” Sinking Progress View from Pier 10 looking N. 6-15-22, (cranes above caisson, men standing on caisson, barge along side)
- 0007.01.16 #687 Caisson “A” Permanent Position – View from Pier 10 6-22-22 (Cranes and barge)
- 0007.01.17 #699 Demolition Progress – View from 238 N. Front St. looking SE 6-29-22, (horse drawn wagons)
- 0007.01.18 #701 View of Camden Anchorage Site – looking N 6-20-22, (much timber in foreground)

- 0007.01.19 #733 Launching of Caisson “B” sign says –[NEW YORK SHIPBUILDING CORPORATION 7-18-22 CAMDEN, N.J., (“Shore side” on caisson)
- 0007.01.20 #780-A Interior Concrete Steel Co. from N.E. corner 8-4-22, (bundles of wires)
- 0007.01.21 #813 Pier “A” Granite Work Progress 8-31-22, (man in center of photo, numbers: B44, B44, B44, B34, B34 on side of caisson)
- 0007.01.22 #819 Caisson “B” Showing locks in place 8-31-22, (much wood scaffolding supporting tubes)
- 0007.01.23 #826 Phila. Anchorage Site from Pier 10 9-8-22, (horse & wagons, railroad car “MOBILE & OHIO 10626”)
- 0007.01.24 #827 Camden Anchorage Site from Baird’s Pier 9-8-22, (crane and cab)
- 0007.01.25 #830 234 N. 5<sup>th</sup> St. Site cleared 9-8-22, (house #236 N. 5<sup>th</sup> St. with three people at doorway)
- 0007.01.26 #831 Phila. Anchorage Site from Pier 11 9-14-22, (motor truck, group of figures, tall chimney “WILBUR”, crane “INDUSTRIAL,” horse wagon)
- 0007.01.27 #832 Camden Anchorage Site from Baird’s Pier 9-14-22, (crane)
- 0007.01.28 #821-B, architect’s model of bridge tower, (“plaster white model on black background)
- 0007.01.29 #833 Pier “A” – So. End showing granite construction 9-14-22, (large cut stone blocks on a dock)
- 0007.01.30 #840 Pier “A” looking N. 9-21-22, (cranes on masonry, railroad cars on barge)
- 0007.01.31 #851 Caisson “B” looking N.W. 9-28-22, (workers on concrete sluices)
- 0007.01.32 #855 working chamber Caisson “B” 9-22-22, (racial mix of 16 workers “sand hogs” with pick axes)



- 0007.01.33 #864 Camden Anchorage Site looking W, (no date, crane with sign “INDUSTRIAL”, figures working on tracks)
- 0007.01.34 #897 Bulkhead Wall So. Side Camden Anchorage 10-13-22, (two men among wooden frame)
- 0007.01.35 #922 Camden Anchorage looking W. 11-2-22, (four-masted schooner docked)
- 0007.01.36 #936 Phila. Anchorage Looking East 11-16-22, (“Baltimore and Ohio Freight Station” on the building with number 12)
- 0007.01.37 #937 Phila. Anchorage looking East 11-16-22, (men in pit)
- 0007.01.38 #938 Exterior Franklin Home 111 Spring St. 11-16-22, (shabby neighborhood)
- 0007.01.39 #939 Interior Franklin Home 111 Spring St. 11-16-22, (walled up fireplace, mantel has 4 photos, 2 vases, clock, pitcher, 2 animal figures)
- 0007.01.40 #949 Erection Cutting Edges So. Caisson Phila. Anchorage 11-23-22, (structural steel ribs in pit)
- 0007.01.41 #954-B North Caisson Camden Anchorage – Showing circular Caisson also 11-29-22, (riveted steel circle in pit)
- 0007.01.42 #957 So. Caisson Phila. Anchorage – looking E. Steel erection 11-29-22 (Steel ribs)
- 0007.01.43 #960 Pier “A” looking North 12-7-22, (23 men standing on masonry pier, one man on barge with rope attached to pier)
- 0007.01.44 #992 South Caisson Phila. Anchorage Looking East 12-14-22, (reinforcing rods upright, five men in pit)
- 0007.01.45 #997 Pier A looking North 12-22-22, (masonry pier and crane)
- 0007.01.46 #998 North Caisson Phila. Anchorage looking East 12-22-22, (upright steel ribs)
- 0007.01.47 #999 So. Caissons Phila. Anchorage looking East 12-22-22, (upright reinforcing rods)

