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THE SUSQUEHANNA RIVER TOLL BRIDGE  
HAVRE DE GRACE - PERRYVILLE  
MARYLAND

FINANCIAL REPORT

For the Period  
August 28 to September 30, 1940

With

STATISTICAL DATA

WILLIAM A. CODD  
CHIEF AUDITOR  
STATE ROADS COMMISSION OF MARYLAND  
BALTIMORE, MARYLAND

OFFICE OF THE  
CHIEF AUDITOR  
STATE ROADS COMMISSION  
OF MARYLAND

October 22, 1940.

Safe Deposit and Trust Company of Baltimore, Trustee,  
Baltimore, Maryland,  
J. E. Greiner Company, Consulting Engineers,  
Baltimore, Maryland,  
Alexander Brown & Sons,  
Baltimore, Maryland,  
The First Boston Corporation,  
Boston, Massachusetts,  
B. J. Van Ingen & Company, Inc.,  
New York, New York,  
The State Roads Commission of Maryland,  
Baltimore, Maryland.

Sirs:

Relying on the provision contained in Article VI, Section 12 of the Trust Indenture, dated October 1, 1938, existing between the State Roads Commission of Maryland, and Safe Deposit and Trust Company of Baltimore, Trustee, securing State of Maryland Bridge Revenue 3-3/4% Bonds, Series "A", whereby the Chief Auditor of the State Roads Commission of Maryland must file with the Trustee, the Consulting Engineers, the original purchaser of bonds, certain financial and statistical data in connection with the operation of the Susquehanna River Toll Bridge, I present herewith such data as is thereby required, supplemented by other pertinent facts.

The Report concerning the operation of the Susquehanna River Bridge as a toll producing facility, is submitted to you in the following Exhibits and Schedules:

Exhibit No. 1 - Schedule of Toll Rates in force and effect, August 28 to September 30, 1940

Exhibit No. 2 -

Schedule No. 1 - Statement of Income for the period August 28 to September 30, 1940

Schedule No. 2 - Statement of Total Daily Traffic Transactions and Computed Value of Daily Traffic Transactions, August 28 to September 30, 1940

Schedule No. 3 - Statement of Computed Value of Total Daily Traffic Transactions and Corresponding Cash deposited - Over and Short

Exhibit No. 3 -

Schedule No. 1 - Statement of the Daily Number of Vehicle Transactions, by Classifications

Schedule No. 2 - Statement of Cash Transactions, Ticket Transactions, and Credit Transactions, by Classifications, and Total Transactions for Cash, Tickets, and Credits

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Exhibit No. 4 -

Schedule No. 1 - Statement of Daily Payments into Series "A" Bridge Revenue Fund

Schedule No. 2 - Statement of Collectors' Cash Errors and Axle Errors, and Result based on each 1,000 Transactions

Schedule No. 3 - Statement of Account, Series "A" Bridge Operation Fund

Schedule No. 4 - Statement of Series "A" Bridge Revenue Bonds Sinking Fund for the use of Reserve Interest Account

Exhibit No. 5 -

Schedule No. 1 - Statement of Payments from Operation Fund

Schedule No. 2 - Statement of Payments from State Roads Commission Funds made for and on account of Maryland Primary Bridge Program.

Exhibit No. 6 -

Schedule No. 1 - Balance Sheet, September 30, 1940 (Does not include Capital Sections, due to incomplete construction and final accounting for Construction Costs)

Schedule No. 2 - Susquehanna River Bridge Construction Fund

Exhibit No. 7 -

Schedule No. 1 - Bank Balances, Reconciliations, and Security Held by Trustee, Series "A" Bridge Revenue Funds

Exhibit No. 8 - Chart of Income - Susquehanna River Toll Bridge, and Chart of Daily Vehicle Traffic - Susquehanna River Toll Bridge

COMMENTS

The Susquehanna River Toll Bridge was open to traffic at 4 P.M., Wednesday, August 28, 1940.

For simplicity, the complete period of time between 4 P.M., August 28, to midnight, August 31, 1940, has been annexed to the complete report for September, 1940, and the Financial Report, as well as the Statistical Report, herewith presented, therefore covers, as the accounting period, the days between August 28 and September 30, 1940.

TOLL RATES

The Toll Rates in effect and applying to all transactions during the period ended September 30, 1940, are those amended rates established by Coverdale and Colpitts, Traffic Engineers, as approved by J.E. Greiner Company, Consulting Engineers, and adopted by the State Roads Commission of Maryland.

The rates as originally prescribed and applied to vehicles embraced in Classification No. 9, have been clarified with respect to the type of vehicles

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in this classification. The descriptions of types of vehicles, and the accompanying rates are set forth on pages 2, 3, 4, and 5 of Exhibit No. 1.

INCOME

During the thirty-four day period, to September 30, 1940, the total computed toll income for reported traffic transactions, was \$75,787.75, based on total reported transactions of 344,141 vehicles. The average daily income was \$2,230.00, compared with \$1,159.00 established by the Traffic Engineers, annually.

The daily cost of complete debt service on the entire issue of \$6,000,000 of Series "A" Bridge Revenue Bonds, 3-3/4%, is \$1,055.00, including as a cost the entire amount reserved as the Operation Fund for both the Susquehanna and Potomac River Bridges. This last sum is based on an amortization of bonds during the established life term of thirty years.

The average daily cost of complete debt service on the entire issue of \$6,000,000 of Bonds, including the Operation Fund, but adding forty percent. (40%) of Interest and Principal, as provided in the Trust Indenture, will be \$1,422.00.

These facts and the daily income are presented graphically in Exhibit No. 8.

Attention must be directed to the fact, however, that during the thirty-four day period embraced in this Report, certain trends influencing traffic peaks, prevailed. Included are a portion of the Summer vacation periods; the Labor Day Holiday traffic; the Race Meet at Havre de Grace Race Track, Havre de Grace, Maryland, for the days September 14 to 28, 1940.

The daily rate of income, based on calculated worth of reported transactions, is shown in detail in Exhibit No. 2, Schedule No. 3. In this schedule is shown the value of computed transactions at \$75,787.75, whereas \$76,172.64 was remitted. The toll income remitted by Toll Collectors, is \$43.56 in excess of total transaction values, and is also \$58.67 less than computed values, resulting in excess funds of \$384.89, or 0.5% of total income.

All tolls collected daily and the proceeds of the sale of toll tickets, are deposited daily, but it became necessary to use certain toll funds for the purpose of establishing a Toll Change Fund at the Administration Building, Susquehanna River Bridge. As a consequence, a portion of the collections of September 22, 1940, amounting to \$4,009.31, have been retained for this purpose.

Toll collections are controlled automatically through the use of a treadle counter, supplemented by the collectors recording mechanically the classification of each vehicle. These actions are automatically and electrically controlled.

During the thirty four day period, there have been several failures of electric current supplied to the Administration Building and Toll Booths, and

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during such failure, obviously, no record is obtained of traffic transactions. In addition to these failures of electric current, on one occasion the mechanical recorders did not furnish a complete printed record of transactions. These factors are responsible for a portion of the excess fund remitted by the Collectors. Plans have been made for the immediate installation of an auxiliary or booster electrical plant.

VOLUME OF TRAFFIC, BY CLASSIFICATIONS, AND RELATED DATA

From the data presented on Exhibit No. 3, Schedules No. 1 and 2, much pertinent information may be obtained. The rates established by the Commission, subdivide the types of vehicles into ten classifications. Classifications No. 1, 2, and 10 include passenger cars, light commercial vehicles, and several types of the smaller class of vehicles; while Classifications No. 3, 4, 5, 6, 7, 8, and 9 include, generally, trucks, tractors, and trailers, and Commercial vehicles.

The total number of traffic transactions in Classifications No. 1, 2, and 10, were 287,657, or 83.6% of total traffic; whereas the total traffic transactions in Classifications No. 3, 4, 5, 6, 7, 8, and 9, were 56,484 vehicles, or 16.4% of total traffic.

The income from traffic transactions in Classifications No. 1, 2, and 10, was \$56,214.05, or 74.2% of total income, although attention must be directed to the fact that Classification No. 10 covers free or complimentary use of the bridge. The income from traffic transactions in Classifications No. 3, 4, 5, 6, 7, 8, and 9, was \$19,573.70, or 25.8% of total income.

Classification No. 10 records the transactions of free or complimentary users of the bridge, of which there were 2,399 transactions during the period.

Following the prescription set forth in the Indenture, free passage tickets have been restricted to employes of the State Roads Commission while engaged in Commission activities; to Members of the State Police; and to several other classes---few in number---who, by law, are permitted free use of the bridge.

