

Thirteenth Annual Report

OF THE

Board of
Public Utility Commissioners

FOR THE

STATE OF NEW JERSEY

FOR THE YEAR 1922

COMMISSIONERS

HARRY V. OSBORNE, *President*,

JOHN J. TREACY,*

HARRY BACHARACH,

JOSEPH F. AUTENRIETH.

*Commissioner Treacy resigned March 6th, 1922, and was succeeded by Commissioner Autenrieth.

REPORT

To the Honorable Edward I. Edwards, Governor of the State of New Jersey:

SIR—The Board of Public Utility Commissioners respectfully submits its report for the year ending December 31st, 1922.

During the year the Board has received 2,266 applications for action by it upon matters subject to its jurisdiction. Of these, 1,810 were treated informally, mostly by reference to inspectors, who after investigating the conditions, submitted reports stating the facts as they found them and making appropriate recommendations. In practically all the cases where complaints were made to the Board, and informal investigations clearly showed the existence of conditions justifying the complaints and calling for remedies practical to apply, these conditions were corrected without formal procedure. In cases where this was not done, appropriate formal action was taken by the Board. When the matters complained of were of such a nature that informal investigations did not disclose the utilities to be at fault, or there was doubt if the action desired of the Board was within the reasonable and lawful exercise of its authority, the parties complaining were so informed. Unless it was clearly apparent that the Board could not lawfully afford the relief desired, the complainants were offered opportunity to be heard and to present testimony and arguments in support of their complaints. In all, 480 matters have been treated formally by the Board, these including formal petitions, the cases where informal treatment did not result in settlement of matters at issue, as well as proceedings initiated by the Board on its own motion.

In its formal consideration of matters before it the Board has held hearings on 139 days. The Board aims to hold its hearings at places convenient of access for interested parties. With this end in view, the Board during the year has met for hearings at

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Trenton, Jersey City, Camden, Atlantic City, Asbury Park, Lakewood, Newton, Hackettstown, Bridgeton, Millville, Vineland, Cape May and Egg Harbor.

Many of the matters before the Board have been of such a nature that continued hearings have been necessary. As a result, the Board has been confronted often by masses of conflicting testimony and arguments, as well as voluminous exhibits, all of which required analysis before decisions could be reached.

Decisions of the Board regarded as of public interest are published from time to time in separate volumes. Nine such volumes have been published and the tenth is now in course of preparation. While the volumes contain the decisions of the Board in all the important cases considered by it, the proceedings involving the rates of the Public Service Gas, Electric and Street Railway Companies and of the Hackensack Water Company are of such importance that special reference to them herein is deemed advisable.

RATES OF PUBLIC SERVICE ELECTRIC COMPANY.

Early in the year, following a number of hearings held in 1921, a decision was filed and order entered requiring the Public Service Electric Company to eliminate a surcharge of twenty-five per cent., applicable to the bills of its customers for wholesale power. This surcharge had been authorized in 1918 as a means of obtaining additional revenue found to be required because of the emergencies resulting from the war. Investigation showed that conditions had changed sufficiently to admit of the abrogation of the charge without injustice to the company. As the surcharge had been allowed as an emergency increase, without a prior determination of the value of the company's property and finding as to a reasonable return thereon, its removal was justified without such valuation and finding. Whether other rates charged by the company, and which had not been increased, should be reduced by order of the Board, and if so to what extent, could not be determined except by a valuation of the Company's property. Such valuation was undertaken by predecessors to the existing Board, and had materially progressed when the condi-

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tions caused by the war led to its discontinuance. Since then, many additions have been made to the property and other changes have taken place. Following its order directing the removal of the surcharge, the Board caused the work of appraising the property to be resumed, although handicapped to a considerable degree by the Public Service Railway case in the Federal Court, the proper presentation of which required the assistance of the engineers in the Board's appraisal department. Before the work of valuation was completed, the Electric Company voluntarily made a substantial reduction in its rates. The rates so reduced presumably are rates the company will contend are no more than should be charged to afford it a lawful return on the value of its property. Whether this is correct, or whether there may be a further reduction, in fairness to the company's customers, and without injustice to it, cannot be determined until the completion of the formal rate proceeding and a determination of the value of property used and the amount of the return thereon.

RATES OF PUBLIC SERVICE GAS COMPANY.

The Board initiated last year an investigation of the reasonableness of the rates charged by the Public Service Gas Company. This was under way at the time of the submission of the Board's last annual report. In March of this year, following a review of the completed record, the Board ordered a reduction in the base rate from \$1.40 to \$1.25 per thousand cubic feet, with corresponding reductions in the Company's rates for quantities in excess of the first 20,000 cubic feet. In prior proceedings the value of the company's property in the Passaic Division had been determined and rates designed to afford a reasonable return on this value had been fixed. The property valuation in this division was brought up to date, receipts and operating expenses determined, and it appearing that the existing rates resulted in more than a reasonable return, the reductions were ordered. These reductions were made applicable not only in the Passaic Division, but in all the divisions of the company.

RATES OF THE PUBLIC SERVICE RAILWAY COMPANY.

In its last report, the Board discussed the proceedings in the case involving the rates of the Public Service Railway Company. As was then stated, the United States District Court restrained the Board from putting into effect rates it had decided were just and reasonable, and authorized higher rates to be charged, pending final determination. The court's decision that this should be done was filed October 12th, 1921, and a master was appointed to take testimony. The case, therefore, has been in the Federal Court for more than fifteen months. The case for the Board, and for the public, has been thoroughly presented to the master by counsel for the Board and important municipalities, and it is hoped the master's report will be submitted at an early date. The nature of the report of the master and decision of the District Court of course cannot be anticipated. The case involves questions of such far reaching importance that it may not be settled by the decision of the District Court, but may require for final determination a decision by the Supreme Court of the United States.

RATES OF THE HACKENSACK WATER COMPANY.

The Board, in its last report, directed attention to a decision of the Court of Errors and Appeals in the case of the Hackensack Water Company vs. Board of Public Utility Commissioners, the effect of which was that when an order of the Board disapproving an increase is set aside, on appeal to the Supreme Court the increased rates become effective, unless and until the judgment of the Supreme Court is reversed by the Court of Errors and Appeals, or until some further order is made by the Board upon rehearing. The Board stated that as a result of this decision, a filed schedule of rates, no matter how unreasonable it might be, would go into effect automatically upon a reversal of an order of the Board, and expressed the opinion that the situation thus brought about was manifestly unfair to the public. It was recommended that legislation be enacted which would prevent the going into effect of filed rates in any such case, until the Board had a reasonable opportunity to rehear the case and deter-

mine what, in the light of the Court's decision, would be a reasonable standard of rates in the given case.

A bill embodying this recommendation was introduced, but did not pass. The Board believes the importance of this measure was not fully appreciated, and deems it advisable to direct attention to it and to suggest its further consideration. In order that there may be a better understanding of the conditions which prompt this suggestion, attention is directed to the proceedings in which the rates of the Hackensack Water Company have been under consideration; these proceedings, as stated hereinafter, having resulted in undesirable complications which seem to call for legislative action.

The Board in April, 1917, following an exhaustive investigation, fixed rates for this company to charge, based upon a valuation of its property and designed to afford it a reasonable return thereon. It being apparent that increased operating expenses were causing a deficiency in return, the Board, on July 24th, 1919, authorized the company to increase its rates by a uniform surcharge of 17.5 per cent.

The company was supplying water in bulk to the City of Hoboken, which the city sold to consumers therein. The rate at which the company sold this water was fixed by a contract between it and the city. The rates increased by the authority of the Board did not include the contract rate to Hoboken. Later, the company proposed to increase the surcharge from 17.5 per cent to 35 per cent, and asked the Board to fix a rate for the water supplied to Hoboken. The Board, by a decision filed November 11th, 1920, decided that an increase in the surcharge to 35 per cent, as proposed by the company, would be unreasonable, but that the surcharge might be properly increased to 27 per cent. The petition to the Board to fix a rate for Hoboken was rejected. From this decision, an appeal was taken by the company to the Supreme Court. The Supreme Court, by a decision filed February 15th, 1921, held, in effect, that the Board must consider the rate to Hoboken as well as to the other customers of the company. The Court ordered that pending a rehearing by the Board, or pending the hearing of an appeal to the Court of Errors and Appeals, the rate submitted by the company should be effective. An appeal

was taken from the decision of the Supreme Court to the Court of Errors and Appeals, which upheld the Supreme Court in the decision that the Board should consider the Hoboken rate, and also held that when the order of the Board fixing a rate less than the company proposed to charge, was set aside by the Supreme Court the rate filed by the company became effective. It was to this decision that reference was made in the last report of the Board, and legislation designed to meet the situation was suggested. The desirability of such legislation is emphasized by subsequent events. Following the decision of the Court of Errors and Appeals, the case was reopened for further hearing. The questions before the Board at the beginning of the rehearing, were what rate in view of the court's decision should be fixed for Hoboken, and what changes, if any, should be made in the rates to the company's other customers. While the proceeding was pending, the company submitted an entirely new schedule of rates materially increasing its charges beyond those which would have resulted from the proposed surcharge of 35 per cent. The Board, on June 30th, 1922, after a careful consideration of all the facts, and with what it believed was a due regard for the Court's decision, the necessities of the company and the allowance of a reasonable return on the fair value of its property, fixed a schedule of rates it believed to be lawful, just and reasonable. An appeal was taken to the Supreme Court, which allowed a writ of certiorari and stayed the Board's order. Relying upon the decision of the Court of Errors and appeals, to the effect that if the Board's order is not in force fixing a rate different from that proposed by the company, the company's rate goes into effect, the company is now charging materially increased rates, which the Board has held to be unreasonable. The Supreme Court has decided recently, that in certain particulars the Board was in error in its decision, and has held that there should be a rehearing; but the Court has not held that the rates the company is charging are reasonable, nor would it be within the authority of the Court to so determine. It is well established that the fixing of reasonable rates for utilities to charge, is a function of the legislative, not the judicial department of the government. If, however, the example set by the Hackensack Water Company

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is followed generally, it is apparent this legislative function which has been delegated to the Public Utility Commission, will be practically nullified. The condition at present, therefore, seems to be as follows: A public utility may notify the Board that it proposes to increase its rates. The Board, after investigation, may find the rates proposed to be unreasonable, and disapprove the same. It may dismiss the proceeding with such disapproval, or, if the conditions in its judgment justify the collection of increased revenues, may fix rates which will provide such revenues. If an appeal is taken to the Supreme Court, and the Court pending review, stays the order of the Board, the increased rates submitted by the company become effective. If the Court, after review, decides that the Board was in error, the proceeding may be remanded to the Board for rehearing. While the case is under further consideration by the Board, in obedience to the mandate of the Court, the company may submit a still further increase in its rates. The Board upon rehearing, in accordance with the terms and conditions prescribed by the Court, may modify its prior decision in a manner which in its opinion will meet the criticism of the Court. If the result is the fixing of a schedule of rates less than those submitted by the utility, *after the decision of the Court*, the utility may apply to the Court for a review of the Board's action in denying these rates. If the Court stays the action of the Board, the latest increase in rates would become effective, and remain in effect until the Board fixes rates of which the Court approves. Unless the law is changed to correct this condition, it would seem the utilities are in a position to move in an ever enlarging circle of increasing rates without any effective authority in the public utility commission to restrict or control their action.

