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# FIFTY-THIRD ANNUAL REPORT 1962



*Board of  
Public Utility Commissioners  
State of New Jersey*

WILLIAM F. HYLAND, President

D. LANE POWERS, Commissioner

RAYMOND L. OTIS, Commissioner



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**STATE OF NEW JERSEY**

DEPARTMENT OF PUBLIC UTILITIES  
BOARD OF PUBLIC UTILITY COMMISSIONERS

State House Annex, Trenton 25, N. J.

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

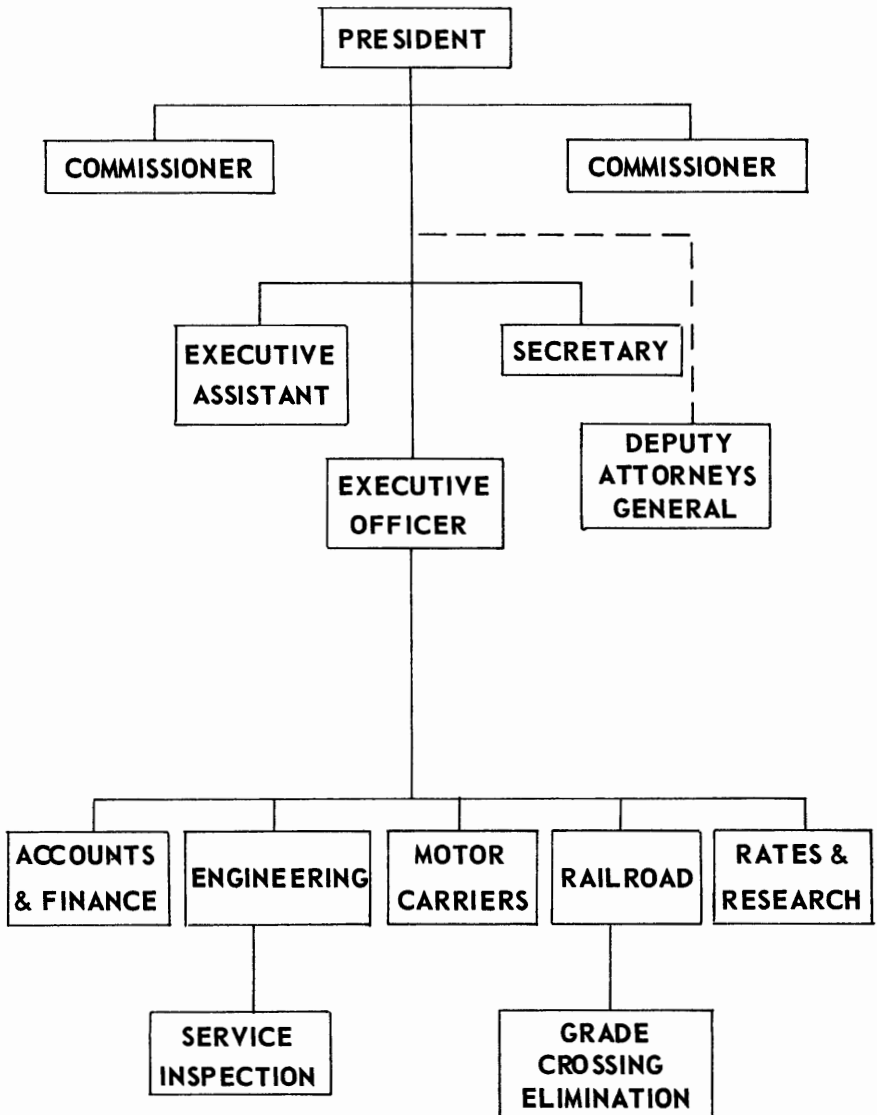
Dear Governor Hughes:

The Board of Public Utility Commissioners herewith respectfully submits to you the Fifty-third Annual Report, in accord with N.J.S.A. 48:2-11, respecting the activities of the Board and its staff during the calendar year 1962.

As the report can only be a summary of the numerous statutory activities of the Board, a complete record of specific matters is available in the case files at the Board's office.

Respectfully submitted,  
William F. Hyland, President  
D. Lane Powers, Commissioner  
Raymond J. Otis, Commissioner

## ORGANIZATION



## **ADMINISTRATIVE AND SUPERVISORY STAFF**

### **Executive Assistant**

Russell A. Riley

### **Secretary**

Edward F. Hamill

### **Assistant Secretary**

Joseph P. Mastroeni

### **Deputy Attorneys General**

William Gural

Maria D. Stroumtsos

Richard F. Green

### **Executive Officer**

Jack Schwartz

### **Assistant Executive Officer**

Felix G. Forlenza

### **Division of Accounts and Finance**

Sidney H. Kiken, Director

Leigh P. Hartshorn, Asst. Director

### **Division of Engineering**

David M. Lane, Director

Robert G. Peschel, Asst. Director

### **Division of Motor Carriers**

Edward D. McCue, Director

Richard E. Kane, Asst. Director

### **Division of Railroads**

Walter T. McGrath, Director

Charles N. Gerard, Asst. Director

### **Division of Rates and Research**

William H. Wood, Director

Andrew V. Farley, Asst. Director

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## **I. THE BOARD, ITS STAFF AND WORK**

### **RESPONSIBILITIES**

Since its creation in 1910, the New Jersey Board of Public Utility Commissioners has continued to concern itself with the essential services rendered by public utilities to the public. The overall standard of performance for public utilities, set by the Legislature to guide the Board in its duties, is safe, adequate and proper service. On the other hand, utilities are entitled to a fair return on their investment of property used in utility service. This fair return is reflected in the rates paid by the utility customers, which generally have been fixed after public hearings held by the Board in its public hearing rooms. Included among the varied responsibilities of the Board are the factors of safety and minimum standards. For example, the Board's Motor Carrier Division inspects twice a year every bus operating for hire over a regular route; the Railroad Division inspects railroad grade crossing protection for adequacy and railroad bridges for safety; and the Engineering Division inspects water, gas and electric meters for accuracy.

### **NEW LEGISLATION**

After more than 10 years work by various groups, culminating in the submission of legislative bills Assembly No. 352 (1961) and Assembly No. 486 (1962) by the Board, the N. J. Legislature passed, and Governor Hughes signed into law on December 12, 1962, a major revision of the public utilities law. The Board is grateful to the Legislature and the Chief Executive for supporting the change recommended in the Board's 1961 Annual Report.

The new law is effective March 12, 1963, and its major provisions are as follows: (1) incorporation of public utilities under the state corporation law because the separate corporation sections applying to specific utilities are repealed, (2) a uniform eminent domain section, (3) extension from 6 to 8 months for suspension of rate tariffs pending decision after hearing, and (4) Board consent a condition precedent to discontinuance of utility service.

### **DECISIONS AND HEARINGS**

A sum of 983 matters were formally filed with the Board. After 468 public hearings, the Board issued 981 decisions. Many cases were consolidated and others resolved without public hearings. Through staff investigation, Board review and decision, public hearings were reduced from the 1961 total of 746, thus reducing expenses of the Board, the

utilities, the consumers, and other interested persons. Hearings were generally held in Newark at the Board offices, but at times, the administrative court moved to various parts of the State to convenience the parties concerned. With the Commissioners presiding at the important cases, most matters were heard by hearing examiners designated by the Board under statutory authority. Hearing examiners consist of the Executive Officer and his Assistant, Division Directors and their Assistants, staff engineers, accountants, or rate analysts.

Thirty-four formal gas matters were processed by the Board in 1962. Five bus franchises for new routes were approved by the Board, while a change or extension of route service was sanctioned in 30 other formal cases. Five sewer utilities were formed and approved by the Board in 1962. No new telephone companies were established in 1962, but two existing utilities were merged into one operation. The number of new utilities approved in 1962 totaled 10.

### **YEAR END CASELOAD**

Pending before the Board at the end of 1962 were 89 cases. Of these, 20 were to be handled informally by the Board's staff, 14 were scheduled for hearing, and 55 had been heard but awaited briefs, exhibits, or were being prepared by staff members for Board inspection and subsequent approval or disapproval.

### **CONSUMER SAVINGS**

Utilities requested rate increases totaling \$3,531,827. The Board, however, granted only 85% of this sum or \$2,990,000. On the other hand, through negotiations started by the Board with the New Jersey Bell Telephone Company and various gas and electric companies, resulting rate reductions aggregated \$10,405,680 annually. Additionally, the Board authorized telephone tariff changes resulting in annual customer savings of \$235,000, electric savings of \$85,000 due to tariff liberalizations, and the Board required \$1,152,000 in gas refunds to be passed on to consumers. Thus, although utility rates in 1962 were permitted to be increased by some \$3,000,000, the net effect, when taking into consideration the total reductions and refunds negotiated and approved by the Board, is over-all annual savings to New Jersey consumers of almost 9 million dollars.

### **DISPOSAL OF UTILITY PROPERTY**

The Board approved the sale of 152 buses, which amounted to a dollar value of \$791,547.33. The total dollar value of all utility property disposed of with Board approval came to \$6,259,952.62.

### **PERSONNEL**

Of the 103 persons employed by the Board at year end 1962, 36 were either engineers, accountants, or attorneys; and 28 were technicians whose background fitted them for utility work. Secretaries, stenographers, typists, and file, docket and general clerks were numbered among the remaining 39 employed personnel.