In the adoption of Toll Rates by the Commission for the several classifications, only one commutation rate was provided, and that applied to Classification No. 2. The type of vehicle embraced in this Classification includes those set forth in Classification No. 1, and was intended to apply to the frequent users of the bridge, as a consequence of which the rate was established at fifteen cents (15¢) for each passage.

The average daily number of trips, exclusive of the traffic on Sundays, was 522; the average traffic applicable to the five Sundays in the period, was 323. As the users of commutation rated tickets are generally residents of Havre de Grace and Perryville, it would seem that the average daily use of the bridge, shown at 522, may be considered the local traffic between these two points.

In Exhibit No. 3, Schedule No. 2, are shown the number and percentage

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of each classification of vehicles and the money value of each. With respect to this data, the following facts are shown:

Classification	Percent Of Total Income	Percent Of Total Traffic
1	70.86	78.02
2	3.31	4.87
3	4.71	4.14
4	1.77	1.30
5	.28	.16
6	1.28	1.13
7	.49	.36
8	16.39	9.02
9	.92	.31
10	-	.69
Totals,	100.00%	100.00%

It is also interesting to note that of the total number of traffic transactions, 90.66% are paid in cash; 8.54% by the use of tickets; and .80% through credits extended. While the Commission has discouraged the use of the bridge on a credit basis, it is found that at times responsible users of the bridge do not furnish the operators of their vehicles with cash or tickets; consequently the cost of the passage has been charged.

Among the numerous users in the credit group, were several contracting firms engaged in constructing roadways adjacent to the Susquehanna River Bridge Approach, which necessitated the use of the bridge in hauling materials to these projects.

FUNDS

All funds collected are deposited daily to the credit of the Trustee into the Series "A" Bridge Revenue Fund. This applies to all toll collections and to proceeds of the sale of tickets at the Administration Building, Perryville, and to the proceeds of the sale of tickets at the Commission's head office, Baltimore.

Previously, reference has been made to the sum of \$384.89, representing net amounts remitted by Toll Collectors in excess of computed value of tolls as reported by them. In Exhibit No. 4, Schedule No. 2, is set forth the record of each Toll Collector and Toll Sergeant during the period. The accuracy record of each is computed on the basis of errors in recording numbers of axles per 1,000 transactions, and cash errors on the basis of twenty cents (20¢) or less (the minimum cash toll collected) being the equal of one cash error. The axle errors per 1,000 transactions show a minimum of 2.8 errors and a maximum of 22.8 errors per 1,000 vehicle transactions, resulting in an average of 9.3 errors per 1,000.

The cash errors show a minimum of .9 errors per 1,000 transactions, and

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a maximum of 29.8 errors, resulting in an average of 10.7 errors in cash per 1,000 transactions.

Comparing these results with the results obtained at other toll bridges operated and controlled with similar equipment, both the axle error and cash error results must be considered high, particularly if consideration is given to the results of each individual Toll Collector and Toll Sergeant.

By the terms of the Trust Indenture, transfers of funds are to be made within ten days after the close of each month, into the several funds thereby created. As the present report for the month ended September 30, 1940, is the first one submitted after the first month's complete operations (the four days August 28 to 31, being considered as part of September), these transfers of funds could not have been made at the close of September, 1940.

It is a fact, however, that during the ten day period, October 1 to 10, 1940, there has been transferred from the Series "A" Bridge Revenue Fund to the Operation Fund, the sum of \$6,741.94, of which \$3,575.27 applies to the period August 28 to September 30, 1940, and \$3,166.67 to the month of October. The latter sum is one-twelfth of the amount established as the Operation Budget for the year to end September 30, 1941.

It is likewise a fact that during the first ten days of October, there was transferred from the account "Series 'A' Bridge Revenue Fund", the balance of cash then in bank to the credit of the account, after transferring the Operation Fund, the sum of \$60,382.24 into the account "Series 'A' Bridge Revenue Bonds Sinking Fund" for the use of Reserve Interest Account.

The State Roads Commission of Maryland has also prepared its voucher in the amount of \$750.00 intending thereby to pay from State Funds into the Reserve Account for Bridge Repairs, an equivalent amount. This is the initial payment of a similar amount to be paid into the Reserve Account each month, as estimated by the Consulting Engineers.

It is apparent, therefore, that all requirements in connection with the transfer of funds at the close of each month, and in the establishment of these several funds, in accordance with the terms of the Indenture, have been complied with.

Because the Operation Fund was not established until after September 30, 1940, but was established within ten days after this date, no payments have been made therefrom. Those costs properly chargeable to the Operation Fund, as established by the Operation Budget, and applicable to the period August 28 to September 30, 1940, have been paid from State Funds, and will be recovered from the Operation Fund during the month of October.

Article IV, Section 12 of the Trust Indenture, provides a plan for reimbursing the State Roads Commission the amounts paid from Commission's funds for maintaining, repairing, and operating the Bridges. Reimbursement is to be made from any balance remaining in the Sinking Fund or any other fund, after provision shall have been made for the payment of all bonds and interest, and all

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expenses and charges required to be paid.

If the then balance in the funds are not sufficient, tolls shall thereafter be charged until the amount due the Commission shall be fully reimbursed.

In Exhibit No. 5, Schedule No. 2, is shown the total amount of State Roads Commission funds disbursed in connection with the Primary Bridge Program of Maryland, and it will be found that a total of \$229,443.69 has been expended to August 31, 1940, and that \$71,995.60 has been received by the State Roads Commission from the Susquehanna River Bridge Construction Funds and from the Potomac River Bridge Construction Funds, and applied to this total sum, leaving a remainder of \$157,448.09.

BALANCE SHEET AND CONSTRUCTION FUNDS

The Balance Sheet at September 30, 1940, herein presented as Exhibit No. 6, does not include the capital sections, due to the uncompleted construction and the final accounting for construction costs.

The final requisition to the United States Government for the payment of Grant, applicable to the Susquehanna River Bridge, cannot be prepared until the total final costs of construction are determined.

For informative purposes only, there is presented in Exhibit No. 6, Schedule No. 2, financial data in connection with the Construction Account of the Susquehanna River Bridge, showing total expected completion costs, based on latest estimates; funds made available to this project from bond proceeds and Federal sources; total disbursements and incurred costs to September 30, 1940; and cash on hand and in banks; and the security held by the Trustee for each depository.

BRIDGE REVENUE BONDS

At October 1, 1938, the State Roads Commission of Maryland issued and sold \$6,000,000 of "Bridge Revenue 3-3/4% Bonds, Series 'A'", the proceeds of the sale being allotted to and to be used to satisfy construction costs of those items payable from the Susquehanna River Bridge Construction Fund and the Potomac River Bridge Construction Fund.

Up to September 30, 1940, no bonds had been redeemed, consequently there were \$6,000,000 of Bridge Revenue 3-3/4% Bonds, Series "A" outstanding at this date.

The increments of revenue placed in the Sinking Fund for the use of Reserve Interest Account, had not been sufficient, in amount, for one year's interest, so that no funds were transferred to the Sinking Fund direct and, as a consequence, no bonds were purchased to September 30, 1940.

BANK BALANCES

On Exhibit No. 7 are shown the cash balances on hand in depositories



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carrying Series "A" Bridge Revenue Funds; Reconciliations to bring into agreement the balances as shown on the books of the State Roads Commission; and the Securities held by the Trustee and pledged by depositories carrying Series "A" Bridge Revenue Funds and other funds created under the Indenture.

CHARTS

On the two charts comprising Exhibit No. 8, are depicted the total daily traffic and daily income. On the Income section of the charts are shown a comparison between total present income, which includes income from the Susquehanna River Bridge only, and the daily average established by the Traffic Engineers; the cost of Debt Service on a thirty year basis; the average daily cost of Debt Service and Operation Fund, plus forty percent. (40%) of Interest and Principal, as required by the terms of the Trust Indenture; and the average daily income during the period.

Very truly yours,

Chief Auditor.

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EXHIBIT NO. 1

THE STATE ROADS COMMISSION OF MARYLAND  
 AND  
SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, TRUSTEES

SUSQUEHANNA RIVER TOLL BRIDGE  
 SCHEDULE OF TOLL RATES  
 IN FORCE AND EFFECT,  
DURING THE PERIOD AUGUST 25, 1940 TO SEPTEMBER 30, 1940.

