

25th

ANNUAL REPORT
1934

N.J. Board of Public Utility Commissioners
1935

978.901
1935

State of New Jersey

BOARD OF PUBLIC UTILITY COMMISSIONERS

To The Honorable Harold G. Hoffman,
Governor of the State of New Jersey.

Sir:

There is herewith submitted the twenty-fifth annual report of the Board of Public Utility Commissioners for the year 1934.

There has been completed, after a period of nine months, a formal rate proceeding based upon a complaint against the rates of Jersey Central Power and Light Company. Hearings started March 2, 1934, and were concluded December 7, 1934. During this period, 17 days were assigned and in this case, as in the case of Public Service Electric and Gas Company, two valuations were introduced and supported by testimony which were, as usual, so widely at variance, that the determination of a proper base for the fixing of just and reasonable rates, was made an exceedingly complicated task.

Acting upon the complaint of the Town of Irvington and other municipalities against Commonwealth Water Company, there has been in course of hearing, since July 17, 1933, a formal rate proceeding based upon a complaint that the rates charged by this utility were excessive. Up to and including the month of December, a total of 45 days has been assigned for hearings for this matter and, inasmuch as the testimony has not as yet been completed, the case is still actively on the Board's calendar.

In these three major rate cases, one hundred and seventeen days have been assigned by the Board for hearing, and only eighty-seven were used, because of other engagements of Counsel for complainants and utilities, and other causes which the Board could not control.

In addition to the formal proceedings which require notice and hearing, an analysis of informal complaints filed in 1934 indicates that there were received and investigated 1,108 individual complaints which relate to various utility services. This number is a marked increase over any other year.

As a result of negotiations with the Board, the New Jersey Bell Telephone Company filed a tariff effective January 1, 1935, which further modified the existing monthly charge of fifteen cents on so-called hand-set telephones. Originally, the charge for these instruments was fifty cents a month, and as the result of active cooperation between the Board and the Company, a subscriber will only be required to pay the monthly charge of fifteen cents for a period of thirty-six months.

DIVISION OF SERVICE INSPECTION

More than eleven hundred individuals, organizations, or groups of individuals filed informal complaints with the Board against electric, gas, telephone, water and sewer utilities during the past year. Approximately eighty per cent. of these complaints involved high bills and general commercial practices with respect to billing and collection of accounts. Approximately ten per cent. came from those who desired service where extensions of facilities would be required and the terms proposed by the utilities were unsatisfactory to the consumer. Approximately three per cent. of the complaints came from those who felt that the service rendered was inadequate. The remainder of the complaints involved miscellaneous individual grievances against rules and regulations of utilities.

Informal complaints are referred to Inspectors for investigation and report. Many such complaints are adjusted satisfactorily in this manner. Recommendations of Inspectors, being based on impartial investigations, are, with rare exceptions, accepted by utilities in spite of the fact that recommendations in favor of the complainant mean reversal or modification of the position previously taken by the companies. The complainant is afforded an opportunity to be heard if he is dissatisfied with the informal investigation. In but two cases out of some eleven hundred did the complainant, after informal investigation and report, ask for a formal hearing.

The large number of families supported by relief agencies presented a problem in fair and reasonable distribution of utility service to those on relief. The Board's Inspectors were frequently called upon by municipalities, relief agencies and utilities to aid in working out satisfactory arrangements for establishment and continuance of utility service under these conditions.

In addition to customary inspections of plant and facilities, studies and extensive inspections were made of the condition of several of the major utility properties in connection with rate investigations.

Although there has been comparatively little new construction during the past year, utility properties generally have ample and adequate facilities to take care of existing service demands with continuance of curtailed consumption for both domestic and industrial uses. Most plants have sufficient reserve capacity to absorb a sizeable increase in consumption without necessity of expenditures for additional plant capacity. Companies supplying highly industrialized communities where the rate of activity varies within wide limitations must of necessity maintain the reserve capacity in such condition that it will be available for immediate service in response to any change in the rate of industrial operations.

Utility construction and engineering staffs were mainly concerned during the past year with maintenance and improvement of service and operating facilities. Curtailed operating revenues have of necessity caused plant operators and commercial managers to further extend their efforts to improve efficiency and thereby reduce operating costs. Electric transmission lines, gas and water transmission mains installed during the past years, are rendering valuable service in that they permit distribution of the load to plants in such proportions to produce the most efficient operating results with existing facilities.

Inspections were made of the various companies' methods of testing and handling customers' gas, electric and water meters. Periodical tests were made of company standards used to test customers' meters. The Board's standards for checking electric and gas meter testing apparatus are calibrated by the United States Bureau of Standards. Tanks and scales used in testing water meters are calibrated and sealed by the local Sealer of Weights and Measures.

No charge is assessed against gas and electric utilities for periodically testing their electric meter standards and gas provers. A reasonable schedule of charges would no doubt produce sufficient revenue to defray expense incurred by the Board in carrying on this work. In some states a charge is provided for this service.

Kind of Complaint	N A T U R E O F C O M P L A I N T					Total
	Extensions	Bills, Charges Commercial Practice	Meter Tests	Service	Misc.	
Gas	11	161	11	6	2	191
Electric	79	415	28	9	6	537
Water	16	233	11	18	-	278
Telephone	4	91	-	-	-	95
Sewer	-	7	-	-	-	7
Totals	110	907	50	33	8	1108

DIVISION OF RATES AND RESEARCH

The work of the Division of Rates and Research in keeping the Board advised as to the value of the properties and the rate of return being earned thereon, by at least the larger utilities, and for the smaller utilities in particular cases, has continued in increased amount during the year 1934.

Information and data which the Board's Engineers and Accountants have been requested to furnish during the year have covered the following:

VALUATION OF THE PROPERTY AND RATE OF RETURN THEREON

Plainfield Union Water Company.
Middlesex Water Company.
New Jersey Water Company.
Elizabethtown Water Company, Consolidated.
Sewell Water Company.
Bogota Water Company.
Millville Electric Company.
New Jersey Power & Light Company.
Rockland Electric Company.
Atlantic City Electric Company.
Elizabethtown Consolidated Gas Company.
Englewood Sewerage Company.

Further, data on cases reported upon in prior years but still pending before the Board, have been furnished in the following:

Commonwealth Water Company.
Public Service Electric & Gas Company - Electric Dept.
Jersey Central - Gas & Electric Depts.
Lakewood Water Company.

Applications for approval of security issues have been passed upon by the Board's Engineers and Accountants as follows:

Middlesex Pipe Line Company (Oil).
Atlantic City Gas Company.
Peoples Gas Company.