REVIEWS OF BOARD'S ORDERS.

The Board, furthermore, respectfully suggests that the Legislature consider the advisability of providing by statute that when the Board has made a determination and finding as to what are just and reasonable rates for a public utility to charge, such determination and finding shall not be reviewable by a single judge

of the Supreme Court, and that no order of the Board fixing rates shall be stayed by the order of a single judge.

A precedent for this may be found in the law of the United States. Section 266 of the Judicial Code, provides that no interlocutory injunction, restraining the enforcement of an order made by an administrative board acting pursuant to a statute of a state, shall be granted by a District Court of the United States, unless the application for the same be heard and determined by three judges, at least one of whom shall be a justice of the Supreme Court or a circuit judge. The only exception to this is the authority given to a single judge to issue a temporary restraining order, if he is of the opinion that irreparable loss or damage would result unless this is granted, but such temporary restraining order shall remain in force only until the hearing and determination of the interlocutory injunction, and the code provides that hearing upon an application for an interlocutory injunction shall be in every way expedited.

Under existing state and federal laws, public utilities may appeal to either the federal or the state court from orders of state administrative boards. Dissatisfaction has been expressed, and in our opinion, justifiably so, at the action of public utilities in appealing to the United States Court before applying to the Courts of the states under whose laws they operate, and efforts are being made to amend the judicial code to prevent this. Nowhere, so far as this Board has been advised, has it been contended that the limitation upon the authority of a single judge to stay the order of the administrative board is in contravention of just and orderly procedure. While the law of the United States, therefore, limits the authority of the Court, and the order of the state board cannot be enjoined by a single judge (except temporarily pending prompt hearing before three judges) under the existing laws of New Jersey, a single judge may stay the order of the public utility commission designed to prevent the charging of what the commission has found to be unjust and unreasonable exactions from the public, and the decision as to whether the restraining order shall continue in effect rests solely with him.

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EXTENSION OF FACILITIES BY PUBLIC UTILITIES.

In its last annual report the Board recommended the enactment of legislation which would give it authority to fix just and reasonable rules and regulations to be observed by public utilities in making extensions of facilities. This was suggested because under the existing law it seemed that the Board could not require any extension made without formal hearing and specific finding as to the facts in each case. It is apparent that in very many cases it would be impracticable for those denied service by public utilities, where extensions of facilities are necessary, to appear at formal hearings and submit testimony showing the conditions to exist, which under the statute would justify an order of the Board. In most cases, complaints are made to the Board informally, and many of these are by persons who have built homes in developing sections, without knowledge that they were beyond the limits within which the utilities would be willing to supply service without requiring those served to pay for extensions necessary to supply it. All informal complaints of refusals to extend facilities to supply service are referred to the Board's engineering department. Inspections are made, and estimates submitted of the costs of the extensions and the revenues which should accrue from them. A report is submitted in each case stating the conclusions of the engineer as to the terms upon which it would appear to be reasonable for the extension to be made. While this has resulted in the disposition of many complaints in a manner satisfactory to the complainants, and acceptable to the utilities, the number of complaints has been so large they could not always be disposed of as promptly as was desirable. With the aim of simplifying the matter and avoiding delays, the Board, after consideration of the general rules and regulations adopted in other states, formulated proposed rules and regulations applying to extensions by electric light and power, gas and water companies. As the legislature did not see fit to give the Board authority to order utilities to adopt such rules and regulations, the Board could not regard those formulated by it as being within a contemplated order, but rather as being such as might be formally approved by the Board with the recommendation that

they be adopted by the utilities subject to the Board's jurisdiction. The rules and regulations were printed and copies sent to the utilities concerned, to the incorporated municipalities of the state, as well as to civic bodies which might be interested, with notice of time and place of hearing to be held thereon by the Board. This hearing was held recently, the subject was fully discussed and numerous changes in the proposed rules were submitted for consideration. These are under advisement and the matter will be decided in the near future.

JITNEY REGULATION.

Of the applications received by the Board during the year for its approval of grants of local licenses to operate auto busses, 95 have been approved and 29 denied. The Board's jurisdiction is limited to cases where the route, in whole or part, is upon the same street as the line of a street railway, and does not then apply with respect to operations under local licenses granted prior to March 15th, 1921, or to renewals, on their expiration, of such licenses to the same owners. Under a decision of the Supreme Court, the Board cannot lawfully approve a transfer of a license from one owner to another, even though the original license falls within the class where the Board has no jurisdiction, except upon positive proof that the operation of the bus is necessary and proper for the public convenience, and properly conserves the public interest. With respect to all applications, therefore, hearings must be held, testimony taken and findings made, as to whether the operation of the bus meets the conditions stated. With respect to the applications approved, it is the practice of the Board to impose reasonable conditions, failure to observe which it is held will be regarded as cause for revocation of the approval. Supervision is exercised over the operation of the busses subject to the Board's jurisdiction, a force of inspectors being employed for the purpose. The Board has issued a general order applying to all the operators of busses within its jurisdiction, requiring them to bring their busses to a full stop not less than 15 feet, nor more than 50 feet, from the nearest rail, before crossing the tracks of any railroad. Because of the limitation on the Board's

jurisdiction, there are many operators of busses not subject to the order. Many complaints have been made to the Board of the failure of the operators of these busses to bring the same to a stop at grade crossings of railroads, but the Board is powerless to act. It is the Board's opinion that the requirement of a stop at a grade crossing before proceeding over the same should apply to all operators of auto busses, and it is respectfully suggested that consideration be given to the enactment of a law providing for this.

STREET RAILWAYS.

The Board, during the year, has caused a large number of traffic observations and inspections to be made of the method of operation and condition of equipment of street railway companies. The results of these inspections were submitted in detail in reports to the Board. In cases where it was considered necessary or advisable, these reports contained recommendations for improvements, on which appropriate action was taken by the Board.

Traffic observations and inspections were made at all hours of the day, with particular attention to rush hours. These inspections included the securing of traffic data, observations of the manner in which the companies' rules were being observed by trainmen, and the general methods of operation followed by the particular company under investigation. Defects in the service observed were usually taken up informally with the companies' officials at conferences. This resulted, in the majority of cases, in remedying the condition noted.

Incident to the investigation, by a special corps of inspectors, of the motor bus service being furnished on various routes paralleling, in whole or in part, the routes followed by street railway companies, traffic observations have been taken simultaneously of the service furnished by the street railway companies over the same routes.

Inspections of rolling stock, track and overhead construction and maintenance, have included not only the character of the work being done in connection with new construction or repairs, but also inspections of existing construction for the purpose of

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determining its condition. Where defects were noted, tending to cause a dangerous condition, or were found to be such as to tend to interfere with proper service, the matter was taken up immediately, and directly with the officials of the company.

Inspections of rolling stock were made by observations of the condition of the cars as they passed on the street, by riding on the cars, and in several instances, by detailed inspections of the cars at the barns.

Inspections of generating stations were also made from time to time during the year, and reports submitted in regard to the condition thereof, with recommendations for improvement when such were deemed advisable.

A number of innovations or radical changes in methods of operation, have been introduced by several of the operating companies during the year, prominent among which are the following:

1. By permission of the Board, after hearing, on June 1st, 1922, the Jersey Central Traction Company inaugurated as an experiment for a period of six months, a flat rate of fare of ten cents per zone, and as an alternative thereto, a commutation rate consisting of a book ticket containing one hundred coupons for each zone for which the ticket was valid, the ticket being issued for rides in from one to seven zones. The tickets, which were valid for a calendar month, are sold for an initial rate of \$1.00 per zone, the passenger being required to pay in addition to surrendering the coupon for each zone, a rate of five cents per zone.

2. By permission of the Board, after hearing, the Morris County Traction Company inaugurated for use in two zones on its system, independent of its flat fare of seven cents, a weekly pass system. These passes, sold for \$1.00 each, are valid for a calendar week, are transferable, may be used as frequently as desired and, on presentation by the holder on boarding the car, entitle the holder to ride in the zone for which they are issued. The use of these passes by the company was understood to be an experiment for one month. The company has filed with the Board a request for a continuation of the use of this pass for at least an additional month.

3. The Public Service Railway Company introduced on several of its lines in the Southern Division, a system known as the "Pay Leave—Pay Enter" system, whereby patrons of the cars outbound from the Pennsylvania Ferry Terminal in Camden, pay their fares as they leave the car, whereas patrons of inbound cars coming toward the same terminal, pay their fare as they enter the car. This system was inaugurated on these lines for the purpose of facilitating boarding and alighting of passengers, and is particularly well adapted for use in connection with the operation of one-man cars. This method of fare collection appears to have proved not only quite successful in respect to quicker car loading, but is believed to be generally popular with passengers.