### **INCOME**

Matters before the Board resulted in revenues of \$254,782.89. This figure was \$46,095.60 less than that received in 1961. Even though filing

and processing fees in rate cases increased by \$4,171, security issue fees dropped by \$28,639, due to a decrease in the dollar value of security issues (\$78,000,000 in 1962 as against \$157,000,000 in 1961), a loss of more than 50%. Filings relating to autobuses amounted to \$10,168 less than the fees paid in 1961. The decline in security issues is not attributed to unfavorable market conditions, but rather to a catching up with the financial requirements for the various utilities. Total demand for utility services does not appear to have declined, as evidenced by the published reports of various utilities for 1962, but the outlays for plant in advance of demand appear to have been made in sufficient amounts so that installed capacity can absorb the increasing demand with adequate reserve capacity.

## II. UTILITY INDUSTRY

### UTILITIES REGULATED

Coming within the Board's general regulatory powers in 1962 were 629 privately owned utilities serving customers in New Jersey. These are enumerated in an attachment to this report. Also, a municipality supplying electricity, gas, steam, or a like product beyond its corporate limits is considered a public utility under general Board jurisdiction. Presently, the city of Vineland is the only municipality serving outside its boundaries (service provided is electricity). A limited control regarding rates to customers outside the city is exercised by the Board over any second-class city with a population of not less than 110,000 inhabitants and with water service to any other municipality.

### NUMBER OF UTILITIES

The roster of regulated utilities consists of 6 electric, 7 gas, 1 combination gas and electric, 8 telephone, 1 telegraph, 147 water, 42 sewerage, 35 railroad, 1 express, and 371 autobus companies. Additionally, the Board regulates the safety of construction and operation of 5 interstate natural gas pipelines.

### UTILITY GROWTH

While the impact of an expanding economy has been felt by the utility industry, the industry at the same time has contributed to the economic growth of the nation. A noted economist, Dr. Paul McCracken, has observed that the growth of the national economy has meant an increased demand for utility services. He said, for example, that states with the highest per capita income had more than twice as many residential telephones per capita as those with the lowest per capita income. The market for electricity, gas and telephone service has been growing in recent decades at the rate of 6-7% annually. This compares favorably with the 3-3½% rate of growth of the whole economy. Considering the electric industry in particular, total output increased from 300 billion kilowatt hours in 1950 to some 800 in 1960. The average annual rate of growth in electric power over the four decades 1920 to 1960 has been 6.8%.

In 1950, 3.1% of the Gross National Product (GNP-national output of goods and services) was accounted for by the public utility industry; however, the industry caused 6.3% of the increase in GNP in the ensuing decade, 1950-60. For 1960, 4.7% of the GNP came from public utilities, as well as 24.6% of all plant and equipment outlays. In other words, the industry accounts for about 5% of the national output but almost 25%

of capital outlays. In the next year, 1961, the industry had physical assets with a net book value of over \$80 billion and receipts of about \$35 billion.

On gas consumption, it is seen that in 10 states where the volume of gas sold by 1960 was at least 300% above that of 1950, there was an average rate of growth of 55%, compared with 32% for states with slower rates of increase of gas sold by public utilities.

The Department of Commerce in 1959 estimated that by 1970 there would be 121 million telephones, doubling the number in use in 1956 and an average gain of 5%. Another estimate, by the American Gas Association, is that gas sales to ultimate consumers in 1971 will be 153.6 million therms, a 64% expansion or average gain of 5.1% per year. So also, the Federal Power Commission has projected that the output of the electric utilities will double from 1960 to 1970, an increase of just over 7% annually. What is suggested is that the record of expected utility expansion will be considerably better than that for American industry generally.

Although the picture is bright indeed, achieving a strong rate of growth in the future may not be as easy as in the past. Already there has been a deep penetration into the markets; hence, more than ever, the industry must rely on development of still more uses and markets.

## **PERSONNEL AND FINANCES**

Excluding railroads and 3 national bus lines which are interstate in character, regulated utilities in New Jersey employ 57,000 persons, with a payroll of \$372,858,000. Plant investment comes to \$4,001,536,000 or \$70,202 per employee, showing an annual gross addition to investment of \$371,501,000. As against annual revenues of \$1,189,427,000, regulated utilities had operating expenses of \$733,936,000 excluding taxes.

### **1. AUTOBUS**

#### **THE AUTOBUS IN NEW JERSEY**

After the jitney bus came on the transportation scene in 1914, the legislature, in 1921, to protect the trolley, placed under Board jurisdiction autobuses which paralleled any trolley route. In 1926, all autobus operations came under Board jurisdiction. Due mainly to its flexibility of operation, the autobus became the more popular mode of transport, and thus, the last surface trolley system went out of operation in 1955. While 373 autobus utilities reported to the Board in 1962, only 30 trolley cars operated in New Jersey, confined to serving the City Subway in Newark, a part of the Public Service Coordinated Transport bus network.

#### **DECLINE IN USE**

A decline in the use of the autobus is currently accounted for by various factors, including an increased number of private automobiles, use of shopping centers on the outskirts of cities rather than making the longer bus trip to the city, and increased fares.

#### **FINANCES**

Based on reports of 30% of the larger autobus operators, the number of passengers carried in 1962 decreased by 3.25%, while total operating

revenue increased by 1.32%, indicating at least, rider resistance to increased fares. The Board authorized Public Service Coordinated Transport to increase by 5c the fare for two or more zones, estimated at a \$1,715,339 annual increase. The company was also ordered to submit a study of zone boundaries by June 1, 1963. Likewise, 33 other autobus companies were granted fare changes ranging from 10c, 12c and 14c to 15c, and in the case of Atlantic City Transportation Company, from 15c to 20c. Following the procedure of Public Service Coordinated Transport, several companies were allowed fare increases for two or more zones, with expected revenues approximating \$256,000.

## THE BOARD AND AUTOBUSES

Though the autobus business is declining slightly, the modern bus, with new technological devices, requires more rigid inspection by the Board's staff. Effective in 1961, the Board amended its Administrative Order concerning bus specifications and called for greater safety measures. In addition to twice-yearly bus inspections, periodic bus checks are made, routes surveyed, and accidents investigated. As an example, 353 informal complaints respecting service and equipment were processed by the Board's Division of Motor Carriers. The Division supervises bus operating companies composed of charter, interstate, and line operations, which operate a total of 5,307 autobuses and 30 trolley cars. Since the bus industry acquired 255 new and 193 used buses in 1962, 10,049 maintenance inspections were required by the Board's staff. In addition, members of the Board's Division of Motor Carriers sat as alternate members of the Joint Board of the Interstate Commerce Commission, hearing 33 applications for various interstate autobus authority on 27 hearing dates.

## NOTEWORTHY EVENTS

*Noteworthy events in 1962 included:*

- (1) A strike by employees of a bus utility for a duration of about 4 days, affecting service in 19 counties and settled by negotiation with the executive department of the state.
- (2) Establishment of an emergency motor transportation board, composed of bus industry and state government representatives, to act during alerts and presidential emergency orders by coordinating movements of traffic, and
- (3) agreement between the Board and the New Jersey Department of Education on equipment standards for all school buses under contract with local boards of education.

## 2. ELECTRICITY

### THE UTILITY IN NEW JERSEY

Providing energy for heat, light, power and cognate purposes, investor-owned electric utilities lead all other utilities in spending for new plant and equipment. The industry is represented in New Jersey by 6 corporations plus 1 electric department of a combined electric and gas company. Substantial sums of money raised through security issues for corporate purposes included: mortgage bonds totaling \$26,000,000 by Atlantic City





Electric Company and Jersey Central Power & Light Company to pay for improvements to generating and distributing facilities and maturing short-term securities; \$40,000,000 debentures by Public Service Electric and Gas Company, partly used for additional plant facilities, and \$163,000 promissory notes by Sussex Rural Electric Cooperative for use on extensions to the distribution system.

### **POWER PLANTS**

By the addition of a fifth generating station, Public Service Electric and Gas Company increased its capacity to 4,184,000 kilowatts, while construction about complete in 1962 will enlarge the capacity of the Atlantic City Electric Company to 586,000 kilowatts. Jersey Central Power & Light Company joined 2 Pennsylvania electric utilities in the construction of an experimental nuclear powered generating plant in Bucks County, Pennsylvania, which operation was commercially feasible in November, 1962, carrying a capacity of 1,000 kilowatts. Owing to its topography, New Jersey is unsuited for hydro-electric plants; however, the Rockland Electric Company receives power from such plants in other states. Moreover, the Yards Creek project in the northwestern section of New Jersey, under the auspices of the Jersey Central Power & Light Company, resembles a hydro-electric operation by utilizing the same basic principle.

### **CONSUMER SAVINGS**

Electric consumers were the beneficiaries of filed revised tariffs by Jersey Central Power & Light Company (New Jersey Power & Light Company) and Atlantic City Electric Company. Regarding the former two companies, the consumer annual savings, after informal negotiation with the Board, amounted to \$1,215,400 and \$150,700, respectively. As to the latter company, the annual reduction was \$85,000.

### **NEW PROJECT**

Announced in 1962 by the electric industry was a significant undertaking consisting of interconnected electric facilities between 18 electric companies in 8 states, known sometimes as the Super Grid. This is the result of a 2-year study and will involve a 350 million dollar cost for the integration of 2.1 million kilowatt energy. A saving is found in the reduction of high fuel expense through elimination of coal transportation costs (about half the \$9 a ton cost of bituminous coal burned in an eastern generating plant goes for transportation). The vast project includes more than 600 miles of new 500,000 volt transmission lines from West Virginia to terminals in Pennsylvania, New Jersey, and New York, forming a link with utility systems in the west, north and south. Also involved are 2 large mine-mouth plants with an aggregate capacity exceeding 2,100,000 kilowatts: one, called Keystone, near Johnstown, Pennsylvania, and the other near Morgantown, West Virginia.

