



Riverside-Delanco Bridge

over the
Rancocas Creek



SEPTEMBER 14, 1935 – 2020



Bridge Tender's Building Under Construction on the Riverside Side of the Bridge
Burlington County Bridge Commission **September 2020**

2020 UPDATE

It has been twenty years since the recognition of the 65th Anniversary in 2000 of the opening of the Riverside-Delanco Bridge and the compilation of an historical booklet for one of the Burlington County Bridge Commission's movable bridges.

The original August 2000 65th Anniversary and September 2015 80th Anniversary historical booklets have been included in this updated booklet for reference and as a reminder of the previously presented historical information.

Once again, this booklet still does not claim to present a complete history of the bridge. However, it does provide some additional information and photographs which probably have not appeared in print in many decades. It also includes additional information related to the 1870 first and the 1901 second Riverside-Delanco Bridges. It is hoped that this booklet shall be updated at future anniversaries in order to provide even more interesting information for those who have an appreciation for the uniqueness of the Riverside-Delanco Bridge.

Acknowledgment is made to Peter Fritz, Secretary of the Delanco Historic Preservation Advisory Board for kindly providing the electronic image files for some of the various photographs included in this update.

It should be noted that there are three (3) general categories of movable bridges. The Commission is very unique in that it owns and operates one (1) in each category. The Riverside-Delanco is a horizontal swing bridge, the Tacony-Palmyra is a bascule bridge and the Burlington-Bristol is a vertical lift bridge.

The Commission has actually owned and operated the current Riverside-Delanco Bridge (the third at the same site) for the past 54 years or nearly two thirds of its life to date since acquiring it from Burlington

County in a 1966 County Route 543 (River Road) agreement.

It is stated in the Commission's original 1948 Mandate *"to provide cost-efficient, effective management for the bridges to ensure safe, affordable transportation for residents, commuters and visitors to the area"*. This applies to the toll-free Riverside-Delanco Bridge as well as the 1929 Tacony-Palmyra Bridge and 1931 Burlington-Bristol Bridge along with the Commission's smaller other highway bridges.

Sascha J. Harding
Director of Engineering
Burlington County Bridge Commission

September 13, 2015

Photographs – September 14, 1935 Opening Day Parade and Dedication



parade marching from Riverside



parade marching from Delanco

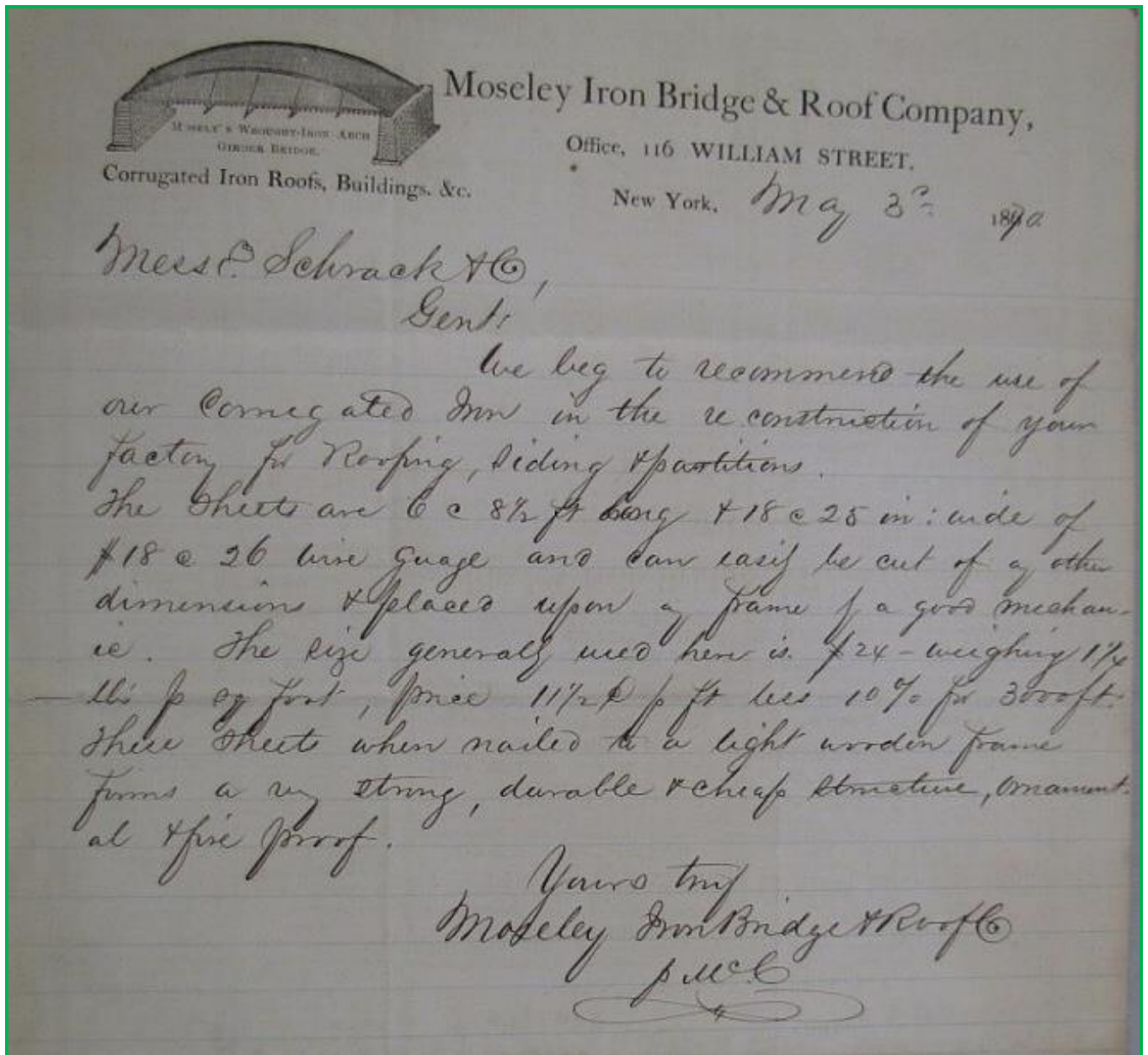


**bridge opening dedication ceremony in front
of the plaque on the Bridge Tender's building**

Image – 1876 Map Showing the 1870 First Riverside-Delanco Bridge



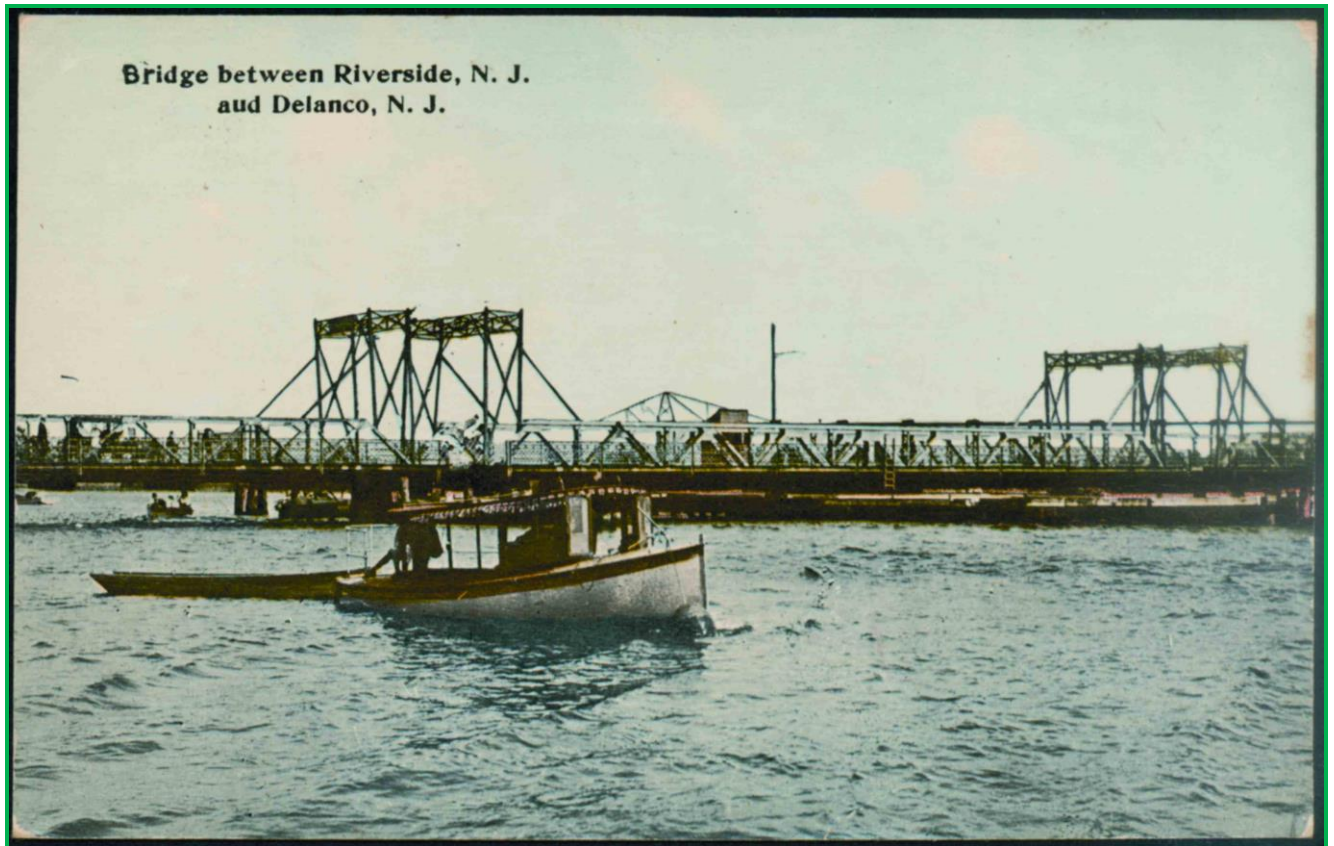
Image and Information – Contractor for the 1870 First Riverside-Delanco Bridge



Contractor, Moseley Iron Bridge & Roof Company Business Letterhead for Their New York Office

The company was founded in c1858 by Thomas William Moseley in Cincinnati, Ohio and was in business until 1879. Moseley was an engineer, bridge builder and designer. Other notable Moseley bridges were built in Michigan, Massachusetts, Pennsylvania and New Hampshire among other states.