4. A so-called "express service" was inaugurated at the suggestion of the Board's traffic inspector, on the Bloomfield Line of the Public Service Railway Company in the Essex Division, as applied to certain cars operating between Newark and Caldwell, westbound, during the evening rush hour. These cars stop for the interchange of passengers only at certain designated traffic centers on the route. The object of this service was primarily to eliminate, as far as possible, over-crowding on the through cars by the short-haul passengers, and the experiment appears to have proved fairly successful.

Two companies, the Monmouth County Electric Company, operating between North Long Branch, Red Bank, Oceanic and Rumson and intermediate points, and the Bridgeton and Millville Traction Company, operating between Millville and Bridgeton, Bridgeton and Bivalve, and the local lines in Bridgeton, have discontinued service during the year because of reduced revenue and consequent inability to meet even operating expenses, primarily incident to motor bus and private automobile competition. The track mileage of these two companies is, respectively, 17.7 and 36.87 miles.

The evident increasing tendency on the part of the street railway industry as a whole to adopt one-man car operation on many lines, even in connection with large units and heavy traffic, has been felt in this State, and a number of the companies have materially increased the one-man cars which they are operating.

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While no additional cars originally designed for one-man operation have been placed in service in this State during the year, yet several of the companies have, with changes in some detail of the equipment, adapted many of their old cars to one-man operation. The Board is making careful observation of this method, with a possible view of limiting such operation to the type of car, nature of its equipment, and the particular traffic conditions on the line where such operation is proposed or contemplated.

WATER UTILITIES.

The year has been marked by greatly increased demands upon water companies for new service connections and extensions of mains into new territories. Failures in numerous instances of the companies to respond to these demands have resulted in complaints to the Board from those who had built houses off the line of the main, and found themselves unable to obtain water. Added to these, were complaints of inadequate flows or pressures, due to shortage of supply or insufficient capacity of mains. To correct the latter condition, that is, insufficient capacity of mains, is much easier than to add to the source of supply. In some sections of the State, this is a serious problem, the solution of which means much to the public welfare. The Elizabethtown, Middlesex, Watchung and Plainfield Union, associated water companies, have planned the development of what seems to be the only surface supply readily available for them, at the junction of the Raritan and Millstone Rivers. For communities near Camden, in which there has been recently a marked increase in population, and at most resort towns and cities along the coast, the supplies of water must come from driven wells. The Board's engineer has made a study covering all the companies and municipalities obtaining water from wells. This includes the locations of the wells, their depths and diameters, depths of water below the surface, and other available data as to identity and availability. A problem closely connected to that of procuring supplies of water which can be drawn upon to meet the public demand, is the prevention of waste of water drawn from sources already developed. Practically the only effective means of doing

this is by the installation of meters, but the question whether in a given case this should be required must be considered with regard to the financial condition of the utility and its ability to meet the burden imposed. The Board on June 8th, 1920, ordered the Elizabethtown Water Company to install meters for its customers, fixing dates for the installations for different classes, beginning with industrial customers, the installations to all to be completed by November 1st, 1921. An appeal was taken to the Supreme Court from this order, the company pleading that it was financially unable to comply with it. The company's plea was sustained by the Court and the Board's order set aside. Since then, however, the company has been installing meters, having placed 14,244 during 1921 and 1922. Of these, 5,253 were placed in 1922. The company has approximately 18,500 live taps, so that at present the greater part of the water supplied by it is delivered through meters.

ELIMINATION OF GRADE CROSSINGS.

While the work of eliminating dangerous grade crossings was delayed by the war, and the unsettled post-war conditions, it is gratifying to note that substantial progress has been made during the past year. The elimination of the grade crossings of the main line of the Delaware, Lackawanna and Western Railroad, in East Orange, ordered by the Board in March, 1920, is completed and trains are now in operation. Three crossings of the Montclair Branch in the same city have also been eliminated.

The following crossings, at grade of state highway routes, have been eliminated as the result of co-operation between the State Highway Commission and the railroad companies. Crossing of State Highway Route No. 1 and the Kinkora Branch of the Trenton Division of the Pennsylvania Railroad; crossing of Washington-Buttsville Road (State Highway Route No. 5) and the Lehigh and Hudson River Railroad; crossing at Bridgeton of Pearl Street and the main line South Division of the Central Railroad Company of New Jersey; crossing at Fox Hill of State Highway Route No. 12, and the Boonton Branch of the Delaware, Lackawanna and Western Railroad. The Board has ordered

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the Central Railroad and Lehigh Valley Railroad Companies, to eliminate the crossings at grade of their tracks in the City of Perth Amboy, directing that the work begin by December 31st of this year. The Erie Railroad Company is under an order of the Board to eliminate the grade crossings of its tracks in Paterson. This order was appealed to the State Courts and to the Supreme Court of the United States in which it was upheld. It was apparent that as a result of the appeals to the Courts, the work required by the Board's order could not be completed by the time stated therein. The proceeding therefore was reopened for the purpose of determining to what extent the order should be modified. At the hearing called for this purpose, the City of Paterson, through its representative, advised that since the order was adopted, changes had occurred and were planned in streets affected, as a result of which, the city desired changes made in the plan upon which the crossings were ordered eliminated. The Board was requested to defer action until the details could be worked out between the city and the railroad company, and this request has been granted. The matter is to come before the Board for further consideration on the tenth of January, 1923. On considering elimination of the crossing at Bridge Street, Somerville, and the tracks of the Central Railroad of New Jersey, the borough asked for leave to amend its petition so as to include the crossing at Hamilton Street and Middaugh Street, which was granted. A plan has been adopted for the elimination of these crossings. The proceedings before the Board with regard to the proposed elimination of the crossings of the Jersey Central Railroad in Elizabeth have been concluded recently. The case is being held in abeyance, temporarily, pending adjustment of details in which the city and railroad company are interested.

RAILROAD AND BRIDGE INSPECTIONS.

Inspections have been made during the year, under the direction of the Board's Engineer of Bridges and Grade Crossings, of 192 main and branch lines of railroads aggregating 2,266 miles. Reports of the inspections, including recommendations

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for correction of defects disclosed, are sent to the railroad management. These recommendations have been complied with, or the companies have planned to do the work before the time limit set. Where recommendations are made, follow up inspections are also made to see that the work is done. The usual inspections of railroad, street railway and highway toll bridges have been made. Those in charge of such bridges usually welcome the criticisms and recommendations of the Board's engineer, and make repairs called for. An exception this year was the Belvidere Delaware Bridge Company, owning the bridge over the Delaware River at Belvidere. Re-inspection showing that recommendations previously made had not been complied with, and as the condition of the bridge was approaching the danger point, the company was cited to appear before the Board. After hearing, the Board formally ordered needed repairs and reconstruction work done. The company failing to comply with the order, application was made to the Supreme Court for a writ of mandamus to compel compliance therewith. The writ was granted, and the company placed a contract for the work, which was completed in November. During the progress of the work, weekly inspections were made.

APPRAISALS OF PROPERTIES OF PUBLIC UTILITIES.

Many appraisals of properties of public utilities have been made during the year, not only in connection with rate proceedings, but in deciding applications for approvals of issues of securities and sales of properties. The determination of reasonable rates for utilities to charge must be based largely upon the values of the properties used and useful in the service of the public. Such determination in a given case requires an accurate inventory of the property and determination of historical costs insofar as it is possible to determine them. There must be also a determination of fair prices to be applied to the inventory to obtain an estimated cost of reproduction. Prior to 1916, these prices were determined as an average of those prevailing for several preceding years. The great increases and fluctuations in prices during recent years have made this problem much more

complex, and the rules laid down by the courts require the consideration of the new conditions. In passing upon applications for approval of issues of securities it has been necessary in many cases to make detailed analyses of the costs of property installed, as well as the proper amount of working capital, and the extent to which this capital and the cost of new plant and equipment have been provided by the depreciation reserve, charged as a part of the utility's operating expenses. In considering applications for approvals of sales of properties it is necessary to determine the following:

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

The following table lists various classes of utilities coming under the jurisdiction of this Board, in connection with which appraisals have been made in whole or part during the past year. Column A indicates the number of individual proceedings, and Column B, the kind of utility.

Column C indicates the amount of property involved in various rate cases, the value of which property has been determined during the period from December 1st, 1921, to December 1st, 1922. The largest item in this column is the sum of \$82,000,000, representing the value of the Public Service Railway Company's property as previously determined by the Board. During the current year it was necessary to review this entire valuation and to make further study of data in support of same in connection with proceedings in the Federal District Court. The other amounts given in this column represent in part additions to property of various utilities, since a prior determination of their value in a previous rate case, or represent the entire property of those utilities which were appraised either for the first time or where revaluation of the entire property was made.

Column D shows the amount of securities that were requested by the various companies. Column E shows the amounts which were approved, and Column F indicates the amount of construction expenditures or property value which was investigated in connection with these applications.

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Column G indicates the total property which has been sold by various utilities during the period indicated. The amount indicated as the value of sewer utility property sold represents the cost of a plant acquired by a municipality. The amount of water property sold represents in part the value of three small water companies which were sold, two to municipalities and one to a private corporation. The balance of the amounts in Column G represents the sale prices of various parcels of land and equipment sold by utility companies.

The data given in this table with respect to cases now pending are self-explanatory. The amounts given for cases pending under the column headed "Rate Cases" represents approximate amounts for the value of the property.

WORK OF APPRAISAL DIVISION OF THE BOARD ON CASES DECIDED DECEMBER 1, 1921,
TO DECEMBER 1, 1922.

AMOUNT OF VALUATIONS

Number of Proceedings	Kind of Utility	Rate Cases	Security Issues —Cash Values		Property Checked	Purchases and Sales of Property
			Requested	Approved		
A	B	C	D	E	F	G
16	Electric,	\$1,280,870	\$10,448,400	\$9,488,400	\$13,745,546	\$100
12	Gas,	3,288,867	1,053,375	967,500	325,000	18,500
4	Sewer,	1,600,000	1,600	1,600	1,600	225,000
5	Telephone, ..	.....	10,000	10,000	10,000	3,140
7	Traction,	*82,000,000	131,000	131,000	50,188	6,000
37	Water,	10,381,721	2,411,232	1,939,450	744,572	384,899
80	Total,	\$98,551,458	\$14,055,607	\$12,537,950	\$14,876,906	\$637,639

CASES PENDING, ON WHICH PART OF INVESTIGATION HAS BEEN COMPLETED.