NUMBER	DESCRIPTION	CASH OR SCRIPT RATE	COMBINATION RATE
1.	Passenger Cars Taxicabs Ambulances Hearse and funeral vehicles Horse drawn vehicles (two horse) Local busses on scheduled runs Local school busses on scheduled runs Light panel trucks Station Wagons Pickup trucks Motorcycles	\$0.20	
2.	All of Classification No. 1,		\$0.15
3.	Trucks less than $2\frac{1}{2}$ tons, other than those in Classification No. 1 (two axle) Tractors (two axle)	0.25	None
4.	Trucks $2\frac{1}{2}$ to $4\frac{1}{2}$ tons (two axle) Horse drawn vehicles (more than two horses) Through busses (two axle)	0.30	None
5.	Trucks over $4\frac{1}{2}$ tons (two axle)	0.40	None
6.	Trucks less than $2\frac{3}{4}$ tons (three axle)	0.25	None
7.	Trucks $2\frac{3}{4}$ to $4\frac{3}{4}$ tons (three axle) Passenger cars and semi-trailer (three axle) Through busses (three axle)	0.30	None
8.	Trucks over $4\frac{3}{4}$ tons (three axle) Tractor and semi-trailer (three axle)	0.40	None
9.	Unusual Vehicles Tractor and trailer (four axle) Passenger car and trailer (four axle) Power shovels, Contractor's Equipment and Machinery Tractor and semi-trailer and trailers carrying unusually heavy loads All vehicles and equipment with more than four axles		

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TABLE NO. 1

**SUSQUEHANNA RIVER TOLL BRIDGE**  
**SCHEDULE OF TOLL RATES IN FORCE AND EFFECT**  
**August 20, 1940 to September 30, 1940**  
**(Continued)**

NUMBER	DESCRIPTION	RATE OR TOLL RATE	CONSTRUCTION RATE
9.	General Vehicles (continued) Tractor and Trailer, \$0.65 Passenger car and trailer, \$0.40 Other vehicles in this classification to pay an inspection charge of \$1.00 plus \$0.10 per ton up to 20 tons, and \$0.20 per ton for each ton over 20 tons		
10.	Free vehicles		

Classification and Effective Rates for  
 Vehicles described in Classification No. 9

Classification No. 9 embraces four (4) distinct classes of vehicles, and there are set forth below the rates applicable to the types of vehicles in each of these four groups.

Group No. 1 - Tractor and Trailer - Four (4) Axles

A Tractor and Trailer, Four (4) Axles, shall mean:

A TRACTOR of two (2) Axles, or a TRACTOR of three (3) Axles, hauling a Full Trailer of two (2) Axles, or hauling a Semi-Trailer of one (1) Axle, a total of four (4) Axles on the TRACTOR and TRAILER, or it shall mean a TRUCK of two (2) Axles hauling a Full Trailer with two (2) Axles, a total of four (4) Axles on the TRUCK and TRAILER.

Established rate for all units of this description, \$0.65.

Group No. 2 - Passenger Car and Trailer - Four (4) Axles

This classification shall recognize all Passenger Cars with two (2) Axles, hauling a Trailer with two (2) Axles, a total of four (4) Axles on the Passenger Car and the Trailer.

Established rate for all units of this description, \$0.40.

Group No. 3 - Power Shovels, Contractor's Equipment and Machinery

All vehicles properly described by the terms "Power Shovels", "Contractor's Equipment" and "Machinery", are subject to an inspection charge of One Dollar (\$1.00), and must pay a toll rate based on determined weight at the Toll Bridge, of Ten Cents (\$0.10) per ton for each ton up to 20 tons, and Twenty Cents (\$0.20) for each ton over 20 tons. If units entering this classification are not subject to a load or carrying capacity, and whose weight is constant, and if the inspection charge of one dollar (\$1.00) has previously been made, the inspection charge there-

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EXHIBIT NO. 1

SUSQUEHARRA RIVER TOLL BRIDGE  
SCHEDULE OF TOLL RATES IN FORCE AND EFFECT  
AUGUST 20, 1940 TO SEPTEMBER 30, 1940  
(CONTINUED)

Classification and Effective Rates for Vehicles  
described in Classification No. 9 (continued)

Group No. 3 - Power Shovels, Contractor's Equipment and Machinery (continued)

after need not apply, and the toll shall be established on the weight basis only.

Group No. 4 - Tractor and Semi-Trailer and Trailer carrying unusually heavy loads

Vehicles described in this group are segregated in the following classes, and an established rate assigned to each:

CLASS "A" - Tractor with two (2) Axles, hauling a Semi-Trailer of two (2) or more Axles (Total Four (4) Axles or More) -

Composition of Toll Rate:

Tractor,	\$0.25
Trailer,	\$0.40

Established Total Toll Rate, Class "A" Vehicles, \$0.65

CLASS "B" - Tractor with two (2) Axles, hauling Full Trailer of two (2) or more Axles (Total Four (4) Axles or More) -

Composition of Toll Rate:

Tractor,	\$0.25
Trailer,	\$0.40

Established Total Toll Rate, Class "B" Vehicles, \$0.65

CLASS "C" - Truck with two (2) Axles, with Full Trailer of two (2) or more Axles (Total Four (4) Axles or More) -

Composition of Toll Rate:

Truck,	\$0.40
Trailer, two (2) or more Axles,	\$0.40

Established Total Toll Rate, Class "C" Vehicles, \$0.80

CLASS "D" - Tractor with three (3) or more Axles, with a Semi-Trailer of one (1) or more Axles (Total Four (4) Axles or More) -

Composition of Toll Rate:

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EXHIBIT NO. 1

POCONO RIVER TOLL BRIDGE  
 SCHEDULE OF TOLL RATES IN FORCE AND EFFECT  
 AUGUST 20, 1940 TO SEPTEMBER 30, 1940  
 (CONTINUED)

Classification and Effective Rates for Vehicles described in  
 Classification No. 9 (continued)

Group No. 4 - Tractor and Semi-Trailer and Trailer carrying unusually  
 heavy loads (continued)

CLASS "D" (continued)

Tractor,	00.25
Semi-Trailer,	00.40

Established Total Toll Rate, Class "D" Vehicles, \$0.65

CLASS "E" - Tractor with three (3) or more Axles, with a Full Trailer of two (2)  
 or more Axles (Total Five (5) Axles or More) -

Composition of Toll Rate:

Tractor,	00.25
Full Trailer,	00.40

Established Total Toll Rate, Class "E" Vehicles, \$0.65

CLASS "F" - Truck with three (3) or more Axles, hauling a Full Trailer of two  
 (2) or more Axles (Total Five (5) Axles or More) -

Composition of Toll Rate:

Truck,	00.40
Full Trailer,	00.40

Established Total Toll Rate, Class "F" Vehicles, \$0.80

CLASS "G" - Tractor with Semi-Trailer and Full Trailer (Five (5) Axles or More) -

Composition of Toll Rate:

Tractor,	00.25
Semi-Trailer,	00.40
Full Trailer,	00.40

Established Total Toll Rate, Class "G" Vehicles, \$1.05

CLASS "H" - Tractor with two (2) or more Axles, hauling two (2) Full Trailers,  
 each Trailer with two (2) or more Axles (Total six (6) or  
 More Axles) -

Composition of Toll Rate:

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REPORT NO. 1

**MUSKOGEE RIVER TOLL BRIDGE**  
**SCHEDULE OF TOLL RATES IN FORCE AND EFFECT**  
**AUGUST 30, 1940 TO SEPTEMBER 30, 1940**  
**(CONTINUED)**

Classification and Effective Dates for Vehicles described in  
 Class "H" as No. 4 (continued)

Group No. 4 - Tractor and Semi-Trailer and Trailer carrying unusually  
 heavy loads (continued)

**CLASS "H" (Continued)**

Tractor,	\$0.25
First Full Trailer,	\$0.10
Second Full Trailer,	\$0.10

Established Total Toll Rate, Class "H" Vehicles, \$1.05

**CLASS "I" - Truck with two (2) or more Axles, hauling two (2) Full Trailers,**  
 each Trailer with two (2) or more Axles (Total six (6) Axles  
 or More) -

Composition of Toll Rate:

Truck,	\$0.40
First Full Trailer,	\$0.40
Second Full Trailer,	\$0.40

Established Total Toll Rate, Class "I" Vehicles, \$1.20

**CLASS "J" - Tractor with two (2) or more Axles, with Semi-Trailer of one (1)**  
 or more Axles, and two (2) Full Trailers, each Trailer of two  
 (2) or more Axles (Total seven (7) Axles or More) -

Composition of Toll Rate:

Tractor,	\$0.25
Semi-Trailer,	\$0.40
First Full Trailer, two (2) or more Axles,	\$0.40
Second Full Trailer, two (2) or more Axles,	\$0.40

Established Total Toll Rate, Class "J" Vehicles, \$1.45

In establishing the rates hereinabove set forth, it is ordered that if any of the above described vehicles in Group No. 4 should be so heavily laden as to constitute a unit hauling unusually heavy loads, then the above rates shall not apply to such selected vehicle, but each unit of this kind shall be subjected to an inspection, and weighed, and the toll computed at the rates of \$1.00 for the inspection, plus Ten Cents (\$0.10) per Ton up to 20 Tons, and Twenty Cents (\$0.20) per Ton for each Ton over 20 Tons of the determined weight.

