

Fifteenth Annual Report

OF THE

Board of
Public Utility Commissioners

FOR THE

STATE OF NEW JERSEY

FOR THE YEAR OF 1924

COMMISSIONERS

HARRY V. OSBORNE, *President*
JOSEPH F. AUTENRIETH
FREDERICK W. GNICHTEL

REPORT

To the Honorable George S. Silzer, Governor of the State of New Jersey:

SIR—The Board of Public Utility Commissioners respectfully submits its report for the year 1924.

During the year 631 cases have been formally disposed of. These have included adjustments of rates, formal complaints as to service, applications for approvals of franchises and privileges granted to public utilities by municipalities, issues of securities, leases and mergers of public utilities, sales of properties and other matters requiring formal action by the Board. Informal complaints to the number of 1227 have been investigated. These related chiefly to individual grievances against utilities subject to the Board's jurisdiction and in most cases were referred to inspectors who investigated the conditions and submitted reports with such recommendations as appeared to be appropriate. If this did not result to the satisfaction of the complainant, or the recommendation was not acceptable to the utility, opportunity was afforded for hearing, followed by formal ruling by the Board. Hearings have been held on 153 days during the year. Hearings are held regularly in the Board's rooms in Newark and the State House in Trenton, and in addition matters in which there was a general local interest have been heard in a number of other municipalities.

RATE ADJUSTMENTS.

Early in the year the Public Service Gas Company and Public Service Electric Company were advised that an examination of their reports filed with the Board indicated the receipt of more than a reasonable return. It was suggested that readjustments of the existing rate schedules be filed to bring about such reductions as would meet the situation.

The base rate for gas at the time was \$1.25 per thousand cubic feet. The Public Service Gas Company, though claiming that its existing rate did not afford it an unreasonable return on the fair value of its property, agreed to reduce the

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rate to \$1.20. The Elizabethtown Consolidated Gas Company was maintaining a net base rate upon a parity with that charged by the Public Service Gas Company. Upon the reduction in rates by the Public Service Gas Company the Elizabethtown Company made a corresponding reduction to its customers.

The Public Service Electric Company, while likewise contending that its existing rates did not afford an unreasonable return, reduced its lighting rate from nine cents to eight cents per kilowatt hour for the use of between twenty and five hundred kilowatt hours per month and reduced correspondingly the graduated charges applicable to larger use up to 2,500 kilowatt hours per month. Reductions were made also in the uniform retail power rate and a larger discount allowed in the schedule for 13,000 volts and 26,000 volts. The reductions in the rates thus effected result in an annual saving to the customers of the three companies of \$2,665,000. The saving in one year so effected is much in excess of the total expenditures of the Board of Public Utility Commissioners during the entire period such a Board has been in existence in this State.

While the reductions referred to were not formally ordered, they resulted from supervision by the Board and acceptance by the companies of the Board's suggestions resulted in a material advantage to the public without prolonged and expensive litigation.

The question has been raised whether the charges made by similar companies serving seasonal resorts and those whose activities are limited to the less thickly populated districts should be reduced. A large company such as the Public Service Gas and Electric Company can supply service at a much lower cost than is possible with the smaller companies operating under less favorable conditions. With respect to these, reductions in rates during the past year have not been made or required, as it has not appeared these companies are earning an excessive return. Reductions in rates under these conditions would not only be unlawful, but would interfere with the proper development of the utilities and ultimately be to the disadvantage of the communities served by them. Reports of finances and operations are made regularly to the Board by all the companies. These are subjected to close

scrutiny and when the returns are such as to indicate that reductions in rates would be reasonable appropriate action is taken.

The Plainfield Union Water Company submitted to the Board proposed increases in its rates. These appeared to be justified in part. Schedules of rates lower than those proposed, but involving increases were fixed by the Board, subject however to certain improvements in service. Until these improvements are made and approved the company is required to make discounts from the rates fixed by the Board.

Increases proposed by the Middlesex Water Company were not, in the Board's opinion, justified to the extent asked for, although it appeared that the existing rates did not afford the return the company was fairly entitled to receive. Rates were fixed designed to afford this return, but these were unsatisfactory to the company which applied to the United States District Court for relief from the Board's order. A master was appointed and testimony is now being taken before him.

When recourse is had to the Federal Court, and a master is appointed the proceeding is not of the nature of a review of the record before the Board, but results in an entirely new case, duplicating the proceedings before the Board with the addition of such new matter as the company sees fit to produce. The result is that the Federal Court does not pass upon the case heard by the Board but upon a new and different case. The effect of this is an economic waste without justification.

There is ample authority in the laws of New Jersey for review of the Board's orders by the Supreme Court of the State. The Supreme Court may set aside an order of the Board "in whole or in part when it clearly appears that there was no evidence before the Board to reasonably support the same or that the same was without the jurisdiction of the Board." On appeal, the Board is required to certify to the Supreme Court the evidence presented to it, together with its findings and the order issued thereon. When such appeal is taken, the Supreme Court considers the record before the Board and decides whether the order based on the record was lawfully and properly issued.

The effect of procedure in the Federal Court is to deprive

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the Board and the Supreme Court of the State of the authority the Legislature intended should be exercised over public utilities operating under special privileges granted in accordance with the laws of the State.

TELEPHONE RATES.

During the year the New York Telephone Company and Delaware and Atlantic Telegraph and Telephone Company submitted to the Board schedules materially increasing their charges. The increases were suspended and in accordance with the law prescribing its duties the Board proceeded to investigate their reasonableness.

Since the last adjustments of rates of these companies there has been a large increase in the number of subscribers to telephone service. This has increased the number of telephones installed, required additional switchboard facilities, cable and line construction and added to the cost of conducting the business. This, of course, has been accompanied by increased revenues coming from additional subscribers.

It seems to be somewhat of an anomalous situation that while the largest companies in the State supplying gas and electric service accompany an increasing business with rate reductions, the largest telephone companies urge the cost of this as a reason for rate increases. It is contended, in answer to this, that there is a relation existing among the users of telephones which has no counterpart among the users of gas and electricity; that as the number of subscribers to telephone service increases, the service, because of its wider scope, becomes more valuable to all and that the cost of necessary equipment and of supplying the service increases out of proportion to the increased revenue received from additional subscribers. It, however, requires something more than contentions of this kind to warrant the increases in rates proposed. The companies have attempted to justify these increases by submitting values of their properties, the testimony of experts in support of the same, as well as testimony as to revenues and costs of operation; their contention having been that with proper allowances for costs of operation, taxes and maintenance, the rates proposed were required to afford a fair return on the values of their properties.

A public utility whose property is devoted to the public

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use, and whose profits are dependent upon a determination of its value, naturally attempts to establish such value as will afford it the most favorable return.

It is the duty of the rate making board, responsible for the protection of the public interest, to determine whether the value claimed should be allowed or reduced. The utility's claims are rarely *prima facie* unreasonable. They cannot be arbitrarily rejected. When excessive claims are made, usually this can be demonstrated only by a critical analysis of the basis of the claims, intelligent cross examination of witnesses testifying in support thereof, and the testimony of qualified independent experts.

When a case of the magnitude of that of the telephone companies is presented, it is necessary for the Board to employ special experts, as it is impossible for its regular force to devote their entire time to a single case. At the commencement of the proceedings, an arrangement was made with a leading firm of telephone engineers to assist the Board. The same firm had been employed by the City of New York in a similar case.

The telephone companies submitted a valuation of their properties of upward of \$111,000,000. As a result of the analysis of this claim made by the special experts, assisted by those regularly employed by the Board, the companies admitted reductions might be properly made amounting to approximately \$8,600,000. Careful analysis of the testimony led to the conclusion by the Board that further reductions should be made to obtain fair values as a basis for rates. These reductions, which have not been made arbitrarily but are regarded as reasonable and proper, result in a value determined by the Board of \$95,829,000 instead of that in excess of \$111,000,000 claimed by the companies. Of the total value of the two properties thus ascertained, \$76,370,000 was found to be the fair value of the property of the New York Telephone Company and \$18,459,000 that of the Delaware and Atlantic Telegraph and Telephone Company.

The Board was not satisfied that additional revenue was reasonably required by the New York Telephone Company, and as it appeared the rates proposed for this company would result in an excessive return they were disapproved. In the territory of the Delaware and Atlantic Telegraph and Tele-

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phone Company the return had been about three per cent on the value of its property. As this was clearly insufficient and it was evident the increased rates would not result in more than a lawful return they were approved for this company.

MERGERS AND CONSOLIDATIONS.

During the year there has been a marked tendency toward the consolidation of public utilities whose locations and activities were such that economic advantages would result from a merger. The most important of these has been the merger of the Public Service Electric Company, United Electric Company of New Jersey and Public Service Gas Company.

In submitting their applications to the Board for approval of the merger, the companies stated that the plan submitted would not disturb the relationship which the Public Service Corporation bears to its subsidiary companies or to the public, nor affect the holders of securities of the underlying electric, gas and railway properties except to improve their position to facilitate the development of these properties, that it would make possible the financing by the corporation itself of the capital requirements of the railway properties until the credit of the railway company is re-established; while the electric and gas activities would be placed in a position to finance themselves independently.

The plan provided for the consolidation of the Public Service Electric Company, Public Service Gas Company and United Electric Company of New Jersey, practically all of whose stocks were owned by the Public Service Corporation into the Public Service Electric and Gas Company with all its common stock owned by the Public Service Corporation. It involved a comprehensive method of financing requiring the exchange, issuance and redemption of stocks and securities of more than \$61,000,000 par value. It appearing that the merger and consolidation would conserve the public interest the same was approved by the Board.

Other mergers effected during the year with the approval of the Board were of seven other and smaller companies than the Public Service Electric and Public Service Gas Company with the new company; the merger of the Cape May County Electric Company, Cape May Light and Power Company,

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Hammonton Electric Light Company and the West Jersey Electric Company with the Atlantic City Electric Company and the Collingswood Water Company with the General Water Supply Company.

STREET RAILWAYS.

On October 1st, 1923, the Public Service Railway Company at the Board's suggestion substituted a basic fare of five cents without transfers for the basic fare of eight cents which had been in effect by virtue of an order of Judge Rellstab of the United States District Court. The result of the adoption of the Board's order was to reduce the fare for a single continuous ride within the limits of the larger municipalities. The object of the fare plan was to give to the largest possible number of passengers a lower fare. It was believed the effect would be to so increase the riding, that, with economies of operation, the company in a reasonable time would overcome an accruing deficit and obtain a fair return.

The plan was put into effect as an experiment for a period of four months. At the end of this period the company decided to continue the plan. While the return to the company during the year has been less than could be held to be a lawful return on the value of its property, its net earnings have increased. It is believed the plan is working out to the satisfaction of the public and to the advantage of the company better than would be the case if an attempt had been made to overcome the deficit by a higher basic fare.

There has been no improvement in the condition of the street railways which operate in and between the smaller municipalities. Increases during the past few years in operating costs, accompanied by the development of the auto bus and increasing use of privately owned automobiles, have made it impossible in a number of cases for street railways to operate successfully at any fare the public will pay. In 1923 the Board authorized the Jersey Central Traction Company, operating from Perth Amboy and South Amboy to Red Bank, and from Keyport through Matawan to Frenau to discontinue, the company's receipts falling materially below its operating costs with no prospect of improvement. This year the Trenton and Mercer County Traction Corporation was given permission to abandon that part of its system operated

between Pennington and Hopewell. Auto bus service has been substituted for the railway service abandoned. The Morris County Traction Company is insolvent and is being operated by receivers.

The abandonment of franchises and discontinuance of service by the smaller companies and the failure of the largest street railway system to earn an adequate return under a system of fares which seems to be the best adapted to the conditions under which it is operated is a matter of concern.

AUTO BUSES.

A notable recent development in the operation of auto buses has been the evident recognition by the important street railway companies of the auto bus as an auxiliary method of transportation. Companies allied with the Public Service Railway Company, the Trenton and Mercer County Traction Corporation, the Coast Cities Railway Company and the Millville Traction Company are now engaged in the operation of auto buses. In the City of Trenton buses are operated regularly by a company under the control of the Traction Corporation through streets upon which previously no public transportation facilities of any kind had been provided.

There are, however, a large number of independent operators and it is interesting to note that many of these who have continued in business have made marked advances in the types of buses over those originally placed in operation:

The business is still in a stage of development and has presented many problems for the Board's consideration. These have involved not only the question whether additional operations proposed competed unnecessarily with existing transportation facilities and investigations of the character of the service afforded in particular cases, but the question of the adoption of regulations of a general nature designed to promote the public safety and convenience. Conferences arranged for between traffic supervisors of the principal municipalities of the State and representatives of the Board resulted in the submission of a series of proposed specifications for standard lengths and widths of bus bodies, window guards, emergency doors, location of gasoline tanks, equipment with fire extinguishers, lighting and many other details.

Copies of the proposed specifications were sent to bus operators, municipalities and those interested in the manufacture of buses with notice of public hearing by the Board thereon. The hearing was largely attended and the various details of the specifications discussed from the points of view of the bus operators, the representatives of the municipalities and the manufacturers.

Following consideration of the points discussed the Board prescribed in a formal regulation specifications deemed to be reasonable and practical of application. Prior to the adoption of the general specifications, a regulation was adopted applying particularly to emergency doors.

An inspection was made at the Board's direction of all the buses in operation subject to the Board's jurisdiction. This disclosed that of 821 buses in actual operation 538 were equipped with emergency doors and 238 were not so equipped. A general order was issued requiring the equipment of all the buses with rear doors.