In addition to the above, there have been numerous applications from small bus companies, the majority of which were applications or requests for approval, nunc pro tunc, of securities already issued without the Board's approval.

LAND SALES.

The policy of the utilities of disposing of property not used nor useful, particularly land, has continued during the past year, although in very much reduced amount due to the prevailing economic depression.

Cases involving approval of land sales have been passed upon as follows:

Jersey Central Power & Light Company - Passaic Township.
Public Service Electric & Gas Company - Metuchen.
Jersey City & Bergen Railroad - Bayonne.
Jersey Central Power & Light Company - Spring Lake.

Considerable study has also been made of the rates of annual depreciation properly applicable to public utility properties in determining charges to operating expenses for annual or general amortization.

The Sussex Telephone Company and the New Jersey Bell Telephone Company have applied for approval of schedule of rates to be charged for annual amortization. In the case of the New Jersey Bell Telephone Company, considerable actuarial data have been submitted, which has still being studied and analyzed. The Company is submitting expert testimony on this data which will be of considerable help to the Board's staff in determining the reasonableness of the schedule of depreciation rates filed.

DIVISION OF TRANSPORTATION

STREET TRANSPORTATION.

Bus regulation continues an important part of the activities of the Street Transportation Department. During the year 1934, there were approximately 480 companies or individuals operating 3811 buses in intra-state service on approximately 414 routes.

The Board received 89 applications requesting approval of municipal consents either for the operation of buses on new routes or the change or extension of existing routes or additional buses. 41 applications were also received for approval of the transfer of ownership of bus lines. These applications involved the operation of approximately 706 buses.

Substituting auto bus service for street railway service has been extended during the past year. The Trenton Transit Company of the City of Trenton, has placed in operation auto buses on five street railway lines in the vicinity. The operation of Trenton Transit Company is now 100% bus operation. This company has placed in service sixty (60) new, modern coaches to replace fifty-two (52) street railway cars, formerly operated, and has abandoned approximately 23.5 miles of double track in the City of Trenton and adjacent municipalities.

The consolidation of railroad operation in South Jersey during 1933 has been extended to the field of bus operation. In the past year railroad operation has been curtailed on two branch lines with the substitution of the service by auto buses. Such substitution has effected savings in operating costs during periods of the year when travel on the railroad is extremely light. It has enabled the railroad companies to maintain service to communities where the cost of maintaining steam railroad operation would have no doubt resulted in the suspension, or abandonment of service. In both instances bus service was maintained in addition to railroad service. This consolidation eliminated wasteful operation and was effected by the consolidation of three major competing bus operations into a single operation between Philadelphia and Atlantic City. This was accomplished by consolidation of schedules and the withdrawal of bus equipment by two of the three companies. The remaining company now provides the service formerly operated by the three companies.

During the past year this Department continued its investigations for the purpose of eliminating unsafe factors of bus operation from this State. A number of special comprehensive investigations and equipment inspections were

made at strategic points in the State during periods when auto bus operation had reached its peak. These investigations involved mechanical inspection to determine if the buses were in safe condition for operation and complied with the Board's specifications. At the same time it was ascertained if proper insurance, as provided by statute, was in force. The safety drives, which were carried on mainly during the summer season, were not confined to buses operating on regular routes, but also included buses operated on special or chartered trips and motor trucks carrying passengers to points within this State. Where it was found that buses were not properly maintained, or properly insured, the equipment was not permitted to operate through the State.

Close supervision of the carrying of liability insurance by both inter-^{state} and intrastate auto bus operators as required by statute has received further special attention and further guarantees the safety of auto bus operation within the State.

The more or less chaotic condition heretofore existing in the matter of the operation of auto buses of a purely interstate character has subsided somewhat, due to the restrictions imposed by the Motor Bus Code authorities. The haphazard operation by individuals who as a general rule operated only during periods of heavy travel and on various routes on successive trips has practically disappeared. The character and quality of the service furnished by interstate operators has greatly improved and the operators are becoming more established, all of which has resulted in the operation of more modern type of equipment. At the present time there are approximately 67 interstate auto bus owners operating approximately 868 buses through the State of New Jersey on approximately 89 routes.

During the year approximately 300 buses of a ~~new~~ modern type which meets the Board's standards, were placed in operation on various inter-^{state} and intrastate auto bus routes. In addition thereto approximately 50 buses were rebuilt to meet the requirements of the Board's specifications applying to auto buses. All this new or rehabilitated equipment was examined and approved for operation by the Street Transportation Department.

Approximately 210 informal and formal complaints referring to bus and trolley service and operation were received and investigated. Inspections have been made of the service furnished and the equipment of both street railway and auto bus operators. Extensive traffic checks and surveys have also been made from time to time, both on the Board's initiative and in connection with the investigation of complaints. Appropriate action has been taken on all these matters when such appeared necessary or advisable for the betterment of the service.

DIVISION OF RAILROADS.

The continuing economic conditions are substantially reflected by the increase in the number of petitions of the respective railroads for the elimination of items of expense affecting operations. The petitions have been given due consideration and approved if conditions warranted, and the requested changes were not inconsistent with safe maintenance and would not materially affect the convenience of the Company's patrons. In all cases, where the Board's approval was given, adequate conditions were imposed, safeguarding the public convenience. Such petitions involve the elimination of station agencies or reduction in time of agency attendance, abandonment of facilities, reduction in passenger train service, and substitution of bus for train service.

Grade crossing traffic checks and the observation of traffic passing over grade crossings has been continued. Traffic data in connection with grade crossing separation projects were obtained at ninety-eight crossings, and observation of reckless driving, at two hundred nineteen crossings. In the latter cases, information was transmitted by the Board to the Motor Vehicle Department where proper action was taken. Inspectors are required also to report conditions at crossings as to resurfacing, protection, etc., which are considered with the railroads for improvement.

The Eastern Class Rate Investigation, establishing rates on a mileage basis, has been determined by decision of the Interstate Commerce Commission, effective November 28, 1934. To protect the rate situation in this State, the rates, as required by the Interstate Commerce Commission, were suspended in order to make a full study of the proposed basis and obtain the most advantageous rates and transportation conditions applicable in the State.

The rate situation as now adjusted is practically satisfactory in New Jersey, but the question of further proceeding with the grouping as determined by the Interstate Commerce Commission to apply in the vicinity of Camden and Jersey City, is a matter now being considered. An important rate situation is before the Board, by petition, also the Interstate Commerce Commission, involving a blanket increase of freight rates of approximately 10%. To obtain the attitude of the shippers in the State with respect to the proposed increase, and in order to obtain the necessary data required in the preliminary preparation of testimony to be presented before the Interstate Commerce Commission, all of the important shippers in the State were requested to attend a conference held at the State House. A committee of shippers, together with representatives of the Board, prepared the State's case, which was presented to the Interstate Commerce Commission by the Board's Counsel at hearing in Washington.