Participating in the project are the following New Jersey electric utilities: Public Service Electric and Gas Company, Atlantic City Electric Company, Jersey Central Power & Light Company and New Jersey Power & Light Company.



### 3. GAS

#### **GAS IN NEW JERSEY**

The gas utilities in New Jersey, 7 corporations and 1 gas department of a combined gas and electric utility, distribute and sell manufactured, natural, and mixed gas directly to the New Jersey consumers. The above utilities receive their supply of natural gas, piped in from Louisiana and Texas, from 5 privately owned natural gas pipeline companies. Natural gas provides greater heating capacity per cubic foot, and because increased demand for residential heating can thus be met without the installation of larger pipes, natural gas, due also to its availability, is fast replacing manufactured and mixed gas. Accordingly, Public Service Electric and Gas Company converted the gas appliances of 105,600 customers to straight natural gas, bringing the total conversions to 827,500 or 68% of the gas service provided. After the expected conversion of 122,500 appliances in 1963, the total will rise to 950,000 or 78%.

#### **CONSUMER SAVINGS**

Following a Federal Power Commission downward rate adjustment of prices charged by a supplier, Public Service Electric and Gas Company made refunds to its customers amounting to \$467,000 (April, 1962) and \$685,000 (August, 1962). At the direction of the Board, several filed revised tariffs brought further savings to gas consumers: specifically, South Jersey Gas Company, annual savings of \$789,100 starting June 1, 1962; Elizabethtown Consolidated Gas Company, annual savings of \$320,430 effective July 1, 1962; and New Jersey Natural Gas Company, annual savings of \$308,700 beginning July 1, 1962. In sum, the above reductions and refunds added up to a total savings of \$2,570,230.

#### **IMPROVEMENTS**

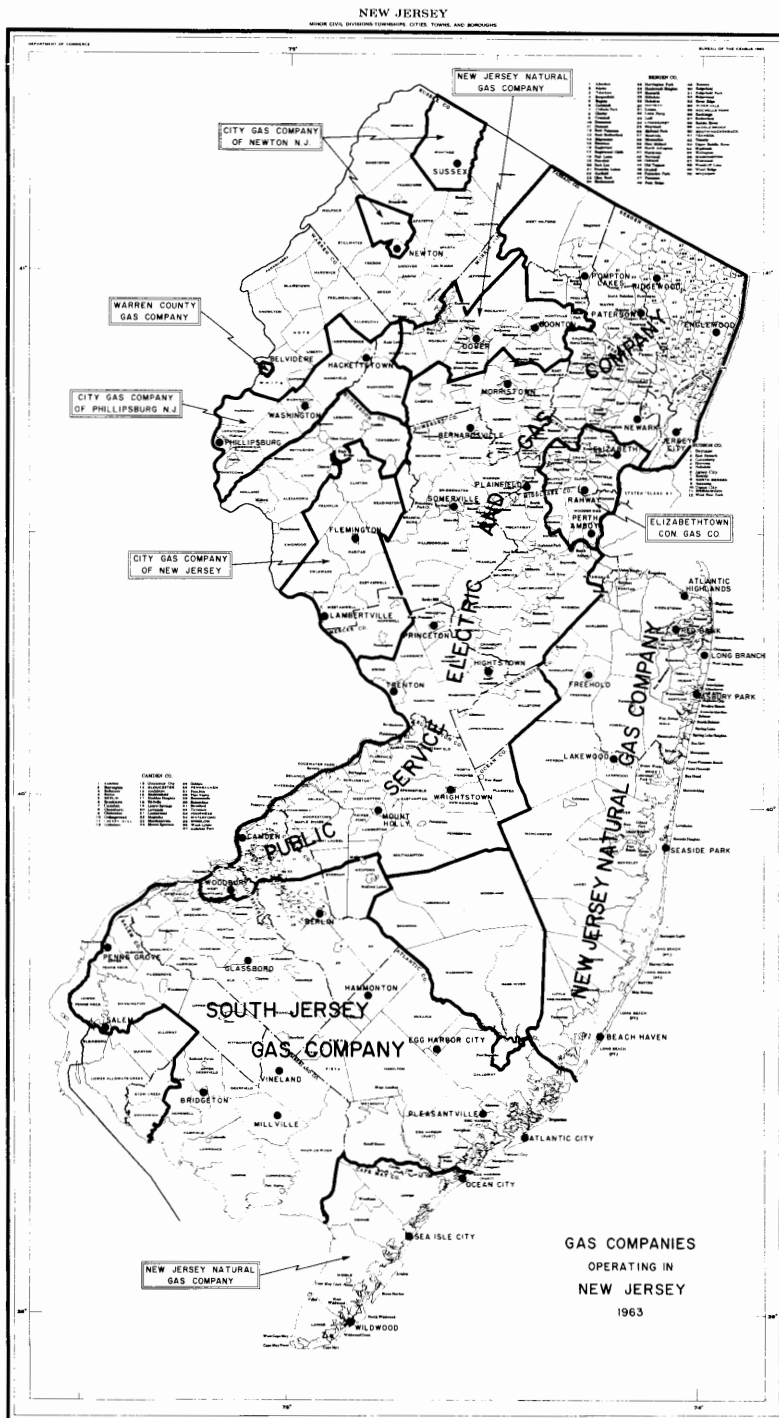
The South Jersey Gas Company laid a length of pipeline across the state, paralleling its existing line from the Camden area to approximately Atlantic City. If one line is damaged, the other can substitute. The company has completed plans to build an underground gas storage facility which will hold enough gas to give full service to the Atlantic City area for over 24 hours on an average mid-winter day. The facility will hold 10 million cubic feet in large diameter pipes at pressure of 1,000 pounds per square inch.

#### **FINANCES**

A common stock dividend was declared by the New Jersey Natural Gas Company valued at \$713,952, approved by the Board after the Company showed that earnings equal to the value of the stock were invested in utility plant. Further financing occurred when the Company issued \$5,000,000 mortgage bonds for plant betterment. Additionally, Public Service Electric and Gas Company floated a \$40,000,000 debenture bond issue for plant construction and debt reduction.

#### **THE NATURAL GAS INDUSTRY**

The natural gas industry, ranking as the nation's sixth largest in terms of both gross and net investment, supplies almost a third of the nation's total energy requirements. The industry is generally divided into 3 branches



— gas producers, pipeline and distribution companies. Such diverse lines of enterprise — producers supplying a commodity, distributing companies offering a utility service, and pipeline companies bridging the gap between the two are now fused into one industry after growing pains and constant adjustment because of particular backgrounds and operating characteristics. Yet, the consolidation and rapid growth is little more than three decades old.

## **THE BOARD AND NATURAL GAS**

The Board is primarily concerned with distribution companies which come into direct contact with the consuming public. This phase of the industry, involving interstate traffic, is subject to a limited control by state commissions.

## **NEW METHOD OF GAS STORAGE**

Transcontinental Pipeline Co., the state's largest supplier of natural gas, will build the State's first plant to liquify and store natural gas in the Borough of Carlstadt, Bergen County. Gas is to be liquified at 259° below zero Fahrenheit, thereby reducing 600 cubic feet of gas to one cubic foot of liquid. Scheduled for completion in November, 1964, the plant will have an initial storage capacity of one billion cubic feet of unliquified gas. The liquified gas will be reserved for emergency supply during extremely cold weather, thus reducing the need for the State's gas distribution companies to store large supplies by conventional means.

