

Fourteenth Annual Report

OF THE

Board of  
Public Utility Commissioners

FOR THE

STATE OF NEW JERSEY

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FOR THE YEAR 1923

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## COMMISSIONERS

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HARRY V. OSBORNE, *President*,  
HARRY BACHARACH,\*  
JOSEPH F. AUTENRIETH,  
FREDERICK W. GNICHTEL.

\*Commissioner Bacharach's term expired March 15th, 1923, and Commissioner Gnichtel was appointed March 23d, 1923.

## REPORT

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

SIR—The law defining the powers and duties of the Board of Public Utility Commissioners provides that the Board shall report annually, on or before the first day of January, to the Governor, "making such recommendations as it may deem proper."

In the performance of this duty the Board respectfully submits its report for the year 1923. In so doing the Board deems it proper to direct attention to what, in its opinion, are defects in the existing law and to suggest legislation for their correction. The year has been marked by a discontinuance of service for a period of two months by the Public Service Railway Company, to which the people of 146 municipalities of the State look for service in accordance with the franchise obligations of the company; and by a conflict between the company and a large number of operators of auto busses, both seeking public co-operation and support. The discontinuance of service by the railway company, and the failure of the existing law to provide a method whereby the Public Utility Commission may deal promptly and effectively with a situation of this kind, will be referred to more in detail hereinafter.

The public is vitally interested in the maintenance of an efficient method of transportation with reasonable rates charged for the service afforded. The conflict of interests between the railway company and the bus operators, therefore, cannot be regarded as competition between rivals in business, seeking the patronage of the public, without public concern as to whether one or the other shall be ultimately forced out of business.

While the auto bus has become popular with many thousands and is affording a useful service, it is evident that the facilities

afforded by street railway companies cannot be dispensed with without great public inconvenience.

With two methods of local transportation, and with neither sufficient alone to meet the public demand, it is important for both to be maintained with due regard to the need for transportation and with just treatment of each. This is not the case if without regard to the public convenience, or the question whether the street railway facilities are adequate, the right to operate buses is denied merely because such operation may affect unfavorably the street railway. On the other hand, it is not just to the street railways, nor ultimately in the public interest, to permit buses to operate and carry passengers for whom the railway provides ample accommodations, and subject the railway company to duties and burdens of which the bus operators are relieved.

A marked case of this is where the operation of buses has been permitted by local authorities on streets, large parts of which the street railway is under an obligation to pave and keep in repair. The Board respectfully suggests the paving obligations have no logical relation to present day operation as conditions have entirely changed since they were first imposed. They must be considered in fixing the rate of fare; are an obstacle in the way of fare reductions, and it is respectfully suggested that consideration be given to the enactment of legislation to modify them.

There is a widespread impression that the Board of Public Utility Commissioners is vested with broad authority to regulate and control the operation of buses. This is erroneous. The Board has but a limited jurisdiction applying to buses the routes of which parallel on the same streets the lines of street railways. Those operating on such routes under licenses granted prior to March 15th, 1921 or under renewals to them of licenses for the same routes are expressly excluded from the Board's jurisdiction. Referring to this the Supreme Court has stated:

"The exclusion from the jurisdiction and control of the Board of such of the jitneys as were in operation prior to March 15th, 1921 applied only to such operation as long as the owner continued in the business." (P. S. Ry. Co. *vs* Board of Public Utility Com., decided March, 1922.)

In this decision the Court held that if an owner of a bus licensed prior to March 15th, 1921 sells his bus the new owner cannot legally operate until he obtains municipal consent; that such consent is not valid until approved by the Board and that the Board's approval cannot be lawfully given except after hearing and a finding that the operation of the bus is necessary for the public convenience. Subject to these conditions, buyers of buses, the owners of which are licensed prior to March 15th, 1921, have in many cases sought by various expedients to evade the jurisdiction of the Board.

There being submitted to the Board a list of parties, who it was alleged were operating unlawfully, these parties were cited to appear before the Board. The parties so appearing denied the Board's jurisdiction and refused to answer questions asked them. Application was made to the Supreme Court for an order to compel the witnesses to testify, which was granted. The investigation developed that in a number of cases buses were being operated under conditions that required the Board's approval to make lawful the operation; that such approval had not been obtained and that the parties so operating did not intend to apply for approval.

The municipal officials, apparently regarding the matter as one to be dealt with by the Public Utility Commission, have not made, except in a very few cases, any attempt to prevent the operation of buses held by the Board to be unlawful. It is respectfully submitted that if it is the intention of the Legislature that this Board should have authority to determine to what extent buses should be operated in competition with street railways, and to regulate the operation, consideration should be given to the enactment of a law which will be free from doubt as to the Board's jurisdiction and provide an effective method for its enforcement. If this is done it should be, in the Board's judgment, by a supplement to rather than an amendment of the public utility act. When the public utility act was passed it was designed to vest with an administrative board authority to regulate public utility corporations such as railroads, street railways, gas, electric and water companies, operating under franchise grants. It is obvious that a law framed with this end in view is not adapted to the

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regulation of a transportation service which had no existence when the law was enacted. Yet all the jurisdiction the Board now has, comes from an enlargement of the term "public utility" so as to include jitneys operated under certain conditions, thus bringing them within the scope of an act framed with a very different purpose in view.

It is respectfully suggested that if this Board is to have jurisdiction the law should state the extent of the jurisdiction, whether over all auto buses or over those operated on the same streets as street railways. It should state definitely the conditions under which the Board's approval should be obtained and prohibit, under penalty, operation without such approval.

It seems to the Board also that no municipal license to operate, under conditions requiring the Board's approval, should be issued until such approval is obtained. At present the local permission must be given before the question of the Board's approval arises. If the foregoing suggestions are adopted it would be advisable also to clearly define the authority and duty of municipalities with regard to the operation of buses.

As a measure of enforcement, violation of an order of the Board, or operation without the Board's approval under conditions requiring such approval, should be a cause for forfeiture of the license issued by the motor vehicle department.

ENFORCEMENT OF ORDERS TO SUPPLY SERVICE.

The discontinuance of service by the Public Service Railway Company and its failure to resume service upon the issuance of an order by the Board led to a widespread and not unwarranted popular impression that the Board lacks power to deal promptly and effectively with a situation of this kind. Under existing law, a public utility is allowed thirty days from the date an order of the Board becomes effective to appeal to the Supreme Court for a review of the order. No appeal was taken from the order referred to until the thirty days had nearly passed and the company in the meantime did not comply with it. The Board as soon as it appeared that the company did not propose to resume operation applied to the Supreme Court for a writ



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of mandamus to compel compliance with its order. On application, at the Governor's direction, by the Attorney-General to the Chancellor an order for an injunction was issued in aid of the application for a writ of mandamus. As a result of this service was resumed.

It is submitted that the procedure should be more direct, and is suggested that consideration be given to the enactment of a law to provide that the Board may apply directly to the Court of Chancery for a receiver to operate a utility which refuses to supply service. It is suggested also that the law provide that if the Board of Public Utility Commissioners determines that a public utility is withholding service, which it is its duty to supply, and orders such service afforded, the utility if it regards compliance with the order impracticable shall within twenty-four hours after receipt of the same serve notice on a member of the Board, or its secretary, that it will apply to the Supreme Court or a Justice thereof to stay the Board's order; that no stay shall be allowed unless application therefor is made within five days of the service of the order upon the Company; and not then unless the Supreme Court or the Justice thereof to whom the application is made is satisfied the conditions are such the utility cannot with reasonable effort comply with the order.

The legal principle is well established that a public utility, so long as it keeps its property in the public streets by virtue of grants bestowed on condition that service will be afforded, cannot withhold such service because it would be unprofitable or more than ordinarily difficult to supply it. The dire consequences of the cessation of service by a water company even for a few days would be so serious that the present indirect and cumbersome method of meeting the situation would be entirely inadequate.

It may be that sometimes conditions temporarily become such that with every reasonable effort made service cannot be supplied. In such an event, it is absurd to assume the Commission would order the utility to do that which cannot be done. If, in a given case, the utility ordered to supply service it has discontinued should contend that it is beyond its power to comply with the order, its rights would be amply protected if it had five days in which to appeal to the Supreme Court to stay the order.

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It certainly should not have thirty days, during which the public would be subjected to inconvenience and financial loss, to appeal to the Court from an order of the Board it has not obeyed. Nor should it be necessary for the Board to apply to the Supreme Court and the Attorney-General to apply to the Court of Chancery for aid in compelling the performance of an obvious public duty.

It is also respectfully submitted that in a case of this kind the penalty for non-compliance with an order of the Board is insufficient.

The Public Utility Act (Section 33) provides that "in default of compliance with any order of the Board when the same shall become effective the person or public utility affected thereby shall be subject to a penalty of one hundred dollars per day for every day during which such default continues, \* \* \*."

The penalty of one hundred dollars a day may be regarded as sufficient in ordinary cases. It is conceivable, however, that a large company might be willing to submit to such a penalty for a time rather than attempt to operate under conditions unsatisfactory to it, notwithstanding its duty to supply service. It is suggested that the statute be amended so that the penalty of one hundred dollars per day shall not apply to cases where a public utility discontinues service, and fails upon order of the Board to resume it, but that the penalty for this be one thousand dollars per day.

EFFECTIVE DATE OF BOARD'S ORDERS.

In its report last year the Board directed attention to the section of the law which provides that any order of the Board "to continue service or rates in effect at the time said order is made shall be immediately operative; all other orders shall become effective upon the date specified therein, which shall be at least twenty days after the date of said order." The Board recommended that this be changed so as to give to the Board discretion to determine when its order should become effective. A bill providing for this was introduced but did not come to a vote.



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The Board deems it advisable to again suggest this change in the law. The desirability of such a change has been emphasized by the experience of the past year, particularly with respect to the discontinuance of service by the Public Service Railway Company.

At the time the Board ordered the company to resume there was no actual service in effect. The Board held, however, that the company was under a lawful obligation to supply continuous service, and that the requirement that twenty days should pass before the order became effective did not apply. The Company, in its answer to the Board's application to the Supreme Court for a writ of mandamus to compel compliance with its order, contended that the order was unlawful because it required service to be resumed before twenty days had passed. With a similar case, it is probable the same question would arise. The Board, therefore, finding that a public utility is unlawfully withholding service under conditions, where it is practicable for it to at once resume, and where it is important this be done, must either allow twenty days to pass before an order becomes effective or risk the chance of its order being declared invalid because such allowance is not made.

TRANSMISSION LINES FOR ELECTRICAL ENERGY.

The development of progressive systems for the transmission of electrical energy is a present day problem of great importance. A conference was recently called by Secretary Hoover with Chairmen of Public Utility Commissions of the northeastern States for the discussion of this problem. It is generally agreed that the States should have authority to regulate the companies supplying electrical energy, but that there should be such co-operation as would tend to electric power development between the States. In this connection it is suggested that no purely personal consideration should be arbitrarily insisted upon if so doing would tend to obstruct the progressive development of an electric transmission system.

The importance of the development of systems of railroad transportation was recognized in the early days of the industry

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and railroad companies were given the right of eminent domain. It seems to the Board that the precedent thus established might be reasonably and properly applied in the development of systems for the transmission of electrical energy, and that companies organized and operated for this purpose might be given a similar right applicable to the construction of main transmission lines. It is respectfully suggested that consideration be given to legislation to provide for this.

The suggestions hereinbefore made are summed up and submitted as follows:

RECOMMENDATIONS.

