

**BOARD OF  
PUBLIC UTILITY COMMISSIONERS**

**STATE OF NEW JERSEY**

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**ANNUAL REPORT**

**YEAR 1955**



STATE OF NEW JERSEY

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Forty-sixth Annual Report

OF THE

Board of Public Utility Commissioners

TO

HON. ROBERT B. MEYNER

*Governor*

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STATE OF NEW JERSEY  
BOARD OF PUBLIC UTILITY COMMISSIONERS  
DEPARTMENT OF PUBLIC UTILITIES



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JOHN E. BOSWELL, *Commissioner*      EDWARD J. HART, *Commissioner*  
January 1—June 15, 1955                  June 16, 1955—

D. LANE POWERS, *Commissioner*

EMMETT T. DREW, *Secretary*

EUGENE E. EBELING, *Assistant Secretary*

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Trenton Office: MARIE M. DROPELA, *Head Clerk*



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STATE OF NEW JERSEY  
DEPARTMENT OF PUBLIC UTILITIES  
BOARD OF PUBLIC UTILITY COMMISSIONERS  
STATE HOUSE, TRENTON 7, N. J.

May 31, 1956.

HONORABLE ROBERT B. MEYNER  
*Governor*  
State of New Jersey  
Trenton, New Jersey

DEAR SIR :

In accordance with N. J. S. A. 48:2-11, we submit to you herewith the Forty-sixth Annual Report of the Board of Public Utility Commissioners for the year 1955.

Respectfully submitted,

EDWARD J. HART, *President*

D. LANE POWERS, *Commissioner*

RALPH L. FUSCO, *Commissioner*

Attest :

EUGENE E. EBELING, *Assistant Secretary*



## CHAPTER I

### GENERAL MATTERS

#### *Jurisdiction*

At the end of the year 1955, the jurisdiction of the Board extended to 834 public utilities serving customers in this State. Of these, 637 were owned by private corporations or individuals, and 197 were municipally owned and operated. The classification of these public utilities is as follows:

	<i>Private</i>	<i>Municipal</i>
Electric <sup>1</sup> .....	8	10
Gas <sup>1</sup> .....	8	...
Telephone .....	9	...
Water .....	123	186
Sewer .....	14	1 <sup>2</sup>
Railroad .....	44	...
Express .....	1	...
Autobus .....	429	...
Telegraph .....	1	...
Total .....	637	197

<sup>1</sup> Includes one combination electric and gas company.

<sup>2</sup> Bridgeton Municipal Sewer Department.

The 429 autobus enterprises operated 5,108 autobuses on 513 approved routes, of which 144 routes continued into other states. In addition to the foregoing, there were also 32 enterprises whose 339 buses operated in and through the State as interstate carriers only, and 100 autobus enterprises owning 439 autobuses engaged solely in special, contract, or chartered service within the State. The last two groups are subject to the Board's jurisdiction only for insurance, maintenance of equipment and safety of operations.

There were also three interstate natural gas pipeline enterprises, which were subject to the Board's jurisdiction for safety purposes only.

All municipalities furnishing public utility service file annual reports with the Board, but only those which furnish electric or gas service to customers outside their municipal areas are subject to the Board's jurisdiction as to rates and service.<sup>1</sup>

The Legislature has not granted to the Board jurisdiction over school buses operating as such, motor truck carriers, taxicabs or livery cars.

Thirty trolley cars on one route, approximately four miles in length, continue operations as a minor part of the street transportation service furnished by Public Service Coordinated Transport.

<sup>1</sup> City of Trenton, Trenton Water Department, is the sole municipal water utility subject to the Board's jurisdiction as to rates and service.

The Board's authority also extends to 25 operating railroads and to 19 nonoperating railroads, and to certain other public utility undertakings such as pipelines and intrastate toll bridges, of which there are none at the present time.

### ***Duties and Policies***

The activities of the Board of Public Utility Commissioners are necessarily wide in scope in order to deal effectively with the large number of problems involved in the regulation of public utility enterprises, in accordance with the statutes of New Jersey. Such matters generally relate to rates charged for service, to quality and adequacy of service, adequacy of facilities, or to issuance of securities. In the discharge of its duties in the regulation of these matters in the public interest, it is necessary for the Board to maintain an adequate staff of skilled technicians who are qualified to apply engineering and accounting techniques to the varied problems coming before it.

In order to assure uniformity of performance and to provide instrumentalities for the exercise of its powers, the Board (a) has issued rules and regulations relating to standards of utility service, (b) has adopted systems of accounts for the various types of utilities, and (c) requires each utility company under its jurisdiction to submit an annual financial, accounting and statistical report covering its operations. In addition to annual reports, the larger utilities are required to submit quarterly or monthly operating reports. Special reports on specific matters are required of particular utilities, as circumstances may warrant. Periodic field inspections are made by members of the Board's staff to determine whether there is compliance with the Board's regulations, and whether the facilities of common carriers, such as railroads and autobus companies, properly serve public convenience and necessity and conform to the safety standards set by the Board.

Each utility company must file a tariff with the Board showing the schedule of rates or fares and the terms and conditions under which it undertakes to furnish service to customers. Any charges other than those provided in the tariffs, accepted by the Board for filing, are not lawful.

Special accounting, engineering or statistical studies, as may be necessary in particular situations, are made by the Board's staff. These, together with the above mentioned reports, enable the Board to continue its policy of constant review of the reasonableness of the rates charged for utility service.

### ***Rate Activities***

All proposals by utility companies to increase rates or fares, or otherwise increase charges to customers, are made the subject of public hearings in order to afford an opportunity for the various interested parties to be heard. The Board's policy in rate cases is that the utility must comply

with the statutory requirement to bear the burden of proof and produce evidence of the reasonableness of the higher rates it seeks to establish. The Board then examines such evidence, together with the proof of other parties, if any, and decides the matter in accordance with law, the facts and the requirements of justice.

An important consideration in dealing with the question of rates or fares is the return in dollars which will be produced by the rates under review. The New Jersey Supreme Court has stated, "that the rate which a public utility may reasonably charge should be sufficient to encourage good management and furnish a reward for efficiency, to enable the utility, under efficient and economical operation, to maintain and support its credit; and to enable it to raise money necessary for the proper discharge of its public duties. It can never be more than the reasonable worth of the service supplied; neither can it be fixed so low as to be confiscatory."<sup>1</sup>

During 1955, the Board determined 102 applications involving the rates of public utilities. It was found fair and reasonable, under the law and sound regulatory standards, to deny the increase in six instances, to allow a lesser increase than applied for in five instances and to allow, in full, the increases as applied for in 80 instances. Eight applications resulted in rate reductions or other savings to customers. These included revisions in Public Service Electric and Gas Company's raw materials clause and in Atlantic City Electric Company's coal clause, which resulted in estimated savings to customers on an annual basis of \$418,000 and \$131,361, respectively. Three applications were withdrawn. Some of these cases are discussed in subsequent chapters of this report.

Voluntary rate reductions for telephone service accompanying enlargements of exchange rate areas made by New Jersey Bell Telephone Company during 1955, and accepted by the Board, have resulted in estimated annual savings to customers aggregating \$29,110.

### ***Procedure and Practice***

In making its policies and practice effective, the Board has two procedures, viz., (1) formal and (2) informal. The formal procedure is followed in those matters which the Board, by statute or by its own rules, must dispose of by order or certificate.

The statute requires that public hearings before the Board shall precede final or formal disposition in certain matters such as rate proceedings on the Board's own motion, approval of security issues, approval of municipal consents, and others. It is the firm policy of the Board to hold public hearings in all matters which affect the public interest, even though such hearings may not be required by statute.

In matters where hearings are not required by statute, disposition of the issues may be made by informal proceedings, conferences or communications. Matters such as changes in railroad signal equipment and informal

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<sup>1</sup> *Public Service Coordinated Transport vs. State*, 5 N. J. 225.

complaints regarding utility service or practices are handled informally. The Board's actions in informal matters are based on investigations and reports made by qualified representatives of the Board's staff.

### ***Prehearing Conferences***

In order to expedite formal hearings, a procedure of informal prehearing conferences has been established. At these conferences, interested parties can discuss the issues raised by an application, and parties opposing the application can set forth grounds for objection. Some issues are frequently disposed of by mutual agreement prior to the hearing. After the prehearing conference, a staff report is submitted to the Board, outlining the results of the conference and setting forth the matters remaining to be disposed of in the formal proceeding. When the matter goes to public hearing, the procedure is facilitated because the issues will have been defined for both the applicant and the objectors.

### ***Formal Procedure***

Each application to the Board is examined when received and the applicant is required to correct any deficiencies in form or content before the application is processed by the staff.

Ordinarily, applications received by the Board are first investigated by the Board's staff and a written staff report, setting forth the result of such investigation, is submitted for the Board's information prior to public hearing. This procedure is not followed where the application is for increased rates. In such cases, the staff analyzes the testimony as the hearings progress or after they terminate, and otherwise assists the Board in determining the matter. All formal cases initiated by the Board are based on staff investigation and report.

After the Board's decision is issued, field inspections may be necessary to determine compliance with the order. In such cases, appropriate reports to the Board are prepared and submitted by the staff.

The amount of both staff and Board work required in individual proceedings varies widely. An application for increase of rates amounting to a large sum of money may require investigation and attendance at hearings by several staff members, and the hearings may extend over several months. On the other hand, a day's work by a member of the staff may supply the information needed by the Board in a particular case. The staff also devotes much time to conferences with parties concerning current policies and practices of the Board as to particular types of applications.

### ***State Rate Counsel***

Chapter 357, Laws of 1951, adopted by the First Special Session of the 1951 Legislature, became effective December 5, 1951. This statute

(R. S. 48:2-31.1 and 31.2) established a procedure under which the Attorney-General is authorized to employ, on a temporary basis, legal counsel, experts and assistants to "protect the public interest" in rate proceedings pending before the Board and instituted by a public utility. The reasonable compensation and expenses of such legal counsel, experts and assistants are paid to the State by the public utility, subject to the limitation that such payment shall not exceed one-tenth of one per cent of operating revenues derived in the calendar year last preceding the institution of the proceeding from the intrastate sales of product or service, the charges for which are the subject matter of the proceeding. For convenience of reference, such legal counsel are known by the unofficial title of "State Rate Counsel." They are not in any way connected with or responsible to the Board.

With respect to proceedings disposed of or in progress during 1955, the Attorney-General designated 11 State Rate Counsel who participated in 44 utility rate cases before the Board.

### *Classification of Board's Decisions, Orders and Certificates*

The Board issued 543 decisions, orders and certificates in formal cases during 1955. This includes Board actions on applications and proceedings carried over from the previous year.

The decisions, orders and certificates in cases decided during 1955 have been classified according to type of proceeding and tabulated. Since several cases were of multiple character and thus are classified under more than one subject, a total of 569 matters is shown on the tabulation. Of this total, 26 matters were covered in decisions that also dealt with other matters, hence the actual number of Board decisions, orders and certificates was 543. It should also be noted that several matters formally disposed of by the Board may pertain to a single proceeding. The tabulation follows:

#### FORMAL MATTERS DISPOSED OF BY THE BOARD

<i>Type of Utility</i>	<i>Rates or Fares</i>	<i>Financial Trans-actions</i>	<i>Municipal Consents</i>	<i>Service Matters</i>	<i>Utility Facilities</i>	<i>Railroad Highway, Grade Crossings</i>	<i>Miscellaneous</i>	<i>Total</i>
Electric .....	..	42	2	..	28	..	1	73
Gas .....	..	14	2	5	9	..	..	30
Telephone ...	1	5	..	..	7	..	5	18
Water .....	6	30	8	..	3	..	2	49
Railroad ....	6	128	..	39	2	16	7	198
Motor Carriers	5	96	75	4	..	..	1	181
Sewer .....	..	6	9	..	..	..	..	15
Telegraph ...	1	..	..	..	..	..	..	1
Pipelines ....	..	..	..	..	4	..	..	4
Total ...	19	321	96	48	53	16	16	569

NOTE: Does not include Board determinations under R. S. 48:2-21.1, in accordance with which rates or fares may be negotiated on a temporary basis. These mainly affected autobus fare applications. See Chapter on Motor Carriers.

***Service Activities***

All inquiries and informal complaints relating to service supplied by railroad, street transportation, gas, electric, water, sewer, telephone and telegraph companies are referred to engineers or inspectors who are especially qualified by training and experience to deal with such matters. Although the utility is immediately called upon to answer a customer's complaint, it is usually necessary for the Board's inspectors to interview the complainant, check the available records, make tests and conduct an investigation in the field as well. Upon completion of the investigation, the inspector prepares a report of his findings. Where the matter requires it, the substance of the inspector's report is transmitted to interested parties by means of a letter sent out by the Board's Secretary. The conclusions of the inspectors, however, are not binding on either the complainant or the company, and either party may apply to the Board to have the issues disposed of at a formal hearing.

Investigation of complaints by our inspectors may disclose that the utility has acted improperly in administering rules or standards, and in such cases, informal negotiations with the company frequently lead to satisfactory adjustment of the matter. In many instances, public utility companies have modified their rules or administrative practices to comply with the recommendations made by the Board's inspectors. All of such changes generally benefit the customers in one way or another. The Board's inspectors also assist customers by helping to reach reasonable solutions of special service problems.

As shown in the following table, 1,018 informal complaints affecting electric, gas, water, telephone and sewer utilities were received and processed during 1955. Data pertaining to complaints and inquiries affecting railroads and autobuses are given in the chapters relating to those utilities.

ANALYSIS OF INFORMAL COMPLAINTS RECEIVED DURING 1955  
(Nontransportation Utilities)

<i>Type of Utility</i>	<i>Service Extensions</i>	<i>Rate Schedules</i>	<i>Billing and Commercial Practices</i>	<i>Meter Tests</i>	<i>Quality of Service</i>	<i>Misc.</i>	<i>Total</i>
Electric . . . . .	39	71	108	8	41	44	311
Gas . . . . .	9	35	107	4	12	12	179
Water . . . . .	65	87	45	1	85	14	297
Telephone . . . .	84	48	65	..	20	9	226
Sewer . . . . .	1	3	..	..	..	1	5
Total . . . .	198	244	325	13	158	80	1,018
% of Total . . .	19.4	24.0	31.9	1.3	15.5	7.9	100.0

***Annual and Other Reports***

During the year 1955, the filing of annual reports, reflecting the results of operations for the year 1954, was required of all the various utilities which, at any time during 1954, were subject to the jurisdiction of the Board. A classification of the public utilities required to file such reports follows:

<i>Privately Owned</i>	<i>Number of Reports</i>	
Electric .....	8	
Gas .....	9	
Water .....	117	
Sewer .....	12	
Telephone .....	9	
Railroads .....	44	
Autobus .....	445	
	<hr/>	
Total Private Utilities .....		644
 <i>Municipally Owned</i>		
Electric .....	10	
Water .....	186	
Sewer .....	1	
	<hr/>	
Total Municipal Utilities .....		197
		<hr/>
Total Utilities .....		841

The annual reports on file at the Board's office are public records, open to public inspection. All annual reports filed were examined by the Board's staff and, where errors appeared, the responding utilities were required to correct their accounting records or reports. Particular attention was given to conformity with the prescribed system of accounts.

The Board also required the filing of quarterly reports by two electric, three gas, 19 water and 59 autobus utilities, and monthly reports by one telephone, four gas, three electric, two autobus and one combination electric and gas utility with respect to their operations during 1955. These current financial reports enable the Board's staff to carry on a continuous review of the operations of the reporting utilities.

***Meter Testing***

Under the Board's rules, utilities are required to test each customer's meter periodically for accuracy and report the results of such tests to the Board. Customers' meters in service throughout the State during 1955 included 1,949,942 watt-hour meters, 1,430,838 gas meters and 388,484 water meters (not including those owned by municipal water utilities).

***Orders for Removal and Relocation of Utility Facilities***

The progressive program of the New Jersey State Highway Department for the construction of new highways and relocation of existing highways

often requires the relocation of utility facilities. Pursuant to R. S. 27:7A-7, the cost of such relocation of facilities is borne by the State Highway Department but the orders of the Highway Department with respect thereto are not effective unless they are approved by this Board. In 1955, the Highway Department issued 15 orders for the removal and relocation of a variety of utility facilities. The Board examined and approved these orders.

### ***Rearrangement of Utility Facilities***

The Governor, under date of June 27, 1951, directed all State agencies or departments to notify the Board of any work which they may undertake which could temporarily or otherwise affect the operation of any non-transportation utility. (A similar directive applies to such work in relation to railroads. Reference is made thereto in the chapter entitled "Railroads.")

Pursuant to that directive, the Board in 1955 received 40 such notices. These notices concerned 121 rearrangements of the facilities of both privately owned and municipal utilities. The Board has no jurisdiction over the latter. The Board made appropriate inquiry of each privately owned utility as to the effect the proposed work would have on its operations. In each instance it was found that the State agency had negotiated with the utility for a suitable rearrangement of its facilities so that utility service would not be adversely affected.

### ***Sales and Leases of Utility Property***

In accordance with the provisions of R. S. 48:3-7, sales and leases of property by public utilities are subject to the Board's approval. During the year the Board approved 188 applications relating to such matters which involved an aggregate consideration of \$6,151,908. These transactions are referred to by classes of utilities in subsequent chapters of this report.

### ***Franchises and Municipal Ordinances***

Seventeen applications for approval of franchises and municipal ordinances were approved by the Board in 1955. These are classified as follows:

Electric Utilities .....	1
Gas Utilities .....	3
Water Utilities .....	7
Sewer Utilities .....	6

Municipal consents relating to autobus operations are reported in the chapter on Motor Carriers.

### ***Powers of Attorney***

Pursuant to a statute enacted in 1950 (R. S. 48:6A-1 and 48:6A-2), the Board is required to receive, file and preserve certain powers of attorney as public records. These powers of attorney appoint agents of

common or contract carriers of persons or property engaged in interstate commerce through New Jersey, upon whom the service of process may be made within this State. To facilitate the gathering of this information, the Board's staff has compiled from various sources a list of public carriers of property on the highway doing business in this State. These carriers have been most co-operative in furnishing the required information. The frequent requests for information regarding such agents indicate that the list now being maintained by the Board serves a very useful purpose.

***Revenues from Fees***

Under Chapter 97, Laws of 1947, the Board is required to charge certain fees for filing applications, examining annual reports, supplying forms, inspecting buses, testing meters, etc. The receipts from these fees which, pursuant to law, are turned over to the State Treasurer as public moneys of the State, have been as follows:

For the fiscal year ending June 30, 1948.....	\$79,580.48
For the fiscal year ending June 30, 1949.....	75,810.03
For the fiscal year ending June 30, 1950.....	70,884.10
For the fiscal year ending June 30, 1951.....	64,928.32
For the fiscal year ending June 30, 1952.....	77,883.38
For the fiscal year ending June 30, 1953.....	74,250.27
For the fiscal year ending June 30, 1954.....	77,752.95
For the fiscal year ending June 30, 1955.....	64,812.02

***Personnel***

The term of Commissioner John E. Boswell expired June 15, 1955. Commissioner Boswell had been a member of the Board since May 17, 1943, and served as its President for several years. Hon. Edward J. Hart, formerly a member of Congress from the Fourteenth Congressional District of New Jersey, was duly appointed and qualified as Commissioner to succeed Mr. Boswell on June 16, 1955.

Three deputy attorneys general have been assigned to assist the Board in the legal phases of its work. They are responsible directly to the State Attorney-General and not to the Board.

The Board's Secretary and Assistant Secretary handle the routine business affairs of the Board and supervise its formal records. The Secretary's office is at Trenton, where the Board maintains an office of record with the necessary office personnel.

To conduct the routine matters, make the special studies and perform the inspections necessary to enable the Board to meet its responsibilities, it employs a staff composed chiefly of specialists in the various aspects of the public utility field. While problems of utility regulation have their legal features, they involve, for the most part, questions relating to engineering, accounting, transportation or economics. Only persons with long experience or special training in the public utility field are qualified for key positions on the staff. For reasons of convenience and economy, the

Board maintains its principal staff at an office in Newark. Also, the Board maintains in both its Newark and Trenton offices a group of employees to provide the secretarial, stenographic and clerical services required by the Board and its professional staff. The employees of the Board, like nearly all New Jersey State employees, are under the State Civil Service System.

The Board's staff is organized into five divisions as shown on an organization diagram at the end of this chapter. Each staff division engages in a variety of activities, all related to the special function of the division. The names of the divisions and a brief indication of their activities are as follows:

#### **DIVISION OF ACCOUNTS AND FINANCE**

This division is concerned with all accounting and financial matters pertaining to the Board's regulatory activities. These include: development of uniform systems of accounts and forms for annual, quarterly and other utility reports, continuous examination of utility accounting procedures, examination of utility reports, processing of applications for approval of security issues, mergers, sales and transfers of property or shares, participation in formal proceedings before the Board, preparation of reports and drafts of documents as required by the Board, etc.

#### **DIVISION OF ENGINEERING**

This division handles the technical engineering matters that pertain to all utilities, except railroad. These include: appraisals, studies of determination of rate base, studies of depreciation rates, investigation of both formal and informal complaints concerning utilities, participation in formal proceedings before the Board, testing of meters, maintaining a file of utility tariffs, preparation of reports and drafts of documents as required by the Board, etc.

#### **DIVISION OF MOTOR CARRIERS**

This division is concerned with all matters involved in autobus and street railway operations under the Board's jurisdiction. These include: processing of applications for approval of municipal consents and transfers thereof, processing of applications for approval of changes of routes, processing of applications for approval of discontinuance or suspension of service, regular inspections of autobus equipment and checks on adequacy of insurance coverage, conducting and analysis of traffic checks, investigation of complaints on autobus and street railway service and vehicles, investigation of accidents, participation in negotiations concerning negotiated fares, participation in formal proceedings before the Board, conducting joint board hearings, preparation of reports and drafts of documents as required by the Board, etc.

## DIVISION OF RAILROADS

This division deals with all matters pertaining to railroads under the Board's jurisdiction, except as to annual reports and security matters which are the responsibility of the Division of Accounts and Finance. The activities are classified under two headings, viz.:

- (1) Matters relating to railroad operation and service;  
and
- (2) Matters relating to elimination of grade crossings.

Under the first heading the activities include: annual inspection of track and way structures, including bridges; periodic inspection of all physical facilities, including rolling stock and locomotives; investigation of applications for establishment or abandonment of railroad services; investigation of complaints concerning railroad operations and facilities; investigation of train operating schedules and operating practices; investigation of accidents, analysis of traffic conditions at railroad-highway crossings at grade, participation in formal proceedings before the Board, preparation of reports and drafts of documents as required by the Board, etc.

Under the second heading the activities include: investigation of physical and traffic conditions prevailing at railroad-highway crossings at grade which are under consideration for elimination, development of original plans and estimates of cost for a feasible elimination project, analysis of elimination plans and cost estimates proposed by others; processing of applications for the elimination of grade crossings, participation in formal proceedings before the Board in relation to applications for elimination of grade crossings, changes in plans, etc., resident field inspection during construction, audit of all bills calling for payments chargeable to the State's 85 per cent share of the cost, examination and verification of final "as built" plans, preparation of reports and drafts of documents as required by the Board, etc.

## DIVISION OF RATES AND RESEARCH

This division deals with all matters involved in proceedings before the Board in relation to rates for public utility services and classifications thereof. These include: studies of rate of return and determination of rate bases, studies of structure of rate and fare schedules and other provisions in utility tariffs, studies of costs of capital, capitalization ratios and allocation of rate base and operating costs to classes of service, participation in negotiations under the rate negotiation statute, R. S. 48:2-21.1, participation in formal proceedings before the Board, preparation of reports and drafts of documents as required by the Board, etc.

\* \* \* \* \*

We must draw attention to the understaffed condition of this department. The Board is in need of more specialists in the engineering and accounting categories. However, the levels of State salaries in comparison with salaries in industry make it difficult, or in some cases impossible, to induce desirable candidates to enter the State service.

While the Board has not been able to undertake all of the tasks that we feel are desirable in the public interest, we believe that despite the handicap of certain shortages in personnel, the essential requirements of our many duties and responsibilities have been fulfilled. In order to meet this standard, the staff has put in uncompensated overtime which is measured by 87 man days of overtime work and 638 man days of vacation leave that could not be taken.