- 0007.01.48 #1000 North Caissons Camden Anchorage looking West 12-22-22, (four tubular arrangement of reinforcing rods, bases surrounded in canvas, crane on track)
- 0007.01.49 #1002 So. Caissons Camden Anchorage looking West 12-22-22, (four steel circular structures, 12 square riveted frames in pit)
- 0007.01.50 #1004 North Caissons Phila. Anchorage Looking East 12-29-22, (snow on steel circular structures and square frames)
- 0007.01.51 #10007 North Caissons, Camden Anchorage Looking N.W. 12-29-22, (snow, two visible circular structures, crane)
- 0007.01.52 #1011 General View Phila. Anchorage Looking East 1-5-23, (crane in center of photo, fog)
- 0007.01.53 #1014 General View Camden Anchorage Looking West 1-5-23, (two cranes in center, five circular structures)
- 0007.01.54 #1018 entrance Philadelphia Approach 1-6-22, (same as drawing 0007.01.05)
- 0007.01.55 #1029 Camden Anchorage N. Caissons Looking West 1-18-23, (crane, four circular structures in pit, reinforcing rods)
- 0007.01.56 #1042 Philadelphia Anchorage, South Caissons, looking East 1-25-23, (two cranes, large circular structures in pit with ladders)
- 0007.01.57 #1048 Phila. Anchorage, South Caissons, Looking East 2-2-23, (two circular structures with reinforcing rods, rails between circular structure, past six cell rectangular concrete structure)
- 0007.01.58 #1050 Pier "A" Looking N. East 2-2-23, (masonry pier with barge)
- 0007.01.59 #1065 timber Supports of Frankford Elevated R.R. 2-23-23, (cobble stone street)
- 0007.01.60 #1070 Phila. Anchorage, North Caissons, looking East 3-1-23, (12 cell rectangle shrouded in canvas, crane on track)

- 0007.01.61 #1073 Camden Anchorage North Caissons, looking West 3-1-23, (one concrete cellular structure, one steel encased cellular structure, concrete rectangle surrounded by rail tracks and two cranes)
- 0007.01.62 #1075 Pier “B” looking North 3-1-23, (river view, masonry blocks in center of photo)
- 0007.01.63 #1095 Phila. Anchorage – Circular Caisson Reinforcing 3-22-23, (huge circular structure with reinforcing rods)
- 0007.01.64 #1112 Philadelphia anchorage, South Caisson, looking East 4-5-23, (crane with bucket in center, three circular structures, one 6-cell rectangle structure)
- 0007.01.65 #1114 Pier “A” Surfacing for Tower Seat 4-5-23, (cross bracing pattern)
- 0007.01.66 #1116 Camden Anchorage, North Caisson, looking West 4-5-23, (two circular structures, one large circular structure, one 6-cell concrete rectangle, four cranes)
- 0007.01.67 #1117 Pier “B” looking Northwest 4-5-23, (crane, concrete shutes, masonry block)
- 0007.01.68 #1123 Pier “A” surfacing For Tower Seat 4-12-23, (cross bracing pattern)
- 0007.01.69 #1129 Pier “A” looking Northeast 4-19-23, (14 men on finished masonry/concrete pier)
- 0007.01.70 #1159 Pier “B” looking Northwest 5-10-23, (14 men (one with tripod), gravel barge, river dredge in background)
- 0007.01.71 #1224 Camden Anchorage, South Caissons, looking West 7-19-23, (four cranes, five circular structures, 12 cell concrete rectangle structure)
- 0007.01.72 #1226 Base of Upstream Column, tower “A” 7-20-23, (11 men on steel riveted plate structures with plates scattered in foreground)
- 0007.01.73 #1244 Comparison Delaware River Bridge and Other Cables 8-14-23, (comparison made with other cables (Brooklyn, Williamsburg,

Manhattan, Delaware River), photo of drawing of bridge and illustration of cable diameters in relation to a man)

0007.01.74 #1255 tower "A" looking Northeast 8-24-23, (masonry pier with "Bethlehem Steel Company" riveted steel tower structure, three men, 4-masted schooner in background on river)

0007.01.75 #1261 Tower "n" looking North 8-30-23, (riveted steel sections "Bethlehem Steel Co" rising on pier, four men, crane holding section)

*Dimensions 7" x 9" for the rest of the collection*

0007.01.76 #1258 Camden Anchorage, North Caissons, looking West 8-30-23, (12- cell concrete rectangle, four cranes above pit, 4-masted schooner docked upper left corner of photo)

Stamp on the backs of following photos 0007.01.77, 79 to 104, 107 to 113, 115, 120 -123, 125-131, 139

George A. Wonfor

Photographer

615 Market St., Camden, NJ

0007.01.77 #1269 Tower "B" looking Northwest 9-5-23, (masonry pier with steel sections piled beneath crane, skyline across river in midground, photographer stamp on back)

0007.01.78 #1273 Tower "A" looking Northeast 9-6-23, ("Bethlehem Steel Co." on the towers, seven men visible (8"x 10"))

0007.01.79 #1626 First rope for bootbridges Camden Tower to Anchorage looking N.E. 6-10-24, (four cross bracings on tower, river view, photographer stamp on back)

0007.01.80 #1733-2 Official Crossing on Footbridge 8-8-24, (Philadelphia to Camden, river view, "Victor Talking Machine Company" sign in distance, Camden, groups of men on suspended wooden walkway, photographer stamp on back)

0007.01.81 #1733-3 Official Crossing on Footbridge 8-8-24, (wooden walkway in foreground, photographer stamp on back)