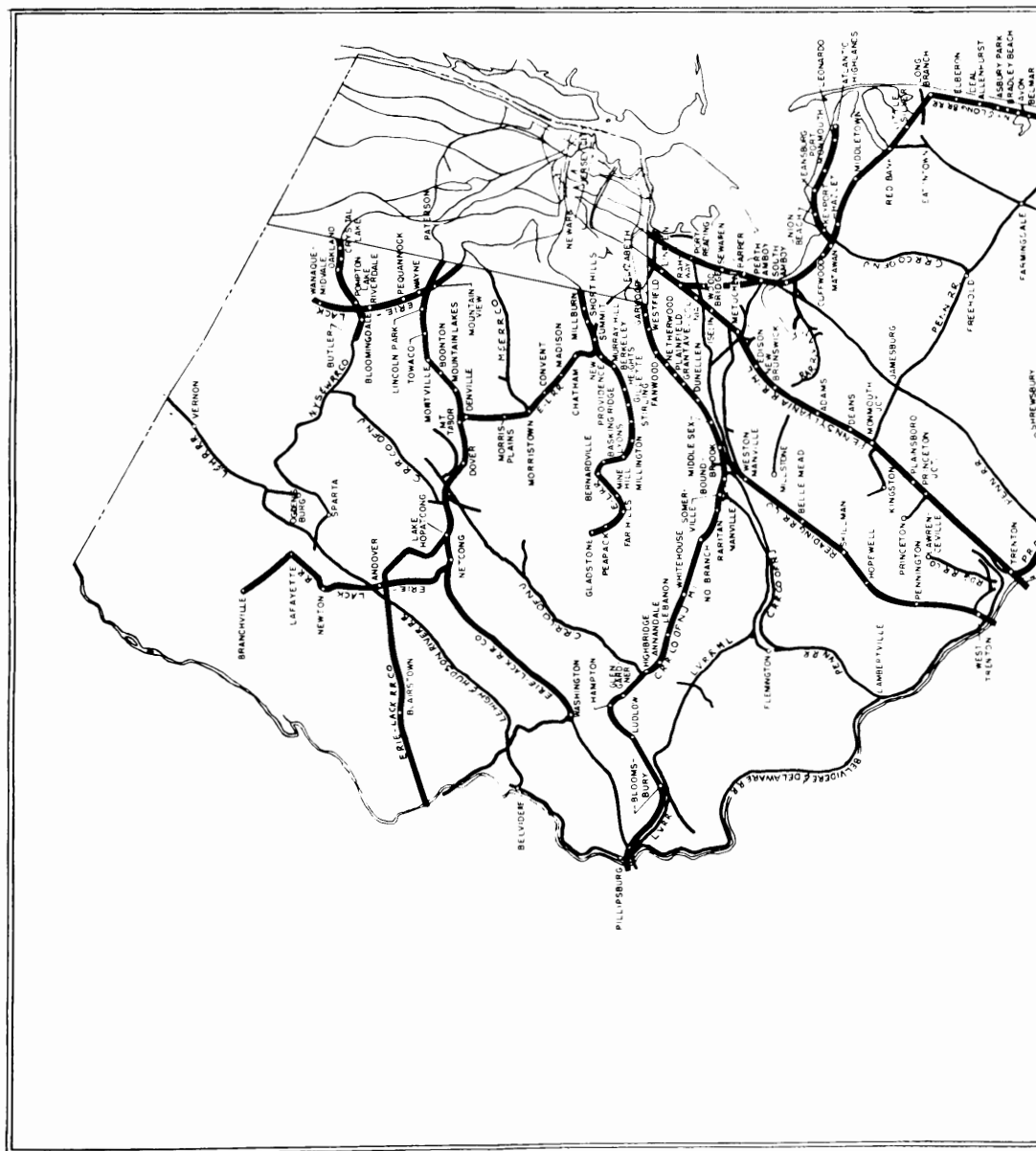
## **GAS ACCIDENTS**

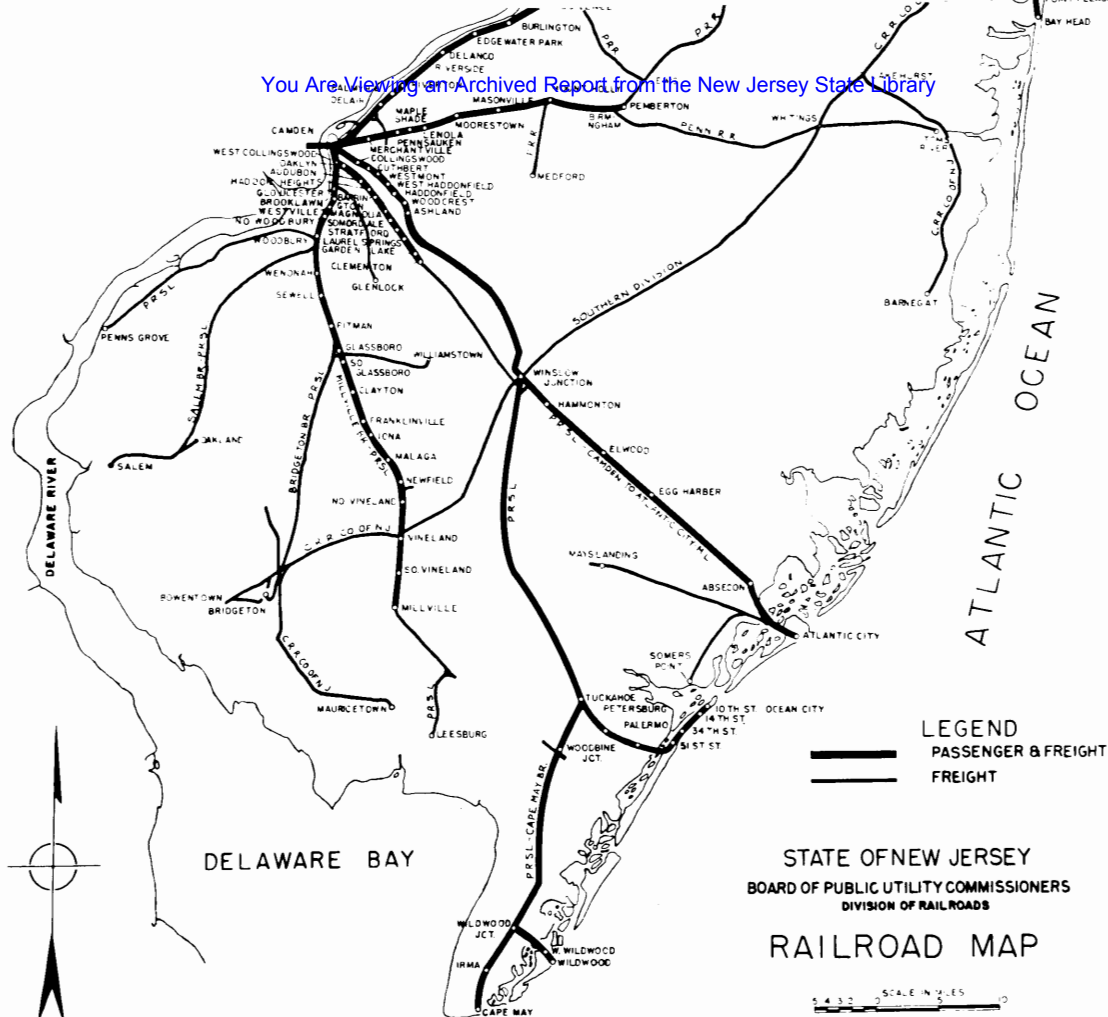
Gas explosions in Middlesex Borough, Middlesex County, and Groveville, Hamilton Township, resulted in extensive house damage and injury to 2 persons in September. Board staff investigations in one instance disclosed that excavation near the pipelines caused the explosion. Drafted and recommended by the Board, now pending before the New Jersey Legislature, is Assembly Bill No. 507, requiring that contractors submit to the utility concerned written notice of intent to excavate within 200 feet of pipes transmitting or distributing manufactured, mixed, or natural gas. Further provided is that should damage to pipe occur during excavation, the utility must be contacted and notified by the contractor. Failure to comply with the bill subjects the violator to punishment as a disorderly person. The Board urges serious consideration and passage of Assembly Bill No. 507, as gas explosions can be minimized or eliminated by timely notification to the parties involved.

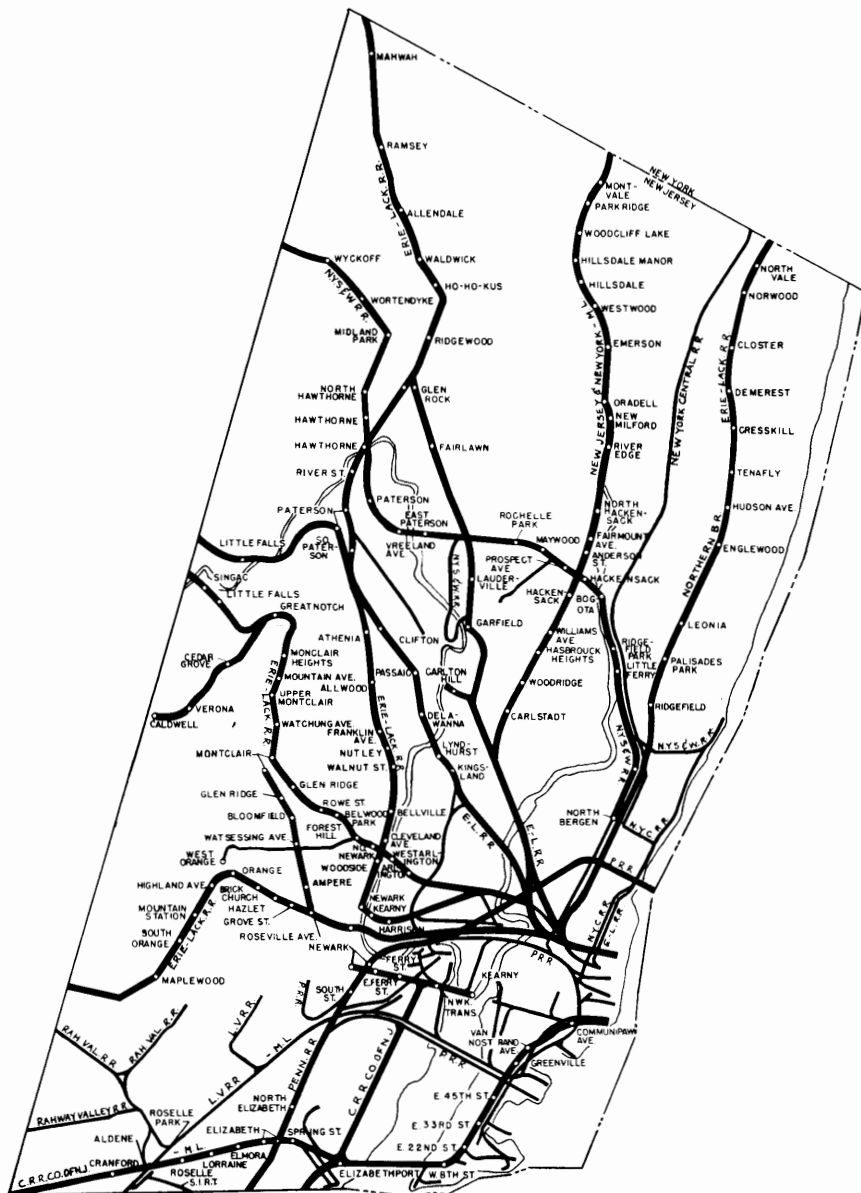
## **4. RAILROADS**

### **RAILROAD STATISTICS**

Seven of the twenty-one operating railroad companies in New Jersey provide passenger service. On weekdays, the service is over 1790 miles of line using 810 trains and carrying about 70,000 commuters who work in either Newark or New York. On Saturdays, 415 trains are run, and 290 operate on Sundays. Traversed on these runs are 3250 bridges and 2800 grade crossings. Some railroads give freight service on approximate schedules, but generally, the size and number of freight trains are determined by the volume of business.