During the year 1955, the technical divisions of the Board's staff were affected by separations and accessions as follows:

SEPARATIONS

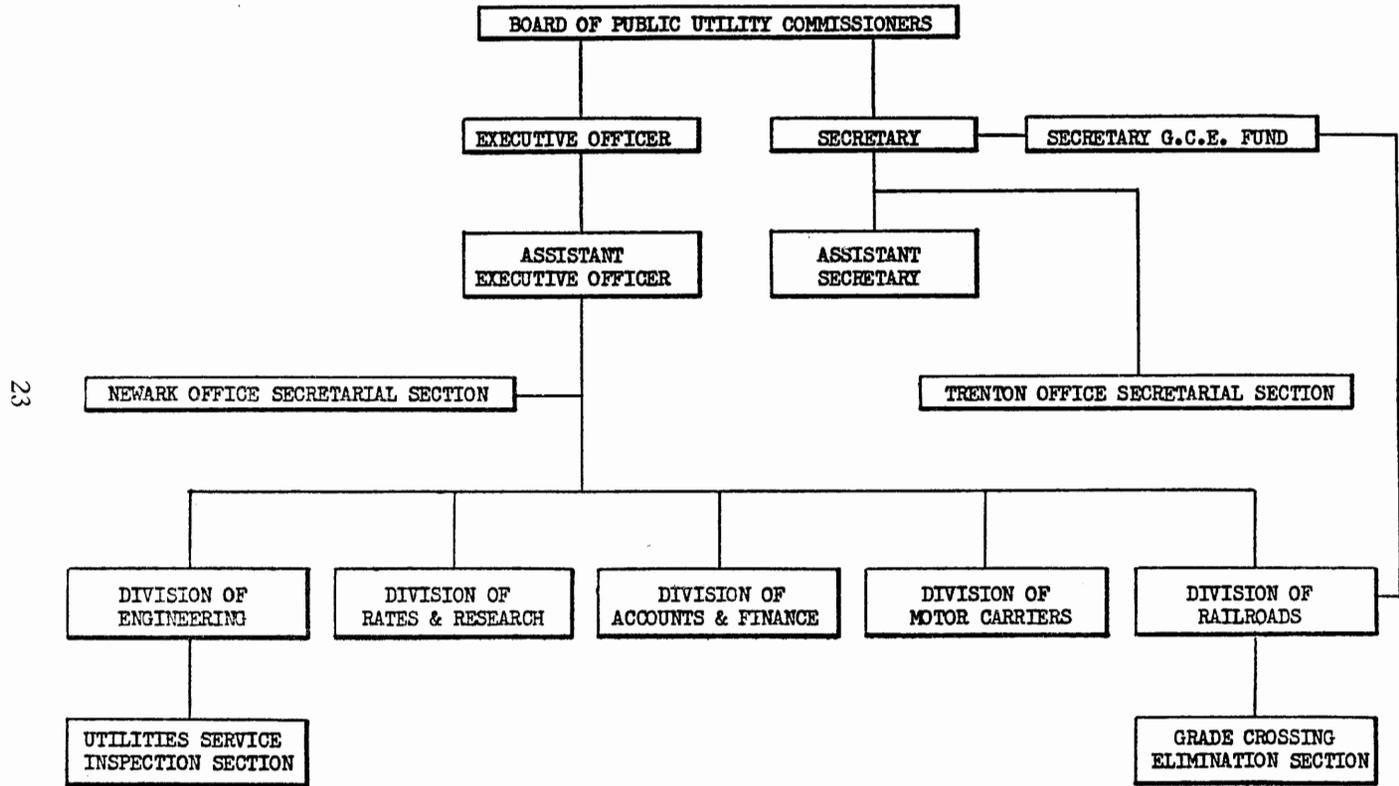
Richard J. Lynch .....Senior Engineer, Structural .....June 30

ACCESSIONS

Vito O. Rossi .....Junior Accountant, Utilities .....June 1  
Edward J. Robrecht .....Senior Engineer, Structural .....January 13

In addition to the legal and administrative personnel, the staff at the end of the year was composed of nine utility engineers, 12 utility accountants, two rate analysts, five structural engineers, three inspectors of utility service, 19 inspectors of autobus equipment and service, four inspectors of railroad operations, one inspector of construction, and 34 secretarial assistants, clerks and stenographers.

The accomplishments reflected in this report have been made possible, to a large degree, because of the fine spirit of cooperation and dedication that prevails among the members of the Board's staff.





## CHAPTER II

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### ELECTRIC UTILITIES

In 1955 there were six privately-owned electric utilities subject to the Board's jurisdiction, one of which was the electric department of a combination electric and gas company. Two rural electric cooperatives and 10 municipally-owned electric departments were also subject to the Board's jurisdiction.

#### *Rate Proceedings*

There were no formal proceedings during 1955 that affected electric rates. However, the Board informally approved reduced charges to electric customers that resulted from the following actions by electric utilities.

#### ATLANTIC CITY ELECTRIC COMPANY—(No Docket Number)

Atlantic City Electric Company, as a result of a revision in the coal clause provision of its tariff, adjusted its tariff effective October 1, 1955. As a result, the total savings to customers on an annual basis was estimated to be \$131,361.

#### PUBLIC SERVICE ELECTRIC AND GAS COMPANY—(No Docket Number)

During 1955, Public Service Electric and Gas Company received refunds from its natural gas suppliers. These refunds were allocated between the Company's gas and electric customers.<sup>1</sup>

The Company adjusted its electric Fuel Adjustment charges downward by .008c per KWH from October through December, 1955, which resulted in a reduction during those months of approximately \$130,000 in its electric customers' bills.

#### *Trend of Electric Rates*

The following table shows the trend of average price per kilowatt hour paid by customers for all classes of electric service combined. This includes energy used for industrial as well as for residential, commercial and other purposes.

<sup>1</sup> See Gas Utilities Chapter for detailed explanation of this matter and related reductions in gas customers' bills.

TREND OF AVERAGE PRICE PAID PER KILOWATT HOUR BY ALL CLASSES  
OF ULTIMATE CONSUMERS COMBINED

(Data from Appendix Tables 9 and 10)

<i>Year</i>	<i>All Electric Utilities (Cents)</i>	<i>All Electric Utilities Excluding Public Service Electric and Gas Company (Cents)</i>
1922 .....	5.12	5.30
1923 .....	4.69	5.20
1924 .....	4.74	5.36
1925 .....	4.52	5.48
1926 .....	4.50	5.37
1927 .....	4.41	5.24
1928 .....	4.35	5.18
1929 .....	4.08	4.79
1930 .....	4.09	4.65
1931 .....	4.08	4.50
1932 .....	4.13	4.49
1933 .....	3.91	4.21
1934 .....	3.82	3.98
1935 .....	3.56	3.64
1936 .....	3.33	3.26
1937 .....	3.12	3.10
1938 .....	3.23	3.29
1939 .....	3.05	3.03
1940 .....	2.86	2.81
1941 .....	2.60	2.52
1942 .....	2.44	2.51
1943 .....	2.15	2.50
1944 .....	2.15	2.44
1945 .....	2.29	2.48
1946 .....	2.43	2.47
1947 .....	2.36	2.42
1948 .....	2.44	2.47
1949 .....	2.50	2.56
1950 .....	2.41	2.50
1951 .....	2.33	2.43
1952 .....	2.30	2.47
1953 .....	2.28	2.47
1954 .....	2.30	2.49
1955 .....	2.25	2.44

Only the general trend of these average prices over a long period is significant. The proportions of service sold to various classes of consumers affect the results. Industrial power service is supplied at relatively lower rates than the rates available to other classes of consumers. In the industrial power service class, the demand is relatively elastic and fluctuates with business conditions, and this affects the over-all average price paid in a given year.

The trend of average price paid per kilowatt hour for residential service is shown on the following table for the period 1935 through 1955. For 1955, the table shows a continuation of the decline in the average price for residential service.

ANNUAL SALES OF ELECTRICITY TO RESIDENTIAL CONSUMERS  
BY NEW JERSEY PUBLIC UTILITY ENTERPRISES

	<i>Revenues from Sales</i>	<i>Kilowatt Hours Sold (Thousands)</i>	<i>Average Price per Kilowatt Hour (Cents)</i>
1935 .....	\$32,235,274	518,828	6.21
1936 .....	33,302,729	586,288	5.68
1937 .....	35,554,979	654,637	5.43
1938 .....	37,186,241	705,947	5.27
1939 .....	39,273,954	763,187	5.14
1940 .....	40,641,281	824,934	4.93
1941 .....	42,787,982	885,230	4.83
1942 .....	44,414,057	928,906	4.78
1943 .....	45,557,804	961,272	4.74
1944 .....	46,860,880	1,018,147	4.60
1945 .....	48,864,089	1,116,314	4.38
1946 .....	51,728,923	1,244,539	4.16
1947 .....	53,064,662	1,381,718	3.84
1948 .....	56,173,949	1,526,539	3.68
1949 .....	62,422,013	1,690,960	3.69
1950 .....	69,728,446	1,946,288	3.58
1951 .....	75,748,834	2,213,825	3.42
1952 .....	81,392,354	2,496,205	3.26
1953 .....	88,070,143	2,756,768	3.19
1954 .....	95,720,830	3,052,570	3.14
1955 .....	104,003,467	3,386,099	3.07

ANNUAL SALES OF ELECTRICITY TO RESIDENTIAL CONSUMERS  
BY NEW JERSEY PUBLIC UTILITY ENTERPRISES

(Excluding Public Service Electric and Gas Company)

	<i>Revenues from Sales</i>	<i>Kilowatt Hours Sold (Thousands)</i>	<i>Average Price per Kilowatt Hour (Cents)</i>
1935 .....	\$8,338,429	126,826	6.57
1936 .....	8,989,909	145,728	6.17
1937 .....	9,699,373	165,103	5.87
1938 .....	10,314,718	182,039	5.67
1939 .....	10,817,356	198,799	5.44
1940 .....	10,960,289	217,693	5.03
1941 .....	11,429,477	239,181	4.78
1942 .....	11,735,942	254,352	4.61
1943 .....	12,162,898	268,659	4.53
1944 .....	13,106,370	288,679	4.54
1945 .....	14,004,050	321,784	4.35
1946 .....	14,713,263	367,731	4.00
1947 .....	16,146,817	432,350	3.73
1948 .....	17,931,939	496,124	3.61
1949 .....	19,973,438	567,041	3.52
1950 .....	22,543,249	666,425	3.38
1951 .....	25,352,590	776,939	3.26
1952 .....	28,160,500	885,713	3.18
1953 .....	31,190,422	995,110	3.13
1954 .....	34,527,507	1,122,134	3.08
1955 .....	37,897,654	1,258,730	3.01

The changes from 1934 to 1955 in average kilowatt hours per residential customer and the average unit prices paid for the service are shown separately in the following table for each of the four largest electric utilities in the State.

AVERAGE KILOWATT HOURS PER RESIDENTIAL CUSTOMER AND AVERAGE  
UNIT PRICES PAID FOR THIS SERVICE

	<i>Average Kwhr per Customer</i>			<i>Average Cents per Kwhr</i>		
	<i>1934</i>	<i>1955</i>	<i>Increase</i>	<i>1934</i>	<i>1955</i>	<i>Decrease</i>
New Jersey Power and Light Company .....	582	2,941	2,359	6.7	2.8	3.9
Atlantic City Electric Company .....	490	2,889	2,399	6.6	2.9	3.7
Jersey Central Power and Light Company..	551	2,653	2,102	7.4	3.1	4.3
Public Service Electric and Gas Company ...	511	1,869	1,358	6.7	3.1	3.6

The comparisons of average prices paid per kilowatt hour by the customers of these companies carry no implication as to the reasonableness or the unreasonableness of the rates charged. Such comparisons are meaningless and improper unless the similarities and variations in the conditions affecting the cost of supplying service in the compared areas are known. Variations in density of population, in amount of seasonal business, in

amount of typical consumption, in amount of underground construction, and in taxes paid, are among the numerous factors which commonly make comparisons of rates or average prices futile as a test of reasonableness.

The decline in average price for residential electric service over the years has not been due entirely to rate reductions. The rate schedules are generally of the type under which successive blocks of service are available at progressively lower rates. The foregoing tabulations show that customers have increased their individual use, and hence an increasing proportion of the kilowatt hours consumed is priced at the lower "trailing" rates. The average price per kilowatt hour as shown above would have declined to some extent even without rate reductions.

The trend of the price of electric service may also be indicated by prices charged for representative amounts of consumption.

The following table shows the monthly bills for 25, 100 and 250 kilowatt hours of consumption charged by electric utilities in New Jersey on January 1, 1932, and December 31, 1955, according to their filed tariffs.

CHANGES IN PRICES QUOTED BY NEW JERSEY UTILITIES FOR REPRESENTATIVE MONTHLY AMOUNTS OF RESIDENTIAL ELECTRIC CONSUMPTION

(Not adjusted for fuel clause charges which vary from month to month)

	25 Kw/hr		100 Kw/hr		250 Kw/hr	
	1932	1955	1932	1955	1932	1955
Atlantic City Electric Company	\$2.25	\$1.60	\$9.00	\$4.63	\$10.00	\$8.38
Jersey Central Power and Light Company .....	2.63	1.62	6.68	4.98	11.18	8.43
New Jersey Power and Light Company .....	2.25	1.60	7.30	4.50	13.30	8.00
Orange and Rockland Electric Co. of New Jersey .....	3.00	2.04	11.50	5.80	25.00	9.80
Public Service Electric and Gas Company .....	2.20	1.42	5.60	3.61	10.10	7.11
Rockland Electric Company ...	2.75	1.80	7.48	5.05	13.48	9.70

This table shows that over the period from 1932 to 1955 there has been a marked decline in the prices at which given amounts of service are available to residential electric customers.

**Interchange Power Agreement**

The electric utilities of New Jersey are all interconnected to permit interchange of power. As previously reported, the agreement dated August 30, 1951, provided for the interchange of power between the New Jersey electric utilities and several electric utilities in the neighboring states of Pennsylvania and New York. This agreement is still in force without any significant changes.

### ***Eminent Domain***

To supply the increasing demand for electric service, electric utilities continuously find it necessary to construct new transmission and distribution lines in various areas of the State. Right-of-way for these lines is usually obtained from private owners of land without difficulty. However, when an owner and the utility are unable to negotiate a transaction, the utility may, under the law, apply to the Board for authority to exercise the power of eminent domain. During 1955, the Board's Engineering Division reviewed and processed 41 such applications. These applications, in most instances, were brought to hearing before the Board.

### ***Electric Generating Facilities***

During 1955, the Board's Engineering Division reviewed its 1954 survey of the generating facilities of the electric utilities in New Jersey and checked future construction programs planned by the utilities to meet the prospective demands of present and future customers.

During 1955, new generating capacity of 337,500 kw was placed in operation. The construction program during 1956 of the utilities will provide additional generating capacity of 450,000 kw to be placed in service during 1957. Present plans also indicate that an additional 687,000 kw of generating capacity will be installed during 1958.

### ***Interruptions to Electric Service***

During 1955 there was no widespread damage to electric facilities from hurricanes or sleet storms. However, on August 19, 1955, the tail of Hurricane Diane caused a severe flood in the Delaware Valley. As a result of the flood, Gilbert Power Station of New Jersey Power & Light Company was shut down for eight days. This utility received power through its interconnection facilities and there was no power shortage in its territory. Some of the Company's transmission and distribution facilities were damaged by the flood and in some flooded areas circuits were disconnected to avoid danger to life or damage to property. Electric service to approximately 4,900 customers was interrupted. More than half of these had service restored within twenty-four hours. The remaining customers had service restored as flood conditions abated and it was safe to reconnect the service.

Public Service Electric and Gas Company also had similar interruption to electric service in part of the Trenton area.

### ***Electric Meters***

The number of customers' electric meters in New Jersey at the end of 1955 was 1,949,942.

### ***Sales of Property***

In 1955 the Board approved the sale of \$511,702 of electric utility property in 38 proceedings.

## CHAPTER III

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### GAS UTILITIES

Gas utilities subject to the Board's jurisdiction at the end of 1955 comprised 8 privately-owned gas companies, one of which was the gas department of a combination company.

#### *Rate Proceedings*

##### SOUTH JERSEY GAS COMPANY—DOCKET No. 8919

South Jersey Gas Company acquired the Salem Gas Company with the Board's approval (Docket No. 8753, dated September 19, 1955).

In its application South Jersey Gas Company proposed to withdraw the Salem Gas Company's rates and substitute the rates charged in its Glassboro and Cumberland Division, so that the rates to the Salem customers would be comparable to those charged other customers in the general area. It was also proposed to convert the Salem Gas Company system from 750 BTU propane-air gas to straight natural gas.

As a result of this proposal, some customers' bills would be increased. However, the majority of the customers would benefit by a reduction in their bills. It was estimated that the net reduction would amount to \$3,428 for a 12-month period.

The Board, after hearing, on notice, permitted the proposal to become effective October 17, 1955.

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The following undocketed gas rate matters relate to increased charges and refunds consequent upon orders issued by the Federal Power Commission affecting the rates charged by interstate natural gas pipeline companies to New Jersey gas utilities.

##### PUBLIC SERVICE ELECTRIC AND GAS COMPANY—NO DOCKET NUMBER

As a result of various orders issued by the Federal Power Commission, Public Service Electric and Gas Company received refunds from its natural gas suppliers totaling \$386,242.

Through the operation of the Gas Raw Materials Adjustment Clause and the Electric Fuel Adjustment Clause contained in the Company's tariffs, excess revenues in the amount of \$401,000 had been collected from its customers. The difference between the amount of refunds received by the Company and the amounts collected from customers was due to specific provisions of the adjustment clauses.

The Company's allocation of the distribution of the refunds to its customers was as follows:

Gas Raw Materials Adjustment charges, September through December, 1955, were reduced 0.177¢ per therm for a total estimated reduction of .....	\$288,000
Electric Fuel Adjustment charges, October through December, 1955, were reduced 0.008¢ per kwh for a total estimated reduction of .....	130,000
Total Estimated Reductions in Customers' Bills .....	<u>\$418,000</u>

Thus customers realized a total reduction in their bills of approximately \$17,000 in excess of the revenue collected under the adjustment clauses.

The Board, by letter dated August 4, 1955, approved the Company's plan for the distribution of the refunds.

SOUTH JERSEY GAS COMPANY-ELIZABETHTOWN CONSOLIDATED GAS COMPANY—NO DOCKET NUMBER

During the year 1955 there were four changes in the rates applicable to natural gas supplied by Transcontinental Gas Pipe Line Corporation (Transco) to South Jersey Gas Company (South Jersey or Company) and Elizabethtown Consolidated Gas Company (Elizabethtown or Company). As a result the "Purchased Gas Adjustment" clauses (PGA) contained in the companies' tariffs were revised as indicated below.<sup>1</sup>

I. TRANSCO RATES EFFECTIVE FEBRUARY 1, 1955.

Transco filed, on November 26, 1954, increased rate schedules with the Federal Power Commission (FPC), which were suspended until February 1, 1955. These increases became effective under bond on February 1, 1955.

A. *South Jersey Gas Company*

On January 29, 1955, South Jersey issued a revision of its PGA clause to be effective March 10, 1955. This revision provided for adjustments in units of one-hundredth cent per therm rather than adjustments in units of one-tenth cent per therm as previously specified. It was the Company's opinion that the change would make the clause more sensitive. Under the filing, the Company also proposed to increase its PGA charge from 0.7¢ per therm to 0.99¢ per therm.

The increase to South Jersey in the cost of gas purchased from Transco under the new rates was approximately \$170,000 annually. Under the revision of its PGA clause, South Jersey

<sup>1</sup> New Jersey Natural Gas Company also has a Purchased Gas Adjustment Clause in its tariff which was approved by the Board on August 30, 1954. (Docket No. 7613). However, to date, the clause has not become operative. Therefore, any refunds received by New Jersey Natural Gas Company for that relatively small portion of its gas supplied by South Jersey Gas Company, have had no effect on the Purchased Gas Adjustment Clause as it pertains to this Company's customers.

estimated that it would recover \$78,683 annually from its retail customers.

On March 9, 1955, the Board, after investigation, accepted South Jersey's filing to become effective on February 1, 1955.

B. *Elizabethtown Consolidated Gas Company*

Elizabethtown filed, and the Board accepted after investigation, a revision of its PGA clause to become effective on April 1, 1955. The basic charge was increased from 0.6¢ per therm to 0.9¢ per therm. The increased cost of natural gas to Elizabethtown was approximately \$117,900 annually and recovery under the clause was estimated to be approximately the same.

II. **TRANSCO RATES EFFECTIVE APRIL 1, 1955.**

On January 20, 1955, Transco filed increased rates with the Federal Power Commission which became effective under bond on April 1, 1955.

A. *South Jersey Gas Company*

On April 4, 1955, South Jersey filed a revision of its PGA clause to become effective May 9, 1955. Under the filing the Company proposed an increase from 0.99¢ to 1.14¢ per therm in its PGA charge. Transco's rate increase had the effect of increasing the Company's cost of purchased gas by \$90,086 annually. Of this amount it was estimated that \$40,698 would be recovered by the application of the PGA clause to retail sales, and \$21,513 by related adjustments in rates applicable to large industrial and wholesale customers, resulting in an indicated deficiency in recovery of \$27,875. The Board, after investigation, accepted this filing.

B. *Elizabethtown Consolidated Gas Company*

Elizabethtown on April 4, 1955, filed a tariff revision to become effective June 1, 1955, increasing its Purchased Gas Adjustment charge from 0.9¢ per therm to 1.0¢ per therm. Elizabethtown estimated that the new Transco rates would result in additional cost of gas purchased during 1955 of \$63,864. The recovery under the clause was estimated to be \$43,082, resulting in a deficiency in recovery of \$20,782. The Board, after investigation, accepted this filing.

However, as a result of III (below) Elizabethtown did not apply the 1.0¢ per therm PGA charge to customers' bills and on June 3, 1955 the Board permitted the Company to withdraw the filing with the understanding that refunds due customers would be made when the actual amounts of such refunds became known. Thus, the PGA charge remained at 0.9¢ per therm.

### III. TRANSKO RATES EFFECTIVE MAY 1, 1955.

As a result of orders issued by the Federal Power Commission, Transco filed reduced rates, to become effective on the aforementioned date. Transco was also ordered to make refunds to its customers of excess amounts collected from them for the period of March 18, 1953 to April 30, 1955. In addition, Transco also refunded excess commodity charges made during April and May, 1955.

#### A. *South Jersey Gas Company*

On June 6, 1955, in accordance with the provisions of its PGA clause, South Jersey submitted tariff revisions providing for the distribution of refunds in the amount of \$93,557 to its customers.

On the basis of the new Transco rates South Jersey's PGA charge was calculated to be 1.05¢ per therm, rather than the 1.14¢ charged previously. Thus, the Company proposed to reduce its charge to 1.05¢ per therm and at the same time temporarily reduce the charge 0.35¢ per therm, resulting in a net PGA charge of 0.70¢ per therm. It was the Company's opinion that such a charge would result in a full return of the retail customers' portion of the refunds in approximately seven months.

The Board, after investigation, accepted the Company's filing to become effective August 1, 1955.

In addition to the above, South Jersey was obligated under its tariff to revise rates applicable to the sale of natural gas to New Jersey Natural Gas Company (N. J. Natural) for resale in its Southern Division. The resultant reduction to N. J. Natural was \$5,308 annually. Refunds to N. J. Natural totaled \$11,610. The Board, after investigation, approved the rate revision effective May 1, 1955.

#### B. *Elizabethtown Consolidated Gas Company*

Elizabethtown received refunds totaling \$68,041 from Transco. Under its plan for distribution of the refunds to its customers, the Company proposed that the current PGA charge (0.9¢ per therm) be temporarily reduced 0.3¢ per therm, resulting in a net charge of 0.6¢ per therm. As a result the Company estimated that the return of the refund to customers would be completed in approximately six months. Based upon the new Transco rate the PGA charge was calculated to be 0.9¢ per therm, which was the same as then in effect. Therefore, no change was required in the basic charge. The Board, after investigation, approved the rate revision effective July 1, 1955.

#### IV. TRANSCO RATES EFFECTIVE OCTOBER 1, 1955.

On November 7, 1955, the Federal Power Commission (Docket Nos. G5258 and G8487) issued an order, which directed Transco to reduce the commodity charge from 25.6¢ to 25.0¢ per Mcf of gas delivered as well as providing for a reduction of 0.6¢ per Mcf in the cost of gas delivered from storage, effective October 1, 1955. The order also provided for a refund of 0.4¢ per Mcf of gas purchased during the period from April 1, 1955 to September 30, 1955.

