

# FIFTY-SECOND ANNUAL REPORT 1961

N.J. STATE LIBRARY  
P.O. BOX 520  
TRENTON, NJ 08625-0520



## *Board of Public Utility Commissioners State of New Jersey*

**WILLIAM F. HYLAND, President**

**D. LANE POWERS, Commissioner**

**RAYMOND J. OTIS, Commissioner**

**EDWARD F. HAMILL, Secretary**



D. LANE POWERS  
*Commissioner*

WILLIAM F. HYLAND  
*President*

RAYMOND J. OTIS  
*Commissioner*



**State of New Jersey**

**DEPARTMENT OF PUBLIC UTILITIES  
BOARD OF PUBLIC UTILITY COMMISSIONERS  
R123 - STATE HOUSE ANNEX, TRENTON 25, N. J.**

Honorable Richard J. Hughes  
Governor  
State of New Jersey  
Trenton, New Jersey

Dear Governor Hughes:

Pursuant to the provisions of N.J.S.A. 48:2-11, the Board of Public Utility Commissioners herewith respectfully submits to you its Fifty-second Annual Report covering the activities of the Board and its staff during the calendar year 1961.

As has been customary in recent years, this Report is a mere summary of the activities carried on by the Board in the discharge of its broad and varied statutory duties. The complete record of specific cases and activities is available in the records on file at the Board's offices.

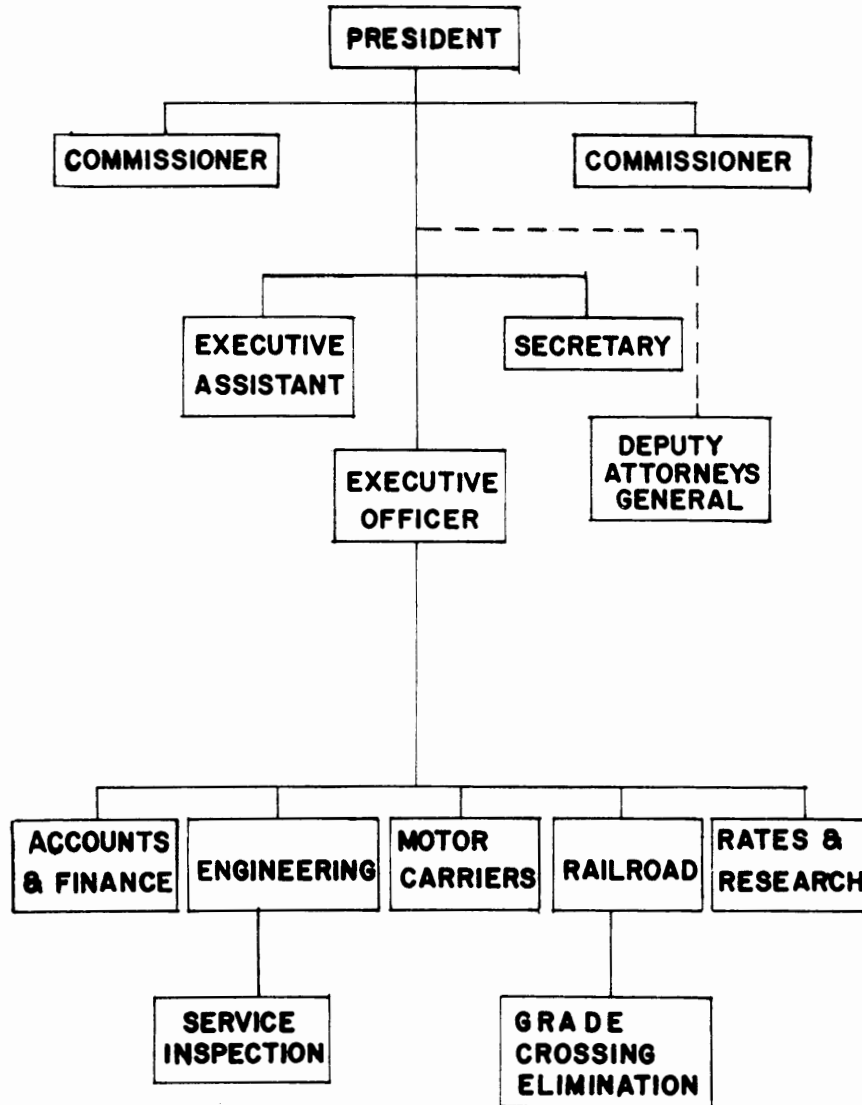
Respectfully submitted,

*William J. Hyland*, President

*J. Paul Tracy*, Commissioner

*Raymond D. Otter*, Commissioner

## ORGANIZATION



**ADMINISTRATIVE AND SUPERVISORY STAFF**

**Executive Assistant**

Russell A. Riley

**Secretary**

Edward F. Hamill

**Assistant Secretary**

Joseph P. Mastroeni

**Deputy Attorneys General**

William Gural

Maria D. Stroumtsos

Richard F. Green

**Executive Officer**

Jack Schwartz

**Assistant Executive Officer**

Felix G. Forlenza

**Division of Accounts and Finance**

Sidney H. Kiken, *Director*

Leigh P. Hartshorn, *Asst. Director*

**Division of Engineering**

David M. Lane, *Director*

Robert G. Peschel, *Asst. Director*

**Division of Motor Carriers**

Edward D. McCue, *Director*

Richard E. Kane, *Asst. Director*

**Division of Railroads**

Walter T. McGrath, *Director*

Charles N. Gerard, *Asst. Director*

**Division of Rates and Research**

William H. Wood, *Director*

Andrew V. Farley, *Asst. Director*

## TABLE OF CONTENTS

I	THE BOARD, ITS STAFF AND WORK .....	1
II	THE PUBLIC UTILITIES OF NEW JERSEY .....	4
III	GENERAL SUPERVISION OF UTILITY OPERATIONS	
	1. Safety .....	7
	2. Adequate and Proper Service .....	9
	3. Rates, Fares and Finances .....	10
IV	FORMAL PROCEEDINGS	
	1. Rates and Fares .....	13
	2. Finances .....	14
	3. Franchises .....	16
	4. Service .....	17
	5. Property .....	20
	6. Grade Crossings .....	23
	7. Legal .....	25
V	RECOMMENDATIONS .....	28
VI	LIST OF PUBLIC UTILITIES OF NEW JERSEY .....	29
VII	LIST OF FORMER MEMBERS OF BOARD OF PUBLIC UTILITY COMMISSIONERS .....	36

## I. THE BOARD, ITS STAFF AND WORK

### *A new President*

This three man bi-partisan Board underwent one change in its membership during the year. President Ralph L. Fusco of Metuchen resigned on February 9th to assume the duties of Judge of the Superior Court. Assemblyman William F. Hyland of Camden, former Speaker of the Assembly, succeeded him as Commissioner on February 10th, and as President on February 14th.

### *Personnel*

At the end of the year the Board employed 99 persons, of whom 35 were either engineers, accountants or attorneys and 26 were technicians specially qualified by experience or training for utility investigation, inspection or analysis work. The remaining 38 were secretaries, stenographers, typists, and file, docket and general clerks. This was in addition to 17 employees through whom the Board carried out the surveys and projects of the Grade Crossing Elimination Program. For general legal advice, review and approval of 827 decisions, attendance at 93 Board hearings and for representation in 39 court and Federal agency actions and appeals, the Board had the assistance of three Deputy Attorneys General.

### *Scope of regulation*

The Board has "general supervision and regulation of and jurisdiction and control" over the privately-owned utilities of the state, which at the close of 1961 numbered 626. A list of them is appended to this report. This general authority is exercised through many and varied specific powers granted by the Public Utilities laws, and further enforced by even more detailed Regulations and Administrative Orders formulated by the Board itself. Formal proceedings before the Board are governed by its Rules of Practice and a set of Suggested Procedures similarly issued.

### *The conference system*

Beginning in February the Board resumed its policy of holding formal conferences at least once a week for its deliberations and the determination of its decisions, orders, policies and administrative problems. Fifty-three such formal conferences were held during the year, of which 34 were at the Board's Newark office, 16 at Trenton, 2 at Absecon and 1 at

Atlantic City. In addition, informal conferences were held when needed, and the Commissioners presided over a number of formal cases, in most cases individually, as permitted by law, and on a few occasions *en banc*.

#### *Decisions and hearings*

A total of 1,444 formal cases (including Interstate Commerce Commission "Joint Board" cases) were disposed of during the year, a 14% increase over 1960. Because more than one-third of these were decided without public hearing through staff analysis and Board review and decision, and because of consolidation of cases, it was possible to limit the number of days of public hearing to 746 (including the I.C.C. cases), this nevertheless being a slight increase over 1960 hearings. Although most hearings are held at Newark, the Board stepped up its efforts to accommodate "down-state" litigants by assigning 118 days of its own hearings to Trenton, Camden and Atlantic City. I.C.C. cases were heard at Newark, New York, Atlantic City and Philadelphia. The Commissioners presided in several complex, important or lengthy proceedings, but most cases were heard by the Executive Officer or his Assistant, Division Directors or their Assistants, or by staff engineers, accountants or rate analysts, designated as Hearing Examiners as authorized by statute.

#### *Year-end caseload*

At the end of the year the Board had pending before it 81 formal cases, of which 35 had been scheduled for hearing and 46 had been heard and were awaiting receipt of briefs, additional exhibits or were being analyzed and prepared by the staff for review and decision by the Board.

#### *Income*

The various activities of the Board produced a total of \$300,869.49 in fees and charges fixed by statute. This was approximately \$37,000 less than 1960 revenues. As set off against increases in certain fields, the decline was due chiefly to the lack of large rate cases, a decrease in the dollar value of security issues approved and the recent exemption by the Board of 201 municipal water departments from the filing of annual reports from which filing and audit fees were previously collected. Although calendar year comparisons are difficult to compute, the fiscal year 1960-61 revenues amounted to 44.5% of the Board's expenditures in the same period.

#### *Revision of utility laws*

Among the special projects completed by the Board during the year was a complete revision of Title 48 (Public Utilities) of the Revised Statutes. This was introduced in the Assembly as A352 by Assemblyman Keegan, but during the year it became apparent that no action could be expected at the 1961 session of the Legislature. Accordingly, the Board has conducted a further series of conferences with the staff with representatives of the utility industry and has presented to the 1962 Legislature



a bill which it hopes will receive the approval of the Legislature and the Governor.

*New edition of rules*

The Board also issued under date of May 1, 1961 a new bound mimeographed volume of its Rules of Practice, Suggested Procedures and Administrative Orders, embodying substantial amendments which had been adopted on December 16, 1960 to become effective January 30, 1961.

*National convention*

During the week commencing September 25th the Board was host at the 73rd Annual Convention of the National Association of Railroad and Utilities Commissioners held at Atlantic City. Approximately 1,000 delegates representing utility commissions from 46 states, the District of Columbia, the Commonwealth of Puerto Rico, 5 Federal regulatory agencies attended, as well as industry representatives and observers. According to NARUC officials this was the largest convention in the Association's history. Governor Meyner, Senator Farley, a representative of the Mayor of Atlantic City and President Hyland made welcoming addresses, and the Board and supervisory members of the staff participated in the business and workshop sessions as well as the social activities of the convention. The convention in full session officially complimented the State of New Jersey and the Board, and commended Atlantic City as an ideal convention site.