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EXHIBIT No. 2  
Schedule No. 2

THE STATE ROADS COMMISSION OF MARYLAND  
AND  
SAME TRUST AND TRUST COMPANY OF BALTIMORE, TRUSTEES  
SUSQUEHANNA RIVER TOLL BRIDGE  
STATEMENT OF INCOME  
FOR THE PERIOD AUGUST 28, 1940 TO DECEMBER 30, 1940

INCOME

Tolls, based on daily reported transactions, calculated at effective rates,	\$ 75,707.75
Miscellaneous Sources,	2.15
Cash in excess of traffic transactions as reported by Collectors (details shown Exhibit No. 2, Schedule No. 3, and Exhibit No. 4, Schedule No. 2),	<u>364.09</u>
	\$ 76,174.09
Less: Reserved to meet requirements providing for Operation Fund, on basis of \$58,000.00 Annually, - period August 28, 1940 to September 30, 1940,	<u>3,575.87</u>
NET INCOME,	<u>\$ 72,598.22</u>

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 OF MARYLAND

REPORT No. 2  
 Schedule No. 2

THE STATE ROADS COMMISSION OF MARYLAND  
 AND  
 SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, TRUSTEES

BUSQUENAHARA BEYOND TOLL BRIDGE  
 STATEMENT OF TOTAL DAILY TRAFFIC TRANSACTIONS  
 AND

COMPUTED VALUE OF DAILY TRAFFIC TRANSACTIONS  
 AUGUST 28, 1940 TO SEPTEMBER 30, 1940

DATE	DAY OF WEEK	TOTAL DAILY TRAFFIC TRANSACTIONS	COMPUTED VALUE OF TRANSACTIONS
August 28, 1940.	Wednesday	3,177	\$ 720.95
August 29, 1940.	Thursday	6,572	1,955.95
August 30, 1940.	Friday	11,761	2,601.85
August 31, 1940.	Saturday	17,121	3,577.50
September 1, 1940.	Sunday	15,455	3,371.40
September 2, 1940.	Monday	19,202	3,911.85
September 3, 1940.	Tuesday	11,728	2,529.10
September 4, 1940.	Wednesday	6,316	1,901.60
September 5, 1940.	Thursday	7,984	1,816.15
September 6, 1940.	Friday	9,049	2,076.80
September 7, 1940.	Saturday	9,791	2,115.90
September 8, 1940.	Sunday	12,722	2,381.85
September 9, 1940.	Monday	6,172	1,381.05
September 10, 1940.	Tuesday	7,497	1,666.30
September 11, 1940.	Wednesday	7,566	1,761.10
September 12, 1940.	Thursday	7,760	1,812.35
September 13, 1940.	Friday	8,625	2,012.45
September 14, 1940.	Saturday	11,455	2,469.35
September 15, 1940.	Sunday	13,196	2,751.80
September 16, 1940.	Monday	9,855	2,191.25
September 17, 1940.	Tuesday	6,700	2,001.70
September 18, 1940.	Wednesday	9,191	2,120.50
September 19, 1940.	Thursday	6,067	2,050.10
September 20, 1940.	Friday	10,005	2,261.45
September 21, 1940.	Saturday	12,340	2,666.10
September 22, 1940.	Sunday	13,259	2,736.90
September 23, 1940.	Monday	9,199	2,017.25
September 24, 1940.	Tuesday	6,127	1,302.90
September 25, 1940.	Wednesday	7,117	1,670.60
September 26, 1940.	Thursday	6,155	1,979.10
September 27, 1940.	Friday	9,599	2,180.25
September 28, 1940.	Saturday	10,370	2,366.65
September 29, 1940.	Sunday	11,977	2,525.35
September 30, 1940.	Monday	7,364	1,671.35

Totals,

311,111

\$75,707.75



THE STATE ROADS COMMISSION OF MARYLAND  
 AND  
 BANK REPORT AND TRUST COMPANY OF BALTIMORE, TRUSTEE

SUSQUEHANNA RIVER TOLL BRIDGE  
 STATEMENT OF COMPILED VALUE OF TOTAL  
 DAILY TRAFFIC TRANSACTIONS AND CORRESPONDING  
 CASH DEPOSITED— OVER AND SHORT

DATE	GAINTIATED NUMBER OF TOLLED TRANSACTIONS REPORTED	COLLECTIONS * CASH DEPOSITED AND ON HAND	COLLECTORS * CASH OVER	COLLECTORS * CASH SHORT
August 28, 1940,	\$ 720.95	\$ 781.25	\$ 60.30	\$ -
August 29, 1940,	1,953.95	1,970.65	16.70	-
August 30, 1940,	2,601.85	2,581.65	-	20.20
August 31, 1940,	3,597.50	3,632.60	35.10	-
September 1, 1940,	3,121.40	3,111.25	10.15	-
September 2, 1940,	3,911.85	3,881.53	-	27.32
September 3, 1940,	2,529.10	2,576.17	47.07	-
September 4, 1940,	1,701.00	1,908.76	207.76	-
September 5, 1940,	1,816.15	1,851.67	35.52	-
September 6, 1940,	2,078.80	2,038.60	-	40.20
September 7, 1940,	2,125.90	2,121.60	-	4.30
September 8, 1940,	2,634.85	2,637.85	3.00	-
September 9, 1940,	1,881.05	1,889.60	8.55	-
September 10, 1940,	1,668.30	1,668.35	.05	-
September 11, 1940,	1,764.10	1,767.55	3.45	-
September 12, 1940,	1,812.35	1,816.50	4.15	-
September 13, 1940,	2,012.15	2,013.70	1.55	-
September 14, 1940,	2,169.35	2,177.70	8.35	-
September 15, 1940,	2,751.80	2,763.10	11.30	-
September 16, 1940,	2,191.25	2,199.35	8.10	-
September 17, 1940,	2,001.70	2,010.95	9.25	-
September 18, 1940,	2,120.50	2,128.75	8.25	-
September 19, 1940,	2,058.10	2,066.70	8.60	-
September 20, 1940,	2,261.15	2,261.31	.16	-
September 21, 1940,	2,666.10	2,663.75	-	2.35
September 22, 1940,	2,756.90	2,770.51	13.61	-
September 23, 1940,	2,027.25	2,035.80	8.55	-
September 24, 1940,	1,880.90	1,871.10	-	9.80
September 25, 1940,	1,670.60	1,766.15	95.55	-
September 26, 1940,	1,979.10	1,981.21	2.11	-
September 27, 1940,	2,180.25	2,198.00	17.75	-
September 28, 1940,	2,336.65	2,337.10	.45	-
September 29, 1940,	2,523.55	2,526.95	3.40	-
September 30, 1940,	1,671.35	1,675.70	4.35	-
Totals,	975,787.75	976,172.61		
Total Over,			243.56	-
Total Short,			-	\$ 50.67
Not Over,			243.56	



