

STATE OF NEW JERSEY

Forty-fifth Annual Report

OF THE

Board of Public Utility Commissioners

TO

HON. ROBERT B. MEYNER

Governor

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STATE OF NEW JERSEY
DEPARTMENT OF PUBLIC UTILITIES
BOARD OF PUBLIC UTILITY COMMISSIONERS
STATE HOUSE, TRENTON 7, N. J.

May 31, 1955

HONORABLE ROBERT B. MEYNER
Governor
State of New Jersey
Trenton, New Jersey

DEAR SIR:

In accordance with N. J. S. A. 48:2-11, we submit to you
herewith the Forty-fifth Annual Report of the Board of Public
Utility Commissioners for the year 1954.

Respectfully submitted,

HORTENSE F. KESSLER, *President*
JOHN E. BOSWELL, *Commissioner*
D. LANE POWERS, *Commissioner*

Attest:

EMMETT T. DREW, *Secretary*

CHAPTER I

GENERAL MATTERS

Jurisdiction

At the end of the year 1954, the jurisdiction of the Board extended to 828 public utilities serving customers in this State. Of these, 633 were owned by private corporations or individuals, and 195 were municipally owned and operated. The classification of these public utilities is as follows:

	<i>Private</i>	<i>Municipal</i>
Electric ¹	8	10
Gas ¹	9	...
Telephone	9	...
Water	116	185
Sewer	12	...
Railroad	44	...
Express	1	...
Autobus	433	...
Telegraph	1	...
Total	633	195

¹ Includes one combination electric and gas company.

The 433 autobus enterprises operated 4,911 autobuses on 515 approved routes, of which 142 routes continued into other states. In addition to the foregoing, there were also 34 enterprises whose 441 buses operated in and through the State as interstate carriers only, and 92 autobus enterprises engaged solely in special, contract, or chartered service within the State. The last two groups are subject to the Board's jurisdiction only for insurance, maintenance of equipment and safety of operations.

There were also three interstate natural gas pipe line enterprises, which were subject to the Board's jurisdiction for safety purposes only.

All municipalities furnishing public utility service file annual reports with the Board, but only those who furnish service to customers outside their municipal areas are subject to the Board's jurisdiction as to rates and service.

The Legislature has not granted jurisdiction to the Board over school buses operating as such, motor truck carriers, taxicabs or livery cars.

Sixty-seven trolley cars on two routes, approximately 13.2 miles in length, continue operations as a minor part of the street transportation service furnished by Public Service Coordinated Transport and by Atlantic

City Transportation Company. The Board's authority also extends to 25 operating railroads and to 19 nonoperating railroads, and to certain other public utility undertakings such as pipe lines, and intrastate toll bridges, of which there are none.

Duties and Policies

The activities of the Board of Public Utility Commissioners are necessarily wide in scope in order to deal effectively with the large number of problems involved in the regulation of public utility enterprises, in accordance with the statutes of New Jersey. Such matters generally relate to rates charged for service, to quality of service, adequacy of facilities, or to issuance of securities. In the discharge of its duties in the regulation of these matters in the public interest, it is necessary for the Board to maintain an adequate staff of skilled technicians who are qualified to apply engineering and accounting techniques to the varied problems coming before it.

In order to assure uniformity of performance and to provide instrumentalities for the exercise of its powers, the Board has (a) issued rules and regulations relating to standards of utility service, (b) adopted systems of accounts for the various types of utilities, and (c) requires each utility company under its jurisdiction to submit an annual financial, accounting and statistical report covering its operations. In addition to annual reports, the larger utilities are required to submit quarterly or monthly operating reports. Special reports on specific matters are required of particular utilities, as circumstances may warrant. Periodic field inspections are made by members of the Board's staff to determine whether there is compliance with the Board's regulations, and whether the facilities of common carriers, such as railroads and autobus companies, properly serve public convenience and necessity and conform to the safety standards set by the Board.

Each utility company must file a tariff with the Board showing the schedules of rates or fares and the terms and conditions under which it undertakes to furnish service to customers. Any charges other than those provided in the tariffs, accepted by the Board for filing, are not lawful.

Special accounting, engineering or statistical studies, as may be necessary in particular situations, are made by the Board's staff. These, together with the above-mentioned reports, enable the Board to continue its policy of constant review of the reasonableness of the rates charged for utility service.

Rate Activities

All proposals by utility companies to increase rates or fares, or otherwise increase charges to customers, are made the subject of public hearings in order to afford an opportunity for the various interested parties to be heard. The Board's policy in rate cases is that the utility must comply with the statutory requirement and bear the burden of proof and produce evidence of the reasonableness of the higher rates it seeks to establish. The

Board then examines such evidence, together with the proof of other parties, if any, and decides the matter in accordance with law, the facts and the requirements of justice.

An important consideration in dealing with the question of rates or fares is the return in dollars which will be produced by the rates under review. The New Jersey Supreme Court has stated, "that the rate which a public utility may reasonably charge should be sufficient to encourage good management and furnish a reward for efficiency, to enable the utility, under efficient and economical operation, to maintain and support its credit; and to enable it to raise money necessary for the proper discharge of its public duties. It can never be more than the reasonable worth of the service supplied; neither can it be fixed so low as to be confiscatory."¹

During 1954, the Board determined 46 applications involving the rates of public utilities other than railroads. It was found fair and reasonable, under the law and sound regulatory standards, to deny the increase in one instance; to allow a lesser increase than applied for in seven instances and to allow, in full, the increases as applied for in 38 instances. Some of these cases are discussed in subsequent chapters of this report.

Voluntary rate reductions for service accompanying enlargements of telephone exchange rate areas made by New Jersey Bell Telephone Company during 1954, and accepted by the Board, have resulted in estimated annual savings to customers aggregating \$77,523.

Procedure and Practice

In making its policies and practice effective, the Board has two procedures, viz., (1) formal and (2) informal. The formal procedure is followed in those matters which the Board, by statute or by its own rules, must dispose of by order or certificate.

The statute requires that public hearings before the Board shall precede final or formal disposition in certain matters; such as rate proceedings on the Board's own motion, approval of security issues, approval of municipal consents, and others. It is the firm policy of the Board to hold public hearings in all matters which affect the public interest, even though such hearings may not be required by statute.

In matters where hearings are not required by statute, disposition of the issues may be made by informal proceedings, conferences or communications. Matters such as changes in railroad signal equipment and informal complaints regarding utility service or practices are handled informally. The Board's actions in informal matters are based on investigations and reports made by qualified representatives of the Board's staff.

¹ Public Service Coordinated Transport *v.* State, 5 N. J. 225.

Prehearing Conferences

In order to expedite formal hearings, a procedure of informal prehearing conferences has been established. At these conferences, interested parties can discuss the issues raised by an application, and parties opposing the application can set forth grounds for objection. Some issues are frequently disposed of by mutual agreement prior to the hearing. After the prehearing conference, a staff report is submitted to the Board, outlining the results of the conference and setting forth the matters remaining to be disposed of in the formal proceeding. When the matter goes to public hearing, the procedure is facilitated because the issues will have been defined for both the applicant and the objectors.

Formal Procedure

Each application to the Board is examined when received and the applicant is required to correct any deficiencies in form or content before the application is processed by the staff.

Ordinarily, applications received by the Board are first investigated by the Board's staff and a written staff report, setting forth the result of such investigation, is submitted for the Board's information prior to public hearing. This procedure is not followed where the application is for increased rates. In such cases, the staff analyzes the testimony as the hearings progress or after they terminate, and otherwise assists the Board in determining the matter. All formal cases initiated by the Board are based on staff investigation and report.

After the Board's decision is issued, field inspections may be necessary to determine compliance with the order. In such cases, appropriate reports to the Board are prepared and submitted by the staff.

The amount of both staff and Board work required in individual proceedings varies widely. An application for increase of rates amounting to a large sum of money may require investigation and attendance at hearings by several staff members, and the hearings may extend over several months. In other cases, a day's work by a member of the staff may supply the information needed by the Board in a particular case. The staff also devotes much time to conferences with utility officials concerning current policies and practices of the Board as to particular types of applications.

State Rate Counsel

Chapter 357, Laws of 1951, adopted by the First Special Session of the 1951 Legislature, became effective December 5, 1951. This statute (R. S. 48:2-31.1 and 31.2) established a procedure under which the Attorney-General is authorized to employ, on a temporary basis, legal counsel, experts and assistants to "protect the public interest" in rate proceedings pending before the Board and instituted by a public utility. The reasonable compensation and expenses of such legal counsel, experts and assistants

are paid to the State by the public utility, subject to the limitation that such payment shall not exceed one-tenth of one percentum of operating revenues derived in the calendar year last preceding the institution of the proceeding from the intrastate sales of product or service, the charges for which are the subject matter of the proceeding. For convenience of reference, such legal counsel are known by the unofficial title of "State Rate Counsel." They are not in any way connected with or responsible to the Board.

With respect to proceedings disposed of or in progress during 1954, the Attorney-General designated seven State Rate Counsel who participated in 11 nontransportation utility rate cases and five fare cases.

Classification of Board's Decisions, Orders and Certificates

The Board issued 575 decisions, orders and certificates in formal cases during 1954. This includes Board actions on applications and proceedings carried over from the previous year.

The decisions, orders and certificates in cases decided during 1954 have been classified according to type of proceeding and tabulated. Since several cases were of multiple character and thus are classified under more than one subject, a total of 640 matters is shown on the tabulation. Of this total, 65 matters were covered in decisions that also dealt with other matters, hence the actual number of Board decisions, orders and certificates was 575. It should also be noted that several formal matters disposed of by the Board may appertain to a single proceeding.

The tabulation follows:

FORMAL MATTERS DISPOSED OF BY THE BOARD

<i>Type of Utility</i>	<i>Rates or Fares</i>	<i>Financial Trans- actions</i>	<i>Municipal Consents</i>	<i>Service Matters</i>	<i>Utility Facilities</i>	<i>Railroad Highway Grade Crossings</i>	<i>Miscel- laneous</i>	<i>Total</i>
Electric	1	53	5	..	25	..	1	85
Gas	5	6	2	1	1	..	..	15
Telephone	2	10	3	..	1	..	..	16
Water	10	29	9	1	3	..	2	54
Railroad	2	126	..	38	3	12	3	184
Street Transpor- tation	3	126	105	37	2	..	2	275
Sewer .....	..	7	4	..	..	..	..	11
Total ...	23	357	128	77	35	12	8	640

NOTE: Does not include Board determinations under R. S. 48:2-21.1, in accordance with which rates or fares may be negotiated on a temporary basis. These mainly affected bus fare applications. See chapter on Street Transportation.

Service Activities

All inquiries and informal complaints relating to service supplied by railroad, street transportation, gas, electric, water, sewer, telephone and telegraph companies are referred to inspectors who are especially qualified by training and experience to deal with such matters. Although the utility

is immediately called upon to answer a customer's complaint, it is usually necessary for the Board's inspectors to interview the complainant, check the available records, make tests and conduct an investigation in the field as well. Upon completion of the investigation, the inspector prepares a report of his findings. Where the matter requires it, the substance of the inspector's report is transmitted to interested parties by means of a letter sent out by the Board's secretary. The conclusions of the inspectors, however, are not binding on either the complainant or the company, and either party may apply to the Board to have the issues disposed of at a formal hearing.

Investigation of complaints by our inspectors may disclose that the utility has acted improperly in administering rules or standards, and in such cases, informal negotiations with the company frequently lead to satisfactory adjustment of the matter. In many instances, public utility companies have modified their rules or administrative practices to comply with the recommendations made by the Board's inspectors. All of such changes generally benefit the customers in one way or another. The Board's inspectors also assist customers by helping to reach reasonable solutions of special service problems.

As shown in the following table, 905 informal complaints affecting electric, gas, water, telephone and sewer utilities were received and processed during 1954. Data pertaining to complaints and inquiries affecting railroads and buses are given in the chapters relating to those utilities.

ANALYSIS OF INFORMAL COMPLAINTS RECEIVED DURING 1954
(Nontransportation Utilities)

<i>Type of Utility</i>	<i>Service Extensions</i>	<i>Rate Schedules</i>	<i>Billing and Commercial Practices</i>	<i>Meter Tests</i>	<i>Quality of Service</i>	<i>Misc.</i>	<i>Total</i>
Electric	44	55	92	8	31	19	249
Gas	7	27	149	14	13	12	222
Water	63	43	46	5	88	10	255
Telephone	61	45	37	..	18	12	173
Sewer .....	..	6	..	..	..	..	6
Total	175	176	324	27	150	53	905
% of Total ..	19.3	19.5	35.8	3.0	16.6	5.8	100.0

Annual and Other Reports

During the year 1954, the filing of annual reports, reflecting the results of operations for the year 1953, was required of all the various utilities which, at any time during 1953, were subject to the jurisdiction of the Board. A classification of the companies required to file such reports follows:

<i>Privately Owned</i>	<i>Number of Reports</i>	
Electric	8	
Gas	9	
Water	114	
Sewer	8	
Telephone	9	
Railroads	48	
Autobus	445	
	<hr/>	
Total Private Utilities		641
 <i>Municipally Owned</i>		
Electric	10	
Gas	1	
Water	186	
	<hr/>	
Total Municipal Utilities		197
		<hr/>
Total Utilities		838
		<hr/>

All annual reports filed were examined by the Board's staff and, where errors appeared, the responding utilities were required to correct their accounting records or reports. Particular attention was given to conformity with the prescribed system of accounts. The annual reports on file at the Board's office are public records, open to public inspection.

The Board also required the filing of quarterly reports by two electric, three gas, 19 water and 54 autobus utilities, and monthly reports by one telephone, three gas, three electric, two autobus and one combination electric and gas utility with respect to their operations during 1954. These current financial reports enable the Board's staff to carry on a continuous review of the operations of the reporting utilities.

Meter Testing

Under the Board's rules, utilities are required to test periodically each customer's meter for accuracy and report the results of such tests to the Board. Customers' meters in service throughout the State during 1954 included approximately 1,914,000 watt hour meters, 1,397,000 gas meters and 364,000 water meters (not including those owned by municipal water utilities).

Orders for Removal and Relocation of Utility Facilities

The progressive program of the New Jersey State Highway Department for the construction of new highways and relocation of existing highways often requires the relocation of utility facilities. Pursuant to R. S. 27:7A-7, the cost of such relocation of facilities is borne by the State Highway Department but the orders of the Highway Department with respect thereto are not effective unless they are approved by this Board. In 1954, the Highway Department issued 141 orders for the removal and relocation of a variety of utility facilities. The Board examined and approved these orders.

Rearrangement of Utility Facilities

The Governor, under date of June 27, 1951, directed all State agencies or departments to notify the Board of any work which they may undertake which could temporarily or otherwise affect the operation of any nontransportation utility. (A similar directive applies to such work in relation to railroads. Reference is made thereto in the chapter entitled "Railroads.")

Pursuant to that directive, the Board in 1954 received 44 such notices. These notices concerned 132 rearrangements of the facilities of privately owned and municipal utilities. The Board has no jurisdiction over the latter. The Board made appropriate inquiry of each privately owned utility as to the effect the proposed work would have on its operations. In each instance, it was found that the State agency had negotiated with the utility for a suitable rearrangement of its facilities so that utility service would not be adversely affected.

Sales and Leases of Utility Property

In accordance with the provisions of R. S. 48:3-7, sales and leases of property by public utilities are subject to the Board's approval. During the year the Board approved 211 applications relating to such matters which involved an aggregate consideration of \$2,754,924. These transactions are referred to by classes of utilities in subsequent chapters of this report.

Franchises and Municipal Ordinances

Twenty-four applications for approval of franchises and municipal ordinances were approved by the Board in 1954. These are classified as follows:

Electric Utilities	6
Gas Utilities	2
Water Utilities	9
Telephone Utilities	2
Sewer Utilities	5

Municipal consents relating to autobus operations are reported in the chapter on Street Transportation.

Powers of Attorney

Pursuant to a statute enacted in 1950 (R. S. 48:6A-1 and 48:6A-2), the Board is required to receive, file and preserve certain powers of attorney as public records. These powers of attorney appoint agents of common or contract carriers of persons or property engaged in interstate commerce through New Jersey, upon whom the service of process may be made within this State. To facilitate the gathering of this information, the Board's staff has compiled from various sources, a list of trucking firms doing business in this State. These firms have been most cooperative in furnishing the required information. The frequent requests for information regarding such agents indicate that the list now being maintained by the Board serves a very useful purpose.

Revenues from Fees

Under Chapter 97, Laws of 1947, the Board is required to charge certain fees for filing applications, examining annual reports, supplying forms, inspecting buses, testing meters, etc. The receipts from these fees which, pursuant to law, are turned over to the State Treasurer as public moneys of the State, have been as follows:

For the fiscal year ending June 30, 1948.....	\$79,580.48
For the fiscal year ending June 30, 1949.....	75,810.03
For the fiscal year ending June 30, 1950.....	70,884.10
For the fiscal year ending June 30, 1951.....	64,928.32
For the fiscal year ending June 30, 1952.....	77,883.38
For the fiscal year ending June 30, 1953.....	74,250.27
For the fiscal year ending June 30, 1954.....	77,752.95

Personnel

Three deputy attorneys general have been assigned to assist the board in the legal phases of its work. They are responsible directly to the State Attorney-General and not to the Board.

The Board's secretary and assistant secretary handle the routine business affairs of the Board and supervise its formal records. The secretary's office is at Trenton, where the Board maintains an office of record with the necessary office personnel.

To conduct the routine matters, make the special studies and perform the inspections necessary to enable the Board to meet its responsibilities, it employs a staff composed chiefly of specialists in the various aspects of the public utility field. While problems of utility regulation have their legal features, they involve, for the most part, questions relating to engineering, accounting, transportation or economics. Only persons with long experience or special training in the public utility field are qualified for key positions on the staff. For reasons of convenience and economy, the Board maintains its principal staff at an office in Newark. Also, the Board maintains in both its Newark and Trenton offices a group of employees to provide the secretarial, stenographic and clerical services required by the Board and its professional staff. The employees of the Board, like nearly all New Jersey State employees, are under the State Civil Service System.

The Board's staff is organized into five divisions as shown on an organization diagram at the end of this chapter. Each staff division engages in a variety of activities, all related to the special function of the Division. The names of the divisions and a brief indication of their activities are as follows:

DIVISION OF ACCOUNTS AND FINANCE

This division is concerned with all accounting and financial matters pertaining to the Board's regulatory activities. These include: development of uniform systems of accounts and forms for annual, quarterly and other utility reports, continuous examination of utility accounting procedures,

examination of utility reports, processing of applications for approval of security issues, mergers, sales and transfers of property or shares, participation in formal proceedings before the Board, preparation of reports and drafts of documents as required by the Board, etc.

DIVISION OF ENGINEERING

This division handles the technical engineering matters that pertain to all utilities, except railroad. These include: appraisals, studies of determination of rate base, studies of depreciation rates, investigation of both formal and informal complaints concerning utilities, participation in formal proceedings before the Board, testing of meters, maintaining a file of utility tariffs, preparation of reports and drafts of documents as required by the Board, etc.

DIVISION OF MOTOR CARRIERS

This division is concerned with all matters involved in autobus and street railway operations under the Board's jurisdiction. These include: processing of applications for approval of municipal consents and transfers thereof, processing of applications for approval of changes of routes, processing of applications for approval of discontinuance or suspension of service, regular inspections of autobus equipment and checks on adequacy of insurance coverage, conducting and analysis of traffic checks, investigation of complaints on autobus and street railway service and vehicles, investigation of accidents, participation in negotiations concerning negotiated fares, participation in formal proceedings before the Board, conducting joint board hearings, preparation of reports and drafts of documents as required by the Board, etc.

DIVISION OF RAILROADS

This division deals with all matters pertaining to railroads under the Board's jurisdiction, except as to annual reports and security matters which are the responsibility of the Division of Accounts and Finance. The activities are classified under two headings, viz.:

- (1) Matters relating to railroad operation and service; and
- (2) Matters relating to elimination of grade crossings.