---

**IN MEMORIAM**

On April 20, 1961 there passed away Edward J. Hart, a former member and President of this Board, after a long and distinguished career in the service of the State and Federal governments. On May 17, 1961 at the hearing room of the Board in Newark, a Memorial Service was held by the Board, attended by Mrs. Hart and a group of his former friends and associates. On the motion of the Memorial Committee, headed by Mrs. Hortense F. Kessler, also a former President of the Board, an appropriate illuminated brochure was printed, presented to Mrs. Hart, distributed to all those who attended, and deposited in the archives of the Board.

---

## II. THE PUBLIC UTILITIES OF NEW JERSEY

### *Total regulation*

The Public Utilities fully regulated by the Board in 1961 included 6 electric, 7 gas, 1 combination gas and electric, 9 telephone, 1 telegraph, 142 water, 40 sewerage, 35 railroad, 1 express and 385 autobus companies, the names of which are listed at the end of this report. (The law includes "subway companies"; the only such company is Public Service Coordinated Transport, which operates an underground electric trolley-car line in Newark, as well as its extensive bus system. These trolleys carried almost 4,000,000 passengers in 1961.)

### *Partial regulation*

In addition, the Board regulates the safety of construction and operation of 5 interstate natural gas pipelines. By special statute, it has control over municipal utility departments, in certain cases, for services supplied outside their municipal limits.

### *Utility services, more or less*

Keeping pace with the general growth during 1961 of the state's population and business activity, services supplied by most of these companies increased substantially. Telephone use increased by 7.2% over 1960, electrical output by 9.1% and the distribution of natural and manufactured gas by 9.3%. Due, however, to the cooler summer season of 1961, as compared with the hot, dry spell in the middle of 1960, the volume of water supplied decreased by 6.6%.

### *More water*

In spite of this statewide decrease for 1961 in water consumption, Monmouth Consolidated Water Company, serving a growing area, completed plans for the enlargement of the dam at its Swimming River reservoir in Monmouth County, increasing the size of the reservoir six times and doubling its maximum daily supply. It also began to construct a new 1 billion gallon reservoir, dam and distribution facilities on Shark River, also in Monmouth County. This new reservoir will cover 130 acres and supply 7.7 million gallons daily.

### *More electricity*

Most of the other utilities also continued to expand facilities to meet present and future demands. For the sixth consecutive year Public Service

Electric and Gas Company spent over \$100,000,000 for new facilities and expects to surpass \$120,000,000 in 1962. In September its new Mercer generating station near Trenton was opened, providing a 320,000 kilowatt generator. Another 342,000 kilowatt generator is approaching completion near Perth Amboy and construction has begun on the company's new Hudson generating plant in Jersey City.

*Electrical ingenuity*

New capacity is increasing not only by new construction but also by novel techniques. New Jersey Power & Light Company completed plans and took the first steps for the construction at Yard's Creek on the Delaware River of two "pumped-storage" generating systems. In such systems, turbines normally unused at night when power demand is low, are driven at low cost by generators otherwise only partly used at such times to pump water from Yard's Creek to a reservoir 700 feet higher on an adjacent hill. Subsequently, during the day when demand is at peak, water is released from the reservoir and in flowing down drives turbines to create electricity, thus increasing daytime capacity at less than normal costs.

*More telephony*

New Jersey Bell Telephone Company expanded its plant and services in 1961 at a cost of about \$94,000,000 and plans to spend more than \$97,000,000 in 1962. After massive research and more than a year's experimenting with a test plant in Illinois, this company has completed plans for building at Succasunna, in Morris County, the first completely electronic central office in the country for regular commercial operations. Among other feats of electronic dexterity it will process calls 1,000 times faster than present equipment; allow 2-digit dialing for frequently called numbers; transfer incoming calls to another designated phone during the subscriber's absence; and although it has no moving parts, will constantly examine its own operation and teletype any troubles to supervising technicians, whether nearby or at remote locations.

*More gas*

Texas Eastern Transmission Corporation has constructed an additional 44 miles of 30 inch natural gas main pipeline from the Delaware River to its Linden metering station and a 23 mile 10 inch branch between its main line near Manville in Middlesex County and New Jersey Natural Gas Company's system near Freehold.

*More riders, more buses*

Based on reports of the state's largest autobus company, the number of passengers carried on buses apparently increased slightly (0.6%), thus reversing a steady decline in such traffic which has persisted since the end of World War II. In addition to 180 rebuilt buses, the bus companies put 388 new buses into service in 1961 at a cost of over \$15,000,000.

*The only low note*

The two passenger-carrying railroads still under the Board's jurisdiction are before the Interstate Commerce Commission applying for permission to discontinue all passenger service in the State. The railroads continued to provide necessary freight service as needed by existing and new industries, but no significant expansion occurred. The Lehigh & New England Railroad Company, having operated a 24 mile freight line in the northwestern portion of the state, petitioned for and was given permission by the I.C.C. to abandon its operations due to an extreme decline in the volume of its traffic. The New York, Susquehanna & Western Railroad has applied to the I.C.C. for the abandonment of 26 miles of freight line track in the same area.

### III. GENERAL SUPERVISION

#### OF

#### UTILITY OPERATIONS

##### 1. Safety

###### *Standards and enforcement*

To promote the safety of operations, the Board has enacted in its Regulations and Administrative Orders standards of construction of plants and equipment for all classes of utilities, and in minute detail for buses and high pressure natural gas pipelines; requirements for safe operating practices and precautions including dead man controls on railroad locomotives, locking of controls on unmanned locomotives, temporary and permanent speed restrictions, periodic physical examination of its operating personnel and indoctrination of employees in knowledge of road characteristics, emergency cords in passenger cars, etc.; and provisions prescribing forms and time limits for reporting accidents arising out of utility operations. These are enforced by periodic and special inspections of such plants, equipment and operations by the Engineering, Motor Carriers and Railroad Division staffs, and by review of such reports and field investigation of serious accidents.

###### *Bus inspections and insurance*

In 1961 Motor Carriers Division inspected 568 new and rebuilt buses before such buses were permitted to operate. The normal twice-yearly inspection of over 5,000 buses in utility service in the state was also made. Effective in September, the Board effected an agreement with the Department of Education by which these inspections cover the adequacy of safety equipment required by that department of school buses also used in utility service. Liability insurance required by statute especially of autobus operators resulted in the filing and review of 3,870 new certificates evidencing the maintenance of such insurance.

###### *Checking the railroads*

Our Railroad Division, continuing a survey begun several years ago, inspected 964 grade crossings for adequacy of protection and their general physical condition, making such recommendations as were found appropriate, most of which were accepted by the railroads. In addition, this Division carried on its continuous inspection of railroad car shops and equipment and its annual inspection of all railroad bridges and structures in the state.

### *Engineering tests*

Besides special inspections and tests of gas, electric, water, sewer and telegraph equipment, our Engineering Division made more than 50 test inspections of 67 miles of newly-laid natural gas pipelines.

### *Bus accidents*

Out of over 7,000 bus accident reports received during the year, all but 55 were minor in nature. After investigation of the 55 serious cases, from which 8 fatalities resulted, staff review indicated that they were caused by "man-failure" and disclosed no mechanical defects in the buses themselves.

### *Gas accidents*

Our Engineering Division investigated 3 accidents traceable to gas leaks or explosions which resulted in 8 personal injuries, the death of 2 humans and 2 dogs. These all occurred in winter, when gas leaking from undetected breaks in gas mains, unable to seep upward through frozen ground, flowed along the lines of pipe into houses. During the course of the year the Board's Engineering Division has had numerous conferences with members of the industry towards advancement and further development of their leak detection programs.

### *Electric accidents*

Five serious accidents caused by contact with electrical transmission or distribution lines were also investigated, 2 of which resulted in personal injury and 3 of which resulted in fatalities. The injured and killed persons included 3 utility company employees, 1 boy who climber a tree and touched a 4,000 volt line and a building contractor's employee struck by a crane cable when a crane contacted a transmission line.

### *Grade crossing accidents*

Out of a total of 968 railroad accidents reported, 131 occurred at grade crossings, causing 7 fatalities and injuries to 57 persons. The Board's investigation of these accidents indicated that protection was adequate, in working condition and maintained in accordance with the Board's standards. (There were also 11 accidents, resulting in 3 fatalities and 6 personal injuries, at private grade crossings, i.e., rails over private roads, over which this Board has no jurisdiction.) This type of accident has shown a general downward trend since 1930. During World War II and the following few years there was a temporary increase but the downward trend again resumed and has continued to the present. 1961 accidents and personal injuries were each less than half those in 1930 and fatalities in 1961 were less than one-eighth of the 1930 figure.

### *Operating railroad accidents*

A miscellany of 837 accident reports due to railroad operations were



received during 1961, listing 672 personal injuries and 21 fatalities. This 45% increase in reported accidents and 55% increase in personal injuries results mainly from a change in Interstate Commerce Commission reporting requirements which now require official notice of accidents which previously were considered only incidental to railroad operation or too trivial to be reportable. No passengers were among the fatalities; the dead were 15 trespassers on railroad property, 4 railroad employees, a pedestrian at the Hawthorne station using a crosswalk in spite of the sounding of the engine bell and whistle and the crosswalk warning bell, and a man who in an unexplained way fell off the Little Silver platform beneath a moving train. Most of the passenger injuries were minor bruises and cuts, and over half of them were incurred while boarding or leaving trains. The varied nature of all these accidents makes it impossible to generalize as to cause, but certainly carelessness and inadvertence were the predominant factors in them.

## 2. Adequate and Proper Service

### *Standards of service*

As authorized by law the Board requires the utilities to furnish service that is "adequate and proper", as well as safe. So, in its regulations it has fixed standards for the accuracy of gas, electric and water meters; for the heating value, purity, pressure and odorizing of gas; for the voltage value and frequencies of electricity; for pressure, volume and quality of water; for the prevention of sewage overflow and the escape of sewage odors; methods and times for rendering bills; amounts of deposits to insure credit; and many other features of utility service.

### *Tests and reports*

To assure the maintenance of these standards, the utilities must make periodic tests of their products and meters. Even the instruments used in such testing must themselves be tested regularly. The results of all such tests are submitted to the Board for examination and analysis by the Engineering and Service Inspection staff. In 1961, 535 reports were examined and any failure to meet norms of quantity or quality were promptly corrected.

### *The public be blessed*

But the chief enforcers of the Board's concepts of propriety and adequacy of service are the users of the service, including direct consumers, consumer groups, municipal and county officials and agencies, chambers of commerce, labor unions: i.e., the public. In 1961, the Board received over 2,600 written or telephone complaints or inquiries about all features of all types of service rendered by all types of utilities. Some called for merely short informative replies, others needed lengthy and recurrent inquiries of the company and the consumer by mail and telephone. Conferences among complainants, utility officials, and Board staff members,

investigations, interviews and inspections at homes, offices and factories, including tests of meters made by our own Service Inspection staff, resulted in many gratifying adjustments. A small number required complete surveys of a utility's general operations, and inevitably a few were brought to formal proceedings either by the complainant or the Board itself.