1. That the public utility act be amended to exclude from it the reference to auto buses commonly called jitneys.

2. That authority to regulate the operation of auto buses, be provided for by a new act, supplementary to the public utility act; that this define the extent of the Board's authority to regulate and control such buses, provide that no local license to operate a bus which will be subject to the Board's jurisdiction shall be granted, nor any municipality permit the operation of such a bus within the municipal limits unless and until the operation is approved by the Board, and that operation of a bus without the Board's approval under conditions requiring such approval shall be a cause for forfeiture of any license granted by the Commissioner of Motor Vehicles.

3. That if a public utility discontinues service and does not resume it, after being ordered so to do by the Board, it shall be subject to a fine of \$1,000 per day for each day service is discontinued; the penalty not to apply if the Board's order is stayed by the Supreme Court; but that if such stay is desired, application therefor shall be made within five days from the date the order is served.

4. That the provision of the act which requires that twenty days shall pass before an order of the Board may become effective be repealed and the Board authorized to fix the date when the order shall become effective.

5. That the requirement that street railways pave and keep in repair pavements in the streets in which they operate be modified

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so that this may apply only to such part of the street as is damaged by the operation of the street cars.

6. That companies organized and operating to transmit electrical energy be given, under proper safeguards for the reasonable protection of legitimate property rights, the right of eminent domain in the construction of main transmission lines.

There is attached hereto as part of its report a detailed review of the administrative work of the Board during the year.

Respectfully submitted,

H. V. OSBORNE,

*President,*

JOS. F. AUTENRIETH,

*Commissioner,*

F. W. GNICHTEL,

*Commissioner.*

ALFRED N. BARBER,

*Secretary.*

December 31st, 1923.

## **Review of Administrative Work for 1923.**

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The Board during the year has continued the practice of holding hearings in different parts of the State to enable interested parties to appear before it at a minimum of expense.

Formal action has been taken on 499 applications made to the Board during the year, and 1,393 complaints, nearly all of which dealt with individual grievances against public utilities subject to the Board's jurisdiction, were treated informally.

### **EXTENSIONS OF FACILITIES OF PUBLIC UTILITIES.**

Complaints have been made to the Board, frequently, by those who have built houses for residences off the mains and distribution systems of water, gas and electric companies of failure to obtain service on application to the utilities.

Most of the utilities had adopted rules dealing with extensions and owing to limitations imposed by the statute the Board could not order in any case an extension, on terms more favorable than those proposed by the utility, except after a hearing and upon evidence that this could be reasonably required. It was evident that companies' rules frequently caused friction and misunderstanding.

The Board after consideration of these rules and the practices in other States submitted to the utilities rules which, in its judgment, were equitable and consistent with the statute. These rules have been generally substituted for those of the utilities and have resulted in a material decrease in the number of complaints to the Board and a more prompt disposition of differences when they arose.

### **WATER UTILITIES.**

The present year, particularly during the summer, was marked by an unusual deficiency of rainfall resulting in a decrease in the supply of water from both surface and underground sources.

In some localities it became necessary for a time to limit the use of water to essential purposes. The Board has no authority to dictate to a person whose premises are connected to the mains of water companies what use shall be made of water, but conferences were called with representatives of municipalities where the situation was most acute and wide publicity was given to the seriousness of the situation and the necessity of conserving water. One of the difficulties encountered was that some sections were so located, with respect to the sources of supply, that water appeared to be plentiful and was being used in large quantities without appreciation of the effect of this on others less favorably situated. In other cases the supply was ample for ordinary uses but not sufficient for the demands for water used through lawn sprinklers, washing machine motors, cellar drainers, etc. Conditions generally were worse where the system was not metered.

In a notice to the public the Board states that if there should be after notice a waste or continued use of water for purposes, which under the circumstances must be regarded as non-essential the Board would regard it as the duty of the water company to discontinue service.

It did not become necessary, however, to resort to such drastic measures, as with an appreciation of the seriousness of the situation there was a general co-operation by the public until the situation was relieved.

The Board during the year has caused inspections to be made by its engineers of the plants and facilities of the water companies subject to its jurisdiction, following these with appropriate requirements for betterments where these appeared to be necessary.

The plants inspected included the following; Commonwealth Water Company, Canoe Brook and Baltusrol; Paulsboro Water Company, Paulsboro; Merchantville Water Company at Jordantown (Pensauken Township); Riverton and Palmyra Water Company, Palmyra; Delaware River Water Company, Beverly; private plant of James Hullfish, at Lawrenceville; Stockton Water Company, Camden; Hightstown Water Department, Hightstown; Jamesburg Water Company, Jamesburg; Hillcrest Water Company, Mountain Lakes; New Jersey Water Service

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Company, Haddon Heights and Ellisburg; Ocean City Water Company, Ocean City; Middlesex Water Company, Robinson's Branch & Park Avenue; Plainfield Union Water Company, Netherwood; Elizabethtown Water Company, South Plainfield; Perth Amboy Water Department, Runyon; Bound Brook Water Company, Middlebrook; Ideal Beach Water Company, Keansburg; Buckhorn Springs Water Company, Belvidere, and the Tuckerton Water Company, Toms River.

Two important investigations, involving considerable expenditure of time, have been carried on during 1923. First, a study with regard to an additional water supply and transmission line facilities for the territory supplied by the Elizabethtown, Middlesex and Plainfield Union Water Companies; and second, a study of the proper charges for fire service to buildings equipped with automatic sprinklers.

With regard to the first, extensive data has been collected, and computations made with a view of co-ordinating and increasing all of the water supplied from Elizabeth to Bound Brook, including connections with the City of Newark and the City of Perth Amboy.

As to the second, a number of reports by commissions in other states, upon similar cases, as well as data submitted by interested parties, has been collected and digested with a view of confirmation or revision in the basis for the allocation of the costs of service to the various classes of consumers, so that the lessened demand and use of water for extinguishing fires in premises equipped with automatic sprinklers, may be properly taken into consideration.

To date, this investigation has involved reductions in rates for fire service, to places equipped with automatic sprinklers in Paterson, Passaic, Montclair, Clifton, Summit, West Orange, Irvington and Riverside—Burlington County.

GAS AND ELECTRIC UTILITIES.

During the year particular attention has been given to transmission line construction and in this connection inspections have been made of the high tension cross-overs on State highways



and of the transmission lines of the Public Service Electric Company, Atlantic City Electric Company and the Electric Company of New Jersey. An inspection of the stations and sub-stations of the Public Service Electric Company started in 1922, has been completed.

The calibration and certification of standards used by electric companies in checking customers' meters has progressed until practically all the standards in use have been calibrated. In connection with this work the electric meter departments have been inspected to check compliance with the Board's rules relating to meter test records and testing equipment.

Inspections have been made of the plants of gas companies involving studies of plant capacity, with consideration given to the capacity of gas generators, gas condensers, gas purifiers and steam boilers; also the provision made for storage of gas, oil and coal.

Special inspections have been made in numerous instances to determine whether the gas furnished by the utilities met with the Board's requirements. All inspections involving technical details are made by engineers qualified to criticise conditions intelligently, and the managements of the utilities are advised of the results. With very few exceptions such recommendations as are made are willingly complied with; the Board, of course, having and exercising authority to require compliance if objections to recommendations are not regarded as being well taken.

#### INSPECTIONS OF STEAM RAILROADS.

The annual inspection and special investigations of the steam railroads have been made as usual. These inspections and special investigations were covered by special train, regular train, railroad, motor car, and on foot. Whenever it was possible to do so the annual inspections were made at the time the railroad companies were making their regular inspections, thus affording opportunity for more detail work than in the usual way. Recommendations made resulting from these inspections have either been complied with, or the companies involved have planned to do the work before the time limit set. Where recommendations

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are made, follow up inspections are also made to see that the work is done.

These inspections covered 198 main and branch lines aggregating 2,772.12 miles. 95 of these lines totaling 323.39 miles, were covered on foot. In addition, several special inspections were made in addition to the regular inspections.

The number of bridges on the lines of the railroads of the State are as follows:

- 2,476 fixed undergrade bridges with aggregate length of 223,695 feet.
- 128 movable and float bridges with aggregate length of 18,147 feet.
- 520 overhead highway and railway bridges.
- 2,077 unclassified undergrade openings.

Since last year's annual report was submitted one (1) bridge has been eliminated and fourteen (14) new bridges have been built.

Practically no change in railroad mileage has been made during the year, excepting 8.12 miles of single track line known as the Barnegat R. R. (operated by the Tuckerton R. R.) between Barnegat City Junction to Barnegat City has been abandoned.

The N. Y. S. & W. R. R. Co. continues to submit to this office periodic inspection reports of the bridge over the Delaware River at Water Gap. Frequent inspections of this bridge are also made by this Division. It was found that this bridge was getting so badly out of line and adjustment that drastic measures had to be taken regarding it. After conferences it was decided as a first step to see if the structure could be brought back into line and placed in condition where it could still continue its service. Further measures being dependent on the success of the first method, the company started work immediately, and were successful in bringing the structure back into good line and adjustment, so that traffic could be safely continued over it under the restrictions of loading and speed heretofore enforced.

Monthly inspections have been made by this Division of the bridges on the main line of the N. Y. S. & W. R. R. between Hainesburg Junction and Swartswood Junction, a distance of 18.5 miles, because over this part of the Susquehanna Railroad the

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Lehigh and New England Railroad also operates. These bridges are the limiting ones on the Lehigh & New England Railroad. An agreement having been reached between the two companies, the bridges are now being rebuilt to meet the requirements of modern traffic.

Inspections have been made of the bridges and structures on the Delaware and Raritan Canal as usual.

INSPECTIONS OF STREET RAILWAYS.

The inspection of all of the bridges on the Electric Railway lines has been made on foot except for a part of the largest system in the State which was made by automobile. Seven hundred and forty trolley bridges of 5' span and over have been inspected, and seventy special bridge inspections have been made.

INSPECTIONS OF TOLL BRIDGES.

The regular inspections have been made of the interstate toll bridges along the Delaware River.

The interstate toll bridge at Reigelsville, N. J., was taken over by the Commission on Elimination of Toll Bridges on January 4, 1923, and made a free bridge.

The interstate toll bridge at Wilburtha, N. J., was taken over by the Commission on Elimination of Toll Bridges on December 21, 1922, and made a free bridge.

There now remain as Interstate Toll Bridges over the Delaware River the following nine, eight of which are in operation:

1. Calhoun Street, Trenton, N. J.
2. Frenchtown.
3. Raven Rock.
4. Belvidere.
5. Columbia.
6. Delaware.
7. Dingman's Ferry.
8. Milford, N. J.
9. Stockton (burned).

The bridge at Stockton an old wooden structure was struck by lightning July 22d, and its entire (6) spans were completely destroyed. The piers and abutments still remain forming sup-

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ports for the lighting and power utilities whose wires have been strung upon them. It has not been rebuilt as a bridge.

The recommendations in reports on the inspections of remaining bridges have either been complied with or the owners plan to do the work before the time limit specified.

GRADE CROSSINGS ELIMINATED AND GRADE CROSSING ELIMINATION WORK IN PROGRESS.

The work on the elimination of five grade crossings on the Central Railroad of New Jersey and Lehigh Valley Railroad in the City of Perth Amboy, in accordance with an order of the Board dated May 17, 1922, is progressing slowly. Additional legislation was required in order to permit the City of Perth Amboy to reconstruct its sewer work in connection with this plan for elimination before the actual work could be started in the field. The plans are ready to be proceeded with as soon as the reconstructed sewer is built. This work is now under way but the date of final completion of the entire work will exceed the limit of January 1, 1924, set in the above order.