Regulations prescribed by the Board apply under existing law only to buses that come within the definition of public utilities subject to the Board's jurisdiction. The Board has no jurisdiction over buses the routes of which do not in whole or part parallel on the same street the line of a street railway. Buses so operated under local licenses granted prior to March 15th, 1921, and renewed on their expiration to the same owners are not subject to the Board's jurisdiction. More than 900 buses are operated under these conditions. Regulation extending to less than half the buses in operation, in the Board's opinion is not thorough and efficient.

GRADE CROSSINGS.

The problem of decreasing the hazard existing at railroad grade crossings has been given much attention during the year.

There is an element of danger at every crossing, but where views are unobstructed and train movements few this is comparatively slight. There are, however, many crossings where the conditions are less favorable. With respect to these, the substitution of undergrade or overhead crossings of course removes the danger, but the elimination of grade crossings necessarily is a slow process. There is involved

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not only the question of costs, but the practical problem of train operation while the work is underway. Notwithstanding these difficulties the elimination of the more hazardous crossings is continually in progress.

During the year, work has been completed in the elimination of seven grade crossings of the Atlantic City Railroad in Camden, one at Athenia and one at Little Falls on the Delaware, Lackawanna and Western Railroad, also the crossing at 14th Street in Newark on the same road. The Lehigh and Hudson River Railroad Company has eliminated the crossing of its tracks at Great Meadows. By diversion of a highway two crossings of the Pennsylvania Railroad in Burlington have been abolished.

Work is now in progress in the elimination of forty-two crossings located at various points on different railroads. The most important is the elimination of crossings of the Erie Railroad in Paterson. It is estimated that the work completed during the year, and that involved in the eliminations now under way will cost more than \$15,000,000.

Surveys have been made and plans projected contemplating the elimination of additional crossings. In the meantime by the provision of additional safeguards and removals of obstructions to view much is being done to lessen the degree of risk. The question whether a crossing is adequately protected seldom comes before the Board in a formal proceeding, but inspections are constantly made. Where the conditions are such as to indicate that additional protection is advisable, this is taken up with the railroad companies. During the year additional protection has been provided at 159 crossings.

TRANSMISSION LINES FOR ELECTRICAL ENERGY.

In its report last year the Board called attention to the development of transmission systems for electrical energy. This is a matter of much more than local importance engaging the attention of the Federal Government. These transmission systems cross state lines and it is generally agreed both by the federal and state departments that have given the matter consideration the public interest will be served by cooperation in their development. The Board in its last report expressed the opinion that no "purely personal consideration

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should be arbitrarily insisted upon if so doing would tend to obstruct the progressive development of an electric transmission system". The Board recommended that companies transmitting electrical energy be given, under proper safeguards, the right of eminent domain in the construction of transmission lines. A bill providing for this was introduced but failed of passage. It is suggested that this matter be given further consideration.

Respectfully submitted,

HARRY V. OSBORNE, *President.*

JOSEPH F. AUTENRIETH, *Commissioner.*

F. W. GNICHTEL, *Commissioner.*

ALFRED N. BARBER, *Secretary.*

December 31st, 1924.

Inspections of Gas, Electric and Water Utilities

During the year numerous inspections were made of the plants of gas, electric and water utilities by the Board's inspectors and engineers. These inspections involved a study of the plant capacity, the physical condition of the equipment at the plant and the ability of the plant to meet the expected demands.

GAS UTILITIES.

Among the gas plants inspected were:

- Public Service Electric & Gas Company, Paterson, Newark, Camden and Jersey City.
- Elizabethtown Consolidated Gas Company, Elizabeth.
- Consolidated Gas Company, Long Branch.
- Coast Gas Company, Belmar.
- Atlantic City Gas Company, Atlantic City.
- City Gas Light Company, Ocean City.
- Pleasantville Gas Company, Pleasantville.
- County Gas Company, Atlantic Highlands.
- Boonton Gas Light & Improvement Company, Boonton.
- New Jersey Gas & Electric Company, Dover.

In addition to the plant inspections a number of special inspections were made by the Board's engineers to determine whether the quality of the gas furnished by the utilities meets the requirements of the Board's rules governing the service by gas utilities. One of these investigations showed that the gas company had neglected to keep its generating equipment in proper condition. This company for several years has purchased all of its gas from a By-product Coke Plant, and through improper maintenance of the equipment of the Coke Company the quality of the gas delivered to the gas company did not meet the requirements of the Board's rules. It was necessary for the Board to issue an order requiring the gas company to repair its equipment and put its plant in operation. This has been done and the gas now being supplied meets the requirements of the Board's rules.

During the year a number of gas meter provers have been installed in various shops of the state. These provers are used to test consumers' meters. The provers have been tested and sealed by the Board's inspectors. The tests are made with a standard cubic foot bottle, whose accuracy has been

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certified to by the National Bureau of Standards at Washington.

ELECTRIC UTILITIES.

Inspections were made by the Board's engineers of electric stations and substations of the Public Service Electric & Gas Company, and the following power generating stations were visited: Marion, Essex, Paterson, Cranford, Perth Amboy, Burlington, Trenton and Camden. Substations were inspected at: Hackensack, Rutherford, Passaic, Englewood, West End, Bayonne, Garfield Avenue, Palisade Avenue, Culver Avenue, Hoboken, Seventh Street, City Dock, Miller Street, Norfolk Street, Metuchen, Lincoln, Bound Brook, Plainfield, Bayway, Elizabeth, Liberty Street, Olden Avenue, Atlantic Avenue and Mt. Holly. During the past year the Public Service Electric & Gas Company has practically completed the work of changing its primary distribution system from four wire two-phase to four wire three-phase.

The usual annual inspections of the Electric Meter Testing Laboratories have been made by the Board's inspectors with a view of determining whether the companies are testing consumers' meters as required by the Board's rules. The Board's inspectors have also tested and sealed the meter standards of the various companies. These standards are used by the company to test customers meters.

WATER UTILITIES.

During the year 1924 the rainfall has been generally sufficient to replenish both ground and surface water supplies to such an extent that the supply may be considered normal. However, to prevent as far as possible the shortage of water supply that generally accompanies long dry spells, many emergency connections have been installed between water companies supplying adjacent municipalities. Plans are also being considered for the advantageous location of additional storage reservoirs, standpipes, as well as the development of additional ground and surface water supplies.

During the year inspections have been made of the following plants:

Commonwealth Water Company—Canoe Brook and Baltusrol Stations.

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Delaware River Water Company—Beverly plant.
Mantua Water Company.
Middlesex Water Company—Robinson's Br. & Park Ave. Stations.
Toms River Water Company—Netherwood Station.
Buckhorn Springs Water Company.
Califon Water Company.
New Jersey Water Service Company—Ellisburg and Haddon Heights
Stations.
Plainfield—Union Water Company—Netherwood Station.
Mount Holly Water Company.
Ideal Beach Water Company.
Atlantic County Water Company.
Lambertville Water Company.
Westville-Newbold Water Company.
Pitman Grove Camp Meeting Association.
Egbert Water Company.
Mt. Holly Water Company.
Bound Brook Water Company.
Middletown Water Company.
Frenchtown Water Company.
Clayton-Glassboro Water Company.
Junction Water Company.
Lawrence Harbor Water Company.
Cranbury Water Company.
West Monmouth Water Company.

It has been necessary to considerably increase pumping capacities in many of the plants to keep pace with the large increase in the number of consumers during the last few years. In the smaller companies electrical pumping equipment generally predominates in the new installations, whereas in the larger companies steam pumping equipment has been found to render a more economical service, excepting in cases where electric power can be purchased at less than the average power rates.

Special inspections have been made to determine whether the Commonwealth Water Company and the New Jersey Water Service Company have complied with the Board's order in regard to improvement to the general service rendered by these companies.

In the case of the Commonwealth Water Company there has been a practical reconstruction of both pumping stations, together with the installation of necessary transmission mains. The results of actual test of pressure and flow at strategic

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locations show that the desired improvements have been effected.

In the case of the New Jersey Water Service Company, practically all the major provisions of the Board's order have been complied with, and there have been no complaints received as to the service rendered by this company during the past year.

Installation of aeration and chemical treatment plant at the Clayton Station of the Clayton-Glassboro Water Company has served to eliminate the general inconvenience caused by the large percentage of iron which exists in the ground water supply of this company.

INSPECTION OF STEAM RAILROADS.

All the steam railroads have been inspected as usual, the inspections having been made by special train, regular train, motor car and on foot, and reports have been filed on them. These inspections have been arranged to coincide with the inspections made by the companies wherever it was practicable to do so, for the sake of avoiding duplication of work and affording opportunity to confer with those in direct charge of the structures at the site, instead of by the longer and less efficient method of separate correspondence and conference. Recommendations made as a result of these inspections have been, or are, in process of being complied with, resulting in improvement in the maintenance of track and structures. Where track was found to be in poor condition at the time of the general inspection, reinspections were made on foot and details noted. The results have justified the means, and the season closes with track and bridges in better condition than at the beginning of the year. Special bridge inspections have been made at many places where conditions required it.

Of the 200 main and branch lines, having an aggregate mileage of 2,800 miles, 93 branches or 450 miles have been covered on foot. There are 61 draw bridges and 5,000 other bridges, aggregating 250,000 lineal feet.

The bridges on the main line of the New York, Susquehanna & Western Railroad, between Hainesburg and Swartswood Junctions have been rebuilt to accommodate the heavy loading of the Lehigh and New England engines. These

bridges are now ready to receive this load, but as yet none of the heavy engines has been operated over them.

Inspections have been made on the bridges and structures of the Delaware & Raritan Canal, as usual. Due to unusual repairs and rebuilding at several points, after hearing, permission was given to close the Canal this season for a longer period than formerly ordered.

As a result of conferences the reconstruction of the Lehigh & Hudson River Railroad bridge over the Pequest River at Buttsville has been accomplished, leaving room for reinforcing the existing masonry arch of the Lackawanna Railroad immediately over it. This Lackawanna work is to be done next year.

The Central Railroad of New Jersey is pushing its work on the Newark Bay bridge rapidly toward completion. The 4 main piers are approaching completion, and 58 of the 84 approach piers have been completed. Erection of the steel work has not yet started, though much of it has been delivered. Steel is being fabricated for the two large lift spans over the channel.

ELECTRIC RAILWAY BRIDGES.

These bridges have all been inspected on foot, with the exception of those on the Public Service Railway System which were covered by automobile, together with inspectors of the company. Reports have been filed covering each bridge.

Woodbridge Creek bridge at Maurer is about to be replaced. Plans have been made and are now out for bids. This bridge has been under close examination because of its condition for some time, and last year it was decided after hearings before the war department in New York that it must be rebuilt.

TOLL BRIDGES.

Inspections of toll bridges have been made, as usual. No interstate toll bridges have been taken over by the State this year. There remain eight toll bridges in service between New Jersey and Pennsylvania. They are located at:

Calhoun Street, Trenton.	Frenchtown.
Raven Rock.	Columbia.
Delaware.	Dingman's Ferry.
Belvidere.	Milford, N. J.

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The bridge company which operated the Stockton bridge is still in existence, but no work has been done toward rebuilding the part which was destroyed by fire.

GRADE CROSSING ELIMINATION.

Considerable progress is being made toward eliminating many of the worst crossings in the State. Those with which this office has had to deal are noted below.

ATLANTIC CITY RAILROAD.

Reconstruction of the Camden Terminal has eliminated passenger traffic from seven street crossings in Camden. At Oaklyn one crossing is to be eliminated by the construction of a new bridge under the railroad at a different location. The bridge work is completed and is carrying railroad traffic, but the actual closing of the grade crossing has not yet been done. Work has just been started on a bridge at Middletown, carrying State Highway over the railroad and eliminating two grade crossings.

CENTRAL RAILROAD OF NEW JERSEY.

The work of eliminating grade crossings in Perth Amboy is under way. A temporary bridge has been built at the Station and will soon be completed and traffic diverted to it, thus eliminating the traffic at the Smith and Market Street crossings. Washington Street has been closed, and a new bridge is under construction at that point. Traffic will be resumed at this crossing early in 1925. Considerable delay was experienced in starting this work, but most of the obstructions have been overcome, and it is expected that from now on the work will advance rapidly.

At Somerville five bridges are being built eliminating three grade crossings. This plan involves new station and yard facilities and complete revision of the track layout at the junction of the Flemington Branch. This work is advancing rapidly and will probably be completed on schedule time, that is by April 1st, 1925.

The elimination of Union Avenue grade crossing in Cranford is again being heard and conferences are pending on plan. The scope of the work at this point may be enlarged

to provide for the elimination of another crossing at the same time.

The elimination of 15 crossings through Elizabethport is postponed pending the completion of other conflicting railroad work.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

The work of eliminating all the grade crossings through East Orange has been completed with the exception of a few items of paving to be done by the city.

At Fourteenth Street, Newark, the last remaining grade crossing east of Summit has been eliminated and the railroad's part of the work completed. There remain to be done the permanent paving and lighting of the structure by the City.

At Little Falls the State Highway has been carried over the railroad, and a highway is now open to traffic. At Mountain View construction is under way for the elimination of the Pompton Turnpike crossing at grade. The bridge is completed over the railroad and canal, but the filling has not been placed on the approaches. At Montville two crossings are under elimination, the bridge work at the Tanyard crossing is completed, but railroad traffic is not yet diverted to it. The bridge at the Montville Station is under construction. A crossing elimination at Athenia has been completed. At Delawanna a crossing elimination is underway. The elimination of the grade crossing at Bloomfield Avenue, Passaic, is being considered.

