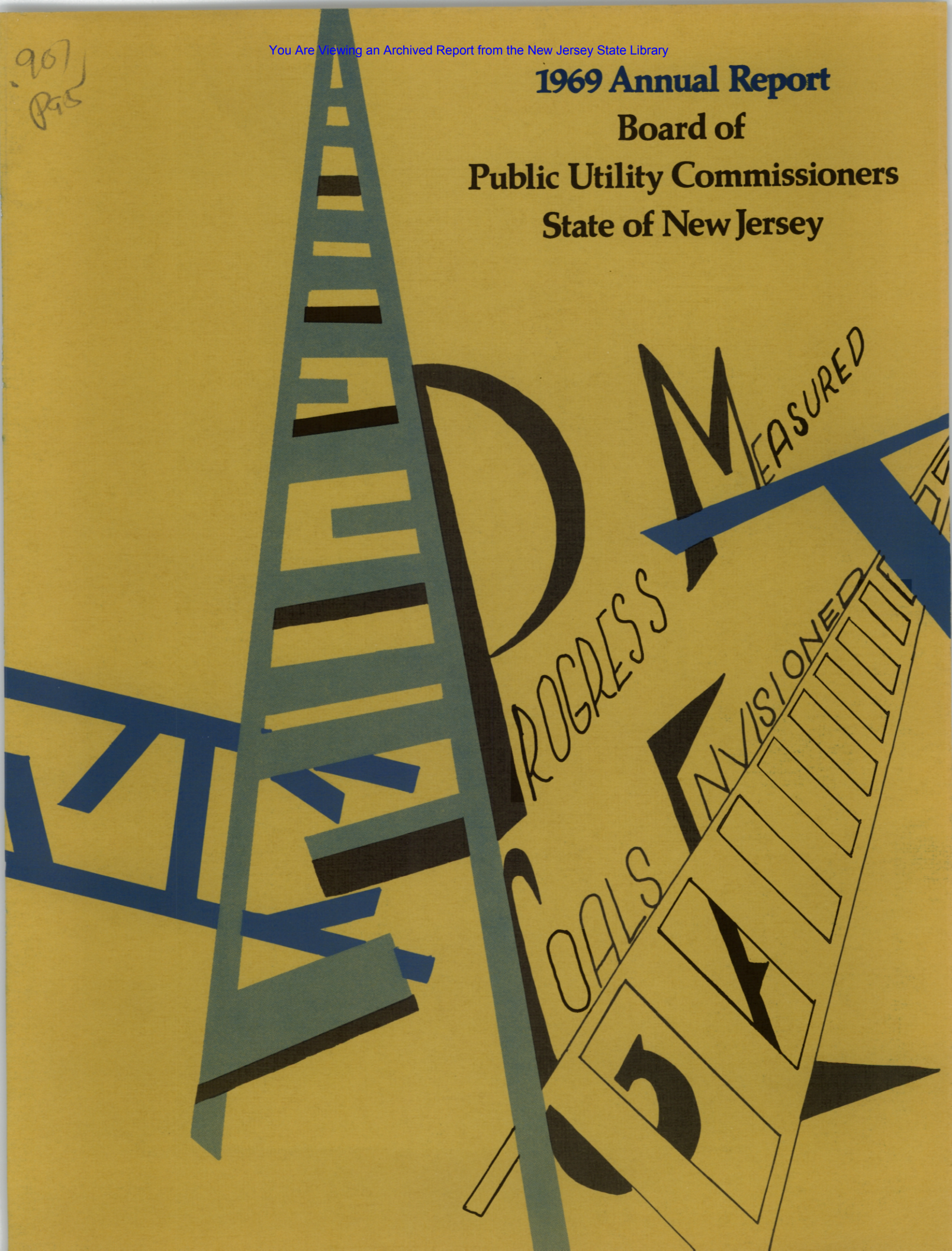
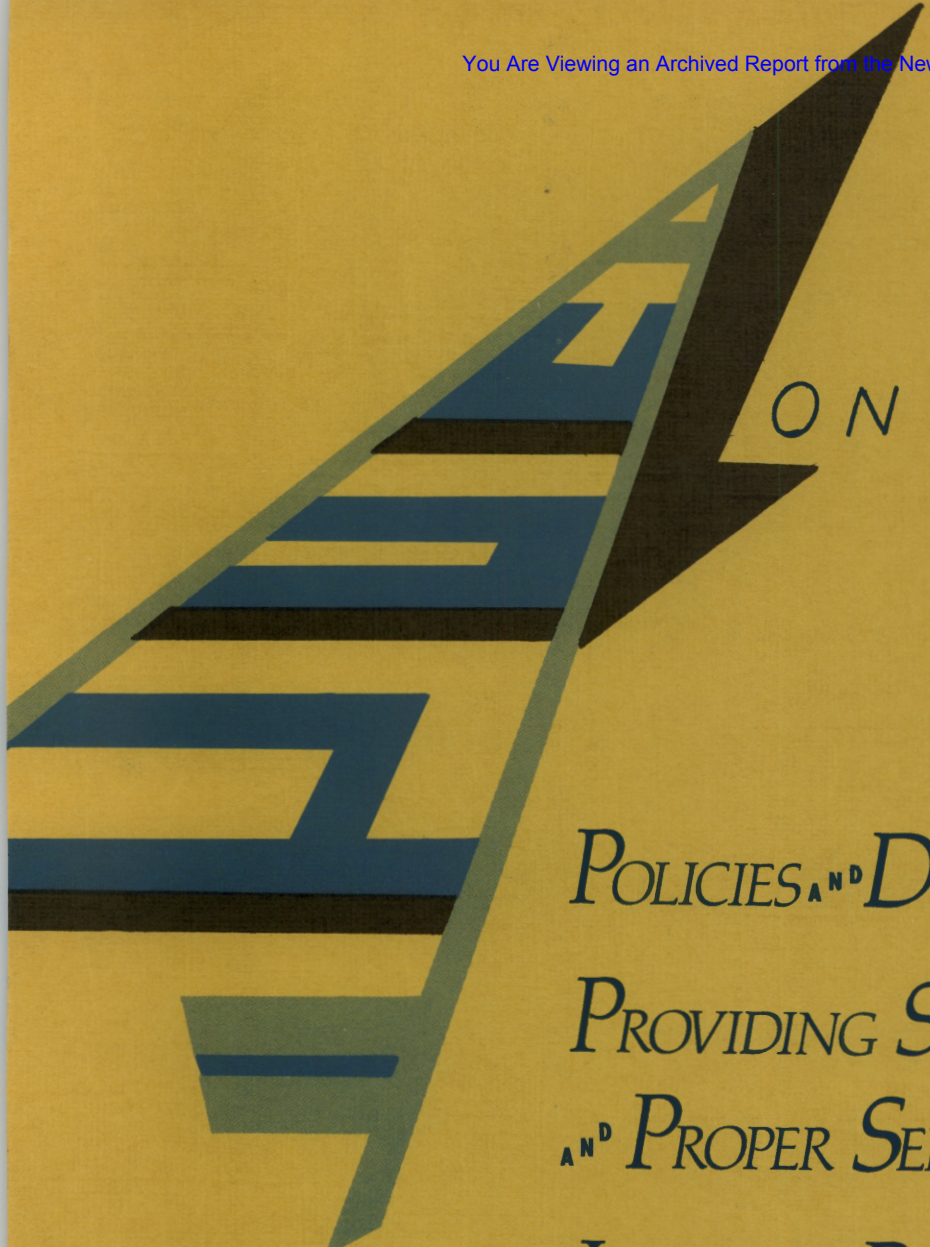


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1969 Annual Report
Board of
Public Utility Commissioners
State of New Jersey





CONTENTS

<i>POLICIES AND DECISIONS.....</i>	<i>4</i>
<i>PROVIDING SAFE, ADEQUATE AND PROPER SERVICE.....</i>	<i>6</i>
<i>INSURING REASONABLE RATES.....</i>	<i>10</i>
<i>GUARDING THE ENVIRONMENT....</i>	<i>14</i>
<i>ANTICIPATING THE FUTURE.....</i>	<i>15</i>
<i>THE STAFF.....</i>	<i>17</i>
<i>UTILITIES REGULATED.....</i>	<i>18</i>



The Honorable William T. Cahill Governor



WILLIAM E. OZZARD
PRESIDENT

STATE OF NEW JERSEY
DEPARTMENT OF PUBLIC UTILITIES
NEWARK, NEW JERSEY

Honorable William T. Cahill, Governor
State of New Jersey
Trenton, New Jersey 08625

Dear Governor Cahill:

The Board of Public Utility Commissioners herewith submits to you its sixtieth annual report, in accordance with N.J.S.A. 48:2-11, covering the activities of the Board and its staff during the calendar year of 1969.

The report is a summary of the activities of the Board and its staff within the context of the goals envisioned for utility service. A complete record of our progress in accomplishing those goals is available in the files of the Board.

Respectfully submitted,

A handwritten signature in black ink that reads "William E. Ozzard". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

William E. Ozzard, President



WILLIAM E. OZZARD
President

BOARD OF PUBLIC

POLICIES and DECISIONS

Brendan T. Byrne, President of the Board, 1968-1969, was Essex County Prosecutor from 1959 to 1968. He served as Secretary to former Governor Robert B. Meyner and is a former Vice President of the National District Attorneys Association. He currently is a partner in the law firm of Teltser, Byrne and Greenberg and is Chairman of the Board of Directors of the International Life Insurance Company.

Anthony J. Grossi, Commissioner, 1967-1973, is a graduate of John Marshall Law School and a former lecturer at the John Marshall Institute of Taxation. A member of the New Jersey State Senate from 1958 to 1966, he served as Minority Leader of that body.

GOALS

Three men — formulating policy, envisioning goals. Public utilities, because they supply services indispensable to modern life, are given permission to operate as monopolies within certain geographic areas. The competitive marketplace cannot control their prices and profits nor enforce adequate service. The Board of Public Utility Commissioners therefore substitutes for the marketplace to insure reasonable rates and provide safe, adequate and proper service.

The dual nature of a public utility — a monopoly but also a provider of essential services — requires that the Board be far more than just a substitute for the competitive market place. The market often forces a financially unstable firm out of business. The Board, however, must insure that utilities remain financially secure, ever ready to expand their services, so that there be no interruption in their provision of the necessities of life.

Three men walk a tightrope balancing the daily needs of the consumer against the need of the utility to remain solvent and prepared to meet the needs of the future. Board decisions are a result of these goals.