#### *General service complaints*

Over half of these service matters concerned the general utilities, i.e., electric, gas, telephone, water and sewer companies, and they included complaints about high or inaccurate bills, disputes over extensions of service to areas not presently served or to distant consumers, inadequate gas or water pressures, low electric voltage conditions, security deposits for payment of bills, rusty or unpalatable water, disputes over unpaid bills and threatened disconnection of service. These were attended to by our Service Inspection Section, which devotes its entire time to such matters.

#### *Bus troubles*

Out of nearly 1,000 letters addressed to motor transport, more than half were queries about the operation of trucks, over which this Board has no jurisdiction, and were easily disposed of. The remaining 426 letters included passengers' complaints of smoking on buses, late arrival or departure of buses, insufficient bus service, discourtesy of drivers, protests against changes in bus schedules and dissatisfaction with the location of bus stops.

#### *Railroad troubles*

In spite of the loss of some of its railroad functions, the Board disposed of 220 complaints from the public involving condition and protection of grade crossings, elimination of service or station stops, discontinuance of station agents, discourtesy of railroad employees, lateness of arrival or departure of trains, insufficient maintenance of equipment, inadequacy and discomfort of cars, excessive sounding of whistles through residential areas, improper fare charges and refund claims.

### **3. Rates, Fares and Finances**

#### *Our 58-foot shelf*

The Board keeps constantly and currently aware of the rate and fare structure of all the utilities, since by law they must file all their tariffs with the Board. These tariffs are statements of all rates, fares or other charges for all kinds and classifications of the services, facilities and privileges offered to the public, and any and all regulations or rules under which they are to be furnished. A complete set of these are maintained at the Board's offices, constituting 58 feet of shelved volumes, open to inspection by the public. Copies of them or any parts of them may be obtained by anyone at fees fixed by statute.



### *Questions and answers*

These records are basic data used, among other purposes, to answer letters asking for information, or mediation with the utilities, concerning rates and fares. In 1961, 419 such letters were investigated, and the information given or the disputes settled. They include disputes over the application of proper rates, whether residential, commercial or industrial; disputes over advance or arrears billing; queries as to varying rates charged by utilities of the same type; the application of tariffs to such matters as charitable discounts, special services ("Princess phones", fire hydrants, etc.) and requests for specific information by consumers or general information by students or schools.

### *Tariff changes*

Receipt of changes in tariffs on file is a constant, almost daily process and their examination demands detailed and time-consuming work by the staff. Strangely enough, in spite of the troubled world of railroading, over 2,000 passenger, freight and express filings were received in 1961, more than those of any other class of utility. Changes not increasing rates or fares are accepted for filing if on their face they provide for "safe, adequate and proper service" at "just and reasonable rates" according to law, the Board's regulatory enactments and recognized utility concepts. Otherwise, they are suspended and formal hearings are scheduled for more thorough investigation. Most initial tariffs of new companies, and many supplements filed by existing companies for new or unusual services are accepted only after formal hearing.

### *Refunds to consumers*

Natural gas pipelines which supply gas to our distributing gas companies in New Jersey may apply to the Federal Power Commission for rate increases under agreement to refund such portion of the increases as are disallowed. The rate staff keeps informed of progress in these cases, and when, during 1961, several natural gas pipeline companies made such refunds to our utilities, the Board saw to it that these refunds were passed along to New Jersey consumers by gas bill reductions totalling \$2,160,774.

### *Watchdog service*

As well as making special research and analytical studies for the Board, the Division of Rates and Research observes and analyzes the income of the utilities to appraise the justness and reasonableness of their "rates of return" in the light of recent rate decisions of the Board, current cost of money, and any special circumstances that may be pertinent in the opinions of the staff and the Board.

### *Financial reports*

To ensure sound financial operations by the utilities the Board requires each utility under its jurisdiction to file annual reports containing specified financial and operating data. These reports are made on forms supplied

by the Board, ranging from a one-page simplified form for companies having operating revenues under \$7,500 per annum to a 63-page report required of utilities having revenues in excess of \$1,000,000 per annum. Every gas and electric utility is also required to file a copy of its monthly report with the Board. Autobus and water companies having operating revenues in excess of \$200,000 and \$1,000,000 respectively are also required to file quarterly reports with the Board.

#### *Use of reports*

These reports make possible valuable research and form the background against which the Board judges rate matters and applications for approval of specific financial transactions. In addition, they are open to the inspection of the public and during 1961, 146 persons visited the Board's offices to examine specific reports or make general studies.

#### *Checking the figures*

The Board received and audited 1,782 such reports in 1961, questioning and investigating such items not appearing to be in accordance with the Uniform System of Accounts. When appropriate, field inspections of the books of utilities are made to insure compliance with these uniform systems.

#### *Uniform accounting*

The Board promulgates the above-mentioned "Uniform Systems of Accounts" for each type of utility. During 1961 revisions were made with regard to the uniform accounts for telephone utilities, autobus utilities and electric and gas utilities. The latter two classifications were revised to conform to the systems adopted by the National Association of Railroad and Utilities Commissioners in cooperation with the Federal regulatory agencies. The major changes were to show the effect of normal maintenance expenditures in their proper classifications.

## IV. FORMAL PROCEEDINGS

### 1. Rates and Fares

#### *Petitions and tariffs*

Formal rate and fare cases are presented to the Board either by petitions for increase or changes or by the filing of increased or changed tariffs or fare schedules. In 1961, 297 such matters were decided by the Board. Slightly less than two-thirds were determined on the basis of staff analysis and investigation without public hearings. These were principally adjustment of rates due to fuel price increases, expansion by telephone companies of base rate areas, some initial filings by new companies and other changes in tariff provisions not increasing rates.

#### *The big and the small*

Of the 100 cases which required public hearings the smallest was a petition for increase in fares by Lincoln Transit (bus) Company aimed at producing an increase in annual revenues of \$1,006, which was granted. The largest was a petition of New Jersey Telephone Company (serving Hunterdon County and adjacent areas) for increases in rates designed to bring in additional revenues of \$356,098 per year; the Board's decision granted increases amounting to \$226,550 annually.

#### *Back from the Supreme Court*

In a 1958 rate case which had been appealed by Hackensack Water Company, the New Jersey Supreme Court sustained the general findings and decision of the Board, but remanded the case and instructed the Board to grant an increased allowance to compensate the company for income taxes which the Board had not thought proper to include in its original determination. After public hearing the Board authorized an increase in rates to bring in additional revenues \$368,574.

#### *A rate-making two-step*

To provide for the increased cost of operations due to the proposed construction of new and improved facilities to serve additional areas, Ocean City Sewer Company petitioned for approval of a rate increase to be applied in two steps: 63% upon the completion of construction and 36.5% after experience had shown the extent of increase in rate base and

in operating income. The Board permitted the first increase but limited it to approximately 50%. It denied the "second-step" without prejudice and directed the submission of reports in July 1962 at which time the further increment may be reconsidered.

#### *Rate-reducing exercises*

Among those cases decided without hearing were tariff amendments by electric companies reclassifying services and expansion of base rate areas by telephone companies, causing rate reductions amounting to \$617,528, which will recur annually as savings to consumers.

#### *The final score*

To sum up, the utilities requested rate increases in the total amount of \$1,072,845. The Board's decisions in these cases awarded \$859,012 or about 80% of what was requested. Subtracting \$617,528 worth of reductions mentioned above, the consumers of New Jersey had their rates increased by \$241,484, plus the Hackensack Water Company increase of \$368,574, or a total of only \$610,058, as against total utilities revenue of well over a billion dollars. Subtracting further the \$2,160,774 in gas refunds returned to consumers (see III 3, paragraph 4 above), we arrive at an overall decrease. Thus, although the increased volume of service in 1961 also increased total utility revenues, the New Jersey public in 1961 paid rates which cost them \$1,550,716 less than they would have paid in 1960 for the same volume of service.

## **2. Finances**

#### *Raising money*

Before issuing stock, bonds or other "evidences of indebtedness" such as promissory notes or conditional sales contracts payable in more than a year from issue date, public utilities must obtain, after public hearing, the authorization of this Board. In 1961 the Board approved 167 such issues, judging them by the statutory and court-approved factors of legality, proper purpose, need for the money, ability to repay and reasonableness of financing cost.

#### *Financing, large and small*

The total dollar value of such approvals was \$150,116,125, and they ranged from issues of organizational stock having stated values of \$1,000 each by new water, bus and sewer companies to a \$50,000,000 issue of debenture bonds by Public Service Electric and Gas Company. The largest single class of approvals were for 27 promissory notes and conditional sales contracts proposed by bus companies for the purchase of new equipment, but all classes of companies participated in financing activity.

### *Top dollar issues*

The following is a list of issues of \$1,000,000 or more:

<i>Name of Utility</i>	<i>Bonds</i>	<i>Stock</i>
United Telephone Co. of New Jersey	\$ 1,500,000	\$ 500,000
South Jersey Gas Company	4,500,000	
Atlantic City Electric Company	10,000,000*	10,000,000*
Monmouth Consolidated Water Company	1,700,000	
Jersey Central Power & Light Company		2,000,000
Public Service Electric and Gas Company	50,000,000*	46,057,500
Hackensack Water Company	6,000,000	
Elizabethtown Consolidated Gas Company	4,500,000	
New Jersey Telephone Company	1,750,000	1,625,000

The asterisks above mark three issues offered to the public for competitive bidding. In those cases, the Board held two hearings, the first to determine legality, need and propriety of purpose and the second, held on the day of bidding shortly after the bids are opened, to ascertain the lowest bids, the sufficiency of the number of bids made, the low bid's relationship to current money market conditions and its reasonableness as related to the Company's general financial condition.

### *Decline without depression*

The total volume of financing approved by the Board in 1961 fell off about 31% from 1960, but this is no sign of a general or even partial recession. These issues are often timed to secure the best long-term security prices and pay off short-term loans, construction and project costs accomplished on short term financing or the funds are to be used after the end of the current year. An exception to this general decline was shown by Public Service Electric and Gas Company which issued bonds equal in value to those issued in 1960, while its issuance of common stock increased by 84% over 1960. In addition, the dollar amount of financing by sewerage utilities increased five-fold over that of 1960.

### *The price of dollars*

During 1961 little overall change occurred in the cost of new capital. There was a slight decrease for debt financing by large utilities having long range construction programs. Their established credit standing enables them to borrow on a short-time basis, waiting until market conditions are favorable for large issues of long-term securities. The smaller and newer utilities (most of the water and sewerage companies) are seldom able to arrange this, and their financing costs have varied with the size of their plant, franchise area and revenue potential. Similar high financing costs are incurred by small autobus utilities for purchase of new equipment.

#### *Early preparations*

The complexity of finance cases has led to the practice of holding prehearing conferences and even conferences before the filing of petitions. These have often been of significant value. In one instance, two associated water and sewer companies in Gloucester County petitioned for approval of a \$250,000 bond issue. After prehearing conference with the Board and our Finance staff, they decided to issue a smaller amount of bonds and a quantity of common stock. This resulted in lower fixed charges annually and a financially sounder operation than that originally proposed. Such consultation in the past has been of benefit to all types and sizes of companies.