4	Electric,	\$400,000	\$383,900	.....	\$338,000	.....
3	Gas, .....	.....	712,500	.....	712,500	\$400,000
6	Water,	12,000,000	361,200	.....	.....	20,000
13	Total,	\$12,400,000	\$1,457,600	.....	\$1,050,500	\$420,000

Note.—In most cases appraisals have already been made of company's property and the amount of net additions to fixed capital only were checked—in other cases it was necessary to revise the entire appraisal, in which case the total value found in the instant case has been checked.

*The entire valuation of the Public Service Railway Company amounting in total to \$82,000,000 as found by the Board in its decision of July 14th, 1921, has been entirely reviewed and the data on which the same was based re-examined.

RECEIPTS AND OPERATING EXPENSES OF PUBLIC UTILITIES.

Reports are made to the Board annually by the utilities subject to its jurisdiction of their receipts and operating expenses. The Board received from the railroad companies duplicates of reports filed by them with the Interstate Commerce Commission. Much the greater part of their receipts comes from interstate traffic not subject to the Board's jurisdiction. As the fiscal year coincides with the calendar year, reports for the year 1922 will not be received until after the first of the coming year.

The following compiled from annual reports for 1921 applying to important utilities, other than railroads, is submitted.

	<i>Operating Revenues 1921</i>	<i>Operating Expenses and Taxes 1921</i>	<i>Per Cent Expenses & Taxes are of Revenues</i>
33 Gas Companies,	\$30,540,025	\$23,329,735	76.5
46 Electric Companies,	30,467,550	21,826,685	71.6
110 Water Companies,	7,185,340	5,123,065	71.3
12 Sewer Companies,	354,820	254,985	71.8
20 Street Railways,	31,583,650	26,143,920	82.8
30 Telephone Companies,	19,177,175	14,777,235	77.1
Total,	\$119,308,560	\$91,455,625	76.7

EFFECTIVE DATES OF BOARD'S ORDERS.

The statute provides that "All orders of the Board to continue service or rates in effect at the time said order is made shall be immediately operative; all other orders shall become effective upon the date specified therein, which shall be at least twenty days after the date of said order." The Board is of the opinion that this should be changed and the Board given authority to specify dates when its orders shall become effective without the present limitation. Cases frequently arise where this causes embarrassment and there seems to be no good reason for its existence. The Board upon complaint that service is unjustly withheld or denied might find the complaint to be reasonable and the conditions to be such that prompt relief should be afforded. Under the statute it cannot require this until at least

twenty days have elapsed. Utilities have the right of appeal from orders of the Board. If there were any danger that the Board would direct a utility to perform some duty immediately when there was reasonable doubt of this being a proper requirement, there is no question but the Court would amply protect the utility and stay the order of the Board.

RECOMMENDATIONS.

1. That the public utility act (Chap. 195, P. L. 1911) be amended to provide that if the Board shall disapprove of an increase in the charges of a public utility and its order disapproving the increase is stayed or set aside by the Supreme Court, the increased charges proposed shall not become effective until the Board has been given a reasonable opportunity to rehear the case and determine what in the light of the court's decision would be a reasonable rate to charge.

2. That the law be amended to provide that when the Board has made a determination and finding as to rates for a public utility to charge, its order shall not be stayed except by the order of three justices of the Supreme Court; that no such order shall be reviewed by less than three judges, and that if the order is set aside the proceedings shall be remitted to the Board for rehearing for the fixing of just and reasonable rates in accordance with the ruling of the Supreme Court.

3. That a law be passed requiring the operators of all auto busses to bring the same to a stop before proceeding to pass over railroad crossings at grade.

4. That the provision of the public utility act requiring that twenty days shall pass before the order of the Board becomes effective be repealed.

Dated December 30, 1922.

Respectfully submitted,

BOARD OF PUBLIC UTILITY COMMISSIONERS,

H. V. OSBORNE,

President,

JOSEPH F. AUTENRIETH,

Commissioner,

ALFRED N. BARBER,

HARRY BACHARACH,

Secretary.

Commissioner.

Ordinances

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

Ordinances and Resolutions

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Mar. 29, 1922	New York Telephone Company.....	For approval of ordinance of the Borough of Bloomingdale passed by the Mayor and Council December 16, 1921.
May 3, 1922	New York Telephone Company.....	For approval of ordinance of the Borough of Bogota passed by the Borough Council February 28, 1922.
May 3, 1922	New York Telephone Company.....	For approval of ordinance of the Village of Ridgefield Park passed by the Board of Commissioners March 14, 1922.
July 12, 1922	Delaware & Atlantic Tel. & Tel. Company....	For approval of ordinance passed by the City of Millville December 16, 1921, as amended May 5, 1922.
Aug. 18, 1922	Delaware & Atlantic Tel. & Tel. Company....	For approval of ordinance passed by the Council of the Borough of West Wildwood November 26, 1921, as amended May 29, 1922.
Nov. 8, 1922	Home Protective Corporation	For approval of ordinance passed by the Common Council of the City of Englewood, May 17, 1921, approved by the Mayor, May 18, 1921, granting permission to the Home Protective Corporation to string a system of telegraph signal wires on poles now erected on certain streets in the City of Englewood, and providing for the payment of such privilege, and for the indemnity to be given by said corporation against possible damage incurred through the exercise of such privilege.

ORDINANCES.

Application for Approval of Issues of Securities.

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

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

Below is a summary showing by classes of utilities the par value of capital stock and funded debt authorized to be issued.

<i>Number of Applications</i>		<i>Funded Debt</i>	<i>Capital Stock</i>	<i>Total</i>
10	Gas Companies,	\$1,760,000	\$9,264,800	\$11,024,800
12	Electric Companies,	1,665,000	7,237,700	8,902,700
12	Water Companies,	2,055,000	4,088,000	6,143,000
2	Sewer Companies, .....	.....	1,600	1,600
2	Telephone Companies,	2,000	10,000	12,000
3	Street Railways,	1,636,000	2,693,500	4,329,500
1	Steam Railroad,	2,000,000	.....	2,000,000
<hr/> 42		<hr/> \$9,118,000	<hr/> \$23,295,600	<hr/> \$32,413,600

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Jan. 3, 1922	Butler-Newark Bus Line, Inc.,	\$14,500 capital stock,	Application was for approval of the issuance of \$20,000 capital stock, in lieu of which the Board approved \$14,500, in accordance with its report of December 27, 1921.
Jan. 4, 1922	Commonwealth Water Co.,..	\$15,000 capital stock, \$35,000 certificates of indebtedness,	
Jan. 4, 1922	Commonwealth Electric Co.,	\$12,000 capital stock, \$20,000 certificates of indebtedness,	
Feb. 28, 1922	Princeton Water Co.,	\$110,000 1st mortgage 6% bonds,	
Feb. 28, 1922	Princeton Water Co.,		For approval of a mortgage in the amount of \$150,000, dated November 30, 1921, to the Princeton Bank & Trust Co., Trustee.
Feb. 28, 1922	Swedesboro Sewer Co.,	\$1,000 capital stock,	
Mar. 9, 1922	Swedesboro Sewer Co.,	\$600 capital stock,	This amount of stock was actually issued at various times in previous years without the Board's approval, which at this time was granted "nunc pro tunc."
April 5, 1922	Merchantville Water Co., ..	\$30,000 6% notes,	Application was for approval of the issuance of notes to the amount of \$39,482, but no more than \$30,000 were approved by the Board.
April 14, 1922	County Gas Co.,		For approval of a mortgage in the amount of \$1,000,000, dated October 1, 1921, to the Girard Trust Co., Trustee.
April 14, 1922	County Gas Co.,	\$150,000 1st mortgage 7% bonds, \$25,000 capital stock,	Bonds to be issued under the aforesaid mortgage at not less than 90 per cent. of par value.
April 14, 1922	Junction Water Co.,	\$7,000 1st mortgage 5% bonds,	To be issued at par.
April 26, 1922	Plainfield-Union Water Co.,	\$225,000 1st mortgage 5% bonds,	To be issued at not less than 87 per cent. of par value.
May 3, 1922	Electric Company of N. J.,		For approval of a supplemental deed of trust, dated February 17, 1922.

APPLICATION FOR APPROVAL.

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
May 3, 1922	Electric Company of N. J.,	\$250,000 1st mortgage bonds,	To be issued at par under the aforesaid supplemental deed of trust.
May 3, 1922	Clementon Spring Water Co.,	.....	Modification of certificate of February 4, 1913, approving an issue of \$15,000 capital stock, so as to revoke approval of the issuance of \$1,000 thereof, which had not yet been actually issued.
May 3, 1922	Clementon Spring Water Co.,	.....	For approval of a mortgage in the amount of \$200,000, dated October 1, 1921, to the Provident Trust Co. of Philadelphia, Trustee.
May 3, 1922	Clementon Spring Water Co.,	\$28,000 general mortgage 6% bonds,	To be issued at not less than 90 per cent. of par value under the aforesaid mortgage.
May 3, 1922	Public Service Gas Co.,	\$2,500,000 capital stock,	Application was for approval of the issuance of \$3,200,000 in lieu of which the Board approved \$2,500,000, reserving for future consideration the matter of capitalizing items disallowed in its report of November 6, 1918, and the amount of net additions regarded in its report of January 28, 1920, as being covered by the amortization reserve, as well as the matter of charging to "Capital Account" requirements for sinking funds, approval of which had also previously been withheld.
May 10, 1922	Atlantic City Electric Co.,	\$300,000 preferred stock, ..	Application was for approval of the issuance of \$309,000 in lieu of which the Board approved \$300,000, which amount was to provide to the extent thereof for the capitalization of the net additions to fixed capital from February 28 to June 30, 1921.
May 18, 1922	The Paterson & Passaic Gas & Electric Co.,	\$50,000 consolidated mortgage bonds,	To be issued at not less than 85 per cent. of par value for the purpose of refunding a like amount of maturing bonds of a constituent company.
June 13, 1922	Clementon Spring Water Co.,	.....	For amendment of certificate of May 3, 1922, approving a mortgage dated October 1, 1921, to the Provident Trust Co. of Philadelphia, Trustee, whereby the date thereof is changed to April 1, 1922.
June 23, 1922	Morris County Traction Co.,	\$1,600,000 mortgage bonds, \$1,500,000 preferred stock, \$1,179,000 common stock,...	Both issues of capital stock were approved by the Board, but approval of the issuance of the mortgage bonds was withheld pending the submission of a copy of the mortgage under which they were to be issued and the approval thereof.