MAJOR ACCOMPLISHMENTS

Effectuated Savings of \$2,331,931.00 to New Jersey Rate Payers: Decisions of the Board in rate cases resulted in savings of \$200,000 to telephone users, \$298,000 to water users, \$201,000 to electric users and \$1,632,931 to gas users.

The Board of Public Utility Commissioners Became Self-supporting: 1969 was the first calendar year in which the assessment act was in full effect. Under this act, each utility is assessed in proportion to its earnings to meet the budget of the Board.

The Board is comprised of three men who help bear the responsibility for the growth and performance of 852 public utilities, whose net assets had grown to \$12 billion, 100 million by the end of 1969, together with 645 public movers. In this small but most urbanized of states, the three men who comprise the Board of Public Utility Commissioners are the guardians, planners and promoters whose policies and decisions assure these necessities of life: water, gas, electricity, telephone and telegraph, sewerage, autobus and railroad service.

Three men. William E. Ozzard serves as President of the Board, has been a Commissioner since 1967. A member of the Governor's cabinet, he is a former State Senator who served 1 year as President and 2 as Majority Leader of the Senate. During his legislative service, he was Chairman of the Rail Transportation Investigating Commission and a member of the Port Authority Investigating Committee. He is a former Assistant County Prosecutor and County Counsel for Somerset County and is currently the senior partner in the law firm of Beekman, Ozzard, Mauro and Savo.

UTILITY COMMISSIONERS



BRENDAN T. BYRNE
Commissioner

645 Public Movers Came Under Board Jurisdiction: The Public Movers Act, which went into effect on July 1, 1969 is New Jersey's first attempt to regulate motor carriers of property. 645 applications were received and 180 Operating Certificates were issued in 1969. Rules and regulations governing public movers were issued and implemented.

13 Extensions of Bus Service: Autobus operators were authorized to establish 6 completely new routes and to extend service to new areas on 7 existing routes.

Authorized Net Capital Outlays of \$543 Million: In order to meet increased demands for service, the various investor-owned utilities were authorized to spend \$543 million for new plant construction or new equipment.

Authorized Utility Financing of \$276 Million: In order to finance expansion of services and facilities, the utilities were authorized to arrange \$276,627,318 in financing.

Intervened in Federal Power Commission Case: The Board intervened in a proceeding before the Federal Power Commission wherein Texas Eastern Transmission Corporation sought to increase its rates and charges by \$32.7 million. Of this sum, \$4.4 million would have applied to New Jersey gas customers. The settlement subsequently effected reduced Texas Eastern's increase to \$13,063,452 and resulted in a savings of \$1,632,931 to New Jersey gas customers.

Investigated Adequacy of Telephone Service: The Board maintains a continuing concern that telephone companies will be able to meet their users' needs. In 1969, the Board determined that complaints against the service provided by New Jersey Telephone Company were much higher than warranted. Hearings resulted in the issuance of an order establishing standards which the company must meet for improved service and requiring the regular filing of reports to the Board.

Established Undergrounding of Telephone and Electric Wiring as Goal: In 1969, the Board of Public Utility Commissioners recognized the undergrounding of telephone and electric wires as a desirable and feasible goal. Proceedings were instituted to establish the rules and regulations which will govern the undergrounding of all new installations of telephone and electric distribution systems.



ANTHONY J. GROSSI
Commissioner

Recommended Means for Utilities to Meet Peak Demands: Recognizing that demands for electric service reach an inordinately high peak only during certain months of the year, the Board recommended that all electric utilities install gas turbine units which would enable them to meet these peak demands.

Reconstructed Four Railroad Bridges: Four railroad bridge reconstruction projects were completed in 1969 at a total cost of \$2,720,000.00.

Established 13 New Grade Crossings: 13 grade crossings with new safety devices were completed in 1969 at a total cost of \$325,500.00.

Ordered Improvements of Conditions at Railroad Passenger Stations: While conditions at railway passenger stations have been the subject of informal investigations for several years; in 1969, formal proceedings resulted in an order and decision to improve conditions at the Newark Penn Central Railroad Station.

PROVIDING SAFE AND PROPER

In 1912, Woodrow Wilson, then Governor of the State of New Jersey, established the Board of Public Utility Commissioners to insure that the vital utility services would be provided with safe, adequate and proper service. Those three words — safe, adequate and proper — have remained the major guidelines for utility service for almost sixty years. The broad guidelines have been translated into rules and regulations against which all utility service can be and is measured.

SAFETY FIRST

The Railroad, Motor Carriers and Engineering Divisions bear the primary responsibility for maintaining safety in utility service. They carry out this responsibility through a preventive program of inspection and accident investigation as well as special programs designed to regulate particular utilities.

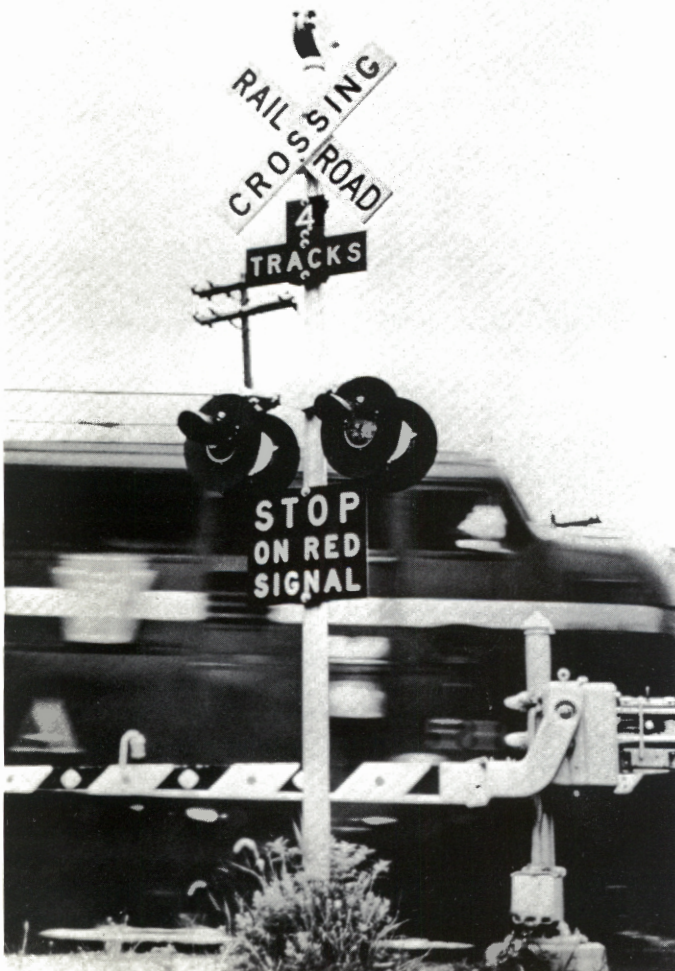
The Inspection Program

The Division of Railroads

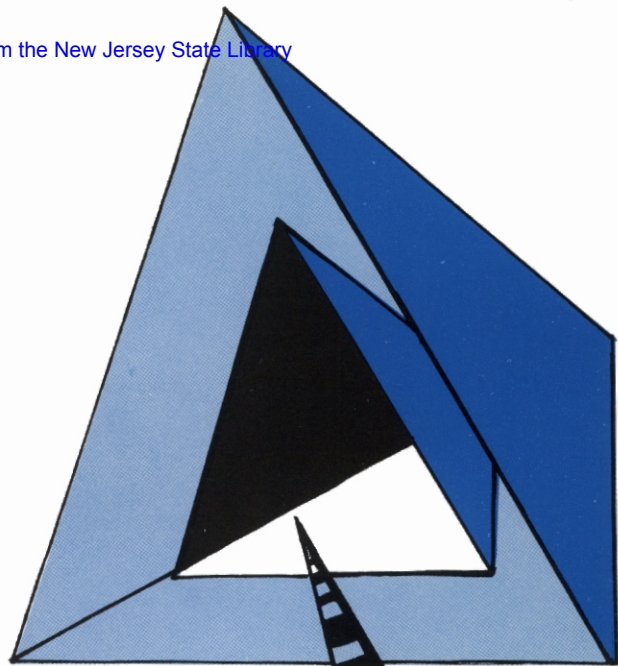
In 1969, the Division of Railroads inspected the protective devices at 1,141 grade crossings to determine if they needed replacement or repair. 113 railroad bridges were inspected to insure that they were structurally sound and that the trackage running over them was in proper condition. Another 23 inspections were made on the approaches to major bridges. 52 inspections of operating equipment were made while such equipment underwent periodic maintenance check-ups in the railroad shops.

The Division of Motor Carriers

While the Division of Railroads must concern itself with the roadbed as well as the operating equipment of the railroads, the Motor Carrier Division need concern itself only with the condition of the equipment being used by the bus lines. In 1969, the Motor Carrier Division made a total of 10,795 inspections of bus equipment. 273 inspections were made on new buses, 315 on buses which had been rebuilt and 10,207 were made on operating equipment as a regular periodic maintenance check-up. As with railroad equipment, the inspectors must be completely satisfied as to the safety of the equipment before they will allow it to be put back into use.



ADEQUATE SERVICE



The Division of Engineering

A major task of the Division of Engineering is the testing of the structural strength of natural gas pipelines. All new pipes must be tested by the installing utility. If the pipe will be subject to 125 or more pounds of operating pressure, the test must be witnessed by the Division of Engineering. If the utility wishes to raise the operating pressure on a pipe, it must be re-tested.

In 1969, members of the Division witnessed approximately 40 line tests of transmission lines of Transcontinental Gas Pipeline Company, New Jersey Natural Gas Company, Texas Eastern Gas Transmission Company, South Jersey Gas Company and Public Service Electric and Gas Company.

Two major pipeline companies re-tested existing pipelines to re-qualify them for new standards. The Algonquin Gas Transmission Company re-tested its 26 inch pipeline from Morris, New Jersey to the New York State Line. When the pipe was stressed to approximately 105% of the required strength, it ruptured at several points and had to be replaced. These tests are designed to insure against the catastrophe of gas explosions and leaks.