- 0007.01.82 #1733-4 Official Crossing on Footbridge 8-8-24, (14 men (man with mustache Ralph Modjeski, chief engineer) clearly visible, one with ear phones, one radio microphone (WLIT Philadelphia - see p.37 "The Building of the Delaware River Bridge," by Charles Carswell, 1926), photographer stamp on back)
- 0007.01.83 #1733-6 Official Crossing on Footbridge 8-8-24, (16 men clearly visible (one wearing ear phones, one radio microphone), photographer stamp on back)
- 0007.01.84 #1733-8 Official Crossing on Footbridge 8-8-24, (river view, ships docked at piers, 12 men walking on wooden footbridge in foreground, photographer stamp on back)

**(ALBUM 2)**

- 0007.02.85 #1539 Aerial View Philadelphia and Camden 3-24-24, (Campbell's Soup sign in center lower half Camden river view, the towers are visible, photographer stamp on back)
- 0007.02.86 #1930 Phila. Approach 4<sup>th</sup> St. Looking South 12-8-24, (cityscape of warehouses street demolition, photographer stamp on back)
- 0007.02.87 #1931 Phila. Demolition Summer & Randolph Sts. Looking Southwest 12-8-24, (pile of doors in center, left side of photo signs:...DING & THEATRE CHAIRS and .HAIRS & TABLES FOR SALE FOR RENT CHAIR EXCHANGE, photographer stamp on back)
- 0007.02.88 #1932 Phila. Demolition 5<sup>th</sup> & Summer Sts. Looking Southwest 12-8-24, (light standard, trolley tracks in cobble stone street, photographer stamp on back)
- 0007.02.89 #1933 Camden Demolition Looking South from 6<sup>th</sup> St. North of Linden St. 12-8-24, (street cityscape, tree in foreground, photographer stamp on back)

- 0007.02.90 #1934 Camden Approach Pier No. 3 North 12-8-24, (reinforcing rods, blurry image of a man spreading concrete on rods, photographer stamp on back)
- 0007.02.91 #1942 Phila. Approach West of 4<sup>th</sup> St. – Looking southwest 12-15-24, (sign in lower left corner .. & GAHAGAN - ..TRACTING, photographer stamp on back)
- 0007.02.92 #1943 Phila. Demolition – Fairhill & Summer Sts. – Looking Northwest 12-15-24, (bundles of wooden slats, wooden barrel, building with street signs on corner FAIRHILL and SUMMER, photographer stamp on back)
- 0007.02.93 #1979 Phila. Approach Fourth & Florist Sts. – Looking Southeast 12-15-24, (sign THE TURNER TANNING MACHINERY CO., PLATE GLASS WINDOW GLASS, GEO. W. PLUMLY CO. PAPER BOXES, three children looking into trench of rubble, photographer stamp on back)
- 0007.02.94 #1986 Lowering 4<sup>th</sup> St. Phila. – Looking South from Florist St. 12-22-24, (crane with bucket in center of photo, sign PLATE GLASS B.H. SHOEMAKER WINDOW GLASS, photographer stamp on back)
- 0007.02.95 #1989 Lowering 4<sup>th</sup> St., Phila. – North of Florist St. Looking North 12-29-24, (man wearing overcoat, sign in midground ...EON .ELTING – MILL SUPPLIES BROWN & CO. 2-64 N. FOURTH ST. MPORTERS blurred image of trolley, photographer stamp on back)
- 0007.02.96 #1990 Phila. Approach at Lawrence St. – Looking Southeast 12-29-24, (wooden plank walkway on right of photo, upright reinforcing rods, two blurred images of workers brick building with three arches over center windows in background, photographer stamp on back)
- 0007.02.97 #1991 Phila. Demolition – 5<sup>th</sup>. & Summer Sts. – Looking Southwest 12-29-24, (rubble in foreground, two distinct brick buildings one with five arches over tall windows, photographer stamp on back)
- 0007.02.98 #2005 Phila. Sewer – West of 2<sup>nd</sup>. St. – Looking West 1-12-25, (trench with wooden plank side supports, factory buildings in background, sign WILBURS on one of the factory buildings, photographer stamp on back)