Under the first heading the activities include: annual inspection of track and way structures, including bridges; periodic inspection of all physical facilities, including rolling stock and locomotives; investigation of applications for establishment or abandonment of railroad services; investigation of complaints concerning railroad operations and facilities; investigation of train operating schedules and operating practices; investigation of accidents, analysis of traffic conditions of railroad-highway crossings at grade, participation in formal proceedings before the Board, preparation of reports and drafts of documents as required by the Board, etc.

Under the second heading the activities include: investigation of physical and traffic conditions prevailing at railroad-highway crossings at grade which are under consideration for elimination, development of original plans and estimates of cost for a feasible elimination project, analysis of elimination plans and cost estimates proposed by others; processing of applications for the elimination of grade crossings, participation in formal proceedings before the Board in relation to applications for elimination of grade crossings, changes in plans, etc., furnishes resident field inspection during construction, audits all bills calling for payments chargeable to the State's 85 percent share of the cost, examines and verifies final "as built" plans, preparation of reports and drafts of documents as required by the Board, etc.

DIVISION OF RATES AND RESEARCH

This division deals with all matters involved in proceedings before the Board in relation to rates for public utility services and classifications thereof. These include: studies of rate of return and determination of rate bases, studies of structure of rate and fare schedules and other provisions in utility tariffs, studies of costs of capital, capitalization ratios and allocation of rate base and operating costs to classes of service, participation in negotiations under the rate negotiation statute, participation in formal proceedings before the Board, preparation of reports and drafts of documents as required by the Board, etc.

* * * * *

We must draw attention to the understaffed condition of this Department. The Board is in need of more specialists in the engineering and accounting categories. However, the levels of State salaries in comparison with salaries in industry make it difficult, or in some cases impossible, to induce desirable candidates to enter the State service.

While the Board has not been able to undertake all of the tasks that we feel are desirable in the public interest, we believe that despite the handicap of certain shortages in personnel, the essential requirements of our many duties and responsibilities have been fulfilled. In order to meet this standard, the staff has put in uncompensated overtime which is measured by 118 man days of overtime work and 579 man days of vacation leave that could not be taken.

During the year 1954, the technical divisions of the Board's staff were affected by separations and accessions as follows:

SEPARATIONS

Edward J. Connolly	... Assistant Engineer, Utilities	.....February 17
Harold A. Levin	.....Accountant, Utilities	.....September 30
Elwin L. Saviet	.....Junior Accountant, Utilities	.....February 28

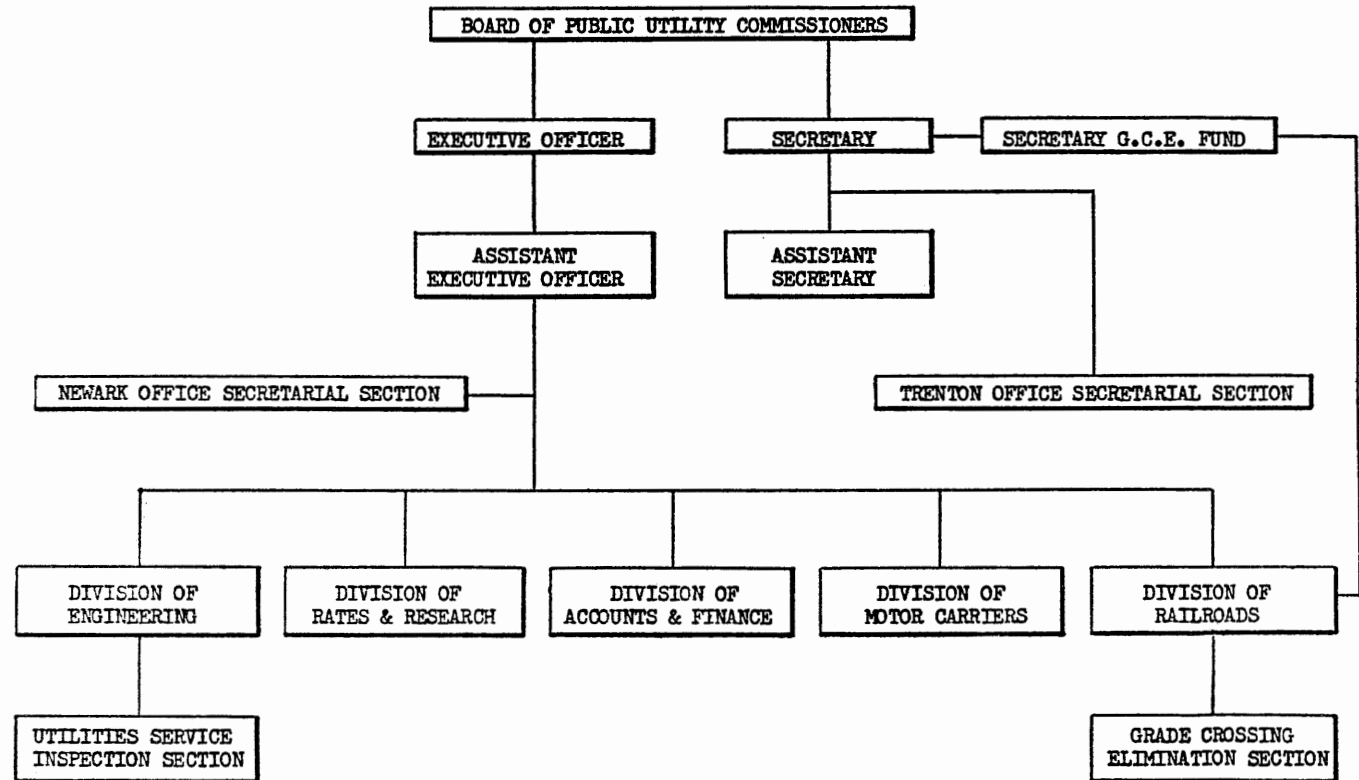
ACCESSIONS

John A. Casper	.....Assistant Engineer, Utilities	.....April 26
Robert Jory	.....Assistant Engineer, Structural	.....May 3
Robert L. Simpson	....Assistant Engineer, Utilities	.....January 4

In addition to the legal and administrative personnel, the staff at the end of the year was composed of nine utility engineers, 11 utility accountants, two rate analysts, five structural engineers, three inspectors of utility service, 20 inspectors of bus equipment and service, four inspectors of railroad operations, one inspector of construction, and 32 secretarial assistants, clerks and stenographers.

The accomplishments reflected in this report have been made possible, to a large degree, because of the fine spirit of cooperation and dedication that prevails among the members of the Board's staff.

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CHAPTER II

ELECTRIC UTILITIES

In 1954 there were six privately owned electric utilities subject to the Board's jurisdiction, one of which was the electric department of a combination electric and gas company. Two rural electric cooperatives and 10 municipally-owned electric departments were also subject to this Board's regulation.

Rate Proceedings

NEW JERSEY POWER & LIGHT COMPANY—DOCKET No. 7490

On March 29, 1954, the New Jersey Supreme Court handed down a decision (15 N. J. 82) affirming the Board's action in refusing to permit the New Jersey Power & Light Company to add a five per cent surcharge to its rates in order to recover alleged deficits in return suffered in prior years. This matter was described in the Board's report for 1953. The Supreme Court specifically overruled *Hackensack Water Company vs. Board of Public Utility Commissioners*, 98 N. J. L. 41 (1922) and 100 N. J. L. 177 (1924), which was the leading case upon which the company relied, stating that, "The course of opinions in the United States Supreme Court since the handing down of the Hackensack decision, the fact that the decision has long been ignored both in proceedings before the board and in the courts, and that decisions have been handed down here in conflict with it, the inherent contradictions of the decisions that have become apparent in the course of time, its unworkableness in practice and its direct conflict with the sound principles of rate making approved in recent decisions of this court, all indicate the necessity of our overruling *Hackensack Water Co. vs. Public Utility Comrs.* (1922) 98 N. J. L. 41, 119 Atl. 84 and (1924) 100 N. J. L. 177, 124 Atl. 925, *supra*, and we accordingly so do." The Court went on to say, "The fundamental defect of the Hackensack opinion in its practical operation is that it requires the board to look both forward and backward in rate making when the orderly processes of rate making are necessarily present and prospective if rate making is to be effective. The decision would authorize just and reasonable rates for the present and future and then add thereto surcharges for the past errors of a 'rate-making experiment.' This point of view is inconsistent with the businesslike processes of rate making that have received the approval of this court." The Court also found that the company had adequate remedy in R. S. 48:2-21 and R. S. 48:2-21.1 stating that, "These statutes taken together present a complete statutory program of rate making designed to produce speedy determinations by the board, with ad interim relief if necessary, obviating any resort to the doctrine of the Hackensack Case."

Trend of Electric Rates

The table on the following page shows the trend of the average price paid by customers, per kilowatt hour, for all classes of electric service combined. This includes energy used for industrial as well as for residential, commercial and all other purposes.

TREND OF AVERAGE PRICE PAID PER KILOWATT HOUR BY ALL CLASSES
OF ULTIMATE CONSUMERS COMBINED
(Data from Appendix Tables 9 and 10)

<i>Year</i>	<i>All Electric Utilities (Cents)</i>	<i>All Electric Utilities Excluding Public Service Electric and Gas Company (Cents)</i>
1922	5.12	5.30
1923	4.69	5.20
1924	4.74	5.36
1925	4.52	5.48
1926	4.50	5.37
1927	4.41	5.24
1928	4.35	5.18
1929	4.08	4.79
1930	4.09	4.65
1931	4.08	4.50
1932	4.13	4.49
1933	3.91	4.21
1934	3.82	3.98
1935	3.56	3.64
1936	3.33	3.26
1937	3.12	3.10
1938	3.23	3.29
1939	3.05	3.03
1940	2.86	2.81
1941	2.60	2.52
1942	2.44	2.51
1943	2.15	2.50
1944	2.15	2.44
1945	2.29	2.48
1946	2.43	2.47
1947	2.36	2.42
1948	2.44	2.47
1949	2.50	2.56
1950	2.41	2.50
1951	2.33	2.43
1952	2.30	2.47
1953	2.28	2.47
1954	2.30	2.49

Only the general trend of these average prices over a long period is significant. The varying proportions of service sold to the several classes of customers naturally affect the average. Industrial power service is supplied at relatively lower rates than the rates available to other classes of consumers. In the industrial power service class, the demand is relatively elastic and fluctuates with business conditions, and this affects the over-all average price paid in a given year.

The trend of average price paid per kilowatt hour for residential service is shown in the following table for the period 1935 through 1954. For 1954, the table shows a continuation of the decline in the average price for residential service. This is a reflection of the continuing increased usage per customer.

ANNUAL SALES OF ELECTRICITY TO RESIDENTIAL CUSTOMERS
BY NEW JERSEY PUBLIC UTILITY ENTERPRISES

<i>All Companies</i>	<i>Revenues from Sales</i>	<i>Kilowatt Hours Sold (Thousands)</i>	<i>Average Price per Kilowatt Hour (Cents)</i>
1935	\$32,235,274	518,828	6.21
1936	33,302,729	586,288	5.68
1937	35,554,979	654,637	5.43
1938	37,186,241	705,947	5.27
1939	39,273,954	763,187	5.14
1940	40,641,281	824,934	4.93
1941	42,787,982	885,230	4.83
1942	44,414,057	928,906	4.78
1943	45,557,804	961,272	4.74
1944	46,860,880	1,018,147	4.60
1945	48,864,089	1,116,314	4.38
1946	51,728,923	1,244,539	4.16
1947	53,064,662	1,381,718	3.84
1948	56,173,949	1,526,539	3.68
1949	62,422,013	1,690,960	3.69
1950	69,728,446	1,946,288	3.58
1951	75,748,834	2,213,825	3.42
1952	81,392,354	2,496,205	3.26
1953	88,070,143	2,756,768	3.19
1954	95,720,830	3,052,570	3.14

ANNUAL SALES OF ELECTRICITY TO RESIDENTIAL CUSTOMERS
BY NEW JERSEY PUBLIC UTILITY ENTERPRISES
(Excluding Public Service Electric and Gas Company)

<i>All Companies</i>	<i>Revenues from Sales</i>	<i>Kilowatt Hours Sold (Thousands)</i>	<i>Average Price per Kilowatt Hour (Cents)</i>
1935	\$8,338,429	126,826	6.57
1936	8,989,909	145,728	6.17
1937	9,699,373	165,103	5.87
1938	10,314,718	182,039	5.67
1939	10,817,356	198,799	5.44
1940	10,960,289	217,693	5.03
1941	11,429,477	239,181	4.78
1942	11,735,942	254,352	4.61
1943	12,162,898	268,659	4.53
1944	13,106,370	288,679	4.54
1945	14,004,050	321,784	4.35
1946	14,713,263	367,731	4.00
1947	16,146,817	432,350	3.73
1948	17,931,939	496,124	3.61
1949	19,973,438	567,041	3.52
1950	22,543,249	666,425	3.38
1951	25,352,590	776,939	3.26
1952	28,160,500	885,713	3.18
1953	31,190,422	995,110	3.13
1954	34,527,507	1,122,134	3.08

The changes from 1934 to 1954 in average kilowatt hours used per residential customer and the average unit prices paid for the service are shown separately in the following table for each of the four largest electric utilities in the State.

AVERAGE KILOWATT HOURS PER RESIDENTIAL CUSTOMER AND AVERAGE
UNIT PRICES PAID FOR THIS SERVICE

	<i>Average Kwhr per Customer</i>			<i>Average Cents per Kwhr</i>		
	<i>1934</i>	<i>1954</i>	<i>Increase</i>	<i>1934</i>	<i>1954</i>	<i>Decrease</i>
New Jersey Power and Light Company	582	2,791	2,209	6.7	2.9	3.8
Atlantic City Electric Company	490	2,677	2,187	6.6	3.0	3.6
Jersey Central Power and Light Company..	551	2,490	1,939	7.4	3.2	4.2
Public Service Electric and Gas Company ...	511	1,739	1,228	6.7	3.2	3.5

The decline in average price for residential electric service over the years has been due in part to rate reductions in the earlier years, in part to absence of rate increases in the later years and largely to increased individual consumption. The rate schedules applicable to electric service in New Jersey, are generally of the type under which successive blocks of energy are available at progressively lower rates. The foregoing tabula-

tions reflect the effect of an increasing proportion of the growing individual use of energy being charged for at the lower rates of the "trailing blocks." Thus, the average price per kilowatt hour as shown above would have declined to a considerable extent even without any rate reductions. Another factor in this situation is that the electric utilities in this State, with one exception,¹ have been able to carry on without increases in rates. This is due in large measure to economies in operation made possible by improved equipment and methods, coupled with effective managerial attention to controllable costs.

The trend of the price of electric service may also be indicated by prices charged for representative amounts of consumption.

The following table shows the monthly bills for 25, 100 and 250 kilowatt hours of consumption, charged by electric utilities in New Jersey on January 1, 1932, and December 31, 1954, according to their filed tariffs.

CHANGES IN PRICES QUOTED BY NEW JERSEY UTILITIES FOR REPRESENTATIVE MONTHLY AMOUNTS OF RESIDENTIAL ELECTRIC CONSUMPTION

(Not adjusted for fuel clause charges which vary from month to month)

	25 Kwhr		100 Kwhr		250 Kwhr	
	1932	1954	1932	1954	1932	1954
Atlantic City Electric Company	\$2.25	\$1.60	\$9.00	\$4.63	\$10.00	\$8.38
Jersey Central Power and Light Company	2.63	1.62	6.68	4.98	11.18	8.43
New Jersey Power and Light Company	2.25	1.60	7.30	4.50	13.30	8.00
Orange & Rockland Electric Co. of New Jersey	3.00	2.04	11.50	5.80	25.00	9.80
Public Service Electric and Gas Company	2.20	1.42	5.60	3.61	10.10	7.11
Rockland Electric Company ...	2.75	1.80	7.48	5.05	13.48	9.70

This table shows that over the period from 1932 to 1954 there has been a marked decline in the prices at which given amounts of service are available to residential electric customers.

Electric Generating Facilities

During 1954, the Board's Engineering Division reviewed its 1953 survey of the generating facilities of the electric utilities in New Jersey and checked future construction programs planned by these utilities to meet the prospective demands of present as well as future customers.

During 1954, new generating capacity of 75,000 kw was placed in operation and the current construction program of the utilities will provide additional generating capacity of 322,500 kw during 1955. Projects now in the planning stage indicate that an additional 725,000 kw of generating capacity will be installed soon after 1955.

¹ New Jersey Power and Light Company, 1953.

Interchange Power Agreement

The electric utilities of New Jersey are all interconnected to permit an interchange of power. As previously reported, an agreement dated August 30, 1951, provided for the interchange of power between the New Jersey group of electric utilities and groups of electric utilities in the neighboring states of Pennsylvania and New York. This agreement, without any significant changes, is still in force.

Eminent Domain

To supply the increasing demand for electric service, electric utilities continuously find it necessary to construct new transmission and distribution lines in various areas of the State. Right-of-way for these lines is usually obtained without difficulty from the private owners of land. However, when an owner and the utility are unable to negotiate a transaction, the utility may, under the law, (R. S. 48:7-3), apply to the Board for authority to exercise the power of eminent domain. During 1954, the Board's Engineering Division reviewed and processed 30 such applications. These applications, in most instances, were brought to hearing before the Board.

Interruptions to Electric Service

During 1954, New Jersey was severely affected by two hurricanes.

On August 31, 1954, "Hurricane Edna" reached New Jersey. The effects of this storm were felt most severely in the North Jersey Coast area, where electric service to approximately 20,000 customers was interrupted as a result of wind damage to transmission and distribution facilities. Most of the interruptions were for short periods of time, and service in the area was completely restored within 24 hours. After the storm had passed over New Jersey, the utility companies loaned many line construction and maintenance crews to New England utilities to assist them in repairing electric facilities in areas where the same storm caused much more severe and widespread damage than in New Jersey.

On October 15, 1954, "Hurricane Hazel" struck New Jersey. Although the high winds prevailed for only a short period of time, considerable damage was done to the wire facilities of the electric utilities. The most severe and widespread damage occurred in Bergen County and in the Trenton-Camden area. As a result of this storm, approximately 550,000 customers of electric companies had their service interrupted for periods ranging from one-half hour to six days. Due to the nature of the damage and the large number of distribution circuits affected, considerable time was required to restore the service. It should be noted that most of the breaks were caused by trees or limbs of trees falling on the wires. In Bergen County, where service to 120,000 customers was interrupted, all but approximately 500 customers had service restored within five days after the storm. To repair the damage in the Bergen County area, Public Service Electric and Gas

Company transferred nine construction gangs and 11 service crews from other divisions to the Bergen Division. In addition, 22 construction gangs were brought into New Jersey from outside points to assist in the repair of the electric facilities in the Bergen and Passaic Divisions.

The Board's activity in this emergency included the dispatching of members of its staff to areas hardest hit by the storm to ascertain that electric service was first restored to places requiring electricity most urgently, such as hospitals and pumping stations, and to see that restoration of service was carried out in an orderly manner. On-the-spot observations were made and the progress of service restoration was reported directly to the Board. This information was transmitted by the Board to the Governor daily. The Board's staff also received customers' complaints and assisted in expediting restoration of electric service.

Electric Meters

The number of customers' electric meters in New Jersey at the end of 1954 was approximately 1,914,000.

Sales of Property

In 1954, the Board approved the sale of \$565,352 of electric utility property in 33 proceedings. In nearly all instances, these sales represent disposal of excess land not used or useful in operations. In a few instances the transactions were to effect transfer of relatively small portions of operating property between utilities.

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CHAPTER III

GAS UTILITIES

Gas utilities subject to the Board's jurisdiction at the close of 1954 comprised nine privately owned gas companies, one of which was the gas department of a combination gas and electric company.