THE STATE ROADS COMMISSION OF MARYLAND  
AND  
SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, TRUSTEE

SUSQUEHANNA RIVER FALL BRIDGE  
STATEMENT OF THE DAILY NUMBER OF VEHICLE TRANSACTIONS BY CLASSIFICATIONS

DATE	DAY OF WEEK	CLASSIFICATIONS										TOTAL TRANSACTIONS	COMPUTED VALUE OF TRANSACTIONS	
		1	2	3	4	5	6	7	8	9	10			
August 28, 1940,	Wednesday	2,451	52	115	40	2	44	12	414		2	45	3,177	\$ 720.95
August 29, 1940,	Thursday	6,301	318	392	162	8	176	40	1,088		9	78	8,572	1,953.95
August 30, 1940,	Friday	9,363	437	409	185	42	157	38	1,068		5	57	11,781	2,601.85
August 31, 1940,	Saturday	15,116	489	302	124	4	82	44	852		19	69	17,121	3,597.50
September 1, 1940,	Sunday	14,547	366	89	83	3	17	25	250		-	75	15,455	3,124.40
September 2, 1940,	Monday	17,925	402	249	104	7	54	28	371		-	62	19,202	3,911.85
September 3, 1940,	Tuesday	9,325	568	580	136	13	124	53	842		4	83	11,728	2,529.10
September 4, 1940,	Wednesday	5,630	567	589	167	23	147	38	1,078		8	71	8,318	1,901.80
September 5, 1940,	Thursday	5,274	582	536	169	14	138	34	1,148		12	77	7,984	1,846.15
September 6, 1940,	Friday	6,248	555	591	188	19	121	29	1,208		17	73	9,019	2,078.80
September 7, 1940,	Saturday	7,770	527	442	119	15	86	22	748		6	56	9,791	2,115.90
September 8, 1940,	Sunday	11,560	327	137	79	5	46	43	469		3	53	12,722	2,634.85
September 9, 1940,	Monday	6,172	592	483	126	8	127	40	879		9	70	8,472	1,881.05
September 10, 1940,	Tuesday	4,713	562	454	129	38	140	56	1,044		4	57	7,197	1,668.30
September 11, 1940,	Wednesday	4,853	564	539	139	30	153	45	1,117		15	81	7,566	1,764.10
September 12, 1940,	Thursday	4,962	522	534	159	29	134	47	1,248		49	84	7,768	1,842.35
September 13, 1940,	Friday	5,973	553	540	133	16	122	38	1,181		60	69	8,685	2,012.45
September 14, 1940,	Saturday	9,279	548	386	119	20	94	49	812		44	82	11,433	2,469.35
September 15, 1940,	Sunday	11,986	323	137	73	6	47	58	519		18	31	13,198	2,751.80
September 16, 1940,	Monday	7,238	559	631	141	12	133	41	955		38	85	9,833	2,191.25
September 17, 1940,	Tuesday	5,920	582	619	128	14	158	28	1,100		72	87	8,708	2,004.70
September 18, 1940,	Wednesday	6,176	612	681	148	17	166	35	1,197		63	86	9,181	2,120.50
September 19, 1940,	Thursday	6,039	573	581	165	18	132	38	1,211		51	79	8,887	2,058.10
September 20, 1940,	Friday	7,302	553	543	163	14	132	30	1,128		53	87	10,005	2,261.45
September 21, 1940,	Saturday	10,215	556	414	100	15	118	25	798		66	53	12,360	2,666.40
September 22, 1940,	Sunday	12,065	313	130	71	3	54	28	482		42	41	13,229	2,756.90
September 23, 1940,	Monday	6,852	563	472	142	22	112	22	695		16	94	9,190	2,027.25
September 24, 1940,	Tuesday	5,421	574	499	170	29	133	39	1,157		26	79	8,127	1,802.90
September 25, 1940,	Wednesday	4,659	587	367	165	14	129	13	1,068		59	66	7,127	1,670.60
September 26, 1940,	Thursday	5,695	556	460	130	21	143	36	1,238		80	96	8,455	1,979.40
September 27, 1940,	Friday	6,766	570	478	160	16	149	46	1,157		83	84	9,509	2,180.25
September 28, 1940,	Saturday	8,905	529	308	125	23	85	34	826		62	73	10,970	2,386.65
September 29, 1940,	Sunday	10,712	288	168	87	2	65	51	540		34	30	11,977	2,523.35
September 30, 1940,	Monday	5,094	516	417	134	14	160	46	858		19	66	7,364	1,671.35
Total Vehicles,		260,507	16,751	11,272	4,463	536	3,078	1,251	31,036		1,048	2,369	344,141	
Effective Rates,		20¢	15¢	25¢	30¢	40¢	25¢	30¢	40¢		Various	Free		
Computed Values,		\$53,701.40	\$2,512.65	\$3,568.00	\$1,338.90	\$214.40	\$969.50	\$375.30	\$12,444.40		\$693.20	-		\$75,787.75

THE STATE ROADS COMMISSION OF MARYLAND  
 AND  
 BANK DEPOSIT AND TRUST COMPANY OF BALTIMORE, MARYLAND

STATEMENT OF CASH DISBURSMENTS, TICKET TRANSACTIONS, AND OF NET TRANSACTIONS, BY CLASSIFICATIONS  
 AND  
 SOLE TRANSACTIONS FOR CASH, DEPOSITS, AND CREDITS

CLASSIFICATIONS	MONEY VALUES		TOTAL CASH DISBURSMENTS		TOTAL TICKET TRANSACTIONS		TOTAL CREDITS TRANSACTIONS		TOTAL		
	AMOUNT	PERCENT. OF TOTAL	AMOUNT	PERCENT. OF TOTAL	AMOUNT	PERCENT. OF TOTAL	AMOUNT	PERCENT. OF TOTAL	AMOUNT	PERCENT. OF TOTAL	
1	\$ 53,670.40	78.43	\$ 0	0.00	\$ 0	0.00	\$ 0	0.00	\$ 53,670.40	78.43	
2	2,820.25	4.13	2,512.20	39.95	497.00	7.77	45	.05	2,512.65	3.71	
3	1,251.60	1.83	212.75	3.77	497.00	7.77	10.50	.02	3,569.00	5.35	
4	206.40	.30	76.80	1.19	10.50	0.16	1.60	.00	1,538.90	2.28	
5	996.00	1.40	12.75	.02	.75	.00	.75	.00	996.00	1.47	
6	375.30	.55	3,579.20	55.63	22.40	.34	22.40	.03	3,750.90	5.55	
7	0,812.00	12.38	-	-	361.45	.54	-	-	812.00	1.20	
8	351.75	.51	-	-	-	-	-	-	351.75	.51	
9	(Free)	-	-	-	-	-	-	-	-	-	
10	(Free)	-	-	-	-	-	-	-	-	-	
TOTALS:	\$ 68,440.50	100.00	\$ 6,153.90	100.00	\$ 913.35	100.00	\$ 75,787.75	100.00	\$ 75,787.75	100.00	
Total Percent:	90.30		8.49		1.21		100.00				
TRAFFIC TRANSACTIONS CASH AND TICKETS											
CLASSIFICATIONS											
1	268,392	86.03	19	.06	96	.31	268,907	78.02			
2	11,313	3.63	16,740	56.96	3	.01	16,751	4.87			
3	4,172	1.31	571	1.87	1,906	5.84	21,272	6.11			
4	516	.16	16	.05	4	.01	4,463	1.28			
5	3,621	1.22	51	.17	3	.01	3,878	1.10			
6	1,251	.40	-	-	-	-	1,251	.36			
7	22,032	7.06	8,940	29.13	56	.17	31,036	9.02			
8	409	.13	-	-	559	.17	1,448	.41			
9	(Free)	-	-	-	-	-	2,399	.69			
10	(Free)	-	-	-	-	-	-	-			
TOTALS:	\$11,929	100.00	\$9,408	100.00	\$2,744	100.00	\$14,411	100.00			
Total Percent:	90.66		8.54		.80		100.00				

THE STATE ROADS COMMISSION OF MARYLAND  
AND  
SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, TRUSTEE

STATEMENT OF DAILY PAYMENTS  
INTO  
SERIES "A" BRIDGE REVENUE FUND

DATE	COLLECTORS' RECEIPTS DEPOSITED	ACCOUNTS RECEIVABLE PAID	SALE OF TOLL TICKETS	MISCELLANEOUS INCOME	TOTAL DEPOSITED INTO REVENUE FUND	CASH ON HAND USED FOR CHANGE FUND
August 28, 1940,	\$ 664.80	\$ -	\$ -	\$ -	\$ 664.80	\$ -
August 29, 1940,	1,756.60	-	-	-	1,756.60	-
August 30, 1940,	2,519.15	-	1,909.00	-	4,428.15	-
August 31, 1940,	3,457.10	-	895.00	-	4,352.10	-
September 1, 1940,	3,058.15	-	-	-	3,058.15	-
September 2, 1940,	4,392.93	-	-	-	4,392.93	-
September 3, 1940,	2,079.52	-	-	-	2,079.52	-
September 4, 1940,	1,624.41	-	-	-	1,624.41	-
September 5, 1940,	1,625.22	-	-	-	1,625.22	-
September 6, 1940,	-	-	-	-	-	-
September 7, 1940,	1,849.10	-	654.50	-	2,503.60	-
September 8, 1940,	4,479.55	-	-	-	4,479.55	-
September 9, 1940,	1,584.65	-	-	-	1,584.65	-
September 10, 1940,	1,454.25	-	-	-	1,454.25	-
September 11, 1940,	-	-	-	-	-	-
September 12, 1940,	3,071.05	-	1,360.80	-	4,431.85	-
September 13, 1940,	1,702.80	-	57.00	-	1,839.80	-
September 14, 1940,	-	-	-	-	-	-
September 15, 1940,	4,931.00	-	57.00	-	4,988.00	-
September 16, 1940,	1,826.25	-	934.00	-	2,760.25	-
September 17, 1940,	1,735.60	-	139.50	-	1,875.10	-
September 18, 1940,	1,759.25	-	89.00	-	1,888.25	-
September 19, 1940,	1,745.30	-	91.50	-	1,836.80	-
September 20, 1940,	2,002.54	1.90	517.00	-	2,521.44	-
September 21, 1940,	-	-	-	-	-	-
September 22, 1940,	3,936.31	-	73.00	-	-	-
September 23, 1940,	2,800.05	-	464.50	-	-	4,009.31
September 24, 1940,	1,603.45	1.00	584.50	-	3,344.95	-
September 25, 1940,	1,514.65	-	156.50	1.45	2,190.40	-
September 26, 1940,	1,702.41	-	1,260.50	-	1,651.15	-
September 27, 1940,	1,963.75	-	54.00	-	2,962.91	-
September 28, 1940,	-	-	-	-	2,017.75	-
September 29, 1940,	4,639.70	-	38.00	-	-	-
September 30, 1940,	1,145.85	1.00	199.50	-	4,677.70	-
					1,346.35	-
<b>Total Receipts,</b>	<b>\$68,825.39</b>	<b>\$ 3.90</b>	<b>\$ 9,514.80</b>	<b>\$ 1.45</b>	<b>\$74,336.23</b>	<b>\$ 4,009.31</b>

