

SIXTEENTH ANNUAL REPORT

OF THE

Board of

Public Utility Commissioners

FOR THE

STATE OF NEW JERSEY

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For the Year 1925

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1926

## COMMISSIONERS

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JOSEPH F. AUTENRIETH, *President*

HARRY V. OSBORNE\*

FREDERICK W. GNICHTEL

CHARLES BROWNE†

\*Commissioner Osborne served as President of the Board until March 21st, 1925, when his term expired.

†Successor to Commissioner Osborne.

## REPORT

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

SIR—The Board of Public Utility Commissioners respectfully submits herewith its report for the year 1925.

It has been the practice of the Board since its creation to make in its annual reports recommendations for changes in the law if experience in the law's administration showed such changes to be advisable. As a result the Public Utility Act has been amended from time to time and, in so far as it applies to the utilities included within its scope when passed, provides in most respects a reasonably effective and workable statute.

### AUTO BUSES.

When the Public Utility Act was passed there was little, if any, transportation of passengers by motor carrier. Since then there has been a development with respect to this method of transportation not unlike the development of other utilities which resulted in the passage of the Public Utility Act. These utilities, with the exception of those formed primarily for the purpose of transportation or communication between distant points, developed from local enterprises operating in a single municipality to corporations extending their activities in and through many communities. Because of this, local regulation alone was regarded as insufficient.

Like the activities of the gas, electric and street railway companies, the transportation of passengers by motor carrier was at first a local enterprise only. The business has developed, however, until bus routes now extend through many municipalities.

In the Board's opinion, the law for the regulation of this important transportation facility has not kept pace with its development. In 1921 the Public Utility Act was amended to include among the public utilities subject to the Board's jurisdiction the

operators of auto buses upon routes, any part of which parallels on the same street the line of a street railway. There were excluded from the application of the act those operating under permits granted prior to March 15th, 1921, and renewed on their expiration to the same owner for the same route.

The purpose of the amendment appears to have been to subject to regulation by the Public Utility Commission the operation of buses in direct competition with street railways, leaving, however, free from such regulation those not in such competition and those already established in the business. The amendment did not provide for the granting by the Board of permits to operate. The Public Utility Act provides, however, that no privilege or franchise granted to a public utility shall be valid without the Board's approval.

The prospective operator of an auto bus, therefore, must first obtain licenses from the municipalities along his route and submit these to the Board with an application for its approval. This procedure is simple and free from objection when the operation is in a single municipality. But during the past year the Board has received numerous applications for approval where the routes were many miles in length, passing through a large number of municipalities.

In some cases it has been proposed to parallel at various points the routes of existing bus and railway lines, without any necessity for additional transportation facilities at such points. In other cases it was evident the existing transportation facilities were inadequate and the bus service needed. In considering these applications the Board has met with many complications due to the lack of a law adapted to present-day conditions. There is not, and in the nature of things cannot well be, co-operation between the governing bodies of widely separated municipalities with respect to the granting of licenses.

It happens frequently that along a route extending through a number of municipalities permits are granted by some, while other municipalities refuse the grants or fail to act. This results in the buses running through some of the municipalities with the doors closed, doing no local business. In other cases the bus operators have attempted to stop in such municipalities at stations on private

property, causing disputes between the operators and the municipal authorities which have resulted in litigation. Some municipalities have attempted to prevent buses without permits from passing through the municipality. It is apparent that such attempts, if successful, might result in one municipality controlling the traffic facilities to and from another and in depriving the latter of needed service.

In many of the jurisdictions the business of bus transportation is classified as follows:

- (a) Urban or street transportation by buses within the limits of a single municipality.
- (b) Interurban transportation, where the route is through numerous municipalities over long-distant routes.

In the Board's opinion a classification such as this is desirable and should be provided for either directly by law or by legislation authorizing the Board to fix the classifications. In either event it should be specified that where the operation is within the limits of a single municipality it should be within local control to grant permits, subject to the prevailing conditions. Where the operation is interurban, extending through a number of municipalities, it is the Board's opinion the prospective operator should receive from the State through the agency of the Board of Public Utility Commissioners a certificate of convenience and necessity for the operation, and that this should be regarded as sufficient authority to operate; subject, nevertheless, to the usual supervision as to police regulation in each of the municipalities through which the operation is conducted.

It is suggested also that the law should be changed with respect to the operation of buses in interurban traffic, so that buses so operated will be subject to the Board's jurisdiction, without regard to whether any part of the route parallels on the same street the line of a street railway. As the law now is, it may be proposed to operate a bus between points not connected by a street railway, but if any part of the route, no matter how short, is upon a street in some municipality where there is a street railway track, the operation is subject to the Board's jurisdiction. If this part of the route is avoided the Board has no jurisdiction. The result is that many of the long-route buses are so operated as to avoid

paralleling a street railway or operated in parts of the State where street railways are not in operation. These buses are not subject in any way to the Board's jurisdiction and may be run without regard to the regulations applying to construction and equipment adopted by the Board to promote safe operation.

INTERSTATE BUSES.

There has been a great increase during the past year in interstate operation. Buses are now operated from New York to Atlantic City, New York to Philadelphia, Philadelphia to Atlantic City and *vice versa*. Buses also leave New York City for various points in New Jersey. The United States Supreme Court, in the case of *Buck v. Kuykendahl*, 267 U. S., p. 307, has decided that the States cannot by their action so regulate interstate bus transportation as to prevent the operation of the bus, upon the ground that this would be an interference with interstate commerce.

As a result, bus lines are being multiplied without regard to public convenience and necessity. This condition is not peculiar to New Jersey, but is general throughout the country. Legislation to provide proper governmental supervision of this business has been under consideration by the commissions of various States and will be presented to Congress at the coming session.

It is evident, however, that Congressional action may not be had immediately, and that with the rapid growth of the intra-state routes and the addition of the operation of the interstate buses to the present bus and other vehicular traffic, the State will be soon confronted with a serious problem of congested traffic on the highways.

It is essential that the safety of the public be conserved at all times. While the Board has no jurisdiction over interstate bus transportation, it has made studies and investigation of the operating conditions of this type of bus.

Buses used in interstate transportation are of the largest type. They are operated through the largest cities of the State, and because of their size and their operation in such cities and upon narrow highways, the operation is hazardous to the public. The law now provides that the operators of all buses in cities shall carry liability insurance. We are of the opinion that legislation

should be enacted requiring the operators of all interstate buses to carry liability insurance in a reasonable amount for the benefit of persons injured through their operation; that policies for such insurance be filed with the Commissioner of Banking and Insurance, or some other suitable department and that no operation of interstate buses be permitted in this State unless such requirements be complied with. This, we believe, is a proper exercise of the police power of the State and is not an interference with interstate commerce. It is a necessary regulation in the interest of public safety.

#### COMPETITION BETWEEN ELECTRIC UTILITIES.

There has been recently a notable increase in the activities of companies supplying electric energy. Companies, comparatively small and supplying a limited district, have been absorbed by large corporations, the activities of which extend over wide areas and through many municipalities. This may be regarded as part of the super power program having in view the distribution of electric energy on a much larger scale than heretofore.

By economies in generation and transmission on a large scale it is proposed to bring about a much more general use of electricity for power and lighting.

This, properly regulated, should result in a material advantage to the public. Incidental to the increased activities of the electric companies, a spirit of rivalry has developed, resulting in some instances in action not in the public interest or consistent with orderly progress and development. The locations of distribution systems are such that certain territories may be supplied from them with a minimum of expenditure for construction and service. When, with respect to a given territory, a responsible company is so located there is no economic advantage in another company making long and expensive constructions of pole lines to compete for customers.

Undue competition is wasteful, particularly so where there is a duplication of the facilities needed to supply service. The merger and consolidation of companies where there has been such duplication tends to impose a burden on the public. This was referred to by the Board in a decision filed shortly after it was created, in which the Board stated:



"Where competing companies, with franchises serving the same consumers, finally unite, the unnecessary duplication of plant and appliances entails a permanent burden upon the public. Even where prices, after due hearing, may be prescribed by public authority, some regard must be paid to the interest of *bona fide* investors. The prices set must have some reference to the capital legitimately sunk in the equipment of the formerly competing plants. It not infrequently results that the prices eventually authorized are higher than they would need to be, if no more than the necessary amount had been originally invested in plant and appliances adequate for the supply of consumers. Thus the evils of an ill-judged competitive experiment in a field unsuited therefor perpetuate themselves and burden the consuming public." (Reports of Board's Decisions, Vol. 1, p. 7.)

With respect to electric utilities a condition exists which differentiates them from other utilities subject to the Board's jurisdiction. Gas and water companies must obtain from municipalities franchises to lay mains in public highways. Telephone and telegraph companies also must obtain franchises to place poles which carry wires for local business.

These franchises are not valid until approved by the Board, and its approval must be based upon proof that the franchise is necessary and proper for the public convenience and properly conserves the public interest.

Electric lighting and power companies do not require franchises. They may place poles along public highways upon obtaining the consent of abutting property owners. The only qualification is that in cities and towns the municipalities designate the streets on which the poles are to be placed. The result is that an electric lighting and power company may construct pole lines in and through territory which with due regard to economy and in fairness to another company it should not attempt to serve. The Board in such cases cannot exercise authority until application is made to it to approve an issue of securities to capitalize the expenditures made. In some cases complaints have been made to the Board, while construction was in progress, that it was designed to bring about wasteful and improper competition with utilities that logically should supply the service. These complaints were brought to the attention of the companies complained of, but the Board could not order the construction stopped though investigation showed it to be unnecessary and improvident. After such construction, refusal of the Board to approve



securities issued to capitalize it might result in loss to innocent investors.

This is an undesirable situation. Under it a strong and powerful company may invade a section of the territory of a smaller company, causing such a division of patronage that it would not be profitable to either. This eventually cannot fail to have an adverse effect on the rates and service, particularly that of the smaller company which may supply a needed service in districts for which the larger company is unwilling to assume responsibility. The preservation of the integrity of the territories of the various companies is now a well-recognized principle of regulation throughout the country. In other States transmission lines cannot be constructed until after a certificate of necessity and convenience is obtained from the regulatory board, thus vesting with it authority to decide which company may best serve the territory on the basis of economy and efficiency. This is an authority the commission should but does not have in this State.

The development of the super-power program, previously referred to, makes it of special importance that the construction of transmission and distribution lines in territories not now served by the various companies should be brought under State control.

Rival companies, though willing to compete with each other, should not rush into unoccupied territory with unnecessary and uneconomic duplication of line and equipment. If required to apply to the Board for permission to construct lines in new territory all the conditions could be given fair consideration and a determination made which company should serve. This would benefit the public, as it would prevent attempts to obtain rates to pay interest charges on unnecessary investments and in the end would benefit the utilities themselves.

#### STREET RAILWAYS.

In its report for the year 1923 the Board called attention to the interest of the public in the maintenance of an efficient method of transportation with reasonable rates charged for the service afforded.

Referring to the operation of buses and street railways, the Board stated "with two methods of transportation, and with neither sufficient alone to meet the public demand it is important for both to be maintained with due regard to the need for transportation and with just treatment of each." The Board in passing on applications to it for approval of local permits to operate auto buses has aimed to pursue a policy consistent with the foregoing. In cases where it was apparent the public was adequately served by the existing transportation facilities permits to operate buses were denied. In other cases applications for extended routes have been approved, but with restrictions imposed on operation to prevent unnecessary competition on parts of the routes where additional facilities were not needed.

While there is a tendency to increase the number of buses and of bus routes, with respect to street railways the trend is in the opposite direction. Some of the smaller street railways have abandoned service entirely. Others, including the larger companies, have discontinued branches where the receipts were less than the operating costs. Notwithstanding economies effected in this manner, as well as other economies, such as the operation of one-man cars, the returns to the street railways are less than have been judicially held to be reasonable and lawful.

This is not a desirable condition. The street railway service now being afforded should be maintained. Notwithstanding the facilities afforded by buses, street railways cannot be dispensed with except at great public loss and inconvenience. Any increased fares to provide additional revenues would result in much public dissatisfaction and might so reduce patronage as to be of no benefit to the railways. The larger part of the railway service of the State is being furnished at a basic fare of five cents. While some sections of the State are served at a higher rate of fare because local conditions do not otherwise permit, it is, nevertheless, desirable to maintain the five-cent fare as a basic fare rate. An examination of the annual reports of the earnings of the companies indicates that this rate of fare cannot be maintained except by adopting every possible economy. In this posture of affairs it is our opinion consideration should be given to the

question whether certain burdens now imposed upon street railways should be continued. In its report of two years ago, the Board referred to the fact that street railways are required to pave and keep in repair large parts of the public highways on which their tracks are located. The Board then stated that the paving obligations have no logical relation to present-day operation as conditions have entirely changed since these obligations were first imposed; that they must be considered in fixing the rate of fare, and are an obstacle in the way of fare reductions. It was recommended that consideration be given to the enactment of legislation to modify these obligations. Since then street railways and parts of street railway systems have been abandoned because of the paving obligations. Economies effected by modification of the street paving obligations to more nearly represent present-day conditions would not only help to maintain the five-cent rate of fare, but would provide additional revenue towards the better upkeep and maintenance of equipment and in general make available funds for betterment of service and operating conditions.

#### WATER COMPANIES.

In addition to the consolidations of electric companies, previously referred to, the year has been marked by the consolidation of a number of water companies.

For many years various interests have considered the desirability of serving the entire Atlantic Coast portion of Monmouth County from one source of supply. Much has been accomplished in this direction by the consolidation of the Tintern Manor Water Company with the Monmouth County Water Company. By this consolidation and by the purchase of the local water plants in Deal and in Rumson, Monmouth County, from Red Bank on the southwest, Sandy Hook on the north, and Avon on the south, is supplied from the one general system.

The Board has been confronted for some time with a serious problem with respect to the supply of water in the area surrounding Camden. There has been a marked development in this district which has taxed the facilities of the several water companies supplying it, and a co-ordination of facilities has been

recognized as desirable. During the past year the New Jersey Water Service Company and the Stockton Water Company have been consolidated and arrangements are being made by which the supplies of the Stockton Water Company will be made available for the entire district of the consolidated company. As a result of the consolidation it is anticipated that financing of the large number of extensions required will be more readily accomplished. Progress is being made in the more economical operation of the smaller water plants. In some cases where electric power was used interruptions occurred, and the maintenance of steam boilers tended to increase operating costs.

In these cases it has been planned to approach the plants with electric transmission lines from two different directions, making possible a supply from more than one original source. This should eliminate the necessity of keeping steam boilers at the pumping plants in readiness for use and effect a material saving.

#### RATE ADJUSTMENTS.

At the end of last year the Board concluded an investigation of proposed increases in rates by the New York Telephone Company. The investigation included a determination of the value of the company's property, its receipts and operating costs, and consideration of other factors pertinent to such proceeding. The Board, being of the opinion that the rates proposed would result in an excessive return, refused to approve them and held that the rates then being charged should not be increased. The company, dissatisfied with the Board's action, applied to the District Court of the United States to enjoin the Board from interfering with the collection of the increased rates. The company's application was granted and an appeal has been taken from the order of the District Court to the United States Supreme Court. On application of the Board's counsel, argument on the appeal was advanced, because of the public interest involved, and the case is assigned for argument during the coming month.

In its report for last year, the Board referred to decreases in rates for gas and electric service made effective by the Public Service Electric and Gas Company, and the Elizabethtown Consolidated Gas Company. These companies supply service in dis-

tricts which include the largest cities of the State and are but little affected by the varying demand characteristic of seasonal resorts.

The Board in its report referred to the fact that companies so located can supply service at a lower cost than is possible with smaller companies and those supplying service at seasonal resorts, and that with respect to these companies no reduction in rates had been made. The merger with the Board's approval of electric companies has resulted, however, in economic advantages lessening the cost of operation. New rate schedules filed by the merged companies were submitted to critical analysis and in a number of cases material reductions have been effected. The Atlantic City Electric Company was merged with a number of smaller companies in contiguous territory and now serves the communities from Atlantic City southerly to and including Cape May, and westerly to and including Hammonton. The rates of this company have been reduced to an extent that will decrease its charges approximately \$120,000 annually. The Jersey Central Power and Light Company as now constituted is the result of the merger of a number of companies grouped into a northern division with Morristown as a central point and a southern division, located principally in Monmouth County from Keyport and along the coast resorts to a point south of Toms River (excepting therefrom the territory served by the Eastern New Jersey Power Company). Reductions have been made in the rates applying to both divisions which it is estimated will effect an annual saving to its customers of \$160,000.