##### A. *South Jersey Gas Company*

In accordance with the provisions of its PGA clause, South Jersey proposed to reduce the basic PGA charge from 1.05¢ to 0.97¢ per therm effective December 1, 1955. The Company would continue billing the PGA charge at the net rate of 0.7¢ per therm until the total amount due retail customers was returned. Thereafter, the new basic adjustment charge of 0.97¢ per therm would be effective. The retail customers' share of the refund was approximately \$8,138 and this amount was proposed to be added to the balance to be refunded under the plan in effect prior to this revision. The Company estimated that under this plan the refund would be extended to about April 10, 1956.

The Board after investigation, accepted the revised tariff provisions for filing, effective December 1, 1955.

In addition to the above, South Jersey reduced its commodity charge, effective October 1, 1955, to New Jersey Natural Gas Company from 27.6¢ to 27.0¢ per Mcf and also refunded \$1,685.

##### B. *Elizabethtown Consolidated Gas Company*

Elizabethtown received a refund of \$8,242 from Transco on November 10, 1955.

Under the provisions of its PGA clause, Elizabethtown proposed to reduce the basic PGA charge from 0.9¢ to 0.8¢ per therm, effective January 1, 1956. However, it proposed to continue billing the charge at a net rate of 0.6¢ per therm, until the total amount due customers was refunded (estimated to be during February, 1956). The total refund amounted to \$25,842 including refunds for excess charges collected for the period from October 1, 1955 to December 31, 1955.

The Board, after investigation, accepted the Company's proposal, to become effective January 1, 1956.

#### *Revenue from Sales of Gas to Ultimate Consumers*

Tables 11 and 12 in the Appendix to this Report show sales and average revenue from sales of gas to ultimate consumers. Before the Annual Report for 1951 these were reported on a cubic foot basis. Beginning with the 1951

Report, this information has been shown on a therm basis in order to correct for the variation in the heat content per cubic foot of gas distributed by the several gas utilities.

*Change in Quality and Heating Value of Gas*

NEW JERSEY NATURAL GAS COMPANY—DOCKET No. 8652

On April 6, 1955, the Company filed an application with the Board for permission to change the character and heating quality of gas furnished to its customers on Long Beach Island from liquefied petroleum gas having a heating quality of 1,350 BTU per cubic foot to straight natural gas having heating quality in excess of 1,000 BTU per cubic foot. The Board granted the application in a certificate dated May 11, 1955.

SOUTH JERSEY GAS Co.—DOCKET No. 8898

By an application dated September 21, 1955, the Company applied to the Board for permission to change the character and heating quality of gas furnished to its customers in Salem from propane-air gas having a heating quality of 750 BTU per cubic foot to straight natural gas having a heating quality of 1,060 BTU per cubic foot. The Board granted the application in a certificate dated October 13, 1955.

PUBLIC SERVICE ELECTRIC & GAS Co.—DOCKET No. 8502

By an application dated January 17, 1955, the Company requested permission to change the character and heating quality of gas furnished to some of its customers from mixed gas of 557 BTU per cubic foot to straight natural gas having heating quality in excess of 1,000 BTU per cubic foot. The Board granted the application in a certificate dated February 9, 1955.

INVESTIGATION OF GAS LEAKAGE AND EXPLOSIONS IN WHARTON, N. J.—  
DOCKET No. 8551

On February 18, 1955, the Board called a public hearing to investigate the facts, conditions and circumstances connected with gas leakage and explosions in the Borough of Wharton, which municipality is served straight natural gas by the New Jersey Natural Gas Company.

By statute, utility companies have a duty to render safe, adequate and proper service. The Board's purpose in calling the hearing was twofold: (1) To determine whether the Company was fulfilling its responsibilities and (2) after hearing testimony in the matter, to determine whether additional improvements, precautions and safeguards should be required.

Public hearings were held between February 25 and April 4, 1955. Twenty-seven witnesses appeared. On June 10, 1955, the Board issued an order outlining nineteen requirements affecting the Company's operations in general or applying specifically to its operations in the Borough of Wharton. These conditions concerned supervisory and management practices,

methods of keeping the public informed, methods of keeping records, maintenance of distribution facilities, compliance with safety practices, precautions to be taken when a sewer contractor or any other contractor is working in the vicinity of the gas company's mains, and monthly reports to the Board.

### *Natural Gas Transmission Lines*

During 1955 Tennessee Gas Transmission Company constructed a transmission main extending across the northern part of New Jersey from Montague in Sussex County to Northvale in Bergen County. Also during 1955, Transcontinental Gas Pipeline Corporation constructed two mains from Woodbury to Trenton to connect with the system of Public Service Electric & Gas Company, and another main from Paramus to Northvale to connect with the main of Tennessee Gas Transmission Company.

The Board's rules require that gas pipelines operated at a pressure in excess of 250 pounds per square inch shall not be installed within 100 feet of any building maintained for human occupancy, unless such installation is authorized and approved by the Board. In order to complete their construction projects, the pipeline corporations applied to the Board for permission to construct natural gas pipelines within 100 feet of existing buildings, in order to comply with the Board's natural gas pipeline safety rules. These applications were granted by the Board, after hearings, as follows:

Tennessee Gas Transmission Company—Docket No. 8688.

Transcontinental Gas Pipeline Corporation—Dockets Nos. 8727, 8781 and 8847.

### *Distribution of Natural Gas in New Jersey*

Natural gas used in New Jersey is supplied by Texas Eastern Transmission Corporation, Transcontinental Gas Pipeline Corporation, Algonquin Gas Transmission Company and Tennessee Gas Transmission Company.

Natural gas allocations during 1955 to New Jersey gas utilities totaled 395 million cubic feet per day. Consumption of natural gas during 1955 was approximately 75 billion cubic feet, for the six gas utilities using natural gas.

### *Interruption to Gas Service*

The flood in the Delaware Valley on August 19, 1955 caused some damage to gas distribution facilities near the river in Phillipsburg, Lambertville and Stockton. As a result of the flood, distribution mains were washed out and pressure regulators flooded. Service to 470 customers was interrupted for several days until the mains could be replaced and until it was safe to restore gas service to houses which had been flooded.

***Gas Meters***

The number of customers' gas meters in New Jersey as of the end of 1955 was 1,430,838.

SALE OF PROPERTY OF SALEM GAS COMPANY TO SOUTH JERSEY GAS CO.—  
DOCKET No. 8753

By application dated June 24, 1955, Salem Gas Company applied to the Board for approval of the sale and transfer of all the properties, franchise, privileges and rights of Salem Gas Company to South Jersey Gas Company. The Board after a hearing approved the sale and conveyance of the properties in a certificate dated September 19, 1955.

***Sales of Property***

In 1955, the Board approved the sale of \$73,865 of gas utility property in three proceedings.

## CHAPTER IV

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### TELEPHONE AND TELEGRAPH UTILITIES

In 1955 nine privately owned telephone companies and one privately owned telegraph company were under the Board's jurisdiction.

#### *Rate Proceedings*

##### NEW JERSEY TELEPHONE COMPANY—DOCKET No. 8645

On April 13, 1955, New Jersey Telephone Company filed increased rates estimated to produce additional annual revenues of approximately \$179,940. The Board suspended the proposed increased rates and, after hearing, issued a decision thereon on October 19, 1955. The Board found that an increase in annual operating revenues of \$154,000 would produce a just and reasonable return and allowed the company to file rates designed to produce an increase of that amount.

##### WESTERN UNION TELEGRAPH COMPANY—DOCKET No. 8949

On October 11, 1955, this company filed a new tariff for intrastate leased facility private wire service, containing schedules of increased rates to become effective November 14, 1955. This tariff revision affected eight private wire service customers and was designed to increase annual operating revenues by \$6,109. The Board suspended the proposed rates and, after hearing, accepted the revised tariff for filing to become effective for service rendered on and after January 1, 1956.

#### *Savings to Customers Due to Rate Reductions*

The following table shows estimated annual savings due to voluntary rate reductions during 1955:

<i>Effective Date</i>	<i>Company</i>	<i>Local Exchange Tariff</i>	<i>Estimated Annual Savings</i>
1/15/55	New Jersey Bell Telephone Co. ....	Beverly .....	\$675
2/7/55	New Jersey Bell Telephone Co. ....	Woodbury .....	450
2/8/55	New Jersey Bell Telephone Co. ....	Cape May .....	315
2/21/55	New Jersey Bell Telephone Co. ....	Somers Point .....	40
2/25/55	New Jersey Bell Telephone Co. ....	Williamstown .....	490
2/25/55	New Jersey Bell Telephone Co. ....	Blackwood .....	670
4/8/55	New Jersey Bell Telephone Co. ....	Allenhurst .....	100
4/15/55	New Jersey Bell Telephone Co. ....	Fort Dix .....	150
5/25/55	New Jersey Bell Telephone Co. ....	Rockaway .....	590
6/6/55	New Jersey Bell Telephone Co. ....	Woodbury .....	3,630
6/17/55	New Jersey Bell Telephone Co. ....	South River .....	680

<i>Effective Date</i>	<i>Company</i>	<i>Local Exchange Tariff</i>	<i>Estimated Annual Savings</i>
6/30/55	New Jersey Bell Telephone Co. ....	Rutherford .....	\$120
7/16/55	New Jersey Bell Telephone Co. ....	Moorestown .....	380
7/18/55	New Jersey Bell Telephone Co. ....	Paulsboro .....	2,170
8/24/55	New Jersey Bell Telephone Co. ....	Wenonah .....	2,580
9/12/55	New Jersey Bell Telephone Co. ....	Mount Holly .....	760
9/18/55	New Jersey Bell Telephone Co. ....	Millville .....	1,200
11/21/55	New Jersey Bell Telephone Co. ....	Morsemere .....	5,000
11/30/55	New Jersey Bell Telephone Co. ....	Penns Grove .....	6,350
12/23/55	New Jersey Bell Telephone Co. ....	Bernardsville .....	2,760
Total .....			\$29,110

The above-listed estimated annual savings of \$29,110 were attributable to the expansion of local telephone exchange areas and the resulting extended service to subscribers.

### *Change-over from Manual to Dial Telephones*

The following table indicates the progress made by New Jersey telephone companies in their program of change-over from manual to dial telephone operation:

	<i>Manual Stations</i>	<i>% of Total</i>	<i>Dial Stations</i>	<i>% of Total</i>	<i>Total* Stations</i>	<i>%</i>
Dec. 31, 1950 .....	693,710	42.3	947,168	57.7	1,640,878	100.00
Dec. 31, 1951 .....	649,850	37.1	1,102,270	62.9	1,752,120	100.00
Dec. 31, 1952 .....	642,578	34.6	1,212,229	65.4	1,854,807	100.00
Dec. 31, 1953 .....	614,991	31.1	1,364,796	68.9	1,979,787	100.00
Dec. 31, 1954 .....	567,844	27.0	1,532,905	73.0	2,100,749	100.00
Dec. 31, 1955 .....	487,995	21.6	1,765,734	78.4	2,253,729	100.00

\* Does not include mobile telephones.

### *Service Interruptions*

As with the electric utilities, the telephone utilities in northern New Jersey experienced service interruptions as a result of Delaware Valley floods, on August 19, 1955. The damage to telephone facilities was most severe in Warren and Mercer counties. Telephone cables and manholes were washed out along the river banks in the Phillipsburg area and to some extent in the Trenton area.

As a result of damage caused by the floods, service to approximately 10,500 telephones was interrupted. Service to about 6,000 of these was restored within three days, and restoration of telephone service was completed within seven days, after the floods receded and flooded homes dried out.

### *Sales of Property*

There were no sales of private telephone and telegraph utility property in 1955.

## CHAPTER V

### WATER UTILITIES

Water utilities under the Board's jurisdiction in 1955 comprised 117 privately-owned water companies and 186 municipal water departments.

#### *Rate Proceedings*

##### ELIZABETHTOWN WATER COMPANY CONSOLIDATED—DOCKET No. 8154

As reported for 1954, this Company filed a petition for permanent rate increases estimated to produce \$900,000 of additional annual revenue (Docket No. 8154) and for ad interim rate relief (Docket No. 8238). On October 27, 1954 the Board accepted for filing a schedule of rates which was estimated to produce \$513,200 in additional annual revenue. The Company agreed, subject to changed circumstances, that the rates would remain in effect for one year.

On June 30, 1955, the Company filed an application requesting the Board to open proceedings on its permanent application. The Company alleged that the rates authorized by the Board in Docket No. 8238 were yielding less than a fair return on the property of the Company devoted to the service of the public. The Company requested an additional increase in annual revenues of approximately \$386,800. This amount is the difference between the \$513,200 authorized by the Board on an ad interim basis and the \$900,000 increase originally applied for by the Company. The Board, after hearing, in its decision of October 19, 1955, found that the rates which became effective November 5, 1954, failed to provide the Company with an opportunity to earn a fair and reasonable return and the Board accepted for filing the rates originally filed on June 30, 1954.

##### CITY OF TRENTON, TRENTON WATER DEPARTMENT—DOCKET No. 8378

City of Trenton, Trenton Water Department, filed an application dated November 12, 1954, for increased rates for water service furnished by the city to residents and users of water in Hamilton, Ewing and Lawrence Townships. The filing provided for an increase of approximately 42% over existing rates, to become effective October 1, 1955. Hearings were held on March 15 and 17, 1955. The record consisted of 262 pages of testimony and 35 exhibits were submitted on behalf of the city. At the conclusion of the city's direct case, counsel for the townships made a motion to dismiss the city's request for increased rates, on the basis that

the city did not sustain the burden of proof required in a rate proceeding. The Board was of the opinion that there was not sufficient evidence in the record to establish the reasonableness of the claimed operating costs of the Water Department, nor of the reasonableness of the allocation of over-all costs or investments. The Board, in its decision of April 13, 1955, found that the motion to dismiss should be granted, without prejudice to the right of the city to request reopening of the record in order to submit further proofs pertaining to the reasonableness of its proposed increase in rates.

***Other Water Rate Proceedings***

Action on the filings made by the following water companies was taken by the Board during 1955:

<i>Applicant</i>	<i>Docket No.</i>	<i>Annual Increase Applied for</i>	<i>Annual Increase Granted</i>
Mount Holly Water Company .....	8503	\$24,000	\$21,550
Lawrenceville Water Company .....	8514	3,000	1,180
Ewing Water Supply Company <sup>1</sup> .....	8570	Approved	Initial Tariff
Hall Spring Supply .....	8894	282	282

<sup>1</sup> Ewing Water Supply Company, a recently incorporated utility, filed with the Board a proposed schedule of rates which was estimated to produce annual operating revenues of \$4,290. The Board, in its Decision of April 6, 1955, accepted for filing a schedule of rates that was designed to produce annual operating revenues of \$3,656.

***Water Meters***

The number of customers' water meters installed by private utilities in New Jersey as at the end of 1955 was 388,484.

***Sales of Property***

In 1955 the Board approved the sale of \$26,287 of water utility property in seven proceedings.

## CHAPTER VI

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### RAILROADS

Railroads under the Board's jurisdiction in 1955, included 23 operating railroads, 19 non-operating railroads, and 2 operating electric railways, all privately owned.

The Board's Division of Railroads took part in a total of 216 formal cases which came before the Board during 1955. Among these were 127 cases which involved the sale or transfer of real estate by railroad companies, 35 proceedings for proposed changes in the status of railroad stations, 15 formal applications for changes or curtailment of passenger train service, and 23 requests for the establishment, improvement or relocation of grade crossings. There were also 10 cases before the Board involving the elimination of grade crossings and 4 proceedings for the reconstruction of existing bridges. One freight rate case was before the Board during 1955, and 5 cases involving passenger fares were considered.

The informal cases which come before the Board are settled, if possible, by negotiation and conference and are brought to formal public hearing only when a satisfactory settlement cannot be reached by other means. The Board's Division of Railroads handled 742 informal investigations, inspections, complaints, etc., during 1955. The Railroads forwarded 3,070 freight and passenger tariffs to the Board for examination and filing. In addition to the cases directly before the Board, action was taken in certain cases before the Interstate Commerce Commission which concerned the State of New Jersey.

The work of the Board and its Division of Railroads in 1955 is described as follows:

#### ***Rate Proceedings***

##### *Railroad Passenger Fare Cases (Formal)*

During 1955 the Board had before it the matters of increased intrastate commutation fares on the New York, Susquehanna and Western Railroad (Dkt. No. 8164), The Delaware, Lackawanna and Western Railroad (Dkt. No. 8264), Erie Railroad (Dkt. No. 8346), The New Jersey and New York Railroad (Dkt. No. 8347), The Pennsylvania Railroad (Dkt. No. 8630) and Pennsylvania-Reading Seashore Lines (Dkt. No. 8631). The increases were denied in the cases which involved the first four lines listed above and were allowed in the last two matters. Complete detail of the commutation fare cases before the Board in recent years is being compiled in a separate report.

## ***Railroad Freight Rate Cases***

### *I. C. C. Ex Parte 175*

On December 11, 1950, the Railroads requested an increase of 15% in freight rates for shipments within New Jersey. The increase was granted by the Interstate Commerce Commission for interstate shipments on July 29, 1953, and a time limit of December 31, 1955 was set. The Board, on September 15, 1953, allowed the increase in intrastate rates with the same time limit of December 31, 1955. The time limit was removed by the Interstate Commerce Commission on October 17, 1955, and by the Board on November 23, 1955.

### ***Railway Express Rates***

No general rate increases were proposed by the Railway Express Agency during 1955, for either interstate or intrastate express shipments.

## ***Interstate Commerce Commission Cases***

### *Discontinuance of Christopher Street Ferry*

#### *The Delaware, Lackawanna and Western Railroad Company*

The Railroad Company on November 12, 1953, applied to the Interstate Commerce Commission for permission to abandon the ferry service between Hoboken and Christopher Street, New York. After hearing, in which this Board participated, permission to abandon the service was granted on November 10, 1954, to become effective 40 days later. The Interstate Commerce Commission was requested by the commuters affected to reconsider and the Railroad was asked by the President of the Board to continue the service. On December 10, 1954, the Interstate Commerce Commission stayed the effective date of its abandonment order. The abandonment date was then set for March 15, 1955. The case was appealed to the United States District Court and the Interstate Commerce Commission further postponed the abandonment date to March 30, 1955, to allow time for consideration by the Court. The service was discontinued on that date and the abandonment was confirmed by the Court on June 18, 1955.

### *Discontinuance of Weehawken Ferry*

#### *The New York Central Railroad Company*

The New York Central Railroad Company on December 15, 1954, filed an application with the Interstate Commerce Commission for abandonment of the ferry service between Weehawken and New York. (Finance Docket No. 18781.) On December 29, 1954, the Board asked that it be permitted to intervene in the case. The request was granted but a petition of the municipalities to defer the hearing was denied. Hearings were held between July 19 and August 2, 1955. The Examiner's Report has not yet been issued.

*Discontinuance of Wildwood Branch*

*Pennsylvania-Reading Seashore Lines*

Pennsylvania-Reading Seashore Lines (and West Jersey and Seashore Railroad Company) on January 10, 1955, applied to the Interstate Commerce Commission for permission to abandon the Wildwood Branch which extends for a distance of about 8 miles from Wildwood Junction to Wildwood. The Board asked the Interstate Commerce Commission to hold hearings but in view of the public opposition, the Railroad withdrew its application on February 25, 1955.

***Freight and Passenger Tariffs (Informal)***

All tariffs showing charges and regulations for passenger travel and rail freight shipments in New Jersey are filed with the Board. The normal procedure is for tariffs to be filed 30 days before the effective date but in some cases this requirement is waived. The tariffs filed during 1955 are as follows:

<i>Type of Tariff</i>	Filed to become effective in						<i>Total</i>
	<i>30 Days</i>	<i>15 Days</i>	<i>10 Days</i>	<i>5 Days</i>	<i>3 Days</i>	<i>1 Day</i>	
Passenger .....	62	31	19	22	7	28	169
Freight .....	2,586	41	79	64	21	110	2,901
							3,070

***Discontinuance of Passenger Train Service (Formal)***

When a railroad company proposes a major change in schedule or abandonment of passenger train service the matter is brought before the Board in public hearing so that a formal determination may be made.

The following formal proceedings involving passenger train service were before the Board in 1955.

*The Central Railroad Company of New Jersey, Red Bank-Beachwood—Docket No. 8870.*

The Central Railroad Company of New Jersey on August 31, 1955, asked permission to discontinue substitute motor bus operation between Red Bank and Beachwood. In connection with this application the Jersey Central Transportation Company on September 23, 1955, asked cancellation of the municipal consents under which the service is operated.

In decision of December 28, 1955, both applications were denied.

*The Central Railroad Company of New Jersey, Flemington-Somerville—  
Docket No. 8871.*

The Central Railroad Company of New Jersey on August 25, 1955, asked permission to discontinue substitute bus service between Somerville and Flemington. Hearings were held on November 2 and November 10, 1955, and by decision of December 21, 1955, the application was denied. The service is performed by Dilley Bus Service of Flemington and that Company made no application to discontinue the operation of the bus.

*Erie Railroad Company, Greenwood Lake Division—Dockets Nos. 7012,  
8202, 8311.*

The Erie Railroad Company on October 27, 1952, proposed a new schedule for the Greenwood Lake Division, including discontinuance of all passenger service on the Orange Branch (Docket No. 7012). The Board in decision of April 15, 1953, allowed the new schedule to be placed in effect and permitted discontinuance of passenger service on the Orange Branch if bus service were substituted. The railroad applied for approval of the substitute service on July 20, 1954 (Docket No. 8202) and Public Service Coordinated Transport asked approval of municipal consents (Docket No. 8145). When it appeared that all the necessary consents had not been obtained the railroad, on September 30, 1954, asked permission to abandon rail passenger service without the substitution of buses (Docket No. 8311). On October 8, 1954, the latter application was withdrawn and the proceedings postponed. Further hearing was held on March 11, 1955, and in decision of April 13, 1955, the substitute bus service was allowed to become effective.

Municipal consents had been obtained from all municipalities and operation of buses by Public Service Coordinated Transport was started on May 23, 1955, in substitution of the rail passenger service on the Orange Branch.

*The Delaware, Lackawanna and Western Railroad Company, Boonton  
Branch—Docket No. 8776.*

The Delaware, Lackawanna and Western Railroad Company in petition filed with the Board on July 12, 1955, asked permission to discontinue all passenger train service on the Boonton Line, including trains to Washington and Branchville. The proposed abandonment of service would eliminate all diesel-powered suburban passenger trains from the Lackawanna railroad and continue the electric service between Hoboken and Dover, Gladstone and Montclair.

Hearing was held on October 5, 17, 18, November 7, December 19, 20, 21 and 22, 1955 and was continued to January 17, 1956.

*The New Jersey and New York Railroad Company, Train No. 613—  
Docket No. 5659.*

The New Jersey and New York Railroad Company on May 6, 1950, advised that it proposed to discontinue train No. 613 and the return of its equipment as No. 632. The Board denied the discontinuance of No. 613 and on June 20, 1951, the Company again advised that it proposed to discontinue the train. The Board again denied the request and upon appeal the Supreme Court of New Jersey affirmed the Board's order on May 4, 1953. The United States Supreme Court dismissed the case for the want of a substantial Federal question. The Railroad Company on February 8, 1954, petitioned the Interstate Commerce Commission under Section 13 for an order removing the alleged discrimination caused by the continued operation of train No. 613. The Interstate Commerce Commission denied the application on April 5, 1954, but vacated the order of denial after the railroad asked for reconsideration. Hearing was held on July 27, 1954. On October 6, 1954, counsel for the Board asked that the Interstate Commerce Commission dismiss the action for lack of proof and lack of jurisdiction. The proposed report of the Interstate Commerce Commission Examiner was issued on July 5, 1955. The examiner set forth that the Interstate Commerce Commission had no authority to conduct the investigation under Section 13, and that there was no basis for a finding that undue discrimination existed. The railroad filed exceptions to the examiner's report and the National Association of Railroad and Utilities Commissioners asked that the Interstate Commerce Commission adopt the report and discontinue the investigation. No further action had been taken by the end of the year.

*The New York Central Railroad Company (West Shore Railroad), New  
York-Weehawken to West Norwood—Dockets Nos. 8509, 8517, 8993.*

The New York Central Railroad Company, on January 20, 1955, petitioned the Board for the discontinuance of all passenger train service within New Jersey on the River Division which extends from Weehawken to Albany (Docket No. 8509).