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
June 21, 1922	Public Service Ry. Co.,		For approval of an indenture between applicant and Fidelity Union Trust Co., Trustee, extending the date of maturity from July 1, 1922, to July 1, 1942, of \$100,000 mortgage bonds of The Plainfield Street Ry. Co., and raising the rate of interest thereof from 5 to 6 per cent. and of the issuance of certificates thereunder at not less than 95 per cent. of par value.
June 29, 1922	Public Service Electric Co.,	\$4,000,000 capital stock,	Application was for the approval of a total of \$8,200,000, of which only \$4,000,000 was approved, being the amount covered by a report filed by the company in conformity with the Board's decision of June 20, 1922.
July 12, 1922	Hudson & Manhattan R. R. Co.,		For further modification of certificate of June 5, 1919, approving an issue of \$1,036,000 first lien and refunding mortgage bonds, so as to extend to May 31, 1923, the time within which the bonds may be issued.
July 14, 1922	Morris & Somerset Electric Co.,	\$200,000 1st mortgage bonds,	To be issued at not less than 92 per cent. of par value, and to bear an additional interest rate of one per cent., making a total of six per cent., said additional interest rate to be secured by a mortgage subsequent to the original first mortgage.
July 14, 1922	Commonwealth Electric Co.,	\$19,000 capital stock, \$73,000 certificates of indebtedness,	
July 14, 1922	Lakewood & Coast Electric Co.,	\$21,000 capital stock, \$83,000 certificates of indebtedness,	
July 14, 1922	Lakewood Water Co.,	\$13,000 capital stock, \$52,000 certificates of indebtedness,	
July 14, 1922	Commonwealth Water Co.,	\$17,000 capital stock, \$68,000 certificates of indebtedness,	
July 18, 1922	Morris & Somerset Electric Co.,		For approval of a "second additional interest mortgage and deed of trust" dated April 1, 1922, by and between petitioner and Columbia Trust Co. and Howard Bayne, Trustees.
July 28, 1922	New Jersey Gas Corp.,	\$1,629,100 capital stock,	
July 28, 1922	Peoples Gas Company,	\$20,000 capital stock,	

APPLICATION FOR APPROVAL.

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
July 28, 1922	Peoples Gas Company, .....	.....	For approval of a mortgage dated May 1, 1922, to the Penna. Company for Insurances on Lives and granting Annuities, Philadelphia, Trustee.
July 28, 1922	Peoples Gas Company,	\$150,000 7% series "A" mortgage bonds,	To be issued at not less than 90 per cent. of par value under the aforesaid mortgage. Application was for the approval of the issuance of \$250,000 in lieu of which the Board approved \$150,000.
July 28, 1922	Peoples Gas Company,	\$755,000 7% series "A" mortgage bonds, \$480,700 preferred stock, \$600,000 common stock,	
Aug. 5, 1922	N. J. Power & Light Co., ..	\$265,000 1st mortgage bonds, \$200,000 preferred stock, ...	Bonds to be issued at not less than 80 per cent. of par value.
Aug. 10, 1922	County Gas Company,	\$135,000 capital stock,	
Aug. 15, 1922	Central R. R. Co. of N. J., ..	\$2,000,000 series "I" 6% equipment bonds,	To be issued at not less than 98 per cent. of par value under an equipment lease between petitioner and Hudson Trust Co. of N. J., dated March 23, 1922.
Aug. 18, 1922	Atlantic City Electric Co., ..	\$774,000 1st mortgage bonds, \$193,000 preferred stock, ...	Bonds to be issued at not less than 87 per cent. of par value instead of at 85 per cent., the rate at which the approval of the issuance thereof was sought in the company's application.
Aug. 22, 1922	Flemington Water Co.,	\$15,000 capital stock,	
Aug. 23, 1922	Egg Harbor City Telephone Co.,	\$10,000 capital stock,	
Sept. 28, 1922	Egg Harbor City Telephone Co.,	\$2,000 bond and mortgage, ..	
Oct. 4, 1922	Trenton & Mercer County Traction Corporation, ....	.....	For approval of a chattel mortgage to The Mechanics National Bank of Trenton, mortgagee, covering the equipment specified in petitioner's application for approval of the issuance of \$36,000 par value of its 6 per cent. serial promissory notes.
Oct. 4, 1922	Trenton & Mercer County Traction Corporation,	\$36,000 6% serial notes, ...	To be issued at par under the aforesaid chattel mortgage.
Nov. 10, 1922	Laurel Springs Water Supply Co.,	\$28,000 capital stock,	Application was for approval of the issuance of \$31,000, in lieu of which the Board approved \$28,000.

DATE OF APPROVAL	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Nov. 13, 1922	Public Service Electric Co.,	\$2,250,000 capital stock,	This stock was part of the \$8,200,000 previously sought to be issued, \$4,000,000 of which was approved by the Board under date of June 29, 1922.
Dec. 6, 1922	Tri-County Electric Co., ..	\$42,700 capital stock,	
Dec. 12, 1922	Commonwealth Water Co.,	.....	For approval of a mortgage to the Farmers Loan & Trust Co., Trustee, dated December 1, 1922.
Dec. 12, 1922	Commonwealth Water Co.,	\$1,500,000 1st mortgage 5½% bonds,	To be issued at not less than 90 per cent. of par value, with the understanding that all bonds heretofore issued and outstanding are to be retired and that the petitioner's capital stock will be reduced to a total of \$920,000.
Dec. 14, 1922	County Gas Company, .....	.....	For approval of a "Trust Indenture" to Girard Trust Co., trustee, dated February 1, 1922, covering an issue of \$655,000 income debenture bonds.
Dec. 14, 1922	County Gas Company,	\$655,000 5½% income debenture bonds,	To be issued at not less than 92½ per cent. of par value under the aforesaid "Trust Indenture."
Dec. 19, 1922	Rockland Electric Co.,	\$200,000 capital stock,	To capitalize net additions to fixed capital up to May 31, 1922, in the amount of \$160,470.28 and \$39,529.72 thereof made or to be made after that date.
Dec. 28, 1922	Morris County Traction Co.,	.....	For approval of a mortgage in the amount of \$5,000,000 dated July 15, 1922, to Peoples Savings & Trust Company of Pittsburgh, trustee, and of the issuance thereunder of the \$1,600,000 par value of bonds above referred to in re issues of \$1,500,000 preferred stock and \$1,179,000 common stock approved under date of June 23, 1922.
Dec. 28, 1922	Elizabethtown Consolidated Gas Co.,	\$3,875,000 capital stock,	To be issued under an agreement of merger and consolidation of the Elizabethtown Gas Light Co., Metuchen Gas Light Co., Rahway Gas Light Co., and Cranford Gas Light Co., approved by the Board under even date.
Dec. 28, 1922	Elizabethtown Water Company Consolidated,	\$4,000,000 capital stock,	To be issued under an agreement of merger and consolidation of the Elizabethtown Water Co., Piscataway Water Co., Raritan Township Water Co., and Watchung Water Co., approved by the Board under even date.

APPLICATION FOR APPROVAL.

Mergers.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Feb. 15, 1922	Morris & Somerset Electric Company and the Boonton Electric Company..	For approval of merger and consolidation.
July 28, 1922	Peoples Gas Company,	For approval of merger and consolidation of the New Jersey Gas Corporation and the Peoples Gas Company of New Jersey, forming the Peoples Gas Company.
Aug. 10, 1922	County Gas Company and the Borough Gas Company,	For approval of agreement of merger and consolidation, forming the County Gas Company.
Sept. 28, 1922	New Jersey & Penna. Traction Co., Princeton Street Railway Co., Trenton, Lawrenceville & Princeton Railroad and Trenton, Lawrenceville & Princeton Extension Railroad Company,	For approval of merger and consolidation, forming the Trenton-Princeton Traction Company.
Dec. 28, 1922	Elizabethtown Gas Light Company et al.,	For approval of agreement of merger and consolidation of Elizabethtown Gas Light Co., Metuchen Gas Light Co., Rahway Gas Light Co., and Cranford Gas Light Co., forming the Elizabethtown Consolidated Gas Company.
Dec. 28, 1922	Elizabethtown Water Company et al.,..	For approval of agreement of merger and consolidation of Elizabethtown Water Company, Piscataway Water Co., Raritan Township Water Co., and Watchung Water Co., forming the Elizabethtown Water Company, Consolidated.