The New Jersey Power and Light Company has merged with several small utilities and on merger made effective in the territories of the smaller merged companies the benefit of lower rates. These were made possible by the interconnection of the smaller companies and the supply of the territory generally through high-tension transmission lines from the large power stations located at Dover and in Pennsylvania. Municipalities, the people of which are benefited by these reductions in rates, include Atlantic City, Ocean City, Wildwood, Cape May, Asbury Park, Long Branch, Spring Lake, Morristown, Summit and a number of others.



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The Board requires from utilities subject to its jurisdiction reports of finances and operations. These are subject to critical analysis and when the conditions indicate that without injustice to the utilities their charge should be reduced appropriate action is taken by the Board.

MAJOR CONSTRUCTION BY ELECTRIC COMPANIES.

The increased activities of the electric utilities previously referred to is evidenced by the number of instances of major construction during the past year. These not only add to the facilities of the individual companies, but provide in some instances for interconnection between different companies.

The Atlantic City Electric Company has continued the construction of a transmission line eastward from Deep Water Point on the Delaware River below Pennsgrove to a junction with its Cape May transmission line not far from Cape May Court House. The completion of this line will provide a second line available for the supply of the coast cities from Cape May north to Atlantic City. The Jersey Central Power and Light Company, in its southern division, has continued the construction of a transmission line southward from Toms River. Connection will eventually be made with the transmission line of the Atlantic City Electric Company which now terminates several miles north of Tuckerton.

Public Service Electric Company laid high-tension cables from Perth to South Amboy, from which point the Jersey Central Power and Light Company has constructed transmission lines by way of Keyport, Red Bank to Eatontown, where junction is made with their transmission line already in existence from Lakewood to Long Branch. The Eastern New Jersey Power Company constructed a 33,000-volt transmission line westward from Allenhurst to Hightstown and Jamesburg. Public Service Electric and Gas Company has been procuring rights of way upon which will be built a high-tension transmission line operating at 132,000 volts which will connect all of the plants in the northern section, that is, all of the plants in the area north of the Raritan River.

The New Jersey Power and Light Company has been constructing a 110,000-volt line from Holland, on the Delaware River, generally northeast to Dover. This line is already in use. Rights of way are now being obtained with a view to constructing during the coming spring a 110,000-volt line from Dover on a generally direct line to Walden, New York. When this line is completed the loop will be complete from the Adirondack Power Company's system through Northern New Jersey, Easton and Reading to Harrisburg. Energy is already being supplied to this line from the new powdered fuel steam plant located at Middletown, Pennsylvania, so that residents of Northern New Jersey are beginning to obtain some benefits from the interconnection of the high-efficiency generating plants. The exact results from such connections cannot yet be forecast.

#### GRADE CROSSINGS.

In 1913 a survey was made of all grade crossings in the State for the purpose of classification with respect to comparative degrees of danger. Since 1913 the increase in the volume of highway travel, new construction and improvement of highway systems by the State Highway Department and the respective counties, also physical changes at the crossings necessitated a reclassification and additional protection.

The reclassification of crossings was according to the formula adopted in 1913, the factors determining class designation being: Physical conditions contiguous to the intersection of the highway and tracks, volume of travel over the highway, and number and nature of train movements. Crossings are classified in four divisions—A, B, C and D. Crossings in class "A" represent the most dangerous and the first to be considered for separation of grades under the plan of elimination. Class "B," "C" and "D" follow in succession. A topography made at each crossing shows the factors determining basis of classification, also views of trains from both directions at points in the highway 25, 50, 75 and 100 feet from the nearest rail at present approach. The reclassification of crossings was started in October, 1923, and completed January 1st, 1925.



On January 1st, 1925, there were 2,913 public grade crossings over main line and branch tracks in the State. The number of crossings in each class, January 1st, 1925, on the various railroads are shown in the following statement, also the comparative changes of class designations in the classification of 1913 and 1925:

<i>Railroad Company.</i>	<i>Class A.</i>	<i>Class B.</i>	<i>Class C.</i>	<i>Class D.</i>	<i>Total.</i>
Atlantic City Railroad .....	19	56	122	70	267
Baltimore and New York Railroad .....	1	3	3	2	9
Central Railroad .....	65	119	189	166	539
Delaware, Lack. and Western Railroad ...	15	35	56	40	146
Erie Railroad .....	80	106	60	20	266
Lehigh Valley Railroad .....	12	22	34	11	79
Lehigh and Hudson River Railroad .....	1	6	21	12	40
Lehigh and New England Railroad .....	0	4	6	7	17
Mt. Hope Mineral Railroad .....	0	0	4	2	6
Morristown and Erie Railroad .....	0	5	6	5	16
New York and Long Branch Railroad ....	28	49	25	7	109
N. Y., Susquehanna and Western Railroad,	28	36	37	33	134
Pennsylvania Railroad .....	48	104	163	91	406
Philadelphia & Reading Railroad .....	1	9	9	4	23
Rahway Valley Railroad .....	1	2	4	8	15
Raritan River Railroad .....	0	7	7	15	29
Tuckerton Railroad .....	0	4	8	30	42
Pemberton and Hightstown .....	0	7	8	11	26
West Shore Railroad, .....	8	8	14	5	35
Wharton and Northern Railroad .....	0	1	3	13	17
West Jersey and Seashore Railroad .....	71	162	348	111	692
<b>Total .....</b>	<b>378</b>	<b>745</b>	<b>1,127</b>	<b>663</b>	<b>2,913</b>

*Classification of 1925.*

A.....	378
B.....	745
C.....	1,127
D.....	663

**Total..... 2,913**

*Classification of 1913.*

A.....	213
B.....	553
C.....	1,377
D.....	941

**Total..... 3,084**

Distribution of each class of crossing in counties, January 1st, 1925, as follows:

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<i>County.</i>	<i>Class A.</i>	<i>Class B.</i>	<i>Class C.</i>	<i>Class D.</i>	<i>Total.</i>
Atlantic .....	21	38	86	60	205
Bergen .....	27	62	51	14	154
Burlington .....	7	39	57	60	163
Camden .....	39	56	81	29	205
Cape May .....	7	38	171	58	274
Cumberland .....	8	51	63	44	166
Essex .....	30	60	15	3	108
Gloucester .....	18	48	79	14	159
Hudson .....	10	12	13	1	36
Hunterdon .....	1	12	37	19	69
Mercer .....	12	14	9	7	42
Middlesex .....	35	51	46	54	186
Monmouth .....	44	102	107	43	296
Morris .....	17	32	51	63	163
Ocean .....	9	11	45	87	152
Passaic .....	52	29	16	4	101
Salem .....	3	14	47	13	77
Somerset .....	5	11	35	11	63
Sussex .....	2	29	58	36	125
Union .....	28	23	21	13	85
Warren .....	3	13	38	30	84
Total .....					2,913

For the purpose of adopting standard types of protection at grade crossings, the Board held a conference at Trenton which was attended by representatives of the State Highway Commission, American Railway Association, railroad companies and municipalities throughout the State. As a result of the conference standard designs were adopted of visible flashing signals and advance signs. The survey also included investigation of the type of crossing protection at each crossing and recommendations for additional or extended protection considered necessary to provide reasonable protection at crossings.

A list is submitted herewith of crossings at which, during the year, additional protection has been provided.

## SEPARATION OF GRADES AT RAILROAD CROSSINGS.

Material progress is being made in the separation of the grades of the more hazardous crossings. Work is nearing completion on Section C of the plan for elimination of the grade crossing of

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the Erie Railroad in Paterson. Section B, in accordance with the Board's order, is to be begun February 15th, 1926.

Other crossing eliminations completed during the year, or upon which construction work is now in progress, are crossings of the Central Railroad of New Jersey and Lehigh Valley Railroad in Perth Amboy; of the Central Railroad at Middaugh Street, Hamilton Street and Loeser Street in Somerville; of the Delaware, Lackawanna and Western Railroad at Delawanna Avenue, Delawanna-Pompton Turnpike on State Highway Route No. 8; Tanyard crossing and Taylortown Road, Montville, and the Wharton-Kenvil Highway on the Chester Branch; of the Pennsylvania Railroad and the Dayton and Sand Hills Road east of Monmouth Junction, Parker Avenue, Manasquan; Jerseyville Road, east of Freehold, and two crossings at Pinchers Point, east of Riegelsville.

On the Atlantic City Railroad, the crossing on State Highway Route No. 14, near Middletown, has been carried over the railroad and the crossing at Clinton Avenue, Oaklyn, has been eliminated by the construction of a railroad bridge over the highway.

Bellwood grade crossing at Stillwater on the New York, Susquehanna and Western has been eliminated by a bridge carrying the highway over the railroad, and the same is true of the crossing at Morgan and State Highway Route No. 4 on the New York and Long Branch Railroad. On the West Shore Railroad River Road, West View, is being constructed under the railroad, while Cedar Lane, Teaneck, has been carried over the tracks.

Crossings have been eliminated also at Andover, Great Meadows and Buttsville on the Lehigh and Hudson River Railroad.

While the foregoing involves the expenditure of many millions of dollars and a vast amount of construction work, it does not denote all that is being done in this direction. Hearings have been held and plans have been prepared or are in course of preparation for the elimination of a number of other crossings now under consideration.

ADMINISTRATION.

Performance of the Board's duties requires consideration of many matters in which engineering problems are involved. These

arise in the valuations of properties of public utilities as a basis for rates and issues of securities in service cases, when the adequacy of plant and distribution facilities is in question, and in cases involving elimination of grade crossings and safety of railroad and street railway operation.

The solution of such problems requires the continuous employment of experts with technical knowledge of and practical experience in civil, mechanical and electrical engineering. The importance of having disinterested advice in cases involving technical questions cannot be too strongly emphasized. The Board, however, experiences difficulty in maintaining an efficient organization because of the low salaries fixed for its engineers and experts. These salaries the Board is not permitted to exceed, no matter how valuable the services of an employee may be. As a result, employees, whose training and experience are such that their continuance in public employment would be most desirable, leave to take more lucrative positions. The Board recently lost its Chief Appraisal Engineer. The man appointed in his place, who had served for some time as assistant, left after a brief time spent as Chief, both to take positions at salaries much in excess of what the Board was permitted to pay. Other employees have left for the same reason.

It perhaps cannot be expected that the salaries in the business world to those trained and experienced in technical work will be equalled in the public employment. There has always existed, and presumably always will exist, a difference in compensation in favor of the outside position. If this difference is not too great the public business may not suffer materially, but men who have given years of study to equip themselves for a professional career, and who in its practice have gained an experience qualifying them to perform valuable services, cannot be expected to work indefinitely for the State at salaries which bear no relation to what is generally regarded as a reasonable compensation. This, so far as the proper performance of the Board's duties is concerned, is a serious matter. It is respectfully suggested that the Board, within the limits of its appropriation, should have more leeway than at present as to what salaries should be paid the technically trained members of its staff.

RECOMMENDATIONS.

The Board recommends that consideration be given to the enactment of legislation as follows:

1. To give the Board jurisdiction and control over the operation of auto buses between two or more municipalities, subject to the police regulations of such municipalities.

2. To provide that certificates of convenience and necessity shall be obtained from the Board by electric lighting and power companies before transmission lines are constructed in and through new territory.

3. To modify the obligations now imposed on street railway companies with respect to paving.

4. To provide that all operators of auto buses used exclusively in interstate traffic shall carry reasonable liability insurance as a protection against loss from accidents.

December 31st, 1925.

Respectfully submitted,

JOS. F. AUTENRIETH, *President.*

F. W. GNICHTEL, *Commissioner.*

CHARLES BROWNE, *Commissioner.*

ALFRED N. BARBER, *Secretary.*

**Review of Administrative Work for the Year 1925.**

During the year 606 cases have been formally disposed of. Many of these were of such a nature that hearings extending over a number of days were required to develop the facts. Decisions upon matters regarded as of general public interest are published in separate volumes, one of which, containing such decisions filed during the past year, is now in course of preparation. More than 1,300 informal complaints were investigated during the year. These involved alleged errors in billing, overcharges, interpretations of companies' rules, details of service and many other matters. Many complaints were received and investigated which related to denials of service where extensions of facilities were required. The Board has formulated rules applying to the latter type of cases which provide for extensions to be made upon terms regarded as fair to the applicants and the companies. In each case an inspection was made by a qualified inspector and a report submitted containing a recommendation stating the conditions upon which in accordance with the rules the extension should be made. As a result, in a large number of cases extensions have been made upon terms acceptable to the applicants and the utilities. In addition to informal complaints, submitted in writing, many complaints are made over the telephone, particularly where some emergent condition exists, such as discontinuance of service. These usually are adjusted by telephone with the utility management.

The customary inspections have been made of the plants and distribution systems of gas, electric and water companies, and reports containing recommendations for such action as was deemed in the interest of safe and adequate service have been forwarded to the companies. In general these have been accepted. In cases where there were differences of opinion between the management and the Board's engineer, hearings have been held and formal rulings made by the Board.

Inspections have included the checking of standards used by gas, electric and water companies to test consumers' meters and of meter-testing departments, as well as investigations in a num-



ber of instances of methods and routine followed by companies in connection with their commercial transactions with their customers. These have involved methods of billing and the return of deposits, due to customers, made on account of main extensions and as guarantees of payment of bills.

Assistance is given in the preparation of rate schedules to lower costs of service to customers, and in the development of proper rules in connection with the installation of wiring, meters, piping and appliances on customers' premises.

#### APPRAISAL DEPARTMENT.

The expansion of the territory contiguous to New York and Philadelphia has been reflected in the increased demand for service from public utility companies located in such territory. This has necessitated considerable additions to plant and distribution system and has in turn been reflected in applications to the Board for approval of securities to finance such additions. Thirty-nine applications for approval of issuance of securities have been passed upon, totalling \$36,910,895, of which \$31,410,175 has been approved. It is interesting to note that stock of no par value is being issued in increasing amounts each year. During 1925 the issuance of 2,020,200 shares of no-par stock was approved. In each application for issuance of securities the expenditures made or cost of property acquired were checked in detail. There was also considered in each application the proper relation between the total amount of stock and bonds which would be outstanding after the proposed issue, as well as the financial ability of the company to meet the new obligations resulting from such issue.

Appraisals were also made in connection with application for increased rates totalling \$919,126, which involved six applications disposed of. There are eight other such applications pending. Considerable time was devoted by the appraisal department to the Middlesex Water Company case, which is still pending before the United States District Court for the District of New Jersey.

Appraisals were also made in connection with twelve applications for approval of sales of property in cases where one utility sold its plant and business outright to another, aggregating \$2,-200,000.



There were also received twenty-two applications from utilities other than railroads for approval to sell unused land aggregating in value \$390,166. The propriety of disposing of unused land needs no comment, since it helps to keep the investment to a minimum without impairment of service. There were also received twenty applications for sale of unused land by railroads.

A special act was passed by the Legislature in 1925, authorizing water companies which had been organized under the General Corporation Act to amend their charters so as to come under the provision of the so-called Water Act of 1876, after approval by the Board. Eight such applications have been disposed of.

The appraisal department was also called upon to check five applications for transfer of stock from one utility to another and for mergers of utilities. The latter aggregate a total of \$21,451,155.

#### RECEIPTS AND OPERATING EXPENSES OF PUBLIC UTILITIES.

Reports are made to the Board annually by the utilities subject to its jurisdiction, of their receipts and operating expenses. The Board received from the railroad companies duplicates of reports filed by them with the Interstate Commerce Commission. Much the greater part of their receipts comes from interstate traffic not subject to the Board's jurisdiction. As the fiscal year coincides with the calendar year, reports for the year 1925 will not be received until after the first of the coming year.