The Board on January 26, 1955, issued an order to show cause why the Board should not order the service continued (Docket No. 8517).

The matters were brought to public hearing on February 14, 1955, and hearing was continued during 23 sessions on 22 days until the completion of the hearings on July 15, 1955. Briefs and answers were received until September 30, 1955, and the Board in Decision of November 3, 1955, denied the petition but suggested that the problem could be solved by the operation of eight trains in each direction during commuter hours, Mondays through Fridays, between West Haverstraw and Weehawken-New York. The Board also suggested the operation of a train in each direction daily to and from Albany for mail and express.

Following the suggestion in the Board's decision the railroad, on November 28, 1955, filed a petition for permission to operate a schedule of

eight trains in each direction between Weehawken and West Haverstraw. The matter was placed on the calendar for hearing on February 14, 1956.

*The Pennsylvania Railroad Company, Suburban Service in North Jersey—Docket No. 8548.*

The Pennsylvania Railroad Company on January 19, 1955, advised the Board that it proposed to place a new timetable in effect on March 6, 1955, for suburban passenger service in the northern part of the State. Hearing was held on March 7, 1955, and by decision of March 23, 1955, the new schedule, with slight changes, was allowed to become effective on April 24, 1955. In most cases the new schedule provided increased service to certain of its stations in the northern New Jersey suburban area.

*The Pennsylvania Railroad Company, Trenton-Burlington—Docket No. 8872.*

The Pennsylvania Railroad Company on August 29, 1955, asked permission to discontinue trains Nos. 2577 and 2554 which are operated Mondays through Fridays between Trenton and Burlington. Hearing was held on October 14 and November 1, 1955. At the hearing on November 1, a request was made by opposition counsel for subpoenas duces tecum to require the railroad to produce the records of the stations at Bordentown, Roebling, Florence and Burlington. Argument was heard on November 16, 1955, after which the hearing was adjourned without date. On December 29, 1955, the railroad informed the Board that it would not rely on any of the financial exhibits introduced in the case. The matter was pending at the end of the year.

*The Pennsylvania Railroad Company, New York-Atlantic City, New York-Bay Head, Trenton-Camden—Dockets Nos. 8262, 8627.*

The Pennsylvania Railroad Company on August 10, 1954, advised the Board that it proposed to discontinue and modify passenger train service as follows:

Through trains Nos. 1073, 1077, 1070, 1072 and 1078, between New York and Atlantic City would operate between Trenton and Atlantic City with connections to other main line trains between Trenton and New York.

Trains Nos. 711 and 728, between New York and Bay Head would be discontinued.

Trains Nos. 2559 and 2570, between Camden and Trenton would be discontinued on Saturdays.

Hearings were held on September 14, 20 and 22, 1954. At the conclusion of the hearings the Railroad withdrew that part of the case which applied to the New York-Atlantic City trains and submitted a new proposal on March 31, 1955. This portion of the case was assigned Docket No. 8627 and was heard on April 18, 1955. The railroad proposed to continue one

round-trip daily between Atlantic City and New York instead of two round-trips which had been operated. The Board in Decision of June 8, 1955, approved the operation of one round-trip daily between Atlantic City and New York.

The Board in Decision of April 6, 1955, denied the discontinuance of trains Nos. 711 and 728, and allowed the discontinuance on Saturdays of trains Nos. 2559 and 2570. The discontinuance of trains Nos. 2559 and 2570, became effective on April 24, 1955.

*The Pennsylvania Railroad Company, South Jersey Service—Docket No. 8633-B.*

The Pennsylvania Railroad Company on February 17, 1955, advised the Board on April 24, 1955, it proposed to discontinue trains Nos. 980, 989 and 977, between Camden and Pemberton.

The case was brought to hearing on April 22 and 27, 1955, and a hearing examiner's report recommending approval of the discontinuance was issued on August 22, 1955. Exceptions to the report were filed. The Board granted permission for the proposed discontinuance in Decision of December 14, 1955. The change is to be made effective on January 3, 1956.

*Pennsylvania-Reading Seashore Lines, Camden-Atlantic City, Camden-Hammonton, Camden-Ocean City, Wildwood and Cape May—Docket No. 8263.*

Pennsylvania-Reading Seashore Lines on August 6, 1954, advised the Board that it proposed to discontinue the following passenger train service:

Trains Nos. 1021-521, 1014-514 and 573, between Philadelphia-Camden and Atlantic City.

Trains Nos. 1070 and 1077, between Trenton and Atlantic City on Holidays. (Trains Nos. 1070 and 1077, operated between New York and Atlantic City and are referred to in Docket No. 8627.)

Trains Nos. 652 and 665, between Camden and Hammonton.

Trains Nos. 779, 750, 711, 713, 708 and 710, on the Millville Branch.

Trains Nos. 311-211-411, 314-214-414 and 304-204-404, between Camden and Cape May County stations.

Hearings were held on October 14, November 1, 16 and 18, and December 3, 14 and 20, 1954.

In Decision of April 13, 1955, the Board permitted the discontinuance of the following trains:

No. 573—Camden-Haddonfield.

No. 665—Camden-Hammonton.

Nos. 708, 710, 711 and 713—Camden-Glassboro.

No. 304-204-404—Sundays and Holidays—Camden-Cape May  
County

The changes became effective on April 24, 1955.

*Pennsylvania-Reading Seashore Lines, South Jersey Service—Docket No. 8633-A.*

The Pennsylvania-Reading Seashore Lines on February 25, 1955, advised the Board that it proposed to discontinue certain passenger train service effective April 24, 1955. Hearing was held on April 22, 1955, at which time the applicant modified the proposal and asked permission to discontinue the following trains:

- No. 577—Daily except Sundays—Camden-Haddonfield.
- No. 243—Mondays-Fridays—Camden-Ocean City.
- No. 246—Mondays-Fridays—Ocean City-Camden.
- No. 311-211-411—Sundays and Holidays—Camden-Cape May
- No. 1050—Mondays only—Wildwood-Philadelphia.
- No. 333-233-433—Fridays only—Camden-Cape May
- No. 321-221-421—Sundays and Holidays—Camden-Cape May
- No. 324—Sundays and Holidays—Wildwood-Camden.

Many of the discontinuances listed above were proposed to be replaced with connections or changes in schedule and the Board by Decision of June 16, 1955, allowed the changes to be made.

*Pennsylvania-Reading Seashore Lines, Camden-Hammonton, Camden-Millville—Docket No. 8917.*

Pennsylvania-Reading Seashore Lines on September 13, 1955, advised the Board that effective October 30, 1955, it proposed to discontinue the operation on Saturdays of Camden-Hammonton trains Nos. 651 and 656, and Millville Branch trains Nos. 750, 754, 758, 761, 769 and 775.

The matter was heard on October 28, November 23 and 30, 1955. The case was pending at the end of the year.

*Pennsylvania-Reading Seashore Lines, Sea Isle City-Ocean City—Docket No. 8981.*

Pennsylvania-Reading Seashore Lines by petition of December 21, 1955, requested approval of the discontinuance of bus substitution service operated between Townsend's Inlet, Sea Isle City, Strathmere and Ocean City. The bus connects with the railroad at the 51st Street station in Ocean City. Hearing was scheduled for February 23, 1956.

*Pennsylvania-Reading Seashore Lines, Cape May Court House-Stone Harbor-Avalon—Docket No. 8982.*

Pennsylvania-Reading Seashore Lines in petition of November 18, 1955, asked permission to discontinue the bus substitution service between Cape May Court House, Stone Harbor and Avalon. The railroad is also asking that the municipal consents under which the service is operated be cancelled. The latter application is assigned Docket No. 8983 and both cases were scheduled for hearing on February 23, 1956.

### ***Changes in Tracks and Signals (Formal and Informal)***

The Board and the Interstate Commerce Commission divide the responsibility for the safety and adequacy of railroad operation in New Jersey. The Board takes jurisdiction over tracks and structures under its power to require safe and adequate service and the Federal Commission has definite control over all signals and safety devices. In general a change in signals requires action by the Interstate Commerce Commission and the Board initiates proceedings only if the signal change is in connection with a major change in tracks which might affect the ability of the railroad to render good service.

Appendix Table 16 to this report is a tabulation of applications before the Interstate Commerce Commission in 1955, concerning changes in signals and tracks, which also involved Board action.

### ***Discontinuance or Curtailment of Station Service or Facilities (Formal)***

Changes in demand for service at railroad stations often lead to requests by a railroad company for abandonment of the station or a change in the agency service. Such requests are brought before the Board in public hearing for formal determination. The cases before the Board in 1955 are shown in Appendix Table 17.

### ***Investigation of Railroad Accidents (Informal)***

The Division of Railroads makes a study of accidents which involve injuries to passengers or serious damage to roadbed and equipment by collision or derailment. Usually no investigation is made of minor derailments or equipment failures. No railroad passengers were killed during 1955, and the more serious accidents were reported as follows:

#### *The Central Railroad of New Jersey, Elizabeth River.*

On August 18, 1955, a local freight train ran into the rear coach of passenger train No. 1207 at the Elizabeth River on the Perth Amboy Branch. One passenger was slightly injured and the railroad claimed that the train crew of the freight was responsible for the accident. Damage to equipment was minor.

#### *Erie Railroad, Newark.*

On June 6, 1955, passenger train No. 302 composed of diesel locomotive and two coaches was derailed when it passed a switch set for the Verona Chemical Company siding instead of for the main track. No injuries resulted. The railroad placed the blame on the train crew for not observing the switch target.

*Hudson and Manhattan Railroad, Jersey City.*

On September 25, 1955, a four-car train eastbound from Newark to Hudson Terminal was halted by a tripper which set the brakes. A two-car train proceeding east collided with the rear of the first train, 61 passengers and three employees were injured. It was claimed that the second train was proceeding at excessive speed and could not be stopped in time to avoid the collision.

*Lehigh Valley Railroad, New Market.*

On October 3, 1955, as extra freight train west No. 215 was moving from one main track to another at New Market it was struck by westbound extra freight train No. 603. Four employees were injured and damage to equipment and roadbed was about \$140,000. It was claimed that the crew of train No. 215 failed to provide proper protection during the movement.

*The Pennsylvania Railroad, North Rahway.*

On January 2, 1955, a broken axle on the first car of passenger train No. 799 caused a derailment on the main line at North Rahway. There were no personal injuries.

*The Pennsylvania Railroad, Princeton Junction.*

On January 4, 1955, the breaking of a coupler key on the first car of freight train No. CG-2 caused the derailment of four cars and damage to eight others. There were no personal injuries.

*The Pennsylvania Railroad, Newark.*

On September 28, 1955, a car in train No. 3706 was found to have been damaged by a piece of wood which was wedged into the truck. In attempting to place the car on a siding it was derailed and two employees were slightly injured. Twenty-two trains were delayed but no passengers were injured.

*The Pennsylvania Railroad, New Brunswick.*

On September 30, 1955, the 86th and 87th cars in westbound freight No. P-5 were derailed because of the shifting of machinery in the 86th car. There were no personal injuries but 22 trains were delayed up to three hours when all four tracks were blocked by the accident.

*Pennsylvania-Reading Seashore Lines, Cape May Court House.*

On July 1, 1955, train No. 1065 proceeding southward at Cape May Court House had the 9th car derailed by a disconnected brake beam. There were no personal injuries and no other passenger trains were delayed.

***Informal Investigations***

***Railroad Safety Including Condition of Track, Structures and Equipment.***

Each year qualified members of the Board's staff make regular and special inspections of railroad tracks and bridges to determine the condition of the railroads and their safety in relation to the type of traffic handled.

During 1955, a total of 153 regular inspections were made of New Jersey railroad lines including approximately 2,000 miles of track and 3,000 bridges. Some repairs were required but in general the tracks and structures were found to be in a satisfactory condition for the traffic handled.

***Accidents at Railroad-Highway Grade Crossings***

During 1955, a total of 150 grade crossing accidents involving railroad trains and vehicles on the highway was reported to the Board. Investigations were made in 53 of the cases to determine the effectiveness of the protection and the conditions at the time of the accident.

The accidents were reported as follows :

<i>Type of Accident</i>	<i>Total Number</i>	<i>Persons Killed</i>	<i>Persons Injured</i>	<i>Investigation</i>
Train struck motor vehicle .....	109	15	45	36
Motor vehicle struck train .....	39	1	19	16
Train struck bicycle .....	1	..	..	..
Bicycle struck train .....	1	1	..	1
	150	17	64	53

The railroads also reported seven accidents involving pedestrians in which four persons were killed and four injured. Investigations were made in four of these cases.

***Protection at Railroad-Highway Grade Crossings (Informal)***

The Division of Railroads conducts a continuing study of the protection at various grade crossings in the State to determine the effectiveness of the protection and its relation to traffic conditions. Special inspections and checks were made at 326 grade crossings during the year.

The informal cases in connection with protection at grade crossings during 1955 covered 91 locations as described below. In addition, minor changes were made at 26 locations.

***The Central Railroad Company of New Jersey, Woodbridge Turnpike, Perth Amboy.***

On January 8, 1954, the railroad asked permission to install automatic gates at the Maurer Road (Woodbridge Turnpike) grade crossing. Permission was granted on March 14, 1955.

*The Central Railroad Company of New Jersey, West Bergen Place, Red Bank.*

The railroad on August 17, 1954, asked permission to discontinue watchman service and substitute "Stop and Flag" protection. Permission was granted on June 30, 1955, and the change in protection became effective July 14, 1955.

*The Central Railroad Company of New Jersey, Church Street, Waackaack Road, Keansburg.*

On June 28, 1954, the railroad asked permission to install automatic gates in substitution for manual gates at the Church Street crossing and for automatic flashing lights at Waackaack Road. Permission was granted on March 16, 1955.

*The Central Railroad Company of New Jersey, Lewis Street, Eatontown, Hope Road, Pine Brook Road, Shrewsbury Township.*

After complaints, including a complaint of the Monmouth County Safety Council, an investigation was made of conditions at these crossings and with the exception of advance warning signs at Lewis Street no changes in protection were recommended. The warning signs were installed on June 24, 1955, in accordance with a recommendation to the railroad on April 20, 1955.

*The Central Railroad Company of New Jersey, Leonard Avenue, Middletown Township.*

The State Highway Department on October 25, 1955, advised that it proposed to interconnect the traffic control signals at the intersection of Route 36 and Leonard Avenue with the flashing light signals at the Leonard Avenue grade crossing. Permission was granted on December 30, 1955.

*The Central Railroad Company of New Jersey, Morton Avenue, Rosenhayn.*

By resolution of December 9, 1955, the Township of Deerfield requested improved protection at the Morton Avenue grade crossing. The resolution was supplemented by a request from the Cumberland County Prosecutor's Office. The investigation had not been completed at the end of the year.

*The Central Railroad Company of New Jersey, County Line Road, Branchburg Township.*

As the result of a complaint dated January 12, 1955, the Board on April 18, 1955, recommended that the grade crossing of County Line Road and the main line of the railroad be protected by flashing lights and bell to replace the existing protection by signs and bell. The new protection was placed in service on December 12, 1955.

*The Central Railroad Company of New Jersey, School House Road, Readington Township.*

Following various complaints regarding the protection at the grade crossing at School House Road, the Board on April 18, 1955, recommended the installation of automatic flashing light protection. The railroad placed the new protection in service on December 8, 1955.

*The Delaware, Lackawanna and Western Railroad Company, Jersey Avenue, Jersey City.*

On December 2, 1954, the railroad asked permission to substitute automatic flashing lights for manual protection at the Jersey Avenue grade crossing. Permission was granted on February 2, 1955, and the new protection was placed in service on May 25, 1955.

*The Delaware, Lackawanna and Western Railroad Company, South Morris Street, Orchard Street, Dover.*

The railroad, on January 17, 1955, asked that permission be granted for the installation of automatic gates at these crossings to replace manually operated gates. Permission was granted on June 15, 1955.

*The Delaware, Lackawanna and Western Railroad Company, County Road, Secaucus.*

On January 17, 1955, permission was requested to replace the manual gates at County Road grade crossing with automatic gates. Permission was granted on March 25, 1955, and the new protection was placed in service on November 18, 1955.

*Erie Railroad Company, Summer Avenue, Mt. Prospect Avenue, Newark.*

The Erie Railroad on September 3, 1953, requested permission to install automatic gates at the Summer Avenue and Mt. Prospect Avenue grade crossings in substitution for part-time manual gates. Permission was granted on March 11, 1955, and the new protection was placed in service on September 29, 1955.

*Erie Railroad Company, Paterson Plank Road and Central Avenue, East Rutherford.*

The Erie Railroad on November 5, 1953, requested permission to install automatic gates at the grade crossings of Paterson Plank Road and Central Avenue. After investigation the railroad on June 8, 1955, modified its request and asked that the gates be installed only at Paterson Plank Road. Permission was granted on September 13, 1955, and the railroad advised that the automatic gates at Paterson Plank Road would be placed in service on January 13, 1956. Protection of Central Avenue continues to be by flashing lights and part-time watchman.

*Erie Railroad Company, Chestnut Street, Allendale.*

As the result of an investigation by the Division of Railroads the Board recommended that automatic gates be installed at the Chestnut Street grade crossing. The railroad was notified on March 11, 1955, and accepted on March 25, 1955. The new protection was placed in service on November 25, 1955.

*Erie Railroad Company, Pavonia Avenue, Jersey City.*

Erie Railroad on June 29, 1955, asked permission to install automatic gates at the Pavonia Avenue grade crossing to replace the manual gates. Permission was granted on November 10, 1955.

*Erie Railroad Company, Fairfield Road, Mountain View.*

Following an investigation of the protection at this crossing the railroad agreed to install flashing light signals to replace the automatic wig-wag warning signal. The new protection was placed in service on June 6, 1955.

*Erie Railroad Company, Orange Branch.*

Following the discontinuance of passenger train service on the Orange Branch the Erie Railroad requested permission on May 3, 1955, to discontinue all manual and automatic protection and to substitute "Stop and Flag" protection at the following grade crossings:

Lawrence Street, Bloomfield,  
Meadow Avenue, East Orange,  
Kensington Place, East Orange,  
Prospect Street, East Orange,  
Midland Avenue, East Orange,  
Brighton Avenue, East Orange,  
North Park Street, East Orange,  
Kearny Street, East Orange,  
Glenwood Avenue, East Orange,  
Lake Street, East Orange,  
Washington Avenue, Orange,  
Alden Street, Orange,  
Cleveland Street, Orange,  
High Street, Orange,  
Watchung Avenue, Orange,  
Lakeside Avenue, Orange,  
Sherman Street, Orange,  
Sheridan Street, Orange,  
Park Avenue, West Orange,  
White Street, West Orange.

Permission was granted on May 18, 1955, and the change became effective on May 20, 1955.

*Lehigh Valley Railroad, Route 1 and Culver Avenue, Jersey City.*

The State Highway Department on April 28, 1955, requested approval of the installation of a switch to allow manual control of the traffic control signals at the intersection of Route 1 and Culver Avenue. The proposed installation would allow a member of the train crew to operate the highway signals and so provide protection for the Culver Avenue grade crossing which is adjacent to the highway intersection. Approval was granted on September 26, 1955.

*The New Jersey and New York Railroad Company, Paterson Plank Road, Carlstadt.*

Permission was requested on April 23, 1954, for the substitution of automatic flashing lights for manual gates at the Paterson Plank Road grade crossing. During the course of the investigation it was determined that the protection should be by means of automatic gates and permission for their installation was granted on September 19, 1955.

*New York and Long Branch Railroad, Belmar and South Belmar.*

On October 26, 1954, the Board recommended the installation of automatic gates at the following crossings:

Seventh Avenue, Belmar,  
Eighth Avenue, Belmar,  
Ninth Avenue, Belmar,  
Tenth Avenue, Belmar,  
Twelfth Avenue, Belmar,  
Thirteenth Avenue, Belmar,  
Sixteenth Avenue, Belmar,  
Seventeenth Avenue, South Belmar,  
Eighteenth Avenue, South Belmar.

The Railroad's request to install the protection at the 7 Belmar grade crossings only was approved by the Board on December 7, 1954. The railroad has advised that the new protection will be in operation on January 26, 1956.

*New York and Long Branch Railroad, Nut Swamp Road, Middletown.*

The railroad on November 23, 1955, asked permission to install automatic gates at Nut Swamp Road to replace the part-time manual protection. The matter was pending at the end of the year.

*New York, Susquehanna and Western Railroad, Lafayette Street, Paterson.*

The railroad company on December 13, 1954, asked permission to substitute automatic gates for manual gates at the Lafayette Street grade crossing. Permission was granted on February 3, 1955, and the new gates were placed in service on February 28, 1955.

*New York, Susquehanna and Western Railroad, State Street, Hackensack.*

On September 21, 1954, the railroad asked permission to install automatic gates at the State Street grade crossing to replace the manual gates. Permission was granted on June 15, 1955. The new gates were placed in operation on August 4, 1955.

*New York, Susquehanna and Western Railroad, 24th Street and 17th Avenue, Paterson.*

The railroad asked permission on October 17, 1955, to install automatic gates at this grade crossing to replace manual gates. Permission was granted on November 28, 1955. The new protection is expected to be placed in service on February 16, 1956.

*New York, Susquehanna and Western Railroad, East 31st Street and 20th Avenue, Paterson.*

On February 9, 1955, the railroad asked permission to install automatic gates to replace manual gates at this crossing. However, the company asked that time be granted for further study and withdrew the application on September 1, 1955.

*New York, Susquehanna and Western Railroad, Midland Avenue, Saddle River.*

The railroad on February 28, 1955, asked permission to install automatic gates in substitution for flashing lights and part-time watchman at the Midland Avenue grade crossing. Permission was granted on March 25, 1955, and the gates were placed in service on June 3, 1955.

*New York, Susquehanna and Western Railroad, Fifth Avenue and River Street, Paterson.*

On December 28, 1955, the railroad asked permission to substitute automatic gates for manual gates at the grade crossing at Fifth Avenue and River Street. No action had been taken by the end of the year.

*The Pennsylvania Railroad, Lower Hill Road, New Lisbon.*

On August 19, 1954, the railroad asked permission to discontinue the automatic protection at this crossing and to substitute "Stop and Flag" protection. Permission was granted on March 7, 1955, and the change became effective on March 22, 1955.

*The Pennsylvania Railroad, Monmouth Road, Jobstown.*

Following the investigation of a serious accident at this crossing the Board, on March 25, 1955, recommended that protection by "Stop and Flag" be made effective at Monmouth Road. The railroad accepted the recommendation on March 30, 1955.

*The Pennsylvania Railroad, Gifford's Curve Road, Allenwood.*

As the result of an accident on October 10, 1955, the railroad was requested to install reflector type warning signs and restrict train speeds to 6 M. P. H. The company had not completed its investigation or replied to the Board at the end of the year.

*The Pennsylvania Railroad, Bridge Street and Coryell Street, Lambertville.*

The railroad, on December 23, 1954, requested permission to install flashing light warning signals at the Bridge Street and Coryell Street grade crossings. Permission was granted on February 10, 1955, and the automatic protection was placed in service on December 12, 1955. Part-time watchman protection was discontinued at Coryell Street and full-time protection at Bridge Street by the operator-clerk was also discontinued at that time.

*The Pennsylvania Railroad, Mulberry Street, Trenton.*

On May 2, 1955, the Pennsylvania Railroad asked permission to discontinue protection of the Mulberry Street grade crossing by watchman and to substitute protection by "Stop and Flag." The Board on August 30, 1955, advised that "Stop and Flag" protection would not be sufficient and recommended the installation of flashing light signals. The matter was pending at the end of the year.

*The Pennsylvania Railroad, South Broad Street, Hamilton Avenue, Cass Street, Lalor Street, Trenton.*

On March 3, 1954, the Board recommended that automatic gates be substituted for manual gates at the South Broad Street grade crossing. During the course of the investigation it was determined that automatic gates were also required at the Cass Street, Hamilton Avenue and Lalor Street crossings and the railroad asked permission to install them in an application of August 28, 1954. Permission for the installation of automatic gates at South Broad Street was granted on February 4, 1955 and on April 20, 1955 permission was granted for the change in protection at the other streets. The changed protection had not been installed at the end of the year.