Rate Proceedings

NEW JERSEY NATURAL GAS COMPANY—DOCKET No. 7613

As we reported for 1953, the company, on September 24, 1953, petitioned the Board to reopen proceedings for the purpose of submitting further proof. The request was granted and on February 5, 1954, the company submitted a new tariff, which was filed as an amendment and in lieu of previous filings in Docket No. 7613, proposed to become effective March 11, 1954.

The new tariff showed increased rates to some customers and decreases to others in almost every area and service classification. The company estimated that the rates in the new tariff would produce increased annual revenue of approximately \$627,000. The Board suspended the proposed rates until September 11, 1954, and conducted hearings in the matter.

The Board issued its decision on August 30, 1954, denying the company's request for increased rates, but permitting the filing of a purchased gas adjustment clause and of uniform rate schedules throughout the company's entire service area. In compliance with this decision and order, the company submitted its Tariff P. U. C. No. 1—Gas, proposed to become effective on November 29, 1954.

Thereafter, State Rate Counsel filed a motion to strike the tariff filed by the company, and requested further hearing to determine if the tariff was consistent with the conclusions in the Board's decision of August 30, 1954.

The Board, after further hearing stated in a decision on November 29, 1954, that the proposed tariff was in accordance with its earlier decision, and that the unification of rates would be accomplished in a manner which would eliminate the over-all increase in revenues of \$627,000 which the company originally proposed. The Board, therefore, denied the motion to strike the tariff and accepted the tariff submitted by the company for filing.

CITY GAS COMPANY OF NEW JERSEY—DOCKET No. 7950

On March 1, 1954, this company filed a new tariff containing schedules of increased rates, to become effective May 1, 1954. The company estimated that the proposed tariff would increase annual revenues by approximately \$15,600. The Board suspended the proposed rates and, after hearing, issued a decision on July 21, 1954. The Board found that the proposed schedule of rates would not produce more than a fair return, and accepted them for filing to become effective August 1, 1954. In addition, the Board required the company to revise the price adjustment provision in the tariff, and to modify certain rules and regulations governing the conditions under which service would be rendered.

ELIZABETHTOWN CONSOLIDATED GAS COMPANY—DOCKET No. 6143, AND

SOUTH JERSEY GAS COMPANY—DOCKET No. 6127

As previously reported, the Board's decision in the above-mentioned matters, issued on October 29, 1952, allowed a "Gas Purchase Adjustment Clause," to be added to existing tariffs. The clause provides for upward or downward adjustment of charges to customers, in the event that the rates for purchased natural gas should be increased or decreased.

During 1954 the Federal Power Commission decision, in Docket No. G-2075, directed Transcontinental Gas Pipe Line Corporation (Transco) to file, effective December 1, 1953, lower rates than those in effect under bond from March 18, 1953, to November 30, 1953. The cost of gas to the New Jersey companies being thus reduced, the Board accepted supplemental tariffs by the Elizabethtown and South Jersey companies for filing. These filings had the effect of reducing the amount of Purchase Gas Adjustment charge by 0.3 cents per therm, which Elizabethtown estimated would result in a saving of approximately 30 cents per year for the average domestic customer, and \$3.12 per year for the average residential heating customer. South Jersey Gas Company estimated a reduction of approximately 48 cents per year for its average residential customer.

Because of the retroactive effect of the Federal Power Commission order, refunds to the Elizabethtown and South Jersey companies were received from "Transco," and the Board directed the companies to distribute refunds of approximately \$121,400 to their customers. These companies are now doing this through adjustments on monthly bills.

As a result of the United States Supreme Court decision of February 8, 1954, which invalidated the Texas Gathering Tax, the Elizabethtown and South Jersey companies received further refunds from Transco. Since this tax had been passed on to these companies, which in turn, reflected the tax in their rates, the Board directed these companies to distribute additional refunds of approximately \$39,000 to their customers. Such refunds were still being made at the end of 1954.

Distribution of Natural Gas in New Jersey

Natural gas allocations during 1954 to New Jersey gas utilities totaled 269 million cubic feet per day. Purchases of natural gas during 1954 were approximately 57,443 million cubic feet, for the six gas utilities using natural gas. This natural gas was purchased from Texas Eastern Transmission Corporation, Transcontinental Gas Pipe Line Corporation, and Algonquin Gas Transmission Company.

Revenue from Sales of Gas to Ultimate Consumers

Tables 11 and 12 in the Appendix to this Report show sales and average revenue from sales of gas to ultimate consumers. Prior to the Annual Report for 1951, these were reported on a cubic foot basis. Beginning with the 1951 Report, this information has been shown on a therm basis. This is done in order to correct for the variation in the heat content per cubic foot of gas distributed by the several gas utilities.

Gas Meters

The number of customers' gas meters in New Jersey as of the end of 1954 was approximately 1,397,000.

Sales of Property

In 1954, the Board approved the sale of \$39,658 of gas utility in six proceedings. These sales concerned land which was deemed not used or useful in operations.

CHAPTER IV

TELEPHONE UTILITIES

Telephone utilities subject to the Board's jurisdiction in 1954 comprised nine privately owned telephone companies.

Rate Proceedings

NEW JERSEY BELL TELEPHONE COMPANY, DOCKET No. 7519

As we have already reported, this company filed increased rates estimated to produce additional annual revenues of \$18,250,000 on June 25, 1953. The Board suspended the proposed rates and, after hearing, issued a decision thereon on January 14, 1954. The Board allowed only that portion of the proposed rates which related to an increase in the local message rate for calls from public and semi-public coin box stations from five cents to 10 cents. It was estimated that this increase would produce additional annual revenues ranging between \$2,412,000 and \$6,138,000, depending upon the amount of "user resistance" encountered. The Board found that with such increases the indicated rate of return to the company would lie in the range of 5.70 per cent to 6.26 per cent of the rate base adopted.

Savings to Customers Due to Rate Reductions

The following table shows estimated annual savings due to voluntary telephone rate reductions during 1954:

<i>Effective Date</i>	<i>Company</i>		<i>Estimated Annual Savings</i>
1/9/54	New Jersey Bell Telephone Co.	Local Exchange Tariff, Cape May.....	\$267
3/19/54	New Jersey Bell Telephone Co.	Local Exchange Tariff, Pemberton.....	480
9/16/54	New Jersey Bell Telephone Co.	Local Exchange Tariff, Bordentown.....	230
10/7/54	New Jersey Bell Telephone Co.	Local Exchange Tariff, Woodbury.....	246
10/11/54	New Jersey Bell Telephone Co.	Local Exchange Tariff, Blackwood.....	3,300
10/30/54	New Jersey Bell Telephone Co.	Local Exchange Tariff, Berlin.....	250
10/27/54	New Jersey Bell Telephone Co.	Local Exchange Tariff, Riverton.....	600
12/16/54	New Jersey Bell Telephone Co.	Local Exchange Tariff, Bridgeton.....	2,150
12/9/54	New Jersey Bell Telephone Co.	Public Telephone Service.....	70,000
Total			<u>\$77,523</u>

The \$70,000 reduction was due to the extension of the message unit time in Public Telephone Service from three to five minutes. The remaining reductions of \$7,523 were attributable to the expansion of local telephone exchange areas and the resulting extended service to subscribers.

Change-over from Manual to Dial Telephones

The following table indicates the progress made by New Jersey telephone companies in their program of change-over from manual to dial telephone operation :

	<i>Manual Stations</i>	<i>% of Total</i>	<i>Dial Stations</i>	<i>% of Total</i>	<i>Total* Stations</i>	<i>%</i>
Dec. 31, 1950	693,710	42.3	947,168	57.7	1,640,878	100.00
Dec. 31, 1951	649,850	37.1	1,102,270	62.9	1,752,120	100.00
Dec. 31, 1952	642,578	34.6	1,212,229	65.4	1,854,807	100.00
Dec. 31, 1953	614,991	31.1	1,364,796	68.9	1,979,787	100.00
Dec. 31, 1954	567,844	27.0	1,532,905	73.0	2,100,749	100.00

* Does not include mobile telephones.

Service Interruptions

As was the case with the electric utilities, the telephone utilities in northern New Jersey experienced service interruptions as a result of hurricanes "Edna" and "Hazel." The damage to telephone facilities was more severe in Bergen County and in the vicinity of Trenton and Camden, because of the large proportion of open-wire construction in those areas.

As a result of damage caused by hurricane "Hazel" service to approximately 100,000 telephones was interrupted. Service to about 75 per cent of these was restored within two days and restoration of telephone service was completed within five days to the remaining customers.

Sales of Property

In 1954 the Board approved the sale of \$10,500 of telephone utility property in two proceedings. These sales concerned property deemed to be no longer used or useful in rendering telephone service.

CHAPTER V

WATER UTILITIES

Water utilities subject to the Board's jurisdiction in 1954 comprised 115 privately-owned water companies and 185 municipal water departments.

Rate Proceedings

ELIZABETHTOWN WATER COMPANY CONSOLIDATED—DOCKET No. 8238

This company filed petitions for both permanent and negotiated rate increases, on June 30 and August 9, 1954, respectively. On October 27, 1954, the Board, after hearing and negotiation, accepted a schedule of rates for filing which, it was estimated, would produce \$513,200 in additional annual revenues. When it accepted the negotiated rates, the company waived the provisions of Revised Statutes 48:2-21, relating to the six-month time limitation on Board action in determining the rates proposed in its petition for a permanent increase. The company also agreed that the negotiated rates would remain in effect for one year "* * * unless the Board, prior to that date, on its own motion, or on application by the company, shall order otherwise." The increased rates proposed in the company's application for permanent rates (Docket No. 8154) would have increased annual operating revenues by approximately \$900,000, and are pending before the Board.

PEOPLES WATER COMPANY—DOCKET No. 7848

On December 29, 1953, this company filed increased rates with the Board, which would have increased annual operating revenues by \$42,835. The Board suspended the proposed rates and, after hearing, issued a decision thereon on June 16, 1954. The Board found that an increase in operating revenues of \$31,900 would produce a just and reasonable return, and allowed the company to file rates designed to produce an increase of that amount.

PLAINFIELD-UNION WATER COMPANY—DOCKET No. 7661

On August 31, 1953, Plainfield-Union Water Company filed an application for increased rates to become effective on October 1, 1953. The Board suspended the proposed rates until April 1, 1954. On January 6, 1954, the company amended its original filing to include a further increase

of 10 per cent on all rate changes previously proposed, which would have resulted in a total increase in annual revenues of \$582,500. The Board, after hearing, in its decision of March 24, 1954, found that an increase in annual revenues of \$272,280 was just and reasonable, and allowed rates designed to produce that amount to be filed.

Other Water Rate Proceedings

Action was taken by the Board in 1954 on the filings made by the following additional privately owned water companies :

<i>Applicant</i>	<i>Docket No.</i>	<i>Annual Increase Applied for</i>	<i>Annual Increase Granted</i>
Colonial Manor Water Company ..	5801	\$2,800	\$920
Portaupeck Water Company	7471	5,883	5,883
Lincoln Park Water Company	7763	1,400	730
Franklin Water Company	7864	13,000	13,000
Washington Water Company	7894	27,065	27,065
Bogota Water Company	8085	14,000	14,000
Shark River Hills Water Co.	8148	9,162	4,009
Franklin Lakes Utilities Company ..	8353	1,400	1,400

Water Meters

The number of customers' water meters installed by private utilities in New Jersey as at the end of 1954 was approximately 364,000.

Sales of Property

In 1954 the Board approved the sale of \$4,145 of water utility property in four proceedings. These sales concerned property no longer used or useful in water utility operations.

CHAPTER VI

RAILROADS

Railroads subject to the Board's jurisdiction in 1953 comprised 23 operating steam railroads, 19 nonoperating steam railroads, and two operating electric railways. All of these are privately owned.

The Board's Division of Railroads participated in 235 of the formal cases which came before the Board during 1954. These cases included 124 applications for approval of sales or transfers of real estate no longer used in railroad operations, 45 proceedings which involved changes in the status of railroad stations, 15 cases concerned with changes in passenger train schedules or service, 4 applications for changes in railroad passenger fares, 21 applications for establishment or improvement of grade crossings, and one request for improvement of an existing bridge.

The work performed by the Division of Railroads also included 939 informal investigations, inspections, etc. and the examination and filing of 2,750 railroad tariffs.

The informal matters, such as complaints regarding railroad service, adequacy of protection at grade crossings, condition of structures, arrangement of time schedules, etc., which come before the Board are settled, when possible, through investigation and conference and are brought to public hearing only when a satisfactory settlement cannot be reached by informal means.

In addition to the railroad matters which were directly under its jurisdiction, the Board took an active part in various cases which came before the Interstate Commerce Commission. The most important of these included railroad commutation fare cases and the proposed abandonment of the Christopher Street Ferry between Hoboken and New York City by the Delaware, Lackawana and Western Railroad Company.

During the year 1954, the activities of the Board and its Division of Railroads, affecting railroad matters, were as follows:

Rate Proceedings

Railroad Passenger Fare Cases

During 1954, tariffs providing for increased intrastate passenger commutation fares were filed with and suspended by the Board, in connection with the following railroads:

The New York, Susquehanna and Western Railroad Company--
Docket No. 8164

The Delaware, Lackawanna and Western Railroad Company—
Docket No. 8264
Erie Railroad Company—Docket No. 8346
The New Jersey and New York Railroad Company—Docket No.
8347

None of these matters had been finally determined by the Board at the year's end.

Formal cases involving railroad passenger fares have been before the Board and the Interstate Commerce Commission almost continuously since 1946. Because of the complex nature of these cases and their continuation from year to year, the staff is compiling a detailed description and history for the Board's records.

Interstate Commerce Commission Cases

Discontinuance of the Christopher Street Ferry

The Delaware, Lackawanna and Western Railroad Company

On November 12, 1953, the railroad company and the Hoboken Ferry Company applied to the Interstate Commerce Commission for permission to abandon the ferry line between Hoboken and Christopher Street, New York. Hearings were held in New York on April 5, 6, 7 and 8, 1954. The Board was represented by counsel and staff members. Various commuter organizations and industrial concerns were represented. A brief was filed on behalf of the Board asking that the application be denied. The Interstate Commerce Commission, on November 10, 1954, granted permission for the abandonment, effective 40 days after the date of issue. Many protests were received and the Board's president asked the president of the Lackawanna to continue the ferry operation. This request was refused but the Interstate Commerce Commission, on December 10, 1954, stayed the effective date of its order. No further action had been taken by the end of the year.

Freight and Passenger Tariffs

The railroads are required to file tariffs showing all fares, charges, regulations and classifications for transportation in New Jersey. Normally a tariff must be filed 30 days in advance of its effective date, but on some occasions this requirement is waived. The tariffs filed with the Board during 1954 are listed as follows:

<i>Type of Tariff</i>	Filed to become effective in						<i>Total</i>
	30 <i>Days</i>	15 <i>Days</i>	10 <i>Days</i>	5 <i>Days</i>	3 <i>Days</i>	1 <i>Day</i>	
Passenger	73	10	11	12	11	27	144
Freight	2,252	37	86	64	27	140	2,606
							<hr/> 2,750

Modification of the Board's Tariff Rules

Docket No. 7938 Elimination of "P. U. C. N. J." Number on Tariffs

C. W. Boin, acting as the agent for the railroads in New Jersey, by application dated February 18, 1954, asked that the Board's tariff rules be modified to waive the requirement that "P. U. C. N. J." numbers be shown as reference numbers on freight tariffs issued by the railroads. A hearing was held on April 13, 1954, and by decision of June 9, 1954, the Board permitted the elimination of "P. U. C. N. J." numbers from tariffs which carry an "I. C. C." reference number plus a note indicating that the tariff applies within New Jersey. The modification was made applicable to both passenger and freight tariffs.

Docket No. 8132 Waiver of Board's Tariff Rule No. 19

C. W. Boin, as agent for the railroads in New Jersey, by application dated May 14, 1954, requested that the Board waive enforcement of the Board's Tariff Rule No. 19, which requires that designation and authorization of an agent to act for a railroad company be filed with the Board.

After hearing on September 28, 1954, the Board by decision of November 10, 1954, denied the application, but allowed the submission of a list of agents to be substituted for formal designation of each agent. Formal designation will continue to be filed with the Interstate Commerce Commission.

Discontinuance of Passenger Train Service

In general, the railroad companies make minor adjustments in passenger train schedules when the time is changed to Daylight Saving or back to Standard, each spring and fall, respectively. The Board requires that these general schedule changes be submitted 45 days in advance of the effective date. Major changes or discontinuance of trains are usually brought before the Board in formal hearing.

The following formal proceedings involving changes in passenger train service were before the Board in 1954:

The Central Railroad Company of New Jersey, Main Line, Newark-Kearny, Docket No. 7877.

On January 13, 1954, the company asked permission to use a revised schedule of passenger service on the Main Line, including service to Newark and Kearny. Hearings were held on February 15, 24 and 25, and on March 4, 1954. The new schedule was developed by the railroad in cooperation with certain commuter groups. The Board, in decision of March

17, 1954, granted permission for the schedule to be placed in effect on April 25, 1954. The permission was made subject to minor changes in the timetable, and to the substitution of diesel locomotives for steam power. Further minor changes in the schedule were made on June 6, July 26, and with the change to standard time on September 26, 1954.

Erie Railroad Company, Greenwood Lake Division, Docket Nos. 7012, 8202, 8311.

The company, on October 27, 1952, requested permission to place a new schedule in effect on the Greenwood Lake Division, which would reduce the number of trains on the main line and Caldwell branch, and discontinue all passenger trains on the Orange branch. Hearings were held on various dates in 1952 and 1953. On March 9, 1953, application was made for permission to substitute bus service for trains on the Orange branch. This application was heard on March 31, 1953. In its decision of April 15, 1953, the Board allowed a reduced schedule to be placed in effect and permitted discontinuance of rail service on the Orange branch, only on condition that bus service be substituted. (Docket No. 7012.)

On July 20, 1954, the company stated that it had negotiated an agreement with Public Service Coordinated Transport for operation of the substitute service on the Orange branch (Docket No. 8202). Public Service applied for approval of municipal consents in connection with this service (Docket No. 8145). A municipal consent was denied by the City of East Orange. This action blocked the establishment of the substitute service. The company then applied, on September 30, 1954, for permission to discontinue rail passenger service to the City of East Orange (Docket No. 8311). On October 8, 1954, the application in Docket No. 8311 was withdrawn without prejudice. At the request of the company, hearings in Docket Nos. 8202 and 8145 have been postponed until after the 26th of January, 1955, in order to allow further negotiations among the parties.

The New Jersey and New York Railroad Company, Train No. 613, Docket No. 5659.

The company, on May 6, 1950, advised the Board that it proposed to discontinue train No. 613, westbound, and the return trip of the equipment as train No. 632, eastbound. In decision of November 9, 1950 (Docket No. 5143), the Board denied permission to discontinue train No. 613 but allowed No. 632 to be discontinued. On December 18, 1950, the railroad asked for a rehearing. The rehearing date was set as January 17, 1951. After hearing, the Board, in its memorandum of May 17, 1951, dismissed the petition.

On June 20, 1951, the company again advised the Board that it proposed to discontinue train No. 613. Public hearings were held and by its

decision of March 5, 1952, the Board again denied permission to discontinue the train. The railroad appealed to the Superior Court, Appellate Division and on November 18, 1952, the court affirmed the Board's order. An appeal was taken to the Supreme Court of New Jersey and on May 4, 1953, the Board's order was again affirmed. The railroad then appealed to the Supreme Court of the United States and on November 9, 1953, by memorandum decision, the case was dismissed "for the want of a substantial federal question." (346 U. S. 868) This, in effect, again upheld the Board's order. The railroad company, on February 8, 1954, petitioned the Interstate Commerce Commission for an investigation under Section 13 and an order directing the removal of the undue and unreasonable discrimination caused by the continued operation of train No. 613. The Board, on February 25, 1954, requested the Interstate Commerce Commission to dismiss the application and deny the relief requested. The Interstate Commerce Commission, on April 5, 1954, denied the application. The railroad, on April 29, 1954, asked for reconsideration of the denial and the Interstate Commerce Commission on June 21, 1954, vacated its order of denial and called a hearing on July 27, 1954. After hearing the Board filed an answer on October 6, 1954. No further action has been taken.