Total Collections deposited into Series "A" Bridge Revenue Fund,  
Total Collections, Retained at Administration Office for "Change Fund",

Total Amount of Funds Collected for Series "A" Bridge Revenue Fund,

\$74,336.23  
4,009.31  
\$78,345.54

THE STATE ROADS COMMISSION OF MARYLAND  
AND  
SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, TRUSTEES

SUSQUEHANNA RIVER TOLL BRIDGE  
STATEMENT OF COLLECTORS' CASH AND AXLE ERRORS  
AND RESULT BASED ON EACH 1,000 TRANSACTIONS

EMPLOYEE	PERIOD	NUMBER OF TRANSACTIONS DURING THE PERIOD	NUMBER OF AXLES AUTOMATICALLY RECORDED ON TREADLE COUNTER	NUMBER OF AXLES REPORTED BY COLLECTOR	NUMBER OF AXLES "OVER" THE AUTOMATIC TREADLE COUNTER	NUMBER OF AXLES SHORT OF AUTOMATIC TREADLE COUNTER	NUMBER OF AXLE ERRORS PER 1,000 TRANSACTIONS	TOTAL CASH IN EXCESS OF COMPUTED VALUE OF TRANSACTIONS REPORTED	TOTAL CASH SHORT OF COMPUTED VALUE OF TRANSACTIONS REPORTED	NUMBER OF CASH ERRORS PER 1,000 TRANSACTIONS
<b>COLLECTORS:</b>										
No. 1	August 28 to September 30, 1940	24,251	52,704	52,587	47	164	8.7	\$ 202.40*	\$ 57.80	20.0
2	August 28 to September 30, 1940	31,355	65,487	65,088	9	408	13.3	68.55	.60	9.4
3	August 28 to September 30, 1940	22,241	48,137	47,727	35	443	21.4	52.70	2.65	13.0
4	August 28 to September 30, 1940	26,282	55,762	55,763	57	55	4.3	41.60	5.35	3.5
5	August 28 to September 30, 1940	30,308	63,234	63,088	34	180	7.1	20.45	4.85	4.5
6	August 28 to September 30, 1940	29,092	60,426	60,493	74	7	2.8	32.45	1.35	.9
7	August 28 to September 30, 1940	24,736	52,184	52,040	37	181	8.8	81.32	43.09	25.7
8	August 28 to September 30, 1940	29,633	62,536	62,562	94	68	5.5	47.35	32.15	13.7
9	August 28 to September 30, 1940	21,556	52,521	52,082	6	445	18.4	63.15	16.10	16.5
10	August 28 to September 30, 1940	32,641	67,635	67,763	141	13	4.7	13.11	141.50*	3.7
11	August 28 to September 30, 1940	27,244	57,397	57,294	59	162	8.1	35.35	5.25	7.8
12	August 28 to September 2, 1940	3,759	7,610	7,536	-	74	20.0	5.94	.55	6.7
12	September 15 to 30, 1940	13,438	30,972	30,922	21	71	6.8	8.76	1.15	4.1
<b>Totals and Averages of Collectors,</b>		<b>319,514</b>	<b>676,604</b>	<b>674,945</b>	<b>612</b>	<b>2,271</b>	<b>9.02</b>	<b>\$ 673.13</b>	<b>\$ 312.39</b>	
<b>TOLL SERGEANTS:</b>										
No. 1	August 28 to September 30, 1940	2,477	5,955	5,953	27	29	22.6	\$ 5.75	\$ 1.00	13.7
2	August 28 to September 30, 1940	5,222	11,572	11,499	25	96	22.8	18.60	11.20	29.8
3	August 28 to September 30, 1940	8,120	17,510	17,735	12	87	11.8	10.55	.50	7.0
4	August 28 to September 30, 1940	8,518	17,683	17,687	20	21	4.8	4.10	2.15	3.9
<b>Totals and Averages of Sergeants,</b>		<b>24,627</b>	<b>53,025</b>	<b>52,074</b>	<b>82</b>	<b>233</b>	<b>12.8</b>	<b>\$ 39.00</b>	<b>\$ 14.85</b>	
<b>GRAND TOTALS AND AVERAGES,</b>		<b>344,141</b>	<b>729,629</b>	<b>727,019</b>	<b>694</b>	<b>2,504</b>	<b>9.3</b>	<b>\$ 712.13</b>	<b>\$ 327.24</b>	<b>10.7</b>

NOTE: Cash Errors are computed on basis of Twenty Cents (20¢) or fraction thereof, equals one error.

\* Due to failure of Electric Power or Imperfect Tape Reading from Mechanical Recorders.

Total Cash Errors, 3,671

THE STATE ROADS COMMISSION OF MARYLAND  
AND  
SAME DEPOSIT AND TRUST COMPANIES OF BALTIMORE, TRUSTEES

SUSQUEHANNA RIVER TOLL BRIDGE

STATEMENT OF ACCOUNT  
SERIES "A" BRIDGE OPERATION FUND

The Trust Indenture provides, Article IV, Section 5,

"On or before the 10th of each month after any of said bridges shall be opened to traffic, it shall be the duty of the Trustees to transfer from the Bridge Revenue Fund into a special fund which is hereby created and designated 'Series A Bridge Operation Fund' the amount required by the Operation Budget to be set aside into said fund during each month."

Relying on the Operation Budget, submitted by the Consulting Engineers and approved by the State Roads Commission, the sum of \$38,000.00 per year has been allocated to the Susquehanna River Bridge Series A Operation Fund.

At October 10, 1940, the first month after the Susquehanna River Bridge was opened to traffic, the Trustees did transfer one-twelfth (1/12) of \$38,000.00 from Series A Bridge Revenue Fund to Series A Operation Fund, the sum of \$3,175.27 applicable to the period August 28, 1940, the date the bridge was opened to traffic, to September 30, 1940.

This amount, therefore, is shown as a Reserve of Funds from Series A Bridge Revenue Fund as appears in the Statement of Income, Exhibit B. 2, Schedule No. 1.

September 30, 1940

Series A Bridge Operation Fund,

\$ 3,175.27

THE STATE ROAD COMMISSION OF MARYLAND  
AND  
HARRIS TRUST COMPANY OF BALTIMORE, PROTEST  
REGISTRATION RETURN WILL BEYON  
STATEMENT OF EARNINGS FOR POLICE REVENUE BOND SINKING FUND  
FOR THE YEAR  
RESERVE INTEREST ACCOUNT

The Trust Indenture provides, Article IV, Section 6:

"On or before the 10th day of each month (not immediately after the transfer of moneys into the Sinking Fund, as required by Section 5 of this Article), it shall be the duty of the Trustee to transfer from the Bridge Revenue Fund into a special fund which is hereby created and designated "Bonds A Bridge Revenue Bond Sinking Fund," an amount equal to the amount of all moneys in the Bridge Revenue Fund on the last day of the preceding month, after deducting the amount of the transfer required by Section 5 of this Article (See Article No. 4, Schedule No. 3). All moneys so transferred and placed in the Sinking Fund shall be credited to a special account designated "Reserve Interest Account" until the amount to the credit of said account shall be equal to one year's interest on Bonds then outstanding, ascertained

State of Maryland Bridge Revenue 3-7/4's Bonds, Series "A", outstanding, September 30, 1940, were \$6,000,000 as 3-7/4's Annual Interest, \$ 225,000.00