*The Pennsylvania Railroad, Westfield Avenue, Camden, Center Street, Merchantville, Park Avenue, Merchantville, Cove Road, Merchantville, Church Street, West Moorestown, Chester Street, Moorestown.*

The Pennsylvania Railroad on February 25, 1955, asked that protection of the above listed grade crossings be modified by the elimination of protection by part-time watchman which supplements the automatic flashing light protection. The railroad also proposed to limit the speed of trains to 10 M. P. H. at Westfield Avenue, Church Street and Chester Street

and 6 M. P. H. at the other crossings. Approval was granted on September 7, 1955, subject to the modernization of the present flashing lights. The study of the proposed protection had not been completed at the end of the year.

*The Pennsylvania Railroad, Main and South Streets, Freehold.*

On February 24, 1955, the Pennsylvania Railroad asked permission to discontinue the part-time manual protection at the Main Street and South Street grade crossings and to substitute a train speed restriction of 5 M. P. H. to supplement the automatic flashing lights. The investigation had not been completed at the end of the year.

*The Pennsylvania Railroad, Grant Street, Titusville.*

On April 19, 1955, the Township of Hopewell requested improved protection at the Grant Street grade crossing. The investigation had not been completed at the end of the year.

*Pennsylvania-Reading Seashore Lines, Park Avenue, Wildwood.*

Pennsylvania-Reading Seashore Lines, on August 25, 1954, requested permission to substitute "Stop and Flag" protection for manual protection at the Park Avenue grade crossing. Permission was granted on March 7, 1955 and the method of protection was changed on March 22, 1955.

*Pennsylvania-Reading Seashore Lines, Chestnut Street, Williamstown.*

Following the investigation of an accident on December 22, 1954, the Board recommended "Stop and Flag" protection at the Chestnut Street crossing. The recommendation was made on March 25, 1955, and the change became effective on April 11, 1955.

*Pennsylvania-Reading Seashore Lines, State Highway Route 45 and Olive Street, Westville.*

On June 22, 1955, Pennsylvania-Reading Seashore Lines requested permission to have the automatic gate protection at the Olive Street grade crossing interconnected with the traffic control lights at the intersection of Olive Street and Route 45 which is parallel to the railroad. Permission was granted on September 26, 1955, and the lights and gates were interconnected to provide better traffic control.

*Pennsylvania-Reading Seashore Lines, Millville Branch.*

Pennsylvania-Reading Seashore Lines on January 24, 1955, requested permission to make the following changes in grade crossing protection on the Millville Branch:

Cooper Street, Woodbury—From manual gates to automatic flashing lights.

- E. Barber Avenue, Woodbury—From manual gates to automatic flashing lights.
- South Barber Avenue, Woodbury—From watchman to automatic flashing lights.
- Mantua Avenue, Wenonah—From manual gates to automatic flashing lights.
- Center Street, Sewell—From watchman to automatic flashing lights.
- Railroad Avenue, Glassboro—From watchman to automatic flashing lights.

In addition, the company proposed minor changes in the protection at eight other grade crossings on the Millville Branch to conform with the change from double track to single track between Woodbury and Glassboro.

On July 1, 1955, the Board approved the proposed changes subject to the installation of automatic gates instead of flashing lights at Cooper Street and at East Barber Avenue, Woodbury. The railroad agreed in letter of August 25, 1955, and permission was granted on December 16, 1955.

*Pennsylvania-Reading Seashore Lines, Sherman Avenue, Vineland.*

Pennsylvania-Reading Seashore Lines on September 20, 1955, requested permission to install automatic flashing light protection at the Sherman Avenue grade crossing. No action had been taken by the end of the year.

*Pennsylvania-Reading Seashore Lines, Somers Point Branch.*

As the result of complaints by the City of Northfield and the Atlantic County Grand Jury regarding protection of the grade crossings, principally Tilton Road, on the Somers Point Branch, the Board recommended on March 11, 1955, that Tilton Road be protected by a "Stop and Flag" requirement. The change in protection became effective on April 11, 1955.

*Pennsylvania-Reading Seashore Lines, Weeks Landing Road, Erma.*

Following an accident at the Weeks Landing Road grade crossing the Division of Railroads started an investigation of the protection at this crossing and studied the speeds of the trains as they passed over it. The investigation had not been completed by the end of the year.

***Establishment of New Grade Crossings (Formal)***

The Board has maintained a policy of opposition to the establishment of new grade crossings of highways and railroads except in cases of little used industrial side tracks or where exceptional conditions exist.

The cases before the Board in 1955 involving the establishment of new grade crossings were as follows:

*The Central Railroad of New Jersey, Route 36, Long Branch—Docket No. 8671.*

The New Jersey State Highway Department on April 27, 1955, asked permission to extend Route No. 36 across a side track of the Central Railroad at grade in the City of Long Branch. After investigation the Board, on September 21, 1955, granted permission for the establishment of the grade crossing and required protection by "Stop and Flag."

*The Central Railroad of New Jersey, Doremus Avenue, Newark—Docket No. 8858.*

The Central Railroad Company of New Jersey, on August 22, 1955, asked permission to construct an industrial side track at grade across Doremus Avenue, Newark, to serve National Distillers Products Corporation. After investigation the Board, on October 19, 1955, granted permission and directed that the protection be "Stop and Flag."

*The Central Railroad of New Jersey, West Fifth Street, Bayonne—Docket No. 8535.*

The Central Railroad Company of New Jersey on January 27, 1955, asked permission to establish a grade crossing of an industrial track over West Fifth Street, Bayonne, to serve Colonial Packing Company. The Board, after investigation, granted permission on March 2, 1955, provided that all trains pass over the crossing at "Yard Speed."

*Erie Railroad, Willard Street, Pompton Lakes—Docket No. 8206.*

The Borough of Pompton Lakes on July 20, 1954, asked the Board to establish a public grade crossing at Willard Street and the Erie Railroad. Erie Railroad claimed that a private crossing existed about 60 feet south of Willard Street and opposed a public crossing at that point. The matter was placed on the calendar for hearing on June 2, 1955. Hearing was postponed to June 30, 1955, and then postponed without date to allow the Borough and the Railroad to confer on a possible solution.

*Erie Railroad, Eighth Street, Passaic—Docket No. 8576.*

The Erie Railroad Company, on March 9, 1955, requested permission to construct an industrial side track at grade across Eighth Street, Passaic, to serve Gera Corporation. After investigation the Board, on March 23, 1955, permitted the construction and required "Stop and Flag" protection.

*Lehigh Valley Railroad, Droyers Street, Jersey City—Docket No. 1018.*

In certificate of December 17, 1942, the Board approved the construction of an industrial side track at grade across Droyers Street, Jersey City, to serve M. W. Kellogg Co. On September 27, 1955, the M. W. Kellogg Co. advised the Board that the actual construction did not conform exactly

with the plan approved in 1942 and asked that the certificate be modified to show the correct location and to show the extension of time granted by the city for the privilege of maintaining the crossing. The Board on October 20, 1955, issued a Modification of Certificate that included the requested changes.

*Lehigh Valley Railroad, New Market Road, South Plainfield—Docket No. 8377.*

The Lehigh Valley Railroad on November 3, 1954, requested permission to construct a grade crossing across New Market Road in South Plainfield to serve Harris Steel Co. The Board, after investigation, in certificate of March 30, 1955, permitted the construction and required "Stop and Flag" protection.

*New Jersey and New York Railroad Company, Georgia Street, Florida Street, South Hackensack—Docket No. 8512.*

The New Jersey and New York Railroad Company on January 14, 1955, asked permission to construct a new industrial track in Georgia Street and across Florida Street in South Hackensack to serve an industrial development. After investigation the Board approved the construction on March 30, 1955, and required "Stop and Flag" protection.

*New York, Susquehanna and Western Railroad, Broadway, Pompton Lakes—Docket No. 8207.*

The Borough of Pompton Lakes on July 20, 1954, requested the establishment of a public grade crossing over the New York, Susquehanna and Western Railroad at Broadway. The railroad objected to the establishment of a new crossing and the borough on September 23, 1954, asked that the petition be amended to provide for the construction of a private crossing for emergency purposes. The borough and the railroad entered into an agreement regarding this matter and the application was withdrawn on May 26, 1955.

*The Pennsylvania Railroad, 36th Street, Camden—Docket No. 8818.*

The Pennsylvania Railroad on July 29, 1955, asked permission to construct an industrial side track at grade across 36th Street in Camden and Pennsauken to serve the Campbell Soup Company. The Board, after investigation, granted permission on August 10, 1955. The protection is to be "Stop and Flag."

*The Pennsylvania Railroad, Maple Avenue, Hainesport—Docket No. 8629.*

The County of Burlington, on March 31, 1955, requested permission to establish a public grade crossing to replace a private grade crossing at Maple Avenue and the Pennsylvania Railroad. The case was placed on the calendar for hearing on August 9, 1955, but was removed from the calendar without date. No further action has been taken.

*The Pennsylvania Railroad, Pedestrian Crossing, Burlington—Docket No. 8674.*

The City of Burlington, on May 2, 1955, requested the construction of a pedestrian grade crossing over the Pennsylvania Railroad at the intersection of Talbot Street and Engle Avenue with the tracks in Broad Street. The railroad claimed that the existing crossings in Burlington were adequate for pedestrians but that it would not oppose the construction of a new pedestrian crossing if police protection is provided by the city. The matter had been placed on the calendar for hearing on January 23, 1956.

*Pennsylvania-Reading Seashore Lines, Park Drive, Vineland—Docket No. 8911.*

Pennsylvania-Reading Seashore Lines on October 5, 1955, asked permission to construct a new grade crossing where Park Drive, extended, crosses the Millville Branch of the railroad. The new grade crossing is to be constructed as part of the proposed general changes in the stations and tracks of the company in Vineland as covered in Docket No. 8910. No action had been taken by the end of the year.

*Pennsylvania-Reading Seashore Lines, West Railroad Boulevard, Vineland—Docket No. 8912.*

Pennsylvania-Reading Seashore Lines on October 5, 1955, asked permission to construct a new sidetrack from the Millville Branch across West Railroad Boulevard. The new track is to be constructed as part of the general changes in stations and facilities of the railroad in Vineland and is to serve the proposed new freight house. This construction is also part of the changes covered in Docket No. 8910. The matter was pending at the end of the year.

*Rahway Valley Railroad, North 14th Street, Kenilworth—Docket No. 8430.*

The Borough of Kenilworth on November 29, 1954, asked for the establishment of a grade crossing over the Rahway Valley Railroad at North 14th Street. After investigation, the Board on March 23, 1955, permitted the proposed construction of a grade crossing at North 14th Street provided that an existing grade crossing at North 16th Street be vacated and barricaded. Protection at the new crossing is to be "Stop and Flag."

*Reading Company, County Road No. 13, Montgomery Township—Docket No. 8274.*

Reading Company on August 31, 1954, asked permission to construct an industrial track at grade over Somerset County Road No. 13 in Montgomery Township to serve the Minnesota Mining and Manufacturing

Company. Hearing was held on January 17, 1955, and the examiner's report was issued on February 2, 1955. The examiner recommended that the crossing be established and that protection by automatic lights be installed. In decision of March 23, 1955, the Board accepted the examiner's recommendation and allowed the establishment of the grade crossing.

### ***Formal Complaints***

*Hudson and Manhattan Railroad Company, Grove and Henderson Streets, Jersey City—Docket No. 7997.*

The City of Jersey City on February 18, 1954, filed a formal complaint against the Hudson and Manhattan Railroad Company regarding the closing of the Henderson Street entrance to the station during certain hours. The city alleged that this action was in violation of the agreement covering the station. The matter was set for hearing on May 10, 1954, and adjourned to May 20, and June 18, 1954, at which times the city failed to appear. The Board on October 19, 1955, notified the city that it would dismiss the proceedings if the matter was not moved by November 1, 1955. The city did not respond and the matter was dismissed on November 16, 1955.

*The Pennsylvania Railroad, New Brunswick Station Facilities—Docket No. 7971.*

The City of New Brunswick on March 5, 1954, filed a formal complaint of conditions at the New Brunswick Station alleging that the facilities were inadequate, outmoded and unsanitary. After hearing, the Board on September 29, 1954, directed that certain improvements be made and that two sets of escalators be installed. The railroad appealed the requirement that two escalators be installed. The appeal to the Superior Court was dismissed by stipulation on November 15, 1954, and the railroad petitioned the Board for reconsideration. The Board denied the petition and the railroad again appealed. While the appeal was pending, the railroad again asked the Board to reconsider. Hearing was held on June 20, 1955. On July 13, 1955, the Board's order was modified to require the construction of an escalator to serve the eastbound platform and the company was relieved of the requirement to build an escalator to serve the westbound platform. The construction was in progress at the end of the year.

*The Pennsylvania Railroad, Route 130 Grade Crossing, Burlington—Docket No. 8087.*

The City of Burlington, on September 7, 1953, filed a formal complaint regarding the protection at State Highway Route 130, where it is crossed at grade by a railroad sidetrack. The Board, on October 13, 1954, directed the railroad to install flashing light warning signals. The railroad, on March 16, 1955, asked the Board to modify its order to allow highway

traffic lights to be installed instead of flashing lights. After hearing on March 30, 1955, the Board affirmed its order on April 13, 1955. The signals were placed in service on May 13, 1955.

***Informal Complaints—Condition or Protection at Grade Crossings***

During 1955, the Board received 35 informal complaints regarding the condition of grade crossings or the protection provided. The protection at four of the grade crossings was improved as described under "Protection of Railroad-Highway grade crossings," minor changes were made at three crossings and the surface of two crossings was improved as the result of investigations which followed the complaints.

***Elimination of Grade Crossings (Formal)***

During 1955, the Board's Grade Crossing Elimination Program included two projects under construction at the end of the year and four projects on which the construction had been completed prior to 1955, but on which the accounting had not been finished. Details of the Grade Crossing Elimination Projects before the Board during 1955, are as follows:

*The Central Railroad of New Jersey, Dunellen-Plainfield—Docket No. 3914.*

Elimination of five grade crossings on the main line of the Central Railroad in Dunellen and Plainfield by elevation of the railroad was ordered on June 18, 1952. Construction started on March 24, 1953, and on September 29, 1955, all railroad operation was transferred to the elevated tracks. At the end of the year the project was 95% complete.

*The Central Railroad of New Jersey, Garwood—Docket No. 5172.*

Although the Borough of Garwood petitioned for the elimination of the Center Street grade crossing on July 13, 1950, the proceedings were delayed because of other construction on the line and the first hearing was held on July 27, 1955. Further hearing has been postponed to March 7, 1956.

*The Central Railroad of New Jersey, The Port Reading Railroad, Port Reading—Docket No. 4455.*

Although the Board ordered the elimination of the grade crossings of Woodbridge Avenue and Turtle Brook Road in 1951, all action has been deferred on this project because of a conflict with other work on the railroad at Dunellen-Plainfield.

*Erie Railroad, Glen Rock—Docket No. 4826.*

The elimination of the Rock Road grade crossings in Glen Rock was ordered on July 27, 1938, and reconsideration was requested by the

Borough on September 27, 1949. No further action has been taken since that time except that the protection has been improved at the two crossings.

*Erie Railroad, Rutherford and East Rutherford—Docket No. 3604.*

The Boroughs of Rutherford and East Rutherford petitioned on January 2, 1948, for the elimination of the Park Avenue grade crossing. Because of the shortage of funds and as this petition was in conjunction with the Passaic elimination case which has been dismissed, no action has been taken.

*The Pennsylvania Railroad, Adams—Docket No. 1863.*

Construction in accordance with the Board's order of March 10, 1954, proceeded during 1955, and was completed at the end of the year except for some minor items which will be delayed to the Spring of 1956. The overhead highway crossing was opened to traffic on November 21, 1955.

*The Pennsylvania Railroad, Metuchen—Docket No. 1867.*

The Grove Street grade crossing is closed to highway traffic but is still under order for elimination. The case was reopened at a hearing on October 19, 1955, and then continued to January 4, 1956.

*The Pennsylvania Railroad, Monmouth Junction—Docket No. 7007.*

The construction of the highway overpass was completed during 1953, but the accounting work has not been closed.

*The Pennsylvania Railroad, Plainsboro and South Brunswick—Docket No. 4265.*

Construction work was completed during 1949 but the accounting work has not been closed.

*Pennsylvania-Reading Seashore Lines, Camden—Docket No. 4074.*

All of the construction work for the elimination of 14 grade crossings by the relocation of the Cooper's Point Branch was completed in 1954. The accounting work has not been closed.

***Relocation or Widening of Grade Crossings (Formal)***

During 1955, the Board considered the following cases involving relocation or changes to existing grade crossings:

*Erie Railroad, Relocation of Brookside Avenue, Englewood—Docket No. 8774.*

The City of Englewood, on July 8, 1955, asked permission to abandon the public crossing at grade of Brookside Avenue and the Northern Branch of Erie Railroad and to substitute a new crossing about 1100 feet north of

the existing grade crossing. The case was brought to hearing on December 1, 1955. The relocation was opposed by industrial concerns which use the present crossing. No determination had been made by the end of the year.

*The Pennsylvania Railroad, Union Landing Road, East Riverton—Docket No. 8228.*

The Pennsylvania Railroad, on August 9, 1954, asked permission to increase the width of the grade crossing at Union Landing Road, East Riverton. After investigation, the Board granted permission subject to the installation of flashing light warning signals. The permission was granted in certificate of March 30, 1955.

*The Pennsylvania Railroad, Hainesport-Mount Laurel Road, Hainesport—Docket No. 8675.*

The County of Burlington in March, 1954, filed a formal complaint in regard to the protection at the grade crossing of Hainesport-Mount Laurel Road and the Pennsylvania Railroad in Hainesport Township. The railroad denied that an unusual hazard existed and the matter was brought to hearing on June 3, 1955. In decision and order of August 31, 1955, the Board found the existence of a hazard and ordered the installation of flashing light warning signals.

*Pennsylvania-Reading Seashore Lines, State Highway Routes 45 and 42, Gloucester—Docket No. 8374.*

The State Highway Department on November 4, 1954, requested the widening of the grade crossing of the Grenloch Branch of Pennsylvania-Reading Seashore Lines and State Highway Route No. 45 (connection to Route No. 42). After investigation the Board on February 3, 1955, allowed the change and directed that protection be "Stop and Flag."

*Pennsylvania-Reading Seashore Lines, Relocation of Davis Road, Lawnside—Docket No. 8966.*

Pennsylvania-Reading Seashore Lines on October 27, 1955, asked permission to relocate the public grade crossing at Davis Road to a point about 1,000 feet to the north at Oak Avenue in Lawnside. Hearing was held on November 30, 1955, and the Board in decision of December 21, 1955, permitted the establishment of a new grade crossing at Oak Avenue and the use of the existing crossing at Davis Road as a quasi-public grade crossing. The Board directed the use of flashing light warning signals at both crossings.

*Pennsylvania-Reading Seashore Lines, Billingsport Road, Paulsboro—Docket No. 8036.*

The County of Gloucester, on April 6, 1954, asked that the grade crossing of Billingsport Road in Paulsboro be widened. The railroad was

unable to reach an agreement with the county and the matter was brought to hearing on September 29, 1954. In decision and order of January 12, 1955, the Board permitted the crossing to be widened and directed the railroad to change its facilities to meet the requirements of the new crossing.

*Pennsylvania-Reading Seashore Lines, Mantua Road, Mount Royal—Docket No. 8037.*

The County of Gloucester, on April 6, 1954, asked that the Mantua Road grade crossing in Mount Royal be increased in width. The railroad and the county were unable to agree on the required changes and the matter was heard by the Board on September 29, 1954. The Board in decision and order of January 12, 1955, permitted the widening and directed the railroad to change its facilities accordingly.

***Reconstruction of Existing Bridges (Formal)***

*The Pennsylvania Railroad Company, Foundry Street, Newark—Docket No. 3851.*

The City of Newark applied in May, 1948, for an order requiring the Pennsylvania Railroad Company to reconstruct the bridge which carries the railroad over Foundry Street. The matter was never brought to hearing and on October 18, 1955, the city was notified that the case would be dismissed if no action was taken by November 1, 1955. The city and the railroad requested further extension to December 1, 1955 and March 1, 1956. The requests were granted to allow further conference.

*Reading Company, Main Street, Manville—Docket No. 7015.*

The Borough of Manville, on October 30, 1952, asked that Reading Company be required to widen and reconstruct the railroad bridge over Main Street. After hearing in 1953, the case was removed from the calendar to allow conference on a possible solution. Hearing was continued on March 29, 1955, and the request was denied for lack of sufficient proof by decision of June 1, 1955. The Borough by petition of June 5, 1955, asked that the case be reopened for the presentation of additional evidence. After hearings on August 15, 1955, September 15, 1955 and November 14, 1955, at which no added evidence was presented, the railroad moved that the proceedings be dismissed. The Board dismissed the case by decision of December 8, 1955.

*Lehigh Valley Railroad Company, Mountain Avenue, Middlesex—Docket No. 8725 (Docket No. 8724).*

The Borough of Middlesex on May 25, 1955, filed a formal complaint regarding the width and character of the bridge which carries Mountain Avenue over the main line tracks of Lehigh Valley Railroad. The railroad denied the allegations in an answer filed on June 1, 1955, and hearings

were held on June 22 and July 21, 1955. The examiner's report of September 7, 1955, recommended that the Lehigh Valley Railroad Company be directed to increase the width and capacity of the bridge to conform with present highway conditions. The Board in decision and order of November 16, 1955, accepted the recommendation and ordered the reconstruction of the bridge.

The Borough also filed a complaint against both the Lehigh Valley Railroad Company and the Central Railroad Company of New Jersey (Docket No. 8724) regarding conditions at the grade crossing which is adjacent to the bridge. This complaint was withdrawn and the Board dismissed Docket No. 8724 on September 7, 1955.

*The Pennsylvania Railroad Company, Main Street, Sayreville (Deep Cut)—Docket No. 9049.*

The County of Middlesex, the Borough of Sayreville and the City of South Amboy by petition dated November 21, 1955, asked that the Pennsylvania Railroad Company and Public Service Coordinated Transport be required to construct a new bridge of adequate design and width to replace the present bridge over the railroad at "Deep Cut" in Middlesex County. On December 14, 1955, Public Service Coordinated Transport denied any responsibility in connection with the reconstruction of the bridge. The matter was set down for a prehearing conference on January 12, 1956.

***Informal Complaints—Changes in Schedules or Curtailment of Passenger Train Service***

During 1955, the Division of Railroads investigated 64 complaints regarding railroad passenger service and schedules as follows:

Central Railroad Company of New Jersey .....	12
Delaware, Lackawanna and Western Railroad .....	2
New York Central Railroad Company .....	3
Pennsylvania Railroad Company .....	38
Pennsylvania-Reading Seashore Lines .....	8
Reading Company .....	1
	<hr/>
	64

These complaints were in addition to several hundred protests and complaints which were addressed directly to the president of the Board and which did not pass through the Division of Railroads.

***Complaints on Passenger and Freight Tariffs (Informal)***

During 1955, the Board received and investigations were conducted in connection with 34 complaints which alleged improper charges by the railroads. Many of the complaints were in regard to commutation fares and the refusal by the railroads to sell commutation tickets to Hoboken or

Jersey City to passengers who did not use railroad ferries to cross the Hudson River.

***Miscellaneous Informal Matters***

During 1955, the Division of Railroads handled 127 miscellaneous requests, protests, etc., as follows:

General Information .....	53
Grade Crossings .....	15
Sales of Land .....	7
Operation, Service, Noise, etc. ....	14
Timetable Changes .....	15
Proposed Changes in Railroad Facilities .....	8
Unsafe Conditions .....	8
New Bridges .....	2
Rates and Fares .....	5
	<hr/>
	127

***Sales or Transfers of Real Estate (Formal)***

Section 48:3-7 of the New Jersey Revised Statutes provides for approval by the Board of all real estate transactions by public utility companies.

At the end of the year 1954, three sales of land having a total value of \$133,150 were pending before the Board. One of the sales was approved in 1955, without hearing, and the other two were approved after hearing. In addition, the Lehigh Valley Railroad Company applied for approval of a transfer of eight parcels of land to the City of Jersey City in lieu of taxes. This application was pending at the end of 1954, and was approved after hearing.

During 1955, the following major transfers of real estate by railroad companies were approved after hearing.

The Pennsylvania and Newark Railroad Company, which was never completed or operated, sold all of its real estate to a subsidiary of the Pennsylvania Railroad Company for the sum of \$1,642,369.76. This sale was made as part of the dissolution of the Company.

The Erie Railroad Company transferred Pier No. 9 in Jersey City to American President Lines for the sum of \$1,250,000.