ERIE RAILROAD.

Work is well underway on Section "C" of the grade crossing elimination through Paterson. Bridges at Clay, Straight and Cedar Streets crossings are under construction. The work at this point can be considered as extending for the full distance through Paterson, as it was all included under one order. A total of nineteen streets is involved.

After hearing it was decided to postpone further action on the application of the City of Passaic for the elimination of 12 grade crossings until the adjacent Paterson construction is completed, because of the inconvenience which would necessarily result to those using the railroad from such a long stretch of the same line being torn up at once.

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Conferences are being held to determine a plan for eliminating a grade crossing at Hohokus.

Work has been started on the elimination of the Bellwood crossing at Stillwater.

After several conferences another plan is being developed by this office for the elimination of the Park and Union Avenue crossing in Rutherford and East Rutherford. This matter has been one of long standing, for it has been difficult to reconcile the desires of both boroughs in a single plan. Hearings will proceed as soon as the new plan is prepared.

LEHIGH AND HUDSON RIVER RAILWAY.

The State Road at Great Meadows has been carried over the railroad and one grade crossing eliminated. Another crossing is being considered for elimination here by the construction of a diverting road connecting with the completed work.

LEHIGH VALLEY RAILROAD.

Work in conjunction with the Central Railroad at Perth Amboy for eliminating the highway and railroad grade crossing at Washington Street is under way. Street traffic has been eliminated at this crossing. This company will start work on the elimination of New Brunswick Avenue crossing as soon as traffic can be diverted to Washington Street.

Methods and plans for eliminating one crossing at Hillside, two at Walnut Avenue, Cranford and two at Royce Valley are under consideration, as well as one at Frelinghuysen Avenue, Newark.

NEW YORK CENTRAL RAILROAD.

This company has under construction the elimination of three crossings at Bogota, Teaneck and Ridgefield Park, while three others, at Fort Lee Road, Haworth and West Englewood are under consideration.

NEW YORK AND LONG BRANCH RAILROAD.

One crossing is under construction, carrying the State Highway over this railroad at Morgan. Surveys are being made at Broadway, Long Branch and at Matawan, in order to determine a possible means for their elimination.

PENNSYLVANIA RAILROAD.

The Dayton and Sand Hills Road crossings are being eliminated by construction of one overhead bridge, and will provide for both of these crossings. At Manasquan the State Highway is being constructed over the railroad, and at Pinchers Point two crossings have been eliminated by diverting the highway. It has been determined that the Jerseyville crossing near Freehold will be eliminated by a bridge over the railroad next year. Grade crossings at Absecon, Malaga and Pleasantville are being studied with the idea of eliminating them. The elimination, by diversion, of Sucker Brook Crossing over the New York Division is under consideration. Cedar Street, Wenonah, has been closed across the railroad and an overhead bridge at Elm Street substituted.

APPRAISAL DEPARTMENT.

Appraisals of property or examinations of construction expenditures are made as required for the following purposes:

1. The determination of rates to be charged.
2. For the purpose of approving or disapproving the issuance of securities involving the capitalization of construction expenditures of utility companies and for the purpose of mergers and consolidations or reorganizations.
3. The purchase and sales of property.

A complete analysis of the value of the property used and useful for utility purposes is required in reaching a decision with respect to rate applications. This involves an accurate inventory of the property and a study and determination of the historical cost insofar as it is possible to determine same, and also a determination of the fair prices to be applied to the inventory to obtain an estimated cost of reproduction. Prior to 1916 these prices were determined as an average of the prices prevailing for several preceding years. However, due to the increase and great fluctuation in prices subsequent to 1916 it has become necessary to determine the estimated cost of reproduction on the basis of the prices prevailing for various periods of time. This has added materially to the work required in connection with each case.

In the investigation of applications for the approval of

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issuance of securities to capitalize construction expenditures, examination has been made of the actual cost to the various utilities involved. In many cases a detailed analysis has been made of the unit costs of the property installed in order to determine the reasonableness of the expenditures in comparison with the property which has been acquired.

Considering applications for the approval of sales of property it has been necessary to determine:

1. Whether the property is used or useful for utility purposes either at the present time or in the future.
2. Whether the sale price represents a fair value of the property which is being sold.

The total value of the properties which have been appraised or of which checks have been made during the year is in excess of \$250,000,000.

With the exception of the two telephone utility cases all of the appraisal work in these cases has been done by the permanent staff of the Board. In these two cases the work was done jointly by the Board's staff and the engineering experts employed for this purpose.

RECEIPTS AND OPERATING EXPENSES OF PUBLIC UTILITIES.

Reports are submitted annually by public utilities subject to the Board's jurisdiction. As these reports are for the calendar year and are not submitted until after the end of the year, data for the year 1924 are not available at the time of submitting this report.

The following summary of receipts and operating expenses for the utilities mentioned for the year 1923 is submitted:

	Operating Revenues 1923.	Operating Expenses and Taxes 1923.	Per Cent. Expenses and Taxes Are of Revenues.
27 Gas Companies	\$32,185,125	\$23,526,635	73.1
36 Electric Companies	39,825,020	28,116,465	70.6
96 Water Companies	8,902,190	5,399,180	60.7
11 Sewer Companies	420,540	279,070	66.4
18 Street Railways	26,671,110	22,954,120	86.1
23 Telephone Companies . . .	24,013,065	19,597,060	81.6
211 Total	\$132,017,050	\$99,872,530	75.7

Street Transportation Department

MOTOR BUSES.

The work of the Street Transportation Department with respect to the operation of motor buses has increased greatly in the past year due to the increase in the number of buses subject to the jurisdiction of the Board.

The increased work of the department has necessitated the employment of additional field inspectors. The duties of these inspectors are largely in connection with the investigation of complaints, taking traffic records, inspecting equipment and methods of operation, etc., of motor buses throughout the State, all of which involves much detail work. Periodic inspections of the condition of equipment are made. Traffic checks, and in many cases complete surveys of routes or entire systems are made at intervals, not only in connection with complaints but also through original investigations in order that the department may be informed in regard to the service which is being furnished.

In connection with complaints investigations are made, including interviews with the complainants whenever practicable, and reports containing appropriate recommendations are submitted.

Realizing the necessity for standardization in the matter of bus equipment design and construction, conferences were held with representatives of the department and officials having direct control over the operation of buses in the larger municipalities. Representatives of motor bus manufacturers and others interested in the industry were also called in on these conferences and as a result a set of specifications for buses operated in the State of New Jersey were drawn up and after hearing these specifications were adopted and issued effective as of and after December 29th, 1924.

The specifications are as follows:

SPECIFICATIONS APPLYING TO AUTO BUSES—REGULATION B-6.

1. *Body Specifications*

That a maximum length of body of 24' and a minimum of 16' in length over all be adopted. That a maximum width of 8' and a minimum of 7' outside measurements, and a maxi-

imum inside clearance of 6'-6" and a minimum inside clearance of 6'-4" be adopted.

The length of the body may be subject to reduction by municipal authorities where in their judgment operating conditions require modification.

2. *Window Guards*

That suitable protection shall be provided to prevent seated passengers from inadvertently extending their arms or heads through open windows.

3. *Guard Rail*

That each bus be equipped with a suitable guard rail to prevent passengers from obstructing the view of the driver.

4. *Partition Behind Driver*

That a partition be constructed of wood and glass and located behind each driver's seat and so constructed as to permit proper ventilation at the top.

5. *Width of Door*

That there shall be a minimum clearance of at least 24" on the entrance and exit doors of a bus.

6. *Emergency Door*

That all motor buses shall be provided with an emergency door located in the center rear. The door shall have a minimum clearance of 18" and extend from the floor to the upper belt panel.

(a) All emergency doors shall be conspicuously marked "EMERGENCY DOOR."

(b) Provision shall be made whereby emergency doors may be readily opened by passengers in case of emergency.

(c) The rear of the bus shall be constructed so that no permanent obstruction will interfere with the passage of passengers through the emergency door.

(d) The rear frame of the bus shall be so designed and constructed as to minimize as far as possible rendering the emergency door inoperative in case of accident.

7. *Panel*

That the construction of the front end of motor bus bodies shall be such as to afford the driver an unobstructed vision to

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the right and left. A small opening must be placed on the left-hand side of driver to provide for signalling purposes.

8. *Handles*

That rails or grab handles must be located inside the vestibule of the bus and firmly secured by some means other than wood or lag screws.

9. *Grab Handles for Standees*

That all buses be equipped with hand rails suspended from the ceiling with sanitary fireproof straps attached, except where handles on cross seats are used.

10. *Ventilators*

That buses be equipped with ventilators of a suitable type to assure proper ventilation.

11. *Heating System*

That a suitable heating system be installed.

12. *Gasoline Tanks*

That no bus shall be operated with the gasoline tank located inside the body of the bus; the tank must be separated from the body by fireproof material and the floor directly over the tank should also be protected by fireproof material.

13. *Mirrors*

That every bus must be provided with an inside and outside mirror.

14. *Footboards*

That the front footboards be constructed of metal, or if of wood, protected by fireproofing material.

15. *Fire Extinguisher*

That each bus be equipped with a fire extinguisher, to be kept in proper condition and exposed to view, the same to be not less than one quart capacity and to bear inspection label of Fire Underwriters' Laboratories.

16. *Inside Lights*

The interior lighting of buses shall be at least 5 rated candle power per seat passenger capacity, lamps to be so located as to provide an even distribution of lighting, and all buses shall be equipped with a step light.

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Lighting installation, including generator, shall be so designed so that the lamps shall always burn at the normal brilliancy.

17. *Switch*

That all buses shall be equipped with a lighting control switch of ample capacity.

18. *Stop Signal System*

That a satisfactory stop signal system shall be installed.

19. *Stop Lights*

That all buses shall be equipped with a stop light.

20. *Route Signs*

Provision shall be made for a route sign so located that it may be read day or night from at least 100 feet ahead of the vehicle, and must not interfere with the driver's vision or produce an annoying glare.

21. *Overhang of Bus Body*

That the maximum overhang of the motor bus body shall be in proportion of 7/24 of the total length of the vehicle.

22. *Chassis Frame*

That the chassis frame be not less than $\frac{1}{4}$ " stock and all steel where 6" channel is used and not less than $\frac{3}{16}$ " when 8" channel is used, measured amidship.

23. *Height of Chassis Frame*

That the maximum height of motor bus frames from the ground to the top of the chassis frame shall be 35" when measured without pay load.

24. *Distance That Each Body Should Extend Beyond the Chassis*

That the body shall extend at least the full length of the chassis frame and in no case more than 10" beyond the end of the frame.

25. *Bumper*

That the rear bumper shall extend at least 4" beyond the body limits and be attached to the chassis.

26. *Brakes*

That all motor busses shall be equipped with not less

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than two sets of brakes, one operated by a hand lever and the other by a foot pedal. Each set of brakes shall be capable of holding the vehicle when fully loaded and on a 15 per cent grade.

27. *Tires*

That no bus shall be operated with solid rubber tires. This is not intended to exclude the use of cushion tires.

28. *Wheel Housing*

That wheel housing be built for standard equipment, reinforced with at least twelve gauge sheet metal or its equivalent in tensile strength. The construction of the mud guard shall be such that no undue accumulation of dirt or foreign matter can be deposited on the body.

29. *Exhaust*

That the exhaust pipe shall be extended to the rear end of the bus.

These regulations shall apply to all buses placed in operation hereafter, for which applications for approvals of local licenses are filed and approved subsequent to the date hereof and to substitutions for existing buses. The specification referring to emergency doors applies also to all buses now operating under the Board's jurisdiction; the buses to be equipped therewith within ninety days from December 18th, 1924, as per the Board's regulation B-5, adopted on that date.

STREET RAILWAYS.

In addition to the usual inspections and as occasion required, investigations of complaints, accidents, etc., numerous changes in methods of operation, type of equipment, etc., adopted by several of the operating street railway companies have required consideration.

Prominent among these has been the general inauguration of one-man car operation throughout the State. Many of the operating companies, principally the Public Service Railway Company, in inaugurating one-man car operation, have utilized cars formerly operated with two men, making such changes in the equipment and design of the car as appeared to be necessary to at least meet the immediate demands.

Several other companies have purchased new cars of the double truck light weight type for one-man operation. Thirty-seven such cars in all have been placed in service by three of the smaller railway companies operating in the State. Before one-man car operation is inaugurated on any line the Board is informed in regard thereto, the cars are inspected, the operating conditions studied, and in the absence of any objection on the part of the Board to the proposed method of operation or the type of car proposed to be used the service is put into effect.

The Street Transportation Department's staff is preparing specifications for one-man cars, now in operation and hereafter purchased, for the purpose of standardizing, as far as possible, the equipment and insuring that the proper type of car is being operated for each particular route or system. Some objections to one-man cars have been received from the public but it is believed that such operation is generally reasonably consistent with good service, providing the proper type of equipment and proper method of operation is used. The one-man service appears to be at least advisable if not essential, in many cases at least, from an economic standpoint, in order that electric railway operation may continue and compete with motor bus and more particularly privately owned automobiles, the general use of the latter having become a serious factor in street railway competition.

Traffic surveys on the various lines, including in some instances a complete survey of the entire system, have been made throughout the year. Many of these surveys were made in conjunction with similar surveys of motor bus operation, the information gained thereby being of particular value in connection with the co-ordination of the two services.