Postcard of the 1901 Riverside-Delanco Bridge



an undated postcard of the second Riverside-Delanco Bridge built in 1901... the third and current Bridge was built in 1935

Riverside-Delanco Bridge



the eastern (back) side of the Bridge Tender's building c1935

The following is a reprint of the original updated September 2015 Riverside-Delanco Bridge 80th Anniversary historical booklet.

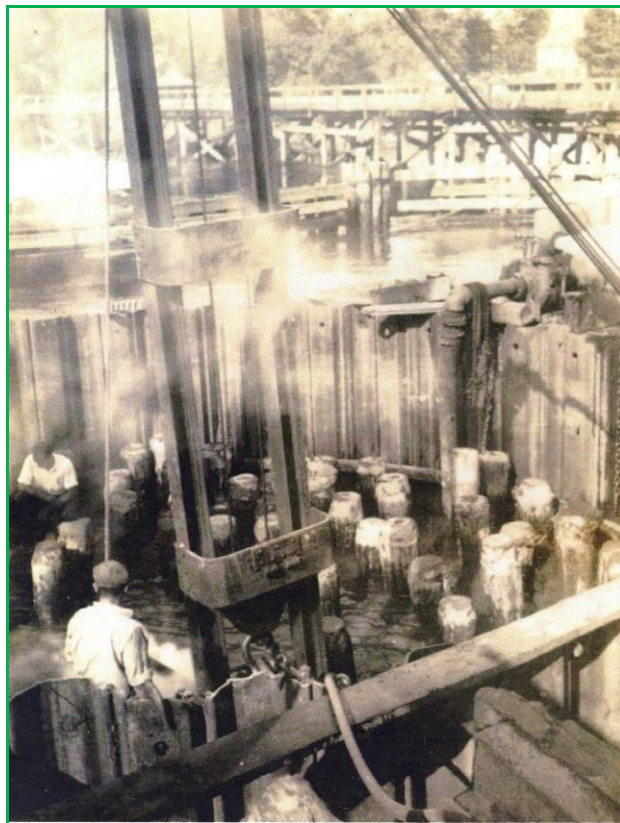


Riverside-Delanco Bridge

over the
Rancocas Creek



SEPTEMBER 14, 1935 – 2015



Timber Pile Driving For New Bridge Center Pier

2015 UPDATE

It has been fifteen years since the recognition of the 65th Anniversary in 2000 of the opening of the Riverside-Delanco Bridge and the compilation of an historical booklet for one of the Burlington County Bridge Commission's movable bridges.

The original August 2000 65th Anniversary historical booklet has been included in this updated booklet for reference and as a reminder of the previously presented historical information.

While this booklet still does not claim to present a complete history of the bridge, it does provide some additional information and photographs which probably have never appeared in print. It is hoped that this booklet shall be updated at future anniversaries in order to provide even more interesting information for those who have an appreciation for the uniqueness of the Riverside-Delanco Bridge.

In addition, a listing of the major construction projects which have occurred in the past fifteen years has also been included. These project improvements demonstrate the Commission's continuing commitment to their stated Mandate ***“to provide cost-efficient, effective management for the bridges to ensure safe, affordable transportation for residents, commuters and visitors to the area”***.

Sascha J. Harding
Resident Engineer

Pennoni
Engineer of Record and Program Manager
for the
Burlington County Bridge Commission

September 14, 2015

The Origins of the Names Riverside, Delanco and Rancocas Creek

RIVERSIDE

It was originally named Goattown and then in 1851 changed to Progress. In 1867, it was finally named Riverside.

DELANCO

In 1845, a charter for a village called Delaranco was granted. The name was derived from a combination of Delaware River and Rancocas Creek.

In 1848, the Delanco Land Company proposed a residential housing development village to be named Delaranco.

In 1849, a new residential development was built and was called Delaranco. It was later unified under the name of Delanco.

In 1857, Delanco was considered the official name with the establishment of the United States Post Office.

RANCOCAS CREEK

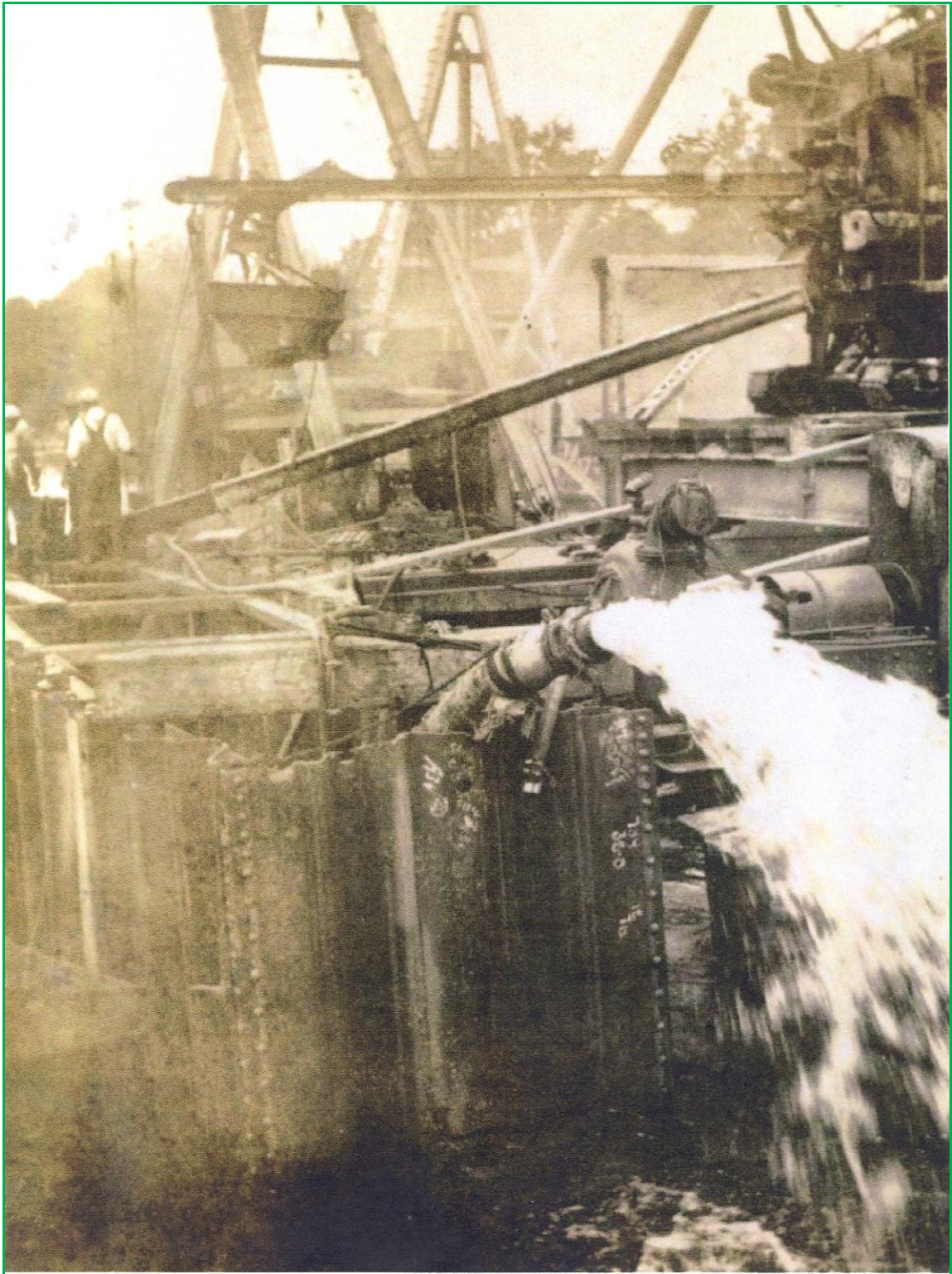
Starting 1633, there are reports of mariners traveling on the yet to be named Rancocas Creek.

In 1655, the creek was named Rancoqueskill by the Swedish settlers.

A survey conducted in 1681 listed the creek as the Ancocas-Rancocas Creek.

The name Rancocas Creek was mentioned in 1702 by the Providence of New Jersey in their meeting minutes when referencing the ferry service on the waterway.

Photographs – 1934-1935 Construction
(photographs taken by construction worker Walter Sarrafan)



concrete being placed inside the cofferdam for the new bridge center pier

Photographs – 1934-1935 Construction (con't)



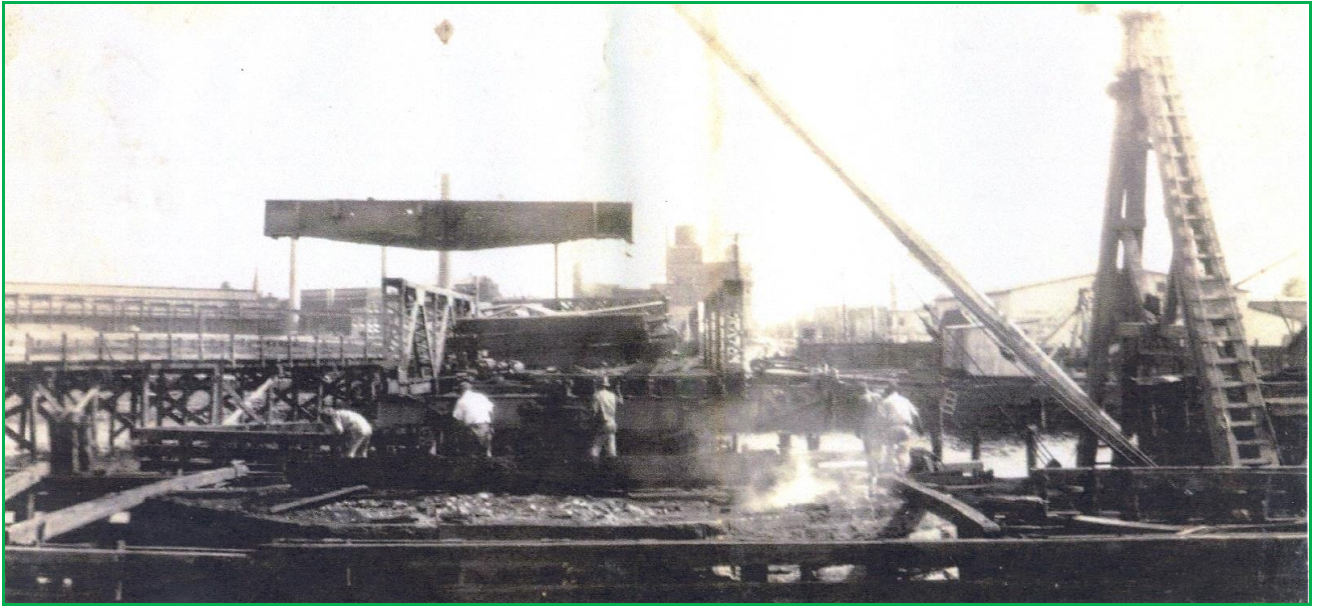
steel sheeting being driven for the new bridge