An order of the Board, dated December 30, 1922, calling for the elimination of one crossing in the Borough of Somerville, on the main line of the Central Division of the Central Railroad of New Jersey was issued and in accordance therewith the work immediately started. This work involves the relocation of another crossing, and the rearrangement of station and yard facilities in that Borough. Work is progressing satisfactorily and will likely be completed on or before April 1, 1925, the date for completion set in the order.

The work of eliminating the grade crossings in the City of East Orange on the D. L. & W. R. R. has been completed, so far as the railroad work is concerned. There still remains some street paving on the relocated highways constructed in accordance with the plan. This work has eliminated 12 grade crossings on the main line and 4 on the Montclair Branch. It also involved the rebuilding of two stations and reconstructing two other stations to accommodate the new grade.

Because the appeal of the Erie Railroad Company in the Paterson Grade Crossing Case had delayed the execution of the Board's former order, hearings were held to determine a new time for the beginning and completion of the work.

The work is now to start on or before May 15, 1924, and be carried continuously to completion by May 15, 1931. As previously ordered the work is divided in four sections; the first to begin by May 15, 1924, and to be completed by August 15, 1927. The second to begin August 15, 1927, and to be completed by November 15, 1928. The third to begin by November 15, 1928, and to be completed by August 15, 1930. The fourth to begin by August 15, 1930, and to be completed by May 15, 1931. Up to the present time, only plans have been made. They have reached such a stage as to be ready for submission to the Board for its approval.

An order was issued, dated July 10, 1923, for the elimination of the grade crossing at 14th Street, Newark, where it crosses the tracks of the Lackawanna Railroad Co. This work is started and is now well under way. It comprises a relocation of the grade crossing now existing at 14th Street by carrying it over the tracks of the above Railroad Company, a distance east of the existing crossing. This work is being pushed vigorously toward completion so it will be completed by date set, June 1, 1924.

New Ferry Road Crossing has been completed so far as the Railroad Company and the Town of West New York are concerned. Traffic is now using the new overhead bridge and the grade crossing has been completely eliminated.

Grade crossings through the City of Passaic on the Erie Railroad have been under consideration for elimination. Hearings have been held, it being finally decided to let this matter rest because of the proximity of the grade crossing elimination about to begin on the same railroad through the adjacent City of Paterson.

The matter of eliminating the crossing of Park Avenue in the Borough of Rutherford and East Rutherford, where it crosses the line of the Erie Railroad has again been taken up by the Board. Hearings are still in progress on this matter and several



new plans have been presented for the elimination of this crossing.

Negotiations are pending between the County of Union and the Lehigh Railroad Co. for the elimination of a railroad crossing at Walnut Ave., Cranford. Several conferences have been held in which this Board has been represented, the matter now standing that if the county authorities wish to proceed before this Board they are to make application therefor.

State Highway Route No. 5 is being carried over the Lehigh and Hudson River Railroad at Great Meadows in accordance with an agreement reached between that railroad company and the State; the former paying 40% and the latter 60%, of the cost of this elimination. This work is progressing satisfactorily.

At Union Avenue, Little Falls, State Highway Route No. 12 is being carried over the Lackawanna Railroad. This work is nearing completion. This work is made possible by agreement between that railroad company and the State Highway Commission. The work of widening and raising the bridge on the Bonhampton Branch, New York Division, Penna. R. R., where it crosses State Highway Route No. 1 in Metuchen has been completed. The cost of this improvement was met jointly by the State and railroad company.

#### APPRAISALS OF PUBLIC UTILITY PROPERTIES AND ISSUES OF SECURITIES.

The nature of various applications received by the Board, requiring appraisals of property or examination of construction expenditures, is indicated in the table following.

Columns A and B of this table are self-explanatory. Column C indicates the value determined in various rate cases. Column D indicates the par value of securities (stocks and bonds) approval of which has been requested. Column E indicates the par value approved after investigation. Column F indicates the maximum total values at which these securities were permitted to be sold (the stock being sold at par as required by law and the bonds being sold in most cases at a discount in order that the yield on same might be adjusted to correspond with current interest rates). Column G shows the property values or expendi-



tures on the basis of which the security issues were approved. Column H indicates the value at which certain parts of utility properties (principally land and building) or at which entire utility properties were sold with the Board's approval.

As is indicated in the notes there are certain duplications with respect to the amounts appearing in the several columns and certain other amounts with respect to which the determination of value was practically reached in a proceeding in some prior year. These amounts are deducted from the review of the work done during the year (December 1st, 1921, to December 1st, 1922). The table, however, does not indicate all of the stock and bond issues approved during the year but only those which have required investigation by the Board's Engineers. A complete record of the security issues is shown elsewhere in the Board's report and it will be noted that there are included security issues for steam railroads and also in a few cases the issues of bonds for refunding purposes only which are not included in the table following.

During the past few years a tendency has been evident for the electric companies of the State to combine into larger units either by purchase and sale or by merger. Should this continue it is possible that within a few years there will be only a few large electric utility companies in the entire State.

Frequent references have been made in the public press and technical journals during the past few years to the development of the Super-Power Plan for the northeastern section of the United States. As far as the State of New Jersey is concerned this plan is in the process of being realized through the ordinary processes of business development by the consolidation of various electric companies and through the inter-connection of some of the larger companies with each other or with other electric companies outside of the State.

At the present time the Public Service Electric Company is purchasing power from the Philadelphia Electric Company, and the Electric Company of New Jersey has for a number of years utilized power generated in Wilmington, Delaware. It is probable that this source of power will within a short time be

connected with the power station of the Atlantic City Electric Company, at Atlantic City, New Jersey, with resulting benefits to both parties.

The rapid growth of the electric light and power business has enabled most electrical companies to make use of improved methods of generation and distribution of power and this, combined with other features entering into the cost of production, has enabled them, notwithstanding increased costs for labor and material, to supply electric light and power service at the same or lower rates than prevailed a number of years ago.

The future prospects of this industry have been sufficiently attractive to invite the attention of prospective purchasers. If it were not for the provision in the Public Utility Act which requires the issuance of new securities to be approved by this Board, it is probable that some electric companies would be more liberally capitalized than would be justified by a sound public policy. In some instances, after conferences with the Board's Engineers, the amounts in contemplation are modified before the petition is actually presented. The difference shown in the table below, between Column D and Column E, therefore, does not represent the difference between the total amount of securities approved and the amount which would have been issued if the Board's approval had not been required.

The capital cost of water and sewer service represents a much larger proportion of the total cost than is the case with any other utility. This fact, taken in connection with the discrimination in favor of municipal bonds which has been brought about during the last few years by the present income tax law and, in some instances, a desire to improve the service, have resulted in the purchases of an increasing number of water and sewer utilities by the municipalities served.

## PUBLIC UTILITY COMMISSIONERS' REPORT.

23

WORK OF APPRAISAL DIVISION OF THE BOARD ON CASES DECIDED  
DECEMBER 1, 1922, TO DECEMBER 1, 1923

Number of Proceedings	Kind of Utility	AMOUNT OF VALUATIONS Security Issues				Expenditures or Values on Basis of Which Securities Were Approved	Purchase and Sales of Prop- erty
		Rate Cases	Requested (Par Value)	Approved			
				Par Value	Minimum Selling Value		
A	B	C	D	E	F	G	H
26	Electric, ....	\$1,056,000	\$19,358,840	\$19,219,640	\$18,832,445	\$19,930,600	\$143,500
11	Gas, .....	6,207,000	10,875,000	10,375,000	10,325,000	10,675,000	412,250
1	Sewer, .....						30,000
2	Telephone, ..		5,000	5,000	5,000	5,900	200
6	Traction, ....		912,000	912,000	902,000	902,000	8,000
35	Water, .....	14,245,000	7,281,800	7,262,000	6,984,600	7,879,000	754,200
81	Total, .....	\$21,508,000	\$38,432,640	\$37,773,640	\$37,049,045	\$39,392,500	\$1,348,150

\* This total includes an amount of \$540,400 included in column C or in column F. \$10,549,500 of this total represents principally refunding operations or issues of securities based on values determined in a prior year, in which cases a re-examination of property values was not necessary. Total property values involved in above cases, omitting duplications, refunding operations, etc., is \$51,158,750.

## RECEIPTS AND OPERATING EXPENSES OF PUBLIC UTILITIES.

Reports are made to the Board annually by the utilities subject to its jurisdiction of their receipts and operating expenses. The Board receives from the railroad companies duplicates of reports filed by them with the Interstate Commerce Commission. Much the greater part of their receipts comes from interstate traffic not subject to the Board's jurisdiction. As the fiscal year coincides with the calendar year, reports for the year 1923 will not be received until after the first of the coming year. The following, compiled from annual reports for 1922, applying to utilities other than railroads, is submitted:

	Operating Revenues, 1922	Operating Expenses and Taxes, 1922	Per Cent Expenses and Taxes of Revenues
33 Gas Companies, . . . .	\$30,247,790	\$22,880,805	75.6
38 Electric Companies, . .	34,689,985	24,550,740	70.7
106 Water Companies, . .	8,006,305	5,194,380	64.9
11 Sewer Companies, . . .	354,145	230,845	65.2
19 Street Railways, . . .	31,679,340	25,545,560	80.6
26 Telephone Companies, .	21,230,790	16,461,670	78.0
233 Total, . . . . .	\$126,208,355	\$94,864,000	75.2

There has been with respect to electric and telephone companies an increase in operating revenues over 1921 which reflects the growth of the State and the increased industrial activity in 1922.

The revenues of the electric companies increased in 1922, notwithstanding a material decrease during the year in the rates of the Public Service Electric Company. The report of operating revenues of the street railways show a marked contrast with those of the electric companies. Notwithstanding increases in rates of the street railways the total operating revenues for 1922 were \$153,240 less than in 1920, this being due chiefly to the use of busses instead of the street railways.

The operating expenses and taxes in 1922 of all the utilities amounted, as noted above, to 75.2 per cent of revenues. In 1921 these were 76.7 per cent and in 1920, 78.5 per cent of operating revenues. While this shows a gradual reduction, the percentage of operating expenses and taxes to operating revenues is still materially higher than before the utilities were affected by the higher taxes and increased costs for labor and material resulting from the World War. In 1914 the percentage was but 61.3 per cent of the operating expenses.

#### APPLICATIONS FOR APPROVAL OF JITNEY LICENSES.

During the year the Board received 163 applications for approval by it of municipal permission to operate auto busses on routes which in whole or part would parallel on the same street the lines of street railways. Of the applications 81 were approved, 47 denied and 35 not acted upon. Of the latter some were pending at the close of the year and others had been withdrawn.

In all cases where the applications were approved or denied consideration was given to the existing local transportation facilities, and the Board's decisions were based upon the question whether the bus operation proposed appeared to be reasonably required to serve the public convenience. In some of the cases where approval was given it appeared that on parts of the routes the existing transportation facilities were adequate. With respect to these, conditions were imposed which in effect resulted in through service to a point from which local service appeared to be insufficient. By this method, the existing bus operators and street railway companies were afforded reasonable protection against unnecessary duplication of facilities. Where the applications were denied it was apparent that the operation was not necessary for the public convenience.