The Central Railroad Company of New Jersey sold all of its marine repair shops in Jersey City to the Tug and Barge Supply Co., Inc. for \$590,000. This sale was made with the understanding that all repairs to the railroad's floating equipment would be handled by the purchaser.

The Pennsylvania Railroad Company sold the site of Harborside Terminal on the waterfront in Jersey City to Harborside Warehouse Co., Inc. for \$463,548.42.

The Central Railroad Company of New Jersey transferred three parcels of land to the City of Jersey City in lieu of taxes.

In addition to the transactions listed above, the Board approved, after hearing, a lease of railroad property and 21 sales representing a total value of \$1,160,133.

Under Conference Order No. Twenty-three, the Board may approve certain sales without hearing. During the year, 90 such approvals were given for land sold at a total of \$330,292. One transfer of land was also approved.

Five sales representing a value of \$146,518 were pending before the Board at the end of 1955.

In summary, during 1955, the Board approved the sale of \$5,309,283 of railroad real estate in 116 proceedings.

## CHAPTER VII

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### MOTOR CARRIERS

Motor carrier utilities subject to the Board's jurisdiction in 1955 comprised 380 privately owned street transportation enterprises. This included one company which operated 30 trolley cars on one route using the Newark City subway facilities.

As of December 31, 1955, 5,886 Certificates of Compliance<sup>1</sup> were outstanding. They covered, in part, 5,108 autobuses operated by 380 corporations, companies or individuals on 513 approved routes. In addition, five corporations or companies with equipment domiciled in the State of New Jersey held such certificates for the operation of 95 autobuses on routes in interstate commerce. Twenty-seven corporations, companies or individuals have certificates covering 244 buses domiciled outside New Jersey and used in interstate service into or through the State of New Jersey. One hundred corporations, companies or individuals hold Certificates of Compliance covering 439 autobuses domiciled in New Jersey for use in special, contract, or chartered service.

#### *Substitution of Autobuses for Street Railway Service*

On August 31, 1955, the Board approved abandonment of trolley service on Atlantic City Transportation Company's Atlantic Avenue trolley route between the Douglas Avenue loop and the loop located in the Borough of Longport, and also approved municipal consents of the City of Margate City and the Borough of Longport for the operation of 20 autobuses in lieu of the abandoned trolley service (Docket No. 8810).

On November 9, 1955, the Board approved abandonment of trolley service on the Atlantic Avenue trolley route and operation of 50 autobuses in the City of Atlantic City and the City of Ventnor City and of 20 autobuses in the City of Margate City on the Atlantic Avenue-Ventnor Avenue bus route (Docket No. 8907).

On December 28, 1955, 20 trolley cars on the Atlantic Avenue trolley route made their final runs.

#### *Fare Proceedings*

During the year 1955 the Board completed negotiations, under R. S. 48:2-21.1, on 63 applications for temporary fares, pending hearings on

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<sup>1</sup>A Certificate of Compliance is issued by the Board to cover each autobus operated in this State that has been found, after inspection by a representative of the Board, to comply with the Board's regulations and specifications as to construction and maintenance.

applications for permanent fares. Two such temporary fare applications were pending at the end of 1955.

Decisions involving increased fares on a permanent basis are discussed below :

PUBLIC SERVICE COORDINATED TRANSPORT—DOCKET No. 8476-8477

As reported for 1954, the Company petitioned the Board, on December 22, 1954, proposing a change in its basic fare from 10¢ to 12¢. It was estimated that this fare would produce \$4,516,000 in additional operating revenue from both intrastate and interstate lines.

On March 10, 1955, the Board, after investigation, denied the Company's request for interim fares through negotiation, pursuant to R. S. 48:2-21.1, in Docket No. 8476. The permanent fare case (Docket No. 8477) was resumed on April 15, 1955. The record in Docket No. 8476 was made part of the record in Docket No. 8477. Hearings were held on 15 days between February 7, 1955, and June 6, 1955. Extensive cross-examination was conducted by Rate Counsel, Counsel for municipalities, and the Board's legal representatives. Briefs were filed and oral arguments were made. On August 25, 1955, the Board issued its decision that a fair and reasonable schedule of intrastate fares would be: (1) 12¢ in the first zone, with an additional 5¢ for each successive zone; (2) tokens, at the rate of nine for \$1.00, good in payment for any first zone ride; and (3) student fares to remain at the existing levels. The new fares became effective September 11, 1955.

On September 2, 1955, the Company requested that the Board modify its decision of August 25th as it related to the use of tokens by substitution of a weekly riding permit substantially equivalent to the token fare. On September 28, 1955, the Board, in its modified decision and order, authorized a weekly riding permit at a price of 10¢, which when accompanied by a cash payment of 10¢, would be good for a ride in any intrastate 12¢ first zone. This change became effective October 17, 1955.

ATLANTIC-BRIGANTINE COACH COMPANY—DOCKET No. 8651

On April 18, 1955, this Company filed with the Board a revised schedule of fares which would have increased annual operating revenues by approximately \$11,400. The Board, after hearing, in its decision of June 6, 1955, found that the revised schedule of fares was just and reasonable and accepted it for filing, to become effective on June 19, 1955.

DOVER-MT. HOPE-PICATINNY BUS LINES, INC.—DOCKET No. 8497

On December 30, 1954, this Company filed an application providing for various changes in fares, including an increase from 5¢ to 10¢ in the first zone and an increase in school fares from 5¢ to 7¢. The fares were estimated to produce additional annual revenues of \$4,183. On March 9,

1955, the Board issued its decision accepting the fares as filed, to become effective March 20, 1955.

***Applications***

During the year the Board received 123 applications pertaining to autobus operations classified as follows:

	<i>12/31/55</i>
Municipal consents for new routes .....	4
Municipal consents for change or extension .....	44
Municipal consents for additional buses .....	..
Transfer of municipal consents .....	18
Changes in fare schedules .....	16
Modification of restrictions .....	3
Discontinuance of service or portion of service .....	5
Formal complaints .....	4
Interstate Commerce Commission applications .....	21
Miscellaneous .....	8
Total .....	123

Five of the applications received were for discontinuance of service. This compares with 17 such applications in 1954. The reduced number of applications to discontinue service has been brought about by the insistence of the Board that the applicant furnish more proof that the riding public would not be adversely affected, rather than proof that the operation was being conducted at a financial loss. Of the remaining applications approximately 40 involved controversial matters which were protested by interested parties. These protested applications were considered at prehearing conferences between the interested parties. Members of the Board's Division of Motor Carriers presided at these conferences, which served to define the purpose and limit the issues of each application, and thus facilitate formal hearing and final disposition by the Board.

***Interstate Commerce Commission Applications***

Twenty-one applications submitted to the Interstate Commerce Commission were assigned for hearing before Joint Boards, over which proceedings the director or an assistant director of the Board's Division of Motor Carriers was designated to preside. These Joint Board proceedings represent for the State of New Jersey participation in decisions involving Federal regulation in the motor carrier transportation field. Were it not for such participation in these proceedings, Examiners of the Interstate Commerce Commission who, in many instances, have no knowledge of local conditions, or the effect their decisions might have upon New Jersey transportation utilities, would preside, and their judgment could prevail. It may be noted that the New Jersey members of the Joint Boards have gained the confidence of the Interstate Commerce Commission to the extent that for the past several years it has been found unnecessary to assign its

own examiner to sit with and advise the New Jersey Joint Board members. Such action by the Interstate Commerce Commission gives assurance to the motor carriers of persons in the New Jersey area that their operating authority will not be infringed upon by unfair or prejudicial competition.

***Accident Reports***

Operators of autobuses and street railways are required to report all accidents involving personal injury or property damage. During the year a total of 6,123 such reports of accidents were filed with the Board. The following statistics were compiled from the accident reports received:

Total number of accident reports examined .....	6,123
Number of persons injured .....	2,304
Number of fatalities resulting from accidents .....	10
Cases of property damage reported, \$25 or more .....	1,030
Cases of property damage reported, under \$25 .....	2,938
Number of accidents involving personal injury only .....	1,603
Number of accidents involving property damage only .....	4,044
Number of accidents involving both property damage and personal injury .....	287
Number of accidents in which details are not given .....	190

Accidents resulting in a fatality, accidents of an unusual nature, or accidents wherein it was presumed that there was a failure of equipment, were investigated by members of the Board's Division of Motor Carriers to determine their cause and the measures to be taken to prevent their recurrence.

The Annual Report for the year 1947 showed 32 fatalities resulting from autobus operation. To meet this situation the Board stepped up its maintenance inspection program, and those autobus operators found to have poor maintenance programs were put on a more frequent or 3-month inspection basis, until such time as improved maintenance programs were put into effect. Since 1947 the fatal accidents attributed to autobus operation have declined, as follows:

1947 .....	32
1948 .....	20
1949 .....	15
1950 .....	20
1951 .....	21
1952 .....	17
1953 .....	17
1954 .....	16
1955 .....	10

The elimination of many out-of-State inspections, which was one result of the reciprocity agreements entered into by the Board, hereinafter described, has made possible a more thorough study of the preventive maintenance programs of all New Jersey autobus utilities. The results of these studies of preventive maintenance appear to have borne fruit, since during 1955

there was a drop to ten fatalities in a state in which autobuses operate for the most part in highly industrialized and heavily congested areas. Considering that autobuses engaged in intrastate service and in the short-haul service in the Philadelphia-Camden and Northern New Jersey-New York Metropolitan areas operated 199,881,708 bus miles and carried 637,397,614 passengers, the low fatality rate in 1955 is noteworthy. These figures indicate that there was one fatality for every 19,881,708 miles operated, or for every 63,739,761 revenue passengers carried.

### *Safety Activities*

During the year the Board's Division of Motor Carriers continued other efforts to eliminate unsafe factors affecting autobus operations in this State. Comprehensive safety drives were made by the Board's inspectors at strategic points in the State on Saturdays, Sundays and holidays, during periods when special and chartered operation of autobuses was at its peak. In a number of these safety drives the Board's staff acted in co-operation with local and State Police and in co-operation with safety inspectors of the Bureau of Motor Carriers of the Interstate Commerce Commission. Maintenance inspections were made of numerous out-of-State autobuses that were found operating frequently into or through the State of New Jersey. Concurrently, it was ascertained that proper insurance as required by statute was in force on the vehicles so inspected.

Conferences have continued with police officials of the various municipalities, with other municipal and state agencies, and with the autobus utilities, with the aim of minimizing contributory causes involved in autobus accidents. Members of the Board's Division of Motor Carriers continued to attend safety meetings in order to assist in transportation matters.

### *New Equipment*

During the year 1955, 418 new autobuses were purchased and placed in regular operation. In addition, 193 used buses were purchased, completely rehabilitated, and placed in service. The number of new buses purchased in 1955, although 100 more than the number purchased in 1954, is a clear indication of the downward economic trend in autobus transportation. The operators of autobus utilities continued to experience economic losses and in some cases could not afford to buy new equipment. Instead of purchasing new equipment, these operators purchased used autobuses which they rehabilitated so as to meet the Board's specifications and standards of maintenance for autobuses.

### *Maintenance*

During 1955 the staff of the Board's Division of Motor Carriers made 10,221 safety inspections of autobuses, representing approximately the same number of inspections as was made in 1954. In making these inspections every accepted test for safety and high class maintenance was applied to each vehicle.

### *Reciprocal Agreements*

Prior to May, 1953, all autobuses for which a Certificate of Compliance had been issued by this Board were required to undergo inspection in the State of New York in order to operate into or through that State. The Commonwealth of Pennsylvania had no such requirement but was considering action to require all New Jersey certificated buses to undergo inspection in order to operate into or through that Commonwealth. Thus a New Jersey certificated bus would be required to undergo three separate inspections in order to conduct its business in the three States. Similarly, buses certificated in either New York State or the Commonwealth of Pennsylvania were required to obtain Certificates of Compliance to operate into or through New Jersey. Such procedures resulted in duplication of effort and unnecessary expense.

On May 20, 1953, the Board adopted an order effective June 15, 1953, entering into reciprocal agreements with the State of New York and the Commonwealth of Pennsylvania. Under these reciprocal agreements the States of New Jersey and New York and the Commonwealth of Pennsylvania adopted a minimum requirement specification applying to autobuses, whereby a Certificate of Inspection issued by any one of the three States would be honored by the other two, and autobuses carrying a current inspection sticker of any of the three States could operate without fear of interruption through or into all of them. Adoption of these agreements resulted in the elimination of approximately 1,000 safety inspections of autobuses by members of the Board's staff, permitting the utilization of the time thus saved in the study of specific traffic problems and of operating rights of various companies within the State. In 1954 further reciprocal agreements were entered into with the District of Columbia and the State of Connecticut. In 1955 such agreements were consummated between the State of New Jersey and the States of New Hampshire and Delaware. These agreements have resulted in a free flow of autobus traffic within the area embracing the seven jurisdictions, viz., State of New Jersey, State of New York, Commonwealth of Pennsylvania, State of Connecticut, District of Columbia, State of New Hampshire and State of Delaware.

### *Traffic Investigations*

Investigations have continued of the service furnished and the equipment operated by both street railway and autobus operators. Two hundred and twenty-two traffic checks and surveys were made during the year, on the Board's initiative, or in connection with the investigation of 241 complaints. In all but a few cases the complainants were interviewed and, when appropriate, action was taken to correct the conditions which caused the complaint. During the year, 875 letters requesting information or advice concerning miscellaneous transportation matters involving autobuses were received and answered.

### ***Operating Schedules***

All bus operators are required to keep their current operating schedules on file with the Board. These operating schedules, when received, are examined and filed. When major changes in an operating schedule are proposed which would substantially reduce the service or materially alter headways, the schedules are accepted subject to protest of any interested parties. When a protest is received, an informal conference with the utility and the complainant is promptly arranged by the Board's Division of Motor Carriers. Approximately 30 such conferences held during 1955 resulted either in the utility withdrawing its proposed operating schedule, or in a compromise being reached that was acceptable to the Board, to the utility and to the complainants.

### ***Insurance***

All autobus operators are required by law to carry insurance against loss and liability for property damage and personal injury, as set forth in the statutes. Each operator is required to file with the Board evidence of such insurance. During 1955, 1,611 evidences of insurance were filed with the Board and examined by the staff to assure compliance with the statutes and the Board's regulations. The following is a tabulation in connection with insurance matters:

Number of cancellation notices received .....	73
Number of cancellation notices dispatched .....	41
Number of letters received .....	297
Number of notices of expiration dispatched .....	256
Number of letters dispatched .....	715
Number of questionnaires dispatched .....	867

### ***Sales of Property***

In 1955, the Board approved the sale of \$228,271 of autobus utility real property in 22 proceedings. In addition, the Board approved the sale of 56 autobuses for \$224,347 in 32 proceedings.



## CHAPTER VIII

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### SEWERAGE UTILITIES

In 1955 fourteen privately-owned sewerage companies were under the Board's jurisdiction.

#### *Rate Proceedings*

ATLANTIC CITY SEWERAGE COMPANY—DOCKET No. 8809

On July 29, 1955, Atlantic City Sewerage Company filed with the Board increased rates which were designed to increase annual operating revenues by \$292,490. The Board suspended the proposed increased rates and held hearings on the matter during the latter part of 1955. This case was pending at the close of 1955.

#### *Sales of Property*

In 1955 the Board approved the sale of \$2,500 of sewerage utility property in two proceedings.



## CHAPTER IX

### UTILITY FINANCE

#### *Issuance of Securities*

##### *Procedure on Security Issues*

The Board's approval is required before a New Jersey utility may issue any securities. Applications for approval of security issues are carefully examined and considered by the Board's staff. While the primary responsibility for staff work on security issues rests with the Board's Division of Accounts and Finance, the Board's Engineering Division also participates in many of the investigations and studies.

##### *Types of Applications*

During 1955, 70 applications seeking approval of the issuance or refinancing of various types of evidences of indebtedness, and the issuance or transfer of capital stock were received from utilities subject to the Board's jurisdiction. Following is a classification of these applications by primary proposals in the application:

<i>Type of Application</i>	<i>Autobus Utilities</i>	<i>Other Utilities</i>	<i>Total Applications</i>
Common Stock .....	6	5	11
Preferred Stock .....	..	1	1
Transfer of Capital Stock .....	1	4	5
Mortgage Bonds .....	2	9	11
Debenture Bonds .....	..	2	2
Promissory Notes and Chattel Mortgages ...	7	..	7
Conditional Sale Contracts .....	6	..	6
Applications Withdrawn .....	2	1	3
Applications Denied .....	1	..	1
Held Over to 1956 .....	5	18	23
Total .....	30	40	70

The following table is a summary of securities authorizations, according to classes of utilities, and types of securities or indebtedness :

SUMMARY OF SECURITIES AUTHORIZED DURING 1955

<i>Class of Utility</i>	<i>Capital Stock Dollars</i>	<i>Bonds, Principal Amount</i>	<i>Notes, etc. Dollars</i>	<i>Total</i>
Electric .....	\$19,112,500	\$30,138,000	.....	\$49,250,500
Combination Electric and Gas..	25,000,000	35,000,000	.....	60,000,000
Telephone .....	75,635,000	25,500,000	.....	101,135,000
Water .....	328,020	13,885,000	.....	14,213,020
Sewer .....	159,020	210,000	.....	369,020
Autobus .....	212,250	70,000	\$655,716	937,966
Totals .....	\$120,446,790	\$104,803,000	\$655,716	\$225,905,506

Appendix Table 18 to this Report lists companies which received authorization from the Board to issue securities in the amount of \$100,000 or over during 1955, and describes each issue.

***Financing of Electric and Gas Utilities Expansion***

The securities authorized to be issued by Public Service Electric and Gas Company in Docket No. 8832, listed in Appendix Table 18, demonstrate the continued and large-scale need for additional utility facilities in New Jersey. The construction work engaged in by other electric and gas utilities results from the same need; but, since Public Service Electric and Gas Company is an integrated electric and gas system, and since its service areas include a large part of the State's population, this Company's plant additions are of special significance.

The continued growth of housing developments has contributed to creating a need for additional utility services of all kinds, including electric and gas service. Also, the increased use of electric and gas services by existing customers has been a factor in creating the need for additional utility plant.

In deciding upon approval of securities issues, the Board must be satisfied, after thorough investigation and hearing, that the plant construction to be financed by the proceeds is actually required to maintain, extend and improve the service to the public, and that the costs incurred or to be incurred are reasonable. The price received from the immediate underwriters or purchasers of such securities, the conditions of the transactions, and the commitments to which the issuing utility becomes subject must be such as to promote or maintain, or which at least will not impair, the financial soundness of the utility.

In Docket No. 8832 the Board authorized Public Service Electric and Gas Company to sell at par an issue of 4.30% Cumulative Preferred Stock, in the total par amount of \$25,000,000, to a group of 67 representa-

tive underwriters. The 3½% Debenture Bonds, in the total principal amount of \$35,000,000, were sold at a premium, for a total of \$35,539,000, after competitive bidding, to a group of 54 underwriters. These securities were purchased largely by insurance companies, investment trusts and pension funds, as well as the general public.

Second only to Public Service Electric and Gas Company in financing and construction activities during 1955 was Jersey Central Power & Light Company. This Company, in Docket No. 8523, was authorized to issue \$4,000,000 principal amount of additional common stock to finance plant additions, necessitated by an increase in the scope of its service area, increased use by existing customers, and to some extent replacements of existing facilities. In Docket No. 8612 this Company was authorized to issue \$20,000,000 principal amount of 3½% First Mortgage Bonds, which were sold at a total price of \$20,457,800. The proceeds were used primarily to redeem an outstanding 4% issue and to capitalize, on a long-term basis, the cost of previously completed plant additions which had meanwhile been financed by temporary borrowing, while a smaller portion of such proceeds was to be applied to future plant additions.

Atlantic City Electric Company, in Docket No. 8511, was authorized to issue \$10,000,000 principal amount of 3¼% First Mortgage Bonds, which were sold for \$10,091,000, the proceeds to be used mostly for future plant additions, and partly to capitalize permanently additions which had previously been completed and financed on a temporary basis. In Docket No. 8820 this Company was authorized to issue a common stock dividend, representing an aggregate principal amount of \$5,037,000, the purpose being to facilitate trading in its common stock and thus broadening the ownership of the Company.

### *Telephone Service Expansion and Financing*

In Docket No. 8904 New Jersey Bell Telephone Company was authorized to issue securities representing an aggregate of \$100,000,000 in additions to plant. The plant and service expansion by New Jersey Bell Telephone Company into new areas, as well as within previously served areas, is another indication of the State's economic growth. The development of new residential, commercial and industrial areas, and the increase in telephone use in existing service areas, created the need for these additions. Also, New Jersey Bell Telephone Company has been engaged in a modernization program, involving installation of automatic message handling equipment, to increase the speed and efficiency of the service.

Other telephone companies serving local areas have also participated in expansion of plant facilities.

***Water Supply and Sewerage Service Utilities Expansion and Financing***

Water and sewerage utilities provide an immediate indication of the growth of newly populated areas. Active utilities of these two classes frequently issue securities the purpose of which, at least in part, is to finance needed replacements of facilities. Yet the greatest portion of such financing has been primarily for the purpose of construction of distribution mains (in the case of the water utilities), collecting mains (in the case of sewerage utilities), and transmission mains, and the installation of pumping facilities where needed. The need for new mains to serve new customers may not call for a proportionate increase in water supply sources, or in sewage treatment or disposal facilities. Existing sources and operating capacities may be adequate for a short time. However, increasing service requirements may eventually exceed existing capabilities and newly developed areas may necessitate the extension of facilities. In such instances new water sources must be developed or new sewage treatment and disposal facilities must be provided.

In Docket No. 8619 and Docket No. 8670 Hackensack Water Company (referred to herein as Hackensack) was authorized to issue an aggregate principal amount of \$10,000,000 of bonds during 1955. The greatest portion of the proceeds was required to finance additions and improvements to this Company's water storage and distribution facilities, while only a small portion was to be applied to the development of additional sources of supply within the Company's own service areas. Approximately one-third of the proceeds was to be used to develop a new source of supply outside the State of New Jersey, but which is intended to serve New Jersey consumers.

Spring Valley Water Works and Supply Company (Spring Valley), a public utility of the State of New York, and a wholly owned subsidiary of Hackensack, is in process of constructing an impounding reservoir on the upper reaches of the Hackensack River, in Rockland County, in the State of New York. The cost is expected to exceed \$6,000,000. This project is being financed through the purchase by Hackensack of additional securities of Spring Valley, an arrangement initiated in 1954. Flood water of the Hackensack River will be impounded and stored, so as to be available for release downstream during drier periods, thus maintaining an adequate flow to Hackensack's service areas in New Jersey. Operating and maintenance costs are to be shared by both companies, in proportion to the respective benefits derived.

In addition to Hackensack, other water companies in New Jersey have found that the financing of plant expansion, although primarily involving distribution facilities, and in some instances storage and purification facilities, also involved some investment in additional sources of supply.

*Newly Organized Water and Sewerage Companies*

Developers of new housing areas increasingly find that their sites are too far from the facilities of any existing water or sewerage utilities to make it economically feasible for such utilities to extend their lines to serve them. Such a situation usually results in the organization of a new water service company and a new sewerage service company in the newly developed area.

None of the presently established sewerage service utilities engaged in any appreciable financing of additional plant investment during 1955, but four new sewerage utilities were organized to serve newly developed areas. A number of previously established water utilities financed plant expansion during 1955, and new housing developments led to the establishment of four new water utilities. The Board's approval is required for securities issued by these new companies and for the franchises which have been granted by local authorities.

During 1955 the Board approved the issuance of securities by the four new water utilities referred to above, under the provisions of Chapter 19 of Title 48 of the Revised Statutes of New Jersey, involving an aggregate investment exceeding \$23,000. The Board also approved the issuance of securities by the four new sewerage utilities referred to above, under the provisions of Chapter 13 of Title 48 of the Revised Statutes, involving an aggregate investment of over \$370,000. In most instances the proceeds from such security issues were used to defray initial legal fees and other organization costs. The utility plant was acquired by donation of the realty developer or was subsequently financed by a larger security issue.