Considerable progress has been made during the year with respect to additional protection at grade crossings and especially the addition of back lights to the flashing light installation, as now required. In 1933, accidents occurred at fifty crossings protected by flashing light signals and automatic flagmen; 1934, forty-six. With the addition of the back light attachment, accidents at crossings protected by flashing lights will probably be reduced. In 1933 there were two hundred and eleven grade crossing accidents, involving thirty deaths and one hundred and three injuries; 1934, two hundred and two accidents, thirty-five deaths and one hundred and three injuries.

DIVISION OF BRIDGES AND GRADE CROSSING ELIMINATION.

Projects for the construction of grade crossing eliminations have progressed satisfactorily during the past year. This progress was in some degree due to the policy of the Federal Government, under Section 203 of the National Recovery Act, permitting the State to apply to the Federal Emergency Administration of Public Works for grants of thirty per centum of the cost of labor and materials involved in the construction of such projects.

Last year's Annual Report listed four projects for which application for P.W.A. grants had been made; viz., Willow Avenue, Hoboken-Weehawken; Central Avenue, Picton; and Park Avenue, South Plainfield.

Under an act of the State Legislature, approved September 5, 1933, the Board of Public Utility Commissioners was empowered with the consent and approval of the Governor, to credit any or all of the money received from the Federal Emergency Administration of Public Works to that portion of the cost of grade crossing elimination construction to be borne by the railroad companies.

Application for a grant on the Willow Avenue, Hoboken-Weehawken project was approved by the Public Works Administration and construction work under contract started September 7, 1934.

Applications for grants on the Central Avenue, Picton, and Park Avenue, South Plainfield, projects were approved by the Public Works Administration. Delay incident to property acquisition has been encountered in the case of the Picton project, but construction work there will shortly be under way. Construction on the South Plainfield project is now about ready to start.

Upon application of the Delaware, Lackawanna and Western Railroad Company the Board issued an order for the elimination of the grade crossing at Salem Street, Dover. This project was started and construction was completed during the year.

The Federal Government has been giving consideration to a comprehensive program of railroad grade crossing eliminations throughout the United States and the Board has been requested to furnish a list of projects under its jurisdiction which could be included in such a program. To this end, the Division has supplied estimates and required data and is actively conferring with the various interested carriers and Federal officials.

DETAILS OF GRADE CROSSING ELIMINATION PROJECTS UNDER DAVIS ACT

CENTRAL RAILROAD OF NEW JERSEY

Elizabethport.

Work on this project was suspended to September 21, 1934, and

hearings are in progress on the matter of extending the time of suspension.

Wilson Avenue, Newark.

The elimination of this crossing was ordered to be started May 1st, 1933, but, from time to time, the Railroad Company petitioned the Board for extensions of time for beginning the work because of financial stringency. A Modification of Order by the Board has extended the time for beginning work to May 1st, 1935.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD

Springfield Avenue, New Providence

The Railroad Company has presented no billing during the year for a certain parcel of land used for part of the construction of this project. The title to the parcel in question was uncertain and the ownership in doubt. As the work has been fully completed and in service for over two years, the matter is considered closed unless or until the Railroad Company presents a proper claim for reimbursement for the land.

SALEM STREET, DOVER.

During the year a new overhead highway bridge has been built and opened to traffic about one-half^{mile}/east of the Dover passenger station on the Main Line of the Morris and Essex Branch of the Delaware, Lackawanna and Western Railroad. The old grade crossing just a short distance east of the new structure has been vacated. Except for the matter of final accounting between the Railroad Company and the State, this project is completed.

ERIE RAILROAD

Passaic Avenue, Town of Kearny (West Arlington)

There has been no change in the status of final accounting on this project during the year. The asking price of certain property owned by the Railroad Company and used for the project has been disputed by the Board and no agreement has yet been concluded. With the exception of this item all other matters with relation to the project have been completed.

Willow Avenue, Hoboken.

A detailed description of this project was included in last year's report. The Federal Emergency Administration of Public Works allotted a grant of thirty per centum of the cost of labor and materials for this project. Construction work was started September 7, 1934, and is making favor-

able progress. By August, 1935, the project is expected to be completed and in use.

LEHIGH VALLEY RAILROAD

Central Avenue, Picton.

The application for a grant of thirty per centum of the cost of labor and materials for the project was approved by the Federal Emergency Administration of Public Works. Bids for the construction have been received and opened, but no contract has been awarded due to difficulties which have arisen in connection with the acquisition of property required for the project. Condemnation proceedings have been instituted for three parcels of land still required and until the awards of the condemnation commissioners have been made and accepted by the Board and the Railroad Company, no work can be started.

Park Avenue, South Plainfield.

The application for a grant of thirty per centum of the cost of labor and materials for this project, was approved by the Federal Emergency Administration of Public Works. Some delay in getting this work under way has been occasioned by the necessary time required on the part of the Railroad Company to learn and meet the requirements of the Public Works Administration and investigation by the interested parties of the ability and financial responsibility of the lowest bidder. These matters have virtually been cleared up and it is expected that work will start immediately.

NEW YORK CENTRAL RAILROAD

Madison Avenue, Dumont.

In this case the Board issued a memorandum on May 2, 1934, postponing the making of an Order for the elimination at the present time due to the financial stringency of the Railroad Company and the fact they are now under order of the Board to eliminate two other important grade crossings within the State but reserving to the interested parties the right to reinstate upon notice.

Fort Lee Road, Bogota.

The Railroad Company carried this matter through the Supreme Court and thence through the Court of Errors and Appeals and in each instance the Order of the Board for the elimination of this grade crossing was sustained. After hearing, July 15, 1934, was set for the start of the work. Petition was made by the Railroad Company for an extension of time in starting the work for the purpose ^{of} studying the effect of traffic on this crossing due to the opening of State Highway Route No. 6 about two miles south of the crossing. Route No. 6 was placed in service this fall and pending a study of its effect on traffic at this crossing, the Board has the matter in conference.

Willow Avenue, Hoboken.

(See Erie Railroad)

PENNSYLVANIA-READING SEASHORE LINES

Atlantic City

A detailed description of this project was included in last year's report. The project is being constructed substantially as outlined in this description. The track facilities to the new Pennsylvania-Reading Seashore Lines terminal were put in service June 24, 1934, in conjunction with temporary station facilities at the site of the new station. Beginning on that date all Camden traffic used the new terminal, while the New York and Philadelphia trains continued to use the South Carolina Avenue station until September 30, 1934, when all passenger trains were diverted to the new terminal.