# METROPOLITAN NEW JERSEY

SCALE IN MILES  
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DECEMBER 1962



## **THE BOARD AND RAILROADS**

The Board has jurisdiction over the elimination and protection of railroad-highway grade crossings, along with the reconstruction of highway bridges over railroads, or railroad bridges over highways. Elimination projects carried on during 1962 included work in Garwood, Union County; Passaic, Passaic County; Lutz Road, Mercer County; and Edgewater, Bergen County. The Board is authorized by law to contribute up to 85% for grade crossing eliminations, protective devices at grade crossings, and the reconstruction, etc., of a bridge or passage over or under a railroad or right of way. If the need for grade crossing modification is caused by increased vehicular or pedestrian traffic from a particular municipality or county, the Board, by virtue of the 1961 amendment to Title 48, may order that either the municipality or the county contribute 15% of the cost, while the railroad pays 15% and the Board the remaining 70%. For such expenditures, the Legislature appropriates \$2 million annually to be used by the Board.

## **INTERESTING CASES**

Two cases were of particular interest in 1962: one concerned the Hudson & Manhattan Railroad Company and the other the New York, Susquehanna & Western Railroad Company.

In the former case, the Legislatures of the States of New Jersey and New York, in February, 1962, authorized the Port of New York Authority to acquire the Hudson & Manhattan Railroad Company (after bankruptcy reorganization known as Hudson Rapid Tubes Corporation), an interurban electric railway under Board jurisdiction. The further agreement between the states was that the railroad facilities, now known as PATH, would be part and parcel of a World Trade Center to be established by the authority at the Hudson & Manhattan eastern terminal in lower Manhattan Island. The centralization is intended to accomplish economy in the transportation of persons and exchange of commodities and other property in world trade.

In the New York, Susquehanna & Western Railroad Company case, the issue was whether the Board or the Interstate Commerce Commission (I.C.C.) had jurisdiction over the proposed discontinuance of trains run solely within New Jersey but connecting with an interstate bus operating between New Jersey and New York. The significance of the case is in the fact that if the Court upholds the respondent railroad's view, the distinction between interstate and intrastate commerce will be blurred by the federal government reaching further into the domain of matters over which each state is particularly qualified to act.

## **STATE SUBSIDY**

By provisions of the state subsidy program, railroads who have contracted with the state get 29c per car mile, paid on a quarterly basis. Payment may be withheld where any train is 3 or 4 minutes late 25% of the time.

## **NEW PROGRAM**

Another aid to the financially sick railroads came in the form of a 1961 transit bill sponsored by New Jersey's Senator Harrison A. Williams. A part of the program includes "demonstration projects" in which the

federal and state governments provide funds. Hence, an experimental railroad station designed to draw commuters out of cars and into trains is planned 2 miles west of the present Pennsylvania station situated in downtown New Brunswick (Middlesex County), a city of some 40,000. The station will be a one-story pre-fabricated metal structure with adjoining off-street parking for 300 cars in a paved, lighted and patrolled lot. The hope is that more commuters who normally use cars to travel to work will be persuaded to use the train in the "park and ride" system. Considered the first such experiment in the country and the first mass transportation improvement project in New Jersey under the 1961 federal law, the New Brunswick idea is grounded on the conclusion that many commuters stayed away from the downtown station because of the traffic congestion in the city and the lack of parking facilities. Expected to be operational around October, 1963, the new "park and ride" station, with a ticket agent on duty from 6:45 A.M. to 3:30 P.M., will be an additional stopping point for New Brunswick trains. At other times, tickets may be purchased aboard the trains at no increase in cost.

### **RAILWAY EXPRESS STATISTICS**

The Railway Express Agency, Incorporated, performs a pickup and delivery service and other terminal operations in the handling of small package freight, mainly via railroad lines. It operates over carrier lines with total mileage of 365,840, of which 3,248 are in New Jersey. The Agency is reorganizing. Before July 1, 1961, it operated for decades on the non-profit basis of paying its own expenses and turning over any remaining revenues to the rail carriers, paying for their line-haul services and fulfilling certain operating agreements. After July 1, the Agency was put on a profit and loss basis pursuant to an agreement with the railroads and approved by the Interstate Commerce Commission September 21, 1959. According to the agreement, the Agency could make specific payments to the railroads for their line-haul service and meet its other costs. This increased cost of rail line-haul service, chief among other reasons, prompted the Agency to petition the Board on January 8, 1962, for a tariff increase which had been previously approved by the Interstate Commerce Commission and by about 75 to 80% of the other state regulatory bodies.

### **NEW RATES**

By a negotiation order of February 21, 1962, the Board allowed the Railway Express Agency, Incorporated, to put into effect intrastate tariffs on February 8, 1962, for an additional charge of 10c per shipment of one or more packages or pieces, except on citrus fruit, seafood, and cut flowers. Anticipated annual revenue from the increase is estimated at \$13,756.20, and the average charge per shipment changes from about \$3.43 to \$3.53, an average increase of 3%.

Accepted for filing and approved by Board Order of December 27, 1962, intrastate rates of the Railway Express Agency, Inc., to be effective January 1, 1963, concern an additional charge of 10c for graduate charges on first and second class express traffic, except 1 lb. shipments will only rise 3c, from \$2.87 to \$2.90. A similar filing was made with the Interstate Commerce Commission, and should the interstate rates be suspended, the



Board's Order provides that intrastate rates will also be suspended until a further Board Order.

With a 10c increase, the \$12,785.76 of increased New Jersey intrastate revenue to the company breaks down to about 130,000 shipments, which increase from \$4.07 to \$4.17 is an average boost of some 2.5%. In addition to meeting the competition in the field, increased costs of employee wages, fixed charges, postal rates, and tariff publications justify the rate increase to allow a fair return on utility property.

## **5. SEWERAGE SEWERAGE STATISTICS**

Private sewer utilities regulated by the Board in 1962 consisted of 42 sewer companies. Compared with 7 sewer companies under regulation in 1952, this was an increase of 500%. The service covered about 37,000 dwellings, or an estimated population of some 148,000 persons. A total of 5 sewer utilities were formed in 1962, requiring Board approval of an initial issuance of stock (equity financing) and evidences of indebtedness (debt financing). Similarly, three existing sewer utilities were acquired by municipalities or their utility authorities.

## **LEGAL REQUIREMENTS**

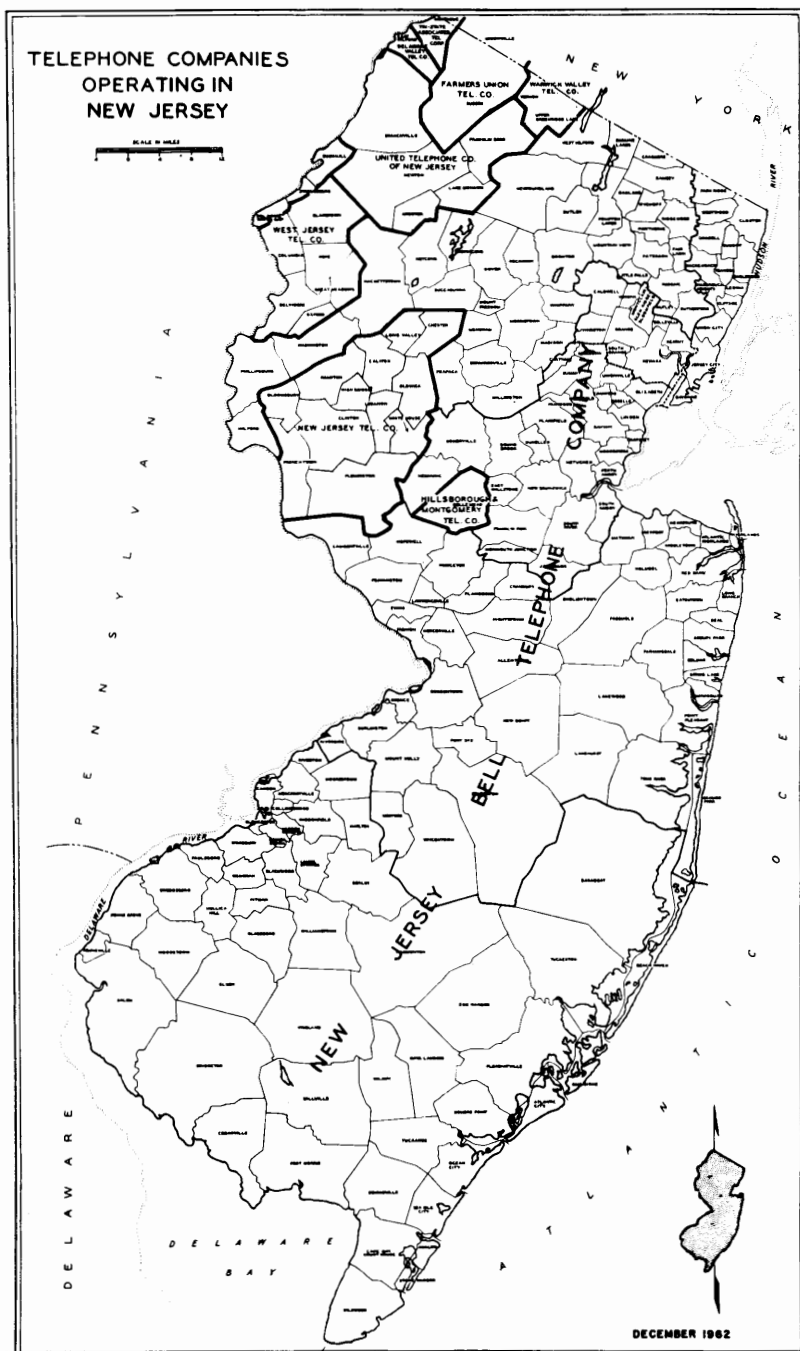
To insure the public health, before an initial sewer franchise or an extension of a franchise area is granted by the Board, the utility must abide by State Department of Health regulations as to construction plans and specifications. Likewise, another condition precedent to Board action is evidence that the utility has received approval for water diversion rights from the Division of Water Policy and Supply of the State Department of Conservation and Economic Development. By law, the Division has general supervision over all sources of potable water supply.