### **3. Franchises**

Leaving a substantial measure of "home rule" to our municipalities, the 1911 Public Utilities Act required that all utilities proposing to operate buses, to lay water, sewer or gas pipes, or to erect electric telephone or telegraph poles, in or upon municipal streets must first obtain the consent, or "franchise" of the municipality. These franchises, however, and all changes, renewals, transfers and extensions of them, are not valid until approved after hearing by this Board, which may impose conditions as to construction, equipment, maintenance, service or operations as required by the public convenience and interests. During 1961 the Board heard and determined 188 such cases.

#### *Formation and expansion*

Since New Jersey has for many years been broadly served by utilities, few of these cases involved new franchises. The Board approved the franchises of 6 newly formed water companies and 6 newly formed sewer companies designed to serve recently developed communities. For the same purpose the Board approved the expansion of the franchise area of 5 sewer companies and 11 gas distribution companies.

#### *Telephone privileges*

In approving 3 renewals of expired telephone franchises the Board encountered its perennial problem of provisions in the franchises furnishing varying amounts of free telephone service to the municipality issuing the franchise. As a matter of policy the Board has been eliminating these provisions as a form of discrimination, although there are still in existence telephone franchises issued before 1906 which are perpetual in duration, not subject to the 50-year limitation contained in R.S. 48:3-15.

#### *Autobus rights*

Only 3 autobus franchises were submitted and only 2 were approved. The great bulk of formal franchise cases involved the Board's approval of municipal consents which changed or extended existing bus routes either to serve new developed areas, to conform to new municipal traffic patterns



or to provide more convenient routes for riders and operators. Nine cases removed or modified restrictions against pick-up or discharge of passengers along portions of existing routes because of increased patronage or discontinuance of parallel service.

#### *New bus owners*

The Board also approved the transfer of 12 bus franchises from existing owners to new operators, applying its court-approved test of the transferee's willingness and ability, both financial and technical, to provide safe, adequate and proper service to the public. Ten of these transferees were persons or corporations already in the bus business and two were merely corporations formed by the present individual owner.

#### *Revocation of franchises*

The Board's power to approve franchises is also supplemented by a power to revoke franchises when the privileges granted therein are not exercised or not exercised properly. In two cases the Board revoked the municipal consents granted bus companies for routes between Point Pleasant and Brick Township and within Ocean City, for failure to provide any bus service whatsoever.

#### *Commerce between the states*

Although the Board has no inherent jurisdiction over the operation of autobuses in interstate traffic, the Federal Motor Carriers Act of 1935 permits the Interstate Commerce Commission to delegate authority to hear and recommend to designates of State Commissions, in cases involving not more than 3 states, including New Jersey. The State designates sit on "Joint Boards" and have all the powers of Interstate Commerce Commission Hearing Examiners. In 1961 members of the Board's staff heard and submitted recommended orders in 49 cases. To accomplish this, 55 days of hearing were held at Newark, Trenton, Atlantic City, New York, Philadelphia and Flemington. All but one of these cases involved change or extension of existing routes, the application for a new route between New York City through New Jersey to Stroudsburg, Pennsylvania.

#### **4. Service**

A utility's franchise not only grants a privilege but imposes a duty. This duty is generally described as one of rendering "safe, adequate and proper service". In 1961 the Board was able to dispose of most service problems by informal mediation but 54 required formal action, embracing a variety of problems, the most serious being the proposed discontinuance of railroad service.

#### *PRSL tries to quit*

The Pennsylvania-Reading Seashore Lines petitioned the Board in 1960 for permission to discontinue all its passenger service in New Jersey,

including the service to Atlantic City operated jointly with the Pennsylvania Railroad. After 22 days of hearing held between November, 1960, and March, 1961 at Trenton, Camden and Atlantic City, at which 2570 pages of oral testimony were taken, the Board ordered that the Railroad continue the operation of 28 out of the 43 trains sought to be eliminated. The railroad has appealed this decision to the Interstate Commerce Commission under the Transportation Act of 1958.

*Susquehanna tries to quit*

In December, 1960 the New York, Susquehanna and Western Railroad Company took advantage of Section 13a (1) of the Transportation Act of 1958 by posting notices that it was discontinuing all its passenger service, embracing 3 daily trains from Butler to North Bergen and return. The Board and the State contested this action before the Interstate Commerce Commission on the grounds that it was an intrastate operation in spite of the fact that the passengers disembarking at North Bergen are transported by contract bus to New York City. The Interstate Commerce Commission agreed with the Board and dismissed the Railroad's action. Upon appeal to a 3-judge Federal court the Interstate Commerce Commission was reversed, one judge dissenting, the decision holding that the operation was an interstate one. The Board is considering an appeal to the U. S. Supreme Court.

*Jumping the gun*

Under the terms of its services contract with the State Highway Commissioner the Erie-Lackawanna was granted permission to discontinue 24 trains on April 30, 1961. These trains are exempt from this Board's jurisdiction during the terms of such service contracts. Anticipating the possible termination of the contracts or the legislation authorizing them the Railroad petitioned the Board for discontinuance of these trains on a permanent basis, that is, after the expiration of the contract or the controlling legislation. The Board felt that a decision now as to public convenience and necessity in the future was not in the public interest and denied the petition.

*Less railroad passenger service*

The Board, relying on passenger counts showing minimal patronage, authorized the discontinuance of trains or train stops in 4 cases involving Sunday traffic, seasonal traffic and a bus service operated in substitution for train service between Matawan and Freehold. It also permitted the re-routing of passengers over the Hudson & Manhattan Railroad who had formerly been transported to Exchange Place, after the Interstate Commerce Commission had authorized the abandonment of the Exchange Place Station.

*Less facilities*

As a concomitant of the lessening of railroad service generally, the



Board also approved the abandonment of 6 passenger stations, 7 freight stations and the change of 8 agency stations to non-agency stations. Due to falling off of passengers, 3 passenger stations were replaced by shelter sheds.

#### *Railway Express Agency*

Railway Express has been owned since its formation by the major national railroads, and until 1959 shipped its traffic on the railroads free of charge, distributing the profits from its own revenues proportionately to the railroads. In 1959, after prodding by the New York Central, REA entered into a new contractual relationship with the railroads. It became, in fact, an independent subsidiary company, free to ship by any means or any route, i.e., by its own or other trucks, by air or by rail, paying for such transportation itself and, as it were, standing on its own feet. For this reason it has been engaged in a program of retrenchment and re-organization and during 1961 the Board heard and determined 13 formal cases consolidating traffic offices of the REA at Pennsville-Salem, Bordentown-Trenton, Hampton-Flemington, Ludlow-High Bridge, Jersey City-Hoboken, and a combination of the Annandale, Lebanon, Milford, White House, High Bridge, Clinton, Lambertville, Frenchtown and Flemington offices. Before approval, the Board satisfied itself that no diminution of service would result. Proposals to close express offices at Egg Harbor and Reigelsville were disapproved.

#### *Less bus service*

Eight petitions for discontinuance of bus service were heard and determined in 1961. Of these, 4 related merely to discontinuance of Saturday, Sunday and holidays and the Board, having heard convincing evidence, was satisfied that such service was no longer necessary for the public convenience and necessity. One concerned a route between Fort Lee and the site of the now-abandoned Weehawken Ferry and was obviously no longer needed. Another within the Borough of Rutherford showed very little patronage and alternate service was abundantly available. A special operation for the transport of school children in the Township of Union was permitted to be abandoned due to a severe decline in the number of patrons and consequent financial losses suffered by the operator.

#### *Other service adequate*

In the most actively contested bus discontinuance case, Rollo Transit Corporation proposed to abandon all service on its route running from Freehold through Matawan, Keansburg, Middletown Township and Red Bank. After 5 days of hearing, at which several municipalities voiced their opposition, the Board approved the discontinuance, since it found that alternate transportation, partially restricted as to pick-up and discharge, was available along or adjacent to the major portion of the route. In a concurrent decision it removed the restrictions and thus afforded more service to the public in spite of the discontinuance.

*Illegal use of phones*

For many years the Board has received complaints that telephone companies have refused to install or replace service due to objections made by Police Department or Prosecutors who alleged that book-making had been carried on or suspect that book-making will be carried on through such phones. The Board heard 3 such complaints in 1961. One involved service to a business concern whose president had been convicted in the municipal court of maintaining a gambling house but had been acquitted on appeal to the County court. Another involved a residential phone in which the son of the subscribers had been convicted of gambling. The third was a residential phone in which the applicant's father had been convicted of gambling. In each case the Chief of Police objected to the installation or restoration of telephone service, and the telephone company claimed the right, as provided for in its filed tariff, to suspend or terminate facilities "upon objection\*\*\* made by or on behalf of any governmental authority". The Board dismissed all 3 complaints, finding that the telephone company's action was based upon its own reasonable regulation.

**5. Property**

*Sales*

New Jersey Utilities own over three billion dollars worth of physical property and they may not sell, lease, encumber or otherwise dispose of it without the approval of the Board, except as done in the ordinary course of business. In 1961 the Board approved a total of 229 sales and leases of land or other property, having a total value or annual rental of over nine million dollars.

*Large and small*

The smallest sale was one by Jersey Central Power & Light Company of a land-locked strip of property in Farmingdale comprising .016 acres to an adjoining owner for the actual sum of \$1.00. The largest was the sale of real property and transmission line facilities by New Jersey Power & Light Company to its affiliate, Jersey Central Power & Light Company for the sum of \$2,764,000. The property conveyed is to become part of the Yards Creek Pumped Storage development previously described.

*Development over well-field*

One of the most unusual sales approved was that by Elizabethtown Water Company which conveyed 165 acres of its well-field property in the Townships of Union, Springfield and Millburn for \$1,979,000 to a contracting company which intends to construct on it a light industrial and commercial development. Before the approval was issued, the Board satisfied itself through the testimony of an expert in water supply and geology that the proposed development would not affect the source of supply nor would it create any loss of surface water.

*Piped gas forces plant sale*

Also of interest was the sale by Public Service Electric and Gas Company of its Camden Coke Works to the Flintkote Company for the sum of \$1,229,650. Public Service discontinued the use of the Coke Works in 1959, due to the introduction of natural gas into its system in this area, and the plant was no longer needed for manufacturing gas.

*Shortening procedures*

To accelerate the processing of sales and leases, the Board's Rules of Practice were amended effective July 1, 1961, to permit utilities to file notices in lieu of filing petitions for the approval of sales of real or personal property having a value not in excess of \$20,000 and leases of property having a book value not in excess of \$50,000 and a net rental not in excess of \$5,000 per year. Pursuant to this procedure 61 such transactions were handled by notice and disposed of by certification of the Secretary after fifteen (15) days. It is expected that in the future this shortened procedure will save considerable time to the Board and effort on the part of the utilities.

*Autobus sales*

Considered separately by the Board were 72 sales transferring 225 buses at a total price of \$611,714.85. These involved principally buses over ten years old retired from service and sold to operators outside the State. Such sales are processed on notice by "short form" procedure similar to that for small land sales and leases described above.

*Eminent domain*

Before the exercise by gas or electric companies of the right to condemn real property, approval of this Board must first be obtained. Accordingly, 68 petitions for such approval were received and determined by the Board during 1961. These cases involved a determination by the Board that the proposed taking of property is reasonably necessary for the service, accommodation, convenience and safety of the community, is not incompatible with the public interest and will not unduly injure private property owners.