Total amount of fund placed in Series A Bridge Revenue Bond, August 28 to September 30, 1940, Exhibit A, Schedule No. 1, \$76,174.09

Transferred to Series A Bridge Operation Fund, \$ 575.87  
Amount transferred to Reserve Interest Account, \$72,598.22

Amount transferred by Trustee to September 30, 1940, \$ 60,382.24  
Amount to be transferred to future dates, being Receipts not in hand as September 30, 1940, \$ 2,216.50

\$72,598.22



THE STATE ROADS COMMISSION OF MARYLAND  
AND  
SAND DEPOSIT AND TRUST COMPANY OF BALTIMORE, CHARITERS

SUSQUEHANNA RIVER TOLL BRIDGE

STATEMENT OF PAYMENTS FROM  
OPERATION FUND

Operation Fund established for Twelve (12) Months,

October 1, 1940 to September 30, 1941, at \$8,166.67

each month,

0 30,000.00

Amount transferred, October 10, 1940, for period

August 28, 1940 to September 30, 1940,

3,575.27

\$ 13,575.27

Amount established, as encumbrances, by Operation Budget, for:

Salaries of Personnel, Costs of Collection, and Fee of

Consulting Engineers, during the period August 28, 1940

to September 30, 1941,

13,575.27

Encumbered Balance of Operation Fund,

None

Unencumbered from Operation Fund to September 30, 1940,

None

THE STATE ROADS COMMISSION OF MARYLAND  
 AND  
SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, TRUSTEE

SUSQUEHANNA RIVER TOLL BRIDGE  
 STATEMENT OF ACCOUNT DUE THE STATE ROADS COMMISSION OF MARYLAND  
 FOR MONEYS ADVANCED FROM COMMISSION FUNDS NOT WHOLLY RECOVERED FROM  
 PROCEEDS OF  
SERIES "A" BRIDGE REVENUE BONDS CONSTRUCTION ACCOUNT

Article IV, Section 13, of the Trust Indenture provides:

"After provision shall be made for the payment of all bonds secured hereby and the interest thereon, and all expenses and charges herein required to be paid, the Trustee shall pay any balance in the Sinking Fund and any balance in any other fund to the Commission. The amounts so paid to the Commission shall be deemed to constitute a partial reimbursement of the amounts theretofore expended by the Commission under the provisions of this Indenture for maintaining, repairing, and operating the bridges. And tolls shall thereafter be charged, if not prohibited by any Federal law or any law of the State, for the use of such bridges until the balance of the amount so expended by the Commission shall be fully reimbursed to the Commission."

Total amount of State Roads Commission funds disbursed in connection with Maryland's Primary Bridge Program, to August 31, 1940*,		\$ 229,443.69
Amount recovered from Susquehanna River Bridge Construction Fund on account of funds disbursed to February 28, 1939,	\$ 40,423.78	
Amount recovered from Potomac River Bridge Construction Fund on account of funds disbursed to February 28, 1939,	<u>31,571.82</u>	<u>71,995.60</u>
Balance to be satisfied from future Toll Collections after redemption of Bridge Revenue Bonds,		<u>\$ 157,448.09</u>

\*Accounting Record of the Commission at September 30, 1940, not closed; consequently disbursements during the month of September, 1940, not available.

THE STATE ROADS COMMISSION OF MARYLAND  
 AND  
SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, TRUSTEES

SUSQUEHANNA RIVER TOLL BRIDGE

BALANCE SHEET, SEPTEMBER 30, 1940

(Does not include Capital Sections, due to incomplete Construction  
 and final accounting for Construction Costs)

ASSETS

Series "A" Bridge Revenue Fund:

Cash Deposit:

First National Bank, Baltimore, \$24,519.52  
 National Bank of Perryville, 10,916.71

Cash on Hand, 4,609.31

Total Series "A" Bridge Revenue Fund, \$78,345.54

Accounts Receivable:

Sale of Tickets, \$ 110.00  
 Toll Transactions, 1,135.95

Total Accounts Receivable, 1,245.95

TOTAL ASSETS, \$79,991.49

LIABILITIES

Deferred Income:

Toll Tickets Sold for Future Use, \$ 3,417.40

Reserved for Series "A" Operation Fund, 3,575.27

Total, \$ 6,992.67

Income: (Exhibit No. 2, Schedule No. 1), 72,998.82

TOTAL LIABILITIES, \$ 79,991.49

THE STATE ROADS COMMISSION OF MARYLAND  
AND  
SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, TRUSTEE

SUSQUEHANNA RIVER TOLL BRIDGE  
SUSQUEHANNA RIVER BRIDGE CONSTRUCTION FUND

SECTION NO. 1

Total expected completion costs, based on latest approved estimate of costs,		\$ 4,535,850.00
Disbursements and costs for work completed to September 30, 1940, including Bond Discount,	\$ 4,169,170.66	
Future disbursements, based on latest approved estimated costs,	<u>269,325.81</u>	<u>4,450,196.47</u>
		\$ <u>77,353.53</u>

SECTION NO. 2

Receipts into Construction Fund:

Proceeds of Sale of Bridge Revenue Bonds and Other,		\$ 2,922,366.25
Proceeds of Payments of Federal Grants, 45% Basis,		1,587,547.50
Remainder of allocated Federal Grant available, if earned, upon submission of Final Grant Requisition,		<u>453,504.50</u>
Total amount of all funds made available,		\$ 4,963,418.25
Total expected completion costs based on latest estimated of cost, (as above),		<u>4,535,850.00</u>
Funds made available in excess of total completion costs, based on latest approved costs,		\$ 427,648.25
Probable position of Owner's Funds, or Bond Proceeds, subject to transfer to Potomac River Bridge Construction account, or to Series "A" Bridge Revenue Bonds Sinking Fund for use of Reserve Interest Account, to be determined upon submission and calculation of Final Grant Requisition,	\$ 334,000.00	
Probable diminution of Grant,	<u>93,648.25</u>	\$ <u>427,648.25</u>

CASH BALANCE - SUSQUEHANNA RIVER BRIDGE CONSTRUCTION  
FUND, SEPTEMBER 30, 1940, AND SECURITY IN HANDS  
OF TRUSTEE

September 30, 1940 - Baltimore National Bank,	\$ 81,885.61	U.S. Treasury Notes, Series B - 1-3/8%, Due June 15, 1941,	\$ 600,000.
Western National Bank,	69,000.00	U.S. Treasury Notes, 2%, December 15, 1947 - 50 - 48,	300,000.
Equitable Trust Company,	119,000.00	U.S. Treasury Notes, Series A - 1-1/2%, Due March 15, 1941,	200,000.
Union Trust Company,	60,000.00	U.S. Treasury Notes, Series A - 1-1/8%, Due June 15, 1943,	100,000.
Maryland Trust Company,	<u>115,393.75</u>	U.S. Treasury Notes, 2-1/2%, Due December 15, 1953-9,	200,000.

Total, 6478,278.39

THE STATE ROADS COMMISSION OF MARYLAND  
AND  
SAFE DEPOSIT AND TRUST COMPANY OF BALTIMORE, TRUSTEE  
  
SUSQUEHANNA RIVER TOLL BRIDGE  
BANK BALANCES, AND  
RECONCILIATIONS, AND SECURITY  
HELD BY TRUSTEE  
SERIES "A" BRIDGE REVENUE FUNDS