Studies relating to the possible improvement of the service in general have been made in connection with various routes, and in some cases entire properties, with good results. The Street Transportation Department's staff has assisted other departments of the Board in many instances in connection with investigations of rate and appraisal cases.

Ordinances

The following lists the applications to the Board during the year for approvals of ordinances passed by municipalities granting privileges to municipalities. In addition to these there were filed with the Board a number of resolutions adopted by municipalities providing merely for a change in the mode of exercising the privileges previously granted. The Board requires the filing of such resolutions but does not regard them as grants of privileges requiring its approval to be valid.

Ordinances

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Jan. 8, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an ordinance passed by the Council of the Town of Hammonton, July 25, 1923, authorizing the Delaware and Atlantic Tel. & Tel. Company, its successors and assigns, to construct, reconstruct, lay and maintain conduits, man-holes and other requisite fixtures and underground appliances required for use in connection with its aerial system for local and through line purposes on, in, under, across, through and along each and every of the public roads, streets, etc., within the limits of the Town of Hammonton, Atlantic County, N. J.
Jan. 31, 1924	Central Passenger Railway Company..	For approval of ordinances No. 32, 33 and 34 passed by the City of Atlantic City on June 21st, 1923.
Feb. 7, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an ordinance passed by the Borough of Haddon Heights entitled "An ordinance amending an ordinance entitled 'An ordinance granting permission to the Delaware and Atlantic Tel. & Tel. Company to lay conduits in the Borough of Haddon Heights.'"
Mar. 11, 1924	Philadelphia & Reading Railway Co...	For approval of an ordinance of the City of Camden passed by the Board of Commissioners of the City of Camden authorizing the Atlantic City Railroad Company to substitute one railroad track for two existing tracks now crossing Pavonia Street; to substitute one railroad track for two existing tracks now crossing Second Street; to relocate an existing railroad track now crossing the intersection of Kaighn Avenue and Front Street; to lay, maintain and operate a railroad track across Second Street, Knight Street and Front Street, and cross a piece of city property on Second Street, to remove certain railroad tracks from Atlantic Avenue, Front Street, and Second Street, and to substitute girder rail for certain existing tracks.
Mar. 20, 1924	Mantua Water Company.....	For approval of an ordinance granting to the Mantua Water Company consent to lay pipes, mains and other conduits beneath such public roads streets, etc., as it may be necessary for the purpose of supplying the village of Mantua with water.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
April 16, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an amendatory ordinance passed January 17, 1924, by the City of Margate City, formerly known as the City of South Atlantic City, Atlantic County, amending Sections one, three and four of an ordinance entitled "An ordinance to authorize The Delaware and Atlantic Telegraph and Telephone Company to establish and maintain a telegraph and telephone system in the City of South Atlantic City (Now Margate City), New Jersey, and for that purpose granting the said company the right to erect and maintain poles, and to place and maintain wires, and cables thereon on the streets, lanes and alleys within the City of South Atlantic City, New Jersey, and to construct and maintain under the surface of the streets, lanes and alleys of the City underground conduits and to place and maintain therein cables and wires and connect the same by means of manholes to distributing poles and pole lines."
April 16, 1924	Cooper's Hill Water Company.....	For approval of an ordinance of the Borough of Woodbury Heights granting to the Cooper's Hill Water Company consent to lay pipes, mains and other conduits beneath such public streets, roads, etc., as it may be necessary for the purpose of supplying the Borough of Woodbury Heights with water.
June 5, 1924	Woodbury Hts. Water Company.....	For approval of an ordinance of the Borough of Woodbury Heights passed by the Mayor and Council of the Borough of Woodbury Heights granting consent to the Woodbury Heights Water Company for the use of a portion of Central Avenue west of Fourth Street for the construction, maintenance and operation of a water pipe.
June 5, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an ordinance of the City of Burlington passed by the Council of the City of Burlington, March 4th, 1924, authorizing the Delaware and Atlantic Tel. and Tel. Company, its successors and assigns, to erect, construct, reconstruct, lay and maintain conduits, manholes, terminal poles, and all other necessary fixtures and appliances as it may require for use in connection with its aerial system, for local and through lines in, upon, along, etc., each and every of the public roads, streets, etc., within the limits of the City of Burlington, County of Burlington, State of New Jersey, for the conduct of its business; prescribing the manner of placing the same, and regulating the use of the public roads, streets, etc., by the said company.
Aug. 5, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of supplemental ordinance enacted by the Board of Chosen Freeholders of Atlantic County extending a previous ordinance of May 10th, A. D. 1916, to include Ventnor Avenue in the City of Margate City.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Aug. 28, 1924	New York Telephone Company.....	For approval of ordinance of the Borough of Atlantic Highlands granting permission and consent to the New York Telephone Co., its successors and assigns to use the various streets, roads, etc., and parts thereof in the Borough of Atlantic Highlands, Monmouth County, N. J., both above and below the surface thereof, for the construction, maintenance and operation of its local and through lines and systems in connection with the transaction of its business and prescribing the manner of so doing.
Aug. 28, 1924	New York Telephone Company.....	For approval of an ordinance of the Township of Woodbridge passed by the Township Committee of the Township of Woodbridge granting permission and consent to the New York Telephone Company, its successors and assigns to use the various streets, roads, avenues and highways and parts thereof in the Township of Woodbridge, Middlesex County, New Jersey, both above and below the surface thereof for the construction, maintenance and operation of its local and through lines and systems, in connection with the transaction of its business and prescribing the manner of so doing.
Sept. 30, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an ordinance passed by the Township Committee of the Township of Edgewater Park, Burlington County, authorizing the Delaware and Atlantic Telegraph and Telephone Company, its successors and assigns, to maintain and operate its present aerial and underground works and to erect, construct and reconstruct crossarms, cables, etc., for its local and through lines in, upon, along, etc., each and every of the public roads, streets, avenues, etc., of the Township of Edgewater Park, County of Burlington, regulating the manner of constructing and maintaining the said aerial and underground works; to use the aerial and underground works of others and to permit others to use its aerial and underground works upon such arrangements as may be agreed to; and regulating the use of said public roads, streets, etc., by the said company.
Oct. 30, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an ordinance of the Township of Hainesport passed by the Township Committee of the Township of Hainesport, authorizing the Delaware and Atlantic Telegraph and Telephone Company, its successors and assigns, to maintain and operate its present aerial and underground works and to erect, construct, reconstruct, lay and maintain additional aerial and underground works, consisting of poles, crossarms, cables, wires, conduits, etc., and other necessary fixtures and appliances for its local and through lines, in, upon, along, over, across and under each and every of the public roads, streets, avenues, alleys and highways of the Township of Hainesport, County of Burlington, State of New Jersey, regulating the manner of constructing and maintaining the said aerial and underground works of others and to permit others to use its aerial and underground works, upon such arrangements as may be agreed to; and regulating the use of the said public roads, streets, etc., by the said company.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Oct. 30, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an ordinance of the City of Beverly passed by the Council, authorizing the Delaware and Atlantic Telegraph and Telephone Company, its successors and assigns, to maintain and operate its present aerial and underground works, and to erect, construct, reconstruct, lay and maintain additional aerial and underground works, consisting of poles, crossarms, cables, wires, conduits, etc., and all other necessary fixtures and appliances for its local and through lines, in, upon, along, over, across and under each and every of the public roads, streets, alleys and highways of the City of Beverly, County of Burlington, State of New Jersey, as may be required, from time to time for the conduct of its business; prescribing the manner of placing, erecting, constructing, maintaining the said aerial and underground works; to use the property of others and to permit others to use its property, upon such arrangements as may be agreed to; and also regulating the use of the said public roads, streets, avenues, alleys and highways by the said company.
Dec. 11, 1924	New York Telephone Company.....	For approval of ordinance passed by the Board of Chosen Freeholders of Morris County, August 13, 1924, granting permission and consent to the New York Telephone Company, its successors and assigns to use the various streets, roads, avenues, highways and bridges and parts thereof under the jurisdiction and control of the Board of Chosen Freeholders of the County of Morris, in the County of Morris, both above and below the surface thereof, for the construction, maintenance and operation of its local and through lines and systems in connection with the transaction of its business and prescribing the manner of so doing.

**Applications for Approval of Issues of Securities,
Mortgages and Transfers of Capital Stock**

The following pages contain in tabular form a record of applications granted during the year, for the Board's approval of issues of securities, mortgages and transfers of capital stock.

All certificates approving issues of securities are subject to Conference Order Number Seven which provides for semi-annual reports of the disposition of the proceeds realized therefrom.

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Jan. 8, 1924	Shore Service, Incorporated.	\$20,000 capital stock.....	
Jan. 24, 1924	Lehigh Valley Harbor Terminal Railway Company.	\$10,000,000 1st mortgage 5% bonds	To be issued at par under a mortgage for \$30,000,000, dated February 1, 1924, to The First National Bank of the City of New York, Trustee, approved by the Board on January 24th.
Feb. 7, 1924	Commonwealth Water Co...	\$300,000 1st mortgage 5½% bonds	To be issued at 87.5% of par value.
Feb. 13, 1924	Flemington Water Co.....	\$12,000 capital stock.....	
Feb. 28, 1924	Coast Cities Railway Co....	\$850,000 1st mortgage 6% bonds	To be issued at not less than 85% of par value under a mortgage dated January 1, 1924, to the American Exchange National Bank of New York, Trustee, approved by the Board on February 28th. Application was also for approval of the transfer on petitioner's books of all its outstanding capital stock, to the Eastern New Jersey Power Company, which was granted by the Board at the same time.
Feb. 28, 1924	Eastern New Jersey Power Company	\$3,250,000 1st mortgage 6% bonds	To be issued at not less than 85% of par value under a mortgage dated January 1, 1924, to the American Exchange National Bank of New York, Trustee, approved by the Board on February 28th. Application was for the approval of the issuance of \$3,500,000 bonds in lieu of which the Board approved the issuance of \$3,250,000.
Feb. 28, 1924	Eastern New Jersey Power Company	\$1,250,000 preferred stock, 10,000 shares of non par common stock	Common stock to be issued at a stated total value of \$400,000. Application was for the approval of the issuance of 6,500 shares of common stock without nominal or par value at \$100 per share, in lieu of which the Board approved the issuance of 10,000 shares at the value above stated. Approval was also granted to the transfer on the company's books of all the preferred and common stock to the Utilities Power and Light Corporation.

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Feb. 28, 1924	New Jersey Water & Light Company	\$88,000 first mortgage 6% bonds	To be issued at not less than 85% of par value under a mortgage dated January 1, 1924, to the American Exchange National Bank of New York, Trustee, approved by the Board on February 28th. Approval was also granted at the same time to the transfer on the company's books of all its outstanding capital stock to the Eastern New Jersey Power Company, to be reduced from a present total of \$100,000 par value to \$36,000 par value.
Mar. 11, 1924	Long Branch Sewer Co.....	\$10,000 capital stock \$30,000 first mortgage 5½% bonds	Bonds to be issued at not less than 93.81% of par value as per amendment of certificate issued by the Board on April 8th.
Mar. 13, 1924	Ocean Gate Water Co.....	\$6,000 capital stock.....	.....
Mar. 14, 1924	Tri-County Electric Co.....	.....	For approval of the transfer on its books of all its capital stock to the Jersey Central Power and Light Corporation.
Mar. 14, 1924	Consolidated Gas Co. of New Jersey .....	.....	For approval of the transfer on its books of all its capital stock to the Jersey Central Power and Light Corporation.
Mar. 24, 1924	Washington Electric Co....	.....	For approval of the transfer on its books of all its capital stock to the New Jersey Power and Light Company.
Mar. 24, 1924	Consolidated Gas Co. of New Jersey	\$300,000 1st refunding 5% mortgage bonds	To be issued at not less than 85% of par value.
April 3, 1924	Easton Gas Works.....	\$130,000 1st mortgage 5% bonds	To be issued at not less than 80% of par value.
April 16, 1924	N. J. Power & Light Co....	\$225,000 first mortgage 5% bonds \$79,000 preferred stock.....	Bonds to be issued at not less than 80% of par value.
April 17, 1924	Atlantic City Sewerage Co..	\$160,000 7% three year notes	To be issued at not less than 97% of par value.
April 17, 1924	Mantua Water Company...	\$25,000 capital stock.....	.....

APPLICATIONS FOR APPROVAL

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
April 24, 1924	Public Service Railway Co..	.....	Approval of agreement extending for two years from May 1, 1924, date of payment of \$1,291,000 maturing bonds of North Hudson County Railway Company, a constituent company, and increasing the interest rate from five to six per cent.
April 24, 1924	Coast Cities Railway Co....	\$36,176.52 serial car trust notes	To be issued under a car trust agreement dated April 3, 1924, with the J. G. Brill Company. Of the \$36,176.52 total amount of notes \$30,712.50 constitutes principal and \$5,464.02 interest thereon.
April 24, 1924	East Jersey Railroad & Terminal Co.	\$138,000 6% equipment notes, series A.....	To be issued at par under an equipment trust agreement dated March 15, 1924, with the American Car & Foundry Co., and the Irving Bank, Columbia Trust Company, Trustee, also approved by the Board on April 24th
May 6, 1924	West Jersey Transportation Co.	\$4,000 capital stock.....	Application was for validation of stock originally issued without the Board's approval, which was granted, nunc pro tunc on May 6th.
May 6, 1924	New Jersey Water Service Company	\$199,000 first and refunding mortgage bonds.....	To be issued at not less than 90% of par value.
May 6, 1924	Laurel Springs Water Supply Co.	\$20,200 capital stock.....	Application was for the approval of the issuance of \$22,000 capital stock in lieu of which the Board approved the issuance of \$20,200.
May 15, 1924	Gas & Electric Co., of Bergen Co.	\$191,000 5% general mortgage bonds	To be issued at not less than 85 per cent. of par value.
May 20, 1924	Berlin Bus Company.....	\$1,000 capital stock \$2,957.28 promissory notes..	Both the stock and notes, which mature more than one year after date of issue, had previously been issued without the Board's approval, the latter being granted, nunc pro tunc on May 20th.
May 21, 1924	Public Service Transportation Company	500,000 shares of non par value capital stock.....	To be issued at \$10 per share.
May 22, 1924	Public Service Railway Co..	500,000 shares of non par capital stock.....	To be issued in exchange for a like number of shares of outstanding capital stock having a par value of \$100 each.