## **RATES INCREASE**

In 1962, Atlantic City Sewer Company was granted a rate increase which will increase annual revenues by \$150,500. The Company's plea for increased revenues of \$301,995 was disallowed, as was its request for a change in its depreciation reserve account. In another matter, which began with the Board but eventually was taken to the New Jersey courts on appeal from a Board decision, the Ocean City Sewer Company was allowed a lesser rate increase than it had petitioned for.

## **6. TELEPHONE AND TELEGRAPH STATISTICS**

Nine telephone companies have invested over \$110,000,000 in additional plant and equipment to render modern phone service to subscribers. No new telephone companies were formed in 1962, but 2 companies merged into 1. Innovations in service included Telpak, Card Dialer, Rapidial, and Educational television, as well as steps toward a 100% dialing system in New Jersey. The New Jersey Bell Telephone Company system became "automatic" in 1962, and all exchanges are equipped with direct distance dialing facilities. Dial service is now available to 99.2% of New Jersey Bell subscribers. All manual service remaining is expected to be eliminated



in 1963. Additional phones installed in 1962 by the company totalled 146,000.

### **CENTREX**

A Centrex communication system was offered by the industry to its large business customers. This combines features of the conventional private branch exchange service with direct dialing to extensions: automatic tabulation of outgoing calls by extension numbers, transfer of incoming calls, and reduction of attendants and their associated equipment and facilities.

### **CONSUMER SAVINGS**

Through the processing of 110 formal telephone and telegraph rate filings, including offering of new equipment, elimination of 4-party service in certain areas, and adjustment of base rate areas, the telephone subscriber reaped an annual saving of \$235,000. Regarding New Jersey's largest telephone company, New Jersey Bell Telephone Company, rate filings in one particular instance reduced rates by \$1,700,000, and in another instance by \$5,600,000. In the former, the Board negotiated the change with the Company after an accord had been reached by the National Association of Railroad and Utility Commissioners with the Federal Communications Commission, whereby the formula for separation of intrastate and interstate cost was modified to the benefit of intrastate subscribers. The adjustment was effective May 1, 1962. After further negotiation, the Board directed the Company to reduce rates by \$5,600,000, effective October 1, 1962, mainly on day and night-time rates for "long-distance" calls within the state. The new after 9 P.M. to 4:30 A.M. charge for "long-distance" calls is a maximum of 35c for a 3 minute station to station call between any 2 points in New Jersey. The second filing also related to lower charges on (1) special phones with amplifiers for persons with impaired hearing, (2) color and princess-type phones, and (3) non-adjacent inter-exchange mileage calls.

### **ELECTRONIC BRAIN**

Expected to be installed in 1963 with service offered in 1965, New Jersey Bell will house at Succasunna the first commercial electronic central office comprised of an electric "brain", "memory", and "nervous system".

### **ITEMS OF NATIONAL INTEREST**

Several matters of national interest have come to the fore recently in which the telephone industry has played a prominent, if not a pioneering role. Telstar, the communications satellite, was assembled in Hillside and tracked from Holmdel by the facilities of the Bell Telephone Laboratories. Concerning national defense, "Sage", the electronic system for directing U. S. air defense, is located at McGuire Air Force Base near Camden and Trenton and is the center of the first such operating system in the country. Missile Master, a system of radar and computers to coordinate the assignment of targets and firing of Nike missiles at hostile aircraft, has 2 installations in New Jersey serving the New York and Philadelphia defense area of NORAD. Finally, a Damage Assessment Center, with special teletype hookings with Long Lines and the State Civil Defense Headquarters in Trenton, is situated in Washington, New Jersey.

## **7. WATER WATER FACILITIES**

Of the total amount of water consumed in New Jersey, 35% is derived from wells and 65% from surface sources. The completion of the Spruce Run Reservoir, affecting the Raritan River flow, will help increase dry period flows. Similarly, additional reservoir storage at Round Valley will provide 70,000,000 gallons of water supply per day.

### **INCREASED REGULATION**

Over the last decade, Board regulation of water utilities has increased by 28%; that is, 114 utilities were regulated in 1952, as against 146 in 1962. Ten new utilities were formed in 1962, while 6 existing utilities were acquired by municipal authorities.

### **INCREASED SERVICE**

Increased demands for water have been met by various utilities through additional facilities such as: storage tanks, standpipes, reservoirs, wells, and pumping apparatus. Financing for these and other purposes included: promissory notes, \$1,336,693; mortgage bonds, \$2,175,000; and common stock, \$1,163,730 (par or stated value).

### **THE BOARD AND WATER UTILITIES**

As with sewer utilities, so with water utilities, the Board coordinates with the State Department of Health and Department of Conservation and Economic Development — particularly, Division of Water Policy and Supply — on public health matters, diversion rights, and like matters. Such Board action effectuates the legislative policy requiring that utilities provide safe, adequate and proper service under supervision of the Board.

### **THE BOARD AND PUBLIC INTEREST**

An interesting water case, *Middlesex Water Co. versus Edison Township*, illustrates the function of the Board acting in the general public interest as opposed to local municipal policy. On April 2, 1962, the Appellate Division affirmed a Board Order which granted permission to the Middlesex Water Company to erect an increased demand and emergency service standpipe and associated pumping equipment in an area zoned for residential use. The Board acted under authority of R.S. 40:55-50, which provides that a utility structure shall not be subject to a local zoning ordinance if the Board finds that its construction or use is "reasonably necessary for the service, convenience, or welfare of the public." The site was in the Clara Barton Hill residential section of Edison Township, which took an appeal from the Board's Order, alleging, among other things, that the Board had not considered the factor of disruption of the community zoning plan. As the site was on high ground with exterior structural design conforming with surrounding dwellings and satisfying aesthetic interests, and as any other location would also be in a residential zone, the Board found that the site was the best available location and was reasonably necessary. Moreover, the appellants failed to show a detriment to the public welfare. The statute involved was described by the court as "an unwritten exception to be read into every municipal zoning ordinance."

### III. UTILITIES UNDER THE FULL JURISDICTION OF THE BOARD AS OF DECEMBER 31, 1962

#### Auto Buses

A. & A. Bus Co., Inc.  
A. J. H. Bus Corp.  
A. M. Bus Co.  
A & W Bus Company, Inc.  
Aben Bus Corp.  
Academy Bus Company, Inc.  
Ace Bus Transportation Corporation  
Acme Bus Co., Inc.  
Aklaw Bus Co., Inc.  
Alco Bus Co., Inc.  
American Bus Lines  
Annello, John t/a Annello Bus Lines  
Arc Bus Company, Inc.  
Associated Bus Company  
Associated Bus Company of  
Hawthorne  
Associated Bus Company of  
North Haledon  
Associated Bus Company of Oakland  
Atlantic Brigantine Coach Co.  
Atlantic Bus Company, Inc.  
Atlantic City Transportation Co.  
Atlas Bus Corp.  
  
B-6 Bus Co., Inc.  
B-7 Bus Corporation  
B-125 Bus Co., Inc.  
B. & M. Bus Company, Inc.  
B. & P. Bus Co., Inc.  
Babs Bus Co.  
Baker & Warren Bus Co., Inc.  
Balgen Bus Co., Inc.  
Bannon, Lester, T. Bus Co., Inc.  
Baram Transportation Co., Inc.  
Bauer, Albert F. Inc.  
Baum Bus Co., Inc.  
Bauman Bus Corporation  
Bayonne Bus Company, Inc.

#### Auto Buses

Bays, W. J. Bus Co., Inc.  
Bayshore Bus Co., Inc.  
Bee Eight Bus Co.  
Bee Five Bus Co.  
Bee Four Bus Corp.  
B-Eleven Bus Co., Inc.  
Bell's Bus Service  
Bergen & Central Bus Co.  
Beviano Chartered Service  
Blacher, Victoria, Bernard A.  
Schwartz, Administrator  
Bloom Bus Company, Inc.  
Blue Bus Lines  
Bond Bus Corp.  
Boro Busses Company  
Boro Busses-Rollo Transit Corp.  
Boulevard Bus Inc.  
Bowitz, Albert and Lillian  
Bridgeton Transit  
Broadway Transport Co., Inc.  
Browell Bus Company, Inc.  
Bryant and Shelton Co.  
Budlick Bus Co., Inc.  
Bus Operating Co., Inc.  
  