*Easements for gas pipeline*

Thirty-three of these cases were initiated by New Jersey Natural Gas Company for the taking of easements over property needed for the construction of a gas feeder line between the facilities of the Texas Eastern Transmission Corporation in Middlesex County and the plant of the Petitioner near Freehold. Since 26 of the parcels were included only because the identity of the owners was unknown and the remainder were either unopposed or eventually compromised, the Board was able to approve the entire transaction in one order after a minimum of public hearings.

### *Easements for electric lines*

New Jersey Power & Light Company and Atlantic City Electric Company, both expanding industries, filed a total of 35 petitions requesting the right to condemn easements for electric transmission lines, all of which were approved. Most of the petitions filed by the Atlantic City Electric Company were due to their inability to locate or identify the owners of the property, whereas the New Jersey Power & Light Company's cases usually involved disagreement as to price.

### *Two contests*

In two cases New Jersey Power & Light Company was strenuously opposed. In one case its transmission line was projected over the site of a proposed radio broadcasting station and the radio company submitted engineering testimony that the electric lines would interfere with its broadcasting pattern. Nevertheless, after seven days of hearings the Board determined that the radio company could use its radio licenses by utilizing other available sites in the vicinity and approved the petition seeking the easement. In the second case, opposition was voiced by a private realty holding corporation which had laid out plans for the construction of an integrated community development in the area over which the easement was sought. After five days of hearings the Board determined that since these plans were merely on paper any possible damage was merely conjectural and that undue damage would not be sustained by the owner of the property in its undeveloped condition. Therefore it approved the petition.

### *Utility zoning*

In order to expand or improve their service, frequently the utilities must install plant or facilities in areas not zoned for industrial or public utility use. By special statute the utilities may either appeal from the local zoning or planning board or may apply directly to this Board for a certificate of convenience and necessity authorizing such installations. In 1961, 3 such approvals were issued to water utilities and 2 to electric utilities.

### *Water supply expansion*

The Board approved the expansion of reservoir, dam and associated facilities of Monmouth Consolidated Water Company in the Townships of Atlantic, Holmdel, Middletown, Neptune and Wall. It also authorized the erection in Edison Township of a 2-million-gallon standpipe by Middlesex Water Company. Although this standpipe had been ordered by the Board to be built due to complaints of inadequate service by the Township and others, the Township opposed the granting of the Board's approval and has appealed the Board's decision to the Superior Court, Appellate Division.

### *Electric supply expansion*

The granting of approval to the Atlantic City Electric Company for a substation in a residential section of Washington Township was opposed after hearing because of the proximity of the Township school. After rehearing the Board found that the substation would not be a hazard to the school children and affirmed its decision granting permission. A similar petition for a substation in a residential area in the Borough of Fair Haven was strenuously contested for 7 days of hearings by the Borough and by adjacent property owners, including a church and synagogue. Subsequent conferences resulted in a withdrawal of opposition when the utility agreed to house the substation in a building which conformed to the style of architecture prevailing in the neighborhood.

## **6. Grade Crossings**

### *New grade crossings*

The principal aim of grade crossing legislation has been the elimination of hazards to persons and property and obstructions to traffic. Desiring, therefore, that such crossings be kept to a minimum, the original Public Utilities Act of 1911 provided that new grade crossings could be established only with the prior approval of this Board. In 1961 the Board heard 16 formal cases requesting approval for the establishment of 25 new crossings. Nine of these were requested by municipalities for extensions of streets over lightly-travelled rail rights-of-way. Sixteen were requested by railroads or by industrial companies for the construction of spur tracks to provide freight service to such industries. In each case the Board ordered specific protective devices, varying from standard wooden cross-buck signs or stop and flag requirements to automatic gates or automatic flashing lights with back lights, cross-bucks and advance warning signs, as the rail and road traffic justified.

### *Changes in grade crossing protection*

During 1961 the Board heard 17 cases in which railroads requested permission to change grade crossing protection, all but 2 of which were occasioned by a widening of the railroad which necessitated more effective protection. The other two involved substitution of automatic flashing lights for part or full time watchmen.

### *The improvement, elimination and reconstruction program*

Before 1913 the only power existing to compel the elimination of grade crossings lay in the discretion of the Court of Chancery, upon a showing of special danger. Elimination projects so ordered were done at the complete expense of the railroad. In 1913 the Fielder Grade Crossing Law gave this power to the Board, to be exercised as to crossings over county and municipal roads under statutory conditions and procedures, but the cost was still borne by the railroad.



#### *Division of cost*

In 1930, the Legislature provided that 50% of the cost of elimination projects ordered by this Board would be paid by the railroad involved and 50% by the Board out of funds to be provided for the purpose. In 1947 the railroads' share of such expenses was reduced to 15% and the Board's share was increased to 85%. In 1960 the Legislature added the reconstruction or relocation of bridges and passages and the installation of protective devices at crossings carrying passenger service to the class of projects for which the Board would be obligated to pay 85% of the cost and the railroads 15%. This is the state of the present law.

#### *Funds*

When, in 1930, the 50-50 formula for payment was enacted, a state bond issue aimed to provide to the Board the sum of \$18,000,000 for the purpose of carrying out its obligations toward the elimination of grade crossings. After diversion of some funds for relief purposes, the amount realized by the Board amounted to approximately \$11,500,000. Simultaneously, the Legislature authorized the appropriation of \$2,000,000 per year out of motor fuel tax receipts to be paid over to the Board for this continuing purpose, if and when proceeds of the bond issue were not available in any year. For five years (1935, 1936, 1937 and 1945 and 1946) the Board received such \$2,000,000. In addition, during the 1930s Federal funds were made available to defray part or all of the cost of projects ordered by the Board.

#### *Expenditures*

The power thus given in 1913 and the funds provided beginning in 1930 have been exercised and expended by this Board for the elimination of grade crossings on every major railroad in the State at a total cost to date of approximately \$36,000,000. Of this amount, approximately \$21,000,000 was paid by the State, \$9,000,000 by the Federal Government, and \$6,000,000 by the railroads.

#### *Current funds*

At the beginning of 1961, the Board's funds available for grade crossing elimination purposes amounted to approximately \$760,000, of which approximately \$80,000 was committed to the completion of the project at Port Reading in Woodbridge Township for elimination of two crossings of the Reading Company and the Central Railroad of New Jersey, leaving a free balance of about \$640,000. Thus the Board was able in 1961 to initiate proceedings for the elimination of the last grade crossing on the main line of the Pennsylvania Railroad at Lutz Road, in Hamilton and Lawrence Townships. It is estimated that this project will cost the Board \$544,000.

### *New funds*

As of July 1, 1961, the Legislature appropriated to the Board the net amount of \$1,500,000, and with this amount in reserve, the Board ordered the elimination of a crossing of the Central Railroad of New Jersey at Centre Street in Garwood, Union County, New Jersey, of which it is estimated the Board's share will be about \$1,382,000. This project alone almost exhausts the present funds of the Board and several projects already ordered have been deferred for lack of funds. These are: 13 crossings of the Erie Railroad along Main Street in the City of Passaic; one crossing of the Lehigh Valley Railroad at Hamilton Boulevard, South Plainfield; 6 crossings of the New York and Long Branch Railroad in the Borough of Red Bank; and reconstruction of the Maple Street Bridge of the Erie-Lackawana Railroad in New Providence, Union County.

### *Future funds*

For the fiscal year 1962-1963 the Governor, at the request of the Board, has recommended to the Legislature an appropriation of \$2,000,000 for the Board's activities in this field and the Board earnestly hopes that the Legislature will see fit to make these funds available. This will go far to assist the Board in carrying out its statutory obligations, but it will not meet the needs of the future as respects grade crossings, which by reason of changing traffic patterns will become necessary subjects of elimination projects. The Board is also concerned about its new obligation to order the reconstruction, where necessary of old and now inadequate roadway bridges over railroads, and to pay 85% of the cost. In addition, the Board's duty to improve automatic protection at existing crossings, again at 85% of the cost, will increase the drain on the Board's Funds.

## **7. Legal**

### *Legal variety*

In addition to its own contested matters, the Board, represented by Deputy Attorneys General assigned to it, also found itself in litigation in the courts. In a proposed bus discontinuance case, the Board obtained an injunction in the Chancery Division of Superior Court to forestall the discontinuance pending hearings by the Board. Upon motion for leave to appeal to the Appellate Division from a refusal by the Board to pay a bill in connection with the Woodbridge grade crossing elimination project, the Board obtained an order dismissing the motion as premature. The Board also intervened in a natural gas rate proceeding before the Federal Power Commission, which is still pending.

### *The right of review*

Decisions, orders and other determinations of this Board are appealable to the Appellate Division of the Supreme Court, and then to the Supreme Court, as in the case of all other State Administrative Agencies.

During 1961 the Supreme Court and Appellate Division each handed down two decisions in cases on appeal from decisions of this Board.

*Underground power lines*

Upon petition by Public Service Electric and Gas Company for a certificate of convenience and necessity to permit the erection of a transmission line through the Borough of Roselle, the Borough and the County of Union resisted the petition because a Roselle ordinance required all electrical transmission lines to be placed underground. After extensive hearings involving the cost of underground installations, whether such cost could be charged to Roselle customers or spread among all Public Service customers the safety of underground as opposed to overhead high voltage lines, the Board issued a certificate to Public Service, in spite of the ordinance. Upon appeal, after certification directly to itself, the Supreme Court affirmed the order of the Board, holding that the Roselle ordinance exceeded the powers of the Borough and that the findings of convenience and necessity upon which the Board based its decision were sufficient in law and in fact. (35 N.J. 358). *In Re Public Service Electric and Gas Company*.

*Rates and income tax*

In a petition for increased rates by Hackensack Water Company, the Board's decision fixing rates included a determination of the proportion of the cost of operating an out-of-State reservoir to be borne by the New Jersey Company, the Board allowing only 55.6% and the Company claiming 95%. Upon appeal, the Appellate Division affirmed the Board's decision in its entirety. Upon certification to the Supreme Court, the Board's decision was affirmed in general, including the allowance for the out-of-State reservoir, but has remanded for a greater allowance to the Company for income tax liability in the approximate amount of \$368,574. Accordingly the Board permitted the filing of tariffs to reflect the mandate of the Supreme Court. (35 N.J. 238). *In Re Hackensack Water Company*.

*Statute supersedes contracts*

On a petition of property owners to require Middlesex Water Company to extend its facilities without charge to the property owners for contiguous housing development, the water company objected that the property owners had previously signed contracts with the Company in which they agreed to contribute to the cost of such extensions and had made deposits of money to the Company. The property owners, however, had reserved the right to assert their rights before the Board despite such agreements, and the Board, pursuant to R.S. 48:2-27 ordered the water company to make the extensions without charge. The Appellate Division affirmed the Order of the Board in toto, holding that the Board was not ousted of jurisdiction by reason of the agreements. (65 N.J. Super. 530). *In Re Highpoint Development Corporation*.