- 0007.02.99 #2006 Phila. Demolition – Rear of 206 N. 5<sup>th</sup>. St. Looking Northeast 1-12-25, (three bare trees in foreground, ladder laying on its side beneath center tree with pipes, bldgs in various stages of demolition in center of photo, photographer stamp on back)
- 0007.02.100 #2208 Camden Approach – Boring Machine at S.E. Cor. 4<sup>th</sup>. & Pearl Sts. 1-12-25, (three men with machine in center of photo, wooden fence in background with words POST NO BILLS, bare trees on left side, snow and ice on street, photographer stamp on back)
- 0007.02.101 #2013 Underpinning St. George’s Church – Phila. 1-19-25, (nine men looking at photographer, building in center of photo, photographer stamp on back)
- 0007.02.102 #2014 Demolition of St. John’s Church – Phila. 1-19-25, (two motor trucks in center of photo, two standing walls of building have arched windows, photographer stamp on back)
- 0007.02.103 #2015 Phila. Abutment at 4<sup>th</sup>. St. – Looking West 1-19-25, (cityscape, steeple in background, stone wall in center of photo, photographer stamp on back)
- 0007.02.104 #2023 Phila. Approach – Looking Northeast from Lawrence St. 1-26-25, (three men in center with a wheeled cart among reinforcing rods, buildings in background, photographer stamp on back)
- 0007.02.105 #2033 Camden Demolition – 417 N 4<sup>th</sup>. St. Looking Southwest 1-26-25, (half of a stone house with two protruding windows with sign E.G. TORAM LAWYER, 417 on door transom)
- 0007.02.106 #2041 Cable Squeezing Frame – North Cable, Main Span 1-31-25, (steel tower frame in background)
- 0007.02.107 #2047 Phila. Demolition 5<sup>th</sup>. & Race Sts. – Looking Northwest 2-9-25  
(Wet street corner, horse drawn wagon on extreme left, woman in center at corner in front of partially torn down bldgs., steeple in background, photographer stamp on back)

- 0007.02.108 #2048 Phila. Approach – 4<sup>th</sup>. St. Abutment – Looking Southwest 2-9-25,  
(Ashlar cut stone foundation, upright posts, bare trees in distance, three men on ladder, photographer stamp on back)
- 0007.02.109 #2049 Phila. Approach Looking East from Lawrence St. 2-9-25,  
(wooden formwork with reinforcing rods, steel tower in foggy distance, photographer stamp on back)
- 0007.02.110 #2050 Phila. Demolition – N.W. Cor. Front & Summer Sts.  
Looking Northwest 2-9-25, (snow on street, empty building with five billboards on exposed wall with words ARENA MONDAY JANUARY 26 BROWN GOODRICH WOLGAST MORAN WOLFE NOVIA, FLEXO GIANT CIGARS NOW 10 ... 25, three signs illegible, photographer stamp on back)
- 0007.02.111 #2051 North Side of Summer St., West of Front – Looking Northeast 2-9-25, (empty partially demolished brick bldgs., wooden slat fence, photographer stamp on back)
- 0007.02.112 #2052 North Side of Summer St., West of Front Looking North 2-9-25, (partially demolished brick bldgs, six brick chimneys, wooden slat fence, photographer stamp on back)
- 0007.02.113 #2053 North Side of Summer St., West of Front – Looking North 2-9-25,  
(Partially demolished brick bldgs, five chimneys, wooden slat fence, photographer stamp on back)
- 0007.02.114 #2054 Camden Approach – Demolition of Former Concrete Steel Co. Building 2-9-25, (two tall stacks at left of center steel frame over tracks, foggy distance)
- 0007.02.115 #2056 Camden Anchorage – Setting Granite on West Side 2-9-25,  
(lowest section of steel tower in place above masonry base, water in foreground, photographer stamp on back)
- 0007.02.116 # 2099 Suspender Ropes – Separating Wire for Cleaning 3-6-25,  
(two men with four bundles of wire rope, no photographer name on back)
- 0007.02.117 #2089 Suspended Structure of East Side of Phila. Tower Looking West 3-7-25, (steel tower three sections visible AMERICAN



BRIDGE CO on roadway steel cross beams, two steamboats docked in pier on left, lower right sign AND OHIO FREIGHT ST....12)

- 0007.02.118 #2091 Erecting Cable Band –Phila. Side Span – North Cable 3-7-25, (five men standing by cable on walkway)
- 0007.02.119 #2092 Cable Band, Showing Recess for Cable Seizing 3-7-25, (man wearing white shirt and tie in overalls in center of photo, no photographer name on back)
- 0007.02.120 #2078 Phila. Demolition – 6<sup>th</sup> & Race Sts. – Looking Northeast 3-9-25  
(Street scene, fireplug on left, policeman standing in center of corner, five other men, several motor vehicles at left, photographer stamp on back)
- 0007.02.121 #2079 Phila. Demolition – 324-6 Florist St. Looking Southwest 3-9-25, (water tank on roof top, smoke stack on same roof, photographer stamp on back)
- 0007.02.122 #2082 Camden Approach Making Concrete Piles East of 3<sup>rd</sup> St. 3-9-25,  
(Three men with wheel barrow at right corner, piles of bricks, cityscape in background, photographer stamp on back)
- 0007.02.123 #2085 Camden Demolition – 6<sup>th</sup>. & Penn Sts. – Looking Northeast – Last 2 bldgs. To be demolished 3-9-25, (one man in overcoat, one man in overalls, wheel barrow upended among rubble, photographer stamp on back)
- 0007.02.124 #2100 Roadway Reinforcing and Slab-West of 4<sup>th</sup>. St., Phila. 3-9-25, (reinforcing rod grid running foreground to background, wooden planks, no photographer stamp)
- 0007.02.125 #2105 Camden Approach – Looking East from Camden Tower 3-20-25,  
(Aerial view of city, one cross bracing of tower in center, BAIRD sign on building next to elevated water tower right foreground, photographer stamp on back)
- 0007.02.126 #2112 Phila. Approach – Roadway Slab West of 4<sup>th</sup> St. 3-23-25, (man in suit and Homberg hat standing by bundles of reinforcing

rods looking at camera, one worker in overalls lower right corner of photo, photographer stamp on back)