Leases, Agreements and Sales of Property.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Jan. 11, 1922	Sea Isle City Water Company,	For approval of the sale of its plant to the City of Sea Isle City for the sum of \$53,250.
Jan. 18, 1922	Montclair Water Company,	For approval of the sale of certain property known as "Split Rock Pond Property" located in Morris County, N. J., having an area of about 1,247.86 acres, to Jos. T. Hoffmann.
Jan. 18, 1922	Passaic Water Company,	For approval of the sale of a tract of land situate in Morris County, N. J., containing 12.88 acres, to Arthur A. Westervelt.
Jan. 24, 1922	Monmouth County Water Company, ..	For approval of the sale of a parcel of land including house and barn located thereon, said property being known as Nos. 1012 and 1014 Monroe Avenue, in the City of Asbury Park.
Jan. 31, 1922	West Jersey & Seashore Railroad Company,	For approval of the sale of a lot of land situate on the southwesterly side of New York Avenue, northwest of Atlantic Avenue, in the City of Atlantic City, Atlantic County, N. J., containing 3,500 sq. ft., more or less.
Feb. 8, 1922	Belvidere Delaware Railroad Company,	For approval of the sale of a piece of land situate on the north side of Ferry Road, west of the railroad, in the Town of Phillipsburg, Warren County, N. J., containing 0.569 of an acre.
Feb. 15, 1922	Trenton, Hamilton & Ewing Traction Co., Trenton & Mercer County Traction Corporation, Lessee,	For permission to abandon certain property in Hamilton Square and set up a property abandoned account.
Mar. 1, 1922	West Jersey & Seashore Railroad Company,	For approval of the sale of a parcel of land situate on the southwesterly side of California Avenue, southeast of Baltic Avenue, in the City of Atlantic City, Atlantic County, N. J., containing 5,100 sq. ft., more or less.
Mar. 21, 1922	Delaware & Atlantic Tel. & Tel. Co.,..	For approval of an agreement dated October 15, 1921, with the Hotel Traymore Company for the sale of certain equipment known as a "Maid Supervisory System" located in the building of the Hotel Traymore in Atlantic City, N. J.

DATE OF APPROVAL	NAME OF APPLICANT,	NATURE OF PETITION.
Mar. 29, 1922	Delaware & Atlantic Tel. & Tel. Co.,...	For approval of an agreement with Mary L. Park dated January 14, 1922, providing for the leasing of a certain portion of the second floor of the premises situate at 10 Pitman Avenue, Borough of Pitman, Gloucester County, New Jersey.
Mar. 29, 1922	Delaware & Atlantic Tel. & Tel. Co.,...	For approval of an agreement with the Postal Telegraph Cable Company of New Jersey dated March 3, 1922, providing for the joint use of certain poles located in the County of Burlington, State of New Jersey.
April 26, 1922	Delaware & Atlantic Tel. & Tel. Co.,...	For approval of an agreement dated February 1, 1922, between the said the Del. & Atl. Tel. & Tel. Company and the City of Millville providing for the attachment of fire alarm wires of the said City of Millville to the poles of the said Del. & Atl. Tel. & Tel. Co., located in the City of Millville, Cumberland County, New Jersey.
April 26, 1922	Public Service Railway Company,	For approval of the sale of a certain parcel of land and premises situated in the Town of West Hoboken, Hudson County, N. J., to Geatino Savarese.
April 26, 1922	Public Service Gas Company and the South Jersey Gas, Electric and Traction Company,	For approval of the sale of a certain tract of land and premises situate in the Borough of Riverton, Burlington County, N. J., to John G. Buehrer.
April 26, 1922	Trenton & Mercer County Traction Corporation, Lessee, Trenton Street Railway Company,	For the approval, abandonment, destruction and removal of a brick building located on the property of the Trenton Street Railway Company at the northeast corner of Lalor Street and Second Street, in the City of Trenton, and for authority to set up a property abandoned account of \$2,500.
May 3, 1922	West Jersey & Seashore Railroad Company,	For approval of the sale of a parcel of land situate on the north side of Division Street, east of S. 9th Street, in the City of Camden, Camden County, N. J., containing 5,135 sq. ft., more or less.
May 3, 1922	West Jersey & Seashore Railroad Company,	For approval of the sale of a parcel of land situate on the north side of Beach Avenue, between Grant Street and Windsor Avenue, in the City of Cape May, Cape May County, N. J., containing 11,100 sq. ft., more or less.
May 3, 1922	West Jersey & Seashore Railroad Company,	For approval of the sale of a parcel of land bounded by Locust Street, Ocean Highway and New Jersey Avenue, in Absecon, Atlantic County, N. J., containing 3,790 sq. ft., more or less.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
May 3, 1922	West Jersey & Seashore Railroad Company,	For approval of the sale of a parcel of land situate on the northeast side of Iowa Avenue, southeast of Fairmount Avenue, in the City of Atlantic City, Atlantic County, New Jersey, containing 3,500 sq. ft., more or less.
May 3, 1922	West Jersey & Seashore Railroad Company,	For approval of the sale of a parcel of land situate north of Baltic Avenue, between Maryland and Virginia Avenues, in the City of Atlantic City, Atlantic County, N. J., containing 7,610½ sq. ft., more or less.
May 3, 1922	West Jersey & Seashore Railroad Company,	For approval of the sale of a parcel of land situate between Schellenger Avenue, south of Phila. Avenue, in the City of Wildwood, Cape May County, N. J., containing 1,200 sq. ft., more or less.
May 3, 1922	Pennsylvania and Newark Railroad Company,	For approval of the sale of a parcel of land situate near Milltown, in East Brunswick Twp., Middlesex County, N. J., containing 16.589 acres, more or less.
May 3, 1922	Pennsylvania and Newark Railroad Company,	For approval of the sale of a parcel of land situate near Dayton, in South Brunswick Twp., Middlesex County, N. J., containing 60,017 sq. ft., more or less.
May 3, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a parcel of land situate on the northeast side of Fulton Street, northeast of Hazelwood Avenue, in the City of Rahway, Union County, N. J., containing 3,775 sq. ft., more or less.
May 3, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a parcel of land situate on the easterly side of 27th Street, south of Sherman Avenue, in the City of Camden, Camden County, N. J., containing 4,800 sq. ft., more or less.
May 3, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a parcel of land situate on the northwest side of Fulton Street, northeast of Hazelwood Avenue, in the City of Rahway, Union County, N. J., containing 10,093 sq. ft., more or less.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
May 3, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a parcel of land bounded by Easton Avenue, Washington Street and Wall Street, in the City of New Brunswick, Middlesex County, N. J., containing 810.7 sq. ft., more or less.
May 3, 1922	Delaware, Lackawanna & Western Railroad Company, Lessee, Passaic & Delaware Railroad Company,	For approval of the sale of two parcels of land situate in Union Twp., New Jersey, containing 0.9 of an acre and 0.57 of an acre, respectively, to James L. Headley and Conato Juliano.
May 3, 1922	Delaware, Lackawanna & Western Railroad Company, Lessee, Morris & Essex Railroad Company,	For approval of the sale of a parcel of land situate south of the southeasterly side of the east bound shelter house of the Roseville Avenue Station, in the City of Newark, N. J., containing 3,095 sq. ft., to the Essex Troop.
May 25, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a parcel of land situate on the south side of Leesville Avenue, between Colonia Blvd. and the Essex and Middlesex Turnpike, partly in Woodbridge Twp., Middlesex County, and partly in the City of Rahway, Union County, N. J., containing 419.692 sq. ft. (9.635 acres), more or less.
May 25, 1922	Camden & Burlington County Railway Company,	For approval of the sale of two strips or pieces of land situate at Mt. Holly, Northampton Twp., Burlington County, N. J., containing 44-100ths of an acre and 14-100ths of an acre, more or less.
May 25, 1922	Pennsylvania Tunnel & Terminal Railroad Company,	For approval of an agreement dated May 12, 1912, between that railroad company and the Penna. Railroad Co., providing for extension until and including the 30th day of April, 1923, of agreement between said companies dated September 14, 1917, providing for the operation of the railroad and appurtenances of the Penna. Tunnel & Terminal Railroad Co., by the Penna. Railroad Company, as agent, from the 31st day of October, 1917, until and including the 30th day of September, 1918, which agreement was approved by this Board, October 23, 1917.
May 29, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a lot of land situate at the northeast corner of Wood Avenue and Pennsylvania Railroad Avenue, in the Borough of Linden, Union County, N. J., containing 11,238 sq. ft., more or less.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
June 13, 1922	Cumberland County Gas Company,	For approval of the sale of a certain tract or parcel of land situate in the City of Millville, Cumberland County, New Jersey.
June 13, 1922	New Egypt Light, Heat, Power and Water Company,	For approval of the sale of a certain plot of land situate in the Twp. of New Egypt, Ocean County, New Jersey, to John J. Hayes.
June 13, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a lot of land situate on the easterly side of Union Street, northwest of the railroad, in the City of Trenton, Mercer County, N. J., containing 4,835 sq. ft., more or less.
June 27, 1922	Delaware River Railroad and Bridge Company,	For approval of the sale of a tract or piece of land situate at Delair, Pensauken Twp., Camden County, N. J., containing 17.083 acres, more or less.
July 28, 1922	Public Service Railway Company,	For approval of the sale of a certain tract or parcel of land situate at Westmont, in the Twp. of Haddon, County of Camden, N. J., to Jas. T. Dill and Ellen R. Dill.
Aug. 2, 1922	Collingswood Sewerage Company,	For approval of the sale of its plant and property to the Borough of Collingswood, for the sum of \$225,000.
Aug. 8, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of three parcels of land situate in the City of Jersey City, Passaic County, N. J.
Aug. 8, 1922	Lakewood Water Company,	For approval of the sale of a parcel of land situate in the Twp. of Lakewood, Ocean County, N. J., to the State of New Jersey.
Aug. 8, 1922	Lakewood & Coast Electric Company, ..	For approval of the sale of a parcel of land situate in the Twp. of Lakewood, Ocean County, N. J., to the State of New Jersey.
Aug. 10, 1922	Atlantic City Sewerage Company,	For approval of the sale of a small plot of land fronting 114.74 ft. on Absecon Blvd. and 83.97 ft. on New York Avenue, in the City of Atlantic City, N. J., to Harry J. Lee and Joseph I. Levy.
Aug. 10, 1922	Delaware, Lackawanna & Western Railroad Company, Lessee, Morris & Essex Railroad Company,	For approval of the sale of a parcel of land situate in the City of Jersey City, Passaic County, N. J., to the New Jersey Interstate Bridge and Tunnel Commission.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Aug. 10, 1922	The Long Dock Co., Penhorn Creek Railroad Company, and Erie Railroad Company,	For approval of the sale of certain lands situate in the City of Jersey City, N. J., to the New Jersey Interstate Bridge and Tunnel Commission.
Sept. 6, 1922	Delaware, Lackawanna & Western Railroad Company, Lessee, Passaic & Delaware Railroad Company,	For approval of the sale of a parcel of land situate in the Twp. of Union, New Jersey, containing 2.66 acres, more or less, said parcel of land being a portion of an abandoned right of way of the New Jersey West Line Railroad Company, to Frank R. Beach.
Sept. 6, 1922	Delaware, Lackawanna & Western Railroad Company, Lessee, Passaic & Delaware Railroad Company,	For approval of the sale of a parcel of land situate in the Twp. of Union, New Jersey, containing 1.37 acres, more or less, said parcel of land being a portion of an abandoned right of way of the New Jersey West Line Railroad Company, to Annie C. Waddell.
Sept. 6, 1922	Delaware, Lackawanna & Western Railroad Company, Lessee, Warren Railroad Company,	For approval of the sale of a parcel of land situate on the southerly side of right of way of the railroad and below the level of the tracks, in Buttsville, Warren County, N. J., containing 0.25 of an acre, more or less, to Harvey Folkner.
Sept. 6, 1922	Delaware, Lackawanna & Western Railroad Company, Lessee, Morris & Essex Railroad Company,	For approval of the sale of a parcel of land situate on the southerly side of Hollywood Plaza, in the City of East Orange, N. J., containing 53 sq. ft., more or less, to the Ragsdale Realty Company.
Sept. 12, 1922	Delaware & Atlantic Tel. & Tel. Co.,	For approval of lease to the Board of Education of the Borough of Princeton of the premises situate at the southwest corner of Nassau and Charlton Streets, in the Borough of Princeton, County of Mercer, State of New Jersey.
Sept. 19, 1922	Central Railroad Co. of New Jersey,	For approval of the sale and exchange of two parcels of land located at Grasselli, N. J., to the Grasselli Chemical Company.
Oct. 3, 1922	Egg Harbor City Water Company,	For approval of the sale of its plant and property to the Borough of Egg Harbor City for the sum of \$84,000.
Oct. 18, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a lot of land situate at the south corner of Jaques Avenue and Minna Street, in the City of Rahway, Union County, N. J., containing 5,745 sq. ft., more or less.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Oct. 18, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a strip of land situate on the northwest side of Shepherd Street, northeast of Lambertson Street, in the City of Trenton, Mercer County, N. J., containing 533 sq. ft., more or less.
Oct. 18, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a piece of land situate on the northwest corner of Shepherd Street and a 15-ft. wide alley called Cosey Place in the City of Trenton, Mercer County, N. J., containing 3,041 sq. ft., more or less.
Oct. 18, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a lot of land situate at the northeast corner of New Street and the street connecting New Street with Bayard Street, east of the railroad, in the City of New Brunswick, Middlesex County, N. J., containing 2,831 sq. ft., more or less.
Oct. 18, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a piece of land with buildings and improvements thereon, situate on the westerly side of Main Street, south of Poplar Street, in the City of Rahway, Union County, N. J., containing 9,496 sq. ft., more or less.
Oct. 24, 1922	Camden & Burlington County Railway Company,	For approval of the sale of a lot or piece of land situate on the west side of High Street, in Mt. Holly, Northampton Twp., Burlington County, N. J., containing 39,896 sq. ft., more or less.
Oct. 24, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad and Canal Company,	For approval of the sale of a lot or piece of land situate on the west side of the railroad, north of Old Post Road, in Raritan Twp., Middlesex County, N. J., containing 1.829 acres, more or less.
Nov. 3, 1922	Delaware & Atlantic Tel. & Tel. Co.,..	For approval of agreement dated September 30, 1922, with the Borough of Beach Haven, in reference to the joint use of poles within the limits of the Borough of Beach Haven, County of Ocean, New Jersey.
Nov. 17, 1922	Passaic Water Company,	For approval of agreement with the Butler Water Company in reference to impounding and diverting the water of Apschawa Brook.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Nov. 22, 1922	Maple Shade Water Company,	For approval of the sale of its plant to Barlow & Co., Inc.
Nov. 22, 1922	Delaware & Atlantic Tel. & Tel. Co., ..	For approval of an agreement dated October 24, 1922, leasing to Sarah T. Hall for the sum of \$84 per annum a certain portion of the 2d floor of the premises situate at Pitman, New Jersey.
Nov. 22, 1922	Orange Water Company,	For approval of the Board of the dissolution of the said company.
Nov. 22, 1922	Public Service Gas Company,	For approval of the sale of a certain tract or parcel of land and premises situate on Fair Street, near Mill Street, and extending to the Delaware River, in the City of Trenton, Mercer County, New Jersey, to Harry Haveson.
Nov. 27, 1922	Commonwealth Water Company,	For approval of the sale of certain real estate, buildings, furniture and fixtures to Albert Emanuel and Commonwealth Electric Company.
Nov. 27, 1922	Commonwealth Water Company,	For approval of the sale of 25 acres of land situate north of Glenside Avenue, Summit, N. J., to Carrol P. Bassett, for the sum of \$5,000.
Nov. 29, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad & Canal Company,	For approval of the sale of a lot of land situate in the City of Newark, Essex County, N. J., containing 857 sq. ft., more or less.
Nov. 29, 1922	West Jersey & Seashore Railroad Com- pany,	For approval of the sale of two parcels of land situate in the City of Camden, N. J., one on the north side of Cherry Street, East of 9th Street, containing 4,850 sq. ft., more or less, and the other on the south side of Cherry Street, east of 9th Street, containing 6,271 sq. ft., more or less.
Nov. 29, 1922	West Jersey & Seashore Railroad Com- pany,	For approval of the sale of a lot or piece of land situate on the northwest side of North Broad Street, northeast of Dickinson Street, in the City of Woodbury, Gloucester County, New Jersey, containing 1,191 sq. ft., more or less.
Nov. 29, 1922	West Jersey & Seashore Railroad Com- pany,	For approval of the sale of a lot of land located south of the railroad west of Alloway Junction Station, in Alloway Township, Salem County, N. J., containing 1.11 acres, more or less.
Nov. 29, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad & Canal Company,	For approval of the sale of a triangular lot of land situate on the northeast side of George Street, in the City of New Brunswick, Middlesex County, N. J., containing 5,158 sq. ft., more or less.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Nov. 29, 1922	Pennsylvania Railroad Company, Lessee, United New Jersey Railroad & Canal Company,	For approval of the sale of a lot of land situate in the City of Bordentown, Burlington County, N. J., containing 1,008 sq. ft., more or less.
Dec. 6, 1922	Public Service Railway Company,	For approval of the sale of a plot of land fronting on Boyden and Springfield Avenues, in the Twp. of South Orange, Essex County, New Jersey, to the Twp. of South Orange.
Dec. 14, 1922	Public Service Gas Company and New- ark Consolidated Gas Company,	For approval of the sale of a plot of land at the corner of Broad Street and Central Avenue, City of Newark, County of Essex, State of New Jersey, to Jacob Stein, Wm. B. Stein and Emil Zucker, for the sum of \$400,000.
Dec. 28, 1922	Pennington Spring Water Company, ..	For approval of the sale of its plant and property, located in the Borough of Pennington, Mercer County, N. J., to the Borough of Pennington, for the sum of \$20,000.
Dec. 29, 1922	Delaware, Lackawanna & Western Rail- road Company, Lessee, Morris & Essex Railroad Company,	For approval of the sale of three parcels of land in the City of East Orange, two parcels fronting on Arlington Place and one parcel fronting on Winans Street, in said city, to Walnut-Hall Realty Corporation.