*Autobus jurisdiction*

Upon Order to Show Cause and after hearing, the Board revoked its approval of the municipal consents held by a bus company for an operation between the City of Summit and the U. S. Veterans Hospital in Bernards Township on the grounds that the bus operator had failed to provide service. At the same time it approved municipal consents issued to another bus operator to operate the same route. Over the objections of the previous holder of consents upon appeal, the Appellate Division held that the Board could properly find that public convenience and necessity required the revocation of the original municipal consents and at the same time the approval of the new consents. (67 N.J. Super. 1) *In Re Board of Public Utility Commissioner's Investigation* (Appellate Division 1961).

## V. RECOMMENDATIONS

1. The Board completed last year a proposed revision of Title 48 of the Revised Statutes and although it was introduced in the 1961 Legislature as Assembly Bill No. 352, it failed of passage. The same bill, somewhat amended after further study and consultations with industry representatives and other interested parties, has been introduced in the 1962 Legislature as Assembly Bill No. 486. The Board respectfully recommends its passage by the Legislature and approval by the Governor.

2. Due to the continuing need for grade crossing elimination, the increased cost of construction and the new obligation of paying 85% of the cost of reconstruction of bridges and automatic protection at grade crossings, the Board respectfully recommends that a higher appropriation (\$3,000,000) be made for the fiscal year 1963-1964 for the grade crossing program.

3. Due to the expansion of utilities and the increasing complexities of their organization, financing and operations, the Board respectfully recommends that additional funds be appropriated in the Board's regular budget for the recruitment of competent technical and professional personnel and the upgrading of salaries of present employees now performing increasingly complex and responsible duties.

VI. UTILITIES UNDER THE FULL JURISDICTION OF  
THE BOARD AS OF DECEMBER 31, 1961

**Auto Buses**

A. & A. Bus Co., Inc.  
A. J. H. Bus Corp.  
A. M. Bus Co.  
A & W Bus Company, Inc.  
Aben Bus Corp.  
Academy Bus Company, Inc.  
Ace Bus Transportation Corporation  
Acme Bus Co., Inc.  
Aklaw Bus Co., Inc.  
Alco Bus Co., Inc.  
American Bus Lines  
Anello, John t/a Anello Bus Lines  
Arc Bus Company, Inc.  
Associated Bus Company  
Associated Bus Company of Hawthorne  
Associated Bus Company of Oakland  
Atlantic Brigantine Coach Co.  
Atlantic Bus Company, Inc.  
Atlantic City Transportation Co.  
Atlas Bus Corp.  
  
B-6 Bus Co., Inc.  
B-7 Bus Corporation  
B-125 Bus Co., Inc.  
B. & M. Bus Company, Inc.  
B. & P. Bus Co., Inc.  
Babs Bus Co.  
Baker & Warren Bus Co., Inc.  
Balgen Bus Co., Inc.  
Bannon, Lester, T. Bus Co., Inc.  
Baram Transportation Co., Inc.  
Bauer, Albert F. Inc.  
Baum Bus Co., Inc.  
Bauman Bus Corporation  
Bayonne Bus Company, Inc.  
Bays, W. J. Bus Co., Inc.  
Bayshore Bus Co., Inc.  
Bee Eight Bus Co.  
Bee Five Bus Co.  
Bee Four Bus Corp.  
B-Eleven Bus Co., Inc.  
Bergen & Central Bus Co.  
Beviano Chartered Service  
Blacher, Victoria, Estate of

**Auto Buses**

Bloom Bus Company, Inc.  
Blue Bus Lines  
Blue Diamond Lines, Inc.  
Bond Bus Corp.  
Boro Busses Company  
Boro Busses-Rollo Transit Corp.  
Boulevard Bus Inc.  
Bowitz, Albert and Lillian  
Bridgeton Transit  
Broadway Transport Co., Inc.  
Browell Bus Company, Inc.  
Bryant and Shelton Co.  
Budlick Bus Co., Inc.  
Bus Operating Co., Inc.  
  
Camden & Burlington Counties, Bus Co.  
Cape Bus Co., Inc.  
Capital Transit Co.  
Cappitelli, Anthony, T.  
Car Bus Corp.  
Carll, William d/b/a Lenape Stages  
Carmella Bus Corp., Inc.  
Casper Bus Co., Inc.  
Cassell Bus Co., Inc.  
Castellano Motor Transportation Co.  
Cavaliere Bus Co., Inc.  
Charner Bus Corp.  
Chok, Ida  
Cisko Bus Co.  
City Service Transit Co.  
Claremont Transportation Co.  
Clinton Avenue Bus Company  
Coast Cities Coaches, Inc.  
Colapinto Bus Co., Inc.  
Community Bus Lines, Inc.  
Consolidated Shore Lines, Inc.  
Corson Lawrence F., t/a Corson's Bus  
Service  
Costa Bus Co., Inc.  
Cottage Bus Co., Inc.  
Crane Transportation Co., Inc.  
Crosby, Honora T., Joseph Moran,  
Administrator  
Culver Bus Company, Inc.

## Auto Buses

D. I. R. Bus Corp.  
 Dahlstrom, Charles  
 D'Arcangelo Bus Co.  
 Dare Bus Corp.  
 DeCamp Bus Lines  
 Daquilla Bus Corp.  
 DeCorso, Michael  
 Dee Bus Co., Inc.  
 Delaware River Coach Lines, Inc.  
 Del. Elizabeth Jitney Co.  
 Dern, I., Inc.  
 Di Crose & Head, Inc.  
 Di Domenico Bus Co., Inc.  
 Dikros Bus Co., Inc.  
 Dilley, Fred J.  
 Dormar Bus Co.  
 Dover-Mt. Hope-Picatinny Bus Line  
 Downtown Bus Co.  
 Drogin Bus Company  
 Duce Bus Co., Inc.

E. & A. Bus Co.  
 E. & M. Bus Corp.  
 E. D. J. Bus Company, Inc.  
 Effkay Bus Co., Inc.  
 Elkay Bus Co., Inc.  
 Elizabeth Bus Co.  
 Elizabeth Transit Corp.  
 Elizabeth-Union-Hillside-Irvington Line,  
 Inc.  
 Elliott Bus Corp.  
 Ellis Bus Corporation  
 Ellmas Bus Co., Inc.  
 Empire Bus Company, Inc.  
 Englehardt, Kenneth  
 Englehardt, Ronald, A.  
 Errico, Michele  
 Es-Holt Bus Company  
 Eureka Transportation Co., Inc.  
 Evankchyk, Michael, t/a West Wildwood  
 Bus Co.

F. D. & D. S. Bus Co., Inc.  
 Fairlawn Transportation Inc.  
 Farnum Bus Corp.  
 Federal Bus Company, Inc.  
 Felz Bus Co.  
 Fencor Bus Co., Inc.  
 Ferrell Bus Co., Inc.  
 Filida Bus Corporation  
 Fine Bus Transportation Co., Inc.  
 Five Mile Beach Electric Railway  
 Company  
 Fleming Bus Co., Inc.  
 Four Eight Four Corp.  
 Frankowski Bus Co., Inc.  
 Friedman Transportation Co.  
 Fulton Bus Co., Inc.

G. & F. Bus Corp.  
 G. & W. Bus Co., Inc.  
 Gabrian, Michael & Peter

## Auto Buses

Garfield-Passaic Bus Company  
 Garfield & Passaic Transit Co., Inc.  
 Gearty, T. A. Bus Co., Inc.  
 Gendzvil Bus Co., Inc.  
 Gershkowitz, Abraham  
 Gershkowitz, Eva, Inc.  
 Gertz Bus Co., Inc.  
 Gloria Bus Co., Inc.  
 Goldsmith Bus Co., Inc.  
 Goldstein, Sam and Karter, Albert  
 Gorben Bus Transportation Corp.  
 Grand Bus Corp.  
 Graope Transportation Co., Inc.  
 Grasso Bros., Inc.  
 Grasso, Joseph, Bus Co.  
 Green Flyer, Inc., The  
 Greenville Bus Company, Inc.  
 Greyhound Corporation, The  
 Grodrud Bus Company, Inc.  
 Grossman Bus Company, Inc.  
 Grossman Transport, Inc.  
 Gun-Tal Bus Co., Inc.

H. & E. Bus Co.,  
 H. & R. Bus Co.  
 Haberman Bus Co., Inc.  
 Anthony and Fred  
 Haflin Bus Co., Inc.  
 Hale Bus Corp.  
 Hanus, Joseph and Wanda, t/a J. & W.  
 Hanus  
 Hermine Bus Co., Inc.  
 Heslin Bus Co., Inc.  
 Hild Bus Co., Inc.  
 Hill Bus Company  
 Hoboken Transportation Company  
 Hohorst, Henry  
 Hohorst Incorporated  
 Holt-Enderlein Bus Company  
 Homestead Transit Co., Inc.  
 Hudson Bus Transportation Co., Inc.,  
 The  
 Hudson Transit Lines, Inc.  
 Hughes, Ben, Inc.

Inter-City Trans. Co., Inc.  
 Irving Transit Company

J. & H. Bus Co., Inc.  
 J. & J. Bus Company  
 J. & L. Bus Company  
 J. & M. Bus Co., Inc.  
 J. R. M. Bus Company  
 J. S. Bus Corporation, Inc.  
 Jad Bus Co., Inc.  
 Jelly, Wm. H. & Co., Inc.  
 Jimac Bus Co., Inc.  
 Jocham Bus Co., Inc.  
 Jordan, Thomas

Kauderer, Charles F.  
 Kaunas Bus Co.

### Auto Buses

Keane Bus Company, Inc.  
 Keisling, Richard C.  
 Kennedy, E. J. Inc.  
 Keogan Bus Co.  
 Key City Bus Company, Inc.  
 Kima Bus Company, Inc.  
 Kirslo Bus Co., Inc.  
 Koll Motor Transportation Co.  
 Kopf, Viola V., Bus Co.  
 Korud Bus Company, Inc.  
 Kowalski, Stephen and Betty  
 Krebs Bus Company  
 Krebs, George C., Inc.

L. & T. Bus Co., Inc.  
 L. & W. Transportation Co.  
 Lackawanna Bus Corporation  
 Laduey Bus Co.  
 La Forgia, Estate of Salvatore, Nicholas;  
     La Forgia, Executor  
 Lakeland Bus Lines, Inc.  
 Lake Region Coach Co., Inc.  
 Le Fante Bus Co., Inc.  
 Le Fanto Bus Company, Inc., Joseph J.  
 Leo Bus Inc., The  
 Lesta Bus Co., Inc.  
 Levender Bus Co., Inc.  
 Lincoln Bus Company  
 Lincoln Transit Co., Inc.  
 Linden Bus Co.  
 Lucci Bus Co.  
 Lycal Bus Co., Inc.

M. B. Bus Co.  
 M. & G. Bus Co., Inc.  
 M. - M. Bus Corporation  
 M. S. Boulevard Bus Co., Inc.  
 M. & W. Bus Co.  
 Maday Bus Transportation  
 Maday and Sons, Inc.  
 Magliato, Dominick  
 Mahar & Villani, Inc.  
 Malley Bus Corporation  
 Manhattan Transit Company  
 Marathon Bus Line, Inc.  
 Maresca Bus Company  
 Maria Transportation Company  
 Martucci Bus Company  
 Marveth Bus Corp.  
 Masi, James, Bus Corp.  
 Massa Bus Company, Inc.  
 Matlin Bus Corp.  
 McIntyre, Inc., Robert J.  
 Meehan, Harry J.  
 Meltzer Bus Co., Inc.  
 Merikle, G. H., Inc.  
 Merrell, Robert W.  
 Mile Square Transportation Co.  
 Millstone Bus Line, Inc.  
 Minotto, Ben., Inc.  
 Minotto Bus Company, Inc.  
 Minuskin Bus Co., Inc.