It is expected that the new station building will be completed and in use by February, 1935.

Aside from the completion of the station building, the remaining construction work consists in general of the removal of the vacated tracks and facilities of the old West Jersey and Seashore Railroad between the Thorofare and South Carolina Avenue, the new street work in the same area and possible changes and additions in the track work west of the Thorofare. It is expected that the project will be completed by November, 1935.

Plainfield Avenue, Stelton.

All matters in connection with this project have been concluded during the year with the exception of a charge against the County of Middlesex, wherein reimbursement is due the State and the Railroad Company for certain work done under the general contract in consequence of an agreement between the Railroad Company and the County.

Colonia Boulevard and Sucker Brook Road, Colonia, and Oak

Tree Road, Iselin.

The Board issued Orders for the elimination of these grade crossings requiring that work be started on the Iselin Crossing May 1, 1934, and on the Sucker Brook and Colonia crossings on November 1, 1934. The Railroad Company, however, has sued for a writ in the Iselin matter and certiorari proceedings are now in progress. Prosecution of the Order in the Sucker Brook and Colonia case is held in abeyance pending the outcome of the Iselin matter.

Woodbridge.

The Township of Woodbridge filed a petition for the elimination of grade crossings on the Woodbridge and Perth Amboy Railroad branch of the Pennsylvania Railroad. These crossings are at Leesville Avenue, Avenel Street, Freeman Street, Green Street, Main Street, and Factory Lane. The Board found that these crossings were dangerous, that fatal accidents had occurred at several of them and that public travel on the highways was impeded because of them. The Board approved a plan for the elimination of the Freeman Street, Green Street, Main Street, and Factory Lane crossings, ordering their elimination, but deferred decision with regard to the Leesville Avenue and Avenel Street crossings because the work involved in the elimination of these can be done independently of the others and of each other.

The approved plan provides for the elimination of the crossings at Freeman Street, Green Street, Main Street, and Factory Lane by raising the

two main tracks of the railroad so as to cross above these highways in such a manner as to provide a headroom of fourteen feet, and also to eliminate, by vacating and constructing a marginal road, one other crossing not mentioned in the petition but known as Valentine's Crossing. Partial depression of Freeman Street at the crossing is necessary to give the required headroom but the present grades at Green Street, Main Street, and Factory Lane will remain virtually as at present. The existing freight facilities now located north of Main Street will be relocated to the south of Factory Lane and a service track to industrial sidings and the new freight facilities will cross at grade Green Street, Main Street and Factory Lane. The plan provides that the present passenger station south of Green Street be replaced by a new waiting room at the elevation of the new main tracks which will be served by a high concrete platform. Communication between the street level and the station platform will be provided by means of a stairway located at Green Street and a stairway and baggage elevator located at a new pedestrian subway carried under the tracks from Poillon Street. The plan also provides that Valentine's Crossing, located about 1600 feet south of Factory Lane, be vacated and a new marginal 50 foot street leading from Factory Lane to the property of M. D. Valentine and Bros., Company substituted therefor. This street will be east of and approximately parallel to the main tracks of the railroad and will also be used to serve the relocated freight facilities.

RAILROAD TRACK INSPECTION.

The track inspections have been made whenever possible at the same time as the annual bridge inspections of the railroads. This is done to avoid a duplication of work and expense. The tracks are being maintained in condition consistent with the traffic they are required to carry and are in all cases safe for the operated speeds. The main line tracks of the principal railroads are in good condition and the branch lines are in fair to poor condition. Deferred maintenance is accumulating and when any considerable increase in traffic occurs, this condition must receive careful attention.

The Steam Railroad bridges are, in general, well maintained.

The bridge carrying Laurence Road over the New York and Long Branch Railroad at MP 4.20 (Black Cut) has been the subject of complaint. The Board ordered the Railroad Company, after hearing, to erect a good and sufficient structure at this location. Plans have been prepared by the Railroad Company which are to be submitted to the County authorities for their approval.

Bridge 68B, over the Lehigh Valley Railroad, Main Line, near Bloomsbury, has been reconstructed and was opened to traffic during the early part of this year.

The horizontal clearance of the bridge at M.P. 14.20, which carries the Bergen County Railroad (Erie Railroad) over Van Riper Avenue, in the Borough of East Paterson, was the subject of complaint by the Borough. After hearings, an order was issued directing the Railroad Company to rebuild this structure, giving greater horizontal clearance. The matter was reviewed in the Courts and the Board's Order sustained. The superstructure has been entirely renewed, a new concrete abutment and a new concrete bridge seat placed on the other abutment. The work was completed early in 1934.

CONSOLIDATION OF RAILROAD SERVICE IN SOUTHERN NEW JERSEY.

The Stone Harbor Branch of the former Pennsylvania Railroad, Atlantic Division, has been abandoned.

The portion of the former Atlantic City Railroad, Main Line, between Winslow Junction and Penred Tower has been abandoned.

The Williamstown Branch of the former Atlantic City Railroad has been abandoned from the Main Line to a point near Williamstown and the portion between the crossings of the railroad in Glassboro.

The terminal facilities in Atlantic City for passengers at the South Carolina Avenue Station, have been discontinued and are now accommodated at the new station at Arkansas and Baltic Avenues with temporary facilities as reported elsewhere.

A single track connection has been made from the Camden to Mt. Pleasant Branch to the Grenloch Branch (formerly Gloucester Branch) in the City of Gloucester.

A connection at 55th Street, Ocean City, between the former Pennsylvania Railroad and Atlantic City Railroad Branches has been made.

Information on the Atlantic City grade crossing eliminations will be found under "Grade Crossing Elimination under the Davis Act".

GRADE CROSSINGS ELIMINATED BY ABANDONMENT

PENNSYLVANIA-READING SEASHORE LINES

On the Camden - Mt. Pleasant Branch, 33 crossings were abandoned.

On the Williamstown Branch the following crossings were abandoned:-

Lakedale Road, Andrews Road,
Sicklertown Road,
Radix Road,
Brooklyn Road,
Sewell Street.

On the Wildwood Branch, crossings numbers 547 and 548 were abandoned.

Ocean City Branch crossings numbers 429 to 434 were eliminated by abandonment.

Stokey's (private crossing) on the Freehold and Jamesburg Agricultural Railroad Branch of the Pennsylvania Railroad, New York Division, has been abandoned.

Stone Harbor Branch, 39 crossings eliminated by abandonment.

SUBWAYS

There are in the State at this time 6,600 feet of subway which is not in use at present.

Respectfully submitted,

Harry Buchanan President.

Thomas E. Hanson Commissioner.

Frank J. Hanson Commissioner.

ATTEST:

John T. Dew Secretary.