- 0007.02.127 #2113 Phila. Approach – Abutment West Side of 4<sup>th</sup>. St. Looking Northwest 3-23-25, (masonry work in center with wooden scaffolding, building in background with seven arched windows and one arched doorway, photographer stamp on back)
- 0007.02.128 #2114 Phila. Approach – Retaining Wall – Front of St. Georges’s Church Looking Northeast 3-23-25, (two men looking at camera, one blurred figure, overturned wheel barrow in center, masonry wall being built, photographer’s stamp on back, also handwritten in pencil “Mazzola & Marano” (contractors/subcontractors who built Philadelphia approach masonry section and toll houses, p.62-63 “The Building of the Delaware River Bridge,” Charles Carswell, 1926))
- 0007.02.129 #2117 Camden Approach – Erected Bents – East of 2<sup>nd</sup> St. Looking East 3-23-25, (seven bents clearly visible, man in lower left corner with sign KEEP OUT OF YARD, sign AMERICAN STORES visible on left near second left bent, sign on right DANGER KEEP OUT, photographer’s stamp on back with handwritten in pencil “Suar?”)
- 0007.02.130 #2122 Camden Approach – Driving Concrete Pile for Pier No. 1, North 3-23-25, (four men in suits and hats backs to camera, photographer stamp on back)
- 0007.02.131 #2123 Camden Approach – Concrete Piles driven – Bent No. 2, North 3-23-25, (in addition to photographer’s stamp on back is handwritten in pencil “O’Neill & Co” (contractor/subcontractors who built Camden approach masonry section and Camden plaza, p. 62-63 “The Building of the Delaware River Bridge,” Charles Carswell, 1926))
- 0007.02.132 #2127 Camden Approach – Looking West from 4<sup>th</sup> St. 4-1-25, (three bent sections of tower in center, crane in foreground A.B.CO. 505, seven bents visible on ground, foremost bent P.R. 20815.FEB.6/1925 on lower cross beam)
- 0007.02.133 #2129 Camden Approach – East of 4<sup>th</sup>. St. – Looking Northeast 4-1-25, (piles of wood in foreground, buildings in background, small concrete mixer)

- 0007.02.134 #2130 Camden Approach – Looking East from Anchorage 4-1-25, (view taken from a height, streaks of steam blowing to the right, railroad tracks in foreground, pile driver, concrete piles, four tiny figures visible in center, at extreme left building with sign ....DRY...)
- 0007.02.135 #2131 General View of Span – Looking Southeast 4-1-25, (two full height towers in center with main cables and some hangers dangling from main cables, signs BALTIMORE AND OHIO FREIGHT STATION 12 and BALTIMORE AND OHIO FRE....11 ½ )
- 0007.02.136 #2132 General View of Span – Looking Northeast 4-1-25, (both towers with partial roadway extending from towers attached to hangers, in foreground MUNICIPAL PIER N., ship in dock on right side of photo)
- 0007.02.137 #2133 General View of Span – Looking southeast 4-1-25, (both towers visible with roadway deck suspended on both towers – right tower rises above VINE ST. FERRY)
- 0007.02.138 #2177 Suspended Structure & Camden Anchorage – Looking East from Camden Tower 4-5-25, (high view looking down on to suspended roadway, building and water tower with sign BAIRD visible upper right of photo)
- 0007.02.139 (Photograph of an artist’s rendering of bridge approach to tower amid cityscape, no date, photographer stamp on back)
- 0007.02.140 #1018-B Entrance Philadelphia Approach 4-13-25, (similar street pattern view to 0007.01.04 but now a semicircle (Philadelphia Plaza, p.3 “The Building of the Delaware River Bridge,” Charles Carswell, 1926) in center with tiny vehicles on street pattern with two pylons (pylon masts built by John E. Lingo & Sons, Camden, N.J., p. 66 “The Building of the Delaware River Bridge,” Charles Carswell, 1926))
- 0007.02.141 #2143 Camden Anchorage – south Side. 4-23-25, (main cables from left of photo to center being tied into anchorage, several cranes, piles of wooden planks)