The New York Central Railroad Company, River Division, Docket Nos. 6918, 7059.

The company, on August 8, 1952, advised that it proposed to discontinue trains Nos. 84, 214, 213 and 91, between Weehawken and Dumont. Hearings were held on November 10, and December 1, 1952. At the hearing on December 1, the objection and cross petition of the Brotherhood of Railroad Trainmen (Docket No. 7059) was combined with the original application (Docket No. 6918), and further hearings were held on December 12 and 16, 1952. The Examiner's Report was filed on March 10, 1954. Exceptions were filed by the Borough of Dumont, the Brotherhood of Railroad Trainmen and the Borough of Bergenfield. Oral argument was held on May 18, 1954. By decision of July 8, 1954, the Board allowed the discontinuance of trains Nos. 84, 214, and 91. Permission to discontinue train No. 213 was denied. The schedules of the remaining trains were so modified as to provide service in place of the discontinued trains.

The Pennsylvania Railroad Company, Trenton-Burlington-Camden, Docket No. 7489.

The company, on April 14, 1953, advised the Board that it proposed to discontinue trains Nos. 2554 and 2577 (daily except Sunday). After hearing, on June 30, 1953, the Board, in its decision of February 24, 1954, allowed trains Nos. 2554 and 2577 to be discontinued Monday through Friday, between Camden and Burlington, and between Camden and Trenton on Saturdays. The change was made effective on March 20, 1954.

The Pennsylvania Railroad Company, New York-Philadelphia-Washington, Docket No. 7924.

The company advised the Board on January 7, 1954, that it proposed to discontinue trains Nos. 109, 204, 222 and 134 which serve New York, Philadelphia and Washington. This matter was not brought to hearing, and was settled by an agreement to combine trains Nos. 222 and 168.

The Pennsylvania Railroad Company, Perth Amboy-Trenton, via Jamesburg, Docket No. 8004.

On March 26, 1954, the company advised the Board that it proposed to discontinue trains Nos. 2500, 2509 and 2507, which provide all the passenger service on the Jamesburg branch. On June 4, 1954, the application was withdrawn and the company advised that it proposed to discontinue trains Nos. 2500 and 2507 on Saturdays only. This change was permitted by the Board on June 7, 1954, and became effective on June 26, 1954.

The Pennsylvania Railroad Company, Red Bank-Trenton, via Sea Girt, Docket No. 8005.

The company advised the Board that it proposed to discontinue trains Nos. 805, 812, 822, 832 and 845, which provide all service between Red Bank and Trenton via Sea Girt. On June 4, 1954, the application was withdrawn and the railroad advised that it proposed to discontinue the operation of trains Nos. 805 and 822 on Saturdays and Nos. 832 and 845 on Sunday. This change was permitted by the Board on June 7, 1954, and became effective on June 26, 1954.

The Pennsylvania Railroad Company, Trenton-Phillipsburg, Docket No. 8000.

The company, on March 26, 1954, advised the Board that it proposed to discontinue trains Nos. 2359 and 2372, which furnished all of the passenger service on the Belvidere-Delaware branch. On June 4, 1954, the application was withdrawn and the company advised the Board that it proposed to discontinue the trains on Saturdays only. This change in schedule was permitted on June 7, 1954, and the change became effective on June 26, 1954.

The Pennsylvania Railroad Company, New York-Atlantic City, New York-Bay Head, Trenton-Camden, Docket No. 8262.

The company, on August 10, 1954, advised the Board that, effective September 26, 1954, the following passenger train service would be discontinued:

The New York-Trenton portions of New York-Atlantic City trains Nos. 1073, 1077, 1070, 1072 and 1078. This would eliminate all through service between Atlantic City and New York.

Trains Nos. 711 and 728 between New York and Bay Head.

The Saturday operation of trains Nos. 2559 and 2570 between Camden and Trenton.

Hearings were held during September, 1954. Memorandums have been received and the matter was pending at the end of the year.

Pennsylvania-Reading Seashore Lines, Camden-Hammonton, via Clementon, Docket No. 7575.

The railroad, by application filed on July 20, 1953, asked permission to discontinue all passenger service on the Clementon route, between Camden and Hammonton. The service on this line consisted of three trains in each direction Mondays through Fridays, two trains in each direction on Saturdays, and no service on Sundays. Hearings were held during 1953. In its decision of April 21, 1954, the Board allowed the discontinuance of trains Nos. 602 and 613 Mondays through Saturdays, and reduced the service to two round trips Mondays through Fridays, and one round trip on Saturdays.

Pennsylvania-Reading Seashore Lines, Camden-Atlantic City, Camden-Hammonton, Camden-Ocean City, Wildwood, Cape May, Docket No. 8263.

The railroad, on August 6, 1954, advised the Board that, effective September 26, 1954, the following passenger train service was proposed to be discontinued:

Philadelphia-Camden and Atlantic City trains Nos. 1021-521, 1014-514 and 573.

The Trenton-Atlantic City portions, on holidays, of New York-Atlantic City trains Nos. 1070 and 1077.

Camden-Hammonton via Haddonfield trains Nos. 652 and 665.

Millville branch trains Nos. 779, 750, 711, 713, 708 and 710.

Camden-Ocean City, Wildwood, Cape May trains Nos. 311, 211, 411, 314, 214, 414, 304, 204 and 404.

Hearings have been held and the matter was pending at the end of the year.

Changes in Tracks and Signals (Formal and Informal)

Safety and adequacy of railroad service through action of regulatory bodies are the divided responsibility of this Board and the Interstate Commerce Commission. The Interstate Commerce Commission is directly in control of all signals, interlocking and other safety devices on the railroads, while the Board, under its power to require safe, adequate and proper service, assumes jurisdiction over the condition and number of tracks and other structures. This dual control does not conflict, because any change in tracks or signals is made the subject of an application to the Interstate Commerce Commission and the Board initiates proceedings only if pre-

liminary study shows the possibility of interference with the ability of the company to furnish adequate service.

Appendix Table 16 to this Report is a tabulation of applications before the Interstate Commerce Commission in 1954, concerning changes in signals and tracks, which also involved Board action.

Discontinuance or Curtailment of Station Agencies

In order to adjust service to demand at railroad stations, a company may request a reduction in agency service or, at times, the complete or partial abandonment of a station. Such applications are brought before the Board in public hearing, and formal determination in each case is based upon the evidence presented. Details are shown in Appendix Table 17.

Investigation of Railroad Accidents

Pennsylvania-Reading Seashore Lines, Broadway, Camden.

On January 15, 1954, a rear end collision at the Broadway Station in Camden caused injuries to six passengers and damage to Diesel Electric Car No. 404. The accident occurred when train No. 217 (Pass. Extra) ran into the rear of train No. 775 which was awaiting a signal to proceed. The cause was improper handling of train No. 217 by the engineer and fireman.

New York and Long Branch Railroad, Morgan.

On September 3, 1954, a main rod became detached from the engine on an extra passenger train. Considerable damage was done to the roadbed and equipment but there were no personal injuries.

New York and Long Branch Railroad, Middletown.

On August 16, 1954, a guide yoke broke on steam engine No. 3752, train No. 709, causing damage to locomotive but no personal injuries.

New York and Long Branch Railroad, Red Bank.

On July 8, 1954, the armature bearing end plate broke on Diesel locomotive No. 2005, train No. 3323, causing damage to equipment but no personal injuries.

New York and Long Branch Railroad, Middletown.

On April 3, 1954, the crosshead connecting link broke on steam locomotive No. 5367, train No. 705, causing damage to equipment. There were no personal injuries.

In addition to the accidents listed above there were many minor derailments, equipment failures, etc. that resulted in delay and inconvenience but which caused no personal injuries.

Railroad Operating Regulations, Docket Nos. 5847 and 5848.

The proceedings in connection with proposed changes in Railroad Operating Regulations were started with an informal conference in July, 1951. A formal hearing was held on December 12, 1951. Further hearings were held in December, 1951, in the case involving the Pennsylvania Railroad (Docket No. 5847), and in January, 1952, in the matter of all other railroads (Docket No. 5848).

Decisions of April 28, 1953, directed the railroads to adopt uniform rules for examination and qualification of operating personnel and for signs and signals in cases where speed restrictions are in effect. The railroads appealed to the Superior Court, Appellate Division, on June 9, 1953, from whence it was transferred to the Supreme Court. On February 1, 1954, the Supreme Court remanded the Board's orders for revision in accordance with its decision. Hearings and conferences were held during April, 1954. A revised decision was issued on May 26, 1954, after which the rules were placed in effect.

Informal Investigations***A. Railroad safety including condition of structures and equipment.***

Qualified members of the Board's staff make special as well as annual inspections of railroad tracks and bridges to determine the condition of the railroads and their ability to handle the traffic on the lines. There are about 2,000 miles of track and 3,000 bridges in the State, subject to such annual inspection.

During the year, 166 regular inspections were made. The railroads were required to make repairs to some structures but in general the bridges and roadway were found to be in a safe and satisfactory condition.

B. Railroad shops and equipment.

Inspection of railroad shops, repair facilities and methods of maintaining the equipment is made by the Board's mechanical inspector who also checks mechanical failures in connection with accidents. There were 26 such inspections made during 1954.

C. Accidents at railroad-highway grade crossings.

During 1954, a total of 151 accidents involving trains and motor vehicles were reported to the Board. Investigations were made in 48 of the accidents to determine the effectiveness of the protection at the crossings. The other 103 accidents were minor in nature and did not require special investigation. The accidents are listed as follows:

<i>Type of Accident</i>	<i>Total Number</i>	<i>Persons Killed</i>	<i>Persons Injured</i>	<i>Investi- gation</i>
Train struck motor vehicle.....	105	18	58	30
Motor vehicle struck train.....	41	2	27	13
Train struck pedestrian	3	2	1	3
Train struck bicycle	2	0	1	2
	<hr/> 151	<hr/> 22	<hr/> 87	<hr/> 48

Protection at Railroad-Highway Grade Crossings (Informal)

Continuous studies are made of the effectiveness of the protection at grade crossings. Each study includes the physical conditions at the crossing, the type of highway and railroad traffic and any special conditions which may be encountered. Inspections and traffic checks were made at 186 locations during the year.

The informal cases in connection with protection at grade crossings during 1954 covered 114 locations.

Establishment of New Grade Crossings (Formal)

The establishment of any new grade crossing is generally contrary to the policy of the Board but exceptions are sometimes necessary in cases of lightly traveled branch lines and industrial side tracks where a grade crossing elimination would not be justified. This type of case may be handled by formal public hearing, or informally by investigation or conference. During 1954 the following cases were handled:

Erie Railroad Company, Willard St., Pompton Lakes, Docket No. 8206.

The Borough of Pompton Lakes on July 29, 1954, asked for the establishment of a public grade crossing at Willard Street. The railroad company filed an answer on August 23, 1954, asking for dismissal of the petition because no public street exists across the railroad and that there is no necessity for the establishment of a grade crossing. No further action has been taken.

Erie Railroad Company, Woodland Place, Pequannock, Docket No. 7236.

The Township of Pequannock on February 11, 1953, asked permission to create a public grade crossing at Woodland Place. Hearing was held on October 14, 1953, and after hearing representatives of the township and railroad were asked to confer and report to the Board. An agreement was reached on June 10, 1954, which provided for a public grade crossing at Woodland Place, an exchange of property and other items with which the Board is not directly concerned. On December 29, 1954, Woodland Place became a public grade crossing, with flashing light protection.

Lehigh Valley Railroad, New Market Road, South Plainfield, Docket No. 8377.

The company on November 3, 1954, requested permission to construct a grade crossing across New Market Road in South Plainfield to serve Harris Steel Co. The matter was pending at the end of the year.

New Jersey and New York Railroad, North Street and North Industrial Avenue, Teterboro, Docket No. 8122.

On May 26, 1954, application was made for permission, nunc pro tunc, for the establishment of two grade crossings in Teterboro. Permission was granted without hearing on June 23, 1954, on condition that stop and flag protection be provided.

New York Central Railroad, Clinton Avenue, Northvale, Dockets Nos. 7461 and 7377.

The Board, by order of April 28, 1953, directed the railroad to show cause why the private grade crossing at Clinton Avenue should not be closed. Hearing was held on May 19, 1953. On May 15, 1953, the Borough of Northvale petitioned for a public crossing at this location. Additional hearings were held on June 23 and July 1, 1953. The Examiner's Report was filed on December 9, 1953, and exceptions were filed on December 28, 1953.

By decision and order of March 10, 1954, the Board dismissed the show cause order in Docket No. 7377 and authorized the establishment of a public grade crossing at Clinton Avenue with protection by automatic gates.

New York, Susquehanna and Western Railroad, Division Avenue, Garfield, Docket No. 7862.

The City of Garfield, on November 20, 1953, asked approval of the establishment of a grade crossing at Division Avenue and the Passaic branch of the railroad. Hearing was held on May 3, 1954, and on June 16, 1954, permission was granted, subject to protection by signs and a five-mph speed restriction on trains. The permission is also subject to the adoption of an agreement between the city and the railroad for construction and maintenance. On October 5, 1954, the city advised the Board that the establishment of the grade crossing would be delayed and that no date had been set for the construction.

New York, Susquehanna and Western Railroad, Broadway, Pompton Lakes, Docket No. 8207.

The Borough of Pompton Lakes on July 20, 1954, requested the establishment of a public grade crossing at Broadway and the railroad. On August 12, 1954, the railroad asked that the petition be denied. The borough filed an amended application on September 23, 1954, asking for the establishment of a private grade crossing for emergency purposes. The matter was pending at the end of the year.

Pennsylvania Railroad, State Highway Route No. 29, Byram, Docket No. 8255.

On August 19, 1954, The Lambertville Quarry Company asked permission to establish a grade crossing of an industrial siding across Route No. 29 at Byram. Hearing was held on October 27, 1954. Permission was granted by the Board in its decision dated December 8, 1954, on condition that flashing light warning signals be installed and maintained at this crossing.

Pennsylvania-Reading Seashore Lines, Route 49, Bridgeton, Docket No. 7674.

The New Jersey State Highway Department applied on September 8, 1953, for permission to establish a new grade crossing of Route 49 and the Bridgeton branch. Hearings were held November 23 and December 3, 1953. Approval was given by the Board in its decision of January 13, 1954. Protection by flashing lights and bells was required.

Pennsylvania-Reading Seashore Lines, Abbey Road, Millville, Docket No. 7863.

Maurice J. Sheerr, by application filed on January 4, 1954, asked permission to establish a new grade crossing over the railroad at Abbey Road, Millville. The application was withdrawn on February 23, 1954.

Pennsylvania-Reading Seashore Lines, Locke Avenue, Swedesboro, Docket No. 8184.

The railroad, on July 15, 1954, asked permission to construct an industrial siding across Locke Avenue, Swedesboro, to serve the California Packing Company. After investigation and without hearing the Board granted permission in certificate of October 13, 1954. Protection by signs and "Stop and Flag" was directed.

Rahway Valley Railroad, North 14th Street, Kenilworth, Docket No. 8430.

The Borough of Kenilworth, by application filed on November 29, 1954, asked for the establishment of a grade crossing over the railroad at North 14th Street. The matter was pending at the end of the year.

Reading Company, County Road No. 13, Montgomery Township, Docket No. 8274.

The company, by application of August 31, 1954, requested permission to construct an industrial side track across Somerset County Road No. 13 to serve Minnesota Mining and Manufacturing Co. Hearing has been set for January 17, 1955.

Relocation or Widening of Grade Crossings (Formal)

Pennsylvania Railroad Company, State Highway Route S-25, Burlington, Docket No. 8011.

The Burlington County Bridge Commission and the City of Burlington on April 7, 1954, asked approval of the substitution of two one-way grade crossings for the existing two-way crossing over the railroad at the approach to the Burlington-Bristol Bridge. The new crossings are required in connection with the construction of a highway with separated traffic lanes leading to the bridge. The railroad, on April 23, 1954, offered no objection and by certificate of June 9, 1954, the request was approved without hearing.

Pennsylvania Railroad Company, Union Landing Road, East Riverton, Docket No. 8228.

The railroad, on August 9, 1954, asked permission to increase the width of the grade crossing at Union Landing Road, East Riverton. Investigation of the conditions at the crossing had not been completed at the end of the year.

Pennsylvania-Reading Seashore Lines, Park Avenue, Hammonton, Docket No. 7968.

The Town of Hammonton, on February 24, 1954, asked permission to relocate the Park Avenue grade crossing about 275 feet to the north. Hearing was held on April 28, 1954, at which time a request was made for a delay in the proceedings to allow a conference between the representatives of the town and the railroad. On October 6, 1954, the Board was advised that an agreement had been reached for a private grade crossing at the desired location. Request for dismissal of the matter was granted on December 29, 1954.

Pennsylvania-Reading Seashore Lines, Billingsport Road, Paulsboro, Docket No. 8036.

The County of Gloucester, on April 6, 1954, asked permission to widen the grade crossing of Billingsport Road and the Penns Grove branch of the railroad. Hearing was held on September 29, 1954, and the matter was still pending at the end of the year.

Pennsylvania-Reading Seashore Lines, Mantua Road, Mt. Royal, Docket No. 8037.

The County of Gloucester, on April 6, 1954, asked permission to widen the grade crossing of Mantua Road and the Salem branch of the railroad. Hearing was held on September 29, 1954, and the matter was still pending at the end of the year.

Pennsylvania-Reading Seashore Lines, S.H. Routes 45 and 42, Gloucester, Docket No. 8374.

The State Highway Department, on November 5, 1954, asked permission to widen the crossing at grade across the Grenloch branch of the railroad in Gloucester. The new construction is in connection with new highway construction at the interchanges of Routes 45 and 42. The matter was pending at the end of the year.

Formal Complaints

The Central Railroad of New Jersey, Raritan Grade Crossings, Docket No. 7569.

The Borough of Raritan, on July 15, 1953, filed a formal complaint requesting supplementary watchman service in addition to the automatic

gates at the grade crossings of First Avenue, Anderson Street and Thompson Street.

Hearing was held on November 5, 1953, and the Board in its decision of March 24, 1954, ordered the railroad to install sidewalk gates at the crossings. The petition for supplementary watchman was denied.

Erie Railroad, Manchester Place, Newark, Docket No. 8111.

On May 18, 1954, Bart Manufacturing Corporation and Bart-Messing Corporation filed a formal complaint concerning the protection of the grade crossing at Manchester Place and the Orange branch of the railroad. In its answer, dated May 28, 1954, the railroad company alleged that the grade crossing in question is private and that the Board has no jurisdiction. The railroad asked that the complaint be dismissed. No formal action had been taken by the end of 1954.

Hudson & Manhattan Railroad Company, Grove and Henderson Streets, Jersey City, Docket No. 7997.

The City of Jersey City, in formal complaint filed with the Board on February 11, 1954, asked that the Henderson Street entrance to the Grove and Henderson Street station be open all hours of the day and night. The company was said to have closed the entrance during certain evening and week-end hours, in violation of its obligation to the city. In its answer, filed on March 31, 1954, the company asked that the complaint be dismissed. A hearing was held on May 20, 1954. At this hearing, the city was not represented and the hearing was continued to June 18, 1954. The city was advised of this hearing date, but it made no appearance on that date, and the matter was removed from the calendar.

The Pennsylvania Railroad, State Highway No. 130, Burlington, Docket No. 8087.

The City of Burlington, on September 7, 1953, filed an informal complaint in connection with the protection at Route 130 and a side track of the railroad in Burlington. The railroad would not agree to improved protection and the city filed a formal complaint on April 28, 1954. The railroad answered on May 10, 1954, and the matter was brought to hearing on June 16, 1954. The Board, in its decision of October 13, 1954, directed the railroad to install four sets of flashing light signals by February 1, 1955.

The Pennsylvania Railroad, New Brunswick Station Facilities, Docket No. 7971.