The following, compiled from annual reports for 1924, applying to important utilities other than railroads, is submitted:

	<i>Operating Revenues, 1924.</i>	<i>Operating Expenses and Taxes, 1924.</i>	<i>Per Cent. Expenses and Taxes Are of Revenues.</i>
30 Gas Companies .....	\$32,179,428	\$23,628,327	73.4
35 Electric Companies .....	44,292,075	29,703,945	67.1
11 Sewer Companies .....	546,605	325,096	59.5
18 Street Railway Companies ..	27,531,735	22,232,513	80.8
27 Telephone Companies .....	26,867,862	19,611,878	73.0
95 Water Companies .....	8,769,558	5,858,810	66.8
216 Total .....	<u>\$140,187,263</u>	<u>\$101,360,569</u>	<u>72.3</u>

STREET TRANSPORTATION—RAILWAYS.

The usual inspections of the service furnished and equipment of the street railway properties have been made. In addition, investigation has been made of complaints, accidents, etc., and also of numerous changes in methods of operation, type of equipment, etc., adopted by the various street railway companies.

The substitution of one-man for two-man operation, which has been carried out gradually during the past several years, has been continued. With the completion of 100 per cent. one-man operation by the Public Service Railway Company on September 15th, there remain but four companies operating under the two-man plan. During the summer months, however, certain of the smaller companies operate open cars of the two-man type.

Improvements in the equipment of one-man cars, particularly such as are operated on heavy grades and tending to increase safety of operation, have been made on recommendation of the Board's inspectors. The installation of special signalling devices intended to protect cars operating on heavy grades have been installed in one instance, and others are in contemplation.

Numerous traffic surveys have been made throughout the year. Studies relating to the possible improvement of several lines, and in some cases of complete systems, have been made with good results. Traffic surveys of trolley and motor bus service combined have been made also.

Among the improvements in service which have been inaugurated was the establishment, on December 6th, of through service by the Morris County Traction Company between Morristown and Maplewood and intermediate points and the Public Service Railway Terminal, Newark. This was accomplished through the operation of the Morris County Traction Company's cars over the Springfield Avenue route of the Public Service Railway Company, and provides a direct and much-needed service to the center of Newark for the patrons of the suburban line.

The co-ordination of bus and trolley service, which has been accomplished on several lines of the Public Service Railway Company, and is planned for other lines, has resulted in some instances

in reduction of the trolley service on such lines, with a substitution of buses for the trolleys which have been discontinued, the combined service being at least equal and in some cases in excess of the former trolley service. Where the co-ordinated service has been completely accomplished, which applies to but a comparatively few lines at present, it appears to be generally popular.

The abandonment of unprofitable or physically deteriorated trolley lines and the general substitution therefor of motor bus service has continued, several such changes having been made by the Public Service Railway Company.

#### STREET TRANSPORTATION—AUTO BUSES.

The work of the Street Transportation Department in relation to the regulation of motor buses continues to increase each year owing to the fact that new routes are being established and that various street railway companies are now engaged more extensively in the operation of auto buses as an auxiliary method of transportation. The Public Service Transportation Company, a subsidiary of the Public Service Railway Company, has already purchased over nine hundred motor buses, the majority of which were formerly operated by individuals or small companies, and the majority of these buses are now subject to the Board's jurisdiction. Other companies operating auto buses in conjunction with trolleys are the Trenton and Mercer County Traction Corporation, the Coast Cities Railway Company and the Millville Traction Company. These various companies have during the past year established additional auto bus routes through sections of the State which heretofore were not provided with public transportation facilities of any kind, and of still greater importance is the policy that has been adopted by these companies of co-ordinating the method of auto bus transportation with the street railway system.

In carrying out the program of co-ordination of the larger companies, in order to eliminate unnecessary duplication, auto bus service has in many instances been substituted in lieu of the operation of single-track street railway lines. In some cases this has brought about the operation of motor buses for the entire day,

using the street railway cars during the rush hours in conjunction with the buses in order to handle massed transportation.

The method of co-ordination of service by these companies appears to be providing a more efficient means of transportation. At the present time these street railway companies are considering the advisability of using motor buses as express units to provide transportation for persons living in the suburbs of our cities, leaving the street railway facilities to take care of transportation where the density of population is great.

There has been a continued improvement in regard to the design and construction of buses. This has been brought about largely by the regulations adopted by the Board.

The Street Transportation Department, through its Inspectors, has during the past year made detailed studies of the traffic conditions of the majority of motor bus routes operating in the State and through the co-operation with the municipal officials in charge of local transportation has been able to bring about improvement in service as well as in the traffic conditions existing in the various municipalities.

#### STEAM RAILROAD INSPECTIONS.

The steam railroads have been inspected as usual by train and motor car for the main and principal branch lines, and on foot for the remainder of the lines in the State. Reports have been filed and recommendations made wherever conditions warranted it except in cases where it was clear that the company involved had already taken steps to make adequate repairs.

The practice of making the bridge and track inspections coincidently with those made by the companies has been continued and has resulted in a saving of total time.

Special bridge inspections have been made wherever it has been found necessary or advisable. In general all recommendations have been or are in process of being carried out. Discrimination as to their relative importance has been made and usually the response of the companies is prompt and adequate to insure

safety in operation. No failure of steam railroads to comply with the recommendations have been made the subject of special hearings.

The number of structures reported of bridges which have been inspected is 3,617 fixed and 57 movable.

The bridges between Hainesburg and Swartswood Junctions on the New York, Susquehanna and Western Railroad have been rebuilt and placed in service for the heavy engines of the Lehigh and New England Railroad, which uses this part of the New York, Susquehanna and Western lines. All the bridges on the Lehigh and New England Railroad have been rebuilt and strengthened for their heavy engines which are now operated over them.

Reconstruction of the bridge over the Delaware and Raritan Canal at Albany Street, New Brunswick, has been completed and the new bridge was placed in service early in the year.

The Newark Bay Bridge of the Central Railroad of New Jersey, the largest piece of bridge work in the State, will be completed early in 1926. It cannot be placed in service as soon as contemplated, however, because of the delay in building the east approach which had become involved in litigation. This matter having now been settled, work will proceed and the new bridge placed in service late next year. When the work is all completed the old pile trestle now in use will be taken out.

#### ELECTRIC RAILWAY BRIDGES.

Inspections of bridges on the electric railways of the State have been made as heretofore. Generally, these bridges have received minimum maintenance and many recommendations have been found necessary. Reports have been filed in each case and the work is being carefully followed up.

Because of the disuse of certain electric lines 69 bridges have been abandoned; 37 of these were on the lines of the Public Service Railway, 25 of them on the Northampton, Eastern and Washington Railway, and 7 on the Trenton and Mercer County Traction Company's lines.



The principal piece of reconstruction on these lines is the bridge over Woodbridge Creek near Mauer. Work on the substructure is completed and superstructure erection is now under way.

Bridges on the Trenton-Princeton line have had repairs made to them following hearings on the recommendations resulting from inspections.

#### TOLL BRIDGES.

There still remain eight interstate toll bridges over the Delaware River between New Jersey and Pennsylvania. They are located at Trenton, Raven Rock, Frenchtown, Milford, N. J., Belvidere, Delaware, Columbia and Dingman's Ferry. Computations have been made for the loads which they may safely carry and the bridges have been posted for these loads.

Inspections have been made of all toll bridges as usual. As a result of these inspections certain conditions inimical to public safety were observed on the one at Calhoun Street, Trenton. The company has expressed a willingness to comply with the recommendations made for repair work on this bridge and hearings are being continued until the work is satisfactorily completed.

With one exception these bridges are old and too light to satisfactorily meet the demands of modern highway traffic.

#### GRADE CROSSING ELIMINATIONS.

*Atlantic City Railroad, Sea Isle City Branch.* South of Middletown on State Highway Route No. 14, the highway is carried over the railroad on a concrete bridge, estimated cost of which to the railroad is \$33,479.00.

*Maine Line, Oaklyn.* A new bridge has been built carrying the railroad over Clinton Avenue, costing \$35,522.00 and the grade crossing at Oaklyn Avenue has been eliminated.

*Central Railroad Company of New Jersey, Central Division, Main Line. Somerville.*—Crossings at Middaugh Street, Hamilton Street and Loeser Street have been eliminated by carrying them under the railroad. The work not yet complete involves raising the railroad about ten (10) feet through an important junction with rearrangement of station facilities, building four

main tracks instead of two, carrying six tracks through the station and providing a terminal yard for suburban trains. It also involved reconstruction of the Somerset Street bridge from two tracks to six. This work will be finished early in 1926. The cost is estimated to be about \$2,000,000.00.

Elizabethport. The work is not yet started. Fifteen crossings are to be eliminated, estimated cost of which is \$8,000,000.00.

Cranford. Hearings have been held and a plan agreed to which will eliminate Union Avenue crossing in Cranford, and Lincoln Avenue crossing on the boundary between Cranford and Garwood by carrying them under the railroad. This plan also contemplates an entire revision of station facilities at Cranford, with rearrangement of the six tracks so as to give safer service through island platforms which will be connected by two subways. It is estimated to cost \$2,257,785.00. The matter is now in conference.

Raritan. Hearings have been held on the elimination of First Avenue, Anderson Street and Thompson Street in the Town of Raritan. It is proposed to carry these streets under the railroad and raise the tracks slightly. The cost is estimated at \$805,000.00. The matter is now in conference.

Elizabethport and Perth Amboy Branch, Perth Amboy. The work is well advanced. Excavation of two depressed tracks of the Central Railroad is nearly finished.

Washington Street bridge was opened for traffic July 4th, 1925. The grade crossings at Market Street, Smith Street, New Brunswick Avenue and Washington Street on the C. R. R. have been closed and traffic is temporarily taken care of over the Washington Street bridge and a temporary bridge between Smith and Market Streets. New Brunswick Avenue crossing on the Lehigh Valley Railroad has been closed and the new bridge is under construction. Excavation is being carried on under the L. V. R. R. tracks at Washington Street, and erection of the L. V. R. R. bridge at that point will soon start. The C. R. R. tracks will be carried under the L. V. R. R. tracks, thus eliminating the railroad grade crossing along with the other work. The estimated cost of the work will be \$2,000,000.00.

*Delaware, Lackawanna and Western Railroad, Boonton Branch.* Delawanna Avenue, Delawanna, is being eliminated by carrying



the street under the railroad. The estimated cost of the D., L. & W. R. R. Company's part is \$93,000.00. Clifton Boulevard, Athenia, was completed under the railroad late in 1924. The cost to the railroad company was \$131,000.00. Pompton Turnpike, State Highway Route No. 8, over the railroad, has been completed at a cost to the railroad company of \$125,000. Tanyard crossing, under the railroad, east of Montville, has been completed at a cost to the railroad company of \$35,000.00. Taylortown Road at Montville is also completed under the railroad, at a cost to the railroad company of \$60,000.00. This company is working on other projects for grade crossing eliminations which are likely to materialize in the near future. On the Chester Branch, the Wharton-Kenvil highway has been closed across the railroad and a new highway built in the old Morris Canal bed.

*Erie Railroad, Main Line, Paterson.* Work is nearing completion on Section C, which includes the separation of grades at Straight and Clay Streets by carrying them under the railroad; a new undergrade crossing at Taylor Street in place of the crossing at Cedar Street and the widening and improving of Essex Street. These bridges have all been completed and are now in operation. Estimated cost of this section, \$1,461,000.00. The second section to be started is "B," under order for February 15th, 1926. It will include the separation of grades at Lafayette, Keen, Warren, Putman, and River Streets, the construction of a new undergrade crossing at Montgomery Street and the closing of Franklin Street. The entire work is ordered to be done in four sections, and to be completed in 1931.

Rutherford. Plans are being prepared for the elimination of the Park Avenue crossing.

Stillwater (N. Y., S. & W. R. R.). Bellwood crossing has been eliminated by carrying the highway over the railroad west of the old grade crossing. Approximate cost, \$14,758.00.

*Lehigh and Hudson River Railway.* Two crossings have been eliminated by diversion, two miles east of Andover, known as Kinney's and Sargent's. The cost was \$6,633.87. At Great Meadows the work has been completed by carrying the State Highway No. 5 over the railroad at a total cost of about \$100,000.00, of which the railroad was to pay not to exceed \$40,000.00.

At Buttzville, the Bridge and Mill crossings have been closed to vehicles. A new bridge east of these crossings carries the traffic over the railroad. Cost is estimated at \$72,000, in which the railroad is to share not exceeding \$36,000.00.

*Lehigh Valley Railroad, Perth Amboy Branch.* New Brunswick Avenue and Washington Street are under construction (see under Central R. R.); costs not yet determined. The cost to this railroad company for the project has been estimated at about \$800,000.00. Final agreements have failed to be reached on the Hillside crossing, \$252,000.00; Walnut Avenue, Cranford, two crossings, \$135,000.00, and Royce Valley, \$109,000.00.

Freylinghuysen Avenue, Newark. Plans are being prepared by the railroad company for submission to the City of Newark for eliminating the passenger traffic over this crossing. This matter is before the Board on petition of the City of Newark. No estimates of cost are available.

Roselle Park. Lincoln Avenue crossing has been closed and traffic diverted to Chestnut Street. Colfax Avenue has been closed and traffic diverted to Walnut Street.

*New York Central Railroad.* West View, River Road is nearing completion by carrying the street under the raised railroad. The railroad company's share of cost is \$105,584.00. Teaneck, Cedar Lane, has been completed by carrying the highway over the railroad, the cost to the railroad being \$109,795.00.

Crossings at Fort Lee Road, Haworth and West Englewood are still under consideration.

*New York and Long Branch Railroad, Morgan.* State Highway Route No. 4 has been carried over the railroad north of the former grade crossing, which has been closed. The cost to the railroad is \$75,000.00. Total cost estimated at \$235,000.00.

*Pennsylvania Railroad, New York Division.* Dayton and Sand Hills Road, east of Monmouth Junction, two highways have been combined in one overhead bridge, which has been completed and placed in service. The total cost is estimated at \$114,000.00. Sucker Brook crossing east of Iselin is still under construction for elimination by diversion.

Trenton Division, Belvidere, Delaware Branch. Two grade crossings have been eliminated at Pincher's Point, east of Riegels-

ville, by transposition of highway and railroad. These two crossings were 584 feet apart and the cost is estimated at \$27,000.00.

Parker Avenue, Manasquan, on State Highway Route No. 4, has been carried over the railroad. The approximate cost of the railroad portion is \$45,899.00.

The Jerseyville Road, east of Freehold, on State Highway Route No. 7, is under elimination by carrying the highway over the railroad. Cost about \$50,000.00. Progress has been made on the studies of eliminations at Absecon, Pleasantville, Malaga and Mays Landing. Conferences have been held with representatives of the State Highway Department concerning these.

*West Jersey and Seashore Railroad*, Atlantic Division, Main Line, Cordery's crossing, north of Absecon, a private crossing was closed; cost \$10.00.

On no other railroads have crossings been eliminated by a separation of grades.

Plans have been examined and approved for the construction of a bridge carrying Fifth Avenue, Roselle Park, over the tracks of the Baltimore and New York Railroad. Its construction has been deferred for a year.

Petition has been made by the Lions Club of Hoboken for the elimination of the Hoboken Avenue grade crossing in Jersey City across the tracks of the New Jersey Junction Railroad and Erie Railroad. Surveys have been completed and a plan and estimate is nearing completion for separating the grades here.

A survey has also been completed on which to base studies for elimination of the long grade crossing of Caven Point Road, Jersey City, across the tracks of the Central and Lehigh Valley Railroads. A plan and estimate are nearing completion in this project.

Detailed inspections have been made of the conditions of the Pennsylvania Railroad bridge over Toms River at Island Heights, resulting in recommendations for its repair and reconstruction. Because the question of the abandonment of the line has not yet been finally determined, repairs are being made to carry it safely until such determination is made.

A survey of highway crossing conditions at Woodcrest Station, on the Pennsylvania Railroad, was made resulting in an agree-

ment for relocation of the highway across the railroad so as to make the crossing safer for travel than it was before.

A derailment occurring on the Hackensack River bridge of the Pennsylvania Railroad disclosed a defect in the general design of the inside guard rails there installed. On being brought to the company's attention, plans were started to correct the conditions so as to prevent a repetition of a similar accident. Attention of other companies which use somewhat similar designs of guard rails has been directed to this defect and the matter is now being studied so as to make an improved design suitable for general application.

A plan has been made to relieve the congestion at the Hoboken terminals of the Hudson and Manhattan and Lackawanna Railroads by providing a pedestrian subway beneath the Lackawanna tracks and giving direct access to the Hudson and Manhattan station.