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TABLE 1

NUMBER OF PRIVATELY OWNED PUBLIC UTILITIES SUPPLYING UTILITY SERVICE  
IN NEW JERSEY AND UNDER FULL JURISDICTION OF THE  
BOARD OF PUBLIC UTILITY COMMISSIONERS\*

	Number of Companies Reporting for Year			Increase or (Decrease)	
	1941	1954	1955	1955 Over 1941	1955 Over 1954
<b>Electric Companies :<sup>1</sup></b>					
Electric Department of Combination Companies .....	3	1	1	(2)	....
Other Electric Companies .....	6	5	5	(1)	....
Total .....	9	6	6	(3)	....
<b>Gas Companies :</b>					
Gas Departments of Combination Companies .....	3	1	1	(2)	....
Other Gas Companies .....	9	8	8	(1)	....
Total .....	12	9	9	(3)	....
Telephone Companies : <sup>2</sup> .....	8	6	6	(2)	....
<b>Water Companies :<sup>3</sup></b>					
Class A, B and C Companies .....	42	51	51	9	....
Class D. Companies .....	47	54	61	14	7
Total .....	89	105	112	23	7
<b>Local Transportation Companies :</b>					
Public Service Coordinated Trans- port .....	3	1	1	(2)	....
Other Class A Bus Operators <sup>4</sup> ...	33	54	56	23	2
Class B Bus Operators .....	39	51	51	12	....
Class C Bus Operators .....	369	338	329	(40)	(9)
Total .....	444	444	437	(7)	(7)
Sewerage Companies: .....	8	12	14	6	2
Total All Companies .....	570	582	584	14	2

\* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

<sup>1</sup> Does not include 2 Rural Electric Cooperatives.

<sup>2</sup> Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co., and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount.

<sup>3</sup> Does not include 11 Water Utilities with annual operating revenues less than \$1,000.

<sup>4</sup> Does not include American Bus Lines, Inc., or The Greyhound Corporation, whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

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**TABLE 2**  
**NUMBER OF CUSTOMERS SERVED BY UTILITY COMPANIES UNDER THE FULL JURISDICTION OF THE BOARD OF PUBLIC UTILITY COMMISSIONERS\***

	<i>Number of Customers Served During the Year</i>			<i>Increase or (Decrease) 1955</i>	
	<i>1941</i>	<i>1954</i>	<i>1955</i>	<i>Over 1941</i>	<i>Over 1954</i>
Electric Utilities: <sup>1</sup>					
Public Service Electric and Gas Company .....	1,038,144	1,279,890	1,309,273	271,129	29,383
Other Companies .....	339,040	496,419	520,416	181,376	23,997
Total .....	1,377,184	1,776,309	1,829,689	452,505	53,380
Gas Utilities:					
Public Service Electric and Gas Company .....	831,262	1,015,321	1,039,145	207,883	23,824
Other Companies .....	245,502	312,149	321,664	76,162	9,515
Total .....	1,076,764	1,327,470	1,360,809	284,045	33,339
Telephone Utilities: <sup>2</sup>					
New Jersey Bell Telephone Company .....	796,370	2,071,811	2,222,283	1,425,913	150,472
Other Companies .....	12,937	29,040	31,504	18,567	2,464
Total .....	809,307	2,100,851	2,253,787	1,444,480	152,936
Water Utilities: <sup>3</sup>					
Hackensack Water Company .....	81,848	115,717	120,308	38,460	4,591
Other Companies .....	196,441	289,138	302,490	106,049	13,352
Total .....	278,289	404,855	422,798	144,509	17,943
Local Transportation Utilities: <sup>4</sup>					
Public Service Coordinated Transport .....	442,453,509	353,164,219	330,624,879	(111,828,630)	(22,539,340)
Other Class A Bus Operators <sup>5</sup> .....	102,640,351	120,913,176	115,887,496	13,247,145	(5,025,680)
Class B Bus Operators .....	21,633,303	22,408,837	21,926,462	293,159	(482,375)
Total .....	566,727,163	496,486,232	468,438,837	(98,288,326)	(28,047,395)

\* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 14 Sewerage Utilities.

<sup>1</sup> Does not include 2 Rural Electric Cooperatives.

<sup>2</sup> Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co., and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount. For Telephone Utilities, "Number of Customers" means Number of Telephone Stations.

<sup>3</sup> Does not include 11 Water Utilities whose annual operating revenues are less than \$1,000.

<sup>4</sup> Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1954 and 1955.

<sup>5</sup> Does not include American Bus Lines, Inc. or The Greyhound Corp., whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

**TABLE 3**

REPORTED INVESTMENT IN UTILITY PLANT IN NEW JERSEY PUBLIC  
UTILITY ENTERPRISES CLASSIFIED BY TYPE OF OPERATION\*

	<i>Plant and Equipment as at December 31</i>		
	<i>1941</i>	<i>1954</i>	<i>1955</i>
Electric Utilities: <sup>1</sup>			
Public Service Electric and Gas Company .....	\$352,097,248	\$578,565,509	\$631,097,804
Other Companies .....	137,025,756	315,930,465	341,129,882
Total .....	<u>\$489,123,004</u>	<u>\$894,495,974</u>	<u>\$972,227,686</u>
Gas Utilities:			
Public Service Electric and Gas Company .....	\$159,586,499	\$287,111,818	\$316,884,308
Other Companies .....	50,881,527	75,555,522	81,127,292
Total .....	<u>\$210,468,026</u>	<u>\$362,667,340</u>	<u>\$398,011,600</u>
Telephone Utilities: <sup>2</sup>			
New Jersey Bell Telephone Company..	\$226,261,368	\$623,702,902	\$678,549,047
Other Companies .....	3,855,439	8,473,329	9,552,697
Total .....	<u>\$230,116,807</u>	<u>\$632,176,231</u>	<u>\$688,101,744</u>
Water Utilities: <sup>3</sup>			
Hackensack Water Company .....	\$32,152,820	\$49,355,216	\$52,015,770
Other Companies .....	49,005,861	80,592,424	92,499,554
Total .....	<u>\$81,158,681</u>	<u>\$129,947,640</u>	<u>\$144,515,324</u>
Local Transportation Utilities: <sup>4</sup>			
Public Service Coordinated Transport.	\$135,502,984	\$70,545,539	\$73,183,218
Other Class A Bus Operators <sup>5</sup> .....	22,655,167	24,757,198	24,859,263
Class B Bus Operators .....	2,195,506	2,753,216	2,568,021
Total .....	<u>\$160,353,657</u>	<u>\$98,055,953</u>	<u>\$100,610,502</u>
Grand Total .....	<u>\$1,171,220,175</u>	<u>\$2,117,343,138</u>	<u>\$2,303,466,856</u>

\* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 14 Sewerage Companies.

<sup>1</sup> Does not include 2 Rural Electric Cooperatives.

<sup>2</sup> Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co., and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount.

<sup>3</sup> Does not include 11 Water Utilities whose annual operating revenues are less than \$1,000.

<sup>4</sup> Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1954 and 1955.

<sup>5</sup> Does not include American Bus Lines, Inc., or The Greyhound Corp., whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 4  
OPERATING REVENUES OF NEW JERSEY PUBLIC UTILITY  
ENTERPRISES CLASSIFIED BY TYPE OF OPERATION\*

	<i>Total Operating Revenues for Year</i>		
	<i>1941</i>	<i>1954</i>	<i>1955</i>
<b>Electric Utilities:<sup>1</sup></b>			
Public Service Electric and Gas Company .....	\$88,411,667	\$175,089,878	\$189,216,787
Other Companies .....	28,962,251	72,975,645	79,774,072
<b>Total .....</b>	<b>\$117,373,918</b>	<b>\$248,065,523</b>	<b>\$268,990,859</b>
<b>Gas Utilities:</b>			
Public Service Electric and Gas Company .....	\$29,918,424	\$74,438,067	\$83,938,816
Other Companies .....	8,659,544	27,453,050	30,359,189
<b>Total .....</b>	<b>\$38,577,968</b>	<b>\$101,891,117</b>	<b>\$114,298,005</b>
<b>Telephone Utilities:<sup>2</sup></b>			
New Jersey Bell Telephone Company..	\$57,943,158	\$206,765,251	\$229,775,900
Other Companies .....	639,934	2,306,546	2,609,566
<b>Total .....</b>	<b>\$58,583,092</b>	<b>\$209,071,797</b>	<b>\$232,385,466</b>
<b>Water Utilities:<sup>3</sup></b>			
Hackensack Water Company .....	\$4,088,739	\$7,797,637	\$8,300,096
Other Companies .....	6,733,141	13,360,832	15,096,836
<b>Total .....</b>	<b>\$10,821,880</b>	<b>\$21,158,469</b>	<b>\$23,396,932</b>
<b>Local Transportation Utilities:<sup>4</sup></b>			
Public Service Coordinated Transport.	\$29,751,011	\$50,055,062	\$48,980,778
Other Class A Bus Operators <sup>5</sup> .....	21,367,294	31,445,717	32,120,253
Class B Bus Operators .....	1,906,559	3,042,058	2,939,449
<b>Total .....</b>	<b>\$53,024,864</b>	<b>\$84,542,837</b>	<b>\$84,040,480</b>
<b>Grand Total .....</b>	<b>\$278,381,722</b>	<b>\$664,729,743</b>	<b>\$723,111,742</b>

\* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 14 Sewerage Companies.

<sup>1</sup> Does not include 2 Rural Electric Cooperatives.

<sup>2</sup> Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co., and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount.

<sup>3</sup> Does not include 11 Water Utilities whose annual operating revenues are less than \$1,000.

<sup>4</sup> Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1954 and 1955.

<sup>5</sup> Does not include American Bus Lines, Inc., or The Greyhound Corp., whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 5  
OPERATING EXPENSES OF NEW JERSEY PUBLIC UTILITY  
ENTERPRISES CLASSIFIED BY TYPE OF OPERATION\*

	<i>Total Operating Expenses** for Year</i>		
	<i>1941</i>	<i>1954</i>	<i>1955</i>
<b>Electric Utilities:<sup>1</sup></b>			
Public Service Electric and Gas Company .....	\$37,973,365	\$98,707,010	\$107,908,072
Other Companies .....	14,178,830	45,115,958	45,351,715
<b>Total .....</b>	<b>\$52,152,195</b>	<b>\$143,822,968</b>	<b>\$153,259,787</b>
<b>Gas Utilities:</b>			
Public Service Electric and Gas Company .....	\$17,166,563	\$53,856,281	\$59,937,993
Other Companies .....	5,852,269	17,641,333	19,676,133
<b>Total .....</b>	<b>\$23,018,832</b>	<b>\$71,497,614</b>	<b>\$79,614,126</b>
<b>Telephone Utilities:<sup>2</sup></b>			
New Jersey Bell Telephone Company..	\$38,097,332	\$144,732,743	\$153,274,951
Other Companies .....	385,157	1,655,329	1,890,681
<b>Total .....</b>	<b>\$38,482,489</b>	<b>\$146,388,072</b>	<b>\$155,165,632</b>
<b>Water Utilities:<sup>3</sup></b>			
Hackensack Water Company .....	\$1,200,874	\$2,908,270	\$3,181,947
Other Companies .....	2,991,269	7,213,538	7,642,480
<b>Total .....</b>	<b>\$4,192,143</b>	<b>\$10,121,808</b>	<b>\$10,824,427</b>
<b>Local Transportation Utilities:<sup>4</sup></b>			
Public Service Coordinated Transport.	\$23,545,772	\$46,946,180	\$45,609,107
Other Class A Bus Operators <sup>5</sup> .....	17,208,527	29,729,037	30,462,340
Class B Bus Operators .....	1,690,412	2,887,249	2,765,490
<b>Total .....</b>	<b>\$42,444,711</b>	<b>\$79,562,466</b>	<b>\$78,836,937</b>
<b>Grand Total .....</b>	<b>\$160,290,370</b>	<b>\$451,392,928</b>	<b>\$477,700,909</b>

\* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 14 Sewerage Companies.

\*\* Includes provision for depreciation and uncollectible bills, but not taxes.

<sup>1</sup> Does not include 2 Rural Electric Cooperatives.

<sup>2</sup> Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co., and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount.

<sup>3</sup> Does not include 11 Water Utilities whose annual operating revenues are less than \$1,000.

<sup>4</sup> Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1954 and 1955.

<sup>5</sup> Does not include American Bus Lines, Inc., or The Greyhound Corp., whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 6

TAXES CHARGED TO OPERATIONS BY NEW JERSEY PUBLIC UTILITY  
ENTERPRISES CLASSIFIED BY TYPE OF OPERATION\*

	Total Taxes Charged for Year		
	1941	1954	1955
<b>Electric Utilities:<sup>1</sup></b>			
Public Service Electric and Gas Company .....	\$25,418,425	\$45,167,997	\$47,800,355
Other Companies .....	4,926,283	14,390,460	18,039,772
<b>Total .....</b>	<b>\$30,344,708</b>	<b>\$59,558,457</b>	<b>\$65,840,127</b>
<b>Gas Utilities:</b>			
Public Service Electric and Gas Company .....	\$5,173,183	\$12,362,797	\$14,762,557
Other Companies .....	1,392,655	6,188,995	6,741,141
<b>Total .....</b>	<b>\$6,565,838</b>	<b>\$18,551,792</b>	<b>\$21,503,698</b>
<b>Telephone Utilities:<sup>2</sup></b>			
New Jersey Bell Telephone Company ..	\$10,981,380	\$38,423,999	\$46,615,216
Other Companies .....	98,989	346,592	381,221
<b>Total .....</b>	<b>\$11,080,369</b>	<b>\$38,770,591</b>	<b>\$46,996,437</b>
<b>Water Utilities:<sup>3</sup></b>			
Hackensack Water Company .....	\$1,572,836	\$3,004,999	\$3,124,495
Other Companies .....	1,637,320	3,689,196	4,321,797
<b>Total .....</b>	<b>\$3,210,156</b>	<b>\$6,694,195</b>	<b>\$7,446,292</b>
<b>Local Transportation Utilities:<sup>4</sup></b>			
Public Service Coordinated Transport.	\$3,425,641	\$3,782,411	\$3,726,693
Other Class A Bus Operators <sup>5</sup> .....	2,440,156	1,762,413	1,781,371
Class B Bus Operators .....	139,277	163,810	166,857
<b>Total .....</b>	<b>\$6,005,074</b>	<b>\$5,708,634</b>	<b>\$5,674,921</b>
<b>Grand Total .....</b>	<b>\$57,206,145</b>	<b>\$129,283,669</b>	<b>\$147,461,475</b>

\* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 14 Sewerage Companies.

<sup>1</sup> Does not include 2 Rural Electric Cooperatives.

<sup>2</sup> Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co., and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount.

<sup>3</sup> Does not include 11 Water Utilities whose annual operating revenues are less than \$1,000.

<sup>4</sup> Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1954 and 1955.

<sup>5</sup> Does not include American Bus Lines, Inc., or The Greyhound Corp., whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 7

OPERATING INCOME OF NEW JERSEY PUBLIC UTILITY  
ENTERPRISES CLASSIFIED BY TYPE OF OPERATION\*

	<i>Operating Income for Year</i>		
	<i>1941</i>	<i>1954</i>	<i>1955</i>
<b>Electric Utilities:<sup>1</sup></b>			
Public Service Electric and Gas Company .....	\$25,019,877	\$31,214,871	\$33,508,360
Other Companies .....	9,857,138	13,469,227	16,382,585
<b>Total</b> .....	<b>\$34,877,015</b>	<b>\$44,684,098</b>	<b>\$49,890,945</b>
<b>Gas Utilities:</b>			
Public Service Electric and Gas Company .....	\$7,578,678	\$8,218,989	\$9,238,266
Other Companies .....	1,414,620	3,622,722	3,941,915
<b>Total</b> .....	<b>\$8,993,298</b>	<b>\$11,841,711</b>	<b>\$13,180,181</b>
<b>Telephone Utilities:<sup>2</sup></b>			
New Jersey Bell Telephone Company .....	\$8,864,446	\$23,608,509	\$29,885,733
Other Companies .....	155,789	304,625	337,664
<b>Total</b> .....	<b>\$9,020,235</b>	<b>\$23,913,134</b>	<b>\$30,223,397</b>
<b>Water Utilities:<sup>3</sup></b>			
Hackensack Water Company .....	\$1,315,029	\$1,884,368	\$1,993,654
Other Companies .....	2,104,552	2,458,098	3,132,559
<b>Total</b> .....	<b>\$3,419,581</b>	<b>\$4,342,466</b>	<b>\$5,126,213</b>
<b>Local Transportation Utilities:<sup>4</sup></b>			
Public Service Coordinated Transport .....	\$2,779,598	(\$673,529)	(\$355,022)
Other Class A Bus Operators <sup>5</sup> .....	1,718,611	(45,733)	(123,458)
Class B Bus Operators .....	76,870	(9,001)	7,102
<b>Total</b> .....	<b>\$4,575,079</b>	<b>(\$728,263)</b>	<b>(\$471,378)</b>
<b>Grand Total</b> .....	<b>\$60,885,308</b>	<b>\$84,053,146</b>	<b>\$97,949,358</b>

\* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 14 Sewerage Companies.

<sup>1</sup> Does not include 2 Rural Electric Cooperatives.

<sup>2</sup> Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co., and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount.

<sup>3</sup> Does not include 11 Water Utilities whose annual operating revenues are less than \$1,000.

<sup>4</sup> Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1954 and 1955.

<sup>5</sup> Does not include American Bus Lines, Inc., or The Greyhound Corp., whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 8  
SOURCE AND DISPOSITION OF ENERGY SUPPLY OF PRIVATELY OWNED ELECTRIC UTILITIES IN NEW JERSEY FOR THE YEAR 1955\*

	THOUSANDS OF KILOWATT HOURS						Total	Per Cent of Total Supply
	Atlantic City Elec. Co.	Jersey Central Pr. & Lt. Co.	New Jersey Pr. & Lt. Co.	Orange & Rockland El. Co. of N. J.	Public Service El. & Gas Co.	Rockland Elec. Co.		
<b>ENERGY SUPPLY</b>								
Net Generation in Own Plants .....	1,290,899	1,649,690	563,096	.....	8,418,714	.....	11,922,399	83.17
Other Intrastate Sources of Supply								
Purchased from Intrastate Utilities ....	.....	20,417	348,048	6	594,366	.....	962,837	6.72
Purchased from Non-Utility Sources ...	61,526	17	6,019	.....	648	.....	68,210	0.47
Total .....	61,526	20,434	354,067	6	595,014	.....	1,031,047	7.19
Total Intrastate Supply .....	1,352,425	1,670,124	917,163	6	9,013,728	.....	12,953,446	90.36
<b>ENERGY IMPORTED FROM OTHER STATES</b>								
Transactions with Affiliated Interests								
Firm Power Contracts .....	.....	.....	.....	10,128	.....	129,062	139,190	0.97
Interchange Contracts .....	.....	.....	665,397	.....	.....	.....	665,397	4.64
Total .....	.....	.....	665,397	10,128	.....	129,062	804,587	5.61
Transactions with Non-Affiliated Interests								
Firm Power Contracts .....	.....	.....	794	.....	533,289	.....	578,109	4.03
Interchange Contracts .....	44,026	.....	794	.....	533,289	.....	578,109	4.03
Total .....	44,026	.....	794	.....	533,289	.....	578,109	4.03
Total Imports .....	44,026	.....	666,191	10,128	533,289	129,062	1,382,696	9.64
Total Supply .....	1,396,451	1,670,124	1,583,354	10,134	9,547,017	129,062	14,336,142	100.00
<b>DISPOSITION OF ENERGY</b>								
Sales to Ultimate Consumers .....	1,101,960	1,259,380	654,529	8,921	8,606,014	110,616	11,741,420	81.90
Sales to Other Utilities for Resale .....	1,724	215,436	764,143	.....	29,929	5,788	1,017,020	7.09
Used for Own Purposes .....	6,592	3,922	3,097	.....	33,273**	43	46,927	0.33
Line Losses and Unaccounted For .....	150,020	191,386	101,951	1,213	877,801	12,615	1,334,986	9.31
Total Intrastate Disposition .....	1,260,296	1,670,124	1,523,720	10,134	9,547,017	129,062	14,140,353	98.63
<b>ENERGY EXPORTED TO OTHER STATES</b>								
Transactions with Affiliated Interests								
Firm Power Contracts .....	.....	.....	59,415	.....	.....	.....	59,415	0.42
Interchange Contracts .....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	.....	.....	59,415	.....	.....	.....	59,415	0.42
Transactions with Non-Affiliated Interests								
Firm Power Contracts .....	.....	.....	219	.....	.....	.....	136,374	0.95
Interchange Contracts .....	136,155	.....	.....	.....	.....	.....	.....	.....
Total .....	136,155	.....	219	.....	.....	.....	136,374	0.95
Total Exports .....	136,155	.....	59,634	.....	.....	.....	195,789	1.37
Total Disposition .....	1,396,451	1,670,124	1,583,354	10,134	9,547,017	129,062	14,336,142	100.00

\* Does not include 2 Rural Electric Cooperatives.

\*\* Includes 4,650 thousands of KWH furnished to subsidiary transportation company under joint operating agreement.

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TABLE 9  
ANNUAL SALES OF ELECTRICITY TO ULTIMATE CONSUMERS BY PRIVATE  
UTILITY ENTERPRISES IN NEW JERSEY

	TOTAL SALES		
	<i>Energy (Thousands of Kwhr.)</i>	<i>Revenue (Thousands of Dollars)</i>	<i>Average Revenue per Kwhr. (Cents)</i>
1922 .....	663,872	\$33,963	5.12
1923 .....	827,499	38,772	4.69
1924 .....	911,079	43,205	4.74
1925 .....	1,105,280	49,959	4.52
1926 .....	1,314,275	59,077	4.50
1927 .....	1,506,206	66,380	4.41
1928 .....	1,705,405	74,224	4.35
1929 .....	2,005,625	81,806	4.08
1930 .....	2,104,529	86,053	4.09
1931 .....	2,161,179	88,193	4.08
1932 .....	2,030,587	83,956	4.13
1933 .....	2,042,840	79,773	3.91
1934 .....	2,156,689	82,470	3.82
1935 .....	2,327,326	82,740	3.56
1936 .....	2,611,663	86,897	3.33
1937 .....	2,958,016	92,300	3.12
1938 .....	2,870,742	92,854	3.23
1939 .....	3,260,490	99,553	3.05
1940 .....	3,638,560	104,241	2.86
1941 .....	4,367,359	113,455	2.60
1942 .....	4,819,466	117,496	2.44
1943 .....	5,801,243	124,875	2.15
1944 .....	5,994,435	128,787	2.15
1945 .....	5,668,262	129,596	2.29
1946 .....	5,602,504	136,075	2.43
1947 .....	6,235,164	147,011	2.36
1948 .....	6,637,495	161,731	2.44
1949 .....	6,750,196	168,476	2.50
1950 .....	7,723,278	186,018	2.41
1951 .....	8,646,208	201,311	2.33
1952 .....	9,298,142	213,957	2.30
1953 .....	10,087,083	229,564	2.28
1954 .....	10,609,409	243,797	2.30
1955 .....	11,737,963	264,505	2.25

TABLE 10

ANNUAL SALES OF ELECTRICITY TO ULTIMATE CONSUMERS BY PRIVATE UTILITY  
ENTERPRISES IN NEW JERSEY, EXCLUDING PUBLIC SERVICE ELECTRIC  
AND GAS COMPANY AND ITS PREDECESSORS

	TOTAL SALES		
	<i>Energy (Thousands of Kwhr.)</i>	<i>Revenue (Thousands of Dollars)</i>	<i>Average Revenue per Kwhr. (Cents)</i>
1922 .....	129,941	\$6,884	5.30
1923 .....	161,215	8,390	5.20
1924 .....	168,609	9,041	5.36
1925 .....	193,166	10,587	5.48
1926 .....	237,562	12,767	5.37
1927 .....	281,026	14,715	5.24
1928 .....	311,908	16,141	5.18
1929 .....	374,554	17,959	4.79
1930 .....	418,938	19,484	4.65
1931 .....	445,209	20,047	4.50
1932 .....	411,070	18,446	4.49
1933 .....	423,931	17,837	4.21
1934 .....	459,391	18,283	3.98
1935 .....	510,632	18,584	3.64
1936 .....	613,524	19,998	3.26
1937 .....	692,413	21,446	3.10
1938 .....	666,473	21,915	3.29
1939 .....	768,075	23,243	3.03
1940 .....	852,470	23,918	2.81
1941 .....	1,027,554	25,859	2.52
1942 .....	1,044,594	26,172	2.51
1943 .....	1,080,365	27,027	2.50
1944 .....	1,214,048	29,583	2.44
1945 .....	1,277,712	31,671	2.48
1946 .....	1,342,909	33,157	2.47
1947 .....	1,517,624	36,711	2.42
1948 .....	1,648,028	40,676	2.47
1949 .....	1,711,493	43,819	2.56
1950 .....	1,931,199	48,296	2.50
1951 .....	2,204,112	53,659	2.43
1952 .....	2,368,365	58,420	2.47
1953 .....	2,593,762	64,038	2.47
1954 .....	2,805,380	69,794	2.49
1955 .....	3,131,950	76,483	2.44

TABLE 11

ANNUAL SALES OF GAS TO ULTIMATE CONSUMERS BY PRIVATE UTILITY ENTERPRISES IN NEW JERSEY

Note: All sales reported in cubic feet have been converted to therms.