The City of New Brunswick, on March 5, 1954, filed a formal complaint of conditions at the New Brunswick Station, in which it was alleged that the facilities were inadequate, outmoded and unsanitary. Hearings were held on May 19, 25 and 26, 1954. The Board, in its decision and order of September 29, 1954, directed that platforms and stairways be rebuilt, that more effective cleaning methods be used and that two sets of escalators be

installed. The railroad accepted the order except the portion directing installation of escalators which was appealed to the Superior Court on November 8, 1954. The appeal was dismissed by stipulation on November 15, 1954, and on the same day the railroad petitioned the Board for reconsideration. The Board denied the petition and no further action was taken during 1954.

Elimination of Private Grade Crossings (Formal)

The Central Railroad of New Jersey, Private Grade Crossing, East 49th Street, Bayonne, Docket No. 7446.

The Board initiated proceedings in this matter by an order to show cause, dated May 11, 1953, concerning the closing of the grade crossing at East 49th Street, Bayonne. Hearing was held on June 2, 1953, and by its decision and order of November 24, 1953, the Board ordered the crossing closed and barricaded. The City of Bayonne appealed the decision to the Superior Court. The court stayed the effective date of the Board's order, provided the city would furnish a 24-hour guard at the crossing. On May 21, 1954, the Superior Court, Appellate Division, affirmed the Board's order. The city, on June 15, 1954, asked that the crossing be allowed to remain open and the guard continued. The request was denied and the crossing was closed and barricaded on September 13, 1954.

Elimination of Grade Crossings by Abandonment (Informal)

Pennsylvania-Reading Seashore Lines, Lombaert Avenue, Milmay.

On September 8, 1954, the railroad advised the Board that the grade crossing of the Cape May branch and Lombaert Avenue in the Township of Buena Vista was no longer in use and that the township committee had approved its elimination. The Board, on October 7, 1954, offered no objection and the crossing was barricaded on November 19, 1954. This work was performed by the railroad at its own expense.

*Pennsylvania-Reading Seashore Lines,
Black Run Road, Upper Township.*

On December 29, 1953, the railroad advised the Board that the township committee of Upper Township had granted permission for the closing of this crossing. The Board approved on January 6, 1954, and the crossing was barricaded on April 8, 1954. This work was performed by the railroad at its own expense.

Elimination of Grade Crossings

During 1954, the Board's active program of grade crossing eliminations included 13 projects, of which two are under construction. Construction has been completed on six projects and three are under order. Proceedings have not been started on two projects. The cases before the Board are as follows:

Dunellen-Plainfield, The Central Railroad of New Jersey, Docket No. 3914.

Elimination of the grade crossings at Pulaski Street, Grove Street, Prospect Avenue and Washington Avenue in the Borough of Dunellen and Rock Avenue in the City of Plainfield by elevation of the main line tracks of the railroad was ordered by the Board on June 18, 1954. Construction work was started on March 24, 1953, and at the end of 1954, was about 70 per cent complete. Two of the elevated tracks are expected to be in service during January, 1955.

Garwood, The Central Railroad of New Jersey, Docket No. 5172.

In a petition, dated July 13, 1950, the Borough of Garwood requested elimination of the grade crossing of Center Street and the main line tracks of the railroad. The Board has delayed in this matter because of other construction on the line.

Port Reading, The Central Railroad of New Jersey-The Port Reading Railroad, Docket No. 4455.

The Board, in order of March 14, 1951, directed the elimination of the grade crossings of Woodbridge Avenue and Turtle Brook Road with tracks of the Central and Port Reading Railroads in Port Reading. Enforcement of the order has been held in abeyance pending preparation of engineering plans for this project.

Glen Rock, Erie Railroad, Docket No. 4826.

The elimination of two grade crossings on Rock Road in Glen Rock has been under order since July 27, 1938. The Borough requested reconsideration of the case in petition of September 27, 1949. Since that time the protection at the crossing has been improved but no further action has been taken toward the elimination.

Hawthorne, Erie Railroad and New York, Susquehanna and Western Railroad, Docket Nos. 5447 and 5448.

All work in connection with the Hawthorne elimination project was completed during 1954.

Rutherford and East Rutherford, Erie Railroad, Docket No. 3604.

The Boroughs of Rutherford and East Rutherford petitioned the Board on January 2, 1948, for the elimination of the grade crossing at Park Avenue and the main line of the railroad. No action has been taken by the Board in connection with this case.

Cranford, Lehigh Valley Railroad, Docket No. 4316.

All work for the elimination of the Walnut and Lexington Avenues grade crossings was completed in 1954.

Manville, Lehigh Valley Railroad, Docket No. 3694.

All work in connection with the construction of the Main Street underpass was completed in 1954.

Adams, The Pennsylvania Railroad, Docket No. 1863.

The original order of March 27, 1941, for the elimination of the Adams Road grade crossing was reconsidered by the Board following a petition dated May 31, 1946, by the Township of North Brunswick. Hearings have been held on various dates since 1946. At the last hearing on February 17, 1954, the railroad presented a plan to elevate Adams Road on a three-span steel and concrete bridge with earth embankment approaches to eliminate the grade crossing. The estimated cost was \$775,270. In decision and modification of order dated March 10, 1954, the Board directed the elimination according to the railroad's plan.

Construction plans were submitted to the Board on September 8, 1954, and were approved on September 28, 1954. Bids were received on October 28, 1954. On November 3, 1954, the Board authorized the railroad company to enter into a contract with the low bidder, Brann and Stuart, on a bid of \$405,019.33.

Construction was started on November 30, 1954. The work performed by the end of the year consisted principally of the preparation of the site for the construction of the overpass.

Metuchen, The Pennsylvania Railroad, Docket No. 1867.

The Grove Street, Metuchen, grade crossing remains closed to highway traffic but is technically under order for elimination by the construction of an underpass. No action was taken by the Board during 1954.

Monmouth Junction, The Pennsylvania Railroad, Docket No. 7007.

Construction of the overpass to eliminate the grade crossing at New Road was completed on July 10, 1953, but final billing has not been received from the railroad.

Plainsboro and South Brunswick, The Pennsylvania Railroad, Docket No. 4625.

Construction for the elimination of the grade crossing at Schalks Road and Turkey Island Road was completed in 1949 but final billing has not been received from the railroad.

Camden, Pennsylvania-Reading Seashore Lines, Docket No. 4074

The Board's Order of October 17, 1949, as modified, directed the elimination of 14 grade crossings on the Cooper's Point Branch in Camden. Removal of the branch line and substitution of tracks and connections at other locations was completed on June 25, 1954. Final billing has not been received from the Railroad.

Reconstruction of Existing Bridges

The Pennsylvania Railroad, Foundry Street, Newark, Docket No. 3851.

The City of Newark applied to the Board in May, 1948, for an order requiring the railroad to reconstruct the bridge which carries the Passaic branch of the railroad over Foundry Street. The railroad suggested that a prehearing conference be held with city officials and representatives of the railroad, the Board and the State Highway Department. Although the Board advised it would be represented at such a conference, agreement on a time for the conference was never reached, and the conference was not held. No hearing was held, and no further action has been taken by the Board.

Reading Company, Main Street, Manville, Docket No. 7015.

The Borough of Manville on October 30, 1952, asked that the company be required to widen and reconstruct the bridge which carries the railroad over Main Street. After hearing in 1953, the matter was removed from the calendar, without date, to allow the interested parties to confer on the matter. No further action has been taken by the Board and the case will be restored to the calendar on request.

Pennsylvania-Reading Seashore Lines, East Red Bank Avenue, Woodbury, Docket No. 7780.

The City of Woodbury, by application filed on November 16, 1953, requested an order of the Board to compel the railroad to reconstruct the bridge which carries the Millville branch over East Red Bank Avenue so as to provide clearance between abutments that would conform with the roadway on each side of the railroad.

This matter was disposed of without hearing as a consequence of the Board's action in respect to an application filed by the railroad with the Interstate Commerce Commission on October 1, 1954. This application sought approval of the Interstate Commerce Commission for changes in signals and interlocking so that operation of the line on one track and the removal of two tracks would be feasible. Since changes of this character are of public interest, this Board, on its own motion, held a public hearing and by decision issued December 21, 1954, in Docket No. 8339 permitted the change to single track operation. The railroad plans to remove two tracks and the offending section of the bridge over East Red Bank Avenue when approval is received from the Interstate Commerce Commission.

With such relief in sight the city withdrew its application in Docket No. 7780 and by letter of November 16, 1954, expressed its acceptance of the proposed plan.

Informal Complaints—Conditions or Protection at Grade Crossings

During 1954 the following informal complaints were handled concerning conditions and protection at grade crossings. The majority of the letters alleged inadequate protection and were received following the occurrence of accidents.

Central Railroad of New Jersey.....	7
Delaware, Lackawanna and Western.....	1
Erie Railroad.....	3
Lehigh Valley.....	1
New York and Long Branch.....	8
New York Central Railroad.....	1
Pennsylvania Railroad.....	16
Pennsylvania-Reading Seashore Lines.....	17
Rahway Valley Railroad	1
Reading Company	1
	<hr/> 56

Relocation or Widening of Grade Crossings (Informal)

Borton's Landing Road, Moorestown, Pennsylvania Railroad.

The County of Burlington, on April 29, 1954, advised the Board that the grade crossing at Borton's Landing Road should be increased in width to conform with the road on each side of the railroad. The railroad, on June 18, 1954, offered no objection, provided that all costs were paid by the county. On August 4, 1954, the railroad advised that the crossing had been widened. This matter was assigned Docket No. 8078 but was settled on an informal basis without hearing.

Complaints—Changes or Curtailment of Service— Passenger Trains or Stations (Informal)

During 1954 the Board received 148 complaints in connection with service as follows:

Baltimore and Ohio.....	1
Central Railroad of New Jersey.....	42
Erie Railroad.....	6
Hudson and Manhattan Railroad	3
New York Central Railroad.....	6*
New York and Long Branch Railroad.....	3
Pennsylvania Railroad.....	58
Pennsylvania-Reading Seashore Lines.....	28
Reading Company	1
	<hr/> 148

* This figure does not include many protests in connection with proposed abandonment of train and ferry service which were addressed directly to the President of the Board.

Miscellaneous Tariff Matters (Informal)

During 1954, the Board handled 39 miscellaneous tariff matters. These included reparations and inquiries in connection with freight and passenger tariffs, including charges for baggage, express, etc.

Miscellaneous Informal Matters

During 1954, the Division of Railroads handled miscellaneous requests, complaints, etc. as follows:

Real Estate	7
Rates (Passenger and Freight)	5
Conditions and Protection at Grade Crossings	24
Discontinuance and Abandonment	6
Corporate Information	10
Timetable Changes	13
Train Service and Conditions	9
Condition of Structures	3
Miscellaneous Requests	18
	<hr/>
	95

Complaints on Passenger and Freight Tariffs (Informal)

During 1954, the Board received and investigated 40 complaints of alleged improper charges on the railroads. Most of the complaints were received in connection with the increases in commutation fares.

Sales of Land by Railroad Companies

The Board, in accordance with R. S. 48:3-7, requires that railroad companies apply for approval of all sales or transfers of real estate in New Jersey. During the year, 124 applications for approval of sales or transfers of railroad real estate, not needed in railroad operations, were received and disposed of as follows:

- 106 sales with a total value of \$291,221 were approved without hearing as provided in Conference Order No. Twenty-three;
- 12 sales totaling \$1,092,586 were approved after public hearing;
- 1 deed to confirm a previous sale of land valued at \$40,000 was approved after public hearing;
- 1 exchange of land was approved without hearing;
- 1 transfer of land by the Lehigh Valley Railroad to the City of Jersey City in lieu of taxes was pending at the end of the year;
- 3 sales totaling \$133,150 were pending at the end of the year.

In addition three applications filed in 1953 were approved in 1954 as follows:

- 1 sale of land for \$30,000 approved after hearing;
- 1 exchange of land approved without hearing;
- 1 sale of land for \$375 approved without hearing.

A sale of land valued at \$587.50 approved in 1953 and a sale for \$3,500 approved in 1954 were not completed and the approvals were rescinded in 1954.

CHAPTER VII

STREET TRANSPORTATION

Street transportation utilities subject to the Board's jurisdiction in 1954 comprised 433 privately owned street transportation enterprises. This number includes two companies which operated 67 trolley cars on two routes. At the end of 1954, one trolley line used the Newark City Subway facilities and another trolley line continued to operate in Atlantic City.

As of December 31, 1954, 5,719 Certificates of Compliance¹ were outstanding. They included 4,911 autobuses operated by 433 corporations, companies or individuals on 515 approved routes, of which 142 routes offered a combined interstate-intrastate service. In addition, eight companies with equipment domiciled in the State of New Jersey held such certificates for the operation of 178 autobuses on routes in interstate commerce. Twenty-six companies or individuals have certificates covering 263 buses domiciled outside New Jersey and used in interstate service into or through the State of New Jersey. Ninety-two companies or individuals hold Certificates of Compliance covering 367 autobuses domiciled in New Jersey for use in special, contract, or chartered service.

Applications for Fare Increases

During the year 1954, 84 applications to increase passenger fares were received. These applications were processed jointly by the Board's Division of Motor Carriers and Division of Rates and Research.

Fare Proceedings

Temporary Fares

During 1954, the Board completed negotiations, under R. S. 48:2-21.1, on 15 temporary fare applications, pending hearings on concomitant permanent fare applications. An additional 54 temporary fare applications were pending at the end of 1954.

¹ A Certificate of Compliance is issued by the Board to cover each autobus operated in this State that has been found, after inspection by a representative of the Board, to comply with the Board's regulations and specifications as to construction and maintenance.

Permanent Fares

Decisions involving increased fares on a permanent basis are discussed below :

PUBLIC SERVICE COORDINATED TRANSPORT—DOCKET NO. 7986

On August 16, 1954, the Board granted the company an increase in basic school fares from 2½ cents to six cents. The company estimated that revenues would thereby be increased by \$298,226 annually.

PUBLIC SERVICE COORDINATED TRANSPORT—DOCKET NOS. 8476 AND 8477

On December 22, 1954, this company filed both permanent and temporary applications (Docket Nos. 8476-8477) with the Board, proposing a change in its basic fare from 10 cents to 12 cents. It is estimated that this fare would produce \$4,515,705 in additional annual operating revenue from both intrastate and interstate lines. These matters were pending at the close of 1954.

TRENTON TRANSIT—DOCKET NO. 7717

On October 1, 1953, Trenton Transit filed an application providing for various changes in fares, including an increase of 2½ cents per ride to riders who use tokens (by elimination of the tokens), an increase in the price of transfers from one cent to two cents, and an increase in the charge for school fares from five cents to 7½ cents. Hearings were completed in this matter on December 3, 1953. The fares are estimated to produce additional annual revenues of \$171,760. On January 13, 1954, the Board issued its decision accepting the fares as filed, to become effective January 31, 1954.

Applications

During the year the Board received 227 applications pertaining to auto-bus operation classified as follows :

	12/31/54
Municipal consents for new routes.....	8
Municipal consents for change or extension.....	41
Municipal consents for additional buses.....	1
Transfer of municipal consents.....	23
Changes in fare schedule.....	84
Modification of restrictions.....	3
Discontinue service or portion of service.....	17
Formal complaints.....	2
Interstate Commerce Commission applications.....	34
Miscellaneous	14
Total	227

Seventeen of the applications received were for discontinuance of service. This trend of discontinuance of service has been brought about by the continuing decrease in the number of riders using autobus facilities. Of the

remaining applications, approximately 41 involved controversial matters which were protested by interested parties. Protested applications were considered at prehearing conferences between the interested parties. These were conducted by the Board's Division of Motor Carriers and served to clarify and limit the issues involved, thereby facilitating formal hearings and final disposition by the Board.

Interstate Commerce Commission Applications

Thirty-four applications which had been submitted to the Interstate Commerce Commission were assigned for hearing to joint boards, of which a representative of the Board was a member. There were three pre-trial conferences conducted by the Division of Motor Carriers relative to interstate operations. Participation in joint board matters by members of the Board's Division of Motor Carriers, who are familiar with local problems, has resulted in better service to residents of the State of New Jersey, and in addition thereto, such participation gives some assurance to both intra-state and interstate operators that unfair or prejudicial competition will not infringe their operating rights.

Accident Reports

Operators of autobuses or street railways are required to report all accidents involving personal injury or property damage. During the year, a total of 6,704 such accidents was reported to the Board. The following statistics were compiled from the accident reports received:

Total number of accident reports examined.....	6,704
Number of persons injured.....	2,291
Number of fatalities resulting from accidents.....	16
Cases of property damage reported, \$25 or more.....	950
Cases of property damage reported under \$25.....	3,622
Number of accidents involving personal injury only.....	1,632
Number of accidents involving property damage only.....	4,554
Number of accidents involving both property damage and personal injury	272
Number of accidents for which details are not available.....	216

Accidents resulting in a fatality, accidents of an unusual nature, or accidents wherein it was presumed that there was a failure of equipment, were investigated by members of the Board's staff to determine their cause and the measures to be taken to prevent a recurrence. Conferences have been continued with police officials of the various municipalities, with other municipal and State agencies and with the bus operators in an effort to minimize contributory factors involved in such bus accidents. Members of the Board's staff continued to attend safety meetings held by municipal authorities.

Safety Activities

During the year, the Board's Division of Motor Carriers continued its efforts to eliminate unsafe factors affecting bus operations in this State. Comprehensive safety drives were made by the Board's inspectors at strategic points in the State on Saturdays, Sundays and holidays during periods when special and chartered operation of autobuses were at a peak. In a number of these safety drives, the Board's staff acted in cooperation with local and State police and in cooperation with safety inspectors of the Interstate Commerce Commission. Maintenance inspections were made of numerous out-of-state autobuses that were found operating frequently into or through the State of New Jersey. Concurrently, it was ascertained whether proper insurance, as required by New Jersey statutes, was in force on the vehicles so inspected. A number of vehicles, found to be not properly insured, were ordered out of service and were not permitted to continue to transport passengers in New Jersey.

New Equipment

During the year 1954, autobus companies purchased 318 new autobuses and placed them in regular operation. This number compares with 457 in 1953. In addition, 142 second-hand buses were purchased, completely rehabilitated and placed in service. The small number of new buses purchased during the year is a reflection of the downward economic trend in public transportation of passengers. The operators who are experiencing operating losses are usually not able to afford new equipment. To meet their needs they purchase second-hand equipment and rehabilitate it so as to meet the standards prescribed by the Board.

Maintenance

During the year 1954, the staff of the Board's Division of Motor Carriers made 10,573 safety inspections of buses. This is 448 fewer inspections than were made in 1953. In making these inspections, every accepted test for safety and standard of maintenance was applied to each bus.

Reciprocal Agreements

Prior to May, 1953, buses which had been certificated by the Board for operation in New Jersey were required to undergo inspection in the State of New York in order to operate into or through that State. The Commonwealth of Pennsylvania at that time had no similar requirement but was considering action to require all New Jersey certificated buses to undergo inspection in order to operate into or through that Commonwealth. Thus a New Jersey certificated bus would be required to undergo three separate inspections in order to transport passengers in these three states. Similarly, buses certificated in either New York State or the Commonwealth of Pennsylvania were required to obtain Certificates of Compliance to operate into or through New Jersey. Such duplication of procedure caused excessive expense to all concerned.

The Board adopted an order, effective June 15, 1953, entering into reciprocal agreements with the State of New York and the Commonwealth of Pennsylvania under which an autobus certificated by and carrying a valid inspection sticker of any of the three states, could operate freely through or into all three states. Adoption of these agreements resulted in the elimination of approximately 1,000 duplicated autobus safety inspections each year by members of the Board's staff. This permits the staff to expand its investigations of local situations pertaining to autobus operations within the State.

During the year 1954, further reciprocal agreements were entered into with the District of Columbia and the State of Connecticut. These agreements have resulted in a free flow of autobus traffic within the area embracing five jurisdictions, viz., State of New Jersey, State of New York, Commonwealth of Pennsylvania, State of Connecticut and the District of Columbia.