Photographs – 1934-1935 Construction (con't)



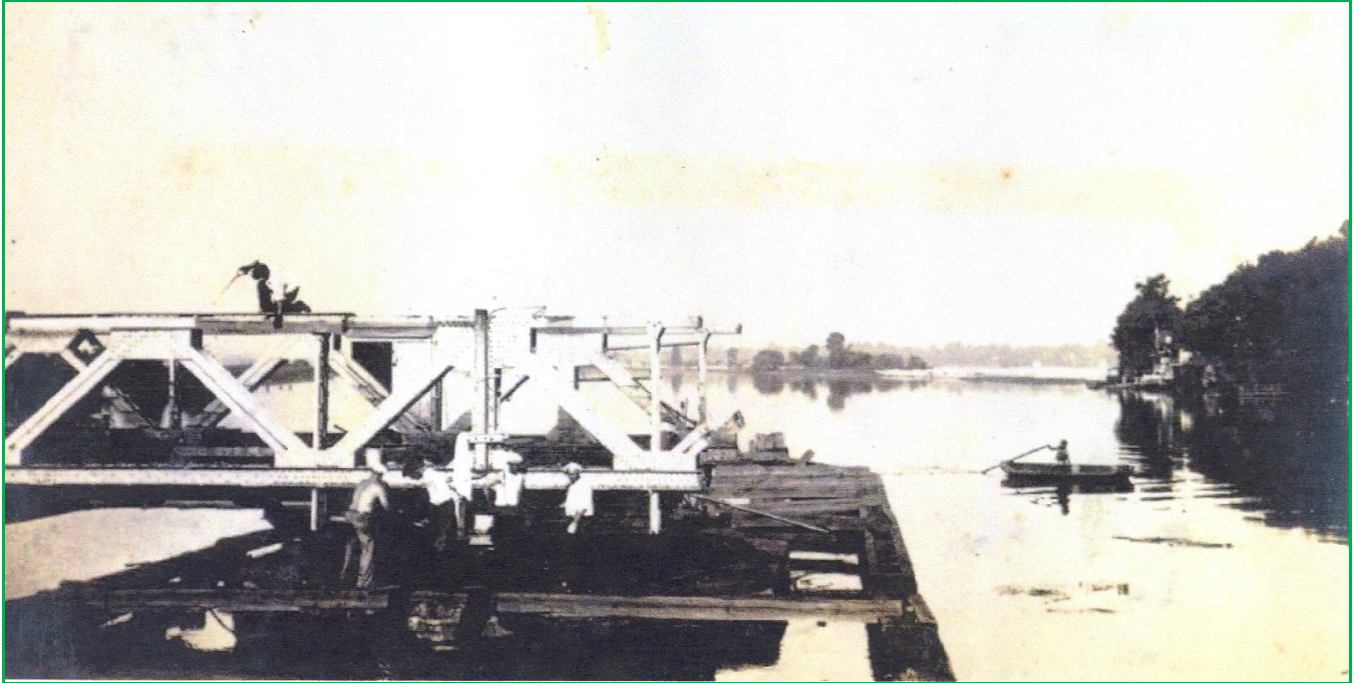
steel sheeting being driven for the new bridge

Photographs – 1934-1935 Construction (con't)



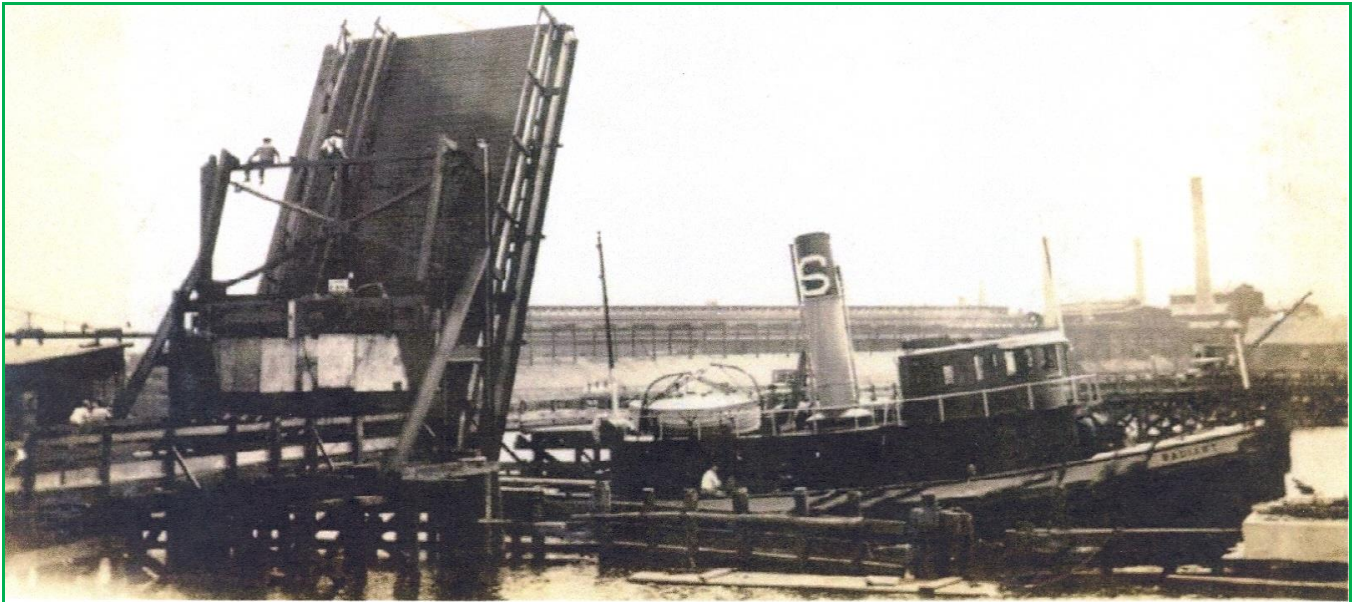
demolition of the existing 1901 second bridge at the same site

Photographs – 1934-1935 Construction (con't)



concrete being placed on a portion of the Swing Span for the new bridge

Photographs – 1934-1935 Construction (con't)



a temporary single leaf bascule span drawbridge was built when the existing 1901 bridge was demolished and while the new Riverside-Delanco Bridge was being constructed