New Crossings at Grade.

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Jan. 11, 1922	Harold Depew and Charles H. Frost,	For permission to construct track, at grade, across Elizabeth Avenue and Blancke Street (or Whittier Street), in the Township of Linden, Union County, N. J., to connect with tracks of the Penna. R. Co.	<ol style="list-style-type: none"> 1. That train movements over said crossing be limited to a speed of not more than six miles per hour. 2. That a flagman be stationed in the center of the highway before movements are made beyond the highway line, for protection of vehicular and pedestrian traffic. 3. That the advertising signs along southerly side of Elizabeth Avenue at point of crossing be removed before trains are put in operation over Elizabeth Avenue. 4. That standard grade crossing signs be placed at both crossings.
Jan. 11, 1922	State Highway Commission,	For permission to construct a temporary crossing at grade at or near the point where State Highway Route No. 6 crosses the tracks of the C. R. R. Co. of N. J. on Pearl Street, in the City of Bridgeton, N. J.	<ol style="list-style-type: none"> 1. That an automatic alarm bell and standard grade crossing sign be located at the temporary crossing.
Jan. 18, 1922	Hampton Cutter,	For permission to construct siding tract at grade across Amboy Avenue, in the Township of Woodbridge, County of Middlesex, New Jersey, to connect with tracks of the Penna. R. R. Co.	
Jan. 18, 1922	Central Railroad Company of New Jersey,	For permission to construct a spur track at grade across three roads in the Twp. of Deerfield, Cumberland Co., N. J.	<ol style="list-style-type: none"> 1. That a standard grade crossing sign be located at Husted Station Road and speed of train movements over the crossing be limited to six miles per hour. 2. That a standard grade crossing sign be located on both the north and south sides of the crossing at Deerfield Pike and speed of train movements over the crossing be limited to six miles per hour. 3. That a standard grade crossing sign be located at Cohansey-Deerfield Road and speed of train movements over the crossing be limited to six miles per hour.