## **Ordinances.**

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



## Ordinances.

DATE OF APPROVAL.	NAME OF APPLICANT.	NATURE OF PETITION.
Jan. 24, 1923	Delaware & Atlantic Tel. & Tel. Co.,	For approval of ordinance of the County of Camden passed July 12, 1922, authorizing the telephone company, its successors and assigns, to maintain and operate its existing aerial and underground works and to erect, construct, reconstruct, lay and maintain additional aerial and underground works consisting of poles, wires, etc., for its local and through lines in, upon, along, over, across and under each and every of the present county roads within the County of Camden, State of New Jersey, for the conduct of its business; prescribing the manner of placing, erecting, constructing and maintaining the said aerial and underground works; to use the aerial and underground works of others and to permit others to use its aerial and underground works upon such arrangements as may be agreed to; and also regulating the use of the said county roads by said company.
Feb. 1, 1923	Eureka Power Company, .....	For approval of ordinance of the Borough of Stockton passed March 25, 1922, granting permission to the Eureka Power Co. to erect and maintain in said Borough, County of Hunterdon in the State of New Jersey, poles, wires, etc., and in general the equipment necessary for the distribution of electricity for light, heat, power and other purposes.
Feb. 28, 1923	Delaware & Atlantic Tel. & Tel. Co.,	For approval of ordinance passed by the City of Corbin City in the County of Atlantic, State of New Jersey, October 23, 1922, authorizing the telephone company, its successors and assigns, to maintain and operate its present aerial works and to erect, construct, reconstruct, maintain and operate additional works, consisting of poles, cross-arms, etc., and all other necessary fixtures and appliances for its local and through lines in, upon, along, over and across each and every of the public roads, streets, avenues, alleys and highways of the City of Corbin City, County of Atlantic, State of New Jersey; regulating the manner of constructing and maintaining the said aerial works; to use the aerial works of others and to permit others to use its aerial works, upon such arrangements as may be agreed to; and regulating the use of the said public roads, streets, etc.
Mar. 6, 1923	Delaware & Atlantic Tel. & Tel. Co.,	For approval of ordinance passed by the Township of Landis, Cumberland County, New Jersey, December 18, 1922, authorizing the telephone company, its successors and assigns, to maintain and operate its present aerial and underground works and to erect, construct, re-construct, lay and maintain additional aerial and underground works consisting of poles, cross-arms, cables, etc., and all other necessary fixtures and appliances for its local and through lines, in, upon, along, over, across and under each and every of the public roads, streets, avenues, alleys and highways of the Township of Landis, County of Cumberland, State of New Jersey; regulating the manner of constructing and maintaining the said aerial and underground works; to use the aerial and underground works of others and to permit others to use its aerial and underground works upon such arrangements as may be agreed to; and regulating the use of the said public roads, streets, avenues, alleys, highways, etc., by the said company.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Mar. 6, 1923	Delaware & Atlantic Tel. & Tel. Co.,	For approval of ordinance passed by the Township of Upper Deerfield, Cumberland County, New Jersey, December 7, 1922, authorizing the telephone company, its successors and assigns, to maintain and operate its present aerial and underground works and to erect, construct, re-construct, lay and maintain additional aerial and underground works consisting of poles, crossarms, cables, etc., and all other necessary fixtures and appliances for its local and through lines in, upon, along, over, across and under each and every of the public roads, streets, avenues, alleys and highways of the Township of Upper Deerfield, County of Cumberland, State of New Jersey; regulating the manner of constructing and maintaining the said aerial and underground works; to use the aerial and underground works of others and to permit others to use its aerial and underground works upon such arrangements as may be agreed to; and regulating the use of the said public roads, streets, avenues, etc., by the said company.
April 12, 1923	New York Telephone Company, ...	For approval of ordinance passed by the Township of Lyndhurst, December 11, 1922, granting permission and consent to the New York Telephone Company, its successors and assigns, to use the various streets, roads, avenues and highways and parts thereof in the Township of Lyndhurst, Bergen County, New Jersey, both above and below the surface thereof for the construction, maintenance and operation of its local and through lines and systems in connection with the transaction of its business, and prescribing the manner of so doing.
June 14, 1923	Delaware & Atlantic Tel. & Tel. Co.,	For approval of an ordinance of the Borough of Haddonfield passed by the Board of Commissioners of the Borough of Haddonfield, April 5, 1923, authorizing the Delaware & Atlantic Tel. and Tel. Company, its successors and assigns, to maintain and operate its present aerial and underground works and to erect, construct, re-construct, lay and maintain additional aerial and underground works consisting of poles, crossarms, cables, wires, etc., and all other necessary fixtures and appliances for its local and through lines in, upon, along, over, across and under each and every of the public roads, streets, avenues, alleys and highways in the Borough of Haddonfield, County of Camden, State of New Jersey, regulating the manner of constructing and maintaining the said aerial and underground works, to use the aerial and underground works of others and to permit others to use its aerial and underground works upon such arrangements as may be agreed to; and regulating the use of the said public roads, streets, avenues, alleys and highways by the said Company.
June 19, 1923	Beaver Brook Water Company, ....	For approval of an ordinance of the Township of Clinton, Hunterdon County, passed by the Township Committee on February 3, 1923, giving consent to the Beaver Brook Water Company to use certain streets and highways in Clinton Township.

### **Applications for Approval of Issues of Securities.**

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

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

Below is a summary showing by classes of utilities the par value of capital stock and funded debt authorized to be issued.

DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Jan. 10, 1923	Trenton & Mercer County Traction Corporation, .....		For approval of a chattel mortgage to The Mechanics National Bank of Trenton, mortgagee, in substitution of one previously approved by the Board on October 4, 1922.
Jan. 24, 1923	Cape May County Electric Company, .....	\$98,000 capital stock, .....	Application was for the approval of the issuance of \$126,000 par value, in lieu of which the Board approved \$98,000.
Jan. 30, 1923	Middlesex Water Co., .....	\$200,000 5% consol. mortgage bonds, .....	To be issued at not less than 80 per cent. of par value.
Feb. 8, 1923	Atlantic City Gas Co., .....	\$200,000 1st mortgage 5% bonds, .....	To be issued at not less than 80 per cent. of par value.
Feb. 20, 1923	Hamilton Square Water Co., .....	\$5,000 capital stock, .....	
Feb. 21, 1923	Electric Company of N. J., .....	\$126,000 1st mortgage 5% bonds, .....	To be issued at not less than 80 per cent. of par value.
Mar. 8, 1923	Peoples Gas Company, .....	\$100,000 1st mortgage 7% bonds, .....	To be issued for working capital and upon condition that the company retire and cancel an equal amount of its outstanding common stock.
Mar. 8, 1923	Toms River Water Co., ....	\$20,000 capital stock, .....	Application was for the approval of the issuance of \$34,000 par value, in lieu of which the Board approved \$20,000.
Mar. 9, 1923	Cumberland Traction Co., ..	\$75,200 preferred stock, \$59,800 common stock, .....	Approval was granted upon condition that the offer of the surrender of the franchises affecting the physical property shall be withdrawn and that proof thereof be filed within 30 days, failure to do which shall render the certificate null and void.
Mar. 19, 1923	Eureka Power Co., .....		For approval of the transfer on its books of its entire outstanding capital stock to the Penna.-New Jersey Ry. Co.
Mar. 19, 1923	Eureka Power Co., .....	\$1,800 capital stock, .....	Approval of the issuance of this stock was rescinded by the Board on July 26, 1923, upon the sale to the N. J. Power & Light Co. of the property represented thereby.

DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Mar. 28, 1923	Cape May County Electric Company, .....	\$75,000 capital stock, .....	To be issued for the purpose of acquiring all the property of the Cape May Court House Light & Water Co., including the capital stock of the Neptunus Water Co., transfer of which on the latter's books was also herewith approved.
Mar. 31, 1923	Central Jersey Power & Light Company, .....	\$2,000 capital stock, .....	
Mar. 31, 1923	Central Jersey Power & Light Company, .....	\$2,250,000 1st mortgage 6% bonds, \$900,000 capital stock, .....	Bonds to be issued at not less than 91 per cent. of par value, under a mortgage, also herewith approved, to the New York Trust Co., trustee, dated February 1, 1923. Approval was also granted to the transfer of the capital stock on company's books to Atlantic States Power Corporation.
April 2, 1923	Lakewood Water Co., .....	\$257,000 1st mortgage 6% bonds, .....	
April 3, 1923	Lakewood & Coast Electric Company, .....	\$357,000 1st mortgage 6% bonds, .....	To be issued in substitution for an equal amount of 5% certificates of indebtedness which are to be canceled, and under a mortgage, also herewith approved, to the New York Trust Co., trustee, dated March 1, 1923. Approval was also granted to the transfer on the company's books of all its outstanding capital to the Atlantic States Power Corporation.
April 9, 1923	Cumberland Traction Co., ..	\$18,872.74 5-yr. serial notes,	
			To be issued under a car trust agreement with The J. G. Brill Co., dated December 28, 1922, which was also herewith approved, \$16,375.50 of the total note issue constituting principal and \$2,497.24 interest thereon.

APPLICATIONS FOR APPROVAL.

DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
April 21, 1923	New Jersey Power & Light Company, .....	\$100,000 capital stock, .....	To be issued in exchange for the outstanding capital stock of the Hackettstown Electric Light Co., under an agreement of merger and consolidation, dated December 29, 1922, which was also herewith approved.
April 24, 1923	Monmouth County Water Co., .....	\$321,000 1st mortgage 5% bonds, .....	To be issued at not less than 80 per cent. of par value.
April 26, 1923	Public Service Electric Company, .....	\$1,000,000 capital stock, ....	To be issued in conformity with the Board's decision of June 20, 1922, approving the purpose of the issuance of \$7,250,000 capital stock, certificates approving the issuance of \$6,250,000 thereof having been granted during 1922.
April 26, 1923	East Jersey Railroad & Terminal Company, .....	\$187,938.60 serial notes, ....	To be issued under an agreement of conditional sale with the American Car & Foundry Co., dated October 16, 1922, which was also herewith approved.
May 7, 1923	Monmouth Lighting Co., ...	\$200,000 1st mortgage 5% bonds, \$62,000 capital stock, .....	Bonds to be issued at not less than 80 per cent. of par value.
May 7, 1923	Central Jersey Power & Light Company, .....	.....	For approval of a mortgage to the New York Trust Co., trustee, in place of the one approved under date of March 31, 1923, approval of which was hereby revoked.
May 28, 1923	West Monmouth Water Co., ..	\$14,400 6% mortgage bonds, \$6,600 capital stock, .....	Both issues to be made at par value. Application was for approval of the issuance of \$8,400 capital stock in lieu of which the Board approved \$6,600.
May 29, 1923	Cumberland Traction Co., ..	\$32,422.68 5-yr. serial notes,	To be issued under two car trust agreements with The J. G. Brill Co., dated April 19, 1923, which were also herewith approved, \$28,252.50 of the total note issue constituting principal and \$4,170.18 interest thereon.
May 31, 1923	Cumberland Traction Co., ..	\$24,800 preferred stock, \$17,200 common stock, .....	To be issued in the acquisition of property formerly owned by the Bridgeton & Millville Traction Company.



DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
June 5, 1923	Egg Harbor City Tel. Co.,..	\$5,000 capital stock, .....	.....
June 7, 1923	Paulsboro Water Co., .....	\$30,000 1st mortgage 6% bonds, .....	To be issued at par value under a mortgage of equal amount, dated June 30, 1923, to the First National Bank of Paulsboro, New Jersey, trustee, which was also herewith approved.
June 7, 1923	Toms River Electric Co., ..	.....	For approval of the transfer on its books of all its outstanding capital stock to the Central Jersey Power & Light Corporation.
June 7, 1923	Pleasantville Gas Co., .....	\$200,000 capital stock, .....	Application was for the approval of the issuance of \$250,000 par value, in lieu of which the Board approved \$200,000.
June 14, 1923	Culvers Hydro-Electric Company, .....	\$90,000 capital stock, .....	Application was for the approval of the issuance of \$200,000 par value, in lieu of which the Board approved \$90,000. Approval of the issuance of this stock was rescinded by the Board on October 17, 1923, because it appeared unlikely that any of it would soon be issued.
June 14, 1923	Public Service Gas Co., ....	\$6,000,000 capital stock, ....	.....
June 14, 1923	Bernards Water Company, ..	\$36,000 1st mortgage 6% bonds, .....	To be issued at not less than 80 per cent. of par value under a mortgage, also herewith approved, to Fidelity Union Trust Co., trustee, dated June 7, 1923. Application was for the approval of the issuance of \$40,000 par value, in lieu of which the Board approved \$36,000.
June 28, 1923	Lawrenceville Water Co., ..	\$30,000 capital stock, .....	.....
June 28, 1923	Public Service Railway Co., ..	\$400,000 6% equipment trust certfs., series "F", .....	To be issued at not less than par value under an equipment trust agreement dated May 1, 1923, between the petitioner and the Holland Co. and Fidelity Union Trust Co., trustee, which was also herewith approved.
June 28, 1923	Merchantville Water Co., ..	.....	For approval of a mortgage dated June 1, 1923, to Security Trust Co., trustee.
June 28, 1923	Merchantville Water Co., ..	\$88,000 1st mortgage bonds, ..	To be issued at par with an additional coupon providing for the payment of one per cent. additional interest.

APPLICATIONS FOR APPROVAL.

DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
June 28, 1923	Ocean City Water Co., ....	\$198,500 1st mortgage 5% bonds, .....	To be issued at not less than 95 per cent. of par value under a collateral agreement with the Ocean City Title & Trust Co., which was also herewith approved, providing for the payment of 1½ per cent. additional interest.
July 12, 1923	Public Service Electric Company, .....	\$12,750,000 capital stock, ...	.....
July 12, 1923	Cumberland Traction Co., ..	\$60,000 5% mortgage bonds..	To be issued under a mortgage dated June 1, 1923, which was also herewith approved.
July 16, 1923	Central Railroad Company of New Jersey, .....	\$3,750,000 5% Equipment bonds, series "J", .....	To be issued at not less than 96 per cent. of par value under an equipment lease dated March 15, 1923, between the petitioner and the Hudson Trust Co. of New Jersey, which was also herewith approved.
Aug. 2, 1923	Emergency Fleet Ry. Co. of New Jersey, .....	\$250,000 capital stock, .....	This amount of stock had previously been issued without the Board's approval and the original application was merely for approval of the transfer thereof to Public Service Ry. Co., which was withheld until a supplemental petition was made for the approval, nunc pro tunc, of the issuance of the stock.
Aug. 6, 1923	New Jersey Power & Light Company, .....	\$325,000 1st mortgage 5% bonds, .....	Bonds to be issued at not less than 80 per cent. of par value.
Aug. 22, 1923	Electric Light & Power Co. of Hightstown, .....	\$128,000 preferred stock, ... \$9,000 1st mtge. 5% bonds, \$8,840 capital stock, .....	Bonds to be issued at not less than 80. per cent of par value. Application was originally for the approval of the issuance of \$22,500 bonds, which was subsequently amended to apply for approval of \$9,000 bonds and \$8,840 capital stock.
Aug. 22, 1923	Atlantic County Water Co.,	\$31,000 1st mtge. 5% bonds, \$100,000 preferred stock, \$104,500 common stock, ....	Bonds to be issued at not less than 80 per cent. of par value.
Sept. 20, 1923	New Jersey Interurban Co.,	.....	For approval of a first mortgage dated May 1, 1923, to the Coal & Iron National Bank of the City of New York, trustee, and also of an income mortgage of even date with the same trustee.

DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Sept. 20, 1923	New Jersey Interurban Co.,	\$100,000 1st mtge. 7% bonds, \$475,000 income bonds, \$100,000 capital stock, ....	First mortgage bonds to be issued at not less than 90 per cent. of par value and the income bonds to be exchanged for a like amount of first mortgage bonds of the Northampton-Easton & Washington Traction Co., predecessor company.
Sept. 25, 1923	Trenton-Princeton Traction Company, .....	\$500,000 1st mortgage 6% bonds, .....	To be issued in exchange for a like amount of 4 per cent. bonds of the New Jersey & Penna. Traction Co., predecessor company, under a mortgage approved the same date but dated May 1, 1923, to the Northern Trust Co., trustee.
Sept. 27, 1923	Central Jersey Power & Light Company, .....	\$302,000 1st mortgage 6% bonds, .....	To be issued at not less than 91 per cent. of par value.
Sept. 27, 1923	Lakewood & Coast Electric Company, .....	\$259,000 1st mortgage 6% bonds, .....	To be issued at not less than 91 per cent. of par value.
Oct. 15, 1923	Riverton & Palmyra Water Company, .....	\$50,000 mortgage bonds, ...	To be issued at not less than 95 per cent. of par value under a mortgage dated May 1, 1923, to Cinnaminson National Bank of Riverton, trustee, which was also herewith approved.
Oct. 26, 1923	Passaic Consolidated Water Company, .....	\$3,500,000 capital stock, ....	To be issued under an agreement of merger and consolidation, also herewith approved, between the Acquackanonk Water Co., East Jersey Water Co., Kearny Water Co., Montclair Water Co., and Passaic Water Co., forming the Passaic Consolidated Water Co.
Nov. 1, 1923	Belle Mead Electric Light & Power Co., .....	\$15,000 capital stock, .....	.....
Dec. 18, 1923	Electric Company of N. J.,	\$107,000 1st mortgage 5% bonds, \$200,000 preferred stock, \$335,200 common stock, ....	Bonds to be issued at not less than 80 per cent. of par value and \$90,000 of the common stock to be issued in place of an equal amount of outstanding preferred stock heretofore issued, which is to be retired and canceled.

APPLICATIONS FOR APPROVAL.

DATE OF APPROVAL.	NAME OF APPLICANT.	AMOUNT AND KIND OF SECURITY APPROVED.	REMARKS.
Dec. 18, 1923	Electric Company of N. J.,	.....	For approval of a supplement to a mortgage dated February 15, 1917, to Commercial Trust Company, trustee.
Dec. 27, 1923	Eureka Power Co.,	.....	For approval of a transfer on the company's books of its capital stock to Public Service Electric Co.
Dec. 28, 1923	Public Service Gas Company,	\$650,000 6% serial notes, ..	Payable at the rate of \$18,000 per month from September 1, 1923, to August 1, 1926, the remaining \$20,000 becoming due and payable on the latter date.

### Leases, Agreements for Use of and Sales of Property.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Jan. 9, 1923	Lehigh Valley Harbor Terminal Railway Company, .....	For approval of the lease of its railroad to the Lehigh Valley Railroad Company.
Jan. 9, 1923	Woolwich Water Company, .....	For approval of sale of its plant located in the Borough of Swedesboro to the Borough of Swedesboro for the sum of \$57,000.
Jan. 12, 1923	Pleasantville Gas Company, .....	For approval of sale and exchange of its office property located on Maine Street near Washington Avenue, Pleasantville, N. J., to the First National Bank.
Jan. 16, 1923	Belvidere Delaware R. R. Co., .....	For approval of the sale of a parcel of land on the southwest side of Elizabeth Street, southeast of Dales Court, in the City of Phillipsburg, Warren County, N. J.
Jan. 16, 1923	Pennsylvania R. R. Co., Lessee of the United New Jersey Railroad and Canal Company, .....	For approval of the sale of a parcel of land at the northeast corner of Washington and Front Streets, in the Borough of Fieldsboro, Burlington County, N. J.
Feb. 9, 1923	Delaware & Atlantic Tel. & Tel. Co., .....	For approval of an agreement dated January 18, 1923, with the Borough of Vineland, County of Cumberland, N. J., covering the joint use of poles within the limits of the Borough of Vineland and the Township of Landis, in the County of Cumberland, N. J.
Feb. 28, 1923	Glen Hampton Electric Company, ....	For approval of the sale to the New Jersey Power & Light Co., of its property for the sum of \$12,000.
Mar. 9, 1923	Passaic Water Company, .....	For approval of the sale to the Premier Woven Label Company, Inc., of Paterson, fourteen lots of land located in the City of Paterson, facing on Totowa Avenue, Kearny Street, and Marion Street, for the sum of \$7,500.
Mar. 28, 1923	Cape May Court House Light and Water Company, .....	For approval of the sale of its assets to the Cape May County Electric Company for the sum of \$75,000.
April 9, 1923	Cumberland Traction Company, .....	For approval of a car trust agreement dated December 28, 1922, and the issuance thereunder of serial notes to the amount of \$18,872.74.
April 24, 1923	Mercer County Traction Co., Trenton and Mercer County Traction Corp., Lessee, .....	For approval of the sale of a parcel of land situate in Yardville, Township of Hamilton, Mercer County, N. J., to Chandler-Palruba Co.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
April 26, 1923	Middlesex Water Company, .....	For approval of sale of land and rights of part of the Old Mill Race Way over the site of the old dam across Milton Lake to Madison Avenue, situate in Rahway, N. J., to the City of Rahway for certain considerations.
April 26, 1923	Middlesex Water Company, .....	For approval of sale of land and rights of part of the Old Mill Race Way between Jefferson and Hazelwood Avenues, situate in Rahway, N. J., for certain considerations.
April 26, 1923	Middlesex Water Company, .....	For approval of the sale of land and rights of part of the Old Mill Race Way from Madison Avenue to Jefferson Avenue, situate in Rahway, N. J., for certain considerations.
May 1, 1923	Paterson & State Line Traction Company, Public Service Railway Company, Lessee, .....	For approval of sale of a parcel of land in the village of Ridgewood, Bergen County, N. J., to Samuel A. Dunn.
May 3, 1923	Pennsylvania R. R. Co., Lessee of the United New Jersey Railroad and Canal Company, .....	For approval of the sale of two tracts or parcels of land in the City of Burlington, Burlington County, N. J., to the United States Cast Iron Pipe & Foundry Company.
May 15, 1923	Delaware & Atlantic Tel. & Tel. Co.,...	For approval of agreement dated March 1, 1923, with the Trenton & Mercer County Traction Corporation for the joint use of poles in the City of Trenton, the boroughs of Princeton, Pennington, and Hopewell and the townships of Ewing, Hopewell, Lawrence, Princeton and Hamilton in the County of Mercer, State of New Jersey.
May 24, 1923	Pennsylvania Tunnel and Terminal Railroad Company, .....	For approval of agreement between that railroad and the Pennsylvania Railroad Company which provides for the extension until and including the 31st day of March, 1924, of agreement between said companies dated September 14, 1917, providing for the operation of the railroad and appurtenances of the Pennsylvania Tunnel and Terminal Railroad Company by the Pennsylvania Railroad Company as agent, from October 31, 1917, until and including September 30, 1918.
May 29, 1923	Cumberland Traction Company, .....	For approval of two car trust agreements dated April 19, 1923, and the issuance thereunder of serial notes to the amount of \$32,422.68.
June 5, 1923	Pennsylvania and Atlantic Railroad Co.,	For approval of the sale of land in the Borough of Lavallette, Ocean County, N. J.
June 7, 1923	West Wildwood Water & Power Co.,...	For approval of the sale of its water distribution mains and system and water rents receivable from January 1 to July 1, 1923, to the Borough of West Wildwood, N. J., for the sum of \$22,700.



DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
June 7, 1923	Loch Arbour Sewerage Company, .....	For approval of the sale of its plant and property to the Borough of Interlaken, N. J., for the sum of \$30,000 plus the actual cost of extensions or additions made to the plant after May 2, 1923.
June 14, 1923	Branchville Electric Power and Light Company, .....	For approval of the sale of its property for the sum of \$50,000 to Raymond W. Ovington which property has been reconveyed to the Culvers Hydro Electric Company as evidenced by an application concurrently filed.
June 28, 1923	Trenton & Mercer County Traction Corporation, Lessee of the Trenton Street Railway Company, .....	For permission to abandon and destroy two of its single truck cars and to charge against the company's depreciation fund the amount of \$6,200.00 less any salvage which may be secured in the destruction of these cars.
June 28, 1923	Elizabethtown Consolidated Gas Co., ..	For approval of the sale of a plot of land fronting on South Second Street and on Elizabeth River in the City of Elizabeth, Union County, to the City of Elizabeth for certain considerations.
June 28, 1923	James E. Hullfish, .....	For approval of the sale of water property to the Lawrenceville Water Company located in Lawrenceville for the sum of \$8,000 payable \$7,500 in cash and \$500 in stock.
July 6, 1923	Pennsylvania R. R. Co., Lessee of the United New Jersey Railroad and Canal Company, .....	For approval of the sale of a parcel of land located at the southwest corner of Bridge and Essex Streets in the City of Rahway, Union County, N. J., containing 3,010 square feet, more or less.
July 9, 1923	West Jersey & Seashore Railroad Co.,..	For approval of the sale of a lot of land situate at the northwest corner of Mechanic and Ninth Streets in the City of Camden, Camden County, containing 4,325 square feet, more or less.
July 9, 1923	West Jersey & Seashore Railroad Co.,..	For approval of the sale of a lot of land situate at the southerly corner of West Avenue and Fourth Streets in the City of Ocean City, Cape May County, containing 9,000 square feet, more or less.
July 9, 1923	Pennsylvania R. R. Co., Lessee of the New Jersey Railroad and Canal Company, .....	For approval of the sale of four lots of land situate on the northerly side of Burnet Street in the City of New Brunswick, Middlesex County, containing 7,779 square feet, 13,490 square feet, 5,272 square feet, and 110,286 square feet, more or less.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
July 12, 1923	Sussex Railroad Company, .....	For approval of the leasing of its railroad to the Delaware, Lackawanna and Western Railroad Company.
July 24, 1923	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Company, .....	For approval of the sale of land in the Town of Harrison, containing 2,500 square feet, more or less, to Bosman & Casson, Inc.
July 24, 1923	Delaware, Lackawanna & Western Railroad Company, .....	For approval of the sale of a parcel of land situate in the City of Newark, Essex County, N. J., containing 7,638 square feet, to John H. Carlo & Sons, Inc.
July 24, 1923	Delaware, Lackawanna & Western Railroad Company, Lessee of the Newark & Bloomfield R. R. Co., .....	For approval of the sale of a parcel of land in the Town of Bloomfield, Essex County, N. J., containing 12,765 square feet, more or less, to the Standard Home Company, Inc.
July 24, 1923	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Company, .....	For approval of the sale of a parcel of land in the City of Orange, Essex County, containing 14,660 square feet, more or less, to Antonio Amabile.
July 24, 1923	Delaware, Lackawanna & Western Railroad Co., Lessee of the Morris & Essex Railroad Company, .....	For approval of the sale of a parcel of land in the City of Orange, Essex County, containing .098 of an acre, to Rosario Guadagno.
July 24, 1923	Delaware, Lackawanna & Western Railroad Company, .....	For approval of the sale of a parcel of land situate in the Township of Union, being a portion of the New Jersey West Line Railroad Company, containing 2.77 acres, to Frank R. Beach.
July 24, 1923	Delaware, Lackawanna & Western Railroad Company, Lessee of the Lackawanna Railroad Company of N. J., ..	For approval of the sale of a parcel of land in Byram Township, Sussex County, N. J., containing 1.5 acres, more or less, to James Barber and Frank G. Colby.
July 26, 1923	Eureka Power Company, .....	For leave to sell to the General Finance Corporation its property with the exception of property located in Ewing, Lawrence and Princeton Townships, Mercer County, N. J.
Aug. 2, 1923	New Jersey Power and Light Company,	For approval of the sale of that part of its property commonly known as Bernards Electric Company plant, to David Neal of Bernards Township, for the sum of \$11,000.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Aug. 6, 1923	Lehigh Valley Railroad Co., Lessee of the Lehigh Valley R. R. Co. of N. J.,	For approval of the sale of three parcels of land situate in the City of Newark, N. J.
Aug. 21, 1923	Central Railroad Company of N. J., ...	For approval of the sale of a parcel of land situate in the Township of Kearny, County of Hudson, N. J., to Western Electric Company.
Sept. 13, 1923	Delaware & Atlantic Tel. & Tel. Co.,...	For approval of an agreement dated July 27, 1923, of the purchase by it and the sale by Theo. A. Felmey, trading under the name of the Fortesque Rural Telephone Company, of certain telephone facilities and property located in the Townships of Lawrence and Downe in the County of Cumberland, State of New Jersey.
Sept. 20, 1923	East Trenton Railroad Company, ....	For approval of the sale of a parcel of land situate on the southwest side of the East Trenton Railroad Company and the southeasterly side of Princeton Avenue, in the City of Trenton, to the Gulf Refining Company.
Oct. 11, 1923	County Gas Company, .....	For approval of the sale of certain property on Main Street in the Borough of Freehold, County of Monmouth, State of New Jersey, to Joseph L. Donahay.
Oct. 18, 1923	Pennsylvania R. R. Co., Lessee of the United New Jersey Railroad and Canal Company, .....	For approval of the sale of a parcel of land in the City of Trenton, Mercer County, N. J., containing 2,424 square feet, more or less.
Oct. 18, 1923	Pennsylvania R. R. Co., Lessee of the United New Jersey Railroad and Canal Company, .....	For approval of the sale of a parcel of land situate on the easterly side of South Warren Street, south of Bridge Street, in the City of Trenton, Mercer County, N. J., containing 7,742 square feet, more or less.
Oct. 18, 1923	Pennsylvania R. R. Co., Lessee of the United New Jersey Railroad and Canal Company, .....	For approval of the sale of land near Raven Rock, Delaware Township, Hunterdon County, N. J., containing 0.538 of an acre, more or less.
Oct. 18, 1923	Pennsylvania R. R. Co., Lessee of the United New Jersey Railroad and Canal Company, .....	For approval of the sale of a parcel of land in the City of Rahway, Union County, N. J., containing 6,708 square feet, more or less.
Oct. 18, 1923	Pennsylvania R. R. Co., Lessee of the United New Jersey Railroad and Canal Company, .....	For approval of the sale of a parcel of land situate on Walnut Street, in the City of Elizabeth, N. J., containing 42,854 square feet, more or less.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Oct. 18, 1923	West Jersey & Seashore Railroad Co.,	For approval of the sale of two parcels of land situate in the Boroughs of Audubon and Oaklyn, Camden County, N. J., containing 6,947 square feet, and 18,875 square feet, more or less, respectively.
Oct. 18, 1923	West Jersey & Seashore Railroad Co.,	For approval of the sale of a parcel of land situate in the Borough of Clayton, Gloucester County, N. J., containing 0.220 of an acre, more or less.
Oct. 18, 1923	West Jersey & Seashore Railroad Co.,	For approval of the sale of a parcel of land in the City of Camden, Camden County, N. J., containing 1,404 square feet, more or less.
Oct. 18, 1923	West Jersey & Seashore Railroad Co.,	For approval of the sale of land in the City of Camden, Camden County, N. J., containing 4,593 square feet, more or less.
Oct. 18, 1923	West Jersey & Seashore Railroad Co.,	For approval of the abandonment of Drawbridge Station, Atlantic City, N. J.
Oct. 24, 1923	New York Bay Railroad Company, ...	For approval of the sale of land in the City of Newark, County of Essex, State of New Jersey, containing 1,394 square feet, more or less.
Nov. 1, 1923	Camden & Burlington County Railway Company, .....	For approval of the sale of land in Pemberton Township, Burlington County, N. J., containing 3.72 acres, more or less.
Nov. 22, 1923	Proprietors of the Morris Aqueduct, ..	For approval of the sale of all of its waterworks property to the Town of Morristown for the sum of \$686,000, plus the cost of additions made since January 1, 1923.
Dec. 12, 1923	Public Service Gas Company and Public Service Electric Company, .....	For approval of sale of certain tracts of land and real estate situate in Morristown, for the sum of \$1,000 and certain tracts of land and real estate situate in Morristown for the sum of \$4,000.
Dec. 12, 1923	West Jersey & Seashore Railroad Co.,	For approval of the sale of a parcel of land situate at the northwest side of Elm Avenue, in West Haddonfield, Camden County, N. J., containing 30,000 square feet, more or less.
Dec. 12, 1923	West Jersey & Seashore Railroad Co.,	For approval of the sale of a parcel of land situate on Hudson Street, in the City of Gloucester, Camden County, N. J., containing 3,485.6 square feet, more or less.
Dec. 12, 1923	The American Tel. & Tel. Co. of N. J., and the D. & A. Tel. & Tel. Co., ...	For approval of an agreement providing for the joint use of certain underground conduits located in Mercer County, N. J.
Dec. 12, 1923	Delaware & Atlantic Tel. & Tel. Co.,	For approval of an agreement with the Cape May County Electric Company providing for the joint use of poles in the Village of Cape May Court House, County of Cape May, N. J.

### Mergers.

DATE OF APPROVAL	NAME OF APPLICANT.	NATURE OF PETITION.
Mar. 31, 1923	Central Jersey Power and Light Company, Morris & Somerset Electric Company and Commonwealth Electric Company, .....	For approval of merger and consolidation forming the Central Jersey Power and Light Company.
April 21, 1923	New Jersey Power and Light Company and Hackettstown Electric Light Company, .....	For leave to merge the latter company into the former under the name of the New Jersey Power and Light Company and to issue common stock of the consolidated company in the amount of \$100,000 par value in exchange for the stock of the Hackettstown Electric Light Company.

MERGERS.