- 0007.02.142 #2144 Profile of Philadelphia anchorage –South Side. 4-23-25, (cables coming from right side of photo(with suspender ropes) being tied into anchorage)
- 0007.02.143 #2145 General View of Span looking N.W. 4-23-25, (suspended roadway almost complete, four masted schooner docked lower right corner of photo)
- 0007.02.144 #2146 Span looking N.E. from Philadelphia 4-23-25, (suspended roadway in sections extending from both towers, foreground sign ...PIER 19 steamboat named ...S STUART docked to right, beneath PIER 19 sign is sign TROCADERO ... SPEEDGIRLS, group of men, motor truck)
- 0007.02.145 #2150 Phila. Anchorage – Looking East from West of Front St. 4-23-25, (direct front on view of tower with cables going into anchorage, elevated steel structure (railroad possible) across masonry wall)
- 0007.02.146 #2151 Camden Approach – Looking East from Delaware Ave. 4-23-25  
(Crane in center, buildings on both sides of photo, dump truck, group of men by crane)
- 0007.02.147 #2152 Camden Approach – East of 4<sup>th</sup>. St. – Looking Northeast 4-23-25, (piles of rectangular stone in center, group of workers seated seem to be eating)
- 0007.02.148 #2153 Camden Approach – West of 3<sup>rd</sup>. St., Looking West 4-23-25, (two cranes (one crane A.B. CO 505) on track center of photo, on each side elevated steel structures, bridge tower in center distance)
- 0007.02.149 #2154 Camden Approach – Pile Driving West of 4<sup>th</sup>. St. 4-23-25, (in center small group of men sitting beneath pile driver, pile of wooden planks)
- 0007.02.150 #2158 Camden Anchorage Looking West 5-1-25, (scattered rectangular stones in foreground, two stacks at right of photo)
- 0007.02.151 #2159 Camden Anchorage Looking North 5-1-25, (main cables with suspender ropes, wooden planks scattered in foreground)

- 0007.02.152 #2176 Suspended Structure – Looking West from Top of Camden Tower, 5-4-25 (suspended roadway beams with words ERIC AN B RIDG E in various configurations, tug boat beneath roadway pushing a barge)
- 0007.02.153 #2180 Main Span – Jacking Top Chord to Obtain Clearance 5-7-25, (groups of men in center of photo standing on cable and riveted beam)
- 0007.02.154 #2182 Main Span – Lowering Center Section of Top Chord North Truss 5-7-25, (three groups of men on beams beneath cable)
- 0007.02.155 #2188 Suspended Structure – Looking Southwest from Camden 5-8-25, (roadway suspended between towers not quite complete on Philadelphia side, cranes on center on roadway)
- 0007.02.156 #2203 Inspection of Main Span by the Commission & Party 5-15-25, (at least 16 men clearly visible wearing suits and hats, man in center carrying cane, behind him man wearing a police-like hat with overcoat over his arm, one man wearing white armband on left arm)
- 0007.02.157 #2207 Bridge Commission Inspection Party at Baird Pier, Camden 5-15-25, (large group of men wearing suits and hats, one man in front carrying a cane, walking beneath tower, piles of wooden planks behind the men)
- 0007.02.158 #2208 Suspended Structure – Middle of Main Span Looking West 5-15-25, (steel beam roadway supports in center, track on both sides, tiny group of figures on cross brace atop bridge tower)
- 0007.02.159 #2250 Suspended Structure – Looking Northwest from Camden 6-11-25, (lower right corner on railroad box car BALTIMORE & OHIO B & O 420546, city skyline across photo)
- 0007.02.160 #2251 Camden Anchorage – Looking Northeast 6-11-25, (several cranes on masonry structure, piles of squared wooden planks in foreground)
- 0007.02.161 #2273-Architect's Drawing for Pylons at Phila. End of Bridge 6-18-25, (photograph of drawing, two pylons, motor vehicles and figures beneath pylons on road)

- 0007.02.162 #2300 Camden Approach – 2<sup>nd</sup>. & Pearl Sts. – Looking Northwest 7-2-25, (street with trees, telephone poles, bridge approach steel superstructure)
- 0007.02.163 #2321 Phila. Approach – Looking West from Anchorage 7-16-25, (demolished neighborhood, tall smoke stack WILBUR, pile driver in center of photo, steel framed construction of approach)
- 0007.02.164 #2329 Phila. Approach Track Sections – Looking Northwest from 4<sup>th</sup>. St. 7-23-25, (slight aerial view of two deep trenches with formwork in demolished neighborhood)
- 0007.02.165 #2330 Phila. Approach – Looking East from 4<sup>th</sup> St. 7-23-25, (steel deck running from lower left corner toward towers in distance, smoke stack WILBUR in distance)
- 0007.02.166 #2331 Phila. Anchorage – Looking Northeast 7-23-25 (left corner folded, masonry structure, road framework on top approaching from right, ladders on left side of masonry structure)
- 0007.02.167 #2333 Phila. Anchorage & Suspended Structure Looking Northeast 7-23-25, (two towers with roadway across entire center of photo, roadway on top of masonry structure at left of photo)
- 0007.02.168 #2338 Suspended Structure – Looking Northwest from Camden 7-23-25, (full length of bridge, two towers and roadway across river, railroad cars at right corner, horse drawn wagons, steamboat in river)
- 0007.02.169 #2348 Suspended Structure – Looking West from Camden End of Main Span 7-30-25, (View is taken on the bridge between steel side structures, man crouched in foreground with cigarette in mouth)
- 0007.02.170 #2350 Camden Anchorage – Looking West 7-30-25 (masonry structure in center of photo, towers visible behind masonry structure, construction material piled in foreground, three figures and truck visible next to building with RI visible on side)
- 0007.02.171 #2384 Phila. Approach Roadway Slab – Looking Northeast from 4<sup>th</sup> St. 9-9-25, (factory on left with signs WILBUR’S CHOCOLATE, WILBUR’S COCOA, WILBUR’S and smoke stack WILBUR)
- 0007.02.172 #2388 Main Span – Looking Northwest from Camden 9-9-25, (full span across river in center of photo, road deck ends at masonry)