The following table shows the securities approved by the Board during the year 1934:

<u>No. of Petitions</u>	<u>Class of Securities</u>	<u>Amount</u>
1	Receivers' Certificates	\$288,000
1	Notes	75,400
19	Stock (Par Value)	653,100
22	Stock (No Par Value)	949 Shares

RECEIPTS, OPERATING EXPENSES AND OPERATING RATIOS OF PUBLIC UTILITIES, 1933.

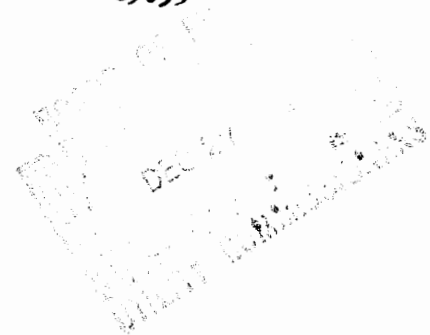
The following table is compiled from reports submitted by Public Utilities for the calendar year 1933. Reports for the year 1934 will not be filed until March 1, 1935.

Number of Companies 1933	Operating Revenues		Operating Expenses and Taxes. 1933	Per Cent Expenses and Taxes are of Revenues	
	Amount 1933	% of Total 1933		1933	1932
14 Gas Companies	\$35,029,009	16.6	\$22,478,957	64.17	63.76
10 Electric Companies	81,453,034	38.7	47,185,266	57.93	57.65
93 Water Companies	9,198,010	4.4	5,505,012	59.85	59.49
8 Sewer Companies	803,800	0.4	464,092	57.74	54.23
9 Street Ry. Companies	28,731,424	13.6	22,953,126	79.89	82.39
10 Telephone Companies	41,495,883	19.7	34,801,041	83.87	79.50
* 27 Bus Companies (Class A)	8,708,105	4.1	8,486,443	97.45	100.72
* 41 Bus Companies (Class B)	1,553,845	0.8	1,646,790	105.98	106.31
* <u>383</u> Bus Companies (Class C)	<u>3,600,643</u>	<u>1.7</u>	<u>3,451,066</u>	<u>95.85</u>	<u>93.24</u>
595	\$210,573,753	100.00	146,971,793	69.80	69.35

* Class A Gross Operating Revenues \$100,000 and over for year.

Class B Gross Operating Revenues \$ 25,000 to \$100,000 for year.

Class C Gross Operating Revenues to \$25,000 for year.



AUTO BUS ACCIDENTS

DECEMBER 1, 1933 TO NOVEMBER 30, 1934.
Inclusive

Character of Accident	No. of Accidents		No. of Fatalities		No. of Injured	
	Intra	Inter	Intra	Inter	Intra	Inter
Collision between Buses	13	3	-	-	50	4
Pedestrian Collisions	82	2	14	-	66	2
Vehicle Collisions	209	30	7	5	375	78
Boarding or Alighting	65	1	-	-	64	1
Falling from Bus	10	1	1	-	9	1
Injuries on Bus	56	5	-	-	67	19
Overturning of Bus	-	2	-	-	-	10
Runaway Bus	-	-	-	-	-	-
Bus equipment Failure	6	1	-	-	17	1
Miscellaneous	18	3	1	-	34	20
Grade Crossing	2	-	-	-	2	2
Total	461	48	23	5	684	136
Grand Total	509		28		820	

STREET RAILWAY ACCIDENTS

DECEMBER 1, 1933 TO NOVEMBER 30, 1934.
Inclusive

Character of Accident	No. of Accidents	No. of Fatalities	No. of Injured
Derailment	1	-	1
Collision between Cars	3	-	13
Pedestrian Collisions	63	2	77
Vehicle Collisions	52	-	103
Boarding or Alighting	36	-	36
Falling from Car	7	1	7
Injuries on Car	39	-	40
Overturning of Car	-	-	-
Runaway Car	1	-	6
Car Equipment Burnouts	-	-	-
Miscellaneous	13	-	14
Grade Crossing	1	-	1
Total	216	3	298

Delaware, Lackawanna and Western Railroad (Continued)
STATEMENT COVERING ADDITIONAL PROTECTION

Private Crossing

**1900 Feet West of
 AT GRADE CROSSINGS**

Eliminated by Abandonment.

Private Crossing

FROM DECEMBER 1, 1933 TO DECEMBER 1, 1934.

Successor Station

Eliminated by Abandonment.

Private Crossing

Crossing

Location

Protection Installed

Central Railroad

South Branch Avenue

Flagtown

1 Standard Crossing Sign.

Sea View Avenue

Long Branch

1 Standard Crossing Sign.

Joline Avenue

Long Branch

1 Standard Crossing Sign.

First Street

Keyport

1 Standard Crossing Sign.

Miller Street

Highlands

1 Standard Crossing Sign.

Haystack Crossing

Howell Township

2 Approach Signs.

Meadow Avenue

Lakewood

2 Standard Crossing Signs.

Dutch Neck Road

Bridgeton

2 Standard Crossing Signs.
 Eliminated by Abandonment.

Main Street

Greenwich Township

2 Standard Crossing Signs.

Crooks Road

Horton Station
 Greenwich Township

Eliminated by Abandonment.
 2 Standard Crossing Signs
 2 Approach Signs.

2 Crossings East
 of East Avenue

Middletown Township

Eliminated by Abandonment.

Patterson's Road

Middletown Township

Eliminated by Abandonment.

Riverside Drive

Middletown Township

Eliminated by Abandonment.

19 City Streets

Elizabeth

In process of Elimination-
 Held in Abeyance.

Wilson Avenue

Newark

Under Board's Order for
 Elimination.

State Highway No. 10

Ledgewood

New Crossing at Grade.

Delaware, Lackawanna and Western Railroad

Broadway - Asbury Road

Broadway

1 Standard Crossing Sign
 2 Reflex Approach Signs.

Salem Street

Dover

Eliminated by Overhead
 Bridge.

Private Crossing

900 Feet West of
 Dover Station

Eliminated by Abandonment.