## New Crossings at Grade.

DATE OF PERMISSION.	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Jan. 16, 1923	Philadelphia & Reading Ry. Co., Lessee, East Trenton R. R. Co.,...	For permission to construct a siding at grade across New York Avenue, between Plum and Strawberry Streets, in the City of Trenton, Mercer County, to reach the plant of the New Jersey Porcelain Company.	1. That all train movements over said siding be protected by a flagman. 2. That train movements over said siding be limited to a speed of not more than six miles per hour.
Mar. 6, 1923	Philadelphia & Reading Ry. Co., Lessee, East Trenton R. R. Co.,...	For approval of relocation of three tracks at grade across Cherry Street, between New York Avenue and Pennsylvania Avenue, in the City of Trenton, Mercer County, N. J.	1. That all movements over Cherry Street be protected by a flagman in advance of train movements over the highway.
Mar. 6, 1923	Wildwood & Delaware Bay Short Line R. R. Co., .....	For approval of construction of additional tracks across Park Boulevard, between Oak and Cedar Streets, City of Wildwood, Cape May County, N. J.	1. That train movements over said crossing be limited to a speed of not more than six miles per hour. 2. That a flagman be stationed on the crossing continuously covering all train movements between May 15 and October 15; also before any movement is made across Park Boulevard into or out of the terminal.
Mar. 7, 1923	Heidritter Lumber Company, .....	For approval of construction of a spur track or siding across South First Street, Lumber Street and Little Smith Street, in the City of Elizabeth, N. J.	1. That grade crossing sign be located on South First Street. 2. That train movement across the highways be limited to six miles per hour. 3. That all movements be protected by a flagman in the highways before movements are made over same.
Mar. 20, 1923	Board of Commissioners of Margate City, .....	For permission to construct crossing at grade over tracks of the West Jersey & Seashore R. R. Co. at Vicksburg, Galveston, Davenport and Sumner Avenues, in the City of Margate City, N. J.	



DATE OF PERMISSION.	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Mar. 20, 1923	Borough of Beachwood, .....	For permission to construct a new crossing at grade over Ship Avenue in lieu of existing crossing at Halliard Avenue, in the Borough of Beachwood, Ocean County, N. J.	
Mar. 28, 1923	Philadelphia & Reading Ry. Co., ..	For abandonment of station on Trenton Branch—known as "Girls' Home."	
April 5, 1923	Pennsylvania & Atlantic R. R. Co., Union Transportation Co., Lessee,	For permission to construct siding at grade across Shrewsbury Road, Upper Freehold Township, Monmouth County, N. J.	1. That all train movements over the crossing be limited to a speed of not more than six miles per hour. 2. That cars for delivery shall not be permitted to stand closer than 50 feet distant from the northerly and southerly highway lines.
April 12, 1923	West Jersey & Seashore R. R. Co.,	For permission to construct an extension of an existing siding across Quince Street and Cherry Street, in the Borough of Vineland, Cumberland County, N. J.	1. That Quince Street be protected by a crossing alarm bell. 2. That no cars be permitted to stand on the siding track closer than 25 feet north and south of Quince Street or Cherry Street. 3. That train movements over highways be limited to a speed of not more than six miles per hour.
May 3, 1923	State Highway Commission, .....	For permission to construct a crossing at grade over the tracks of the Mount Holly Branch, Pennsylvania R. R. Co., at Burlington, N. J.	
May 3, 1923	Swan Hill Ice Company, .....	For permission to construct siding at grade across Henry Street in the City of South Amboy to connect with tracks of the New York & Long Branch R. R. Co.	1. That a derail be located in the siding track south of the southerly line of Henry Street at a point about 50 feet from same to prevent accidental movements of cars over the highway. 2. That all train movements be limited to six miles per hour over said highway. 3. That all train movements over said highway be preceded by a flagman.

DATE OF PERMISSION.	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
May 24, 1923	Atlantic City R. R. Co., .....	For permission to relocate an existing track crossing at grade and to construct an additional railroad track at grade across intersection of Haven Avenue and North Street in the City of Ocean City, N. J.	
June 14, 1923	McAllister Coal Company, .....	For approval of the construction of a railroad siding track at grade across Bayview Avenue in the City of Pleasantville, Atlantic County, N. J., to connect with southbound main track of the Atlantic City & Shore Railroad Co., running in a northwest direction across the highway into the property of the McAllister Coal Company.	1. That all train movements over said siding be protected by a flagman on the crossing before movements are made. 2. That train movements over said siding be limited to a speed of not more than six miles per hour.
June 19, 1923	New Jersey State Institution for Feeble Minded, .....	For permission to construct a siding track at grade across Oak Road, Maple Avenue and Vine Road in the Township of Landis, Cumberland County, N. J., to connect with a siding track of the Central Railroad Company of N. J.	1. That all train movements over said siding be protected by a flagman. 2. That train movements over said siding be limited to a speed of not more than six miles per hour.
June 28, 1923	Township Committee of the Township of Hamilton, .....	For approval of relocation of crossing over Weymouth Road, Mispah, Atlantic County, at Jefferson Street, and tracks of the West Jersey & Seashore Railroad Company.	
July 9, 1923	Edison Storage Battery Company, ..	For approval of the construction by the Erie Railroad Company of a siding at grade across Ashland Avenue in the Town of West Orange, County of Essex, to reach the plant of the Edison Storage Battery Company.	1. That a flagman be stationed in the highway before movements of the tracks reach the building line on both sides of Ashland Avenue. 2. That all train movements over said siding be limited to a speed of not more than six miles per hour.

DATE OF PERMISSION.	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
July 9, 1923	J. Goldberg, Inc., .....	For permission to construct a siding track at grade across Carteret Avenue, approximately 100 feet east of the easterly side of Halladay Street in the City of Jersey City, Hudson County, N. J., to connect with the existing siding track of the Central Railroad Company of N. J., south of Caven Point Avenue.	1. That all train movements over said siding be protected by a flagman. 2. That all train movements over said siding be limited to a speed of not more than six miles per hour.
July 26, 1923	R. M. Hollingshead Company, ....	For permission to extend existing track across Ninth Street and Cooper Street in the City of Camden, Camden County, N. J.	1. That all train movements over said highways be limited to a speed of not more than six miles per hour. 2. That train movements over both highways be preceded by a flagman.
July 26, 1923	Tavern Rock Land Company, .....	For permission to construct a temporary crossing at grade across Cumberland Road, near Millville, N. J.	1. That all train movements over said highway be protected by a flagman standing in the highway before movements are made thereover. 2. That train movements over said highway be limited to a speed of not more than six miles per hour.
Aug. 14, 1923	Sterner Coal and Lumber Company,	For permission to construct a siding track at grade across Eleventh Avenue, Belmar, N. J.	1. That all train movements over said highway be protected by a flagman. 2. That train movements over said highway be limited to a speed of not more than six miles per hour.
Aug. 21, 1923	Borough of Beechwood, .....	For permission to construct a crossing at grade across Ship Avenue in the Borough of Beechwood, Ocean County, N. J.	
Aug. 30, 1923	J. R. Watkins Co., Inc., .....	For permission to construct a siding track at grade across Hillside Avenue, in the City of Newark, N. J.	1. That all train movements over said siding be protected by a flagman. 2. That train movements over said siding be limited to a speed of not more than six miles per hour.
Nov. 1, 1923	Richardson Scale Company, .....	For permission to construct siding track at grade across Colfax Avenue in the City of Clifton, Passaic County, N. J., to connect with a lead track of the D., L. & W. R. R. Co.	1. That all train movements over the siding be protected by an employee of the Richardson Scale Company. 2. That train movements over said siding be limited to a speed of not more than six miles per hour.

DATE OF PERMISSION.	NAME OF APPLICANT.	NATURE OF PETITION.	CONDITIONS.
Nov. 15, 1923	Earling, Johnson & Frake Company, Inc., .....	For permission to construct a siding at grade across Catherine Street in the Borough of Red Bank, Monmouth County, N. J., to connect with an existing siding track in petitioner's plant, running in a northerly and southerly direction across Catherine Street.	
Nov. 15, 1923	Delaware, Lackawanna & Western Railroad Company, .....	For permission to extend siding track at grade across Hanover Street in the City of Passaic, N. J.	

## Statement Covering Additional Protection at Grade Crossings.

From December 31, 1922, to December 31, 1923.

### WEST JERSEY & SEASHORE RAILROAD.

#### SALEM BRANCH.

Crossing.	Protection Installed.	Location.
Halltown Road, .....6282' south of Fenwick Station, ..	Eliminated.	
Mantua Avenue, .....5255' south of Woodbury, .....	Color light signal.	
Mower Road, .....3457' north of Riddleton Junction, ..	Standard crossing signs.	
Wolf Hill Road, .....3877' south of Alloway Junction, ..	Standard crossing signs.	
Penton Road, .....104' south of Penton Station, .....	Standard crossing signs on west side only.	

#### NEWFIELD BRANCH.

Ridge Road, .....1102' south of Mizpah Station, ....	Eliminated.
Jefferson Avenue, .....333' north of Mizpah, .....	Crossing installed.
Doughty Road, .....3474' north of Pleasantville Sta., ..	Color light signals, watchman removed.
New Road, .....1648' north of Pleasantville Sta., ..	Color light signals, watchman removed.
New Road, .....1648' north of Pleasantville Sta., ..	Watchman—6.45 A. M. to 12.45 A. M.

#### MAIN LINE CAMDEN TO CAPE MAY.

Morgan Street, .....445' south of Yorkship, .....	Annunciator bell.
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#### PENNSGROVE BRANCH.

Gibbstown, .....497' north of Repaupa Sta., .....	Approach signs.
Billingsport Road, .....3185' south of Paulsboro, .....	Approach signs.
River Road, .....1988' south of Gibbstown Sta., ....	Approach signs.

#### OCEAN CITY BRANCH.

Shore Road, .....61' north of Ocean View, .....	Colored light signals.
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#### MAIN LINE CAMDEN TO ATLANTIC CITY.

Market Street, .....6210' south of Coopers Point Sta., ..	One man protects this street.
Federal Street, .....6310' south of Coopers Point Sta., ..	Above mentioned man places stop sign by day and red light by night at this crossing.
Mt. Vernon Avenue, .....84' west of Haddonfield Station, ..	Watchman—7.00 A. M. to 11.00 P. M.
Union Street, .....313' north of Elwood Station, .....	Colored light signals.
Mays Landing Road, .....54' north of Pomona Station, .....	Colored light signals.
New Road, .....1415' north of Absecon Station, ..	Color light signals. Watchman removed.
New Road, .....1415' north of Absecon Station, ..	Watchman—6.15 A. M. to 12.45 P. M.
Shore Road, .....506' south of Absecon Station, ...	Annunciator bell.
Shore Road, .....2819' south of Wildwood Junction, ..	Color light signals; bells removed.

## 50 PUBLIC UTILITY COMMISSIONERS' REPORT.

## DELAWARE, LACKAWANNA &amp; WESTERN RAILROAD.

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
Bartons Crossing, .....	Mountain Lakes, .....	Union Switch and Signal Co. swing- ing disc, light and bell.
Roseberry Avenue, .....	Phillipsburg, .....	Union Switch and Signal Co. swing- ing disc, light and bell.
Davis Crossing, .....	Port Murray, .....	Union Switch and Signal Co. swing- ing disc, light and bell.
Mine Hill Road, .....	Kenvil, .....	Union Switch and Signal Co. swing- ing disc, light and bell.
Main Street, .....	Succasunna, .....	Union Switch and Signal Co. swing- ing disc, light and bell.

## MORRISTOWN LINE.

15th Street, .....	East Orange, .....	Eliminated.
Munn Avenue, .....	East Orange, .....	Eliminated.
Arlington Avenue, .....	East Orange, .....	Eliminated.
Main Street, .....	East Orange, .....	Eliminated.
Private crossing, .....	East Orange, .....	Eliminated.
West of Main Street, .....	East Orange, .....	Eliminated.
South Walnut Street, .....	East Orange, .....	Eliminated.
Burnet Street, .....	East Orange, .....	Eliminated.
South Clinton Street, .....	East Orange, .....	Eliminated.
Halsted Street, .....	East Orange, .....	Eliminated.
Harrison Street, .....	East Orange, .....	Eliminated.
High Street, .....	Summit, .....	Elimination under way.
14th Street, .....	Newark, .....	Elimination under way.