structure at right side of photo, BAIRD SAW & PLANING MILL sign visible beneath masonry structure, piles of construction material and railroad box cars in foreground)

- 0007.02.173 #2389 Suspended Structure – Camden Side Span Looking West 9-9-25, (view through the approach toward towers, man sitting on a cross beam back to camera)
- 0007.02.174 #2391 Camden Approach – Looking Northwest from Delaware Ave. 9-9-25, (American flag in stiff breeze at right of photo, steel superstructure with cranes at right of photo, building with DAVID BARD CO. LUMBER SPARMAKER visible lower left foreground)
- 0007.02.175 #2394 Camden Approach – Looking East from Front & Pearl Sts. 9-9-25, (cityscape view of approach over and through neighborhoods, smokestacks in the distance)
- 0007.02.176 #2400 Phila. Anchorage – Looking Northwest 9-25-25, (Masonry structure in center of photo with roadway decks to right and left in distance, in remote distance can be see the WILBUR smokestack)
- 0007.02.177 #2400 Phila. Anchorage – Looking Northwest 9-25-25, (Duplicate of 0007.02.176)
- 0007.02.178 #2421 Bridge Roadway Reinforcing on Main Span East of Phila. Tower – Looking East 10-8-25, (Through span, groups of workers in middle of photo)
- 0007.02.179 #2421 Bridge Roadway Reinforcing on MainSpan East of Phila. Tower – Looking East 10-8-25, (Duplicate of 0007.02.178)
- 0007.02.180 #2435 Suspended Structure – Looking Southwest from Camden 10-26-25  
(full span of bridge both towers visible across river, foreground some low docks)
- 0007.02.181 #2435 Suspended Structure – Looking Southwest from Camden 10-26-25  
(Duplicate of 0007.02.180)
- 0007.02.182 #2452 Camden Anchorage – Looking Southwest 11-5-25, (masonry structure on left of center photo with two towers visible across river, in foreground wooden planks scattered on dock and in water)

- 0007.02.183 #2468 Phila. Anchorage & Side Span – Looking North 12-7-25, (one masonry anchorage and one tower across center photo, left side of photo signs on buildings: WHOLE-SUM MATINEE CREAM MINTS (MELT-IN-YOUR-MOUTH); LUMMIS & CO. PEANUTS; ELLIS TEAS COFFEES PEANUTS, SALE; WHINEY’S EXPRESS ...) bldgs in foreground)
- 0007.02.184 #2469 Phila. Side Span – Looking Northeast 12-7-25, photo taken on bridge one tower in center and other tower in distance, barge on river lower right corner, debris scattered on center roadway)
- 0007.02.185 #2470 Suspended Structure – Looking Northeast from Phila. 12-7-25, (MUNICIPAL PIER 1923 5 in foreground, both towers and main span in center of photo)
- 0007.02.186 #2471 Bridge Roadway Slab at Camden Tower – Looking West 12-7-25, (one tower center framed by arched steel base of other tower, workers on deck with a motorcar, wheel barrow, and hopper to right of center)
- 0007.02.187 #2472 Camden Approach – Looking Northwest from Point St. 12-7-25, (Span approach from right toward center of photo above city streets, building with sign DAVID BAIRD CO. LUMBER SPARMAKERS left of center, towers in distance)
- 0007.02.188 #2473 Camden Approach – Looking Northwest from Point St. 12-7-25, (American flag in stiff breeze on tall flagpole at right, slightly higher view than 0007.02.187, building with sign DAVID BAIRD CO. LUMBER SPARMAKERS lower left of center)
- 0007.02.189 #2474 Camden Approach – Looking East from Point St. 12-7-25, (approach goes from left of photo across buildings to city spread out in distant skyline, some bare trees and laundry fluttering on lines in backyards, roadway surface not complete, church buildings in center)
- 0007.02.190 #2474 Camden Approach – Looking East from Point St. 12-7-25, (duplicate of 0007.02.189)
- 0007.02.191 #2475 Winged Victory for Top of Pylons 1-19-26 (full side view of statue figure standing on a ball with up curved winds and arms)



stretched forward holding ribbon wrapped bunch of branches on black background)