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
June 3, 1924	Passaic Consolidated Water Company .....	.....	For approval of a mortgage in the sum of \$50,000,000 dated May 1st, 1924, to the First National Bank of the City of New York, trustee.
June 3, 1924	Farmers and Traders Telephone Company	\$12,000 mortgage	Approval was also given to the execution of a bond for twice the amount of the mortgage to the Citizens' Building and Loan Association, of Hightstown, as a condition for a loan from the latter of \$12,000 secured by mortgage.
June 5, 1924	Egbert Water Company.....	\$14,000 capital stock.....	Application was for approval of the issuance of \$15,000 capital stock, in lieu of which the Board approved the issuance of \$14,000.
June 12, 1924	Lakewood and Coast Electric Company	\$143,000 1st mortgage 6% bonds	To be issued at not less than 91 per cent. of par value.
June 12, 1924	Central Jersey Power & Light Company	\$210,200 1st mortgage 6% bonds	To be issued at not less than 91 per cent. of par value.
June 12, 1924	Lakewood Water Co.....	\$165,700 1st mortgage 6% bonds	To be issued at not less than 91 per cent. of par value.
June 12, 1924	Beaver Brook Water Co....	\$56,800 capital stock.....	.....
June 12, 1924	Central Railroad Company of New Jersey.....	\$1,370,000 5% equipment bonds, series "K".....	To be issued at not less than 98 $\frac{3}{4}$ per cent. of par value under an equipment trust agreement with the Hudson Trust Co. of New Jersey, dated April 15, 1924, which was also approved by this Board on June 12th.
June 19, 1924	Coast Gas Company.....	.....	For approval of the transfer on its books of 80 per cent. of its outstanding capital stock to the Jersey Central Power and Light Corp. and such additional amount thereof as the latter may acquire.
June 19, 1924	City Gas Light Company...	.....	For approval of the transfer on its books of all its outstanding capital stock to the Jersey Central Power and Light Corporation.
June 20, 1924	Dual Transportation Co....	\$2,200 capital stock.....	.....
June 26, 1924	Eastern New Jersey Power Company .....	.....	For approval of a supplement to its mortgage dated January 1, 1924, and approved by the Board on February 28, 1924.

APPLICATIONS FOR APPROVAL

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
June 26, 1924	Laurence Harbor Water Co.	\$1,000 capital stock.....	.....
June 26, 1924	Passaic Consolidated Water Company	\$1,505,000 6% consol. mortgage bonds, series "A"..	To be issued at par.
June 26, 1924	General Water Supply Co..	\$200,000 capital stock \$362,000 mortgage bonds...	Bonds to be issued at not less than 87.5 per cent. of par value under a mortgage approved by the Board on same date.
July 1, 1924	Cliffwood Beach Water Co..	\$1,000 capital stock.....	.....
July 14, 1924	Atlantic City Electric Co...	\$3,500,000 1st & refunding 6% mortgage bonds.....	To be issued at not less than 90 per cent. of par value under a mortgage dated May 1st, 1924, to the Penna. Company for Insurance on Lives and Granting Annuities, trustee, which was also approved by the Board on July 14th.
July 24, 1924	Plainfield-Union Water Co..	\$100,000 1st mortgage 5% bonds	To be issued at not less than 95 per cent of par value.
July 24, 1924	Atlantic City Electric Co...	.....	For approval of change in interest rate from 6 to 5½ per cent. of bonds whose issuance the Board approved on July 14, and in mortgage securing same, and of place provided in letter for payment of principal and interest.
July 24, 1924	Hammonton and Amatol Gas Company	\$100,000 capital stock.....	.....
July 24, 1924	Public Service Electric and Gas Company	\$31,834,000 1st and refg. mortgage 5½% bonds...	To be issued at par under a mortgage dated August 1, 1924, to Fidelity Union Trust Co., trustee, approved by the Board on July 24th.
July 28, 1924	Eastern Transportation Co..	\$5,000 capital stock.....	.....
Aug. 5, 1924	Merchantville Water Co....	\$350,000 6% series "A" mortgage bonds	To be issued at not less than 97 per cent. of par value under a mortgage dated July 1, 1924, to Merchantville Trust Co., trustee, also approved by the Board on August 5th.

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Aug. 5, 1924	Frenchtown Water Co.....	\$28,000 6% rfg. mortgage bonds	To be issued at not less than par under a mortgage for \$50,000, dated April 7, 1924, to the Hunterdon County Trust Co., trustee, also approved by the Board on August 5th.
Aug. 5, 1924	Stockton Water Company..	\$25,000 capital stock.....	.....
Aug. 26, 1924	Easton Gas Works.....	\$245,000 2nd mortgage 5% bonds	To be issued at not less than 80 per cent. of par value under a mortgage for \$2,000,000 dated July 1, 1924, to the Bank of North America and Trust Co., Trustee, which was also approved by the Board on August 26th.
Aug. 26, 1924	Trenton and Mercer County Traction Corp.	\$304,943.85 10 year serial notes	To be issued under a car trust agreement with the J. G. Brill Co. dated July 8th, 1924, approved by the Board on August 26th. Of the \$304,943.85 total amount of notes \$234,122 constitutes principal and \$70,821.85 interest thereon.
Sept. 18, 1924	Atlantic City Railroad Co...	\$3,200,000 5% mortgage bonds	To be issued at par under a purchase money mortgage which was also approved by the Board.
Sept. 23, 1924	New Jersey Power & Light Company	\$183,500 preferred stock \$694,000 1st mortgage 5% bonds \$76,500 promissory note....	Note to be issued at par and the bonds at not less than 80% of par value.
Sept. 23, 1924	Eastern Pennsylvania Pr. Company .....	.....	For approval of the transfer on its books of all its outstanding capital stock to the New Jersey Power and Light Company
Sept. 23, 1924	Vulcan Power Company....	.....	For approval of the transfer on its books of all its outstanding capital stock to the New Jersey Power and Light Company.
Oct. 2, 1924	Zarrow Transportation Co., Inc.	\$8,000 capital stock.....	.....
Oct. 2, 1924	Landisville Electric Co.....	\$15,000 capital stock.....	Application was for approval of the issuance of \$25,000 capital stock, in lieu of which the Board approved the issuance of \$15,000.

APPLICATIONS FOR APPROVAL

APPROVAL DATE OF	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Oct. 7, 1924	Laurence Harbor Water Co.	\$33,500 capital stock \$55,000 6% mortgage bonds	Bonds to be issued at not less than 80% of par value.
Oct. 14, 1924	Englewood Sewerage Co....	\$50,000 capital stock.....	.....
Oct. 15, 1924	West Side Bus Corporation.	\$3,000 capital stock.....	Application was for approval of the issuance of \$4,000 capital stock, in lieu of which the Board approved the issuance of \$3,000.
Oct. 15, 1924	United States Bus Corp.....	\$3,000 capital stock.....	.....
Oct. 15, 1924	Little Falls Bus Company..	\$4,000 capital stock.....	Application was for the approval or the issuance of \$6,000 capital stock, in lieu of which the Board approved the issuance of \$4,000.
Oct. 15, 1924	Galbrad Bus Company.....	\$6,000 capital stock.....	.....
Oct. 17, 1924	Lehigh & New England Railroad Company .....	.....	Certificate of July 3, 1917, approving the issuance of \$1,401,000 par value of capital stock was amended on October 14, 1924, so as to limit the Board's approval to the issuance of \$791,000 stock, the amount that had thus far actually been issued, the approval of the issuance of the remaining \$700,000 being thereby revoked, as it appeared that the latter would not be issued for the purpose for which approval of the issuance thereof was originally granted.
Oct. 17, 1924	Public Service Electric & Gas Compnay	\$15,000,000 1st and refunding 5½% mortgage bonds series due 1964.....	\$5,248,000 to be issued at par in exchange for a like amount of bonds, series due 1959, which are to be canceled, and the remaining \$9,752,000 to be issued at not less than 92% of par value.
Oct. 24, 1924	Little Falls Water Co.....	\$150,000 7% 5 year notes..	Application was for approval of the issuance of \$150,000 8% 5 year notes to be issued at 90% of par value, in lieu of which the Board approved the issuance of \$150,000 7% notes to be issued at par.
Oct. 30, 1924	Clementon Spring Water Co.	\$30,000 general mortgage 6% bonds	To be issued at not less than 90% of par value.
Oct. 31, 1924	Easton Gas Works.....	\$245,000 2nd mortgage 5% bonds	To be issued at not less than 80% of par value under a mortgage for \$2,000,000 dated July 1st, 1924, to the Bank of North America and Trust Co., Trustee, which was approved by the Board on October 31, being an amendment of a mortgage approved under date of August 26, the certificate approving this mortgage and the issuance of bonds thereunder being rescinded on October 31st.

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Nov. 13, 1924	Merchantville Water Co....	.....	For approval of a supplement to a mortgage dated July 1, 1924, to the Merchantville Trust Co., trustee, approved by the Board on July 24, 1924.
Nov. 20, 1924	Lakewood and Coast Electric Company	\$163,500 1st mortgage 6% bonds	To be issued at not less than 91% of par value.
Nov. 20, 1924	Central Jersey Power & Light Company	\$135,000 1st mortgage 6% bonds	To be issued at not less than 91% of par value.
Nov. 20, 1924	Consolidated Gas Co. of New Jersey	\$335,500 1st refunding 5% mortgage bonds.....	To be issued at not less than 85% of par value.
Nov. 20, 1924	Lakewood Water Company.	\$12,000 1st mortgage 6% bonds	To be issued at not less than 91% of par value.
Dec. 2, 1924	Commonwealth Water Co...	\$300,000 1st mortgage 5½% bonds	To be issued at 92¾% of par value.
Dec. 4, 1924	Public Service Electric & Gas Company	2,000,000 shares of non par common stock	To be issued at ten dollars (\$10.00) per share.
Dec. 4, 1924	Main St. Bus Owner's Association, Inc.	\$26,000 capital stock.....	\$14,000 of this amount had previously been issued without the Board's approval, which was granted, nunc pro tunc, on December 4th.
Dec. 11, 1924	Totowa Bus Owner's Association, Inc.	\$2,000 capital stock.....	This stock had previously been issued without the Board's approval, which was granted nunc pro tunc, on December 11th.
Dec. 11, 1924	Peerless Transportation Co., Inc.	\$3,000 capital stock.....	.....
Dec. 22, 1924	Eastern New Jersey Pr. Co.	\$1,250,000 8% preferred stock	To be issued in exchange for a like aggregate amount of outstanding 7% preferred stock, which is to be cancelled.
Dec. 22, 1924	Monmouth Lighting Co.....	\$130,000 1st mortgage 5% collateral trust bonds....	To be issued at not less than 85% of par value.

APPLICATIONS FOR APPROVAL

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Dec. 22, 1924	Peoples Gas Company.....	\$1,300,000 6% mortgage bonds	To be issued at not less than 94% of par value under a mortgage dated December 1, 1924, to the Pennsylvania Co. for Insurance on Lives and Granting Annuities, trustee, which was also approved by the Board on December 22nd.
Dec. 22, 1924	Atlantic City Gas Co.....	\$400,000 1st mortgage 5% bonds	To be issued at not less than 80% of par value.
Dec. 26, 1924	Coast Cities Railway Co....	\$77,634.69 equipment notes..	To be issued under a car trust agreement with the J. G. Brill Co., dated November 19, 1924, which was also approved by the Board on December 26th. Of the \$77,634.69 total amount of notes \$65,908.50 constitutes principal and \$11,726.19 interest thereon.
Dec. 30, 1924	Atlantic Coast Transporta- tion Company	\$1,000 capital stock.....	This stock had previously been issued without the Board's approval, which was granted, nunc pro tunc, on December 30th.
Dec. 30, 1924	Monmouth County Water Company .....	.....	For approval of the sale at 80% of par value of \$250,000 bonds, the issuance of which was approved by the Board in 1914 to be exchanged, par for par, for a like amount of bonds of a constituent company, which matured on November 1st, 1924.