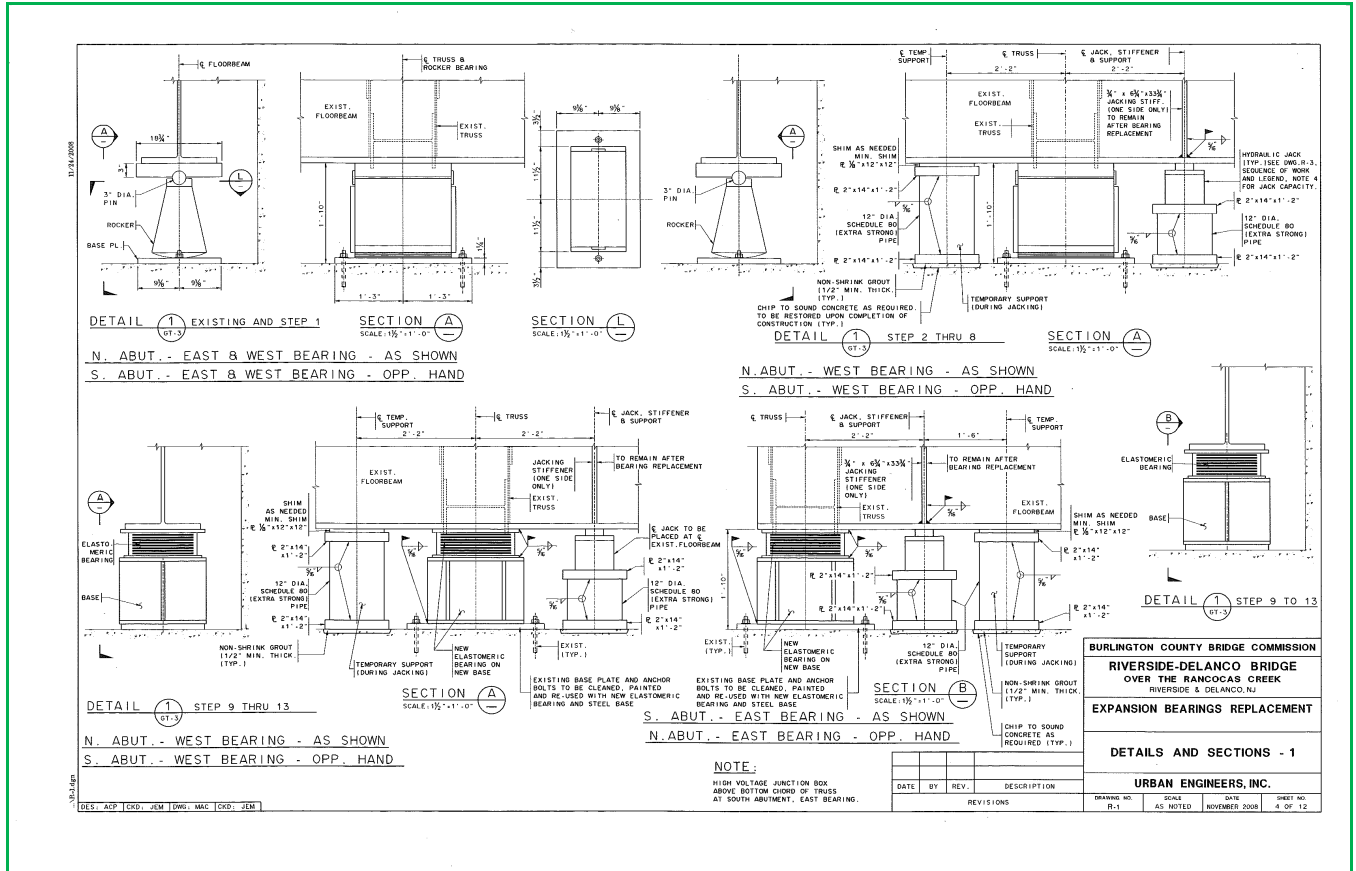
Major Construction Projects Since 2000

Project Title

Expansion Bearings Replacement

Project Number

BCBC - 200816



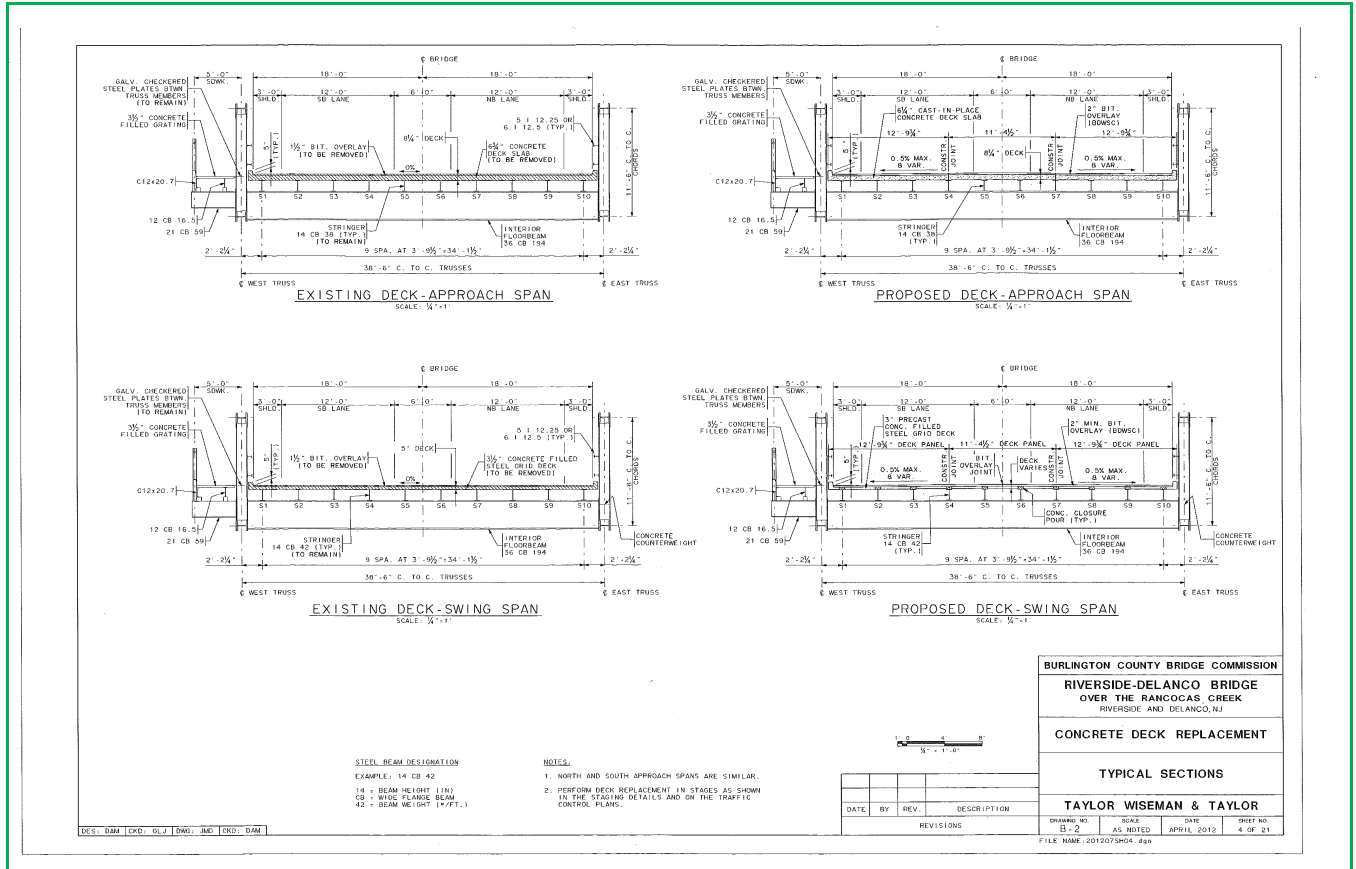
Major Construction Projects Since 2000 .. (con't)

Project Title

Concrete Deck Replacement

Project Number

BCBC – 201207



Major Construction Projects Since 2000 .. (con't)

Project Title

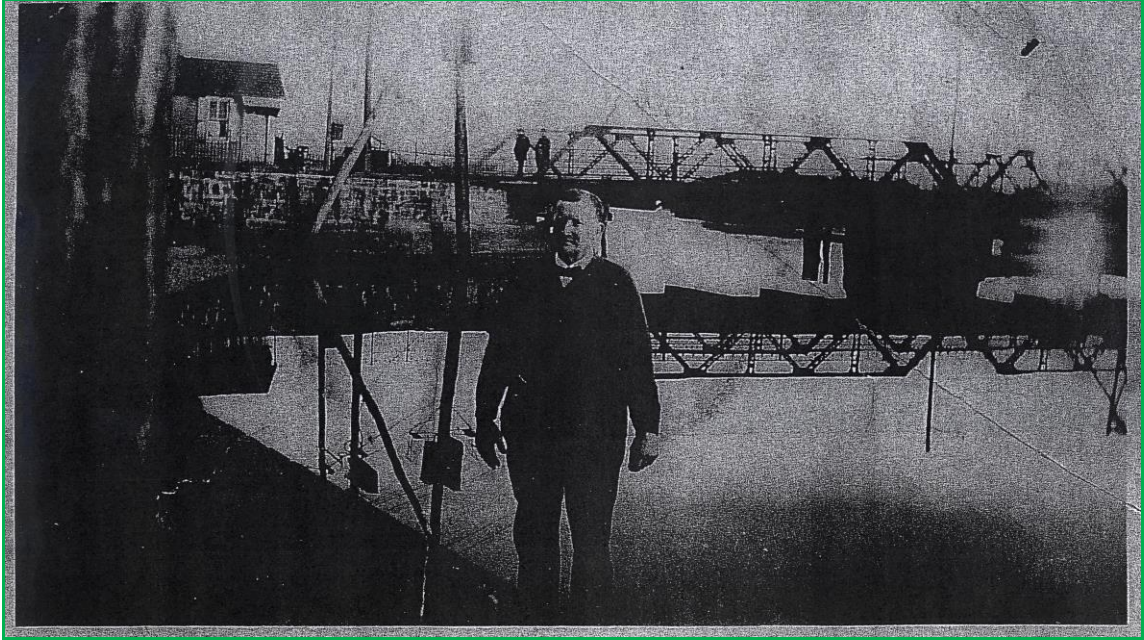
Maintenance and Repairs of Electrical Equipment and Systems
Submarine Cable Replacement Assignment

Project Number

BCBC – 201219



Riverside-Delanco Bridge Tenders Run In The Russ Family



George Russ, Sr. at the 1901 Bridge – he was a bridge tender for more than 40 years



George Russ, III was a bridge tender at the current bridge and was an employee of the Burlington County Bridge Commission

Riverside-Delanco Bridge Tenders Run In The Russ Family (con't)



the property of George Russ located adjacent to the Riverside-Delanco Bridge

Riverside-Delanco Bridge



a temporary drawbridge was erected when the existing 1901 bridge was demolished and while the new Riverside-Delanco Bridge was being constructed

The following is a reprint of the original August 2000 Riverside-Delanco Bridge 65th Anniversary historical booklet.



RIVERSIDE-DELANCO
BRIDGE

HISTORICAL
INFORMATION

65th Anniversary
September 14, 1935 - 2000



THE RIVERSIDE-DELANCO BRIDGE

The Riverside-Delanco Bridge carries County Route 543 across the Rancocas Creek between the towns of Riverside and Delanco in New Jersey. The current through Pony Truss style bridge is the third movable bridge built at this same location.

Although the idea surfaced in 1853, the first bridge was not built until 1870 for wagons and passengers at the cost of \$50,000. It was an old rounded Bow Truss style bridge.

The second bridge of the Warren Truss style was built in 1901 to accommodate trolleys, other vehicles and pedestrians. Due to larger and heavier trolleys, it was later strengthened in 1923.

Construction of the present bridge commenced in 1934 as a partially federally funded Public Works Administration project. It was completed and opened to traffic on September 14, 1935. Kolyn Construction Company was the general contractor with the American Bridge Company as the fabricator and erector of the superstructure steel. The total cost of the bridge was \$252,000.

In February 1935, the Burlington County Freeholders replaced Bridgeweld Engineering Corporation of New York who was the original Consulting Engineer due to design and construction problems. One of the major problems was the discovery that the operating machinery for the movable span would be under water at certain high tides. The Swing Span was required to be raised four (4) feet and the abutments three (3) feet to overcome this problem. The approaches to the bridge were also raised to meet the new elevation of the bridge. Apparently, the bridge was constructed significantly differently from the prepared contract plans.

Ash, Howard, Needles and Tammen of New York were appointed the new Consulting Engineer. They were involved until the bridge was finally completed in September 1935. Ultimately, the revised as-built contract plans were forwarded to the U.S. War Department for approval.

The bridge was officially dedicated as the "**Landon-Stone Memorial Bridge**". Landon and Stone were Burlington County residents who served as high-ranking officers in the Spanish-American War and also World War I.

The bridge was originally the responsibility of the Burlington County but in 1966 ownership and maintenance was transferred to the Burlington County Bridge Commission because the bridge and the road (County Route 543) acted as a "feeder" to both the Tacony-Palmyra and Burlington-Bristol Bridges that the Commission also own and maintain. The Commission has successfully operated and maintained the Riverside-Delanco Bridge, an important local transportation structure, since that time.

No tolls are collected from the many bridge users. In addition, no tax money from Burlington County residents is used to maintain this and the other bridges along County Route 543 (River Road).