New York, Susquehanna and Western Railroad bridges in New Jersey, west of Paterson, have been analyzed and strengthened for a heavier class of engines than heretofore allowed, but under restricted operation.

### **Ordinances.**

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

## Ordinances.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Feb. 19, 1925	New York Telephone Co.....	For approval of ordinance of the Borough of Bergenfield, Bergen County, passed by the Mayor and Council, granting permission and consent to New York Telephone Company, its successors and assigns, to use the various streets, roads, avenues, highways and parts thereof, in the Borough of Bergenfield, Bergen County, New Jersey, both above and below the surface thereof, for the construction, maintenance and operation of its local and through lines and systems, in connection with the transaction of its business, and prescribing the manner of so doing.
Feb. 19, 1925	New York Telephone Co.....	For approval of an ordinance of the City of South Amboy, Middlesex County, N. J., passed by the Mayor and Council, granting permission and consent to the New York Telephone Company, its successors and assigns, to use the various streets, roads, avenues and highways, and parts thereof, in the City of South Amboy, Middlesex County, N. J., both below and above the surface thereof, for the construction and operation of its local and through lines and systems in connection with the transaction of its business, and prescribing the manner of so doing.
Feb. 19, 1925	New York Telephone Co.....	For approval of ordinance of the Borough of Dumont, Bergen County, N. J., granting permission and consent to the New York Telephone Company, its successors and assigns, to use the various streets, roads, avenues and highways, and parts thereof, in the Borough of Dumont, Bergen County, N. J., both above and below the surface thereof, for the construction, maintenance and operation of its local and through lines and systems, in connection with the transaction of its business, and prescribing the manner of so doing.
Feb. 26, 1925	New York Telephone Co.....	For approval of an ordinance granting permission and consent to the New York Telephone Company, its successors and assigns, to use the various streets, roads, avenues and highways, and parts thereof, in the Borough of Point Pleasant Beach, Ocean County, N. J., below the surface thereof, for the construction and operation of its local and through lines and systems, in connection with the transaction of its business, and prescribing the manner of so doing.



DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Mar. 12, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an ordinance of the Borough of Newfield, Gloucester County, N. J., passed by the Mayor and Council, authorizing the Delaware & Atlantic Tel. & Tel. Company, its successors and assigns, to maintain and operate its present aerial and underground works, and to erect, construct, reconstruct, lay and maintain additional aerial and underground works, consisting of poles, crossarms, etc., for its local and through lines, in, upon, along, over, across and under each and every of the public roads, streets, avenues, alleys and highways of the Borough of Newfield, County of Gloucester, State of New Jersey; regulating the manner of constructing and maintaining the said aerial and underground works; to use the aerial and underground works of others and to permit others to use its aerial and underground works, upon such arrangements as may be agreed to, and regulating the use of said public roads, streets, etc., by the said company.
May 12, 1925	New York Telephone Co.....	For approval of an ordinance of the Township of Little Falls, Passaic County, N. J., granting permission and consent to New York Telephone Company, its successors and assigns, to use the various streets, roads, avenues and highways, and parts thereof, in the Township of Little Falls, Passaic County, N. J., both above and below the surface thereof, for the construction and maintenance and operation of its local and through lines and systems, in connection with the transaction of its business, and prescribing the manner of so doing.
May 12, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an ordinance of the Borough of Brooklawn passed by the Mayor and Council, March 3, 1925, authorizing the Delaware and Atlantic Tel. and Tel. Company, its successors and assigns, to maintain and operate its present aerial and underground works, and to erect, construct, reconstruct lay and maintain additional aerial and underground works, consisting of poles, crossarms, cables, etc., and all other necessary fixtures and appliances for its local and through lines in, upon, along, over, across and under each and every of the public roads, streets, avenues, etc., of the Borough of Brooklawn, County of Camden, State of New Jersey; regulating the manner of constructing and maintaining the said aerial and underground works, to use the aerial and underground works of others and to permit others to use its aerial and underground works, upon such arrangements as may be agreed to, and regulating the use of the said public roads, streets, avenues, alleys and highways by the said company.
May 19, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an ordinance of the City of Brigantine, Atlantic City, N. J., passed by the Mayor and Council, authorizing the Delaware & Atlantic Tel. & Tel. Company, its successors and assigns, to erect, construct, reconstruct, lay and maintain its aerial and underground works, consisting of poles, crossarms, cables, wires, conduits, etc., for its local and through lines in, upon, along, over, across and under each and every of the public roads, streets, etc., in the City of Brigantine, County of Atlantic, State of New Jersey, regulating the manner of constructing and maintaining the said aerial and underground works; to use the aerial and underground works of others and to permit others to use its aerial and underground works, upon such arrangements as may be agreed to, and regulating the use of said public roads, streets, etc., by the said company.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
June 4, 1925	Mountain View Water Co.....	For approval of a certificate to be filed by the said company in the office of the Secretary of State, in accordance with the provisions of a supplement of an act entitled "An act for the construction, maintenance and operation of waterworks for the purpose of supplying cities, towns, townships, etc., in this State with water, and otherwise amending said Act."
June 4, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an ordinance authorizing the Delaware & Atlantic Tel. & Tel. Company, its successors and assigns, to maintain and operate its present aerial and underground works, to erect, construct, reconstruct, lay and maintain additional aerial and underground works, consisting of poles, crossarms, etc., for its local and through lines in, upon, along, over, across and under each and every of the public roads, streets, avenues, alleys, highways of the Borough of Woodlynne, County of Camden, State of New Jersey; regulating the manner of constructing and maintaining the said aerial and underground works; to use the aerial and underground works of others and to permit others to use its aerial and underground works upon such arrangements as may be agreed to, and regulating the use of the said public roads, streets, etc., by the said company.
June 4, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an ordinance of the Borough of Washington, Warren County, N. J., authorizing the Delaware and Atlantic Tel. and Tel. Company, its successors and assigns, to maintain and operate its present conduits, cables and wires, and to construct, lay and maintain certain additional conduits with the necessary manhole, in, under, across and along certain public highways in the Borough of Washington, County of Warren, State of New Jersey, for the conveyance of the said Company's cables and wires.
July 16, 1925	Portaupeck Water Company.....	For approval of an ordinance of the Borough of Oceanport, County of Monmouth, N. J., granting rights and franchises to lay, make, construct, maintain, restore and replace when necessary water mains, water pipes and hydrants, etc., in that portion of the Borough more particularly described in the said ordinance.
Aug. 4, 1925	Tintern Manor Water Co.....	For approval of an ordinance of the Borough of Oceanport, passed by the Mayor and Council of the Borough of Oceanport, granting rights and franchises to the Tintern Manor Water Company to use the streets and avenues in said Borough for a term of twenty-five years.
Aug. 4, 1925	Tintern Manor Water Co.....	For approval of an ordinance of the Township of Eatontown, passed by the Township Committee of the Township of Eatontown, granting rights and franchises to the Tintern Manor Water Company to use all of the streets and avenues in the said Borough for a term of twenty-five years.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Aug. 4, 1925	Tintern Manor Water Co.,.....	For approval of an ordinance of the Borough of West Long Branch passed by the Mayor and Council of the Borough of West Long Branch, granting rights and franchises to the Tintern Manor Water Company to use all the streets and avenues in said Borough for a term of twenty-five years.
Sept. 17, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an ordinance of the Borough of Gibbsboro, Camden County, N. J., passed by the Mayor and Council, June 23, 1925, authorizing the Delaware and Atlantic Tel. & Tel. Company, its successors and assigns, to maintain and operate its present aerial and underground works, and to erect, construct, reconstruct, lay and maintain additional aerial and underground works, consisting of poles, crossarms, etc., for its local and through lines upon, along, over, across and under each and every of the public roads, streets, avenues, alleys and highways of the Borough of Gibbsboro, County of Camden, State of New Jersey; regulating the manner of constructing and maintaining the said aerial and underground works; to use the aerial and underground works of others and to permit others to use its aerial and underground works, upon such arrangement as may be agreed to and regulating the use of the said public roads, streets, avenues, alleys and highways by the said company.
Sept. 17, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an ordinance of the Borough of Stratford, Camden County, N. J., passed by the Mayor and Council, July 28, 1925, authorizing the Delaware and Atlantic Tel. & Tel. Company, its successors and assigns, to maintain and operate its present aerial and underground works, and to erect, construct, reconstruct, lay and maintain additional aerial and underground works consisting of poles, crossarms, cables, etc., for its local and through lines in, upon, along, over, across and under each and every of the public roads, streets, avenues, alleys and highways in the Borough of Stratford, County of Camden, State of New Jersey; regulating the manner of constructing and maintaining the said aerial and underground works; to use the aerial and underground works of others and to permit others to use its aerial and underground works, upon such arrangements as may be agreed to, and regulating the use of the said public roads, streets, avenues, etc., by the said company.
Oct. 27, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an ordinance of the Borough of Washington, Warren County, passed by the Mayor and Council, September 9, 1925, authorizing the Delaware and Atlantic Tel. & Tel. Company, its successors and assigns, to construct, lay and maintain conduits in, under, across and along certain public highways in the Borough of Washington, County of Warren, State of New Jersey, for the conveyance of the said company's cables and wires.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Nov. 19, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an ordinance passed by the Mayor and Council of the Borough of Clementon, Camden County, N. J., authorizing the Delaware and Atlantic Tel. & Tel. Company, its successors and assigns, to maintain and operate its present aerial and underground works, and to erect, construct, reconstruct, lay and maintain additional aerial and underground works, consisting of poles, crossarms, cables, wires, etc., for its local and through lines in, upon, along, over, across and under each and every of the public roads, streets, avenues, alleys and highways in the Borough of Clementon, County of Camden, N. J.; regulating the manner of constructing and maintaining the said aerial and underground works; to use the aerial and underground works of others and to permit others to use its aerial and underground works, upon such arrangements as may be agreed to, and regulating the use of the said public roads, streets, etc., by the said company.
Nov. 25, 1925	New York Telephone Co.....	For approval of an ordinance of the Borough of Carteret, N. J., passed by the Mayor and Council, granting permission and consent to the New York Telephone Company, its successors and assigns, to use the various streets, roads, avenues and highways and parts thereof, in the Borough of Carteret, Middlesex County, N. J., both above and below the surface thereof, for construction and maintenance and operation of its local and through lines and systems, in connection with the transaction of its business and prescribing the manner of so doing.

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

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

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



DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Jan. 13, 1925	Atlantic City Gas Company.	\$450,000 preferred stock, \$50,000 shares non par value common stock .....	Preferred stock to be issued at par. Common stock to be issued at \$25.00 per share, to be exchanged for the present 10,000 outstanding shares, par value of \$100 each.
Jan. 22, 1925	Peoples Gas Company.....	25,000 shares non par value common stock .....	To be exchanged for the present 5,000 outstanding shares, par value of \$100 each.
Jan. 29, 1925	Public Service Electric and Gas Company .....	\$15,000,000 of 6% cumula- tive preferred stock .....	To be issued at par.
Jan. 29, 1925	Public Service Electric and Gas Company .....	500,000 shares non par value capital stock .....	Certificate of December 4, 1924, approving the issuance of 2,000,000 shares of no par value common stock was amended January 29, 1925, so as to limit the Board's approval to the issuance of 500,000 shares, the amount that has thus far actually been issued, the approval of the issuance of the remaining 1,500,000 shares being thereby revoked, as it appeared that the latter would not be issued for the purpose for which approval of the issuance thereof was originally granted.
Feb. 5, 1925	Mount Holly Water Company	5,000 shares non par value capital stock .....	To be issued in exchange for 2,500 shares, par value \$20 per share, on the basis of two shares of the new stock for each one of the old upon the payment of \$5 for each share exchanged, the stated total value of the 5,000 new shares being \$112,500. Approval granted with the understanding that the exchange of the par value shares of capital stock for the no par value stock may be made at any time in the future and until such exchange is made each share of the old stock shall be entitled to the same rate of dividends per share as may be declared on each share of the no par value stock issued under this certificate.
Feb. 5, 1925	Public Service Transportation Company .....	250,000 shares non par value capital stock .....	To be issued at ten dollars (\$10.00) per share.
Feb. 11, 1925	County Gas Co. ....	\$150,000 first mortgage 6% bonds, \$60,000 7% pre- ferred stock .....	Bonds to be issued at not less than 90% par value. Stock to be issued at par.

APPLICATIONS FOR APPROVAL

DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Feb. 19, 1925	Portaueck Water Company.	\$1,000 capital stock .....	Organization stock.
Feb. 19, 1925	N. Y. & N. J. Super-power Conn. Corp. ....	\$2,000 capital stock .....	To be transferred to the Associated Gas & Electric Company.
Feb. 26, 1925	Peoples Gas Company .....	\$400,000 of 5% preferred stock .....	To be sold at par with the understanding that all shares of the present outstanding seven per cent. (7) preferred stock acquired in exchange for, or by the proceeds from the sale of, shares of the proposed issue to be cancelled.
Mar. 5, 1925	Jersey Central Power and Light Company .....	58,800 shares non par value common stock. \$4,000,000 of 7% preferred stock .....	Non par common stock to be issued at ten dollars (\$10.00) per share. Preferred stock to be issued at par and both issues to be transferred to the Jersey Central Power and Light Corporation.
Mar. 5, 1925	Jersey Central Power and Light Company .....	\$12,171,500 first mortgage 5½% refunding gold bonds	To be issued at not less than 90% of par value to Bank of America as trustee.
Mar. 5, 1925	Jersey Central Power and Light Company .....	\$300,000 first mortgage 6% bonds \$100,000 preferred stock 11,000 shares non par value.	To be issued at not less than 90% of par value. To be issued at par.
Mar. 5, 1925	Monmouth Lighting Company	Capital stock .....	To transfer all, or substantially all, of its capital stock to Jersey Central Power and Light Corporation of Virginia.
Mar. 5, 1925	Shore Lighting Co. and Public Service Electric and Gas Company .....	Capital stock Cancellation of lease .....	To transfer all, or substantially all, of its capital stock to Jersey Central Power and Light Corporation of Virginia. The surrender and cancellation of the lease from Shore Lighting Company to the Public Service Electric & Gas Company. Transfer of gas property to Public Service Electric & Gas Company. Execution of agreement of indemnity by the Monmouth Lighting Company to Public Service Electric & Gas Company as to bonds secured by mortgage on property of Shore Lighting Company.

DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Mar. 5, 1925	Lakewood Water Co. ....	Capital stock .....	To transfer all, or substantially all, of its outstanding capital stock to Jersey Central Power and Light Company.
Mar. 19, 1925	Belle Meade Electric Light & Power Co. ....	Capital stock .....	Sale of all its outstanding capital stock and all its property to the Public Service Electric and Gas Company.
Mar. 19, 1925	Atlantic County Water Company .....	Capital stock .....	To transfer all its outstanding common stock, being 4,380 shares, amounting to \$109,500 par value, and at least 245 shares of its preferred stock, amounting to \$24,500 par value, to American Water Works and Electric Company, Inc.
Mar. 24, 1925	Central Transportation Company .....	\$105,000 of 6% equipment gold notes, series "B"....	.....
Mar. 30, 1925	Berlin Bus Company .....	\$24,000 capital stock .....	.....
April 2, 1925	New Jersey Water Service Company .....	Capital stock .....	To transfer all its outstanding common stock, being 645 shares and amounting to \$64,500 par value, to American Water Works and Electric Company, Inc.
April 9, 1925	Electric Company of New Jersey .....	\$225,000 first mortgage bonds and \$107,300 capital stock.	Bonds to be issued at not less than 85% of par value. Stock to be issued at par.
April 16, 1925	Park Ave., Inc. ....	\$22,000 capital stock .....	Application was made for issue of \$25,000, in lieu of which the Board approved the issuance of \$21,000 and approved nunc pro tunc \$1,000 capital stock outstanding.
April 16, 1925	Market St. Bus Co.....	\$20,000 capital stock .....	\$12,000 of this amount had been issued without the Board's approval, which was granted nunc pro tunc on April 16, 1925.
April 16, 1925	New Eastside Transp. ....	\$24,000 capital stock .....	\$13,500 of this amount had been issued without the Board's approval, which was granted nunc pro tunc on April 16, 1925.
April 16, 1925	Peoples Park Bus Co., Inc...	\$21,000 capital stock .....	\$13,800 of this amount had been issued without the Board's approval, which was granted nunc pro tunc on April 16, 1925.