Leases, Agreements, Sales of Property, and Franchises, etc.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Jan. 15, 1924	Passaic Consolidated Water Co.....	For approval of the sale to the Town of Montclair part of its water rights in the Town of Montclair.
Jan. 24, 1924	Keansburg Beach Water Co.....	For approval of the sale of all its water plant and assets to the Borough of Keansburg.
Jan. 24, 1924	Keansburg Water Company.....	For approval of the sale of all its water plant and assets to the Borough of Keansburg.
Jan. 24, 1924	Pennsylvania R. R. Co., Lessee United New Jersey Railroad and Canal Co.	For approval of the sale of two parcels of land, one on the northeasterly side of High Street and the other on the northeasterly side of Baldwin Avenue situate in the City of Jersey City, Hudson County, New Jersey.
Jan. 24, 1924	West Jersey and Seashore R. R. Co...	For approval of the sale of a parcel of land situate on the southeasterly side of its railroad south of Kaighns Avenue between Ninth and Tenth Streets in the City of Camden, Camden County, New Jersey.
Jan. 31, 1924	Central Passenger Railway Co.....	For the approval nunc pro tunc of the sale of the physical assets of the Venice Park Railroad Company to the Venice Park Railway Company during the year 1912.
Jan. 31, 1924	Pennsylvania R. R. Co., Lessee United New Jersey Railroad and Canal Co.	For approval of the sale of two parcels of land situate in the Township of Hamilton, Mercer County, one located on the northwesterly side of the railroad and the other on the southeasterly side of said railroad between Coleman's Mill Road and Hutchinson Public Road.
Jan. 31, 1924	Central Passenger Railway Co.....	For approval of the surrender of the franchise of the Venice Park Railroad Co., to the State of New Jersey.
Feb. 7, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement between the Postal Telegraph Cable Co. of New Jersey and the said Delaware and Atlantic Tel. & Tel. Company providing for the joint use of seven poles located on the westerly side of Burlington Road, south of Fieldsboro in the Township of Bordentown, County of Burlington, New Jersey.
Feb. 7, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement between the Postal Telegraph Cable Co. of N. J. and the Delaware and Atlantic Tel. & Tel. Co. providing for the joint use of thirty-eight poles located on the Camden-Burlington Pike in the Township of Beverly, Burlington County, New Jersey.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Feb. 7, 1924	Pennsylvania R. R. Co., Lessee United New Jersey Railroad and Canal Co.	For approval of the sale of land in the Town of Harrison, Hudson County, New Jersey.
Feb. 21, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement with the Farmers' Tel. & Tel. Co., providing for the sale by the former and the purchase by the latter of thirty-one poles located on the easterly and westerly side of Fork Landing Road, north and south of Fourth Street in Maple Shade, Chester Township, in Burlington County, New Jersey.
Feb. 21, 1924	Central Jersey Power & Light Co....	For approval of the sale of a parcel of land situate in the Town of Boonton, Morris County, New Jersey.
Feb. 21, 1924	Philadelphia and Reading Railway Co.	For approval of the disposition of its property situated in the State of New Jersey and of its leasehold interest in the lines of railroad of the Delaware and Bound Brook Railroad Company.
Feb. 28, 1924	Delaware, Lackawanna and Western Railroad Company	For approval of sales of land in Denville Township and Roxbury Township.
Feb. 28, 1924	Eastern New Jersey Power Co.....	For approval of the transfer of certain property by the Atlantic Coast Electric Railway Company.
Mar. 11, 1924	New York Telephone Company.....	For approval of an agreement with the City of Elizabeth providing for a right of way for the construction of a sewer or drain beneath the surface of land owned by the said New York Telephone Company in connection with the improvement of Elizabeth Avenue, Elizabeth, N. J.
Mar. 17, 1924	Central Railroad Company.....	For approval of the sale of land situate on the easterly side of Broad Street, Newark, Essex County.
Mar. 20, 1924	Pennsylvania R. R. Co., Lessee of the United New Jersey Railroad and Canal Company.....	For approval of the sale of a parcel of land situate in the City of Jersey City, Hudson County, N. J.
Mar. 20, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement with Walter T. Reed for the leasing of one room on the first floor of No. 14 and 16 South Tennessee Avenue, in the City of Atlantic City, N. J.
Mar. 20, 1924	Pennsylvania Tunnel & Terminal Railroad Company	For approval of an agreement between that railroad company and the Pennsylvania Railroad dated March 8th, 1924.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Mar. 24, 1924	Washington Electric Company.....	For approval of the sale of all its property and franchises to the New Jersey Power & Light Company.
April 16, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement with the E. I. DuPont de Nemours & Co., providing for the joint use of sixty-two poles located on private property in the Townships of Upper Penns Neck and Lower Penns Neck, Salem County, N. J.
April 16, 1924	New York Telephone Company.....	For approval of an agreement with the East Brunswick Mutual Power and Light Company providing for the joint use of poles in the Township of East Brunswick, Middlesex County, N. J.
April 23, 1924	Peter Amirata	For approval of the sale of bus to the Newark and Bloomfield Bus Company.
April 24, 1924	Coast Cities Railway Company.....	For approval of car trust agreement dated April 3rd, 1924, with the J. G. Brill Company and the issuance thereunder of serial car trust notes.
April 24, 1924	Central Railroad Co. of New Jersey..	For approval of the sale of two parcels of land situate in the City of Elizabeth, Union County, N. J., to Joseph Engel.
April 24, 1924	East Jersey Railroad and Terminal Company	For approval of an equipment trust agreement dated March 15th, 1924, with American Car and Foundry Company and Irving Bank-Columbia Trust Company, as trustee, and the issuance thereunder of equipment trust notes.
April 29, 1924	Central Railroad Co. of New Jersey..	For approval of the sale of a parcel of land situate in the City of Elizabeth, Union County, N. J., to Elizabeth Improvement Company.
May 22, 1924	Public Service Railway Company.....	For approval of sale to Public Service Corporation of New Jersey of the land and building known as Public Service Newark Terminal.
June 8, 1924	Philadelphia and Beach Haven Railroad Company	For approval of quit claim and sale of all its right, title and interest in a strip of land located in the Borough of Beach Haven, Ocean County, N. J.
June 8, 1924	Delaware & Atlantic Tel. & Tel. Co....	For approval of agreement dated May 8th, 1924, between the Postal Tel. and Tel. Co., of New Jersey and the said Delaware and Atlantic Tel. & Tel. Company, providing for the joint use of twelve poles located on Olden Avenue, in the Township of Hamilton, Mercer County, New Jersey.
June 8, 1924	Pennsylvania R. R. Co., Lessee of the United New Jersey Railroad and Canal Company	For approval of the sale of land situate on the northeasterly side of Shepherd Street between Cooper and Cosy Place in the City of Trenton, Mercer County, N. J.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
June 3, 1924	Middlesex Water Company.....	For approval of the sale of a certain tract of land located in the City of Rahway to the City of Rahway in exchange for right-of-way through certain streets in the City of Rahway.
June 3, 1924	West Jersey & Seashore R. R. Co....	For approval of the abandonment of the freight agency at Amatol, New Jersey, and to put the same under the jurisdiction and control of the agent to be located in and have his office at Elwood, New Jersey.
June 12, 1924	Paulsboro Water Company.....	For approval of the sale of its plant to the Borough of Paulsboro.
June 12, 1924	West Jersey & Seashore Railroad Co..	For approval of the sale of a parcel of land situate on the southwesterly side of Jefferson Avenue, southeast of Pacific Avenue, in the City of Margate City, Atlantic County, N. J.
June 12, 1924	Freehold and Jamesburg Agricultural Railroad Company	For approval of the sale of a parcel of land situate on the southwesterly side of the railroad opposite the passenger station at Allenwood in Wall Township, Monmouth County, N. J.
June 19, 1924	Pennsylvania R. R. Co., Lessee of the United New Jersey Railroad and Canal Company	For approval of the grant by the said Railroad and Canal Company of an easement to the County of Hudson granting the right to occupy certain lands of the said Railroad and Canal Company as set forth in an agreement.
June 19, 1924	Passaic Consolidated Water Co.....	For permission to sell two tracts of land in the Town of Nutley to Walter Zimmerer.
June 26, 1924	Delaware, Lackawanna and Western Railroad Company, Lessee of the Passaic and Delaware Railroad Co..	For approval of the sale of two parcels of land situate in the Township of Hillside, Union County, N. J., to the United Real Estate Company.
June 26, 1924	Delaware, Lackawanna and Western Railroad Company, Lessee of the Morris and Essex Railroad Co.....	For approval of the sale of a parcel of land in the Borough of Madison, Morris County, N. J., to Arthur V. Bertrand.
June 26, 1924	Delaware, Lackawanna and Western Railroad Company, Lessee of the Passaic and Delaware Railroad Co..	For approval of the sale of two parcels of land in the Township of Millburn, Essex County, N. J., to Mary H. Denman.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
June 26, 1924	Central Railroad Co. of N. J.....	For approval of the sale of certain houses and four parcels of land situate in the Borough of Somerville, Somerset County, N. J.
June 26, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement dated May 22nd, 1924, between the Postal Telegraph Cable Co., of N. J., and the said Del. & Atl. Tel. & Tel. Co., providing for the joint use of seven poles located on White Horse Avenue in the Township of Hamilton, Mercer County, N. J.
June 26, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of agreement with Postal Telegraph Cable Co. providing for the joint use of fifteen poles located on the northeast side of Princeton-Princeton Junction Road near Brunswick Pike in the Township of West Windsor and Mercer County, N. J.
July 1, 1924	Public Service Railway Co., Lessee, of the Camden and Suburban Railway Company	For approval of the sale of a parcel of land situate in Stratford, Clementon Township, Camden County, N. J., to John M. Kelly.
July 1, 1924	Public Service Railway Company.....	For approval of the sale of property in the Township of Little Falls, Passaic County, N. J., to the North Jersey Foundry Co., Inc.
July 9, 1924	Branchville Electric Power Water and Lighting Company	For approval of agreement to sell its electric transmission distribution, street lighting systems, and franchises to the New Jersey Power and Light Company.
July 9, 1924	Millville Traction Company.....	For permission to abandon street railway service in the City of Millville on Broad Street, from Buck Street to Columbia Avenue, and on Columbia Avenue from Broad Street to and across Sharp Street, and to surrender its franchise to maintain its tracks and to operate cars thereon, retaining its right to maintain a pole line for the transmission of electric current from the power house to its Vine-land line.
July 9, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement dated June 2nd, 1924, with the Delaware Park Tel. Co. for the sale by the latter and purchase by the former of telephone plant and system situated in the Township of Lopatcong, Warren County, N. J.
July 10, 1924	Public Service Railway Company.....	For approval of the sale to Public Service Corporation of N. J. of the land and building known as the Public Service Newark Terminal.
July 14, 1924	West Jersey and Seashore Railroad Co. and Atlantic City and Shore Railroad Company	For approval of an extension agreement between said companies.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
July 22, 1924	New York Telephone Company.....	For approval of a leasing agreement with Francis J. Murphy providing for the leasing of premises situate at 19 Baldwin Street, in the City of East Orange, Essex County, N. J.
July 22, 1924	New York Telephone Company.....	For approval of extension of lease agreement dated April 15, 1924, with Thomas Cranley providing for the leasing of premises situate at No. 7 Gates Avenue, in the Town of Montclair, Essex County, N. J.
July 22, 1924	Gray Bus Line, Inc.....	For approval of the sale and purchase of buses of Patsy Arace, Peter Liotta and Joseph Yurewitz.
July 22, 1924	Gray Bus Line, Inc.....	For approval of the sale and purchase of buses of Max Kotler, J. B. Norris, Theodore Berman and Cornelius Enright.
July 22, 1924	New York Telephone Company.....	For approval of an agreement with Laura D. McNeill providing for the leasing of certain premises situate at 187 Van Houten Street, Paterson, N. J.
July 22, 1924	New York Telephone Company.....	For approval of an agreement with Herbert B. Spear providing for the leasing of certain premises at 187 Van Houten Street, Paterson, N. J.
July 22, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement with the Atlantic City Electric Co. providing for the joint use of poles located in Atlantic City and vicinity, Atlantic County, N. J.
July 22, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement with the City of Sea Isle City providing for the joint use of poles located in the City of Sea Isle City, Cape May County, N. J.
July 29, 1924	Joseph Thompson, Receiver.....	For confirmation of the sale of the property of the Hammonton and Egg Harbor City Gas Co. to J. P. Van de Voort, Carl E. Torrey and Richard E. Swift.
July 29, 1924	Hammonton & Amatol Gas Co.....	For confirmation of the sale made by J. P. Van de Voort, et als., to the Hammonton and Amatol Gas Co. of property of the Hammonton and Egg Harbor City Gas Co.
Aug. 5, 1924	Pennsylvania R. R. Co., Lessee of the United New Jersey R. R. and Canal Company	For approval of the sale of land situate about 100 feet east of Burnet Street, opposite Carmen Street, in the City of New Brunswick, Middlesex County, N. J.
Aug. 26, 1924	Trenton and Mercer County Traction Corp.	For approval of a car trust agreement between the petitioner and the J. G. Brill Co. and the issuance thereunder of its ten year serial notes.
Sept. 11, 1924	Passaic Consolidated Water Co.....	For approval of the sale of certain plot of land situated in the Town of Belleville, Essex County, N. J., to Frederick D. Mase.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Sept. 11, 1924	Public Service Railway Co.....	For approval of the sale of property in the Township of Little Falls, Passaic County, N. J., to the North Jersey Foundry Co., Inc.
Sept. 23, 1924	New York Telephone Co.....	For approval of an agreement with Braun and Chamberlain providing for the leasing of certain premises situate on the easterly side of Paterson Street, near Main Street, in the City of Orange, Essex County, N. J.
Sept. 23, 1924	New York Telephone Co.....	For approval of an agreement with Mary K. Husted providing for the leasing of a dwelling house at 9 Gates Avenue, Montclair, Essex County, N. J.
Sept. 23, 1924	Pennsylvania Railroad, Lessee of the United New Jersey Railroad and Canal Co.	For approval of the sale of land on the southeast side of Bridge Street between Main Street and the Rahway River in the City of Rahway, Union County, N. J.
Oct. 14, 1924	Trenton and Mercer County Traction Corp., Lessee of the Trenton Street Railway Company	For permission to abandon cars and the conversion of a double truck passenger car into a ballast service car.
Oct. 23, 1924	New York Telephone Co.....	For approval of an agreement with the Borough of Allentown providing for the joint use of each other's poles located in the Borough of Allentown, Monmouth County, N. J.
Oct. 30, 1924	Stone Harbor Railroad Company.....	For approval of the sale of land in the Borough of Stone Harbor.
Nov. 13, 1924	New York Telephone Co.....	For approval of an agreement with the Carteret Ferry Co., Inc., providing for a license from the former to the latter for the erection, and maintenance of a ferry terminal near the intersection of Rahway Avenue and Woodbridge Avenue, in the Township of Woodbridge, Middlesex County, N. J.
Nov. 26, 1924	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement dated October 8th, 1924, with the Marconi Telegraph Co. for the sale by the former and purchase by the latter of spare circuit facilities located in the Borough of Tuckerton, Township of Little Egg Harbor, Ocean County, N. J.
Dec. 4, 1924	Vulcan Power Company.....	For approval of the sale of all of its electrical property and assets to the New Jersey Power and Light Company.
Dec. 4, 1924	American Tel. & Tel. Co. of N. J.....	For approval of an agreement dated October 25th, 1924, with Benjamin Natkins for the sale by the former and purchase by the latter of a tract of real estate situated in the Township of Mendham, Morris County, New Jersey.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Dec. 11, 1924	Passaic Cons. Water Company.....	For approval of the sale of a plot of land located along Highway No. 8 where the same crosses the Pequannock River in Pompton Township, Passaic County, to the State of New Jersey.
Dec. 22, 1924	West Jersey & Seashore Railroad Co..	For approval of the sale of a parcel of land situate at a point one hundred feet southeast of Mediterranean Avenue between Virginia and Maryland Avenues in the City of Atlantic City, Atlantic County, New Jersey.
Dec. 26, 1924	Coast Cities Railway Company.....	For approval of car trust agreement between the petitioner and the J. G. Brill Company dated November 19th, 1924, and of the issuance thereunder of sixty lease warrants or notes. Said notes to be issued in part payment for seven light weight double truck safety cars.