Camden & Burlington Counties  
Bus Co.  
Cape Bus Co., Inc.  
Capital Transit Co.  
Cappitelli, Anthony, T.  
Car Bus Corp.  
Carll, William d/b/a Lenape Stages  
Carmella Bus Corp., Inc.  
Casper Bus Co., Inc.  
Cassell Bus Co., Inc.  
Castellano Motor Transportation Co.  
Cavaliere Bus Co., Inc.  
Charmer Bus Corp.

## Auto Buses

Chok, Ida  
 Cisko Bus Co.  
 Claremount Transportation Co.  
 Clinton Avenue Bus Company  
 Coast Cities Coaches, Inc.  
 Colapinto Bus Co., Inc.  
 Community Bus Lines, Inc.  
 Consolidated Shore Lines, Inc.  
 Costa Bus Co., Inc.  
 Cottage Bus Co., Inc.  
 Crane Transportation Co., Inc.  
 Crosby, Honora T., Joseph Moran,  
 Administrator  
 Culver Bus Company, Inc.

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

E. & A. Bus Co.  
 E. & M. Bus Corp.  
 E. D. J. Bus Company, Inc.  
 Efkey Bus Co., Inc.  
 Ekay Bus Co., Inc.  
 Elizabeth Bus Co.  
 Elizabeth Transit Corp.  
 Elizabeth-Union-Hillside-Irvington  
 Line, Inc.  
 Elliott Bus Corp.  
 Ellis Bus Corporation  
 Ellmas Bus Co., Inc.  
 Empire Bus Company, Inc.

## Auto Buses

Englehardt, Kenneth  
 Englehardt, Ronald, A.  
 Errico, Michele  
 Es-Holt Bus Company  
 Eureka Transportation Co., Inc.  
 Evankchyk, Michael, t/a West  
 Wildwood Bus Co.

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

G. & F. Bus Corp.  
 G. & W. Bus Co., Inc.  
 Gabrian, Michael & Peter  
 Garfield-Passaic Bus Company  
 Garfield & Passaic Transit Co., Inc.  
 Gearty, T. A. Bus Co., Inc.  
 Gendzvill Bus Co., Inc.  
 Gershkowitz, Abraham  
 Gershkowitz, Eva, Inc.  
 Gertz Bus Co., Inc.  
 Gloria Bus Co., Inc.  
 Goldsmith Bus Co., Inc.  
 Goldstein, Sam and Karter, Albert  
 Gorben Bus Transportation Corp.  
 Grand Bus Corp.  
 Graope Transportation Co., Inc.  
 Grasso Bros., Inc.  
 Grasso, Joseph, Bus Co.  
 Green Flyer, Inc., The  
 Greenville Bus Company, Inc.  
 Greyhound Corporation, The  
 Grodrud Bus Company, Inc.  
 Grossman Bus Company, Inc.



### **Auto Buses**

Grossman Transport, Inc.  
Gun-Tal Bus Co., Inc.  
  
H. & E. Bus Co.  
H. & R. Bus Co.  
Haberman Bus Co., Inc.  
    Anthony and Fred  
Hafflin Bus Co., Inc.  
Hale Bus Corp.  
Hanus, Joseph and Wanda,  
    t/a J. & W. Hanus  
Heit, Joan  
Hermine Bus Co., Inc.  
Heslin Bus Co., Inc.  
Hild Bus Co., Inc.  
Hill Bus Company  
Hoboken Transportation Company  
Hohorst, Henry  
Hohorst Incorporated  
Holt-Enderlein Bus Company  
Homestead Transit Co., Inc.  
Hudson Bus Transportation Co.,  
    Inc., The  
Hudson Transit Lines, Inc.  
Hughes, Ben, Inc.  
  
Inter-City Trans. Co., Inc.  
Irving Transit Company  
  
J. & H. Bus Co., Inc.  
J. & J. Bus Company  
J. & L. Bus Company  
J. & M. Bus Company  
J. R. M. Bus Company  
J. S. Bus Corporation, Inc.  
Jad Bus Co., Inc.  
Jelly, Wm. H. & Co., Inc.  
Jimac Bus Co., Inc.  
Jocham Bus Co., Inc.  
Jordan, Thomas  
  
Kauderer, Charles F.  
Kaunas Bus Co.  
Keane Bus Company, Inc.  
Keisling, Richard C.  
Kennedy, E. J. Inc.  
Keogan Bus Co.  
Key City Bus Company, Inc.  
Kima Bus Company, Inc.

### **Auto Buses**

Kirslo Bus Co., Inc.  
Klyde, Judith  
Koll Motor Transportation Co.  
Kopf, Viola V., Bus Co.  
Korud Bus Company, Inc.  
Kowalski, Stephen and Betty  
Krebs Bus Company  
Krebs, George C., Inc.  
  
L. & T. Bus Co., Inc.  
Lackawanna Bus Corporation  
Ladney Bus Co.  
La Forgia, Estate of Salvatore;  
    Nicholas La Forgia, Executor  
Lakeland Bus Lines, Inc.  
Lake Region Coach Co., Inc.  
Le Fante Bus Co., Inc.  
Le Fanto Bus Company, Inc.,  
    Joseph J.  
Leo Bus Inc., The  
Lesta Bus Co., Inc.  
Levender Bus Co., Inc.  
Lincoln Bus Company  
Lincoln Transit Co., Inc.  
Linden Bus Co.  
Lucci Bus Co.  
Lycal Bus Co., Inc.  
  
M. B. Bus Co.  
M. & G. Bus Co., Inc.  
M. & M. Bus Corporation  
M. S. Boulevard Bus Co., Inc.  
M. & W. Bus Co.  
Maday Bus Transportation  
Maday and Sons, Inc.  
Magliato, Dominick  
Mahar & Villani, Inc.  
Malley Bus Corporation  
Manhattan Transit Company  
Marathon Bus Lines, Inc.  
Maresca Bus Company  
Maria Transportation Company  
Martucci Bus Company  
Marveth Bus Corp.  
Masi, James, Bus Corp.  
Massa Bus Company, Inc.  
Matlin Bus Corp.  
McIntyre, Robert D., Inc.  
Meehan, Harry J.

### Auto Buses

Meltzer Bus Co., Inc.  
Merikle, G. H., Inc.  
Merrell, Robert W.  
Mile Square Transportation Co.  
Millstone Bus Line, Inc.  
Minotto, Ben, Inc.  
Minotto Bus Company, Inc.  
Minuskin Bus Co., Inc.  
Molmar Bus Transportation Corp.  
Montgomery Bus Corp.  
Monumental Motor Tours, Inc.  
Morris Bus Corp.  
Morris, Charles L., Jr.  
t/a Warren Bus Service  
Morris, Will, Inc.  
Mountain Coaches, Inc.  
Mount Bethel Bus Service, Inc.  
Murphy & Perrit Bus Company

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

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

P. J. Bus Co.  
P. Z. Bus Company, Inc.  
Pacific Bus Company, Inc.  
Page Bus Corporation  
Pakenham Bus Company  
Palace Bus Co., Inc.  
Palangio, Patsy  
Paparelli Bus Co., Inc.  
Passaic-Athenia Bus Co., Inc.  
Peller, Selma, Administratrix of  
Estate of Pauline Peller  
Peninsula Bus Company  
Perno Bus Corp.  
Phillip Bus Corp.

### Auto Buses

Phillips, Esther & Benjamin  
Rosenwasser  
Picardi Bus Company, Inc.  
Pierro, G. & D., Bus Co., Inc.  
Pierro & Sons, Inc.  
Pisano Bus Co.  
Plainfield Transit, Inc.  
Policastro, John A., Ltd.  
Polizzano Transportation Company  
Preis Bus Company  
Prime Bus Company, Inc.  
Prince Bus Corporation  
Public Service Coordinated Transport  
R. & W., Inc.  
R. J. S. & A. L. Z. Bus Corp.  
Raimondo, Dominick, Inc.  
Ramo Bus Corporation  
Rex Bus Company  
Rialto Bus Co., Inc.  
Riccio Bus Co.  
Riccio, Frank & Sons, Inc.  
Richmond Bus Lines, Inc.  
Rockland Coaches, Inc.  
Rockland Transit Corporation  
Roman Bus Co., Inc.  
Roslyn Bus Co.  
Rossmeier & Weber Bus Lines, Inc.  
Royal Blue Coaches, Inc.  
Rubenstein Bus Co.  
Ruch Brothers, Inc.  
Ryan, Margaret J.

S. & A. Bus Corp.  
S. & G. Bus Company, Inc.  
S. & T. Bus Company, Inc.  
Safeway Trails, Inc.  
Saffron Bus Co., Inc.  
Saks Bus Transport Co., Inc.  
Salmic Bus Company  
Sarnella Transportation Company  
Scerbo Bus Company  
Schultz, Meyer, Inc.  
Seidler, William  
Serec Bus Company, Inc.  
Serv-Well Bus Company  
Shannon, E. J., Bus Co., Inc.  
Sharp, Jacob



### **Auto Buses**

Siegel, Frederick E. and Siegel,  
Mary Ann t/a North Haledon  
Transit Co.  
Silver Bus Co., Inc.  
Sivad Transportation Co.  
Smith, Edward D., Bus Co., Inc.  
Smith, Harvey  
Sokar Bus Company  
Sokolow & Glick, Inc.  
Solcot Bus Co.  
Somerset Bus Co., Inc.  
Sommer Bus Co., Inc.  
Sostman Bus Corp.  
South Orange Bus Co., Inc.  
Standard Bus Corp.  
Starr Transit Co., Inc.  
Struble, Gorman, t/a Swartswood  
Bus Service  
Sturtz, Edward, Bus Co., Inc.  
Suburban Transit Corp.  
Superior Bus Co.  
Sweeney, Edward, Inc.  
  