Accident Investigations

The Division of Railroads

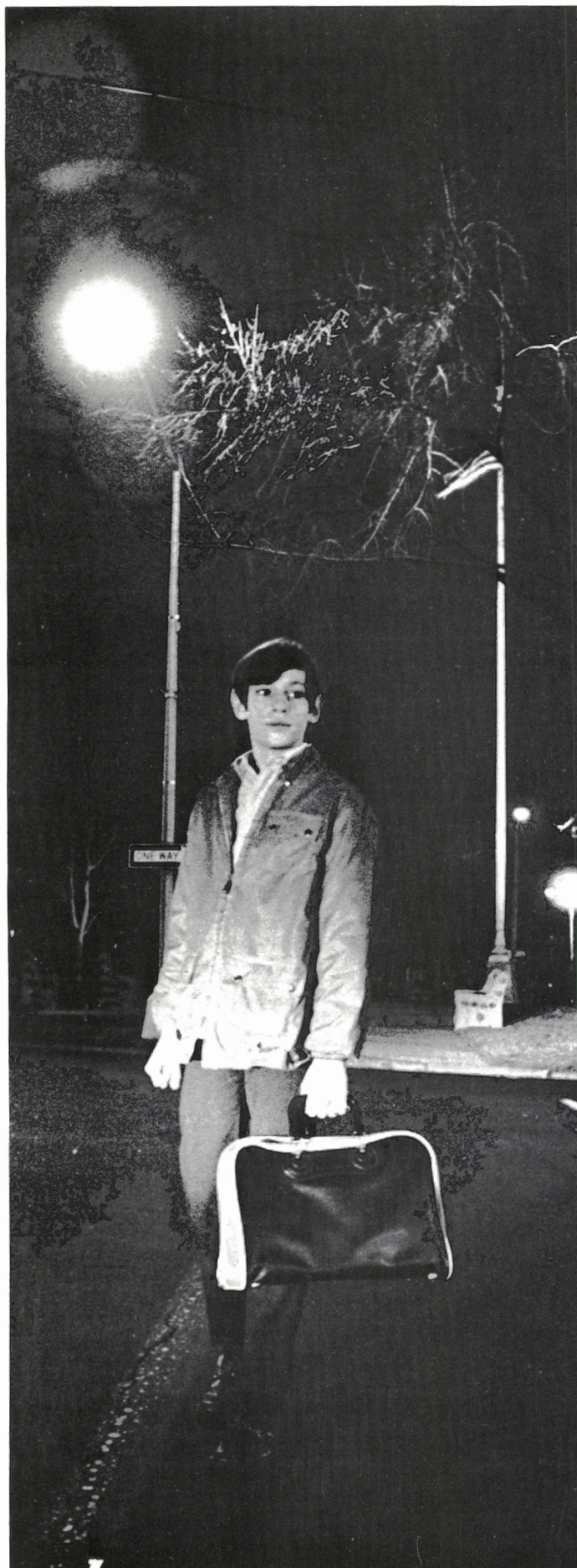
184 accidents were investigated by the Division of Railroads in 1969. There was only one major accident: the fire in the Westbound section of the North River Tunnel on the Penn Central line. Formal proceedings in that matter are still pending.

The Director of the Division of Railroads is immediately notified of any accident. An inspector is sent to the scene of the accident and a thorough investigation is conducted. If equipment failure is found to be at fault, the equipment will be ordered off the road. If procedural changes are indicated, a formal hearing may be ordered by the Board.

The Division of Motor Carriers

5,750 accident reports were examined by the Motor Carrier Division in 1969. Of these, 115 were serious enough to require field investigations. The procedure for such investigations is similar to that used by the Division of Railroads.

PROVIDING SA AND PROPER



The Division of Engineering

9 major gas accidents were investigated by the Division of Engineering in 1969. In one accident a gas explosion occurred during a fire after the firemen and Public Service Electric and Gas Company thought the proper gas shut-off valve had been closed. 11 men were injured in the accident. As a result of this accident, several changes were made in the procedure for identifying and reaching proper gas shut-off valves.

Railroad Grade Crossings

A concern peculiar to the Division of Railroads is the need to eliminate and better protect railroad grade crossings and reconstruct railroad bridges. Of the 30 bridge reconstruction projects pending in 1969, 4 were completed. 24 new grade crossing protection projects were undertaken, 41 others were in progress and 13 were completed during the year.

THE QUESTION OF ADEQUACY

Two proceedings involving the adequacy of service of water and sewerage companies were completed in 1969.

Budd Lake Water Company, Docket #699-614

The Board found that the company had not and could not provide safe, adequate and proper service to its customers. It therefore directed the company to proceed immediately to rectify this situation by a complete overhaul and re-building of its system. The company submits monthly progress reports.

Windbeam Water Company, Docket #696-458

Complaints against the company involved no water or low water pressure. The Board found that the distribution system had not kept pace with the growth of the community. The Board then ordered the company to make the necessary improvements in its system and required the filing of monthly reports. Windbeam has been slow to comply with the Board's order. Contempt action through the Courts to force compliance is available to the Board.

One further proceeding involved the adequacy of service being provided by a telephone company.

New Jersey Telephone Company, Docket #682-57

Hearings into the adequacy of service being provided by New Jersey Telephone Company were begun in 1968. Further proceedings were ordered in 1969. Finding that the company had been making a meaningful effort to im-

Electric power-helping to make the streets safe for our children.

FE, ADEQUATE SERVICE

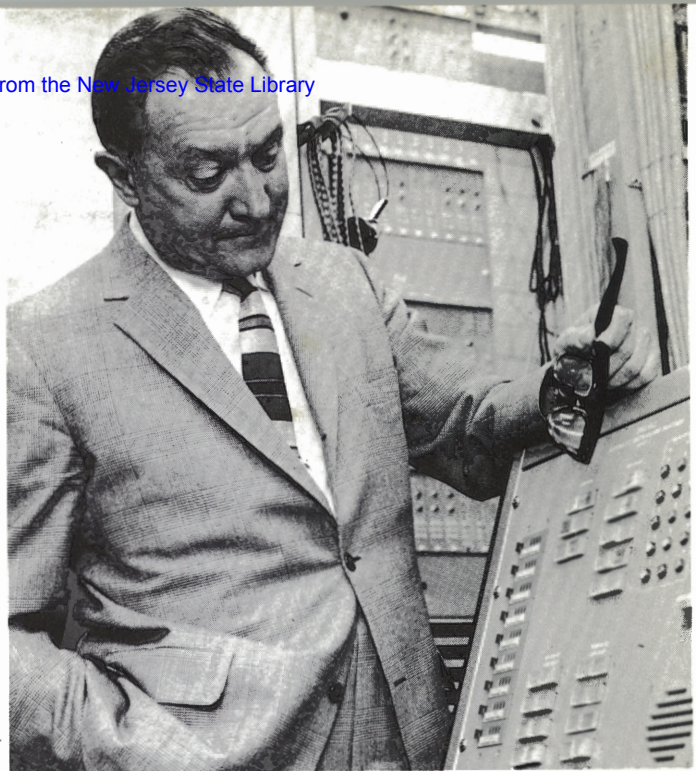
prove and had made a major new capital investment, the Board then set reasonable standards for operator answer time, speed of installation, repair service and other items and ordered that the company take all necessary steps to reach these service standards. The company was further ordered to extend plans for new facilities into other districts of its franchise area and to plan for emergency services.

THAT SERVICE SHALL BE PROPER

The Bureau of Service Inspection

Although every Division handles complaints against the utilities, it is the Bureau of Service Inspection with whom the public has its original contact. The Bureau serves a coordinating function in handling these complaints. During 1969, Service Inspection processed a total of 2,524 complaints covering all categories of utility services. Informal proceedings are utilized to settle the problem and enforce compliance by the utilities with the Board's service standards.

Service Inspection maintains records on the complaints and alerts the Board to the need for special investigations and possible formal proceedings. The staff of the Bureau is required to be knowledgeable in every aspect of utility regulation.



President Ozzard inspects N.J. Telephone Co.'s Oravac—part of the utility's expansion program begun as a result of PUC adequacy hearings.

Within the limits of available manpower, the Bureau makes required field investigations.

The Division of Railroads

Two problems concerning the propriety of service have concerned the Division of Railroads in 1969.

Conditions at Railroad Passenger Stations

1969 was the first time that formal proceedings were ordered as the result of conditions found to exist in a railroad passenger station. Although 154 inspections of stations were made during the year, most deficiencies were handled on an informal basis. The Board, however, found that conditions at the Penn Central Newark passenger station had deteriorated markedly. As a result of the formal proceedings, the Board ordered Penn Central to increase their police patrol, improve the lighting, seal off non-essential areas being used by undesirables and improve sanitary conditions.

Blocking of Grade Crossings

Many complaints have been received from various municipalities concerning the blocking of grade crossings by freight trains. Trains frequently halt within town limits awaiting clearance to proceed or for emergency repairs. When they do so, they impede traffic flow and may create intolerable noise conditions.

The number of grade crossings in the state, 2600, require that this problem be worked on crossing by crossing, town by town. Grade crossing elimination, the construction of bridges, and the building of additional trackage are considered the ultimate solution to this problem.

Absent a massive financial grant, the Board will set priorities for grade crossing elimination as quickly as available funds permit.



Little girl . . . big thirst . . . and cool, clear water



INSURING REAS

\$10 for a 3 minute long distance telephone call? Gas and electric service a luxury that only the rich would be able to afford? In the absence of government rate regulation, these situations might not be as ridiculous as they sound. We all take it for granted that in the 20th century, in the United States, everyone at least has an abundant supply of the necessities of life at a price he can afford to pay.

This situation does not, however, occur by accident. Public utilities are so designated and are regulated in order to insure that we can take the necessities of life for granted. Once it was determined that electric, water and other needs were best supplied by monopolies capable of attracting needed investors' money, it was quickly decided that government would have to regulate those monopolies to insure reasonable rates were being charged.

Almost every Division of the Department of Public Utilities plays a role in the rate making process. Before proper rates can be established, a determination must be made as to the utility's rate base. The Railroad and Motor Carrier Divisions do some of the initial investigation into the revenues and operating expenses reported by railroads and bus lines. If a bus company seeks to increase its revenues by adding additional zones between two points, the Division of Motor Carriers will conduct the survey to determine if this procedure is in the public interest.

The Division of Engineering conducts studies to determine depreciation rates for capital equipment. If an increase is allowed in the depreciation rate, it might raise operating costs and may therefore show a reduced rate of return.

The Division of Accounts and Finance prepares studies to indicate the actual rate of return being enjoyed by the various utilities. If they find that a utility is earning more than the rate of return it has been previously allowed, they will notify the Division of Rates and Research that formal proceedings should be instituted. As a result of this program, Rockland Electric Company filed tariff revisions reducing its rates by approximately \$201,000.00 annually.