The bridge structure consists of three (3) through Pony Truss spans. The center 160 foot movable Swing Span rotates horizontally to permit the passage of recreational marine traffic.

The total length of the bridge from abutment to abutment is approximately 394 feet. The bridge roadway is 36 feet in width and carries two (2) lanes of vehicular traffic. Pedestrians can travel on the downstream side of the bridge across the creek.

Vertical clearance underneath the swing span is approximately 12 feet at low tide and less than half of that at high tide. Marine vessels requiring a vertical clearance greater than that of the movable span in the normal closed position will request a bridge opening. The swing span rotates ninety (90) degrees over the center pier and fender system to permit passage of the vessel. At that time, vehicular traffic on the bridge is temporarily stopped until the vessel clears the bridge and then the span resumes its normal position. The opening and closing operations of the bridge occurs at the center of the swing span at roadway level by the bridge operator.

The horizontal navigation clearance at the swing span is approximately 52 feet between the timber fenders.

Electrical power to the bridge is supplied by the PSE & G utility company. Submarine cables that were installed underneath the riverbed carry the power from one side of the movable span to the other to operate the bridge. The bridge operating machinery is located underneath the bridge superstructure.

The bridge has navigation lights installed at various locations to warn the marine traffic of the bridge structure.

Over the years, all necessary repairs including many upgrades of equipment have been performed to maintain the bridge in its safe condition for the public use.

The bridge remains in service to the public through virtually all kinds of weather and conditions. During the winter months of November through March, there are no full time bridge operators on site. However, with 24-hour advance notice, the bridge can be opened for any mariner who requires such an opening.

The bridge concrete deck and approach pavement surfaces were initially repaired and resurfaced in 1966 and then once again in 1997. The original pedestrian walkway across the bridge was replaced in 1994. The bridge currently still has its original deck that is now nearly 65 years old although it has been diligently repaired over the years.

Numerous structural steel and concrete repairs were performed in 2000 as well as a complete repainting of the bridge.

In recognition of the bridge's 65th anniversary, custom carved wooden bridge identification signs shall be installed on both ends of the bridge in September 2000 as well as historic styled light poles and twin luminaries to replace the existing standard aluminum light pole assemblies.

RIVERSIDE-DELANCO BRIDGE ... SWING SPAN DESCRIPTION

The 160 foot long movable **Swing Span** center span lies across the Rancocas Creek which is a navigable waterway. The span is actually a two-span continuous through pony truss which rotates horizontally about a center pivot. The span pivot pier is a round concrete shaft measuring 30 feet 6 inches in diameter. The movable span is flanked by identical through pony truss approach spans which measure 112 feet 8 inches between centerlines of the bearings. A small office building is located on the Riverside end of the bridge that houses the bridge operator.

When the movable span is open, the entire weight of the bridge is carried on the center pivot with the spans cantilevered from the pivot pier. When the movable span is closed, the swing span is supported at the pivot pier and at Piers A and B (which are considered to be the rest piers).

In the closed position, wedges are driven under the outer ends of the bridge to lift them, thereby providing a positive support sufficient to carry imposed live loads. This feature prevents uplift and hammering of the bridge end that could be caused by moving vehicular loads. Balance wheels are placed on a circular track around the outer edge of the pivot pier to prevent tipping in the open position and when the span is moving. The swing span has a swing radius of 83 feet 8 inches and the mating ends of the approach spans are formed to a radius of 83 feet 9-3/4 inches.

The operating machinery which is located underneath the bridge superstructure is comprised three sets of bevel gears, support wedges, balance wheels, speed reducers, positive clutches and various bearings. The turning power is furnished by a 15 HP, 3-phase electric motor. This motor is controlled by a step controller through a resistor bank. The wedge driving mechanism is powered by a 7 1/2 HP, 3-phase electric motor with a full voltage controller. Both motors have electrically operated brakes. As an auxiliary means of operation, a manual operating system is accessed through two wrench access plates on the bridge deck. A special wrench is inserted

into the opened access plates to manually operate the wedges and open the bridge.

Electrical power for the operation of the span is provided through PSE & G feeders. One source that supplies the bridge operating motors is 200 amps while the other that supplies the sidewalk lights, warning lights and traffic signals is 50 amps. There are two submarine cables between Pier A and the pivot pier and one submarine cable between the pivot pier and Pier B. The actual operator control panels are located at the center of the span at roadway level.

The **Swing Span** is of welded construction. All truss members are rolled wide flange sections. Some of these have cover plates welded to the flanges of the beams. The beams are fillet welded directly to gusset plates and the cover plates are welded to the gusset plates by strap plates. Splices in the top and bottom chords are welded connections utilizing strap plates. The result of these connections are trusses with extremely short and relatively stiff members all rigidly connected. The two lines of trusses are spaced 38 feet 6 inches on centers.

The floor system is a floorbeam and stringer combination with the stringers resting on the top flange of the floorbeams. At the intersection, the bottom flanges of the stringers are welded to the top flange of the floorbeams. All stringers and floorbeams, except the pivot girder which services as a floorbeam at the center of the span, are rolled wide-flange beams. The pivot girder, as well as the pinion girder, are riveted built-up members. The span has eleven floorbeams including the center pivot girder all spaced 16 feet on center. The deck consists of a 3 1/2 inch thick concrete filled steel grating with a bituminous concrete wearing surface.

Riverside-Delanco Bridge

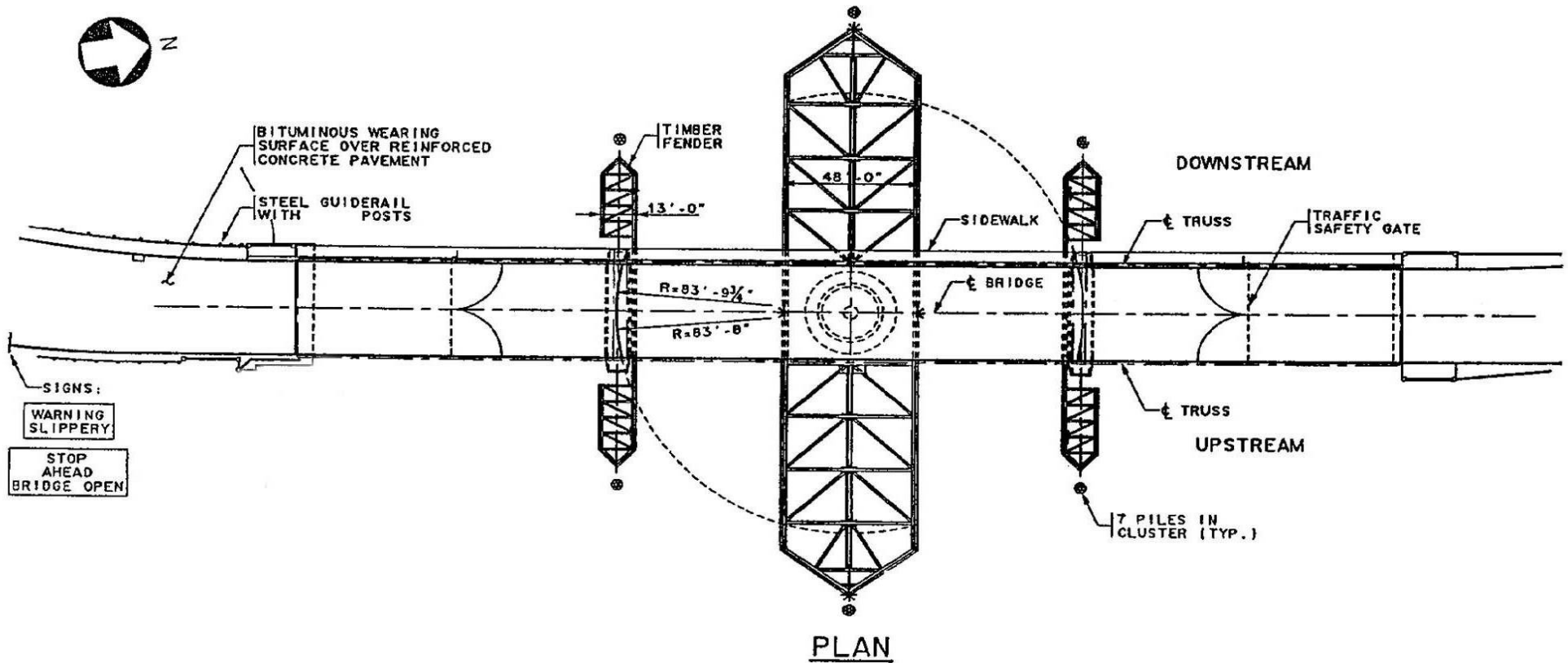
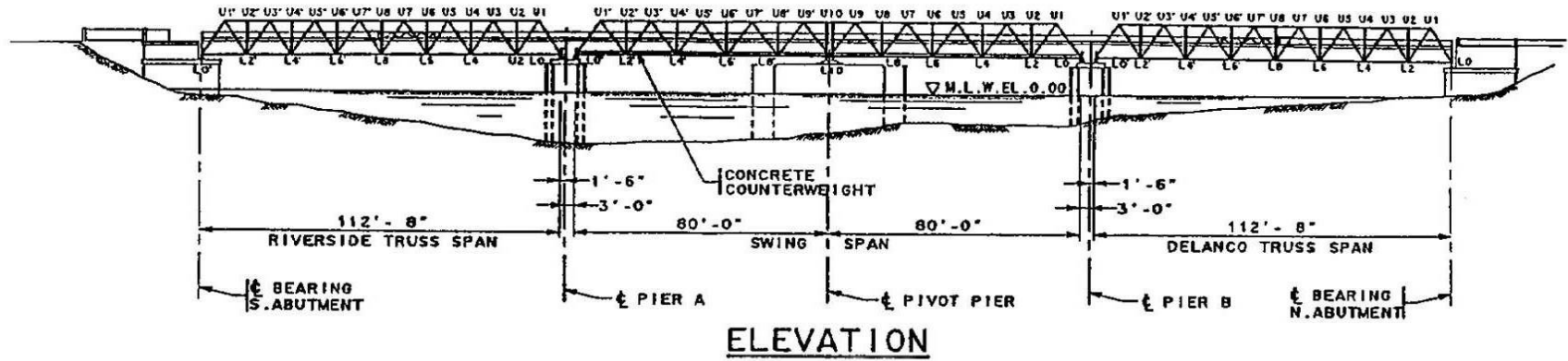