### Auto Buses

Molmar Bus Transportation Corp.  
 Montgomery Bus Corp.  
 Monumental Motor Tours, Inc.  
 Morris Bus Corp.  
 Morris, Charles L., Jr., t/a Warnen Bus  
     Service  
 Morris Inc., Will  
 Mountain Coaches, Inc.  
 Mount Bethel Bus Service, Inc.  
 Murphy & Perrit Bus Company

Neptune Bus Co., Inc.  
 New York - Keansburgh - Long Branch  
     Bus Line, Inc.  
 Niklu Bus Company  
 North Boulevard Transportation Co.  
 North & South Jersey Bus Co.  
 Northeast Coach Lines  
 Northend Bus Co.  
 Number 22 Bus Co.  
 Nunner Bus Co., Inc.

Occom Transit Co.  
 Ocean Drive Tours  
 Orange & Black Bus Lines, Inc.

P. J. Bus Co.  
 P. Z. Bus Company, Inc.  
 Pacific Bus Company, Inc.  
 Page Bus Corporation  
 Pakenham Bus Company  
 Palace Bus Co., Inc.  
 Palangio, Patsy  
 Paparelli Bus Co., Inc.  
 Passaic-Athenia Bus Co., Inc.  
 Pat & Gordon, Inc.  
 Peller, Selma Administratrix of Estate  
     of Pauline Peller  
 Peninsula Bus Company  
 Perno Bus Corp.  
 Phillip Bus Corp.  
 Phillips, Esther & Benjamin Rosenwasser  
 Picardi Bus Company, Inc.  
 Pierro Bus Co., Inc., G. & D.  
 Pierro & Sons, Inc.  
 Pisano Bus Co.  
 Plainfield Transit, Inc.  
 Policastro, John A., Ltd.  
 Polizzano Transportation Company  
 Preis Bus Company  
 Prime Bus Company, Inc.  
 Prince Bus Corporation  
 Public Service Coordinated Transport

R. & W., Inc.  
 R. J. S. & A. L. Z. Bus Corp.  
 Raimondo, Dominick, Inc.  
 Ramo Bus Corporation  
 Rex Bus Company  
 Rialto Bus Co., Inc.  
 Riccio Bus Co.  
 Riccio, Frank & Sons, Inc.

### Auto Buses

Richmond Bus Lines, Inc.  
 Rockland Coaches, Inc.  
 Rockland Transit Corporation  
 Roman Bus Co., Inc.  
 Roslyn Bus Co.  
 Rossmeyer & Weber Bus Lines, Inc.  
 Royal Blue Coaches, Inc.  
 Rubenstein Bus Co.  
 Ruch Brothers, Inc.  
 Ryan, Margaret J.

S. & A. Bus Corp.  
 S. & G. Bus Company, Inc.  
 S. & T. Bus Company, Inc.  
 Safeway Trails, Inc.  
 Saffron Bus Co., Inc.  
 Saks Bus Transport Co., Inc.  
 Salem County Coach Company  
 Salmic Bus Company  
 Sarnella Transportation Company  
 Scerbo Bus Company  
 Schultz, Meyer, Inc.  
 Seidler, William  
 Serec Bus Company, Inc.  
 Serv-Well Bus Company  
 Shannon, E. J., Bus Co., Inc.  
 Sharp, Jacob  
 Siegel, Frederick E. and Siegel, Mary  
     Ann t/a North Haledon Transit Co.  
 Silver Bus Co., Inc.  
 Sivad Transportation Co.  
 Smith, Edward D., Bus Co., Inc.  
 Smith, Harvey  
 Sokar Bus Company  
 Sokolow & Glick, Inc.  
 Solcot Bus Co.  
 Somerset Bus Co., Inc.  
 Sommer Bus Co., Inc.  
 Sostman Bus Corp.  
 South Orange Bus Co., Inc.  
 Standard Bus Corp.  
 Starr Transit Co., Inc.  
 Struble, Gorman, t/a Swartswood Bus  
     Service  
 Sturtz, Edward, Bus Co., Inc.  
 Suburban Transit Corp.  
 Superior Bus Co.  
 Swcney, Edward, Inc.

Takrab Bus Company, Inc.  
 Tedesco Bus Co., Inc.  
 Terrace Bus Corporation  
 Terry Bus Company, Inc.  
 Theresa Transportation Co.  
 Thirty Three, Inc.  
 Tomaszeski, Amelia  
 Trackless Transit, Inc.  
 Trans-Bridge Lines, Inc.  
 Travelers Transportation, Inc.  
 Tufano Bus Corporation

Unity Bus Co., Inc.

### Auto Buses

Vailsburg Bus Co., Inc.  
 Valeriote Bus Co., Inc.  
 Van Buren Bus Company  
 Vanderhoff, E. & Sons  
 Villani Bus Company  
 Vistar Bus Company, Inc.

Warwick, Greenwood Lake and New  
 York Transit, Inc.  
 Weiner Bus Company, Inc.  
 Wendt Bus Company, Inc.  
 Wernicki, John L.  
 Wernicki, John L. & Edward  
 West Side Bus Corporation  
 Westwood Transportation Lines, Inc.  
 Winterfield, Leo  
 Wohlgemuth Bus Co., Inc.  
 Wood, G. R. Inc.  
 Woods & Costa, Inc.

### Electric

Atlantic City Electric Company  
 Jersey Central Power & Light Company  
 New Jersey Power & Light Company  
 Public Service Electric and Gas Company  
 Rockland Electric Co.  
 Sussex Rural Electric Cooperative, Inc.  
 Yards Creek Pumped Storage Power  
 Company

### Express

Railway Express Agency

### Gas

City Gas Company of N. J.  
 City Gas Company of Newton, N. J.  
 City Gas Company of Phillipsburg, N. J.  
 Elizabethtown Consolidated Gas Co.  
 New Jersey Natural Gas Company  
 Public Service Electric and Gas Company  
 South Jersey Gas Co.  
 Warren County Gas Company

### Railroads

#### *Passenger-Operating Railroads*

Central Railroad of New Jersey  
 Erie-Lackawanna Railroad Company  
 Hudson & Manhattan Railroad Co.  
 New Jersey & New York Railroad Co.  
 New York & Long Branch Railroad Co.  
 New York, Susquehanna & Western  
 Railroad Co.  
 Penna. & Atlantic Railroad Co.  
 Pennsylvania Railroad Co.  
 Pennsylvania-Reading Seashore Lines  
 Reading Company

## Railroads

### *Non-Operating Companies*

Bay Shore Connecting Railroad  
Delaware & Bound Brook Railroad Co.  
Dover & Rockaway Railroad Co.  
Hoboken Railroad Warehouse & Steamship Connecting Co.  
Port Reading Railroad Company  
Rahway Valley Line  
Rahway Valley Railroad Company  
Raritan Terminal & Transportation Co.  
Penna. Tunnel & Terminal R. R. Co.  
Pennadel Company  
United New Jersey Railroad & Canal Co.  
West Jersey & Seashore Railroad Co.

### *Freight Only*

East Jersey Railroad & Terminal Co.  
Hoboken Shore Railroad  
Lehigh & Hudson River Railway Co.  
Lehigh Valley Railroad Co.  
Morristown & Erie Railroad Co.  
Mount Hope Mineral Railroad Co.  
New York Central Railroad Co.  
Rahway Valley Co., Lessee  
Raritan River Railroad Co.  
Staten Island Rapid Transit Rwy., Co.,  
The  
Trenton-Princeton Traction Co.  
Union Transportation Co.  
Wharton & Northern Railroad Co.

## Sewerage

Atlantic City Sewerage Co.  
Awwemi Corp.  
Bayshore Sewerage Co.  
Bell's Lake Sanitation Co.  
Berkeley Shore Estates Sewerage Co.  
Birch Hill Park Disposal Co.  
Bordentown Sewer Company  
Brierwood Sanitation Co.  
Buckinham Utilities, Inc.  
Catalina Hills Sewerage Corp.  
Cooper Village Sewerage Utility Service Co.  
Delaware Twp. Sewerage Co.  
Delran Sewerage Corp.  
Edenwood Sewer Company  
Gibbsboro Sewerage Corp.  
Gloucester Sewerage Utility Company  
Green-Field's Sanitary Imp. Co.  
Hamilton Sewerage Company  
Hillsborough Sewerage Company  
Hollybrook Sanitary Imp. Co.  
La Gorce Square Sewerage Corporation  
Lakewood Water Company  
Laurel Sanitation Co.  
Mar-Dale Manor Sewerage Corp.  
Marlton Sewerage Corporation  
Maxim Sewerage  
Medford Lakes Sewerage Corp.

## Sewerage

Monmouth Sanitation Co.  
Mount Laurel Sewerage Corp.  
Mystic Isles Sewerage Corp.  
Oak Valley Sewerage Co.  
Ocean City Sewer Service Co.  
Public Sewerage Corp.  
Ridgeview Sewerage Co.  
River Edge Service Corp.  
Southampton Sewerage Co.  
Stafford Sewerage Corp., The  
Sunbury Village Sewer Company  
Woodbury Terrace Sewerage Corp.  
Woodcrest Sewerage Corp.

## Subway

Public Service Coordinated Transport

## Telephone

Delaware Valley Telephone Company  
Farmers Union Telephone Company  
Hillsborough and Montgomery  
Telephone Company  
New Jersey Bell Telephone Company  
New Jersey Telephone Company  
Tri-State Associated Telephone Company  
United Telephone Company of New  
Jersey  
Warwick Valley Telephone Company  
West Jersey Telephone Company

## Telegraph

Western Union Telegraph Company

## Water

### *Private Companies*

Aldrich Water Company  
Atlantic County Water Co.  
Awwemi Corporation  
Barnegat Water Company  
Bassett Park Association  
Bell's Lake Water Co.  
Berkeley Shore Estates Water Company  
Berkeley Water Co.  
Bernards Water Company  
Birch Hill Park Water Co.  
Blackwood Water Company  
Blair Academy Water Dept.  
Bogota Water Co.  
Bound Brook Water Company  
Brooklawn Farms Water Co.  
Browntown Water Co.  
Buckhorn Springs Water Co.  
Califon Water Co.  
Camp Meeting Assn. of the Newark  
Conf. of the M. E. Church



## Water

Cedar Heights Water Co.  
Cliffwood Beach Water Co.  
Columbus Water Company  
Commonwealth Water Company  
Cooper Village Water Utility Company  
Corson's Inlet Water Company  
Crestmount Park Water Co.  
Crosswicks Water Company

Delaware River Water Co.

Edenwood Water Company  
Elizabethtown Water Co.  
Evans, Chas. N., Dev. Water Co.  
Ewing Water Supply Co.