Takrab Bus Company, Inc.  
Tedesco Bus Co., Inc.  
Terrace Bus Corporation  
Terry Bus Company, Inc.  
Theresa Transportation Co.  
Thirty Three, Inc.  
Tomaszeski, Amelia  
Trackless Transit, Inc.  
Trans-Bridge Lines, Inc.  
Travelers Transportation, Inc.  
Tufano Bus Corporation  
  
Unity Bus Co., Inc.  
  
Vailsburg Bus Co., Inc.  
Valeriotte Bus Co., Inc.  
Van Buren Bus Company  
Vanderhoff, E. & Sons  
Villani Bus Company  
Vistar Bus Company, Inc.  
  
Warwick, Greenwood Lake and  
New York Transit, Inc.  
Weiner Bus Company, Inc.  
Wendt Bus Company, Inc.  
Wernicki, John L.

### **Auto Buses**

Wernicki, John L. & Edward  
West Side Bus Corporation  
Westwood Transportation Lines, Inc.  
Winterfield, Leo  
Wohlgemuth Bus Co., Inc.  
Wood, G. R., Inc.  
Woods & Costa, Inc.

### **Electric**

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

### **Express**

Railway Express Agency

### **Gas**

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

### **Railroads**

#### **Passenger-Operating Railroads**

Central Railroad of New Jersey  
Erie-Lackawanna Railroad Company  
Hudson Rapid Tubes Corporation  
New Jersey & New York Railroad Co.  
(Horace Banta, Trustee)  
New York & Long Branch  
Railroad Co.  
New York, Susquehanna & Western  
Railroad Co.  
Penna. & Atlantic Railroad Co.

## **Railroads**

### **Passenger-Operating Railroads**

Pennsylvania Railroad Co.  
Pennsylvania-Reading Seashore Lines  
Reading Company

### **Non-Operating Companies**

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

### **Freight Only**

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

## **Sewerage**

Atlantic City Sewerage Co.  
Awwemi Corp.  
Bayshore Sewerage Co.  
Bell's Lake Sanitation Co.  
Berkeley Shore Estates Sewerage Co.  
Birch Hill Park Disposal Co.  
Bordertown Sewer Company  
Brierwood Sanitation Co.

## **Sewerage**

Buckinham Utilities, Inc.  
Catalina Hills Sewerage Corp.  
Cooper Village Sewerage Utility  
Service Co.  
Delaware Twp. Sewerage Co.  
Delran Sewerage Corp.  
Edenwood Sewer Company  
Gibbsboro Sewerage Corp.  
Gloucester Sewerage Utility Company  
Green-Field's Sanitary Imp. Co.  
Hamilton Sewerage Company  
Hillsborough Sewerage Company  
Hollybrook Sanitary Imp. Co.  
Jackson Sewer Company  
La Gorce Square Sewerage  
Corporation  
Lakewood Water Company  
Laurel Sanitation Co.  
Mar-Dale Manor Sewerage Corp.  
Marlton Sewerage Corporation  
Maxim Sewerage  
Medford Lakes Sewerage Corp.  
Mid-Jersey Sewerage Company, Inc.  
Monmouth Sanitation Co.  
Mount Laurel Sewerage Corp.  
Mystic Isles Sewerage Corp.  
Oak Valley Sewerage Co.  
Ocean City Sewer Service Co.  
Public Sewerage Corp.  
Ridgeview Sewerage Co.  
River Edge Service Corp.  
Southampton Sewerage Co.  
Stafford Sewerage Corp., The  
Sunbury Village Sewer Company  
Valley Road Sewerage Company  
Washington Valley Sewerage  
Company  
Woodbury Terrace Sewerage Corp.  
Woodcrest Sewerage Corp.  
Wynnewood Sewerage Utility  
Company

## **Subway**

Public Service Coordinated  
Transport

## **Telephone**

Delaware Valley Telephone Company  
Farmers Union Telephone Company

## Telephone

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

## Telegraph

Western Union Telegraph Company

## Water

### Private Companies

Aldrich Water Company  
Atlantic County Water Co.  
Awwemi Corporation  
  
Barnegat Water Company  
Bassett Park Association  
Bayville Water Co.  
Bell's Lake Water Co.  
Berkeley Shore Estates Water  
Company  
Berkeley Water Co.  
Bernards Water Company  
Birch Hill Park Water Co.  
Blackwood Water Company  
Blair Academy Water Dept.  
Bogota Water Co.  
Bound Brook Water Company  
Brooklawn Farms Water Co.  
Brookwood-Musconetcong River  
Property Owners Association  
Browtown Water Co.  
Buckhorn Springs Water Co.  
  
Califon Water Co.  
Camp Meeting Assn. of the Newark  
Conf. of the M. E. Church  
Cedar Heights Water Co.  
Cliffwood Beach Water Co.  
Columbus Water Company  
Commonwealth Water Company  
Cooper Village Water Utility  
Company  
Corson's Inlet Water Company

## Water

Crestmount Park Water Co.  
Crosswicks Water Company  
  
Delaware River Water Co.  
  
Edenwood Water Company  
Elizabethtown Water Co.  
Evans, Chas. N., Dev. Water Co.  
Ewing Water Supply Co.  
  
Fayson Lake Water Company  
Flanders Water Co.  
Forsgate Industrial Park Water  
Company  
Fortescue Realty Co., Inc.  
Frenchtown Water Company  
  
Garden State Water Company  
General Water Company  
Glen Gardner Water Co.  
Gloucester Water Utility Company  
Gordon's Corner Water Company  
Gravity Water Supply Company  
Green-Field's Water Company  
Grenlock Water Company  
  
H. and H. Water Co.  
Hackensack Water Company  
Hager Water Co.  
Hall Spring Supply Co.  
Hamilton Square Water Company  
Hampton Hills Water Company  
Hampton Lakes Water Company  
Harding Lakes Water Company  
Highland Lakes Improvement Co.  
Hillsborough Water Co.  
Hillwood Manor Water Company  
Hollywood Manor Water Company  
Hopatcong-West Shore Water Co.  
  
Ideal Beach Water Company  
Ivy Stone Water Works  
  
Jackson Water Company  
Jamesburg Water Company  
Junction Water Company, Inc.  
  
Kingston Water Co.  
  
Lake Hopatcong Water Corporation  
Lake Lenape Water Company

## Water

Lake Mohawk-Sparta Water Company  
Lakes Water Co., The  
Lakeside Park Water Co., Inc.  
Lake Tamarack Water Co.  
Lakewood Water Company  
Lambertville Water Company  
Laurel Springs Water Works Company  
Laurence Harbor Water Company  
Lawrenceville Water Company  
Lenape Water Co.  
Lincoln Park Water Co.  
Long Beach Water Company  
Long Valley Water Co.  
Lopatcong Water Company, The  
Lower Township Water Company  
Lumberton Light, Water & Sewerage Company  
  
Madison Water Company  
Mantua Water Company  
Medford Water Company  
Middlesex Water Company  
Mid-Jersey Water Co.  
Midtown Water Company  
Mine Hill Water Co.  
Monmouth Consolidated Water Company  
Morris & Sussex Water Service, Inc.  
Mountain View Water Work, Inc.  
Mt. Arlington Water Co.  
Mt. Holly Water Company  
Mt. Laurel Water Corporation  
Mystic Isles Water Company, Inc.  
  
Neptunus Water Company  
New Egypt Water Co.  
New Jerrey Water Company  
New Jersey Water Service Company  
  
Oak Valley Water Co.  
Ocean City Water Service Company  
Ocean County Water Co.  
  
Parkway Water Co.  
Pennsgrove Water Supply Company  
Penns Neck Water System  
Peoples Water Company, The  
Peoples Water Company of Grenloch

## Water

Pinecrest Improvement Association  
Pineland Water Co.  
Pine Brook Water Co.  
Pine Valley Water Works  
Post Brook Water Company  
Pottersville Water Company  
Princeton Colonial Park Water Company  
Princeton Junction Water Co.  
Princeton Water Company, The  
Prospect Point Water Company  
Public Water Corporation  
  
Rancocas Woods Water Company  
Randolph Water Company  
Ridgedale Water Co.  
Ridge Water Company  
Ringwood Company  
Riverton & Palmyra Water Company, The  
Roxbury Water Company  
  
Seaview Water Company  
Sewell Water Company  
Shark River Hills Water Co., Inc.  
Shore Hills Water Company  
Shore Water Company  
Silverton Water Co.  
Somerville Water Company, The  
South Jersey Water Supply Co.  
Sparta Mountain Water Company  
Stafford Water Co.  
Stewartsville Water Co.  
Stonewald Park Assn.  
Strathmore Water Company  
Sunbury Village Water Company  
  
Toms River Water Company  
Tri-Corner Realty Co.  
Tuckerton Water Works Co.  
  
Vincetown Water Company  
  
Washington Valley Water Company  
Washington Water Company, The  
West Jersey Water Service, Inc.  
West Keansburg Water Company  
White Meadow Water Company  
Wilson, J. T.  
Windbeam Water Company  
Woodbine Water Company