- 0007.02.192 #2475B Winged Victory for Top Of Pylons 1-19-26 (full frontal view of figure on black background)
- 0007.02.193 #2475C Winged Victory for Top of Pylons 1-19-26 (half turn frontal view of figure on black background)
- 0007.02.194 #2476 Suspended Structure – Looking West from Camden Anchorage 1-29-26, (view down on debris littered deck, one tower very visible, other tower in distance across river)
- 0007.02.195 #2477 Suspended Structure – Looking West from Camden Anchorage 1-29-26, (slightly different angle and negative exposure from 0007.02.194)
- 0007.02.196 #2482 Camden Approach – Bridge Roadway and Beams for Sidewalk – Looking West from 4<sup>th</sup>. St. 1-29-26, (walkway curves from left corner of photo to distant bridge tower, on right are piles of cut stone, smoke stack in distance)
- 0007.02.197 #2488 Bridge Roadway Slab – Looking East from West of Phila. Anchorage 2-15-26, (bridge tower in center of photo, masonry towers on either side, unfinished roadway in center with piles of sand and cut stone, blurred figure in center distance)
- 0007.02.198 #2490 Phila. Anchorage – Looking West 2-15-26 (view from river beneath span connected to masonry structure, beneath span a dock with pile of rubble and remnants of snow on roofs of buildings, bridge deck shadow cast across masonry anchorage)
- 0007.02.199 #2491 Suspended Structure – Looking Northeast from Phila. 2-15-26, (full view of bridge, left side of photo building with sign N'S BLACKING., center of photo water tank sign SAU....GEO. R. ...1423 CHE..., steamboat docked at right side of photo, foreground roofs of buildings)
- 0007.02.200 #2493 Bridge Roadway Slab – Looking West on Main Span 2-15-26, (bridge tower in center of photo, piles of rubble on roadway, suspender ropes on either side of tower)

- 0007.02.201 #2496 Suspended Structure – Looking Northwest from Camden 2-26-26,  
(full span of bridge visible, left side anchorage structure, two towers across river, boat passing under extreme right tower, skyline in distance beneath bridge, fluffy clouds in sky)
- 0007.02.202 #2498 Camden Approach – West of Delaware Ave. Looking Northwest 2-26-26, (view same as 0007.02.187 except in sharper focus, long building with sign DAVID BAIRD CO. LUMBER SPARMAKER, another building with sign SAW MILL, elevated water tank BAIR ... LUMB...)
- 0007.02.203 #2502 Aerial View of Entire Span 3-4-26, (photograph is tattered on right and lower edges, more sepia colored than other photographs in collection, many buildings distinctly visible across foreground and partial city view in upper right corner, ships on the river, lower left clearly visible that roadway approach is not completed, two city street blocks empty at end of roadway)
- 0007.02.204 #2507 Phila. Approach – 5<sup>th</sup>. To 6<sup>th</sup>. Sts, - Looking North 3-19-26, (demolition site, many piles of debris, buildings in upper part of photo, at left of photo a foundation with wooden forms visible)
- 0007.02.205 #2515 Inspection by Commission 3-19-26, (group of men all in top coats with hats but three men in center of photo without hats, two are shaking hands and carrying hats, the three men are left to right: Governor Pinchot, Governor Moore and Ralph Modjeski, chief engineer shaking hands at the Official Crossing (p. 56, “The Building of the Delaware River Bridge,” by Charles Carswell, 1926)
- 0007.02.206 #2517 Inspection by Commission 3-19-26, (group of men all wearing topcoats and hats walking with two American flags and one boy carrying a flag on a street with pile of cut stone in foreground, photo has some blotches on upper right)
- 0007.02.207 #2520 Inspection by Commission 3-19-26, (group of topcoated men all wearing hats one wearing striped scarf, two men in center of group one with a grey bushy mustache looking up, photographs is slightly damaged on right corners)
- 0007.02.208 No number, no date (Artist’s rendering – charcoal or pencil – of bridges with two steamboats going under bridge at lower right)

corner, similar to 0007.01.02 in artistic style, photographer name stamped on back)

## **Series II. Report**

The report's binder title is **"Report of the Delaware River Bridge Joint Commission of Pennsylvania and New Jersey 1928."** On the lower right corner is stamped in gold the name of one of the commissioners Edward Martin.

The title page has the title "Report of the Delaware River Bridge Joint Commission of Pennsylvania and New Jersey to the Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey and the Council of the City of Philadelphia" – Pennsylvania (John S. Fisher, Chairman; Harry A. Mackey, Edward Martin, Samuel S. Lewis, Thomas B. Smith, Richard Weglein, William H. Folwell, Samuel D. Lit) -- New Jersey (Theodore Boettger, Thomas J.S. Barlow, John F. Boyle, Weller H. Noyes, John B. Kates, Robert S. Sinclair, Frank L. Suplee); Joseph K. Costello, *General Manager*; Charles R. Bacon, *Assistant Secretary*; COUNSEL David J. Smyth, T. Harry Rowland; Ralph Modjeski, *Chief Engineer*

Opposite page to title page is a photograph titled The Graf Zeppelin Ending Flight From Germany October 15<sup>th</sup>, 1928 (zeppelin is hovering over the bridge towers).

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