APPLICATIONS FOR APPROVAL

DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
April 16, 1925	The Haledon Bus Owners Association, Inc. ....	\$12,000 capital stock .....	Application was for the approval of the issuance of \$18,000 capital stock, in lieu of which the Board approved the issuance of \$12,000 nunc pro tunc April 16, 1925.
April 16, 1925	Broadway Bus Company ....	\$15,000 capital stock .....	\$1,200 of this amount had been issued without the Board's approval, which was granted nunc pro tunc on April 16, 1925.
April 30, 1925	Tintern Manor Water Co. ..	Capital stock .....	To transfer a majority in interest of its outstanding capital stock to American Water Works and Electric Company, Inc.
April 30, 1925	Hudson Bus Transp. Company .....	\$2,000 capital stock .....	Organization stock.
May 20, 1925	Charles Smagula Co., Inc. ..	\$15,100 capital stock .....	\$12,100 of this amount had been issued without the Board's approval, which was granted nunc pro tunc April 16, 1925. Application was for the approval of the issuance of \$40,200 capital stock, in lieu of which the Board approved the issuance of \$15,100.
June 4, 1925	Hackensack Water Co. ....	\$1,500,000 of 7% cumulative preferred class "A".....	To be issued at par.
June 4, 1925	Public Service Electric & Gas Company .....	\$2,500,00 of 6% first and refunding mortgage gold bonds .....	.....
June 16, 1925	Public Service Electric & Gas Company .....	750,000 shares non par value capital stock .....	To be issued at ten dollars (\$10.00) per share.
June 18, 1925	Monmouth County Water Company .....	Capital stock .....	To transfer all its outstanding common stock, being 2,570 shares, amounting to \$257,000 par value, to American Water Works & Electric Company, Inc.
June 25, 1925	Enterprise Gas Co. ....	Mortgage .....	Approval granted of mortgage to the Egg Harbor Commercial Bank.
June 25, 1925	Orange and Rockland Electric Company .....	\$6,500 preferred stock 200 shares non par value common stock .....	Preferred stock to be issued at par. Common stock, non par value, to be issued at ten dollars (\$10.00) per share.

DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
June 25, 1925	Paterson & Passaic Gas & Electric Co. ....	\$901,000 of 5% consolidated mortgage gold bonds ....	To be issued at not less than par value.
June 25, 1925	Enterprise Gas Co. ....	30,000 of 6% bonds ....	To be issued at not less than par value.
June 25, 1925	Jersey Central Power & Light Company ....	\$260,000 of 5½% first mortgage and refunding, due 1945 \$106,000 of 7% preferred stock 1,000 shares non par value common stock ....	Issue of bonds to be not less than 90% of par value. Issue of preferred stock to be not less than par value. Issue of non par value common stock to be at ten dollars (\$10.00) per share.
July 2, 1925	Park Avenue Trans. Com- Company .....	\$3,000 capital stock .....	Application was made for issue of \$5,000, in lieu of which the Board approved the issuance of \$3,000.
July 14, 1925	Merchantville Water Com- pany .....	\$150,000 of 6% series "B" bonds .....	To be issued at not less than 99% of par value.
July 14, 1925	Jersey Central Power and Light Company .....	35,000 shares non par value common stock .....	Issuance of 35,000 shares non par value common stock at ten dollars (\$10.00) per share approved in lieu of the issuance of \$260,000 bonds, \$106,000 preferred stock and 1,000 shares non par value, approval for which was granted June 25, 1925.
July 16, 1925	Eastern New Jersey Power Company .....	Second supplemental mortgage .....	To the American Exchange National Bank of New York, trustee.
July 16, 1925	Portaueck Water Co. ....	\$37,600 capital stock .....	Application was made for the issue of \$49,000, in lieu of which the Board approved the issuance of \$37,600.
July 23, 1925	Philburco Coach Co. ....	\$47,400 capital stock .....	Application was made for the approval of the issuance of \$65,000 capital stock, in lieu of which the Board approved the issuance of \$47,400.



DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Aug. 4, 1925	Bridgeton Gas Light Company .....	\$194,000 capital stock .....	To be issued at par.
Aug. 4, 1925	New Jersey Water Service Company and Stockton Water Co. ....	Merger and consolidation...	Merger and consolidation of the New Jersey Water Service Company and the Stockton Water Co. to form the New Jersey Water Company.
Aug. 13, 1925	Merchantville Water Co. ...	\$150,000 of 6% series "B" bonds .....	Certificate of July 14, approving the issuance of \$150,000 of 6% series "B" bonds at not less than 99% of par value was amended August 13, 1925, and approval given to issue said bonds at 99% of par value, subject to a commission of 5%.
Sept. 29, 1925	Gick & Bingeman, Inc. ....	\$27,200 capital stock .....	Issued nunc pro tunc as stock dividend.
Oct. 13, 1925	Jersey Central Power & Light Company .....	\$1,000,000 of 7% preferred stock .....	To be issued at par and accrued dividends.
Oct. 19, 1925	Public Service Electric & Gas Company .....	1,000,000 shares non par value .....	To be issued at ten dollars (\$10.00) per share.
Oct. 27, 1925	Delaware River Water Company .....	\$250,000 of 6% bonds, due 1945 4,000 shares non par value capital stock .....	To be issued at not less than 92% of par value and subject to the approval of the Board, the mortgage securing said bonds, also subject to the cancellation of the outstanding four thousand (4,000) shares of capital stock of fifty dollars (\$50.00) par value per share and in exchange therefor four thousand (4,000) shares of non par value capital stock shall be issued.
Nov. 5, 1925	Bound Brook Water Co. ...	\$153,000 capital stock .....	Application was made for the issuance of \$200,000 capital stock, of which the Board approved the issuance of \$153,000 capital stock.
Nov. 12, 1925	Landisville Electric Co. ....	\$35,000 capital stock .....	To be issued at par value.
Nov. 16, 1925	Long Bus Company .....	\$14,100 capital stock .....	

DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Nov. 19, 1925	Rumson Improv. Company...	Capital stock .....	To transfer all its outstanding capital stock to the American Water Works and Electric Company, Inc.
Nov. 19, 1925	Englewood Sewerage Co. ...	\$50,000 capital stock .....	To be issued at par.
Nov. 19, 1925	Shark River Hills W. Co....	\$1,000 capital stock .....	To be issued for organization purposes.
Dec. 17, 1925	Pub. Serv. Trans. Co. ....	235,000 non par value capital stock .....	To be issued at ten dollars (\$10.00) per share.
Dec. 17, 1925	Jersey Central P. & L. Co...	\$328,500 of 5½% first mortgage and refund. gold bonds, due 1945 \$400,000 of 7% preferred stock .....	Bonds to be issued at 90% of par value. Preferred stock to be issued at par.
Dec. 22, 1925	Peoples Gas Company .....	\$160,000 mortgage bonds ...	To be issued at not less than 91% of par value.

## Leases, Agreements and Sales of Property.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Jan. 13, 1925	Public Service Electric & Gas Co. and South Jersey Gas, Electric and Traction Co. ....	For approval of the sale of a plot of land situate in Mount Holly, Northampton Township, Burlington County, N. J., to Artillias A. Anderson, of Mount Holly.
Jan. 15, 1925	Commonwealth Water Co. ....	For approval of the sale of a plot of land in the Village of South Orange, Essex County, to the Fidelity Construction Company.
Jan. 15, 1925	Commonwealth Water Co. ....	For approval of the sale of a tract of land situate in the City of Summit, Union County, to the Union County Park Commission with certain reservations.
Jan. 15, 1925	New York & Long Branch Railroad Co.	For approval of the sale of a parcel of land situate in the Borough of Bayhead, Ocean County, to the A. A. Brant Lumber Company.
Jan. 15, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an agreement dated December 19th, 1924, between the Postal Telegraph Cable Company of New Jersey and the said Delaware and Atlantic Tel. and Tel. Company, providing for the joint use of 218 poles located on the southerly side of the Bordertown-Burlington Pike, in the Township of Mansfield, Burlington County.
Jan. 15, 1925	Belvidere-Delaware Railroad Co. ....	For approval of the sale of a parcel of land situate in the City of Trenton, Mercer County, New Jersey.
Jan. 20, 1925	Camden and Burlington County Railway Co. ...	For approval of the sale of two parcels of land in the City of Mount Holly, Burlington County, New Jersey.
Feb. 19, 1925	New York Telephone Co. ....	For approval of an agreement dated January 19, 1925, with Paul I. Langdon, for the lease by the former to the latter of the premises known as 9 Gates Avenue, in the Town of Montclair, New Jersey.
Feb. 26, 1925	West Jersey & Seashore Railroad Co...	For approval of the sale of a parcel of land situate in the City of Camden, Camden County, New Jersey.
Feb. 26, 1925	Pennsylvania Railroad Co., Lessee of the United New Jersey Railroad & Canal Co. ....	For approval of the sale of a parcel of land situate in Woodbridge Township, Middlesex County, New Jersey.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Feb. 26, 1925	Pennsylvania Railroad Co., Lessee of the United New Jersey Railroad & Canal Co. ....	For approval of the sale of a parcel of land in the City of Trenton, Mercer County, New Jersey.
Feb. 26, 1925	West Jersey & Seashore Railroad Co...	For approval of the sale of a parcel of land situate in the City of Ventnor City to the City of Ventnor City.
Feb. 26, 1925	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement dated January 22d, 1925, with Harriet R. Coney et al., for a sublease by the former to the latter of a certain part of the premises situated at 32 Nassau Street, in the Borough of Princeton, Mercer County, New Jersey.
Feb. 26, 1925	Millburn Electric Co. ....	For approval of the sale of certain portions of real estate, buildings and equipment consisting of railroad sidings, coal storage, etc., used in the conduct of the ice and coal business, to the newly formed Millburn Coal and Ice Company.
Feb. 26, 1925	Public Service Railway Co. ....	For approval of the sale to St. Joseph Catholic Church, Paterson, of a parcel of land comprising four lots, in the City of Paterson, Passaic County, New Jersey.
Mar. 2, 1925	Ocean City Electric Railroad Co. ....	For approval of the sale to the Atlantic City Electric Company of a parcel of land comprising two lots in the City of Ocean City, Atlantic County, New Jersey.
Mar. 12, 1925	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement, dated February 5th, 1925, with the Trustees of the Lawrenceville School and the Trenton & Mercer County Traction Corporation for the joint use of ten exchange poles in Lawrence Township, Mercer County, New Jersey.
Mar. 12, 1925	Kennedy Electric Co. ....	For approval of the sale of a parcel of land to the Young Men's Christian Association of Morristown, New Jersey, located in the Township of Washington, Morris County, New Jersey, formerly known as the Vandervoort Stryker Estate.
Mar. 19, 1925	Pennsylvania Railroad Co., Lessee of the United New Jersey Railroad and Canal Co. ....	For approval of the sale of a piece of land in the Township of Linden, Union County, New Jersey.
Mar. 24, 1925	General Water Supply Co. ....	For approval of the sale of all its property to the Borough of Collingswood, Haddon Township.
Mar. 26, 1925	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement, dated February 2d, 1925, between the Farmers and Traders Telephone Company and the Electric Light and Power Company of Hightstown and the said Delaware and Atlantic Tel. & Tel. Company, providing for the joint use of ten poles located on the southerly side of Main Street, southwest of Franklin Street, in the Borough of Hightstown, Mercer County, New Jersey.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
April 2, 1925	Commonwealth Water Co. ....	For approval of the sale of two parcels of land situate in the Township of Millburn, Essex County, to the City of East Orange.
April 2, 1925	Commonwealth Water Co. ....	For approval of the sale of a parcel of land situate in the Township of Millburn, Essex County, to the County of Essex.
April 2, 1925	State Highway Commission .....	For approval of the sale to it of two tracts of land by the Belvidere-Delaware Railroad Company, situate in the Township of White, Warren County, New Jersey.
April 9, 1925	Farmers & Traders Telephone Co. ....	For approval of the sale of a parcel of land situate in the Village of Cranbury, Middlesex County, New Jersey, to David N. Griggs.
April 9, 1925	Central Railroad Co. ....	For approval of the exchange of a parcel of land by the petitioner in exchange for a parcel of land now owned by the Rubber and Celluloid Harness Trimming Company, situate in the City of Newark, Essex County, New Jersey.
April 9, 1925	New York Telephone Co. ....	For approval of an agreement between the Borough of Pemberton and the said New York Telephone Company providing for the joint use of each other's poles, located in the Borough of Pemberton, Burlington County, New Jersey.
April 9, 1925	Pennsylvania Railroad Company, Lessee of the United New Jersey Railroad and Canal Co. ....	For approval of the sale of a parcel of land situate in the Borough of Metuchen, Middlesex County, New Jersey.
April 9, 1925	Salem and Pennsgrove Traction Co. ..	For approval of the sale to the Electric Company of New Jersey of its high tension transmission line.
April 16, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an agreement between the Postal Telegraph-Cable Company of New Jersey and the New Jersey Telephone Company and the Delaware & Atlantic Tel. & Tel. Company providing for the joint use of seven poles located on the southwesterly side of North Main Street between Allen and Park Streets, in the Borough of Flemington, Hunterdon County, New Jersey.
April 21, 1925	Pennsylvania Tunnel & Terminal Railroad Co. and the Pennsylvania Railroad Co. ....	For approval of an agreement providing for the extension for a period of eleven months, from March 1st, 1925, until January 31st, 1926, between the said companies, providing for the operation of the railroad and appurtenances of the Pennsylvania Tunnel & Terminal Railroad Company by the Pennsylvania Railroad Company.
April 23, 1925	Pennsylvania Railroad Company, Lessee of the United New Jersey Railroad and Canal Co. ....	For approval of the sale of a parcel of land situate in the City of Linden, Union County, New Jersey.



DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
April 23, 1925	Central Transportation Co. ....	For approval of an agreement to make an even exchange of land between the applicant and Roger Henry, Sr., of the City of Trenton, for the purpose of rectifying the line dividing the properties of the respective parties, the applicant to convey free of encumbrances to said Henry a strip of land having a frontage of two feet on the northerly side of Perry Street, in the City of Trenton, and a depth along the westerly side of the applicant's land, approximately 172 feet; and the said Henry to convey, free of encumbrances to the applicant, a parcel of land with a frontage of 32.51 feet on the southerly side of Allen Street, irregular in shape and containing about 880 square feet.
April 23, 1925	Trenton-Princeton Traction Co. ....	For approval of an agreement with the Pennsylvania-New Jersey Railway Company granting permission to the latter, for a period of 25 years from December 1st, 1924, the right to use the petitioner's street railway lines, tracks, wires and other equipment extending from North Warren and West Hanover Street, in the City of Trenton, westerly along West Hanover Street, and Calhoun Street, thence south on Calhoun Street to the City Line in the center of the bridge spanning the Delaware River between the City of Trenton, aforesaid, and the Borough of Morrisville in the Commonwealth of Pennsylvania.
April 23, 1925	New York Telephone Co. ....	For approval of an agreement, dated March 28th, 1925, between Thomas Cranley and the said New York Telephone Company providing for the leasing of premises situate at 7 Gates Avenue, in the Town of Montclair, Essex County, New Jersey.
April 23, 1925	Public Service Railway Co. ....	For approval of the sale to Public Service Electric and Gas Company a parcel of land situate in the City of Paterson, Passaic County, New Jersey.
April 23, 1925	Public Service Railway Co. ....	For approval of the sale to Sender Federbush of a parcel of land in the City of Paterson, Passaic County, New Jersey.
April 27, 1925	Passaic Consolidated Water Co. and the Highland Water Co. ....	For approval of the sale of the latter's property to the former for the sum of \$145,000.
May 7, 1925	Orange and Rockland Electric Company	For approval of an agreement with the Ringwood Company to transfer property in West Milford Township and to issue preferred stock and common stock.
May 7, 1925	New York Telephone Co. ....	For approval of an agreement, dated February 17th, 1925, between said New York Telephone Company and the Carteret Ferry Company, Inc., renewing and extending an agreement, dated October 9th, 1915, providing for a license from the former to the latter for the erection and maintenance of a ferry terminal near the intersection of Rahway Avenue and Woodbridge Avenue, in the Township of Woodbridge, Middlesex County, New Jersey.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
May 7, 1925	Philadelphia & Beach Haven Railroad Co. ....	For approval of the sale of a parcel of land in Long Beach Township and Ocean County, New Jersey.
May 7, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an agreement, dated March 20th, 1925, with the Eastern Tel. and Tel. Company providing for the pro-rata distribution of the maintenance charges on the basis of space occupied on the pole line from Malaga, County of Gloucester, to Pleasantville, County of Cumberland, New Jersey.
May 7, 1925	Delaware & Atlantic Tel. & Tel. Co....	For approval of an agreement, dated March 21st, 1925, with the Eastern Tel. & Tel. Company providing for the pro-rata distribution of maintenance charges on the basis of space occupied on the pole line from Pleasantville, Cumberland County, to Woodbine, Cape May County, State of New Jersey.
May 12, 1925	American Tel. & Tel. Co. and the New York Telephone Co. ....	For approval of a bill of sale, dated April 13th, 1925, for certain copper wire circuits on certain standing poles located in the Township of Chester, Morris County, New Jersey.
May 12, 1925	Central Railroad Co. of New Jersey...	For approval of an agreement, dated November 5th, 1925, between the said Central Railroad Company of New Jersey and the Town of Dover, providing for the conveyance of an easement of right of way for the construction and maintenance of a sewer pipe line in the Town of Dover, Morris County, New Jersey.
May 19, 1925	Pennsylvania and Atlantic Railroad Co. ....	For approval of the sale of land in the Borough of Lavalette, Ocean County, New Jersey.
May 19, 1925	Belvidere-Delaware Railroad Co. ....	For approval of the sale of a parcel of land in the Town of Phillipsburg.
May 21, 1925	Trenton-Princeton Traction Co. ....	For approval of the sale of a plot of land to William A. Weinmann in the City of Trenton.
June 4, 1925	Postal Telegraph Cable Company of New Jersey ....	For approval of an agreement, dated March 27th, 1925, between the Merchants and Farmers Telephone and Telegraph Company and the said Postal Telegraph Cable Company of New Jersey, providing for the sale of seven poles located in the Borough of Flemington, Hunterdon County, New Jersey.
June 4, 1925	Orange Mountain Traction Co. ....	For approval of the sale of certain lands formerly the right of way of this company and other lands owned by this company.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
June 11, 1925	Delaware and Atlantic Tel. & Tel. Co.	For approval of an agreement, dated April 4th, 1925, with Anna B. Podolski for the sale of certain property located in the City of Atlantic City, Atlantic County, New Jersey.
June 18, 1925	Public Service Electric and Gas Co., Lessee of the South Jersey Gas, Electric and Traction Co., owner.....	For approval of the sale of a rectangular parcel of land situate in the Township of Moorestown, New Jersey.
June 25, 1925	New York Telephone Co. ....	For approval of an agreement, dated May 28th, 1925, between the North Essex Buick Company and the said New York Telephone Company providing for the leasing by the former to the latter of a certain portion of vacant land in the Town of Montclair, Essex County, New Jersey.
June 25, 1925	State Highway Commission .....	For approval of the sale of land by the Atlantic City Railroad Company situate in the Township of Upper, Cape May County, New Jersey.
June 25, 1925	West Jersey & Seashore Railroad Co...	For approval of the sale of a parcel of land situate in the City of Camden, Camden County, New Jersey.
June 25, 1925	Pennsylvania Railroad, Lessee of the United New Jersey Railroad and Canal Co. ....	For approval of the sale of land situate in the City of Rahway, Union County, New Jersey.
June 30, 1925	Trenton-Princeton Traction Co. ....	For approval of the sale of a plot of land in the City of Trenton to William A. Weinmann.
June 30, 1925	Central Transportation Co. ....	For approval of an agreement to make an even exchange of land between the applicant to Roger Henry, Sr., of the City of Trenton, for the purpose of rectifying the line dividing the properties of the respective parties.
July 14, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Passaic & Delaware Railroad Co. ....	For approval of the sale of a parcel of land situate in the Township of Hillside, Union County, New Jersey, to Sarah Gertrude Jaeger.
July 14, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale of a parcel of land situate in the City of East Orange, Essex County, New Jersey, to Alfred S. Clark.
July 14, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale of a parcel of land situate in the Borough of Madison, Morris County, New Jersey, to Walter J. Dumm and Elizabeth L. Dumm.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
July 15, 1925	Public Service Electric and Gas Co....	For approval of the sale of land situate on Park Avenue, Weehawken, New Jersey, to Annie C. Flynn.
July 15, 1925	Public Service Electric and Gas Co....	For approval of the sale of a parcel of land on Eastern Parkway, Newark, to Charles A. Reilly.
July 16, 1925	Public Service Electric and Gas Co....	For approval of the sale of land at Richelieu Terrace, Newark, to Charles L. Steinbrenner.
July 16, 1925	Public Service Railway Co. ....	For approval of the sale of land, Park Avenue, Market Street, Paterson, to Alexander Hamilton Mortgage Company.
July 23, 1925	George D. Steedle .....	For approval of the sale of certain property used in the operation of a bus line between the Pennsylvania Railroad Station at Riverside and Tacony-Palmyra Ferry to the Philburco Coach Company.
July 28, 1925	Delaware River Railroad and Bridge Co.	For approval of the sale of a parcel of land situate in Pensauken Township, Camden County, New Jersey.
July 28, 1925	West Jersey & Seashore Railroad Co...	For approval of the sale of land in the Borough of Glassboro, Gloucester County, New Jersey.
July 30, 1925	New Jersey Telephone Co. ....	For approval of an agreement, dated January 31st, 1925, between the Postal Telegraph Cable Co. of New Jersey and the said New Jersey Telephone Co. providing for the joint use of one pole located at the southeast side of the intersection of Park Street and Main Street, in the Borough of Flemington, Hunterdon County, New Jersey.
Aug. 4, 1925	New Jersey Power & Light Co. ....	For approval of the execution of a proposed agreement of lease for ten years and sale at the expiration of the lease, to be entered into by the petitioner and one Edwin T. Wills and covering a parcel of land located in the Township of Mount Olive, Morris County, New Jersey.
Aug. 4, 1925	New Jersey Power & Light Co. ....	For approval of the transfer to the Town of Hackettstown a parcel of land for the purpose of opening a new street, to be known as Stiger Street.
Aug. 4, 1925	New Jersey Power & Light Co. ....	For approval of the sale to the Town of Dover of a parcel of land in the Town of Dover.
Aug. 13, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale of a parcel of land situate in the Borough of Madison, Morris County, New Jersey.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Aug. 13, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale of a parcel of land situate in the Township of Montville, Morris County, New Jersey.
Aug. 13, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Passaic & Delaware Railroad Co. ....	For approval of the sale of a parcel of land situate on the right of way line of the New Jersey West Line Railroad Company, in the Township of Hillside, Union County, New Jersey.
Aug. 13, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale of a parcel of land situate on the old original right of way of the Morris and Essex Railroad in the Township of Hillside, Union County, New Jersey.
Aug. 13, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale of a parcel of land situate on the old original line of the Morris & Essex Railroad Co. right of way in the Borough of Madison, Morris County, New Jersey.
Aug. 13, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Passaic & Delaware Railroad Co. ....	For approval of the sale of a parcel of land situate on the right of way line of the New Jersey West Line Railroad Company in the Township of Hillside, Union County, New Jersey.
Aug. 13, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale of a parcel of land situate on the original right of way line of the Morris & Essex Railroad Company, in the Borough of Madison, Morris County, New Jersey.
Aug. 13, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale of a parcel of land situate on the original right of way line of the Morris & Essex Railroad Company, in the Borough of Madison, Morris County, New Jersey.
Aug. 13, 1925	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale of a parcel of land situate on the original right of way line of the Morris & Essex Railroad Company, in the Borough of Madison, Morris County, New Jersey.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Aug. 25, 1925	American Telephone and Telegraph Company of New Jersey .....	For approval of a bill of sale, dated July 20th, 1925, of certain standing poles located in the townships of Delaware and Pensauken, Camden County, New Jersey, to the Public Service Electric and Gas Company.
Sept. 17, 1925	Delaware and Atlantic Telegraph and Telephone Company .....	For approval of an agreement, dated June 3d, 1925, with William C. Kline for the sale of certain property located at the southeast corner of Fifth and Market Streets, in the City of Camden, Camden County, New Jersey.
Sept. 17, 1925	Pennsylvania Railroad Company, Lessee of the United New Jersey Railroad and Canal Company .....	For approval of the sale of a parcel of land situated in the Borough of Metuchen, Middlesex County, New Jersey.
Oct. 1, 1925	Delaware, Lackawanna and Western Railroad Company, Lessee of the Morris and Essex Railroad Company .....	For approval of the sale of a certain parcel of land and certain easements and interests in land situated in the City of Jersey City, Hudson County, New Jersey, to the State of New Jersey.
Oct. 6, 1925	West Jersey and Seashore Railroad Company .....	For approval of the sale of a parcel of land situated in the City of Camden, Camden County, New Jersey.
Oct. 6, 1925	Central Railroad Company of New Jersey .....	For approval of the sale of a tract of land located in the Borough of Garwood, Union County, New Jersey.
Oct. 8, 1925	Public Service Electric and Gas Company and Riverside Traction Company .....	For approval of a release, quit claim and conveyance by Riverside Traction Company to Public Service Electric and Gas Company of the Burlington Power Station and for approval of an agreement and a rate to be charged Riverside Traction Company by Public Service Electric and Gas Company in case of cancellation of lease to Public Service Railway Company.
Oct. 22, 1925	Delaware and Atlantic Telegraph and Telephone Company .....	For approval of an agreement, dated August 6th, 1925, with Rachel R. Moore for the lease by the former to the latter of a portion of the premises located on Main Street, in the Village of Mullica Hill, Harrison Township, Gloucester County, New Jersey.



DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Oct. 22, 1925	Public Service Electric and Gas Company .....	For approval of the sale to Charles E. Hunt and Lelia Hunt of a parcel of land situated in the Town of Morristown, New Jersey.
Oct. 22, 1925	Passaic Consolidated Water Company..	For approval of the sale to John B. Vicine of a parcel of land located in the Pompton Notch section of Pequannock Township, Morris County, New Jersey.
Oct. 29, 1925	Raritan Valley Hydro-Electric Company, Inc. ....	For approval of the sale of its electric property and business to the New Jersey Power and Light Company.
Nov. 24, 1925	Delaware and Atlantic Telegraph and Telephone Company .....	For approval of the sale to Joseph Van Meter and Christopher Van Meter a parcel of land in the Borough of Collingswood, New Jersey.
Nov. 25, 1925	New Jersey Water and Light Company	For approval of the sale of its distribution system, standpipe, standpipe lot and right of way between said lot and Brighton Avenue, Deal, to the Tintern Manor Water Company.
Dec. 3, 1925	Public Service Railroad Company and Elizabeth and Trenton Railroad Company .....	For approval of the sale of a parcel of land located in the Township of Hamilton, Mercer County, New Jersey, to Public Service Electric and Gas Company.
Dec. 10, 1925	West Jersey and Seashore Railroad Company .....	For approval of the sale of a parcel of land situated in Atlantic City, Atlantic County, New Jersey.
Dec. 10, 1925	West Jersey and Seashore Railroad Company .....	For approval of the sale of a parcel of land situated in the Borough of Longport, Atlantic County, New Jersey.
Dec. 10, 1925	Pennsylvania Railroad Company, Lessee of the United New Jersey Railroad and Canal Company .....	For approval of the sale of a parcel of land situate in the City of Trenton, Mercer County, New Jersey.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Dec. 10, 1925	Public Service Railway Company and Bergen Turnpike Company .....	For approval of the sale of a parcel of land in the Borough of Ridgefield, Bergen County, New Jersey, to Public Service Electric and Gas Company.
Dec. 10, 1925	Ocean Gate Water Company .....	For approval of the sale of its property to the Borough of Ocean Gate.
Dec. 17, 1925	Ocean Grove Camp Meeting Association	For approval of the sale of its electric plant and other property pertaining thereto to the Eastern New Jersey Power Company.
Dec. 17, 1925	Ocean Grove Camp Meeting Association	For approval of the sale of its water plant and other property pertaining thereto to the New Jersey Water and Light Company.
Dec. 17, 1925	Hackensack Water Company .....	For approval of the sale of a parcel of land located in the Borough of Emerson, Bergen County, New Jersey, to Natale Lucia.

## Mergers

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Mar. 5, 1925	Jersey Central Power and Light Company .....	For approval of an agreement of merger and consolidation by and between the Central Jersey Power and Light Company, City Gas Light Company, The Coast Gas Company, Consolidated Gas Company of New Jersey, Jersey Central Power and Light Company, Lakewood and Coast Electric Company, The Lakewood Gas Company, Monmouth Lighting Company, The Shore Gas Company, Shore Lighting Company, Toms River Electric Company and Tri County Electric Company.
May 7, 1925	Eastern New Jersey Power Company, The Electric Light and Power Company of Hightstown and Jamesburg Electric Company .....	For approval of a merger agreement entered into and between said companies.
June 25, 1925	Jersey Central Power and Light Company and Millburn Electric Company	For approval of merger.
Aug. 4, 1925	Stockton Water Company and New Jersey Water Service Company .....	For approval of consolidation and merger forming the New Jersey Water Company.
Sept. 24, 1925	Delaware and Atlantic Telegraph and Telephone Company .....	For approval of an agreement, dated July 22d, 1925, with the Farmers Telephone and Telegraph Company of Moorestown for the purchase by the former and the sale by the latter of the right, title and interest of vendor in all facilities and property of the vendor located in the Townships of Chester, Cinnaminson, Delran, Evesham, Hainesport, Lumberton, Moorestown and Mt. Laurel, in the County of Burlington, and the Township of Delaware, in the County of Camden, New Jersey.
Sept. 24, 1925	Delaware and Atlantic Telegraph and Telephone Company .....	For approval of an agreement, dated May 26th, 1925, with Minotola & Landisville Rural Telephone Company for the purchase by the former and the sale by the latter of the right, title and interest of vendor in certain equipment and other facilities appurtenant thereto.