Swing Span Shown In Closed Position
Photograph Taken in 1993

Riverside-Delanco Bridge



Swing Span Shown In Open Position
Photograph Taken in 1993



Riverside-Delanco Bridge
 across the Rancocas Creek

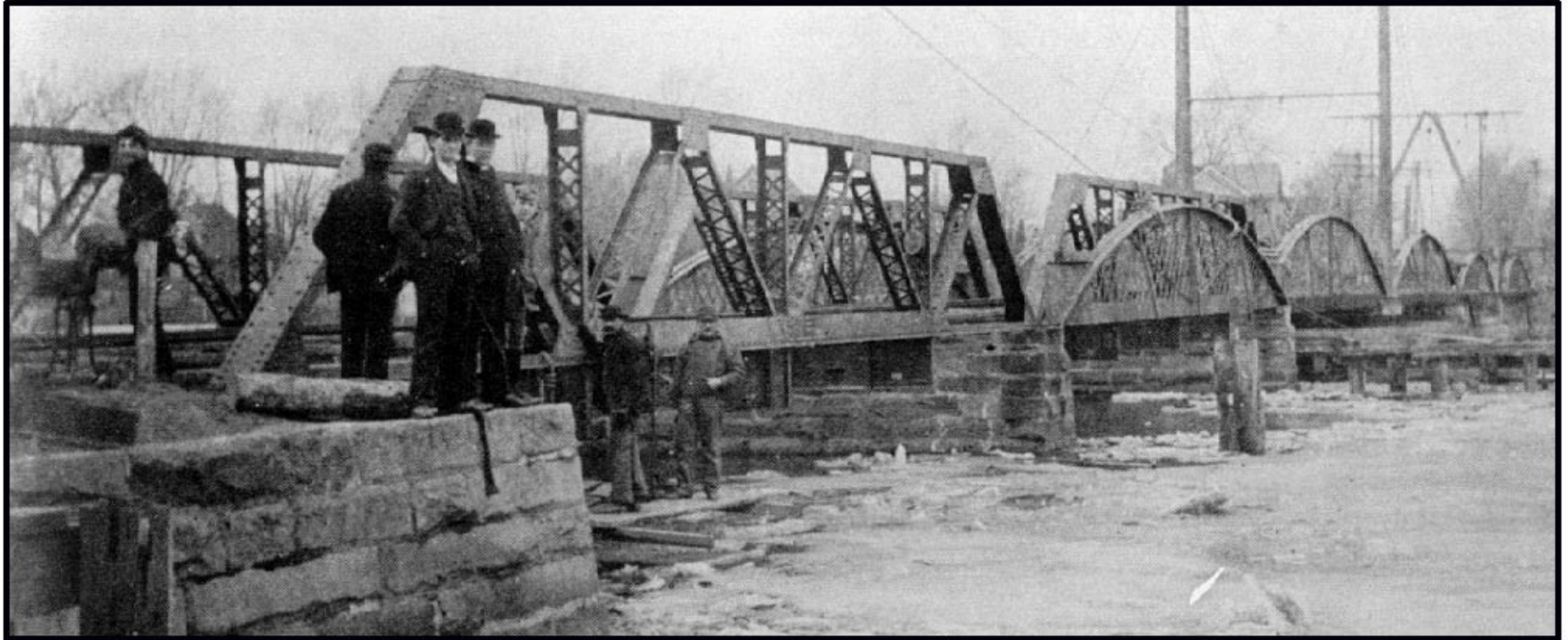
SIGNS:
 WARNING SLIPPERY
 STOP AHEAD BRIDGE OPEN

Riverside-Delanco Bridge



"First" Toll-Free Bridge
Built In 1870 For \$50,000

Second Riverside-Delanco Bridge Being Built In 1901



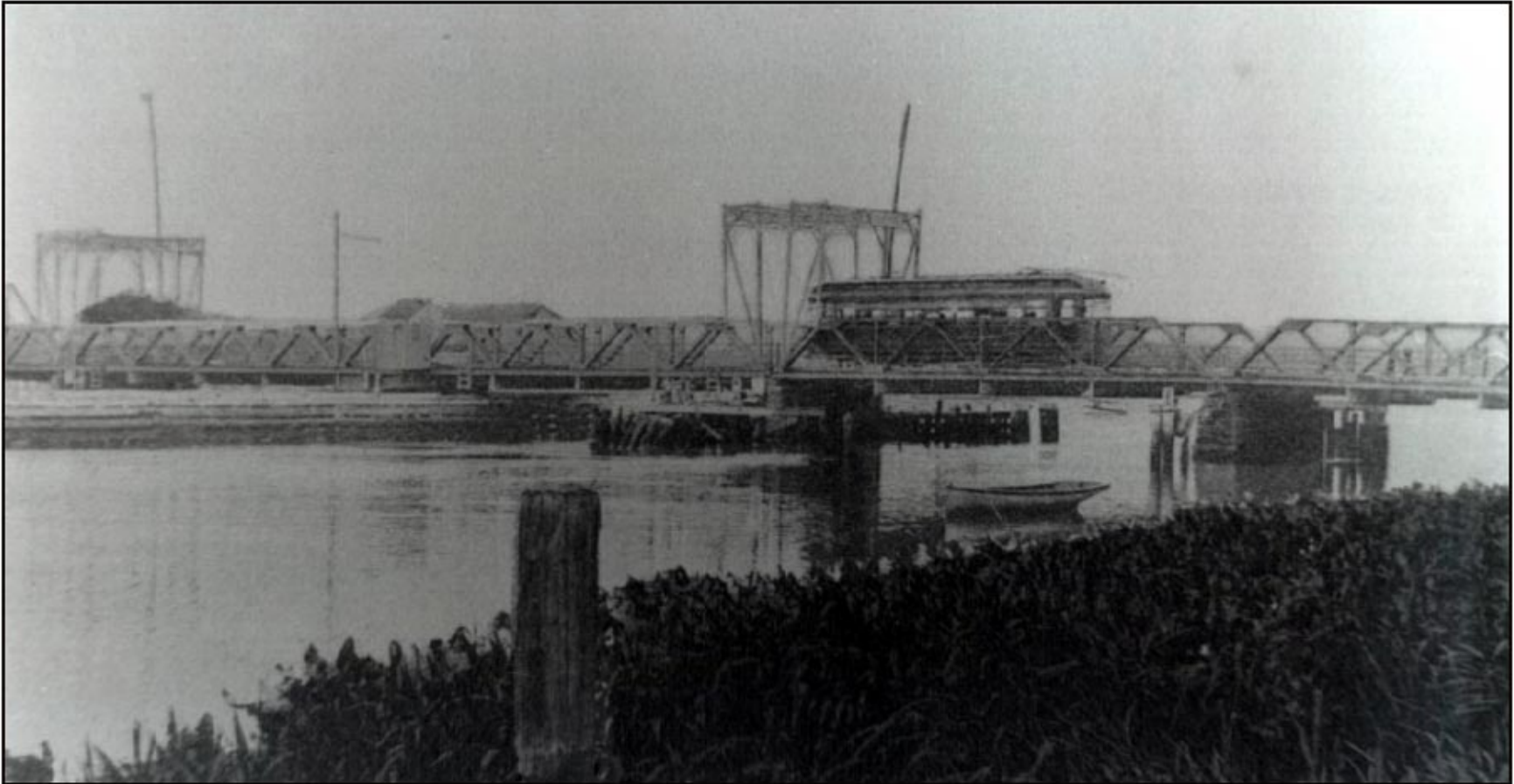
**Bridge Actually Being Built
Inside Of Original Bridge
That Was Built In 1870**