Traffic Investigations

Investigations have continued of the service furnished as well as the equipment operated by both street railway and autobus operators. Two hundred and ninety-five traffic checks and surveys were made during the year, either on the Board's initiative, or in connection with the investigation of 263 complaints. In the majority of cases the complainants were interviewed and, when appropriate, action was taken to correct the conditions which caused the complaint. During the year, 1,005 letters from the public requesting information or advice concerning miscellaneous transportation matters involving buses were received and answered.

Operating Schedules

All bus operators are required to keep their current operating schedules on file with the Board. These operating schedules, when received, are examined and filed. When major changes which would substantially reduce the service or materially alter headways are proposed in an operating schedule, the schedules are accepted subject to the protest of any interested parties. When a protest is received, an informal conference with the utility and the complainant is promptly arranged by the Board's Division of Motor Carriers. Approximately 34 such conferences held during 1954 resulted either in the utility withdrawing its proposed operating schedule, or in a compromise being effected that was acceptable to the Board, to the utility, and to the protestants.

Insurance

All autobus operators are required by law to carry insurance against loss and liability for property damage and personal injury, as set forth in the New Jersey Revised Statutes, Title 48, Chapter 4, Articles 5, 6 and 7. Each operator is required to file evidence of such insurance with the Board. During 1954, 1,751 evidences of insurance were filed with the Board and

examined by the staff to assure compliance with the statutes and the Board's regulations. The following is a tabulation in connection with insurance matters :

Number of cancellation notices received.....	106
Number of cancellation notices dispatched.....	77
Number of letters received.....	318
Number of notices of expiration dispatched.....	184
Number of letters dispatched.....	784
Number of questionnaires dispatched.....	839

Sales of Property

In 1954, the Board, in 17 proceedings, approved sales amounting to \$353,638 of real property of street transportation utilities, which was no longer used or useful in operations.

In addition, the Board, in 31 proceedings, approved the sale of 81 bus vehicles for \$397,824. Public convenience and necessity did not require these buses to be retained in service.

CHAPTER VIII

SEWERAGE UTILITIES

Sewerage utilities subject to the Board's jurisdiction in 1954 comprised 12 privately owned sewerage companies.

The Board notes a rapid increase in the number of small investor owned sewerage utilities. These are associated with extensive housing developments in various parts of the State. During the year, six applications for approval of organization stock were received by the Board for such utilities. Four of these applications were approved; the two remaining applications were received late in the year and were awaiting assignment of hearing date as the year closed.

Rate Proceedings

There were no sewer rate proceedings before the Board in 1954.

LONG BRANCH SEWERAGE COMPANY—DOCKET No. 8441

The Long Branch Sewerage Company applied to the Board for approval of a contract calling for the sale and conveyance of the operating property and other assets of the company to the newly created Long Branch Sewerage Authority, for the consideration of one million, one hundred fifty thousand dollars (\$1,150,000). In a certificate, dated December 27, 1954, the Board approved the conveyance of the property to the Authority, authorized the Long Branch Sewerage Company to cease operation and authorized the Long Branch Sewerage Authority to continue the sewerage operation. The sale was consummated December 30, 1954.

Sales of Property

There were no sales of private sewerage utility property in 1954.

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CHAPTER IX

UTILITY FINANCE

Issuance of Securities

Procedure on Security Issues

The Board's approval is required before a New Jersey public utility company may issue any securities. Applications for the approval of security issues are carefully examined and considered by the Board's staff. While the primary responsibility for staff work on security issues rests with the Board's Division of Accounts and Finance, the Board's Engineering Division also participates in the necessary investigations and studies.

Types of Applications

During 1954, the Board received 85 applications seeking approval of the issuance or refinancing of various types of evidences of indebtedness, and the issuance or transfer of capital stock. Following is a classification of these applications by primary proposals in the application.

<i>Type of Application</i>	<i>Autobus Utilities</i>	<i>Other Utilities</i>	<i>Total Applications</i>
Common Stock	11	10	21
Preferred Stock .....	..	2	2
Transfer of Capital Stock	1	..	1
Mortgage Bonds	2	4	6
Combination Bonds and Stock .....	..	10	10
Promissory Notes	1	4	5
Promissory Notes and Chattel Mortgages	15	..	15
Conditional Sale Contracts	6	..	6
Miscellaneous .....	..	..	..
Applications Withdrawn .....	..	1	1
Held Over to 1954	6	12	18
Total	<u>42</u>	<u>43</u>	<u>85</u>

The following table is a summary of securities authorizations, according to classes of utilities, and types of securities or indebtedness.

SUMMARY OF SECURITIES AUTHORIZED DURING 1954

<i>Type of Utility</i>	<i>Capital Stock Dollars</i>	<i>Bonds, Principal Amount</i>	<i>Notes, etc. Dollars</i>	<i>Total</i>
Electric	\$15,932,590	\$22,200,000	\$123,000	\$38,255,590
Gas .....	.....	.....	2,250,000	2,250,000
Combination Electric and Gas	24,994,200	50,000,000	.....	74,994,200
Telephone	75,521,900	25,500,000	225,000	101,246,900
Water	2,246,875	5,480,000	3,143,860	10,870,735
Sewer	67,000	.....	80,000	147,000
Buses	151,000	.....	1,447,361	1,598,361
Railroads .....	.....	.....	.....	.....
Totals	<u>\$118,913,565</u>	<u>\$103,180,000</u>	<u>\$7,269,221</u>	<u>\$229,362,786</u>

Appendix Table 18 to this Report lists companies which received authorization from the Board to issue securities in the amount of \$100,000 or over during 1954. This tabulation shows the dividend or interest rates, the minimum selling price and the purpose for which the funds were sought by the utilities.

Commonwealth Water Company, Docket No. 7638

As stated by the company, the purpose of the four-for-one exchange of common capital stock was to assure continued control of the company's affairs by experienced management. This company has a considerable amount of preferred stock outstanding. The stock purchase agreements, both with respect to preferred stock theretofore outstanding, as well as to that approved in the certificate above outlined, confer upon the preferred stockholders voting privileges of one vote per share (regardless of the dividend payment status.). On a share-for-share basis, this voting power corresponds with that of the common stockholder. The company apparently believed that in the event it should find it necessary to issue additional preferred stock at some future time, such stock would also be required to include similar voting privileges. The company's application to quadruple the voting power of its sole common stockholder (Commonwealth Water & Light Company, its parent), through the stock split, appeared to be motivated by its desire to assure retention of control of its affairs by such stockholder. The proposed action had the approval of the preferred stockholders. After study of the matter, no impairment of the public interest could be found, and the Board approved the action.

Hackensack Water Company, Docket Nos. 7983 and 8348

Spring Valley Water Works and Supply Company (Spring Valley), a public utility of the State of New York, is a wholly-owned subsidiary of Hackensack Water Company (Hackensack). Spring Valley was to apply the proceeds from the sale of its securities to Hackensack, to the construction of an impounding reservoir in the upper reaches of the Hackensack River, in Rockland County, New York, at an approximate cost of \$6,000,000. This reservoir will be of direct benefit to Hackensack, through conservation and storage of flood waters of the Hackensack River, and their release during drier periods, so as to maintain an adequate flow in the stream. Annual costs of operating, maintaining and servicing these facilities will be shared by both companies on the basis of the respective benefits derived, in accordance with an agreement between them.

Security Issues by Newly-organized Utilities

During 1954, the Board approved the issuance of common stock and other securities by a number of newly organized, privately owned water and sewerage utilities. Six water utilities, involving an aggregate investment of \$139,200, were incorporated under the provisions of Chapter 19 of Title 48 of the Revised Statutes of New Jersey. Four sewerage utilities, involving an aggregate investment of \$147,000, were incorporated under the provisions of Chapter 13 of Title 48 of the Revised Statutes of New Jersey.

In addition to meeting the legal requirements as corporations, newly organized utilities must have the Board's approval of their issuance of capital stock and other long-term securities, as well as the Board's approval of the franchises which have been granted them by the respective local authorities.

Proceeds from the issuance of the securities referred to above, were applied toward the payment of organization expenses, and in some instances, toward plant construction and acquisition, and working capital. Organization of these utilities resulted from the construction of new housing developments in various parts of the State, in locations where existing utilities apparently did not consider it to be economically feasible to extend their lines.

TABLE 1

NUMBER OF PRIVATELY OWNED PUBLIC UTILITIES SUPPLYING UTILITY SERVICE
IN NEW JERSEY AND UNDER FULL JURISDICTION OF THE
BOARD OF PUBLIC UTILITY COMMISSIONERS*

	<i>Number of Companies Reporting for Year</i>			<i>Increase or (Decrease)</i>	
	1941	1953	1954	1954 Over 1941	1954 Over 1953
Electric Companies:¹					
Electric Department of Combination Companies	3	1	1	(2)	....
Other Electric Companies	6	5	5	(1)	....
Total	9	6	6	(3)	....
Gas Companies:					
Gas Departments of Combination Companies	3	1	1	(2)	....
Other Gas Companies	9	8	8	(1)	....
Total	12	9	9	(3)	....
Telephone Companies: ²	8	6	6	(2)	....
Water Companies:³					
Class A, B and C Companies	42	45	51	9	6
Class D Companies	47	54	54	7	....
Total	89	99	105	16	6
Local Transportation Companies:					
Public Service Coordinated Transport ⁴	3	1	1	(2)	....
Other Class A Bus Operators ⁵	33	52	54	21	2
Class B Bus Operators	39	48	51	12	3
Class C Bus Operators	369	344	338	(31)	(6)
Total	444	445	444	-0-	(1)
Sewerage Companies:	8	8	12	4	4
Total All Companies	570	573	582	12	9

* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

¹ Does not include 2 Rural Electric Cooperatives.

² Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co., and Tri-State Associated Telephone Co. whose business in New Jersey is negligible in amount.

³ Does not include 11 Water Utilities with annual operating revenues less than \$1,000.

⁴ Includes the system formerly operated by Public Service Interstate Transportation Company, whose property and operations were taken over in 1953 by Public Service Coordinated Transport.

⁵ Does not include American Bus Lines, Inc., or Pennsylvania-Greyhound Lines whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 2
NUMBER OF CUSTOMERS SERVED BY UTILITY COMPANIES UNDER THE FULL JURISDICTION OF THE
BOARD OF PUBLIC UTILITY COMMISSIONERS*

	<i>Number of Customers Served During the Year</i>			<i>Increase or (Decrease)</i>	
	<i>1941</i>	<i>1953</i>	<i>1954</i>	<i>1954 Over 1941</i>	<i>1954 Over 1953</i>
Electric Utilities: ¹					
Public Service Electric and Gas Company.....	1,038,144	1,252,856	1,279,890	241,746	27,034
Other Companies	339,040	474,175	496,419	157,379	22,244
Total.....	1,377,184	1,727,031	1,776,309	399,125	49,278
Gas Utilities:					
Public Service Electric and Gas Company.....	831,262	993,906	1,015,321	184,059	21,415
Other Companies	245,502	302,085	312,149	66,647	10,064
Total.....	1,076,764	1,295,991	1,327,470	250,706	31,479
Telephone Utilities: ²					
New Jersey Bell Telephone Company.....	796,370	1,952,912	2,071,811	1,275,441	118,899
Other Companies	12,937	26,836	29,040	16,103	2,204
Total.....	809,307	1,979,748	2,100,851	1,291,544	121,103
Water Utilities: ³					
Hackensack Water Company.....	81,848	113,278	115,717	33,869	2,439
Other Companies	196,441	274,916	289,138	92,697	14,222
Total.....	278,289	388,194	404,855	126,566	16,661
Local Transportation Utilities: ⁴					
Public Service Coordinated Transport ⁵	442,453,509	382,179,411	353,164,219	(89,289,290)	(29,015,192)
Other Class A Bus Operators ⁶	102,640,351	134,619,276	120,913,176	18,272,825	(13,706,100)
Class B Bus Operators.....	21,633,303	30,754,259	22,408,837	775,534	(8,345,422)
Total.....	566,727,163	547,552,946	496,486,232	(70,240,931)	(51,066,714)

* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 12 Sewerage Utilities.

¹ Does not include 2 Rural Electric Cooperatives.

² Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co. and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount. For Telephone Utilities, "Number of Customers" means Number of Telephone Stations.

³ Does not include 11 Water Utilities, whose annual operating revenues are less than \$1,000.

⁴ Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1953 and 1954.

⁵ Includes operations of Public Service Interstate Transportation Company, whose property and operations were taken over in 1953 by Public Service Coordinated Transport.

⁶ Does not include American Bus Lines, Inc. or Pennsylvania-Greyhound Lines, whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 3

REPORTED INVESTMENT IN UTILITY PLANT IN NEW JERSEY
PUBLIC UTILITY ENTERPRISES CLASSIFIED BY TYPE OF OPERATION*

	<i>Plant and Equipment as at December 31</i>		
	<i>1941</i>	<i>1953</i>	<i>1954</i>
Electric Utilities: ¹			
Public Service Electric and Gas Company	\$352,097,248	\$541,253,006	\$578,565,509
Other Companies	137,025,756	271,669,090	315,930,465
Total.....	\$489,123,004	\$812,922,096	\$894,495,974
Gas Utilities:			
Public Service Electric and Gas Company	\$159,586,499	\$249,350,530	\$287,111,818
Other Companies	50,881,527	71,945,740	75,555,522
Total.....	\$210,468,026	\$321,296,270	\$362,667,340
Telephone Utilities: ²			
New Jersey Bell Telephone Company..	\$226,261,368	\$561,621,237	\$623,702,902
Other Companies	3,855,439	7,080,054	8,473,329
Total.....	\$230,116,807	\$568,701,291	\$632,176,231
Water Utilities: ³			
Hackensack Water Company	\$32,152,820	\$45,520,190	\$49,355,216
Other Companies	49,005,861	73,907,404	80,592,424
Total.....	\$81,158,681	\$119,427,594	\$129,947,640
Local Transportation Utilities: ⁴			
Public Service Coordinated Transport ⁵	\$135,502,984	\$71,010,890	\$70,545,539
Other Class A Bus Operators ⁶	22,655,167	23,760,933	24,757,198
Class B Bus Operators	2,195,506	2,460,600	2,753,216
Total.....	\$160,353,657	\$97,232,423	\$98,055,953
Grand Total.....	\$1,171,220,175	\$1,919,579,674	\$2,117,343,138

* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 12 Sewerage Companies.

¹ Does not include 2 Rural Electric Cooperatives.

² Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co. and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount.

³ Does not include 11 Water Utilities whose annual operating revenues are less than \$1,000.

⁴ Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1953 and 1954.

⁵ Includes plant owned by Public Service Interstate Transportation Company, whose property and operations were taken over in 1953 by Public Service Coordinated Transport.

⁶ Does not include American Bus Lines, Inc., or Pennsylvania-Greyhound Lines, whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 4

OPERATING REVENUES OF NEW JERSEY PUBLIC
UTILITY ENTERPRISES CLASSIFIED BY TYPE OF OPERATION*

	<i>Total Operating Revenues for Year</i>		
	<i>1941</i>	<i>1953</i>	<i>1954</i>
Electric Utilities:¹			
Public Service Electric and Gas Company	\$88,411,667	\$166,762,418	\$175,089,878
Other Companies	28,962,251	67,034,182	72,975,645
Total.....	\$117,373,918	\$233,796,600	\$248,065,523
Gas Utilities:			
Public Service Electric and Gas Company	\$29,918,424	\$63,504,877	\$74,438,067
Other Companies	8,659,544	23,885,764	27,453,050
Total.....	\$38,577,968	\$87,390,641	\$101,891,117
Telephone Utilities:²			
New Jersey Bell Telephone Company..	\$57,943,158	\$188,088,893	\$206,765,251
Other Companies	639,934	2,054,078	2,306,546
Total.....	\$58,583,092	\$190,142,971	\$209,071,797
Water Utilities:³			
Hackensack Water Company	\$4,088,739	\$7,474,364	\$7,797,637
Other Companies	6,733,141	12,476,713	13,360,832
Total.....	\$10,821,880	\$19,951,077	\$21,158,469
Local Transportation Utilities:⁴			
Public Service Coordinated Transport ⁵	\$29,751,011	\$52,949,534	\$50,055,062
Other Class A Bus Operators ⁶	21,367,294	32,316,371	31,445,717
Class B Bus Operators	1,906,559	2,852,842	3,042,058
Total.....	\$53,024,864	\$88,118,747	\$84,542,837
Grand Total.....	\$278,381,722	\$619,400,036	\$664,729,743

* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 12 Sewerage Companies.

¹ Does not include 2 Rural Electric Cooperatives.

² Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co. and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount.

³ Does not include 11 Water Utilities whose annual operating revenues are less than \$1,000.

⁴ Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1953 and 1954.

⁵ Includes operations of Public Service Interstate Transportation Company, whose property and operations were taken over in 1953 by Public Service Coordinated Transport.

⁶ Does not include American Bus Lines, Inc., or Pennsylvania-Greyhound Lines, whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 5

OPERATING EXPENSES OF NEW JERSEY PUBLIC
UTILITY ENTERPRISES CLASSIFIED BY TYPE OF OPERATION*

	<i>Total Operating Expenses ** for Year</i>		
	<i>1941</i>	<i>1953</i>	<i>1954</i>
Electric Utilities:¹			
Public Service Electric and Gas Company	\$37,973,365	\$94,708,524	\$98,707,010
Other Companies	14,178,830	42,282,864	45,115,958
Total.....	\$52,152,195	\$136,991,388	\$143,822,968
Gas Utilities:			
Public Service Electric and Gas Company	\$17,166,563	\$47,352,469	\$53,856,281
Other Companies	5,852,269	16,146,901	17,641,333
Total.....	\$23,018,832	\$63,499,370	\$71,497,614
Telephone Utilities:²			
New Jersey Bell Telephone Company..	\$38,097,332	\$136,145,611	\$144,732,743
Other Companies	385,157	1,538,112	1,655,329
Total.....	\$38,482,489	\$137,683,723	\$146,388,072
Water Utilities:³			
Hackensack Water Company	\$1,200,874	\$2,727,290	\$2,908,270
Other Companies	2,991,269	6,553,267	7,213,538
Total.....	\$4,192,143	\$9,280,557	\$10,121,808
Local Transportation Utilities:⁴			
Public Service Coordinated Transport ⁵	\$23,545,772	\$48,359,276	\$46,946,180
Other Class A Bus Operators ⁶	17,208,527	30,140,167	29,729,037
Class B Bus Operators	1,690,412	2,604,719	2,887,249
Total.....	\$42,444,711	\$81,104,162	\$79,562,466
Grand Total.....	\$160,290,370	\$428,559,200	\$451,392,928

* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 12 Sewerage Companies.

** Includes provision for depreciation and uncollectible bills, but not taxes.

¹ Does not include 2 Rural Electric Cooperatives.

² Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co. and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount.

³ Does not include 11 Water Utilities whose annual operating revenues are less than \$1,000.

⁴ Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1953 and 1954.

⁵ Includes operations of Public Service Interstate Transportation Company, whose property and operations were taken over in 1953 by Public Service Coordinated Transport.