<u>Crossing</u>	<u>Location</u>	<u>Protection Installed</u>
<u>Delaware, Lackawanna and Western Railroad (Cont'd.)</u>		
Private Crossing	3900 Feet West of Succasunna Station	Eliminated by Abandonment.
Private Crossing	4500 Feet West of Succasunna Station	Eliminated by Abandonment.
Private Crossing	4000 Feet East of Ironia Station	Eliminated by Abandonment.
Private Crossing	2700 Feet East of Ironia Station	Eliminated by Abandonment.
Private Crossing	1600 Feet East of Ironia Station	Eliminated by Abandonment.
Highway	1100 Feet East of Ironia Station	Eliminated by Abandonment.
Private Crossing	800 Feet West of Ironia Station	Eliminated by Abandonment.
Private Crossing	2300 Feet West of Ironia Station	Eliminated by Abandonment.
Private Crossing	600 Feet East of Horton Station	Eliminated by Abandonment.
Private Crossing	1400 Feet West of Horton Station	Eliminated by Abandonment.
Highway	1700 Feet East of Horton Station	Eliminated by Abandonment.
State Route No. 10	Succasunna	New Crossing Under Construction.
<u>Erie Railroad</u>		
Franklin Street	Belleville	Automatic Crossing Bell.
Central Avenue	Little Falls	2 Flashing Light Signals.
Williams Avenue	Hasbrouck Heights	Abandoned by Overhead Bridge in connection with State Route No. 6.
<u>Lehigh Valley Railroad</u>		
Danforth Avenue	Jersey City	Protected by member of crew.
2 Crossings of State Route No. 1	Jersey City	Protected by member of crew.

<u>Crossing</u>	<u>Location</u>	<u>Protection Installed</u>
<u>Lehigh Valley Railroad (Cont'd).</u>		
Culver Avenue	Jersey City	Protected by member of crew.
Clarke Avenue	Jersey City	Protected by member of crew.
Lake Avenue	Goodmans	Reflector Buttons Installed Flagman on duty 6 A.M. - 10 P.M.
Central Avenue	Picton	In Process of Elimination.
Park Avenue	Oak Tree	In Process of Elimination.
<u>Lehigh and Hudson River Railroad</u>		
Private Crossing	Hamburg	Eliminated by Abandonment.
Glenwood Road	Vernon	Stop on Red. Reflex Signs.
Highway	McAfee Station	Stop on Red. Reflex Signs.
Highway	Woodruffs Gap Station	Stop on Red. Reflex Signs.
Highway	Oxford	Stop on Red. Reflex Signs.
Highway	Andover	Stop on Red. 3 Tracks. Reflex Signs.
<u>New Jersey Junction Railroad</u>		
Willow Avenue	Hoboken	In Process of Elimination.
<u>New Jersey Shore Line</u>		
Hudson River Turnpike	Shady Side	Eliminated by Abandonment.
Bull's Ferry Road	Shady Side	Eliminated by Abandonment.
<u>New York and Long Branch Railroad</u>		
Thirteenth Avenue	Belmar	1 Automatic Bell.
Sixteenth Avenue	Belmar	1 Automatic Bell.
First Street	South Amboy	Eliminated by Abandonment.
<u>Pennsylvania Railroad</u>		
South River Water Co.(Private)	Old Bridge	2 Approach Signs Installed.
Trenton Road	Yardville	Reflector Buttons Installed on Crossing Signs.
Grove Street	Metuchen	Reflector Buttons Installed on Crossing Signs.

<u>Crossing</u>	<u>Location</u>	<u>Protection Installed</u>
<u>Pennsylvania Railroad (Cont'd).</u>		
Talmdage Road	Raritan Township	Reflector Buttons Installed on Crossing Signs.
Franklin Park Road	Adams	Reflector Buttons Installed on Crossing Signs.
Black Horse Pike	East of Deans	Reflector Buttons Installed on Crossing Signs.
Deans Road	Deans	Reflector Buttons Installed on Crossing Signs. Crossing Gates.
Kingston Road	Plainsboro	Reflector Buttons Installed on Crossing Signs.
Lutz Road	Lawrence	Reflector Buttons Installed on Crossing Signs.
Private Crossing	West of Manasquan	2 Oval Signs Installed.
Augusta Street	Jamesburg	2 Standard Crossing Signs.
Private Crossing	East of Allaire	2 Oval Signs Installed.
Brunswick Turnpike	Dayton	Reflex Buttons Installed on Crossing Signs.
East State Street	East Trenton	New Crossing at Grade.
Stokey Road (Private)	West of Allaire	Eliminated by Abandonment.
Lumberton Road	Hainesport	Back Lights Installed on Flashing Light Signals.
Union Avenue	Pensauken	Back Lights Installed on Flashing Light Signals.
Highway	West of Mantoloking	Eliminated by Abandonment.
Main Street	Juliustown	Back Lights Installed on Flashing Light Signals.
Highway	1500 Feet East of Pine Beach	Eliminated by Removal of Tracks.
Highway	2375 Feet East of Pine Beach	Eliminated by Removal of Tracks.
Derousse Avenue	Delair	Back Lights Installed on 2 Flashing Light Signals.
Marlton Pike	West of Haddonfield	Eliminated in Connection with State Route No. 40.
Culver Avenue	Beach Haven Crest	New Crossing at Grade.
New Jersey Avenue	Beach Haven Terrace	New Crossing at Grade.

<u>Crossing</u>	<u>Location</u>	<u>Protection Installed</u>
<u>Pennsylvania Railroad (Cont'd).</u>		
Thirteenth Street	West of Beach Arlington Station	New Crossing at Grade.
Kimberley Avenue (52nd Street)	Brant Beach	New Crossing at Grade.
Lavinia Avenue	West of Beach Haven Crest	New Crossing at Grade.
Freeman Street	Woodbridge	Under Board's Order for Elimination.
Green Street	Woodbridge	Under Board's Order for Elimination.
Main Street	Woodbridge	Under Board's Order for Elimination.
Berry or Factory Lane	Woodbridge	Under Board's Order for Elimination.
Valentines Crossing	Woodbridge	Under Board's Order for Elimination.
<u>Pennsylvania - Reading Seashore Lines</u>		
Twenty-First Avenue	Wildwood	New Crossing at Grade. 2 Standard Crossing Signs.
Twentieth Avenue	Wildwood	New Crossing at Grade. 2 Standard Crossing Signs.
Nineteenth Avenue	Wildwood	New Crossing at Grade. 2 Standard Crossing Signs.
Ninth Avenue	Wildwood	New Crossing at Grade. 2 Standard Crossing Signs.
Eighth Avenue	Wildwood	New Crossing at Grade. 2 Standard Crossing Signs.
Seventh Avenue	Wildwood	New Crossing at Grade. 2 Standard Crossing Signs.
Sixth Avenue	Wildwood	New Crossing at Grade. 2 Standard Crossing Signs.
Fifth Avenue	Wildwood	New Crossing at Grade. 2 Standard Crossing Signs.
Shore Road	Wildwood Junction	Eliminated by Removal of Tracks.
Shunpike Crossing	Wildwood Junction	Eliminated by Removal of Tracks.

CrossingLocationProtection InstalledPennsylvania - Reading Seashore Lines (Cont'd).