Second Riverside-Delanco Bridge Built In 1901



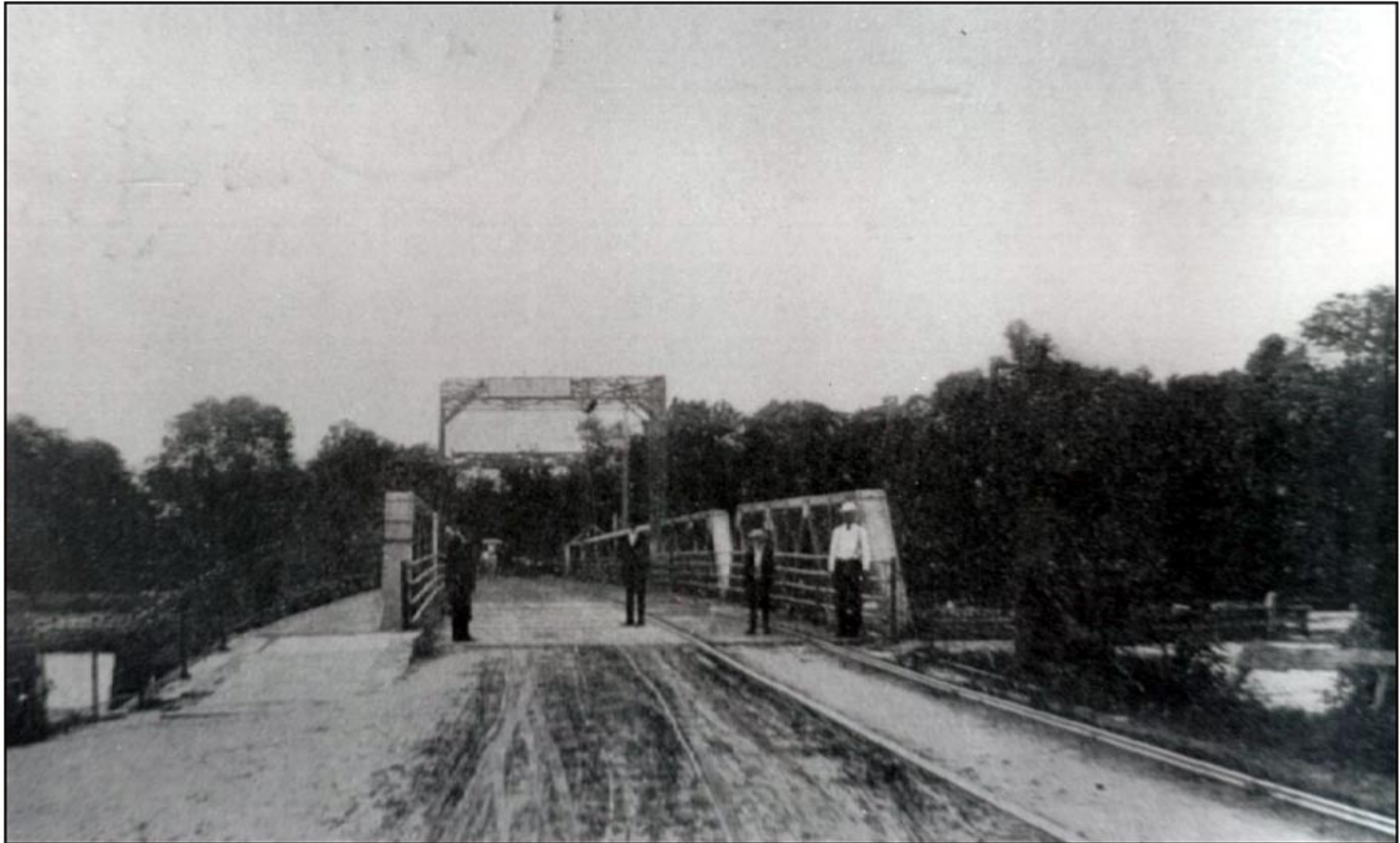
View Looking Towards Riverside

Second Riverside-Delanco Bridge Built In 1901



Note Trolley Car Crossing The Bridge

Second Riverside-Delanco Bridge Built In 1901



View Looking Towards Delanco

Second Riverside-Delanco Bridge Built 1901



View Looking Towards Riverside
Note Workers Returning From Watchcase

BEVERLY BANNER

ESTABLISHED 1877

VOLUME 58, No. 12

BEVERLY, NEW JERSEY, FRIDAY, SEPTEMBER 6, 1935

PRICE, 2 CENTS

Less Tax Queries Send Candidates

Total of 275 candidates for Assembly and Senatorial nominations in the primary, have been sent questionnaires by registered mail asking positions on sales tax repeal and monetary economy, it was revealed today by James V. Moran, president of New Jersey Sales Tax Repeal Association.

Monday, September 5, is set as the date for replies from candidates. Questionnaires call for the personal signatures of all candidates making returns. Failure to reply will be considered a negative answer, it points out.

An accompanying letter, signed by Moran, asks the co-operation of the candidates and maintains voters have a right to know the exact positions of candidates on the issue in the primary, which will be held September 7.

The first question asks if the candidate, if elected, vote for the entire repeal of the 3 per cent sales tax. The second asks if he or she will vote over Governor's veto. The third asks if he will vote "for measures that call for retrenchment and economy late government before voting for forms of new taxation."

Moran's accompanying letter follows:

"The issue that has faced the voters of New Jersey in a generation has been such widespread interest in the sales tax. Consequently, all have a right to know in no uncertain terms, the stand of the candidates seeking their support. Therefore, the president of the New Jersey Sales Tax Repeal Association, I respectfully ask you as a candidate for a seat in the next Legislature to state publicly and clearly your stand on the tax question.

"Attached to this letter is a questionnaire containing three questions that can be answered in the objective, or negative. Will you please fill in the questionnaire with 'yes' or 'no' according to your stand, sign it and return it so that it reaches us no later than September 6, as we plan on day to make a statewide announcement of the stand of the various candidates, and it will be assumed that those who fail to reply favor in favor of the sales tax."

Lo Kiple, Veteran Fisherman, Dies At 79

Lo Kiple, 79, one of Beverly's veteran fishermen, reminiscent of the when the Delaware River teemed with fish and the fishing industry thrived along its shores, died suddenly Saturday, August 31. He was found dead in a swing on the porch of his home at Third and Laurel streets, by members of the family, at 10 a. m.

Mr. E. Warren Rodman was summoned and pronounced Mr. Kiple dead. Police Officer E. Burd Stevens was notified and sent for coroner said Green, of Florence, who issued certificate of death due to heart failure.

Funeral services were held Wednesday from the home of his son, Harry Lo, Broad street.

Mr. Kiple is survived by four daughters: Mrs. Laura Estworthy and Mrs. Florence Capwell, of Beverly; Mrs. Nettie Mervine, of Atlantic City; Mrs. Emma Mervine, of Camden; and Mrs. William Kiple, of Philadelphia. Harry Kiple, of Beverly. He is survived by two brothers, Alward and Edward.

Sykes-Parker

Better Cranberry Crop This Year Than In 1935

Good news comes by way of the State Department of Agriculture from the New Jersey cranberry bogs. The crop this year, while short of the 1924-1933 average of 125,000 barrels, is expected to be well above last year's.

Indications, said the department on Saturday, point to a crop of about 85,000 barrels, compared with the 1934 harvest of 72,000 barrels. The estimate is based on reports from 116 growers who have 7,962 acres of the 11,000 total devoted to cranberries in New Jersey.

Weather conditions have been favorable, but fire worms, grasshoppers and other insects, as well as various diseases, have caused considerable damage. The weather between now and harvest time will be an important factor on the ultimate production.

The estimated total crop of the five states producing the bulk of the berries is 350,000 barrels, which is better by more than 100,000 over last year, when the harvest was 445,300 barrels. Massachusetts tops the group with an expected production of 350,000 barrels. The estimate for Wisconsin is 84,000, and for Washington and Oregon 26,000.

Cites Menace Of Fast Car Driving

"September, officially designated as 'Safety Month,' can be made such in fact as well as in name if every motorist treads lighter on the gas pedal and takes more time to reach his destination."

That statement summarizes the position of the Keystone Automobile Club of New Jersey on the subject uppermost in the minds of the public at this time.

"A motor vehicle becomes a potentially dangerous weapon only after it has been set in motion," said Edward P. Curran, safety director of the club. "Obviously, the greater the speed the more deadly the vehicle becomes when sudden emergency requires instant control. A car traveling at sixty miles an hour can't be stopped on a dime, regardless of the skill of its driver and the perfection of its braking equipment. Thousands of accidents attributed to high speed could readily have been avoided if the cars involved had been driven at a moderate rate."

"Our observation tends to confirm a generally-held opinion that many cars are operated at a speed too great for road and traffic conditions. Numerous drivers always appear to be in a hurry to get somewhere, and in their haste they endanger not only their own lives, but the lives of other users of the highways as well."

"We are not convinced of the need for such haste. In our opinion, the saving of five or ten minutes in reaching home, office or other destination is not nearly so important as arriving there safely. In view of the admitted dangers of modern traffic, the driver who seeks to 'make up' on the highway time lost elsewhere is flirting with the undertaker."

"The safety problem can be solved by taking the hurry out of motoring. Rational, conservative driving is the answer."

Farner-Bott

The marriage of Miss Mildred Bartholomew Bott, daughter of Mr. and Mrs. Howard B. Bott, Jr., of Beverly, and H. Chester Farner, Jr., son of Mr. and Mrs. H. C. Farner, of Hightstown, was solemnized Saturday evening in St. Stephen's Episcopal Church, with the Rev. Hollis W. Colwell, officiating.

The bride wore a traveling ensemble of navy blue with matching accessories.

To Dedicate New Delanco Bridge

On Saturday afternoon, September 14, the new Riverside-Delanco bridge will be dedicated with an elaborate military ceremony as a memorial to two of Burlington County's distinguished warrior sons.

The bridge will be named the Landon-Stone Memorial bridge in honor of General Landon in the World War, and Col. Edward B. Stone, of Burlington, also a veteran of both the Spanish-American and World Wars, and Col. Edward B. Stone, of Burlington, also a veteran of both recent conflicts, who served with distinction under General Landon in the World War.

All the posts of the American Legion and the Veterans of Foreign Wars of the county will parade as a unit, with mace and colors. The entire 114th regiment of National Guard also will be invited and is expected to be present with all its units in honor of the two noted soldiers to whom the bridge is to be dedicated.

Governor Hoffman, U. S. Senators Barbour and Moore, Congressman D. Lane Powers and other dignitaries of the State and county are to be invited guests, as well as municipal officers. The families of deceased veterans throughout the county will join in the dedication exercises.

Many military and semi-military musical organizations will be in line. Among them will be the Palmyra Drum and Bugle Corps, the Millville V. P. W. band, the Burlington County Legion Band, the Burlington Boy Scout Drum and Bugle Corps and the Junior Drum and Bugle Corps of Bordentown.

The Bordentown Military Institute faculty and cadets will be invited and members of General Landon's and Colonel Stone's families will attend. General Winfield Price, of Camden, prominent New Jersey army officer, also will be a guest.

Arthur Kemble, of Moorestown, veteran of both wars, will be grand marshal of the parade, with County Legion Commander Jack Colom, of Bordentown, as his assistant.

The parade will start from New Jersey avenue, Riverside, at two o'clock, and march across the bridge, countermarching in Delanco back to the scene of the ceremonies. Distinguished guests and officials will be seated on a reviewing stand on the bridge.

When the procession reaches the bridge a ribbon across it will be cut by Mrs. Daisy LaVigne, head of the County Legion Auxiliary, assisted by presidents of the V. P. W. auxiliaries. The memorial plaque, which is to be cast by the Duncan McKenzie Foundry, of Philadelphia, will be unveiled by grandchildren of General Landon and Colonel Stone. The bridge will be closed to traffic during the ceremonies.

Palmer L. Adams, chairman of the Board of Freeholders, is chairman of the general committee which is composed of the following V. P. W. and American Legion officials: J. V. Colom, Bordentown; Harry Lee, O. P. Turner and R. J. DeVenney, Mount Holly; H. M. McKenzie, Bordentown; Francis A. Duffy, Florence; Mickey McPadden, Burlington; M. P. Lewis, County V. P. W. Commander; John Whomaley, Riverside; Charles Yost, Riverton; Charles Madden, Mount Holly, and Arthur P. Prager, Riverside.