ASONABLE RATES

The Division of Rates and Research has the primary staff responsibility for insuring reasonable rates. In 1969, the Division handled 403 formal rate petitions:

Electric companies	15
Gas companies	85
Water companies	25
Telephone and telegraph	28
Bus Companies	63
Sewerage companies	6
Pipe Lines	1
Public Movers	180

In addition, the Division handled 1,117 complaints and inquiries concerning rate matters. As an indication of the increased activity of this Division during 1969, we note that the processing of formal rate matters increased by 41% and the handling of complaints and inquiries by 45% over those of 1968.

The Division reviewed some 600 tariff filings by public movers filed on an individual basis or as a common tariff filed by the New Jersey Movers Tariff Bureau Inc. It is estimated that the Division spent approximately 30% of its time during 1969 handling the Rate and Tariff Regulation of Public Movers. The workload involving this industry is expected to remain at this level in 1970.

Following is a summary of some of the most important rate decisions released in 1969:

New Jersey Telephone Company, Docket #682-57. Savings to Customers Approximating \$200,000 Annually.

As a result of the Board's investigation into the adequacy of service being provided by New Jersey Telephone Company to its subscribers, tariff revisions were filed as part of the company's report on plans and objectives. These various tariff filings resulted in annual savings to affected New Jersey Telephone Company customers in the approximate amount of \$200,000 annually.





With John Healy's aid, Commissioner Grossi examines some of the physical evidence in a rate case.

**Middlesex Water Company, Docket #692-88.
\$278,000 Savings to Customers.**

Middlesex Water Company requested a rate increase of \$1,307,000 which would have resulted in a rate of return of 7.69%. The Board found that the proof in the record was insufficient to support the need for revenues to be raised to such a high level. The Board therefore directed Middlesex Water Company to file revised rate schedules designed to produce additional revenues in the amount of \$1,029,000 which would result in a rate of return of 7.3%. The Board's action resulted in a savings to subscribers of \$278,000.00.

**Blackwood Water Company, Docket #6712-681.
\$20,000 in Savings to Customers.**

Blackwood Water Company requested an increase in revenues in the amount of approximately \$182,000.00. After adjustments by the Board, this amount was reduced to \$162,300.00, a savings to customers of \$20,000. Based on the general revenue figure allowed, the company was authorized to increase its fire service rates by 10%. This provided for annual increases in revenue for that service of approximately \$16,300.00.

**New Jersey Natural Gas Company, Docket #698-577.
Interest on Customers' Deposits Increased to 6%.**

On September 4, 1969, the Board issued its order accepting for filing a revision in tariff by New Jersey Natural Gas Company. The filing provided for an increase in the interest rate on amounts received as customers' deposits from 4% to 6% per annum.

Once in operation, nuclear energy produces electricity at a lower cost. Construction of the Salem Nuclear Generating Station will be completed in 1973.

INSURING REA

**Tuckerton Water Works Corporation, Docket #688-496.
\$53,000 in Savings to Customers.**

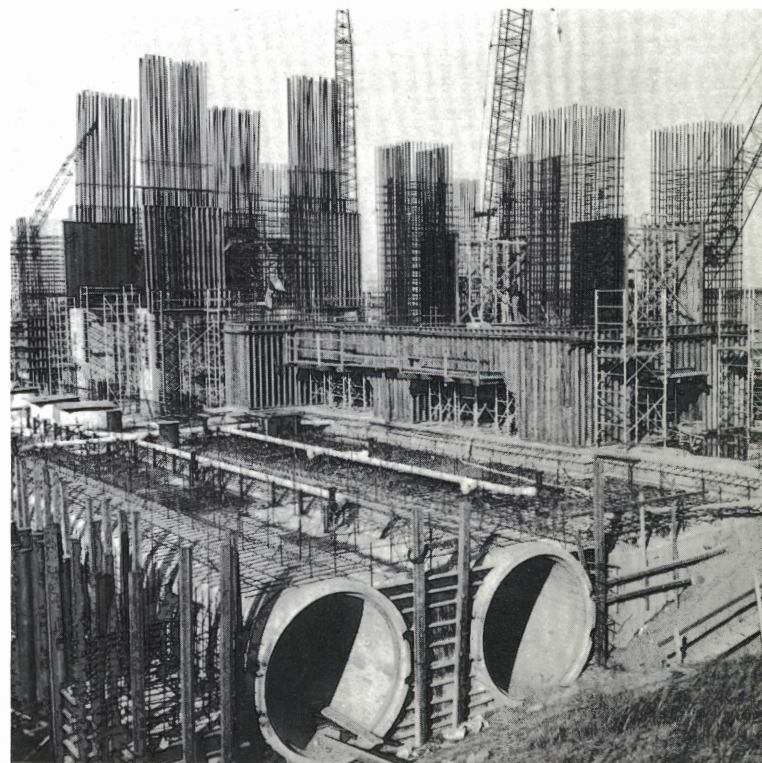
Tuckerton Water Works requested an aggregate increase in revenue of approximately \$91,700 annually. This would have been an increase of 152.7% over previously prevailing rates. The Board did allow the utility to increase its fixture rates for general water service so as to provide \$38,500 in increased revenues, thus allowing a rate of return of 7.1%.

Among the points considered by the Board in its decision were the propriety of certain expenditures, an amount included in the rate base for a metering program which was not yet in effect and the relationship of certain claimed operating expenses to the actual provision of service.

The company was ordered to proceed toward the early completion and activation of its metering program and the replacement of its present fixture rate schedule by a properly constructed meter rate schedule. The Board reserved the right to rescind its approval of the rate increase if the metering program were not put into effect.

**Elizabethtown Water Company, Docket #686-378.
Final Rates Approved.**

On January 23, 1969, the Board terminated the proceedings on Elizabethtown Water Company's request for increased rates. The Board authorized the second



ASONABLE RATES

part of a rate increase totaling \$3.3 million annually. Approximately one-half of this increase had been authorized by the Board's Interim Negotiation Order of September 6, 1968. The rate increase affects more than 105,000 customers in 28 communities in Union, Middlesex and Somerset Counties.

Jersey Central Power and Light Company, Docket #698-540, and New Jersey Power and Light Company, Docket #698-541. Hearings in Progress.

Jersey Central Power and Light Company and New Jersey Power and Light Company are affiliated since all of their outstanding common stock is owned by General Public Utilities Corporation. On August 1, 1969, they jointly filed a petition seeking an increase in rates for electric service. Jersey Central Power and Light has requested an across-the board increase of 13% while her sister company has requested a 16% increase. The increases, if allowed by the Board, would total \$18,450,000.00. The Board immediately issued an order suspending the rates and instituting formal hearings.

This filing represents the largest and most complex rate filing and the first substantial request for an increase in electric rates in over 10 years. As of December 31, 1968, Jersey Central Power and Light served approximately 379,000 customers located in 10 counties while New Jersey Power and Light served 142,000 customers in seven northeastern counties.

The Attorney General has designated three attorneys to act as Rate Counsel in the case. 15 days of formal hearings were completed in 1969 and another 21 hearing days have been scheduled for 1970. To date, the Board has received and processed more than 100 letters in opposition to the proposed rate increases.

Autobus and Rail Freight Decisions

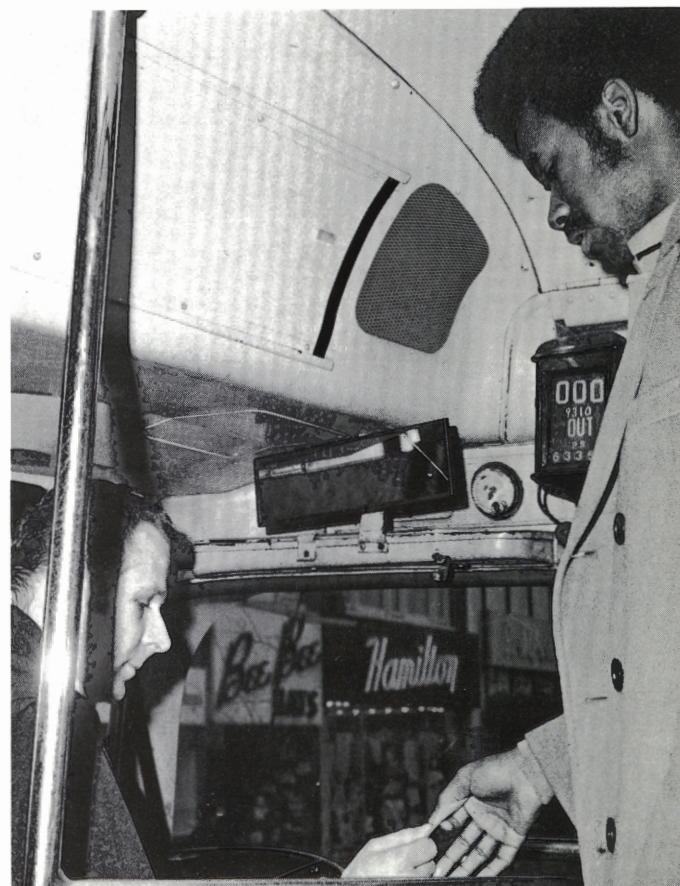
In general, rate decisions in the autobus and rail freight industries reflected the decline which has become characteristic of transportation. Some measure of rate relief was required in almost every case.

Preferential Treatment Practices

One major accomplishment of the Division of Rates and Research came through informal conferences. Atlantic City Electric Company and South Jersey Gas Company agreed to discontinue the practice of making cash payments and interest free loans to contractors and dealers in exchange for agreements to install specified appliances and other equipment. In 1968, Atlantic City Electric paid out about \$783,000 in direct payments to potential customers and \$609,000 in advances and loans. South Jersey Gas spent about \$803,000 in loans and direct payments that year. The preferential treatment practices of other utilities will be reviewed in 1970.



Commissioner Byrne tries out Bell Telephone's new TSPS system in Morristown. Sophisticated electronic systems cut operating costs and help keep telephone rates down.



Student tickets enable Howard Dillard to commute from home to Perth Amboy High School for 24c round-trip.



This compacting auger can bore 100-foot-long tunnels to underground telephone wires without digging up the streets and sidewalks.

GUARDING ^{THE} ENVIRONMENT

Ecology — the science of the inter-relationship of living organisms to their environment — begins to direct our thinking. The production of power is modified to the production of clean, unpolluting power. Utilities are viewed not only as necessities of life but also as determining factors in the quality of life.

Goals are established with ecology in mind. Trees are beautiful — a delight to behold. Electric wires are not. The goal therefore becomes to place underground as many new installations of electric and telephone distribution systems as possible without placing an undue cost burden on rate payers. Rules and regulations to govern undergrounding have been the subject of both formal hearings and informal conferences during 1969. The final draft of the regulations will be released in 1970.