## BOONTON BRANCH.

Pompton Turnpike, .....	Mountain View, .....	Construction now under way toward elimination.
Clifton Boulevard, .....	Athenia, .....	Construction now under way toward elimination.
Union Avenue, .....	Little Falls, .....	Construction now under way toward elimination.
Tanyard Crossing, .....	Montville, .....	Construction now under way toward elimination.
Taylorstown Road, .....	Montville, .....	Construction now under way toward elimination.

## PRIVATE CROSSINGS BEING CLOSED.

Farm Crossing, .....	4700' east of Towaco, .....
Farm Crossing, .....	4200' east of Towaco, .....
Farm Crossing, .....	3600' east of Towaco, .....
Farm Crossing, .....	2600' west of Towaco, .....
Farm Crossing, .....	5920' west of Towaco, .....

## PENNSYLVANIA RAILROAD.

Morgan Avenue, .....	505' east of Palmyra, .....	Automatic color light signal and bell.
Thomas Avenue, .....	815' west of Riverton, .....	Flagman 16 hours and Hall wig-wag signals.
Lakewood Road, .....	2027' west of Allaire, .....	Automatic color light signal and bell.
Union Avenue, .....	210' east of Pensauken, .....	Automatic color light signal and bell.
Lumberton Road, .....	86' east of Hainesport, .....	Automatic color light signal and bell.
Public Road, .....	2405' east of Wilburtha, .....	Automatic color light signal and bell.
Columbus & Vincentown Rd., .....	1600' west of Columbus, .....	Automatic color light signal and bell.
Bayville Turnpike, .....	1534' east of Waretown crossing, ..	Automatic color light signal and bell.

## RARITAN RIVER RAILROAD.

Feltus Street, .....	South Amboy, .....	Hall automatic audible and visible crossing alarm bell and red lights.
Willard Avenue, .....	South River, .....	Hall automatic audible and visible crossing alarm bell and red lights.
Ryders Lane, .....	Milltown, .....	Hall automatic audible and visible crossing alarm bell and red lights.
Milltown Road, .....	Milltown, .....	Hall automatic audible and visible crossing alarm bell and red lights.
Elkins Lane, .....	North Brunswick Township, .....	Hall automatic audible and visible crossing alarm bell and red lights.



STATEMENT COVERING ADDITIONAL PROTECTION. 51

NEW YORK & LONG BRANCH RAILROAD.

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
Joline Avenue, .....	Branchport, .....	Additional flagman installed changing protection from 10 to 16 hours daily.
Roseld Avenue, .....	Borough of Deal, .....	Hall automatic flagman and bell. Protected by flagmen in addition to the above during the summer months.
Seventh Avenue, .....	Belmar, .....	New automatic flagmen and bell installed.
Forman Avenue, .....	Point Pleasant, .....	Now protected 16 hours per day year round.

NEW YORK CENTRAL RAILROAD.

Church Street, .....	Bergenfield, .....	Crossing gates.
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ATLANTIC CITY RAILROAD.

MAIN LINE.

Mt. Ephraim Avenue, .....	Camden, .....	Flashlight crossing signals.
Collings Avenue, .....	West Collingswood, .....	Watchman, 24 hours daily, winter and summer.
Oaklyn Avenue, .....	Oaklyn, .....	Hall visual crossing signals.
Merchant Street, .....	Audubon, .....	Watchman, 24 hours daily, winter and summer.
On Line of Park Avenue, ..	Garden Lake, .....	Hall visual crossing signals.
Berlin Road, .....	Clementon, .....	Watchman, 24 hours daily, winter and summer.
Shore Road, .....	Pleasantville, .....	Flashlight crossing signals.
New Road, .....	Pleasantville, .....	Flashlight crossing signals.
Franklin Avenue, .....	Pleasantville, .....	Flashlight crossing signals.

CAPE MAY BRANCH.

12th Street, .....	Folsom, .....	Hall visual crossing signals.
Marshallville Road, .....	Tuckahoe, .....	Flashlight crossing signals.

SEA ISLE CITY BRANCH.

State Road, .....	Middletown, .....	Hall visual crossing signals installed.
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LEHIGH & HUDSON RIVER RAILROAD.

Kinneys, .....	1 $\frac{3}{8}$ miles east of Andover Jct., ..	Under consideration for elimination.
Sargent, .....	1 $\frac{1}{2}$ miles east of Andover Jct., ....	Under consideration for elimination.

BALTIMORE & OHIO RAILROAD.

St. George Avenue, .....	Lincoln Highway, .....	Old Banjo disc signals removed; three flashlight signals installed; also watchman from 7.00 A. M. to 7.00 P. M.
Edgar Road, .....		Old type Brach signal discontinued and two new type flashlight signals installed.

MOUNT HOPE & MINERAL RAILROAD.

Richard Mine crossing, ...	Private, .....	Abandoned.
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PHILADELPHIA & READING RAILROAD.

Woodbridge Pike & Blair Rd.,	3530' east of M. P. 18, .....	Watchmen, 24 hours.
Brunswick Avenue, .....	Trenton, .....	Hall disc signals.
Hollow Road, .....	2881' west of Skillman, .....	Additional watchman; 24-hour protection.
St. George Avenue, .....	Woodbridge Township, .....	Watchman 24 hours, crossing gates 24 hours.
Hillcrest Avenue, .....	Trenton, .....	Hall disc crossing signals.
Green Street, .....	Woodbridge Township, .....	Hall disc 24-hour signals.

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CENTRAL RAILROAD COMPANY OF NEW JERSEY.

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
West Avenue, .....	Sewaren, .....	Protected by gates from 6.20 A. M. to 11.20 P. M.
New Street, .....	Somerville, .....	Brach automatic flagman and bell.
Central Avenue, .....	Minotola, .....	Crossing gates, 24-hour operation.
Beach Street, .....	Ked Bank, .....	Additional flagman.
Hammonton Crossing, .....	Atsion, .....	2 Union 3-aspect automatic flagmen installed with bell attached to 1.
River Avenue, .....	Lakewood, .....	Double flashlight signal installed.
Palmer Avenue, .....	Keansburg, .....	Gates installed.
Church Street, .....	Keansburg, .....	Gates installed.

ERIE RAILROAD COMPANY.

NEW YORK DIVISION.

Clifton Avenue, .....	Athenia, .....	Automatic flagman.
Kingsland Avenue, .....	Nutley, .....	Automatic flagman.
Allwood Road, .....	Allwood, .....	Automatic flagman.
Van Winkle Avenue, .....	Garfield, .....	Automatic flagman.
Plauderville Avenue, .....	Plauderville, .....	Automatic flagman.
Fairlawn Avenue, .....	Fairlawn, .....	Automatic flagman.
Harristown Road, .....	Glen Rock, .....	Automatic flagman.
Hohokus Road, .....	Hohokus, .....	Automatic flagman.

GREENWOOD LAKE DIVISION.

Belleville Avenue, .....	Upper Montclair, .....	Additional gate protection.
Chestnut Street, .....	Montclair, .....	Additional gate protection.
Grove Street, .....	Bloomfield, .....	Additional gate protection.
Franklin Street and Belmont Avenue, .....	Silver Lake, .....	Additional gate protection.
Meadow Street and Kingsley Place, .....	East Orange, .....	Additional gate protection.
Pompton Turnpike, .....	Little Falls, .....	Additional gate protection.
Grove Street, .....	Montclair, .....	Additional gate protection.
Pine Street, .....	Montclair, .....	Additional gate protection.
Clarmont Avenue, .....	Montclair, .....	Additional gate protection.
Fairfield Avenue, .....	Mountain View, .....	Automatic flagman.
Summer Avenue, .....	North Newark, .....	Additional gate protection.
Francisco Avenue, .....	Great Notch, .....	Automatic flagman.
Fairview Avenue, .....	Verona, .....	Automatic flagman.

CALDWELL BRANCH.

Francisco Avenue, .....	Great Notch, .....	Automatic flagman.
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NEW JERSEY AND NEW YORK RAILROAD.

Passaic Street, .....	Hackensack, .....	Additional gate protection.
Essex Street, .....	Hackensack, .....	Additional gate protection.
Berry Street, .....	Hackensack, .....	Additional gate protection.
Clay Street, .....	Hackensack, .....	Additional gate protection.
Park Avenue, .....	Park Ridge, .....	Automatic flagman.
Central Avenue, .....	Hackensack, .....	Additional gate protection.

NORTHERN RAILROAD OF NEW JERSEY.

Paris Avenue, .....	Northvale, .....	Additional bell protection.
Central Avenue, .....	Leonia, .....	Additional gate protection.
Edgewater Avenue, .....	Ridgefield, .....	Additional gate protection.
Demarest Avenue, .....	Englewood, .....	Additional gate protection.
Washington Street, .....	Tenafly, .....	Additional gate protection.
Clinton Avenue, .....	Tenafly, .....	Additional gate protection.

NEW YORK, SUSQUEHANNA & WESTERN RAILROAD.

Smith Mills Crossing, .....	Smith Mills, .....	Automatic flagman.
Demarest Road, .....	Wyckoff, .....	Automatic flagman.
Hamburg Turnpike, .....	Bloomington, .....	Automatic flagman.
Rochelle Avenue, .....	Rochelle Park, .....	Additional bell protection. Watchman.

## ACCIDENTS—STREET RAILWAYS.

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**Accidents—Street Railways.**

December 1, 1922, to November 30, 1923.

<i>Character</i>	<i>No. of Accidents</i>	<i>Number Killed</i>			<i>Number Injured</i>		
		<i>Passengers</i>	<i>Employees</i>	<i>Others</i>	<i>Passengers</i>	<i>Employees</i>	<i>Others</i>
Car Collisions .....	43	0	0	0	128	12	1
Vehicle Collisions .....	209	0	0	10	30	20	325
Pedestrian Collisions ...	179	0	0	23	0	0	166
Derailments .....	255	0	0	0	16	2	12
Total .....	686	0	0	33	174	34	504

### Accidents on Steam Railroads.

The causes of accidents which occurred on steam railroads from December 1, 1922, to December 1, 1923, were as follows:

	<i>Killed</i>	<i>Injured</i>
Collision—		
Passengers .....	1	50
Employees .....	1	22
Others .....	1	1
Crossing Track at Highway—		
Passengers .....	1	6
Employees .....	..	6
Others .....	91	202
Derailments—		
Passengers .....	..	26
Employees .....	..	14
Others .....	..	3
At Bridges and Tunnels—		
Passengers .....	..	..
Employees .....	1	4
Others .....	..	2
Struck by Locomotive or Cars—		
Passengers .....	7	10
Employees .....	52	44
Others .....	43	21
Getting on or off Trains—		
Passengers .....	9	111
Employees .....	3	92
Others .....	1	16
Coupling or Uncoupling Cars—		
Passengers .....	1	1
Employees .....	4	71
Others .....	1	1
Trespassing on Right of Way—		
Passengers .....	3	5
Employees .....	7	34
Others .....	81	57
Other Causes—		
Passengers .....	3	92
Employees .....	21	730
Others .....	11	49
	343	1670

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