MERGERS

## New Crossings at Grade

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Jan. 8, 1925	Elizabethtown Consolidated Gas Co.	For permission to construct siding tract at grade across South Second Street and Third Avenue, Elizabeth.	<ol style="list-style-type: none"> <li>1. That train movements across the highway be limited to six miles per hour.</li> <li>2. That all movements be protected by a flagman in the highway before movements are made over the same.</li> </ol>
Jan. 8, 1925	McKee City Farmers' Exchange....	For permission to construct siding track at grade across East Jersey Avenue, McKee City, Egg Harbor Township, to connect with tracks of the Newfield Branch of the West Jersey and Seashore Railroad Company.	<ol style="list-style-type: none"> <li>1. That train movements across the highway be limited to six miles per hour.</li> <li>2. That all movements be protected by a flagman in the highway before movements are made over same.</li> </ol>
Jan. 15, 1925	Plainfield Ice & Supply Company.	For permission to construct siding track at grade across Berckman Street in the City of Plainfield, Union County, New Jersey, to connect with tracks of the Central Railroad Company of New Jersey.	<ol style="list-style-type: none"> <li>1. That all train movements across the highway be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements be protected by a flagman in the highway before movements are made over same.</li> <li>3. That a derail be placed in the siding track west of the highway line at a point approximately 50 feet from said highway line.</li> </ol>
Jan. 22, 1925	National Fire Proofing Co.....	For permission to extend an existing siding track at grade across Crows Mill Road, in the Town of Keasbey, Woodbridge Township, Middlesex County, New Jersey, said extension of track to permit the filling of a large clay hole bordering on the westerly line of Crows Mill Road.	<ol style="list-style-type: none"> <li>1. That all train movements over said crossing be limited to a speed of not more than six miles per hour.</li> <li>2. That all movements stop at the highway before crossing.</li> <li>3. That a flagman be stationed in the middle of the highway before movements are made.</li> <li>4. That movements should not be made from stop position until signal is given by flagman to proceed.</li> </ol>

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Feb. 5, 1925	Pennsylvania Railroad Co. ....	For permission to construct a siding track at grade across Bear Swamp Road and the approach to Coleman's Road to connect with property of W. & J. Sloane Manufacturing Company, in Hamilton Township, Mercer County, New Jersey.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all movements be protected by a member of the train crew in the highway before movements are made thereover.
Feb. 26, 1925	Borough of Roselle and the Baltimore and New York Railroad Co.	For consent to the building of a bridge over the tracks of the said Baltimore and New York Railroad Company at West Fifth Avenue, in the Borough of Roselle.	
Mar. 24, 1925	Department of Institutions and Agencies .....	For permission to construct a temporary siding track at grade across road situated about 3,861 feet east of the center of Pine Beach Station, formerly known as Island Heights Junction, of the Pennsylvania Railroad.	1. That all train movements over said siding track will be limited to a speed of not more than six miles per hour. 2. That all train movements over said track will be protected by a flagman.
April 16, 1925	R. M. Hollingshead Company.....	For permission to construct siding track at grade across Ninth Street in the City of Camden, Camden County, New Jersey, to connect with tracks of the West Jersey and Seashore Railroad Company.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all movements be protected by a flagman in the highway before movements are made thereover.
April 16, 1925	City of Atlantic City.....	For permission to extend a railroad siding over Wabash Avenue in the City of Atlantic City, Atlantic County, New Jersey, to connect with an existing siding track located on the property of the City of Atlantic City, on the southerly side of Wabash Avenue.	1. That train movements over the highway be limited to a speed of not more than six miles per hour. 2. That all movements be protected by a flagman stationed in the highway before movements are made over the same.
April 16, 1925	West Jersey & Seashore Railroad Company .....	For permission to construct a track at grade across Bakers Mills Road in the City of Northfield, Atlantic County, New Jersey, to connect with the property of the Adjavant Roofing Manufacturing Company, Inc., located on the northwest side of the Somers Point Branch.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all train movements be protected by flagman in the highway before movements are made thereover.

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
May 26, 1925	Reading Company .....	For permission to relocate crossing at grade over the tracks of its Cape May Branch of the Atlantic City Railroad Company, south of Milmay Station, known as the Tuckahoe Road, by moving said crossing to a point 1,755 feet north of the existing crossing.	
May 28, 1925	Morris & Essex Railroad Company, the Delaware, Lackawanna and Western Railroad Company, lessee,	For permission to construct, maintain and operate four additional tracks at grade and to relocate existing track at grade across Jersey Avenue, in the City of Jersey City, Hudson County, New Jersey, and to construct, maintain and operate two tracks at grade across Nineteenth Street, in said city, to connect with new freight yard located at Grove Street.	1. That all train movements over said highway be limited to a speed of not more than six miles per hour. 2. That all train movements over said highway be protected by a flagman. 3. That a standard grade crossing sign be erected south of the most southerly track on Jersey Avenue.
June 4, 1925	Pennsylvania Railroad Company, lessee of the United New Jersey Railroad and Canal Company.....	For permission to construct a siding track at grade across River Road to connect with an existing siding, a portion of which will be shifted to connect with new siding in Cinnaminson Township, Burlington County, New Jersey.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all train movements be protected by a flagman in the highway before movements are made thereover.
June 10, 1925	United States Cast Iron Pipe & Foundry Company .....	For permission to construct a temporary siding track at grade across present Pearl Street, in Burlington Township, Burlington County, New Jersey, to connect with portion of petitioner's plant located on the northerly side of said present Pearl Street.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all train movements be protected by a flagman in the highway before movements are made thereover.
June 16, 1925	Johnston-Cueman Lumber Company.	For permission to construct two siding tracks at grade across East 29th Street and East 30th Street, in the City of Paterson, Passaic County, New Jersey, to connect the applicant's proposed yard with the main line of the New York, Susquehanna and Western Railroad Company.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all train movements over said siding be protected by a flagman.



DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
June 16, 1925	Winston and Company, Inc.....	For permission to construct a siding track at grade across Sloatsburg Road, in the Borough of Ringwood, Passaic County, New Jersey, to connect with the Ringwood Branch of the Greenwood Lake Division.	<ol style="list-style-type: none"> <li>1. That all train movements be limited to a speed of not more than six miles per hour.</li> <li>2. That standard grade crossing signs be erected at each approach.</li> <li>3. That train movements be protected by a flagman stationed in the highway before movements are made thereover.</li> <li>4. That a derail be placed in the spur track near the junction with the Ringwood Branch track.</li> </ol>
June 25, 1925	Henry E. Bruining .....	For permission to construct a siding track at grade across Commerce Street, in the City of Garfield, Bergen County, New Jersey, to connect with tracks of the Erie Railroad Company.	<ol style="list-style-type: none"> <li>1. That the speed of trains be limited to a speed of not more than six miles per hour over the crossing.</li> <li>2. That flagman protection be afforded by a member of the crew before train movements thereover.</li> <li>3. That a derail be installed in the siding track at a point shown on the plan attached to the petition.</li> </ol>
June 25, 1925	Alfred T. Perkins .....	For permission to construct siding track at grade across Pennsylvania Avenue, in the City of Beverly, Burlington County, New Jersey, to connect with tracks of the Pennsylvania Railroad.	<ol style="list-style-type: none"> <li>1. That speed of trains be limited to six miles per hour over the crossing.</li> <li>2. That protection by flagman be afforded for all train movements thereover.</li> </ol>
July 28, 1925	M. Gilinsky .....	For permission to construct a siding track at grade across Sherman Avenue and Cortland Street, in the City of Trenton, Mercer County, New Jersey, to connect with siding track in the Coalport yard of the Pennsylvania Railroad Company.	<ol style="list-style-type: none"> <li>1. That all train movements over said siding be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements be protected by a flagman in the highway before movements are made thereover.</li> </ol>
July 30, 1925	L. J. Pontzler Coal Company.....	For permission to construct a siding track at grade across Haven Avenue, in the City of Ocean City, Cape May County, New Jersey, to connect with the tracks of the Atlantic City Railroad Company.	<ol style="list-style-type: none"> <li>1. That all train movements over said siding be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements over said siding be protected by a flagman.</li> </ol>
July 30, 1925	Victor Talking Machine Company..	For permission to construct two siding tracks at grade across Delaware Avenue, in the City of Camden, Camden County, New Jersey, to connect with petitioner's property.	<ol style="list-style-type: none"> <li>1. That all train movements over said siding track be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements over the said siding tracks be protected by a flagman.</li> </ol>

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Aug. 4, 1925	Loizeaux Builders' Supply Company,	For permission to construct a temporary siding track at grade across Little Smith Street, in the City of Elizabeth, Union County, New Jersey, to connect with an industrial track of the Central Railroad Company of New Jersey.	
Aug. 13, 1925	Federated Metals Corporation.....	For permission to construct a siding track at grade across Enterprise Avenue, in the city of Trenton, Mercer County, New Jersey, to connect with the Milham Branch of the Pennsylvania Railroad Company.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all train movements over said siding be protected by a flagman.
Aug. 25, 1925	Reading Company, lessee of the East Trenton Railroad Company .....	For permission to construct a siding track at grade across Seigel Avenue, in the City of Trenton, Mercer County, New Jersey, to connect with the main track of the East Trenton Railroad Company, about six feet east of Princeton Avenue and across Seigel Avenue on a curve to the premises of Samuel Brody.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all train movements over said siding be protected by a flagman.
Aug. 25, 1925	Reading Company, lessee of the East Trenton Railroad Company .....	For permission to relocate crossing at grade across New York Avenue and Strawberry Street, in the City of Trenton, Mercer County, New Jersey, to connect with the main track of the East Trenton Railroad about two hundred and twenty-five (225) feet east of the present track and will cross New York Avenue and Strawberry Street diagonally at the intersection of said highways.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all train movements over said siding be protected by a flagman.
Aug. 25, 1925	West Jersey and Seashore Railroad Company .....	For permission to construct a siding track at grade across Sea Isle Avenue and Hartson Street at and near the intersection of same and to relocate said siding at grade across Swain Street east of right of way of said railroad in the City of Sea Isle City, Cape May County, New Jersey.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all train movements over said siding be protected by a flagman.

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Sept. 15, 1925	West Jersey and Seashore Railroad Company .....	For permission to construct a siding track at grade across the tracks of the Public Service Railway Company, south of Charles Street, in the City of Gloucester, Camden County, New Jersey, to connect with the Gloucester Branch of petitioner's railroad.	<ol style="list-style-type: none"> <li>1. That all train movements over said siding be limited to a speed of not more than six miles per hour.</li> <li>2. That all trains stop at a point fifty feet from the Public Service Railway track.</li> <li>3. That all train movements be protected by a flagman in the highway before movements are made thereover.</li> </ol>
Sept. 17, 1925	The Permutit Company.....	For permission to construct a railroad track across New Birmingham Road at Birmingham, in Pemberton Township, Burlington County, New Jersey, to connect with petitioner's property.	<ol style="list-style-type: none"> <li>1. That all train movements over said track be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements be protected by a flagman in the highway before movements are made thereover.</li> <li>3. That 300-foot approach signs be erected east and west of the crossing, and standard grade crossing sign adjacent to the railroad on the southwest corner.</li> </ol>
Sept. 17, 1925	Pennsylvania Railroad Company....	For permission to construct a siding track at grade across Eighteenth Avenue and tracks of the Public Service Railway Company, located thereon, west of Jelliff Avenue, in the City of Newark, Essex County, New Jersey, to connect with property of the General Electric Company.	<ol style="list-style-type: none"> <li>1. That all train movements over said siding be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements be protected by a flagman in the highway before movements are made thereover.</li> </ol>
Oct. 22, 1925	North Jersey District Water Supply Commission and the New York and Greenwood Lake Railway Company, Erie Railroad Company, lessee .....	For permission to relocate a single track railroad at grade known as the Ringwood Branch, across Greenwood Lake Road, as relocated at Wanaque, Passaic County, New Jersey.	

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Nov. 5, 1925	Pennsylvania Railroad Company, lessee of the United New Jersey Railroad and Canal Company.....	For permission to construct track or siding to connect the southerly end of the existing siding on Warren Street with the Builders' Material Corporation, in the City of Jersey City, Hudson County, New Jersey.	1. That all train movements be limited to a speed of not more than six miles per hour on the extended track.
Nov. 5, 1925	Lehigh Valley Railroad Company, for itself and on behalf of its lessor, Lehigh Valley Railroad Company of New Jersey.....	For permission to construct a track at grade across East Twenty-second Street, Bayonne, and the East Jersey Railroad and Terminal Company, for approval of the construction of a track at grade across Hook Road, Bayonne.	1. That trains be operated over the crossings at a speed of not greater than six miles per hour. 2. That movements be protected by a member of the crew, who shall take a position in the highway and signal to engineer before movements proceed over the crossing. 3. That no movements be made over East Twenty-second Street between 6 A. M. and 9 A. M., 2 P. M. and 6 P. M., 10 P. M. and 1 A. M. daily, and on Saturdays, in lieu of 2 P. M. and 6 P. M., the restrictions will apply between 12 M. and 6 P. M.
Nov. 24, 1925	The Bayway Terminal .....	For permission to construct a temporary siding at grade across Laurel Street, in the City of Elizabeth, Union County, New Jersey, to connect with the Sound Shore Division of the Central Railroad Company of New Jersey.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all train movements over said siding be protected by a flagman stationed in the highway. 3. That standard grade crossing signs be erected at both approaches.
Nov. 24, 1925	George C. Brandt .....	For permission to construct a temporary siding track at grade across Marshall Avenue in Blackwood, Gloucester Township, Camden County, New Jersey, to connect with the single main track of the Gloucester Branch of the Reading Company.	1. That all train movements over said siding be limited to a speed of not more than six miles per hour. 2. That all train movements over said siding be protected by a flagman in the highway. 3. That standard grade crossing signs be erected at both approaches.

DATE OF PERMISSION	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Dec. 15, 1925	Loizeaux Builders Supply Company.	For permission to make permanent an existing temporary siding across Little Smith Street, in the City of Elizabeth, Union County, New Jersey, and to extend said siding track across First Street to connect with the tracks of the Central Railroad Company of New Jersey.	1. That all train movements be limited to a speed of not more than six miles per hour. 2. That all movements over South First Street be protected by a flagman stationed in the highway.
Dec. 15, 1925	Reading Company .....	For permission to construct an additional siding track at grade across Calhoun Street, in the City of Trenton, Mercer County, New Jersey, and to relocate an existing siding track at grade across Calhoun Street to connect with a proposed siding for the E. E. Cooley Manufacturing Company.	1. That all train movements be limited to a speed of not more than six miles per hour. 2. That flag protection be afforded for all train movements thereover.
Dec. 15, 1925	Citizens' Oil Corporation .....	For permission to construct a siding track at grade across New York Avenue, in the City of Trenton, Mercer County, New Jersey, to connect with tracks of the Pennsylvania Railroad Company.	1. That all train movements be limited to a speed of not more than six miles per hour. 2. That flag protection be afforded for all train movements thereover.
Dec. 31, 1925	Atlantic City Railroad Company....	For permission to construct a siding track at grade across Mays Landing Road in Galloway Township, Atlantic County, New Jersey, to connect with property of Paul H. Bauder and to extend an existing siding track south of Mays Landing Road to afford additional freight facilities for the Bauder Plant.	1. That all train movements be limited to a speed of not more than six miles per hour. 2. That all train movements be protected by a flagman stationed in the highway.

## Statement Covering Additional Protection at Grade Crossings

From December 31st, 1924, to December 31st, 1925.

### NEW YORK & LONG BRANCH RAILROAD

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
Seventh Avenue .....	Belmar .....	Watchman for 24 hours.
Ninth Avenue .....	Belmar .....	Automatic flagman.
Tramp Hollow Road.....	Middletown Township .....	24-hour protection by watchman during period used as detour.
Bergen Place .....	Red Bank .....	Extension of watchman's hours from 16 hours to 24 hours.
Main Street .....	Manasquan .....	Extension of gate protection from 16 hours to 24 hours (winter).
Bath Avenue .....	Long Branch .....	Extension of gate protection from 16 hours to 24 hours (winter schedule).
Dorn's Crossing .....	Raritan Township .....	Two 300-foot approach signs.
Nut Swamp Road .....	Middletown .....	Two 300-foot approach signs.
Broad Street .....	Red Bank .....	Two 300-foot approach signs.
Parker Road .....	Milepost 17½ Shrewsbury Township	Two 300-foot approach signs.
Sycamore Avenue .....	Little Silver .....	Two 300-foot approach signs.
Silverside Avenue .....	Little Silver .....	Two 300-foot approach signs.
Leonard Avenue .....	Oceanport .....	Two 300-foot approach signs.
Wolf Hill Road .....	Oceanport .....	Two 300-foot approach signs.
Myrtle Avenue .....	Oceanport .....	Two 300-foot approach signs.
Roseld Avenue .....	Deal .....	Two 300-foot approach signs.
Eighteenth Avenue .....	Wall Township .....	Two 300-foot approach signs.
Wall Road .....	Wall Township .....	Two 300-foot approach signs.
Washington Boulevard .....	Sea Girt .....	Two 300-foot approach signs.
Colby Avenue .....	Manasquan .....	Two 300-foot approach signs.
Fisk Avenue .....	Brielle .....	Two 300-foot approach signs.
Ocean House Crossing .....	Point Pleasant .....	Two 300-foot approach signs.
Osborne Avenue .....	Bay Head .....	Two 300-foot approach signs.
State Route No. 4.....	Morgan .....	Eliminated by overhead bridge.
Wilson's Private Crossing..	Middletown Township .....	Private crossing abandoned.

### LEHIGH & HUDSON RIVER RAILROAD

Highway .....	Buttville Station .....	Standard crossing sign.
Highway .....	Townsbury .....	Standard crossing sign.
Banghart's Crossing .....	1 mile west of Huntsville.....	Standard crossing sign.
Highway .....	Huntsville Station .....	Standard crossing sign.
Newton-Stanhope Road .....	200 feet west of Andover Junction.	Automatic flashing light signals.
Newton Sparta Road .....	½ mile west of Mulford Station...	Automatic flashing light signals.
Snooks Crossing .....	½ mile west of Sparta Junction....	Standard crossing sign.
Fountain's Crossing .....	1 mile east of Franklin Station....	Standard crossing sign.
Highway .....	McAfee Station .....	Standard crossing sign.
Highway .....	200 feet east of McAfee Station....	Automatic flashing light signals.
Franklin-Hamburg Road .....	North Mine Hill switch.....	Automatic flashing light signals.
Mill Road .....	Buttville .....	Eliminated by abandonment.
Bridge Road .....	Buttville .....	Eliminated by abandonment.