Clean power. Nuclear energy as the source of electric power is celebrated as a means to reduce air pollution. But there are problems as well. Original construction is costly and lengthy. Of even greater concern is the possible contamination of soil and water from atomic

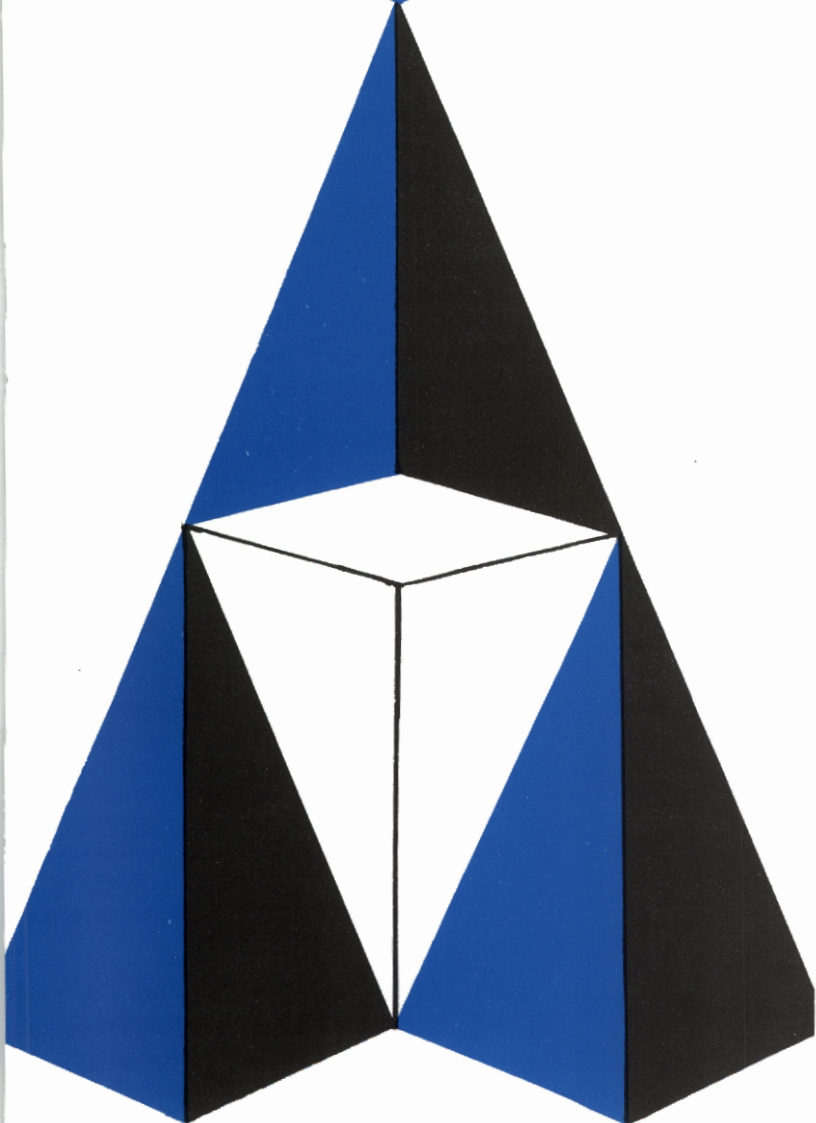
waste. Keeping in mind that our goal is as much power as quickly as is possible and at the lowest cost, the Board will continue to evaluate nuclear energy in contrast to the use of low sulphur fuels and natural gas. The Board has joined with its sister states in an attempt to insure that these goals are met on a meaningful regional basis.

Inspectors from the Division of Motor Carriers have and will continue to order equipment taken out of service if they note excessive exhaust emissions.

Steps have been taken to prevent diesel oil at the Central Railroad Company locomotive terminal in Raritan from polluting nearby waterways. A system of tanks and pumps and a concrete locomotive fueling pad were designed and installed to prevent oil from spilling, soaking into the ground and finding its way into a nearby creek which is a source of water for the Elizabethtown Water Company.

Ecology — a new word — a new way of life for the utilities and you.

ANTICIPATING THE FUTURE



Electric power generated at the fuel source and transmitted by wire wherever it's needed . . . dialing only 3 digits to reach your home or office by telephone . . . telephone calls automatically switched from your phone to wherever you will actually be that day . . . no more waiting at home for the meter man as remote meter reading is put into effect . . . widespread commercial use of picture phones by 1975 . . . invisible utility services as new and existing telephone and electric distribution systems go underground with the water, gas and sewerage pipes . . .

This is the world of the 1970's. A world the New Jersey Board of Public Utility Commissioners anticipates and prepares to deal with. Whether it be the expansion of the mine mouth procedures of the Keystone Project or the expansion of New Jersey Bell Telephone Company's Electronic Switching Service, the new technology of the Seventies will be made to serve the needs of the state.

In general, it is expected that the public utilities serving New Jersey will continue to expand at ever increasing rates and that several classes of needed service will come under the definition of a public utility for the first time. Throughout the decade of the Sixties, New Jersey's population and rate of industrialization soared. This growth is expected to continue in the Seventies as the nation's most urbanized state takes on many of the characteristics of megalopolis.

ADEQUATE SERVICE FOR THE SEVENTIES

The utilities currently serving the state, under the guidance and encouragement of the Board, are preparing to meet future needs. Concerned about rising demands for service and recognizing that utilities must get funds for expansion from the financial market, the Board will conduct Investigative Hearings throughout 1970 reviewing the scope and adequacy of current planning.

ANTICIPATING THE FUTURE

PUBLIC UTILITIES REDEFINED

It is expected that public movers, while currently under the jurisdiction of the Board, will soon be included in the legal definition of a public utility. The definition of a public utility may shortly be further expanded to include municipally-owned as well as investor-owned water companies, the solid waste collection and disposal industry, cable television and truck freight hauling.

Public Movers Defined as a Public Utility: An amendment to current law defining public movers as a utility is desired so that this industry can be brought under the assessment act.

Expansion of Jurisdiction Over Municipal Water Cos.: In a 1969 decision denying a rate increase to Morristown Water Company, the Board recommended legislation placing all government-owned water systems under their jurisdiction. The Board found that present law "leaves many customers of municipal water departments . . . without recourse to any regulatory agency with respect to rates and service."

Solid Waste Collection and Disposal Defined as a Public Utility: An outgrowth of several government investigations into conditions and practices in the garbage industry was the recommendation that garbage collection and disposal be viewed as a public utility. Rate regulation is viewed as the best means of ending unregulated monopoly and excess profits. It is expected that the enabling legislation will pass in 1970 and that the Board will be enabled to exercise vigorous control over this industry.

Classification of Cable TV as a Public Utility: We expect an acceleration of studies in coordination with the National Association of Regulatory Utility Commissioners to determine whether cable television should be classified as a public utility.

Re-classification of Truck Freight Hauling: Consideration will be given in 1970 to the question of whether truck freight hauling should be classified as a public utility in New Jersey as it is classified in many other states. Indications are that the industry itself would welcome such re-classification.

THE ECONOMICS OF RATE REGULATION

Given the uncertainties of today's financial market, predictions of the direction that rate regulations will take in the near future are difficult. While utilities have been faced with restrictive monetary policies for sev-

eral years, there are some indications early in 1970 that the Federal Reserve Board will begin to ease those restrictions.

If, however, new funds for expansion continue to be difficult to obtain, we can expect rates for service to then continue their upward spiral. If the cost of money should continue to climb at previous rates, the Board may have to consider allowing an increased rate of return in order to attract investors to the utility field.

Public Mover Tariffs: We also expect to carefully evaluate the tariff structure for public movers as their first annual reports become available for study and review.

THE DECLINING TRANSPORTATION INDUSTRY

While activities for most utilities are directed toward increased expansion and planning for future needs, the transportation industry poses a completely opposite problem. Means must be found to prevent further deterioration on our railroads and to prevent a similar decline in the autobus industry.

The Autobus Problem: In New Jersey, the bus lines face a situation where almost their entire demand for service occurs in the morning and evening rush hours. Expensive equipment lies idle during the intervening hours. An interim solution for this problem — short range park and ride stations — is being planned. Long range solutions on the basis of overall transit coordination will receive serious attention in the coming year.

Money for Grade Crossings: Many of the state's 2600 railroad grade crossings need elimination or better protection. It is hoped that the additional funds needed for this work will be forthcoming in the near future.

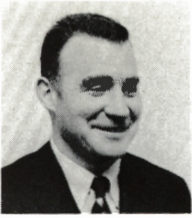
Multi-State Crackdown on Rail Service: The Board plans to join with several other states in efforts to coordinate regulation of the railroads. Current plans call for the pooling of resources and the establishment of uniform standards with which the railroads must comply in every state.

THE GENERATION OF ELECTRIC POWER

Danger of Power Shortages Reduced: By 1971, we expect further protection against power shortages by execution of the Board's recommendation for installation of gas turbine units for use during peak demand.

Re-evaluation of Nuclear Power: The Board will maintain a constant vigilance over the increasing use of nuclear power as a source of electricity.