West Avenue	Ocean City	Eliminated by Removal of Tracks.
Seventeenth Street	Ocean City	Eliminated by Removal of Tracks.
Twenty-Fourth Street	Ocean City	Eliminated by Removal of Tracks.
Thirtieth Street	Ocean City	Eliminated by Removal of Tracks.
Thirty-First Street	Ocean City	Eliminated by Removal of Tracks.
Thirty-Fourth Street	Ocean City	Eliminated by Removal of Tracks.
Fifty-First Street	Ocean City	Eliminated by Removal of Tracks.
Girard Avenue	Sea Isle City	Eliminated by Abandonment.
Shore Road	Wildwood Junction	Eliminated by Removal of Tracks.
Low Gandy Road	Dennis Township	Eliminated by Removal of Tracks.
New Road	Dennis Township	Eliminated by Removal of Tracks.
Cedar Avenue	Wildwood	Eliminated by Removal of Tracks.
Schellenberger Avenue	Wildwood	Three Tracks Removed.
Private Crossing	Wildwood	Eliminated by Abandonment.
Grant Street	Cape May	Eliminated by Removal of Tracks.
Windsor Street	Cape May	Eliminated by Removal of Tracks.
Congress Street	Cape May	Eliminated by Removal of Tracks.
West Perry Street	Cape May	Eliminated by Removal of Tracks.
Emerald Street	Cape May	Eliminated by Removal of Tracks.
Mill Lane	Bennett	Eliminated by Removal of Tracks.

<u>Crossing</u>	<u>Location</u>	<u>Protection Installed</u>
<u>Pennsylvania - Reading Seashore Lines (Cont'd).</u>		
Cape May Heights Road	Bennett	Eliminated by Removal of Tracks.
Garrison's Road	Bennett	Eliminated by Removal of Tracks.
Shore Road	Bennett	Eliminated by Removal of Tracks.
Sally Marshall Road	Lower Township	Eliminated by Removal of Tracks.
Turners Road	Lower Township	Eliminated by Removal of Tracks.
Harris Road	Middle Township	Eliminated by Removal of Tracks.
Rio Grande Road	Middle Township	Eliminated by Removal of Tracks.
Shunpike Road	Middle Township	Eliminated by Removal of Tracks.
Whiteboro Road	Whitesboro	Eliminated by Removal of Tracks.
Green Creek Road	Whitesboro	Eliminated by Removal of Tracks.
Dias Creek Road	Wildwood Junction	Eliminated by Removal of Tracks.
McPherson Road	Middle Township	Eliminated by Removal of Tracks.
Oyster Sheel Road	Middle Township	Eliminated by Removal of Tracks.
Dias Creek Clam Road	Middle Township	Eliminated by Removal of Tracks.
Dias Creek Road	Middle Township	Eliminated by Removal of Tracks.
4 Private Crossings	South of Sea Isle Junction	Eliminated by Abandonment.
3 Private Crossings	North of Swan	Eliminated by Abandonment.
5 Private Crossings	Cape May Court House	Eliminated by Abandonment.
2 Private Crossings	Wildwood Junction	Eliminated by Abandonment.
3 Private Crossings	Rio Grande	Eliminated by Abandonment.
10 Private Crossings	North of Bennett	Eliminated by Abandonment.
7 Private Crossings	North of Cape May	Eliminated by Abandonment.

<u>Crossing</u>	<u>Location</u>	<u>Protection Installed</u>
<u>Pennsylvania - Reading Seashore Lines (Cont'd).</u>		
Lakedale Road	Williamstown Junction	Eliminated by Removal of Tracks.
Andrews Road	Andrews	Eliminated by Removal of Tracks.
Sicklertown Road	Sicklertown	Eliminated by Removal of Tracks.
Radix Road	Radix	Eliminated by Removal of Tracks.
Brooklyn Road	Radix	Eliminated by Removal of Tracks.
Sewell Road	Elsmere	Eliminated by Removal of Tracks.
Fairview Street	Camden	Eliminated by Removal of Tracks.
Morgan Street	Camden	Eliminated by Removal of Tracks.
Filmore Street	Camden	Eliminated by Removal of tracks.
Center Street	Haddonfield	New Crossing at Grade. 2 Standard Crossing Signs. Protected by member of crew.
Weymouth Road	Da Costa	Flashing Light Signals.
Dennisville Road	Woodbine	Eliminated by Abandonment.
Weymouth Road	Newfield	2 Flashing Light Signals.
12 Public Crossings	Camden	Eliminated by Removal of Tracks.
Murphy Road	Rosedale	Eliminated by Removal of Tracks.
Fifteenth Street	Rosedale	Eliminated by Removal of Tracks.
Fourteenth Street	Rosedale	Eliminated by Removal of Tracks.
Eleventh Street	Hammonton	Eliminated by Removal of Tracks.
Ninth Street	Da Costa	Eliminated by Removal of Tracks.
Eighth Street	Da Costa	Eliminated by Removal of Tracks.
Weymouth Road	Da Costa	Eliminated by Removal of Tracks.
Sixth Street	Da Costa	Eliminated by Removal of Tracks.

CrossingLocationProtection InstalledPennsylvania - Reading Seashore Lines (Cont'd).

Gees Road	North of Elwood	Eliminated by Removal of Tracks.
Third Street	North of Elwood	Eliminated by Removal of Tracks.
Second Street	North of Elwood	Eliminated by Removal of Tracks.
Chestnut Street	North of Elwood	Eliminated by Removal of Tracks.
Locust Street	North of Elwood	Eliminated by Removal of Tracks.
Elm Street	North of Elwood	Eliminated by Removal of Tracks.
Richard Street	South of Elwood	Eliminated by Removal of Tracks.
Old May's Landing Road	South of Elwood	Eliminated by Removal of Tracks.
Fifth Street	South of Elwood	Eliminated by Removal of Tracks.
Weymouth Road	North of Egg Harbor	Eliminated by Removal of Tracks.
Philadelphia Avenue	South of Egg Harbor	Eliminated by Removal of Tracks.
New Orleans Avenue	South of Egg Harbor	Eliminated by Removal of Tracks.
Bremen Avenue	South of Egg Harbor	Eliminated by Removal of Tracks.
Berlin Avenue	North of Cologne	Eliminated by Removal of Tracks.
Frankfurt Avenue	North of Cologne	Eliminated by Removal of Tracks.
Vienna Avenue	North of Cologne	Eliminated by Removal of Tracks.
Leipsic Avenue	South of Cologne	Eliminated by Removal of Tracks.
Tilton Road	South of Cologne	Eliminated by Removal of Tracks.
May's Landing Road	South of Brigantine Junction	Eliminated by Removal of Tracks.
English Creek Road	South of Brigantine Junction	Eliminated by Removal of Tracks.