Mergers

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Feb. 28, 1924	Eastern New Jersey Power Co.....	For approval of merger and consolidation by and between the Atlantic Coast Electric Railway Company, West End and Long Branch Railway Company, the Seacoast Traction Company and Asbury Park and Sea Girt Railroad Company.
Feb. 28, 1924	Eastern New Jersey Power Co.....	For approval of merger and consolidation with the New Jersey Water and Light Company and the approval of a mortgage and issuance of certain securities on the property of the Consolidated Company.
Feb. 28, 1924	Eastern New Jersey Power Co.....	For approval of merger and consolidation by and between Eastern New Jersey Power Company and Atlantic Coast Electric Light Company.
April 16, 1924	Atlantic City Electric Co.....	For approval of an agreement of merger and consolidation by and between the Atlantic City Electric Company, Cape May Electric Company, Cape May Light and Power Company, Hammonton Electric Light Company and West Jersey Electric Company to form the Atlantic City Electric Company.
April 29, 1924	Eastern New Jersey Power Company.	For approval of merger and consolidation of Atlantic Coast Electric Railway Company and the Seashore Electric Railway Company.
May 22, 1924	Public Service Electric Co., United Elec. Co. of New Jersey and Public Service Gas Co.	For approval of merger and consolidation forming the Public Service Electric and Gas Company.
June 26, 1924	General Water Supply Co.....	For approval of merger and consolidation with the Collingswood Water Company and the issuance thereunder of stocks and bonds.

MERGERS

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
July 14, 1924	Central Passenger Railway Co. and the Venice Park Railway Co.....	For approval of merger and consolidation to form the Central Passenger Railway Company.
Nov. 20, 1924	Public Service Elec. & Gas Co., Burlington Elec Light and Power Co., Citizens Elec. Light, Heat and Power Co., Middlesex Elec. Light and Power Co., Morristown Gas Light Co., Nichols Elec. Light and Power Co. of Nutley, Princeton Light, Heat and Power Co., and Weehawken Contracting Co.....	For approval of agreement by and between the Public Service Electric and Gas Company and the seven other companies, named, whereby the seven companies referred to are merged and consolidated into the Public Service Electric and Gas Company.

New Crossings at Grade

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Jan. 8, 1924	Hillside Feed and Coal Co.....	For permission to construct siding track at grade across Patterson Street, Piermont Avenue, in the Borough of Hillside, Bergen County, N. J., to connect with tracks of the New Jersey and New York R. R. Co.	<ol style="list-style-type: none"> 1. That a derail be located in the siding track just east of the point where it passes from Patterson Street to the railroad right-of-way line. 2. That train movements over said crossing be limited to a speed of not more than six miles per hour.
Jan. 17, 1924	Horace G. Fowler and the Central R. R. Co. of New Jersey.....	For permission to construct a siding at grade across Creek Road (Waakkaak Avenue) in the Borough of Keansburg, New Jersey, to connect with tracks of the Central R. R. Co., of New Jersey.	<ol style="list-style-type: none"> 1. That a standard grade crossing sign be erected on the southeast corner of the crossing. 2. That a derail be located in the siding track at least 125 feet north of the location as shown on the plan attached to the petition. 3. That all train movements over said highway be protected by a flagman. 4. That train movements over said highway be limited to a speed of not more than six miles per hour.
Jan. 24, 1924	James Paulson Co.....	For permission to construct a siding track at grade across Branchport Avenue, City of Long Branch, Monmouth County, N. J., to connect with tracks of the Central R. R. of N. J.	<ol style="list-style-type: none"> 1. That all train movements over the highway be limited to a speed of not more than six miles per hour. 2. That all train movements over the highway be protected by a flagman.
Jan. 31, 1924	Wildwood and Delaware Bay Short Line Railroad Co.....	For permission to construct siding tracks at grade across Cedar and Schellinger Avenues, and across Cedar Avenue at points east of Susquehanna Avenue, in the City of Wildwood, Cape May County, N. J.	<ol style="list-style-type: none"> 1. That protection by flagman be afforded at Park Boulevard before train movements are made. 2. That train movements over the sidings be limited to a speed of not more than six miles per hour.

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Jan. 31, 1924	George C. F. Fleck.....	For permission to construct a siding track at grade across Border Street, in the City of Camden, Camden County, N. J., to connect with tracks of the West Jersey and Seashore R. R. Co.	<ol style="list-style-type: none"> 1. That train movements stop at the approaches to the crossing before proceeding over Border Street. 2. That all train movements over said siding be limited to a speed of not more than six miles per hour. 3. That all train movements over said crossing be protected by a flagman.
Feb. 21, 1924	West Jersey & Seashore Railroad Company	For permission to construct two additional tracks at grade across Commerce Street and one additional track at grade across Jefferson Street, in the Borough of Paulsboro, Gloucester County, N. J., to connect with the tracks of the Penns Grove Branch of the West Jersey & Seashore R. R. Co.	<ol style="list-style-type: none"> 1. That all train movements over said highways be preceded by a flagman. 2. That train movements over said highways be limited to a speed of not more than six miles per hour.
April 29, 1924	Edwin Smith, Inc.	For approval of the construction of a siding track on Mediterranean Avenue, Atlantic County, Atlantic City, N. J.	<ol style="list-style-type: none"> 1. That all train movements across Mediterranean Avenue be protected by a flagman. 2. That train movements over said highway be limited to a speed of not more than six miles per hour.
June 3, 1924	Great Atlantic and Pacific Tea Co.	For permission to construct a spur track or siding at grade across West Railway Avenue, in the City of Paterson to connect with tracks of the Erie Railroad Co.	<ol style="list-style-type: none"> 1. That all train movements over said highway be preceded by a flagman. 2. That all train movements over said highway be limited to a speed of not more than six miles per hour.
June 3, 1924	Atlantic City R. R. Company.....	For permission to construct additional tracks at grade across North Street, parallel with the existing tracks on Haven Avenue, in the City of Ocean City, Cape May County, N. J.	<ol style="list-style-type: none"> 1. That train movements over said tracks at North Street be limited to a speed of six miles per hour.
June 10, 1924	E. M. Stiles, Inc.....	For permission to construct a siding track at grade across Lafayette Street, in the City of Paterson, to connect with tracks of N. Y. S. and W. Railroad Co.	

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
July 2, 1924	Crew Levick Company.....	For permission to construct siding track at grade across New York Avenue in the City of Trenton, New Jersey.	<ol style="list-style-type: none"> 1. That all train movements over said siding be protected by a flagman. 2. That all train movements over said siding be limited to a speed of not more than six miles per hour.
July 22, 1924	Congoleum Company, Inc.....	For permission to construct siding track at grade across Tilbury Road, in the City of Salem, Salem County.	<ol style="list-style-type: none"> 1. That all train movements over said siding be protected by a flagman. 2. That all train movements over said siding be limited to a speed of not more than six miles per hour.
Nov. 6, 1924	Atlantic City Railroad Co.....	For permission to construct three additional tracks at grade across Passmore Avenue, in the Town of Hammonton, New Jersey, to connect with existing tracks of the petitioner.	<ol style="list-style-type: none"> 1. That all train movements over said siding be protected by a flagman. 2. That all train movements over said siding be limited to a speed of not more than six miles per hour. 3. That cars for placement on the siding track nearest to the northbound main track be placed not less than 50 feet from the north and south line of the highway.
Nov. 13, 1924	Lehigh Valley Railroad Company..	For permission to construct a branch railroad track and to relocate an existing siding track at grade across Hillside Avenue, in the township of Hillside, Union County, N. J., to connect with the main track of the Irvington Branch of the Lehigh Valley Railroad Company.	<ol style="list-style-type: none"> 1. That a standard grade crossing sign be erected at the southwest corner of the relocated siding track with additional wording "two crossings" thereon. 2. That the present crossing sign on the northeast corner of the Irvington Branch track have similar sign attached. 3. That all train movements over said siding be limited to a speed of not more than six miles per hour and protection by a member of the crew be afforded before movements are made over the highway.
Nov. 19, 1924	City of Ocean City.....	For permission to extend a siding track of the West Jersey & Seashore Railroad Co., on West Avenue from the terminus of said siding track to the property of the City of Ocean City on the northwesterly corner of West Avenue and Sixth Street.	

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Nov. 20, 1924	Philadelphia and Beach Haven Railroad Co. and the Township Committee of the Township of Long Beach	For permission to abandon a grade crossing at Paulding Avenue, Brant-Beach and to transfer the same to Twenty-first Street, Beach Arlington, and to abandon a grade crossing at Ship Bottom Avenue, and to transfer the same to Twenty-sixth Street, Ship Bottom, N. J.	
Nov. 20, 1924	Lehigh Valley Railroad Co., Lessee of the Lehigh Valley Railroad Co. of N. J.....	For permission to construct a siding track at grade across Selvage Avenue, in the Town of Irvington, Essex County, N. J., leading from the tracks of the Lehigh Valley Railroad Co. to the plant of the Mountain Ice Company.	
Dec. 4, 1924	Raritan River Railroad Company.	For permission to construct siding track at grade across Main Street in the Borough of Milltown, Middlesex County, to connect with an existing spur track of the Michelin Tire Company.	<ol style="list-style-type: none"> 1. That a standard grade crossing sign be erected along the curb line at the northwestern and southeastern corners. 2. That all trains stop before reaching the east or west property lines along the highway. 3. That a flagman be stationed in the center of the highway before movement is made over the same.
Dec. 11, 1924	McCoy-Kernohian Co.	For approval of construction of siding track at grade across W. Railroad Boulevard, Landis Township, Cumberland County, N. J., to connect with the main track of the Cape May Division of the W. J. & S. R. R. Co.	<ol style="list-style-type: none"> 1. That train movements over said highway be protected by a flagman. 2. That all train movements over said highway be limited to a speed of not more than six miles per hour.

It happens frequently that the conditions change with respect to the traffic over a railroad grade crossing and additional protection becomes advisable. This rarely comes before the Board in formal proceeding but inspections are constantly made of conditions at grade crossings and where it appears the protection for the traveling public should be increased recommendation to that effect is submitted to the railroad company. In almost all cases these recommendations are adopted. Additional protection was afforded at grade crossings during the year as follows :

Approach Signs	3
Bell Protection	4
Annunciator Bells	2
Watchman Protection	26
Standard Signs	35
Audible-visible Signals	86
Gate Protection	3

The crossings at which the protections referred to above were installed and the nature of the same at each crossing are given in the following statement :

Statement Covering Additional Protection at Grade Crossings

From January 1st to December 31st, 1924.

NEW YORK & LONG BRANCH RAILROAD

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
Myrtle Avenue	Borough of Oceanport.....	Audible-visible flashing signal.
Wolf Hill Road.....	Borough of Oceanport.....	Audible-visible flashing signal.
Tramp Hollow Road.....	Middletown	Automatic crossing bell.
Oak Shades Road.....	Matawan Township	Audible-visible flashing signal.
Oceanhouse Crossing.....	Boro. of Pt. Pleasant Beach.....	300 foot approach signs.