STAFF



DAVID A. WATERS
Secretary



SIDNEY H. KIKEN
Executive Officer



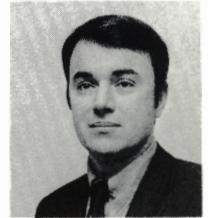
ANDREW V. FARLEY
*Executive Assistant
to the Board*



FELIX G. FORLENZA
Chief Counsel



WILLIAM GURAL
Counsel



MICHAEL J. MEHR
*Chief Hearing
Examiner*



JOSEPH MASTROENI
Assistant Secretary



EUGENE DOCKERY
Assistant Secretary



**Division of
Accounts & Finance**
LEIGH P. HARTSHORN
Director



**Division of
Rates & Research**
VAUGHN M. DONOVAN
Director



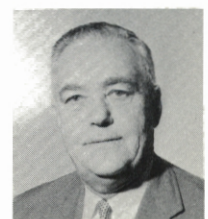
**Division of
Motor Carriers**
WILLIAM L. HUMPHREYS
Director



**Division of
Engineering**
ROBERT G. PESCHEL
Director



Division of Railroads
JOSEPH W. FERRARO
Director



**Bureau of
Service Inspection**
THOMAS P. HARTIGAN
Director

AUTOBUSES

A & A Bus Co., Inc.
 A. J. H. Bus Corp.
 A. M. Bus Co.
 Aben Bus Corp.
 Academy Bus Company, Inc.
 Ace Bus Transportation
 Agresta Bus Co.
 Air Brook Service, Inc.
 American Buslines, Inc.
 Asbury-Red Bank Limousine Service
 Associated Bus Company
 Associated Bus Company of Hawthorne
 Associated Bus Company of North Haledon
 Atlantic-Brigantine Coach Company
 Atlantic Bus Company, Inc.
 Atlantic City Transportation Company
 B-6 Bus Company, Inc.
 B-7 Bus Corp.
 B-125 Bus Co., Inc.
 B. & M. Bus Company, Inc.
 Babs Bus Company, Inc.
 Baker & Warren Bus Co., Inc.
 Balgen Bus Company, Inc.
 Bannon Bus Company, Inc., Lester T.
 Baram Transportation Co.
 Bauer, Albert F. Inc.
 Baum Bus Company, Inc.
 Bayman Bus Corporation
 Bayonne Bus Company, Inc.
 Bayshore Bus Company, Inc.
 Bayshore Enterprises, Inc.
 Bee Eight Bus Company
 Bee Five Bus Co.
 B-Eleven Bus Company, Inc.
 Bergen and Central Bus Company
 Berns, Thelma
 Beviano Chartered Service
 Binetti Bus Service, Louis
 Bloom Bus Company, Inc.
 Blue Bus Lines
 Boro Busses Company
 Boro Busses-Rollo Transit Corporation
 Bowitz, Albert and Lillian
 Bridgeton Transit
 Broadway Transport Co. Inc.
 Browell Bus Co. Inc.
 Bryant and Shelton Company
 Bus Operating Co., Inc.
 Camptown Bus Lines, Inc.
 Cape Bus Co., Inc.
 Capital Transit
 Cappitelli, Anthony T.
 Carmella Bus Co., Inc.
 Casper Bus Company, Inc.
 Cassell Bus Co. Inc.
 Cavaliere Bus Co. Inc.
 Charner Bus Corporation
 Chok, Ida
 Cisco Bus Co.
 Claremont Transportation Company
 Clinton Avenue Bus Company
 Coast Cities Coaches, Inc.
 Colapinto Bus Co. Inc.
 Community Bus Lines, Inc.
 Conrad Bus Service, George T.
 Conrad d/b/a G.T.
 Consolidated Shore Lines, Inc.
 Costa Bus Co., Inc.
 Cottage Bus Co., Inc.
 Crane Transportation Co. Inc., J.
 Crosby, Honora T., Estate of;
 Joseph Moran, Administrator
 Culver Bus Company, Inc.
 D'Arcangelo Bus Co.
 DeCamp Bus Lines
 Dee Bus Company, Inc.
 Delaware Bus Company
 Delaware River Coach Lines, Inc.
 Del Elizabeth Jitney Co.
 Dern, Inc., I.
 Di Croce & Head, Inc.
 DiDomenico Bus Company, Inc.
 Dilley, Fred J.
 Dormar Bus Company, Inc.
 Dover-Mt. Hope-Picatinny Bus Line
 Downtown Bus Co.
 Drogin Bus Company
 Duco Bus Co. Inc.
 E & A Bus Co.
 E and M Bus Corp.
 E. D. J. Bus Company Inc.
 Effkay Bus Co. Inc.
 Elizabeth Bus Co.
 Elizabeth Transit Corp.
 Elizabeth-Union-Hillside-Irvington Line Inc.
 Elmas Bus Co.
 Elvio Bus Company, Inc.
 Empire Bus Company Inc.
 Engelhardt, Kenneth
 Engelhardt, Ronald A.
 Englewood Bus Transportation Co., Inc.
 Errico, Michele
 Es-Holt Bus Co.
 F. D. & D. S. Bus Company, Inc.
 Fairlawn Transportation, Inc.
 Feiz Bus Co.
 Filida Bus Corporation
 Fina Bus Transportation Co. Inc.
 Five Mile Beach Electric Railway Company

Fleming Bus Company Inc.
 Four C's Bus Co., Inc.
 Four Eight Four Corporation
 Friedman Transportation Co.
 G & F Bus Corp.
 Garfield-Passaic Bus Company
 Garfield & Passaic Transit Co.
 Gershkowitz, Eva, Inc.
 Gertz Bus Company, Inc.
 Goldsmith Bus Co., Inc.
 Graope Transportation Co., Inc.
 Grasso, Joseph, Bus Co.
 Greenville Bus Company
 Greyhound Lines, Inc.
 Grodrud Bus Company, Inc.
 Grossmann Bus Company, Inc.
 Grossman Transport Inc.
 Gun-Tal Bus Co., Inc.
 H & R Bus Co., Inc.
 Hale Bus Corp.
 Hanus Bus Company
 Harrell Bus Co., Inc.
 Harman Bus Company, Inc.
 Heit, Joan
 Helvira Bus Company, Inc.
 Henray Bus Company, Inc.
 Herv Bus Company, Inc.
 Heslin Bus Corporation
 Hoboken Bus Line, City of
 Hoboken Transportation Co.
 Holt Enderlein Bus Company
 Homestead Transit Co., Inc.
 Hudson Bus Transportation Co., Inc.
 Inc. The
 Hudson Transit Lines, Inc.
 Inter-City Transportation Co., Inc.
 Irving Transit Company
 J. & J. Bus Co.
 J. & L. Bus Co.
 J. & M. Bus Company, Inc.
 J. R. M. Bus Company
 J. S. Bus Corporation, Inc.
 Jad Bus Company, Inc.
 Jelly Wm. H. & Co., Inc.
 Jimac Bus Company, Inc.
 Jocham Bus Corp.
 Kaulker, James, Inc.
 Kaunas Bus Co.
 Kennedy, E. J., Inc.
 Keogan Bus Company
 Kirslo Bus Company, Inc.
 Klyde, Judith
 Koll Motor Transportation Company
 Korud Bus Company, Inc.
 Kowalski, Stephen and Betty, t/a/p
 Krebs Bus Company
 L & T Bus Company, Inc.
 Lackawanna Bus Corporation
 Ladney Bus Co. Inc.
 Lake Region Coach Co., Inc.
 Lakeland Bus Lines, Inc.
 LeFante Bus Co.
 Lefanto Bus Company, Inc., Joseph J.
 Leo Bus, Inc., The
 Leo Transit Corp.
 Lesta Bus Co., Inc.
 Levender Bus Company, Inc.
 Lincoln Bus Co.
 Lincoln Transit Co., Inc.
 Lippman, Norma H.
 Lockbourne Manor, Inc.
 Loyal Bus Company, Inc.
 McIntyre, Inc., Robert J.
 M. A. B. Corporation
 M. B. Bus Co., Inc.
 M. & G. Bus Co. Inc.
 M-M Bus Corporation
 M W Bus Co. Inc.
 Maday and Sons, Inc.
 Maday Bus Transportation Co.
 Malley Bus Corporation
 Manhattan Transit Company
 Marathon Bus Line, Inc.
 Maresca Bus Company
 Maria Transportation Co.
 Martucci Bus Company
 Massa Bus Company, Inc.
 Meehan, Harry J.
 Meltzer Bus Company, Inc.
 Merikle, G. H., Inc.
 Middlesex Bus Company
 Minotto Inc., Ben
 Molmar Bus Transportation Corporation
 Montgomery Bus Corporation
 Morris, Charles L., Jr.
 Morris, Will, Inc.
 Mountain Coaches, Inc.
 Murphy, John
 Neptune Bus Company, Inc.
 New York, Keansburg, Long Branch Bus Co., Inc.
 North Boulevard Transportation Co.
 North and South Jersey Bus Co.
 Northeast Coach Lines
 Novello, Phillip J., Inc.
 Number 22 Bus Co.
 Nunner Bus Company, Inc.
 Ocean Drive Tours
 Orange and Black Bus Lines, Inc.
 P. J. Bus Co.
 P Z Bus Company
 Pacific Bus Company, Inc.
 Page Bus Corp.
 Pakenham Bus Company
 Palangio, Patsy
 Passaic-Athenia Bus Co., Inc.

Peninsula Bus Company
 Perno Bus Co., Inc.
 Philbro Coach Corp.
 Picardi Bus Company, Inc.
 Pietro Bus Co., G. & D.
 Pierro & Son Inc.
 Pisano Bus Co.
 Plainfield Transit, Inc.
 Plaincastro, John A., Ltd.
 Prime Bus Company, Inc.
 Prince Bus Corporation
 Public Service Coordinated Transport
 R. J. S. & A. L. Z. Bus Corporation
 R. & W. Inc.
 Raimondo, Dominick, Inc.
 Ramo Bus Corporation
 Rancocas Valley Bus Service, Inc.
 Red Arrow Lines, Inc.
 Rex Bus Co.
 Riccio, Frank & Sons, Inc.
 Rockland Coaches, Inc.
 Roslyn Bus Co.
 Rossmeyer & Weber Bus Lines, Inc.
 Rubenstein Bus Co.
 Ru-Mor Bus Co. Inc.
 Ryan, Margaret J., Estate of, Timothy
 J. Ryan, Jr., Administrator
 S. & G. Bus Company, Inc.
 S. & T. Bus Company, Inc.
 Safeway Trails, Inc.
 Saffron Bus Company, Inc.
 Saks Bus Transport Company, Inc.
 Salmic Bus Co. Inc.
 Sands Bus Co. Inc.
 Seidler Bus Inc.
 Serec Bus Company, Inc.
 Shannon, E. J., Bus Co., Inc.
 Silberfein, Jane E.
 Silver Bus Co., Inc.
 Smith, Edward D., Bus Co., Inc.
 Smith, Joseph, Corporation, Inc.
 Smith Greenlaf Bus Company, Inc.
 Sokolow & Glick Inc.
 Solcot Bus Co.
 Somerset Bus Co., Inc.
 South Orange Avenue Bus Co.
 Standard Bus Corporation
 Starr Transit Co., Inc.
 Storch Bus Company, Inc.
 Sturtz Bus Co., Inc., Edward
 Suburban Transit Corp.
 Summit-New Providence Bus Lines,
 Michael De Corso d/b/a
 Superior Bus Co.
 Sweeney, Edward, Inc.
 Takrab Bus Company, Inc.
 Terrace Bus Corporation
 Terry Bus Company, Inc.
 Theresa Transportation Co.
 Tomaszski, America
 Trackless Transit, Inc.
 Trans-Bridge Lines, Inc.
 Tufano Bus Corporation
 Turf Bus, Inc.
 Vailsburg Bus Co., Inc.
 Valeriotte Bus Co., Inc.
 Valley Transportation Bus Company
 Van Buren Bus Company
 Vanderhoof, E., & Sons
 Vistar Bus Company, Inc.
 Wagner Tours, Inc.
 Warwick, Greenwood Lake and
 New York Transit, Inc.
 Warwick Transportation, Harry F.
 Conn t/a
 Wehrles Bus Service, Frederick J.
 Wehrle d/b/a
 Wendt Bus Company, Inc.
 Wernicki, Edward S.
 Wernicki, John L.
 West Morris Transit, Inc.
 West Side Bus Corporation
 West Wildwood Bus Lines
 Winterfield, Leo
 Wohlgemuth Bus Co., Inc.