CrossingLocationProtection InstalledPennsylvania-Reading Seashore Lines (Cont'd).

May's Landing Road	North of Pleasantville Terrace	Eliminated by Removal of Tracks.
Delilah Road	North of Pleasantville Terrace	Eliminated by Removal of Tracks.
Old Turnpike	South of Pleasantville	Eliminated by Removal of Tracks.
Higbee Road	North of Atlantic City	Eliminated by Removal of Tracks.
Baltic Avenue	North of Atlantic City	Eliminated by Removal of Tracks.
Arctic Avenue	North of Atlantic City	Eliminated by Removal of Tracks.
Arkansas Avenue	Atlantic City	Eliminated by Removal of Tracks.
Old Pine Road	Pine Valley	Eliminated by Abandonment.
Broad Street	East of Glassboro Station	Protected by member of crew.
Clayton Road	West of Williamstown Station	Protected by member of crew.
Church Street	West of Williamstown Sta.	Protected by member of crew.
Blue Bell Road	West of Williamstown Station	Protected by member of crew.
Main Street	West of Williamstown Station	Protected by member of crew.
Mullica Hill Road	West of Mullica Hill	Protected by member of crew.
Essex Street	North of East Gloucester	Protected by member of crew.
Hudson Street	North of East Gloucester	Protected by member of crew.
King's Highway	Mt. Ephraim	Protected by member of crew.
Browning Road	Bellmawr	Protected by member of crew.
Clements Bridge Road	Runnemede	Protected by member of crew.
Brooklyn Road	Blenheim	Protected by member of crew.
Woodbury Road	Blackwood	Protected by member of crew.
Asyla Road	Lakeland	Protected by member of crew.
Seventeenth Street	Ocean City	Eliminated by Abandonment.
Twenty-Fourth Street	Ocean City	Eliminated by Abandonment.

CrossingLocationProtection InstalledPennsylvania - Reading Seashore Lines (Cont'd).

Thirtieth Street	Ocean City	Eliminated by Abandonment.
Thirty-First Street	Ocean City	Eliminated by Abandonment.
Thirty-Fourth Street	Ocean City	Eliminated by Abandonment.
Fifty-First Street	Ocean City	Eliminated by Abandonment.

West Shore Railroad

New Milford Avenue

Dumont

Flagman on Duty 24 Hours.

Reading Seashore Lines

Employees

Others

New Milford Avenue

Employees

Others

Others

At Reading and Ocean City

Employees

Others

Others

Service of Locustville and Ocean City

Employees

Others

Others

Delaware, N.Y. and N.J. Lines

Employees

Others

Others

Employees on the Reading Seashore Lines

Employees

Employees on the Reading Seashore Lines

Employees

Others

Others

ACCIDENTS ON RAILROADS.

YEAR 1934.

	<u>Killed</u>	<u>Injured</u>
Collisions:		
Passengers		17
Employees		4
Others		
Crossing Track at Highways:		
Employees		
Others	35	103
Derailments:		
Passengers		
Employees	4	4
Others		1
At Bridges and Tunnels:		
Passengers		
Employees	1	
Others	1	14
Struck by Locomotives or Cars:		
Passengers		
Employees	16	6
Others	61	32
Getting on or off Trains:		
Passengers	2	159
Employees		73
Others	2	12
Coupling or Uncoupling Cars:		
Employees	1	5
Other Causes:		
Passengers		67
Employees	2	198
Others	4	11
TOTAL	129	706

ADDITIONAL PROTECTION INSTALLED AT GRADE CROSSINGS

FROM DECEMBER 1ST, 1933 TO DECEMBER 1ST, 1934.

Standard Approach Signs	6
Standard Approach Signs (Reflexed)	2
Standard Crossing Signs	34
Standard Crossing Signs (Reflexed)	18
Reflex Warning Signs	10
Flashing Light Signals	6
Flashing Light Signals with Back Lights	8
Watchman Protection	21
Gate Protection	1
Bell Protection	3
Crossing Eliminations under Order of the Board	7
Crossings Eliminated	2
Crossing Eliminations Under Way	22
Crossings Eliminated by Removal of Tracks	88
Private Crossings Abandoned	47
Public Crossings Abandoned	57
Public Crossings Installed	16
Crossings with Main Line Track Removed) and Maintained for Freight Delivery)	66

ACCIDENTS AT GRADE CROSSINGS INVOLVING
COLLISION OF AUTOMOBILES WITH TRAINS;
ALSO PEDESTRIANS STRUCK BY TRAINS -
CLASSIFIED WITH RESPECT TO RAILROADS -
FROM DECEMBER 1ST, 1933 TO DECEMBER
1ST, 1934.

<u>NAME OF COMPANY</u>	<u>NUMBER OF</u> <u>ACCIDENTS</u>	<u>KILLED</u>	<u>INJURED</u>
Central Railroad	19	2	8
Delaware, Lackawanna & Western Railroad	13	2	8
Erie Railroad	39	7	18
Lehigh Valley Railroad	13	1	5
Lehigh & Hudson River Railroad	2	0	0
Lehigh & New England Railroad	0	0	0
Morristown & Erie Railroad	0	0	0
New York & Long Branch Railroad	9	2	9
New York, Susquehanna & Western Railroad	8	1	4
Pennsylvania Railroad	39	6	23
Pennsylvania - Reading Seashore Lines	51	10	27
Rahway Valley Railroad	0	0	0
Raritan River Railroad	0	0	0
Reading Railroad	5	2	0
Tuckerton Railroad	0	0	0
West Shore Railroad	4	2	1
	<hr/>	<hr/>	<hr/>
TOTAL	202	35	103

ACCIDENTS AT GRADE CROSSINGS INVOLVING
COLLISION OF AUTOMOBILES WITH TRAINS,
ALSO PEDESTRIANS STRUCK BY TRAINS -
CLASSIFIED WITH RESPECT TO TYPE OF
GRADE CROSSING PROTECTION - FROM DEC-
EMBER 1ST, 1933 TO DECEMBER 1ST, 1934.

<u>TYPE OF PROTECTION</u>	<u>NUMBER OF ACCIDENTS</u>	<u>KILLED</u>	<u>INJURED</u>
1. Gates	44	11	26
2. Flagman	51	2	26
3. Flashing Light Signals or Automatic Flagman	46	1	22
4. Other Audible or Visible Signals	8	1	5
5. Alarm Bell	5	0	3
6. Crossing Signs	48	6	24
7. Private Crossings	20	3	3
	<hr/>	<hr/>	<hr/>
TOTAL	202	35	103

Do Not Destroy