DELAWARE, LACKAWANNA & WESTERN RAILROAD

Ryerson's Crossing	Lincoln Park	Automatic color light flashers.
Fulton Street	Boonton.....	Automatic color light flashers.
Eastbound track over Fur-		
nace Street	Netcong	Automatic color light flashers.
Crossing 230' east of Station.	Bridgeville	Automatic color light flashers.
Crossing 300' east of Station.	Basking Ridge	Automatic color light flashers.
Crossing 100' west of Station.	Basking Ridge	Automatic wig-wag flagman.
Walker's Crossing	Newton	Automatic color light flashers.
Hull's Crossing	Newton	Automatic color light flashers.
Diller Avenue	Newton	Automatic color light flashers.
Diller Avenue at Station.....	Newton	Automatic color light flashers.
Mud Cut Crossing.....	Lafayette	Automatic color light flashers.
Crossing at Station.....	Lafayette	Automatic color light flashers.

ATLANTIC CITY RAILROAD MAIN LINE.

Front Street	Camden	Protected by flagman.
Second Street	Camden	Protected by flagman.
Mechanic Street.....	Camden	Protected by flagman.
Atlantic Avenue	Camden	Protected by flagman.
Ferry Avenue	Camden	Protected by flagman.
Ninth Street	Camden	Automatic flashlight signals.
Passmore Avenue	Hammonton	Flashlight signals.
New Road	Pleasantville	Watchman daily, 6 A. M. to 10 P. M.
Franklin Avenue	Pleasantville	Watchman daily, 6 A. M. to 10 P. M.

GLOUCESTER BRANCH.

Haddon Avenue	Mt. Ephraim	Automatic flashlight signals.
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CAPE MAY BRANCH.

Miller Avenue	Dorothy	Automatic flashlight signals.
Green Creek Road.....	Burleigh	Automatic crossing alarm bell.
Hog Lane	Mayville	Automatic crossing alarm bell.

SEA ISLE CITY BRANCH.

Mt. Pleasant Road.....	Petersburg	Flashlight signals.
Rahway Avenue	Woodbridge	Automatic flashlight signals.

LEHIGH & NEW ENGLAND RAILROAD

Bruglers Crossing,	Hainesburg to Columbia.....	Audible-visible flashing signal.
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LEHIGH VALLEY RAILROAD

NEW YORK DIVISION.

Locust Street	Roselle Park	Automatic flashing signals.
Front Street	S. Plainfield	Automatic flashing signals.
Plainfield Avenue	S. Plainfield	Watchman.
Long Avenue	Hillside	Watchman.
North Broad Street.....	Hillside	300 foot approach signs.

STATEMENT COVERING ADDITIONAL PROTECTION 61

NEW JERSEY & LEHIGH DIVISION.

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
Prospect Avenue	New Market	Automatic flashlight signals.

NEW YORK CENTRAL RAILROAD

Clinton Avenue	Bergenfield	Crossing gates.
Main Street	Bergenfield	Crossing gates.

CENTRAL RAILROAD OF NEW JERSEY

West End Avenue.....	Shiloh	Automatic bell.
Main Street	Farmingdale	Automatic wig-wag flagman.
Wheat Road	Wheat Road	Automatic wig-wag flagman.
Brewster Road	Wheat Road	Automatic bell.
Tuckahoe Road	Landisville	Automatic wig-wag flagman.
Main Avenue	Main Avenue	Automatic wig-wag flagman.
Colts Neck Road.....	Freehold	Automatic wig-wag flagman.
Larrabees Crossing	Lakewood	Automatic wig-wag flagman.
Lincoln Avenue	Cranford	Flagman from 6 A. M. to 6 P. M.
Center Street	Garwood	Automatic color light flashers.
Union Avenue	Cranford	Extended protection by flagman.
Roosevelt Avenue	Carteret	Automatic color light flashers.
Crestmoor Crossing .....	.....	Additional crossing sign.
Bakers Crossing	Kenvil	Additional crossing sign.

MT. HOPE & MINERAL RAILROAD

Dolan's Crossing	Standard crossing signs.
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PENNSYLVANIA RAILROAD

PRINCETON BRANCH.

Penns Neck Road.....	Penns Neck	Horizontal flashlight signals to replace vertical flashlights.
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MILLSTONE BRANCH.

Franklin Turnpike	Voorhees	Automatic bell and flashlight signal.
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UNITED NEW JERSEY RAILROAD & CANAL COMPANY

(Morris to South Amboy)

River Road	1275' west of Arch St., Palmyra....	Standard automatic crossing signals.	flashlight
Park Street	835' east of Arch St., Palmyra....	Standard automatic crossing signals.	flashlight
Broad Street	1538' west of Beverly.....	Standard automatic crossing signals.	flashlight
Public Road	357' west of E. Spotswood.....	Standard automatic crossing signals.	flashlight
New Brunswick Road.....	728' west of Old Bridge.....	Standard automatic crossing signals.	flashlight

FREEHOLD & JAMESBURG AGRICULTURAL RAILROAD

(Sea Girt to Jamesburg Junction)

Lakewood Road	2952' east of Farmingdale.....	Standard automatic crossing signals.	flashlight
Freehold Road	4420' west of Farmingdale.....	Standard automatic crossing signals.	flashlight
South Street	767' east of Freehold.....	Standard automatic crossing signals.	flashlight
Main & Throckmorton.....	222' east of Freehold.....	Standard automatic crossing signals.	flashlight
Tennent Road	45' east of Tennent.....	Standard automatic crossing signals.	flashlight

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CAMDEN AND BURLINGTON COUNTY RAILROAD
(Pemberton to Pavonia)

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
Stanwick Avenue	95' east of Bayhead.....	Standard automatic crossing signals. flashlight

BELVIDERE & DELAWARE RAILROAD

ATLANTIC DIVISION—CAMDEN TERMINAL DIVISION.

Cooper Street	5620' south of Coopers Point.....	Flashlight signals.
Ninth Street	5725' south of Coopers Point.....	Flashlight signals.
Browning Avenue	7881' south of Liberty Park.....	Flashlight signals.
Zane Avenue	2081' north of Collingswood.....	Flashlight signals.
Cuthbert Road	25' north of Cuthbert.....	Flashlight signals.
Redman Avenue	518' south of West Haddonfield.....	Horizontal flashlight signals to re- place vertical flashlight signals.
Taunton Road	300' north of Berlin.....	Flashing color light signals.
McClellan Street	440' south of Berlin.....	Flashing color light signals.
Atco Avenue	102' south of Atco.....	Crossing gates.
Chestnut Street	50' south of Berlin.....	Flashing color light signals.
Public Road.....	75' north of Bellhurst.....	Flashing color light signals.
Fairview Avenue	50' north of Caldwell.....	Flashing color light signals.
Union Street	50' north of Elwood.....	Color light signals.
New Road	1415' north of Absecon.....	Watchman.
Station Road	112' north of Absecon.....	Watchman.
Camden-Woodbury Turnpike.....	2380' south of S. Gloucester.....	Annunciator bell.
River Road	974' north of Westville.....	Fixed vertical changed to flashing color light signals.
Woodbine Avenue	258' south of Westville.....	Fixed vertical changed to flashing color light signals.
Broad St.—Park Avenue.....	891' north of N. Woodbury.....	Annunciator bell.
Cooper Street	65' north of Woodbury.....	Annunciator bell.

PENNS GROVE BRANCH.

Mantua Avenue	864' north of West End.....	Fixed vertical changed to flashing color light signals.
Woodbury-Swedesboro Road.....	2445' south of Mt. Royal.....	Fixed vertical changed to flashing color light signals.

BRIDGETON BRANCH.

Irving Avenue	106' south of Irving Ave. Sta.....	Automatic flashlight signals.
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NEWFIELD BRANCH.

Main Street	551' north of Richland.....	Automatic flashlight signals.
Winslow Road	939' south of Buena.....	Automatic flashlight signals.
Cedar Avenue	1642' north of Richland.....	Automatic flashlight signals.

CAMDEN TERMINAL DIVISION.

Derousse Avenue	100' west of Delair.....	Fixed vertical changed to flashing color light signals.
Derousse Avenue	3775' west of Junction.....	Fixed vertical changed to flashing color light signals.

LEHIGH & HUDSON RIVER RAILWAY

Great Meadows Creamery		
Crossing	Great Meadows	300 foot advance signs.
Crossing ½ mile west of		
Mulfords Station	Sink Hole	Automatic flashlight signals.
Hardystone	Atlas Switch	Automatic crossing alarm bell.

RARITAN RIVER RAILROAD

Quades Crossing	Sayreville Branch	Trains come to a full stop and crossing protected by member of crew before movement is made.
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TUCKERTON RAILROAD

New Standard Crossing Signs placed at all crossings, replacing old crossing signs—32 signs.

STATEMENT COVERING ADDITIONAL PROTECTION 63

ERIE RAILROAD

NEW YORK DIVISION.

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
Ellison Street	Paterson	Flagman.
Van Houten Street	Paterson	Flagman.
Kipps Avenue	Clifton	Automatic flagman.
Rock Road	Glen Rock	Automatic flagman.

GREENWOOD LAKE DIVISION.

Mt. Prospect Avenue	North Newark	Ground Flagman.
Carlton Park	Singac	Automatic flagman.
Lincoln Road	Mountain View	Ground Flagman.

NEW JERSEY & NEW YORK RAILROAD

Oradell Avenue	Oradell	Automatic flagman.
New Milford Avenue	New Milford	Automatic flagman.
Paterson Plank Road	Carlstadt	Groundman.
Passaic Street	Hackensack	Groundman.
Essex Street	Hackensack	Groundman.

NORTHERN RAILROAD OF NEW JERSEY

Edgewater Avenue	Ridgefield	Groundman.
Demarest Avenue	Closter	Automatic flagman.
Forest Avenue	Englewood	Automatic flagman.
High Street	Closter	Automatic flagman.

NEW YORK, SUSQUEHANNA & WESTERN RAILROAD

Fort Lee Road	Bogota	Groundman.
State Street	Hackensack	Groundman.
Broadway	Paterson	Groundman and 2 policemen.
Rochelle Avenue	Rochelle Park	Automatic flagman.
Lyon Street	Paterson	Automatic flagman.
Colt Street	East Paterson	Automatic flagman.
Van Riper Avenue	East Paterson	Automatic flagman.
Diamond Avenue Br.	Hawthorne	Automatic flagman.
Second Street	Hawthorne	Automatic flagman.
Central Avenue	Hawthorne	Automatic flagman.
Van Winkle Avenue	Hawthorne	Automatic flagman.
County Road	Blairstown	Automatic flagman.
Coates Road	Dundee Lake	Automatic flagman.

Accidents on Steam Railroads

The following is compiled from the reports of railroad companies of accidents during the year.

Collision—	<i>Killed</i>	<i>Injured</i>
Passengers .....	..	3
Employees	1	9
Others	2	1
Crossing Track at Highway—		
Passengers	1	23
Employees	4	6
Others	83	206
Derailments—		
Passengers .....	..	8
Employees .....	..	2
Others .....	..	2
At Bridges and Tunnels—		
Passengers .....	..	..
Employees	1	2
Others .....	..	..
Struck by Locomotives or Cars—		
Passengers	2	7
Employees	62	56
Others	1	5
Getting On and Off Trains—		
Passengers	10	177
Employees	1	14
Others .....	..	..
Coupling or Uncoupling Cars—		
Passengers .....	..	..
Employees	4	27
Others .....	..	..
Trespassing on Right of Way—		
Passengers .....	..	..
Employees .....	..	..
Others	94	50
Other Causes—		
Passengers	1	73
Employees	7	739
Others	1	10
	275	1420

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CENTRAL PASSENGER RAILWAY COMPANY	
Property sold to the Venice Park Railway Company, nunc pro tunc	45
CENTRAL RAILROAD COMPANY OF NEW JERSEY	
Elizabeth	47
Newark	46
Somerville	49
DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY	
Denville Township and Roxbury Township.....	46
Hillside	48
Madison	48
Millburn Township	48
EASTERN NEW JERSEY POWER COMPANY	
Transfer of property by the Atlantic Coast Elec. Railway Co..	46
FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY	
Allenwood	43
GRAY BUS LINE, INC.	
Bus sold	50
HAMMONTON & AMATOL GAS COMPANY	
Property purchased	50
HAMMONTON & EGG HARBOR CITY GAS COMPANY, JOS. THOMPSON, RECEIVER	
Property sold	50
KEANSBURG BEACH WATER COMPANY	
Keansburg	45
KEANSBURG WATER COMPANY	
Keansburg	45
MIDDLESEX WATER COMPANY	
Rahway	48
PASSAIC CONSOLIDATED WATER COMPANY	
Belleville	50
Montclair	45
Nutley	48
Pompton Township	52
PAULSBORO WATER COMPANY	
Plant sold to the Borough of Paulsboro.....	48
PENNSYLVANIA RAILROAD COMPANY	
Hamilton Township	45

Harrison	46
Jersey City	45, 46
New Brunswick	50
Rahway	51
Trenton	47
PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY	
Beach Haven	47
PHILADELPHIA AND READING RAILWAY COMPANY	
Property of the Delaware and Bound Brook Railroad Company sold	46
PUBLIC SERVICE RAILWAY COMPANY	
Little Falls	49, 51
Newark—Public Service Newark Terminal Building	47, 49
Stratford	49
STONE HARBOR RAILROAD COMPANY	
Stone Harbor	51
VULCAN POWER COMPANY	
Property sold to the New Jersey Power and Light Company....	51
WASHINGTON ELECTRIC COMPANY	
Property sold to the New Jersey Power and Light Company...	47
WEST JERSEY AND SEASHORE RAILROAD COMPANY	
Atlantic City	52
Camden	45
Margate City	48
STOCKS, SEE BONDS, STOCKS, MORTGAGES, ETC.	