John Thacher, 16, Stars In Outdoor Motor Races

Young Republican Dance

Among the pre-election festivities in the dinner dance scheduled to be held Saturday evening, September 7, under the auspices of the Burlington County Unit of the Young Republicans of New Jersey, at the Community House, Mountaintop, Wright, New Lisbon, headed by Ivin G. Wright, New Lisbon, headed the committee on arrangements. This

Bankruptcy Filed By Sheriff George Wimer

Sheriff George N. Wimer, of Burlington County, former mayor of Palmyra, has filed papers in bankruptcy, it was revealed yesterday.

In a voluntary petition filed with Referee Thomas L. Gaskill, at Camden, August 15, assets of \$43,407 and liabilities of \$22,092 were listed, according to Joseph R. Low, counsel for Wimer. A hearing before Gaskill is scheduled September 15.

The term of the Burlington County sheriff expires in November. He has not announced his candidacy for any office on the Republican slate but it is rumored he will seek a vacancy in the freholder board.

Wimer appealed to Supreme Court Justice Joseph B. Perskie in April in an effort to have his salary increased from \$6000 to \$7500.

A writ of mandamus was issued but no further action was taken. Wimer's salary was cut, as were those of all other county employees during last year. Two officials gained restoration of the pay cut. This is said to have led to Wimer's appeal.

State Saving On Realty Purchases

In approving property purchases on Saturday in figures at or less than those set by impartial appraisers, State Highway Commissioner E. Donald Sterner expressed his appreciation for the attitude of the owners in consummating amicable negotiations. Several of the parcels are required for the improvement of Route 25 in Burlington County, and for the Hightstown by-pass from the same thoroughfare.

"When I was named to take charge of the Highway Department," Commissioner Sterner asserted, "I discovered instances in which the taxpayers were being gouged through the manipulations of professional land jugglers, and those whose land was needed rarely received less than if they had avoided litigation. My promise that a fair deal will be given to all those who negotiate directly with us will be kept. I am pleased to observe that many owners of property welcome this opportunity to obtain a price that is satisfactory to themselves and the state without the recourse to lengthy and costly court procedure."

The acquisitions authorized Saturday are those for part of the land of Theodore Welsh at 855 State Highway, Burlington, for \$3,500, including the removal of buildings; John C. Borden, of 32 Federal street, Burlington, for \$2,400; Stanley Kosinski, at Hulme street, Burlington, for \$11,140, including the removal of building; T. Sherman Borden, Burlington Pike, \$5,000, including the clearing of the right of way. All of these were at lower than the appraisal figures.

The heirs of the estate of Abram B. Wyckoff, of 421 Main street, Hightstown, were paid \$100 for a parcel needed for the Hightstown by-pass at Route 25.

John Thacher, 16, Stars In Outdoor Motor Races

At the 38th annual Labor Day regatta of the Ocean City Yacht Club, held in a fresh northeast breeze on a choppy Great Egg Harbor Bay, last Monday, before 25,000 spectators, John H. Thacher, 16-year old student at Hill School, Hightstown, Pa., whose home is in Edgewater Park, was the sensation of the outdoor racing when he defeated some of the country's foremost drivers in Class C and then in Class F. Thacher won both races as well as

Plans For Sewer Plant Considered

Plans for extending and improving Beverly's sewage treatment plant, a Works Progress Administration project, were discussed at the recent September meeting of Common Council last night. R. J. Halliday, assistant district director of the WPA, present and explained at some length the working of the WPA system. An adjourned meeting will be held Monday evening at eight o'clock, for their consideration of the matter.

Councilman William C. Keeler presented estimates prepared by E. Jamin A. Sleeper, Burlington engineer, which placed the total cost of the project at \$22,700. Under the proposed plan the city's share of the would be approximately \$8,000, the remainder being furnished by the federal government. Mr. Halliday stated that a million and a half dollars have been allotted to Burlington County WPA projects.

Approval was given to a WPA project for trimming trees in the city removing dead trees. This work to be done without cost to the city.

The conduct of Emergency Relief Beverly was again an object of vituperation by members of the Council. Councilman Keeler protested against what he termed excessive sums spent for relief in Beverly, declaring that the Administration's lavishbursements were supporting a steady army of drifters who really do not long here. Relief recipients, Mr. Keeler declared, would not work. If work provided, he said, they would lose the job and try deliberately to themselves discharged.

Councilman Otto P. Mann declared that there would never be any improvement in the relief situation long as politicians were running it.

Some five months ago Beverly received notice that a local committee would be appointed, in accordance with State law, to oversee the administration of relief in the city. The Council was to appoint one member to the committee and the Relief Administration would appoint the other member. Council did its part by naming John Thompson as a committee member but the Relief Administration failed to complete the committee, withstanding the fact that five months have elapsed.

City Clerk Grant said Mr. Thompson had reported that he had received notification of his appointment to the Relief Administration and that he had visited the county relief headquarters at Mount Holly but could not obtain a meeting.

On a motion by Mr. Keeler, Council passed a resolution to withhold their payments of the city's share until the Relief Administration pointed the advisory committee.

A letter to Council from E. J. Hering, of Jennings street, which was read by City Clerk Grant, urged the city take advantage of the plan to effect much needed improvements. Mr. Hering expressed approval of the sewer project and also stated that some of the city streets might give a permanent surfacing through Federal aid. He offered his services to the city if he could be of any assistance in these matters. Mr. Hering is an engineer, holding a position with the S. Pipe and Foundry Company, Philadelphia.

The leave of absence of Councilman John H. Hering having expired, a resolution was passed extending the leave of absence to June 1, 1936. Mr. D. and family are at Tucson, Arizona.

City Engineer Clement M. Under reported that he had made inquiries to why the expected city's share of

Front Page of The September 6, 1935 Beverly Banner Newspaper Reporting The Opening Of The Riverside-Delanco Bridge On September 14, 1935

Riverside-Delanco Bridge



The Landon-Stone Memorial Bridge Bronze Plaque
Installed On Operator's House
September 14, 1935

RIVERSIDE-DELANCO BRIDGE

Historical Information Related To The Original Official Name Of The Bridge

The "official" name of the present Riverside-Delanco Bridge that carries County Route 543 across the Rancocas Creek is the “**Landon-Stone Memorial Bridge**” which was opened to traffic on September 14, 1935.

➤ **LANDON** was:

- Brigadier General Thomas Durland Landon of the United States Army
- Born May 18, 1865 ... Died October 29, 1934
- Former head of the Bordentown Military Institute
- Veteran of the Spanish-American War; Private in Company “A” 6th Infantry N.J.N.G., Captain in Company “A” 3rd N.J. Volunteers
- Veteran of World War (I); Colonel in 3rd N.J. Infantry 29th Division, Commander in 163rd Infantry A.E.F.

➤ **STONE** was:

- Colonel Edward Braislin Stone of the United States Army
- Born June 12, 1878 ... Died October 31, 1934
- Former Warden of the State Prison
- Veteran of the Spanish-American War; Private in Company “K” 3rd N.J. Regiment and was discharged as Sergeant
- Veteran of World War (I); Captain in Company “M” 3rd N.J. Infantry, Major in Company “H” 114th Infantry
- Served under General Landon
- Resident of Burlington, New Jersey

It should also be noted that the cast memorial bronze plaque that until the past several years was affixed to the existing operator's house was actually unveiled on opening day by the grandchildren of both General Landon and Colonel Stone. The plaque is now in temporary storage at the Commission and shall be attached to the bridge superstructure in September 2000.

THE LONDON-STONE MEMORIAL BRIDGE

(Present Riverside-Delanco Bridge Built In 1935)

Blanche Chalfant Tucker wrote the following poem.

It was a tribute to General Thomas D. Landon and Colonel Edward B. Stone and was read at the September 14, 1935 opening and dedication of the Landon-Stone Memorial Bridge (presently called the Riverside-Delanco Bridge).

A wonderful bridge with its graceful span
Is a triumph indeed to the talent of man
Who, in his conception of bridging a space
Forgot not that beauty, too, must have a place
Hence, the remarkable symmetry, fine
That bands two towns in unbroken line.
We have come here, today, to dedicate
This fine bridge to heroes of our state.
Two men whose achievements in war, we acclaim;
Brave, loyal men, we honor each name!
Their distinguished services were well known ---
General Landon and Colonel Stone.
They honored not only our state, but the world,
Their names are on the flag that's unfurled;
Our flag that is always unfurled, to see
Upon it our emblem of Loyalty



Postcard of
Riverside-Delanco Bridge
Date Unknown (sometime after 1935 when bridge was built)

**Riverside-Delanco Bridge
Opened On
September 14, 1935**



**Plaque Installed On Both The Riverside And Delanco Truss Spans
By The Steel Fabricator And Erector
The American Bridge Company**

RIVERSIDE-DELANCO BRIDGE

Past, Current And Future Significant Construction Projects/Work

PAST

- 1966 Resurfacing of the swing and approach span concrete decks with a bituminous concrete overlay
- 1987 Fender timber repairs
- 1994 Replacement of the downstream pedestrian walkway
- 1997 Removal of Bridge Operator House due to structurally deficient support piles
- 1997 Replacement of the bituminous concrete overlay on the swing and approach span concrete decks spans

CURRENT

- 2000 Structural steel and concrete repairs
Complete repainting of the bridge
Replacement of existing aluminum light pole assemblies with historic style poles with twin luminaries
Installation of carved wooden bridge identification signs on Riverside and Delanco approach roadways that include historic information

FUTURE

- Installation of new guide rail on Delanco and Riverside D/S Approaches
- Replacement of the Bridge Operator House
- Fender timber repairs

This booklet was assembled and compiled to celebrate the 65th anniversary of the Commission's Riverside-Delanco Bridge on September 14, 2000. It is intended to provide current and available information for the Commission, Parsons and other interested agencies or persons as it relates to all of the bridges that were constructed to carry Burlington County Route 543 (River Road) across the Rancocas Creek between the towns of Riverside and Delanco in New Jersey.

Acknowledgement and appreciation is expressed to all individuals and groups who have contributed information and/or photographs that have been included in this booklet. Special recognition is made to the Riverside Historical Society, The Delanco Bicentennial Book Committee, Alice Smith and Nelson Harding.

Since the history of some subjects tends to be an evolving process, this booklet does not claim to provide the complete history of the Riverside-Delanco Bridge. At this time, the intent is to update this booklet at other appropriate anniversaries in the future so as to include additional information and photographs that might become available.

Sasha J. Harding
Resident Engineer
Parsons Transportation Group

August 28, 2000