ELECTRIC

Atlantic City Electric Company
 Jersey Central Power & Light Company
 New Jersey Power & Light Company
 Rockland Electric Company
 Sussex Rural Electric Cooperative

ELECTRIC AND GAS

Public Service Electric and Gas Company

RAILWAY EXPRESS

Railway Express Agency

GAS

Elizabethtown Gas Company
 New Jersey Natural Gas Company
 South Jersey Gas Company
 Warren County Gas Co.

PIPELINE

Buckeye Pipe Line Company

PUBLIC MOVERS

A. B. C. Moving & Storage Company
 Ace Line, Inc.
 Adams World Wide Movers, Inc.
 Alexander, Jeannette, T/A
 Elberon Ex.

Allen's Transfer & Storage Co., Inc.
 Allgood Terminal Warehouses
 Alliance Storage Co., Inc.
 Allied Van Lines, Inc.
 Allstates Transfer & Storage, Inc.
 Amboy Movers, Inc.
 Anderson Bros., Inc.
 An Executive Moving Service, Inc.
 Applegate Moving & Storage, Inc.
 Arena Moving Company
 Balady, John T/A John Balady Van Lines
 Banfield, Edwin F. T/A Banfield Moving and Storage Co.
 Banner Moving & Storage
 Barrall, Calvin T. and Paul L.
 T/A Cal's Moving & Storage Company
 Bartek, John J.
 Bass Transportation Co., Inc.
 Bausch, James W.
 Beck's Montclair Moving & Storage, Inc.
 Bekins Moving & Storage Co.
 Bell, Kathryn A. T/A Bell Brothers
 Belleville Moving & Storage Co., Inc.
 Belmar Moving & Storage, Inc.
 Benton & Holden, Inc.
 Bianchi, Donald T/A Bianchi Trucking
 Birardi, Michael
 Block & Rose, Inc.
 Blue Dot Movers, Inc.
 Bogirski, Stanley J. T/A Joseph's Movers
 Bohren's Moving & Storage
 Bongiorno, Santo P. T/A Vineland Furniture & Storage
 Branda, Frank, T/A Atlantic Moving Co.
 Bratfote, Francis Paul, T/A B&F Moving & Storage
 Brookway Moving and Storage, Inc.
 Buccigrossi, Sadie, Marro, Joseph, T/A Morris B. Moving
 Bucks County Construction Co.
 Burdge, Albert & Son, Inc.
 Caddillac Movers, Inc.
 Capitol Storage Corporation
 Carter's Express, Inc.
 Catlow, Irving T/A Catlow Furniture & Storage
 Central Rigging & Contracting Corporation of Connecticut
 Chase, Clarence M. T/A Chase Moving & Storage Co.
 Clackworthy, John Charles T/A Suburban Express Co.
 Cockefair Brothers, Inc.
 Colonial Moving & Storage Co., Inc.
 Connell, John C. T/A Connell Storage & Moving Company
 Coriell, Richard & Company
 Costenbader, Richard L. & Pye, Charles T/A Harhers Moving & Storage
 Coymen Bros., Inc.
 Crocker, Peter N. T/A Joy Van Lines
 Croffitt & Smith Storage Warehouse, Inc.
 Cusick, Frank T/A James Cusick Co.
 Dabney Lampton T/A Dabney Movers
 Dalesandro, Frank T/A Frank Dalesandro
 Damato, John T. T/A J. T. D. Express T/A Mr. Dee Movers
 Data East Warehouse Corporation
 Daugherty, Undine T. T/A Daugherty's Express
 De Luca Brothers, Inc.
 De Mio, Angelo & William T/A Art Moving Co.
 De Mio, William & Angelo T/A R. & E. Moving & Storage Co.
 Donner, George, T. T/A Checker Moving
 Donner, George T. T/A Checker Van Lines
 Don's Economy Movers, Inc.
 Duffy, James & Sons
 John M. Duffy & P. Hughes & Son
 C. F. Duke Storage Warehouse, Inc.
 Eams, Edward J. T/A E. J. Eames Machinery Movers
 Elins Albert M. T/A Elins North American
 Elins Brunswick Vans Inc.
 Empire Storage & Transfer Co.
 Engel Brothers, Incorporated
 Engel Storage Corporation
 F. Freight Inc.
 Fasanella Carmen T/A Irish Express & Storage Co.
 Federal Storage Warehouses
 Bill Ferraro Movers, Inc.
 F. Ferraro, Inc.
 Finamore Francis M. T/A Chick Finamore Moving Co.
 Floyd W. Tredway, Inc. T/A Same Frick Transfer, Inc.
 Fricke Fredrick Joseph T/A Community Moving & Storage
 Fricke, Fredrick Joseph T/A Royal Moving & Storage
 G & D Lumber Trucking Corp.
 Garden State Storage Co.

Geils, Edwin J. T/A Ficken's Storage Warehouse
 Glick E. Walter T/A Red Van Gorman's Moving Company
 Goodman Warehouse Corporation
 Gorman Charles W. T/A Gorman's Moving & Storage
 Greyhound Storage, Inc.
 Greyhound Van Lines, Inc.
 Griffin Milton T/A Pyramid Moving & Storage
 Haddon Moving & Storage Company
 Haft Harry T/A Sam Haft & Son
 Hall, Donald W. P. Niolette P. T/A A. W. Hall & Son
 Hamilton Movers, Inc.
 Haycock, Harold T/A Harold's Moving & Storage
 Peter & Matthew T/A Heins Brothers
 Hemmings John C. T/A Hemmings Express Co.
 John L. Hergert & Jennie Hergert Hergerts Moving & Storage
 Holiday Moving & Storage, Inc.
 Holman George B. & Co., Inc.
 The Hub Express Company
 Hughes, Joseph F. T/A Mt. Ephraim Storage
 Humphres, W. R. Sr. T/A Humphrey Moving Company
 J. & F. Movers, Inc.
 Jankowski Victor T/A Borney Bonnama Moving Company
 Jeandim Harold T/A Frank C. Jeandim & Sons
 Job De Camp, Inc.
 Kelly Movers
 Kelly, Eugen R. T/A Clark Movers
 Kennedy Storage Co.
 Keyes, John & Anita T. T/A W. Booth Movers
 Bob Kilpatrick Moving & Storage
 Knecht, George H. T/A George H. Knecht & Sons
 Kohutich, Michael & Dorothy T/A Mickey's Moving
 Kudile Joseph T/A Hasbrock Heights Vans
 Laigaire, John D. T/A Lane Moving & Storage
 Lambert's Express, Inc.
 Lascari, Salvatore & Victor T/A Lascari & Son
 E. E. Leach, Inc.
 LeaMond, Arthur L. T/A Lea Mond's Express
 Lesbirel, Arthur & Henry T/A Suburban Moving & Storage
 Dave Levine, Inc.
 Liberty Transportation & Storage Co., Inc.
 Lincoln Storage Warehouses
 Lincoln Storage-Middlesex, Inc.
 Lincoln Storage-Morris, Inc.
 Lowip Express, Inc.
 Ludeking, Robert Jr. T/A R & D Movers
 H. Mace Co.
 Main Trucking & Rigging Co. Inc.
 Mais George T/A Mais Moving & Trucking Service
 Major Van Lines, Inc.
 Malatesta, Andrew Jr., Sr., T/A Malatesta & Sons
 Markham-Turk, Inc.
 Marsh Motor Haulage, Inc.
 Martz, Norman Louis T/A American Van Lines, Company.
 Materna, Andrew & Walter T/A Materna's Padded Van Service
 Mc Calls, Harry, Jr. T/A H. Mc Calls Trucking
 McCollister, David H. T/A McCollister's Moving & Storage
 Mc Mahan Edward B., Inc.
 Meelheim's Transfer & Storage Inc.
 Miele, Nicholas T/A Miele's Express
 Miller's Moving, Inc.
 Miller, Margaret R. T/A Award Van Lines
 Monroe, Edward T/A Ridgefield Park Moving
 Mulligan Lio J. T/A John J. Mulligan & Sons
 Myles W. J. T/A Myles, W. J. Transportation
 National Movers Co., Inc.
 Nap's Trucking Co., Inc.
 Neptune World Wide Moving, Inc.
 New Brunswick Storage Warehouse, Inc.
 New Jersey International Movers, Inc.
 Nolan, Charles Wm. & Freda Nolan T/A Nolan Moving & Storage
 Norris, Charles T/A C. M. N. Moving Vans
 North Arlington Van Lines, Inc.
 North American Van Lines, Inc.
 North Garden State Moving & Storage, Inc.
 North Jersey Appliance Warehouse, Inc. T/A Miele Bros. Trucking Co.
 Novy, George T/A Allstate Moving & Transfer Company
 Ocean City Express Co., Inc.