⁶ Does not include American Bus Lines, Inc., or Pennsylvania-Greyhound Lines, whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 6

TAXES CHARGED TO OPERATIONS BY NEW JERSEY PUBLIC
UTILITY ENTERPRISES CLASSIFIED BY TYPE OF OPERATION*

	<i>Total Taxes Charged for Year</i>		
	<i>1941</i>	<i>1953</i>	<i>1954</i>
Electric Utilities:¹			
Public Service Electric and Gas Company	\$25,418,425	\$43,833,101	\$45,167,997
Other Companies	4,926,283	12,985,411	14,390,460
Total.....	\$30,344,708	\$56,818,512	\$59,558,457
Gas Utilities:			
Public Service Electric and Gas Company	\$5,173,183	\$9,842,294	\$12,362,797
Other Companies	1,392,655	4,769,258	6,188,995
Total.....	\$6,565,838	\$14,611,552	\$18,551,792
Telephone Utilities:²			
New Jersey Bell Telephone Company..	\$10,981,380	\$32,536,662	\$38,423,999
Other Companies	98,989	242,366	346,592
Total.....	\$11,080,369	\$32,779,028	\$38,770,591
Water Utilities:³			
Hackensack Water Company	\$1,572,836	\$2,884,307	\$3,004,999
Other Companies	1,637,320	3,591,014	3,689,196
Total.....	\$3,210,156	\$6,475,321	\$6,694,195
Local Transportation Utilities:⁴			
Public Service Coordinated Transport ⁵	\$3,425,641	\$3,716,058	\$3,782,411
Other Class A Bus Operators ⁶	2,440,156	1,730,885	1,762,413
Class B Bus Operators	139,277	145,539	163,810
Total.....	\$6,005,074	\$5,592,482	\$5,708,634
Grand Total.....	\$57,206,145	\$116,276,895	\$129,283,669

* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 12 Sewerage Companies.

¹ Does not include 2 Rural Electric Cooperatives.

² Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co. and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount.

³ Does not include 11 Water Utilities whose annual operating revenues are less than \$1,000.

⁴ Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1953 and 1954.

⁵ Includes taxes with respect to the property and the operations of Public Service Interstate Transportation Company, whose property and operations were taken over in 1953 by Public Service Coordinated Transport.

⁶ Does not include American Bus Lines, Inc., or Pennsylvania-Greyhound Lines, whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 7

OPERATING INCOME OF NEW JERSEY PUBLIC UTILITY
ENTERPRISES CLASSIFIED BY TYPE OF OPERATION*

	<i>Operating Income for Year</i>		
	<i>1941</i>	<i>1953</i>	<i>1954</i>
Electric Utilities: ¹			
Public Service Electric and Gas Company	\$25,019,877	\$28,220,793	\$31,214,871
Other Companies	9,857,138	11,765,907	13,469,227
Total.....	\$34,877,015	\$39,986,700	\$44,684,098
Gas Utilities:			
Public Service Electric and Gas Company	\$7,578,678	\$6,310,114	\$8,218,989
Other Companies	1,414,620	2,969,605	3,622,722
Total.....	\$8,993,298	\$9,279,719	\$11,841,711
Telephone Utilities: ²			
New Jersey Bell Telephone Company..	\$8,864,446	\$19,406,620	\$23,608,509
Other Companies	155,789	273,600	304,625
Total.....	\$9,020,235	\$19,680,220	\$23,913,134
Water Utilities: ³			
Hackensack Water Company	\$1,315,029	\$1,862,767	\$1,884,368
Other Companies	2,104,552	2,332,432	2,458,098
Total.....	\$3,419,581	\$4,195,199	\$4,342,466
Local Transportation Utilities: ⁴			
Public Service Coordinated Transport ⁵	2,779,598	\$874,200	(\$673,529)
Other Class A Bus Operators ⁶	1,718,611	445,319	(45,733)
Class B Bus Operators	76,870	102,584	(9,001)
Total.....	\$4,575,079	\$1,422,103	(\$728,263)
Grand Total.....	\$60,885,308	\$74,563,941	\$84,053,146

* Does not include railroads, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission. Does not include 12 Sewerage Companies.

¹ Does not include 2 Rural Electric Cooperatives.

² Does not include Delaware Valley Telephone Co., Warwick Valley Telephone Co. and Tri-State Associated Telephone Co., whose business in New Jersey is negligible in amount.

³ Does not include 11 Water Utilities whose annual operating revenues are less than \$1,000.

⁴ Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1953 and 1954.

⁵ Includes operations of Public Service Interstate Transportation Company, whose property and operations were taken over in 1953 by Public Service Coordinated Transport.

⁶ Does not include American Bus Lines, Inc., or Pennsylvania-Greyhound Lines, whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

TABLE 8

SOURCE AND DISPOSITION OF ENERGY SUPPLY OF PRIVATELY OWNED ELECTRIC UTILITIES IN NEW JERSEY FOR THE YEAR 1954*

	THOUSANDS OF KILOWATT HOURS						Total	Percent of Total Supply
	<i>Atlantic City Elec. Co.</i>	<i>Jersey Central Pr. & Lt. Co.</i>	<i>New Jersey Pr. & Lt. Co.</i>	<i>Orange & Rockland El. Co. of N. J.</i>	<i>Public Service El. & Gas Co.</i>	<i>Rockland El. Co.</i>		
ENERGY SUPPLY								
Net Generation in Own Plants	998,973	1,083,799	568,828	.....	8,021,223	.....	10,672,823	83.16
Other Intrastate Sources of Supply								
Purchased from Intrastate Sources .....	.....	280,125	143,209	28	423,600	.....	846,962	6.60
Purchased from Non-Utility Sources.....	60,195	16	6,193	.....	585	.....	66,989	0.52
Total	60,195	280,141	149,402	28	424,185	.....	913,951	7.12
Total Intrastate Supply	1,059,168	1,363,940	718,230	28	8,445,408	.....	11,586,774	90.28
ENERGY IMPORTED FROM OTHER STATES								
Transactions with Affiliated Interests								
Firm Power Contracts .....	.....	.....	.....	10,607	.....	75,829	86,436	0.67
Interchange Contracts	129,871	.....	818,864	.....	.....	.....	948,735	7.39
Total	129,871	.....	818,864	10,607	.....	75,829	1,035,171	8.06
Transactions with Non-Affiliated Interests								
Firm Power Contracts .....	.....	.....	.....	.....	.....	.....	.....	.....
Interchange Contracts .....	.....	.....	560	.....	212,119	.....	212,679	1.66
Total .....	.....	.....	560	.....	212,119	.....	212,679	1.66
Total Imports	129,871	.....	819,424	10,607	212,119	75,829	1,247,850	9.72
Total Supply	1,189,039	1,363,940	1,537,654	10,635	8,657,527	75,829	12,834,624	100.00
DISPOSITION OF ENERGY								
Sales to Ultimate Consumers	980,718	1,059,048	584,450	9,488	7,804,029	62,172	10,499,905	81.81
Sales to Other Utilities for Resale	4,083	149,176	828,065	.....	26,220	5,065	1,012,609	7.89
Used for Own Purposes	6,303	3,546	3,056	.....	30,582**	43	43,530	0.34
Line Losses and Unaccounted For	141,021	152,170	104,049	1,147	796,696	8,549	1,203,632	9.38
Total Intrastate Disposition	1,132,125	1,363,940	1,519,620	10,635	8,657,527	75,829	12,759,676	99.42
ENERGY EXPORTED TO OTHER STATES								
Transactions with Affiliated Interests								
Firm Power Contracts .....	.....	.....	.....	.....	.....	.....	.....	.....
Interchange Contracts	56,914	.....	15,853	.....	.....	.....	72,767	0.56
Total	56,914	.....	15,853	.....	.....	.....	72,767	0.56
Transactions with Non-Affiliated Interests								
Firm Power Contracts .....	.....	.....	.....	.....	.....	.....	.....	.....
Interchange Contracts .....	.....	.....	2,181	.....	.....	.....	2,181	0.02
Total .....	.....	.....	2,181	.....	.....	.....	2,181	0.02
Total Exports	56,914	.....	18,034	.....	.....	.....	74,948	0.58
Total Disposition	1,189,039	1,363,940	1,537,654	10,635	8,657,527	75,829	12,834,624	100.00

* Does not include 2 Rural Electric Cooperatives.

** Includes 4372 thousands of KWH furnished to subsidiary transportation company under joint operating agreement.

TABLE 9

ANNUAL SALES OF ELECTRICITY TO ULTIMATE CONSUMERS BY PRIVATE
UTILITY ENTERPRISES IN NEW JERSEY

	<i>Energy</i> (Thousands of Kwhr.)	TOTAL SALES <i>Revenue</i> (Thousands of Dollars)	<i>Average</i> <i>Revenue per</i> <i>Kwhr. (Cents)</i>
1922	663,872	\$33,963	5.12
1923	827,499	38,772	4.69
1924	911,079	43,205	4.74
1925	1,105,280	49,959	4.52
1926	1,314,275	59,077	4.50
1927	1,506,206	66,380	4.41
1928	1,705,405	74,224	4.35
1929	2,005,625	81,806	4.08
1930	2,104,529	86,053	4.09
1931	2,161,179	88,193	4.08
1932	2,030,587	83,956	4.13
1933	2,042,840	79,773	3.91
1934	2,156,689	82,470	3.82
1935	2,327,326	82,740	3.56
1936	2,611,663	86,897	3.33
1937	2,958,016	92,300	3.12
1938	2,870,742	92,854	3.23
1939	3,260,490	99,553	3.05
1940	3,638,560	104,241	2.86
1941	4,367,359	113,455	2.60
1942	4,819,466	117,496	2.44
1943	5,801,243	124,875	2.15
1944	5,994,435	128,787	2.15
1945	5,668,262	129,596	2.29
1946	5,602,504	136,075	2.43
1947	6,235,164	147,011	2.36
1948	6,637,495	161,731	2.44
1949	6,750,196	168,476	2.50
1950	7,723,278	186,018	2.41
1951	8,646,208	201,311	2.33
1952	9,298,142	213,957	2.30
1953	10,087,083	229,564	2.28
1954	10,609,409	243,797	2.30

TABLE 10

ANNUAL SALES OF ELECTRICITY TO ULTIMATE CONSUMERS BY PRIVATE UTILITY
ENTERPRISES IN NEW JERSEY, EXCLUDING PUBLIC SERVICE ELECTRIC
AND GAS COMPANY AND ITS PREDECESSORS

	TOTAL SALES		
	<i>Energy</i>	<i>Revenue</i>	<i>Average</i>
	<i>(Thousands of</i>	<i>(Thousands of</i>	<i>Revenue per</i>
	<i>Kwhr.)</i>	<i>Dollars)</i>	<i>Kwhr. (Cents)</i>
1922	129,941	\$6,884	5.30
1923	161,215	8,390	5.20
1924	168,609	9,041	5.36
1925	193,166	10,587	5.48
1926	237,562	12,767	5.37
1927	281,026	14,715	5.24
1928	311,908	16,141	5.18
1929	374,554	17,959	4.79
1930	418,938	19,484	4.65
1931	445,209	20,047	4.50
1932	411,070	18,446	4.49
1933	423,931	17,837	4.21
1934	459,391	18,283	3.98
1935	510,632	18,584	3.64
1936	613,524	19,998	3.26
1937	692,413	21,446	3.10
1938	666,473	21,915	3.29
1939	768,075	23,243	3.03
1940	852,470	23,918	2.81
1941	1,027,554	25,859	2.52
1942	1,044,594	26,172	2.51
1943	1,080,365	27,027	2.50
1944	1,214,048	29,583	2.44
1945	1,277,712	31,671	2.48
1946	1,342,909	33,157	2.47
1947	1,517,624	36,711	2.42
1948	1,648,028	40,676	2.47
1949	1,711,493	43,819	2.56
1950	1,931,199	48,296	2.50
1951	2,204,112	53,659	2.43
1952	2,368,365	58,420	2.47
1953	2,593,762	64,038	2.47
1954	2,805,380	69,794	2.49

TABLE 11

ANNUAL SALES OF GAS TO ULTIMATE CONSUMERS BY PRIVATE
UTILITY ENTERPRISES IN NEW JERSEY

Note: All sales reported in cubic feet have been converted to therms.

	TOTAL SALES		
	<i>Amount of Gas</i>	<i>Revenue</i>	<i>Aver. Revenues</i>
	<i>(Thousands of</i>	<i>(Thousands of</i>	<i>(Cents per</i>
	<i>Therms)</i>	<i>Dollars)</i>	<i>Therm)</i>
1922	113,400	\$28,702	25
1923	124,609	30,691	25
1924	126,740	30,530	24
1925	129,995	30,876	24
1926	142,690	33,751	24
1927	146,045	34,831	24
1928	153,935	36,485	24
1929	160,645	38,056	24
1930	164,110	38,831	24
1931	163,469	38,502	24
1932	158,124	37,208	24
1933	148,276	34,750	23
1934	149,635	34,800	23
1935	145,157	33,591	23
1936	150,769	33,649	22
1937	153,122	33,875	22
1938	157,967	34,663	22
1939	164,304	35,314	21
1940	175,271	36,432	21
1941	185,047	37,684	20
1942	209,039	39,082	19
1943	219,623	42,430	19
1944	235,373	44,151	19
1945	236,765	45,413	19
1946	223,088	44,235	20
1947	269,498	55,045	20
1948	286,904	63,505	22
1949	279,725	60,842	22
1950	314,583	64,109	20
1951	386,726	71,055	18
1952	465,413	78,341	17
1953	512,997	86,594	17
1954	602,201	101,005	17

TABLE 12

ANNUAL SALES OF GAS TO ULTIMATE CONSUMERS BY PRIVATE UTILITY
ENTERPRISES IN NEW JERSEY, EXCLUDING PUBLIC SERVICE ELECTRIC
AND GAS COMPANY AND ITS PREDECESSORS

Note: All sales reported in cubic feet have been converted to therms.

	TOTAL SALES		
	<i>Amount of Gas</i>	<i>Revenue</i>	<i>Aver. Revenues</i>
	<i>(Thousands of</i>	<i>(Thousands of</i>	<i>(Cents per</i>
	<i>Therms)</i>	<i>Dollars)</i>	<i>Therm)</i>
1922	20,386	\$6,193	30
1923	21,929	6,620	30
1924	22,486	6,739	30
1925	23,494	7,016	30
1926	26,481	7,771	29
1927	27,694	8,012	29
1928	29,054	8,181	28
1929	30,692	8,685	28
1930	31,757	8,987	28
1931	32,046	8,940	28
1932	31,148	8,492	27
1933	28,949	7,887	27
1934	28,922	7,774	27
1935	28,035	7,449	27
1936	29,384	7,490	25
1937	29,999	7,536	25
1938	30,749	7,647	25
1939	31,794	7,755	24
1940	32,172	7,569	24
1941	33,920	7,874	23
1942	34,493	7,991	23
1943	38,026	8,623	23
1944	45,050	10,132	22
1945	47,801	10,746	22
1946	36,068	7,873	22
1947	61,215	13,582	22
1948	64,106	16,180	25
1949	60,685	16,577	27
1950	68,240	17,606	26
1951	102,567	18,905	18
1952	139,772	21,729	16
1953	143,351	23,416	16
1954	164,354	26,551	16

TABLE 13

CASUALTIES DUE TO TRAIN SERVICE ACCIDENTS ON RAILROADS IN NEW JERSEY
YEAR 1954

COLLISIONS:	<i>Killed</i>	<i>Injured</i>
Employees	1	5
Passengers .....	..	6
Others .....	..	2
DERAILMENTS:		
Employees .....	..	3
Passengers .....	..	..
Others .....	..	..
AT STRUCTURES:		
Employees	1	11
Passengers .....	..	..
Others .....	..	..
STRUCK BY LOCOMOTIVES OR CARS:		
Employees	6	10
Passengers .....	..	2
Others	28	19
GETTING ON OR OFF CARS:		
Employees .....	..	83
Passengers .....	..	162
Others .....	..	6
COUPLING AND SWITCHING:		
Employees .....	..	53
Passengers .....	..	1
Others .....	..	2
OTHER CAUSES:		
Employees	4	160
Passengers .....	..	67
Others .....	..	11
Totals for 1954	40	603
Totals for 1953	38	643

TABLE 14

ACCIDENTS AND CASUALTIES AT PUBLIC AND PRIVATE RAILROAD-HIGHWAY
GRADE CROSSINGS CLASSIFIED BY TYPE OF PROTECTIVE DEVICE

<i>Public Crossings by Type of Protection</i>	<i>Accidents</i>		<i>Killed</i>		<i>Injured</i>	
	<i>1953</i>	<i>1954</i>	<i>1953</i>	<i>1954</i>	<i>1953</i>	<i>1954</i>
Gates—Automatic	8	7	1	2	..	6
Gates—Manual	18	3	3	..	1	1
Flagman	5	17	..	..	..	12
Flashing Light Signals or Auto- matic Signals	44	38	6	10	22	15
Other Audible or Visible Signals	13	11	..	..	11	6
Standard Crossings Signs.....	54	55	7	8	19	31
Total	142	131	17	20	53	71
Private Crossings, not subject to Board's jurisdiction	16	16	1	2	6	11

TABLE 15

ADDITIONAL PROTECTIVE DEVICES INSTALLED AT PUBLIC AND PRIVATE
GRADE CROSSINGS DURING THE YEAR 1954

The Central Railroad Company of New Jersey

Rock Avenue, Plainfield	24-hour gates
Vosseller Avenue, Bound Brook	Back lights and 2 bells
Lamont Avenue, Bound Brook	Back lights and 2 bells
Thompson Street, Raritan	Automatic gates and bell
Anderson Street, Raritan	Automatic gates and bell
First Avenue, Raritan	Automatic gates and bell
Woodville Road, Hillsborough Twp.	{Reflectorized cross-bucks 2 reflectorized advance warning signs
South Branch Avenue, Flagtown	{Reflectorized cross-bucks 2 Reflectorized advance warning signs
Main Street, Three Bridges	{Reflectorized cross-bucks 2 Reflectorized advance warning signs
Main Street, Chatsworth	2 Back to back flashers
Bradway Road, Norma	2 Back to back flashers
North Laurel Street, Bridgeton	{Reflectorized cross-bucks Reflectorized advance warning signs
Gouldtown Twp. Road, Fairton	{Reflectorized cross-bucks 2 Reflectorized advance warning signs
Church Street, Matawan	{Reflectorized cross-bucks 2 Reflectorized advance warning signs
Englishtown Road, Morganville	{Reflectorized cross-bucks 2 Reflectorized advance warning signs
Herbert Avenue, Marlboro	{Reflectorized cross-bucks 2 Reflectorized advance warning signs
Dutch Lane Road, Freehold	{Reflectorized cross-bucks 2 Reflectorized advance warning signs
Bray Avenue, Ft. Monmouth	2 Back to back flashers

The New York and Long Branch Railroad Company

Cedar Avenue, Long Branch	Automatic gates and bell
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The Delaware, Lackawanna and Western Railroad Company

Crossing at station, Mt. Tabor	1 Bell
State Highway Route 69, Oxford Furnace..	Back to back flashers

Erie Railroad Company

Park Avenue, Rutherford	{Automatic gates and bells Reflectorized signs
North Fullerton Avenue, Montclair	1 Bell
Woodland Place, Pompton Plains	{2 Flashing lights and bell 6 Reflectorized signs
Hudson Avenue, Englewood	{2 Flashing lights with back lights 6 Reflectorized signs
Ivy Lane, Englewood	{2 Flashing lights with back lights 6 Reflectorized signs

TABLE 15—Continued

ADDITIONAL PROTECTIVE DEVICES INSTALLED AT PUBLIC AND PRIVATE
GRADE CROSSINGS DURING THE YEAR 1954

Lehigh and New England Railroad Company

Bruglers (M.P.65.48), Knowlton Twp.	Flashing signals with back lights
Riverside, Hampton Twp.	Flashing signals with back lights
Baileys, Vernon Twp.	Flashing signals with back lights

Lehigh Valley Railroad Company

Communipaw Avenue, Jersey City	{Automatic gates and bells
	{Flashing signals

New York, Susquehanna and Western Railroad Company

Franklin Avenue, Wyckoff	2 Flashing signals and bell
Saddle River Road, Rochelle Park	Automatic gates and bell
Sixth Avenue, Paterson	Automatic gates and bell
Lyons Street, Paterson	Automatic gates and bell
Union Street, Hackensack	Automatic gates and bell

The Pennsylvania Railroad Company

Union Landing Road, Riverton	1 Bell
Taylor Lane, Riverton	1 Bell and signal cross-arm with lights