Fayson Lake Water Company  
Flanders Water Co.  
Fortescue Realty Co., Inc.  
Frenchtown Water Company

Garden State Water Company  
General Water Company  
Glen Gardner Water Co.  
Gloucester Water Utility Company  
Gravity Water Supply Company  
Green-Fields Water Company  
Grenloch Water Company

H. and H. Water Co.  
Hackensack Water Company  
Hager Water Co.  
Hall Spring Supply Co.  
Hamilton Square Water Company  
Hampton Hills Water Company  
Hampton Lakes Water Company  
Harding Lakes Water Company  
Highland Lakes Improvement Co.  
Hillsborough Water Co.  
Hillwood Manor Water Company  
Hopatcong-West Shore Water Co.

Ideal Beach Water Company

Jamesburg Water Company  
Junction Water Company, Inc.

Kingston Water Co.

Lake Hopatcong Water Corporation  
Lake Mohawk-Sparta Water Company  
Lakes Water Co., The  
Lakeside Park Water Co., Inc.  
Lake Tamarack Water Co.  
Lakewood Water Company  
Lambertville Water Company  
Laurel Springs Water Works Company  
Laurence Harbor Water Company  
Lawrenceville Water Company  
Lenape Water Co.  
Lincoln Park Water Co.  
Long Beach Water Company

## Water

Long Valley Water Co.  
Lopatcong Water Company, The  
Lower Township Water Company  
Lumberton Light, Water & Sewerage Co.

Madison Water Company  
Mantua Water Company  
Medford Water Company  
Middlesex Water Company  
Midtown Water Company  
Mine Hill Water Co.  
Monmouth Consolidated Water Company  
Morris and Sussex Water Service, Inc.  
Mt. Arlington Water Co.  
Mt. Holly Water Company  
Mount Laurel Water Corp.  
Mountain View Water Works, Inc.  
Mystic Isles Water Company, Inc.

Neptunus Water Company  
New Egypt Water Company  
New Jersey Water Company  
New Jersey Water Service Company

Oak Valley Water Company  
Ocean City Water Service Company  
Ocean County Water Co.

Parkway Water Company  
Pennsgrove Water Supply Company  
Penns Neck Water System  
Peoples Water Company, The  
Peoples Water Company of Grenloch  
Pinecrest Improvement Association  
Pine Brook Water Co.  
Pine Valley Water Works  
Pineland Water Company  
Pottersville Water Company  
Princeton Colonial Park Water Company  
Princeton Junction Water Co.  
Princeton Water Company, The  
Prospect Point Water Company  
Public Water Corporation

Rancocas Woods Water Company  
Randolph Water Company  
Ridgedale Water Co.  
Ridge Water Company  
Ringwood Company  
Riverton & Palmyra Water Company, The  
Roxbury Water Company

Seaview Water Company  
Sewell Water Company  
Shark River Hills Water Co., Inc.  
Shore Hills Water Company  
Shore Water Company  
Silverton Water Co.  
Somerville Water Company, The  
South Jersey Water Supply Co.



**Water**

Sparta Mountain Water Company  
Stafford Water Co.  
Stewartsville Water Co.  
Stonewald Park Assn.  
Sunbury Village Water Company

Toms River Water Company  
Tri-Corner Realty Co.  
Tuckerton Water Works Co.

**Water**

Vincetown Water Company

Washington Water Company, The  
West Jersey Water Service, Inc.  
West Keansburg Water Company  
White Meadow Water Company  
Wilson, J. T.  
Windbeam Water Company  
Woodbine Water Company

## VII. FORMER MEMBERS OF BOARD OF PUBLIC UTILITY COMMISSIONERS

- |   |  |
|---|--|
| <p>1907 <i>Board of Railroad Commissioners</i><br/>(Appointed by virtue of an "Act to Create a Board of Railroad Commissioners for the State of New Jersey and to Prescribe its Powers and Duties," approved May 15, 1907.)</p> <p>Joseph W. Congdon, <i>President</i><br/>Edward Wilson<br/>Borden D. Whiting</p>  | <p>1911 (Chapter 195, Laws of 1911, "An Act concerning Public Utilities, to Create a Board of Public Utility Commissioners and to Prescribe its Duties and Powers," effective May 1, 1911)</p> <p>Robert Williams, <i>President</i><br/>Thomas J. Hillery<br/>Winthrop More Daniels</p>  |
| <p>1908 Joseph W. Congdon, <i>President</i><br/>Borden D. Whiting<br/>Frank H. Sommer</p>   | <p>1912 Robert Williams, <i>President</i><br/>Thomas J. Hillery<br/>Winthrop More Daniels</p>  |
| <p>1909 Frank H. Sommer, <i>President</i><br/>Thomas J. Hillery<br/>Robert Williams</p>   | <p>1913 Ralph W. E. Donges, <i>President</i><br/>Thomas J. Hillery<br/>Winthrop More Daniels</p>   |
| <p>1910 BOARD OF PUBLIC UTILITY COMMISSIONERS<br/><br/>(Chapter 41, P. L. 1910, changed the name of the Board of Railroad Commissioners to Board of Public Utility Commissioners and extended the jurisdiction of the Board over public utilities in addition to railroads, effective July 4, 1910.)</p> <p>Frank H. Sommer, <i>President</i><br/>Thomas J. Hillery<br/>Robert Williams</p> | <p>1914 Ralph W. E. Donges, <i>President</i><br/>Thomas J. Hillery<br/>John J. Treacy</p> <p>1915 Ralph W. E. Donges, <i>President</i><br/>John W. Slocum<br/>John J. Treacy<br/>Thomas J. Hillery<br/><br/>(Mr. Slocum qualified May 1, 1915 as successor to Mr. Hillery, whose term had expired).</p> <p>1916 Ralph W. E. Donges, <i>President</i><br/>John W. Slocum<br/>John J. Treacy</p> <p>1917 Ralph W. E. Donges, <i>President</i><br/>John W. Slocum<br/>John J. Treacy<br/>Alfred S. March<br/><br/>(Mr. March qualified May 1, 1917 as successor to Mr. Treacy, whose term had expired).</p> |

1918	John W. Slocum, <i>President</i> Ralph W. E. Donges Alfred S. March George F. Wright (Mr. Wright appointed March 1, 1918, succeeding Mr. Donges, resigned).	1930	Jos. F. Autenrieth, <i>President</i> Charles Browne Harry Bacharach
		1931	Jos. F. Autenrieth, <i>President</i> Charles Browne Harry Bacharach
1919	John W. Slocum, <i>President</i> Alfred S. March George F. Wright Andrew Gaul, Jr. Harry L. Knight	1932	Jos. F. Autenrieth, <i>President</i> Harry Bacharach Thomas L. Hanson
		1933	Jos. F. Autenrieth, <i>President</i> Harry Bacharach Thomas L. Hanson
1920	John W. Slocum, <i>President</i> Alfred S. March George F. Wright Andrew Gaul, Jr. Harry L. Knight	1934	Jos. F. Autenrieth, <i>President</i> Harry Bacharach Thomas L. Hanson
		1935	Harry Bacharach, <i>President</i> Thomas L. Hanson Vacancy
1921	John W. Slocum, <i>President</i> Alfred S. March George F. Wright Andrew Gaul, Jr. Harry L. Knight	1936	Harry Bacharach, <i>President</i> Thomas L. Hanson Frank J. Reardon
		1937	Harry Bacharach, <i>President</i> Thomas L. Hanson Frank J. Reardon
1922	John J. Treacy, <i>President</i> Harry V. Osborne Harry Bacharach	1938	Harry Bacharach, <i>President</i> Thomas L. Hanson Frank J. Reardon
1923	Harry V. Osborne, <i>President</i> Harry Bacharach Jos. F. Autenrieth	1939	Harry Bacharach, <i>President</i> Thomas L. Hanson Frank J. Reardon
1924	Harry V. Osborne, <i>President</i> Frederick W. Gnichtel Jos. F. Autenrieth	1940	Harry Bacharach, <i>President</i> Thomas L. Hanson Frank J. Reardon
1925	Harry V. Osborne, <i>President</i> Frederick W. Gnichtel Jos. F. Autenrieth	1941	Harry Bacharach, <i>President</i> Thomas L. Hanson Frank J. Reardon
1926	Jos. F. Autenrieth, <i>President</i> Frederick W. Gnichtel Charles Browne	1942	Frank J. Reardon, <i>President</i> Thomas L. Hanson Joseph E. Conlon
1927	Jos. F. Autenrieth, <i>President</i> Frederick W. Gnichtel Charles Browne	1943	Joseph E. Conlon, <i>President</i> Thomas L. Hanson Crawford Jamieson
1928	Jos. F. Autenrieth, <i>President</i> Frederick W. Gnichtel Charles Browne	1944	Joseph E. Conlon, <i>President</i> Crawford Jamieson John E. Boswell
1929	Jos. F. Autenrieth, <i>President</i> Frederick W. Gnichtel Charles Browne		

- |      |  |      |  |
|------|--|------|--|
| 1945 | Joseph E. Conlon, <i>President</i><br>Crawford Jamieson<br>John E. Boswell<br>D. Lane Powers, succeeding Mr. Jamieson, resigned August 30, 1945. | 1954 | Mrs. Hortense F. Kessler, <i>President</i><br>John E. Boswell<br>D. Lane Powers  |
| 1946 | John E. Boswell, <i>President</i><br>Joseph E. Conlon<br>D. Lane Powers  | 1955 | Mrs. Hortense F. Kessler, <i>President</i><br>John E. Boswell (Com'r.-1/1—6/15/55)<br>Edward J. Hart (appointed 6/16/55)<br>D. Lane Powers                                   |
| 1947 | John E. Boswell, <i>President</i><br>D. Lane Powers<br>Joseph A. Brophy  | 1956 | Edward J. Hart, <i>President</i><br>Hortense F. Kessler (Pres.-1/1—1/31/56)<br>D. Lane Powers<br>Ralph L. Fusco (appointed 2/1/56 to succeed Hortense F. Kessler, resigned). |
| 1948 | John E. Boswell, <i>President</i><br>D. Lane Powers<br>Joseph A. Brophy  | 1957 | Edward J. Hart, <i>President</i><br>D. Lane Powers (Reappointed)<br>Ralph L. Fusco   |
| 1949 | John E. Boswell, <i>President</i><br>D. Lane Powers<br>Mrs. Hortense F. Kessler (to succeed Joseph A. Brophy, deceased; sworn in August 29th)    | 1958 | Edward J. Hart, <i>President</i><br>D. Lane Powers<br>Ralph L. Fusco   |
| 1950 | John E. Boswell, <i>President</i><br>D. Lane Powers<br>Mrs. Hortense F. Kessler  | 1959 | Edward J. Hart, <i>President</i> (Resigned as President 6/29/59)<br>D. Lane Powers<br>Ralph L. Fusco (Appointed Pres. 6/29/59)   |
| 1951 | John E. Boswell, <i>President</i><br>D. Lane Powers<br>Mrs. Hortense F. Kessler  | 1960 | Ralph L. Fusco, <i>President</i><br>D. Lane Powers<br>Edward J. Hart (Retired, succeeded by<br>Raymond J. Otis (Sworn in 6/1/60)   |
| 1952 | John E. Boswell, <i>President</i><br>D. Lane Powers<br>Mrs. Hortense F. Kessler  |      |  |
| 1953 | John E. Boswell, <i>President</i><br>D. Lane Powers<br>Mrs. Hortense F. Kessler (Re-appointed)   |      |  |