	TOTAL SALES		
	<i>Amount of Gas (Thousands of Therms)</i>	<i>Revenue (Thousands of Dollars)</i>	<i>Aver. Revenues (Cents per Therm)</i>
1922 .....	113,400	\$28,702	25
1923 .....	124,609	30,691	25
1924 .....	126,740	30,530	24
1925 .....	129,995	30,876	24
1926 .....	142,690	33,751	24
1927 .....	146,045	34,831	24
1928 .....	153,935	36,485	24
1929 .....	160,645	38,056	24
1930 .....	164,110	38,831	24
1931 .....	163,469	38,502	24
1932 .....	158,124	37,208	24
1933 .....	148,276	34,750	23
1934 .....	149,635	34,800	23
1935 .....	145,157	33,591	23
1936 .....	150,769	33,649	22
1937 .....	153,122	33,875	22
1938 .....	157,967	34,663	22
1939 .....	164,304	35,314	21
1940 .....	175,271	36,432	21
1941 .....	185,047	37,684	20
1942 .....	209,039	39,082	19
1943 .....	219,623	42,430	19
1944 .....	235,373	44,151	19
1945 .....	236,765	45,413	19
1946 .....	223,088	44,235	20
1947 .....	269,498	55,045	20
1948 .....	286,904	63,505	22
1949 .....	279,725	60,842	22
1950 .....	314,583	64,109	20
1951 .....	386,726	71,055	18
1952 .....	465,413	78,341	17
1953 .....	512,997	86,594	17
1954 .....	602,201	101,005	17
1955 .....	689,312	113,386	16

TABLE 12

ANNUAL SALES OF GAS TO ULTIMATE CONSUMERS BY PRIVATE UTILITY  
ENTERPRISES IN NEW JERSEY, EXCLUDING PUBLIC SERVICE  
ELECTRIC AND GAS COMPANY AND ITS PREDECESSORS

Note: All sales reported in cubic feet have been converted to therms.

	TOTAL SALES		
	<i>Amount of Gas (Thousands of Therms)</i>	<i>Revenue (Thousands of Dollars)</i>	<i>Aver. Revenues (Cents per Therm)</i>
1922 .....	20,386	\$6,193	30
1923 .....	21,929	6,620	30
1924 .....	22,486	6,739	30
1925 .....	23,494	7,016	30
1926 .....	26,481	7,771	29
1927 .....	27,694	8,012	29
1928 .....	29,054	8,181	28
1929 .....	30,692	8,685	28
1930 .....	31,757	8,987	28
1931 .....	32,046	8,940	28
1932 .....	31,148	8,492	27
1933 .....	28,949	7,887	27
1934 .....	28,922	7,774	27
1935 .....	28,035	7,449	27
1936 .....	29,384	7,490	25
1937 .....	29,999	7,536	25
1938 .....	30,749	7,647	25
1939 .....	31,794	7,755	24
1940 .....	32,172	7,569	24
1941 .....	33,920	7,874	23
1942 .....	34,493	7,991	23
1943 .....	38,026	8,623	23
1944 .....	45,050	10,132	22
1945 .....	47,801	10,746	22
1946 .....	36,068	7,873	22
1947 .....	61,215	13,582	22
1948 .....	64,106	16,180	25
1949 .....	60,685	16,577	27
1950 .....	68,240	17,606	26
1951 .....	102,567	18,905	18
1952 .....	139,772	21,729	16
1953 .....	143,351	23,416	16
1954 .....	164,354	26,951	16
1955 .....	183,729	29,808	16

TABLE 13  
CASUALTIES DUE TO TRAIN SERVICE ACCIDENTS ON RAILROADS IN NEW JERSEY  
YEAR 1955

	<i>Killed</i>	<i>Injured</i>
<b>COLLISIONS:</b>		
Employees .....	..	16
Passengers .....	..	64
Others .....	..	1
<b>DERAILMENTS:</b>		
Employees .....	2	7
Passengers .....	..	..
Others .....	..	..
<b>AT STRUCTURES:</b>		
Employees .....	1	2
Passengers .....	..	2
Others .....	..	..
<b>STRUCK BY LOCOMOTIVES OR CARS:</b>		
Employees .....	12	8
Passengers .....	1	1
Others .....	30	14
<b>GETTING ON OR OFF CARS:</b>		
Employees .....	..	99
Passengers .....	1	137
Others .....	..	5
<b>COUPLING AND SWITCHING:</b>		
Employees .....	2	108
Passengers .....	..	..
Others .....	..	4
<b>OTHER CAUSES:</b>		
Employees .....	1	185
Passengers .....	1	84
Others .....	1	14
Totals for 1955 .....	52	751
Totals for 1954 .....	40	603

TABLE 14

ACCIDENTS AND CASUALTIES AT PUBLIC AND PRIVATE RAILROAD-HIGHWAY  
GRADE CROSSINGS CLASSIFIED BY TYPE OF PROTECTIVE DEVICE

<i>Public Crossings by Type of Protection</i>	<i>Accidents</i>		<i>Killed</i>		<i>Injured</i>	
	<i>1954</i>	<i>1955</i>	<i>1954</i>	<i>1955</i>	<i>1954</i>	<i>1955</i>
Gates—Automatic .....	7	10	2	2	6	1
Gates—Manual .....	3	6	..	..	1	1
Flagman .....	17	27	..	1	12	13
Flashing Light Signals or Auto- matic Signals .....	38	39	10	10	15	21
Other Audible or Visible Signals	11	12	..	2	6	9
Standard Crossing Signs .....	55	51	8	4	31	30
<b>Total .....</b>	<b>131</b>	<b>145</b>	<b>20</b>	<b>19</b>	<b>71</b>	<b>75</b>
Private Crossings, not subject to Board's jurisdiction .....	16	16	2	2	11	5

TABLE 15

ADDITIONAL PROTECTIVE DEVICES INSTALLED AT PUBLIC AND PRIVATE  
GRADE CROSSINGS DURING THE YEAR 1955

*The Central Railroad Company of New Jersey*

Linden Road, Roselle .....	{	Short arm manually operated gates placed in entrance lanes, flashing lights installed on gate arms.
County Line Road, Readington Twp. ....	2	Back to back flashers installed.
Mechanicsville Road, White House .....	{	2 Back to back flashers and 1 bell installed.
Lewis Street, Eatontown .....	3	Reflectorized advance signs installed.
Wheat Road, Buena Vista Twp. ....	2	Back to back flashers installed.

*The New York and Long Branch Railroad Company*

Roosevelt Avenue, Deal .....	{	Flashers relocated to side of street, standard signs installed.
Roseld Avenue, Deal .....	1	Bell installed, and extra pair of lights.

*The Delaware, Lackawanna and Western Railroad Company*

Jersey Avenue, Jersey City .....		Back to back flashers installed.
County Road, Secaucus .....	{	Automatic gates with flashing light type signals.

*Erie Railroad Company*

Main Street, Ramsey .....		Automatic gates.
Central Avenue, Ramsey .....		Automatic gates.
Chestnut Street, Allendale .....		Automatic gates.
Hobart Place, Garfield .....		Automatic gates.
Somerset Street, Garfield .....		Automatic gates.
Monroe Street, Garfield .....		Automatic gates.
Van Winkle Avenue, Garfield .....		Automatic gates.
Fairfield Road, Mountain View .....	2	Flashing light signals with back lights.
Summer Avenue, Newark .....		Automatic gates.
Mt. Prospect Avenue, Newark .....		Automatic gates.
Lindsley Road, Little Falls .....	2	Flashing light signals with back lights.
Montclair Avenue, Little Falls .....	2	Flashing light signals with back lights.
Forest Street, Arlington .....		Automatic gates.
Elm Street, Arlington .....		Automatic gates.
Devon Street, Arlington .....		Automatic gates.
Hardenburgh Road, Demarest .....	{	1 Flashing light signal without back lights, for side road.

*The New Jersey and New York Railroad Company*

Moonachie Avenue, Woodridge .....		Back lights and bell installed.
-----------------------------------	--	---------------------------------

*The New York Central Railroad Company*

Central Avenue, Bergenfield .....		Advance warning signs installed.
Clinton Avenue, Northvale .....	{	Automatic gates, flashing lights with back lights, and bell installed.

TABLE 15—Continued

ADDITIONAL PROTECTIVE DEVICES INSTALLED AT PUBLIC AND PRIVATE  
GRADE CROSSINGS DURING THE YEAR 1955

*New York, Susquehanna and Western Railroad Company*

East 27th Street, Paterson ..... Automatic gates.  
 Lafayette Street, Paterson ..... Automatic gates.  
 Midland Avenue, Saddle River Twp. .... Automatic gates.  
 Diamond Bridge Avenue, Hawthorne ..... { 2 Sidewalk arms, added to existing  
 automatic gates.  
 State Street, Hackensack ..... Automatic gates.

*The Pennsylvania Railroad Company*

Bridge Street, Lambertville ..... { Flashing lights with back lights and bell  
 installed.  
 Coryell Street, Lambertville ..... { Flashing lights with back lights and bell  
 installed.  
 Union Landing Road, Cinnaminson Twp. ... Automatic bells installed.  
 Taylor Lane, Cinnaminson Twp. .... Automatic bells installed.  
 State Highway No. 130, Burlington ..... Flashing lights installed.

*Rahway Valley Railroad*

State Highway Route 22, Union Twp. .... Flashing lights installed.

*Reading Company*

Olden Avenue, Trenton (N. J.-2074) ..... Reflectorized crossbuck signs installed.

*The Staten Island Rapid Transit Railway Company*

Linden Avenue, Linden ..... 2 Advance warning signs installed.  
 Wheatsheaf Road, Roselle ..... Flashing lights installed.

TABLE 16  
 CHANGES IN SIGNALS AND TRACKS  
 PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION IN 1955 WHICH INVOLVED ACTION BY THE  
 NEW JERSEY BOARD OF PUBLIC UTILITY COMMISSIONERS

<i>Railroad and Location</i>	<i>Date of Application to I. C. C.</i>	<i>Proposed Changes in Signals and Track</i>	<i>Board Action Taken</i>	<i>Disposition of Application by Interstate Commerce Commission</i>
Baltimore and Ohio R. R. Arthur Kill bridge, Elizabeth	1/27/55	Remove smashboard No. 7 at the Arthur Kill bridge.	On 2/9/55, indicated no objection.	Approved 3/4/55.
Erie R. R. Orange branch	8/22/55	Discontinue manual block signal system on Orange branch between Forest Hill and West Orange.	On 9/14/55, indicated no objection.	Approved 9/23/55.
Lehigh Valley R. R. Potter	3/10/55	Modify signals at Potter interlocking on removal of 1½ miles of No. 3 track and installation of new crossover.	On 3/18/55, indicated no objection.	Approved 4/7/55.
Lehigh Valley R. R. and New York Central R. R., National Docks Branch Jersey City	8/29/55	Modify signals on change of National Docks branch of Lehigh Valley R. R. from double track to single track.	On 9/22/55, indicated no objection.	Approved 10/7/55.
Pennsylvania-Reading Seashore Lines, Woodbury to Glassboro	10/1/54	Change signals and interlocking to allow change from double to single track between Woodbury and Glassboro, and substitution of manual for automatic signals.	Proposed change to single track brought to hearing in Docket No. 8339 on 12/8/54. Change allowed in Board's decision of 12/21/54.	Approved 1/7/55.
Pennsylvania-Reading Seashore Lines and Central R. R. of N. J. Minotola		Modify signals at grade crossing of the 2 railroads in Minotola by replacing mechanical signals with fixed signals.	Permitted 4/20/55.	
Pennsylvania-Reading Seashore Lines, Winslow Junction, Tuckahoe	10/11/55	Change signals on change from double track to single track between Winslow Junction and Tuckahoe.	After hearing on 11/30/55, Board permitted change to single track in decision of 12/14/55.	Pending at end of 1955.
Reading Company Trenton branch, Trenton	8/5/54	Discontinue automatic signals on Trenton branch between Warren Street, Trenton and West Trenton.	On 8/17/54, offered no objections and restated its position at I. C. C. hearing on 11/22/54.	Approved 1/11/55.

TABLE 17

DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1955

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
D. L. & W. R. R. ....	8439	Peapack	Ag. to Non-Ag.; carload freight only.	Approved subject to maintenance of all other passenger station service.
Erie .....	8572	Demarest	Discontinue handling carload freight.	Approved.
Erie .....	9047	Jersey City	Operation of Erie passenger trains (except Northern Branch) in and out of D. L. & W. R. R. Hoboken terminal instead of Erie terminal in Jersey City.	Pending.
105 Lehigh Valley R. R. ....	8276	Three Bridges	Ag. frt. to Non-Ag. frt.; carload frt. only.	Approved.
Lehigh Valley R. R. ....	8610	Pittstown	Ag. frt. to Non-Ag. frt.; carload frt. only.	Approved and permitted removal of station building.
N. Y. & Long Branch R. R. ..	7786	West End, Branchport, Long Branch	Abandonment.	Approval effective 6/8/55, when new station at Long Branch went into service.
Pennsylvania R. R. ....	8454	Arch St., Palmyra	Agency to Non-Agency.	Approved.
Pennsylvania R. R. (Penn. & Atl. R. R.) .....	8269	South Pemberton	Abandonment of Non-Ag. freight station at South Pemberton.	Approved.
Pennsylvania R. R. ....	8244	Hartford	Non-Ag. passenger and freight (LCL, only) to Non-Ag. passenger.	Approved.

TABLE 17—Continued

DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1955

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
Pennsylvania R. R. (Penn. & Atl. R. R.) .....	8246	Jobstown	Abandonment of Non-Ag. freight station at Jobstown.	Approved.
Pennsylvania R. R. ....	8245	Lumberton	Abandonment of Non-Ag. freight station at Lumberton.	Approved.
Pennsylvania R. R. ....	8257	Stockton	Agency passenger and freight to agency passenger and freight carload only.	Application withdrawn.
106 Pennsylvania R. R. ....	8381	Manasquan	Agency passenger and freight to Non-Ag. passenger and freight.	Approved.
Pennsylvania R. R. ....	8453	Milford	Agency passenger and freight to Non-Ag. passenger and agency <b>freight.</b>	Approved.
Pennsylvania R. R. ....	8156	Princeton Junction	Agency passenger and freight to agency passenger and carload <b>freight.</b>	Approved.
Pennsylvania R. R. ....	8382	Roebing	Agency passenger and freight to Non-Ag. passenger and agency <b>freight.</b>	Approved.
Pennsylvania R. R. ....	8157	Ringoes	Agency freight to Non-Ag. freight carload <b>only.</b>	Application withdrawn.

TABLE 17—Continued

DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1955

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
Pennsylvania R. R. ....	8697	Bordentown	Discontinue sale of tickets at Bordentown and designate station. Non-Ag. passenger and agency freight.	Approved.
Pennsylvania R. R. ....	8540	Helmetta	Agency passenger and freight to Non-Ag. passenger and agency freight.	Approved.
Pennsylvania R. R. ....	8640	Lawrence	Agency freight to Non-Ag. freight.	Approved, except that agency service is to be provided in July each year.
107 Pennsylvania R. R. ....	8499	Riegelsville	Discontinue sale of tickets at Riegelsville and designate station. Non-Ag. passenger and agency freight.	Approved.
	8639			
Pennsylvania R. R. ....	8641	West Moorestown	Agency passenger and freight to Non-Ag. passenger and carload freight.	Approved, provided full time agency service is provided at the Moorestown station.
Pennsylvania R. R. ....	8722	Harmony	Abandonment of Non-Ag. station at Harmony.	Approved.
Pennsylvania R. R. ....	8747	Mount Airy	Abandonment of Non-Ag. freight station at Mount Airy.	Approved.
Pennsylvania R. R. ....	8721	Tennent	Ag. frt. and Non-Ag. passenger to Non-Ag. frt. and passenger.	Approved.
Pennsylvania R. R. (Penn. & Atl. R. R.) .....	8737	Browns Mills	Abandonment of Non-Ag. freight station at Browns Mills.	Approved.

TABLE 17—Continued

DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1955

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
Pennsylvania R. R. ....	8762	Perkins	Non-Ag. passenger and freight to Non-Ag. passenger.	Approved.
Pennsylvania R. R. ....	8826	Outcalt	Non-Ag. passenger and freight to Non-Ag. passenger.	Approved.
Pennsylvania R. R. ....	8876	Plainsboro	Agency passenger and freight to Non-Ag. passenger and agency freight.	Approved.
Pennsylvania R. R. ....	9029	Kingwood	Abandonment of Non-Ag. passenger and baggage station at Kingwood.	Pending.
801 Pennsylvania-Reading Seashore Lines .....	8494	Franklinville	Part-time agency passenger and freight to Non-Ag. passenger and carload freight.	Approved, and permitted removal of station building, provided a shelter shed were substituted.
Pennsylvania-Reading Seashore Lines .....	8910	Vineland	Relocation of passenger and freight station facilities in Vineland as agreed with the city.	Pending.
Reading Co. ....	8673	Harlingen	Abandonment of Non-Ag. passenger station at Harlingen.	Approved.
Reading Co. ....	8906	Stoutsburg	Abandonment of Non-Ag. passenger and freight station at Stoutsburg.	Approved.
Reading Co. ....	9042	Ewing	Non-Ag. passenger and carload freight to Non-Ag. carload freight; remove passenger station.	Pending.

TABLE 18  
 PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, DURING 1955

<i>Name of Company and Description of Securities</i>	<i>Docket Number</i>	<i>Bonds Principal Amount Dollars</i>	<i>Stock Dollars</i>	<i>Notes, etc. Dollars</i>	<i>Purpose of Issue</i>
Atlantic City Electric Company:					
3¼% First Mortgage Bonds, due 1985..	8511	\$10,000,000	.....	.....	Payment of Short-Term Notes, Additions to Plant.
Common Stock, \$6.50 Par Value .....	8820	.....	\$5,037,000	.....	Stock Dividend in Connection with Revaluation of Outstanding Shares.
Atlantic County Water Company of New Jersey:					
3¾% First Mortgage Bonds, due 1980..	8881	175,000	.....	.....	Payment of Parent Company Advances, Additions to Plant.
Hackensack Water Company:					
3.20% First Mortgage Bonds, due 1985	8619	2,000,000	.....	.....	Additions to Plant, Purchase of Securities of Out-of-State Subsidiary for \$1,000,000.
3½% Sinking Fund Debenture Bonds, due 1985 .....	8670	8,000,000	.....	.....	Payment of Term-Loan Notes, due 1955, Additions to Plant, Purchase of Securities of Out-of-State Subsidiary for \$2,000,000.
Hill Bus Company:					
Common Stock No Par Value, \$100 Stated Value .....	8481	.....	169,600	.....	Stock Dividend to Capitalize Property Additions, Exchange of Outstanding \$100 Par Value Common Stock.

TABLE 18—Continued

PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, DURING 1955

<i>Name of Company and Description of Securities</i>	<i>Docket Number</i>	<i>Bonds Principal Amount Dollars</i>	<i>Stock Dollars</i>	<i>Notes, etc. Dollars</i>	<i>Purpose of Issue</i>
Jersey Central Power & Light Company :					
Common Stock, \$10 Par Value .....	8523	.....	4,000,000	.....	Additions to Plant.
3½% First Mortgage Bonds, due 1985..	8612	20,000,000	.....	.....	Redemption of Outstanding 4% 1983 Bonds, Partial Redemption of Outstanding 3¼% Credit Agreement Notes, due 1957, Payment of Short-Term Notes, Additions to Plant.
Middlesex Water Company :					
3⅝% First Mortgage Bonds, due 1979..	8506	1,500,000	.....	.....	Payment of Short-Term Notes, Additions to Plant.
Monmouth Consolidated Water Company :					
3⅜% First Mortgage Bonds, due 1984..	8425	1,200,000	.....	.....	Payment of Short-Term Notes, Additions to Plant.
New Jersey Bell Telephone Company :					
3⅜% Debenture Bonds, due 1995 .....	8904	25,000,000	.....	.....	Payment of Short-Term Notes, Additions to Plant.
Common Stock, \$100 Par Value .....	8904	.....	75,000,000	.....	Payment of Short-Term Notes, Additions to Plant.
New Jersey Water Company :					
3½% First Mortgage Bonds, due 1985..	8609	400,000	.....	.....	Proceeds of both issues for Payment of Short-Term Notes, Redemption of Outstanding 4¼% Preferred Stock having No Par Value, Additions to Plant.
4¼% Cumulative Preferred Stock, \$100 Par Value .....	8609	.....	550,000	.....	

TABLE 18—Continued

PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, DURING 1955

<i>Name of Company and Description of Securities</i>	<i>Docket Number</i>	<i>Bonds Principal Amount Dollars</i>	<i>Stock Dollars</i>	<i>Notes, etc. Dollars</i>	<i>Purpose of Issue</i>
Ocean City Water Service Company: 3¾% First Mortgage Bonds, due 1984..	8473	310,000	.....	.....	Payment of Short-Term Notes, Redemption of Outstanding 4½% Debenture Bond, due 1968, Additions to Plant.
Ocean County Water Company: 3⅞% First Mortgage Bonds, due 1980..	8916	300,000	.....	.....	Payment of Parent Company Advances, Additions to Plant.
Common Stock, No Par or Stated Value	8916	.....	50,000	.....	Payment of Parent Company Advances, Additions to Plant.
Public Service Electric and Gas Company: 4.30% Cumulative Preferred Stock, \$100 Par Value .....	8832	.....	25,000,000	.....	Payment of Short-Term Notes, Additions to Plant.
3½% Debenture Bonds, due 1975 .....	8832	35,000,000	.....	.....	Payment of Short-Term Notes, Additions to Plant.
Rockland Coaches, Inc.: 5% Collateral Promissory Note and Chattel Mortgage, due 1955 to 1959...	8866	.....	.....	\$174,000	Part Payment for Purchase of 10 New Motor Coaches.
Somerset Bus Co., Inc.: 5% Promissory Note and Chattel Mortgage, due 1955 to 1958 .....	8720	.....	.....	167,743	Payment of Open Accounts Payable, Payment of Balances on Outstanding 4½% Promissory Notes, due 1956, Purchase of 1 Used Motor Bus.

TABLE 18—Continued  
 PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, DURING 1955

<i>Name of Company and Description of Securities</i>	<i>Docket Number</i>	<i>Bonds Principal Amount Dollars</i>	<i>Stock Dollars</i>	<i>Notes, etc. Dollars</i>	<i>Purpose of Issue</i>
Stafford Sewerage Corporation: (Newly Organized Utility)					
Common Stock, No Par Value, \$1,000 Stated Value .....	8679	.....	100,000	.....	Organization Expenses, Plant Construction.
5% Mortgage Note, due 1957 to 1967..	8679	.....	.....	35,000	Organization Expenses, Plant Construction.
Tri-County Rural Electric Company, Inc.:					
2% Mortgage Note, due 1960 to 1990 (to Rural Electrification Administration) .....	8613	.....	.....	138,000	Additions to Plant.
United Telephone Company of New Jersey:					
Common Stock, \$10 Par Value .....	8419	.....	435,000	.....	Payment of Parent Company Advances, Stock Dividend to Capitalize Additions to Plant.
3¾% First Mortgage Bonds, due 1985..	8844	500,000	.....	.....	Payment of Short-Term Debt, Additions to Plant.
Common Stock, \$10 Par Value .....	8844	.....	200,000	.....	Payment of Short-Term Debt, Additions to Plant.
Woodcrest Sewerage Corporation: (Newly Organized Utility)					
Common Stock, No Par Value, \$100 Stated Value .....	8877	.....	56,000	.....	Organization Expenses, Plant Construction.
6% Mortgage Note, due 1956 to 1965..	8877	.....	.....	175,000	Organization Expenses, Plant Construction.