Pennsylvania-Reading Seashore Lines

Jacks Bridge Road, Atco	Flashing lights and back lights
Seventh Street, Shipyard	Flashing lights and bell
Eighth Street, Shipyard	Back to back lights and bell
Ninth Street, Shipyard	Back to back lights and bell
Tenth Street, Shipyard	Back to back lights

Reading Company

Lower Ferry Road, Ajax Park	1 Bell
Hillcrest Avenue, Hillcrest	1 Bell
Maple Avenue, Hillcrest	1 Bell
Prospect Street, Trenton	Flashing lights and bell
Marion Street, Trenton	Flashing lights and bell
Calhoun Street, Trenton	Flashing lights and bell
Willow Street, Trenton	Flashing lights and bell
Hoffman Avenue, Trenton	Flashing lights

The Staten Island Rapid Transit Railway Company

Chestnut Street, Roselle	Back lights
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TABLE 16

CHANGES IN SIGNALS AND TRACKS

PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION IN 1954 WHICH INVOLVED ACTION BY THE
NEW JERSEY BOARD OF PUBLIC UTILITY COMMISSIONERS

<i>Railroad and Location</i>	<i>Date of Application to I. C. C.</i>	<i>Proposed Changes in Signals and Track</i>	<i>Board Action Taken</i>	<i>Disposition of Application by Interstate Commerce Commission</i>
Central R. R. of N. J. Lanes Crossing and White House	12/28/53	Change signals and interlocking for 3.6 miles in connection with abandonment of track No. 4 between Lanes Crossing and White House.	On 1/18/54, indicated no opposition to proposed change, after investigation.	Approved 2/15/54
8 Central R. R. of N. J. Fanwood to Middlesex	12/18/53; amended 1/15/54	Temporary and permanent changes in signals and interlocking in connection with elevation of the railroad through Dunellen.	On 12/31/53, indicated no objections to the changes.	Approved 1/25/54
Central R. R. of N. J. Elizabethport	3/8/54	Change "RU" interlocking to facilitate movement of trains at Elizabethport.	Change connected with new passenger train schedule.	Approved 3/23/54 (without public notice)
Central R. R. of N. J. and Pennsylvania R. R. Whitings	11/16/54	Discontinue interlocking at Whitings, where Toms River Branch of P. R. R. crosses Southern Division of C.N.J.	On 11/30/54, indicated no objection.	Approved 12/17/54 abandonment of interlocking and substitution of stop signs.
D. L. & W. R. R. and Erie R. R. Mountain View	2/8/54	Replace manual with automatic interlocking at Mountain View where Boonton Branch of D. L. & W. R. R. and Greenwood Lake Div. of Erie R. R. cross at grade.	On 2/19/54, indicated no objection, if Railroads warned train crews to avoid entering control circuit so as to delay train on other railroad.	Approved 3/10/54

TABLE 16—Continued

CHANGES IN SIGNALS AND TRACKS

PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION IN 1954 WHICH INVOLVED ACTION BY THE
NEW JERSEY BOARD OF PUBLIC UTILITY COMMISSIONERS

<i>Railroad and Location</i>	<i>Date of Application to I. C. C.</i>	<i>Proposed Changes in Signals and Track</i>	<i>Board Action Taken</i>	<i>Disposition of Application by Interstate Commerce Commission</i>
Erie R. R. Greenwood Lake Jct. Kearny	5/14/54	Change interlocking in Kearny where Newark and Greenwood Lake branches join. Bridge over Hackensack River to be changed from double to single track as part of proposed changes.	On 6/7/54, offered no objections.	Approved 7/2/54
87 Erie R. R. Paterson	No action required by I. C. C.	As result of collision at "XW" interlocking 11/30/53, it was decided that fixed signals on the Newark Branch would prevent improper movements.	Conferences were held on the required changes in signals to provide safer operation. The changes were effective 11/29/54.	.....
Lehigh Valley R. R. Oak Island—Newark	2/3/54	Change switches and signals to allow one of the main tracks in Newark to be used as a side track.	On 2/23/54, offered no objection, since traffic can be handled on one track.	Approved 3/16/54
Lehigh Valley R. R. and New York Central R. R. National Docks Branch Jersey City	4/21/54	Change signal system on L. V. R. R. National Docks Branch and interlocking at junction with N. Y. C. R. R. in connection with change from double to single track, approved in 1953.	On 4/29/54, offered no objection.	Approved 5/21/54

TABLE 16—Continued

CHANGES IN SIGNALS AND TRACKS

PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION IN 1954 WHICH INVOLVED ACTION BY THE
NEW JERSEY BOARD OF PUBLIC UTILITY COMMISSIONERS

<i>Railroad and Location</i>	<i>Date of Application to I. C. C.</i>	<i>Proposed Changes in Signals and Track</i>	<i>Board Action Taken</i>	<i>Disposition of Applica- tion by Interstate Commerce Com- mission</i>
Pennsylvania R. R. Trenton to Bordentown	7/22/54	Install manual block signal system on Bordentown Branch between Trenton and Bordentown to modify interlocking systems in connection with proposed change from double to single track operation.	On 8/9/54, indicated no objections.	Approved 12/28/54, after public hearing on 11/22/54.
88				
Pennsylvania-Reading Seashore Lines Woodbury to Glassboro	10/1/54	Change signals and interlocking to allow change from double to single track between Woodbury and Glassboro, and substitution of manual for automatic signals.	Proposed change to single track brought to hearing, in Docket No. 8339 on 12/8/54. Change allowed in Board's Decision of 12/21/54.	Pending at end of 1954.
Reading Company Trenton Branch	8/5/54	Discontinue automatic signals on Trenton Branch between Warren Street, Trenton and West Trenton.	On 8/17/54 offered no objections and restated its position at I.C.C. hearing on 11/22/54.	Pending at end of 1954.

TABLE 17

DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1954

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
Central R. R. of N. J.	7873	E. 22nd St., Bayonne	Pass. Ag. to Non-Pass. Ag.	Approved.
Central R. R. of N. J.	7874	E. 45th St., Bayonne	Abandonment.	Denied (but approved change from agency passenger to non-agency passenger).
Central R. R. of N. J.	7876	Claremont, Jersey City	Abandonment.	Approved.
Central R. R. of N. J.	7878	Aldene, Roselle	Pass. Ag. to Frt. Ag.	Approved.
Central R. R. of N. J.	7875	Clinton Ave., Plainfield	Pass. Ag. to Non-Pass. Ag.	Approved subject to maintenance of pass. facilities at the station.
Central R. R. of N. J.	7969	Bloomsbury	Discontinue LCL freight, express and baggage; Ag. to Non-Ag.; carload freight only.	Approved.
Central R. R. of N. J.	8297	Port Monmouth	Ag. to Non-Ag.	Approved provided station facilities for passengers are maintained.
D. L. & W. R. R.	8439	Peapack	Ag. to Non-Ag.; carload freight only.	Pending.
Erie	8096	Cedar Grove	Ag. to Non-Ag.; remove portion of station.	Approved subject to rehabilitation of station facilities.
Lehigh Valley R. R.	8276	Three Bridges	Ag. frt. to Non-Ag. frt.; carload freight only.	Pending.

TABLE 17—Continued

DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1954

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
N. Y. & Long Branch R. R. ..	7786	West End and Branchport, Long Branch	Abandonment.	Approved, to become effective when a new station building at Long Branch is completed.
N. Y. & Long Branch R. R. ..	6346	Deal	Ag. to Non-Ag.	Approved, subject to maintenance of station facilities for accommodation of passengers.
Pennsylvania R. R.	7748	Old Bridge	Ag. passenger, freight and baggage to Ag. freight and Non-Ag. passenger and baggage.	Approved.
8 Pennsylvania R. R.	7749	Arch St., Palmyra	Ag. passenger, freight and baggage to Ag. freight and Non-Ag. passenger and baggage.	Approved.
Pennsylvania R. R.	8230	Arch St., Palmyra	Remove station building.	Approved.
Pennsylvania R. R.	8454	Arch St., Palmyra	Ag. to Non-Ag.	Pending.
Pennsylvania R. R.	8219	Hainesport	Non-Ag. passenger and freight to Non-Ag. passenger, with no freight.	Approved.
Pennsylvania R. R. (Penn. & Atl. R. R. Co.)	8218	Keswick Grove	Abandonment of Non-Ag. freight station.	Approved.
Pennsylvania R. R.	8221	Lenola	Non-Ag. passenger and freight to Non-Ag. passenger, with no freight.	Approved.

TABLE 17—Continued

DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1954

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
Pennsylvania R. R. (Penn. & Atl. R. R.)	8216	Crossley	Abandonment of Non-Ag. freight station.	Approved.
Pennsylvania R. R.	8088	Smithville	Ag. passenger and freight to Non-Ag. passenger and carload freight.	Approved.
Pennsylvania R. R.	8074	Englishtown	Ag. to Non-Ag.	Approved.
Pennsylvania R. R.	8220	Beideman Station, Camden	Abandonment.	Appl. withdrawn due to earlier action by the Board.
Pennsylvania R. R. (Penn. & Atl. R. R.)	8222	Whittings	Abandonment.	Approved.
91 Pennsylvania R. R.	8229	Riverton	Demolish main passenger station at Riverton; relocate ticket office on opposite side of railroad.	Approved.
Pennsylvania R. R.	8230	Palmyra	Remove main passenger station at Palmyra; relocate ticket office on opposite side of tracks; remove station building at Arch St. station.	Approved.
Pennsylvania R. R. (Penn. & Atl. R. R.)	8269	South Pemberton	Abandonment of Non-Ag. freight station at South Pemberton.	Pending.
Pennsylvania R. R.	8244	Hartford	Non-Ag. passenger and freight (LCL only) to Non-Ag. passenger.	Pending.
Pennsylvania R. R.	8246	Jobstown	Abandonment of Non-Ag. freight station at Jobstown.	Pending.

TABLE 17—Continued

DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1954

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
Pennsylvania R. R.	8245	Lumberton	Abandonment of Non-Ag. freight station at Lumberton.	Pending.
Pennsylvania R. R. (Penn. & Atl. R. R. Co.)	7826	South Pemberton, New Lisbon, Upton, Keswick Grove	Demolish passenger station facilities at South Pemberton, New Lisbon, Upton and Keswick Grove.	Approved.
Pennsylvania R. R. (Penn. & Atl. R. R. Co.)	8084	Upton	Abandonment of agency freight station at Upton.	Approved.
Pennsylvania R. R.	7990	Iselin	Discontinue freight and designate station as agency passenger and baggage.	Approved.
Pennsylvania R. R.	7989	Colonia	Discontinue freight and designate station as Non-Ag. passenger.	Approved.
Pennsylvania R. R. (Penn. & Atl. R. R. Co.)	8305	Columbus	Part-time agency freight to Non-Ag. freight carload only.	Approved (also approved removal of station building).
Pennsylvania R. R.	8257	Stockton	Agency passenger and freight to agency passenger and freight carload only.	Pending.
Pennsylvania R. R.	8381	Manasquan	Agency passenger and freight to Non-Ag. passenger and freight.	Pending.
Pennsylvania R. R.	8453	Milford	Agency passenger and freight to Non-Ag. passenger and agency freight.	Pending.

TABLE 17—Continued

DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1954

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
Pennsylvania R. R.	8156	Princeton Junction	Agency passenger and freight to agency passenger and carload freight.	Pending.
Pennsylvania R. R.	8382	Roebbing	Agency passenger and freight to Non-Ag. passenger and agency freight.	Pending.
Pennsylvania R. R.	8157	Ringoes	Agency freight to Non-Ag. freight, carload only.	Pending.
Pennsylvania R. R.	7987	Byram	Non-Ag. passenger and freight to Non-Ag. passenger; remove freight house and public delivery track to make room for a new highway.	Approved.
Pennsylvania R. R.	7988	Avenel	Agency passenger and Non-Ag. freight to Non-Ag. passenger and freight.	Approved.
Pennsylvania R. R.	7991	South Elizabeth	Agency passenger to Non-Ag. passenger.	Approved.
Pennsylvania R. R. (Penn. & Atl. R. R. Co.)	8314	Juliustown	Abandonment of Non-Ag. freight station at Juliustown.	Approved.
Pennsylvania-Reading Seashore Lines	8133	Mays Landing	Agency to Non-Ag.; remove former passenger station building.	Approved.

TABLE 18

PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, DURING 1954

	<i>Name of Company and Description of Securities</i>	<i>Docket Number</i>	<i>Bonds</i>	<i>Stock Dollars</i>	<i>Notes, etc. Dollars</i>	<i>Purpose of Issue</i>
			<i>Principal Amount Dollars</i>			
	Atlantic City Electric Company:					
	Common Capital Stock, \$10 Par Value..	7880	.....	665,870	.....	Stock Dividend, to Capitalize Plant Additions
	Common Capital Stock, \$10 Par Value..	7897	.....	1,516,720	.....	Payment of Debt for Previous Plant Additions
	3% First Mortgage Bonds, due 1984.....	7897	5,000,000	.....	.....	Payment of Debt, Additions to Plant
	4.10% Cumulative Preferred Stock, \$100 Par Value	8183	.....	7,200,000	.....	Payment of Debt, Additions to Plant
94	Commonwealth Water Company:					
	4½% First Mortgage Bonds, due 1978...	7638	1,200,000	.....	.....	Payment of Debt, Additions to Plant
	5¼% Cumulative Preferred Stock, \$100 Par Value	7638	.....	900,000	.....	Reimburse Treasury, Additions to Plant
	Common Capital Stock, \$25 Par Value....	7638	.....	2,052,000	.....	In Exchange for 20,520 Outstanding Shares of \$100 Par Value Common Capital Stock
	DeCamp Bus Lines:					
	4¾% Promissory Note and Chattel Mort- gage	8115	.....	.....	300,000	Refinance Outstanding Obligations, Working Capital
	Delaware Township Sewerage Corp.:					
	Common Capital Stock, No Par Value, \$55 Stated Value	8135	.....	55,000	.....	Organization Expenses, Plant Construction
	4½% Promissory Note and Real Estate Mortgage, due 1984	8135	.....	.....	80,000	Plant Construction

TABLE 18—Continued

PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, DURING 1954

	<i>Name of Company and Description of Securities</i>	<i>Docket Number</i>	<i>Bonds Principal Amount Dollars</i>	<i>Stock Dollars</i>	<i>Notes, etc. Dollars</i>	<i>Purpose of Issue</i>
	Hackensack Water Company:					
	3% First Mortgage Bonds, due 1984	7983	4,000,000	.....	.....	Additions to Plant, Purchase of Securities of Out-of-State Subsidiary for \$2,750,000
	Common Capital Stock, \$25 Par Value...	8348	.....	1,201,175	.....	Additions to Plant, Purchase of Securities of Out-of-State Subsidiary for \$400,000
	Jersey Central Power & Light Company:					
	Common Capital Stock, \$10 Par Value...	8048	.....	5,500,000	.....	Payment of Debt for Previous Plant Additions
95	3¾% First Mortgage Bonds, due 1984....	8048	6,000,000	.....	.....	Payment of Debt, Additions to Plant
	Laurel Springs Water Company:					
	4% First Mortgage Bonds, due 1979.....	8093	200,000	.....	.....	Payment of Debt, Refund of Customers' Advances for Construction
	Common Capital Stock, No Par Value, \$20 Stated Value	8093	.....	70,000	.....	Refund of Customers' Advances for Construction, Additions to Plant
	New Jersey Bell Telephone Company:					
	Common Capital Stock, \$100 Par Value..	7935	.....	75,000,000	.....	Payment of Debt, Reimburse Treasury, Additions to Plant
	3% Debentures, due 1989	7935	25,000,000	.....	.....	Payment of Debt, Reimburse Treasury, Additions to Plant
	New Jersey Natural Gas Company:					
	3¾% Installment Note, due 1958-1962....	8341	.....	.....	1,000,000	In Exchange for Outstanding 4½% Promissory Note, due June 3, 1957, in like Principal Amount

TABLE 18—Continued

PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, DURING 1954

<i>Name of Company and Description of Securities</i>	<i>Docket Number</i>	<i>Bonds Principal Amount Dollars</i>	<i>Stock Dollars</i>	<i>Notes, etc. Dollars</i>	<i>Purpose of Issue</i>
New Jersey Power & Light Company: 3½% First Mortgage Bonds, due 1984...	8162	8,700,000	.....	.....	Payment of Debt, Redemption of Outstanding 4¼% 1983 Bonds, Additions to Plant
New Jersey Telephone Company: 4% First Mortgage Bonds, due 1984.....	7940	500,000	.....	.....	Payment of Debt
Common Capital Stock, \$25 Par Value...	7940	.....	475,000	.....	Payment of Debt
New York-Keansburg-Long Branch Bus Line, Inc.:					
Common Capital Stock, \$100 Par Value..	7529	.....	125,000	.....	Organization Expenses, Acquisition of Property and Equipment
5% Promissory Note	7529	.....	.....	25,202	Acquisition of Equipment
Orange and Black Bus Lines, Inc.:					
5% Promissory Note and Chattel Mortgage	7932	.....	.....	150,000	Liquidation of Prior Debt, Acquisition of Equipment
Plainfield-Union Water Company:					
3¾% Promissory Note, due Nov. 1, 1957	8326	.....	.....	3,100,000	Payment of Debt, Additions to Plant
Public Service Electric and Gas Company:					
4⅞% Cumulative Preferred Stock, \$100 Par Value	8051	.....	24,994,200	.....	Redemption of Outstanding 249,942 shares of 4.70% Cumulative Preferred Stock
3¾% First and Refunding Mortgage Bonds, due 1984	8051	50,000,000	.....	.....	Reimburse Treasury, Additions to Plant

TABLE 18—Continued

PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, DURING 1954

	<i>Name of Company and Description of Securities</i>	<i>Docket Number</i>	<i>Bonds Principal Amount Dollars</i>	<i>Stock Dollars</i>	<i>Notes, etc. Dollars</i>	<i>Purpose of Issue</i>
	Quaker City Bus Co.:					
	4¾% Promissory Note and Chattel Mortgage	7976	.....	.....	137,600	Acquisition of Equipment
	4½% Bond and Mortgage, 5-year	8412	.....	.....	100,000	Refinance Prior Debt, Acquisition of Property
	Rockland Electric Company:					
97	3¾% First Mortgage Bonds, due 1984 ...	8136	2,500,000	.....	.....	Payment of Debt, Redemption of 3½%, 25-year Sinking Fund Notes, Additions to Plant
	Common Capital Stock, \$100 Par Value..	8136	.....	1,050,000	.....	Payment of Debt for Previous Plant Additions
	Shore Water Company:					
	Common Capital Stock, No Par Value, \$100 Stated Value	8016	.....	40,000	.....	Organization Expenses, Plant Acquisition
	6% Debenture Bonds, due 1959-1978.....	8016	60,000	.....	.....	Plant Acquisition and Construction, Working Capital
	South Jersey Gas Company:					
	3½% Promissory Notes, due June 1, 1974	8083	.....	.....	1,250,000	Payment of Debt, Additions to Plant

TABLE 18—Continued

PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, DURING 1954

<i>Name of Company and Description of Securities</i>	<i>Docket Number</i>	<i>Bonds Principal Amount Dollars</i>	<i>Stock Dollars</i>	<i>Notes, etc. Dollars</i>	<i>Purpose of Issue</i>
Trenton Transit:					
3¾% Promissory Note and Conditional Sale Contract	7955	.....	.....	64,187	Acquisition of Equipment
3¾% Promissory Note and Conditional Sale Contract	8120	.....	.....	158,797	Acquisition of Equipment
3¾% Promissory Note and Conditional Sale Contract	8124	.....	.....	22,562	Acquisition of Equipment
8 Tri-County Rural Electric Company, Inc.:					
2% Mortgage Note, 35-year Serial.....	7670	.....	.....	123,000	Additions to Plant
West Jersey Telephone Company:					
2% Mortgage Note, 35-year Serial.....	7907	.....	.....	289,000	Additions to Plant
Westwood Transportation Lines:					
6% Conditional Sale Contract.....	7977	.....	.....	118,763	Acquisition of Equipment