UTILITIES UNDER PUC REGULATION:

Full text available in an Archived Report from the New Jersey State Library

O'Connor Brothers T/A Elizabeth Van & Storage Co.
 O'Connor, Patrick & Thomas T/A O'Connor Brothers
 Oliver, Paul R. & James T. T/A Skillman Express & Storage Corp.
 Osche, Warren R. & Raymond T/A Osche Brothers
 Owens, Inger T/A Boreys & Sons Moving & Storage
 Palmer Moving & Storage Co.
 Paramount Moving & Storage Co.
 Park Ave. Storage Corp.
 The Park Storage Warehouse Co.
 Payton, Charles D. T/A Frank Payton Movers
 Peters, Mac T/A Peters Motor Express
 Petry Express & Storage Company
 Pierce, Robert John T/A Arrow Movers
 Pierce, Robert John T/A Pierce Van Lines
 Pike, David S. T/A Elgard Movers
 Quarles, Archie W. T/A Quarles Moving & Storage
 R & M Movers, Inc.
 Regan Bros., Inc.
 Reynolds, Thomas A. Moving, Inc.
 Rich, Alan J. T/A Alan J. Rich
 Richmond, George J. T/A Richmond Moving Inc.
 Richter, Wm. Friderich T/A Richter's Moving
 Rimback, Edgar T/A Maplewood Transfers Storage Co.
 Rimback Storage Co. T/A Rimback Storage Company
 Robbins & Allison, Inc.
 A. G. Rogers, Inc.
 Rutherford Moving Vans, Inc.
 Rutyna, Joseph T/A J. R. Moving Vans
 Ryan Storage Company
 Sakel, George J. T/A Sakel Moving & Storage
 Santini Brothers, Inc.
 Sargent, Virgil E. T/A Sargent Bros. Movers
 Saveid's Express, Inc.
 Scheinemann, Evelyn Bell T/A Bell Storage Co.
 Scott's Express, Inc.
 Setzer Benjamin T/A Ben's Moving & Storage
 Seydak, Henry T/A Bond Moving & Storage
 Sisser Bros., Inc.
 Smith, Al T/A Al Smith Moving & Furniture
 Smith, Charles & Rubino, Patrick T/A Menlo Movers
 Smith, Herbert L. T/A Monclair and New York
 Smith, Wayne T/A Debuay Movers
 Sojisko Moving and Storage
 Sorbino, Thomas & Eden Nelson T/A City Movers
 South Orange Storage Corporation
 Spangle, Martin & Sien, Harry T/A Move Rite
 Spiller, Kenneth F. J. R. T/A Double K. Movers
 State Motor Haulage, Inc.
 Summit Express Co., Inc.
 Thompson Bros. Moving, Inc.

Townsend, Henry P. Moving & Storage
 Trans American Van Service, Inc.
 Valente, Joseph T/A Ace Movers
 Van Lov, Norman P. T/A Acter Van Lov Co.
 Vola Moving & Trucking Co., Inc.
 Vreeland, Jess K. T/A J. K. Vreeland Moving & Storage
 W & A Express, Inc.
 Waitons Moving & Express Co.
 Wares, Van & Storage Co., Inc.
 Wehrle, John Jr., Inc.
 Walsh, Thomas F. Jr. T/A Dons Moving & Storage
 Welsh, Thomas F. Si T/A Reliance Van Co.
 Wentzell, Edward Leighton T/A Wentzells Modern Movers
 Weissbergs Moving & Storage Co.
 H. P. Wesley, Inc.
 Wheelways, Inc.
 Williamson, Flourness O. T/A Bel-Air Moving Co.
 Young, John A. T/A Young Express
 Ziemskiewicz, Francis T/A Clifton Reliable Movers
 Ziemkewicz, Richard T/A Jersey City Movers
 Ziemkewicz, Robert T/A Bob Plaza Movers
 Ziemkewicz, William Jr. T/A Pasaic County Movers

RAILROADS: Class I Operating RRS
 The Central Railroad Company of New Jersey
 Erie-Lackawanna Railway Company
 Lehigh Valley Railroad Company
 Pennsylvania-Reading Seashore Lines
 Penn Central Transportation Company
 Reading Company

RAILROADS: Class II Operating RRS
 Black River & Western Corp.
 East Jersey Railroad and Terminal Company
 Hoboken Shore Railroad
 Lehigh and Hudson River Railway Company, The
 Morris County Central Railroad
 Morristown & Erie Railroad Company
 Mount Hope Mineral Railroad Company
 New York and Long Branch Railroad Company, The

RAILROADS: Non-Operating Railroads
 Bay Shore Connecting Railroad Company
 The Delaware and Bound Brook Railroad Company
 The Dover and Rockaway Railroad Co.
 Hoboken Railroad, Warehouse and Steamship Connecting Company
 Pennsylvania Tunnel and Terminal Railroad Company
 Penndel Company
 The Port Reading Railroad Company

Rahway Valley Line
 Rahway Valley Railroad Company
 Raritan Terminal and Transportation Company
 United New Jersey Railroad and Canal Company, The
 West Jersey and Seashore Railroad Co.

SEWERAGE
 The Atlantic City Sewerage Company
 Bayside Sewerage Company
 Bell's Lake Sanitation Co.
 Birch Hill Park Disposal Co.
 Brierwood Sanitation Co.
 Buckingham Utilities, Inc.
 Budd Lake Sewerage Company
 Central Jersey Sewerage Company
 Diamond Hill Estates Sewerage Company
 Edenwood Sewer Company
 Forsgate Sanitation, Inc.
 Freehold Sewer Company
 Gibbsboro Sewerage Corporation
 Harmony Sewer Company, Inc.
 High Ridge Sewer Co.
 Indianola Sewage Co.
 LaGorce Square Sewerage Corporation
 Lake Valley Sewer Company
 Laurel Sanitation Company
 Maxim Sewerage Corporation
 Mid-Jersey Sewerage Co. Inc.
 Mount Laurel Sewerage Corporation
 Mystic Isles Sewerage Company, Inc.
 Ocean City Sewer Service Company
 Pequest Sewer Company
 Pine Brook Sewer Company, Inc.
 Raritan Valley Sanitation Company
 Southampton Sewerage Co.
 South Lakewood Sewer Company
 Sunbury Village Sewer Company
 Valley Road Sewerage Company
 West Windsor Sewerage Company
 Woodbury Terrace Sewerage Corp.
 Woodcrest Sewerage Corp.
 Wynnewood Sewerage Utility Company

TELEGRAPH
 Western Union Telegraph Company

TELEPHONE
 Delaware Valley Telephone Company
 Farmers Union Telephone Company
 Hillsborough & Montgomery Telephone Company
 New Jersey Bell Telephone Company
 New Jersey Telephone Company
 United Telephone Company of New Jersey
 Warwick Valley Telephone Company
 West Jersey Telephone Co.

WATER
 Aldrich Water Company
 Atlantic County Water Company of N.J.
 Barnegat Water Company
 Bayville Water Co., Inc.
 Bell's Lake Water Co.

Berkeley Water Company
 Bernards Water Company
 Bernards Water Company, The
 Birch Hill Park Water Co.
 Blackwood Water Company
 Blair Brook Water Company, The
 Bound Brook Water Company, The
 Brookwood Musconetcong River Estates Water System
 Buckhorn Springs Water Company
 Budd Lake Water Company
 Borough of Butler Water Dept.
 Califon Water Company, Inc., The
 Camp Meeting Association of the Newark Conference of the Methodist Episcopal Church
 Cedar Glen West, Inc.
 Cedar Heights Water Co.
 Central Jersey Water Company
 Cliffwood Beach Water Company
 Columbus Water Company, The
 Corson's Inlet Water Company
 Commonwealth Water Company, The
 Crosswicks Water Company
 Delaware Valley Water Company
 Diamond Hill Estates Water Company
 Dunn & Dunn, Inc.
 Edenwood Water Company
 Elizabethtown Water Company
 Ewing Water Supply Co.
 Fayson Lake Water Company
 Forsgate Water Co.
 Fortescue Realty Co.
 Frenchtown Water Company
 Fries Hill Water Company
 Garden State Water Company
 Glen Acre Water Company
 Gordon's Corner Water Supply Company
 Gravity Water Supply Company
 Hackensack Water Company
 Haget Water Company
 Hamilton Square Water Company
 Hampton Hills Water Company
 Hampton Lakes Water Co.
 Hedden Water Company
 High Crest Lake Water Co., Inc.
 Highland Lakes Improvement Company
 Highland Water Company
 High Ridge Water Co.
 Hollywood Manor Water Company
 Hopatcong West Shore Water Company
 Indian Surf Beach Water Company
 Ivystone Water Works
 Jamesburg Water Company
 Junction Water Company, The
 Kingston Water Company
 Lake Hopatcong Water Corporation
 Lake Lenape Water Co.
 Lake Mohawk-Sparta Water Company
 Lake Tamarack Water Company
 Lake Valley Water Company
 Lakes Water Company, The
 Lambertville Water Company
 Lawrenceville Water Company
 Lincoln Park Water Company
 Long Beach Water Company
 Lower Township Water Company
 Lopatcong Water Company
 Lumberton Light, Water and Sewerage Company
 Madison Water Company

Madoc Water Company
 Mantua Water Company
 Medford Water Co.
 Mid-Jersey Water Co., Inc.
 Middlesex Water Company
 Midtown Water Company
 Mine Hill Water Company
 Monmouth Consolidated Water Co.
 Morris & Sussex Water Service, Inc.
 Morristown Water Department, Town of
 Mount Arlington Water Company
 Mount Arlington Service Co.
 Mount Holly Water Company, The
 Mount Laurel Water Corporation
 Mystic Isles Water Company, Inc.
 Neptunus Water Company
 New Egypt Water Company
 New Jersey Water Service Company
 New Jersey Water Company
 Ocean City Water Service Company
 Ocean County Water Company
 Parkway Water Company
 Paulinskil Water Co.
 Penns Neck Water System
 Pennsgrove Water Supply Company
 Peoples Water Company, The
 Pequest Water Company
 Pineland Water Co.
 Pinewald Water and Utility Corporation
 Post Brook Water Company
 Pinecrest Improvement Association
 Princeton Water Company, The
 Prospect Point Water Company
 Rancocas Woods Water Co.
 Reliable Water Company
 Redgedale Water Company
 Ridge Water Company
 Roxbury Water Company
 Rosemont Water Company
 Schooley's Mountain Water Company
 Seaview Water Company
 Selengut, Manuel and David, d/b/a S & S Construction Co.
 Sewell Water Company
 Shore Hills Water Company
 Shore Water Company
 Somerville Water Company
 South Fortescue Water Works, George Davis, d/b/a
 South Jersey Water Supply Co.
 South Lakewood Water Company
 Southern Gulf Water Company
 Sparta Mountain Water Company
 Stafford Water Company
 Stewartville Water Company
 Stonewald Park Association
 Sunbury Village Water Company
 Toms River Water Company
 Trenton, City of
 Tuckerton Water Works Co.
 Village Water Company
 Vincentown Water Company
 Washington Water Company, The
 Washington Valley Water Co.
 West Jersey Water Service, Inc.
 West Keansburg Water Company
 West Windsor Water Company
 Windbeam Water Company
 Woodbine Water Company

COMBINATION WATER and SEWER
 Lakewood Water Company



Neighborhood children watch closely for signs that a new playmate is moving in. Public Movers came under the jurisdiction of the PUC for the first time on July 1, 1969.



Editor: Karen Oliver, Public Information Officer