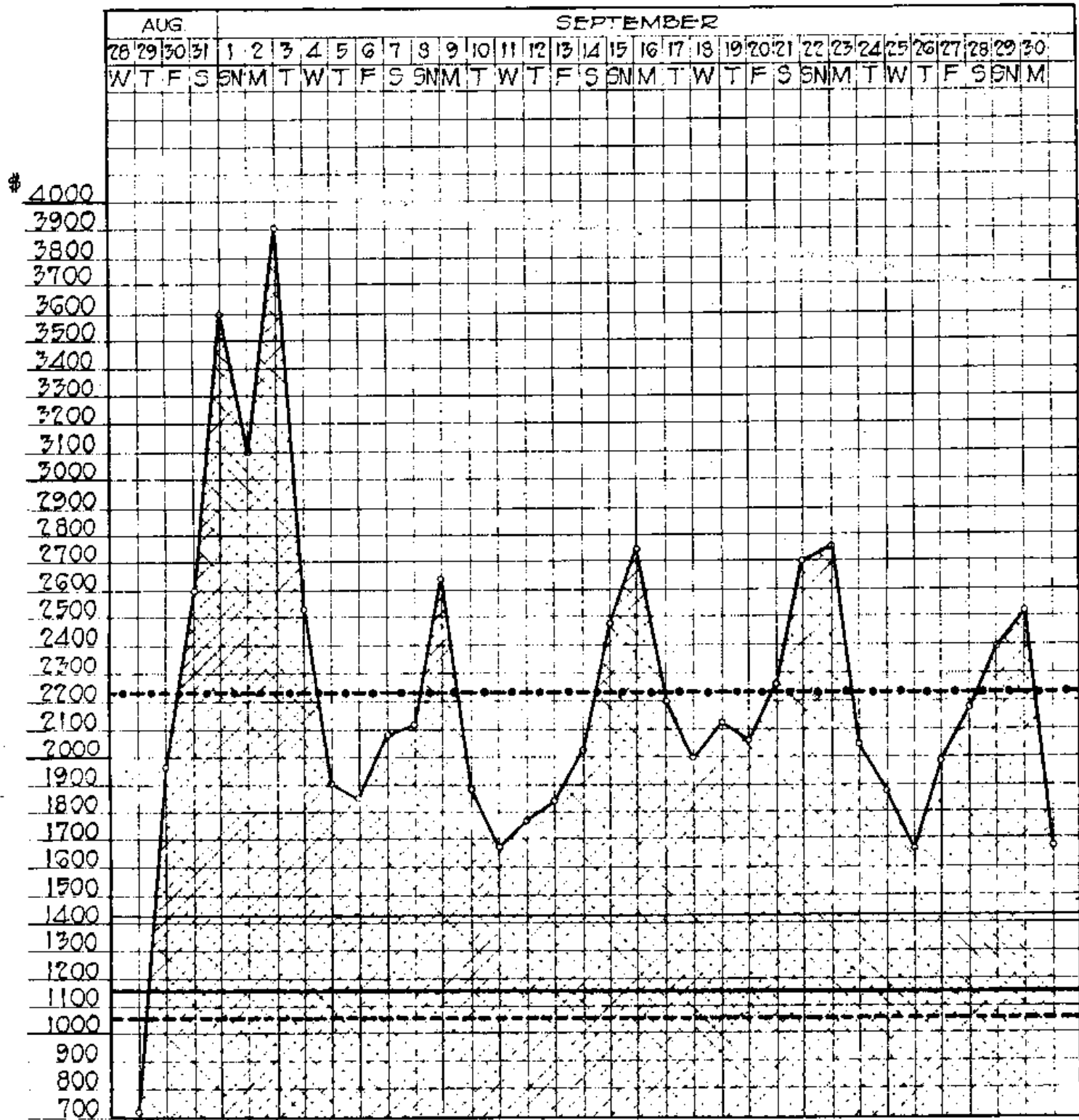
RECONCILIATIONS

	FIRST NATIONAL BANK OF BALTIMORE SERIES "A" BRIDGE REVENUE FUND	NATIONAL BANK OF PERRYVILLE SERIES "A" BRIDGE REVENUE FUND	TOTAL BALANCES SERIES "A" BRIDGE REVENUE FUND
September 30, 1940			
Balances shown on Bank Statement,	\$ 21,519.52	\$ 48,470.36	\$ 72,989.88
Add: Deposits entered on books of Commission, not entered by Bank,		\$200.50	
"		125.85	
"		183.20	
"		183.45	
"		99.65	
"		102.10	
"		152.40	
"		131.30	
"		164.90	
		<u>1,346.35</u>	<u>1,346.35</u>
		\$ 49,816.71	\$ 74,336.23
Transfer of Funds from National Bank of Perryville to First National Bank of Baltimore,	<u>8,470.36</u>	<u>8,470.36</u>	-
	\$ 32,989.88	\$ 41,346.35	\$ 74,336.23
Balances shown by Records of State Roads Commission of Maryland,	\$ 32,989.88	\$ 41,346.35	\$ 74,336.23

SECURITIES HELD BY TRUSTEE

September 30, 1940,	United States of America Treasury 1-1/2% Series "A" - 1941 Notes, due March 15, 1941,	\$ 100,000.00	
	United States of America Treasury Bonds, 2-1/2%, due June 15, 1956,		\$ 60,000.00

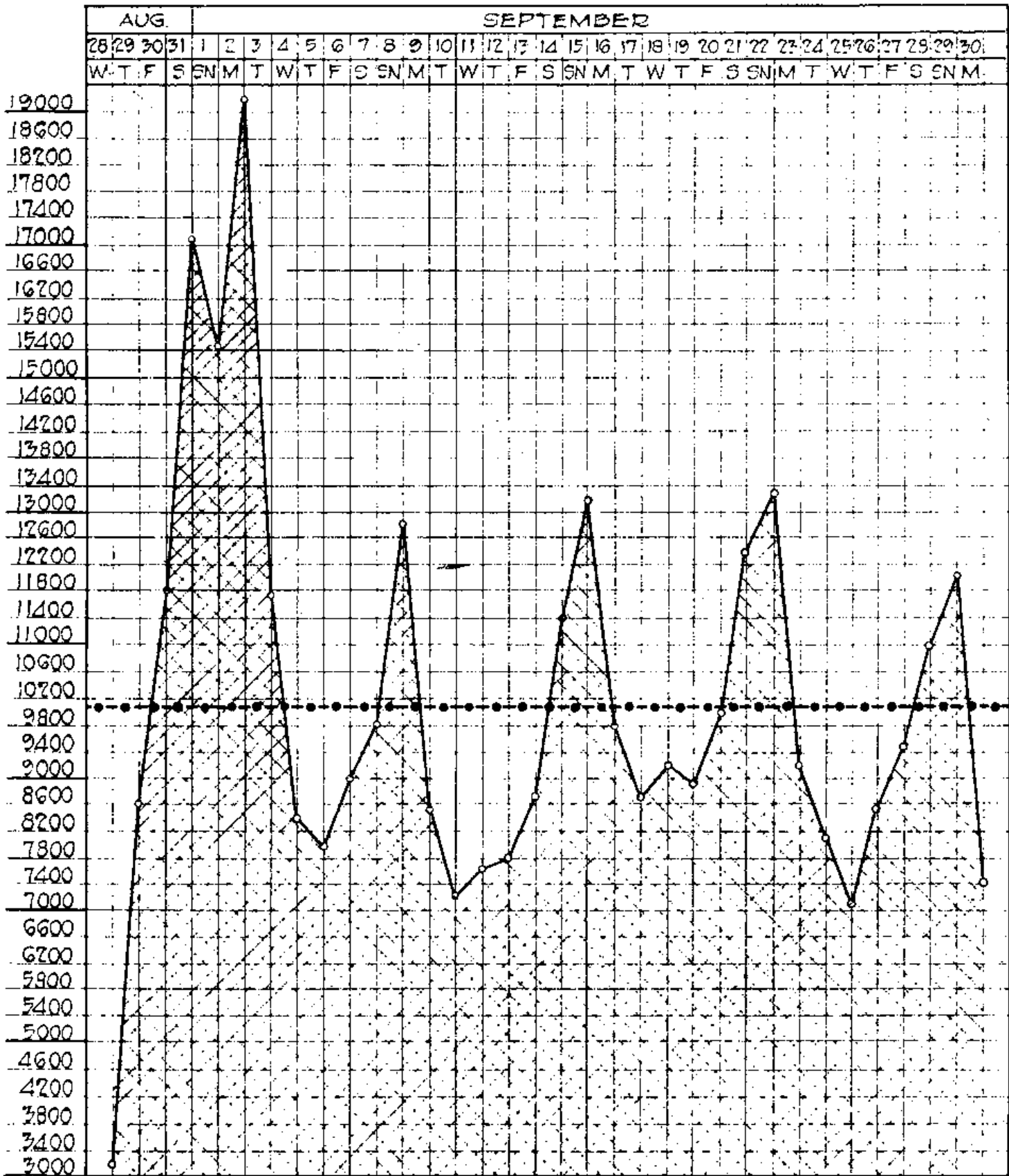
# SUSQUEHANNA RIVER TOLL BRIDGE CHART OF INCOME



- Traffic Engineers Estimate - First Year - \$423,000 or \$1160 daily.
- Debt Service and Operation Fund - \$385,000 or \$1055 daily (30 yr. basis) to begin Oct. 1, 1941
- Debt Service and Operation Fund - \$519,000 or \$1422 daily (40% of Int. & Prin. added.)
- ..... Average Daily Income: \$2230, 34 days, Aug. 29 to Sept. 30, 1940.

Note: Debt Service amounts apply to entire Bond Issue. Revenue as above is Susquehanna River Bridge only. Potomac River Bridge not open to traffic.

# SUSQUEHANNA RIVER TOLL BRIDGE CHART OF DAILY VEHICLE TRAFFIC



--- Average Daily Vehicle Traffic: 10,130