### DELAWARE, LACKAWANNA & WESTERN RAILROAD

Waterloo Road or Stone		
Quarry Road .....	West of Netcong .....	Automatic flashing light signals.
South Lincoln Avenue.....	Washington .....	Automatic flashing light signals.
Pompton Turnpike .....	Mountain View .....	Eliminated by overhead bridge.
Tanyard Crossing .....	Montville .....	Eliminated by overhead bridge.
Taylorstown Road .....	Montville .....	Eliminated by overhead bridge.
Kenvil-Berkshire Valley Rd..	1 mile east of Kenvil.....	Eliminated by abandonment.
Delawanna Avenue .....	Delawanna .....	Under process of elimination.
Farm Crossing, private.....	3,600 feet east of Lincoln Park....	Eliminated by abandonment.
Farm Crossing, private.....	900 feet west of Lincoln Park....	Eliminated by abandonment.



## STATEMENT COVERING ADDITIONAL PROTECTION 69

## ATLANTIC CITY RAILROAD

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
Seventh Street .....	Camden .....	Gate protection extended from 16 hours to 24 hours, Annunciator bell installed.
Ninth Street .....	Camden .....	Watchman daily, 7 A. M. to 7 P. M.
Chews Landing Road .....	Somerdale .....	Watchman daily, 7 A. M. to 5 P. M.
Franklin Avenue .....	Pleasantville .....	Annunciator bell installed.
Doughty's Road .....	Pleasantville .....	Automatic flashing light signals.
Davis Road .....	Lawnside .....	Automatic flashing light signals.
Buena Vista Avenue .....	Richland .....	Automatic flashing light signals.
Tenth Street .....	Camden .....	Automatic flashing light signals.
Elm Street .....	Elwood .....	Automatic flashing light signals.
Richard Street .....	Elwood .....	Automatic flashing light signals.
Hudson Street .....	Gloucester .....	Automatic flashing light signals.
Laurel Avenue .....	Stratford .....	Automatic flashing light signals.
Berlin and Cross Keys Road .....	Albion .....	Automatic flashing light signals.
Pleasant Street .....	Hammonton .....	Automatic flashing light signals.
Jimmy Lee Road .....	Risley .....	Automatic flashing light signals.
Warwick Road .....	Magnolia .....	Automatic flashing light signals.
Green Creek Road .....	Rio Grande .....	Automatic flashing light signals.
Waterford Road .....	Blue Anchor .....	Automatic flashing light signals.
Broad Street .....	Glassboro .....	6 M. P. H. speed limit.
Union Street .....	Glassboro .....	6 M. P. H. speed limit.
Main Street .....	Glassboro .....	6 M. P. H. speed limit.
Academy Street .....	Glassboro .....	6 M. P. H. speed limit.
Sewell Street .....	Glassboro .....	6 M. P. H. speed limit.
Ellis Street .....	Glassboro .....	6 M. P. H. speed limit.
William Street .....	Glassboro .....	6 M. P. H. speed limit.
Oakland Avenue .....	Oaklyn .....	Eliminated by abandonment.
State Road .....	Middletown .....	Eliminated by overhead bridge.
Eleven Crossings .....		Standard 300-foot approach signs.

## LEHIGH VALLEY RAILROAD

Chancellor Avenue .....	Irvington .....	Automatic flashing light signals.
Washington Street .....	New Market .....	Automatic flashing light signals.
Millstone Road .....	Manville .....	Automatic flashing light signals.
Four Crossings .....		Standard 300-foot approach signs.
Colfax Avenue .....	Roselle Park .....	Eliminated by abandonment.
Lincoln Avenue .....	Roselle Park .....	Eliminated by abandonment.
Washington Street .....	Perth Amboy .....	Eliminated by overhead bridge.
New Brunswick Avenue .....	Perth Amboy .....	Eliminated by overhead bridge.

## CENTRAL RAILROAD OF NEW JERSEY

West Avenue .....	Sewaren .....	Gate protection extended from 17 hours to 24 hours.
Rahway Road .....	East Rahway .....	Automatic flashing light signals.
Rock Avenue .....	Plainfield .....	3—Aspect automatic flagman.
Middle Brook Road .....	Bound Brook .....	3—Aspect automatic flagman.
Lincoln Avenue .....	Cranford .....	Automatic flashing light signals.
Crestmoor Crossing .....	Crestmoor .....	3—Aspect automatic flagman.
State Highway .....	Long Valley .....	3—Aspect automatic flagman.
State Highway .....	Kenvil .....	Automatic flashing light signals.
First Avenue .....	Raritan .....	Automatic flashing light signals.
Freehold Road .....	Freneau .....	Automatic flashing light signals.
Herbert Avenue .....	Marlboro .....	3—Aspect automatic flagman.
Union Avenue .....	Union Beach .....	Automatic flashing light signals.
Water Witch Avenue .....	Water Witch .....	Automatic flashing light signals.
Market Street .....	Perth Amboy .....	Eliminated, overhead bridge.
Smith Street .....	Perth Amboy .....	Eliminated, overhead bridge.
New Brunswick Avenue .....	Perth Amboy .....	Eliminated, overhead bridge.
Washington Avenue .....	Perth Amboy .....	Eliminated, overhead bridge.
J. B. Duke Crossing .....	South Branch .....	Private crossing abandoned.
Caseys Crossing .....	West of East Rahway .....	Private crossing abandoned.
Bird's Crossing .....	West of Dunellen .....	Private crossing abandoned.

## PENNSYLVANIA RAILROAD

## NEW YORK DIVISION AND TRENTON DIVISION

Grove Street .....	Metuchen .....	Watchman, 6 A. M. to 10 P. M.
Main Street .....	Woodbridge .....	Annunciator bells.
Green Street .....	Woodbridge .....	Annunciator bells.

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
Hylton Avenue .....	Palmyra .....	Automatic flashing light signals.
Tatham Street .....	Burlington .....	Automatic flashing light signals.
Stevens Road .....	Stevens .....	Automatic flashing light signals.
Columbus Road .....	Florence .....	Automatic flashing light signals.
Bridge Street .....	Stockton .....	Automatic flashing light signals.
Conover Street .....	Englishtown .....	Automatic flashing light signals.
Main Street .....	Englishtown .....	Automatic flashing light signals.
Central Avenue .....	Maple Shade .....	Automatic flashing light signals.
Wellwood Avenue .....	West Moorestown .....	Automatic flashing light signals.
Borton's Landing Road.....	West Moorestown .....	Automatic flashing light signals.
Dayton Road .....	5,525 feet east of Monmouth Jct..	Eliminated by overhead bridge.
Sand Hill Road .....	6,630 feet east of Monmouth Jct..	Abandoned in connection with Dayton Road.
Jerseyville Road .....	East of Freehold .....	Eliminated by overhead bridge.
Parker Street .....	Manasquan .....	Eliminated by overhead bridge.
Public Road .....	8,789 feet east of Riegelsville.....	Eliminated by relocation of tracks.
Public Road .....	3,373 feet east of Riegelsville.....	Eliminated by relocation of tracks.
Walkers Road .....	3,371 feet west of Florence.....	Eliminated by abandonment.
Public Road .....	2,620 feet east of Brown's Mill Jct..	Eliminated by abandonment.
Taylor Turnpike .....	2,715 feet west of Fountain Wood.....	Eliminated by abandonment.
Fountain Woods Road .....	29 feet west of Fountain Wood.....	Eliminated by abandonment.
Burlington & Mt. Holly Rd.	3,690 feet west of Deacon .....	Eliminated by abandonment of railroad.
Iricks Road .....	3,900 feet east of Deacon .....	Eliminated by abandonment of railroad.
Deacon Road .....	32 feet east of Deacon .....	Eliminated by abandonment of railroad.
Woodlane Road .....	1,230 feet east of Deacon .....	Eliminated by abandonment of railroad.
20 private crossings .....	Between East Burlington and Mt. Holly .....	Eliminated by abandonment of railroad.

## CAMDEN TERMINAL DIVISION

Rio Grande Avenue .....	Wildwood .....	Automatic flashing light signals.
Baker Avenue .....	Wildwood .....	Automatic flashing light signals.
Burke Avenue .....	Wildwood .....	Automatic flashing light signals.
Andrews Avenue .....	Wildwood .....	Automatic flashing light signals.
Taylor Avenue .....	Wildwood .....	Automatic flashing light signals.
River Road .....	Westville .....	Horizontal flashing lights to replace vertical color lights.
West Center Street .....	Westville .....	Horizontal flashing lights to replace vertical color lights.
Broad Street .....	North Woodbury .....	Additional watchman, 7 A. M. to 11 P. M.
Clayton Avenue .....	Clayton .....	Automatic flashing light signals.
Monmouth Street .....	Gloucester .....	2 annunciator bells.
Market Street .....	Gloucester .....	2 annunciator bells.
Absecon Road .....	8,207 feet south of Mays Landing .....	Automatic flashing light signals.
Crystal Lake Avenue.....	Westmont .....	Automatic flashing light signals.
Thirty-sixth Street .....	Pavonia .....	Automatic flashing light signals.
Atlantic Avenue .....	Camden .....	New crossing installed.
Cedar Street .....	Winonah .....	Eliminated by abandonment.
Sycamore Street .....	Camden .....	Eliminated by abandonment.
Zern Private Crossing .....	Pitman .....	Eliminated by abandonment.
Anspach Private Crossing .....	Sewell .....	Eliminated by abandonment.
Brick Works Private Crossing .....	Mays Landing .....	Eliminated by abandonment.
Thomas Private Crossing .....	West of Haddonfield .....	Eliminated by abandonment.
139 crossings .....		Standard 300-foot approach signs.

## NEW YORK CENTRAL RAILROAD

Cedar Lane .....	Teaneck .....	Eliminated by overhead bridge.
River Road .....	West View .....	Eliminated by underpass.
Union Street .....	Ridgefield Park .....	Eliminated by abandonment.
Mt. Vernon Avenue .....	Ridgefield Park .....	New crossing installed.

## PHILADELPHIA &amp; READING RAILROAD

Maple Avenue .....	Trenton .....	Automatic flashing light signals and 2 standard crossing signs.
Green Street .....	Woodbridge .....	Automatic flashing light signals, 2 standard crossing signs and 2 standard 300-foot approach signs.
Hillcrest Avenue .....	Trenton .....	Automatic flashing light signals and 2 standard crossing signs.
Stelton Road .....	Woodbridge .....	Automatic flashing light signals.

## STATEMENT COVERING ADDITIONAL PROTECTION

71

## ERIE RAILROAD

Crossing.	Location.	Protection Installed.
Van Winkle Avenue .....	Garfield .....	Automatic flagman.
Allwood Avenue .....	Allwood .....	Watchman protection extended from 16 hours to 19 hours.
Stevens Avenue .....	Little Falls .....	Watchman from 6:30 A. M. to 2:30 P. M.
Lake Street .....	East Orange .....	Automatic flagman.
Sherman Street .....	Orange .....	Automatic flagman.
Mt. Prospect Avenue .....	Newark .....	Police officer, 7 A. M. to 7 P. M.
Laurel Avenue .....	Montclair .....	Automatic flagman.
Schuyler Avenue .....	Belleville .....	Watchman protection extended 4 hours 45 minutes.
Cedar Street .....	Paterson .....	Eliminated by undergrade pass.
Clay Street .....	Paterson .....	Eliminated by undergrade pass.
Straight Street .....	Paterson .....	Eliminated by undergrade pass.
1 private crossing .....	.....	Eliminated by abandonment.
Kipp Avenue .....	Clifton .....	Elimination under way.
Market Street .....	Paterson .....	Elimination under way.
Ellison Street .....	Paterson .....	Elimination under way.
Van Houten Street .....	Paterson .....	Elimination under way.
Broadway .....	Paterson .....	Elimination under way.
Fair Street .....	Paterson .....	Elimination under way.
Hamilton Street .....	Paterson .....	Elimination under way.
Lafayette Street .....	Paterson .....	Elimination under way.
Franklin Street .....	Paterson .....	Elimination under way.
Kean Street .....	Paterson .....	Elimination under way.
Warren Street .....	Paterson .....	Elimination under way.
River Street .....	Paterson .....	Elimination under way.
5 other city streets .....	Paterson .....	Elimination under way.

## NEW JERSEY &amp; NEW YORK RAILROAD

Williams Avenue .....	Hasbrouck Heights .....	Automatic flagman.
Grand Avenue .....	Hackensack .....	Automatic flagman.
9 crossings .....	.....	Standard 300-foot approach signs.

## NORTHERN RAILROAD OF NEW JERSEY

Babbitt Crossing .....	Babbitt .....	2 automatic flagmen.
Fairview Avenue .....	Fairview .....	Automatic flagman.
Hardenburg Avenue .....	Demarest .....	Automatic flagman.
Demarest Avenue .....	Closter .....	Automatic flagman.
Old Tappan Road .....	Sparkill .....	Automatic flagman.
5 crossings .....	.....	Standard 300-foot approach signs.

## NEW YORK, SUSQUEHANNA &amp; WESTERN RAILROAD

Mt. Vernon Avenue .....	Ridgefield Park .....	Gates installed.
Valley Road .....	Oakland .....	Automatic flagman.
River Road .....	Dundee Lake .....	Automatic flagman.
Ringwood Avenue .....	Pompton Lakes .....	Automatic flagman.
Sicomac Avenue .....	Midland Park .....	Automatic flagman.
14 crossings .....	.....	Standard 300-foot approach signs.
Bellewood Road .....	Stillwater .....	Eliminated by overhead bridge.
Mt. Vernon Avenue .....	Ridgefield Park .....	New crossing installed.

**Summary of Additional Protection Installed at Grade Crossings from December 31, 1924, to December 31, 1925.**

Standard Approach Signs .....	219
Audible-Visible Signals .....	75
Watchman Protection .....	11
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## ACCIDENTS—STREET RAILWAYS

73

## Accidents—Street Railways.

December 1st, 1924, to November 30th, 1925.

		~Number Killed.~			~Number Injured.~		
Character of Accidents.	No. of Accidents.	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.
Car Collisions .....	44	3	1	0	163	12	6
Vehicle Collisions .....	264	0	0	6	80	9	354
Pedestrian Collisions .....	210	0	0	16	0	0	188
Derailments .....	228	0	0	0	44	2	4
*Boarding and Alighting ....	24	0	0	0	24	0	1
*Miscellaneous .....	41	0	1	0	23	10	4
*Falling from Cars .....	3	0	0	0	3	0	0
*Injury on Cars .....	2	0	0	0	2	0	0
*Grade Crossings .....	4	0	0	0	0	0	3
*Car Equipment Burnouts ...	1	0	0	0	3	1	0
Total .....	821	3	2	22	342	34	560

\* Not required to be reported until on and after October 15, 1925.

**Accidents—Steam Railroads.**

December 1st, 1924, to November 30th, 1925, inclusive.

Collisions—	<i>Killed</i>	<i>Injured.</i>
Passengers .....	8	34
Employees .....	6	74
Others .....	2	4
Crossing Track at Highway—		
Passengers .....	..	2
Employees .....	1	9
Others .....	77	223
Derailments—		
Passengers .....	48	49
Employees .....	8	10
Others .....	..	..
Struck by Locomotive or Cars—		
Passengers .....	5	6
Employees .....	61	35
Others .....	1	2
Getting On and Off Trains—		
Passengers .....	5	127
Employees .....	4	71
Others .....	..	..
Coupling or Uncoupling Cars—		
Passengers .....	..	..
Employees .....	5	48
Others .....	..	..
Trespassing on Right of Way—		
Passengers .....	..	..
Employees .....	..	..
Others .....	91	40
Other Causes—		
Passengers .....	3	73
Employees .....	15	765
Others .....	..	2
Total .....	340	1,574



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