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Mar. 29, 1922	Paterson Industrial Development Company,	For permission to construct a siding, at grade, across Eighteenth Avenue, in the City of Paterson, N. J., to connect with tracks of the N. Y. S. & W. R. R. Co.	1. That all train movements over said siding be protected by a flagman. 2. That train movements over said siding be limited to a speed of not more than six miles per hour.
April 14, 1922	Atlantic City R. R. Company,	In the matter of crossing of certain highways in the Boroughs of Haddon Heights, Barrington and Magnolia.	
April 14, 1922	Atlantic City R. R. Company,	For permission to construct tracks at grade over Second Street, Simpson Avenue, and a portion of an alley in the easterly section of Ocean City, Cape May County, N. J., to connect with existing tracks on Haven Avenue.	1. That speed of trains over Second Street be limited to six miles per hour on the wye portion of the track. 2. That standard grade crossing sign be located north of the northerly leg on wye track and south of the southerly leg on wye track on Second Street.
April 18, 1922	Lehigh Valley R. R. Company,	For permission to construct tracks in Washington Street, Perth Amboy.	1. That each movement of trains shall be at not more than six miles per hour across the street. 2. That all train movements over the street be preceded by a flagman.
April 26, 1922	West Jersey & Seashore R. R. Co., Central R. R. Co. of N. J., and the Sea Brook Company,	For permission to construct crossings at grade, across certain public roads, in the Twp. of Deerfield, Cumberland County, New Jersey.	
May 3, 1922	Firman H. Cranmer,	For permission to construct siding at grade, across Centre Street, in the Borough of Beach Haven, N. J., to connect with tracks of the Phila. & Beach Haven R. R. Company.	

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
May 9, 1922	Borough of Bayhead,	For permission to construct a crossing, at grade, across tracks of the Penna. R. R. Co., at Johnson Street, in the Borough of Bayhead, Ocean County, N. J., said grade crossing to be in lieu of an existing grade crossing at Division Street, which crossing will be abandoned.	<ol style="list-style-type: none"> 1. That the Borough Council of Beach Haven pass an ordinance for the abandoning of the crossing at Division Street. 2. That a standard grade crossing sign be erected at the easterly approach to the track at Johnson Street.
May 29, 1922	West Jersey & Seashore Railroad Co.,	For permission to construct two tracks at grade across northside of Phila. Avenue, between Lotus and Myrtle Roads: Myrtle Road: Primrose Road: Park Blvd. and Rambler Road, in the Borough of Wildwood Crest, Cape May County, New Jersey.	<ol style="list-style-type: none"> 1. That speed of trains over the highway shall not be greater than that now maintained over crossings on main track through Wildwood Crest. 2. That standard grade crossing signs be erected at both approaches to Myrtle Road, Primrose Road and Park Blvd., and one grade crossing sign at Rambler Road on southerly side of the crossing.
June 6, 1922	West Jersey & Seashore Railroad Co.,	For permission to construct a crossing at grade on the line of the Sound Drive, across tracks of said railroad, in lieu of and substitution for grade crossings on the line of Ogden Road and School Road, about ½ mile north of Wildwood Junction Station, in the Twp. of Middle, Cape May County, N. J.	<ol style="list-style-type: none"> 1. That standard grade crossing signs be erected at said crossing.
June 21, 1922	Moorestown Branch of the New Jersey Peach Growers Ass'n,	For permission to construct a siding at grade across Locust Street, Moorestown, Chester Twp., Burlington County, N. J.	<ol style="list-style-type: none"> 1. That cars on said track should not be permitted to stand on either side of highway nearer than 50 feet therefrom, and that signs be erected indicating said clearance point. 2. That train movements over the highway be limited to a speed of not more than six miles per hour. 3. That flagman be stationed in the highway before movements are made. 4. That standard grade crossing signs be placed at both approaches instead of existing crossing signs.

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
June 21, 1922	Ferrine & Buckelew, Inc.,	For permission to construct a siding at grade, across Mott Avenue, at the intersection of Stockton St., in the Borough of Jamesburg, Middlesex County, New Jersey.	<ol style="list-style-type: none"> 1. That standard grade crossing sign be erected in highway west of the track on the southerly side of Mott Avenue. 2. That a standard grade crossing sign be erected on the easterly side of Stockton Street, south of the railroad track. 3. That all train movements over the crossing be limited to a speed of not more than six miles per hour. 4. That a flagman be stationed at the intersection of Mott Avenue and Stockton Street before movements are made over the main line track to the siding track.
June 28, 1922	Wildwood & Delaware Bay Short Line Railroad Company,	For permission to construct track at grade across certain avenues in the City of Wildwood, Cape May County, New Jersey.	<ol style="list-style-type: none"> 1. That a speed limit not exceeding ten miles per hour be maintained over Cedar Avenue, Lincoln Avenue, Garfield Avenue, Spicer Avenue; and six miles per hour across Roberts Avenue, Baker Avenue, Montgomery Avenue, and Susquehanna Avenue, also Dock Street. 2. That standard grade crossing signs be erected at Cedar Avenue, Lincoln Avenue, Garfield Avenue, Spicer Avenue, Roberts Avenue, Baker Avenue and Montgomery Avenue, also in Susquehanna Avenue on the northerly side east of the point of intersecting crossing over said avenue and Dock Street. 3. That train movements across Montgomery Avenue and intersection of Susquehanna Avenue and Dock Street be protected by flagman stationed in highway before movement is made.
June 28, 1922	Alexander H. Nelson, Engineer, Bd of Chosen Freeholders of Atlantic County,	For permission to relocate crossing, at grade, at junction of Somers Point-Mays Landing Road and the Pleasantville-Mays Landing Road and tracks of the West Jersey & Seashore Railroad Co.	That crossing as relocated shall be protected in the same manner as the existing crossing.

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Aug. 1, 1922	Curtis Eldredge, Willard Eldredge and the Eldredge Express & Warehouse Co.,	For extension of siding across Drexel Avenue, in Atlantic City, Atlantic County, N. J.	1. That all train movements over the highway be limited to a speed of not more than six miles per hour. 2. That a flagman be stationed in the center of the highway before movements are made beyond the northerly and southerly lines of Drexel Avenue.
Aug. 1, 1922	Penna. R. R. Co., Lessee of the United New Jersey Railroad & Canal Company,	For permission to construct a spur track or siding at grade across First Street, at and near the intersection of Bergen Street, in the Town of Harrison, Hudson County, N. J., to connect with property of John Wade Coal Co.	1. That train movements over said crossing be limited to a speed of not more than six miles per hour. 2. That a flagman be stationed in the center of the highway before movements are made beyond the easterly and westerly highway lines of First Street.
Sept. 6, 1922	James T. Dill,	For permission to construct siding track, at grade, from the tracks of the West Jersey & Seashore R. R. Co., across Stoy Avenue, Westmont, Haddon Twp., Camden County, N. J.	1. That the speed of trains across the highway be limited to six miles per hour, and that flagman be stationed in the highway before movements are made over the same.
Sept. 19, 1922	Borough of Wildwood Crest,	For permission to construct a crossing at grade at the intersection of Rosemary Road and Philadelphia Avenue, in the Borough of Wildwood Crest, New Jersey.	
Oct. 11, 1922	Del., Lackawanna & Western Railroad Co.,	For permission to construct an industrial siding, at grade, across Clifton Blvd., in the City of Clifton, N. J., to reach the plant of Cupra, Inc.	1. That train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all train movements over said siding be protected by a flagman.

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Nov. 1, 1922	Atlantic City Railroad Company, ...	For permission to construct siding track, at grade, along Salem Street and across King & Ellis Streets, in the City of Gloucester, N. J., to reach the plant of the Armstrong Cork Company.	<ol style="list-style-type: none"> 1. That movements on siding track be limited to a speed of not more than six miles per hour. 2. That grade crossing signs be erected at the approach to King Street and at the intersection of Ellis and Essex Streets. 3. That movements over highways be protected by a flagman standing in the highway before movements are made thereover. 4. That derail be installed in track about 75 feet east of King Street on account of descending grade over Salem Street.
Nov. 9, 1922	West Jersey & Seashore Railroad Co.,	For permission to construct a siding at grade across Andrew Avenue, west of and parallel with existing tracks of said railroad company, in the City of Wildwood, Cape May County, N. J., to reach the property of C. A. Heil & Sons.	<ol style="list-style-type: none"> 1. That train movements over Andrew Avenue be limited to a speed of not more than six miles per hour. 2. That all train movements over the crossing be protected by a flagman.
Dec. 14, 1922	Pennsylvania Railroad Company, ...	For permission to construct siding at grade across Miller Street, east of Avenue B, in the City of Newark, N. J., to connect with property of Jaenecke-Ault Company.	<ol style="list-style-type: none"> 1. That train movements over said highway be limited to a speed of not more than six miles per hour. 2. That a flagman be stationed in the center of the highway before movements are made in either direction beyond the highway property line. 3. That standard grade crossing sign be erected adjacent to the track.

NEW CROSSINGS AT GRADE.

Accidents—Street Railway.

Dec. 1, 1921, to Nov. 30, 1922

CHARACTER	Number of Accidents	NUMBER KILLED			NUMBER INJURED		
		Passengers	Employees	Others	Passengers	Employees	Others
Car Collisions,	22	0	2	0	83	9	5
Vehicle Collisions,	213	0	0	9	25	13	301
Pedestrian Collisions,	198	0	0	8	0	0	200
Derailments,	225	0	0	2	24	1	8
Total,	665	0	2	19	132	23	514

ACCIDENTS ON STEAM RAILROADS.

49

Accidents on Steam Railroads.

	<i>Killed Injured</i>	
Collision—		
Passengers,	53	
Employees,	23	
Others,	1	3
Crossing Track at Highway—		
Passengers,	1	
Employees,	1	
Others,	63	210
Derailments—		
Passengers,	68	
Employees,	5	
Others,	6	1
At Bridges and Tunnels—		
Passengers,		
Employees,		16
Others,		
Struck by Locomotives or Cars—		
Passengers,	4	13
Employees,	30	11
Others,	42	34
Getting on or Off Trains—		
Passengers,	6	89
Employees,	5	78
Others,	2	16
Coupling or Uncoupling Cars—		
Passengers,		5
Employees,		52
Others,	2	1
Trespassing on Right of Way—		
Passengers,	5	3
Employees,		4
Others,	49	38
Other Causes—		
Passengers,		72
Employees,	14	554
Others,	10	30
	240	1381

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