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JAN 11 1937

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A. B. C. CODE, FIFTH EDITION
BENTLEY'S CODE

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EXBROOK 0118-0119-0120

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INVESTIGATIONS
REPORTS
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SUPERVISION

OFFICE OF CHIEF ENGINEER
GOLDEN GATE BRIDGE AND HIGHWAY DISTRICT

January 9, 1937

Mr. C. P. Wilber, Chief
Division of Forests & Parks
Department of Conservation and Development
State House Annex
Trenton, New Jersey

My dear Mr. Wilber:

Pardon my tardy reply to your letter of December 9th. I have been ill for about three weeks and just got back to the job, and this, together with the activities involved in the last four months remaining until the opening of the bridge, has occasioned the delay.

I am pleased to learn that you are reviving the project of a Federal Memorial Bridge across the Delaware River between the New Jersey and Pennsylvania parks commemorating the historic crossing of George Washington and his troops, and I strongly feel that the present should be an exceedingly favorable time for such revival. In answer to your question, I am still interested in cooperating with you, as you suggest, provided that this can be deferred until after the completion of the Golden Gate bridge in May, immediately after which I plan to be east for a much-needed rest and vacation.

I think it would be necessary for me or Mr. Paine, my associate, to go over the ground personally with you, subsequent to which we will be in position to formulate something definite in the way of a design of proper monumental character, such as I had in mind at the time I discussed it with you last. From my experience on the Golden Gate bridge, I think it will require a preliminary design, an estimate of cost and pictorial illustrations and descriptive data, but I would, of course, want to talk over the program with you so as to get your views.

We are prepared to do this without compensation, but naturally would want to work out some plan whereby we would be protected, in the event the work is proceeded with, in respect to the engineering services for the project. If this is agreeable, I will be glad to have you send me, in addition to the two maps already sent, some general and road maps and data relative to contours and soundings, and I will take time, as opportunity affords, to give the matter preliminary thought.

I have never changed my opinion that the opportunity exists for a structure of unusual character, and this appeals to me very strongly. I am unable, however, to divorce myself from the Golden Gate bridge until

Mr. C. P. Wilber

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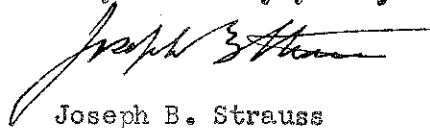
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the job is completed. After May 1st, I expect to be free and can then give my undivided attention to other matters.

You no doubt have kept in touch with the progress of the Golden Gate bridge and perhaps you may have seen some of the latest photographs. Nevertheless I enclose copy of an illustration from the San Francisco Chronicle Rotogravure of January 3rd, a clipping from the News of December 4th relative to the safety net, and a booklet giving some particulars about the structure. Aside from the magnitude of the span, two interesting features of the work are the safety net referred to in the clipping, which was installed only after a determined effort on my part, and the architectural treatment of the structure, which has attracted general attention. It also may be of interest to know that the bridge was built under a pledge of the District not to exceed my estimated cost of construction, namely \$27,165,000 and that, in spite of a number of increases due to conditions beyond control, we are still within that estimate.

I shall look forward to hearing from you in reply and remain, with best wishes and the compliments of the season,

Very sincerely yours,



Joseph B. Strauss

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